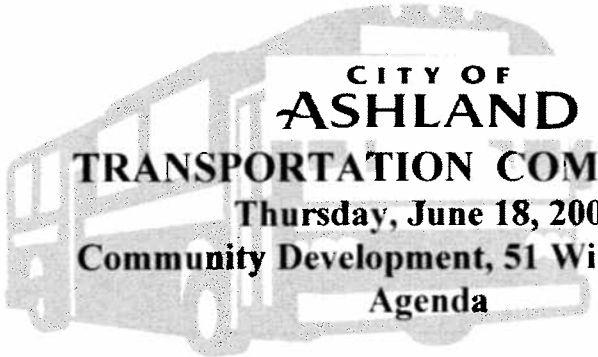


CITY OF
# ASHLAND
## TRANSPORTATION COMMISSION
**Thursday, June 18, 2009**
**Community Development, 51 Winburn Way**
**Agenda**

I. CALL TO ORDER: 6:00 PM

II. APPROVAL OF MINUTES: April 16, 2009

III. PUBLIC FORUM

IV. ADJUSTMENTS TO THE AGENDA

V. ACTION ITEMS
- A. RVCOG Regional Transportation Plan Presentation (Vicki Guarino) (45 minutes)
- B. Meeting Cancellation Protocol
- C. Appointment of Sub-Committee
- D. HB 2001 and its effect on Ashland
- E. Presentation from RVTD "Safe Routes to School"
- F. Update on ACTS Oregon Grant (Slocum)
- G. Will Dodge Way Traffic Concerns

VI. INFORMATIONAL ITEMS
- Siskiyou / Wightman / Indiana Signal Timing Update
- "Walk This Way" Article
- Shared road Information
- Upcoming Agenda Items
  PC/TC workshop August 25

VII. NEXT MEETING
- SOU presentation on Mountain Meadows Transit needs
- TSP Update
- Transit and RVTD debrief

VIII. COMMISSIONER COMMENTS

IX. ADJOURN: 8:30 PM

**Next meeting: July 16, 2009 @ 6:00 pm**

**Note for Commissioners: Please call Nancy Slocum at 552-2420 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 March 20, 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 | juliasommer@yahoo.com | 4/30/2011 |
| Colin Swales | Commissioner | 488-0939 | 461 Allison | 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 | 670 Berry lane | eric.heesacker@gmail.com | 4/30/2012 |
| David Young | Commissioner | 488-4188 | 747 Oak Street | dyoung@jeffnet.org | 4/30/2012 |
| Vacant | | | | | |
| **Non Voting Ex Officio Membership** | | | | | |
| Mike Faught | Director of Public Works<br>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 | |
| Derek Severson | Community Development | 488-5305 | 20 E. Main Street | seversod@ashland.or.us | |
| Steve MacLennan | Police | 552-2809 | 20 E. Main Street | maclenns@ashland.or.us | |
| Scott Hollingsworth | Fire | 552-2932 | 20 E. Main Street | Hollings@ashland.or.us | |
| Larry Blake | Southern Oregon University<br>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<br>Ashland Parks | 608-2411 | 3200 Crater Lake Av – 04<br>20 E. Main Street | n.broom@rvtd.org | |
| Jenna Stanke | Jackson County Roads | | 200 Antelope Rd WC 97503 | stankeJS@jacksoncounty.org | |
| Eve Woods | Student Liaison | 773-8515 | 920 W 11th Street #3<br>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, April 16, 2009
## Community Development, 51 Winburn Way

## Minutes

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

**Absent:**

**Ex Officio Members:** Mike Faught, David Chapman, Derek Severson, Larry Blake, Nathan Broom, Eve Woods, Steve MacLennan

**Staff Present**: Jim Olson, Nancy Slocum

**I. CALL TO ORDER:** 6:00 PM

**II. APPROVAL OF MINUTES:**

Thompson moved to approve the minutes of March 26, 2009 as submitted. Swales seconded the motion and it passed unanimously.

**III. PUBLIC FORUM**

John Olson, 102 Garfield, took issue with the design of the traffic lights at Wightman, Indiana and Siskiyou. He noted that pedestrians were at danger when vehicles make a left hand turn. For pedestrian crossing Siskiyou, he recommended a "Look both ways even with the crosswalk light is on"-type of sign. John Olson also recommended the formation of a "Health and Safety Commission" to prioritize safety issues. He noted an example in San Francisco where all four corners of an intersection get the "walk" light at the same time.

Egon Dubois, 381 W Nevada, read the Transportation Growth Management grant application in the Commission packet. He recommended the Commission read the first page of the application as it succinctly stated Ashland's values and goals.

Dubois also had several bicycle and pedestrian comments or recommendations: four skateboard lockers were purchased by City to be installed at the library and downtown, they have yet to be installed; recommendation for signage on Helman showing the current route to the Greenway/bikeway; asked that Willow Wind School Student Safety be placed on the Commission agenda; suggested yellow or orange tactile warning systems at intersections for the benefit of the sight impaired.

**IV. ADJUSTMENTS TO THE AGENDA:**

Agenda item "SOU Master Plan" was moved to the top of the agenda.

**V. BUSINESS**

A. SOU Master Plan

Larry Blake, Associate Vice President for Facilities Management and Planning, presented SOU's draft master plan to the Planning Commission on March 31st and summarized his presentation for the Commission. SOU's future plans included a new residential hall on the east side of Siskiyou along Ashland Street. SERA, SOU's consultant, suggested three options to make crossing Siskiyou safer for students including: a minor redesign of the Indiana/Wightman/Siskiyou intersection, making University Way a two way street, and constructing an overpass or underpass. Blake stated SOU's commitment to

reduce $CO_2$ emissions.

Gaffey noted that ODOT and the Transportation Commission should be involved early in the planning process. Faught agreed and recommended SOU hire a traffic engineer to study access management options. Faught noted that the City would eventually require a Traffic Impact Analysis. Severson said that SOU's Master Plan would be used by the Planning Department to look at SOU and adjacent property's future development plans as a whole. This would allow SOU to move forward with development in a timely manner.

Swales thought the master plan did not consider potential changes to Siskiyou Boulevard that may include a road diet, roundabout, etc. Gaffey agreed on the need for a long range plan for the intersection. Blake reported that SOU was taking the master plan back to the Planning Commission in June or July. SOU's website had an opportunity for the public to comment on the master plan.

Heesacker thought the master plan should be reviewed within the context of current data and standards. Swales recommended a joint study session with the Planning Commission to study implications of the master plan.

B. Election of Chair and Vice Chair

Burnham nominated Swales for Commission Chair for a term to end April 30, 2010. Heesacker seconded the motion and it passed unanimously.

Young nominated Sommers for Vice Chair. Warshawsky seconded the motion and it passed unanimously. The Vice Chair would become the Chair in May, 2010.

C. Bicyclists' Bill of Rights / "Taking the Lane"

Severson reported that in 2008 the now disbanded Bicycle and Pedestrian Commission recommended that AMC Section 11.52.030.E (Traffic Regulations) be amended to be in accordance with with Oregon's "Taking the Lane" codes. The revised ordinance would remove the requirement that bicycles ride ont the right-hand side of the street within five feet of the curb. Oregon law provides that bicyclists have a right to take the entire traffic lane while maintaining the normal speed of traffic; if they go slower the bicyclist must proceed as close as practical to the right side of a two-way road.

Burnham moved to support the Bicycle and Pedestrian Commission's recommendation and direct staff to forward recommendation to Council for approval. Young seconded the motion and it passed 7 to 1.

Warshawsky amended the motion striking the first paragraph referring to the "Bicyclist Bill of Rights." within the draft ordinance ("Bicyclists Taking the Lane: AMC 11.52.030.E"). Thompson seconded the amended motion and it passed unanimously.

D. "Safe Routes to School" Program

Tabled.

E. Transit and RVTD Update

Faught informed the Commission that the RVTD subsidy contract was up for renewal and going before Council on May 5th. The City currently pays $1.50 of the standard $2.00 fare (riders pay $0.50), and $3.00 of the standard $4.00 fee for Valley Lift para-transit services (the rider pays $1.00). The current contract also stipulates that the City will pay net operating costs ($18.31) of the Valley Lift services for ridership above 9,800 rides. RVTD's new proposal would reduce the amount the City pays to $1.00 of the standard $2.00 fare (riders pay $1.00), and $2.00 of the standard $4.00 fee for Valley Lift para-transit services (the rider pays $2.00) and the City will pay net operating costs ($18.31) of the Valley Lift services for ridership above 9,800 rides. Staff is recommending that the new two year contract reinstate

Route 5 (as Route 15) 10 hours per day, reduce the subsidy within Ashland to 50%, and allocate $260,000 to transportation services in the FY2010 budget. Faught would like to get comments from the Commission.

Sommers agreed with staff that this option was the best of those offered, but she would like to see the bus run for 13 hours per day. Burnham agreed. Woods said SOU students make up a third of the ridership. She would like to see evening service as well.

Faught would take these comments to Council and invited Commissioners to leave additional comments on the website.

F. 2010 Street Capital Improvement Plan (CIP)
Tabled.

**V. INFORMATIONAL ITEMS & COMMISSIONER COMMENTS:** None.

- Young reminded the Commission of the upcoming Bike Swap on May 9th at the Grove. Heesacker and Burnham volunteered to help with the swap.

