Making the Seemingly Impossible Project Real through Local Improvement Districts

Andrew H. Aebi
City of Portland

Follow this and additional works at: https://pdxscholar.library.pdx.edu/trec_seminar

Part of the Transportation Commons, Urban Studies Commons, and the Urban Studies and Planning Commons

Let us know how access to this document benefits you.

Recommended Citation
Aebi, Andrew H., "Making the Seemingly Impossible Project Real through Local Improvement Districts" (2019). TREC Friday Seminar Series. 170.
https://pdxscholar.library.pdx.edu/trec_seminar/170

This Book is brought to you for free and open access. It has been accepted for inclusion in TREC Friday Seminar Series by an authorized administrator of PDXScholar. Please contact us if we can make this document more accessible: pdxscholar@pdx.edu.
Local Improvement Districts (LIDs)

Used since City’s founding to fund infrastructure

Partnership opportunities: special benefit to local properties
- 306.2 centerline miles of streets - paved without curbs (15.4%)
- 55.7 centerline miles of streets - unpaved (2.8%)

Where other funding sources are usually more appropriate
- 1,629.8 centerline miles of streets - paved with curbs (81.8%)
  More systemic benefit

All pavement surface type statistics as of 6/30/18

14 currently-formed LIDs Citywide complement other funding sources
- $56 million current value of LIDs; $4.68 to $1.00 funding ratio
- $64 million Fix Our Streets / HVUT; $83 million in SDC funds
Historical Perspective

Mayor Harry Lane (served 1905-1909)

“Mayor Lane beseeched the Council to repeal existing ordinances requiring hard surfaced streets. He suggested that the city resort to tarred Macadam surfaces.”

Mayor Joseph Simon (served 1909-1911)

“As the June 1911 municipal election loomed ... the costs of street paving had soared.”

“One job in Portland Heights, on Upper S.W. Hall St. and Heights Terrace cost the adjacent property owners $30,000.”

E. Kimbark MacColl: *The Shaping of a City: Business and Politics in Portland, Oregon 1885 - 1915*
SE 80th Avenue & Mill Street LID
Montavilla Neighborhood
Access to Bridger Elementary School, PCC-Southeast

Undated photo and captions received on 4/24/17 from Dustin Furseth
Street View for Property Owner in LID
SE Mill Street looking east to SE 80th Avenue

Undated photo and captions received on 4/24/17 from Dustin Furseth
SE Mill Street Pedestrians West of 82nd
Bridger student matriculating in 2020 and father

BOTTOM LINE: People desperately need a place to WALK. We are trapped inside our property due to the standing water and no sidewalks, which forces us to climb through neighbor’s bushes with our son to get out. And when the time comes for our son to go to school, we will unfortunately have to drive him the 1 block, because we cannot leave our house by foot. This does not promote the carbon footprint reduction that the City wants to see, and we surely don’t believe that Bridger Elementary wants another idling motor vehicle congesting their already restricted access points.

Financially, we also feel trapped in the sense that we cannot afford to move anywhere else in Portland due to how unattainable real estate has become. This is our home for the long-term, and we are willing to do whatever it takes to improve our community.

We feel the City should care about these improvements to ensure the safety of children, and make this a top priority. Please do not wait until someone gets hurt.

Photos taken 10/26/17 (L) and 10/21/17 (R) and Council testimony submitted by Hannah Furseth on 12/05/17
SE 80th Ave. North of Grant to Stephens
Local north-south connection between 76th and 82nd

“To watch my students come to school with wet shoes -- knowing that those are their only shoes -- because they have a journey to school that involves walking through water is heartbreaking to me. I think it’s an assault on their basic dignity to have to live like that, because there aren’t amenities that most communities take for granted.”

Photo taken by Andrew Aebi on 11/17/17, except photo of pedestrians taken on 11/21/17
Quotation from Lane Middle School Assistant Principal Michael Rowell (with permission)
New Street, Sidewalks, Sanitary Sewer
36% LID, 41% PBOT Including SDC, 23% BES Funding
“A Rough Road Leads to Greatness”

Rachel Kimbrow:
Where are our safe routes to school?

https://www.youtube.com/watch?v=13hDaWLqsXs
NE Alberta Street Phase I LID
Cully Neighborhood
Access to Sacajawea Park, Sacajawea Head Start

Undated photo and captions received on 4/24/17 from Dustin Furseth
NE Alberta St. Neighborhood Greenway

Prior to Construction (left): March 21, 2012
After Construction (right): April 10, 2013
88% LID funding; 12% PBOT funding
NE 47th Avenue Phase II LID
Cully Neighborhood
Access to Whitaker Ponds Nature Park, PDX Airport

Undated photo and captions received on 4/24/17 from Dustin Furseth
NE 47th Avenue Phase I LID
Coordinated New Multimodal Infrastructure

1) Fully reconstruct Priority Truck Street on Nat’l Hwy. System
2) Build temporary signal at NE Alderwood & Columbia for detour
3) Add sidewalks on both sides in lieu of walking on fog line
4) Add physically-separated bicycle facilities on both sides
5) Extend stormwater sewer
6) Add surface stormwater management facilities
7) Add dry line sanitary sewer
8) Add street lighting
9) Fully integrated with new Whitaker Ponds park improvements
NE 47th Avenue Pavement Condition

