

IMPACT STATEMENT

Legislation title: Adopt the recommendations contained within the Growing Transit Communities Plan (Resolution)

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Purpose of proposed legislation and background information:

The purpose of this legislation is to adopt the Growing Transit Communities Plan. Growing Transit Communities (GTC) Plan identifies and prioritizes the most beneficial improvements in corridor investment plans that will make getting to the bus and using the bus a safer and more convenient option in three transit corridors. The three corridors include:

Middle Halsey – bus line 77

- NE Halsey St: 47th - 126th

Outer Stark-Burnside – bus line 20

- E Burnside: 82nd - 102nd
- SE 102nd: Burnside - Stark
- SE Stark: 102nd - 162nd

Airport Way – bus line 87

- NE 105th: Sandy - Holman
- NE Holman: 105th - Airport Wy
- Airport Way: Holman - City Limits

The goals and objectives of the GTC Plan:

- Provide safe and convenient walking, biking, and public transportation opportunities to support land use goals and recommended comprehensive plan designations.
- Increase transit ridership and focus frequent transit network investment by linking land use and infrastructure improvements, policies, and programs.
- Increase bicycle and pedestrian access to transit by addressing network gaps and barriers.
- Increase transit-supported development along existing and future high-frequency transit lines.

The priority projects in the Growing Transit Communities Plan have been vetted by the community and filtered through a set of criteria and technical analysis. The three most important criteria based on community input were weighted more heavily when evaluating and prioritizing projects, including transportation safety, making it easier to get to bus stops, and equity.

Summary total of the Tier 1 Priority projects recommended in the GTC Plan for all 3 corridors:

- 9 Bikeway projects
- 13 Sidewalk projects
- 13 Traffic signal projects
- 3 Corridor safety projects
- 4 Trail projects
- 38 Crossing projects
- 20 Pedestrian improvements on local streets
- 10 Neighborhood Greenway projects

Please refer to the Growing Transit Communities Plan (Exhibit A) for further detail.

Implementing the Growing Transit Communities Plan supports several policy goals, policies and objectives, many of which are included on the first page of the proposed Resolution.

The Growing Transit Communities Plan includes recommendations to amend City policies. As a part of the next update of the City's Transportation System Plan, the Growing Transit Communities includes recommendations to amend various existing TSP major system improvement project descriptions and the addition of new projects as either major projects or smaller projects in the Citywide Programs. These amendments are described in the Recommendations chapter of the Plan (Exhibit A).

City Council has taken previous actions directly related to this legislation.

Under Ordinance No. 186634 on June 11, 2014, Council authorized application to the Oregon Department of Transportation and Department of Land Conservation and Development for four Transportation and Growth Management grants, including a Growing Transit Communities Plan.

Under Ordinance No. 187105 on May 6, 2015, City Council authorized an agreement to accept a Transportation Growth Management (TGM) grant in the amount of \$151,360 from the Oregon Department of Transportation and authorize an Intergovernmental Agreement for the Growing Transit Communities Plan.

Financial and budgetary impacts:

The Growing Transit Communities Plan does not amend the budget or change current or future revenue sources. Adopting the Plan will not have any immediate impact to budgetary appropriations.

The Growing Transit Communities Plan recommends adding improvement projects to City's Transportation System Plan TSP during the current plan update. These projects do bring with them a cost to implement. Given the TSP is a 20-year plan, there are long-term cost impacts for the City. As with all other TSP projects, these projects will be evaluated using the TSP criteria and sorted into the Constrained and Unconstrained project list based on forecasted revenues. This may place some increased demand on the limits transportation funds available to the City today and add to the need for additional

transportation revenue. However, the addition of these projects to the TSP does not necessitate an immediate funding commitment.

The Growing Transit Communities Plan includes cost estimates for the improvements to be added as future TSP projects. These are included in the Recommendations chapter of the Plan. These are low confidence cost estimates. This plan is at the concept level. Therefore, there are no detailed survey or design plans to inform a higher-level cost estimate.

Community impacts and community involvement:

The planning process began in Fall 2015 and included planning for community outreach and engagement, selecting the corridors for the scope of the project, reviewing existing conditions, conducting a needs analysis, creating and applying analysis tools to identify priority projects, developing investment plans with a list of priority improvements by corridor, and compiling and vetting the final Plan.