**VI. ADJOURN:** 9:00 PM

Respectfully submitted,
Nancy Slocum, Accounting Clerk I

## HB 2001 Biofuels Production Incentive Grant Program; producer of non-advanced neat biofuels eligible. Approved

another bill? go

**John A. Cosgrove | all patrons ... notes | add to my profiles**

*Summary as passed **House**: (all summaries)*

**Biofuels Production Incentive Grant Program.** Distinguishes between advanced biofuels that are made from winter cover crops, cellulose, hemicellulose, lignin oil, and algae and those standard biofuels that may be made from agricultural feedstocks such as corn. The program will award a $0.125 per gallon grant for advanced biofuels and a $0.10 per gallon grant for standard biofuels and requires the production of one million gallons per year for eligibility. This **bill** is identical to SB 1186.

*Full text:*

01/13/09 **House**: Prefiled and ordered printed; offered 01/14/09 093106802 **pdf | impact statement**
01/28/09 **House**: Committee substitute printed 093134802-H1 **pdf | impact statement**
02/16/09 **House**: **Bill** text as passed **House** and Senate (HB2001ER) **pdf | impact statement**
02/23/09 Governor: Acts of Assembly Chapter text (CHAP0019) **pdf**

*Status:*

01/13/09 **House**: Prefiled and ordered printed; offered 01/14/09 093106802
01/13/09 **House**: Referred to Committee on Agriculture, Chesapeake and Natural Resources
01/28/09 **House**: Reported from Agriculture, Chesapeake and Natural Resources with substitute (22-Y 0-N)
01/28/09 **House**: Committee substitute printed 093134802-H1
01/29/09 **House**: Read first time
01/30/09 **House**: Read second time
01/30/09 **House**: Committee substitute agreed to 093134802-H1
01/30/09 **House**: Engrossed by **House** - committee substitute HB2001H1
02/02/09 **House**: Read third time and passed **House** BLOCK VOTE (97-Y 0-N)
02/02/09 **House**: VOTE: BLOCK VOTE PASSAGE (97-Y 0-N)
02/02/09 **House**: Reconsideration of passage agreed to by **House**
02/02/09 **House**: Passed **House** BLOCK VOTE (98-Y 0-N)
02/02/09 **House**: VOTE: BLOCK VOTE PASSAGE (98-Y 0-N)
02/03/09 Senate: Constitutional reading dispensed
02/03/09 Senate: Referred to Committee on Agriculture, Conservation and Natural Resources
02/09/09 Senate: Reported from Agriculture, Conservation and Natural Resources (15-Y 0-N)
02/10/09 Senate: Passed by for the day
02/11/09 Senate: Constitutional reading dispensed (39-Y 0-N)
02/12/09 Senate: Read third time
02/12/09 Senate: Passed Senate (40-Y 0-N)
02/16/09 **House**: Enrolled
02/16/09 **House**: **Bill** text as passed **House** and Senate (HB2001ER)
02/17/09 **House**: Signed by Speaker
02/17/09 Senate: Signed by President
02/23/09 Governor: Approved by Governor-Chapter 19 (effective 7/1/09)
02/23/09 Governor: Acts of Assembly Chapter text (CHAP0019)

**POLITICS & ELECTIONS**
**Oregon and national election and politics news from The Oregonian**

INSIDE POLITICS with The Oregonian

# House approves road project bill

**Tax increases - Environmentalists and anti-tax activists rip the $300 million deal**
Thursday, May 28, 2009
JEFF MAPES
**The Oregonian Staff**

SALEM -- The Oregon **House** on Wednesday approved a $300 million package of transportation tax increases to finance road projects across the state.

The measure passed 38-22 -- just two votes more than the three-fifths required for tax hikes -- as supporters beat back opposition from environmentalists and anti-tax activists. The measure could hit the Senate floor as early as Friday.

On a separate 32-28 vote, the **House** also passed a **bill** allowing TriMet and the Lane Transit District to gradually raise their payroll tax rates from a maximum of 0.7 percent to 0.8 percent over the next 10 years. TriMet estimated it could eventually raise another $32 million a year from the Portland region's employers if Senate **Bill** 34 becomes law.

The transportation package, **House Bill 2001**, would raise the state's gas tax by 6 cents a gallon no later than 2011 while also increasing a number of motor vehicle fees. The basic registration fee for autos would climb from $27 to $43 a year.

In exchange, the **bill** contains more than $900 million in major road projects around the state. Included is $100 million for improvements to the Sunrise Corridor in Clackamas County, $192 million for the Newberg-Dundee bypass to Oregon 99W and $80 million for improvements at Interstate 5 and Beltline Highway in the Eugene area.

Several environmental groups complained the **bill** did little to reduce Oregonians' dependence on motor vehicles and urged a no vote. In the end, five Democrats voted against the **bill**, including **House** Majority Leader Mary Nolan, D-Portland. Spokesman Michael Cox said Nolan knew the **bill** was going to pass but wanted to register her concern over the bill's impact on the environment.

The **bill** was supported by seven Republicans, some of whom cited the importance of the state's transportation system to economic development.

The transit tax **bill** was opposed by all Republicans. Rep. Matt Wingard, R-Wilsonville, delivered a lengthy speech charging that TriMet had wasted tens of millions of dollars on expensive rail projects and overly generous employee benefits.

Salem-News.com - **June 6, 2009 - 5:15 pm**

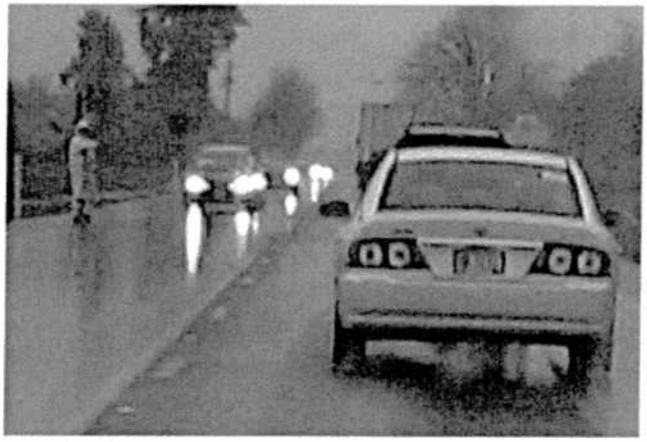


May-27-2009 19:15

# Oregon House Passes Transportation Bill

Salem-News.com

**Bill Will Create 4,600 Jobs Annually and Reduce Congestion at Key Bottlenecks**



Funding will mean improvements on Oregon's often rain soaked roads. Salem-News.com photo by Bonnie King

(SALEM, Ore.) - The Oregon **House** on Wednesday passed HB **2001** – the Jobs and Transportation Act – paving the way for thousands of new construction jobs to reduce congestion, improve safety, build new multi-modal projects across the state and vastly improve freight mobility. The final vote on the **House** floor was 38-22.

**House** Speaker Dave Hunt said the project would create 4,600 jobs that would be sustained for a decade and bring long term benefits for communities across Oregon. The **bill** was crafted by a bipartisan, bicameral group of legislators based on legislation proposed by Governor Ted Kulongoski in his recommended budget. The package raises $300 million annually for transportation projects.

"This will go down as one of the top accomplishments of the 2009 legislative session. Not only is it the largest transportation package ever passed in Oregon, but it is the exact right time for our state to use its resources to get Oregonians back to work," said Hunt.

"While our state has taken some shots from the global recession, the work of both chambers and both parties shows that we can come

together and move Oregon forward despite these dire economic circumstances."

Carried by State Rep. Terry Beyer (D-Springfield) and Rep. Vicki Berger (R-Salem), the **bill** provides cities and counties with 50% of the $300 million raised. It sets aside an additional $100 million for rail, marine, air, transit and train projects under the Connect Oregon III program. And it uses $70 million annually to bond $1 billion worth of road projects to reduce congestion and improve freight mobility.

"The need to address our faltering economy, come to the aid of Oregon's aging and neglected infrastructure and begin the transition to an improved multimodal transportation system that will serve us well into the future was so important we stuck to our task; Democrats and Republicans, **House** and Senate members. We have come up with a plan that will get people to work and rebuild our systems of moving people and freight," said Beyer, chair of the **House** Transportation Committee. "It's been well worth the effort."



The **bill** is funded by increasing the car registration fee by $16 a year, increasing the title fee by $22, increasing the cost of replacement and vanity plates and increasing the gas tax by six cents in January, 2011 or after two straight quarters of economic growth.

Beyer and Berger called **House Bill 2001** the "Transportation Odyssey," referring to the long months of negotiations that ended with bipartisan passage in the **House**.

"This is a **bill** we need now," said Berger. "HB **2001** puts Oregonians to work immediately; work using bricks, boards, cement and asphalt to build roads, trails, railroads, runways, port facilities and even rest areas. Those are the basic building blocks for our better economic future."

While there has been great debate about the environmental aspects of the **bill** and the fact that it identified specific projects, the **bill** contains much needed environmental protections, an additional $3 million in bike-ped funding, plus the ability to release $24 million annually in federal flex funds that can now be used for bike-ped and other multi modal projects. It also funds three of the top projects of statewide significance as identified by the Oregon department of Transportation – the Highway 62 project in Medford, the Newberg-Dundee bypass and the Sunrise Corridor.

