

**FINANCIAL IMPACT STATEMENT
For Council Action Items**

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

1. Name of Initiator Robert Hillier		2. Telephone No. 503-823-7567	3. Bureau/Office/Dept. PBOT/OTD/
5a. To be filed (hearing date): January 27, 2010	5b. Calendar (Check One) Regular <input checked="" type="checkbox"/> Consent <input type="checkbox"/> 4/5ths <input type="checkbox"/>		4. Date Submitted to Commissioner's office and FPD Budget Analyst:

1) Legislation Title:

Accept City Engineer's Report on the Central Eastside Street Plan (Report)

2) Purpose of the Proposed Legislation:

Accept document for inclusion in the Design Standards for Public Streets under the City's Transportation Policies & Administrative Rules.

<p>Revenue and/or Expense: Is ALL the Revenue and/or Expense a part of the current year's budget? Yes _____ No X_____</p> <p>SAP COST OBJECT No(s): TR00370001_____ then go to Step #5.</p> <p>If NO, complete Steps 3 & 4. For modifications to budgets, identify/discuss only the changes to the budget.</p>
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3) Revenue:

Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If new revenue is generated please identify the source. No. Work completed for this

No. All work completed for this project was completed in the previous Fiscal Year (FY 2008/09).

4) Expense:

What are the costs to the City as a result of 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.")

No additional cost.

Staffing Requirements:

5) 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.)

No.

6) 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 Center Code column if new center needs to be created. Use additional space if needed.)

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Amount

KK 1-07-10 



Sam
 Adams
 Mayor

26 January 2010

MEMORANDUM

Susan D.
 Keil
 Director

To: Members of the Citizen Working Group for the Central Eastside Street Plan
 Members of the Portland Bicycle Plan Steering Committee
 Members of the Technical Advisory Committees for the Central Eastside Street Plan
 and the Portland Bicycle Plan for 2030

From: Robert Hillier, Project Manager, Central Eastside Street Plan
 Ellen Vanderslice, Project Manager, Portland Bicycle Plan for 2030

Subject: Designation of SE 3rd Avenue for truck loading and bicycle use

In the process of developing the Central Eastside Street Plan and the Portland Bicycle Plan for 2030, a question has been raised about the consistency of the two plans with respect to SE 3rd Avenue. The Central Eastside Street Plan describes SE 3rd Avenue as a "Truck Loading Street with Sidewalks," in which bicycle travel would share the travel lane with other traffic. The Portland Bicycle Plan for 2030 recommends formalizing the existing demand for bicycle travel on SE 3rd Avenue by classifying it as a City Bikeway and developing it as an "enhanced shared roadway." This is a facility type where bicycle travel does not have priority, where bicyclists share the roadway with other traffic, and where on-street markings and bicycle wayfinding signs are the typical improvements.

After careful consideration of the issues that have been raised, staff finds that the recommendations of the two plans are consistent. The development of the street as an enhanced shared roadway facility for bicycle travel will include phases of project development and design, where bicycle signing and markings can be adapted to address the particular concerns of truck loading and truck movement. These phases will offer the opportunity for stakeholder involvement and input. At the design level, bicycle detours can be institutionalized to accommodate those times when the roadway is completely closed by truck loading activities.

We propose to add the following sentence to the final version of both plans: "SE 3rd Avenue is intended to accommodate both truck loading activities and bicycle travel, and any project development will respect the needs of both."

To be added as foot note to p. 35