

Edge Lane Roads

City Council Presentation

July 5, 2022

City of  Port Townsend

Presentation Objectives

- 1. Why this topic?**
- 2. What are ELRs? Review I and D Committee materials.**
- 3. Why ELRs and what they intend to accomplish?**
- 4. Review temporary installation on Blaine Street**
 - Public Outreach and Feedback
 - Observations
- 5. Analysis of traffic count and speed data**
- 6. Staff recommendation and City Council discussion**

Why this Topic?

The two most common public comments we receive concerning Port Townsend Streets are related to:

- 1) street repair and conditions, and
- 2) the need for traffic calming.

As part of development of a Comprehensive Street Program, staff recommends including tools that help reduce the burden of street repair and include a traffic calming program. This program needs to have a toolkit of options. Traffic calming is mostly about effecting driver behavior and each tool has pros and cons. Tools need to be selected based on individual evaluation of the street. One size does not fit all.

Edge Lane Roads are one such tool to help accomplish both objectives based on our street system character.

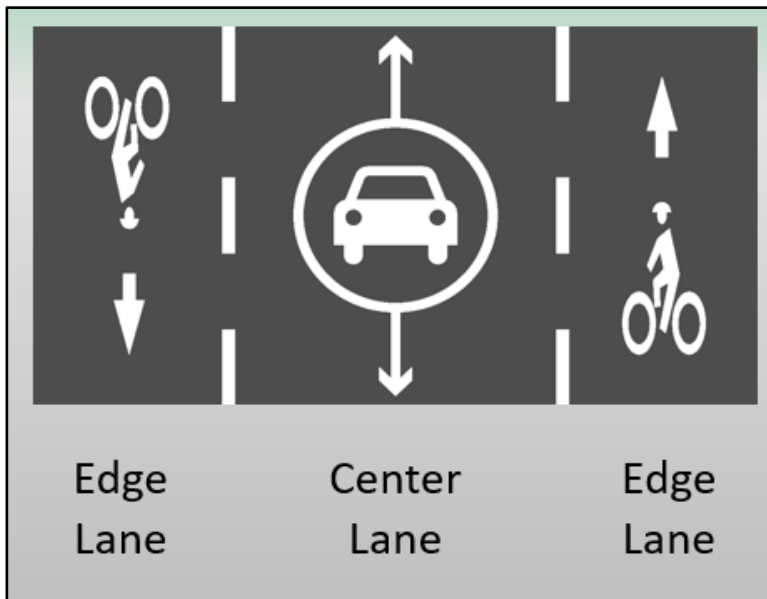
Why this Topic?

This is our typical Port Townsend residential street. We already have a culture of narrow streets where pedestrians walk the street.



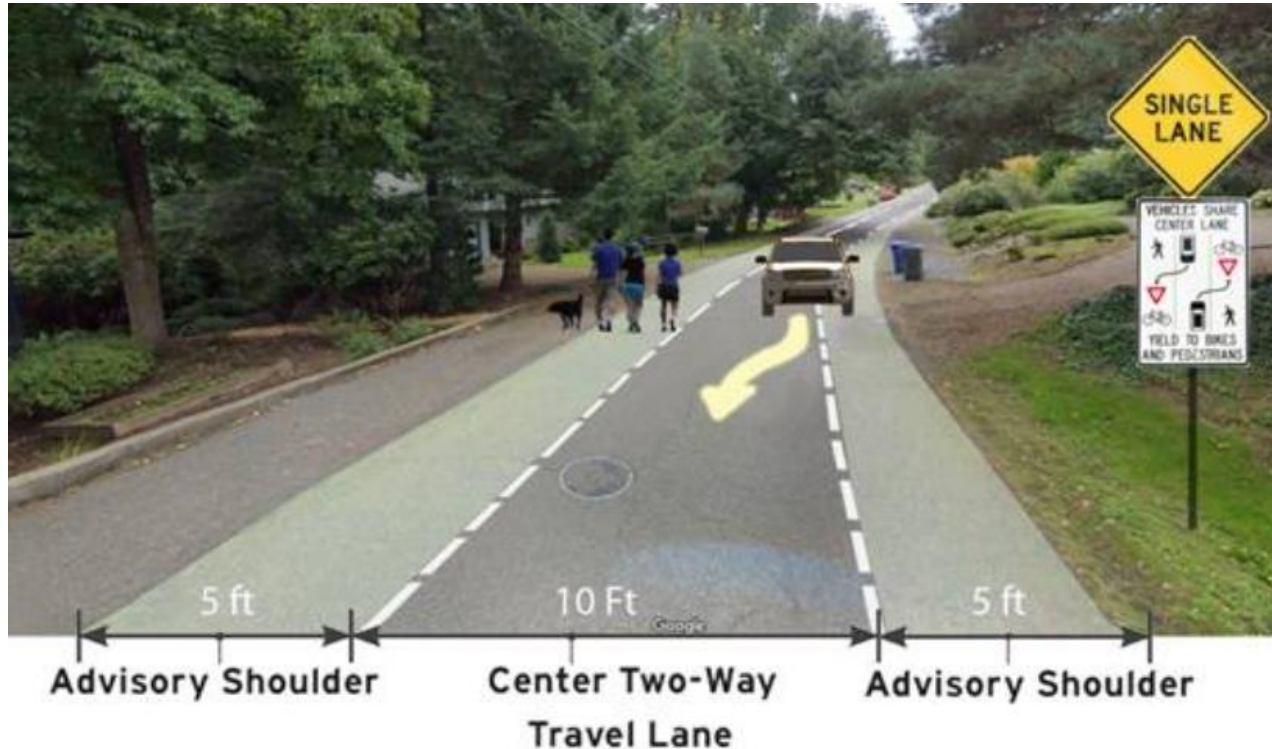
Edge Lane Roads What They Are

With two dashed edge lines, ELRs provide two-way motor vehicle traffic in a single center lane. There is no centerline. Bicyclists and pedestrians use the edge lanes on either side of the street.



