

Charlie
Hales
Mayor

Tom
Miller
Director

January 23, 2013

John Mermin
Metro
600 NE Grand Ave
Portland, OR 97232-2736

Dear Mr. Mermin,

Given the recent opportunity to submit proposed amendments to the Regional Transportation Plan (RTP), the City of Portland would like to request an amendment to add the following project to the 2035 RTP Financially Constrained Project List:

- **N Williams Traffic Safety and Operations Project** (from N Winning Way to N Killingsworth St): Pedestrian and bicycle traffic safety and operational improvements, including enhanced crossings, buffered bike lane, traffic calming, a new traffic signal and modifications at existing signals on N Williams and neighborhood greenway improvements on NE Rodney (estimated cost: \$1,640,000).

There is some urgency to amend the RTP and add this project to the 2035 RTP Financially Constrained Project List, so this opportunity to amend the list is timely. The City of Portland submitted the *N Williams Traffic Safety and Operations Project* for a grant from the State Transportation Enhancement (TE) – OBPAC combined grant program. These grant funds are available as soon as July 2013. If awarded funds, the project will quickly proceed to design and construction, given the advanced work already completed on public outreach, project development and design for this project. Construction is anticipated to begin in Spring 2014. This is prior to the next scheduled RTP Update. In order to not delay this project, it is necessary to amend the RTP and add this project to the 2035 RTP Financially Constrained Project List now.

The *N Williams Traffic Safety and Operations Project* was the outcome of an extensive public outreach process that lasted 16 months and included a 26 member stakeholder advisory committee with a broad, diverse representation of community stakeholders. The process was originally focused on the N Williams bikeway project #8325 in the Bicycle Plan for 2030. During that process, a number of alternative solutions were considered. With assistance from City of Portland traffic engineers and project managers, the stakeholder advisory committee evaluated many different engineering solutions and painstakingly developed the N Williams Traffic Safety and Operations Plan to address both the local community's wishes to shape the corridor's future and the City's need to improve safety and mobility for multiple modes. The outcome of this process led the City to apply for grants to fund the whole project.

The *N Williams Traffic Safety and Operations Project* is supported by the City's transportation policies in several different ways. This project is comprised of two separate projects from the Portland Bicycle Plan for 2030. Project #8325 in the Bicycle Plan for 2030 calls for improvements to North Williams to include a separated in-

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roadway bikeway. Project #8227 in the Bicycle Plan for 2030 calls for the development of NE Rodney as a bicycle boulevard (neighborhood greenway). In the current Portland TSP, N Williams is designated a City Bikeway. In the adopted Bicycle Plan for 2030, it is recommended as a Major City Bikeway. These projects and modal designation will be added to the Portland Transportation System Plan during the next scheduled update.

The Portland Bicycle Plan for 2030 was adopted by Portland City Council in March, 2010, following a 2 ½ year planning process. The plan was developed in two phases with public outreach during both. During phase 1, three public open houses were held. During phase 2, six public open houses were held in May 2009. Mailers, flyers and internet invitations were used to reach as many citizens in Portland as possible. Throughout the process, more than 9,700 individuals and lists were e-mailed notices and reminders about the three public meetings. A team of interns distributed more than 600 flyers to bike shops, bars, coffee shops and grocery stores. Flyers were also distributed at events such as the Mt. Tabor race series and Breakfast on the Bridges. 10,000 mailers were sent to SmartTrips participants. 13 print news organizations received a news release.

Additionally, this project supports implementation of Portland Transportation System Plan (TSP) Policy 11.8B, which calls for the city to address "existing deficiencies or hazards by improving pedestrian, bicycle and vehicular safety." The safety deficiencies on N Williams have been well documented through both the process to update the City's bicycle master plan as well as through public outreach that focused on N Williams.

Another local policy supporting the N Williams project is TSP Policy 6.35 (Transportation District Policies for North Transportation District), which calls for the city to develop "additional east-west and north-south bicycle routes to serve commuter and recreational bicyclists and provide connections to Northeast Portland." Part of this new project includes the development of the N Rodney Neighborhood Greenway, which will serve as an additional north-south route serving both commuters and recreational cyclists.

