

Note Change in Venue

CITY OF ASHLAND

TRANSPORTATION COMMISSION

Thursday, April 21, 2011

Community Development / Engineering Services Building
Siskiyou Room, 51 Winburn Way

Agenda

- I. CALL TO ORDER: 6:00 PM
- II. APPROVAL OF MINUTES: February 17, 2011 and March 31, 2011
- III. ADJUSTMENTS TO THE AGENDA
- IV. PUBLIC FORUM
- V. ACTION ITEMS
 - A. Election of 2011-2012 Vice Chair (5 min.)
 - B. Request for Funds for Bike Helmet Giveaway (Massie) (10 min.)
 - C. Siskiyou Velo Bicycle "Advocacy" Funding Grant (Burnham) (10 min.)
 - D. Pedestrian Places Conceptual Plan Update (Goldman) (30 min.)
 - E. North Main Road Diet Conceptual Plan Recommendation (45 min.)
 - F. Installation of Signs to Bike Routes (Burnham) (10 min.)
- VI. NON ACTION ITEMS
 - A. Update on Third St. Bike parking (5 minutes)
 - B. MPO Update (Chapman) (5 minutes)
 - C. Planning Commission Update (Sommer) (5 minutes)
 - D. Traffic Crash Summary
- VII. INFORMATIONAL ITEMS
 - A. Action Summary
 - B. TC Budget Balance is \$4,900
 - C. Roberts Rules of Order
 - D. Traffic Safety Connection
 - E. Misc Transportation-Related Issues
- VIII. FUTURE AGENDA TOPICS
 - Bike Parking and Bike Rack Design Policy (after Subcommittee review)
 - Request to install protected left turn signal at the Wightman/Siskiyou/Indiana Intersection
 - Pinecrest Terrace Area Sign Request
- IX. COMMISSIONER COMMENTS
- X. ADJOURN: 8:00 PM

Next meeting scheduled for May 19, 2011 @ 6:00 pm

Note to Commissioners: Call Nancy Slocum at 552-2420 or slocumn@ashland.or.us if you can not attend the meeting.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Public Works Office at 488-5587 (TTY phone number 1 800 735 2900). Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title I).

CITY OF ASHLAND

Transportation Commission

Contact List as of February 18, 2011

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
Tom Burnham	Commissioner	541 482-4467	1344 Apple Way	ntburnham@gmail.com	4/30/2013
Steve Ryan	Commissioner	541 951-1409	1257 Siskiyou Bv #160	resolutionvideo@yahoo.com	4/30/2013
Brent Thompson	Commissioner	541 488-0407	582 Allison	brentho@mind.net	4/30/2011
Julia Sommer	Commissioner	541 552-1942	1158 Village Square Drive	juliamsommer@gmail.com	4/30/2011
Colin Swales	Commissioner	541 488-0939	143 8 th Street	colinswales@gmail.com	4/30/2011
Vacant	Commissioner				4/30/2012
Eric Heesacker	Commissioner	541 488-4188	2360 Ranch Road	ashtranscomm@gmail.com	4/30/2012
David Young	Commissioner	541 944-9600	747 Oak Street	dyoung@jeffnet.org	4/30/2012
Corinne Viéville	Commissioner		805 Glendale Avenue	Corinne@mind.net	4/30/2013

Non Voting Ex Officio Membership

Mike Faught	Director of Public Works Commission Secretary	541 488-5587	20 E. Main Street	faughtm@ashland.or.us	
David Chapman	council liaison	541 488-0152	390 Orchard Street	david@council.ashland.or.us	
Brandon Goldman	Planning	541 488-5305	20 E. Main Street	goldmanb@ashland.or.us	
Steve MacLennan	Police	541 552-2809	20 E. Main Street	macleanns@ashland.or.us	
Scott Hollingsworth	Fire	541 552-2932	20 E. Main Street	Hollings@ashland.or.us	
Larry Blake	Southern Oregon University	541 482-2564	1250 Siskiyou Bv	blake@sou.edu	
Vacant	Ashland Schools				
Dan Dorrell PE	ODOT	541 774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Nathan Broom	RVTD	541 608-2411	3200 Crater Lake Av - 04	n.broom@rvtd.org	
Vacant	Ashland Parks		20 E. Main Street		
Jenna Stanke	Jackson County Roads	541 774-6231	200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org	
David Wolske	Airport Commission			david@davidwolske.com	
Vacant	Student Liaison				
Staff Support					
Nancy Slocum	Public Works Clerk	541 552-2420	20 E Main Street	slocurn@ashland.or.us	
Jim Olson	Engineering Serv Manager	541 488-5347	20 E. Main Street	olsonj@ashland.or.us	
Karl Johnson	Assistant Engineer	541 552-2415	20 E Main Street	johnsonk@ashland.or.us	

**CITY OF
ASHLAND**
TRANSPORTATION COMMISSION
Thursday, February 17, 2011
Council Chambers, 1175 East Main Street

Minutes

Attendees: Tom Burnham, Eric Heesacker (Chair), Steve Ryan, Brent Thompson,
Julia Sommer, David Young
Absent: Colin Swales, Corinne Vieville, Matt Warshawsky
Ex Officio Members: Steve MacLennan
Staff Present: Jim Olson, Nancy Slocum

I. CALL TO ORDER: 5:34 PM by Chair Eric Heesacker.

II. STUDY SESSION

Olson explained various methods of funding public works projects including fund exchanges, grants and LIDs.

Committee suggested expanding the Frequently Asked Questions section on the website and add questions such why does it take so long to get a project done. A suggestion was made to answer the question in a future City Source article.

Some commissioners voiced frustration because their decisions seemed bogged down and government was often blamed. Also, some Commissioners ask questions better suited for the City of Ashland Attorney and received no answer. Olson explained the staff shortage in the Legal Department.

Young suggested a project sign with a timeline. A construction schedule should also be posted on website. There was a suggestion to posting the CIP on the website.

Commission reviewed goals and asked for the status of bike racks on the plaza and the bike corral on Third Street. Olson said the current Miscellaneous Concrete Project included three new bike pads for the downtown core.

Olson distributed a list of more than 27 projects he personally oversaw. He noted that all engineering design work was now contracted out. He asked the Commission to consider calling a Subcommittee meeting only as needed. Commission agreed.

III. APPROVAL OF MINUTES:

Burnham moved to accept the minutes of December 16, 2010 as amended and the minutes of January 20, 2011 as submitted. Young seconded the motion and it passed unanimously.

IV. PUBLIC FORUM: No one spoke.

V. **ADJUSTMENTS TO THE AGENDA:** None.

VI. **ACTION ITEMS:**

A. Parking Prohibitions on Liberty Street

Staff recommended, in accordance with Fire Department requests and the requirements of Ordinance No. 2959, that Liberty Street be signed to prohibit parking on the east side from the north property line 676 Liberty to the southerly terminus of the street. This side of the street was chosen as it had 7 driveways (as opposed to 5 on the opposite side) and 7 mailbox structures which naturally prohibited parking. Staff also recommended prohibiting parking on the west side of the street from the north property line of 781 Liberty to the southerly terminus of the street. This section of the street should have no parking as it narrowed from 20 feet to 18 feet to 12 feet at the extreme south end. The general policy for signing skinny streets was not to sign unless there was a complaint. For all future developments; however, parking prohibitions and signage would be put in place as the infrastructure was constructed regardless of the anticipated traffic volume.

Sommer left the meeting at 6:40 pm.

Public Testimony

Richard Hay, 707 Liberty Street, submitted an email dated February 14, 2011. He agreed with Staff's recommendation, but suggested extending the parking prohibition 21 feet between the driveway aprons of 695 and 707 Liberty to allow safe access for emergency vehicles.

Steve Sincerny, 790 Liberty Street, submitted an email dated February 16, 2011. He also agreed with Staff's recommendation and suggested extending the prohibition to begin at the north side of the 781/775 driveway.

David Seulean, 696 Liberty, agreed with Staff's recommendation and asked that signage not be bored into sidewalks and located adjacent to the mailboxes. Olson noted that obstructions are prohibited in sidewalks by code. He estimated a total of three or four signs would be needed.

Scott Kurtz, 554 Fordyce Street and John Baxter, 831 Liberty, both support Staff's recommendation.

Motion and Vote

Young moved to accept Staff's recommendation to prohibit parking on the east side from the north property line of 676 Liberty to the southerly terminus of the street and on the west side of the street from the north property line of 781 Liberty to the southerly terminus of the street. Thompson seconded the motion and it passed unanimously.

Staff would explain to Mr. Hay the process for requesting permission to paint yellow curb on either side of his driveway to solve his access concerns.

B. Parking Prohibitions on Patton, Overlook and Stone Ridge

Olson noted that these streets were within the newer Meadowbrook Park II Subdivision. Most streets were 22' wide and the subdivision's planning approval included parking on one side only. Staff's recommendation for a parking prohibition on Patton Lane on the east side of the entire street length, Overlook Drive on the east side of the entire street length, Stone Ridge Aveue on the east and north sides of the entire street length and Camelot Drive on the east side of the street from Nevada Street to the alley were all consistent with Planning Commission approval.

Public Testimony

Karen Machen, 986 Stone Ridge, supported Staff's recommendation.

Janey Leafer, 994 Stone Ridge supported Staff's recommendation, but was concerned about enforcement of prohibition. She wondered if a future parking prohibition would be investigated on East Nevada Street. Olson said not at this time as property owners had not been notified. Officer MacLennan said there was currently no enforcement except by complaint outside downtown core.

Mark Abelle, 902 Patton Lane, agreed with Staff's recommendation, but asked to exempt the portion from the alley parallel to Fair Oaks to a dead end (adjacent to his house) as it is a short block and would hinder his ability to conduct a home business in the future.

Motion and Vote

Heesacker moved to accept staff's recommendation to add a parking restriction on Overlook Drive on the east side of the entire street length, Stone Ridge Ave on the east and north sides of the entire street length, Camelot Drive on the east side of the street from Nevada Street to the alley and on Patton *from Nevada to Fair Oaks only*. Ryan seconded the motion and it passed unanimously.

C. Revised 2010-11 City Council Goals

Olson explained that the goals were included for informational use only.

VII. NON ACTION ITEMS

A. TSP Update: Discussion as stated below.

B. Road Diet Pilot Project

Olson reported that Staff and ODOT were meeting regularly to discuss the concept of a "Road Diet" on North Main. Ryan suggested studying the use of Hersey Street as a major southbound route during the road diet trial. Burnham wondered if the concept had been studied carefully. He voiced concern as designating A Street as a shared road was stalled. He thought the TSP process was inconsistent in which projects were on hold until the document was adopted. He thought the Commission should hold a formal hearing and vote. Olson noted that the project had been discussed for many years including at several recent joint Transportation / Planning Commission meetings. The Commission agreed that there was a consensus to recommend the road diet.

Nathan Broom, RVTD Liaison, was excited about project. He wondered if access control would be studied and whether the center lane would be a concrete median. RVTD buses make 58 trips per day on North Main and constant bus stops could be an issue if pilot project was successful.

C. MPO Update

Chapman announced that on April 12th DLCD staff would present information on the development of greenhouse gas emissions reduction targets for the MPO areas and the proposed planning rule. The session would be from 10:00 am to noon at RVCOG.

D. Planning Commission Update

Sommer had no update.

E. Caldera Brewing Annexation Traffic Impact Analysis

The Planning Commission was reviewing an application. There was a proposal to make Clover Lane a right in, right out intersection. The use of a roundabout was also discussed.

VII. COMMISSIONER COMMENTS

Burnham asked that police accident report summaries be included in the Commission packets in the future.

Commission asked that a summary of Roberts Rules of Order and a running total of their budget be available at future meetings. They would like to use some of their budget funds for BTA classes and bike helmet give-aways. Kat Smith expressed an interest in helping with this.

Commission also asked that a future City Source article include a scoreboard of completed Public Works projects.

VIII. ADJOURN: 8:20 PM

*Respectfully submitted,
Nancy Slocum, Accounting Clerk I*

**CITY OF
ASHLAND**
TRANSPORTATION COMMISSION
Thursday, March 31, 2011
Council Chambers, 1175 East Main Street

Minutes

Attendees: Tom Burnham, Eric Heesacker (Chair), Steve Ryan, Julia Sommer, David Young

Absent: Colin Swales, Brent Thompson, Corinne Vieville

Ex Officio Members: David Chapman, Chief Karns

Staff Present: Mike Faught, Jim Olson, Nancy Slocum

I. CALL TO ORDER: 6:03 PM by Chair Eric Heesacker.

II. PUBLIC FORUM: No one spoke.

III. ACTION ITEMS:

A. Proposed Road Diet on North Main Street

Faught offered a presentation to the public that included an explanation of the TSP update that included the use of road diets to develop a transportation system that is inviting to pedestrians, bicyclists and transit users. Road diets reallocate existing public right of way to better serve all users while continuing to adequately accommodate vehicle traffic. The proposal would reduce the four lane undivided North Main Street (Highway 99) to a two lane roadway with a center left hand turn lane and bike lanes from Helman street north to the railroad tracks. The advantages include the addition of bicycle lanes, increased pedestrian safety and a reduction in crash rates.

Faught used a case study in Clearwater Florida as an example of a successful road diet with a similar number of average daily trips (approximately 17,500 ADT). The public questioned the relevancy of this case study as North Main was the only main highway through Ashland, held all the truck traffic, contained both commercial and residential properties and had no parking on either side of street.

He explained the required restriping would be weather dependent. Staff and ODOT were hoping to begin mid June so the test could run through the summer and, if not successful, could be reconfigured back before the rainy season began. The cost was estimated at \$100,000 for the restriping project, \$20,000 for engineering and then \$35,000 to return it if necessary. If the project was made permanent, another \$150,000 to 200,000 could be allocated for permanent medians, adjusting curb lines, widening sidewalks and landscaping. Olson distributed a packet of testimony received by Staff via telephone and email: eleven registered opposition, three were in favor of the project and five were neutral.

Questions included what evaluation method would be used to determine if the pilot program was successful. Faught noted the lack of vehicles backing up, a reduction in crashes, and increase in bike and pedestrian traffic and a decrease in average daily trips.

Public Testimony

Lorraine Peterson, 451 North Main, owned a traveler's accommodation, was against the proposed project. She said in 2009 North Main Street had 18,900 ADT, research showed an ADT of more than 15,000 had less certain success. The Frequent Asked Questions handout said that a study of the next 25 years showed the road diet would continue to work, but she believed Oregon Shakespeare Festival and Southern Oregon University would continue to grow. The only alternative routes for vehicles were through residential areas.

Marc Valens, 247 Third Street, favored bicycle safety, but thought narrowing North Main would cause additional problems. He favored a left hand turn lane at Van Ness. He envisioned long lines of cars waiting to turn left. He urged Commission to "get it right the first time."

Dick Thornton, 490 Thornton Way, voiced opposition. The long time Ashland resident thought traffic would backup especially behind RVTB buses. He reminded Commission that North Main was an evacuation route in the event of a wildfire.

Glenn Lozkie, 467 Scenic, was a new resident and bicyclist who would not ride on North Main. He thought the project would slow traffic too much, but favored crosswalks. He was concerned about lack of evaluation criteria and said proposal was a "solution looking for a problem."

Peter Cipes, 317 North Main, lived off an alley and concerned about the potential increase in vehicles on High and Manzanita. He wondered if the impact to neighborhood streets had been studied. He said bicyclists had alternative routes and suggested a traffic signal at Wimer.

Bert Anderson, 612 Chestnut, thought project reduced travel efficiency. He did his own research finding it took him 20 minutes to travel the four miles to the YMCA. He was also concerned about not being able to make the left turn at Van Ness. He thought less time on the road equaled less pollution. In three weeks of informal study he saw zero bicycles on North Main.

Gary Axon, 370 Skycrest Drive, was a 40 year resident. He thought the name "road diet" hid the truth about the project as it went from four to two lanes. He noted that of the total accidents recorded on North Main, 25% were at controlled intersections. He said the current ODOT construction exemplified future problems.

Vicki Capp, 59 Manzanita, was 29 year resident who thought removing the left hand turn at Wimer would force residents down Manzanita, increase speeds on that street and would increase problems at the former Briscoe School. She noted it took approximately three minutes to currently make a left onto North Main and was concerned it would take longer if project was approved.

John Burns, 835 Fox Street, said that they only had one egress from his neighborhood. He was in favor of the experiment, but project should end at Schofield instead of railroad tracks.

Rick Landt, 468 Helman, was not convinced of the project benefits. He was an avid bicyclist who did not currently ride North Main and thought the existing fog line was confusing to bicyclists. He appreciated the City's multimodal attempts. He would like to see a more relevant case study.

Sue Kurth, 415 Walnut Street, was a five year resident and against the proposal. She would like to see a better case study and statistics. Thought the Wimer intersection would be a "nightmare."

Candace Cave, 348 N Main Street at Hersey Street, was in favor of reducing traffic speeds in front

of her traveler's accommodation. She was in favor of bike lanes and was anxious to see a redesign of the North Main Street / Wimer / Hersey Street intersection.

Craig Anderson, 575 Elizabeth, was a former transportation planner and bicycle coordinator in San Luis Obispo California. He heard similar concerns about a similar project on the former Highway 101 where a higher street capacity was also a concern. He noted that surprisingly most benefits turned out to be for the vehicular traffic.

Kelly Madding, 545 Fordyce Street, was excited to see Ashland try an experiment. She commuted by bicycle and favored bike lanes. She thought three months was not enough time to address any minor concerns that may come up or see a decrease in accident rate.

Marjorie Carson, 455 B Street, favored project and appreciated current testimony. She would like to see a longer pilot program. She noted that necessary change was expensive. She had to give up driving and now walked and used transit. She favored multimodal improvements.

Bill Heimann, 647 Siskiyou Boulevard, was an international cycling instructor and coach formally from Phoenix Arizona where they also did several road diets. They heard same concerns, but found increased benefits, decreased congestion, increased traffic counts. He thought this was an opportunity to lead the state in multimodal enhancements.

Kathryn Smith, 770 Faith Street, was a bicycle instructor since 2004. She thought current fog lines confusing and that sharing the road or using sidewalks were dangerous. She favored pilot project.

Larry Newberry, 886 Blackberry Lane, commuted via North Main. He disliked the name road diet and thought it an expensive change that would benefit 17 bicyclists versus 17,000 vehicles. He rode his bicycle on the bike path.

Harry Singmaster, Hank's Foreign Auto 154 North Main Street, was born in Ashland. He thought increased police enforcement would slow traffic that was currently too fast. He thought the project would increase emissions and increase problems.

Dermot O'Brien, 438 North Main Street, lived near the Wimer intersection. He observed only four to five bicyclists Monday through Friday from 7:00 am to 9:00 pm. He was against the project.

Jenna Stanke, 599 Wilson Road, favored the project noting that one could not "build their way out of congestion." She noted no merit in a currently low bicycle count as conditions were dangerous. She said the proposal would give space to everyone. A Portland road diet resulted in a 12% increase in bicycle traffic. She encouraged Ashland to move ahead with the pilot program.

Alan DeBoer, 2260 Morada, emphasized the expense of the project. He thought accidents and vehicle counts would increase as the left turns decreased. He encouraged bicyclists to legally "take the lane." If project was approved it should begin in the fall so local residents could become accustomed to it before the increase in summer traffic. He wondered about the effect on the asphalt's integrity of grinding the striping. Faught noted that water pressure would be used to remove striping.

Discussion

Heesacker and Faught thanked the public for testifying and promised to send out a notice of future meetings on the topic to all who testified.

Money for the project would in part come from Oregon Department of Transportation and not be diverted from a city project.

Sommer was in favor of the project; however, thought the project should perhaps end before Ashland Mine Road; that the pilot continue longer than three months and that Staff investigate other road diets for comparison. She noted the reason there were so few bicyclists was because the current configuration was dangerous.