State Rep Jules Bailey said while not perfect, the **bill** takes much needed steps forward in improving the state's ability to address key environmental standards. Current provisions require a 1% investment from the Highway Trust Fund for bike-ped projects. Under HB **2001**,

an additional $5.6 million will be added to the current level of bike-ped funding. Currently, ODOT funds $4.5 million annually in bike-ped projects, as well as additional funding for local bike-ped projects from cities and counties.

Among the environmental provisions of the **bill** are:

* The creation of an Urban Trails Fund

* Codification of environmental rules drafted under OTIA III project

* Increased funding for transit under companion **bill** SB 334 (passed just before HB **2001** on a 32-38 vote),

* Increased use of federal flex funds,

* Increased dollars for elderly and disabled transit,

* A least cost planning model'

* Requiring greenhouse gas emissions planning in the Metro region,

* Incentives for use of electric vehicles and

* Establishment of pilot projects for congestion pricing and "pay as you drive" insurance.

As equally as important as the congestion reduction projects is the $100 million for Connect Oregon III, projects for rail, ports, transit and other forms of multi-modal transportation.

"With passage of this **bill** we make significant progress on setting Oregon on a path that will greatly improve our ability to manage our transportation system in an environmentally friendly way," said Rep. Bailey (D-Portland).

"We continue to make good progress. We continue to move forward. We continue to be leaders in the nation in our efforts to reduce congestion, greenhouse gas emissions and pollution."

Cities and counties will split approximately $140 million annually to maintain roads and fund additional multi-modal projects in local communities. State Rep. Cliff Benz (R-Ontario), said those dollars will put people back to work and fund much needed improvements in his districts.

"In rural counties, the need for this is clear," said Benz.

Speaker Hunt agreed: "The need for this is clear all over Oregon," said Hunt. "We will reduce congestion and pollution. We will get parents home faster to their families. We will move freight more efficiently and open up access to industrial parks in several major cities. And we will put Oregonians back to work building long term projects that will serve us for decades. This is a **bill** that shows we can come together to solve Oregon's most pressing problems."

Source: Oregon Legislature

# Children Deserve Safe Routes to School

## and Communities are Making it Happen in Oregon

Safe Routes to School (SRTS) programs use a comprehensive approach to make school routes safe for children to walk and bicycle. Community leaders, parents and schools are using these programs to better the lives of their children one step at a time.

| Issue | Why Safe Routes Works |
|---|---|
| Traffic clogs the roads around schools, creating a difficult and unsafe environment for walking and bicycling | Leaving the car at home reduces the traffic surrounding schools and improves air quality |
| Parents and children are walking and bicycling in unsafe conditions | Safety is the core component of all good SRTS programs |
| More children are becoming less physically active | Walking and bicycling to and from school can contribute towards the development of a lifelong habit of physical activity |

### Start Now

New legislation has recognized the value of Safe Routes to School programs and is providing funding for States to establish programs. To learn more about how to set up a Safe Routes to School program, contact Oregon's Safe Routes to School Coordinator:

**Julie Yip**
**503-986-4196**
**julie.a.yip@odot.state.or.us**

Or visit the Oregon Safe Routes to School Web site at
**http://www.oregon.gov/ODOT/TS/saferoutes.shtml**

### Success

A successful Safe Routes to School program is a sustained effort that involves bringing the right mix of people together, identifying the issues and finding ways to improve walking and bicycling conditions. Safe Routes to School programs work to...

- assess the safety of school travel routes
- encourage more walking and bicycling to school through fun promotions and events
- make engineering changes such as building sidewalks, improving streets crossings and training crossing guards
- educate students, parents and drivers about safe travel
- promote safe walking and bicycling throughout the community

**SafeRoutes**
Oregon Safe Routes To School

## International Walk to School

Many established Safe Routes to School programs have been launched as a result of Walk to School events. Traditionally held in October, Walk to School events offer communities an excellent launch for a Safe Routes to School program conducted throughout the year. Please visit www.walknbike.org for more information and resources for Walk to School events in Oregon.

## Promising Examples from Across Oregon

- Over 65 schools and 12,500 kids walked and biked to school during Oregon's 2005 Walk + Bike to School Day in October.
- In Ashland, middle and elementary schools provide an intensive bicycle safety education course to students each year.
- In Eugene-Springfield, Commuter Solution's Smart Ways to School Program provides free services that help parents form carpools and organize student walking and biking groups.
- In Corvallis, a Safe Routes to School Task Force has brought together officials from the city, school district and health department, and with information gathered from parent surveys the Task Force is looking for ways to improve traffic flow around schools.
- The Golden Sneaker Award was given to SE Portland fifth grade students who "virtually" walked across the USA and back in one school year.

## National Safe Routes Resources

The National Center for Safe Routes to School offers a host of tools and resources for program coordinators to establish, implement and promote their SRTS programs, including:

- SRTS-related education and promotional materials
- A comprehensive online guide offering a variety of information and materials needed to create a SRTS program
- Training options ranging from a multi-day course to providing a speaker for a conference
- An online database with information about State SRTS programs, as well as local projects and activities that receive federal funding
- Technical assistance resources to answer SRTS inquiries


**National Center for Safe Routes to School**

730 Martin Luther King Jr. Blvd,
Suite 300
Campus Box 3430
Chapel Hill, NC
27599-3430

**1-866-610-SRTS**

**www.saferoutesinfo.org**



**SafeRoutes**

National Center for Safe Routes to School

# Safe Routes to School



## Program Manager


Julie Yip
Phone Number: 503 986-4196
FAX: 503 986-3143

ODOT - Transportation Safety Division
235 Union Street NE
Salem, OR 97301-1054


## Current SRTS Program Calendar

On May 21, 2009, Senators Tom Harkin (D-IA), Richard Burr (R-NC) , Bernard Sanders (I-VT), Jeff Merkley (D-OR), and Susan Collins (R-ME) joined together to introduce the Safe Routes to School Program Reauthorization Act (S. 1156). For more details on the legislation, including a summary of the bill's provisions, a list of supporting organizations, and the text of the legislation, please visit http://www.saferoutespartnership.org/national

**2nd Safe Routes to School National Conference: www.saferoutesconference.org**
August 19-21, 2009 in Portland, Oregon

**Scholarships and Early Registration Available through June 2009,** Oregon residents are encouraged to apply. For scholarship information and an application, contact Lilli at lillian@bta4bikes.org.

**Oregon Safe Routes Advisory Committee position, Law Enforcement, now open:**
Application Period June 1- June 30, 2009 Click for Application

**Next Safe Routes Advisory Committee meeting:**
July 15, 2009
9:30 am - 2:30 pm
Transportation Safety Division
235 Union St., NE
Salem, OR 97301

## 2010 Call for Applications

The Oregon Safe Routes to School Program announces the 2010 Call for Applications, for both Non-Infrastructure activities and for Infrastructure projects. SRTS funds benefit K-8 schools.

Non-Infrastructure Application Deadline: June 15, 2009
Infrastructure Application Deadline: June 15, 2009

**Non-Infrastructure "Call for Applications Booklet"**
**Non-Infrastructure Application**
**Non-Infrastructure Budget Form 737-1003**

**Infrastructure Application**

The Oregon Safe Routes to School Program announces the 2010 Infrastructure Application for infrastructure projects FY2010. $2 million is available for projects that improve the safety and access of students walking and bicycling from home to school and school to home. The projects must be within 2 miles of the benefiting K-8 school. The maximum award is $500,000.
A completed Oregon Action Plan must be received for every school that is affected by the proposed project.

The deadline for receipt of the application and action plans is June 15, 2009.
Who may apply:
1) School districts, schools (public, private, parochial, charter or alternative education program offering instruction at levels K-8) in cooperation with the governing body with jurisdiction over the affected roadways or properties;
2) State and local government in cooperation with a school district or a qualifying school;
3) Non-profit organizations may partner with any of the above regarding engineering projects that directly benefit a qualifying elementary or middle school, but the applicant must be the school district or government agency with jurisdiction over the affected roadway or properties.

**Cycle 2 Non-Infrastructure Projects**

**Cycle 1 Non-Infrastructure Awards**

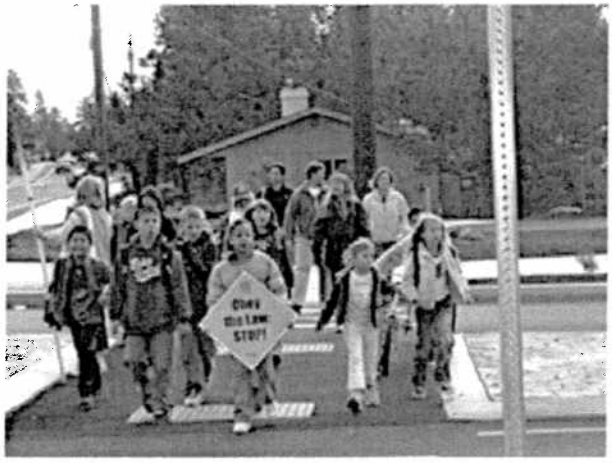
**Cycle 1 only Infrastructure Awards**

**Example of Good Cost Estimate on Infrastructure Application. Click to see Example**

## Safe Routes to School Matters

Safe Routes to School Matters.
Only a generation ago, children routinely traveled around their neighborhoods either on foot or by bike. Today, fewer children are walking and biking and more parents are driving. In 1969, 42% of children 5 to 18 years of age walked or bicycled to school. In 2001, the rate fell to 16% (CDC, 2005). This trend of children replacing a

routine of physical activity with motor-powered transportation has led to lifestyle changes that impact children, families, schools, neighborhoods and the broader community. Less foot-powered transportation means more motor vehicle traffic around schools, leading to increased traffic congestion which negatively impacts the walking and bicycling environment. SRTS programs are part of the solution to increase physical activity and improve unsafe walking and bicycling conditions. SRTS strategies are based on Education, Encouragement, Engineering, Enforcement and Evaluation.