This project supports implementation of regional policy as well. N Williams is designated a 'Regional Bikeway' on the Regional Bicycle Network (north of N Russell).

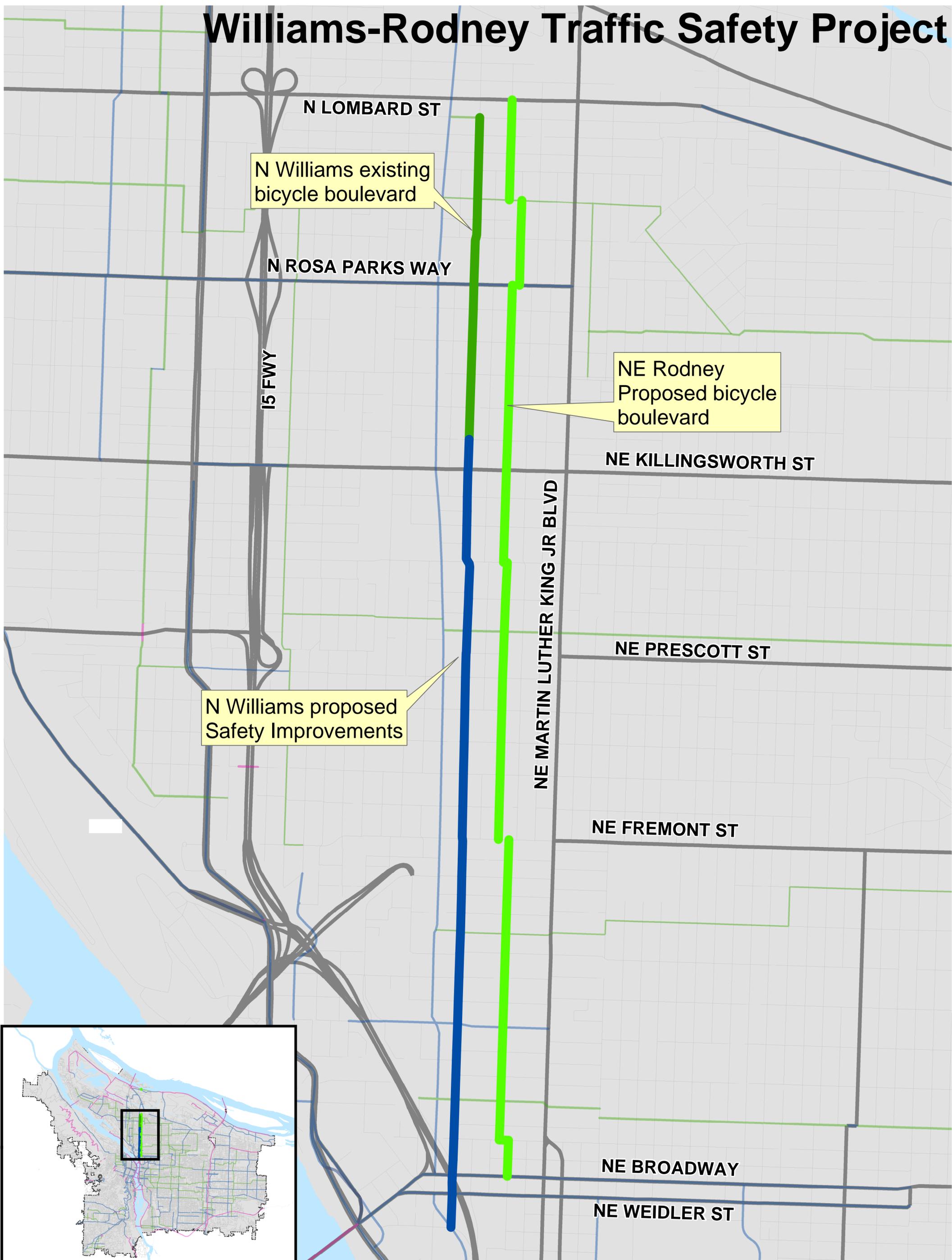
The City proposes to reduce the project cost dollar amount for RTP project # 11191, *Citywide Bicycle Boulevards*, in the RTP financially constrained list to offset the cost of the proposed addition to the RTP. The estimated cost of RTP project #11191 is \$31,250,000 (2007\$) and \$93,709,479 (YOES). The City proposed to reduce the estimated cost by \$1,640,000.

