Parks, Recreation & Cultural Resources Advisory Board

August 4, 2016

Agenda Packet

PARKS, RECREATION & CULTURAL RESOURCES
ADVISORY BOARD
REGULAR MEETING
AUGUST 4, 2016, 7 P.M.
CITY COUNCIL CHAMBERS
231 W. EVERGREEN AVENUE, PALMER
www.cityofpalmer.org

CHAIR	Meggie Aube-Trammell
VICE CHAIR	Jan Newman
BOARD MEMBER	Stephanie Allen
BOARD MEMBER	Jo Ehmann
BOARD MEMBER	Dot Helm
BOARD MEMBER	Fran Seager-Boss
BOARD MEMBER	*VACANT*

AGENDA

A. Call to Order

B. Roll Call

C. Pledge of Allegiance

D. Approval of Agenda

E. Minutes of Previous Meetings
   1. Regular Meeting of July 7, 2016

F. Audience Participation

G. Reports

H. Unfinished Business

I. New Business
   1. Presentation by Darrell Lewis on status of National Historic Landmark Application
   2. Report on bicycle rack grant application
   3. Discussion on establishing a City recreational facility reservation process

J. Board Member Comments

K. Adjournment

Minutes

July 7, 2016

PARKS, RECREATION & CULTURAL RESOURCES ADVISORY BOARD
CITY OF PALMER, ALASKA
REGULAR MEETING
THURSDAY, JULY 7, 2016
7:00 P.M. - COUNCIL CHAMBERS

A. CALL TO ORDER:
The regular meeting of the City of Palmer Parks, Recreation & Cultural Resources Advisory Board was called to order by Chair Aube-Trammell at 7:00 p.m.

B. ROLL CALL:
Present and constituting a quorum were Board Members:
Meggie Aube-Trammell, Chair
Jan Newman, Vice Chair
Stephanie Allen
Jo Ehmann
Dot Helm
Fran Seager-Boss
Also present were:
Sandra Garley, Community Development Director
Pam Whitehead, Recording Secretary

C. PLEDGE OF ALLEGIANCE: led by Board Member Allen.

D. APPROVAL OF AGENDA:
The agenda was approved as presented.

E. MINUTES OF PREVIOUS MEETING:
The minutes of the **June 2, 2016** Regular Meeting were approved as presented.

F. AUDIENCE PARTICIPATION:
There were no persons wishing to speak on a topic not on the agenda.

G. REPORTS:

Director Garley reported on:
- 2016 Annual Work Plan:
  Bicycle Rack – advised of opportunity to submit a grant application to Bikes for People. Board Member Newman further outlined the grant process and deadlines for submission, including submission of a letter of intent by July 27. Director Garley will help to coordinate if the Board wishes to pursue.
- Bicycle Rack Competition – advised of bike racks placed by Public Works in the downtown area. Further discussion concerned moving forward to contact businesses and organizations. Ms. Garley has a letter for board members to use for solicitation.
- Margie L. Gabrielle Memorial Bench along Shane Woods trail – noted that donor Staci Manier is still interested and waiting on criteria.

- Statewide Comprehensive Outdoor Recreation Plan – FYI - the State has a revised draft plan (see copy of memo in the packet, p. 11, containing links); they are seeking input and comments.

Director Garley fielded board member questions concerning status of the maps.

H. UNFINISHED BUSINESS:
There was no Unfinished Business.

I. NEW BUSINESS:

1. Presentation of offer to maintain a portion of green space near the Arboretum from Saint Michael's.

Director Garley directed attention to the packet (p. 16), letter from Saint Michael's Parish looking to improve and maintain the Palmer Arboretum Green Space area adjacent to its parking lot to the South. The improvement would consist of removing trees and brush, leveling, planting grass, and thereafter maintaining the improved area for the community and church to use for picnics, children to play, and other low level activity. Ms. Garley asked for board member feedback and recommendations.