Ryan was non committal.

Young agreed with all testimony and, although he thought road rage may increase and having some wide roads were beneficial, he read and agreed with research. He noted danger in crossing North Main by foot and the difficult in turning off North Main onto Wimer or Hersey. He thought local traffic would learn to use alternative routes. He favors project for a longer experimental time.

Heesacker reminded the Commission that the decision would be only a recommendation to the City Council.

Ryan recommended that the road diet project be forwarded to the City Council for approval without delay. Burnham and Young thought some issues should be addressed before it moved forward. Some Commissioner's did not want to lose the window of opportunity.

Motion and Vote

Ryan moved to table to issue until the next meeting to allow Staff time to address concerns and to make recommendation to the Commission. Young seconded the motion and it passed four votes to zero with one abstention. Consensus of the Commission was to refine the design before moving ahead with the proposal even if it delayed the beginning of the pilot program.

VII. COMMISSIONER COMMENTS

VIII. ADJOURN: 8:10 PM

*Respectfully submitted,
Nancy Slocum, Accounting Clerk I*

**Bicycle Helmet Distribution Proposal
City of Ashland
May 2011**

GOAL

Increase the safety of elementary and middle school children who ride their bicycles and skateboard to school. A secondary goal is to increase the number of children who bike or ride to school and other locations.

PROCESS

Spend up to one hour in the morning at each of the three elementary schools and one middle school in Ashland. The events will be announced at school so that parents and students could be encouraged to attend. The event will be scheduled approximately 45 minutes before school starts, to maximize the number of children reached. Adult volunteers would personally fit a child who wants a helmet and provide them with basic information about the proper way to wear their helmet.

Four to five adults would be present at each school. We would schedule one visit to each of the four schools.

This would be the third time that the Transportation Commission funded this activity. Keith Massie organized both previous times. The last time helmets were distributed was 2006.

BENEFITS

School age children, no matter what their economic situation, could obtain a bicycle or skateboard helmet. This would increase the safety of young bikers and riders in the City of Ashland.

It is also projected that more children would bike or ride to school, and hopefully other activities.

EXPENSE

We would provide the same quality helmets now sold by the City's Parks and Recreation Department. They purchase their helmets from 'Helmet's R-Us'. While it is hard to estimate the number of helmets that will be distributed, based on past experience, and educated estimate would be 80 helmets for each school, for a total of 320. At the average expense of \$9 per helmet, this would mean this project would cost approximately \$2,880. Any helmets left over could be given to the Parks and Recreation Department to sell.

ANNOUNCEMENT

Siskiyou Velo Bicycling Advocacy Grants

Siskiyou Velo Bicycle Club is accepting grant applications for "bicycling advocacy" projects and programs that enhance bicycling in the Jackson County area of Oregon. The total amount available is \$12,000.

Bicycling advocacy projects and programs

"Bicycling advocacy" projects and programs are those that benefit the greater bicycling community including but not limited to those that:

- Enhance bicycling infrastructure and safety.
- Encourage and promoting bicycling as an active and healthful alternative to mechanized modes of transportation.
- Educate bicyclist and/or motorist to as to the rights and responsibilities of bicyclists.
- Enforce laws protecting bicyclists.

Grant award deadline – May 31, 2011

Siskiyou Velo advocacy grant committee will review and evaluate grant applications received by May 31, 2011. The committee will make award recommendations for club membership approval during the club's July 13, 2011 meeting. While Siskiyou Velo intends to award the budgeted \$12,000 during the 2011 calendar year, Siskiyou Velo reserves the right grant less than the budgeted \$12,000 during the initial application period and to extend this solicitation.

Grant award criteria

In general, bike advocacy funding should be used for promoting bicycling such as encouraging use of bikes for both transportation and recreation, and for bicycle safety. The kinds of projects that we would like to see are programs that encourage bicycling as an alternative to motor vehicles such as bike to school programs, bike commuting etc. We are also looking for programs that would improve bicyclist behavior (not running traffic control devices, riding with traffic etc), improve motorist behavior towards bicyclists and projects that improve bicycle infrastructure.

Siskiyou Velo will give consideration to the following factors in making its grant determination:

- The benefit of the proposed program or project to the greater bicycling community.
- Leverage in terms of matching grants/funds
- The number of bicyclist benefiting
- The extent to which the program benefits Siskiyou Velo's geographical base
- Public recognition of Siskiyou Velo's contribution.

Grants will be made based on recommendation of Siskiyou Velo's advocacy grant committee with approval of its general membership and are not subject to appeal. The decision to make the award, and amount offered will be at Siskiyou Velo's discretion.

One time award

Siskiyou Velo Bicycle Club's membership approved a 2011 operating budget allocating \$12,000 for local "bicycling advocacy" program and project grants. This amount includes a one-time donation from NWTR 2010 (Northwest Tandem Rally 2010 Medford) and accumulated proceeds from the club's past Mountain Lake Challenge bicycle event. While the club expects that future grants will be made benefitting local "bicycle advocacy" programs, the 2011 grants will be one-time grants.

Application process

Applicants to Siskiyou Velo Bicycling Advocacy grants must submit a written proposal to be considered for grant awards. Proposals should include the following:

Description of the entity requesting the grant – who are you, what is your mission, where do you operate etc.

Description of the proposed project or program.

Budget information applicable to the proposed project or program.

Supporting information/discussion that demonstrates that the proposed project or program meets Siskiyou Velo's grant award criteria.

Contract person and information.

Submit proposals to:

Siskiyou Velo Bicycle Club - Advocacy Grants
c/o Edgar Hee
17 South Groveland Ave.
Medford, OR 97504

For additional information, contact:

Edgar Hee, VP Advocacy
Siskiyou Velo Bicycle Club
E-mail: ejhee@juno.com

Memo

CITY OF
ASHLAND

Date: April 21, 2010
From: Michael R. Faught, Public Works Director
To: Transportation Commission
Sub: North Main Pilot Road Diet Update

QUESTION

Will the Commission consider staff's recommendation to postpone the Commission's recommendation to the City Council to implement a pilot North Main Road Diet project beginning August 1, 2011?

STAFF RECOMMENDATION

Staff recommends that the Transportation Commission postpone their recommendation to the City Council to implement a pilot North Main Road Diet project beginning August 1, 2011?

BACKGROUND

At the March 31, 2011 Transportation Commission meeting the commission heard public input on the proposed North Main Pilot Road Diet project. Staff presented the details of the project and referenced a Clearwater Florida case study to demonstrate the advantages of a three-lane configuration over the existing four-lane configuration. Staff also outlined the proposed timeline and costs for the project.

There were approximately 50 people in attendance of which 21 provided testimony on the proposed project. Staff also received additional email comments that are included in the packet.

Staff was pleased with the variety of comments both for and against the project. As is usual with public testimony, the comments provided insight to more specific concerns that had not yet been addressed. The specific list of concerns is reflected in both the minutes of the meeting as well as the additional emails received after the meeting. Since the meeting, staff received official confirmation that ODOT has secured \$115,000 of state pedestrian and bicycle funds for the proposed project.

It is staff's belief that most of the key issues expressed can be summed up as follows:

- **Can the timing of the proposed project be moved to the fall?** Most testimony suggested that if the pilot project were to proceed then it should start in the fall and continue for a full year. Staff agrees with this recommendation and now suggests that the Commission consider moving the start date of the project to early September after Labor Day.



- **Can left hand turn movements from North Main to Van Ness be added?** Staff had the traffic engineer, Kittelson & Associates, review this intersection and they determined that it is not feasible as there is not sufficient space to provide a left hand turn refuge between the two intersections. See the attached Kittelson & Associates April 6, 2011 response letter.
- **Where are the left-in and left-out traffic movements at Wimer Street going to be rerouted to?** Staff recommends that traffic be rerouted to the signalized intersections (Laurel Street and Maple Street) as these intersections provide protected (signaled) left hand turn movements. Kittelson & Associates assumes that traffic will also divert to Nursery Street and/or Manzanita. In either case, staff is currently evaluating the impact the reroute will have on the surrounding neighborhood. To that end, the following intersections are being evaluated:
 - North Main/Coolidge-Glenn Street
 - North Main/Nursery
 - North Main/Van Ness Avenue
 - North Main/Manzanita Street
 - North Main/Central Avenue
 - North Main/Laurel Street

In addition, traffic counters have been placed at all of the corridor streets off North Main (ie Maple and Coolidge, Nursery and Wimer, etc.). It is important to note that this work will not be completed by the April 21, 2011 Transportation Commission meeting.

There are other ways to reduce the hazards created by the offset to this intersection. One additional solution would be to realign the intersection. The estimated costs for this project are \$2 Million with a traffic signal and \$1.2 Million without the traffic signal.

- **Won't the Road Diet cause vehicles to back up into intersections?** The Kittelson & Associates design plan included a review of traffic queues at all intersections. They found that the vehicle queues will increase with the road diet, however, but they will not be notably different.
- **Will the left turn movement out of the North Main side street onto North Main be more dangerous than with the four-lane configuration?** Kittelson & Associates has determined that it would actually be *easier*, with lower risk to make left turn movements northbound as vehicles would cross one lane instead of two. If the project becomes permanent, a left hand turn refuge could be added to the final project.



DETAILED RECOMMENDATION

Given the fact that the community input and concerns about the project are valid and staff wants to continue evaluating some of issues, staff is recommending the following course of action:

- Delay the implementation of the North Main Road Diet until early September;
- Schedule a Public Town Hall Meeting for Tuesday, June 14, 2011. Staff would invite Dan Burden from the Walkable & Livable Communities Institute and expert in road diets to assist with the presentation;
- If the pilot project was ultimately approved by the Transportation Commission, a City Council meeting on the issue would be scheduled for July 19, 2011;
- If the Council approves the project, restripe the North Main Road Diet would begin early September.





KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

April 6, 2011

Project #: 11310.02

Mike Faught, P.E.
City of Ashland, Oregon
51 Winburn Way
Ashland, Oregon 97520

RE: Response to Public Questions Posed at the March 31, 2011 Transportation Commission Meeting

Dear Mike,

The purpose of this letter is to respond to questions regarding the proposed temporary road diet on North Main Street. Several questions were posed by Ashland community members at the March 31st, 2011 meeting and at your request, we are providing responses based on our technical analyses and experience. The questions and responses are below.

Can a left-turn pocket be provided at the North Main Street/Van Ness Avenue intersection?

A left-turn pocket at the North Main Street/Van Ness Avenue intersection is not physically feasible due to the proximity of the North Main Street/Hersey-Wimer Street intersection and the proposed left-in/right-out/right-in configuration at that location.

The out of direction travel for motorists to turn left at Hersey Street or at Skidmore Street (the next street south of Van Ness Avenue) rather than at Van Ness Avenue is relatively short. Estimates from aerials indicate total out of direction travel is likely less than a quarter mile depending on the motorists' destination.

We recommend maintaining the existing plan to restrict movements at the North Main Street/Van Ness Avenue to right-in/right-out only.

Could the pilot be started in September, after the peak travel season, and run for a year?

The restriping can only be done in dry weather. It could be installed in September and run for a one year trial. However, if it is determined that the road diet should be removed and reconfigured back to the existing condition, this would potentially have to wait until spring to remove and reapply the striping. Assuming consensus from the Oregon Department of Transportation (ODOT), then the timing of the project and length of the pilot project is up to the City and Commissioners to determine.

There is a side street near the railroad underpass named North Main Street. Can a refuge island for 2-stage left-outs be provided at this unsignalized intersection?

There is an existing median at that location; therefore, a refuge island for a two-stage left-out is not feasible for the pilot project but could be considered as part of the permanent road diet installation, if the community decides to keep the road diet.

Where are the left-in and left-out traffic movements at Wimer Street rerouted to?

It is assumed that motorists currently turning left onto Wimer Street will divert to Nursery Street to the north (a left-turn pocket is provided for this movement under the road diet cross-section) or to Manzanita Street to the south. Left-out traffic currently at Wimer Street is assumed to turn left onto North Main Street via Maple Street or Nursery Street both are north of Wimer Street. Left-out traffic currently at Hersey Street is assumed to turn left onto North Main Street using Laurel Street. While it is feasible that some motorists may choose to use alternative routes via streets such as Mountain Avenue (depending on their origin and destination), the most conservative estimates for road diet traffic operations on North Main Street is to assume rerouted turn movements continue to use North Main Street.

Please let us know if you have any questions regarding our responses above or need additional information.

Sincerely,

KITTELSON & ASSOCIATES, INC.



Susan L. Wright, P.E.
Senior Engineer

Erin M. Ferguson
Engineering Associate

Memo

CITY OF
ASHLAND

Date: April 7, 2011
From: Nancy Slocum
To: Mike Faught, Jim Olson
Re: Summary of Public / Commission Comments on North Main Road Diet

Below is a summary of the public and commission comments provided at the March 31, 2011 Transportation Commission meeting. Commission asked staff to provide them with a recommendation that addresses concerns at their April 21st meeting. They agreed to stop taking public testimony. Deadline for packet material is next Wednesday, April 13.

Get it right the first time! Commission was willing to delay project to improve design. Pilot project time should be expanded. Use the first few months to see if any unexpected issues, tweak then continue. Give time for the locals to get used to the project before summertime. Commission agreed.

Public questioned relevancy of case studies as North Main is the only main highway through town, holds all truck traffic, contains both commercial AND residential properties and has no parking on either side of street. Look at SLO and Phoenix AZ case studies.

Need to outline the criteria to be used for evaluation:

1. Does it include a study of traffic diverted to side streets because of project and restricted left turns?
2. Count ped and bike trips both before and after
3. 3 mos not enough time to measure a decrease in crashes
4. How do you measure vehicle backups?

What are the alternative routes for Wimer as there is no left turn for traffic traveling north. Why not a traffic light? Six concerns about the turn restrictions at the Wimer intersection.

Miscellaneous concerns:

- Only alternative routes are through neighborhoods, traffic on High and Manzanita will increase.
- Concerned about the left hand turn at Van Ness, refuge holds only 3-4 vehicles
- Possible to add bus refuges?
- Can sidewalks be added?
- Explain why bicyclists must use North Main and not bike path



- Concerned that vehicles will back into intersections (eg current ODOT construction)
- Project boundary should be Schofield, not railroad tracks. Residents of this area concerned about how they will be able to make a left hand turn as they head north.
- Either way, ODOT needs to remove fog line as is confusing to bicyclists.
- List benefits to vehicles (see Craig Anderson email)
- 3 people offended by the term "road diet."
- Need to detail what form the medians will take?
- Where will money go if not put into this project?



COMMENTS RECEIVED AFTER 3/31/11 MEETING

Jim Olson

From: Craig Anderson [craig.ashland@gmail.com]
Sent: Monday, April 04, 2011 9:09 PM
To: ashland@azeotech.com; Corrine@mind.net; brenttho@mind.net;
david@council.ashland.or.us; colin@mind.net; juliasommer@yahoo.com;
slocumn@ashland.or.us; resolutionvideo@yahoo.com; olsonj@ashland.or.us;
eric.heesacker@gmail.com; goldmanb@ashland.or.us; faughtm@ashland.or.us;
ntburnham@gmail.com; dyoung@jeffnet.org
Subject: N. Main Road Diet
Attachments: 22 Reasons for Paved Shoulders.pdf; roaddiets.pdf

Dear Commissioners and Staff,

Thank you again for your efforts to make Ashland's streets safer. I can't think of a street more worthy of your attention than N. Main.

With only three minutes for testimony at the Commission's meeting last week, there wasn't time to express all the points I wished to make. So I'd like to do that in this email.

1. Safety should be first priority

First, I'd like to acknowledge that, if the proposed re-striping/"road diet" plan is implemented, there will be some negative impacts to some residents who live off N. Main. Those who use Wimer or Coolidge will be forced to make a left-hand turn at another intersection. Also, those who live along side streets that connect Wimer or Coolidge will be impacted by increased traffic on their street. Other than these impacts, I believe that the other concerns expressed by the residents at last week's meeting were either overstated or erroneous. For example, making a left-hand turn from Main Street onto N. Main (for those who live up Ashland Mine Road) should actually be much safer with a three-lane configuration vs. the current four lane configuration. The same is true for anyone else making a left turn onto N. Main from a driveway or intersection.

I think it's important to weigh the relatively minor negative consequences of left-turn prohibitions at Wimer and Coolidge against the safety benefits of doing so. The Hersey/Wimer intersection is certainly one of the most unsafe, if not the most unsafe intersection in Ashland. Fixing this intersection has been ranked as among the top six priority projects in the Jackson/Josephine County area. Estimates from 2004 showed the cost of fixing this intersection would be \$895,000. The price tag today would certainly be higher. You are now considering a project that not only addresses the significant safety issues at Hersey/Wimer for a fraction of that price, but simultaneously addresses a multitude of other safety issues on N. Main. Yes, some people will be inconvenienced by this solution, but the vast majority of residents along N. Main will find it easier and much safer to navigate.

Lastly with regard to safety, I think it's a great mistake for the public to believe that the primary beneficiaries of this project will be a handful of bicyclists. Study after study shows that the main benefit will be improved safety for vehicular traffic movements. Yes, bicyclists (and *potential* bicyclists) will benefit from having space to ride where no space currently exists (even though it might just be their perception of "safety"). But, considering the measured safety benefits to the driving public, the bicycle component is just icing on the cake.

2. Removing travel lanes can actually *increase* overall street capacity

Even though it may be contrary to intuition, removing two travel lanes does not necessarily result in a loss of capacity. In my own experience working with the traffic engineers at the City of San Luis Obispo on a similar project, we found that the capacity provided by the presence of a center-turn-lane (CTL) and bike lane more than made up for any loss of capacity from removing the two travel lanes. The only place where capacity may be affected is at stop-controlled/signalized intersections, due to the loss of cueing storage capacity.

Other benefits we found were:

- For ingress from driveways or intersections, the three-lane configuration resulted in a much-improved sight distances of approaching traffic (traffic is closer to center line of roadway due to presence of bike lane and resulting "shift" to the center);
- Loading transit vehicles generally hang only slightly over the bike lane and generally allow continued through-movement of traffic (this may not be true in the sections with a median rather than CTL);
- Similarly, right-turning vehicles often use the bike lane as de-facto continuous right-turn lane, also allowing the continued through-movement of traffic and effectively increasing street capacity at driveways/intersections; (The attached document, *22 Reasons for Paved Shoulders*, provides an excellent synopsis of all the ways bike lanes increase capacity along a street.)
- Gap selection for ingress (either left- or right-turning vehicles) is greatly simplified (and therefore, probably "safer") with a three-lane configuration vs. a four-lane configuration. This will be especially true at the Main/N. Main intersection where traffic speeds are generally higher and vertical/horizontal curves present sight distance problems.

In fairness to the critics, I think you may see the occasional long through-movement cue at the Maple Street intersection and at the Southbound Laurel intersection, though nothing that would cause a safety concern.

3. Do it right the first time

I wholeheartedly agree with the sentiment expressed by a few of the Commissioners that, regardless of how it may delay the scheduling of this project, we should "do it right." And, though I realize that the public has been told that this project is only a "pilot" project and that the striping will only be temporary, I believe that "doing it right" means making it permanent from the start. I have personally witnessed the failure of "pilot" transportation projects such as this that failed - *not because there was anything wrong with the design* - but because city staff, fearful of political backlash, took a "go-slow" approach. Unfortunately, this strategy conveys the hidden messages that: 1) "We're not really sure about what we're doing;" and 2) "If you don't like it, you can complain to the City Council and we'll change it back."

Frankly, you may be setting yourselves up for failure simply by making it an option. Billing the N. Main road diet project as a "pilot" project effectively tells the public that this is a half-baked experiment and lets them know that the political support for it is weak. Those who prefer things the way they were will likely circulate petitions and do whatever else they feel they need to do to get "their" street back.

