The LTIC and The NSP

LTIC
Provides a predictable and fair approach for property owners building a new house to meet their transportation improvement obligations.
Adopted April 2016

NSP | Planning
Council has directed: create a framework to determine project selection, design standards, and overall project financing (including allocation of the LTIC revenues).
Estimate: planning phase complete 2017, implementation begins 2018
What are ‘unimproved residential side streets’?

- Local Residential streets, unpaved: 2%
- Local Residential streets, paved without curb: 10%
- Local Residential streets, paved with curb: 45%
Located throughout Portland...
City Council has adopted alternative transportation and stormwater standards to address different problems.

- What local street standards should be applied in what situations?
- How will all of the many needs be balanced?
Fixing unimproved streets is a sizeable problem that will take wide-ranging approaches to solve.

- The LTIC is earmarked, but decisions must be made about where and how to allocate
- What other public sources need be dedicated to funding neighborhood street improvements?
- What is the role of property owners? What about residents with fixed or lower incomes?
Funding Considerations

• Estimated Cost of Streets: **$6.3M per mile**
• Estimated LTIC Revenue: **$1M to $2M per year**
• Funding Capacity: **0.25 to 1.0 miles per year**
  • Depends on ability to leverage other sources
• How long will it take: **250 to 1,000 years** for all unimproved residential side streets
• Implications: Focus on highest priority projects and leverage other funding sources
The planning phase of the NSP will develop a set of clear and equitable principles to guide future decisions on funding allocations:

- How do we balance needs in different areas with different costs, benefits, and economic impacts?
- Where or what conditions should funding be prioritized?
NSP Planning | outreach to date

COMMUNITY INVOLVEMENT

• **Statistically valid survey** of values and priorities

• **Over 30,000 Portlander’s in 5 languages** with Facebook

• **Over 3,400 multilingual participants** in online survey

• **Community outreach** to Neighborhood Coalitions and stakeholders - through early summer 2017
The residents surveyed match the demographic makeup of Portland

Age distribution:
- 18-24: 13%
- 25-34: 23%
- 35-54: 36%
- 55-64: 7%
- 65+: 21%

Gender distribution:
- Male: 48%
- Female: 52%
Residents were split by area of the city based on the population of each area.
Equity demographics were considered in contacting residents

<table>
<thead>
<tr>
<th>Race/Ethnicity</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>African American/Black</td>
<td>4%</td>
</tr>
<tr>
<td>Asian/Pacific Islander</td>
<td>4%</td>
</tr>
<tr>
<td>Hispanic/Latino</td>
<td>3%</td>
</tr>
<tr>
<td>Native American/American Indian</td>
<td>1%</td>
</tr>
<tr>
<td>White/Caucasian</td>
<td>78%</td>
</tr>
<tr>
<td>Other</td>
<td>7%</td>
</tr>
</tbody>
</table>

Disability Status

- Yes: 19%
- No: 78%
One in six Portlanders say transportation is the biggest issue facing their neighborhood

12% Poor road infrastructure
2% Bicycle issues
2% Public transportation
2% Traffic safety
1% Parking issues
1% Traffic
1% Lack of sidewalks
Residents feel strongly the City should be responsible for paving and improving these streets.

Agreement: The City should be responsible

- Strongly disagree: 7%
- 14%
- 25%
- 51% (Strongly agree)
Residents believe these improvements should be paid for with existing tax revenue

- The City should use some funds from the existing budget and put it toward improving these streets (49%)
- The City should raise new revenue to fund these improvements (28%)
- The City shouldn’t invest any resources into these streets (18%)
Storm water is more important to residents than paved roads, lighting, or sidewalks

<table>
<thead>
<tr>
<th>Attribute</th>
<th>Always necessary</th>
<th>Often necessary</th>
</tr>
</thead>
<tbody>
<tr>
<td>The street has proper storm water drainage</td>
<td>62%</td>
<td>22%</td>
</tr>
<tr>
<td>The street has adequate lighting</td>
<td>49%</td>
<td>26%</td>
</tr>
<tr>
<td>The street is paved</td>
<td>38%</td>
<td>31%</td>
</tr>
<tr>
<td>The street has a sidewalk</td>
<td>37%</td>
<td>29%</td>
</tr>
<tr>
<td>The street has on-street parking</td>
<td>24%</td>
<td>30%</td>
</tr>
<tr>
<td>The street has trees</td>
<td>20%</td>
<td>24%</td>
</tr>
</tbody>
</table>
Improvements in low-income and fast-growing neighborhoods should be top priority.
Online Community Survey

- To date, 3,400+ Portlanders have engaged with the online community survey tool.

- Survey outreach via Facebook, community meetings, Advisory Committees, Nextdoor, and other PBOT networks.

- Online survey results will be analyzed with comparisons to the statistically valid survey.

- **Facebook:**
  Ads placed Feb 1-14, 2017
  ~34,000 people reached
  ~1,500 clicked on survey
  40%+ non-English

![Facebook Reach Pie Chart]

<table>
<thead>
<tr>
<th>Language</th>
<th>Reach</th>
</tr>
</thead>
<tbody>
<tr>
<td>English</td>
<td>58%</td>
</tr>
<tr>
<td>Russian</td>
<td>19%</td>
</tr>
<tr>
<td>Vietnamese</td>
<td>10%</td>
</tr>
<tr>
<td>Spanish</td>
<td>7%</td>
</tr>
<tr>
<td>Chinese</td>
<td>6%</td>
</tr>
</tbody>
</table>
## What's next?

### NSP | Planning Phase

<table>
<thead>
<tr>
<th>2017</th>
<th>2018+</th>
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<tbody>
<tr>
<td><strong>Winter 2017</strong></td>
<td><strong>Spring-Summer 2017</strong></td>
</tr>
<tr>
<td>Listen and analyze</td>
<td>Community values and priorities</td>
</tr>
<tr>
<td>Study and analyze</td>
<td>Scope of the problems and potential funding solutions</td>
</tr>
<tr>
<td>Targeted outreach to residents and property owners on unimproved streets</td>
<td>Involvement and feedback on NSP options</td>
</tr>
<tr>
<td>City’s Executive Finance Committee</td>
<td>Craft recommended funding mechanisms and models</td>
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</table>

Select | Design | Fund | Build
For questions about the Neighborhood Streets Program

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 503-823-7239

www.portlandoregon.gov/transportation/72452