



Oregon

Kate Brown, Governor

Department of Transportation

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To: Mayor Ted Wheeler

From: Rian Windsheimer
Oregon Department of Transportation Region 1 Manager

Date: Friday, April 6, 2018

Subject: Investing in 82nd Avenue

I write in response to the March 26, 2018 letter you sent to the Metro Council and the Oregon Transportation Commission regarding the draft Regional Transportation Plan (RTP).

There are several values that we share for 82nd Avenue and other arterial highways: we want to eliminate fatal and serious injury crashes, especially for vulnerable users; we want to produce equitably shared economic benefits with our investments in public infrastructure; and we want people and goods to travel reliably and efficiently using appropriate modes and facilities.

Through the Statewide Transportation Improvement Program, ODOT has invested over \$240 million in recently completed (past 10 years) and future programmed safety and active transportation improvements on its facilities on the City of Portland's Top 25 High Crash Corridor network. This includes \$35 million on 82nd Avenue to improve safety by upgrading traffic signals, curb ramps, sidewalks, pavement and illumination. Our recently-completed 82nd Avenue of the Roses Implementation Plan, developed in partnership with the City of Portland, identified more opportunities to make it safer to walk along and across 82nd Avenue. That vision will guide upcoming investments and leveraging opportunities.

In addition, ODOT has programmed funding for additional paving, signal upgrades, and curb ramp projects on 82nd during the next five years, and funding we received in HB 2017 will complete the Foster to Lindy project on 82nd. ODOT is also working with the City of Portland to fund the 70s Neighborhood Greenway. This project will address a gap in the north-south bicycle and pedestrian facilities near NE 82nd in the City of Portland including traffic calming and wayfinding, street paving, crossing improvements and multi-use path construction through the Rose City Golf Course. This is a \$5 million project funded through the Enhance program and local funds.

It's important not to confuse ODOT's commitment to safety and our investments in safety with projects programmed in Metro's RTP. The Oregon Transportation Commission allocates safety funding every STIP cycle, and the Department conducts a very extensive all roads (city, county and State) safety analysis to program those safety projects where they have the highest probability for reducing fatal and injury crashes across all modes, including bike and pedestrian. ODOT does not rely on a list of projects in a 20 year plan to identify our safety projects; we use the latest available safety data to program real projects with real dollars to improve safety within that three to four year

STIP cycle. Safety hot spots change from year to year and using the most up to date data to guide our investments is a more effective strategy.

We invite the City of Portland to continue to work with us and our other regional partners as we implement the projects planned for the 2018-2021 STIP and develop the 2021-2024 STIP project lists. In addition, I have suggested before that Joint Policy Advisory Committee on Transportation should show its commitment to improving safety by directing a substantial portion of the Regional Flexible Funds to safety projects. I would welcome your voices in that call to increase real safety dollars being allocated to funding on the ground safety projects.

ODOT agrees that 82nd Avenue is one among many roads across the state that are excellent candidates for investment to facilitate their improvement and transfer to local governments that can best manage the road to meet local objectives. We look forward to ongoing regional discussions that will develop and implement investment plans that facilitate these improvements and transfer roads to local control. And we welcome the offer of assistance to secure funding to pursue the planning and development work needed to set the foundation for a successful transfer.

Outer Powell and the Rose Quarter—two transformative investments totaling more than half a billion dollars— are currently moving toward construction because collaboration between PBOT and ODOT earned the Legislature’s confidence. Approaching 82nd Avenue in the same spirit of partnership will provide the greatest chance of success.

Sincerely,



Rian Windsheimer
ODOT Region 1 Manager

Cc: Sen. Michael Dembow
Rep. Barbara Smith Warner
Commissioner Amanda Fritz
Sen. Rod Monroe
Rep. Alissa Keny-Guyer
Commissioner Nick Fish
Commissioner Jessica Vega Pederson
Rep. Jeff Reardon
Commissioner Dan Saltzman
Commissioner Chloe Eudaly

Metro Council, Oregon Transportation Commission