Instead of taking the "go-slow" approach, I would strongly urge you to consider hiring Dan Burden of Walkable Communities to do a planning/design charrette. I've worked with Dan a couple times in the past on

controversial projects like this one. He can turn around a room full of angry people like no one else. He has been pushing road diets for a long time and is able to communicate technical information extremely effectively. Dan co-wrote the *Road Diets*, paper that I'm also attaching. In that document he says:

Street conversions are as much process as they are product. Due to the controversial nature of the first road diet conversions, it is essential to involve the public through highly interactive processes. Effective process often includes focus groups, and highly interactive workshops and designs. Citizens, residents and business owners should help design both process and product. Many cities are learning to conduct 3-6 day planning charrettes to gain input from a variety of people who then gain ownership of the results.

The City has an excellent design that will absolutely work. You just need to sell it to people who are naturally afraid of change and/or are trying to protect "their turf."

In order to increase the appeal of the road diet project, the City should consider a jurisdictional exchange with ODOT, a la Siskiyou Blvd. Funds provided by the State may help pay for a beautiful new street with landscaped medians, etc. Something beautiful is a lot easier to sell to the public than something that looks and feels "temporary."

4. Comments/Suggestions on Striping Plan

* I believe that there is a bus stop located just North of the Grant intersection. Perhaps a bus turnout/bay can be located here or near here to take advantage of the extra road width that's shown on the plan? Same goes for "hashed" area north of the Maple intersection.

* Due to the distance between signalized intersections at Laurel and Helman, I understand the need for four travel lanes along this section in the southbound direction. However, this is a tight spot for bicyclists. Is it really necessary to have the taper from two lanes to one lane in the northbound direction north of the Helman intersection? Maybe the taper can begin on Lithia between Oak and the bridge with the left lane becoming a left-turn only lane north of the bridge and that lane then merging back onto N. Main (at Church)? This would allow enough space (restriping between Oak and Helman) for continuous bike lanes in the Northbound direction all the way along Lithia and N. Main through town. It would also allow bike lanes on N. Main in the Southbound direction all the way up to Helman, which would be a vast improvement over current conditions (and the proposed striping).

Thanks very much for your time and willingness to consider my comments.

Sincerely,

Craig Anderson

Jim Olson

From: Alissa Kolodzinski [alissa_h@usa.net]
Sent: Thursday, March 31, 2011 8:38 PM
To: olsonj@ashland.or.us
Subject: Road Diet

I am one of those people who was too shy to speak at the Transportation meeting this evening. I just want to say that I am for this project. I would like to reiterate that I also think that a longer time period should be used to test this project. I drive, walk, and ride my bike and think this is necessary project to accommodate all modes of transportation.

Thank you,

Alissa Kolodzinski
644 E. Main st.

3/31/11

PRO

Jim Olson

From: Toni D [lemmebee@hughes.net]
Sent: Thursday, March 31, 2011 5:08 PM
To: olsonj@ashland.or.us
Subject: Road Diet

Dear Mr. Olson:

My name is Toni Drummond, and I am a registered nurse working at Ashland Community Hospital. I was hoping to attend the public comment meeting tonight, but cannot attend. I would like, however, to inform you that as part of the hospital's Planetree philosophy, I am a member of the "Green Team". We most recently tackled a major recycling effort that allowed us to be awarded the Ashland Green Business of the Year for 2010.

Now, we are doing a driving reduction/employee health program, and have installed covered outdoor and indoor bike racks, do an employee reimbursement for exercise programs.....and now, I hope to pursue and apply for a League of American Bicyclists endorsement as a Bicycle-Friendly Business.

In the preliminary work for this, it is often mentioned by employees that they are hesitant to bicycle or walk to work because of the difficulty in crossing North Main. The proposed Road Diet is a wonderfully progressive answer for us! Please consider that the hospital is one of the largest employers in the area, and this would make it so much safer for us all, even if we are driving!

Thank you,
Toni L. Drummond, RN

3/31/11
PRO

March 31, 11

P.O. Box 164
San Geronimo,
CA 94963



Dear Mr. Olson

Re. your Mar 24, 11 letter
regarding narrowing
Main St to 3 lanes w/
bike lanes, I think
it's a stellar idea!
Go for it!

Sally Fredericksen
M.H.S. Class of '53
(former peach picker
& pear sorter)

James Olson
Transp. Comm Staff Liaison
Engineering
20 E Main St.
Ashland, OR 97520



Jim Olson

From: Nate Witemberg [natewit@mtashland.net]
Sent: Sunday, April 10, 2011 8:12 PM
To: olsonj@ashland.or.us
Subject: Narrowing of N. Main to 3 Lanes

April 10, 2011

Dear Mr. Olson and the Ashland City Council,

My name is Nate Witemberg and I am the owner of the single-family home at 245 Van Ness Ave. Due to my schedule I was unable to attend the Transportation Committee's meeting on March 31st, yet I am hoping that my opinions below will play at least a small factor on the "road diet" proposal to narrow N. Main Street to 3 lanes.

The problem at the off-set intersection of N. Main with Wimer and Hersey Streets has been an ongoing issue for many years: to my knowledge, at the very least since I bought this property in 1999.

I'm guessing that it is well understood that there are 2 possible solutions to trying to make this a safer intersection for motorists and pedestrians alike: (1) to put in a traffic signal (such as what was done at the "Safeway" intersection of Sherman and Siskiyou a few years back, with a very positive outcome), and (2) to restrict/eliminate southbound left turns onto Hersey and northbound L turns onto Wimer.

Under the assumption that it is not within the City's budget to install a new traffic signal at this time, I applaud the City's current proposal for including the left turn restrictions as described above.

However, I strongly believe that the dangerous Wimer/Hersey intersection is the number one problem on North Main Street, having seen the aftermath of more than two dozen traffic accidents (or motor vehicle vs. pedestrian incidents) in the relatively short time I have lived in this neighborhood. I'd wager that there have been *at least* twice as many accidents at that intersection, which occurred and were cleaned-up without my knowledge. I travel this stretch of road frequently, and have NOT consistently experienced any significant traffic flow problems or witnessed any other dangerous areas other than at this particular intersection.

That being said, I simply do not understand why we would want to take the more drastic step of eliminating a lane of moving traffic in each direction, instead of first applying the left turn restrictions and seeing if that change alone can turn N. Main into a safer stretch of road with less traffic accidents.

While I agree that the "road diet" being proposed might reduce traffic speeds, *I do not believe that traffic speeds are at the heart of the primary problem on N. Main.* Speed limits on N. Main have already been reduced 2 or 3 times in the past 10 years, and the threat of a traffic citation seems (to me, at least) to have gotten motorists to slow down considerably. The slower speeds have obviously not been enough to make the intersection in question safe. Even without accidents, the opposing left-turners cause traffic flow & congestion difficulties at this intersection on a daily basis.

Moreover, while the proposed "road diet" might in-fact reduce travel speeds, I believe this to be the case *less so* because of its inherent design, and *much more so* because of the simple fact that the same given number of vehicles that would have been traveling in 2 lanes (in a particular direction) will now be traveling in 1 lane, with the added problem of cars trying to wedge their way in to a bumper-to-bumper line of cars as they enter from side streets. Having plenty of urban experience witnessing what lane closures do to traffic when the volume of traffic is high, I have no interest in seeing bumper-bumper stop & go traffic inching its way along North Main, nor having to endure the increased noise, increased emissions from idling cars, and increased driver frustration & road-rage that are likely to result during times of high traffic volume.

In conclusion, I am firmly against the "road-diet" proposal, with the feeling that it will only do harm to the quality of traffic flow and will result in more negative outcomes than positive ones. I am in favor keeping N. Main Street as it is (2 lanes of traffic in each direction), but adding left turn restrictions at the Hersey/Wimer intersections to achieve the desired result of a safer, saner N Main Street.

Thank you,

Nate Witemberg
 245 Van Ness Ave

Jim Olson

From: Kate Culbertson [katemuse@mind.net]
Sent: Friday, April 01, 2011 9:45 AM
To: olsonj@ashland.or.us
Subject: N.Main lane closures

Hi - I live in the very SE corner of Ashland. I avoid downtown as much as possible, (mostly because of the slow going past SOU-20 minutes to downtown sometimes) perhaps going there once every couple of months. But frequently I have medical appointments in the hospital district. Shall I now use Scenic Dr.? And I will use Oak St to access Exit 19. The chances of me ever biking or walking on N.Main are less than zero. Or biking anywhere, as I live uphill a mile from Siskiyou/Tolman Creek. Thus I see my tax dollars having absolutely no benefit whatsoever - why not the same dollars to improving the bus system? This seems like just another means to keep me (and I'm sure I'm not alone) from anywhere near downtown Ashland. And too, there could be more appropriate detours around Ashland - so those of us who have to drive can do so calmly. Conclusion: slowing traffic is a waste of exhaust fumes, time, energy, and money. The Sheriff's Dept likes to come to Tolman Creek and give out traffic tickets - maybe they could do that on N. Main also.

Thank you. I'm not sure if you're the right person to receive this, but your address was on the website. Kate Culbertson

Jim Olson

From: jrandbjo@mind.net
Sent: Saturday, April 02, 2011 8:34 AM
To: david@council.ashland.or.us
Cc: faughtm@ashland.or.us; goldmanb@ashland.or.us; ntburnham@gmail.com; olsonj@ashland.or.us; brenttho@mind.net; eric.heesacker@gmail.com; resolutionvideo@yahoo.com; juliasommer@yahoo.com; ashland@azeotech.com; dyoung@jeffnet.org
Subject: North Main "road diet"

Reducing a portion of N.Main to two lanes for a short distance seems to me a very bad idea. Not only would the congestion at the point of reduction be a problem for autos but the return to four lanes a bit farther on would be even a larger problem for cyclists.

Again, in my opinion, this is a very bad idea.

Betty Jo Reynolds
Ashland

3/31/11 CON

Jim Olson

From: Chandra [chandra@jeffnet.org]
Sent: Thursday, March 31, 2011 7:11 PM
To: olsonj@ashland.or.us
Subject: Road Diet and massive restaurant

Dear Jim,

Due to illness I'm unable to attend tonight's meeting re: the "Road Diet". However, I have serious concerns about this issue. In fact, I feel it would undermine the convenience, safety, and commerce of our residents and visitors. If we look at the traffic snarls now being created by the road work downtown, we can get an idea of what a mess we would have with only 2 lanes on N. Main St.

Ashland is a tourist based economy. There are many retired residents and visitors, most of whom cannot ride a bicycle or walk from their motel or homes to downtown. Some people have physical limitations that would make this painful, inconvenient, or simply impossible. Should we all stay home? Don't we want people to have access to our businesses and theaters? Why make our guest's visits (or the lives of locals) miserable by blocking or narrowing streets to accommodate more walkers, bikers and street sitters, or by taking already scarce parking spots adjacent to Lithia Park and the plaza for the sake of an enormous restaurant?

What group of women (or men) are willing to dress nicely for the OSF and a restaurant dinner, leave their motel on Ashland St. (or The Winchester Inn for that matter) to walk to their destination and then walk home or to a hotel in the dark? What resident who doesn't live in the heart of town would want to do so? Cyclists don't usually bring their bikes from the Bay Area or Seattle to navigate our streets. Parking downtown is challenging and the streets congested enough already, discouraging me and most of my friends from trying to shop in the center of town, especially in the summer. Why block off our streets (Grower's Market), narrow them, or allow slow moving trolleys to obstruct foot and auto traffic, further congesting our streets and taking our scarce parking spots?

I have friends who are avid cyclists. They think the narrowing of Main street to provide more bicycle space is an absurd idea. Look at the bicycle racks downtown. How many bikes does one see? My experience is that cyclists observe few traffic laws and are not mindful of automobiles and often not even of pedestrians. Having more of them downtown will only increase the already high rate of pedestrian accidents and add to the number of bicycle accidents. Yes, bicycling cuts fuel emissions, but to what degree will it lower the fuel consumption of those driving the few blocks through town, or convince people to walk or cycle in rain or snow? If we're concerned about the environment (which we mostly all are), let's launch a campaign to make the purchase of giant pickup trucks or SUV's available only to those with a legitimate need for them, thus saving much space and gas. I drive a compact car for those reasons.

Also, anyone wanting to open a massive restaurant can do so where it is zoned for as many cars as they have tables. Let's make our guests and residents feel welcome and allow our businesses enough parking to serve their clients, not just the interests of a few businesses.

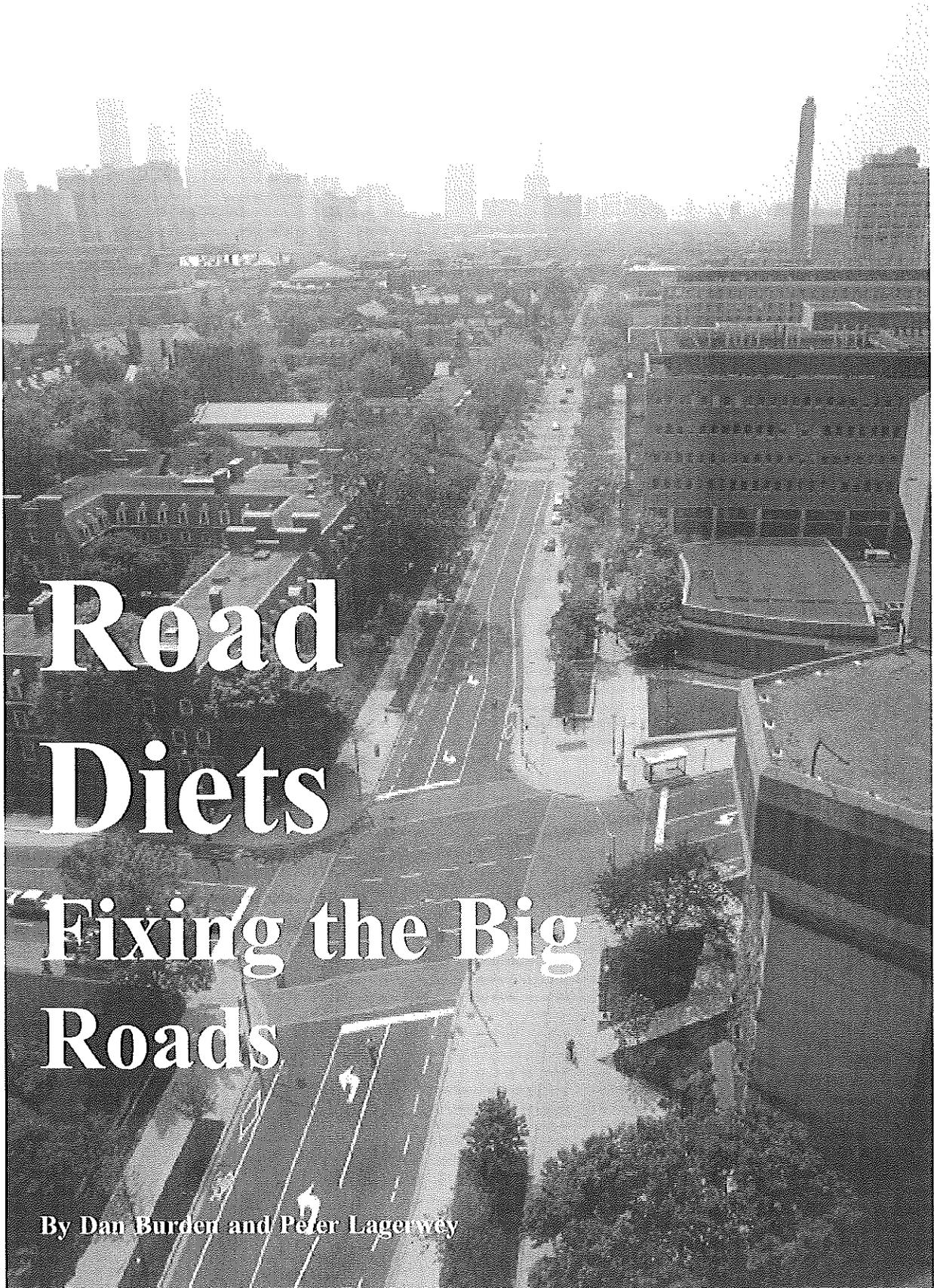
As a the former owner of two art galleries (on the east coast), and the director of a fine gallery here (Davis and Cline) for the past 10 years, I can tell you that allowing businesses to open where there is not adequate parking is bad for all business in the area. Nor does making two lane driving through downtown engender a mood for people to spend money here. It's a complete turn-off to both visitors and residents. It does not encourage commerce but simply creates the clogging of our sidewalks with gawkers and internet browsers, while making

it infeasible for businesses to function well or for the populace (tourists and residents alike) to enjoy our beautiful city. Please reconsider these shortsighted and ill-advised ideas. Thank you.

Sincerely,

Chandra Holsten

GENERAL ROAD DIET INFO.



Road Diets

Fixing the Big Roads

By Dan Burden and Peter Lagerwey

Road Diets

Losing width and gaining respect

Can our nation's roads gain efficiency, mode share and safety by getting leaner? Many are doing just that.



Turn Lanes Help Road Capacity

Capacity remains the same. By keeping the full number of lanes at intersections, 4-lane to 2-lane conversions often keep the same high capacity of original 4-lane roadways. Turn lanes can be created at intersections.

Nationwide, engineers are putting roads on “diets,” helping them lose lanes and width. In the process formerly “fat” streets often become leaner, safer, and more efficient. They become multi-modal and more productive. In many cases these former “warrior” roadways are tamed and turned into “angels.”

Often these changed roads set the stage for millions or megamillions of dollars in new commercial and residential development. The change can increase value of existing properties. In some cases costs of reconstructing roadways are repaid in as little as one year through increased sales tax or property tax revenue.

Roadway conversions discussed here may be just the ticket to start remaking unhealthy, unsafe city neighborhoods or commercial districts and turn them into more robust, vital, economically sound places. Road conversion may be undertaken to create safer, more efficient ways to provide access and mobility for pedestrians, bicycle riders and transit users, as well as motorists. They improve livability and quality of life for residents and shoppers. Just as with human diets, road diets without doctors’ (transportation planners and engineers) analyses and prescriptions, might be foolhardy.

Mobility and Access Improve. Four-lane roadways significantly discourage mobility and access of transit users (cannot cross these streets), pedestrians and bicyclists. Communities, interested in providing higher levels of service and broadening transportation choices, find street conversions essential to success. Cities like Toronto in Ontario, Canada; Santa Monica, Pasadena, Arcada and Mountain View in California; Seattle, Kirkland, Gig Harbor, University Place and Bellevue in Washington; and Portland, Eugene and Bend in Oregon; are finding funds to increase mobility and access by reducing the number of lanes and widths of arterial and collector streets.

Conversions are Not New. Transportation engineers and safety specialists have long known that overloaded two-lane or four-lane roads of any volume can be risky places to drive, conduct business, attempt to access transit, walk or bicycle. On such roadways, frequent turning movements into commercial and residential driveways can result in high crash levels. On multi-lane roadways lane swapping adds friction and reduces performance.

Safety Improvements. In the 1980’s Pennsylvania DOT engineers used FHWA safety monies to fully fund a study and to convert a one-mile section of Electric Avenue in Lewistown, Pennsylvania, from four lanes to three. The roadway was carrying 13,000 ADT. After reviewing hours of time-lapse video

and analyzing crash statistics and other data, the team concluded that more uniform flow, reduced conflicts and great reduction in crashes would result from four to three-lane conversion. The change was made facing 95% opposition from local residents, who felt that their trip times would increase.

Once the new roadway section was completed, new time-lapse photography and data collection began. Dangerous maneuvers and crashes dropped to nearly zero. Overall trip times were unaffected. Today nearly 95% of those fearing the change are openly thankful to PennDOT for making the roadway better for safety, mobility and access.