Following discussion regarding parking, ingress and egress, it was the consensus of the Board that:

- It would be a win-win situation for the City and Saint Michael's; that they have acknowledged it would not be for the Church's exclusive use, but also for the community;
- Organizations and individuals who volunteer to do things for the city brings value community;
- It would be an improvement to the existing land and will probably increase the use of it, bringing appreciation for the recreation opportunities that exist there;
- It would be in line with the Board's Adopt-A-Park idea;
- The Church would have a vested interest in maintaining it not only for themselves, but also for community;
- It would make people more aware of the green space as they come in to use it with the church;
- The gravel between the parking lot and the green space would help prevent any runoff from the parking lot into the green space.

Board member Allen moved, seconded by **Board member Helm**, to recommend approval of Saint Michael's request.
VOTE ON MOTION: Carried Unimously.
[Ehmann, Newman, Allen, Seager-Boss, Aube-Trammell]

2. Placement of four additional Dog Waste Stations on public property.

Director Galey reported background information and where dog waste stations are currently located. The City recently purchased four additional stations and discussed

locations that have already been identified for placement. For future budget planning purposes, it would be helpful for the Board take a look at the trail systems in town and compile a list of potential dog waste sites.

Board suggestions included: Old Glenn towards the Matanuska River, areas near Palmer High School, near the Arboretum, behind the Ale House, ballfields and soccer fields, Matanuska River Park, Wilson Park.

It was also suggested to inform the public as to the locations of the dog waste stations; that perhaps they would be more apt to walk their dogs where one was close by. An article could be submitted to the Frontiersman, The People's Paper, or Make-A-Scene, also the City Website/Newsletter. Board members should contact Ms. Garley if they wished to help write the article for publication.

3. Report on status of signs designating park hours.

Ms. Garley reported that she has ordered the signs which the Board selected at its last meeting indicating "Quiet hours, the Park Closes at 11 p.m." The mission is to replace the signs currently posted in the parks with the new signs for uniformity in all city parks. She also ordered signs for the Visitors Garden – "Please Don't Climb on Trees" and Please Don't Climb on Fence." She will follow up when it's done.

J. BOARD MEMBER COMMENTS:

Chair Aube-Trammell inquired of staff if there was a response from the Railroad concerning the Skateboard Park (pending), if there was an update regarding the Mural for Grow Palmer (pending), and if there will be a joint meeting scheduled with the City Council. Ms. Garley noted that going forward, the City Council will be asking each of the Chairs of the Boards and Commissions to give a quarterly report at a designated City Council meeting.

Board Member Newman commented also regarding the Mural and whether a decision has been made for its placement. Brief discussion ensued. In addition, she discussed the "Local Food, Local Places" workshop, reiterating that individual community member input is important, very much valued, and invited attendance (July 26, 2016, 3-6 pm, and July 27, 9-5 pm, Palmer Depot). There will be Federal partners from Washington, D.C. and consultants from the Lower 48 and Anchorage. She asked to please help spread the word in order to attract a broad spectrum of the community to be able to create a vision that is representative of what the community as a whole would like to see.

Board Member Helm discussed whether or not Palmer had any sandboxes for children to play in as opposed to using some of the trials. Brief further discussion ensued.

Board Member Seager-Boss commented that Darrell Lewis of the National Park Service will be submitting the application for Landmark Status of the Historic District in Downtown Palmer by July 27. He would be willing to address the Board at the August

meeting to discuss what all would be involved in the event Palmer should obtain landmark status.

K. ADJOURNMENT:

There being no further business, the meeting adjourned at 7:40 p.m.