Pavement Condition on November 27, 2015
NE 47th Avenue Phase I LID

Building multiuse paths within existing right-of-way
22% LID, 58% PBOT, 7% BES, 13% PWB Funding
NE 47th Ave. Pavement Condition Index

PCI Rankings on Best to Worst Scale of 100 to 0

South Segment: 287’ North to 756’ North of Columbia Blvd.: 23
(Very poor condition; bottom 2.8% of arterials and neighborhood collectors in City)

Middle Segment: 756’ North of Columbia Blvd. to Buffalo St.: 54
(Very poor condition; bottom 26.1%)

North Segment: NE Buffalo St. to South of NE Cornfoot Rd.: 17
(Very poor condition; bottom 0.9%; worst NE 47th Avenue segment)

Contrast with N. Marine Dr. west of N. Force Ave. (below): 100
(Very good condition; tied for best condition; constructed 2/92; rated 4/14; picture 10/15)
## Cully Association of Neighbors & Equity

Community Burdened by Inadequate Infrastructure

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage of Citywide Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Mother</td>
<td>297%</td>
</tr>
<tr>
<td>African American</td>
<td>239%</td>
</tr>
<tr>
<td>Latino</td>
<td>236%</td>
</tr>
<tr>
<td>Family Households in Poverty</td>
<td>236%</td>
</tr>
<tr>
<td>Youth</td>
<td>118%</td>
</tr>
<tr>
<td>Household Size</td>
<td>116%</td>
</tr>
</tbody>
</table>
NE 47th Ave., Cully Blvd. & Prescott St.

Left: 2/01/10   Middle: 3/18/10   Right: 9/10/13
NE 46th Ave. & Bryant St. LID
Cully Neighborhood Access to New Columbia Bus Base

Undated photo and captions received on 4/24/17 from Dustin Furseth
NE 46th Avenue Street View
One property owner has maintained since 1967
91% LID and 9% PBOT Funding
Columbia Bus Base
Fourth bus base in region; first new one since 1980
38-Year Change in Tri-County Region
1980 to 2018 Population, Economic & Transit Trends

1980 (year third bus base opened; no light rail service):

- Population: 1,053,100
- Average earnings per employee: $15,302
- Average transit fare: $0.39
- Fixed route vehicle hours (bus equivalent): 1,544,000
- Bus Bases: 3

2018 (planned new fourth bus base and sixth light rail line):

- Population: 1,846,285
- Average earnings per employee: $60,355
- Average transit fare: $1.53
- Fixed route vehicle hours (bus equivalent): 3,589,768
- Bus Bases: 3
NE 97th Avenue Phase II LID (left) & planned NE Couch/Davis LID (right)
NE 97th Avenue Street View

94% LID, 6% PBOT funding

Title 33, Planning and Zoning
5/24/18

33.526 Gateway Plan District

33.526.010 Purpose
Gateway is Portland’s only regional center. As designated in the Outer Southeast Community Plan, the Gateway Regional Center is targeted to receive a significant share of the city’s growth. Gateway is served by Interstates 205 and 84, MAX light rail, and TriMet bus service. At the crossroads of these major transportation facilities and high-quality transit service, Gateway is positioned to become the most intensely developed area outside of the Central City.
Improve safety at light rail crossing
MAX Blue Line at NE / SE 97th Ave. & E. Burnside St.
Gateway District: 1954 and 2019
Hazelwood Neighborhood sidewalk coverage still less than Citywide average (58.9% vs. 62.5%) after 65 years
Project Goals
Coordinated New Multiagency Infrastructure

1) Break up Burnside / Glisan / I-205 / 102nd Avenue “superblock”
2) Build 1,500 to 2,000 new housing units, 40% affordable
3) Achieve potential of Gateway URA before June 2022 expiration
4) Add to ridership of 3 nearby MAX lines, new 24-hour bus line
5) Improve pedestrian and bicyclist safety at light rail track crossing
6) Replace “cattle chute” I-205 Multiuse Path, add drainage, lighting
7) Limit urban sprawl; target growth in Gateway Regional Center
8) Transit-oriented placemaking in East Portland; equity score of 10
Hypothetical Gateway County

If it were to become the 37th Oregon county, newly housed population to exceed 3 existing counties
Phasing of Gateway Development

1/3 Mile Walk to 3 MAX Lines and 7 Bus Lines

"The transit center is next to the interchange of Interstate 84 and Interstate 205, and behind a Fred Meyer Store."

From Wikipedia, the free encyclopedia
Phasing of Orenco Station Development

1/3 Mile Walk to MAX Blue Line and 1 Bus Line
Gateway URA Formed in 2001
Future View of I-205 & E. Burnside St. at LID Completion

Artistic renderings of slides #11 and #12 provided by HDR and Quatrefoil, respectively
Gateway URA Expires in 2022
Future View of Park at NE 99th & Everett - Additional LID
Andrew Aebi, LID Administrator
Questions and Feedback Welcomed
Contact Information

Telephone:
503-823-5648

E-Mail:
andrew.aebi@portlandoregon.gov

Website:
www.portlandoregon.gov/transportation/localimprovementdistricts