Graphics from ELR Design Guide, on www.advisorybikelanes.com.

Edge Lane Roads What They Are



Center lane width: 9 ft – 18 ft; Edge lane width: 5 ft – 8 ft
Speed limit: 20 mph – 30 mph

Edge Lane Roads What They Are

ELRs are growing in popularity in the United States. Some are intended for use by both bicycles and pedestrians, others are only for bicycles.



Yarmouth, Maine



Vail, Colorado

Edge Lane Roads What They Are - Videos

Videos

<https://youtu.be/4smg1uDY-OQ>

<https://www.youtube.com/watch?v=MzFPI94pXy0>

Reference Materials

<https://www.advisorybikelanes.com/>

Victoria Article on ELRs

<https://vancouverisland.ctvnews.ca/new-humbolt-st-bike-lanes-causing-confusion-for-victoria-motorists-1.5032177>

Edge Lane Roads

What They Are – Multiple Benefits

Reduces Speeds: Visually narrows the street. Replicates a single lane road which are common to Port Townsend.

Safer Passing: Motor vehicles leave more space between themselves and the bikes/peds they pass, since no centerline. Also, dooring zone can be provided with additional space.

Organizes modes: Clear indication where bikes and peds should be in relation to both parked and moving motor vehicles.

Installation costs less: Provides bike and ped facilities without adding shoulder or concrete sidewalks.

Increases pavement life: Motor vehicles do not drive on the edge of the street, which helps preserve pavement.

Edge Lane Roads Test Installation

Where: Blaine Street between Tyler and Adams Street (2 blocks).

Material: White temporary striping tape.

Why this location: Part of a proposed location for a permanent ELR, road surface in good shape for adhering temporary tape, minimal maneuver of parking cars – which can easily damage tape, easy access for wider community to view and try out.

When: They were installed between Installation will be completed the last week in May and were removed on June 24th.

Signs: Four temporary ELR signs were installed – one on each block, each direction, laminated and attached to barricades.

Edge Lane Roads Temporary Installation

Blaine Street before:



Edge Lane Roads Temporary Installation

Temporary Installation on Blaine Street:



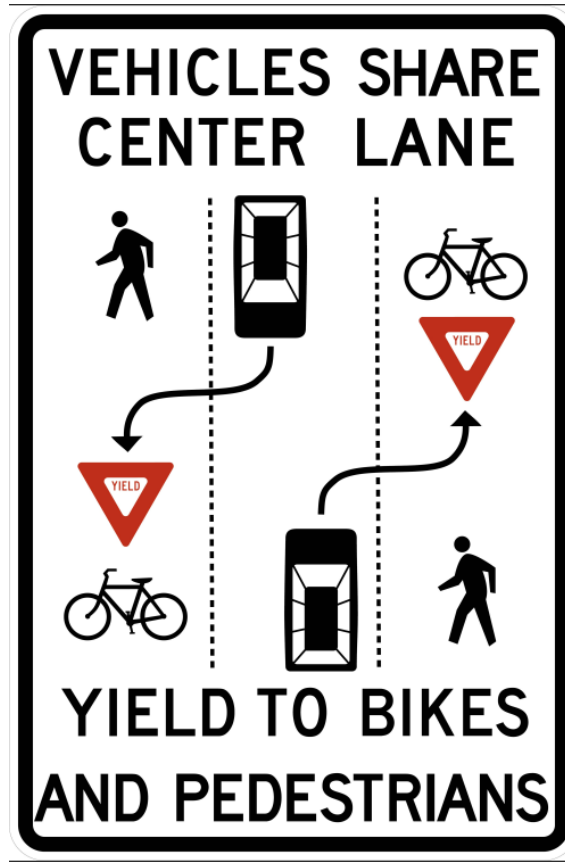
Blaine Street; Tyler to Taylor: Center Driving Lane = 14', Bike Lanes = 6'
Blaine Street; Taylor to Adams: Center Driving Lane = 10', Bike Lanes = 6'

Edge Lane Roads Temporary Installation

Blaine Street with temporary ELR striping:



Edge Lane Roads Temporary Installation - Sign



- Custom design copied from other US communities
- Laminated
- Mounted on barricades

Edge Lane Roads Costs

Costs to date for testing this concept.

- Street Crew for Blaine Street test = \$1,023
- Engineering for initial design of six locations, Blaine Street test, public outreach and research. = \$15,000

Long term costs for implementation

- Lowest cost form of traffic calming compared to speed bumps and other tools. Most traffic calming options are \$20,000 and up.
- Cost of annual striping = \$0.11 per foot. This is offset by a reduction in approx. 60,000 linear foot of centerline striping.

