

**CITY OF
ASHLAND**
TRANSPORTATION COMMISSION
Thursday, February 18, 2010
Council Chambers, 1175 East Main Street

Agenda

- I. CALL TO ORDER: 6:00 PM
- II. APPROVAL OF MINUTES: January 21, 2010
- III. PUBLIC FORUM
- IV. ADJUSTMENTS TO THE AGENDA
- V. ACTION ITEMS
 - A. Additional Bicycle Parking at North Main Street (Plaza) (15 minutes)
 - B. Design Review of Interchange @ Exit 14 (ODOT) (30 minutes)
 - C. SOU Master Plan Update (Larry Blake) (10 minutes)
 - D. Commissioner Sponsorship of Events (Staff) (20 minutes)
 - E. RVTD Request for ATC Assistance with SRTS Grant and Speed Education Campaign (Kat Smith) (5 minutes)
- VI. NON ACTION ITEMS
 - A. RVTD Transportation Options Overview (Kat Smith) (5 minutes)
 - B. Planning Commission Update (John Gaffey) (5 minutes)
 - C. Grandview Dr. Pedestrian Safety Issues (10 minutes)
- VII. INFORMATIONAL ITEMS
 - A. RVTD Ridership Report for December, 2009
 - B. Transportation Commission Subcommittee Minutes, February 4, 2010
 - C. Goal Setting Retreat Set for April 17, 2010
 - D. Traffic Safety Connection
 - E. Shared Use Streets Article
 - F. Child Safety Seat Training in Medford
 - G. Bicycle Rights Resources & Vehicle Law Clinic Schedule
- VIII. NEXT MEETING/SUGGESTED AGENDA TOPICS
 - A. Faith Avenue / Highway 66 Intersection
 - B. Signal Detector Retrofits to Accommodate Bike Detection
 - C. Share the Road Education Idea
 - D. Crosswalk on East Main at Campus Way
- IX. COMMISSIONER COMMENTS
- X. ADJOURN: 8:00 PM

Next meeting scheduled for March 18, 2010 @ 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

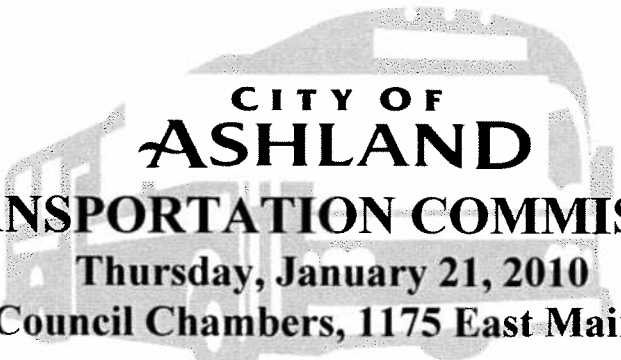
Transportation Commission

Contact List as of October 5, 2009

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
Tom Burnham	Commissioner	482-4467	1344 Apple Way	ntburnham@gmail.com	4/30/2010
John Gaffey	Commissioner	482-2935	637 Oak Street	gaffey@charter.net	4/30/2010
Brent Thompson	Commissioner	488-0407	582 Allison	brenttho@mind.net	4/30/2011
Julia Sommer	Commissioner	552-1942	1158 Village Square Drive	juliamsommer@gmail.com	4/30/2011
Colin Swales	Commissioner	488-0939	143 8 th Street	colinswales@gmail.com	4/30/2011
Matt Warshawsky	Commissioner	488-0917	821 Indiana Street	ashland@azcotech.com	4/30/2012
Eric Heesacker	Commissioner	482-6034	2360 Ranch Road	eric.heesacker@gmail.com	4/30/2012
David Young	Commissioner	488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2012
Steve Hauck	Commissioner	878-2702	453 Wightman Street	stephenhauck@yahoo.com	4/30/2010

Non Voting Ex Officio Membership

Mike Faught	Director of Public Works Commission Secretary	488-5587	20 E. Main Street	faughtm@ashland.or.us	
David Chapman	council liaison	488-0152	390 Orchard Street	david@council.ashland.or.us	
Brandon Goldman	Planning	488-5305	20 E. Main Street	goldmanb@ashland.or.us	
Steve MacLennan	Police	552-2809	20 E. Main Street	macleanns@ashland.or.us	
Scott Hollingsworth	Fire	552-2932	20 E. Main Street	Hollings@ashland.or.us	
Larry Blake	Southern Oregon University Ashland Schools	482-2564	1250 Siskiyou Bv	blakel@sou.edu	
Dan Dorrell PE	ODOT	774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Nathan Broom	RVTD	608-2411	3200 Crater Lake Av – 04 20 E. Main Street	n.broom@rvtd.org	
Jenna Stanke	Ashland Parks Jackson County Roads		200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org	
Eve Woods	Student Liaison	773-8515	920 W 11 th Street #3 Medford OR 97501	Eve_woods@hotmail.com	
Staff Support					
Nancy Slocum	Public Works Clerk	552-2420	20 E Main Street	slocumn@ashland.or.us	
Jim Olson	Engineering Services Manager	488-5347	20 E. Main Street	olsonj@ashland.or.us	
Karl Johnson	Assistant Engineer	552-2415	20 E Main Street	johnsonk@ashland.or.us	



**CITY OF
ASHLAND**
TRANSPORTATION COMMISSION
Thursday, January 21, 2010
City Council Chambers, 1175 East Main Street

Minutes

Attendees: Tom Burnham, John Gaffey, Steve Hauck, Eric Heesacker, Julia Sommer, Colin Swales (Chair), Brent Thompson, Matt Warshawsky, David Young

Absent: None.

Ex Officio Members: David Chapman, Brandon Goldman, Larry Blake, Kat Smith, Steve MacLennan

Staff Present: Mike Faught, Jim Olson, Nancy Slocum

I. CALL TO ORDER: 6:00 PM

II. APPROVAL OF MINUTES:

Minutes of December 21, 2009 were approved as presented.

III. PUBLIC FORUM:

Egon Dubois questioned the roll of the Transportation Commission Subcommittee and how meetings were publicized. Swales directed Dubois to the Transportation Commission formation ordinance (Ordinance No. 2975). The subcommittee meetings were open to the public. The agenda was set by both the Public Works Director and the Chair of the Commission. Slocum was directed to publicize subcommittee meetings by sending agenda to the Daily Tidings and posting it on the website. Dubois thought there should be another mouthpiece for the public as two commissioners were combined into one.

IV. ADJUSTMENTS TO THE AGENDA:

RVTD report was moved to follow Commission training so Smith did not have to wait until the end of the meeting. Setting a date for the Commission goal setting retreat was also added as well as a Transportation System Plan (TSP) update.

V. ACTION ITEMS:

A. Commission Training by Barbara Christensen, City Recorder

Christensen's position as City Recorder was guided by Oregon state law. She reminded Commissioners that as volunteers they represented all citizens and not a single point of view. Meetings could be held electronically, but they must meet public meeting law i.e. they must be noticed, have written minutes, be accessible as a public venue and be ADA accessible. With email the length of time between responses became a defacto chat room. She recommended against it and using a list serve, but ultimately it would be a Council decision. The public had the right to examine all public records and even notes were subject to a three year retention rule. Law violations void any decisions made and are subject to a \$5,000 fine, removal from post and a \$500 City fine.

B. RVTD Briefing

Kat Smith would be replacing Nathan Broom as the Ex-Officio member for RVTD. She summarized the December, 2009 Monthly Ridership Report. Ashland was down 13.6% over last

year at the same time while countywide was down 12.1%. The Commission wondered how the county number would appear without Ashland. They would like to see a three year analysis.

C. Croman Master Plan Update

Commission discussed the need to review the plan. Swales reminded them that the Planning Commission purposely left transportation issues out of their discussion so the Transportation Commission could discuss it. Goldman said that since the last meeting he made revisions to the amendment process (Section 18.53). Bike lanes and sidewalk widths would now be minor amendments. There was also an east / west solar orientation change. Phase I leaves Croman Road in place and adds Central Avenue. In Phase II, there would be a need to acquire ODOT property, vacate city-owned property and realign Tolman Creek Road. As long as the right-of-way was locked in place, bike lanes could be reconfigured, but not eliminated.

Thompson was in favor of the plan revisions. Any applicant applying for a site review would have enough time for staff to interface with Transportation Commission before the Planning Commission made its final decision. Swales wondered who paid for infrastructure. Faught was drafting an Advanced Financing Ordinance for the City Council's review. The proposed ordinance was a financial mechanism to reimburse publicly or privately funded public improvement projects that have direct benefit to other property owners. It was similar to an LID as it distributed the cost of public improvement projects based on benefited use; the difference between the two was that Advanced Financing was due when the property owner ties into the public improvement. In addition, the City received a TGM grant to assist in the plan.

Faught reviewed the Traffic Impact Analysis (TIA) that showed three land use alternatives plus a "no build" option and their projected effect on transportation circulation especially Highway 66 (Ashland Street), Highway 99 (Siskiyou Boulevard), Tolman Creek Road and Mistletoe Road. Any needed mitigation would be paid for by the developer. TIA looked only at vehicle mitigation, not multi-modal mitigation.

Warshawsky was fine with the revised plan as long as it was amendable in the future. Goldman noted that plan language was also revised so that no access would be allowed on Central Avenue. This would reduce the number of vehicle / bicycle or pedestrian conflicts. He thought public discussion was needed on the pros and cons of separated bike lanes. Faught added that minor amendments could also be made through the TSP update. Burnham was concerned that the printed maps and standards, although alterable, would be construed as having been approved by the Commission.

Motion:

Thompson moved to recommend that staff pursue at, above and/or below grade railroad crossing easements for all forms of transportation. Motion died for lack of a second.

Warshawsky moved that the Commission recommend to the Planning Commission and the City Council that the final design of Central Boulevard be reviewed by the Transportation Commission before it is finalized and constructed. Hauck seconded the motion and it passed unanimously.

D. Transportation Commission Goal Setting Retreat

Commission discussed whether or not to set goals at a separate meeting and how time sensitive the issue was. The Commission asked staff to choose several dates and email Commissioners. Burnham suggested using Traffic Safety Commission and Bicycle & Pedestrian Commission goals as a template.

E. TSP Update

Faught reported that Kittleson & Associates won the TSP Update contract in the amount of \$416,000. The contract provided for an optional cost savings clause of \$40,000 which would only be put into action upon approval of the Commission. Council approved the contract in a three to two vote. There would be a kick-off meeting with the consultants in mid March. He reminded the Commission that a TGM grant was awarded in the amount of \$125,000 with another \$66,000 possible this year.

Thompson thought System Development Charge money should only be used for physical improvements.

VI. NON ACTION ITEMS

A. Planning Commission Update

No discussion on this item.

B. SOU Master Plan Update

Item tabled until March meeting.

VII. INFORMATIONAL ITEMS & COMMISSIONER COMMENTS:

Commission, by consensus, agreed to have RVTDC communicate to the Commission via memorandum in the monthly packet in order to save time at the meeting. This policy would be for non-routine issues such as the monthly ridership report.

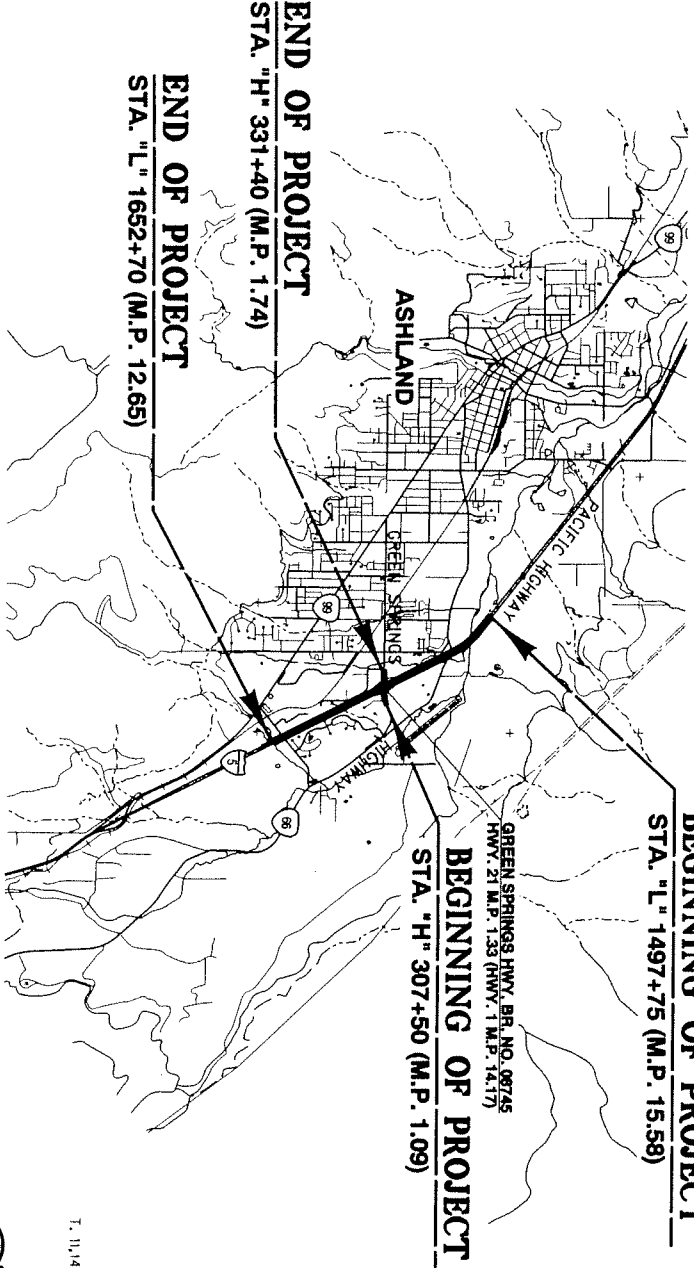
VIII. ADJOURN: 8:10 PM

Respectfully submitted,
Nancy Slocum, Accounting Clerk I

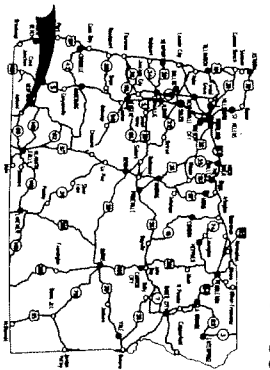
INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
1A	Index of Sheets
1A-2	Std. Dep. Nos.

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED PROJECT
GRADING, DRAINAGE, STRUCTURES, PAVING,
SIGNING, ILLUMINATION, SIGNALS, AND ROADSIDE DEVELOPMENT
I-5: GREEN SPRINGS HWY (EXIT 14) - BUNDLE 316
PACIFIC AND GREEN SPRINGS HIGHWAYS
JACKSON COUNTY
APRIL 2010

ADVANCE COPY
SUBJECT TO CHANGE



T. 11,14 S. 39S. R. 1 E., W.M.



Overall Length of Project - 2.9 Miles

ATTENTION:
Oregon Law Requires You To Follow Rules Adopted By The Oregon Utility Notification Unit (OUNU). Call 503-001-0000 Through 503-001-0001. You May Obtain Copies Of The Rules By Calling The Office. Note: The Telephone Number For The Oregon Utility Center Is 503-232-1581.

LET'S ALL
WORK TOGETHER
TO MAKE THIS
JOB SAFE

OREGON TRANSPORTATION COMMISSION
COL LATHROP VICE CHAIR
MICHAEL MCELROY CHAIR
JENNIFER WILSON COMMISSIONER
ALAN BROWN COMMISSIONER
DAVID LORSON COMMISSIONER
DORIS L. CORRETT DIRECTOR OF TRANSPORTATION

PLANS PREPARED FOR
ODOT
BY
Q QUINCY ENGINEERING, INC.

These plans were developed using ODOT design standards. Excavators to these standards. If any, have been submitted and approved by the ODOT Chief Engineer or their delegated authority.

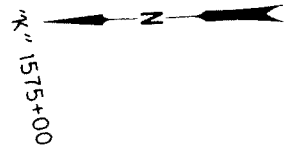
By: _____
Signature & date

Print name and title

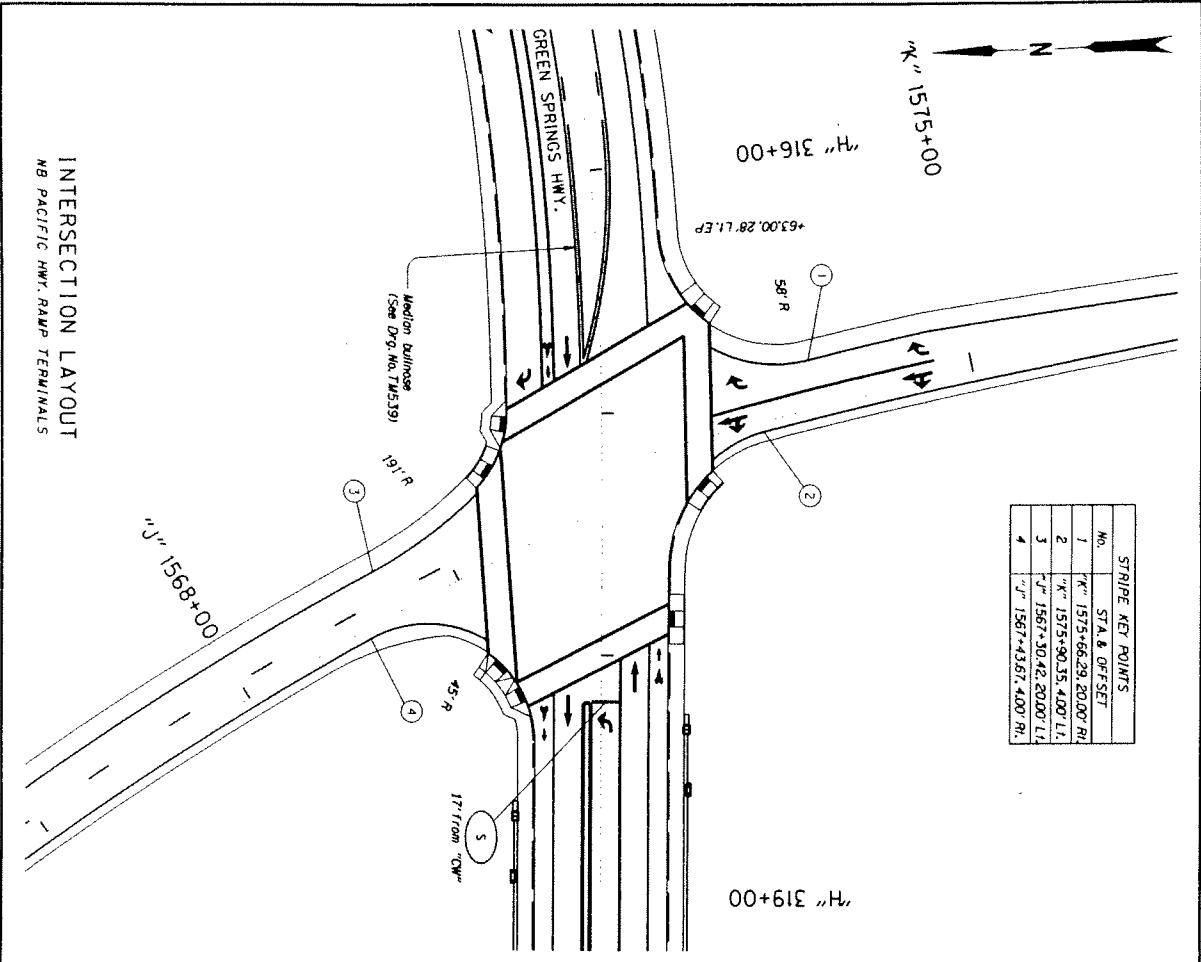
Consentance by ODOT Chief Engineer

I-5: GREEN SPRINGS HWY (EXIT 14) - BUNDLE 316
PACIFIC HIGHWAY
JACKSON COUNTY

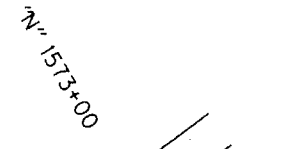
FEDERAL HIGHWAY ADMINISTRATION	PROJECT NUMBER	SHEET NO.
OREGON DIVISION	X-1M-011A-5001(560)	1