Full roadway diets still move cars, but now the corridor moves people as well. Both Bellevue, Washington, and Mountain View, California, have converted formerly four-lane sections to pedestrian and bicycle friendly roads. Motorists benefit from more border width to fixed objects and are more comfortable with bicyclists and pedestrians.

Many Roadways Await Change. America has a plethora of “leftover” four-lane roadways. Many bypasses and other road improvements leave four-lane roads ready for conversion. At the same time thousands of miles of new four-lane sections are proposed and built each year. Many of these roadways would be better designed with odd numbers of lanes or two lanes, plus medians with turning pockets.

During the past twenty years many new roadways have been constructed with three or five lanes. (Third or fifth lanes are scramble or two-way left turn lanes - TWLTLs.) These lanes add as much as 30 percent to efficiency of movement, and they often cut number of crashes in half. Significant bodies of research have

proven the value of shifting left turn movements from main through movement. Typically in these cases, however, roadways have been widened from two to three lanes or from four to five lanes.

This widening often converts sidewalks and paved shoulders or requires high cost, right-of-way acquisition. In many such cases “roadway improvements” only allow more cars into traffic streams, encouraging communities to become more car dependent. Increased congestion sends roadways’ *level of service* into long-term slide. Changes often generate more speed, noise and danger to people trying to walk, shop or live on main streets or neighborhood collectors. Property values can diminish, and towns lose their livability factors and competitive edges. This process of roadway widening can be thought of as fattening a patient. The belt is let out another notch, and the patient puts on a few more unhealthy pounds toward auto dependency.

The Road Diet. “Road dieting” is a new term applied to “skinnying up” patients (streets) into leaner, more productive members of society. The ideal roadway patient is often a four-lane road carrying 12-18,000 auto trips per day. Other roadway patients may be helped through this same process. Some especially sick four-lane patients may be carrying 19-25,000 cars per day, but still qualify for diets. What are the symptoms that scream for change? What roadways are ideal patients? And what are the upper limits?



Spare Lanes Reward Speeders

NW 8th Avenue in Gainesville, Florida. This four-lane roadway is an excellent candidate for "road dieting." Today, motorists race from the signal anticipating the merge to 2-lanes, 3000 feet ahead. Excessive speeds of 50 mph are common. School, park and bicycle trail crossing are located here. Two-lane roadway with bike lanes, medians and turning lane at the intersection is suggested by safety advocates as an alternative. The redesigned roadway would increase capacity by lowering speed.

Sick Road Patient Symptoms. Four lane roadways often generate excessive speeds. These roadways also erode the ability for transit, walking and bicycling to succeed. How does this happen? Motorists using four-lane roadways, note that there are always spare lanes in their direction. They tend to drive faster than they should. Motorists using multi-lane roads seek to match speeds of other drivers. Imprudent, speeding drivers tend to set prevailing speeds. As traffic volumes increase, especially at rush hour, risk of high-speed driving increases. During peak volumes, right or left-turning movements occur. Also during these times, many motorists drive close to one another creating "screens" of impeded view. Last minute, instant swapping of lane behavior to stay in motion leads to serious rear-end crashes. Motorists move from lanes of slowing vehicles directly into the backs of other motorists who have already slowed for their turns. The upper comfort range for arterial conversions appears to be between 20-25,000 ADT. Higher numbers have been achieved. Santa Monica officials feel most comfortable capping at 20,000, although they have hit 25,000.

Pedestrians at Risk. Pedestrians have rugged times finding gaps across four lanes. Crash rates and severity of conflicts with autos result in almost certain death (83% of pedestrians hit at 40 mph die). Many bicyclists find four-lane roads too narrow to ride comfortably. Transit users cannot safely cross streets at most locations. Thus, many people, who have formerly had mode choice, give up trying to cross streets converted to four lanes. Instead they join the daily traffic stream and add to the roadways' level of service drain.

Typical Patient and Process. Burcham Road in East Lansing, Michigan, was formerly a "fat road." Speeds were excessive. Pedestrians near the high school found it unsafe to cross the four-lane roadway. Neighbors complained about noise and danger. East Lansing's traffic engineer, John Matusik, P.E., felt that this roadway was a prime candidate for a road diet. The roadway carried 11-14,000 cars per day (AADT). Viewed from another perspective, 14,000 cars in four lanes over a ten hour period is only 3,500 per lane per day, or 350 per hour for a ten-hour period. Each lane is capable of carrying 1,900 cars per hour. Thus, cutting the number of lanes in half wouldn't affect traffic capacity.

The Diet Begins. The change on Burcham Road was made (see picture). With "leftover" road space John added turn lane (TWLTL) and bike lanes. The bike lanes give motorists more border width, moving them six feet further from fixed objects such as utility poles, hydrants and other fixed objects. Cars move today at more uniform speeds (prudent drivers set prevailing speeds). People are able to enter and exit driveways more easily.



Pedestrians have six feet more separation from motorists. Comfort levels of all people using the corridor have markedly improved.

Bigger Roads, Same Diet. Once John had proven he could make a moderate volume, four lane into a healthier patient, he pushed Michigan DOT to use the same diet strategy on a higher volume road, the central artery through East Lansing, Grand River Boulevard. The 23,000 AADT roadway had been sluggish and risky for years. People did not enjoy living along it or driving, walking, using transit or bicycling this corridor. This roadway section was 1.1 miles in length. The roadway serves as a regional traffic distributor. It has minimal number of commercial driveways, thus turning movements are modest.

Burcham Road's Four-Lanes to Three-Lanes

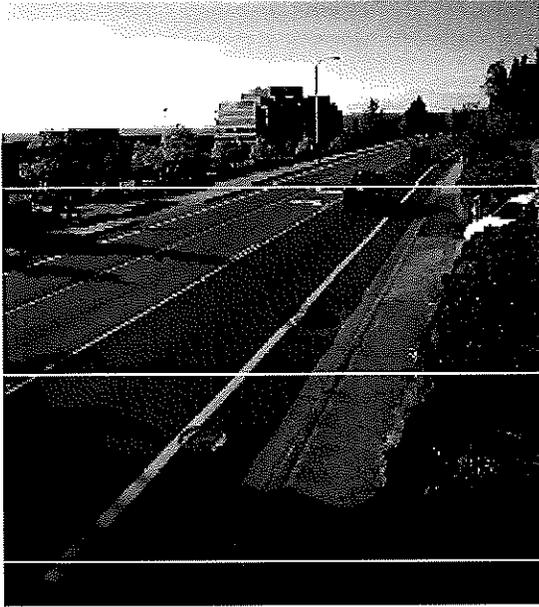
Pedestrians and motorists are more comfortable today. Motorists are easily 10 feet from fixed objects. As much as sixteen feet separate pedestrians from motorists.

Two Stage Implementation. Michigan DOT staff took deep, uncertain breaths and made this higher volume road conversion in two safe, evaluative steps. As Michigan DOT resurfaced Grand River Boulevard, they wanted the option of going back to four lanes if the "experiment" didn't work. They painted new lane markings, using two-lanes, plus center turn lane (TWLTL). They omitted bike lanes in the first stage. Some drainage grates needed to be swapped before they added bike lanes. But they also wanted the chance to switch back. The conversion worked, but it was slightly shaky. With the loss of two lanes on the departure side of signalized intersections, traffic now merged into orderly, lower paced movement. Speeds came down to more preferred speed of around 35 mph (down from 40). Yet, some confusion remained. Resulting travel lanes were sixteen feet wide. Second stage markings were made six months later. Bike lanes were added, narrowing travel lanes to twelve feet. Speeds were reduced slightly more, and confusion ended. Today planners and engineers from both city and state report greater safety, efficiency, and more than adequate movement during peak hours. Again, people walking, using transit and bicycling find the area more comfortable and safe. Crash records are being kept. Potential conflicts and speeds are greatly reduced. Property owners are pleased with reduced speeding, noise and challenge of entering and exiting their driveways safely. Bike lanes give them more turning radius and improved sight triangles.

Today East Lansing is in the early stages of converting two to six more roadways. They find that they can make many of these conversions at no cost. They wait for lane markings to fade (easy with winter snow plow scraping), or they make changes with resurfacing projects.

Other Cities, Higher Numbers. East Lansing is not the first community to make these changes. Seattle, Portland and Santa Monica are three communities that have been making these lane

High Volume Conversion in Kirkland



For a short period during area road construction, Kirkland's Lake Washington Boulevard picked up additional load and was successfully carrying 30,000 ADT. This four-lane to three-lane conversion has been very successful. Note how much easier it is for motorists to enter and exit driveway. Added border width provides motorists safer conditions. Caution, this 30,000 figure is real for one portion of this roadway, but may be beyond the comfort range of many. For a more comfortable number 20-23,000 is achievable in most areas.

reductions for years. Seattle made its first conversion (N 45th Street in 1972. Since then they have successfully converted 8 additional roadways. Many of these include commercial sections.

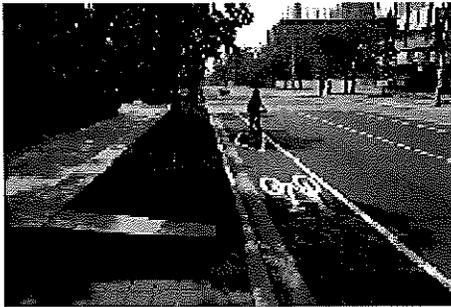
Kirkland, Washington, Pushes Numbers to the Limit. So far, the record for roadway conversion with highest traffic counts is Lake Washington Boulevard in Kirkland, Washington. This largely residential street travels by high priced homes with spectacular views of Lake Washington. When Lake Washington Boulevard was operated with four lanes, capacity problems were reached most evenings. Residents trying to enter or exit driveways on both sides of the road tended to constrain the flow on the 20,000 AADT roadway. Switching to three-lanes on the roadway was easy. The results were impressive not only to drivers, but to pedestrians, transit users and bicyclists as well. Motorists now had substantial added border width to fixed objects. Residents saw reduction in speeding and noise levels, and they could now enter and exit their driveways much more easily.

Kirkland Tests Ceiling with Lake Washington Boulevard. In 1995, Kirkland closed another roadway for reconstruction. They forced totals of 30,000 vehicles (ADT) onto the two + TWLTL roadway. The roadway never crashed. These extremely high numbers continue to astound researchers. What is the upper limit? This 30,000 ADT may be it. In most cases carrying capacity numbers must be lower.

Researchers do not have enough knowledge to say where and how peaks are reached, but many feel comfortable with 20-23,000 ADT's. Each community must set its own upper limits.

Four-Lane to Two-Lane Conversions. More aggressive diets drop four lanes down to two. Fewer roadways can undergo this more aggressive conversion. Roadway conversions in Toronto, Ontario, are proving safety and livability benefits of these changes, while holding to previous capacities. More than six formerly four-lane roadways have been converted to either two-lane roads with medians and turning pockets, or simply two lanes. St. George Street, a principal arterial through the University of Toronto Campus is perhaps the best known. This 16,000 ADT roadway owes its success to low number of driveways. The roadway holds its full capacity at intersections by keeping the previous number of storage lanes. The 1.1 mile roadway project was launched when a local benefactor to the University of Toronto challenged the city to the improvement by putting up her \$1 million in match money. The University contributed \$500,000 (Canadian), and the City of Toronto gave the additional \$2.5 million match for a total rebuild price of \$4 million. The road was totally reconstructed. New foundations, improved intersections, greatly widened sidewalks, bike lanes and full canopy of

St. George Street in Toronto, Ontario



(Right and Above) In 1997 this one-mile section of St. George Street was converted from four lanes to two lanes at a cost of \$4 M Canadian. The roadway carries the same capacity as before. Note capacity is well handled at each intersection. The project began when a benefactor to the University of Toronto pledged \$1M on the condition that the University and City would contribute the balance of \$3million.

trees were placed. Today walking, transit and bicycling are pleasurable activities; speeding has dropped, and the center of campus has come alive with people.

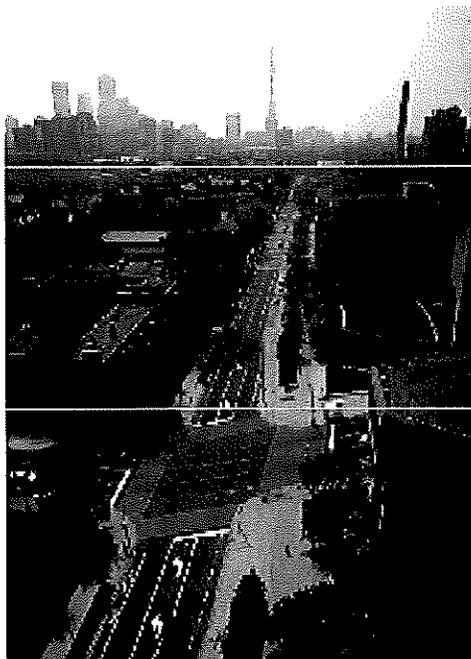
Other Four-Lane to Two-Lane Conversions. Toronto has also converted five other roadways. In each case the same volume of auto traffic is serviced, always at lower, more appropriate speeds. As with four-lane to three-lane conversions, prudent drivers set the speed. Many of these additional roadways operate with 11-17,000 ADT. Some sections are reduced from four lanes to two lanes to incorporate critical pedestrian crossings; then they widened back out 1,000 feet further downstream. Many combinations of road diet techniques are practicable. Seattle, Washington; Portland, Oregon; Santa Monica and Mountain View, California; and dozens of other cities are making similar conversions. These streets are made more business, resident, transit, bicycle and pedestrian friendly by placing medians with turning pockets and bike lanes in the mix.

What is the future? In the past two years the principle author of this article, Walkable Communities Director, Dan Burden, has been to more than 500 cities in North America. Almost every town he visits has at least two or three streets ideal for conversion. In California, alone, more than 20 cities have made successful conversions. Dan’s advice, “Elected officials, business leaders and engineers should look for easy conversions first.” All but the most self-evident projects are likely to generate concern from business leaders and nearby residents who worry that traffic might back into their neighborhood streets. The public has come to believe that the only way to improve roadways is to widen entire sections. Model projects are needed.

Best Model Projects. First projects should include roadways with some of the following criteria:

- Moderate volumes (8-15,000 ADT)
- Roads with safety issues
- Transit corridors
- Popular or essential bicycle routes/links
- Commercial reinvestment areas
- Economic enterprise zones
- Historic streets
- Scenic roads
- Entertainment districts
- Main streets

The Process of Change. Street conversions are as much process as they are product. Due to the controversial nature of the first road diet conversions, it is essential to involve the public through highly interactive processes. As pointed out earlier in this article with Electric Avenue in Lewistown, Pennsylvania, 95 percent of the citizens were against the change.



Effective process often includes focus groups, and highly interactive workshops and designs. Citizens, residents and business owners should help design both process and product. Many cities are learning to conduct 3-6 day planning charrettes to gain input from a variety of people who then gain ownership of the results. Atlantic Boulevard in downtown Del Ray Beach, Florida, was converted from four-lane to two-lane roadway at the request of retailers. This request was the reverse of previous thinking. Merchants often feel that more traffic passing their doors is better for business. In Del Ray Beach the decaying downtown forced merchants to take another look. Retailers worked with the city manager, elected officials, and chamber of commerce to weigh their risks and suggest changes. The net result of this street conversion is one of the more successful downtowns in Florida, and significant increase in local sales and tax base for the town. Motorists did not leave Atlantic Boulevard to take advantage of two new lanes of travel on parallel streets. They come through the now attractive center, cruising at 15 mph.

Lane Reductions of Select Street Conversions-- Volume Changes				
Roadway Section	Change	ADT (Before)	(After)	Notes
1. Lake Washington Blvd., Kirkland, Washington South of 83	4 lanes to 2 + TWLTL + bike lanes	23,000	25,913	
2. Lake Washington Blvd, Kirkland, Washington Near downtown	4 lanes to 2+ TWLTL + bike lanes	11,000	12,610	
3. Electric Avenue, Lewistown, Pennsylvania	4 lanes to 2 + TWLTL + bike lanes	13,000	14,500	
4. Burcham Road, East Lansing, Michigan	4 lanes to 2 + TWLTL + bike lanes	11-14,000	11-14,000	
5. Grand River Boulevard, East Lansing, Michigan	4 lanes to 2 + TWLTL + bike lanes	23,000	23,000	
6. St. George Street, Toronto, Ontario, Canada	4 lanes to 2 + bike lanes + wide sidewalks	15,000	15,000	
7. 120th Avenue, NE Bellevue, Washington	4 lanes to 2 + TWLTL	16,900	16,900	
8. Montana (commercial street) Bellevue, Washington	4 lanes to 2 lanes + TWLTL 4 lanes to 2 + median + bike lanes	18,500	18,500	
9. Main Street Santa Monica, California	4 lanes to 2 lanes + TWLTL 4 lanes to 2 + median + bike lanes	20,000	18,000	

Lane Reductions of Select Street Conversions-- Volume Changes

Roadway Section	Change and Date	ADT (Before)	ADT (After)
9. Danforth Toronto, Ontario, Canada	4 lanes to 2 + bike lanes 4 lanes to 2+ turning pockets+ bike lanes	22,000	22,000
Seattle, Washington			
10. Greenwood Avenue N, from N. 80th St to N 50th	4 lanes to 2, plus TWLTL Plus Bike lanes April, 1995	11,872	11,2427
11. N 45th Street in Wallingford Area Seattle, Washington	4 lanes to 2 lanes plus TWLTL December, 1972	19,421	20,274
12. 8th Ave. NW in Ballard Area Seattle, Washington	4 lanes to 2 lanes plus planted median with turn pockets January, 1994	10,549	11,858
13. Martin Luther King Jr. Way, north of I-90	4 lanes to 2 lanes plus TWLTL, plus bike lanes Jan 1994	12,336	13,161
14. Dexter Avenue, N. East side of Queen Anne Area	4 lanes to 2 lanes plus TWLTL and bike lanes	13,606	14,949
15. 24th Ave. NW, from NW 85th St. to NW 65th St.	4 lanes to 2 lanes plus TWLTL	9,727	9,754
16. Madison St., from 7th Ave. to Broadway	4 lanes to 2 lanes plus TWLTL	16,969	18,075
17. W. Government Way/Gilman Ave. W., from W Ruffner St. to 31st Ave. W.	4 lanes to 2 lanes plus TWLTL plus bike lanes	12,916	14,286

Dan Burden served for sixteen years as state bicycle and pedestrian coordinator for the Florida Department of Transportation. In his new role as the director of Walkable Communities, Inc., Dan has promoted and helped the process for more than a dozen conversions of collector and arterial streets. Dan teaches courses for the Federal Highway Administration, National Highway Institute and the National Highway Traffic Safety Administration. Dan is the author of the Healthy Streets booklet which provides guidelines for building traditional neighborhood development (TND), published by the Local Government Commission, Center for Livable Communities. For more information contact webpage: www.lgc.org/clc/

Peter Lagerwey is the pedestrian/bicycle coordinator for the City of Seattle Engineering Department. Peter has overseen and monitored conversion of four street lane reduction projects. Peter recently spent a full year on assignment as pedestrian/bicycle planner for Perth, Australia. Peter is an instructor for FHWA's Pedestrian Road Show, as well as for a number of state agencies.