Edge Lane Roads Community Outreach

- Presentations were provided to the I and D committee on April 5, 2022 and May 4, 2022.
- Reference information was developed and placed on the Engage PT website under the Comprehensive Streets Program.
<https://cityofpt.us/engagept/page/comprehensive-streets-program>
- The City provided notice and outreach through social media, the press, the May City newsletter, and KPTZ.
- The City attended the Farmers Market on May 21, 2022 to share information
- The City invited an onsite neighborhood meeting on June 15, 2022 to and placed door hangers on all the homes on Blaine Street between Tyler Street and Monroe Street to provide notice.
- Public comments were logged through Engage PT and facebook. See attached.

Edge Lane Roads Public Feedback Themes

- Constructive feedback from Facebook: Comments available upon request.
 - Cost concerns given failing road system and costs. Desire to see roads fixed.
 - Concerns over confusion and potential collisions
 - Support based experience in other locations such as Europe
 - Concern over bike and ped interaction
 - They aren't needed where there is sidewalk.
 - Concern over tax dollar allocation.
- Comments from June 15th onsite meeting:
 - Outreach to the neighbors ahead of install was needed.
 - Saw cars speed ahead of cyclist before on coming car 4 times.
 - Speeds are perceived to be higher.
 - 2 neighbors opposed the application. 2 neighbors supported it.
 - Speed was all the neighbors #1 concern. Need traffic calming like end of Blaine.
 - Concern over confusion.

Edge Lane Roads Public Feedback Themes

- Constructive feedback from Engage PT. Please see comment log in packet.
 - Concern over potential for crashes
 - Concern over confusion
 - Go further down the block.
 - Desire to try them out.
 - Concern over high school traffic and speeds on Blaine.
 - Concern over allocation of resources.
 - Pair with speed bumps
 - 20 mph or less speed limit is desired
 - Feels safer walking.
 - Concern how they work at intersections.

Edge Lane Roads Public Feedback Themes

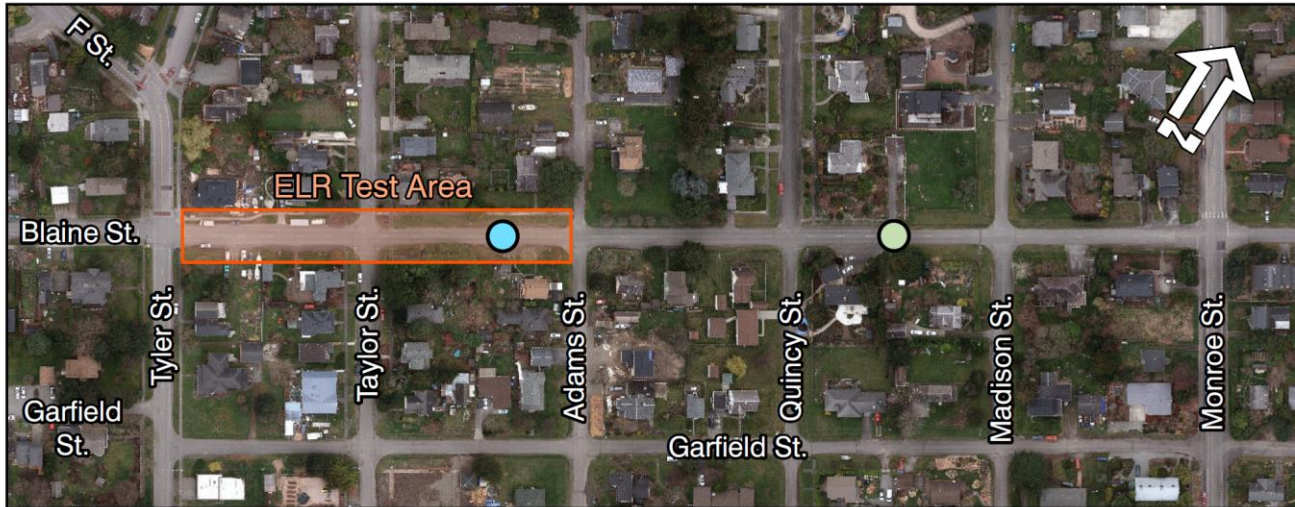
- Specific outreach was performed to the Kuhn St. neighborhood based on a traffic calming neighborhood meeting in 2021 with the PW Director and Police Chief.
 - Some of the Kuhn St. neighborhood shared support for ELR including speed bumps.
 - Other comments were received asking for further safety considerations such as local access only and pedestrian path with parking for North Beach Park at the Fairgrounds.
 - One comment suggested that the same application be applied to all the streets leading to North Beach Park.
 - Traffic calming is the key desire of this neighborhood.

Edge Lane Roads Public Feedback Themes

- Members of Disabilities Awareness Starts Here (DASH) were present at the field meeting on June 15th. These members were supportive of the ELR treatment as a way to provide safety people experiencing disabilities.
- Staff response to comments
 - Conversations: Understanding through conversation.
 - Our staff responded to the majority of EngagePT comments and often offered to meet with commenters who declined.
 - We are thankful for thoughtful and constructive comments.
 - Tenor of some comments are concerning.

