

IMPACT STATEMENT

Legislation title: *Authorize a contract with the lowest responsible bidder for the St Johns Truck Strategy, Phase II project. (Ordinance)

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Presenter name: Rich Newlands

Purpose of proposed legislation and background information:

- To allow the St Johns Truck Strategy Phase II project to proceed to bidding for a construction contract.
- The project implements 2 major sub-project elements of the 2001 St Johns Truck Strategy, adopted as a report by City Council in 2001. Funding of the project comes from two sources: federal grants in the total amount of \$3,002,357 and \$1,144,000 of PBOT System Development Charge funds. The total project cost is \$4,143,000.

Financial and budgetary impacts:

- Level of project estimate confidence is moderate.
- No change to PBOT budget- project is in current CIP for FY 17/18
- No changes in staffing levels.
- Funding comes from Prosper Portland, FOS, SDC and a federal grant.

Community impacts and community involvement:

- The main element of the project is traffic calming of the N St Louis-Fessenden corridor to discourage cut-through heavy freight traffic from using it as a cut-through route to N Marine Drive and improve pedestrian and bicycle safety. This is achieved through a variety of traffic calming measures and crossing improvements. The other major element of the project is safety improvements to N Lombard north of N St Louis. This section of N Lombard is the designated freight route for St Johns. These improvements primarily include sidewalk infill, bicycle facilities, crossing improvements and a redesign of the N St Johns/ Lombard intersection.
- The improvements are generally consistent with the concept designs contained within the original St Johns Truck Strategy. In 2012-14, PBOT received a federal grant to do plan refinement work on the design concepts. This included a 16-month public involvement process which was ultimately endorsed by the project's Stakeholder Advisory Committee and the St Johns Neighborhood Association.
- While the project positively impacts safety and neighborhood livability conditions along the N St Louis/ Fessenden corridor, the acknowledged tradeoff in the Truck Strategy is increased truck traffic on N Lombard, which is primarily residential for several blocks before transitioning to industrial. Improvements along the N Lombard section noted above are to mitigate these increased impacts.

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