**To learn more about Safe Routes, Click on the link for the: National Center for Safe Routes to School website**

(click to open)
**Oregon Modes of School Commuting by Children**

**Safe Routes to School, Eugene, Oregon: Case Study**
*A Team Approach to Safe Routes to School Builds "Kidical Mass"*

**Program Information**

The Oregon Safe Routes to School (SRTS) Program administers federal funds received from the 2005 SAFETEA-LU transportation bill. The Oregon program received over $5 million in federal funds through the initial 2005-2009 period for projects at schools serving grades K-8. $2 million in funds is currently available for infrastructure awards for 2010 projects, and $500,000 is available for 2010 non-infrastructure activities in education, encouragement and enforcement. The national Safe Routes to School Program has not been reauthorized.after 2009.

The goals of the program are to increase the ability and opportunity for children to walk and bicycle to school; promote walking and bicycling to school and encourage a healthy and active lifestyle at an early age; and facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption and air pollution within two miles of the school.

Two groups of funding are available through the SRTS program:

Infrastructure projects within two miles of the school;

Non-infrastructure activities; education and encouragement, and traffic enforcement activities within two miles of the school.

The funds will be distributed by the ODOT Transportation Safety Division (TSD) as a reimbursement program through an open and competitive process, with the guidance of a Safe Routes to School citizen's advisory group. Costs incurred prior to TSD project approval are not eligible for reimbursement.

Overview of Safe Routes to School Program, Action Plan Process and Funding - Powepoint Slide Presentation

**Complete the Oregon Action Plan Template**
An approved Action Plan must be received for every school K-8 that is affected by the project proposal at the time of application. The Plan initiates evaluation and community involvement activities that prepare the school to seek SRTS project funds through the state program, or to implement SRTS

projects and activities with other funding sources.

Oregon SRTS Action Plan Template
Student Tally Form
Parent Survey Form
Form Instructions
Data Tool Description

Walkability Assessment
Bikeability Assessment

**Student Hand Tally and Parent Survey forms**
The National Center for Safe Routes to School clearinghouse is the source for the forms. If you cannot download the forms from this webpage, the hand tally, parent survey, form instructions and data tools descriptions are available at www.saferoutesinfo.org under the NCSRTS Resources (Evaluation) topic. The returned tally forms and survey forms may be input directly online at www.saferoutesinfo.org/tracking on the Datatools page, or you may opt to mail in your surveys to the national SRTS clearinghouse. For more information, visit the NCSRTS Resources (Evaluation) topic.

Recommendations developed from the Action Plan will range from infrastructure improvements to programmatic actions (education and encouragement, and enforcement). The SRTS Program highly encourages infrastructure project applicants to also consider non-infrastructure (education, enforcement, evaluation) components.

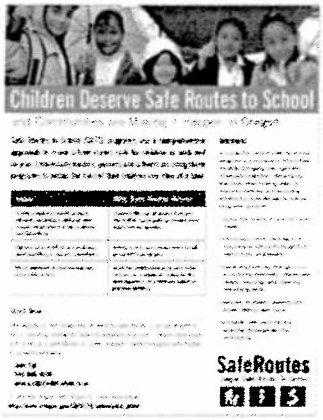
## Advisory Committee

Safe Routes to School Advisory Committee meetings typically occur on a monthly basis. They are held at the Transportation Safety Divison building at 235 Union Street NE in Salem. Meetings are scheduled from 9:30 AM to 2:30 PM and are open to the public.

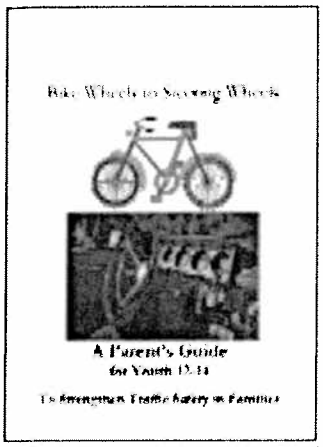
Click here for more information about the Safe Routes to School Advisory Committee (updated May 2009)

## Brochures & Publications

Click the images or links to view the documents below.




Children Deserve Safe Routes to School - flyer




"Bike Wheels to Steering Wheels", a parent's guide for youth 12-14, to strengthen traffic safety in families; developed by Trauma Nurses Talk Tough, Legacy Emanuel, Portland, OR, with federal highway safety funds.


Bicycle Safety - What Every Parent Should Know - booklet


- transit media

The New School Zone Law is as Easy as A-B-C - brochure
Five Steps to Being a Safer Pedestrian - brochure

Crosswalks A Safety Tool for Everyone - brochure

Traffic Signals Myth and Reality - brochure

Click on the links below for some great information from NHTSA.
http://www.nhtsa.dot.gov/people/injury/pedbimot/bike/EasyStepsWeb/images/EasyStepsEngColor.pdf
http://www.nhtsa.dot.gov/people/injury/pedbimot/bike/EasyStepsSpan/

http://www.nhtsa.dot.gov/people/injury/pedbimot/bike/KidsandBikeSafetyWeb/images/KidsandBikeSafety.pdf
http://www.nhtsa.dot.gov/people/injury/pedbimot/bike/KidsandBikeSafetySpan/

## Safe Routes Facts

### National Facts

*According to the National Highway Traffic Safety Administration (NHTSA) "Traffic Safety Facts", since 1995, 1509 people nationally have died in school transportation -related crashes-- an average of 137 fatalities per year. Most of the people who lost their lives in those crashes (70%) were occupants of other vehicles involved. Non-occupants (pedestrians, bicyclists, etc.) accounted for 22 percent of the deaths, and occupants of school transportation vehicles accounted for 8 percent.

*Since 1995, 170 school-age pedestrians (younger than 19) have died in school transportation-related crashes. Nearly two-thirds (65%) were killed by school buses, 5 percent by vehicles serving as school buses, and 30 percent by other vehicles involved in the crashes. Nearly one-half (49%) of all school-age pedestrians killed in school transportation- related crashes were between the ages of 5 and 7.

### Oregon Facts

**Click on the links below to view charts showing trends regarding Oregon bicyclist and pedestrian crashes with motor vehicles, involving 5-14 year-olds both statewide and in school zones.**

Bicycle School Zone vs. Statewide by Hour
Bicycle School Zone vs. Statewide by Day
Bicycle School Zone vs. Statewide by Month

Pedestrian School Zone vs. Statewide by Hour
Pedestrian School Zone vs. Statewide by Day
Pedestrian School Zone vs. Statewide by Month

## Other Website Links

National Center for Safe Routes to School

For further information on **Safe Routes to School** click on the link below:
Federal Highway Administration (FHWA) Website

For further information on School Zone Safety click on the link below:
ODOT-Highway Division

To view the League of Illinois Bicyclists "share the road" video for motorists click on the link below:
http://www.bikelib.org/video/

# Memo

CITY OF ASHLAND

Date: June 12, 2009
From: James Olson
To: Transportation Commission
Re: TRAFFIC CONCERNS ON WILL DODGE WAY

AT ISSUE
Will Dodge Way (WDW), a public alley between Pioneer Street and Second Street has recently demonstrated a number of adverse conditions which has brought it into the limelight for the Police, Community Development, Electric and Public Works Departments.

Ms. Pam Hammond recently submitted the attached information which succinctly summarizes the issues that are currently faced by the owners along the alley and by the public in general.

The situation has recently become more acute with the sale of the City owned parking lot. The lot was included as part of the value of the recent land trade where the City acquired the property on Clay Street for low income housing.

The lot provided only about 12 parking spaces but was important as an outlet and connection between Will Dodge Way and Lithia Way. The lot was located mid-way along WDW and was useful when the alley was blocked by deliveries or by construction, thus allowing a secondary outlet for vehicles.

BACKGROUND
Will Dodge is a public alley running parallel to East Main Street between Pioneer Street and Second Street. Although the alley was created in 1910, it was named in 1983. In 1990, the first block (Pioneer Street to First Street) was designed as a one-way in a southerly direction. The second block (First Street to Second Street) remains as a two-way facility.

NEXT STEPS
Since the issues on Will Dodge Way are so broad and reach so many City functions and departments, necessary actions between Police, Public Works, Engineering, Administration, Chamber of Commerce and owners will be coordinated by Administration and most likely headed by Adam Hanks.

There are a few issues that this commission may wish to discuss including:

1. Is a one-way option still the best solution?
2. Should restrictions be placed on alley deliveries?
3. Should other restrictions be placed on the alley to relieve vehicle congestion?

Staff does not have sufficient background data to fully discuss these issues at this time; however, if it is the desire of the commission, we will collect the relevant information for a future discussion of this topic.

**ENGINEERING DIVISION**
20 E. Main Street
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May 21, 2009

# Will Dodge Way

Attached are several photographs taken in and around Will Dodge Way this week. As you know, Will Dodge Way (WDW) is a one-way alley which runs between Pioneer and First Streets parallel to East Main. It is surrounded by many businesses (retail, restaurants, bars, offices, service establishments and more recently, residences). We all share a very narrow and worn alley, which we use for many different tasks. The general public also accesses WDW and frequently uses it as an alternative to East Main.