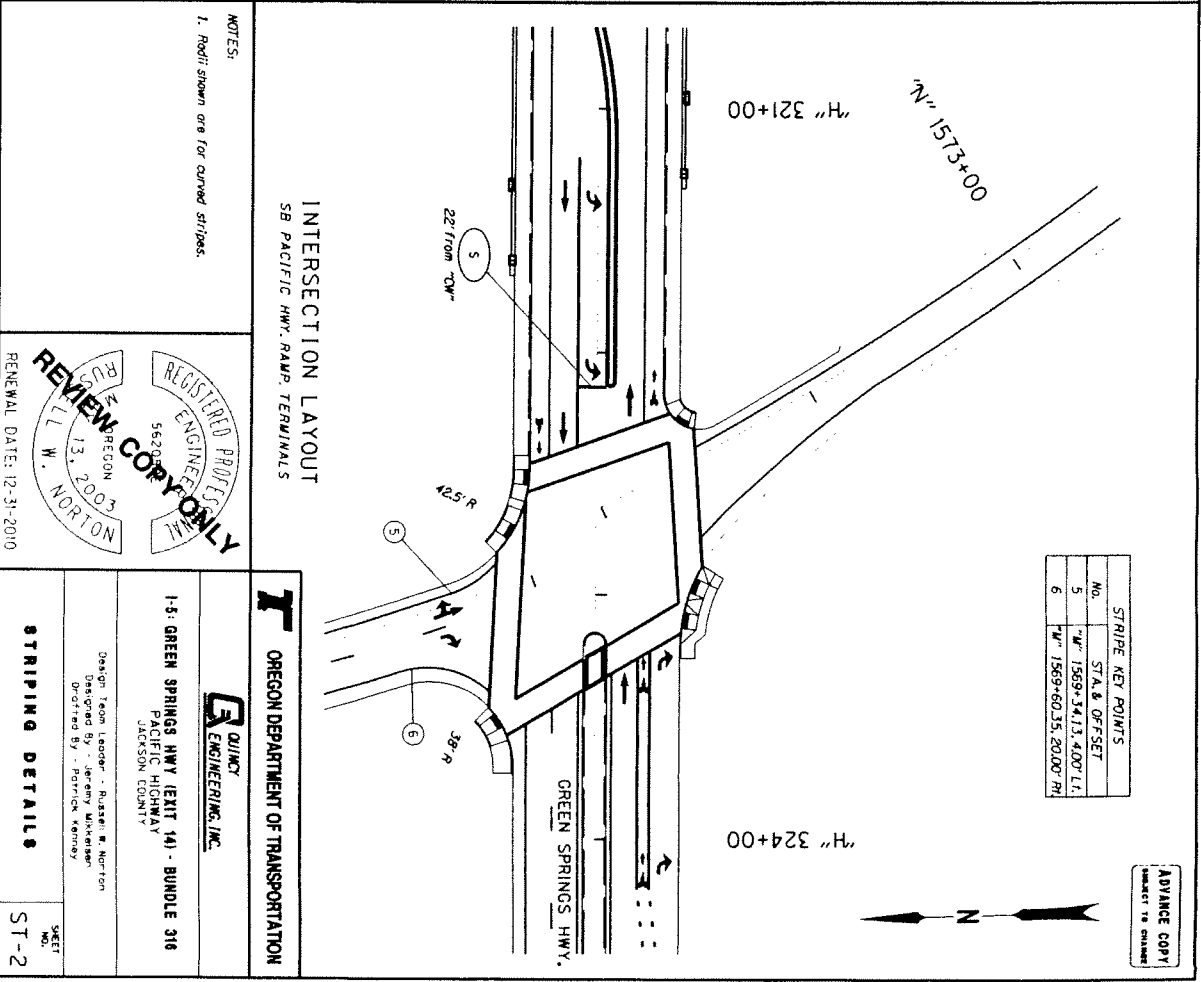
STRIPING KEY POINTS	
NO.	STA. & OFFSET
1	"K" 1575+66.29, 20.00' RI
2	"K" 1575+90.35, 4.00' LI
3	"J" 1567+30.42, 20.00' LI
4	"J" 1567+43.67, 4.00' RI



INTERSECTION LAYOUT
NB PACIFIC HWY. RAMP TERMINALS

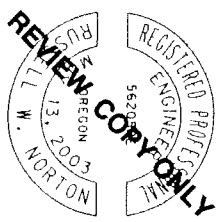


STRIPING KEY POINTS	
NO.	STA. & OFFSET
5	"N" 1569+34.13, 4.00' LI
6	"N" 1569+60.35, 20.00' RI



INTERSECTION LAYOUT
SB PACIFIC HWY. RAMP TERMINALS

NOTES:
1. Radii shown are for curved stripes.



OREGON DEPARTMENT OF TRANSPORTATION

QUINCY ENGINEERING, INC.

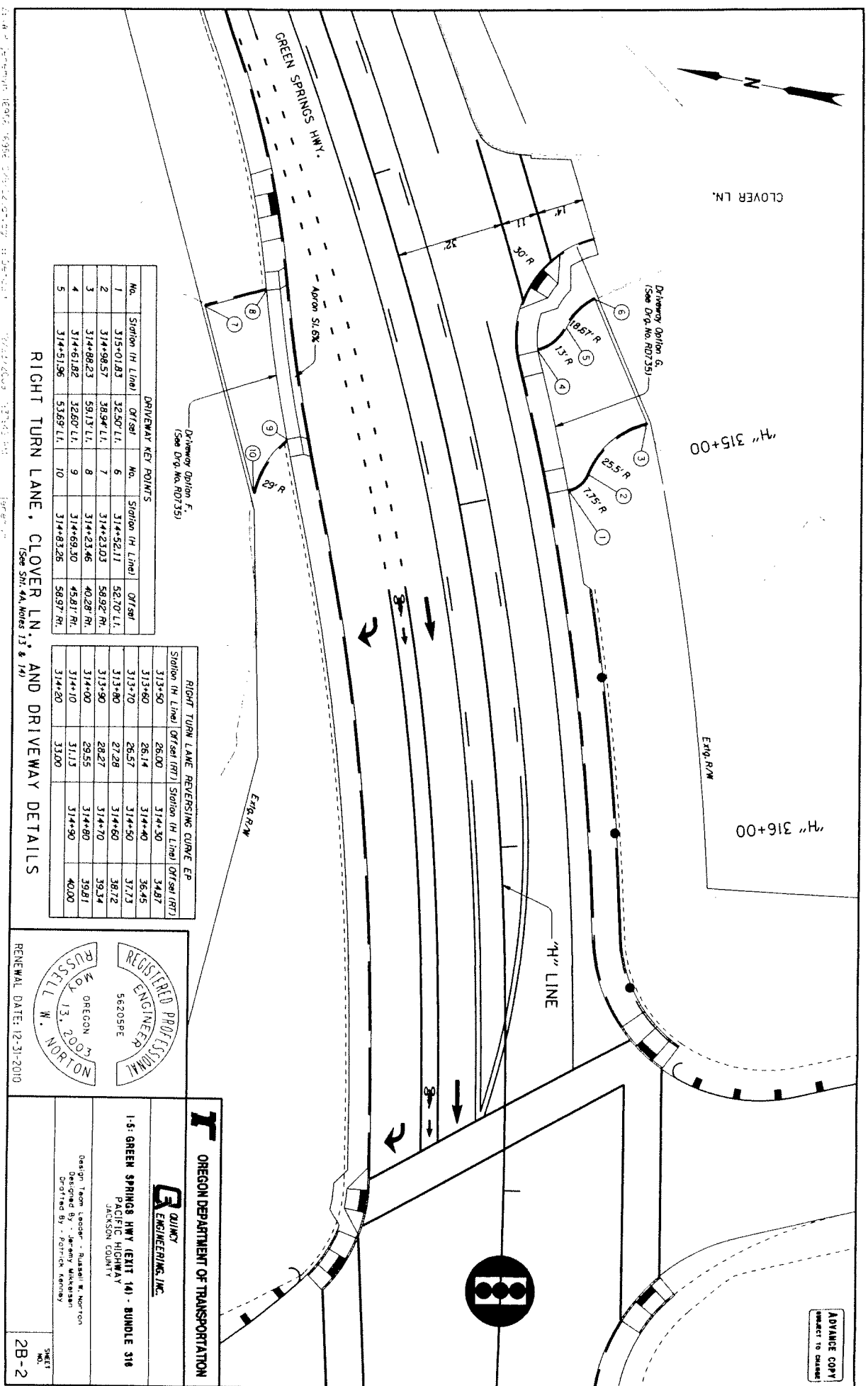
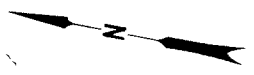
1-5: GREEN SPRINGS HWY (LENT 1A) - BUNDLE 318
PROJECT NO. 0401A1
JACKSON COUNTY

Design Team Leader - Russell W. Norton
Designed By - Jeremy Wickert
Checked By - Patrick Verney

STRIPING DETAILS

SHEET NO. ST-2

ADVANCE COPY
INDICATE THE CHANGE



DRIVEAWAY KEY POINTS

No.	Station (H Line)	Offset	No.	Station (H Line)	Offset
1	315+01.83	32.50' L.	6	314+52.11	52.70' L.
2	314+98.57	38.94' L.	7	314+23.03	58.92' R.
3	314+88.23	59.13' L.	8	314+23.46	40.28' R.
4	314+61.82	32.80' L.	9	314+69.30	45.81' R.
5	314+51.96	53.69' L.	10	314+83.26	58.97' R.

RIGHT TURN LANE REVERSING CURVE EP

Station (H Line)	Offset (FT)	Station (H Line)	Offset (FT)
313+50	26.00	314+30	34.87
313+60	26.14	314+40	36.45
313+70	26.57	314+50	37.73
313+80	27.28	314+60	38.72
313+90	28.27	314+70	39.34
314+00	29.55	314+80	39.81
314+10	31.13	314+90	40.00
314+20	33.00		

RIGHT TURN LANE, CLOVER LN., AND DRIVEWAY DETAILS
(See Sht. 4A, Notes 13 & 14)

REGISTERED PROFESSIONAL ENGINEER
No. 56205PE
RUSSELL W. NORTON

OREGON
EXPIRES 12-31-2010
RENEWAL DATE: 12-31-2010

OREGON DEPARTMENT OF TRANSPORTATION

QUINCY ENGINEERING, INC.

1-5: GREEN SPRINGS HWY (EXIT 14) - BUNDLE 318
PACIFIC HIGHWAY
JACKSON COUNTY

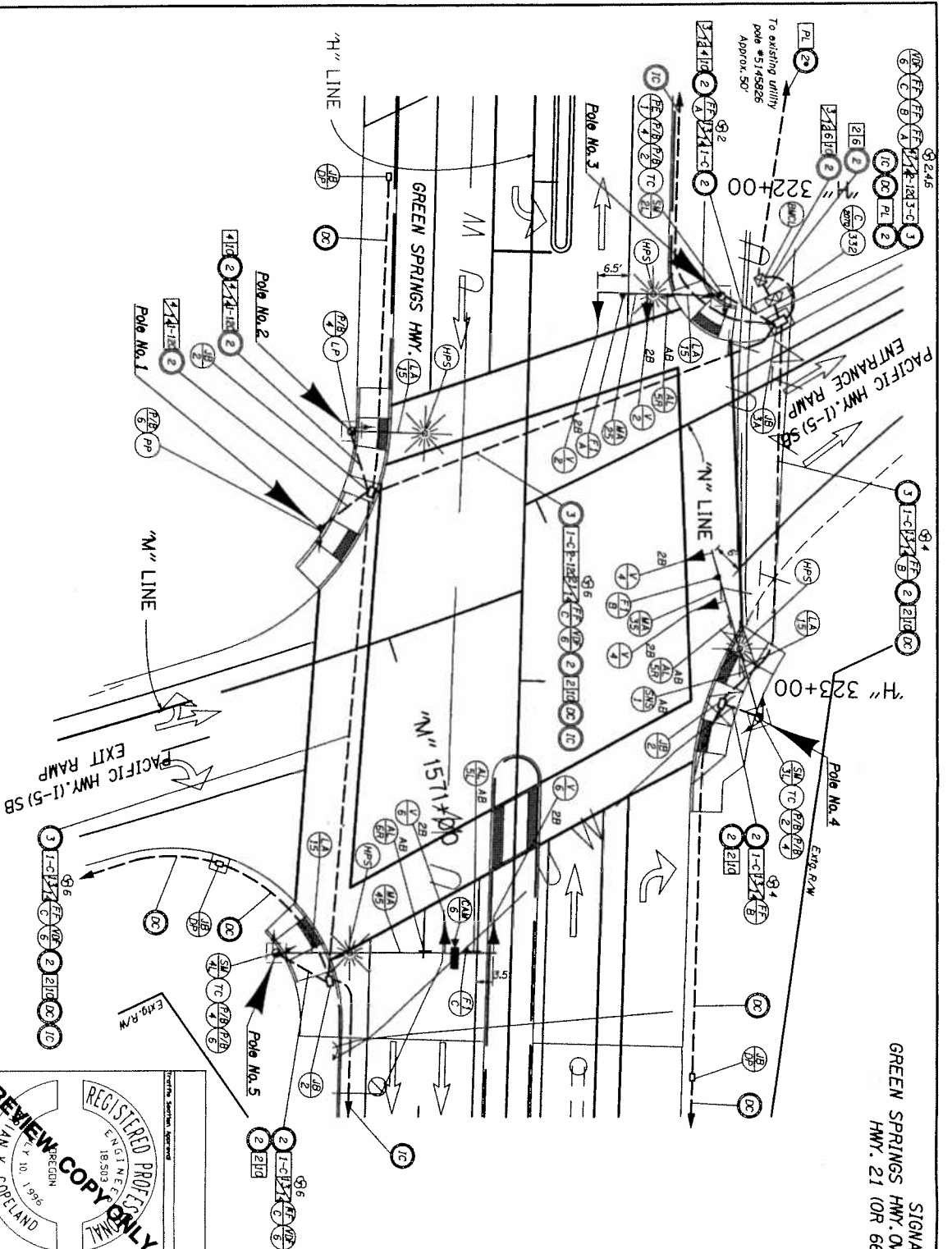
Design Team Leader - Russell W. Norton
Designed By - Jeremy Miksaen
Drafted By - Patrick Kennedy

SHEET NO. 28-2

ADVANCE COPY
SUBJECT TO CHANGE

13: W. J. JENSEN, REG. 56205PE, CIVIL ENGINEER, 1100 N. W. 10TH ST., SUITE 100, GAINESVILLE, FL 32609-4000
 1978-2010

SIGNAL PLAN
GREEN SPRINGS HWY. OVER PACIFIC HWY. (I-5) SB
HWY. 21 (OR 66) SB AT M.P. 1.39



ADVANCE COPY
 SUBJECT TO CHANGE



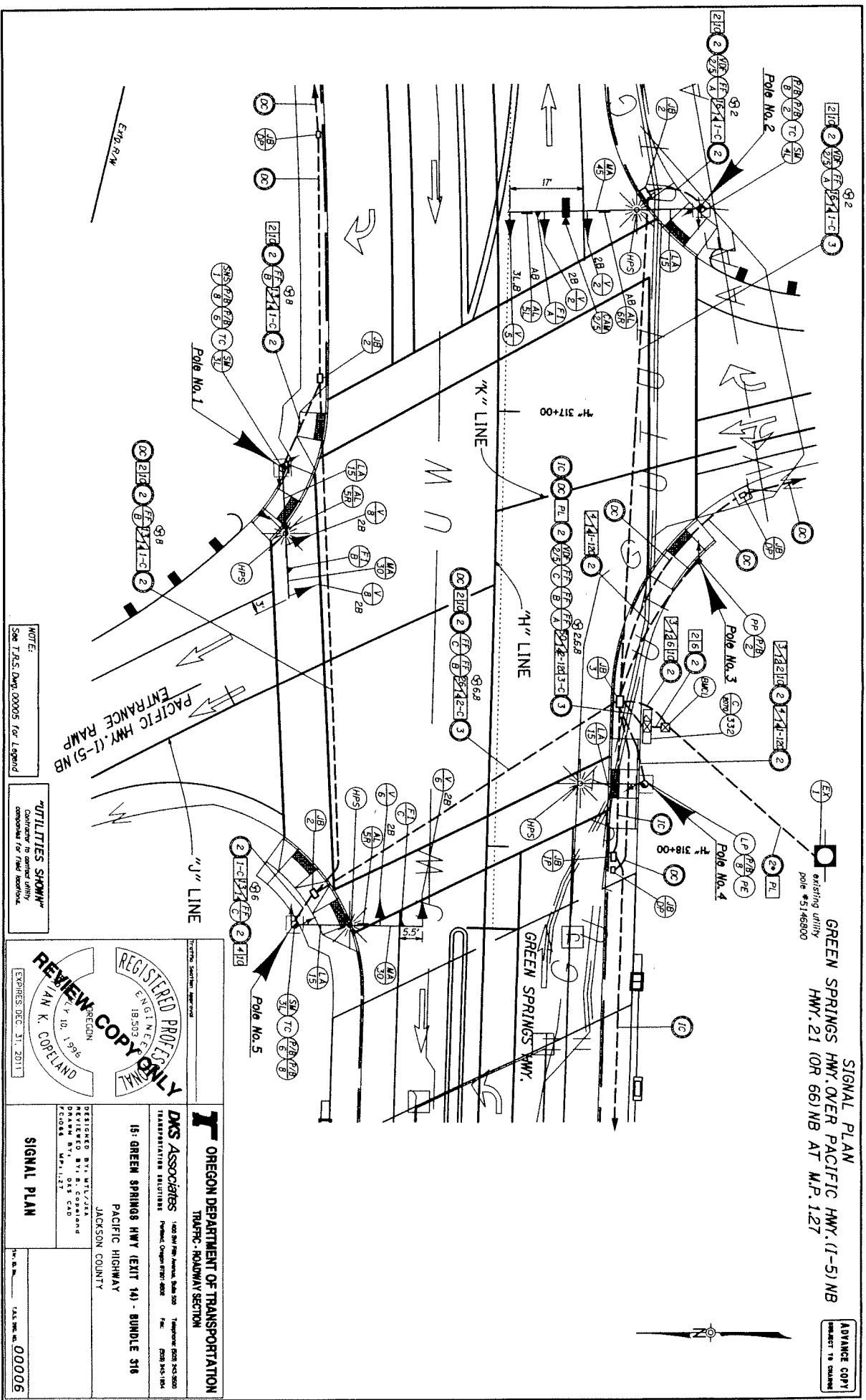
UTILITIES SHOWN
 CONTINUE TO POWER ENTRY
 COMPLETE FOR FIELD SERVICE

NOTE:
 SEE T.R.S. DWG. 00001 FOR LEGEND

	OREGON DEPARTMENT OF TRANSPORTATION TRAFFIC - ROADWAY SECTION
	DMS Associates 1405 West Avenue, Suite 200 Tualatin, Oregon 97062 Phone: (503) 645-3000 Fax: (503) 645-3044
DESIGNED BY: R.T./J.A.K. DRAWN BY: R.C. BOHRING CHECKED BY: M.P. 1.39 DATE: 12/18/2009	1B: GREEN SPRINGS HWY. EXIT 14 - BUNDLE 316 PACIFIC HIGHWAY JACKSON COUNTY
SIGNAL PLAN	PROJECT NO. 00002

SIGNAL PLAN
GREEN SPRINGS HWY. OVER PACIFIC HWY. (I-5) NB
HWY. 21 (OR 66) NB AT M.P. 1.27

ADVANCE COPY
 SUBJECT TO CHANGE



"UTILITIES SHOWN"
 Contractor to verify utility
 conditions for final location.

