

# Neighborhood Streets Program Focus Groups for Residents of Unimproved Streets

## Exit Questionnaire

### Thinking about Portland broadly

1. Would you say things in **Portland as a whole** (considering not just transportation) are generally headed in the right direction, or would you say things in Portland are off on the wrong track?

\_\_\_\_ Right direction    \_\_\_\_ Wrong track

2. In general, what is your view of the City's Bureau of Transportation?

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3. What do you think is the biggest transportation issue **for the City**?

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4. In general, what is your view of the City's Bureau of Environmental Services?

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5. Do you experience stormwater problems on your street or property? If so, please describe below?

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### Your Street and Improvements

6. Do you live in a detached single-family house? \_\_\_\_ Yes    \_\_\_\_ No

7. Do you own or rent the place you live in? \_\_\_\_ Rent    \_\_\_\_ Own

8. How long have you lived on an unimproved street in Portland? \_\_\_\_ years

9. Are you a landlord for a house located on an unimproved street in Portland? \_\_\_\_ Yes    \_\_\_\_ No

10. Does the street in front of where you live or own (if landlord) have any of the following?

(check all that apply): \_\_\_\_ Sidewalk    \_\_\_\_ Curb and gutter    \_\_\_\_ Pavement    \_\_\_\_ Dirt/Gravel

11. What neighborhood do you live in? \_\_\_\_\_

12. Do you have any ideas or concerns when you think about the possibility of your street being improved?

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13. Tonight's presentation noted that the City is planning to have flexible standards, so the type and amount of street improvement will be more appropriate and potentially more affordable in different situations. The main differences in standards relate to the width of the paved road (for example, allowing for on-street parking), the presence or absence of sidewalks, and the type of stormwater drainage. Do you support the idea of flexible standards for how streets get improved? (Mark the one that most closely reflects your opinion)

Yes, I support street improvement standards that are flexible for different situations.

No, all streets should be built to the same standard no matter the situation.

It depends. I would support flexible standards so long as they meet the following conditions:

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## How to pay for improvements

Given what you learned about the Neighborhood Streets Program and reflecting on the conversation you had at your table, please give us your opinions about funding.

14. The Neighborhood Street Program will provide limited public funds for residential street improvements. The City is considering two different approaches for using these funds: (1) funding projects 100% with City funding, or (2) requiring adjacent property owners to also contribute a portion of the funding for projects. By requiring property owner contributions the City would be able to improve more streets each year. Current City code and policy typically requires property owners to pay for 100% of the cost of improvements to residential streets.

How strongly do you agree that property owners should pay for *some* portion of the street improvements?

Very strongly agree

Somewhat agree

Somewhat disagree

Very strongly disagree

16. The City currently has a program for neighbors on a street block to pool their money so that each property owner pays a proportional share of the costs to install sidewalks, curb/drainage, lighting, trees, and pavement. It's called the "Local Improvement District" (LID) program. Have you or your neighbors tried to establish an LID on your street?

Yes  No

17. If yes, was it successful?  Yes  No

18. If no, why not?

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19. The Local Improvement District (LID) program offered by the City, allows property owners to finance the cost of street improvements over a longer period of time. Tonight's presentation noted that the cost for street improvements may be about \$30,000 for a typical residential lot. Through the LID program this cost could be about \$2,400 a year for 20 years for an average lot.

If you are a *property owner*, mark how much you be willing to pay **each year** (for 20 years), to have your street improved. If you are a *renter*, mark how much do you think property owners should have to pay **each year** (for 20 years) to have their street improved.

- 0% of the cost, \$0 per year
- 25% of the cost, \$600 per year
- 50% of the cost, \$1,200 per year
- 75% of the cost, \$1,800 per year
- 100% of the cost, \$2,400 per year

20. For property owners/homeowners, would you be willing to pay more, if the cost could be deferred until if and when you sell your property?  Yes  No

## Funding for other types of streets that serve residential areas

There are some streets that serve residential areas, tend to be busier with more cars using them, and that lack sidewalks and/or adequate stormwater management. Some of these streets are developed with commercial or higher-density residential buildings and some are predominantly single-dwelling residences. These busier streets may be eligible for funding from other sources, but that funding is also competitive citywide and there may not be enough to fully improve these streets in the near future.

21. Should funding from the Neighborhood Streets Program also be made available for improvements on busy neighborhoods streets **in addition to** residential side streets?  Yes  No

22. Why or why not?

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## What else is on your mind?

Please describe your idea, question, comment or concern:

Do you want the City's project manager to contact you regarding this?

Yes, my name and contact info is:

name \_\_\_\_\_

email \_\_\_\_\_

phone no. \_\_\_\_\_

No