I have presented various issues to Jim Olsen on several prior occasions. However, recent events have occurred which the Transportation Commission should be aware of.

1. On Sunday, May 10, Officer DeSilva verbally notified open businesses on East Main that WDW was no longer to be used as a temporary stop for delivery trucks while making their rounds. Oddly, it did not occur to her to so inform Lithia Way businesses of this fact. The alley had been posted as a 15-minute loading and unloading zone. This parking signs have been removed, and this has produced confusion. We feel it is much safer to unload freight in the alley than on Main Street.
2. The one-way signs also have mysteriously disappeared, with the exception of one in the former city parking lot, probably overlooked because it is essentially invisible, hidden by tree branches and facing into a lot now closed. Is it a one-way alley or not? Does the removal of a few signs suddenly change the long accepted status of a street? This is more than just confusing; it is downright dangerous. In some spots WDW is no more than ten feet wide. Speeding often occurs, frequently in the wrong direction.
3. The pavement is in very poor condition. Asphalt problems, insufficient lighting, nonexistent signage and bad housekeeping all exist side by side.

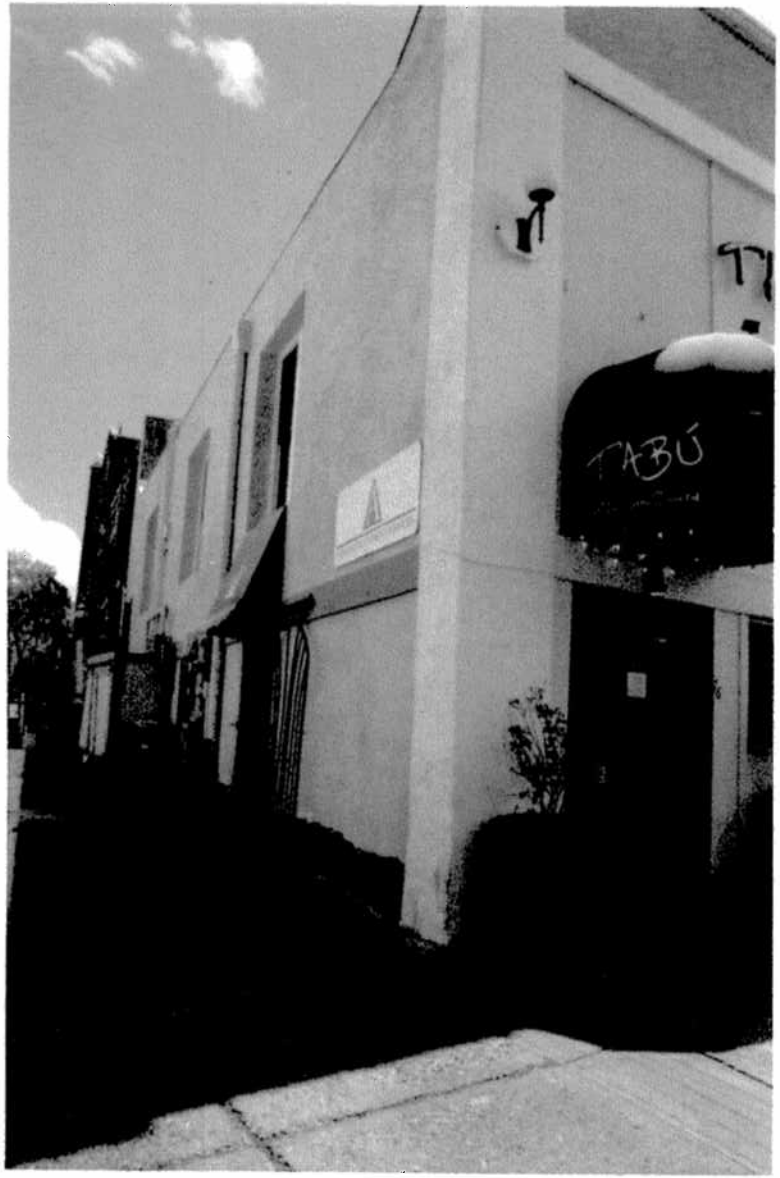
With the recent closure of the former city parking lot our problems have increased and will get even worse when the inevitable construction project begins in the lot. Because of service and work truck parking, randomly

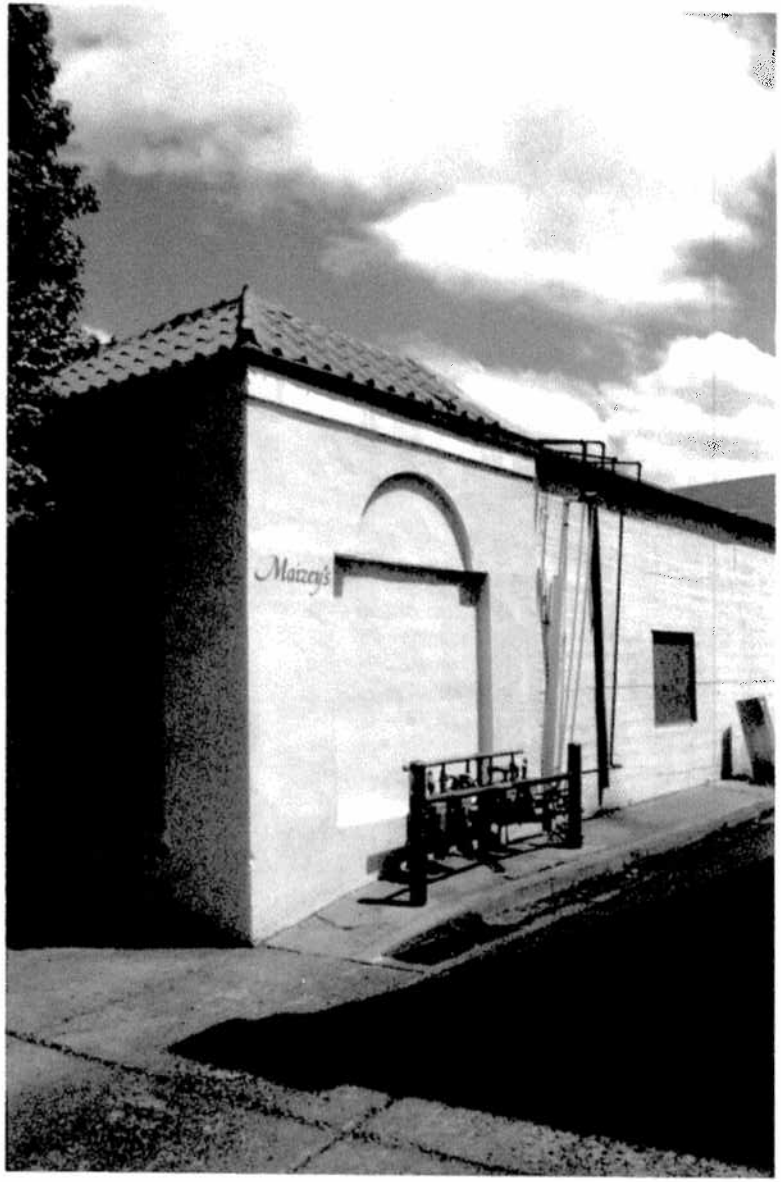
parked cars, vehicle deliveries and construction work blocking the only alley exit, tempers have flared. Access by emergency vehicles could be hampered, with potentially disastrous results. The lot, now closed, always provided an alternative quick entrance or exit when it was needed. I certainly don't pretend to have the answers but it is evident that WDW needs to be studied carefully and a comprehensive policy needs to be implemented. All parties with a legitimate need for access to the alley need to be heard. I feel that this problem needs to be addressed right away.

Sincerely,
Pam Hammond
Paddington Station
125 E. Main/120 Will Dodge Way
Ashland, Oregon

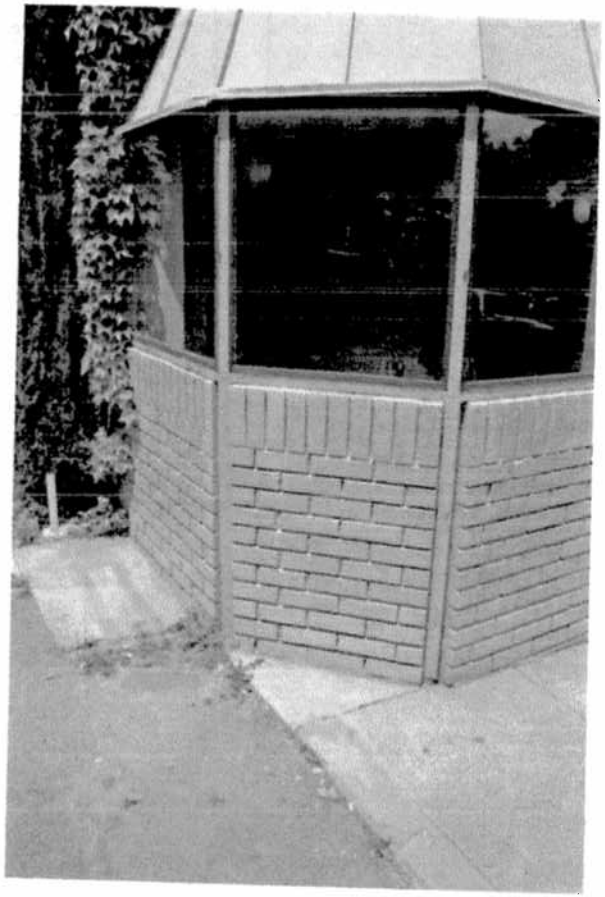
P.S. A few final questions:

