

Portland  
Safe, Sound and Green Streets

Portland City Council

January 9, 2008

# Proposal Development Process

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- An 89-person stakeholder committee
- Over 20 town hall meetings (broadcast on cable access)
- 3 rounds of citywide polling
  - Developed by stakeholder committee
  - Posted to City website
- Ongoing conversations with all of Portland's neighborhood and neighborhood business associations
- 2 citywide mailings
- Detailed website that received over 34,000 hits
- Project maps for each neighborhood provided on website, in neighborhood newsletter insert, and at meetings

# Financial Review

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- A Financial/Audit workgroup reviewed PDOT's budget and made the following findings:
  - Insufficient funding has resulted in a decline in the condition of the transportation system
  - Without additional funding there will be a continued decline in system condition

# Underinvestment in Maintenance and Safety

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- State gas tax is primary source of funding for maintenance and safety
- 24 cent per gallon gas tax has not increased since 1993
- Transportation costs have increased over 70% since 1993
- The City receives less than 40 cents of each dollar paid in state gas tax fees

# Underinvestment in Maintenance and Safety

## Purchasing Power of the State Gas Tax in 1993 Dollars



**1993 = \$1**

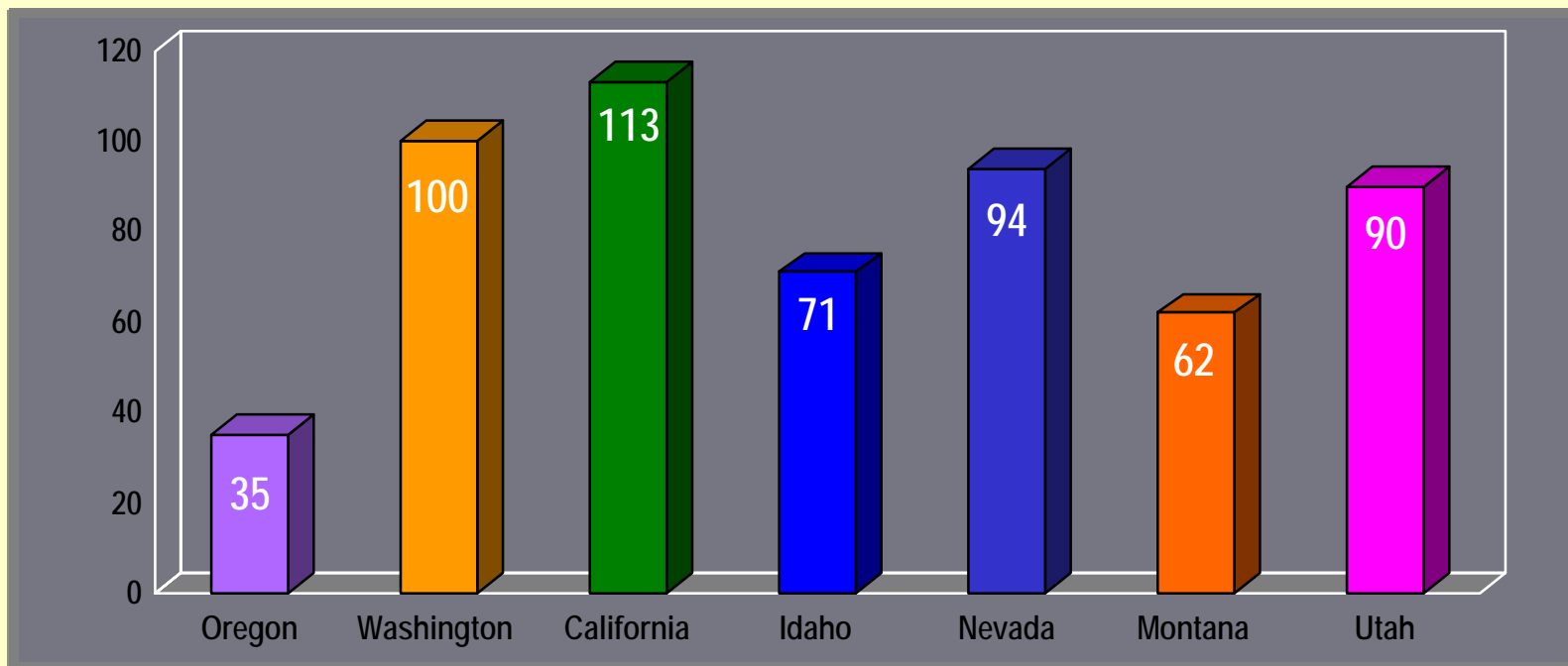


**2006 = \$0.58**

# Underinvestment in Maintenance and Safety

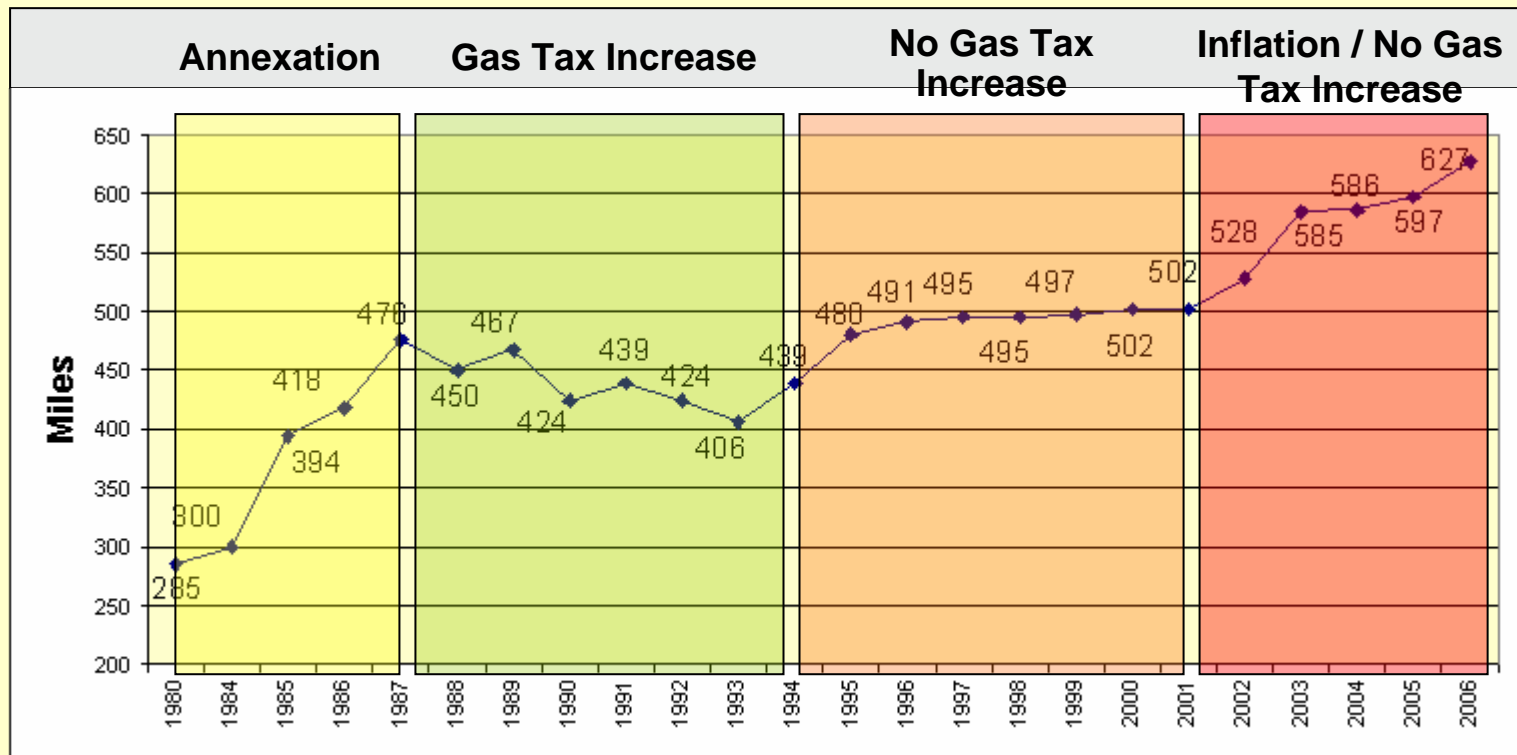
## Summary of All Auto Related Taxes – Seven Western States

(Cents Fees/Taxes Per Gallon of Gas )



