

North Williams – A Family Neighborhood

N. Williams is full of children

- 769 children under 18
- Many young children, e.g. 35 out of the 38 kids on Monroe and Fargo are under 10
- Several neighborhood schools and community centers to which children walk
- Dawson Park used by Maria's Place Montessori & neighborhood children

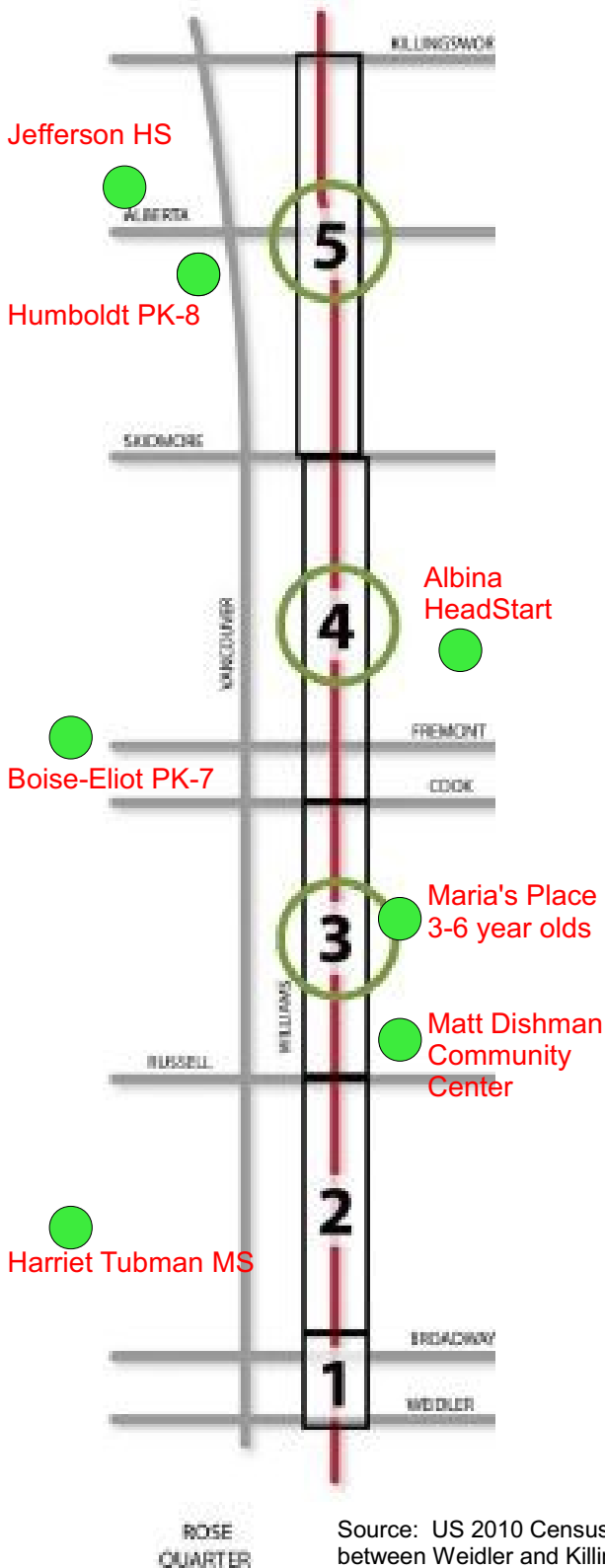
Our children need

- **SAFE CROSSINGS:** N William, Fremont and Russell and other streets
- **SAFE SIDE STREETS:** N/S and E/W cut through traffic, often at speed, makes Rodney, Cook and other streets dangerous places for children to play and bike

Kids by Zone

- 5 **SKIDMORE TO KILLINGSWORTH**
Total Pop: 1,572, **Kids (< 18): 317**
Humboldt PK-8 & Jefferson HS
- 4 **COOK TO SKIDMORE**
Total Pop: 1,511, **Kids (< 18): 247**
Alibina HeadStart & Boise Eliot Pre-K-7
- 3 **RUSSELL TO COOK**
Total Pop: 816, **Kids (< 18): 108**
Maria's Place Pre-K, Dishman Community Center
- 2 **BROADWAY TO RUSSELL**
Total Pop: 738, **Kids (< 18): 97**
Harriet Tubman MS
- 1 **WEIDLER TO BROADWAY**
Total Pop: 0

