

Amy Johnson

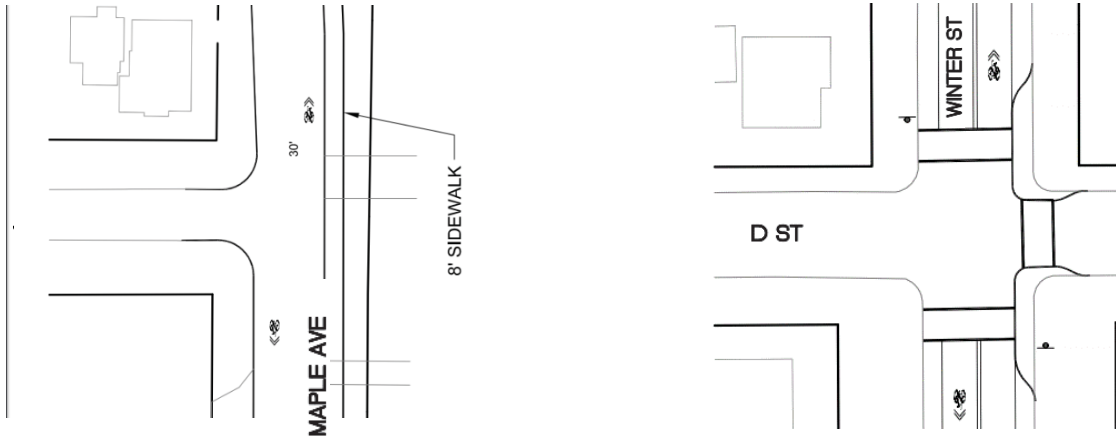
From: Gary Obery <garyobery1@gmail.com>
Sent: Friday, April 06, 2018 9:30 AM
To: Anthony Gamallo; citycouncil
Subject: Winter-Maple Bicycle and Pedestrian Plan
Attachments: two-way and four-way stop Concerns.pdf

Categories: Follow-up

Mayor and Councilors,

I am writing to offer my support for the Winter-Maple Bicycle and Pedestrian Plan. Attached are a few comments and suggestions I'd like to offer for your consideration as well. Thank you for your attention to this project.

Gary Obery
2045 Laurel Ave NE
Salem

Area of Concern	Winter-Maple Bicycle and Pedestrian Plan: Stop Signs Needed	
From	Gary Obery, Highland Neighborhood resident	April 6 th , 2018
To	Salem City Council	
WMB Final Draft	 <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="text-align: center;"> <p>Maple & Johnson St Shown as uncontrolled "T" intersection in WMB Concept Plan</p> </div> <div style="text-align: center;"> <p>Winter & D Streets Shown as 2-way Stop In WMB Concept Plan</p> </div> </div>	
Support	The plan addresses the need for some new STOP signs at several intersections along the WMB route including side streets at Academy and at Hickory, and for turning the stop signs at Cottage/Jefferson.	
Concerns	<p>1. City Public works staff have suggested that it is beyond the scope of this planning effort to make recommendations regarding the use of STOP signs at some of the intersections along the WMB. I will offer, however, that one of the central elements to a successful plan of this type is exactly that – to make recommendations regarding the preferred form of traffic control at each intersection along the route. The Scope of Work for this project, written back in 2015, states that:</p> <p style="padding-left: 40px;">“The Winter – Maple Bikeway and Pedestrian Plan (“BPP”) will identify possible improvements (such as signage, pavement markings, traffic calming measures, and intersection treatments) that would result in appropriate traffic volumes and speeds for a friendly bikeway, in the form of a conceptual design for improvements to accommodate bikes and pedestrians.”</p> <p>Indeed, the draft plan does include recommendations for modifying the intersection operations at a number of intersections including Winter & Union (roundabout), Winter & Hood (reorienting STOP signs), and Cottage & Jefferson (reorienting STOP signs). The plan should not address the intersection traffic control at some of the intersections but then sidestep the question at other intersections.</p> <p>My specific concern is that the WMB plan appears to allow several T intersections along the route to remain without STOP signs. This situation allows drivers on the side streets to roll through the intersection as they are turning left or right; they may not yield to people on foot or bike as they are required by law. The Portland Bureau of Transportation has a policy to post STOP signs on all side streets, including T intersections, along their neighborhood greenways. A similar policy would serve our city well.</p> <p>2. The MWB plan appears to accept the existing form of intersection control at Winter & D and at Maple & Highland. In my experience, I find that the traffic volumes and speeds on these side streets</p>	