NOTE:
 See T.R.S. Draw 00005 for Legend

12/18/2009

X:\Projects\2008_P08239-000_1086P Bundle 314\Microsoft\Station\Bunde 316-Green Springs HWY\18956-TR.S006

<p>REGISTERED PROFESSIONAL ENGINEER 18,503 IAN K. COPELAND SPRINGS, DEC. 31, 2011</p>	
<p>OREGON DEPARTMENT OF TRANSPORTATION TRAFFIC - ROADWAY SECTION</p>	
<p>DKS Associates 1403 SW 7th Avenue, Suite 500 Tualatin, Oregon 97062</p>	<p>Telephone: 503-243-3300 Fax: 503-243-1844</p>
<p>16: GREEN SPRINGS HWY (EXIT 14) - BUNDLE 316 PACIFIC HIGHWAY JACKSON COUNTY</p>	
<p>DESIGNED BY: MTC/JAK CHECKED BY: JAC/JAK DRAWN BY: JAC/CAD DATE: 11/11/09 SCALE: AS SHOWN</p>	
<p>SIGNAL PLAN</p>	<p>PROJECT NO. 00006</p>

Memo

CITY OF
ASHLAND

Date: February 11, 2010
From: James Olson
To: Transportation Commission
Re: ADDITIONAL BICYCLE PARKING ON NORTH MAIN STREET (PLAZA)

Question:

Will the Transportation Commission approve a recommendation to alter the island at the entrance to the Plaza in order to eliminate one vehicle parking space, add bicycle parking and accommodate newsracks and sidewalk dining?

Staff Recommendation:

Staff recommends approval of this proposal. The plan has several positive aspects including:

1. Eliminates the vehicle parking space nearest the concrete island which is difficult to enter into and exit from and which backs directly into the crosswalk.
2. Provides parking for ten or more bicycles.
3. Allows the use of a portion of the island for sidewalk dining.
4. Provides a convenient location to install newsracks and publication boxes.

Background:

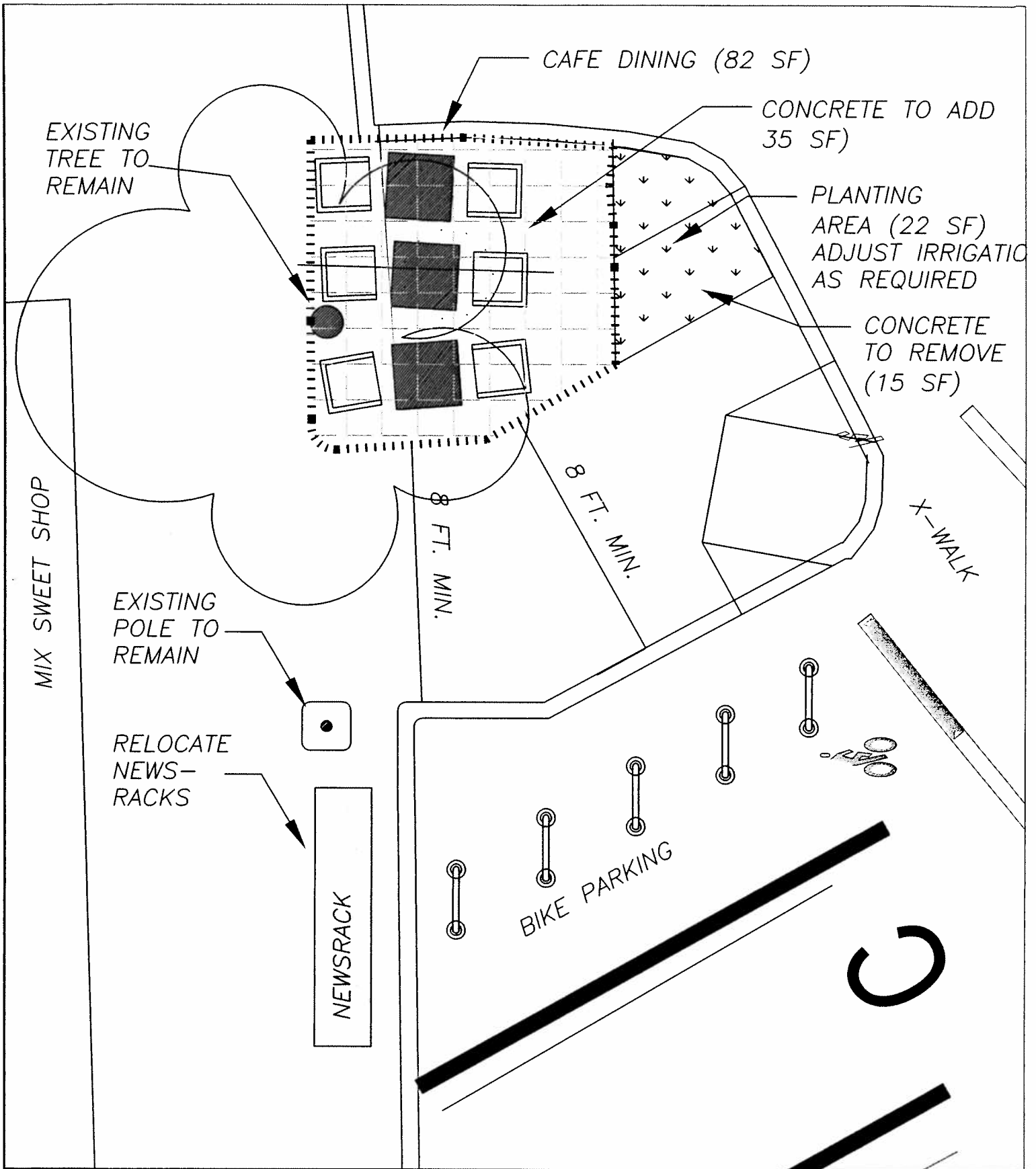
With the adoption of Ordinance No. 2009, the new sidewalk encroachment standards, it is more difficult to find adequate room in the Central Business District to place publication boxes and sidewalk dining areas and staff has had to look at reconfiguring some of the existing sidewalk furniture. One such problem area is directly in front of Mix Sweet Shop. In years past they have used a portion of the adjacent concrete bumpout for sidewalk dining. The new ordinance establishes dimensions that preclude that option. Additionally, staff is looking for a location in the vicinity to install twelve feet of newsracks.

To accomplish these goals staff proposes that the first parking space adjacent to the bumpout be converted to bike parking. This parking space is problematic as it is difficult for motorists to enter and exit, it requires vehicles to back into the traffic stream on North Main Street, and it adversely impacts the crosswalk. In addition, the interior of the bumpout needs be reconfigured and the existing landscaping relocated and replaced with a low profile ground cover.

The downside of this proposal is that one much needed parking space would be lost. This loss could be mitigated, however, by reducing the width of each of the eight adjacent parking spaces (currently 9' wide) by one foot (to 8' wide). An 8' wide space is defined as a "compact" space.

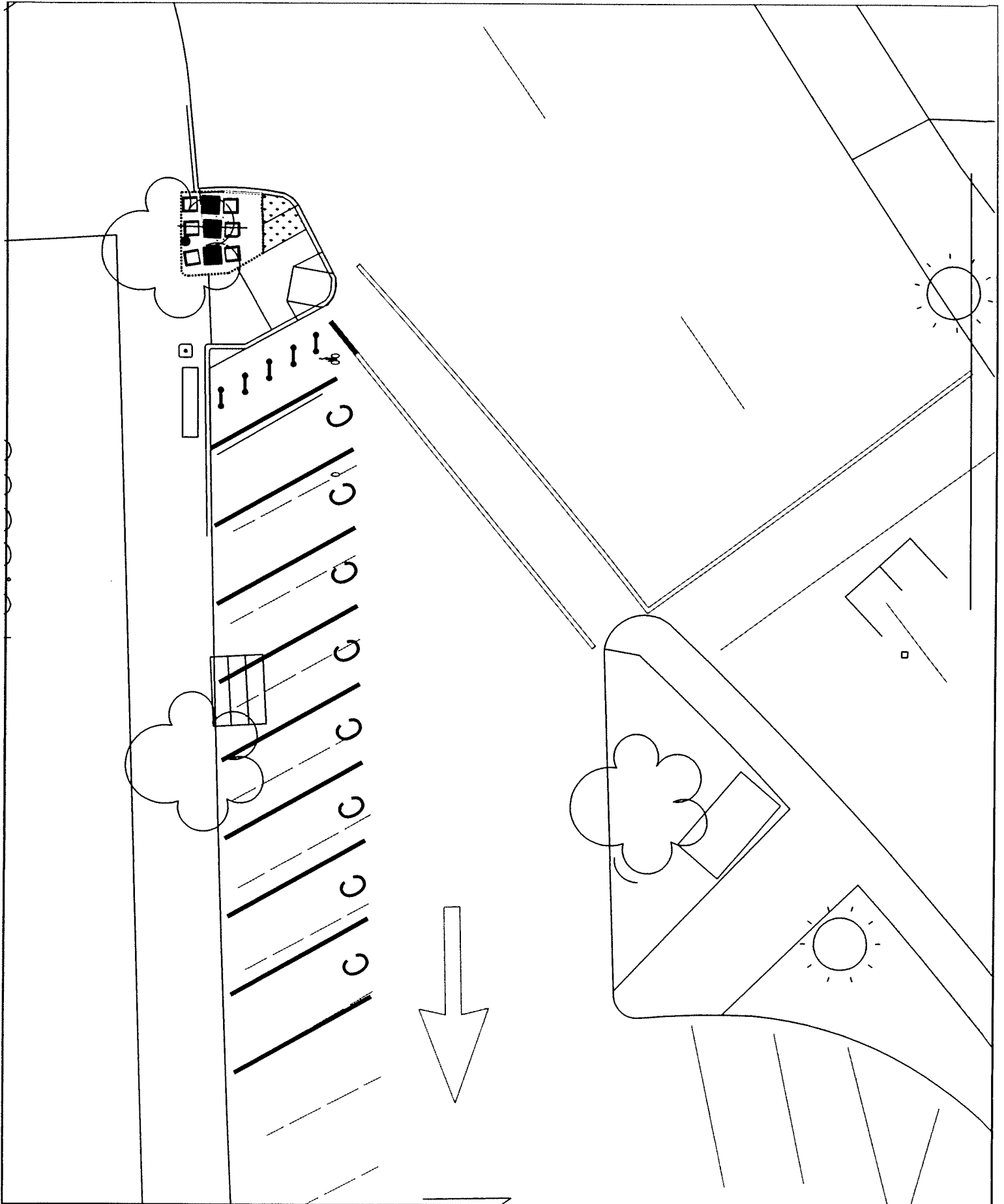
ENGINEERING DIVISION Tel: 541/488-5347
20 E. Main Street Fax: 541/488-6006
Ashland OR 97520 TTY: 800/735-2900
www.ashland.or.us





SITE PLAN - Mix Sweet Shop





SITE PLAN - Mix Sweet Shop - P1



Memo

CITY OF
ASHLAND

Date: February 10, 2010
From: James H. Olson
To: Transportation Commission
Re: TRANSPORTATION SPONSORSHIP OF EVENTS (BIKE SWAP)

A few months ago, Egon Dubois approached this Commission with a request that the Transportation Commission assume sponsorship of the upcoming annual bike swap.

The sponsorship of the bike swap has evolved over the years. Several years ago the event was sponsored entirely by the Bike and Pedestrian Commission. The event soon became too large for the small commission to effectively manage and they requested the aid of the Parks and Recreation Commission. Over the ensuing years the Parks staff assumed more and more of the responsibility of the event, and by the time that the Bike and Ped was disbanded; Parks had assumed full sponsorship and responsibility.

The bike swap continues to grow, as does the demand for staff to manage the event. This year, Parks has joined with Ashland Fire and Rescue (AFR) to jointly sponsor the event. This may or may not be a long term arrangement, but for now it seems to work well and both Fire and Parks are happy with the arrangement.

There is, of course, a demand for numerous volunteers to help manage the event and Parks has asked for our support in that regards.

This year's bike swap will be held on April 17, 2010. If you can volunteer your services on the 16th and/or the 17th, please contact:

Rachel Dials (Parks) at 541-552-2260 or
Scott Hollingsworth (AFR) at 541-482-2770, extension 2932

If this commission wishes to sponsor this or other events in the future, some things to be considered are:

1. The availability of persons who can dedicate long hours in organizing and managing the event.
2. The number of volunteers who might be available.
3. How might the event be funded?
4. How will funds received be handled and dispersed.



MEMO

To: Ashland Transportation Commission
From: Kat Smith
Date: 1/5/2010
Re: RVTD Transportation Options Department



RVTD Transportation Options Department Overview

Transportation Options in Oregon

ODOT's Public Transit Division assists communities with the development of alternative transportation methods, including rideshare programs, park and ride lots, telecommuting programs, and information and incentive programs to encourage the use of alternatives to driving alone. Reducing the number of vehicles on the road helps ODOT manage traffic volumes.

There are seven cities/regions in Oregon with such programs, and ODOT provides funding to the agencies responsible for conducting these programs, which include transit agencies, city governments, councils of governments and private non-profit agencies.

Each region of ODOT determines funding levels for the Transportation Options (TO) programs within the region. The process varies but typically involves a funding request by the responsible entity for inclusion in the State Transportation Improvement Program (STIP). The TO programs are federally funded.

(Adapted from www.oregon.gov/ODOT/PT/PROGRAMS/trans_options_program.shtml)

RVTD houses the Transportation Options program for southwest Oregon

Our program promotes alternatives to driving alone, and our primary activities are these:

- **Education:** programs in local schools include "Gus Rides the Bus" Interactive Bus program, bicycle safety education classes, Safe Routes to School program coordination, and Walk and Bike to School Day.
- **Public Outreach:** look for the RVTD booth at local events throughout the year to learn about your transportation options.
- **Employer Outreach:** includes employee bus pass program, tax credit assistance, carpool matching, park & ride lots, and our other services to employers.
- **Government Outreach:** the Transportation Options program works with local government to promote policies and infrastructure that reduce reliance on automobile transportation.
(http://www.rvtd.org/way_to_go_program.php)

Current RVTD Transportation Options activities in Ashland:

- Ashland Community Bike Swap – co-sponsor (collaboration with Ashland Parks and Rec. and ATC)
- Ashland Car Free Day – co-sponsor (collaboration with Ashland Bike and Ped. Commission/ATC)
- Safe Routes to School (SRTS) Maps (collaboration with City of Ashland GIS)
- Safe Routes to School (SRTS) Non-Infrastructure Grant (collaboration with Walker School)
- Walk and Bike to School Coordination and Support (collaboration with Helman, Bellview, Walker, John Muir, Willow Wind, and Ashland Middle School)
- Act as a resource to Ashland Transportation Commission and City of Ashland staff in above mentioned Transportation Option categories

Potential future activities:

- Collaborating with the City of Ashland, which could demonstrate leadership as an employer by adopting a commute trip reduction program. Suggested components include walk/bike/transit incentives, parking cash out, bus pass program, carsharing, and fleet bikes, among others.
- Collaborating with the Ashland school district to expand the SRTS Non-Infrastructure grant to include all elementary and middle schools.

Memo

CITY OF
ASHLAND

Date: February 10, 2010
From: James H. Olson 
To: Transportation Commission
Re: GRANDVIEW DRIVE PEDESTRIAN SAFETY ISSUES

On February 4, 2010 the Transportation Commission sub-committee met to review and discuss the conditions on Grandview Drive as they relate to pedestrian safety issues. This action was in response to a petition received bearing 19 signatures and calling for the construction of sidewalks or pedestrian paths along the street.

The sub-committee reviewed the information provided by staff and moved to refer this issue to the full commission to provide an opportunity for the neighbors to voice their concerns and share ideas for improvement. This issue will be scheduled for the March 18 meeting and staff will notice the neighborhood of the meeting. Additional information regarding traffic speed and volume will also be available at the March Meeting.

The communication and supporting documentation from the February 4, 2010 sub-committee meeting are attached.



Memo

CITY OF
ASHLAND

Date: January 27, 2010
From: James Olson
To: Transportation Commission Subcommittee
Re: PETITION TO CONSTRUCT SIDEWALKS ON GRANDVIEW DRIVE

QUESTION

Will the sub-committee review the attached petition calling for the construction of a pedestrian way on Grandview and make a recommendation to the Transportation Commission?

STAFF RECOMMENDATION

To provide the action requested on the attached petition would require a major construction effort which would most likely involve the formation of a Local Improvement District (LID) to fund the construction. Staff recommends that this issue be submitted to the full commission and that all petitioners and owners be notified by mail of the meeting.

BACKGROUND

Previous Actions

In November 2009, the subcommittee considered a similar request and elected to designate Grandview Drive as a shared roadway to provide a safer area for pedestrians.

Some area owners feel that this is not adequate and that sidewalks or paths must be constructed to provide the necessary protection. The information from the November meeting is attached.