Speed Data

Blaine Street ELR Test



Status	Date	ADT	Mean MPH	85% (MPH)	95% (MPH)	% Exceeding 25 (MPH)	Maximum Speed (MPH)	10 MPH Pace
Blaine Street; Taylor Street to Adams Street								
Control	5/17/2022 - 5/19/2022	445	17.6	21.78	24.16	2.9	42.4	77.89% between 13 & 23
Control	5/24/2022 - 5/26/2022	410	17.5	21.25	23.04	1.4	30.3	82.11% between 13 & 23
ELR Test	6/14/2022 - 6/16/2022	485	16.9	20.58	22.5	1.4	31.1	82.75% between 12 & 22
ELR Test	6/21/2022 - 6/23/2022	426	17.4	21.03	22.93	1.3	32.3	83.32% between 13 & 23
Blaine Street; Quincy Street to Madison Street								
Control	5/17/2022 - 5/19/2022	389	28.1	35.66	40.15	67.7	68.5	52.19% between 23 & 33
Control	5/24/2022 - 5/26/2022	343	30.4	37.86	42.17	77.9	53.2	51.60% between 26 & 36
ELR Test	6/14/2022 - 6/16/2022	419	30.4	38.75	44.85	74.4	59.6	46.42% between 24 & 34
ELR Test	6/21/2022 - 6/23/2022	377	32.1	40.94	46.08	81.7	75.3	44.94% between 25 & 35

Edge Lane Roads Observations

Video submitted by Dan Burden:

To be provided at the City Council meeting.

Edge Lane Roads Observations

Staff Observations: Staff spent considerable time physically observing operations of the ELR on Blaine Street. Key observations include:

- Occasional confusion, but not a source of potential collisions.
- Most people naturally drive the street as expected in a one lane road situation.
- Most people drove within the stripes, with occasional folks straddling the stripe.
- People were respectful of peds and bikes. Pedestrian hesitation on use compared to bikes.
- Peds and bikes used the ELRs with occasional use of the entire road.
- Test length could have been longer. In hindsight, we would have included 2 more blocks.

Edge Lane Roads Observations

Staff Observations: Staff spent considerable time physically observing operations of the ELR on Blaine Street. Key observations include:

- Speeds were low.
- Speeds are higher when there is not other activity on the street (lone cars tend to drive faster). When there is activity, cars slow down.
- Saw students walking from the school to Chetzemoka. They generally walked down middle of street.

Edge Lane Roads

Staff recommendation

1. Initially only install on streets with a volume lower than 2,000 Average Daily Trips (ADT).
2. Focus on high pedestrian and bicycle use routes
3. Focus on streets where there is cut-through traffic and higher speeds.
4. Focus on streets where there is not adequate bicycle and pedestrian space or the streets are commonly walked in by residents.
5. Lower the speed limit to 20 mph on local access streets with the installation of an ELR. (RCW 46.61.415). Requires Ordinance.
6. Phase out centerline striping on most all streets and focus on fogline striping for safety. Centerline striping is only required on streets with ADT of 6,000 or more, per the Manual on Uniform Traffic Control Devices.
7. Focus on streets that need shoulder preservation.

Edge Lane Roads

Staff recommendation

1. Install an ELR on Blaine Street between Tyler St. and Monroe St. (ADT = 450 during ELR Test)
2. Install an ELR on Kuhn Street between 49th Street and 58th Street (ADT = 750 in 2019)
3. Other Possible Streets:
 - Fir between F and U Streets (ADT = 800)
 - Walker between Washington and Lawrence Streets (ADT = 1,200)
 - Umatilla between (ADT = 375)
4. Staff does not recommend Landes or Tyler Street at this time based on higher volumes. These streets could be considered after a couple years of experience with ELRs.

Edge Lane Roads Desired Outcomes

Fast forward 2 years and beyond: What does success look like?

1. Community embraces a new tool for traffic calming.
2. Neighborhoods request ELRs as a tool for traffic calming.
3. Installations are accepted and neighbors would be disappointed with their removal.
4. Safer and slower streets for pedestrians, bicycles, animals, and vehicles. Slower speeds result in less severe accidents when they happen. Refer to the recently adopted Local Road Safety Plan.
5. People experiencing disabilities have better and safer access to transportation given funding to install sidewalks is limited.
6. Street shoulders hold up better allowing for increased investment in street repair.

Edge Lane Roads Council Feedback

Designation of striping and traffic control matters on City Streets is an administrative function. The staff recommendation to install ELRs is based on success of Water Street and in other communities as well as based on the typical character of Port Townsend Streets and the values set forth in the Non-motorized plan and Comprehensive Plans.

Staff desires to understand whether Council is supportive of the staff recommendation and whether or not we should install ELRs on more streets than Blaine and Kuhn.

No action required. Feedback is appreciated.



