

IMPACT STATEMENT

Legislation title: Clarify maintenance responsibilities for unimproved streets (Ordinance; amend Code Section 17.42.010)

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Purpose of proposed legislation and background information:

The purpose of the proposed Ordinance is to amend Code to support current City policy related to maintenance of unimproved streets, in recognition of potential confusion that may arise from implementation of the new Grade and Gravel Street Program (the Program), which is one component of the Neighborhood Streets Program (NSP). Although this Ordinance does not adopt or amend the Program or any other elements of the NSP, they are described throughout this impact statement to provide additional context for the proposed Code amendment.

The NSP is an umbrella program including multiple program elements, each designed to address a different aspect of Portland's neighborhood street infrastructure. As part of the NSP and under Ordinance No. 188891, Council directed PBOT staff to develop a maintenance program for ongoing grading and graveling of unpaved streets, and to include a specific proposal in the FY 2018-19 budget. The City is working to implement the Grade and Gravel Street Program (the Program).

As described in Code (section 17.42.010 A, amended in 2003), it is City policy that, until a street has been constructed to City standards and the City has expressly assumed responsibility for maintaining that street, maintenance of the street is the responsibility of the abutting property owners.

The Program does not change this policy, and maintenance of all streets that are impacted by the Program will still be the responsibility of the abutting property owners. However, City staff recognize that implementation of the Program could cause public confusion regarding maintenance responsibility. This Code amendment is intended to support current City policy by eliminating the potential for such confusion.

Financial and budgetary impacts:

The Ordinance only seeks to clarify existing Code language and does not change long-standing City policy. Therefore, it will not have any financial or budgetary impacts.

Funding for the Program is already included in the FY 2018-19 adopted budget, and is supported by \$1 million of new ongoing General Transportation Revenues generated by the passage of HB 2017.

Community impacts and community involvement:

This proposed Code amendment related to implementation of the Program stems from extensive community involvement efforts conducted for the NSP. PBOT involved the community in developing the NSP with the primary goals of (1) determining the level of interest in and priorities for improving local streets, (2) creating a process by which communities of color could directly impact program development and decisions, and (3) building awareness of and interest in the NSP. This effort engaged thousands of Portlanders, ensuring that the NSP will be a direct reflection of community values, concerns, and priorities. Throughout the process, PBOT continually heard a few key messages and opinions that were then integrated with the technical analysis and directly translated into the NSP. These consistent messages were expressed by a diversity of community members who live in different neighborhoods with different street conditions and who face a range of challenges.

Community Involvement for the NSP included:

- Statistically-significant citywide telephone survey in August of 2016 involving 400 Portlanders, including 100 residents on unimproved streets (i.e., local service streets in single-family residential zones that are either unpaved or paved without curbs).
- Multilingual online community survey in February-September 2017 involving 3,618 self-selected respondents that was promoted through multilingual Facebook ads (30,000+ reached through Facebook), email distribution lists, community events, social media networks, and CEL outreach in partnership with PedPDX.
- Three resident focus group events in June-September 2017 involving 130 residents from 35 neighborhoods.
- Postcard invitations to the 27,924 households located on unimproved streets.
- Neighborhood associations focus group events, March-October 2017, invited 36 neighborhood association chairs and 6 coalition directors, with 10 participating.

Community Presentations: Reached roughly 100 people at 6 neighborhood association and coalition meetings (as invited), PBOT's Pedestrian Advisory and Bureau and Budget Advisory Committees, the Portland Disability Commission, and the Fixing Our Streets events.

Communications and Information: 140 Portlanders emailed or phoned project staff to register their opinions, concerns, and ideas for how to make the program better. The information they provided is available on the project's webpage, as well as an overview handout, an interactive map tool, and media coverage.

100% Renewable Goal:

The Ordinance only seeks to clarify existing Code language and does not change long-standing City policy. Therefore, it will not have any impact on the City's 100% renewable goal.

Budgetary Impact Worksheet

Does this action change appropriations?

- YES: Please complete the information below.
- NO: Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

KK 11-02-18