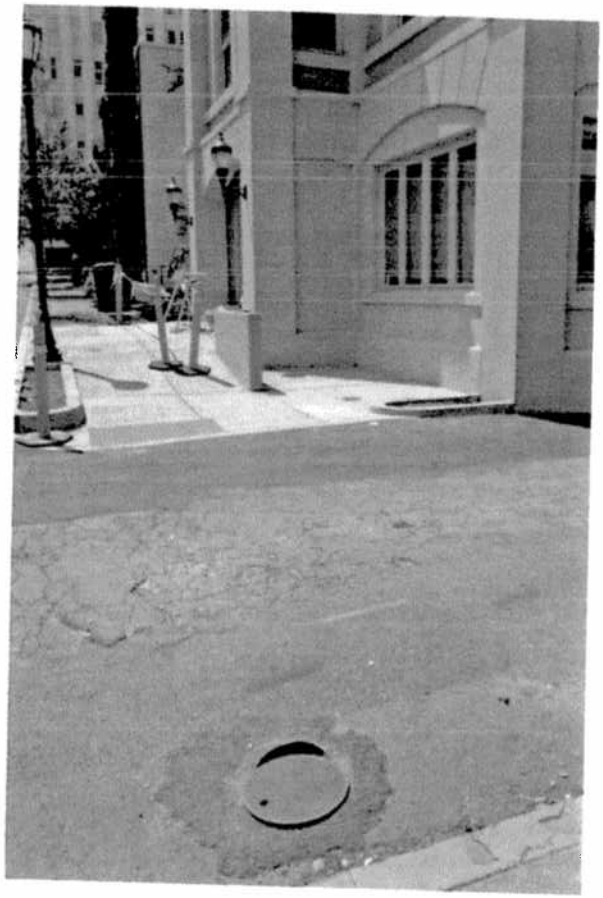
1. How did the city come to own this parking lot?
2. Why was it not put up for bid when it was sold?
3. Can an easement be obtained as an outlet exit for alley traffic?

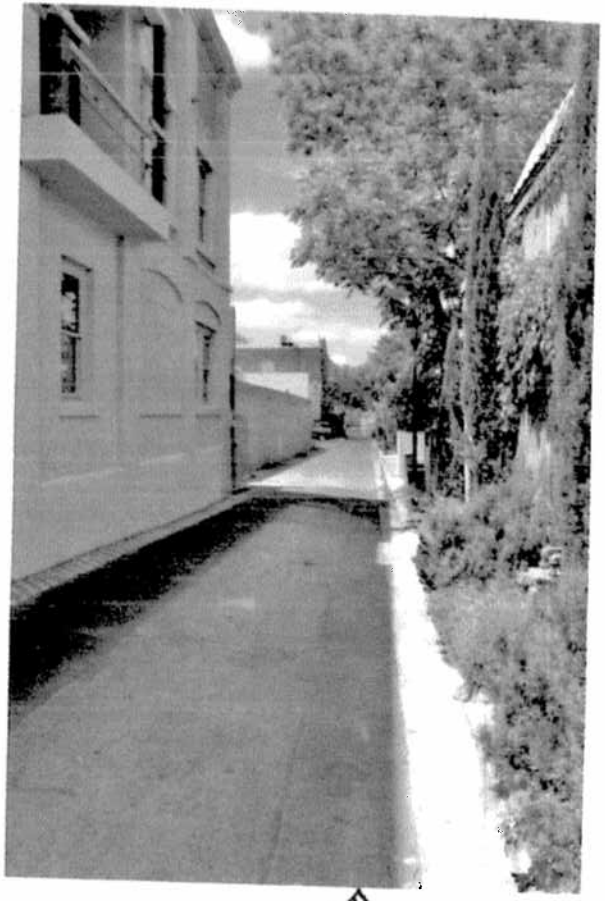



Entrance from Pioneer onto Will Dodge Way
No one way markings







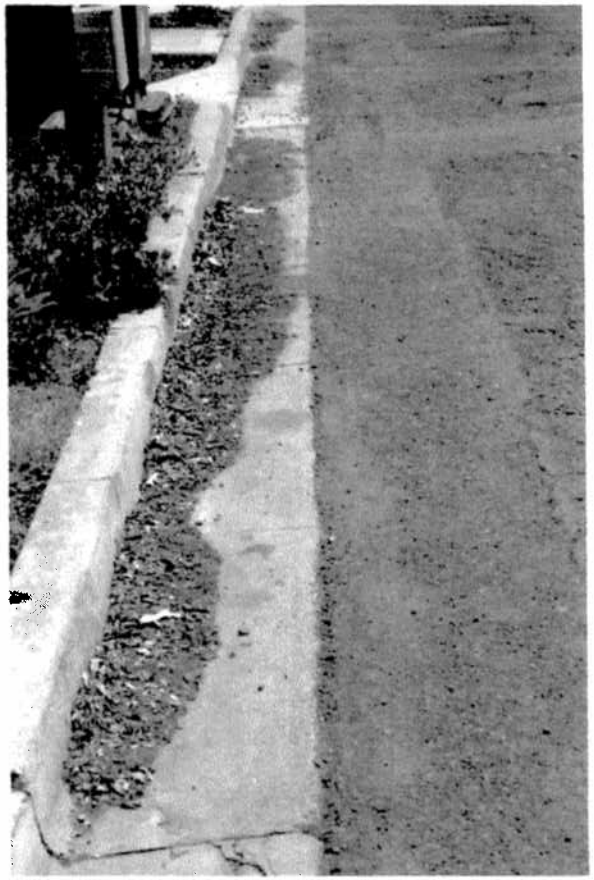
Entrance from 1st St. onto Will Dodge Way
No one way markings or Do Not Enter signs

Can not see Do Not Enter sign!

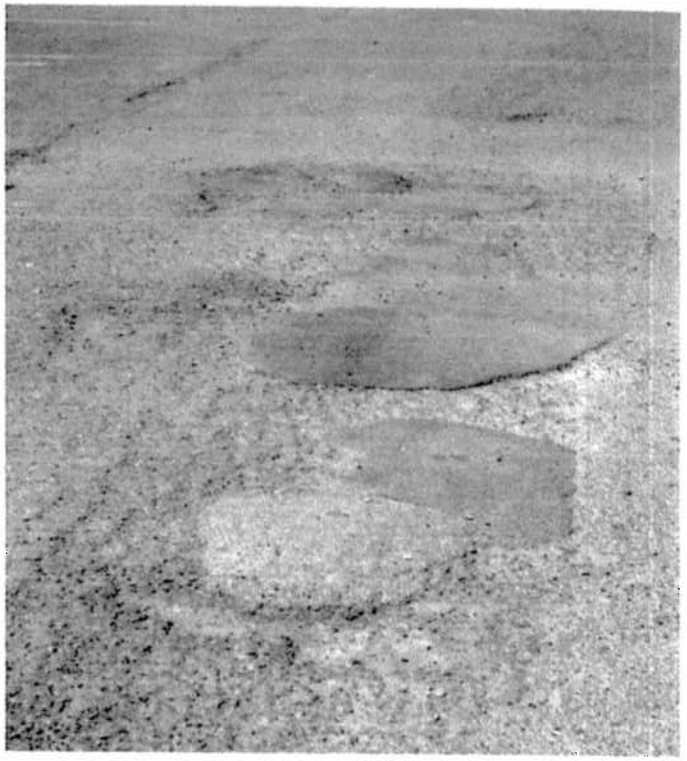
aN Will Dodge way ↑
at 1st

I have been
pushing this back
each day for
the last year.
Big safety issue

↑
Opera House
perma
drainage -



→ are we
being street
swept weekly
as promised
by Jim? -



poor paving issues

only remaining arrows in middle of alley.

# Memo

CITY OF ASHLAND

Date: June 11, 2009
To: Transportation Commission
From: James H. Olson
Subject: ADJUSTMENT OF THE TIMING ON THE INDIANA/WIGHTMAN TRAFFIC SIGNAL

AT ISSUE
At the April 16, 2009 meeting public forum, John Olson of 102 Garfield Street took issue with the timing of the traffic signal at Wightman/Indiana/Siskiyou. He mentioned that pedestrians receive a walk signal at the same time that motorists receive a green light which puts pedestrians in danger, especially from right turning vehicles.

This is a situation that public works was aware of and had previously contacted ODOT, who maintains the City's signals, to determine if an adjustment could be made.

SOLUTION
The signals along Siskiyou Blvd. are interconnected and significant timing adjustments may have a progressive type impact on traffic flow through adjacent signals. ODOT was able to run a simulation through its traffic model of a 2 to 3 second green delay. This would give the pedestrian a few seconds of advance time to safely enter the cross-walk. The model worked well with a 2 second delay with no noticeable queuing. The 3 second delay worked fine during normal traffic flows, but may have a slight queuing impact during peak flows.

The signal was set with a 3 second green delay which will allow pedestrians to cross at least one lane of traffic before the green signal. We will monitor the signal to be certain that there are no adverse impacts for this change.