**Thank
you**

Comment	Date	From	Organization	email	Comment via	Comment Summary
001	5/2/2022	Mary DeLong		delongtwo@g.com	engagept	Personally, I think this [ELR] is a terrible idea. You have two drivers both thinking the enter lane belongs to them having a head on crash, or maybe one of them swerving into the bike lane to avoid a crash & hitting a cyclist.
002	5/7/2022	Dave Thielk		edavidt@gmail.com	email	<p>Steve, I like 20 mph.</p> <p>I have some additional thoughts. I am sure you have thought of this: In addition to public comment, you are likely planning on collecting some data. For example, it would be great to have motor vehicle volume and speeds both before and after. In addition, you would want an EASY way for motorists to provide feedback, so information on the test street should be available (for example, a website listing where input could be made). Questions like "Do you drive this section regularly?" "What confused you about entering/leaving the edge lane section?" "Did you have concerns while making decisions while in the edge lane section?" etc.</p> <p>You may also want to consider, if you have not already, a comment box at either end of the test area so that pedestrians and cyclists can give input right when they navigate the section.</p> <p>For collecting data, it makes much more sense to use Landes as the test edge lane street. OnLandes, there is no issue or confusion regarding parking, and once a motorist enters the street, they are pretty much committed to the whole section from 12th to 19th (1/mile?). This section of street is used consistently and regularly by a number of motorists. Overall, the street has a little higher volume, which means motorists and cyclists (and pedestrians, too?) will be making decisions along the stretch a number of times. In short, the feedback and data you will be collecting will include the affective response as well as some hard data with a much greater sample size, and the data will include a greater range and frequency of cars passing cars, cyclists and pedestrians.</p>
003	5/2/2022	Samantha Lorenz		samantha@terrasoma.com		<p>One suggestion: I would consider calling the treatments Advisory Bike Lanes or another term if not an actual advisory bike lane. Edge Lane Road does not make a lot of sense to most people and does not fully describe the change/intent of the treatment. A lot of public opinion is in understanding the concept so clarity in terminology and messaging is key.</p> <p>In the evaluation plan you shared, are you doing any pretreatment perception surveys to understand how people rate the streets today; what existing motorist speeds are; bike counts? Also, this Plan is likely an internal document, but try to avoid using acronyms without spelling out the term first. For example, I am not sure what VRU stands for?</p>
004	5/5/2022	Jack McCreary	DASH	jackmccreary@icloud.com	email	I enjoyed your presentation Wednesday on Edge Lane Roads. Everything was new to me, both the ELR concept, and the City's pilot programs. Can't wait to try one out.

005	4/29/2022	Bill Corrigan	City of Port Townsend	bcorrigan@cityofpt.us	email	I like the plan and think Landes will be the most challenging test due to volume. Blaine will be interesting when the high schoolers start driving it in the fall. How in depth (communication avenues) will the education plan be for the community?
006	5/4/2022	Dave Thielk		edavidt@gmail.com	email	Finally, with respect to collecting feedback on the temporary install on Blaine - I am hard pressed to think of any reason why any motorist would find something positive about this kind of road. For the most part, motorists are not going to understand why the City would even consider moving from two lanes to one for motor vehicles. I think you may need to do a fair amount of education BEFORE you do the install. Otherwise, the feedback coming in might be pretty harsh. So, maybe even a sign that says something like: Edge Lane Road Zone Begins Making our streets safer for cyclists and pedestrians
007	5/5/2022	Bill Corrigan	City of Port Townsend	bcorrigan@cityofpt.us	email	I think the locals will get it fairly quickly, but my concern is the tourists who will suddenly come upon a road that looks like it's a one lane road ... how will they figure it out? The has to be pictorial signage out there that can help those folks when this phenomenon is first encountered. Water Street is not a good example of the decision making required as two cars and bikes in either direction can pass without yielding to anyone, the road is wide enough. Not the case on the test roads mentioned I know we don't have to reinvent the wheel on signage.
008	6/2/2022	Rhen Benson		rabarch@sonic.net	engagept	This is a solution in search of a problem. I walk Blain Street almost every day and it is fine just the way it is. Also, the planters in Washington Street, the poor roundabouts, don't slow traffic, are more dangerous for pedestrians, confusing left turns, and are a law suit waiting to happen.
009	6/2/2022	Lisa Thomas		thebarkinglot4@gmail.com	engagept	It's difficult to understand what you are trying to accomplish with this "test" Edge Lane Road experiment (which, presumably, might be extended to other narrow roads in the City). I have witnessed utter confusion with the new "calming circles" (drivers turning left onto Washington straight into oncoming cars instead of following the usual roundabout protocol as well as speeding through them). There is confusion with the two crosswalks at Sims near the Coop. Pedestrians and cyclists take their lives in their hands navigating this town. And now this. I foresee dangerous accidents - the signage is convoluted, the vehicle right of way is unclear (who yields when there are two opposing vehicles, pedestrians and cyclists all using the road?). This is crazy and another waste of taxpayer dollars. Please fix the roads -- fill the horrible potholes all over the City.