	<p>are too high for bicyclists and pedestrians to cross them comfortably. While crossing them in a car may feel comfortable, the experience is quite different on foot or on a bike. Traffic volumes and speeds are not likely to change on D or on Highland as a result of the traffic calming and other treatments planned for the MWB; it will be just as difficult to walk or bike across these intersections after improvements are made to the MWB as it is now. All of the necessary data and factors that should be considered when making this recommendation are included in the draft plan or can be accessed from the city's traffic count database. While traffic volumes are suggested as one of the factors that should be considered in an engineering study, they are not the only factor that can be used to justify a four-way stop. The MUTCD (Section 2B.7) states that "The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes" may be used to justify a four-way stop.</p> <p>In addition to claiming that these intersections do not meet "warrants" for a four-way stop, city staff have suggested that this document is a planning document and that the engineering study required to establish justification for the use of a four-way stop is beyond the scope of this document. My response to those points is that the draft MWB plan is already effectively serving as the engineering study for a number of similar recommendations including the mini-roundabout at Winter/Union, for the marking of crosswalks at Fairgrounds and at Pine Street, for turning the STOP signs at Cottage/Jefferson, and for the proposed exclusive bicycle signal phase at Cherry/Auto Group Road. While the plan is not intended to address engineering design questions, it is very much intended to serve as an engineering study. Indeed, the technical memos that were prepared for this project were stamped by a Registered Professional Engineer with special expertise in Traffic Engineering. This document is the appropriate vehicle to make engineering recommendations regarding the use of STOP signs along this route. Now is the time for the city to establish its preferred option for treatment of these intersections.</p>
Request	<p>1..Include the addition of STOP signs to Academy, Spruce, Hickory, Johnson, and Tryon Streets at Maple Avenue as part of the WMB plan.</p> <p>2. Include the addition of four-way stops at Winter & D Street, and at Maple & Highland as part of the WMB plan.</p>



April 5, 2018

Mayor Chuck Bennett & Salem City Council
555 Liberty St SE RM 220
Salem OR 97301

Dear Mayor Bennett and City Councilors,

Thank you for the continued opportunity to submit comments on the proposed Winter-Maple Bicycle and Pedestrian Plan. On behalf of the Safe Routes to School National Partnership in the Pacific Northwest, I would like to express our strong support for this proposal. This is an exciting and welcomed plan that will provide great benefits to people of all ages in Salem. I would like to address a few remaining concerns that have come up while reviewing the updated plan.

As heard during public testimony at the February 6th Planning Commission meeting, there is a strong community desire and need for the inclusion of both a reduced speed limit and the installation of speed humps throughout the proposed route. It is widely documented that when people drive at higher speeds, the negative impact on people walking increases dramatically. Additionally, speed humps are an inexpensive and highly effective method of slowing motor vehicles. This type of self-enforcing treatment, paired with a decrease in posted speeds, provides the comfort and safety appropriate near a school campus and through neighborhoods.

We had requested that the Planning Commission approve the plan, with a reduced speed limit in the neighborhood greenway section, installation of speed humps already specified, and two additional speed humps near the Oregon School for the Deaf (OSD) Campus. The revised and updated plan dated March 2018 proposes an either/or scenario, where if the posted speed limit were reduced to 20 mph, the installation of any speed humps would be delayed, pending a field evaluation of the area. Additionally, the updated plan does not include reference to the two additional speed humps near the OSD campus.

