

Submitted by  
Commissioner Fritz  
9-29-11

36882

**Friendly Amendment:**

BE IT FURTHER RESOLVED that a report be developed and delivered to Council Offices and the Richmond and Mount Tabor Neighborhood Associations 1 year after installation of the Diverter at 52<sup>nd</sup> and that the report provides analysis of traffic counts, accidents and movements and any recommendations for further improvements or alternatives to alleviate traffic impacts if any, in the surrounding neighborhood.

Portland, Oregon

## FINANCIAL IMPACT and PUBLIC INVOLVEMENT STATEMENT For Council Action Items

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

1. Name of Initiator Rich Newlands		2. Telephone No. X 3-7780	3. Bureau/Office/Dept. PBOT/PMD
4a. To be filed (date):  September 29, 2011 Time Certain	4b. Calendar (Check One)  Regular    Consent    4/5ths <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		5. Date Submitted to Commissioner's office and FPD Budget Analyst: September 16, 2011
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:**

Adopt the recommendations in the NE/SE 50s Bikeway Project Recommendation to Council.  
(Resolution)

**2) Purpose of the Proposed Legislation:**

Receive Council approval to proceed with design and construction of a capitol improvement project.

**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 type="checkbox"/> City-wide/Regional                | <input checked="" type="checkbox"/> Northeast | <input type="checkbox"/> Northwest | <input type="checkbox"/> North |
| <input type="checkbox"/> Central Northeast                 | <input checked="" 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.**

No. Prior Council action that approved the grant funding IGA (Ordinance #183471) in the amount of \$1.520M.

**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.)**

\$1.520 M in grant funding - project level of confidence is low because the project has not yet been through design engineering.

**6) Staffing Requirements:**

- Will any positions be created, eliminated or re-classified in the current year as a result of this legislation?

No.

- Will positions be created or eliminated in *future years* as a result of this legislation?

No.

**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

[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 recommendation would allow PBOT to move forward with construction of bikeway improvements.

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?

The project team worked with a citizen's advisory committee composed of representatives of all the neighborhood and business associations within the project impact area. In addition to regular meetings of the citizen's advisory committee, the project gave several presentations to the neighborhood and business associations, and held two public open houses.

c) How did public involvement shape the outcome of this Council item?

The recommendations contained within the Council action were endorsed by the citizen's advisory committee and all of the respective neighborhood and business associations.

d) Who designed and implemented the public involvement related to this Council item?

Rich Newlands and Sarah Figliozi of the Portland Bureau of Transportation.

e) Primary contact for more information on this public involvement process (name, title, phone, email):

Rich Newlands: Project Manager, x7780, [rich.newlands@portlandoregon.org](mailto:rich.newlands@portlandoregon.org)

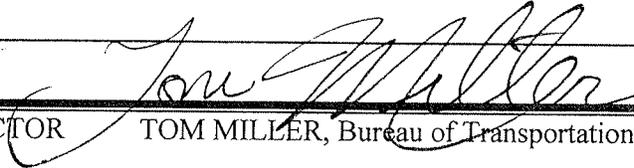
Sarah Figliozi: Project Manager, x0805, [sarah.figliozi@portlandoregon.org](mailto:sarah.figliozi@portlandoregon.org)

10) Is any future public involvement anticipated or necessary for this Council item? Please describe why or why not.

Yes: One element of the recommendation includes testing of a capitol improvement, which includes additional public involvement.

KK 08-16-11

BUREAU DIRECTOR

  
TOM MILLER, Bureau of Transportation