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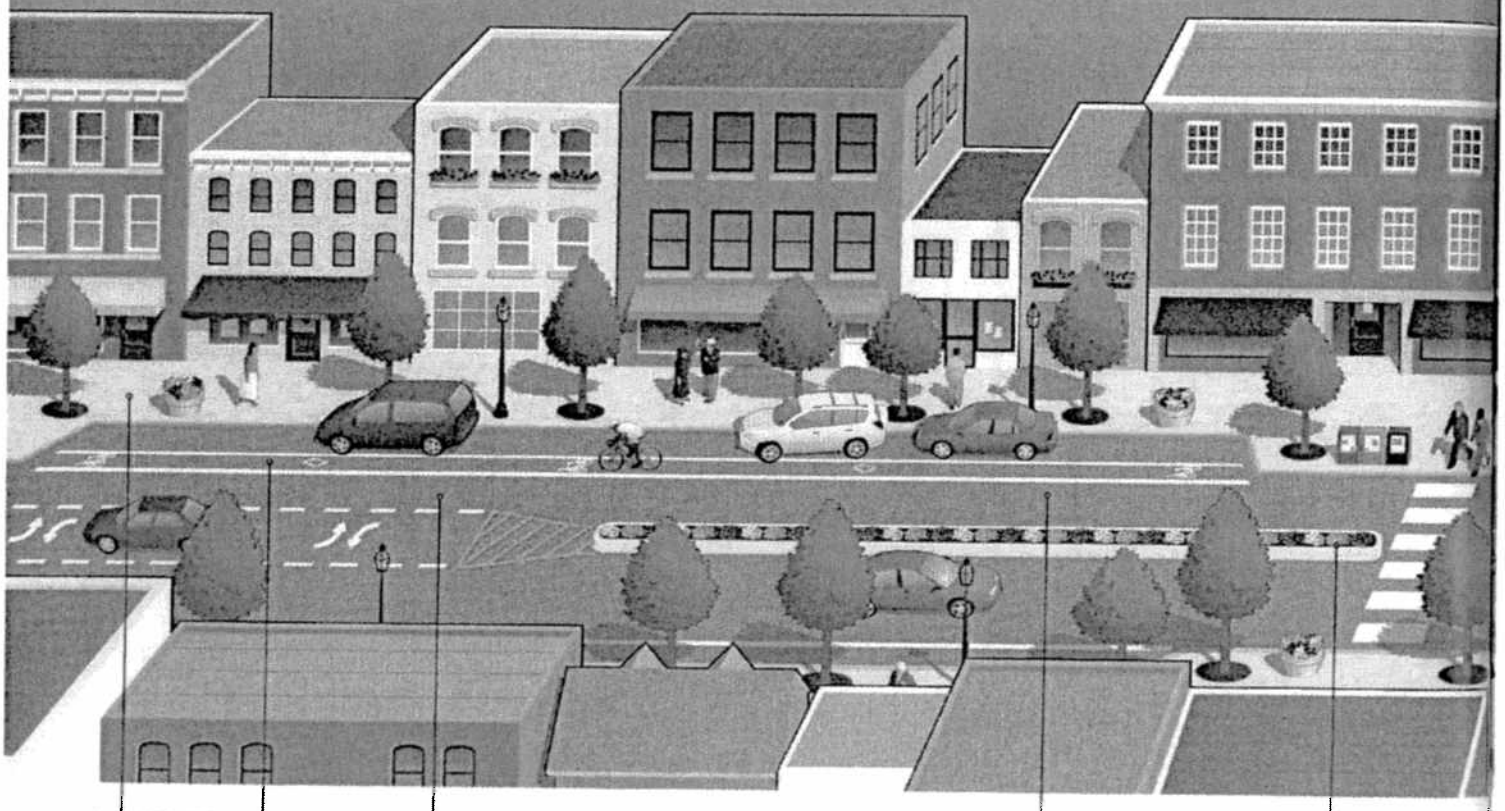
my cause | dan burden

# Walk This Way

## A civic activist explains how you can make your community a healthier, more valuable place to live

Americans collectively spend more time gridlocked in traffic than ever before—4.2 *billion* hours annually, according to a recent study by Texas A&M University. When you consider how much time we spend in our cars, it's not very surprising to learn that the cities with the worst traffic congestion—Los Angeles, Houston, Detroit, and Atlanta—also have high health-care costs. People who live in pedestrian- and bike-friendly communities, on the other hand, have lower rates of obesity and depression, smaller carbon footprints, and higher property values. The correlation is clear: The more time you spend in a car, the more your quality of life deteriorates. And according to another recent study, this one from the University of South Florida, vehicle miles of traffic increased as much as three times the rate of population growth in the past eight years.

As the founder of Walkable Communities, a nonprofit organization, I've helped citizens in 2,500 cities around the world make their



### Widen the Sidewalks

"Building a sidewalk isn't enough to inspire people to use it. In commercial areas, they should be 10 feet wide with another few feet of landscaping to buffer pedestrians from the roadway and make them feel safely separated from traffic."

### Protect Bicyclists

"Like pedestrians, cyclists feel safer around traffic when they have their own space on the roadway. Five-foot-wide bike lanes tell drivers that cyclists have a legitimate place on the road, while adding a visual cue for motorists to slow down."

### Reduce the Number of Lanes

"Sometimes cities can't widen the roadways to accommodate improvements such as medians and bike lanes. In that case, I recommend what I call 'the road diet.' Say there are two lanes of traffic in each direction. I propose slimming the roadway to three lanes: one in each direction, with a turn lane in the center. The extra space from the fourth lane can then be converted into pathways for pedestrians and cyclists."

### Go Narrow

"When drivers are confined by narrower lanes, traffic slows down and motorists become more alert. Every foot removed from a lane causes drivers to reduce their speed. Most states require 11- to 12-foot-wide lanes, but Robert Noland, of London's Imperial College, analyzed 15 years' worth of U.S. data and found that 9- to 10-foot-wide lanes may lead to fewer accidents. The secret is building lanes wide enough for all users but maintaining them at a narrower width."

### Separate Traffic With Medians

"Medians invite foot traffic. Pedestrians have to cross only one or two lanes before reaching security, which is much more appealing than having to run across five lanes of two-way traffic."

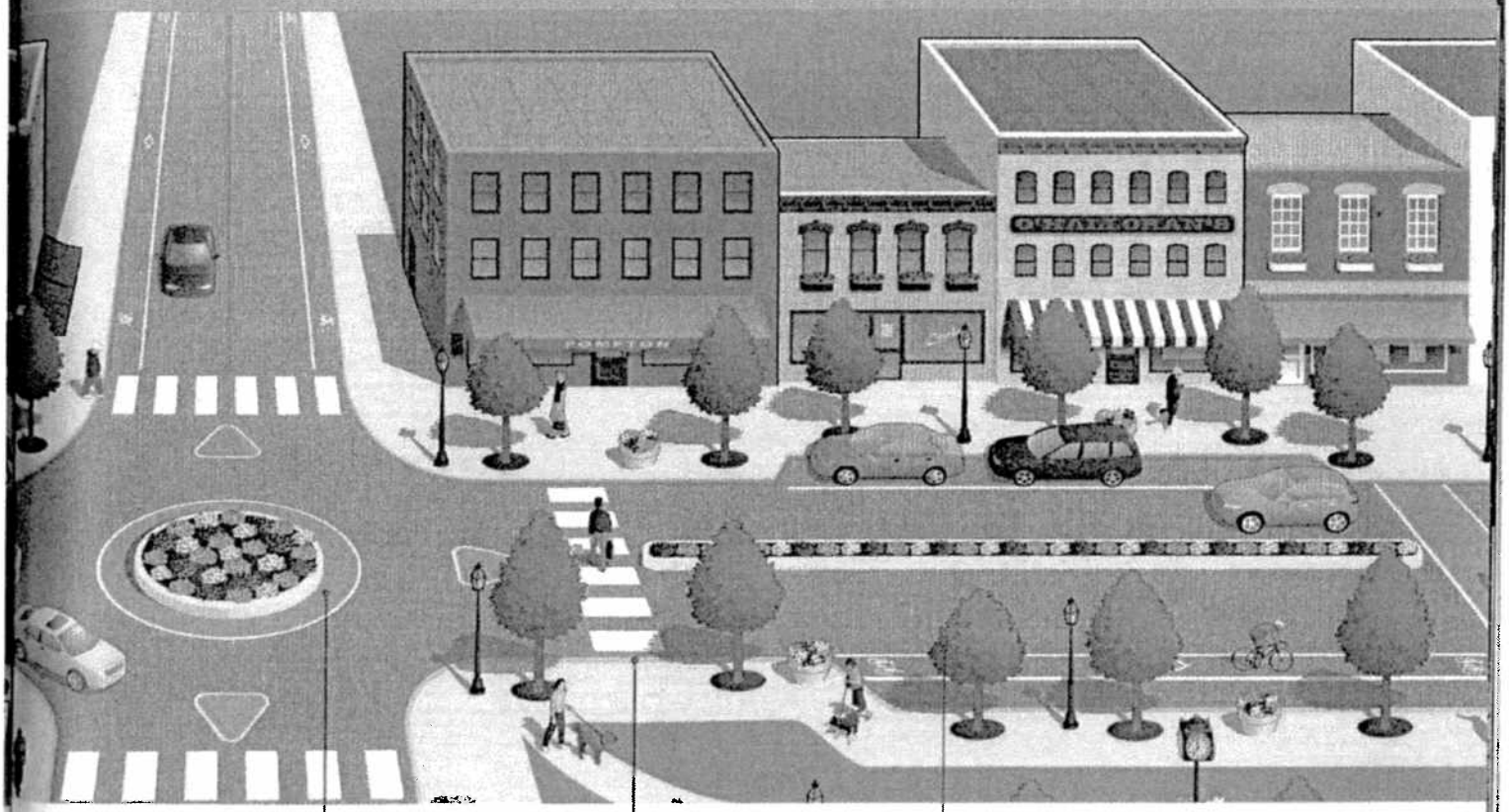


ILLUSTRATION BY VIC KULIHIN

communities more conducive to walking. For the first 35 years of my life, I lived in Columbus, Ohio, and Missoula, Montana, two cities that urban planners praise for having "good block form," or a mix of residential housing, locally owned stores, and public parks linked by sidewalks and mass transit. Both locations helped me learn that cars have a place in our cities, but proper urban planning allows people to walk rather than forces them to drive.