Additional Article: See Andrew G. MacBeth, P.E. Calming Arterials in Toronto, paper delivered to the 68th ITE Annual Meeting, August 10, 1998 (Accepted by ITE for 1999 publication in ITE Journal)

Data on Street Conversions - Seattle, Washington

ROADWAY SECTION	DATE CHANGE	ADT (BEFORE)	ADT (AFTER)	CHANGE
Greenwood Ave. N, from N 80th St. to N 50th St.	April 1995	11872	12427	4 lanes to 2 lanes plus TWLTL plus bike lanes
N 45th Street in Wallingford Area	December 1972	19421	20274	4 lanes to 2 lanes plus TWLTL
8th Ave. NW in Ballard Area	January 1994	10549	11858	4 lanes to 2 lanes plus planted median with turn pockets as needed
Martin Luther King Jr. Way, north of I-90	January 1994	12336	13161	4 lanes to 2 lanes plus TWLTL plus bike lanes
Dexter Ave. N, East side of Queen Anne Area	June 1991	13606	14949	4 lanes to 2 lanes plus TWLTL plus bike lanes
24th Ave. NW, from NW 85th St. to NW 65th St.	October 1995	9727	9754	4 lanes to 2 lanes plus TWLTL
Madison St., from 7th Ave. to Broadway	July 1994	16969	18075	4 lanes to 2 lanes plus TWLTL
W Government Way/Gilman Ave. W, from W Ruffner St. to 31st Ave. W	June 1991	12916	14286	4 lanes to 2 lanes plus TWLTL plus bike lanes
12th Ave., from Yesler Way to John St.	March 1995	11751	12557	4 lanes to 2 lanes plus TWLTL plus bike lanes

	CAR & CAR	Sub total	S ub to tal		S ub to tal	CAR & PED		S ub to tal	TO TA L	% CHA-NGE	FATAL		TO TA L	INJURIES		TO TA L	% CHAN-GE		
			I	M-B		I	M-B				I	M-B		I	M-B			I	M-B
1	Greenwood Ave N & N 80 Street	BEFORE	19	5	24	0	0	0	0	0	24	0	0	0	10	5	15	-20.0	
			AFTER	5	4	9	0	1	1	0	0	0	10	0	0	0	6		6
2	N 45 Street & Wallingford Av N	BEFORE	6	37	43	0	0	0	1	1	2	45	0	1	1	2	5	7	+14.3
			AFTER	11	12	23	0	0	0	0	0	0	23	0	0	0	3	5	
3	8 Ave NW & NW 65 Street	BEFORE	8	7	15	2	0	2	0	1	1	18	0	0	0	6	2	8	-37.5
			AFTER	5	1	6	0	0	0	1	0	1	7	0	0	0	4	1	
4	ML King Jr Wy & Yeser Way	BEFORE	8	7	15	0	0	0	0	0	0	15	0	0	0	4	6	10	-80.0
			AFTER	4	2	6	0	0	0	0	0	0	6	0	0	0	2	0	
5	Dexter Ave N & Roy Street	BEFORE	12	4	16	1	0	1	2	0	2	19	0	1	1	6	1	7	+114.3
			AFTER	9	7	16	0	0	0	0	0	0	16	0	0	0	6	9	
6	24 Ave NW & NW 80 Street	BEFORE	11	3	14	0	0	0	0	0	0	14	0	0	0	9	1	10	+60.0
			AFTER	5	4	9	0	0	0	1	0	1	10	0	0	0	10	6	
7	Madison Street & Boren Avenue	BEFORE	12	15	27	0	0	0	0	1	1	28	0	0	0	9	7	16	-37.5
			AFTER	9	18	27	0	0	0	1	0	1	28	0	0	0	5	5	
8	Gilman Ave W & W Emerson Pl	BEFORE	5	1	6	0	0	0	0	0	0	6	0	0	0	0	2	2	-100.0
			AFTER	3	3	6	0	0	0	0	0	0	6	0	0	0	0	0	
9	12 Avenue & Cherry Street	BEFORE	5	8	13	1	0	1	2	0	2	16	0	0	0	5	1	6	+16.7
			AFTER	4	11	15	1	0	1	0	0	0	16	0	0	0	3	4	
TOTAL		BEFORE	86	87	173	4	0	4	5	3	8	185	0	2	2	51	30	81	-7.4
			AFTER	55	62	117	1	1	2	3	0	3	122	0	0	0	39	36	

*LEGEND: I = Intersection
M-B = Mid-Block

Additional Road Diets Experiences

Santa Barbara

Over a decade ago, the City of Santa Barbara created bike lanes on two parallel one-way streets by removing one of the two existing traffic lanes. The City's original proposal was to remove parking from one side to keep two traffic lanes plus put in a bike lane. But since the streets are mostly residential, the people pressured the City to keep parking and lose a traffic lane instead. Just about everybody thinks that it's a good solution.

In the next two months, another street will change from 4 traffic lanes to three (middle turn lane) plus bike lanes on both sides.

Ralph Fertig

Santa Barbara Bicycle Coalition

www.sbbike.org

Palo Alto

Palo Alto did so on two streets (University Ave. & East Meadow Drive) in 1974 as part of its overall bikeways plan. Since then Mountain View has done so on at least two streets, and just recently Sunnyvale has approved doing so on part of Mathilda.

Ellen Fletcher

Sacramento

In Sacramento, on Auburn Boulevard, the city installed a bike lane by taking out on-street parking. After a few months of this, the businesses howled. The City Council decided that the viability of the businesses were more important, so they took the bike lane back out and put the parking back in.

This didn't happen that easily, though, since I put the question to the traffic engineers about taking the travel lane space and give it to bikeway space. We were lucky this time, since there were two travel lanes one direction and one travel lane going the other. When we challenged the staff to find out if they could shift the center line over so that it was one travel lane in each direction, they answered that, yes, indeed this was a possibility. So they did it, and we got our bike lanes back and the businesses had their parking! My only complaint was the time it took to get the final product. It took them less than a week to re-establish the on street parking, and over a year to re-adjust the lane striping. So, in a round-about way, we did get a travel lane removed for the installation of a bike lane. But it was with a lot of luck that this happened. It isn't that common to find a spare travel lane that has a low enough ADT to let the traffic engineers feel like giving it over to the bicycles. This incident is unusual for Sacramento, so I wouldn't necessarily consider it to be the result of progressive thinking--they still need some help in that department.

Ed Cox

edcox@jps.net

Santa Cruz

Santa Cruz has proposed reducing Soquel Avenue from 4 lanes to 3 (two plus turn lane) in order to install bike lanes, but has not yet done so.

Cambridge

A portion of Massachusetts Avenue, the main drag of Cambridge, MA (also a state numbered route) was redesigned, going from 4 lanes to 3, allowing not only bicycle lanes but also wider sidewalks and maintaining parking. ADT is approx. 21,000. There are a couple of turning lanes. The project was completed about a year ago.

Cara Seiderman

City of Cambridge, MA

Mountain View and Sunnyvale

1) A few years ago Mountain View, CA restriped the section of Dana Street from Calderon to Pioneer (across Highway 85, the Stevens Creek Freeway), from 2 lanes each direction to 1 lane + bike lane in each direction, adding a planted median. Contact rene.dalton@ci.mtnview.ca.us, their BAC staffer, for details.

2) Mountain View also restriped Cuesta (Drive?) west of Miramonte from 4 lanes down to 3 (i.e. center turn) with bike lanes. This was done during a sewer line upgrade that required tearing up that whole stretch anyway. That end of Cuesta abuts neighboring Los Altos, which never did 4-lane their collector streets back when Silicon Valley was rapidly building out its street network; I believe that stretch of Cuesta didn't really need 4-lane capacity anyway.

3) Sunnyvale, CA just decided to restripe Mary Avenue between Fremont Avenue and Homestead Road to add bike lanes. I don't know the details on before and after lane counts on that stretch, but believe it's currently 2 lanes with on-street parking and a center 2-way left turn lane. Contact pubworks@ci.sunnyvale.ca.us or BAC staffer Jack Witthaus <jwitthaus@ci.sunnyvale.ca.us>.

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<http://www.facilities.stanford.edu/transportation>*

Greenbelt, MD

Glad you asked. The City of Greenbelt, MD eliminated two traffic lanes on Ivy Lane and Cherrywood Lane to make room for bicycle lanes to the new Greenbelt Metro Station. The objectives were to (1) improve bicycle access to the Metro Station (2) to calm traffic (3) to improve aesthetics and (4) to provide a median area for pedestrians crossing the road. We are very happy with the results. Eventually, we plan to landscape the median. The plans caused a tremendous uproar in 1996. The City received letters and complaints from the County Executive, the Governor and our Congressman. They called Cherrywood Lane crucial to development plans near the Greenbelt Metro Station.

The configuration was 12'-12'-12'-12'-12' narrowing to 12'-12' 12'-12' at an overpass. The configuration today is 8'-6'-11'-18' median-11'-6' narrowing to 6'-11'-14' median-11'-6' at the overpass. The 8' lane is a parking lane. The 6' lanes are marked and signed as bike lanes.

Greenbelt has a 60 year tradition of innovative planning and of making bicycle and pedestrian access a priority. Our City Council loves to talk about Greenbelt's bike lanes.

*Bill Clarke
Chairman, Greenbelt Bicycle Coalition*

Austin, TX

To date we have removed travel lanes from two streets to make bike lanes. These streets were operating below capacity as striped and we could demonstrate that the level of service would be acceptable after the changes. There has been serious opposition to one near a federal IRS/Treasury/Veteran's complex. The administrators were convinced that the roadway with bike lanes would make their lives miserable due to increased congestion. They continue to pressure the department and City Council so the final outcome is uncertain at this time.

We are considering several other streets to remove travel lanes in favor of bike lanes, but it will take some time to go through the political process to get this done.

*Keith Snodgrass
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<http://www.ci.austin.tx.us/bicycle/>*

Ottawa

We have a project in Ottawa where a bridge is being reconstructed. The original cross-section included two HOV (buses only) lanes and four car lanes (2 in each direction). The new cross-section includes two HOV (buses only) in the outside lanes, then two car lanes and two bicycle lanes (one in each direction). A median was also added. In essence, two car lanes were given over to bicycle lanes and a median. The bridge opens this spring - we can hardly wait!

Daphne Hope

Alternative Transportation Planner

Denver

In Denver, we are removing 2 lanes of traffic on a collector street for approximately 2000' alongside a city golf course so that we can build a 12' wide bikeway/multi use trail alongside the golf course frontage. The lanes on the street were very narrow (10' wide I think) and the center turn lane served little purpose. The bike route that we will sign runs the full width of the city - this was the major missing link. The process to do this was NOT FUN.

James MacKay

Boulder

Last year, after significant public process, the City of Boulder also removed a traffic lane to add a bike climbing lane on Table Mesa Drive. The roadway was built in an era of different development expectations, and traffic counts indicated that this could easily be done. However there was still significant public concern, which was in part addressed by first doing a trial run where we blocked the lane with barricades for three weeks and collected data, and then by selecting a non-structural project design where the changes were made by paint rather than moving the curb face. This addition links several significant bike facilities and is working great.

Randall Rutsch

Transportation Planner

City of Boulder, CO

Salem, OR

The city of Salem, Oregon reconfigured 4 lanes to two lanes plus center turn lane and bike lanes on 17th Street and possible others.

Michael Moule

Oregon Department of Transportation

Bend, Oregon

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<http://www.odot.state.or.us/techserv/bikewalk/index.htm>

Portland & Corvallis

The cities of Corvallis and Portland removed a travel lane from one-way couplets that had 4 lanes in each direction (they now have 3). On top of bike lanes, motorists benefit from the reduced need to weave (getting from one side to the other in anticipation of having to turn left or right), and pedestrians benefit from easier crossing (Portland reduced pavement width and widened sidewalks and built curb extensions at sidewalks). ODOT bicycle and pedestrian program was instrumental in preventing a couplet project from going to four lanes in one direction, and keeping at 3 (Albany). So it's not uncommon. Seattle does it for traffic-calming.

Michael Ronkin

Bicycle and Pedestrian Program Manager

Oregon Department of Transportation

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Hamilton, Canada

Just to add a Canadian perspective: The City of Hamilton, Ontario converted Stone Church Road from 4 lanes to 3 lanes (center left turn lane) with bicycles being accommodated in wide curb lanes. A similar conversion will take place this spring on Lawrence Road, this time using painted bicycle lanes. We also converted 2 major five-lane streets to 4-lane with wide curb lanes in 1994, but Regional Council directed conversion back to the original configuration about six months into the trial.

Hart Solomon

Manager of Traffic Engineering and Operations

City of Hamilton, Ontario

London, UK

I think it has been done here in London, England. For example, the London Borough of Ealing, has, I believe, removed some car lanes on the Uxbridge Road, the A4020, that heads west out of London, adding bike lanes instead. The current cry by bike activists here in England is 'reallocating road space' How much it is actually being done, though, I do not know. Bike lanes are somewhat new here in England, and all the fiascoes of a quarter a century ago in the USA seem to be being repeated here

JeremyParker@compuserve.com

London, England

Toronto

In Toronto, we have removed traffic lanes on approximately 18 km (12 miles) of downtown streets (eight different streets) to provide bike lanes. These routes represent about two thirds of our existing bike lanes.

Typical downtown arterial widths are 12.8 to 14.0 meters wide and striped as four lane two way roads with both curb lanes accommodating parking in the off-peak hours. During peak hours parking is generally prohibited on both sides so the roads operate as four lane roads.

To incorporate bike lanes on a road 12.8 meters (42 feet) wide we permit 24-hour parking on one side (2.0 meters wide), provide a bike lane (2.0 meters) next to parking, two general traffic lanes (3.5 meters) and a bike lane next to the curb (1.8 meters). Left turn lanes are provided at signalized intersections to maintain capacity. The length of the left turn slot is determined by the left turn demand, with a typical length being 15 meters. Curbside parking stops in advance of the intersection to accommodate the additional lane required for left turns and to make the transition between a bike lane adjacent to parking and a bike lane next to the curb. It is a fine balance because the longer the left turn slot the less parking we can provide. Parking is definitely the most politically sensitive issue when implementing bike lanes.

To incorporate a bike lane on a road 14.0 meters (46 feet) wide we permit 24-hour parking on both sides (2.0 meters wide), provide two bike lanes (1.8 meters) next to parking and two general traffic lanes (3.2 meters). Again, left turn lanes are provided at signalized intersections to maintain capacity.

Based on our experience in the past few years we have concluded that the two above designs can work well on roads with up to approx. 18,000 vehicles per day.

We have also provided bike lanes through three railway underpasses by, in each case, eliminating two general traffic lanes (from four to two lanes -one in each direction) in order to provide two bike lanes. One of these carried 22,000 vehicles per day.

On another 1.6 km stretch of roadway (55,000 vehicles per day) we reduced six general traffic lanes to five lanes to accommodate two bike lanes over a bridge connecting east end neighborhoods to the Central Area. Bicycle volumes on this route increased to approximately 3,000 bicycles per summer weekday; weekday average throughout the year is 1,800 bicycles per day). In another case we reduced a six lane road with 30,000 vehicles per day to four general traffic lanes (five at signalized intersections) to accommodate bicycle lanes in each direction.

Greater Vancouver's experience:

"In the Greater Vancouver Region, two municipalities have removed a traffic lane for bikes. The City of Surrey along their East Whalley Ring Road and the City of Richmond along Williams Road. In both instances, four lanes of traffic (two in each direction) were reduced to three lanes to provide bike lanes. The third middle lane functions as a left turn lane for both directions of traffic. I can give contacts if anyone wants more details.

Doug Louie, P.Eng.

City of Vancouver."

Reasons for Highway Shoulders

Prepared by Michael Ronkin, Bicycle and Pedestrian Program Manager
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Before the 1971 "Bike Bill" was passed, and the terms "shoulder bikeways" or "bike lanes" were commonly used, the Oregon Highway Division advocated (1) building paved shoulders when constructing roads and (2) adding paved shoulders to existing roads. These were often referred to as "safety shoulders." There are good reasons for this term.

The following reasons are what AASHTO has to say about the benefits of shoulders in three important areas: safety, capacity and maintenance. Most of these benefits apply to both shoulders on rural highways and to marked, on-street bike lanes on urban roadways. See other side for other benefits specific to urban areas.

Safety - highways with paved shoulders have lower accident rates, as paved shoulders:

- Provide space to make evasive maneuvers;
- Accommodate driver error;
- Add a recovery area to regain control of a vehicle, as well as lateral clearance to roadside objects such as guardrail, signs and poles (highways require a "clear zone," and paved shoulders give the best recoverable surface);
- Provide space for disabled vehicles to stop or drive slowly;
- Provide increased sight distance for through vehicles and for vehicles entering the roadway (rural: in cut sections or brushy areas; urban: in areas with many sight obstructions);
- Contribute to driving ease and reduced driver strain;
- Reduce passing conflicts between motor vehicles and bicyclists and pedestrians;
- Make the crossing pedestrian more visible to motorists; and
- Provide for storm water discharge farther from the travel lanes, reducing hydroplaning, splash and spray to following vehicles, pedestrians and bicyclists.

Capacity - highways with paved shoulders can carry more traffic, as paved shoulders:

- Provide more intersection and safe stopping sight distance;
- Allow for easier exiting from travel lanes to side streets and roads (also a safety benefit);
- Provide greater effective turning radius for trucks;
- Provide space for off-tracking of truck's rear wheels in curved sections;
- Provide space for disabled vehicles, mail delivery and bus stops; and
- Provide space for bicyclists to ride at their own pace;

Maintenance - highways with paved shoulders are easier to maintain, as paved shoulders:

- Provide structural support to the pavement;
- Discharge water further from the travel lanes, reducing the undermining of the base and subgrade;
- Provide space for maintenance operations and snow storage;
- Provide space for portable maintenance signs;
- Facilitate painting of fog lines.

Benefits of Urban Bike Lanes to Other Road Users.

Urban streets have to satisfy many needs: various modes use them, and they provide local access to a community as well as mobility for through traffic. Many of the benefits of shoulders listed on the first page also apply to bike lanes in urban areas, whether they were created by restriping or by widening the road. Some street enhancements cannot be measured with numbers alone, as they offer values (e.g. trees) that simply make a community better. The following discussion should be viewed in this context. Bike lanes can provide the following benefits:

For Pedestrians:

- Greater separation from traffic, especially in the absence of on-street parking or a planter strip, increasing comfort and safety. This is important to young children walking, playing or riding their bikes on curbside sidewalks.
- Reduced splash from vehicles passing through puddles (a total elimination of splash where puddles are completely contained within the bike lane).
- An area for people in wheelchairs to walk where there are no sidewalks, or where sidewalks are in poor repair or do not meet ADA standards.
- A space for wheelchair users to turn on and off curb cut ramps away from moving traffic.
- The opportunity to use tighter corner radii, which reduces intersection crossing distance and tends to slow turning vehicles.
- In dry climates, a reduction in dust raised by passing vehicles, as they drive further from unpaved surfaces.

For Motorists:

- Greater ease and more opportunities to exit from driveways (thanks to improved sight distance).
- Greater effective turning radius at corners and driveways, allowing large vehicles to turn into side streets without off-tracking onto curb.
- A buffer for parked cars, making it easier for motorists to park, enter and exit vehicles safely and efficiently. This requires a wide enough bike lane so bicyclists aren't "doored."
- Less wear and tear of the pavement, if bike lanes are restriped by moving travel lanes (heavier motor vehicles no longer travel in the same well-worn ruts).

For Other Modes:

- Transit: A place to pull over next to the curb out of the traffic stream.
- Delivery vehicles (including postal service): a place to stop out of the traffic stream.
- Emergency vehicles: Room to maneuver around stopped traffic, decreasing response time.
- Bicyclists: Greater acceptance of people bicycling on the road, as motorists are reminded that they are not the only roadway users;
- Non-motorized modes: An increase in use, by increasing comfort to both pedestrians and bicyclists (this could leave more space for motorists driving and parking).

For the Community (Livability factors):

- A traffic calming effect when bike lanes are striped by narrowing travel lanes.
- Better definition of travel lanes where road is wide (lessens the "sea of asphalt" look).
- An improved buffer to trees, allowing greater plantings of green canopies, which also has a traffic calming effect.

The Conversion of Four-Lane Undivided Urban Roadways to Three-Lane Facilities

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ABSTRACT

In recent years, many traffic engineers have advocated converting four-lane undivided urban streets to three-lane two-way left-turn facilities. A number of these conversions have been successfully implemented. Accident rates have decreased while corridor and intersection levels of service remained acceptable. This conversion concept is yet another viable alternative “tool” to place in our urban safety/congestion toolbox.