Today we are respectfully asking that Council approve the plan, with immediate installation of speed humps on Maple Avenue near Johnson and Tryon (next to OSD campus), as well as those already specified throughout the route, which are included in the plan. We would of course like to also see a reduced speed limit throughout the neighborhood greenway, but would not opt for this if it meant jeopardizing or delaying the necessary, self-enforcing speed humps.

Thank you for your time and service.

Sincerely,

Becky Gilliam
Pacific Northwest Regional Policy Manager
Safe Routes to School National Partnership

Amy Johnson

From: Robert Cortright <23cort@gmail.com>
Sent: Tuesday, April 03, 2018 2:51 PM
To: Anthony Gamallo; citycouncil
Subject: Winter-Maple Neighborhood Bicycle and Pedestrian Plan

Categories: Follow-up

Mayor and Councillors:

I strongly encourage you to adopt the plan for the Winter-Maple Neighborhood Greenway. The plan is an important step towards establishing a network of streets in Salem that are designed and managed to promote and encourage walking and cycling within neighborhoods.

In adopting this plan, the city is effectively adopting a new street classification: one which recognizes and emphasizes the function of this route for walking and cycling. In establishing this new classification, the city should also adopt standards and practices that reflect the different goals and objectives for such routes. A key practice that needs to be incorporated in the plan is to standardize the use of stop-controlled intersections to favor bike and pedestrian travel.

Placement of stop signs at intersections along neighborhood greenways is important to make these routes safe and convenient for walking and cycling. The lack of stop controls creates a hazardous situation for for cyclists and pedestrians, especially school-aged children, who must wait and watch for vehicles in both directions before attempting to cross the street. Adding stop controls creates safer crossing opportunities. In addition, stop controls can help discourage cut-through traffic in these neighborhoods.

The city should take note that this is an accepted approach in other jurisdictions that have implemented "neighborhood greenways". A key example is the City of Portland, which has adopted an extensive network of neighborhood greenways. The standard practice of the Portland Bureau of Transportation (PBOT) "is to add stop signs to side streets where they do not exist along a Greenway, including T intersections. Depending on the intersection, PBOT will also convert an all-way stop controlled to two-way stop control in favor of the Greenway." (PBOT Staff)

Urban planners from around the world have traveled to experience, and learn about the successful Greenway system in Portland. PBOT is a recognized national leader in "neighborhood greenways" (with more than 70 miles of established routes and over 20 years of design and construction experience.) Aligning the proposed Winter-Maple plan with these established practices is highly appropriate.

Request

The Council should direct that the Winter-Maple Bicycle Pedestrian Plan be amended as follows:

1. Add four-way stops at D Street at Winter Street, and Highland Avenue at Maple Avenue.
2. Add two-way stops at the uncontrolled intersections of Academy Street, Hickory Street, and Maple Avenue.
3. Add stop signs at the T intersections of Spruce Street, Johnson Street, and Tryon Avenue at Maple Avenue.

Sincerely,

Robert Cortright
373 Suncrest Avenue NW

Amy Johnson

From: jeff503@fastmail.us
Sent: Thursday, April 05, 2018 8:12 AM
To: citycouncil; Anthony Gamallo
Cc: bikeboulevards@gmail.com
Subject: Winter-Maple Bikeway Project Timeline

Categories: Follow-up

Dear Councilors,

Thank you for your support of the Winter-Maple Bikeway project and I appreciate the hard work by staff.

I ask that you move up the timeline of some parts of the project.

The northern 20% of the project requires coordination with the developer and ODOT which I understand can is not be moved along quickly.

The remaining 80% of the project has some funding already and many small improves. We ask that this section from the State Capitol to JGEMS be made a built sooner rather than later.

Completing a majority of the project sooner would allow the community experience their first neighborhood greenway. The sooner it is completed, the more the new state funding from HB 2017 will be available for developing and planning projects in other neighborhoods.

Kind Regards,

Jeff Leach
Salem Bicycle Boulevard Advocates