Physical Constraints

The right of way of Grandview Drive is not of uniform width and is very narrow; in some places only 23 to 30 feet wide. Any additional widening would require extensive right of way acquisitions. Since Grandview Drive traverses a very steep hillside and widening would require major retaining wall construction which would constitute a large portion of the construction budget. It would also be necessary to construct drainage improvements along the entire street. The existing street surface is a temporary chip seal which would not withstand the construction traffic and would need to be replaced with a standard pavement further increasing the cost. A rough estimate of the cost of adding sidewalks on one side of the street is shown on the attached sheet.

Other Options

- One-Way Designation

Designating Grandview Drive as a one-way traffic pattern would allow a single lane of traffic to be narrowed enough to provide for a pedestrian way to be delineated on one side of the street.



Unfortunately a one-way pattern would not be convenient to most owners since the alternative routes are not closely adjacent. The one-way street may also increase traffic speeds and would be objectionable for emergency vehicle responses

- Shared Roadway

The shared roadway seems to be the least objectionable of the options, but provides the least amount of protection.

CONCLUSION

Due to the number of the petition signatures and the widespread interest this issue might best be presented to the full commission where a large audience can be accommodated.



**GRANDVIEW DRIVE SIDEWALK CONSTRUCTION
PRELIMINARY ESTIMATE
January 26, 2010**

Item No.	Item Description	Quantity	Unit Cost	Amount
1	Mobilization	Lump Sum	\$ 45,000.00	\$ 45,000.00
2	Clearing	Lump Sum	\$ 25,000.00	\$ 25,000.00
3	Excavation	1200 CY	\$ 25.00	\$ 30,000.00
6	Construct concrete curb (one side)	2200 LF	\$ 12.00	\$ 26,400.00
7	Construct 12" storm drain	1700 SF	\$ 45.00	\$ 76,500.00
8	Construct curb inlets	8 EA	\$ 1,000.00	\$ 8,000.00
9	Aggregate Base	2000 CY	\$ 65.00	\$ 130,000.00
10	A.C. Pavement	1200 Tons	\$ 125.00	\$ 150,000.00
11	Concrete Sidewalk	11000 SF	\$ 7.00	\$ 77,000.00
12	Retaining walls	12000 SF	\$ 30.00	\$ 360,000.00
13	Utility adjustments	Lump Sum	\$ 10,000.00	\$ 10,000.00
15	Traffic control	Lump Sum	\$ 20,000.00	\$ 20,000.00
16	Erosion control	Lump Sum	\$ 5,000.00	\$ 5,000.00
TOTAL				\$ 962,900.00
10% Contingency				\$ 96,290.00
Engineering				\$ 175,000.00
ROW Acquisition				\$ 75,000.00
PROJECT TOTAL				\$ 1,309,190.00

January 13, 2010

Attn: Mike Faught
City of Ashland Director of Public Works
Fax 541-488-6006
Fax 3 pages total

Re: Grandview Drive pedestrian safety

From Mona McArdle
352 Grandview Drive
Ashland, OR 97520
Home 541 -- 488 -- 5208
Cell 541-531-9321

Petition Of Interest Regarding Pedestrian Safety On Grandview Drive.

We the undersigned are residents of the neighborhood above Grandview Drive are concerned about pedestrian safety on Grandview Dr. between Sunnyview, and Scenic. Of the three streets that provide access to this neighborhood (Strawberry, Grandview, and Wimer), Grandview is the most heavily used by pedestrians because it is less steep, and it is a more direct route up and down the hill. Increased neighborhood development and traffic, and increased pedestrian use by residents within and outside of the neighborhood, is creating a pedestrian safety problem on Grandview. We would like to see if sidewalks or a pedestrian safe shoulder could be added.

This form was circulated by Mona McArdle 352 Grandview Drive, 488-5208, and Jennifer Croyle, 225 Sunnyview Dr. 488-2422

Name (Print)	Address	Phone	Signature
MONA McArdle	352 Grandview Dr	488-5208	<i>Mona McArdle</i>
Dan Fellman	352 Grandview Dr	488-5208	<i>Dan Fellman</i>
Philip Newman	276 Sunnyview st	488-7795	<i>Philip H. Newman</i>
Jay DeCarlo	400 Sunshine Circle	488-4910	<i>Jay DeCarlo</i>
DAVE EVANS	430 SUNSHINE CIRCLE	482-5748	<i>D. A. Evans</i>
Karen Evans	430 Sunshine Circle	482-5748	<i>Karen Evans</i>
Steve Daneman	250 Sunnyview St	488-2232	<i>Steve Daneman</i>
Travis Cook	230 Sunnyview st	941-1954	<i>Travis Cook</i>
Petar Croyle	225 Sunnyview Dr	488-2422	<i>Jennifer Croyle</i>
Jennifer Croyle	225 Sunnyview Dr	488-2422	<i>Jennifer Croyle</i>
Nicola D. Stroo	300 Skycrest Drive	488-3583	<i>Nicola D. Stroo</i>
Richard Anderson	315 Skycrest Dr	552-9104	<i>Richard Anderson</i>

Thank You

Jennifer Croyle

From: jen [mailto:jen@petesgourmet.com]
Sent: Sunday, July 12, 2009 5:39 PM
To: 'olsonj@ashland.or.us'
Subject: Grandview Safety

Dear Mr. Olson,

My name is Jennifer Croyle. My address is: 225 Sunnyview, Ashland.

I stopped by the City Works building the other day to discuss my serious safety concerns regarding Grandview Drive and was asked to e-mail you with those concerns.

As you know, Ashland is very much a walking community. My family and neighbors and I imagine many of the residents in our area, have major safety concerns while walking on Grandview either on our way to or back from anywhere in Ashland.

I would like to take this opportunity to list all of my safety concerns and some suggestions I have to minimize those concerns.

*Grandview Dr. is a very narrow road with no side walks.

*It is very curvy, with blind curves.

*There is a steep hill up on one side of the street and a steep drop on the other, making it almost impossible to get out of the way of an on-coming car.

*It is not uncommon for cars to be going approx 40-45 MPH up and down Grandview.

This road is the only way down when traveling north. It is used by people of all ages; older people, families and young teens, especially in the summer time. I frequently see 10 to 15 year olds walking to the (i.e.) reservoir via Grandview.

First off, I would like to propose that 2 to 3 low profile (to not impede bicyclists) speed bumps be placed throughout Grandview Drive. This would have the most dramatic safety affect for the pedestrians using Grandview Drive. The other suggestions I have are to place signs, not necessarily in order of importance, along Grandview: Posted speed signs (there are none)

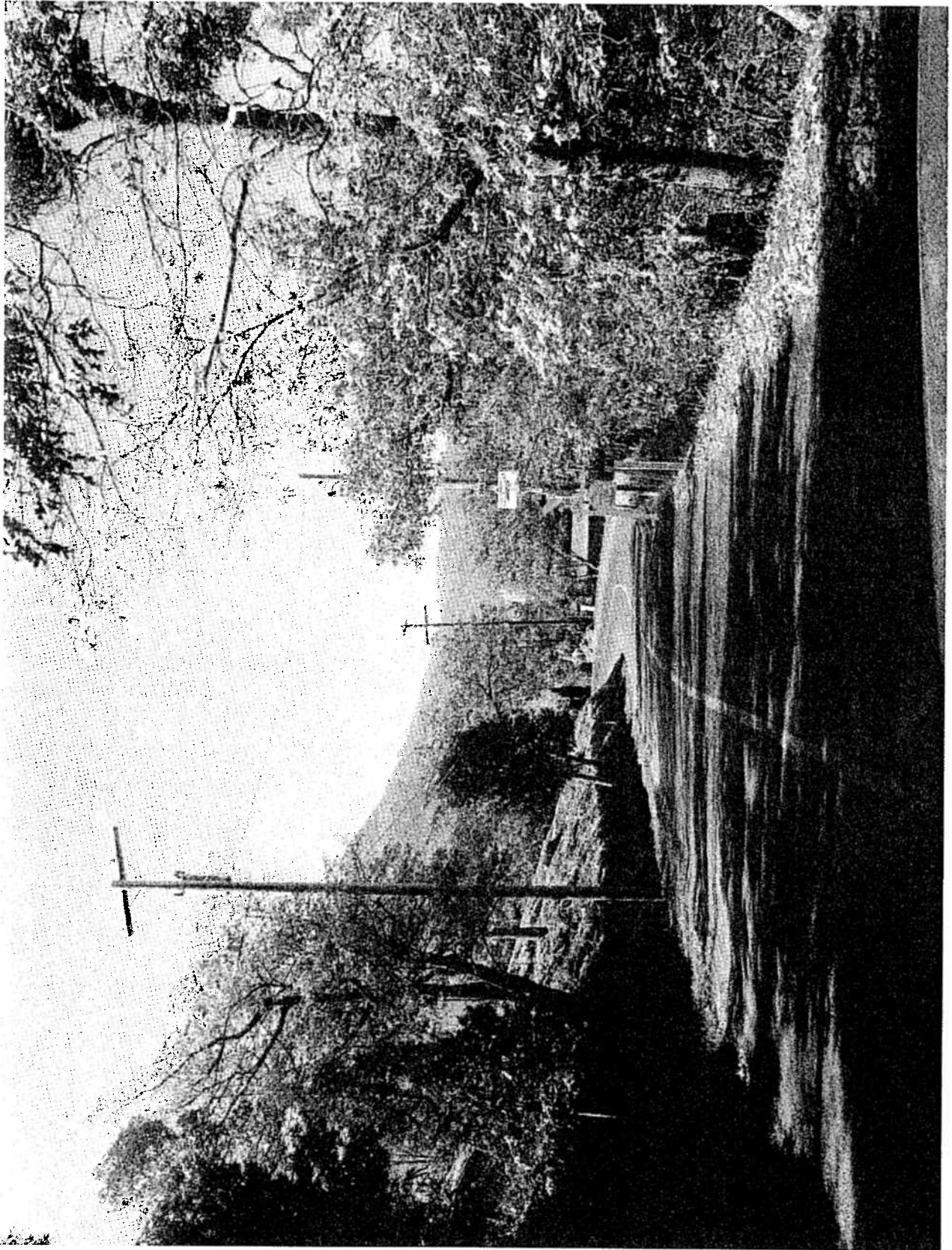
Watch for Pedestrians

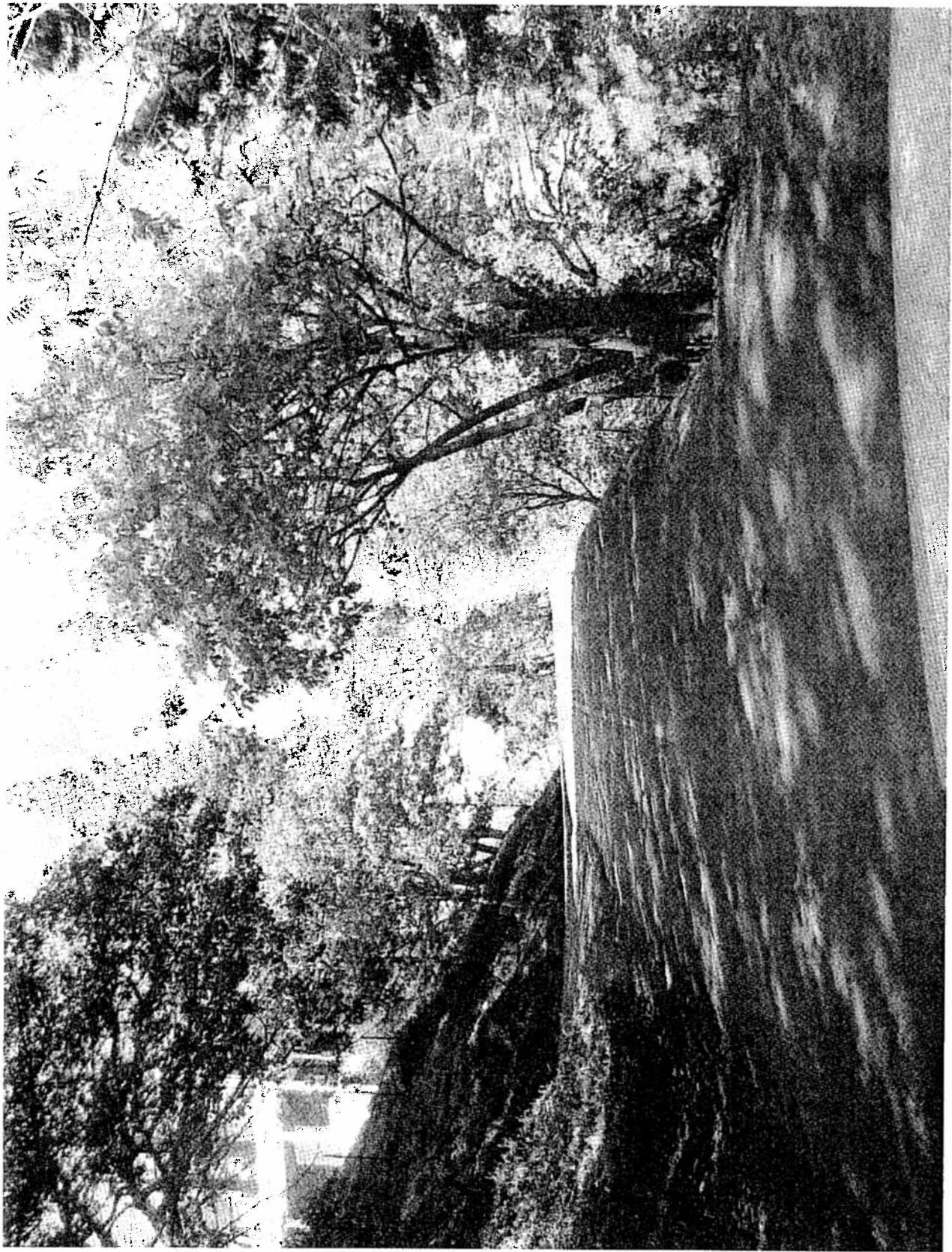
Watch for Children/Children at Play

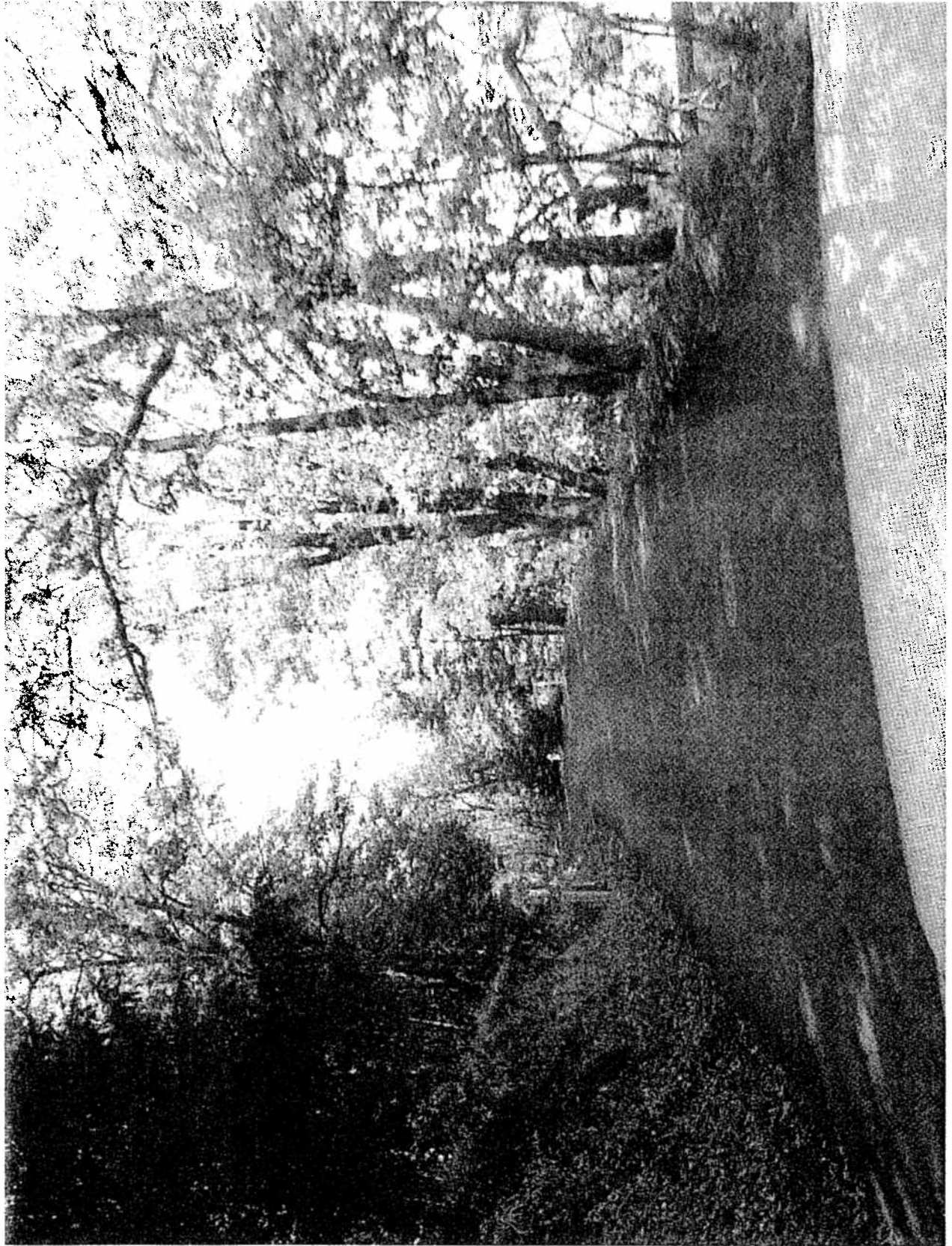
Due to the fact that the street design does not give a pedestrian any way of getting out of harms way, I feel it is important to act before there is a life threatening incident.