The three selected transit corridors trace through 14 different neighborhood boundaries, ten of which are in East Portland. From a demographic and socioeconomic standpoint, East Portland is very different from the rest of Portland—it is more ethnically and racially diverse, less affluent, and has a greater proportion of both children and seniors. Staff developed a guide to shape public involvement during the planning process and tailored it to the surrounding community with feedback from a Community Advisory Group.

Generally, the transportation projects recommended in the Growing Transit Communities Plan will benefit people who walk, bike and take transit in the three corridors focused on in this plan. The three corridors selected for study in this plan were chosen with consideration for the demographics, existing conditions and equity. The corridor selection criteria were:

1. **Residential Density.** Projected household density based on the Comprehensive Plan Growth Scenarios Report.
2. **Opportunity.** Helps provide access to opportunity, including educational institutions and concentration of jobs.
3. **Equity.** The transit line serves concentrations of historically underserved and disadvantaged populations and people more likely to depend upon transit.
4. **Access.** Known pedestrian and bicycle network gaps/deficiencies that limit access to transit.
5. **Mixed-use Land Patterns.** The corridor has a transit supportive pattern of mixed-use zoning and density in the proposed Comprehensive Plan Update.

The following community outreach and engagement activities informed development of the recommended GTC Plan:

- Multiple GTC Community Advisory Group meetings and Technical Advisory Group Meetings
- Developed an interested parties email list with 497 contacts

- JOIN, Montavilla Neighborhood Association and Oregon Walks: Community Walk near NE Halsey/80th and 82nd MAX station: October 26, 2015
- Targeted postal mailing for survey and open house invitation: 23,000+ residences and businesses via US Postal Service mail carrier routes around study area corridors. Key information on the flyer was translated into Spanish, Russian and Vietnamese, including a number to call to request interpreters. See Appendix A.
- East Portland Neighborhood Association News (EPNAN) advertisement for survey and open house: printed newsletter delivered to approximately 58,000 addresses in East Portland around April 15, 2016. Paper flyer handout for distribution through CAG members, interested parties and canvassing. See Appendix B
- Sent 10 interested parties emails (so far) with updates about the Plan and engagement opportunities throughout the planning process
- Facebook advertising for online survey: PBOT, Apr. 4 – Apr. 17; TriMet, Apr. 27 – May 4 in 2016
- Facebook advertising for open house: Apr. 19 – Apr. 26 in 2016
- Email to the BPS Planning District Liaisons, ONI and the plan interested parties list with an encouragement to forward the announcement to their distribution lists.
- TriMet emails to line 20, 77 & 87 riders by zip code and to TriMet Rider Panel by zip code.
- Rose City Park Neighborhood Association: Partnered with BPS for targeted engagement to resolve neighborhood concerns about Comp Plan up-zoning: January 21 and February 18 of 2016 (plus flyer door-to-door canvassing in the neighborhood for event outreach)
- Bicycle Advisory Committee: Jan. 10, 2016
- East Portland Neighborhood Organization: Jan 2016
- East Portland Youth Advocates: Feb. 4
- Portland Commission on Disability, Accessibility in the Built Environment Committee: Feb. 8
- Drive Oregon event at the Rosewood Initiative: Feb. 16
- Companion Animal Resource Fair at the Rosewood Initiative: Feb. 28
- Juvenile Court Safety Committee: Mar. 3
- Bus line 87 rider intercept surveying: Apr. 15
- Pedestrian Advisory Committee: Apr. 19, Dec. 20, 2016
- GTC Plan Open House #1 at Floyd Light Middle School: Apr. 26, 2016
- Multnomah Education Service District (MESD) brown bag: June 8
- Ran an online survey with 698 responses
- MESD Wellness Summit: Parkrose High School: Aug. 22
- GTC Plan Open House #2 at Montavilla United Methodist Church: Jan 25, 2017
- Madison South Neighborhood Association: Spring 2017
- North Tabor Neighborhood Association: Spring 2017

- Rose City Park Neighborhood Association: Spring 2017

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

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