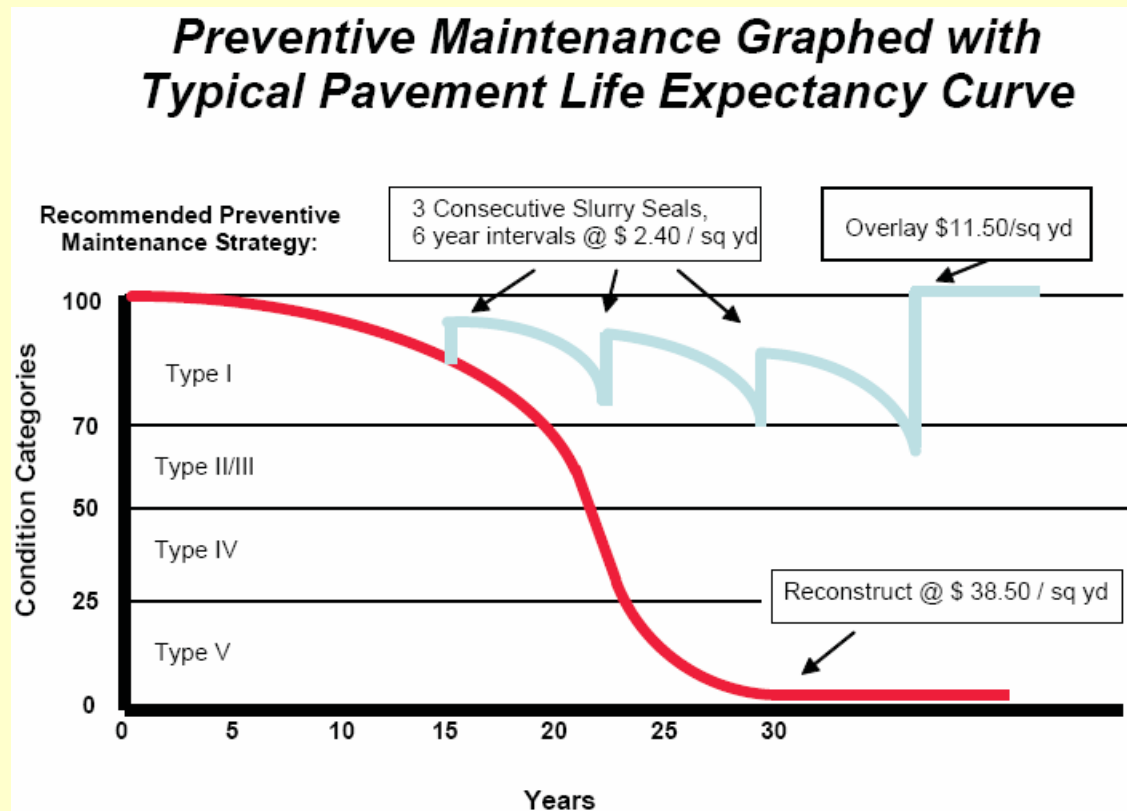
# Results of Underinvestment

The pavement backlog has increased by 221 miles since 1993



# Results of Underinvestment

## Significant Increase in Costs





# Results of Underinvestment

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- The City of Portland's deferred maintenance liability has grown to \$422 million
- Cost of Delay: Due to insufficient resources for preventive maintenance, Portland's maintenance backlog grows by over \$9 million per year