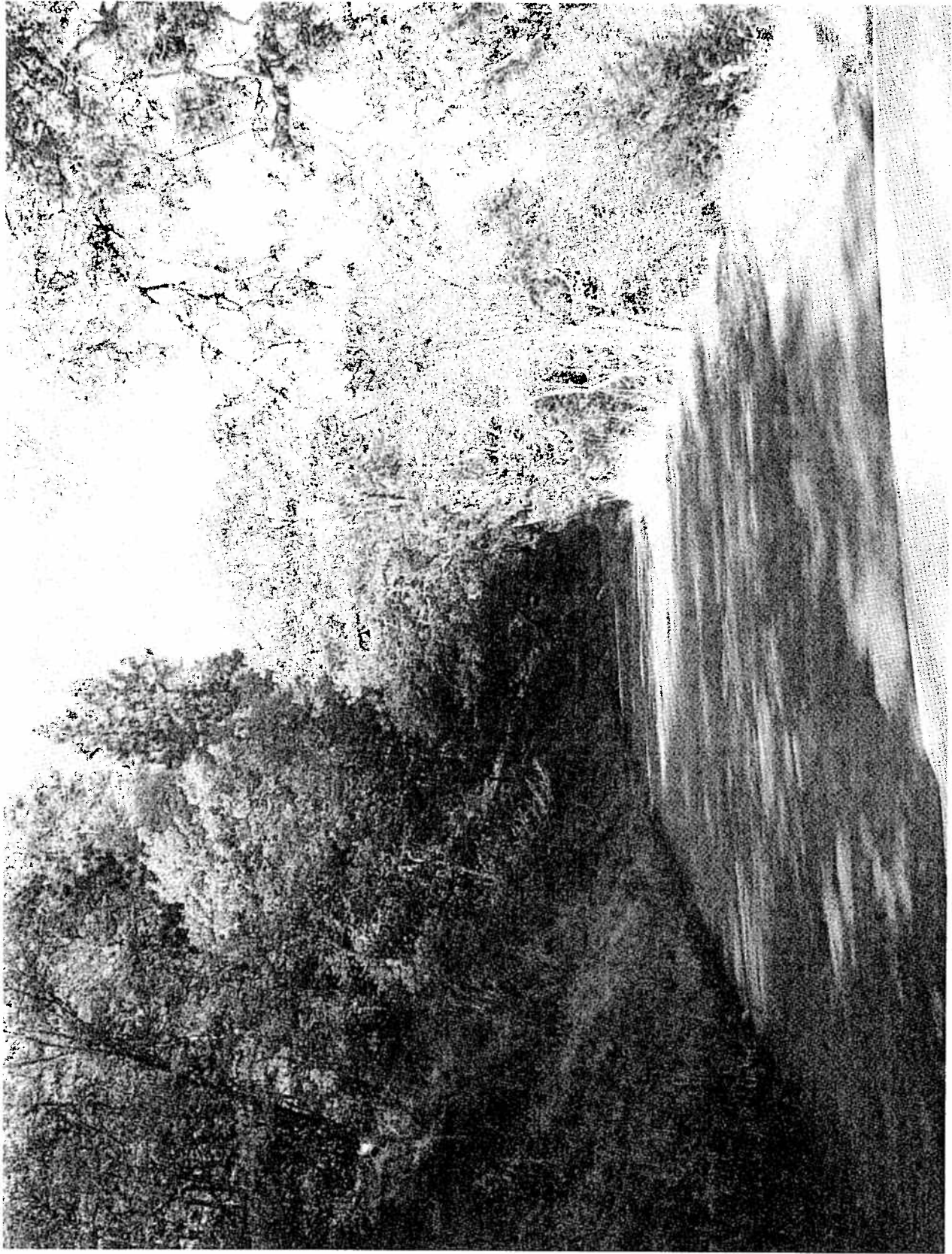
Thank you very much for your time and I look forward to hearing from you.

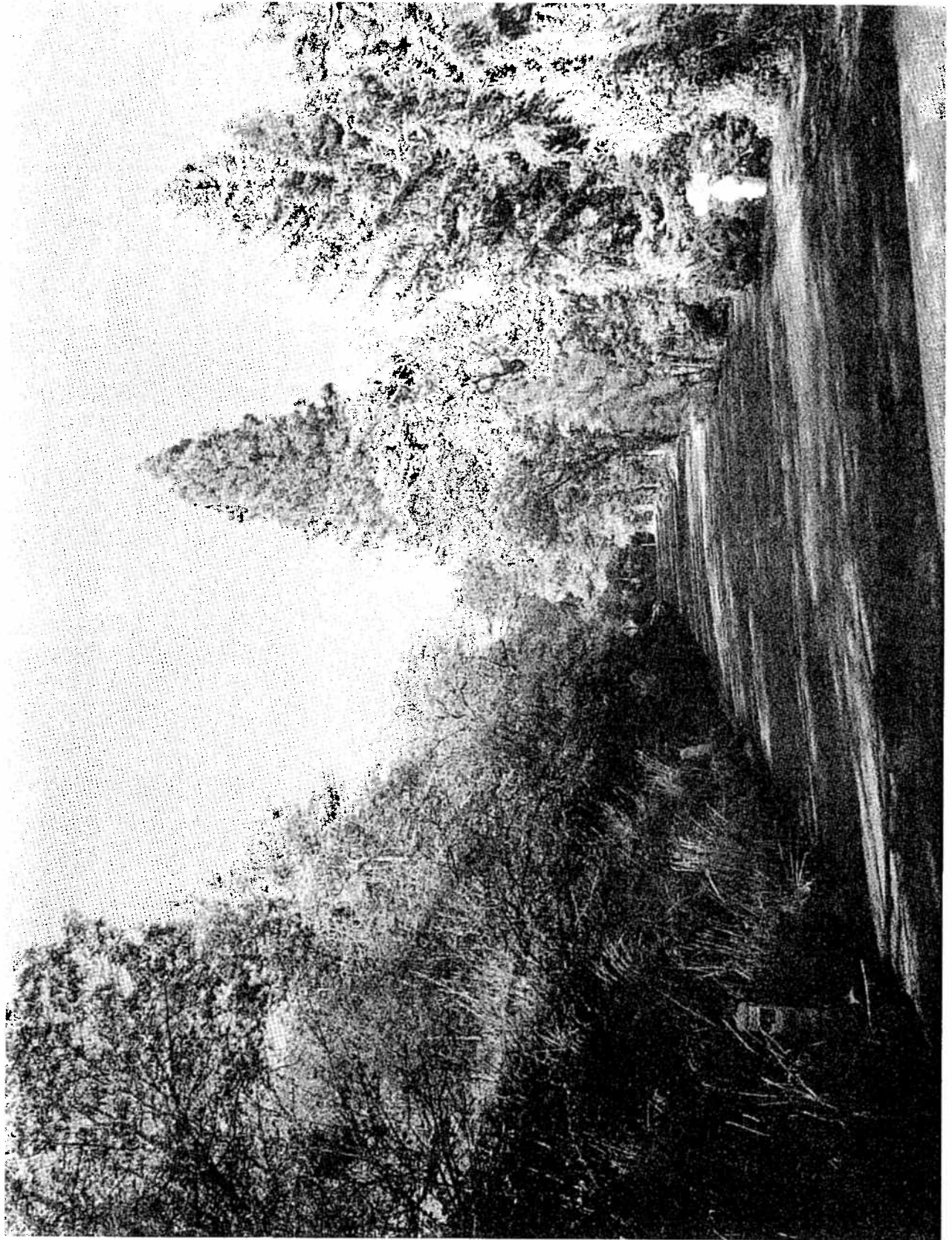
Glenview Dr

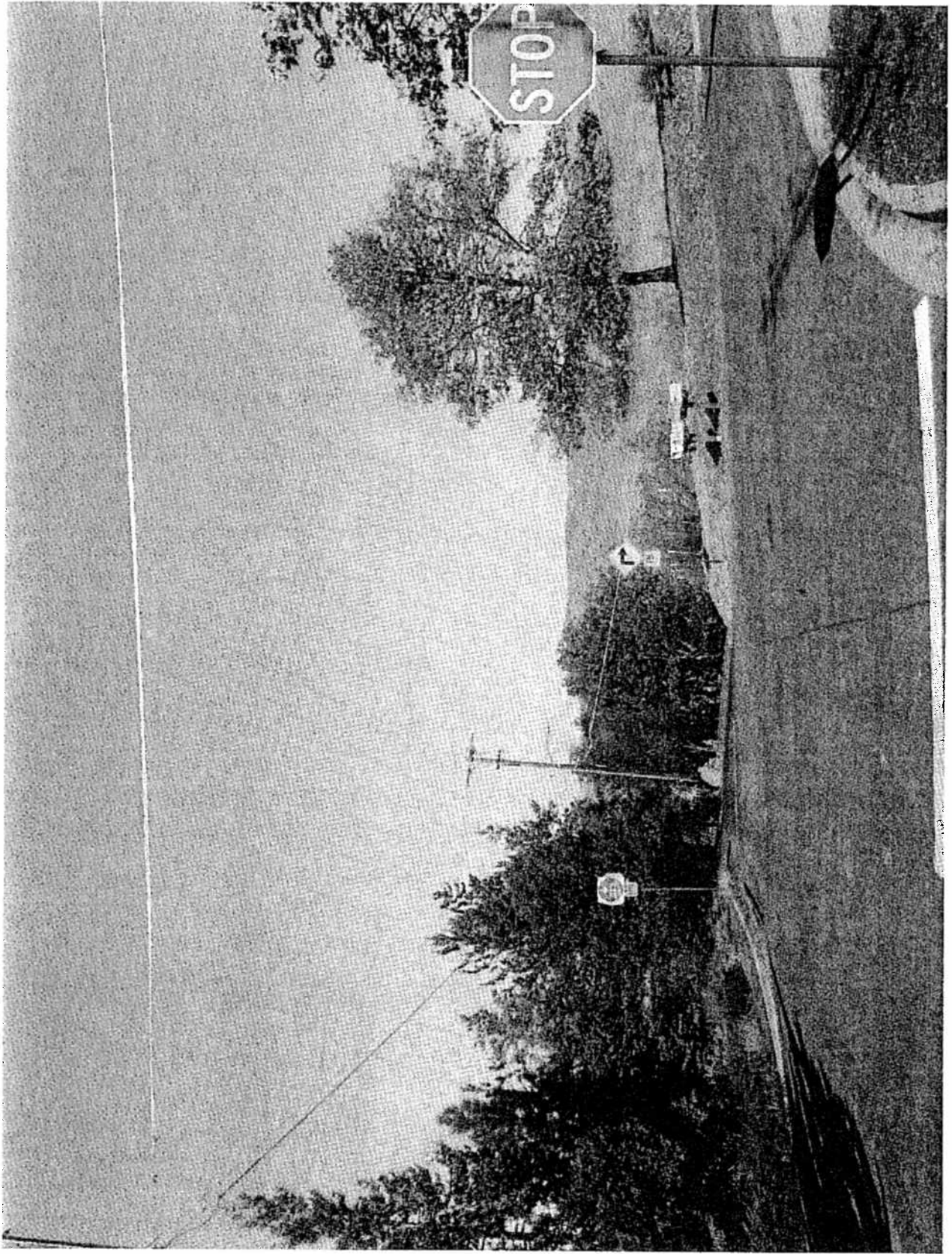


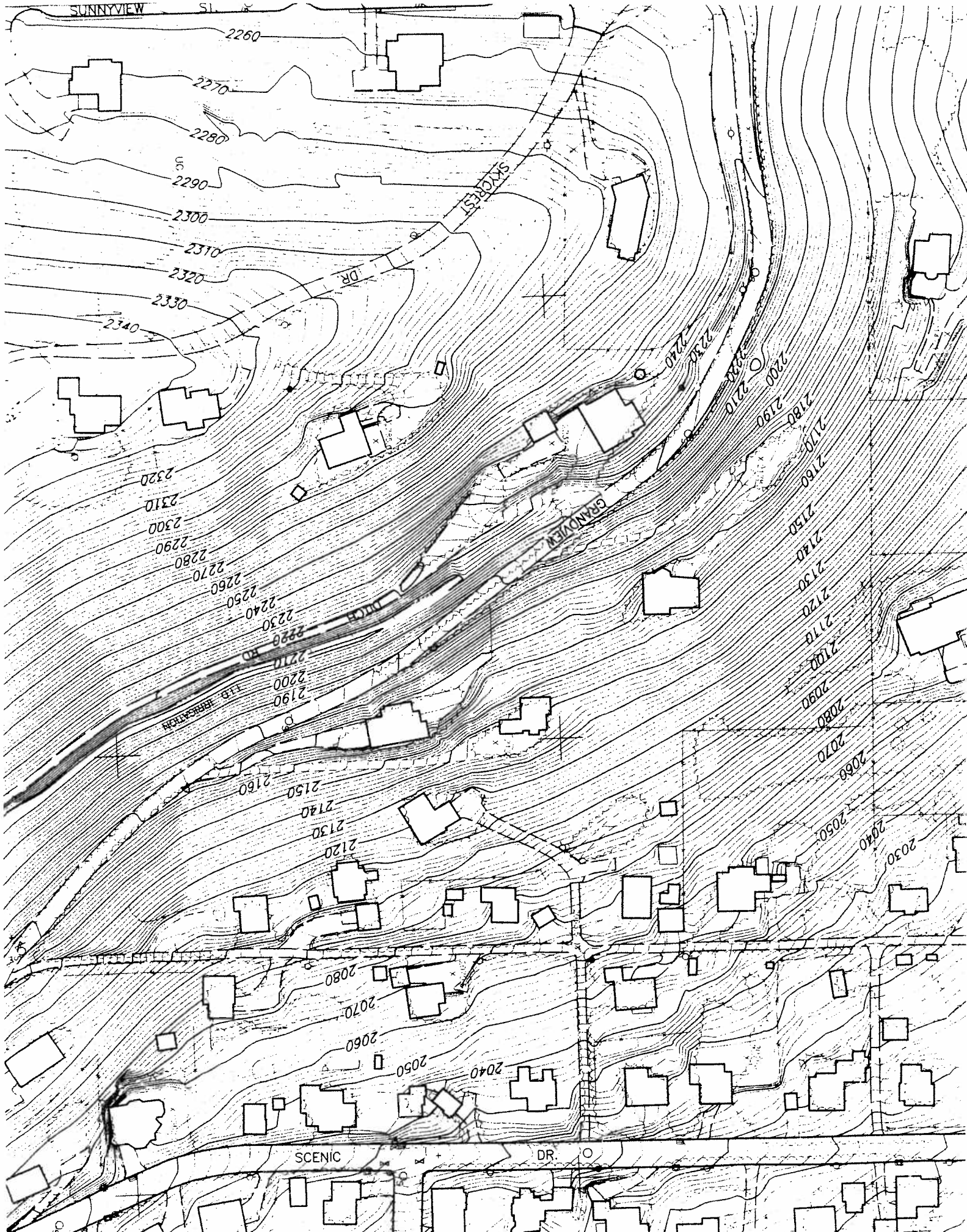












City of Ashland
TRANSPORTATION COMMISSION
SUBCOMMITTEE MEETING
Thursday, February 4, 2010
Lithia Room, 51 Winburn Way

Summary Minutes

I. CALL TO ORDER: 9:06 AM

Members: Tom Burnham, Julia Sommer

Staff: Jim Olson, Nancy Slocum

Attendees: David Chapman, Brent Thompson, Egon Dubois

II. ACTION ITEMS

A. Grandview Drive Request for Sidewalks

Issue previously discussed at November 5, 2009 Subcommittee meeting. Decision was to install sharrows and designate Grandview as a shared road. An educational letter was to be sent to neighbors, but that was yet to be completed. On January 13th staff received a petition for sidewalks from 19 neighbors, but cost and design factors make sidewalks infeasible. Staff recommended transferring issue to Transportation Commission in March and inviting neighbors to voice concerns. A speed study would be completed by staff before then.

Burnham recommended setting the issue on the next available full commission meeting, completing a speed study and inviting petitioners to the meeting. Sommer agreed.

B. Report on Ashland Village Subdivision Traffic Study

This matter was discussed at the December 3, 2009 Subcommittee meeting. Last traffic study was done in 2001 so they recommended another. Olson reviewed the speed study and noted that both speeds (average 15.5 mph) and volumes (approximately 250 vpd) are well below any subdivision in Ashland. Staff acknowledged complaints, but could not envision a remedy. Sommer lived in subdivision. Swales sent her examples of what the Homeowner's Association (HOA) could do to further slow traffic.

She will report to the HOA and ask them for suggestions. Burnham agreed. Olson noted that "Children at Play" signs were no longer legal as all neighborhoods, by definition, had the potential for children playing.

C. Proposed Reduction in On-Street Parking Dimensions

Brent Thompson, Transportation Commissioners, was making this recommendation as a citizen. He said the on-street parking credit used by the Planning Commission to approve infill projects was based on car lengths in the 1960s and 70s. He asked the Subcommittee to make a recommendation that the Planning Commission (through the Planning Department) review this length and consider shortening it to either 20' or 21'. Olson said he received complaints from large truck owners that the spaces were too small. Thompson explained he was only suggesting the formula for figuring the on-street parking credit be modified. He acknowledged the result would not affect many applicants, but maybe a few and would encourage infill. Olson agreed that the request was feasible, but that the credit should reflect what was in use.

Sommer noted that there were only two committee members present, but that she would recommend that the Planning Commission consider the request. Burnham agreed with recommendation.

D. Install Diagonal Parking on 'B' Street

Thompson asked to postpone this request that the Subcommittee recommend installing diagonal parking on B Street between Second and Third Streets to increase the number of parking spaces. He thought this might help relieve parking congestion caused by employees of the Ashland Food Coop. He wanted to get letters of support from the owner of the Ashland Food Coop and the Chamber of Commerce.

E. Recommend Transportation Commission Recommend to Council a Goal of Easement Acquisition Adjacent to the Railroad

Thompson would like the City to begin negotiations with CORPS for more vehicle and pedestrian track crossings because currently there were no railroad cars running and the Croman parcel needed a crossing as did other key areas in the City. He would like the negotiations to include at grade, above grade or below grade crossings. Olson noted that only one crossing (Fourth Street) was proposed in the current Transportation System Plan. ODOT and CORPS have a mutual goal to reduce the overall number of at-grade crossings and would not approve another one.

Notwithstanding, the Subcommittee agreed to expand the new TSP task list to include looking at all types of railroad crossings. Sommer asked that a list of potential crossings be emailed to staff to be reviewed and forwarded to the consultant at the next Subcommittee meeting. Burnham agreed.

F. Establishment of a Crosswalk on Ashland Street @ YMCA Way

Thompson presented a letter from Delena Oden, Facility Manager of the Donald E. Lewis Retirement Center, in support of a crosswalk on Ashland Street at YMCA Way. Thompson envisioned the crosswalk with flashing beacons as on Siskiyou. Olson noted that the request would be in the form of a recommendation to ODOT and would include the need for a center refuge that would limit some turn movements. In general ODOT was in favor of reducing access points. Sommer thought a crosswalk might provide a false sense of security and favored pedestrian improvements to the Tolman Creek intersection. Olson thought ODOT would be resistant to the crosswalk because it was in close proximity to an existing signalized crossing (Tolman) and the speed limit of 35 mph which the limited site distance caused by the overpass. Olson recently spoke to the ODOT traffic engineer regarding a possible speed reduction on Ashland Street. ODOT was reluctant to act on this until the Exit 14 project was completed.

Burnham moved to have staff make an informal request to ODOT for a marked crosswalk and reduced speed on Ashland Street at YMCA Way. Sommer seconded and vote was unanimous.

III. OTHER

1. David Chapman thought the Transportation Commission needed a more formal relationship with the Planning Commission. He hoped this could be discussed during the goal setting meeting.
2. Burnham wondered if, because the YMCA had grown to 8,000 members, their parking requirements would change. He was concerned about the lack of parking.

