

IMPACT STATEMENT

Legislation title: Adopt the recommendations contained within the Tryon-Stephens Headwaters Neighborhood Street Plan as the guiding strategy for Portland Bureau of Transportation and Bureau of Environmental Services efforts to complete the transportation networks and stormwater system within the plan area (Resolution).

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Purpose of proposed legislation and background information:

On May 28, 2014, Council passed Ordinance No. 186596 accepting a Transportation and Growth Management (TGM) grant in the amount of \$106,032 from Oregon Department of Transportation (ODOT) for the Tryon and Stephens Headwaters Neighborhood Street Plan Project and authorizing an Intergovernmental Agreement.

On May 27th, 2015, Council passed an Amendment to accept an additional \$20,000 in TGM funds from ODOT, making the total grant amount \$126,032. This is the first Street Plan process to be carried out jointly by the Portland Bureau of Transportation (PBOT) and the Bureau of Environmental Services (BES). Additional funds were needed to account for higher levels of cross-bureau coordination, data collection and documentation of existing plans, policies and practices for both bureaus.

Several policies within the Recommended 2035 Comp Plan support the work of the Tryon-Stephens Plan and have implications for future system expansion and uses of the public rights-of-way. Two of the seven key directions to achieve the plan's vision, specifically to "create complete neighborhoods" and "one size does not fit all," are foundational to this Plan's aim of establishing a tailored strategy to improve multimodal access within the neighborhood.

A Council Draft of the Tryon and Stephens Headwaters Neighborhood Street Plan (Tryon-Stephens Plan) is now complete and being submitted to City Council for adoption by Resolution. This joint Street Plan establishes a process and identifies tools for PBOT and BES to work jointly to fill gaps in the street network and stormwater system, respectively. The Tryon-Stephens Plan supports City policies by creating a framework for PBOT and BES to coordinate improvements at a street and neighborhood scale.

The Tryon-Stephens Plan sets a framework for tailoring improvements to individual streets based on the adjacent land use, street character, and natural setting. This Plan proposes a set of recommendations, which includes a Neighborhood Street Typology and a Street and Stormwater Facility Concept Flow Chart, as methods for defining the unique street context and the suitability of different street and stormwater management tools.

The Tryon-Stephens Plan will provide a common framework for PBOT and BES to coordinate work within the study area, and to apply these tools in other parts of the city. Ongoing

coordination amongst partners and engagement of neighborhood stakeholders will need to continue through the implementation of the Tryon-Stephens Plan.

Financial and budgetary impacts:

The Tryon Stephens Plan does not amend the budget or change current or future revenue sources.

The TGM Grant ended on June 30, 2015. Throughout the project the City of Portland incurred \$173,603 in labor and direct costs, of which \$126,032 was reimbursed as grant costs leaving a total of \$47,571 in match costs; this exceeds the required \$14,459 match.

Adoption of the Tryon-Stephens Plan by Resolution will not amend any budgets or change any appropriations. Neither will it authorize additional spending, change current or future revenues, or change staffing in PBOT or BES.

The Plan recommends that PBOT and BES coordinate investments to address gaps in both the transportation and stormwater systems. The plan integrates stormwater tools with the 'Street by Street' improvement options which allow for lower-cost improvements that can more easily adapt to unique contexts thereby limiting impacts to natural features and neighborhood character.

The plan addresses street and stormwater improvements at a conceptual level. The costs of street and stormwater combinations identified on page 42 of the plan are based on low-confidence, planning-level cost estimates. More detailed surveys or plans to inform a higher level cost estimate are reserved for the implementation phases. Actual decisions on design will depend upon many contextual factors beyond the scope of this plan.

Community impacts and community involvement:

The area covered by the Tryon-Stephens Plan encompasses the upper portions of the Tryon Creek and Stephens Creek subwatersheds. It is centered on SW Barbur Boulevard and stretches from the Hillsdale Town Center on the north end to West Portland Town Center on the south end, and from Multnomah Village on the western edge to the Burlingame Commercial node on the east.

A Public Involvement Plan (PIP) was developed as the guiding document for conducting community outreach, soliciting citizen participation, and gathering input into the development of the Tryon-Stephens Plan. The PIP is tailored to the specific community composition in and near the Tryon-Stephens Plan project area to meet Title VI, Civil Rights, and Equity goals of the City of Portland. The PIP identifies community composition and non-native English speaking populations.

Like much of Southwest Portland, the project study area is less diverse and more affluent than the City of Portland at large. To conduct this demographic analysis of the study area, staff selected the 20 U.S. Census Block Groups that encompass the entire study area as well as the

immediately surrounding areas, including nearby neighborhood centers (Hillsdale, Multnomah Village, and West Portland) and compared it to data for the entire City of Portland.

- Most block groups in the study area have a non-white population that is less than the citywide average of 23.9%. The block groups with a higher proportion non-white population are located within the West Portland Town Center.
- Nearly all of the block groups have a higher median household income than the citywide median of \$51,138, with just one block group, located south of Multnomah Boulevard and West of I-5, with a lower median household income.

Based on the data supplied by the Portland Public School District, key information and announcements were translated into two non-English languages, i.e. Spanish and Somali.

Public Involvement (PI) drove the process to develop the Tryon-Stephens Headwaters Neighborhood Street Plan. From the first public event at SW Sunday Parkways, to the formation of the Community Working Group and Open Houses, to inter- and intra-bureau coordination, this plan reflects the input of community members and staff from several city bureaus. PI milestones include:

- Plan booth at SW Sunday Parkways on September 28, 2014.
- Created a Community Working Group (CWG) to inform the project, composed of representatives from the Hillsdale Neighborhood Association (NA), Southwest Neighborhoods, Inc (SWNI) Transportation and Land Use Committees, SW Trails, African Youth Community Organization, Multnomah Village Business Association (BA), Congregation Kesser Israel, Stephens Creek Crossing, Neighborhood House, Hillsdale BA, Multnomah NA, SW Watershed Resource Center, South Burlingame NA, Markham NA, the Portland Commission on Disability, and the Capitol Hill Elementary School PTA. The CWG met four times: 10/13/2014, 1/12/15, 4/6/15, and 6/8/15.
- Held Open Houses on 1/26/15 and 5/7/15 in the community room of Stephens Creek Crossing, a low-income housing development in the plan area. The first Open House drew over 70 community members, the second over 30. At and after each Open House we gathered input via surveys, both on paper and online.
- Presented and gathered input on the plan to several groups, including African Youth Community Organization, the Portland Commission on Disability, the SWNI Transportation Committee, and a special Workshop for Youth.
- City staff were informed of and consulted during development of the Tryon-Stephens Plan. Specific meetings include: a presentation to BES, PBOT, and Parks staff in January 2015, consultations and a workshop with BES and PBOT staff in March and April 2015, and a presentation to the Planning and Development Bureau Directors in July 2015.

Feedback from all of the above outreach efforts was positive, particularly regarding the collaboration between PBOT and BES. Input on neighborhood walking and biking routes led to refinements to the active transportation network and master street plans. Open house activities allowed staff to compile input on preferred street improvements dependent on varying types of streets in the study area.

The following people (and the groups they represent) are expected to testify at Council:

- Liz Safran, CWG Member representing the Multnomah NA, Professor of Geological Science at Lewis and Clark College
- Trudi Raz Frengle, longtime SW Portland resident
- Suzanne Stahl, CWG Member representing the Portland Commission on Disability
- A representative of the SWNI Transportation Committee who served on the CWG

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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