BACKGROUND

Prior to the mid 1980s, it was common practice in Iowa to widen an existing two-lane urban roadway to a four-lane undivided facility if traffic volumes were in excess of 6,000 vehicles per day (vpd). Further, if a four-lane undivided roadway was experiencing an unacceptable accident rate, either a four-lane divided or five-lane two-way left-turn lane (TWLTL) facility was proposed to improve safety along the corridor. Each of these proposals was generally opposed by most property owners adjacent to the roadway because of the right-of-way impacts and/or the changes in access control.

At public hearings, project engineers would state that corridor safety would improve if the two-lane roadway were widened to a four lane undivided roadway. Graphics would be shown to illustrate that additional acceptable gaps in the traffic stream would result, and motorists could avoid rear-end collisions by changing lanes, etc. Those in opposition to the widening would argue that travel speeds would increase, pedestrians would have to cross a wider street, and noise would increase. In most cases, however, the four-lane undivided cross-section was selected as the preferred alternative because the only other alternative was generally to do nothing (i.e., the roadway remains a two-lane facility).

I conducted a 2-year before and after study on US-61 through Ft. Madison, Iowa (I) to assist in identifying the road-user benefits and noise impacts of widening an urban two-lane roadway to a four-lane undivided facility. US-61 was widened from two to four lanes in 1983 and had an average daily traffic volume between 10,000 and 14,000 vpd. Table 1 is a summary of the before and after data.

During this same time period, the Iowa Department of Transportation (DOT) authorized the re-stripping of several wide (40–42 feet) two-lane urban roadways to three-lane two-way left-turn lane facilities. The collision rates on the first seven conversions,

**TABLE 1 Changes After Highway Widened from Two to Four Lanes
(US-61 at Ft. Madison, Iowa)**

Corridor Element	Change
• Traffic Volume	Increased 4 percent
• Corridor Travel Delay	Increased 4 percent
• Mid-block 85 th % Speed	Increased 2.5 mph
• Traffic Traveling More Than 5 mph Over Speed Limit	Increased from 0.5 percent to 4.2 percent
• Accident Rate	Increased 14 percent
• Injury Rate	Increased 88 percent
• Total Value Loss	Increased 280 percent

which had Average Daily Traffic (ADT) volumes from 5,400 to 13,500 vpd, decreased an average of 40 percent (23 percent to 48 percent) (2). Because of the results in Ft. Madison and the success of our two-lane to three-lane conversions, I began a search to determine if anyone had converted a four-lane undivided urban roadway to a three-lane two-way left-turn facility. My search led me to Billings, Montana.

The City of Billings had restriped 17th Street West from a four-lane undivided roadway to a three-lane two-way left-turn lane facility in 1979. 17th Street West is 40 feet wide with an ADT range of 9,200–10,000 vpd and a posted speed limit of 35 mph. City Traffic Engineer Pierre Jomini, P.E., reported that the number of reported accidents decreased from 37 in the 20 months before to 14 in the 20 months after the conversion. He further stated that there was “no increase in traffic delay (3).”

I began to look for a candidate roadway to propose a four- to three-lane conversion. The Iowa DOT management staff had only recently accepted the concept of three-lane two-way left-turn lane facilities and was apprehensive about *decreasing* the number of traffic lanes on a state primary highway. However, I was able to convince the City of Storm Lake, Iowa, to convert a portion of existing US-71 after the DOT built a US-71 bypass and transferred jurisdiction of existing US-71 to the City of Storm Lake. Old US-71, Flindt Drive, is 40 feet wide and has an ADT of 8,500 vpd. The roadway was converted to a three-lane facility in 1996. Clyde Bartel, Iowa DOT Resident Engineer, reports that there has been a “very positive community reaction” to the conversion. The city is very pleased with the traffic operations and improvement in safety. At about the same time, a similar conversion was also made on Clay Street in Muscatine, Iowa. Ray Childs, City Engineer, reported “an immediate large reduction in accidents.”

The Iowa DOT Office of Transportation Safety has recently begun to actively promote the conversion of other four-lane undivided urban roadways to three-lane two-way left-turn lane facilities when a concern about safety along the existing highway is expressed to the Iowa DOT. Several of these roadways under consideration are 48 feet wide and have traffic volumes in excess of 13,000 vpd. The recommendation to convert to a three-lane facility on these 48-foot-wide roadways is often met with apprehension by the

local community and other engineers. As a result, additional inquiries were made around the country about the experience others have had with this concept. I found a number of states discouraged the construction of new four-lane undivided roadways and that those who had experience with the conversion concept had a very positive experience with it.

One example provided was an urban primary highway (US-12) in Helena, Montana. It is a 48-foot-wide, 35-mph roadway with an ADT of 18,000. The roadway did not have a high collision rate but it did have a high percentage of rear-end and sideswipe accidents. It is located in a commercial area with numerous commercial access points. Montana State Traffic Engineer Don Dusek proposed restriping the roadway to a three-lane facility. Both the city staff and other state staff engineers were apprehensive at first, but after observing the improvement in traffic operations and reduction in accidents they support the conversion. They also have received numerous complimentary remarks from city residents about the conversion. Don Dusek stated that the “number of accidents decreased, good traffic flow was maintained, and community residents prefer the three-lane facility over the former four-lane roadway.” The roadway cross section was marked with 5-12-14-12-5 foot lanes which meets AASHTO standards to accommodate bikes along a roadway. However, they do not designate the five-foot lanes as a bike path.

In a study conducted for the Minnesota DOT, Howard Preston, BRW Inc., found that the highest urban corridor accident rates were found on four-lane undivided roadways. In fact, the collision rate on four-lane undivided roadways was 35% higher than on urban three-lane roadways (4). The study found three-lane roadways in Minnesota with ADTs as high as 20,000 vpd. Mr. Preston stated he would convert most four-lane undivided urban roadways with ADTs less than 20,000 vpd to three lane facilities “in a heart beat.”

A good example of a change in community attitude toward the four- to three-lane conversion is the conversion of 21st Ave. East in Duluth, Minnesota. (ADT is 17,000 vpd.) Prior to the conversion many in the community opposed decreasing the number of traffic lanes. A *Duluth News-Tribune* article pleaded “Don’t limit 21st Ave. East” and “it’s not too late to keep [it] a four-lane street.” However, after the conversion, a *Duluth News-Tribune* staff editorial (5) stated the following:

Admit it, 21st East Works

When Duluth officials announced they would convert busy 21st Avenue East between London Road and Woodland Avenue from four lanes to two, with a turn lane in the middle, some armchair analysts predicted it wouldn’t work. The News-Tribune Opinion page was among them. Well, it works. About everyone agrees—from city traffic officials to neighbors—that the change has eased congestion and reduced drivers’ speed making it safer for pedestrians, and it hasn’t caused problems in winter. Traffic moves steadily up and down the hill even though the volume is up. Cutting available traffic lanes by 50 percent on the already heavily used stretch carrying vehicles between the I-35 exit at 21st Avenue East at London Road and the Hunters Park and Woodland neighborhoods did not seem like a good prospect when it was done last May. Initiated at the end of the academic year, many believed that, when the University of Minnesota–Duluth and St. Scholastica resumed classes in the fall, the thoroughfare wouldn’t be able to handle the traffic. And winter . . . well, it would be a disaster, we doomsayers predicted. None of it happened. Now the city is planning to repaint the lanes and keep the pattern on 21st indefinitely—as well it should.

ADVANTAGES

Improved Safety

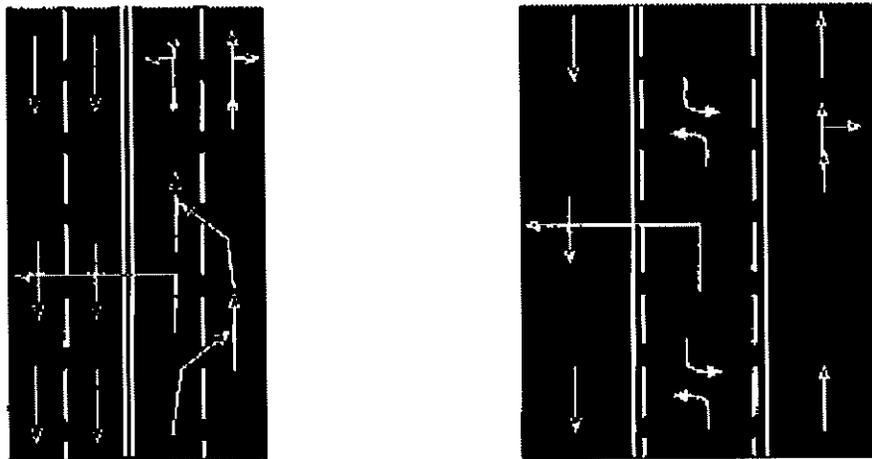
At first glance, it is difficult for most, including many transportation engineers and planners, to accept that, in urban corridors with less than 20,000 vpd, reducing the number of traffic lanes will improve traffic safety and maintain an acceptable level of service. The substantial reduction in accident rates is primarily the result of the reduction in conflict points and improved sight distance for turning and crossing traffic along the corridor. See Figures 1 and 2 for examples of reductions in traffic conflict points along a three-lane corridor. Figure 3 illustrates the improved intersection sight distance.

The three-lane facility is also much more user friendly to elderly drivers. Fewer decisions and judgments have to be made to enter or cross a three-lane facility. Iowa has the third highest percentage of elderly drivers in the country and is making an effort to better accommodate this growing segment of the population on its roadways.

Table 2 shows the 3-year before and after midblock and nonsignalized intersection crash information for a four-to-three-lane conversion project on Minnesota Trunk Highway 49 (Rice Street) in Ramsey County, Minnesota (Figure 4) (6). The ADT on Rice Street during the after period was 16,400 vpd. Table 3 reflects data from several street conversions in Seattle, Washington (7). It appears a 20 to 30% reduction in crashes would be a reasonable estimate of the potential safety improvement of a four-to-three-lane conversion.

Improved Pedestrian Safety

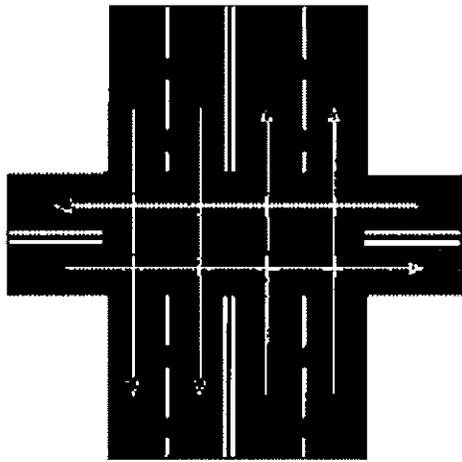
For pedestrians, the three-lane facility can on occasion provide a pedestrian refuge allowing pedestrians to focus on one lane of traffic at a time. If necessary, elderly and



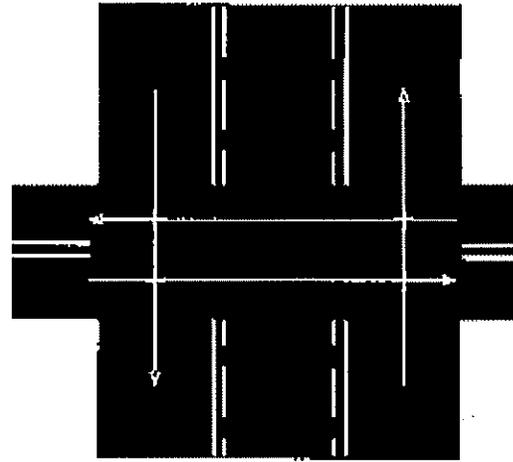
4 Lane

3 Lane

FIGURE 1 Midblock conflict points.

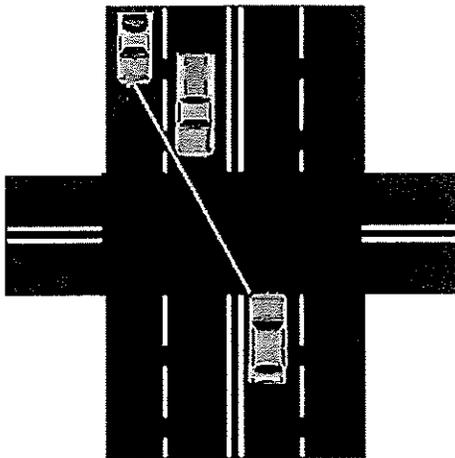


4 Lane

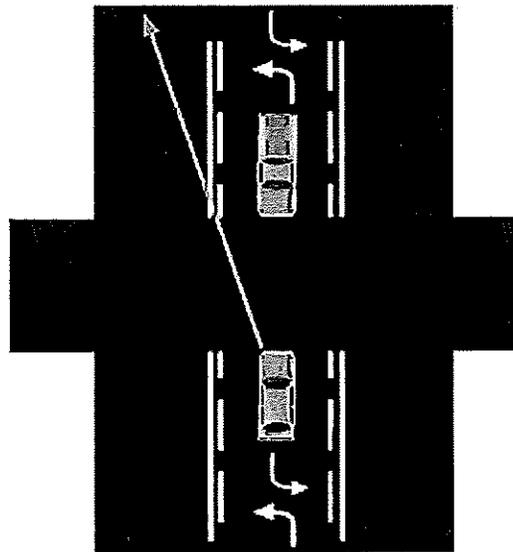


3 Lane

FIGURE 2 Cross-traffic conflict points.



4 Lane



3 Lane

FIGURE 3 Intersection sight distance.

TABLE 2 Collisions Before and After Three-to-Four-Lane Conversion

Corridor Element	Change
• Traffic Volume	Increased 4 percent
• Corridor Travel Delay	Increased 4 percent
• Mid-block 85 th % Speed	Increased 2.5 mph
• Traffic Traveling More than 5 mph Over Speed Limit	Increased from 0.5 percent to 4.2 percent
• Accident Rate	Increased 14 percent
• Injury Rate	Increased 88 percent
• Total Value Loss	Increased 280 percent

young pedestrians can stop in the two-way left turn lane, an option not available on four-lane undivided roadways. While the center lane is an active traffic lane, it would have a lower volume of traffic and slower vehicle speeds. Often this lane would be unoccupied by vehicles.

Traffic Calming

Another attribute of the three-lane facility is the traffic calming effect it has on the traffic flow. Aggressive motorists can not travel along three-lane corridors at excessive speeds making multiple lane changes. The three-lane concept also reduces the variability of travel speeds along the corridor, which helps reduce possible collisions. On a four-lane roadway crossing traffic must not only find a gap in four traffic lanes but must also make a judgment on the approach speed of four different vehicles. This is very difficult to do, particularly for elderly drivers and pedestrians.

Improved Emergency Response Time

Emergency vehicles often find it difficult to travel down four-lane urban roadways. Waiting for all the traffic to move over to the curb lane can cause delays to emergency vehicles. The center two-way left-turn lane can be used as a lower-conflict access route along the roadway corridor (Figure 5).

DISADVANTAGES

Increased Travel Delay

Increased travel delay along the corridor is the primary concern many have with converting a four-lane roadway to a three-lane facility. Many assume there will be a 50% reduction in corridor capacity because the number of "through lanes" is reduced by half.

Before



After



FIGURE 4 Four-to-three-lane conversion, Minnesota Trunk Highway 49 (Rice Street), Ramsey County, Minnesota.

TABLE 3 Changes in Traffic Volume and Collisions After Roadways Changed from Four Lanes to Two Lanes plus TWLTL (Seattle, Wash.)

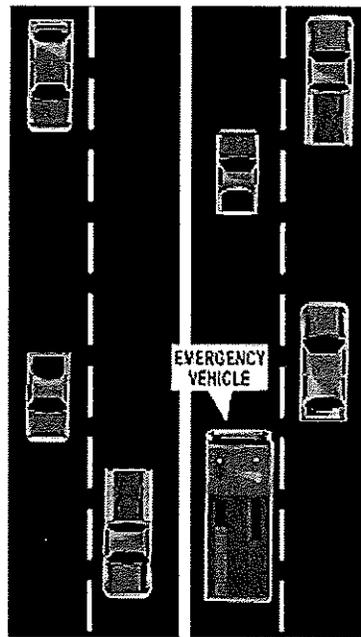
ROADWAY SECTION	DATE CHANGE	ADT (BEFORE)	ADT (AFTER)	CHANGE	COLLISION REDUCTION
Greenwood Ave. N, from N 80 th St. to N 50 th St.	April 1995	11872	12427	4 lanes to 2 lanes plus TWLTL plus bike lanes	24 to 10 58%
N 45 th Street in Wallingford Area	December 1972	19421	20274	4 lanes to 2 lanes plus TWLTL	45 to 23 49%
8 th Ave. NW in Ballard Area	January 1994	10549	11858	4 lanes to 2 lanes plus planted median with turn pockets as needed	18 to 7 61%
Martin Luther King Jr. Way, north of I-90	January 1994	12336	13161	4 lanes to 2 lanes plus TWLTL plus bike lanes	15 to 6 60%
Dexter Ave. N, East side of Queen Anne Area	June 1991	13606	14949	4 lanes to 2 lanes plus TWLTL plus bike lanes	19 to 16 59%
24 th Ave. NW, from NW 85 th St. to NW 65 th St.	October 1995	9727	9754	4 lanes to 2 lanes plus TWLTL	14 to 10 28%
Madison St., from 7 th Ave. to Broadway	July 1994	16969	18075	4 lanes to 2 lanes plus TWLTL	28 to 28 0%
W Government Way/Gilman Ave. W, from W Ruffner St. to 31 st . Ave. W	June 1991	12916	14286	4 lanes to 2 lanes plus TWLTL plus bike lanes	6 to 6 0%
12 th Ave., from Yesler Way to John St.	March 1995	11751	12557	4 lanes to 2 lanes plus TWLTL plus bike lanes	16 to 16 0%
Total					185 to 122 34%

In reality the capacity of a three-lane facility is very near that of a four-lane undivided roadway. Envision a four-lane undivided roadway in a commercial area during the peak hour of the day. Drivers who want to travel through the corridor generally stay in the outside curb lane to avoid getting caught behind mid-block left-turning vehicles. During these peak hours the inside lanes are generally used by left-turning vehicles and very few through trips are made in those lanes. As such, only one lane in each direction is accommodating most of the through trips—which is similar to a three-lane facility.

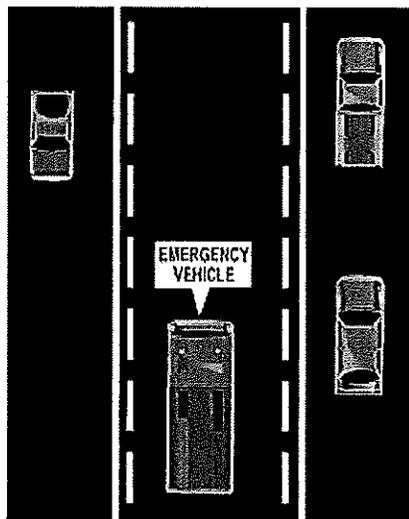
Further, the actual capacity of a corridor is controlled by the signalized intersections. These intersections generally have high volumes of left-turning traffic. As such, once again most of the through traffic is carried in one lane—the outside curb lane.

The following is an example corridor level of service analysis performed on a proposed high-volume roadway in Iowa. Table 4 is an arterial level of service analysis for a section of US-75 through the central business district of Sioux Center, Iowa (population 5,100) (8). The ADT on US-75 is 14,500 vpd with 9 percent trucks.

Table 5 is the intersection level of service analysis for the signalized intersection along a proposed conversion of US-65 in Iowa Falls, Iowa (population 5,500) (9). The 1996 ADT on US-65 was 8,700 vpd with 8 percent trucks and on Brooks Road the ADT was 1,600 vpd. This is an example of a typical intersection along a three-lane roadway corridor in Iowa.