010	6/2/2022	Rhen Benson		rabarch@sonic.ne	emal	I understand how ELRs work, especially on rural roads like in Maine (I have lived there) or in parts of rural California, where I lived before moving to Port Townsend. Here in Port Townsend, my wife and I find the streets in Uptown and Morgan Hill friendly for pedestrians and dogs, bicyclers, and even the deer precisely because all share the same space. Traffic speeds are slow and most cross streets do not even have stop signs. While there are only two blocks of sidewalk on Blaine between Tyler and Jackson, the ROW is wide enough to accommodate all users and the benefits of an ELR are already realized with the existing conditions. I also question an ELR on Tyler between Lawrence and Jackson. There are already sidewalks on both sides of Tyler in this area. During Farmers Market days, cars park all along Tyler, sometimes as far up as Blaine. Reducing Tyler to one lane, I assume with parking on both sides, will create passing issues as there will be little room to move over for cars to pass.
011	6/6/2022	Thomas Boyd		187proofboyd@gmail.com	engagept	Stop changing our roads and remove the roundabouts. People have no idea how to properly use them, and still wouldn't use them correctly even if they did. Just stop. If you want to help create more parking around town (downtown specifically). The new "edge lane road" or know in other places known as the "suicide lane" idea should be tossed out immediately.
012	6/3/2022	Steven Yanoff		syanof@yahoo.com	engagept	Today I bicycled the two block Blaine St edge lane road. I did not readily understand it so stopped and read the explanation sign. But I was still confused what two motor vehicles passing each other would do. Later I saw the graphic that starts with "To bypass approaching motor vehicles... in the online presentation at https://cityofpt.us/sites/default/files/fileattachments/engage_pt/page/20561/030222_eri_presentation_to_i_and_d_committee_final.pdf . That graphic helped and should be on the sign, unless I missed it. While I was biking I saw one vehicle driving fast down the center lane, and then another driving slowly in one of the two bike/pedestrian lanes. I think they were confused what to do. That, and my initial confusion, makes me think edge lane roads may be confusing for many. So there will be a learning curve. Also I think vehicle drivers will be less likely to stop and read the signs than pedestrians and bicyclists. On the other hand I strongly support more road accommodations for bicyclists. I am just unsure if these should be more traditional door zone bike lanes, maybe paired with speed bumps and intersection circles to slow traffic, or "edge lanes". How do these two compare? Based on my single experience today, it seems edge lanes are confusing and may add safety concerns, although I understand that safety has increased in other locales that use edge lanes.

013	6/3/2022	Donald Mazzola		dmazz1952@gmail.com	email	I just drove down the newly painted one-way lane on Blaine St. in the Uptown. Bravo. May I suggest that a similar lane would be an asset on Adams St. Downtown off of Water St. I stand with the Women In Black (even tho I'm a guy) every Monday from 1:30-2:30 pm. Often, cars travelling N on Adams try to turn L onto Washington from the right turning lane (that is, they think Adams is a 2-way street - speaking of that, it's not uncommon to see a car travelling S on Adams off of Washington - better do not enter signs needed?). Also, some cars turning N on Adams whip around the corner making it difficult for parked cars to back out of the diagonal spaces. A single lane that opens up into 2 turning lanes (as on Blaine) would give cars backing up some room to do so before entering the lane of traffic. Lastly, a concrete extension of the curbs on Water St. (with posts) that would funnel the traffic into a single lane would prohibit this from happening. I often see near misses. Q.1. Does PT have any sort of "Tree" designation and if so, what does it mean? Q.2. Are there any local city requirements that stipulate if you cut one down, you have to plant another?
014	6/3/2022	Doug Young	Nathan Inc	DYoung@nathaninc.com	engagept	It seems unnecessary and likely to cause confusion and accidents (if drivers even bother to comply with the one-way single lane). Deciding whether an oncoming car was there first will be problematic, especially if Edge Lane Roads are long. Is Blaine an appropriate candidate for this compared to successful Edge Lane Roads?
015	6/4/2022	Brent Vadopalas		brentv@uw.edu	engagept	It feels a lot safer and saner to walk on that stretch of Blaine, because vehicle drivers are being more cautious and driving more slowly. I'm curious to know if that behavior is likely to continue long term. If data are there to show this, then I'm sold on the idea.
016	6/6/2022	Shannon Roth		shannon98368@gmail.com	engagept	This is one of the dumbest ideas I have ever seen! What another waste of our city's money!
017	6/7/2022	Paul Eisenhardt			phone	He turned right from Tyler, heading east on Blaine (toward Chetzamoka Park), driving in the center of the road, as the striping indicated. A car heading north on Taylor Street, turned left, with the intent of driving west in the middle center lane on Blaine. In order to avoid the car heading east on Blaine, the car heading west, swerved quickly into the bike/ped lane. This citizen said that if a bike/ped had been in the edge lane, they would have been hit.