A great example of a city that came to this realization is University Place in Washington State. Being only 30 miles south of Seattle, the town of 27,700 faced serious growth issues in the 1990s. Developers wanted to build big-box stores, lay more roads, and widen streets—typical American sprawl. But locals weren't so sure about that vision and invited me for a visit. I spent a day walking and photographing the streets, and while the city's views of Puget Sound amazed me, its streets proved extremely frustrating to navigate on foot. Creating an environment for people to walk and ride their bicycles, I told the residents of University Place, is as much about controlling traffic as it is about creating sidewalks and bike lanes. The key would be slowing traffic to 30 miles an hour; any faster and pedestrians no longer feel safe enough to walk near roads. I showed them how to redesign many of their streets to encourage foot traffic, and they took my advice. Within five years, the city has transformed itself into the hottest real-estate market in the region. The city recently began construction of a $250 million retail and government district called Town Center, and the area's premier golf course opened in the summer of 2007. As you'd expect, both are a short walk from downtown.

Here are the simple things any community can do to improve its quality of living. AS TOLD TO WILL RIZZO



## Replace Traffic Signals With Roundabouts

"Drivers in cities that have roundabouts get home quicker, even though they're traveling at a slower speed. Roundabouts may force drivers to proceed at 15 to 20 miles an hour as they approach their turns, but roundabouts move 30 percent more vehicles than traffic signals do. This is because if a driver tries to beat a traffic signal and turns across an intersection, other drivers are forced to wait. Roundabouts are also much safer than intersections. Their circular shape makes all the drivers travel in the same direction, and this reduces serious crashes, such as head-on collisions, by about 90 percent."

## Paint Fog Lines

"Visual tricks can make lanes seem narrower. Most fog lines, the shoulder's painted boundary, are four inches wide. On University Place's busiest streets, we made them eight inches. Drivers feel more enclosed by the bolder lines and travel slower."

## Plant Trees

"When trees line streets, they create a sense of security and separation from the roadway that attracts pedestrians and gives drivers a reference point for their speed. Urban trees also increase property values by up to 20 percent. Buy and maintain three trees for $1,000 in front of a $400,000 home, and eventually they'll return $60,000 in added value. Trees save money too. By reducing the air temperature, trees can yield huge energy savings for nearby homes and businesses. And according to Forest Service research, urban trees can be about 10 times as effective as forest trees for lowering carbon dioxide in cities. Sycamores are especially efficient at gobbling polluted air."

*Dan Burden, 65, is the founder of the nonprofit Walkable Communities Inc. (walkable.org). He is also a principal of Glatting, Jackson, Kercher, Anglin Inc. (glatting.com).*

3rd Urban Street Symposium
June 24-27, 2007 Seattle, Washington

# Shared-Use Streets – An Application of "Shared Space" to an American Small Town

Submission Date: May 7, 2007
Word Count: 6,618 (including three figures)

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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.

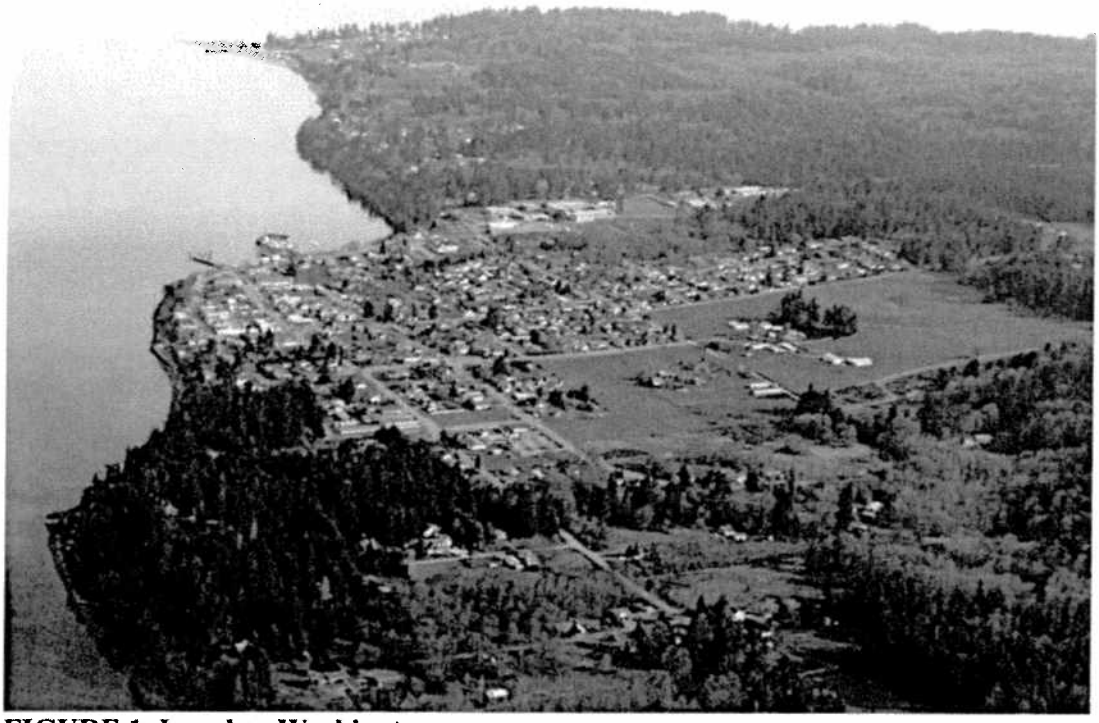

**FIGURE 1 Langley, Washington.**

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.

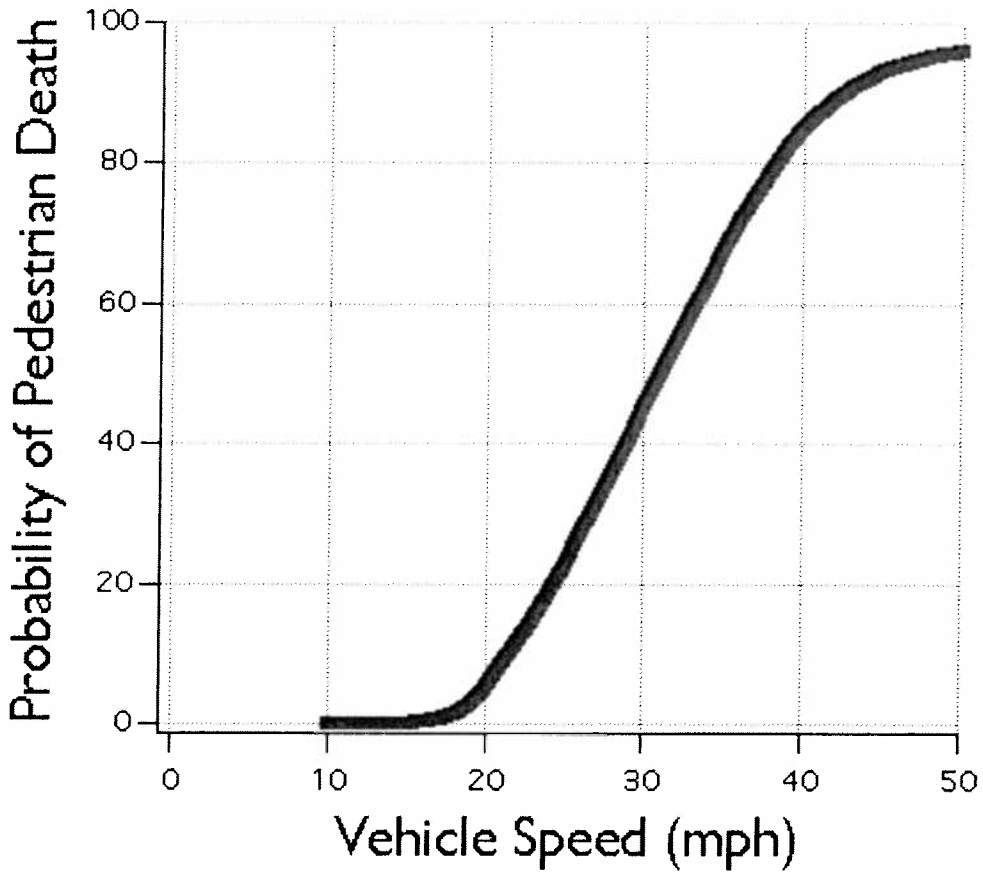


**FIGURE 3 Probability of Pedestrian Death Relative to Vehicle Speed.**

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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