

Portland, Oregon

FINANCIAL IMPACT and PUBLIC INVOLVEMENT STATEMENT For Council Action Items

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

1. Name of Initiator <div style="text-align: center;">Sharon White</div>	2. Telephone No. <div style="text-align: center;">503-823-7100</div>	3. Bureau/Office/Dept. <div style="text-align: center;">PBOT/BTSM</div>
4a. To be filed (date): <div style="text-align: center;">November 2, 2011</div>	4b. Calendar (Check One) <div style="text-align: center;"> Regular Consent 4/5ths <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> </div>	5. Date Submitted to Commissioner's office and FPD Budget Analyst: <div style="text-align: center;">October 21, 2011</div>
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 \$98,000 from Oregon Department of Transportation to develop and implement specific efforts to improve transportation safety on six 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 SW Beaverton-Hillsdale Highway, SE Division Street, N/NE Marine Drive, SE Foster Road, 122nd Avenue, and SW Barbur Boulevard, and to work with the Metro Traffic Safety Workgroup to support transportation safety efforts in the Portland metropolitan area on October 1, 2010.

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

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 \$98,000 will pay for project expenses. The budgeted cash transfer for the Community and School Traffic Safety Program will pay for the match.

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**.) Costs will be \$223,000; \$125,000 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.)*

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount
217001	TRTS000002	511300	TPOPTOCS00 0000GT	0	TR000186	TR01860001	\$98,000
217001	TRTS000002	441100	TPOPTOCS00 0000GT	0	TR000186	TR01860001	\$98,000

[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 engineering, enforcement, and education efforts to the high crash corridors of SW Beaverton-Hillsdale Highway, SE Division, and N/NE Marine Drive and will continue the implementation of engineering, enforcement, and education strategies along 122nd Avenue, SE Foster Road, and SW Barbur Boulevard. 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, and enforcement of Oregon crosswalk laws

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
- Billboards displaying transportation safety messages
- Advertisements in area high school newspapers 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 April and May 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, under-represented groups, organizations, etc. for each Open House was designed to involve a diverse group of community members as outlined below:

122nd Avenue Open House

Conducted Sunday, May 21, 2011, 1:00 – 3:00 PM at Midland Library, Spanish interpreter available on-site

- Hard copy flyers written in English and Spanish were distributed to the Midland Library, Russell Neighborhood Association, State of OR “Steps for Success”, Volunteers of America, Mt. Hood Community College - Maywood Campus, and Montavilla Community Center
- Electronic notifications with downloadable pdf flyers were sent to the Gateway Area Business Association, East Portland Neighborhood Office, and East Portland Action Plan staff
- Information was posted on the PBOT website
- Staff attended the East Portland Action Plan “Civic Engagement Sub-Committee” and provided an overview of the High Crash Corridor Program and our interest in doing pedestrian and driver safety trainings to all community members and especially non-English speaking residents of Portland
- Staff presented to East Portland Action Plan members announcing the project

SE Foster Road Open House

Conducted Wednesday, May 4, 2011, 7:00 - 8:30 PM, Lents Baptist Church (5921 Southeast 88th Avenue, Portland, OR), Spanish interpreter available on-site

- Hard copy flyers written in English and Spanish were distributed through multiple outlets including coffee shops and retail outlets in the Lents Town Center, Mt. Scott

Community Center, monthly meeting of the Lents Neighborhood Association, and Holgate Library

- Electronic notifications with downloadable pdf flyers were sent to the Foster Area Business Association, East Portland Neighborhood Office, Lents Neighborhood Association, Foster-Powell Neighborhood Association, Brentwood-Darlington Neighborhood Association, Mt. Scott-Arleta Neighborhood Association, Creston-Kenilworth Neighborhood Association, and staff of the East Portland Action Plan
- Information was posted on the PBOT website
- Staff presented to the East Portland Action Plan members announcing the project

SW Barbur Boulevard Open House

Conducted Wednesday, April 13, 6:30 – 8:00 PM at Markham Elementary School (10531 Southwest Capitol Highway, Portland, OR), Somali and Arabic interpreters available on-site

- Hard copy flyers written in English, Somali and Arabic were distributed through multiple outlets including Neighborhood House, Islamic Center of Portland, and Capitol Hill Library
- Notification was submitted as an advertisement in the SW Neighborhoods “SW News” newspaper, and distributed as a “Media Advisory” to members of the media
- Electronic notifications with downloadable pdf flyers announcing the OPEN HOUSE were sent to all neighborhood associations along SW Barbur Boulevard
- 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:

- District Coalition “Land Use and Transportation” or “Chairs” committee meetings (4 confirmed, 1 pending)
- Portland Pedestrian Advisory Committee
- East Portland Action Plan Committee (specific date to be confirmed)

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. One of the nine objectives of this project is to conduct outreach and education specific to low-income, senior, and non-English speaking

members of our community living at or traveling along one or more of the designated high crash corridors. Without the support from traffic data and in-put from community members, this effort may not have become one of the focus areas of the grant.

d) Who designed and implemented the public involvement related to this Council item? Much of the public involvement was designed and will be implemented by PBOT staff including William Beamer, Wendy Cawley, Mark Lear, 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.

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, under-represented groups, organizations, external government entities, and other interested parties are involved in this transportation safety program.

KK 10-20-11

BUREAU DIRECTOR


TOM MILLER, Bureau of Transportation