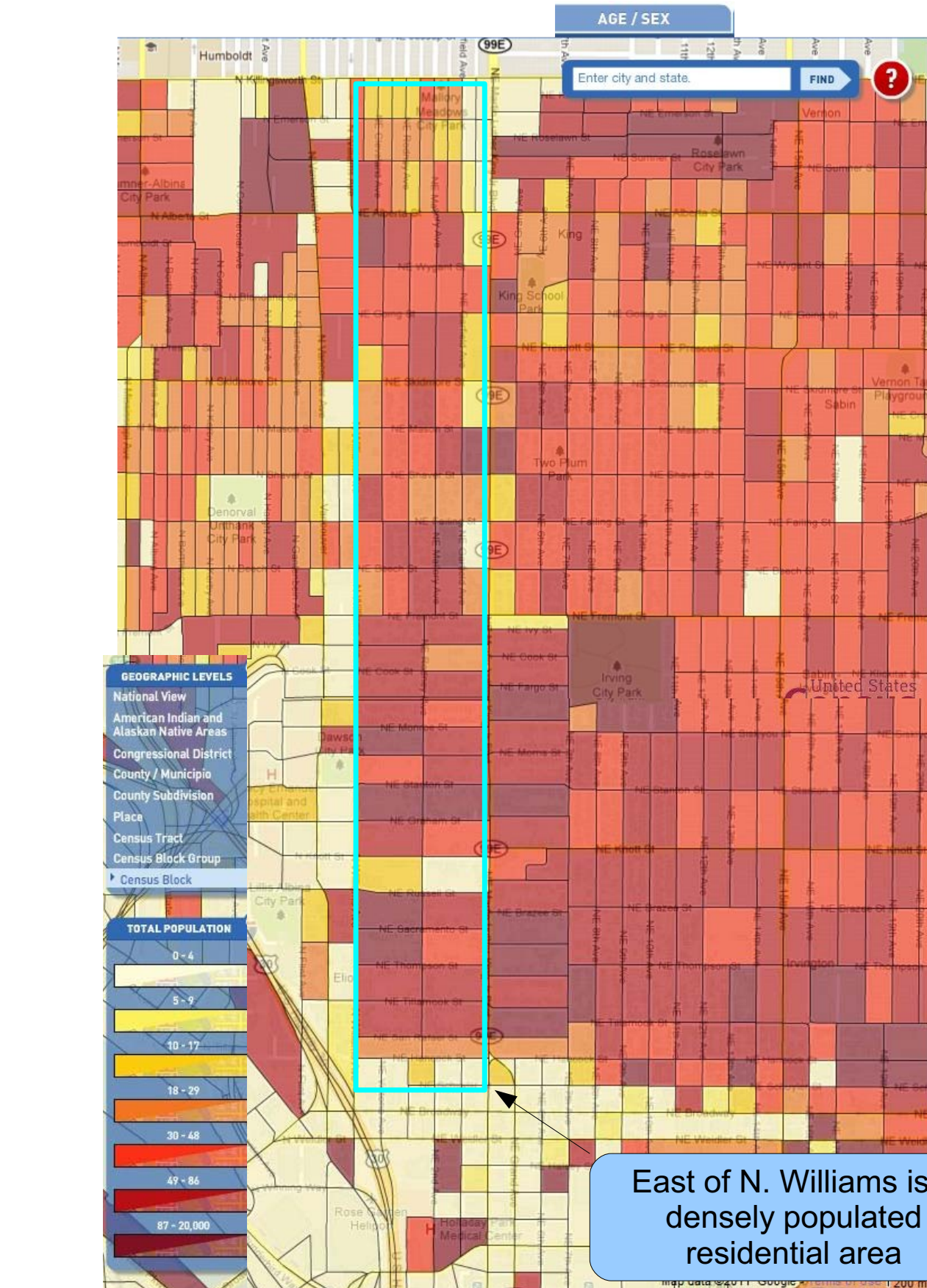
Total: 769 KIDS



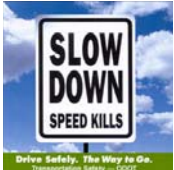






Source: US 2010 Census + neighborhood counts Coverage area: E/W between Vancouver & MLK, N/S, between Weidler and Killingsworth
Prepared by N Williams parents & neighbors: Helen Kilber, Shara Alexander, Sarah Shaoul, Molly Dwyer, Laura Frick, Lisa Duh, Kirsten Jenkins.

N Williams Corridor Population Overview

(Source: US 2010 Census)














Education and enforcement tools to improve traffic safety on N Williams Avenue

Problem	Education & Enforcement Tools		
Speeding	<p>“SLOW DOWN” Education Campaign</p> 	<p>Automated Enforcement/Photo Radar</p> 	<p>Traditional Enforcement</p> 
Not Yielding to Pedestrians	<p>“I BRAKE FOR PEOPLE” Education Campaign</p> 	<p>Crosswalk Enforcement Action</p> 	
Visibility of Bicyclists/ Pedestrians at Night	<p>“SEE AND BE SEEN” Education Campaign</p> 		
Allowing for all modes of transportation	<p>“SHARE THE ROAD” Campaign</p> 	<p>Bicyclist Education & Outreach:</p> <ul style="list-style-type: none"> • “STAY IN SIGHT” • Oregon Pedestrian, Bicycle and Driver Rules 	

For more information about the North Williams Traffic Operations Safety Project, visit the website, www.portlandonline.com/transportation/williams, or contact the project manager, Ellen Vanderslice, at 503-823-4638 or ellen.vanderslice@portlandoregon.gov

