

IMPACT STATEMENT

Legislation title: *Accept a grant in the amount of \$3,002,357 from the Oregon Department of Transportation and authorize an Intergovernmental Agreement for the St. Johns Truck Strategy Phase II.

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Purpose of proposed legislation and background information:

The proposed ordinance would authorize an Intergovernmental Agreement with the Oregon Department of Transportation and allow the Bureau of Transportation to accept a \$3,002,357 state grant to construct transportation improvements known as the St. Johns Truck Strategy Phase II.

The improvements will address conflicts between freight truck traffic and local neighborhood circulation and livability, including the following issues:

- The N St. Louis Avenue / N Fessenden Street corridor carries high volumes of through traffic which impacts livability to the surrounding neighborhoods. Traffic volumes range from 9,000 to 15,000 vehicles per day. During the evening peak hours, 27% of traffic is “through traffic” not originating nor ending in the St. Johns neighborhood. Freight trucks comprise 9% of total traffic. The high truck volumes are due to a significant travel time advantage as a cut-through route compared to the designated “around the horn” freight route on N Columbia Boulevard and N Lombard Street.
- Vehicle speeds are also high due to the wide roadway width, creating pedestrian crossing safety concerns. Other safety issues include lack of improved crossing locations and poor sight distances.
- N Lombard Street has inadequate travel lane widths and substandard roadway geometry to accommodate the high volume of trucks along this designated NHS freight route.

The project will address these problems by constructing the following improvements:

- 1) Redesign the N Portland Road / N Columbia Boulevard intersection and connecting ramps to channel non-local southbound trucks traveling on N Portland Road onto N Columbia Boulevard as the preferred route to the Rivergate Industrial District and the St. Johns Bridge;
- 2) Install traffic calming and safety improvements (i.e., median islands, curb extensions, rapid flashing beacons, speed reader boards) along the N St. Louis Avenue / N Fessenden Street corridor to enhance neighborhood safety and livability; and

- 3) Improve overall traffic flow and freight mobility along the N Lombard Street corridor while also enhancing pedestrian and bicycle safety and mitigating impacts of increased truck traffic along a designated National Highway System freight route.

Financial and budgetary impacts:

- No long term financial impacts or changes to City policy or budget are required.
- This action does not amend the budget
- There is no negative impacts if action is not improved
- The project is currently in the Bureau of Transportation's budget for FY15-16 with SAP Cost Object Number: T00453 and the grant ID is TR000174.
- The total estimate project cost is \$3,345,990 with accepted grant in an amount of \$3,002,357 from ODOT and the match requirement in an amount of \$343,633 from General Transportation Fund (GTR).

Community impacts and community involvement:

This project has undergone extensive public involvement and outreach, beginning with the St. Johns Truck Strategy (2001), St. Johns/Lombard Plan (2004) and the Portland Freight Master Plan (2006), and culminating in the St. Johns Truck Strategy Phase II public involvement process in 2011 and 2012. All of these community processes have identified the need for improvements to truck routing in St. Johns as well as the need to reduce non-local truck traffic on local streets. This project has the support of both neighborhood and freight stakeholder groups including the St. Johns Neighborhood Association and the City's modal advocacy committees - bicycle, freight and pedestrian.

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 3-2-16