Please feel free to contact me if you have any questions or concerns.

Sincerely,

Courtney Duke
Senior Transportation Planner

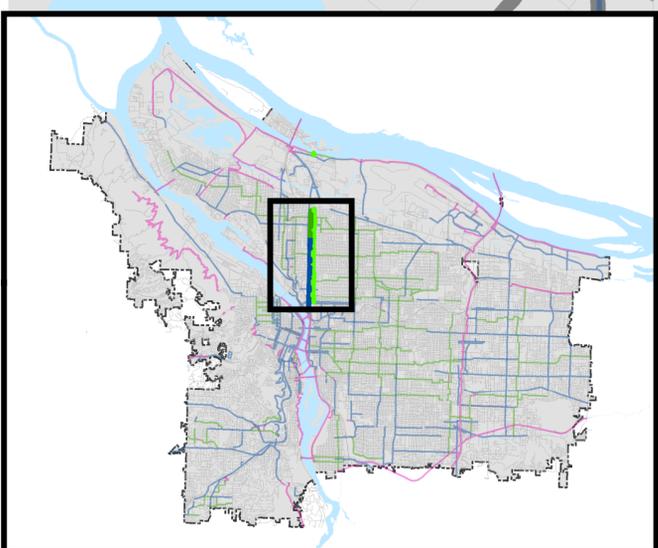
Williams-Rodney Traffic Safety Project



N Williams existing bicycle boulevard

NE Rodney Proposed bicycle boulevard

N Williams proposed Safety Improvements



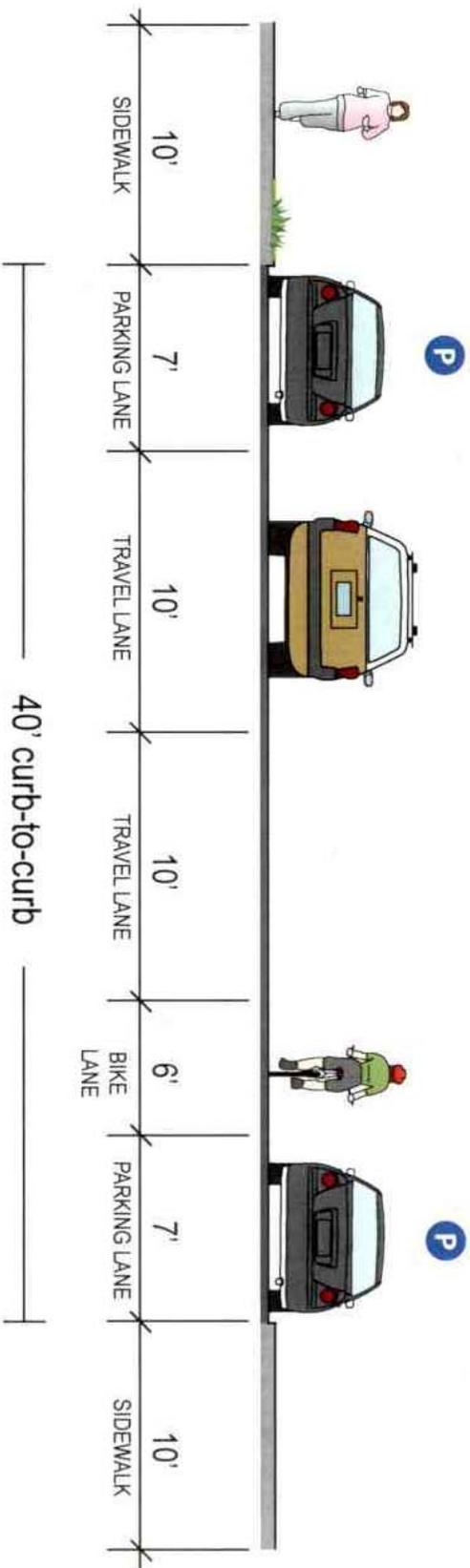


FIGURE 1: Existing street cross section between Hancock Street
 and Killingsworth Street

LEFT-SIDE BUFFERED BIKE LANE CROSS SECTION