(a)



(b)

FIGURE 5 Emergency vehicle access (a) on four-lane road; (b) on three-lane road.

As shown, while travel delay increases, an acceptable level of service would be maintained if these four-lane undivided roadways were converted to a three-lane two-way left-turn lane facility. Travel delay along these corridors could be further reduced if right-turn lanes were constructed at major intersections and high-volume commercial entrances. In addition larger turning radii at other driveways will help right-turn traffic exit the roadway quicker, reducing travel delay and the potential for rear-end accidents.

TABLE 4 Arterial Level of Service (LOS) Analysis for Proposed High Volume Roadway¹

Cross Section	Total Corridor Travel Delay	Average Travel Speed	LOS
Four lane undivided	20.5 secs	16.0 mph	C
Three lane alternative	29.4 secs	14.3 mph	C
Five lane alternative	15.8 secs	17.1 mph	C

¹U.S. Highway 75 corridor, 1st St. to N. 4th St., Sioux Center, Iowa.

TABLE 5 Intersection Level of Service (LOS) Analysis for Proposed Conversion of a Signalized Intersection¹

Existing 4 lane undivided							
Lane <u>Mvmts</u>	v/c <u>Ratio</u>	g/C <u>Ratio</u>	Mvmt: <u>Delay</u>	<u>LOS</u>	Approach:		
					<u>Delay</u>	<u>LOS</u>	
EB LTR	0.356	0.314	12.2	B	12.2	B	
WB LTR	0.379	0.314	12.4	B	12.4	B	
NB LTR	0.342	0.600	4.6	A	4.6	A	
SB LTR	0.293	0.600	4.4	A	4.6	A	
Intersection Delay = 6.2 sec/veh				Intersection LOS = B			
Proposed 3-lane with TWLT Lane							
Lane <u>Mvmts</u>	v/c <u>Ratio</u>	g/C <u>Ratio</u>	Mvmt: <u>Delay</u>	<u>LOS</u>	Approach:		
					<u>Delay</u>	<u>LOS</u>	
EB LTR	0.356	0.134	12.2	B	12.2	B	
WB LTR	0.379	0.314	12.4	B	12.4	B	
NB L	0.234	0.600	4.3	A	5.1	B	
TR	0.457	0.600	5.2	B			
SB L	0.139	0.600	4.0	A	5.0	A	
TR	0.438	0.600	5.1	B			
Intersection Delay = 6.7 sec/veh				Intersection LOS = B			

L = Left, T = Through, R = Right.

¹U.S. Highway 65 at Brooks Road, Iowa Falls, Iowa.

However, this is not recommended if large volumes of pedestrians are present on adjacent sidewalks.

Increased Delay at Driveways

Often when this concept is proposed through a residential area, residents will express concerns about increased difficulty in backing out of their driveways. Granted, conversion to a three-lane roadway will result in fewer gaps in the traffic stream and motorists will have to be more patient. However, backing onto a four-lane undivided highway and into a traffic lane is a high-risk traffic maneuver. The three-lane concept can enhance the safety of this traffic maneuver by allowing motorists to back across the traffic lane into the unoccupied center lane, and then proceed to enter the traffic lanes in either direction. The center lane also provides a low-risk escape lane for motorists who need to avoid a potential collision with a vehicle backing into the roadway.

Loss of Passing Opportunities

A concern often heard is from aggressive motorists who do not want to lose the opportunity to pass vehicles along the corridor. As previously discussed, that disadvantage provides a benefit to pedestrians and other motorists trying to enter or cross the roadway.

Some are of the opinion that aggressive drivers will use the center lane as a passing lane. While this does occur occasionally it has not been a problem in Iowa on three-lane facilities.

Also, in Iowa slow-moving agriculture vehicles commonly travel on these urban roadways to either grain elevators or implement dealers. There is concern that removing a through lane in each direction will result in motorists illegally passing these agriculture vehicles. This likely will happen just as it occurs on two-lane roadways through a community. While this potential conflict may occur several hundred times each year, this disadvantage must be put in the proper perspective. The safety advantages the three-lane facility provides are to the thousands of vehicles which try to cross and turn left onto or off of the highway each day.

ACCESS CONTROL

Opportunities for eliminating, consolidating and relocating driveways should be investigated during the study analysis. Particular attention should be made to ensure high-volume access points on opposite sides of the roadway are not offset in the wrong direction, which could result in "gridlock" in the center turn lane.

Turbulent traffic flow along the corridor can be reduced by constructing right-turn lanes at signalized intersections and constructing larger turning radii at high-volume commercial driveways.

FACTORS TO CONSIDER

A number of factors should be considered before this type of conversion is made. They include roadway function and access control; total traffic volume; turning volumes

and 85 percent speed; accident type and patterns; pedestrian and bike activity; and right-of-way availability and cost. A qualitative discussion of each factor and the changes it may experience due to a conversion are being documented in a follow-up report to be presented at the 1999 Institute of Transportation Engineers Annual Conference (10).

CONCLUSIONS

Most of Iowa's four-lane undivided urban roadways are providing both an acceptable level of service and safety to the local community because of the relatively low volume of traffic they carry. However, when safety concerns are expressed about one of these corridors, we have another "tool" in our traffic safety tool box we can consider to address these concerns. This "tool" can be implemented quickly, at a very low cost and with less right-of-way, environmental impact (i.e., tree removal), and other controversy associated with improvement alternatives.

Along four-lane undivided corridors, where it is not acceptable to add more lanes or a median, the key question to answer during an evaluation of alternatives is: What is the primary need in the corridor under study? Is it to move high volumes of traffic as quickly as possible? Or is it to improve corridor safety for motorists and pedestrians, while providing an acceptable level of service to corridor traffic? The answers to these questions will determine if converting to a three-lane facility is a viable alternative to include in your study. There is a need to perform a comprehensive before and after study on this concept. However, the positive community reactions to the past conversions and the fact that none of the previous conversions has been converted back to a four-lane undivided roadway support placing this tool in your traffic safety "tool box."

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Memo

CITY OF
ASHLAND

Date: April 12, 2011
From: James H. Olson
To: Transportation Commission
SUB: UPDATE ON BIKE PARKING FACILITY CONSTRUCTION

Engineering and Street Division staff met early last month to design the bike parking facility on Third Street opposite the Outdoor Store. It was determined that the existing 15 minute parking space would be converted to bicycle parking and that it was wide enough to support four bike racks which could accommodate eight bikes.

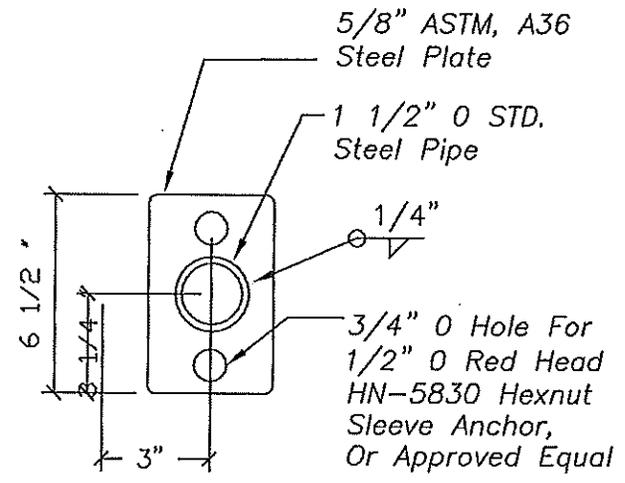
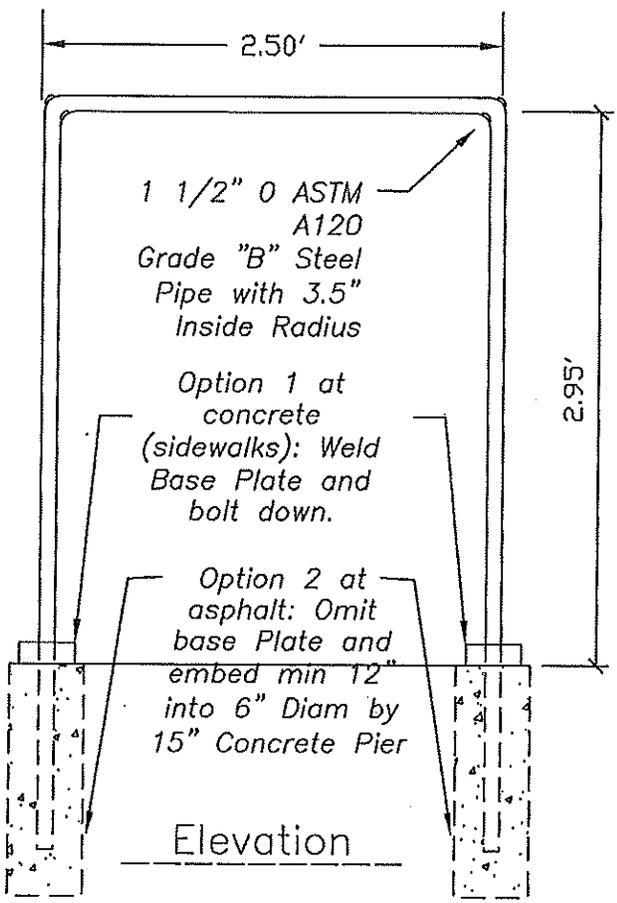
Because the individual bike racks would be anchored into the asphalt surface rather than into concrete the anchoring system would require an extra effort. To provide the additional strength needed to keep the racks in place, all four racks were welded onto two steel rails which would hold the racks as a single unit. To prevent rusting and deterioration of the welds the entire unit is currently being powder coated by a firm in White City. It is expected that the racks will be coated by the week of April 18th. All additional material needed to completed the installation has been purchased and is on hand including, signs, thermoplastic markings and concrete wheel barrier. It is hoped that the project will be completed by April 23rd.



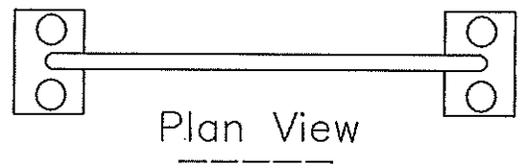
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APPENDIX A

PRE-APPROVED MODELS : City of Ashland Hitching Post Type
 Finish: Sandblast to Bare Metal, Powder Coat Forest Green.

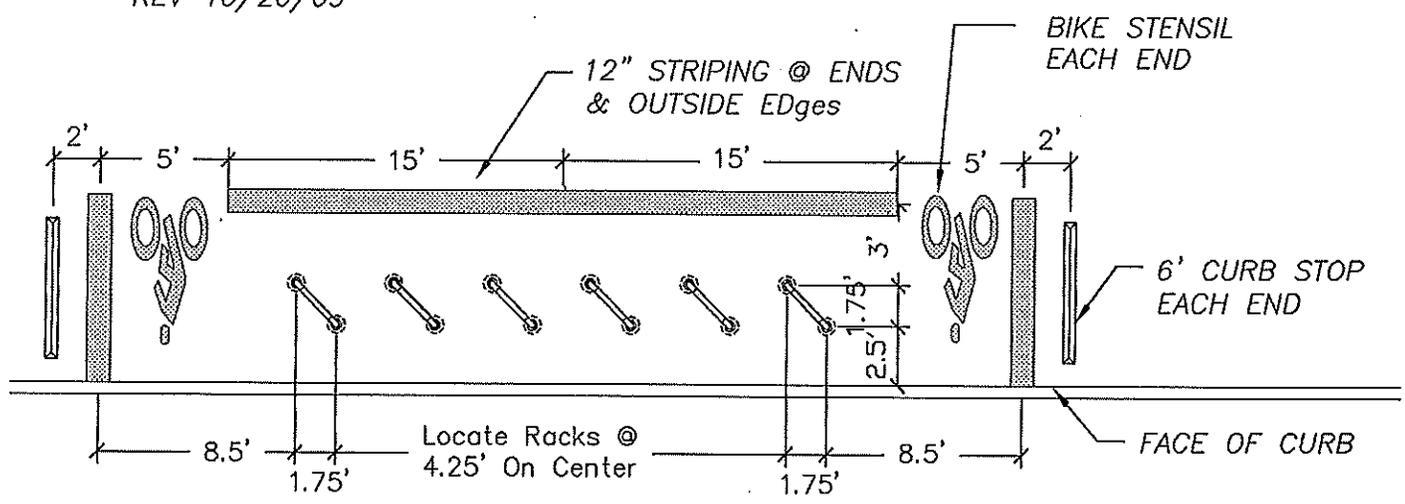


Base Plate Detail



BICYCLE RACK

REV 10/20/09



ON-STREET MULTIPLE PARKING

REV 10/20/09

<p>CITY OF ASHLAND</p>	<p>PUBLIC WORKS ENGINEERING www.ashland.or.us 541-488-5587 fax 488-6006</p>	<p>DRAWING NO. CD173 OF</p>
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MOTOR VEHICLE CRASH SUMMARY

MONTH: JANUARY, 2011

NO. OF ACCIDENTS: 7

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
5	19:20	Wed	Intersection of B and Water Streets	1	N	N	Y	N	N	N	N	N	vehicle vs. skateboard, V1 made a Uturn on the street, and the skateboarder ran into him, was knocked down, run over and got a broken wrist. No citations issued.
6	23:30	Thur	N Mountain near Larkspur	1	N	N	N	N	N	N	N	N	vehicle lost control on ice. Damage only to the vehicle, no injuries.
12	UNK	Wed	B St near Emerick	2	N	N	N	U	N	Y	Y	N	vehicle struck and damaged while parked, no leads.
17	18:02	Mon	Siskiyou near S. Mountain Av.	1	N	Y	Y	N	U	Y	N	N	bike in bike lane struck by V negotiating a right turn onto S. Mountain. Minor injury. Unknown if there was citation issued.
20	11:30	Thur	Van Ness at Laurel	2	N	N	N	N	Y	Y	N	N	V1 failed to stop at stop sign and ran into v2 in intersection. V1 cited.
27	08:00	Thur	Siskiyou at Bridge ped crossing	1	Y	N	Y	N	N	N	N	N	ped struck while crossing in crosswalk. Taken to RVMC with minor injuries.
29	12:52	Sat	Walker at Siskiyou	1	N	Y	Y	N	N	U	N	N	v1 struck bike during a left hand turn on the green light, bike was in the crosswalk moving against traffic. No citations, minor injury.

MOTOR VEHICLE CRASH SUMMARY

MONTH: FEBRUARY, 2011

NO. OF ACCIDENTS: 7

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
7	14:12	Mon	N Mountain at B Street	1	Y	N	Y	N	N	N	N	N	V1 hit motorized wheelchair as it crossed the street resulting in minor injuries. Fault not determined, no citation.
9	10:15	Wed	1600 block Parker St	2	N	N	N	N	Y	Y	N	N	truck backing out of driveway collided with car passing in the street. Fault not determined; citation for driving uninsured and while suspended.
10	02:46	Thr	600 block Walnut St	2	N	N	Y	Y	Y	Y	Y	N	Duii, Driver v1 hit parked car on side of road and left scene. Was found and cited. Multiple charges.
11	13:49	Fri	Lee Street at Bridge Street	1	N	N	N	N	Y	Y	N	N	reckless driving in residential area
16	13:13	Wed	Central near Helman	2	N	N	Y	N	N	U	N	N	v1 sideswiped by v2 backing out of a driveway. No citation.
23	16:37	Wed	Grandview Dr east of Oakwood	1	N	N	N	N	N	Y	N	N	dV1 hit power pole. No citation.
25	23:11	Fri	N Main near Maple St	1	N	N	P	N	N	Y	N	N	v1 sid off road due to ice, resulting in property damage.

Transportation Commission
Action Summary
as of April 2011

Month Year	Item Description	Status	Date Complete
Feb 11 TC	Parking Prohibitions Meadowbrook	TR 2011-02 order sent to Street Div.	
Feb 11 TC	Parking Prohibitions on Liberty St	TR 2011-01 order sent to Street Div.	
Feb 11 TC	Bike Corral on Third Street	Racks are ordered and being manufactured	
Dec 10 TC	Petition for ped. rail crossing	referred to TSP process	
Dec 10 TC	Siskiyou Blvd x-walk at Frances	no action required	12/16/10
Nov 10 TC	S Mountain Mid Block Crosswalk	Approved to be installed in cooperation with SOU	
Nov 10 TC	E Main @ RR Crosswalk Review	Commission asked stop sign replaced	
Oct 10 TC	A St Sharrow Designation	Commission asked for Kittleson review	
Oct 10 TSC	Safety Sleeve for Bollard @ RR Park	replaced	✓
Oct 10 TSC	Storm Drain on Bike Path @ N Mtn	staff is researching	
Oct 10 TSC	Additional Vehicle Parking Downtown	Contacted ODOT	
Oct 10 TSC	Crosswalk at Lithia and E Main	TR 2010-06, order sent to Street Division	
Oct 10 TSC	Stop Sign at Helman & Nevada	not approved	✓
Oct 10 TSC	Stop Sign on 'B' @ Third	not approved	✓
Oct 10 TSC	Crosswalk on Siskiyou @ Morton	not approved	✓
Aug 10 TSC	Grandview/Sunnyview/Orchard/Wrights Crk Intersections	vegetation clearance referred to street dept for implementation	
Aug 10 TSC	15 Minute Parking on A Street	TR 2010-05, order sent to Street Division	
Aug 10 TSC	First St Parking Prohibition Change	TR 2010-04, order sent to Street Division	
Aug 10 TSC	Granite St Parking Prohibition Change	not approved, Swales will resubmit request	✓
Aug 10 TSC	Hargadine St Parking Prohibition Change	review as part of TSP update	
Aug 10 TC	Bridge Street Parking Prohibition Change	Memo received from Fire Dept recommending against change	✓
Jul 10 TSC	Truck Route Ordinance Review	Staff researching, Nov 2010 agenda item	
Jun 10 TC	2 Year Project List Goal Setting	3 goals selected	✓
Jul 10 TC	Audible Crosswalk Signals for Downtown	Viewille working w/staff to develop priority list for \$27K budget	
Jul 10 TC	Shared Road Policy	review as part of TSP update	
Mar 10 TSC	Yield Sign at Terrace @ Holly	TR 2010-02	✓
Mar 10 TSC	Ashland St @ YMCA Crosswalk	not approved by ODOT	✓
Mar 10 TSC	Oak St Crosswalk at A St	included in Misc Concrete Project; bids due 11/17/10	
Jul 09 TC	Additional Downtown Bike Parking	Implementation list complete, will be installed as budget permits	
Nov 09 TC & TSC	Crosswalk for East Main @ Campus Way	Staff applying for funding through grant application	
Nov 09 TC & TSC	Grandview Shared Road Improvements	TR 2010-03, other improvements likely in future	
Aug 09 TC	Oak Street Sharrows	TR 2010-01	✓
Jul 09 TC	Will Dodge Way Improvements	Complete	9/2010
Apr 09 TC	Siskiyou Bv Pedestrian Improvements	complete	✓
Aug 09 TSC	Union/Allison and Fairview Intersection	not approved	✓
Nov 09 TSC	Yield Sign at Palmer Rd	not approved	✓
Nov 09 TSC	Stop Sign at Indiana St	not approved	✓
Dec 09 TSC	Terrace St Traffic Calming	not approved	✓
Dec 09 TSC	Ashland Village Traffic Calming	not approved	✓



Suggestions for RV Travel with Child Passengers

Traveling safely in a recreational vehicle (RV) can be a challenge. RV's are rarely ideal for transporting children. For instance, unrestrained passengers as well as luggage are hazards that can fly into each other in a crash. Lack of seating positions with safety belts or seating positions that face rearward or side-facing can create problems. Child Restraint Systems (CRS) should never be installed in vehicle seats that do not face the front of the vehicle.

Here are a few tips to consider:

- Check the driving compartment and driver's manual to determine vehicle seats appropriate for installing a child restraint system. Unlike Class A's, the smaller Class B and Class C RV's are built on a conventional truck or van chassis, so the cockpit shares the structural and safety features of those vehicles.

