

Portland, Oregon

# FINANCIAL IMPACT and PUBLIC INVOLVEMENT STATEMENT For Council Action Items

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

1. Name of Initiator Sharon White		2. Telephone No. 503-823-7100	3. Bureau/Office/Dept. PBOT/Active Transportation
4a. To be filed (date): October 24, 2012	4b. Calendar (Check One) Regular <input type="checkbox"/> Consent <input checked="" type="checkbox"/> 4/5ths <input type="checkbox"/>		5. Date Submitted to Commissioner's office and FPD Budget Analyst: October 12, 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:** Accept a grant in the amount of \$90,000 from Oregon Department of Transportation to develop and implement specific efforts to improve transportation safety on ten high crash corridors, and to work with the Metro Traffic Safety Workgroup to support transportation safety efforts in the Portland metropolitan area. (Ordinance)

**2) Purpose of the Proposed Legislation:** Permission to accept ODOT funds for a Safe Community Grant to develop and implement specific efforts to improve transportation safety on the high crash corridors of W Burnside, SE Sandy Boulevard, SE Powell Boulevard, SW Beaverton-Hillsdale Highway, SE Division Street, N/NE Marine Drive, SE Foster Road, 122<sup>nd</sup> Avenue, SW Barbur Boulevard, and NE/SE 82<sup>nd</sup> Avenue and to work with the Metro Traffic Safety Workgroup to support transportation safety efforts in the Portland metropolitan area on October 1, 2012.

**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)?**

- |  |                                    |                                    |                                |
|--|------------------------------------|------------------------------------|--------------------------------|
| <input checked="" type="checkbox"/> City-wide/Regional     | <input type="checkbox"/> Northeast | <input type="checkbox"/> Northwest | <input type="checkbox"/> North |
| <input type="checkbox"/> Central Northeast                 | <input type="checkbox"/> Southeast | <input type="checkbox"/> Southwest | <input type="checkbox"/> East  |
| <input type="checkbox"/> Central City                      |                                    |                                    |                                |
| <input type="checkbox"/> 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).: TR000175

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. Federal grant revenue of

\$90,000 will pay for project expenses. The budget for the Community and School Traffic Safety Program will pay for the match. This is included in the FY 12-13 Adopted Budget.

**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.)*

*If you are accepting a grant, please add a statement identifying whether or not a local match is required. If a local match is required, provide additional information, such as "the local match will be provided with in-kind services" or "the local match will be provided by system development charge funds" or "the local match will be provided by funds from 15 Miles of Bike Blvds, T00196".*

Costs will be \$264,929; \$174,949 is for match from in-kind contributions of Portland Bureau of Transportation budgeted staff hours, budgeted engineering improvements, and volunteer hours.

The level of confidence for this project cost is "High".

**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.)* If the city receives the funds for the Safe Community Grant, no additional positions will be created, eliminated or re-classified. We will continue to utilize existing staff to implement the work.
- **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.)*

*If you are accepting a grant, and not amending the current budget, please add a statement that explains why not, such as "Grant funds are already budgeted in the FY 11/12 budget" or "Grant funds are already shown in the proposed FY 12/13 budget". Grant funds are budgeted in the FY 12-13 Adopted Budget.*

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?** The Safe Community Grant program will bring short-term, relatively inexpensive engineering, enforcement, and education efforts to the high crash corridors of W Burnside, SE Sandy Boulevard, and SE Powell Boulevard and will continue the implementation of engineering, enforcement, and education strategies along SW Beaverton-Hillsdale Highway, SE Division Street, N/NE Marine Drive, SE Foster Road, 122<sup>nd</sup> Avenue, SW Barbur Boulevard, and NE/SE 82<sup>nd</sup> Avenue. Community members will benefit in the future from a strengthened partnership between Portland Bureau of Transportation and the Metro regional Traffic Safety Workgroup to coordinate transportation safety efforts in the metropolitan area.

Community members living and/or working on or near one of the designated high crash corridors may see any of the following:

Enforcement

- Increased police presence
- Specific enforcement missions targeting distracted traveling, red-light running, speeding, enforcement of Oregon crosswalk laws, and more

Engineering

- Curb ramps on corners where missing
- Pedestrian countdown and audible heads
- Extended pedestrian crossing time
- Signal remodel
- Pedestrian median island
- Rectangular Rapid Flash Beacon

Education

- Over-the-street banners displaying transportation safety messages
- High school newspaper advertisements displaying transportation safety messages
- Specific transportation safety outreach to older adults, non-English speaking community members, and young adults
- Access to several transportation safety trainings including:
  - "Portland Walks – Be Safe!" pedestrian/driver safety training
  - "Every Corner Is A Crosswalk" training about Oregon crosswalk laws
  - "Beacon Buddies" training about rapid flash beacons

These efforts will work collaboratively to increase prevention of traffic crashes for all modes locally and regionally; increase coordination of traffic safety partners and community stakeholders; increase the effective use of resources to reduce injuries and fatalities; increase implementation of strategic traffic safety enhancements and safety issues; and increase awareness of driving behaviors and vehicular collisions involving pedestrians, bicycles, motorcycles, and young drivers.