# Results of Underinvestment

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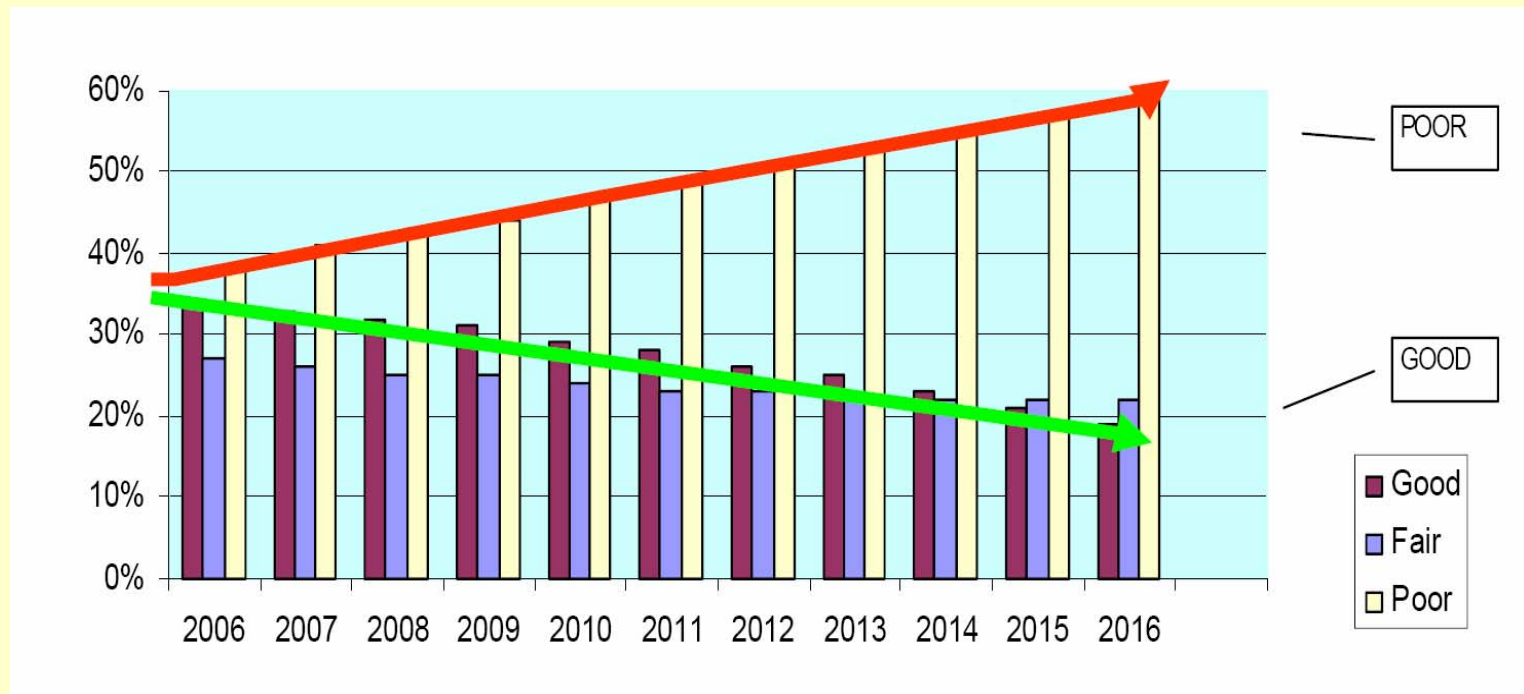
- Over the last ten years, 378 people were killed and 2,662 people were injured. Many of these injuries and deaths are avoidable if adequate funding is available for safety improvements
- Annual economic impact of traffic collisions, injuries, and deaths \$412 million per year

# Portland's Future

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## Without Additional Funding...

Arterial streets in poor condition will increase by 276 miles.



(from 464 lane miles in 2006 to 740 lane miles in 2016)

# Portland's Future

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## Without Additional Funding...

- No local match for Sellwood Bridge
- Numerous Portlanders will be killed and injured due to a failure to implement relatively low cost safety improvements
- Outdated signals increase congestion and air pollution
- Portlanders will continue to complain about the growing conflicts between bicycles and motor vehicles on busy streets
- Portlanders, especially children and seniors, will be unable to enjoy their neighborhood or get to school, on foot, bicycle or transit due to traffic safety concerns

# Results of Citywide Polling

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- Strong support for additional money to fund:
  - Signal synchronization to reduce congestion and reduce pollution
  - Maintenance of bridges – specifically the Willamette River bridges
  - Reduce conflict between motorists and bicyclists by developing alternative facilities on adjacent, lower volume streets
  - Maintenance of Roads
- Strong support for street maintenance and safety fee
- Strong support for environmental/green discounts

# Results of Public Meetings

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## (Project Implementation Principles)

- Defined list of projects
- Independent oversight committee
- Annual reporting
- Leverage State, Federal, SDC Other Funds
- Majority of work contracted out
- Fund priority needs in each part of the City
- Implement pavement audit recommendations
- Green discounts

# Results of Public Meetings

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## (Project Implementation Principles)

