

## IMPACT STATEMENT

**Legislation title:** \*Authorize a contract with the lowest responsible bidder for the Foster Streetscape Project, SE 82<sup>nd</sup> to 90<sup>th</sup> Ave. (Ordinance)

**Contact name:** Rich Newlands

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**Presenter name:** n/a

**Purpose of proposed legislation and background information:**

To allow the first of two construction phases for the Foster Rd Streetscape Project to proceed to bidding for a construction contract.

The overall project implements the Foster Rd Transportation and Streetscape Plan, adopted by City Council in 2014. The overall project consists of two construction phases, SE 82<sup>nd</sup> Ave to 90<sup>th</sup> Ave, and SE 50<sup>th</sup> to 82<sup>nd</sup> Ave. Funding of the project comes from four sources: federal grants in the total amount of \$3,313,400, PDC urban renewal funds in the amount of \$1,940,156, PBOT System Development Charge funds dedicated to Foster Rd in the amount of \$600,000, and Fix Our Streets funds dedicated to Foster Rd paving, east of 82<sup>nd</sup> Ave, in the amount of \$3,000,000.

The first construction phase uses the Fixing Our Streets and PDC funds, along with \$122,000 of the SDC funds available for a total project cost of \$4,750,200. Through a prior IGA with PDC, the first phase has already used \$425,340 of funding for design engineering of both the first and second construction phases. This current ordinance allows the balance of PDC's commitment, \$1,453,956 to fund the construction phase.

The second construction phase, SE 50<sup>th</sup> to 82<sup>nd</sup> Ave, will use primarily the federal funds already secured through a previously approved IGA with the Oregon Department of Transportation. This phase is anticipated to be bid in the spring of 2017.

**Financial and budgetary impacts:**

Level of project estimate confidence is moderate.

No change to PBOT budget- project is in current CIP for FY 16/17

No changes in staffing levels.

Funding comes from PDC, FOS and SDC.

**Community impacts and community involvement:**

The project will significantly change operations and aesthetics on SE Foster Rd. The main design features are primarily intended to improve multi-modal safety on one of Portland's High Crash Corridors. The new three lane street cross-section will reduce the auto crash rate, improve pedestrian crossing safety, and provide separated bicycle facilities. There is an auto capacity tradeoff associated with the changes. It is estimated that during the peak hours that up to a third of the existing auto traffic volume will divert to adjacent arterial routes, such as SE Powell Blvd, Woodstock Blvd and

Holgate Blvd. Modeling also indicates that these alternative routes have the capacity to accommodate the change and stay within regional capacity guidelines.

The improvements to be constructed were developed through a 16 month long public involvement process that ended in June of 2014 when City Council unanimously adopted the recommendations contained within the Foster Road Transportation and Streetscape Plan. The public involvement process

A Stakeholder Advisory Committee made up of neighborhood, community and business interests was assembled to guide development of the project recommendations, meeting 12 times over the course of the plan development process. Five open house events were held with a total attendance of approximately 450. Staff as also provided project updates and opportunities for public comment at a variety of other community based organization and events.

Fliers and mailings about open house events were sent to over 15,000 households and businesses in the project area. Translations were available in Spanish, Russian and Vietnamese languages.

Overall support for the project recommendations, which include reducing the number of travel lanes on the road to provide the space for pedestrian crossing improvements and bicycle facilities, has been demonstrated from both residential and business community members. Testimony at Council in 2014 indicated strong community based support for the project. While more recently several businesses on Foster have put up window displays in opposition to the project, the Foster Area Business Association and several of the adjacent neighborhood associations have reiterated their support for the project.

### Budgetary Impact Worksheet

**Does this action change appropriations?**

☐ **YES:** Please complete the information below.

☒ **NO:** Skip this section

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

KK 11-21-16