III. ADJOURN: approximately 10:45 am

MEMO



To: Ashland Transportation Commission
From: Kat Smith
Date: 2/8/2010
Re: RVTD Oregon Department Of Transportation Safe Routes To School Grant

ODOT SRTS Grant Administered by RVTD

RVTD would like to thank Ashland Transportation Commissioner Tom Burnham for sitting on the SRTS Walker Elementary School Task Force last spring. The Task Force was made up of the school principal, a PTO representative, a law enforcement official, traffic safety committee member, transit agency representative, and a local bicycle safety instructor. This team came together to assess the student's modes of travel through parent surveys and student handy tally results, map data compiled by students, parents, school principal and a transportation representative, and walk ability and bike ability assessments. We feel it is our responsibility to keep you updated on current developments, issues or concerns that arise as our grant objectives are implemented. We would like to confirm that either Tom or another commissioner is available to meet with the Task Force before March 19, 2010 and again in May 2010 to offer input and act as a liaison to the ATC.

We are also seeking ATC volunteers to help implement a Speed Education Campaign targeting car commuters on Iowa St, Walker Ave, and E. Main St. This project is in partnership with Ashland Police Department in educating car drivers on the impacts speeding has in the school community.

Volunteers would be responsible for working with Walker SRTS Coordinator's Nick Heim and Egon Dubois and the Walker Walk and Bike Team to record car speed, date, time, license plate number, car and driver description, etc. Ideally there would be 3 teams working simultaneously in the target areas.

Speed Education Campaign dates:

May 3, 2010 7am-8:30am

May 10, 2010 7am-8:30am

The City of Ashland PD will supply the speed radar or laser gun with instructions and mail out a warning letter.

Please contact me directly with questions.

NAME
ADDRESS
CITY-STATE-ZIP

This letter is to inform you that the following described vehicle, registered to you, a YR/MAKE/MODEL license number STATE-NUMBER was reported to have violated ORS 811.111 VSL. This violation occurred on LOCATION OF VIOLATION ON DAY- MO-DATE-YR at approximately TIME We are deeply concerned with the safety of our students on our busy streets and feel certain that you are also, and we ask your cooperation in being aware of the speed when in a school zone.

This letter serves as a warning, to make you aware of the violation in hopes that you will be more attentive in the future when approaching a school zone.

ORS 811.111 VIOLATION SPEED LIMIT

(1) A person commits the offense of violating a speed limit if the person:

(a) Drives a vehicle on an interstate highway at a speed greater than 65 miles per hour or, if a different speed is posted under ORS 810.180 (Designation of maximum speeds) (3), at a speed greater than the posted speed. (b) Notwithstanding paragraph (a) of this subsection, drives any of the following vehicles at a speed greater than 55 miles per hour on any highway or, if a different speed is posted under ORS 810.180 (Designation of maximum speeds) (3), at a speed greater than the posted speed: (A) A motor truck with a gross vehicle weight rating of more than 10,000 pounds or a truck tractor with a gross vehicle weight rating of more than 8,000 pounds. (B) A school bus. (C) A school activity vehicle. (D) A worker transport bus. (E) A bus operated for transporting children to and from church or an activity or function authorized by a church. (F) Any vehicle used in the transportation of persons for hire by a nonprofit entity as provided in ORS 825.017 (Nonapplicability of chapter to certain persons and vehicles) (9). (c) Drives a vehicle or conveyance on any part of the ocean shore in this state at a speed greater than any of the following: (A) Any designated speed for ocean shores that is established and posted under ORS 810.180 (Designation of maximum speeds). (B) If no designated speed is posted under ORS 810.180 (Designation of maximum speeds), 25 miles per hour. (d) Drives a vehicle upon a highway in any city at a speed greater than a speed posted by authority granted under ORS 810.180 (Designation of maximum speeds) or, if no speed is posted, the following: (A) Fifteen miles per hour when driving on an alley or a narrow residential roadway. (B) Twenty miles per hour in a business district. (C) Twenty-five miles per hour in a public park. (D) Twenty-five miles per hour on a highway in a residence district if the highway is not an arterial highway. (E) Sixty-five miles per hour on an interstate highway. (F) Fifty-five miles per hour in locations not otherwise described in this paragraph. ***(e) Drives a vehicle in a school zone at a speed greater than 20 miles per hour if the school zone is: (A) A segment of highway described in ORS 801.462 ("School zone") (1)(a) and: (i) The school zone has a flashing light used as a traffic control device and operated under ORS 811.106 (Operation of flashing light indicating children in school zone) and the flashing light indicates that children may be arriving at or leaving school; or (ii) If the school zone does not have a flashing light used as a traffic control device, the person drives in the school zone between 7 a.m. and 5 p.m. on a day when school is in session. (B) A crosswalk described in ORS 801.462 ("School zone") (1)(b) and: (i) A flashing light used as a traffic control device and operated under ORS 811.106 (Operation of flashing light indicating children in school zone) indicates that children may be arriving at or leaving school; or (ii) Children are present, as described in ORS 811.124 (Meaning of "children are present" in ORS 811.111).***

The offense described in this section, depending on the speed, is anywhere from a Class D to a class A traffic violation, punishable by an increased school zone fine of \$154 to \$544.

Sgt. Steve MacLennan
(541) 951 1898

CTRAFFIC SAFETY Connection



February 2010

Connecting Oregon's Community Traffic Safety Advocates

Volume 8, Number 3



Join the CPS Team

Tens of thousands of individuals have been certified as Child Passenger Safety (CPS) Technicians and Instructors since the certification program began in 1997. Currently Oregon has 437 CPS Technicians and 20 Instructors. National certification helps to enhance the credibility and professionalism of all child passenger safety advocates, practitioners, and the organizations and programs that use their services. Documented CPS training and experience also help reduce liability.

Currently the Oregon 2010 certification course dates are:

- February 23rd–26th in Medford
- March 15th–18th in Independence
- April 20th–22nd in Beaverton (law enforcement)
- May 17th–20th in John Day.

In addition there will be a June course offered in Bend—dates to be determined. Information on courses is available at www.actsoregon.org/CPStraining.html. Click on a specific course to access the application.

Oregon Daily Traffic Toll— 12/31/2009

Troy E. Costales, ODOT Transportation Safety Division Administrator

Happy New Decade!

The preliminary fatal count for 2009 sits at 375. Yes, you read that right, 375! The last time Oregon experienced this low of a statewide fatality toll was in 1949 (356) and 1945 (353). In 1949 the fatality rate based on vehicle miles traveled was 6.38. If nothing had changed since then, Oregon would have experienced 2,217 fatalities last year alone. Our year-to-year change is a dramatic 10% decline from 2008.

Our decade-to-decade change has been just as dramatic. During 1990–1999 we averaged 512 fatalities and during this past decade we averaged 455 with only one year above the 500 mark. A decade average decline of over 11%. Many moons ago we set an aggressive goal of reaching a fatality rate of 0.99—or 370 fatalities—by 2010. You have helped Oregon essentially achieve that mark one year early! It looks like the 375 fatalities this past year will translate into a fatality rate of 1.08. It will be a few months until all the injury level data is in-hand as well as the “errors and issues” around the fatality counts (i.e. alcohol, drug, speed, safety belt/seat). However there are some early headlines for 2009:

- safety belt use still at 96 plus percent; top three in the country
- pedestrian fatal count lowest since 1944 (verified)

New Motorcycle-Related Laws Focus on Training

The 2009 Oregon Legislature passed several laws that affect motorcyclists. Some of the laws go into effect January 1, 2010; others are phased in over several years. Most of the laws are related to motorcycle endorsements for Oregon driver licenses and motorcycle rider training.

Across the nation, motorcycle crashes involving injuries and fatalities are rising. Oregon is no exception. Motorcycle crashes in Oregon have



almost doubled from 2002 (443) to 2008 (873). In contrast, during the same time period, the total number of crashes in Oregon for all vehicles decreased 13 percent.

“Previous legislation to require riders under 21 years old to take a training course has been extremely successful at reducing motorcycle deaths and injuries for younger riders,” said Michele O’Leary, ODOT motorcycle safety program manager.

- bicyclist count still staying very low
- motorcyclist count up by 8 over last year—Portland count up from last year, also possibly Lane County is up, yet the overall total is down meaning that other cities and counties had dramatic declines
- travel is up in Oregon for this year compared to last year (even though some entities will say they believe the fatal decline is due to less travel)
- increased traffic law training for officers, prosecutors, and judges
- increased equipment, radar, LIDAR, e-ticket, e-crash, mobile terminals for officers, court technology, photo radar, red light cameras
- road improvements like extension of rumble strips, center barriers (cable on 26, concrete barriers on 18/22), left turn pockets, new asphalt all across the state
- continued teen driver crash reductions
- newer cars that have better safety features (cash for clunkers)
- a transportation public that follow the rules
- a legislature that listens to citizens (cell law, higher DUI penalties, etc)
- an involved citizenry at the advisory committee, policy team and technical panel levels of highway safety.

Take a moment to reflect on what you and your partners have accomplished. Few states, let alone countries across the globe, can boast of this dramatic of a decline. Our challenge for 2010 is to keep the momentum going. Thank you for your efforts day in and day out. Many citizens and guests of our state owe you a debt of gratitude.

Continued on Page 3

ACTS Oregon

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Graphic Design by Melissa Gannon

Bicyclist Safety Mini- Grants Awarded



This year twenty-three applications requesting over \$88,500 were received. With \$36,000 in funds available the decision on who to fund was tackled by a review committee consisting of ACTS Oregon board members, a community member and staff. A total of ten projects were funded.

Albany Police Department Project—Bicycle Safety Rodeo

Expand the Albany Bicycle Safety Rodeo to serve more families.

City of Eugene Project—Helmet Program

The Eugene Helmet Distribution Program will work with Metro Affordable Housing and Project Homeless Connect to provide education, helmets and equipment to underserved communities.

Good Shepherd Health Care System Project—Safe Solutions

Establish Bike Safety Task Force in conjunction with formation of Safe Communities Project, host two bike rodeos and conduct other bike safety outreach.

City of Gresham Project—Transportation Educational Safety Fair

Provide helmets at low cost at a minimum of two events that include bike safety education and a kids cycling skills course.

Jefferson County Health Department

Project—HEAL Bicycle Round Up

Purchase equipment and supplies for the Jefferson County Bicycle Roundup event and afterschool bicycle riding safety training.

City of Kelzer Bikeways Committee

Project—Bike Rodeo Commuter Education

Host three family bike rodeo events that emphasize and provide training on basic commuter skills.

Malheur County Traffic Safety Commission

Project—Gotcha Doin' the Right Thing!

Law Enforcement will provide food vouchers to youth exhibiting correct bike safety behavior, distribute helmets, as well as take the time to register the child's bike.

Newberg Public Library

Project—Books and Bikes

Host a bike rodeo to teach safe biking skills, conduct helmet fit and distribution, purchase books on bike safety for permanent circulation and assemble bike safety themed totes for check out.

City of St. Helens

Project—Youth Safety Program

Conduct activities with the 5th grade class including a safe cycling poster contest, an assembly to review safe cycling practices from a variety of presenters, and bike safety items including helmets, safety lights, and reflective gear.

University of Oregon

Project—Safety and Education Project

Organize Bicycle Appreciation Days where free bicycle repair and maintenance classes will be available and a Zane will be constructed and distributed.

Board Member Highlight

Lynne Mutrie is ACTS Oregon's newest board member. Lynne's passion lies with creating communities where walking and bicycling are encouraged, convenient and safe. Lynne started her career in education in Vancouver, Canada, and when travelling in Oregon found that Oregonians have the same desire for livable communities.

Many of you may remember Lynne as the Community Traffic Safety Program's manager from 2002–2007. In her most recent positions with the Bicycle Transportation Alliance (BTA), first managing Portland's Safe Routes to School program, then managing the BTA's Oregon youth programs, she was able to continue promoting healthy, active



communities through education and design of communities where walking and bicycling take center stage.

Lynne knows the important work ACTS Oregon does and is looking forward to helping ACTS Oregon's staff achieve their goals to help people throughout Oregon travel safely.

Lynne's Message for the New Year:

Any time is a good time to make a New Year's resolution! And a resolution that can save money, time and lives is the best kind of resolution to have at all times! I ask all ACTS Oregon members and others to resolve to use our local, regional, state and federal highways with the utmost care and respect for all road users. We can increase the safety of our roadways by thinking of others

who are sharing our roadways with us. Transportation is a system and a system never works independently. We must work together to increase the safety on our roadways.

Confused About Using a Booster Seat? Don't Be.

A December News Release from the Insurance Institute for Highway Safety (IIHS) may have



raised concerns with parents, caregivers and CPS Technicians. They recently rated booster seats to take the guesswork out of selecting boosters most likely to provide good lap and shoulder belt fit in a range of vehicles.

"We're confident we're giving

consumers a solid overview of what they'll find when they shop for their children," says Anne McCartt, Institute senior vice president for research, adding that "parents don't need to dig deep into their pocketbooks to buy a booster with good all-around belt fit." BEST BETS and GOOD BETS include several affordable choices starting at about \$20 and ranging up to \$250 or more. Big box retailers stock most of them in stores and online, and the rest can be found at specialty baby-gear sellers.

Thirty-four seats aren't BEST BETS, GOOD BETS, or on the list of boosters the Institute doesn't recommend. These seats can provide good protection for some kids in some vehicles, but

not in as many cases as top-rated boosters. The top 23 in this category provide good lap belt fit across all vehicles. Some parents may find the shoulder belts fit their kids just fine in these boosters. If so, they should provide good protection. Lap belt fit is the problem for the bottom 9 boosters that just miss the not-recommended list. These provide poor lap belt fit most of the time.

How types compare: The Institute doesn't recommend backless over highback boosters and vice versa. Backless ones generally provide better lap belt fit, and highbacks generally do a better job of positioning shoulder belts correctly in all vehicle configurations.

SAFE KIDS USA Responded with the Following:

Real children are not like crash test dummies, so every seat can fit differently. Booster kids come in all shapes and sizes, so take your child to pick out the booster that fits him or her best.

Don't panic if your booster seat shows up on a "not recommended" list. The seat that does not fit the crash dummy may fit your child perfectly and all boosters on the market meet federal crash test standards.

The most important factor is how a booster fits your child:

- Does the shoulder belt rest on the shoulder bone? You may have to raise the booster seat's head rest to adjust the fit for your child.
- Does the lap belt lay across the upper legs or thighs? Be sure the lap belt is under both armrests.
- If both lap and shoulder belt fit as directed, you have a "recommended" seat because it is a good fit for your child.

The numbers tell the truth: booster seats save lives. The latest research from Children's Hospital of Philadelphia shows that children who use a belt positioning booster seat in a back seat are 45 percent less likely to be injured in a crash than those who use just a safety belt.

Most kids under 4 feet 9 inches, who weigh between 80 and 100 pounds are likely to need a booster seat to get a good fit of the adult seat belt. That means that many kids will start riding in a booster seat between the ages of 4 to 8 and remain in it until they are between 8 and 12 years old.

Don't guess. Use a correctly fitted booster seat to keep a child safe in the vehicle.

Full press release from IIHS at: www.iihs.org/news/rss/pr122209.html.

New Motorcycle-Related Laws Focus on Training

Continued from Page 1

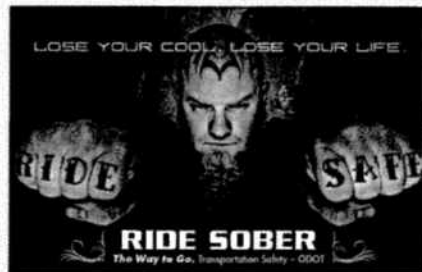
"We're hoping that as more people go through training, the number of crashes will decrease for riders of all ages."

Senate Bill 124

Beginning January 1, 2010, Senate Bill 124 increases the penalty for riding without a motorcycle endorsement from a Class B (\$360) to a Class A (\$720) violation. The law also requires a court to suspend the fine for the violation if the rider completes training and receives a motorcycle endorsement within 120 days of sentencing.

Senate Bill 546

Senate Bill 546 will require all new motorcycle riders to complete an ODOT-approved motorcycle safety course before they can be issued a motorcycle endorsement by DMV. The law has a five year phase-in period based on the age of the rider.



ODOT—approved motorcycle safety courses are provided by the TEAM OREGON Motorcycle Safety Program. Since 1997, Oregon law has required all riders under 21 to complete a TEAM OREGON Basic Rider Training course as part of the endorsement process. Under the new law, mandatory training will be phased in for

all new motorcycle riders regardless of age. Beginning January 1, 2011, new motorcycle riders under the age of 31 must complete the course as part of the endorsement process unless they have a valid motorcycle-endorsed license from another state. Additional age groups will be phased in as follows:

- January 1, 2012—All new riders under age 41
- January 1, 2013—All new riders under age 51
- January 1, 2014—All new riders under age 61
- January 1, 2015—All new riders no matter what age.

As of January 1, 2010, Senate Bill 546 increases the motorcycle endorsement fee for new applicants from \$77 to \$87 (this does not include the cost of a Class C driver license). The new law also adds two questions to the DMV regular driver license knowledge test pertaining to the safe operation of cars and trucks around motorcycles.

House Bill 2370

As of January 1, 2010, House Bill 2370 requires insurance companies to provide a discount on motorcycle insurance to new riders who complete an ODOT-approved rider education course. The amount of discount is not prescribed in the law, only that a discount needs to be given.

For more information visit: www.oregon.gov/ODOT/TS/motorcyclesafety.shtm.



Check Up Clinics and Fitting Stations

Please check www.childsafetyseat.org under Child Passenger

Safety/Calendar for current list, specific dates, locations and times.

Date	City	Location	Address	Time
02/11/10	Ontario	Fire Department	444 SW 4th	4:00 P.M. to 6:00 P.M.
02/11/10	St. Helens	Police Station	150 S. 13th Street	4:00 P.M. to 6:00 P.M.
02/13/10	Albany	Fire Station #12	120 SE 34th Avenue	8:00 A.M. to 10:00 A.M.
02/13/10	Newberg	Fire Department	3100 Middlebrook Drive	9:00 A.M. to 11:00 A.M.
02/17/10	Corvallis	Fire Department	400 NW Harrison Street	8:00 A.M. to 11:30 A.M.
02/17/10	Bend	Fire Department	1212 SW Simpson	10:00 A.M. to 1:00 P.M.
02/18/10	Redmond	Fire Department*	341 Dogwood Avenue	4:00 P.M. to 6:00 P.M.
*By appointment (541) 504-5000				
02/20/10	Beaverton	City Hall	4755 SW Griffith Drive	9:30 A.M. to 12:30 P.M.
02/20/10	Milwaukie	Clackamas County Fire	2930 SE Oak Grove Boulevard	10:00 A.M. to 12:00 P.M.
02/20/10	Independence	Polk County Fire	1800 Monmouth	11:00 A.M. to 3:00 P.M.
02/24/10	Forest Grove	Fire & Rescue	1919 Ash Street	3:00 P.M. to 5:00 P.M.
02/25/10	Eugene	Fire Department	1725 W 2nd Avenue	5:00 P.M. to 7:00 P.M.
02/26/10	Medford	Medford Fire	3700 E Barnett Road	10:00 A.M. to 12:00 P.M.
02/27/10	Portland	Fire Station	2915 SE 13th Place (13th and SE Powell)	10:00 A.M. to 1:00 P.M.