Continued on Page 4

New Guidelines for Child Safety Seat Selection

In a new policy published in the April 2011 issue of *Pediatrics*, the American Academy of Pediatrics (AAP) advises parents to keep toddlers in rear-facing car seats until age 2, or until they reach the maximum height and weight for their seat. It also advises that most children will need to ride in a belt-positioning booster seat until they have reached 4'9" tall and are between 8 and 12 years of age.

"Parents often look forward to transitioning from one stage to the next, but these transitions should generally be delayed until they're necessary, when the child fully outgrows the limits for his or her current stage," said Dennis Durbin, MD, FAAP, lead author of the policy statement and accompanying technical report.

"A rear-facing child safety seat does a better job of supporting the head, neck and spine of infants and toddlers in a crash, because it distributes the force of the collision over the entire body," Dr. Durbin said. "For larger children, a forward-facing seat with



a harness is safer than a booster, and a belt-positioning booster seat provides better protection than a safety belt alone until the safety belt fits correctly."

While the rate of deaths in motor vehicle crashes in children under age 16 has decreased substantially—

dropping 45 percent between 1997 and 2009—it is still the leading cause of death for children ages 4 and older. Counting children and teens up to age 21, there are more than 5,000 deaths each year. Fatalities are just the tip of the iceberg; for every fatality, roughly 18 children are hospitalized and more than 400 are injured seriously enough to require medical treatment.

"The 'age 2' recommendation is not a deadline, but rather a guideline to help parents decide when to make the transition," Dr. Durbin said. "Smaller children will benefit from remaining rear-facing longer, while other children may reach the maximum height or weight before 2 years of age."

Continued on Page 3



Prescription for Safe Driving

In a recent study done by the Insurance Institute for Highway Safety, drivers over age 65 were followed for three years and asked about their willingness to self-regulate the ability to drive as they age. In the survey it was discovered that 90% of drivers over age 65 prefer driving as their primary source of transportation, and most drive six to seven days per week.

When asked about the effects of prescription drugs on their ability to drive, 69% of respondents claimed to take at least one prescription drug that creates an impairment while driving. However, only 28% of this same group were aware of the actual side effects of the drugs they were taking and despite the warnings most admitted it would not deter their willingness to drive. This prompts several questions. Where are these drivers getting their information on the effect of prescription drugs when driving? Are patients asking questions of their medical doctors or pharmacists? What can be done to ensure these drivers become more properly informed?

Studies show that taking just one prescription drug increases the risk of being involved in a crash by 30%. When there are multiple drugs or a combination of prescription and over-the-counter medicines being used most drivers are not aware of the effects of these drugs together. Will their reaction time be slowed? Will the drug make the driver drowsy or affect sensitivity to sunlight or glare?

Continued on Page 4

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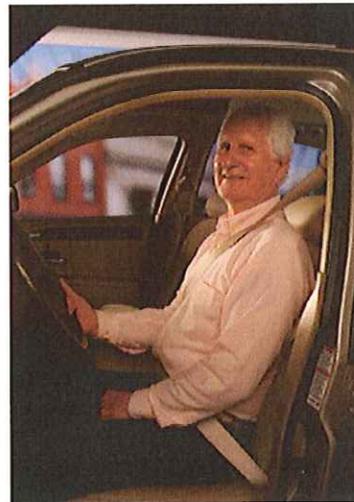
AAA Foundation Warns Safety and Mobility Crisis Looms for Aging Baby Boomers

Submitted by Jan Robertson, AAA Oregon/Idaho
and ACTS Oregon Board Member

By 2025, people aged 65 and older will account for 25 percent of U.S. drivers, yet studies done by the AAA Foundation for Traffic Safety find that state licensing systems and mobility alternatives for older drivers are often inadequate and inconsistent.

"In the next 10 to 20 years, we'll see a surge in the number of senior drivers. But seniors and their families face serious challenges in maintaining personal mobility," says Marie Dodds, Director of Government and Public Affairs for AAA Oregon/Idaho. "There are many questions about whether the driving by seniors can be improved, whether they can safely operate a motor vehicle, and if not, how seniors can continue to get around."

"States are not doing enough to prepare for the flood of older drivers who will be behind the wheel in the coming years," adds Jan Robertson, Regional



Manager for AAA Oregon/Idaho and board member of ACTS Oregon.

AAA believes no seniors should have their car keys taken away simply because they reach a certain age. But states do need to look at screening all drivers applying for new or renewed licenses to make sure they are medically and functionally fit to drive.

It's also very important

for communities to increase the availability of affordable alternative transportation options which is no easy task in the current budget environment. But communities need to consider how seniors can transition to alternative forms of transportation when driving is no longer a safe option.

Senior driving is a very important issue for AAA. Watch for the organization's senior driving website to be updated and re-launched in the summer of 2011 at www.aaaseniors.com/.

Federal Car Seat Tests Fall Behind, Partly Because Crash Dummies Don't Measure Up

—Katherine Shaver, *Washington Post*

Parents who think their children's car seats and belt-positioning boosters are fully covered by federal safety standards are assuming too much.

Seats for children who weigh more than 65 pounds—a growing part of the car seat market, partly because of the increase in childhood obesity—are not held to any government safety requirements. Seats for smaller children and infants are regulated only for their effectiveness in front-end collisions.

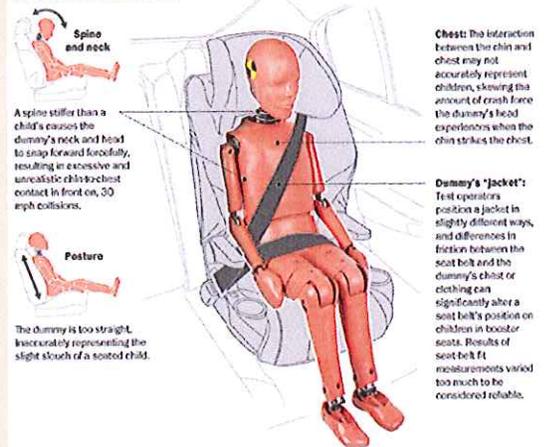
That's because the National Highway Traffic Safety Administration (NHTSA) has yet to develop a lifelike child crash test dummy that can accurately ensure that seats for heavier children provide the protections promised.

Problems with developing child dummies are also a key reason why seats for all children have no federal requirements for effectiveness in side-impact, rear-end and rollover collisions, car seat experts said.

Car seat manufacturers "self-certify" that their seats meet the safety standards that do exist. NHTSA tests 75 to 90 models each year, said Ronald Medford, the agency's deputy administrator. Those that do not comply with federal rules are recalled.

NHTSA only tests for crash protections that are regulated. That leaves parents to rely on manufacturers' assurances for the higher weight seats and for side-impact protections, seat-belt fit and other

SOME PROBLEMS WITH THE TEST DUMMY



potential injury factors.

Safety experts say a lack of funding for researching and developing lifelike child test dummies has caused NHTSA's oversight of safety seats to lag years behind in a highly competitive industry that evolves to meet demand.

Critics remark that this has left some higher-weight seats vulnerable to being used incorrectly. NHTSA has not determined whether seats for children 65 pounds and over could overload vehicles' LATCH anchor and tether restraint systems. The LATCH (lower anchors and tethers for children) systems, installed in new vehicles since 2002, were designed to secure safety seats holding children 48 pounds or less, according to automakers.

Continued on Page 3

National CPS Certification Training in Beaverton

ACTS Oregon's most recent Technician Certification class was not only one of the largest, but also the soggiest. Thank you students and instructors for enduring such wet Oregon spring weather. Congratulations to 24 newly certified technicians in Oregon! We welcome you to the team.

Elizabeth Truex, Emily Gorchels & Genevive Johnson—Community Volunteers, Matt Henderson & Jeremy Shaw—Beaverton Police, Craig Wellhouser—Cornelius Police, Heather Tucker—Cottage Grove Rotary Club, Dana Hargunani & Audrey Forbes—Doernbecher, Frank McGrew—Forest Grove Police, Gretchen Bates—Harney County Safe Communities, Sarah Sandberg—Mentor Graphics Child Development Center, Kathy Roberson—Newberg Fire, Blanca Avila & Claudia Sandoval—Oregon Childhood Development Coalition, Gabrielle Wright—Relief Nursery Eugene, Heidi Bharends & Sara Rathbun—

Sacred Heart Hospital, Danielle Hagemann—Santiam Memorial Hospital, Christine Wynne & Kendra Balderas—Sky Lakes Medical Center, Kelly



May—South Lane Fire & Rescue, Randy Gill—Sweet Home Police, Nick Markos—Washington County Sheriff's Office.

A warm thank you goes out to the Beaverton Police Department for letting us use their training facility to accommodate a group of this size.

Our hat goes off to our marvelous instructor team—Gregg Magnus—Beaverton Police, Bill Balzer & Brian Hunzeker—Portland Police Traffic Unit, Jeff Oliver, Doris Girt, Dea Boldt and Sandy Holt—ACTS Oregon.



Federal Car Seat Tests Fall Behind, Partly Because Crash Dummies Don't Measure Up

Continued from Page 2

The difficulty in developing sophisticated child test dummies dates to the late 1970s, when states began requiring that children, who were held in laps or left to slide across seats, be secured in specialized restraint systems.

Adult-size dummies are based on 40 years of research, including data from actual collisions and crash tests using adult cadavers. However, researchers said, children are in vehicles less often than adults and, in turn, are involved in far fewer collisions. That leaves less real-world crash data to help determine how much force their bodies can tolerate before injuries occur. Car seat researchers said dummy designers have been reluctant to use children's cadavers for tests.

Without that information, researchers said, child dummies have been designed primarily by scaling down adult dummies and using medical data from living children. Developing a lifelike dummy whose test results can be replicated can take decades and cost several million dollars, researchers said.

The car seat manufacturer group said that companies would welcome a dummy that could enforce safety standards for the higher-weight seats.

Continued on Page 4

New Guidelines for Child Safety Seat Selection

Continued from Page 1

The new guidelines from the American Academy of Pediatrics:

- Infants should remain in rear-facing car seats until they are age 2, instead of age 1.
- Children should remain in a seat with a five-point safety harness as long as possible (based on weight limits) before moving to a booster seat. Some five-point harnesses have limits as high as 80 pounds.
- Children should use booster seats until they are 4'9" tall, a height most don't reach until they are between 8 and 12.
- Even when they are tall enough to use only a seat belt, they should sit in the back seat until they are age 13.

The NHTSA flyer below describing the 4-Steps of Car Seat Recommendations for Children is available at www.actsoregon.org/educationMaterial.html.

Source: The April issue of Pediatrics: <http://pediatrics.aappublications.org/> the peer-reviewed, scientific journal of the American Academy of Pediatrics (AAP).

Car Seat Recommendations for Children

- Select a car seat based on your child's age and size, and choose a seat that fits in your vehicle and use it every time.
- Always refer to your specific car seat manufacturer's instructions; read the vehicle owner's manual on how to install the car seat using the seat belt or LATCH system; and check height and weight limits.
- To maximize safety, keep your child in the car seat for as long as possible, as long as the child fits within the manufacturer's height and weight requirements.
- Keep your child in the back seat at least through age 12.

AGE

Birth – 12 months

Your child under age 1 should always ride in a rear-facing car seat. There are different types of rear-facing car seats: infant-only seats can only be used rear-facing. Convertible and 3-in-1 car seats typically have higher height and weight limits for the rear-facing position, allowing you to keep your child rear-facing for a longer period of time.

1 – 3 years

Keep your child rear-facing as long as possible. It's the best way to keep him or her safe. Your child should remain in a rear-facing car seat until he or she reaches the top height or weight limit allowed by your car seat's manufacturer. Once your child outgrows the rear-facing car seat, your child is ready to travel in a forward-facing car seat with a harness.

4 – 7 years

Keep your child in a forward-facing car seat with a harness until he or she reaches the top height or weight limit allowed by your car seat's manufacturer. Once your child outgrows the forward-facing car seat with a harness, it's time to travel in a booster seat, but still in the back seat.

8 – 12 years

Keep your child in a booster seat until he or she is big enough to fit in a seat belt properly. For a seat belt to fit properly the lap belt must lie snugly across the upper thigh, not the stomach. The shoulder belt should lie snug across the shoulder and chest and not cross the neck or face. Remember: your child should still ride in the back seat because it's safer there.



Check Up Clinics and Fitting Stations

Please check www.childsafetyseat.org/calendar.html for current list, specific dates, locations and times. Events may be cancelled when ice or snow make travel dangerous.

Date	City	Location	Address	Time
4/16/11	Milton-Freewater	DMV	295 N Columbia	10:00 A.M. to 1:00 P.M.
4/16/11	Salem	Salem Hospital	Mission & Capital	11:00 A.M. to 3:00 P.M.
4/16/11	Hermiston	Wal-Mart	1350 N 1st	12:00 P.M. to 3:00 P.M.
4/20/11	Prineville	Crook County Fire	500 NE Belknap	3:00 P.M. to 6:00 P.M.
4/21/11	Madras	Jefferson County Fire	765 SE Adams Drive	11:00 A.M. to 1:00 P.M.
4/23/11	Beaverton	City Hall	4755 SW Griffith Drive	9:00 A.M. to 12:30 P.M.
4/23/11	Portland	Legacy Emanuel Pkg Structure #3	2801 N Gantenbein	10:00 A.M. to 1:00 P.M.
4/27/11	Bend	Bend Fire	1212 SW Simpson	10:00 A.M. to 1:00 P.M.
4/27/11	Forest Grove	Forest Grove Fire	1919 Ash Street	3:00 P.M. to 5:00 P.M.
4/28/11	Eugene	Eugene Fire	1725 W 2nd Avenue	5:00 P.M. to 7:00 P.M.
5/4/11	Coos Bay	Coos Bay Fire	450 Elrod Avenue	11:00 A.M. to 1:00 P.M.
5/5/11	Redmond	Redmond Fire	341 Dogwood Avenue	11:00 A.M. to 2:00 P.M.
5/5/11	Newberg	Newberg Fire	414 E 2nd Street	5:00 P.M. to 7:00 P.M.
5/6/11	Roseburg	Douglas Co Fire	1290 NE Cedar	9:00 A.M. to 11:00 A.M.
5/7/11	Beaverton	City Hall	4755 SW Griffith Drive	9:00 A.M. to 12:30 P.M.
5/7/11	Milwaukie	Clackamas Co Fire	2930 SE Oak Grove Boulevard	10:00 A.M. to 12:00 P.M.

Prescription for Safe Driving

Continued from Page 1

In response to this critical need for information on drug effects for drivers, AAA Foundation is creating a website for drivers of all ages where they can look up common prescription and over-the-counter drugs and learn about their side effects and the effects of possible drug interactions. The website is still under construction. Look for more information on the AAA Foundation for Traffic Safety's Roadwise RX project in the Fall of 2011 at www.aaafoundation.org/projects/index.cfm?ProjectID=33.

Suggestions for RV Travel with Child Passengers

Continued from Page 1

- Consider using a trailer instead of an RV. The CRS has a better chance of being properly installed in the conventional vehicle that is towing the trailer.
- If the family is towing a passenger vehicle behind the RV for jaunts around destination areas, consider driving this vehicle separately instead, and transporting children in it.
- Make sure that all occupants stay buckled up while the RV is moving and that there is enough seating to properly accommodate all occupants.

Source: RV Consumer Group, <http://rv.org/index/bhtml>.

Federal Car Seat Tests Fall Behind, Partly Because Crash Dummies Don't Measure Up

Continued from Page 3

Until then, manufacturers will continue their tests to ensure that even seats that are not regulated do what they promise, to protect children and ward off recalls and lawsuits.

NOTE: Current recommendation is to use the vehicle safety belt instead of LATCH for seats with harnesses that accommodate children over 40 pounds, unless the seat manufacturer states differently.

Where will the CONNECTIONS lead your COMMUNITY?
FIND OUT...



Become a MEMBER of the
Alliance for Community Traffic Safety in Oregon!

Cyclists, Ashland police will be watching you

More warnings and tickets will be issued to quell traffic habits that threaten riders' safety

By Vickie Aldous
for the Mail Tribune
April 06, 2011 2:00 AM

Ashland police may be giving out more warnings and tickets to bicyclists after getting instructions from Police Chief Terry Holderness to watch for bike riders who break traffic laws.

Cyclists are required to follow many of the same laws motorists must obey. They also can be slapped with the same hefty fines and court fees.

For example, a cyclist or driver faces a fine and court fees of up to \$287 for failing to stop at a red light or stop sign, or for failing to bike or drive on the right side of the road.

Holderness said Ashland police officers have had a tendency to not stop and cite cyclists who are breaking traffic laws. However, some eye-opening statistics prompted him to put more weight on enforcement of laws when it comes to bikers.

In 2010, 26.5 percent of collisions with injuries in Ashland involved cyclists. However, only 2 percent of traffic citations were given out to cyclists, Holderness said.

"Those numbers are out of whack," he said.

Holderness said he has given his officers discretion to either warn cyclists or issue tickets.

"If they want to warn, that's OK. But everyone has been told to at least be thinking about enforcement," he said.

Holderness gave the instructions in February.

Wet weather has kept many cyclists off their bikes in recent weeks. Holderness said it will take at least three months worth of citation statistics to see whether the number of tickets given to cyclists increases.

He said he has not set a quota for cyclist tickets.

Holderness said the directive is meant to increase safety for bicyclists. He noted that a cyclist was badly injured last year after blowing through a stop sign while riding on the wrong side of the street.

"A car will do the most damage, but a cyclist is more likely to be injured," Holderness said.

To reduce the financial sting of a ticket, educate bicyclists and increase safety, Ashland Municipal Court allows cyclists to take a \$70 bike safety class offered through the Ashland Parks and Recreation Department. People who complete the one-day class can have their fines and fees dismissed, Ashland

Municipal Court Judge Pam Burkholder Turner said.

"The first person I sent didn't want to do it. He had been biking a long time and didn't think he had much to learn. He ended up learning a lot," Turner said. "The instructors are really good. I've sent everyone from juveniles to people who have been biking for 30 years."

Turner said bicyclists who are ticketed usually are shocked that the fines and fees are the same as for a motorist. But she said bicycling and driving both can be hazardous activities when performed incorrectly, and bicyclists can face an even greater risk of injury.

The next bike safety class is Saturday, April 9, at The Grove, 1195 E. Main St. It lasts from 8 a.m. to 3 p.m., with half the time spent in a classroom and the other half spent outside practicing bicycle skills. The class is open to the general public, as well as people who have chosen to take the class in lieu of paying fines.

Ashland's Bill Heimann, a certified League of American Bicyclists instructor and United States Cycling Federation coach, will teach the class.

Heimann said most people attending the class through the court diversion program don't want to be there in the beginning, but by the end of the day they are glad they came.

Skills covered include avoiding a collision with a vehicle that turns in front of you, making yourself more visible to drivers, analyzing an intersection, making a quick stop, avoiding obstacles that suddenly appear in front of you and making tight turns, he said.

Heimann said cyclists will learn some surprising facts. While many think that bicycling on a sidewalk is safer than cycling in the road or a bike lane, a cyclist is three times more likely to be struck by a car on the sidewalk, even when traveling in the same direction as traffic. A cyclist who bikes against the flow of traffic on the sidewalk is 10 times as likely to be in a collision.

That's because drivers traveling on roads and going in and out of driveways simply aren't watching for cyclists on sidewalks, he said.

People interested in pre-registering for the bike safety class can visit www.ashlandparks.recware.com, or call the parks office at 541-488-5340.

Heimann encouraged people to preregister by April 7. He said people can show up at The Grove and register on the day of the class, but preregistering will help ensure the proper number of instructors for the class size.

If there are more than five students, Heimann said he will be joined by fellow cycling instructor John Colwell.

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