

IMPACT STATEMENT

Legislation title: *Accept grant in the amount of \$718,830 from TriMet and authorize Intergovernmental Agreement to improve access to transit on SE 162nd Avenue (Ordinance)

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Presenter name: Liz Rickles

Financial and budgetary impacts:

- The total cost of safety enhancements on SE 162nd between SE Stark and Powell the project is estimated at \$1.7 million. Grant funding from TriMet is limited to \$718,830. PBOT has secured \$1 million in House Bill 2017 funding for the remainder of the project cost. Transit access improvement elements such as striping and/or streetlighting that is geographically outside the project locations identified in the scope of the TriMet grant will be paid for by PBOT House Bill 2017 funds.
- TriMet will also invoice the City for \$18,830 for their internal staff coordination and administration time.
- This ordinance does not amend the budget or change appropriations and does not change current or future staffing levels. The project is budgeted under T00814 in Fiscal Year 19-20 and is included in PBOT's 5-year CIP.

Community impacts and community involvement:

- SE 162nd Ave. lacks amenities that make accessing transit stops safe and comfortable, such as opportunities to cross the street, street lighting, a complete sidewalk network, and enhanced bike lanes.
- Currently, the average distance between marked crossings in the project area is about 2,900 feet— more than a 10-minute walk one-way.
- The speed limit is 35 MPH on SE 162nd, but the design of the street can encourage people to drive much faster. 67% of vehicles are driving over the posted speed limit.
- The total cost of the project includes re-striping SE 162nd from SE Alder to SE Powell from five to three travel lanes (one in each direction with a center turn lane), with outer lanes converted to enhanced bike lanes. Right turn pockets would be maintained at major intersections. The 3-lane design helps to reduce vehicle speeds, shorten crossing distances for pedestrians, create a friendlier pedestrian environment, and create space for enhanced bike lanes.
- The project also plans to include new enhanced street crossings at SE Mill, SE Lincoln, and SE Tibbets, new sidewalk at both SE Main and SE Salmon, and buffered bike lanes.
- While 162nd Avenue is not currently a High Crash Corridor, it has similar vehicle speeds and design characteristics of other High Crash Corridors. Between 2007 and 2016 on 162nd Ave between Alder St and Powell Blvd, 11 people were injured while walking, 5 people were injured while biking, 8 people were seriously injured while in a vehicle, and 1 person died in a vehicle. The project aims to prevent crashes and improve safety for all people walking, bicycling, taking transit, and driving.

- PBOT traffic modeling predicts little congestion added from a roadway reorganization on 162nd Avenue. Traffic analysis showed minor changes in travel times at peak travel hours, which is being shared with the community.
- Public involvement for this project includes:
 - East Portland Transportation and Safety Open House at Rosewood Initiative (6/5/2018)
 - East Portland Land Use and Transportation Committee Presentation (12/12/2018)
 - Project newsletter mailing to 10,000 area residents (4/2019)
 - Tabling at Math and Literacy Night at Powell Butte Elementary (4/25/19)
 - Community Open House hosted by Rosewood Initiative and Oregon Walks (4/29/2019)
 - Tabling at Parklane/Oliver Elementary Family Field Day (5/4/2019)
 - Scheduled tabling at Rosewood Walks community event (8/2/2019)

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 6-14-19