**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?** In February and March of this year, Portland Transportation conducted three public Open Houses to discuss transportation safety along three high crash corridors, solicit feedback about pedestrian/bicycle/transit deficiencies at each corridor, and to share information about existing transportation safety conditions. The outreach to community and business groups, historically under-represented groups, organizations, etc. for each Open House was designed to involve a diverse group of community members as outlined below:

#### Marine Drive Open House

A public OPEN HOUSE was held on Wednesday, February 15, 2012, 6:30 – 8:30 PM at Columbia High School Small Gym (interpretive services were provided if requested prior to the event)

- Hard copy postcard were mailed to property owners on Marine Drive
- Hard copy flyers were distributed to Neighborhood District Coalitions and the following neighborhood associations: Hayden Island, Bridgeton, East Columbia, Sunderland, Parkrose, Argay, and Wilkes
- A Marine Drive Technical Advisory Committee of residents, businesses, and organizations in the area was established to provide input on the project
- A High Crash Corridor Transportation Safety Program update was presented at the Pedestrian Advisory Committee in October 2011
- Information was posted on the PBOT website

#### SW Beaverton-Hillsdale Highway Open House

A public OPEN HOUSE was held on Wednesday, February 29, 2012, from 6:30 – 8:30 PM at Robert Gray School (interpretive services were provided if requested prior to the event)

- Hard copy flyers were mailed to SWNI and the following neighborhood associations: Bridlemile, Hayhurst, Maplewood, Multnomah, South Burlingame, Hillsdale, Healy Heights, Homestead, and South Portland
- A High Crash Corridor Transportation Safety Program update was presented at the SWNI Transportation Committee meeting in October 2011
- A High Crash Corridor Transportation Safety Program update was presented at the SW Trails meeting in October 2011
- Information was posted on the PBOT website

SE Division Street Open House

A public OPEN HOUSE was held on Wednesday, March 7, 6:30 – 8:00 PM at Harrison Park School (interpretive services were provided if requested 5 days before the event)

- Hard copy flyers written in English, Somali and Spanish were distributed through multiple outlets including East Portland Action Plan for distribution at Feb. 22nd meeting, Cafe Au Play, Midland Library, Midland Library, IRCO, IRCO Africa House, Multnomah County Mid-County Health Services, PCC SE Campus, Bike Gallery, and SE Division Street Neighborhood Prosperity Initiative (NPI) Community Meetings on January 23rd and February 16th and to Neighborhood District Coalitions and the following neighborhood associations: Hosford-Abernathy, Richmond, South Tabor, Mt. Tabor, Montavilla, Hazelwood, Mill Park, Powellhurst Gilbert, and Centennial
- OPEN HOUSE flyers were emailed to the following organizations: each neighborhood association that touches SE Division, Abernathy Elementary School Staff and PTA, Atkinson Elementary School Staff and PTA, Franklin High School Staff and PTA, Harrison Park School Staff and PTA, Kaiser Permanente SE Division St. Clinic, Warner Pacific College, Richmond Elementary School, David Douglas School District for DD High School, Cherry Park, Arthur Academy, West Powellhurst schools, David Douglas High School, OPAL Environmental Justice, Pioneer at Holladay School, Hosford Middle School, and Courtyard Plaza
- A High Crash Corridor Transportation Safety Program update was presented at the East Portland Action Plan meeting in October 2011
- A High Crash Corridor Transportation Safety Program update was presented at the SEUL Chair's Committee meeting in November 2011
- A High Crash Corridor Transportation Safety Program update was presented at the East Portland Land Use & Transportation Committee meeting in November 2011
- Information was posted on the PBOT website

In October and November of this year, Portland Transportation will be attending community meetings to provide an update on current High Crash Corridor Transportation Safety Program achievements and to gather input and feedback about the next designated high crash corridor locations. Our outreach includes meeting with individuals at the following or similar events:

- District Coalition “Land Use and Transportation” or “Chairs” committee meetings
- Public OPEN HOUSES
- Neighborhood Associations
- Portland Pedestrian Advisory Committee
- East Portland Action Plan Committee
- Business association meetings

The Portland Safe Communities Coordination Council will oversee the Safe Community Grant efforts. Participants on the Portland Safe Communities Coordination Council include representatives from various organizations including Oregon Department of Transportation, Portland Police Bureau, Willamette Pedestrian Coalition, Bicycle Transportation Alliance, Multnomah County Courts, Legacy Emanuel Hospital, Elders In Action, ACTS Oregon, and more.

c) **How did public involvement shape the outcome of this Council item?** Information collected from traffic safety data and from community members helped us determine which programs and services to focus on during implementation of the Safe Community Grant program. Without information derived from traffic data and in-put from community members, the specific engineering, enforcement, and education programs may not have been tailored to meet the unique needs of the community.

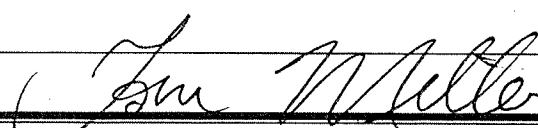
d) **Who designed and implemented the public involvement related to this Council item?** Much of the public involvement was designed and implemented by PBOT staff including Clay Veka, and Sharon White.

e) **Primary contact for more information on this public involvement process (name, title, phone, email):** For more information contact Sharon White, Program Specialist, at (503) 823-7100 or [sharon.white@portlandoregon.gov](mailto:sharon.white@portlandoregon.gov)

10) **Is any future public involvement anticipated or necessary for this Council item? Please describe why or why not.** Public involvement will be an ongoing effort in the implementation of this Safe Community Grant program. PBOT staff will continue to work with community members and organizations to ensure that multiple community and business groups, historically under-represented groups, organizations, external government entities, and other interested parties are involved in this transportation safety effort.

KK 10-11-12

BUREAU DIRECTOR

  
TOM MILLER, Bureau of Transportation