Program Leader Honored for Efforts to Help Children

Congratulation to Adrienne Greene, manager of SAFE KIDS Oregon, who was named the 2009 SAFE KIDS USA Coordinator of the Year. Adrienne Greene has led SAFE KIDS Oregon since 2001. There are currently 14 SAFE KIDS coalitions in the state. She also manages the children's injury prevention program within the Oregon Public Health Division.

For information, go to www.safekidsoregon.org.



Congratulations

Virginia Garcia Memorial Health Center in December, 2009 was named one of the top 15 Portland-area nonprofits by the Portland Business Journal. In addition, they also are a car seat distribution program and work with other CPS Technicians in Washington County to provide check up events and seats at a reduced cost.

Celeste Gilman and Robert Gilman

3rd Urban Street Symposium

June 24-27, 2007 Seattle, Washington

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Shared-Use Streets – An Application of “Shared Space” to an American Small Town

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ABSTRACT

Langley, Washington, a semi-rural town of 1,050 people, is expected to grow by 40 to 100 percent over the next 20 years. One of the town's biggest assets is its pedestrian-friendly character, which is currently supported by low traffic volumes.

Anticipating this growth, the City is developing new street design standards to support all users and modes. One of the new street types is "shared-use," which mixes pedestrians, bicyclists, and drivers in a low-speed environment that emphasizes the community function of the street. Several streets already operate in this way; by codifying standards, the benefits can be preserved and distributed to more areas.

Precedent for shared-use streets comes from the European "shared space" movement, which differentiates between the traffic world (the highway) and the social world (streets within a town). Traffic-world features (traffic signals, lane markings, etc.) are removed within the town. Streets are instead designed as public spaces, providing strong contextual cues to drive slowly and carefully while implementing features that support safe and enjoyable use by walkers, bikers, and others. Shared space has a history of over 20 years, successfully demonstrating improvements in safety and livability.

Adapting shared space to a semi-rural American setting requires a combination of place-sensitive solutions. Emerging designs encourage slow speeds through the use of innovative, community-based traffic calming elements on designated shared-use roadways. This paper represents proposed shared-use street design standards, which will be further refined throughout the planning and implementation process.

INTRODUCTION

Langley, Washington is a small town on Whidbey Island, north of Seattle. It is already an unusually walkable town. This paper describes an initiative by Langley's city government to enhance that walkability and expand the “public space” character of its low traffic-volume streets.

The town is located about four miles from the nearest highway. The city limits encompass approximately 640 acres within a 4.0 mile by 2.5 mile area. The historic core is laid out in a grid pattern of approximately 300 to 600 foot (91 to 183 meter) blocks. Primarily residential development has been constructed along the roads radiating from the town center. An aerial view of Langley is provided in Figure 1.



FIGURE 1 Langley, Washington.

The total population of the town is about 1,050 people. Langley is one of the designated urban growth areas for Island County. The town is expected to attract anywhere from 400 to 1,000 new residents over the next 20 years.

With the concentrated grid pattern, and a central core of shops and services, Langley is the type of town where people walk to the post office and run into friends and neighbors along the way. Many people also walk for pleasure and exercise along the town's quiet country lanes. Currently, only a few streets in the town have sidewalks, or even asphalt walkways constructed as part of the roadway. Most streets are shared by pedestrians, bicyclists, and cars. Traffic volumes are sufficiently low that this arrangement has been successful. However, the anticipated growth in the town could jeopardize the current balance between modes. In anticipation of this issue, the town is in the process of developing a new set of street standards. These standards are being guided by Goal 2 and its Policy 1, which were added to the Transportation Element of Langley's Comprehensive Plan in 2006. “Goal 2: Design, regulate, and maintain Langley's roads

and streets in a way that balances the needs of all uses and users, recognizes the streets' role as public spaces, retains Langley's small-town character, and minimizes impervious surfaces. Policy 1: The city should develop and implement a set of street types (designs and associated regulations) to achieve this goal that can be used in different parts of the city depending on traffic volumes, anticipated future use characteristics, and existing or planned surrounding land uses" (1).

The intention of the new street standards is to meet the circulation needs of the community while also furthering social and environmental objectives by sensitively applying tailored solutions that meet the needs of a particular situation, rather than a one-size-fits-all approach. Some streets will warrant separate facilities for pedestrians, bicycles, and motorized vehicles, while on other streets it will be possible for all modes to continue to share the same roadway.

The concept of complete streets, with separate facilities for different modes, has been well developed (even if there is a strong ongoing need for application of the concept to many existing streets). See for example, the Institute of Transportation Engineers' *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*. The merits of, and strategies for, developing complete streets will not be repeated here. This paper will focus on the concept and design of shared-use streets.

Examples of Existing De Facto Shared-Use Streets in Langley

While many of the residential streets in Langley are currently, in practice, already shared use, there are two streets that serve as inspiration for the effort to formalize shared-use streets. These two well-loved walking streets are Edgecliff Drive (about 1.5 miles/2.4 kilometers long and mostly 18 feet/5.5 meters wide) and Al Anderson Avenue (about 1.25 miles/2.0 kilometers long and between 18 and 22 feet/5.5 and 6.7 meters wide). The width of the street allows strolling pedestrians to group and regroup according to the flow of conversation, while also permitting them to easily get out of the way if vehicles need to pass. Both have 25 mile per hour (mph) speed limits (40 kilometers per hour (km/h)). Measured peak traffic volume is 52 vehicles per hour on Al Anderson. While data is not available for Edgecliff, it is likely similar. Both have 1- to 2- foot-wide (0.3 to 0.6 meter) gravel and grass shoulders. Edgecliff has homes with driveways all along its length. Al Anderson has long stretches without driveways and serves as a collector for other local access roads. Figure 2 shows a view of Al Anderson Avenue.



FIGURE 2 Al Anderson Avenue.

Generalizing from the current characteristics of Edgecliff and Al Anderson, the starting point for the characteristics of shared-use streets is that they are relatively narrow, low traffic-volume, low speed streets that serve a variety of uses and users.

BENEFITS AND CHALLENGES – AN OVERVIEW

The initial motivation for shared-use streets comes from the social benefits of using streets as multipurpose public spaces, not just corridors for motor vehicles. The innovative Dutch traffic engineer Hans Monderman makes a distinction between the world of the highway (the traffic world) and the world of the settlement (the social world). In this European view, the traffic world is appropriately oriented to vehicles, speed, predictability, and uniformity. Correspondingly, the social world of public spaces in towns and cities is appropriately oriented to people, the variable pace of pedestrians, diversity, spontaneity, and the unpredictability that comes with these. In Monderman's view, vehicles find their place in the social world by accommodating to the social life of the street – the social life of the street should not be modified to accommodate vehicles. In these terms, shared-use streets are definitely part of the social world. As such, they are public spaces that connect the buildings on either side of the street, rather than dividing them. They are places for the kind of spontaneous interactions among neighbors that are vital to building the fabric of community.

There are also other significant benefits that come primarily from the narrowness of the area devoted to circulation:

- Reduced impervious surface serves the environmental goals of Low Impact Development by generating less stormwater runoff (2).

- Less pavement width allows more efficient use of land, thus reducing housing costs.
- Less cost for road construction (and eventual maintenance) also reduces housing costs and saves taxpayer funds.

While so far there have been no significant accidents on Langley's de facto shared-use streets, the primary concern raised about shared-use streets has been about the safety of mixing multiple uses and users in the same space. The central design challenge in formalizing shared-use streets is to optimize the social, environmental, and economic benefits while minimizing the safety risks.

PRECEDENT FOR SHARED-USE STREETS

Beyond the informal sharing of streets between different modes in settings such as those described in Langley, there are examples of streets created with the explicit intention to mix pedestrians, bicyclists, and drivers in a way that puts all modes on a more even footing.

The concept of “shared space” has been gaining momentum in Europe, taking inspiration from pioneers such as Hans Monderman and Ben Hamilton-Baillie, a British urban planner and transport specialist who has been promoting shared space in the UK. Shared space recognizes that streets are the most accessible, pervasive, and numerous public spaces in communities and “strives towards a design and layout of public spaces where traffic, human exchange and other spatial functions are in balance” (3). Instead of being a monoculture of traffic, streets are reclaimed as a fully functioning ecosystem of human interaction, commerce, play, natural processes, and all modes of transportation. Vehicles are not banished, but the streets are designed foremost as public spaces, which cues drivers to act as civil, social beings rather than focused, speeding human-machine hybrids. Often the most striking feature of shared space streets is the lack of conventional signage and traffic control devices. This is coupled with an overall design treatment that creates streets and intersections that look more like plazas and pedestrian routes than roads. One of the main premises of shared space is that the instruments of traditional traffic engineering create a barrier that inhibits drivers’ abilities to read contextual clues. Remove the devices that tell drivers they are in a predictable environment where everything will happen according to the signs, and drivers slow down and pay attention to what is happening around them. In this environment, the question of who has the right of way is negotiated through eye contact and social interaction between all road users.

The first project using this approach to street design was constructed in Oudehaske, Netherlands in 1985. By creating a square-like quality through replacing the asphalt roadway with clinker bricks and emphasizing the village church and village pub through urban design, speed reductions of 50% were achieved for a roadway with an average daily traffic (ADT) count of 8,000 vehicles (4).

Since then, a growing number of projects have been completed in the Netherlands and several other European countries. One of the best-known projects is the Laweiplein intersection in Drachten, Netherlands. This intersection handles approximately 22,000 vehicles per day (5). Traffic signals were removed and the intersection redesigned to more closely resemble a public plaza, featuring large fountains integrated into the corners of the intersection. The Noordelijke Hogeschool Leeuwarden (NHL) University of Applied Sciences conducted a comprehensive before and after evaluation of the

intersection. They found significant safety improvements. In the nine years preceding the reconfiguration of the intersection in 2003, there were between four and 13 accidents per year, with a mean of 8.3 accidents. Four of those were serious accidents. In the two years following the redesign for which complete data is available (2004 and 2005), there was one accident per year – one damage only accident in 2004 and one non-serious injury accident in 2005 (6).

Shared space has been tried and proven to provide both social and safety benefits in a variety of successful applications. Shared space has been applied to streets with ADT volumes of 3,000 to over 20,000 vehicles. It has been applied specifically at intersections and along whole corridors. At intersections, all modes mix freely. On some streets, all modes mix freely along the whole length of the street as well, while on others, distinct sidewalks are provided but the expectation is maintained that pedestrians could be in the roadway in any place at any time. However, these examples of shared space streets from Europe differ from the streets in Langley in several key ways. Most significantly they are streets in comparatively urban environments, with significant use by pedestrians and bicyclists. The streets in Langley are much more rural in character with low demand from all modes. One of the challenges of implementing shared-use streets in Langley will be maintaining the expectation that they are a “people place” when people are not always around.

STRATEGIES FOR ENHANCING SAFETY

Langley's de-facto shared-use streets have so far been accident free and well loved, which shows that pedestrians, bicyclists, and vehicles can successfully mix in a low traffic volume, low speed environment. However, in formalizing the concept of shared-use streets it is necessary to look more closely at what makes them work and how they could be designed to work even better. Much of the guidance for the good design of shared-use streets can be gained by looking at what makes the current streets safe and how safety could be further enhanced. There are four primary safety factors: speed, visibility, attentiveness, and pedestrian escape.

Speed

Probably the most important factor in successfully mixing multiple uses and users is to keep everyone's speed relatively low. The critical question is: how low does it need to be?

Research by Great Britain's Department of Transportation, and used in the United States by the Federal Highway Administration and others, shows that the probability of death in a pedestrian-car collision goes from 5% at 20 mph (32 km/h) to 45% at 30 mph (48 km/h), 85% at 40 mph (64 km/h), and 96% at 50 mph (80 km/h) (7). Figure 3 illustrates this relationship.

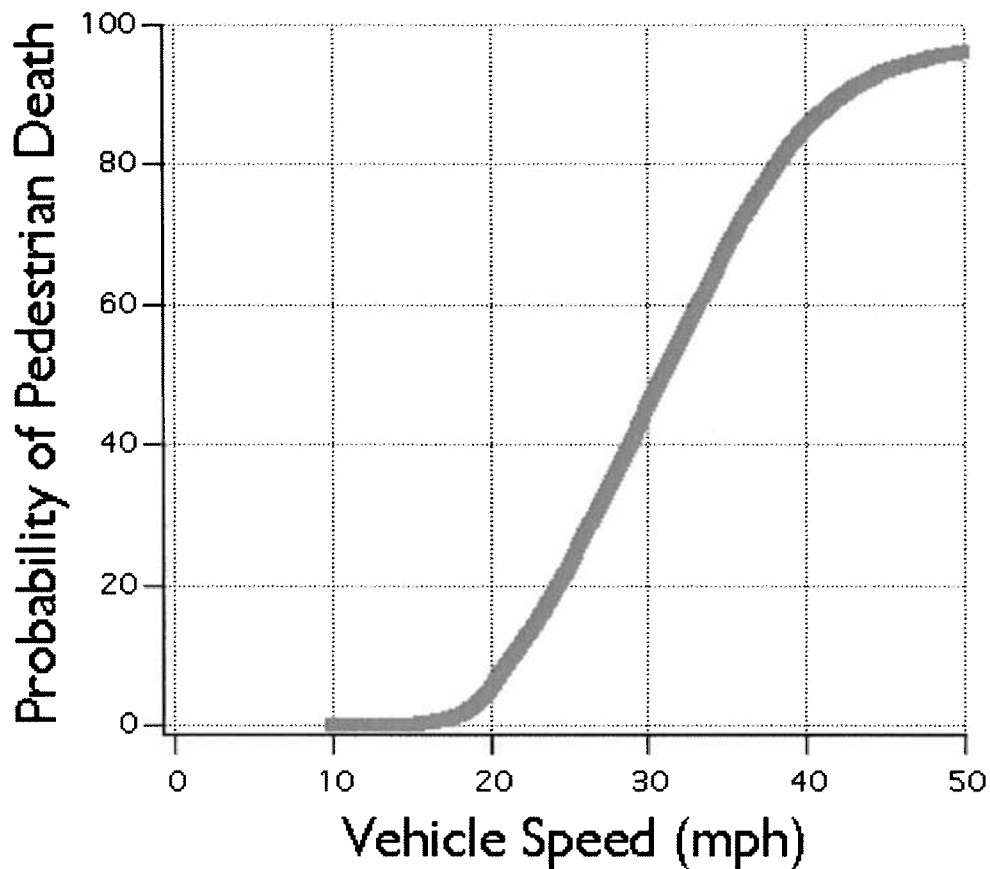


FIGURE 3 Probability of Pedestrian Death Relative to Vehicle Speed.

Obviously, the slower the speed, the safer the street. However, setting the speed limit too low runs the risk of frustrating and alienating drivers, especially during those times when there are no other users on the street. Nevertheless, the difference between 20 mph and 25 mph (32 to 40 km/h) is significant. Twenty miles per hour seems to be a “sweet spot” for the maximum speed on shared-use streets. This correlates well with 20 mph School Zones. It is also the lowest allowable speed limit under the Revised Code of Washington (8). It is important that cyclists stay below this speed as well.

For successful implementation, it is important that this speed limit be designed into the roadway and not just regulated through signage. An objective of the street design is to not only ensure drivers stay within the speed limit, but to create an environment that makes it feel natural to even drive below the speed limit. The street should be designed to actually feel unsafe at speeds approaching and above 20 mph (32 km/h). Shared space recognizes the reality of risk compensation and capitalizes on it by creating places that are made safer by feeling less safe. “When a situation feels unsafe, people are more alert and there are fewer accidents” (3). Drivers slow down and all road users keep sharply aware of what is happening around them. A successful design will encourage drivers and

bicyclists to go slowly while creating an environment that is comfortable for pedestrians. A balance must be struck between encouraging walking through prioritizing the social life of the street, without giving pedestrians a false sense of security.

Design Strategies

Design strategies for encouraging slow speeds consist of physical constraints and psychological cues. Key physical constraints include roadway width and curves. The faster a car is traveling, the greater the lane width required for comfortable and safe travel. Correspondingly, the narrower the lane, the greater the pressure on the driver to drive slowly. Shared-use streets should have a paved width that corresponds to the minimum width that still allows two cars to pass safely at slow speeds. A width of 18 feet (5.5 meters) seems to strike a good balance. This allows 9 feet (2.7 meters) per car when two vehicles pass, which is wider than the typical parking lane width (7 feet/2.1 meters) but narrower than typical travel lanes (11 feet/ 3.4 meters) (9). Curves do affect driving speed, but are more difficult to add to an existing road. Curves should be considered a positive feature and curvature can be accentuated to reduce the “runway” effect of long, straight stretches of road. Psychological cues will be dealt with later in the section on attentiveness.

Visibility

Along with ensuring slow speeds, maintaining good visibility is critical to achieving a safe facility. Sight distances should allow drivers ample time to react even if they are exceeding the speed limit. However, care should be taken when designing for ample sight distance to not send a cue to drivers that it is acceptable and safe to drive above the speed limit.

Design Strategies

Minimum sight distances on shared-use streets should be approximately 125 feet (38 meters). This distance is based on a driver perception time of 2 seconds and a coefficient of friction of 0.4 for a vehicle traveling at 25 mph (40 km/h). While it is impractical to set a maximum sight distance, longer is not necessarily better. Shorter sight distances reinforce the message that the street is an unpredictable environment and one should drive slowly and with care.

The greatest challenge regarding visibility is visibility at night. Many of the candidate shared-use streets in Langley do not currently have streetlights. Consideration should be given to providing some level of lighting. This could potentially be provided by pedestrian-scaled solar-powered lights. Another potential tool for increasing visibility is to provide flashing red or yellow lights to area residents that can be clipped to clothing and worn while walking. In Sweden, where it can be dark for around 20 hours per day in the winter, people typically wear plastic reflectors, routinely carrying them in their pockets and then taking them out when they go walking.

Attentiveness

Speed and visibility deal more with the external conditions, while attentiveness addresses a driver’s internal ability to notice and avoid a potential conflict with other road users. The role of inattentiveness in collisions is hard to quantify accurately, since it is an

internal state and most drivers involved in a collision do not want to admit to being inattentive. However, research by the National Highway Traffic Safety Administration and Virginia Tech Transportation Institute published in 2006 found that 65 percent of near crashes and almost 80 percent of crashes involve driver inattention (10). While attentiveness is an internal state, the environment can encourage attentiveness or subtly suggest that it is unnecessary. This concept is central to shared space and the idea of “mental speed bumps” put forth by David Engwicht. A social inventor and street philosopher from Australia, David Engwicht has identified three mental speed bumps: intrigue, uncertainty, and humor (11). These “speed bumps” engage drivers with the environment around them, causing them to drive more slowly, attentively, and courteously.

Design Strategies

Encouraging attentiveness involves both negative and positive strategies. The first strategy is to avoid sending signals that attentiveness is not required. The second strategy is to engage drivers with the environment around them.