To ensure equal access, the Portland Bureau of Transportation will make accommodations in full compliance with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations, in all programs and activities. For accommodations and additional information, and complaints, contact the Title II and Title VI Coordinator at Room 1204, 1120 SW 5th Avenue, Portland, Oregon, 97204, or by telephone, 503-823-5185, City TTY 503-823-6868, or use Oregon Relay Service: 711

Engineering tools to improve traffic safety on N Williams Avenue

Problem	Engineering Tools*			
<p>Driving too fast</p>	<p>Semi-Permanent Speed Reader Boards \$11,000</p> 	<p>Traffic Calming/ Roadway Narrowing</p> <ul style="list-style-type: none"> • Curb Extensions • On-Street Parking • Street Trees • Travel Lane Reductions 	<p>Traffic Signal Progression</p> 	<p>Speed Limit Changes \$100 per sign / \$2,000-\$5,000 Speed Study</p> 
<p>Difficulty crossing at non-signalized intersections</p>	<p>Curb Extensions \$10,000-\$20,000</p> 	<p>New Traffic Signal \$200,000-\$250,000</p> 	<p>Flashing Beacons / Signage \$22,000/pair</p> 	<p>Pedestrian Median Island \$6000-\$15,000</p> 
<p>Difficulty crossing at signalized intersections</p>	<p>Signal Changes (Increase Ped Time / Queue jump) \$100-\$500</p> 	<p>Curb Extensions \$10,000-\$20,000</p> 		
<p>Vehicle crashes</p>	<p>Traffic Signal Changes \$100-\$500</p> 	<p>New Traffic Signal \$150,000-\$250,000</p> 		

