



Tigard City Council invites your ideas about street maintenance funding



Responses to Street Maintenance Fee Survey – Residential

These results represent responses to the survey from the residential community. The survey was posted on the city’s website, and was advertised through social media and the Cityscape newsletter. More than 60 responses were received. *(Results are as of January 8, 2015. This survey closes January 15, 2015.)*

1. Tigard’s PMP is designed to maintain streets in good condition. If the cost to maintain streets increases, which of these options would you prefer?

- A. Keep the fee at its current amount \$5.83 (with no adjustment for inflation) even if it means reduced pavement conditions. **26.23% (16)**
- B. Set the fee at the amount necessary to maintain current conditions (5 percent inflation adjustment each year means \$9.50 per month in 2025). **39.34% (24)**
- C. Adjust the fee to allow for improved pavement conditions over time (\$8.57 per month beginning in 2015, 5 percent inflation adjustment means \$13.30 in 2025.) **34.43% (21)**

Total responses = 61. More than 73 percent of residential respondents support increasing the fee to at least maintain current conditions, nearly 40 percent to maintain current conditions, and 34 percent to improve pavement conditions over time.

2. The street maintenance fee that funds the PMP began in 2003. On a scale of 1 to 5, what changes have you noticed since 2003?

Worse		No Change		Much Improved	
<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	
8.47% (5)	8.47% (5)	40.68% (24)	32.20% (19)	10.17% (6)	

Total responses = 59. Weighted average = 3.27. Slightly more than 40 percent of respondents have noticed no change in pavement condition over time but less than 17 percent said that pavement conditions are worse.

3. Currently, a portion of the street maintenance fee paid by residential customers is used to maintain certain rights-of-way (such as along Durham Road). How do you think right-of-way maintenance should be funded?

- A. Part of the fee paid by business customers should help fund right-of-way maintenance. **49.18% (30)**
- B. Part of the fee paid by business customers should help fund right-of-way maintenance, but only in commercial areas. **26.23% (16)**
- C. Keep the current fee structure: right-of-way maintenance should be funded solely by residential customers. **18.03% (11)**
- D. Fund right-of-way maintenance with an alternate funding source that may increase fees or decrease services elsewhere. **6.56% (4)**

Total responses = 61. Slightly more than 40 percent of respondents think businesses should help fund right-of-way maintenance with another 26 percent supporting business funding part of right-of-way maintenance in commercial areas.

4. There are medians and landscaped rights-of-way that are on state and county roads (such as the new medians on Pacific Highway/99W). If council considers the use of city resources to fund median and right-of-way landscape maintenance on state or county roads would you prefer:

- A. Use of existing resources even if it means reduced funds for pothole repairs, street sign work and striping maintenance. **8.20% (5)**
- B. Increasing the right-of-way maintenance component of the current Street Maintenance Fee, reducing the portion of the funds available for pavement maintenance. **0.00% (0)**
- C. Increasing the Street Maintenance Fee to ensure enough revenue is collected to fund the additional maintenance responsibility. **19.67% (12)**
- D. The city not assume responsibility for median and right-of-way maintenance on state and county roads. **72.13% (44)**

Total = 64. Answered = 61. Skipped = 3. More than 72 percent of respondents don't think the city should assume responsibility for median and right-of-way maintenance on county roads, but nearly 20 percent of respondents think street maintenance revenue should be increased to fund the additional maintenance responsibility.

5. The current fees established by City Council are:

- Residential: single family / multi-family (per unit) = \$5.83 per month
- Business: per minimum required parking space (as a proxy for trips generated by the business) = \$1.31 per space, per month

Residential customers fund about 2/3 of the program or about \$112,000 per month. Business customers fund about 1/3 of the program or about \$56,000 per month. Does that seem like a fair split to you?

- A. No, the program should be funded entirely by residential customers. **1.67% (1)**
- B. No, business customers should fund less than the 1/3 they are currently funding. **0.00% (0)**
- C. Yes, leave the current split; residential customers fund 2/3 of the program, business customers fund 1/3 of the program. **38.33% (23)**
- D. No, business customers should pay more than the 1/3 they are currently paying. **60.00% (36)**

Total = 64. Answered = 60. Skipped = 4. More than 30 percent of respondents support the current split but 60 percent of respondents think businesses should pay more than the current 1/3 split they are currently paying.