018	6/7/2022	Doug Young	Nathan Inc	DYoung@nathaninc.com	email	<p>It seems to me that Edge Lane Roads in Port Townsend are a "solution in search of a problem", especially for Blaine Street. My wife and I frequently walk on Blaine street with our dog. The vehicle traffic is light and there are rarely other pedestrians or bicycles on the road. The vehicle traffic is almost always courteous and moves over to make plenty of room for us on the road. Consequently, I don't see a compelling need for edge lanes (unless a case can be made that edge lanes will encourage pedestrian and bicycle use). Pedestrians and bicycles appear to use Lawrence street quite frequently (it is wide for bicycles and has sidewalks for pedestrians), which is a nearby, attractive alternative to Blaine Street. Other roads contemplated for edge lanes, which have heavier vehicular traffic, (e.g., Tyler and Walker) also seem to work well for pedestrians, but perhaps not so well for bicycles. My best guess is that these heavy vehicular road segments will be problematic for vehicles if narrowed, without much improvement for pedestrians. Bicycles have plenty of options for avoiding these road segments. It seems to me that Blaine Street was selected primarily for budgetary reasons and secondarily for its central location, and not because it has conditions conducive to an edge lane road. At least when I saw it June 5th in the late afternoon sunlight and light rain, the lane markings were not highly visible and the edges did not stand out intuitively as pedestrian and bicycle priority lanes. Finally, because I believe that the current traffic on Blaine Street is not at all a problem for pedestrians and bicycles, I would much rather see the limited city budget used for improving road conditions rather than for marking edge lanes.</p>
019	6/7/2022	Elisabeth Mention		elisabethmention@gmail.com	engagept	<p>This is an absolutely terrible idea! I have witnessed confusion, anger, and erratic driving from otherwise responsible drivers. It is dangerous on many counts; it actually invites head-on collisions. Who on earth decided this might be a good plan? Please eliminate it before someone dies.</p>
020	6/8/2022	Elisabeth Mention		elisabethmention@gmail.com	email	<p>I have read the additional information you provided and am still not convinced that it would be a change that would benefit Port Townsend. As someone who has been a responsible and safe driver for over 60 yrs., on three continents in virtually all manner of traffic conditions, I can honestly say that Port Townsend has the worst drivers of any place I've lived (or driven). For whatever reason (age, lack of experience) we have many people behind the wheel here who would not effectively adapt to the proposed ERLs. In addition, as I mentioned in my earlier comments, even for those of us who can adapt, it is confusing and, I still contend, dangerous.</p>
021	6/8/2022	Jack Kopald		jdkopald@gmail.com	engagept	<p>During the ten plus years I've lived here, I've driven, biked and walked up and down Blaine and other uptown streets hundreds, if not thousands, of times. People know how to share the road without more lines. So long as everyone is paying attention, all goes well. The proposal directs motorists to drive in opposite directions in a single lane, inviting head-on collisions or sudden evasive maneuvers. This is a dumb idea.</p>

022	6/12/2022	Dan Burden		dan.burden@bluezones.com	<p>email</p> <p>I spent an additional hour on Blaine Street yesterday afternoon All three residents and their spouses were supportive, and each saw no problems with the changes and saw this as an effective speed reduction measure. One important revelation, one resident reported that no one had contacted the neighborhood in advance. If true, this is a mistake that should not be repeated in the future, people want to know, even if only given a day of advance notice. Better yet, a well-advertised neighborhood meeting, and neighborhood input is essential to gain supporters. The neighbors seem united in supporting this change, and they believe speeds are lower. One neighbor, a physician, said that shortly after the treatment was put in three pickup trucks in a row were seen speeding down the street in protest. Likely this will show up in your data. There is support for lengthening this treatment From my own observations of about 30 cars during my 40 minute observation period, all motorists were traveling at or below 20 mph, all motorists assumed the correct center of road position, all motorists easily moved to the right once they left this section to the centerline marked portion, I witnessed two cases where motorists needed to pass one another in opposing directions, and they did this with no problem, simply further slowing and migrating into the dashed portions of the road (see video)</p>
023	6/9/2022	Doug Korlann		dkor@msn.com	<p>email</p> <p>The entire width of Kuhn Street becomes a bike, animal and pedestrian pathway. The street is marked (painted) green color x's going across (side to side). The X's are painted on the street every 20 or 30 feet depending on the size of the X. An occasional bike and pedestrian graphic is also painted occasionally. Local vehicles and park visitors are allowed to use the pathway (NOT A STREET ANY MORE) with caution. Speed limit 20 . Green and black signage and not the standard yellow black signage. Vehicle size limits on Kuhn pathway (not street any more). i.e. no visiting vehicles towing a trailer or boat or etc. No Simi trucks of certain sizes. Local delivery trucks allowed. No motor home over a certain size. That is established by city. Park parking; Handicap parking only next to beach edge (North edge), Bike parking racks only next to park behind handicap parking (north edge of park grass), Limited vehicle parking next to Fort Worden field, Drop off area along east and south edge of park, Additional overflow parking at the fair grounds. Park is county and fair grounds is county. This should not be a problem as the county owns both. I did experience the edge lane test area in uptown. I was at the site long enough to see how vehicles moved through the area. I felt the vehicles actually moved through the area a lot faster. The edge lane lines made me feel I was on an aircraft carrier being directed and pulled into the direction I was traveling. When I passed other vehicles it was not a good experience. It was almost like playing king of the mountain or chicken. Maybe the attitudes of the drivers today are different from when the data was collected from past edge lane tests.</p>