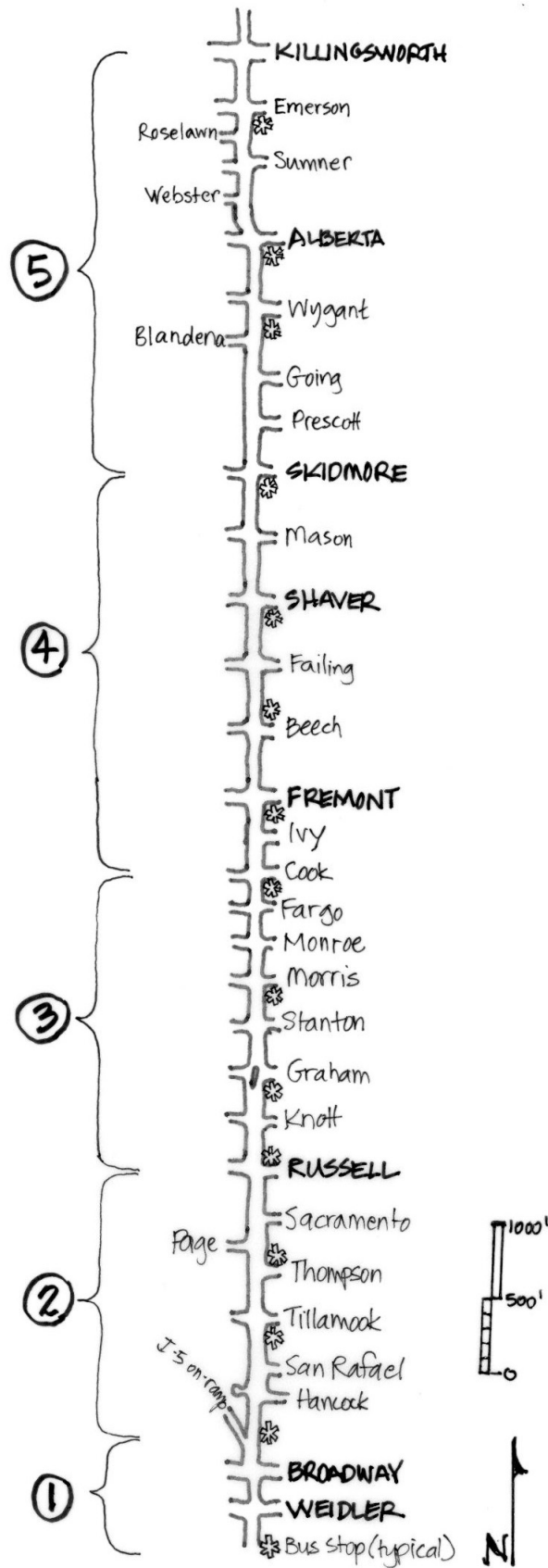
*Not all treatments will be appropriate at every location. Site specific conditions will dictate appropriate treatment.

Note about the cost of bike lane options shown on page 3: a change of bike lane configuration would require removing the existing striping and re-striping the street. For information purposes, and solely as an example, PBOT estimates the cost of restriping Segment 5 (Skidmore to Killingsworth) would be about \$20,000 to \$30,000, depending on the configuration.

More engineering tools to improve traffic safety on N Williams Avenue

Problem	Engineering Tools*			
<p>Risk for cyclists of parked car doors opening into bike lane (“dooring”)</p>	<p>Buffered bike lane</p> 	<p>Buffered bike lane with parking-side buffer</p> 	<p>Wide bike lane</p> 	<p>Cycle track</p> 
<p>Crowding in the bike lane due to differences in cyclist speeds</p>	<p>Bicycle facility wide enough for passing</p> <ul style="list-style-type: none"> • Wide bike lane • Buffered bike lane • Cycle track 	<p>Bike passing lane</p>  <p><small>Image: BikePortland</small></p>	<p>Bike box \$5,000-\$7,000</p> 	
<p>Conflict between bus and bicycle operations</p>	<p>Left-side bike lane</p> 	<p>Buffered bike lane</p> 		<p>Note on striping costs: about \$20,000 to \$30,000 to restripe Segment 5 (Skidmore to Killingsworth), for example, depending on the configuration</p>
<p>Difficult for bicyclists to transition to turns</p>	<p>Two-stage turn</p> 			
<p>Potential conflict between bicycles and right-turning cars</p>	<p>Transitions between bike lanes and vehicle turn-only lanes</p> 	<p>Bike box \$5,000-\$7,000</p> 		

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North Williams Avenue Traffic Operations Safety Project
 Five segments - February 7, 2012