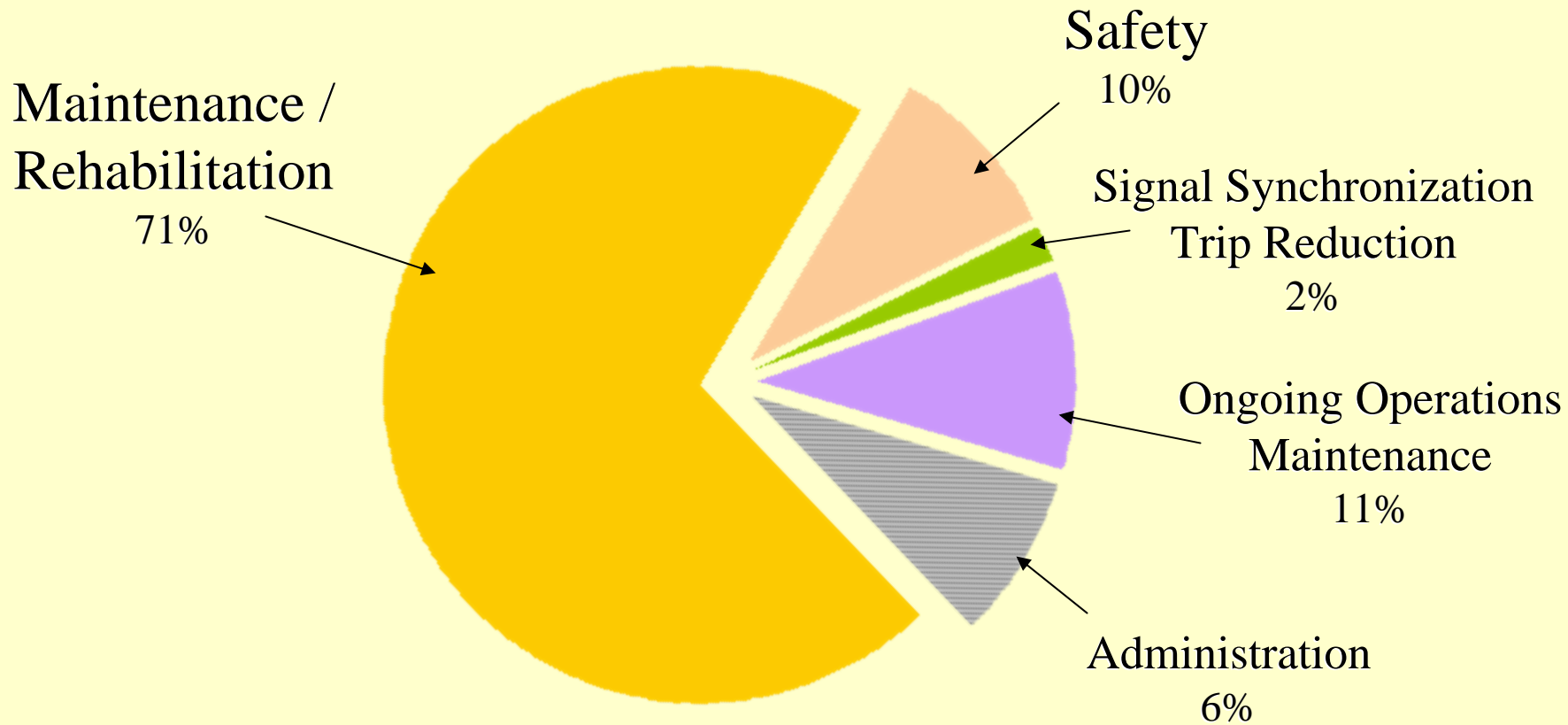
- Buy local (minority/women-owned business outreach)
- New revenue will not supplant other resources
- 15-year renewal
- Minimize negative impacts to business during construction
- Green Streets implementation
- Business and neighborhood associations to work together to identify neighborhood safety projects
- Cap administrative costs (10%)

# The Proposal

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## Summary

Total Funds Over 15 Years = \$813 Million





# The Proposal

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## Maintenance and Rehabilitation

- Arterial Street Maintenance
  - Eliminates all Portland arterial streets in very poor and poor Condition - *saves \$168 million in future rehabilitation*
- Bridge Improvements
  - Provides funding for local match for Sellwood Bridge
  - Eliminates weight-restrictions and structural concerns on Portland's five worst bridges – improves competitiveness
- Signal Rehabilitation
  - Ensures signals are operating safely and that hardware supports signal synchronization