024	6/13/2022	Joe Finn		joefinn4@icloud.com	email	Looks quite reasonable; until we can get rid of, or reduce the number of, cars on our smaller streets. If nothing else, it creates a "reduced speed", or traffic calming, perspective?
025	6/10/2022	Jack Kopald		jdkopald@gmail.com	email	Thanks for your offer, but I don't think meeting would be a good use of your time - I'm not going to change my mind. Besides inviting head-on collisions, the ELR proposal violates two basic rules of life: "If it ain't broke, don't fix it," and "keep it simple, stupid." Part of the charm of uptown Port Townsend is the relaxed way everyone shares the road. There is no problem here that needs fixing.
026	6/14/2022	Michael Williams		bikepedx@gmail.com	email	I wanted to make some comments. Your experience is not uncommon. In many ways, ELRs are where modern roundabouts were in the 1990's. And what experience consistently found with roundabouts was that people were overwhelmingly against them before installation (70-30, 80-20 really serious oppositional ratios). Within a year following installation, the ratio had completely reversed to an overwhelming support for the install. I have talked to a number of staff folks that have had done public outreach and received negative feedback. After explaining operation and advantages, they tended to disarm much of the vehemence in the oppositional folks. Then, within a year after install, people admitted to liking it. From the anecdotal evidence I have encountered, a public outreach process allows people to get past the stage of being surprised and seeing it as a ridiculous, unsafe treatment and provides time for people to relax around the concept. The most important thing it does is to eliminate negative feedback after the install. Most important is to relate to the negative folks how they already drive like this in so many ordinary situations (shopping market parking lots, alleys, residential streets crowded with parked cars, etc). Once they can connect the treatment to behaviors they have engaged in for years, their vehemence tends to bleed away.
027	6/14/2022	Wendy Davis		wwwendyd@icloud.com	engagept	The edge lane road on Blaine street feels less safe to me. When I am driving on it and a car is coming toward me - it feels like I am playing chicken. I am thinking about who needs to pull over and when. I have less attention on other things like pedestrians, bikes or animals. The side lanes are not dedicated bike lanes or pedestrian walk ways - cars have to pull over into them to pass another car. So it doesn't make them safer either. When I have a center line I pay attention to what is happening on my side of the road - bikes, pedestrians and animals as well as side streets. I sincerely hope that Blaine street goes back to how it was and that you do not do this to any other streets. Especially not F street. It would cause traffic jams on F street as well as making it less safe for bikes and pedestrians.

028	6/20/2022	Richard Doherty		rickarthdoherty@gmail.com	email	<p>Some recent comments from Neighbors re the current dangerous situation of vehicular traffic and risks to pedestrians, bicyclists, pets, etc. "My dog and I almost got hit today walking up Kuhn Street from the Beach, as two cars passed without slowing for us -- really scary! I strongly agree that we have to get something done about this soon, as you have summarized."</p> <p>"Thanks for putting it all together and writing this report. Personally I am excited about the Edge Line Road design and double speed bumps. Let's make this plan come true !" "I do like the extra pedestrian lanes idea. Good job!"</p> <p>I was not able to attend your meeting, but I think the proposed plan is wonderful. Bike and walking lanes. And the research you did made it clear how successful it could be for our neighborhood. Count me in !"</p> <p>"The Extra Lanes Road plan sounds like it could be a very effective solution on many levels, and I am all for it with no objections or reservations. There are so many pedestrians that use our road, on bicycle, on foot and skateboards, that it would provide a wonderful right of way for them to pass in relative safety. I also have noticed downtown that drivers "appear" to be more alert now ... maybe. Speed bumps don't seem to do much except annoy First Responders, so I don't know how effective they really are. Some cars never slow down over them, and others speed up as soon as they are past.</p> <p>"The proposed idea seems to be workable, so I think it's worth a try. I would like to stress putting up permanent signage to prevent parking on intersect corners and next to driveways near the Beach. Parking on corners dangerously reduces line of sight for cars entering an intersection."</p> <p>Five other neighbors have called me, and want to see the proposed plan done as soon as possible, so that the possibilities for injuries or fatalities can be averted.</p> <p>In the urban context, ELRs lead to slower vehicle speed, and crash reduction compared to traditional two-lane roads.</p> <p>Overall, the CMF for ELRs using the project-based EB approach was estimated to be 0.56, which represents a 44% reduction in crashes during the post-ELR installation period.</p> <p>transweb.sjsu.edu/csutc Project 1925 March 2021</p>
029	6/17/2022	Marion Huxtable		mhuxtable@olympus.net	engagept	I think Edge Lane roads are a fairly low cost way of providing transportation for cars, pedestrians and bicyclists while keeping speeds low and perhaps reducing maintenance costs. If wear and tear is reduced that is a plus for preserving the streets with less need for repair.
030	6/23/2022	Summer Jawson		Summer.Jawson@seattle.gov	engagept	I work for the Seattle Department of Transportation and was recently in Port Townsend for a family vacation. I noticed the "edge lane road" on Blaine St and thought it was a great project. I'd love to hear more about the data you're collecting as you implement this project.
031	6/14/2022	Doug Korlan		dkor@msn.com	email	Driving down town the speed is listed at 20 mph. Because of the bike shoulder markings I don't feel comfortable going more than 15mph. Visually, this has pulled in the sides inward which slows me down. If the street treatment can give the visual feeling of reduced width of the street I think the speed could be reduced to 15mph and set up the pedestrian for a safer environment. The parking issue can only work if the city or county can enforce the changes otherwise it won't work. I will continue to share ideas until I run out of ideas.

032	6/9/2022	Doug Korlan		dkor@msn.com	email	<p>My idea is perfect and doesn't require any physical changes. It falls into the painting only. It's not an edge lane but something better. Just so you know where I am coming from..... I am a retired Licensed Landscape Architect. I have only worked in the state of Washington, Oregon and Alaska. Occasionally I have brushed elbows with Urban planning teams. A neighborhood meeting would be helpful. I am available parts of June. July, I am not available after the 6th until the first part of August. I do sail a lot in August and September. I guess my schedule is tight too. Maybe a zoom meeting to discuss the edge lane issues and benefits of changing the concept of bringing all visitors and locals into this area.</p>
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