

Portland, Oregon
FINANCIAL IMPACT and PUBLIC INVOLVEMENT STATEMENT
For Council Action Items

(Deliver original to Financial Planning Division. Retain copy.)

1. Name of Initiator Mark Lear		2. Telephone No. (503) 823-7604	3. Bureau/Office/Dept. Portland Bureau of Transportation
4a. To be filed (date): August 22, 2012	4b. Calendar (Check One) Regular <input checked="" type="checkbox"/> Consent <input type="checkbox"/> 4/5ths <input type="checkbox"/>		5. Date Submitted to Commissioner's office and FPD Budget Analyst: August 17, 2012
6a. Financial Impact Section: <input checked="" type="checkbox"/> Financial impact section completed		6b. Public Involvement Section: <input checked="" type="checkbox"/> Public involvement section completed	

1) Legislation Title: Authorize the designation of 20 Miles per Hour Neighborhood Greenway Streets (Ordinance)

2) Purpose of the Proposed Legislation: Use new statutory authority to reduce the posted speed on Neighborhood Greenways.

3) Which area(s) of the city are affected by this Council item? (Check all that apply—areas are based on formal neighborhood coalition boundaries)?

- ☒ City-wide/Regional ☐ Northeast ☐ Northwest ☐ North
☐ Central Northeast ☐ Southeast ☐ Southwest ☐ East
☐ Central City
☐ Internal City Government Services

FINANCIAL IMPACT

Revenue and/or Expense:

Is ALL the Revenue and/or Expense a part of the current year's budget? or 5-yr CIP? Yes _____

SAP COST OBJECT No(s).: _T00368_____

All Revenue and Expense financial questions must be completed regardless of the current year's budget.

Documents may be returned where the FIPIS portion has not been sufficiently completed.

4) Revenue: Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If so, please identify the source. No

5) Expense: What are the costs to the City related to this legislation? What is the source of funding for the expense? (Please include costs in the current fiscal year as well as costs in future years. If the action is related to a grant or contract please include the local contribution or match required. If there is a project estimate, please identify the level of confidence.)

This legislation requires additional regulatory speed limit signs for implementation. The cost of the new signs — including the pole they'll be attached to — is about \$150 each, bringing the total cost of this first wave of installation to about \$30,000 to \$45,000 (depending on how many poles are needed).

6) Staffing Requirements:

- **Will any positions be created, eliminated or re-classified in the current year as a result of this legislation?** *(If new positions are created please include whether they will be part-time, full-time, limited term, or permanent positions. If the position is limited term please indicate the end of the term.)*
No

- **Will positions be created or eliminated in future years as a result of this legislation?**
No

(Complete the following section only if an amendment to the budget is proposed.)

7) Change in Appropriations *(If the accompanying ordinance amends the budget please reflect the dollar amount to be appropriated by this legislation. Include the appropriate cost elements that are to be loaded by accounting. Indicate "new" in Fund Center column if new center needs to be created. Use additional space if needed.)*

No

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

[Proceed to Public Involvement Section — REQUIRED as of July 1, 2011]

PUBLIC INVOLVEMENT

8) Was public involvement included in the development of this Council item (e.g. ordinance, resolution, or report)? Please check the appropriate box below:

☒ **YES:** Please proceed to Question #9.

☐ **NO:** Please, explain why below; and proceed to Question #10.

9) If "YES," please answer the following questions:

a) What impacts are anticipated in the community from this proposed Council item?

This item supports the overall goals of the Neighborhood Greenway program, including improved safety and neighborhood livability.

b) Which community and business groups, under-represented groups, organizations, external government entities, and other interested parties were involved in this effort, and when and how were they involved?

This effort is coordinated through Portland's Community and School Traffic Safety Coordination Council and the development of the Portland Bicycle Plan for 2030 that involved extensive public outreach. In addition, the development of the Portland Neighborhood Greenway system has involved more than 50 public meetings to determine the selected routes and safety improvements.

c) How did public involvement shape the outcome of this Council item?

Public involvement was central to identifying routes and improvements.

d) Who designed and implemented the public involvement related to this Council item?

Public involvement was designed and implemented by the Portland Bureau of Transportation. Public involvement was implemented in accordance with direction from City Council after review of the proposed process.

e) Primary contact for more information on this public involvement process (name, title, phone, email):

Mark Lear
Projects and Funding Manager
Portland Bureau of Transportation
(503) 823-7604
mark.lear@portlandoregon.gov

10) Is any future public involvement anticipated or necessary for this Council item? Please describe why or why not.

Public involvement will continue as the Portland Neighborhood Greenway system is built and expand

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BUREAU DIRECTOR

TOM MILLER, Bureau of Transportation



CITY OF
PORTLAND
BUREAU OF
TRANSPORTATION



Sam
Adams
Mayor

Tom
Miller
Director

DATE: August 17, 2012
TO: Mayor Sam Adams
FROM: Mark Lear
RE: 20 MPH Neighborhood Greenways – Staff Supplemental Report

1. **Ordinance Title:** Authorize the Designation of 20 MPH Neighborhood Greenway Streets

2. **Contact Name, Department, & Phone Number:**

Mark Lear
Projects and Funding Manager
Portland Bureau of Transportation
(503) 823-7604
mark.lear@portlandoregon.gov

3. **Requested Council Date:**

August 22, 2012

Consent Agenda Item: _____ **or** **Regular Agenda Item:** X _____
Explain why this does or does not require a presentation or Council discussion:

EMERGENCY ITEM (answer below): _____ **or** **NON-EMERGENCY ITEM:** X _____
If emergency, why does this need to take effect immediately:

4. **History of Agenda Item/Background:**

The Portland Bike Plan for 2030 identified reducing the speed limit on Neighborhood Greenways as a legislative priority. Portland City Council included this goal in their legislative package for the 2011 Oregon Legislative session. The legislature passed a new law that authorizes the implementation of 20 MPH speed limits on Neighborhood Greenway streets that meet certain conditions defined in the law.

5. **Purpose of Agenda Item:**

State law requires Council action to utilize the 20 MPH speed limits on Neighborhood Greenways.

6. **Legal Issues:** None.

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7. What Individuals or Groups Are or Would Be Opposed to This Ordinance? Supportive?

Unaware of any organizations that are opposed to the effort. Effort supported by numerous organizations including AAA, Oregon Trucking Association, Bicycle Transportation Alliance, Willamette Pedestrian Coalition, neighborhood associations, Safe Routes to Schools, and many others.

8. How Does This Relate to Current City Policies?

It is supportive of several city policies and does not appear to conflict with any.

9. Community Participation:

This effort is coordinated through Portland's Community and School Traffic Safety Coordination Council and the development of the Portland Bicycle Plan for 2030 that involved extensive public outreach. In addition, the development of the Portland Neighborhood Greenway system has involved more than 50 public meetings to determine the selected routes and safety improvements.

10. Other Government Participation:

Oregon Department of Transportation and local governments were involved in developing the legislation. ODOT and TriMet are routinely involved in the implementation of Neighborhood Greenway routes.

11. Financial Impact:

How much money is involved?

This legislation requires additional regulatory speed limit signs for implementation. The cost of the new signs — including the pole they'll be attached to — is about \$150 each, bringing the total cost of this first wave of installation to about \$30,000 to \$45,000 (depending on how many poles are needed).

Where are these funds coming from?

General Transportation Revenue