Responses to Street Maintenance Fee Survey – Business Group

This survey was emailed to 1006 business email addresses. The list was a compilation of the Tigard Area Chamber of Commerce email list, the city's business customer list and Lloyd Purdy's business contact emails. The survey was open from September 3 through 23, 2014, and received 87 responses.

1. Tigard's PMP is designed to maintain streets in their current condition. If the cost to maintain streets increases, which of these options would you prefer?

- A. Keep the fee at its current amount even if it means reduced pavement conditions. **24.107% (20)**
- B. Set the fee at the amount necessary to maintain current conditions. **33.737% (28)**
- C. Adjust the fee to allow for improved pavement conditions over time. **42.177% (35)**

Total = 83. Answered = 83. Skipped = 0. Nearly 76 percent of business respondents support paying more to at least maintain current conditions with 42 percent willing to pay more to allow for improved conditions over time.

2. The street maintenance fee that funds the PMP began in 2003. On a scale of 1 to 5, what changes have you noticed since 2003?

Worse		No Change		Much Improved
<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
5.13% (4)	2.56% (2)	47.44% (37)	37.18% (29)	7.69% (6)

Total = 87. Answered = 78. Skipped = 9. Average rating = 3.40. More than 40 percent of respondents noticed no change in pavement condition and just over 32 percent noticed some improvement.

3. Currently, a portion of the street maintenance fee paid by residential customers is used to maintain certain rights-of-way (such as new street medians on Pacific Highway/99W). How do you think right-of-way maintenance should be funded?

- A. Part of the fee paid by business customers should help fund right-of-way maintenance. **15.85% (13)**
- B. Part of the fee paid by business customers should help fund right-of-way maintenance, but only in commercial areas. **36.59% (30)**
- C. Keep the current fee structure: right-of-way maintenance should be funded solely by residential customers. **24.39% (20)**
- D. Fund right-of-way maintenance with an alternate funding source. **23.17% (19)**

Total = 87. Answered = 82. Skipped = 5. The largest percentage (36.59%) support business customers funding part of the right-of-way maintenance but only in commercial areas. Another 24.39% support keeping the current funding structure and 23.17% support funding right-of-way maintenance with an alternate funding source.

4. The current fees established by City Council are:

- Residential: single family / multi-family (per unit) = \$5.83 per month
- Business: per minimum required parking space = \$1.31 per space, per month

Residential customers fund about 2/3 of the program or about \$112,000 per month. Business customers fund about 1/3 of the program or about \$56,000 per month. Does that seem like a fair split to you?

- A. No, the program should be funded entirely by residential customers. **4.82% (4)**
- B. No, business customers should fund less than the 1/3 they are currently funding. **4.82% (4)**
- C. Yes, leave the current split; residential customers fund 2/3 of the program, business customers fund 1/3 of the program. **72.29% (60)**
- D. No, business customers should pay more than the 1/3 they are currently paying. **18.07% (15)**

Total = 87. Answered = 83. Skipped = 4. More than 72 percent of respondents support leaving the current split. Slightly more than 18 percent support business customers paying more.

5. The fee structure for business customers is based on a minimum of 5 required parking spaces, and is capped at a maximum of 250 parking spaces. (Businesses with more than 250 parking spaces currently are not charged for any additional parking spaces they may have.) Do you think the maximum should:

- A. Stay the same, capped at 250. **28.40% (23)**
- B. Be raised to a maximum of 325 spaces, but the fee would be phased in at 15 spaces per year over the next 5 years. **30.86% (25)**
- C. Be the same as the required number of parking spaces with no cap. **19.75% (16)**
- D. Other (please specify). **20.99% (17)**

Total = 87. Answered = 81. Skipped = 6. There was not majority support for any of the options presented. The highest support at 30.86 percent is to raise the cap over a five year period. Next, at 28 percent is to keep the current cap in place. Just under 21 percent marked other and made comments.

Residential and Business Survey Response Comparison

- Both groups are willing to pay more to at least maintain current conditions.
- The highest percentage, (around 40 percent), in each group have noticed no change in pavement condition over time.
- Nearly 50 percent of residential respondents think businesses should help fund right-of-way maintenance. The largest percentage (36.59 percent) of businesses support businesses helping to fund right-of-way maintenance but only in commercial areas.
- More than 72 percent of business respondents support leaving the current fee split, while 60 percent of residential respondents think businesses should pay more.