# The Proposal

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## Safety

- High Crash Intersections
  - Safety improvements at 30 intersections
- Pedestrian Safety
  - 47 pedestrian islands – *reduces injury rates by over 40%*
  - Up to 20 miles of sidewalks and alternative paths
- Bicycle and Pedestrian Safety
  - 114 miles of neighborhood pedestrian and bicycle safety corridors

# The Proposal

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## Safety

- Neighborhood Safety Projects
  - \$50,000 will be allocated annually to each district coalition for projects identified by the district coalition
- Safe Routes to School Services
  - Portland's Safe Route to School Program will serve every elementary and middle school in Portland – currently the program serves less than 20% of these schools
- Enhanced Enforcement
  - Provide traffic enforcement by City Police for interstate system

# The Proposal

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## Congestion Relief

- Signal Synchronization
  - Synchronize signals in over 25 of Portland's most congested corridors – *reduce delay and idling estimated to save 40 million gallons of gas*
- Trip Reduction Program
  - Ensures that nationally recognized Smart Trips program provides services to every part of the City – *program has documented single-occupancy trip reduction of 9-16%*
- Enhanced Enforcement
  - Enhance enforcement can reduce crashes – *crashes are the primary cause of non-repeating congestion*

# The Proposal

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## Environmental Benefits

- Green Street Features
  - Green street features that manage storm water and provide natural plantings will be incorporated in many projects – they will likely play a prominent role in the sidewalk/pathway projects, the bicycle safety projects, and the Safe Routes to School Projects
- Projects that Support Bicycle, Walking, and Transit
  - The bicycle safety, pedestrian safety, safe routes to school, and trip reduction program will all support increased walking, biking, and transit
- Signal Synchronization
  - Reduced delay and idling will reduce 340,000 tons of CO<sub>2</sub>

# The Proposal

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## Funding Mechanism

- Street Maintenance and Safety Fee (57%)
  - Fee based on estimated number of trips (ITE Manual)
  - \$4.54 per household per month (30% low income discount)
  - Equivalent share businesses per month
  - 50% of revenue generated by household, 50% of revenue generated by business
- Increase in State Gas Tax (23%)
  - 12 cent increase over six years
- Establish a County Vehicle Registration Fee (20%)
  - Assumes \$21 annual fee – Multnomah County is still determining the fee amount

# The Proposal

## Funding Mechanism

### Street Maintenance and Safety Fee

- 83% of Portland businesses will pay on average about \$33 per month
- Line item will appear on water and sewer bill
- 19 other Oregon cities have adopted street utility fees

#### Rate for Residence in Other Cities (Monthly)

Tigard	\$2.18
Lake Oswego	\$3.75
Wilsonville	\$4.03
Tualatin	\$3.92
Ashland	\$6.51
Dufur	\$5.00
Talent	\$1.96
Hubbard	\$4.25
Medford	\$5.57

Portland Proposed Fee \$4.54

# The Proposal

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## Funding Mechanism

### Green Discounts – Street Maintenance and Safety Fee

#### Residential Discounts

- 10% bus pass
- 20% no car, or
- 10% own Top-10 most fuel efficient vehicle

#### Non-Residential Discounts

- 10% on first 10,000 trips – within 300 feet of a transit route
- 10% if offer \$30 per month/employee for transit, walk, bike, carpool, or
- 20% if offer \$60 per month/employee for transit, walk, bike, carpool

*Applications for green discounts will follow the same process currently used by the BES Clean River Rewards program (annual application).*



# Endorsements

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- Portland's 89-member Safe, Sound and Green Stakeholder Committee

In endorsing the proposal, the Stakeholder Committee expressed a concern that this proposal will not address the maintenance needs of all transportation assets. To address this problem, they are recommending that City Council dedicate any increases in Utility License Fee Revenue above historic growth to transportation.

# Endorsements

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- Portland Business Alliance
- Elders in Action
- Portland Oregon Visitors Association
- Portland Small Business Advisory Council
- Rails to Trails Conservancy
- Oregon Trucking Association
- Bicycle Transportation Alliance
- Portland Bicycle Advisory Committee
- Portland Pedestrian Advisory Committee
- Portland Freight Committee
- Numerous Individuals

# Proposals Before Council

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- SMSF Ordinances
  - Street Maintenance and Safety Fee
  - Oversight Committee
- Resolutions
  - Direct staff to review 2009 State legislative action on gas tax
  - Support Multnomah County