As the experience of shared space shows, signs and standard traffic engineering devices can act as a barrier between drivers and their environment. These devices should be minimized. There should be no lane markings. Lane markings imply a regulated roadway to drivers. They are a cue that it is safe to go faster and that there will be minimal unexpected occurrences (such as pedestrians on the roadway). This is the opposite of the message that the design of shared-use streets should convey. The shared space approach is to have no regulatory signs whatsoever. It may be appropriate to have one 20 mph speed limit sign at the entrance to each shared-use street to provide people with a clear understanding of speed expectations. The speed limit could be painted on the roadway rather than posted on a standard speed limit sign. Graz, Austria has a citywide 30 km/h (18.6 mph) speed limit on all streets except a few major streets (where the speed limit is 50 km/h(31 mph)) (12). They paint the speed limit in large letters on the street at the entrance to each 30 km/h zone.

Engaging drivers with the environment around them can be done through using “mental speed bumps” and by creating an environment that is human scale and speaks to the social use of the space.

The first opportunity to implement these objectives is to provide a distinctive gateway at the entrances to shared-use streets. Ideally, this should be a creative element developed with the local neighbors actively participating in the design and implementation. A creative, grassroots approach can help develop a sense of neighborhood identity and pride. The roadway can be painted at the entrance to the shared-use streets zone by the neighbors, similar to an intersection repair, as pioneered by the City Repair Project in Portland, Oregon (13). A gateway arch or banners could also be built as a neighborhood project. Engaging the creativity of the neighbors helps generate commitment to shared-use streets among residents, and the physical results are likely to be more intriguing and humorous than a more formal effort would produce. The community activity is a way of claiming the street as community space, and it leaves a lasting reminder to visitors and residents that they are guests in that community space when they are using the street.

Intersections along the shared-use street are another opportunity for creative and engaging treatments. The crossroads of two streets is a natural miniature square or plaza. Where two shared-use streets intersect, this function can be fully supported. Neighbor initiated amenities can be provided at the corners of an intersection, such as benches, tea stations, chalk board drawing stations, and community bookshelves (13). A mural can be painted on the intersection to claim it as a “place” and not just a space to pass through. Intersections are demanding of road users, requiring navigation of a safe route through multiple potentially conflicting movements of other users. Enhancing the intersection with art and amenities reinforces the message to expect the unexpected and travel slowly and with caution.

Where a shared-use street intersects a complete street, the other street typology proposed for Langley, the gateway treatments discussed previously provide a clear delineation of the two zones. One aspect that needs to be treated with additional care is the transition for pedestrians. Pedestrians will go from being able to occupy a significant portion of the width of the roadway to being channeled onto sidewalks along the edge of the roadway. The sidewalks need to ramp down to the shared-use street, providing accessibility for pedestrians in wheelchairs and providing a smooth transition. This ramping needs to be done in such a way as to not increase the perceived turning radius of the corner. Materials with different colors and textures, as well as paint, can be used to differentiate the ramped sidewalk from the road surface.

One of the challenges of the de facto shared-use streets examples in Langley provided earlier is the fact that they are both relatively long, straight streets. To minimize the effect of “being on the open road,” where it is easy to look far into the distance and pick up speed while driving, a finer-grain definition should be brought to the street, creating the impression of a series of rooms rather than a long corridor. Street trees can be planted along the side of the shared-use streets, with a different species every few hundred feet. The trees will literally give the sense of a room, providing walls and ceiling to the street, while the varying species will give distinction to different sections of the street. Trees also help keep speeds low by increasing the “visual friction” of the street.

The final recommendation for increasing attentiveness is to encourage property owners to use the edge of their property (and/or the adjacent right-of-way that is set aside for potential future expansion but is not currently used as part of the street) for interesting installations, such as gardens, art, lemonade stands, or benches. This may seem counterintuitive – encouraging driver attentiveness by giving drivers, and others, interesting features to look at – but intriguing drivers, signaling to them that they should expect the unexpected, and introducing humor encourages more attention to the environment and slower speeds. Interesting installations along the street edge enhance the pedestrian environment and remind drivers that they are guests in a community space.

Pedestrian Escape

With low traffic volumes, slow speeds, adequate visibility, and an environment that encourages driver attentiveness, pedestrians and cars should be able to comfortably share the same roadway most of the time. However, there may be times when two cars are passing, a driver does not seem to be sufficiently attentive, or an approaching car is moving uncomfortably fast, that a pedestrian may feel more comfortable temporarily stepping off of the roadway. The focus on speed, visibility, and attentiveness is about

managing driver behavior to minimize the risk to other road users. Providing an easy route of escape for pedestrians gives them a fallback that is in their own control if the other measures to assure safety do not seem adequate in a particular situation.

Design Strategies

Beyond the road surface there should be a strip of unpaved shoulder that provides a refuge area for pedestrians who want to step off the road surface when cars pass. This shoulder could be low grass or other material. Two of the challenges for this portion of the street will be to ensure that this area does not increase the perceived width of the road and to ensure that neither drivers nor pedestrians view this as a segregated facility that pedestrians should use instead of the roadway.

Parallel parking is a valuable tool for traffic calming and buffering pedestrians from the roadway when separate pedestrian facilities are provided. However, on the shared-use streets discussed here, on-street parking would present an obstruction and a hazard. Having cars parked along the side of the road would block the path of pedestrians to the shoulder in the situation when passing vehicles made it feel uncomfortable to be on the roadway.

In the highly unlikely situation of a vehicle leaving the roadway and endangering a pedestrian, the street trees proposed earlier may provide a level of physical barrier between the vehicle and pedestrian.

SHARED-USE STREET DESIGN SUMMARY

Recognizing that shared-use streets are an appropriate solution for a particular situation, and that changing situations may call for different solutions, adequate city right-of-way should be secured and maintained to allow for future street expansion. A right-of-way of approximately 56 feet (17 meters) should comfortably accommodate future potential demand for sidewalks, planting strip/natural stormwater infrastructure, parking, and vehicle travel lanes (9).

Within that right-of-way, the following elements are proposed for shared-use streets:

- Narrow paved roadway (18 feet/5.5 meters wide)
- Level grass shoulders available for pedestrians to step off the road temporarily (5 feet/1.5 meters wide on each side)
- Creative gateway treatment
- Creative intersection treatments
- Street trees of varying species
- Pedestrian scale street lights
- Minimum sight distances of 125 feet (38 meters)
- No on-street parking
- Signage limited to one 20 mph sign (free-standing or painted on the roadway) at the shared-use street entrance

Natural stormwater management can also be a part of the initial shared-use street design. With an 18-foot roadway and approximately 5 feet of shoulder on each side, there would be approximately 28 feet (8.5 meters) of right-of-way not dedicated to transportation functions within the 56-foot (17 meter) right-of-way. Part of this width could be used for natural stormwater management. Depending on the character of the

surrounding soils, this area could provide the functions of detention, retention, infiltration, bio-filtration, and/or interception.

IMPLEMENTATION

In many ways, what makes a street a shared-use street has more to do with the way people use it than what it looks like. Therefore, the social aspects of implementation are particularly critical. The City may initiate designation of a street as a shared-use street, but the residents along that street should be involved in the process. At a minimum, an informational pamphlet should be sent to each household and a public meeting held. Better yet, it could be a requirement for implementation that 50% of the households sign a petition in favor of the new designation. The better people understand the concept, and the more they are invested in supporting it, the more successful shared-use streets will be. There are also opportunities for local residents to be involved in the design and physical implementation of the shared-use street, such as gateway treatments, interesting amenities along the street, and creating and maintaining landscaped natural stormwater treatment facilities.

Implementation of the physical improvements need not happen all at once. The new speed limit can be implemented first, following public education and approval of the shared-use street designation. Artistic gateways and intersection painting can occur as there is community interest and commitment to design and implement the projects. Modification to existing roadways, such as reducing street width and installing level grass shoulders, can be implemented as funding becomes available and if concerns have been raised over the existing conditions.

One aspect of implementation is the phased implementation of the full shared-use street design recommendations, but the ongoing evolution of the street should also be considered. It is anticipated that shared-use streets are most suitable at very low traffic volumes. For non-motorized road users to have a relaxed experience, there should be extended stretches when no vehicles pass. Translating this qualitative criterion into a quantitative threshold, vehicles should pass no more frequently than an average of one vehicle every 30 seconds. In other words, peak traffic volumes should be no more than 120 vehicles per hour. A recent traffic count on Al Anderson Avenue found traffic volumes of 52 vehicles per hour between 4PM and 6PM. This traffic volume threshold may be adjusted upwards if it is found that pedestrians continue to feel comfortable sharing the roadway even with higher traffic volumes following the shared-use street improvements. Traffic volumes on most streets in Langley that would be suitable shared-use streets are largely a function of the catchment area of households that use that street to travel to other destinations and the trip making patterns of those households (including mode split). It is not a given that increasing the number of households must increase vehicle traffic by a set and steady rate. If transportation demand management is paired with increases in density, more growth can occur before the threshold for effective functioning of shared-use streets is exceeded.

As the city grows, some streets that functioned as shared-use streets may eventually warrant separate facilities for pedestrians. The experience from Europe shows that streets can be claimed foremost as social spaces with much higher traffic volumes than those in Langley. However, over a certain threshold, which is a combination of traffic volume and speed (as well as relative pedestrian volumes), it is safer and more

comfortable for pedestrians to have sidewalks. In this scenario, sidewalks are provided as a courtesy, but the expectation remains that pedestrians are free to enter the roadway at any point, not just at intersections.

The City of Langley may consider requiring a development fee that goes into a fund for future sidewalks and other multimodal facilities. The City can also encourage minimal car use through a variety of means to support the continued successful sharing of the street by multiple modes.

A continual evolutionary process is anticipated, from the current de facto shared-use streets, through implementation of recommended measures to maintain and enhance the shared-use function of those streets as the city grows, and potentially to street designs that more closely mirror the European shared space streets. By establishing the intention to enhance the community, ecological, and economic functions of Langley's streets as the city grows, and bringing resources to bear to implement that intention, it is hoped that the changes brought by development can be harnessed to increase quality of life rather than erode it.

CONCLUSION

Langley is pursuing the development of shared-use streets based on the belief that they hold the promise for improved community, environmental, and economic performance compared to conventional street-use approaches. The development and implementation of shared-use streets is still in the early stages. Having streets that are shared by pedestrians, bicycles, and vehicles is not a new concept. However, prioritizing non-motorized modes and the community function of the street is not yet established practice. Part of the implementation of shared-use streets should be an ongoing process of assessment and refinement. Questions such as the following should be asked on a periodic basis. Are the streets more or less safe? Are more or fewer people walking? What are the community reactions? As Langley implements shared-use streets it is hoped that the success of shared space projects in Europe can be replicated in this American setting and that lessons from Langley can serve as a model for other American communities.

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8059 SW Cirrus Drive
Beaverton, OR 97008
503 643-5620
800 772-1315
fax: 503 643-5680

The Child Safety Seat Resource Center (CSSRC) is now accepting applications for the NHTSA Standardized Child Passenger Safety Technical Training course using the 2007 Standardized Child Passenger Safety Training curriculum in **Medford**.

This course is a controlled course and requires candidates to apply to the Child Safety Seat Resource Center for prior acceptance. Candidates will be notified upon acceptance and assisted with the on-line registration for certification with Safe Kids Worldwide.

This course attendance is limited to 15 and includes in classroom lecture, hands on exercises and a check up event. The application for the course follows. The Registration Fee is \$75.00 and is required by Safe Kids Worldwide for candidates accepted into the course. There are no additional fees and lunches are provided. All other expenses including lodging are the responsibility of the participant or the participants' agency. Financial assistance to reimburse agencies for training costs (course fees, necessary lodging) may be available through mini-grants administered by ODOT's Regional Traffic Safety Coordinators. Contact Sandy Holt 800-772-1315 or sandy@actsoregon.org for more information.

Course Location: Medford Fire Department
3700 E Barnett Road
Medford, OR 97504

Course Dates: February 23rd – 26th, 2010

Course Times: February 23rd – 25th - 8:00 am to 5:00 pm
*February 26th - 8:00 am to 2:00 pm

***The required Check up event will be held on February 26th from 10:00 am - Noon**

The responsibilities of a Child Passenger Safety (CPS) Technician, as defined by the Standardized Child Passenger Safety Training include:

- ◆ Completion of the standardized training.
- ◆ Commitment to conduct, participate in and supervise child passenger safety programs
- ◆ Act as a community resource
- ◆ Attend on-going training
- ◆ Participate in a minimum of **two public check up events** through out the year

Please review the "Statement of Intent" carefully to be sure that you qualify to apply and are willing to meet the involvement commitments once you are certified. Correct installation of child safety seats is complex and challenging. Meeting the technical as well as the physical standards is important. ***This is a very demanding course. Applicants are encouraged to limit their travel and work commitments during the course.***

Send the completed application to: CSSRC – Technician Certification
Sandy Holt
8059 SW Cirrus Dr.
Beaverton, OR 97008
OR
Fax: 503-643-5680

Please contact Sandy Holt with any questions – 800-772-1315, 503-643-5620, sandy@actsoregon.org

A program of the Alliance for Community Traffic Safety in Oregon, a 501(c)(3) non-profit organization
The Mission of ACTS Oregon and the Child Safety Seat Resource center is to
reduce fatalities, injuries and crashes throughout Oregon



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**APPLICATION FOR
 STANDARDIZED CHILD PASSENGER SAFETY TECHNICAL TRAINING**

Please accept my application for the **Medford** training course

Course Dates: February 23rd – February 26th, 2010

Application Deadline: February 12th, 2010

Name: _____

Organization/affiliation: _____

Mailing Address (and Zip): _____

Geographic area served: (i.e.: city, county, region...) _____

Population served: (i.e.: general, low income, new parent...) _____

Phone: Work: _____ Cell: _____

Fax: _____ Email: _____

- 1) Describe training in child passenger safety (cps): (include dates & class titles)

- 2) Describe types of experience in cps – include number of years:

- 3) **Hosting or assisting at a minimum of 2 local child safety seat check-up events annually is required.**
 A clinic calendar for Oregon is available on our website at www.childsafetyseat.org You will be contacted throughout your certification cycle to participate in check up events in your area.

Please indicate which of the following additional activities you will offer in your community:

- Provide individual seat checks by appointment ____ or drop in ____
- Offer training in local area to: ____ co-workers ____ volunteers ____ other professionals
 ____ Others: _____
- Offer presentations in the local area. Target groups would include:
 ____ pre-school parents & staff ____ Head Start parents & staff ____ Prenatal classes
 ____ Teen Mom classes ____ New Mom Clubs ____ Other: _____
- Other activities: _____

4) Please indicate if you are bi-lingual and in what language: _____

I have read and agree with the CSSRC Statement of Intent:		
Applicant Signature		Date
Supervisor Signature	Title	Phone



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**STATEMENT OF INTENT
FOR ACCEPTANCE TO THE
STANDARDIZED CHILD PASSENGER SAFETY TECHNICAL TRAINING**

The following Statement of Intent has been developed by the Child Safety Seat Resource Center for the Standardized Child Passenger Safety Technical Training held in Oregon:

1. Applicants representing their agencies need to have the support of their supervisor to participate in the following activities. **This support is signified by the supervisor's signature on the application.**
2. Applicants are encouraged to limit their travel and work commitments during the course.
3. Applicants must commit to coordinate or assist at a minimum of two check-up clinics per year. A clinic calendar for Oregon is available on our website at www.childsafetyseat.org You will be contacted throughout your certification cycle to participate in check up events in your area.
4. Applicants must commit to maintain records, communicate with CSSRC concerning local activities and submit *Monthly Activity Reports* in a timely manner.
5. Applicants must commit to keep resource materials updated by attending CSSRC technician update workshops and reviewing technical correspondence.
6. Applicants must commit to serve as a local resource on child safety seats. Activities could include but are not be limited to answering questions by phone, checking the installment of child safety seats, demonstrating child safety seat installation to new parents, participating in the promotion of the use and correct installation of child safety seats in community and assist at check up events.
7. Applicants are encouraged to collaborate with other local agencies to promote the use and correct installation of child safety seats in the community.
8. **Applicants must have the physical capability to install child safety seats.** Activities include but are not limited to the ability to physically climb into 2 door and 4 door vehicles, tighten seat belt systems to secure the seat to the vehicle, and carry child safety seats and other materials to set up checkup activities.

Successful completion of the Standardized Child Passenger Safety Technical Training results in certification as a Child Passenger Safety Technician through Safe Kids Worldwide. This certification is for two years. The Child Safety Seat Resource Center will support the continued certification of technicians through continuing education provided at technician update workshops, updated resource materials and on going technical support.

5/07

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February 5, 2010

Dear Nancy:

We are pleased to provide to you a complementary copy of Pedal Power: A Legal Guide For Oregon Bicyclists, Seventh Edition, to use as a "manual" about Oregon's law. If Southern Oregon University has a interest in the book, please contact us for additional copies to sell. We donate any profits to the Bicycle Transportation Alliance (BTA) to support their good work.

I have also enclosed a copy of a little red booklet, "Action Pamphlet No. 1", a how-to guide for using existing laws to cite drivers into court for violating the Rules of the Road.

Finally, I am also sending you some of our bicycle rights cards. These cards contain important information about our rights on the road (and the sidewalks too). If you would like more cards, please call me and I will send you another stack. The cards can be very helpful, especially when a driver or police officer does not know it is a violation of Oregon law to "door" a bicyclist, or that riders have a legal right to be on the roadway.

If you have any questions about Oregon laws, please go to our website, www.stc-law.com, which contains numerous articles about bicycle legal issues. After all, when it comes to bicycle law, we wrote the book.

Best Regards,
SWANSON THOMAS & COON


Ray Thomas

RFT: bam
Enclosures

*Thanks Nancy!
Call me with any questions.
- Hilary Moore*

BICYCLISTS: KNOW YOUR LEGAL RIGHTS!

WHAT: A **FREE** Vehicle Law Class by
Bicycle Advocate Ray Thomas

WHEN: Wednesday, February 17th, 2010, 6:00pm
Wednesday, April 21st, 2010, 6:00pm
Wednesday, May 19th, 2010, 6:00pm
Wednesday, June 16th, 2010, 6:00pm
Wednesday, July 21st, 2010, 6:00pm
Wednesday, September 15th, 2010, 6:00pm
Wednesday, November 17th, 2010, 6:00pm

WHERE: BTA - Bicycle Transportation Alliance
233 NW 5th Avenue
Portland, Oregon
(Call the BTA at 503.226.0676 to pre-register)



These clinics instruct riders about Oregon's vehicle law from a bicyclist's perspective. Learn how to **pursue motorists** for vehicle harassment and bring them to court, and gain an overview of traffic and insurance laws. Many minor collisions with automobiles result in little or no injury for the bicyclist, but because of ignorance of their **legal rights**, bicyclists fail to properly make **insurance claims**. Know the rules to get your fair share of the road.

www.bta4bikes.org; www.stc-law.com