20’s Plenty

A Collaborative Initiative by Members of Ashland Transportation, Climate Policy and Conservation and Climate Outreach Committees
Why 20’s Plenty

Eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all (Vision Zero).

Zero net carbon emissions by 2050 (CEAP).

Livable Ashland for Everyone (Senior Advisory Comm.)

Bicycling as a practical and safe mode of transportation (Climate Policy Committee)
Benefits of Slower Speeds

• Reduced incidence and severity of motor vehicle collisions
• Improved safety – especially for people walking and bicycling
• Increased mode share of bicycling and walking
• Reduced carbon emissions
• Reduced consumption of gasoline and expenditures by Ashland households on transportation
• Improved human health
• Reduced vehicle miles of travel
• Lower road maintenance costs
• Improved social equity
• Potential to attract remote workers (economic development)
• Reduced neighborhood noise
Costs Associated with Slower Speeds

• Longer Travel Times (measured in seconds)
• Infrastructure Changes/Improvements
Reducing Vehicular Speeds
Decreases Crash Risk and Crash Severity

Cyclists (like pedestrians) are less likely to die and suffer fewer injuries when hit by a motor vehicle driving at 20 MPH as compared to 30 MPH or faster. “At low speeds, below about 15 miles per hour, the risks are low.” (AAA Foundation for Traffic Safety)

Pedestrian Injuries at Impact Speeds

<table>
<thead>
<tr>
<th>Speed (mph)</th>
<th>Death (%)</th>
<th>Injured (%)</th>
<th>Uninjured (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
<td>85%</td>
<td>15%</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>45%</td>
<td>50%</td>
<td>5%</td>
</tr>
<tr>
<td>20</td>
<td>5%</td>
<td>65%</td>
<td>30%</td>
</tr>
</tbody>
</table>

Source: http://guide.saferoutesinfo.org/engineering/slowing_down_traffic.cfm
National Association of City Transportation Officials

Contextual Guidance for Selecting All Ages & Abilities Bikeways

- Protected Bike Lane
- Protected Bike Lane or Bicycle Path
- Buffered Bike Lane
- Converging Bike Lane

AVERAGE DAILY TRAFFIC (ADT):
- Very Low
- Low
- Median
- High
- Very High

Parked Speed (Prevalent 90th Percentile Speed):
- 10
- 20
- 30
- 40
- 50

MPH:
- 0
- 10
- 20
- 30
- 40
- 50

Legend:
- BIKE BLVD.
- CONV. BIKE LANE
- BUFFERED BIKE LANE
- PROTECTED BIKE LANE
## Benefits - Quantified

<table>
<thead>
<tr>
<th>Source of Benefit</th>
<th>Estimated Annual Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduced Accident Severity (all severity levels)</td>
<td>$531,440</td>
</tr>
<tr>
<td>Ashland Household’s Transportation Fuel Savings</td>
<td>$1,242,043</td>
</tr>
<tr>
<td>Carbon Emissions Reductions</td>
<td>$351,973</td>
</tr>
<tr>
<td>Total Annual Benefits</td>
<td>$2,125,456</td>
</tr>
</tbody>
</table>
## Costs - Quantified

<table>
<thead>
<tr>
<th>Factor</th>
<th>Estimated Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel Time</td>
<td></td>
</tr>
<tr>
<td>Trip Length</td>
<td>Travel Time Impact *</td>
</tr>
<tr>
<td>1 Mile</td>
<td>7 Seconds</td>
</tr>
<tr>
<td>2 Miles</td>
<td>13 Seconds</td>
</tr>
<tr>
<td>4 Miles</td>
<td>17 Seconds</td>
</tr>
<tr>
<td>Infrastructure/ Sign Changes (Bend, Oregon)</td>
<td>$60,000 **</td>
</tr>
</tbody>
</table>

* Based upon G. Shaff assumptions of travel time variation and trip distance (3% X estimated total travel time)

** Source: Evidence Demonstrating the Efficiency, Safety & Economic Benefits of 20mph Speed Limits, S & M Porter, July 2018
Potential Locations Where ORS 810.180(11)
May Apply

Streets / areas meeting ORS 180.180(11) criteria

Streets within ugb roughly

Urban Growth Boundary
Potential Streets Where ORS 810.180(5) May Apply (arterial and streets w/ ADT >= 2,000)

Legend
- Streets w/ ADT >= 2,000
- Streets with ADT < 2,000
- Urban Growth Boundary

Draft

0.5
0
0.5
1 Miles
Tentative Schedule

- October through December, 2020: preparation of detailed justification for speed policy changes
- November, 2020: designation of committee(s) member(s) to work group
- January and February, 2021: review and recommendation by
  - Ashland Climate Policy Committee
  - Transportation Commission
  - Climate and Conservation Commission
  - Senior Advisory Committee
- May 2021: Ashland City Council Study Session
- July 2021: Ashland City Council Public Hearing