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Meggie Aube-Trammell, Chair

_____

Sandra Garley, Community Development Director

Reports

PARKS, RECREATION & CULTURAL RESOURCES ADVISORY BOARD

2016 Annual Work Plan – August Meeting

2016 Activity/Project	Date Added to Work Plan	Budget Required	Staff Support Required	Project Team	Council Action Required	Status
Adopt-A-Park	01/07/16		SG, Public Works	SA		
Arboretum	01/07/16		SG, Public Works	JN, DH, HA		17 volunteers were at Community clean-up Day for Arboretum is May 14. Waiting for MEA Tree crew to chip and trim dead limbs. New Swiss Stone Pine planted on May 15.
Comprehensive signs (wayfinding, gateways, parks, trails &Interpretive)	01/07/16			DH, JN		Bid received for Wayfinding project
Complete Donation & Memorial Policy		-	SG	JN & MA-T	Yes	Jan Newman presented at May 24 Council Agenda.
Bicycle rack competition	12/3/15		SG	MA, SA, F-SB solicit interest from community businesses & organizations		Letter delivered to bicycle shop - need to h contact other businesses.
Recreational trails & parks maps	12/3/15		SG	DH, SA		Work with new digital map BED is producing; Should consider being part of MSB walkability project.

SA – Stephanie Allen MA-T Meggie Aube-Trammell JE – Jo Ehmann DH – Dot Helm JN – Jan Newman F-SB Fran Seager-Boss

Find partners for forum on economic impacts of recreational facilities and trails			SG	Palmer Board of Economic Development has agreed to support concept;
Potential new park near to MTA Events Center			SG working with PJMS to find Saturday date for a community mtg	Schedule neighborhood meeting at PJMS this spring
Dedication ceremony for Sgt. Kurtis Arcala-Berberich Soccer fields	9/10/15		SG back on agenda MARCH 2016	50+ members of the family and community were at the dedication on May 14. New flag pole & sign.
Margie L. Gabrielle memorial bench/table along Shane Woods trail	9/10/15			Staci Manier (donor) is waiting for standards & policy criteria
Post new parks signs with closing times	6/02/16	$350	Signs ordered	Signs are installed
Install more pet waste stations along paths	7/07/16	$900	4 new pet waste stations ordered	Installed

Ongoing Responsibilities:

The Parks, Recreation & Cultural Resources Advisory Board was created to develop, support and advise the city council on all matters pertaining to city parks, recreation and cultural programs and projects, to provide input and recommendations on issues relating to placement of memorials and plaques on city property and on the annual budget for city parks, recreation and cultural programs and projects.

Other Work Plan ideas considered for current year or future years:

Expand existing skateboard park or create additional skateboard park

SA – Stephanie Allen MA-T Meggie Aube-Trammell JE – Jo Ehmann DH – Dot Helm JN – Jan Newman F-SB Fran Seager-Boss

Chair to meet with City Council on August 8, 2016 to report on Boards activities.

Proposed Joint Meeting with Council:

-

SA – Stephanie Allen MA-T Meggie Aube-Trammell JE – Jo Ehmann DH – Dot Helm JN – Jan Newman F-SB Fran Seager-Boss

New Business

CITY OF PALMER
PARKS, RECREATION & CULTURAL RESOURCES
ADVISORY BOARD
INFORMATION MEMORANDUM 16-008

SUBJECT: Reservation of City Recreational Facilities

AGENDA OF: August 4, 2016

Issue: As more Palmer residents have become more aware of the City's recreational facilities such as the two pavilions, the downtown gazebo and the Quad open space, there has been more interest in reserving or renting these spaces for private parties or other community events.

The City currently has a rental process for the Depot and the MTA Events Center building, but does not have a formal way to reserve these other recreational facilities. There is no fee for use of these facilities.

Residents are currently told that use of the pavilion at the Amoosement Park is on a first come first served basis. Since the Amoosement Park was constructed with Land and Water Conservation funds, we may not be able to charge for use of the pavilion there. However, the City may want to consider a fee for reservation of the pavilion by the Sherrod ball fields and/or the Quad.

A list of City recreational facilities and an example of a pavilion reservation form is included for your consideration.

Recommendation: Discuss a possible reservation process for these facilities and if a fee should be considered.

Palmer Parks & Recreation Facilities

A-Moosement Park
420 W. Fern Avenue
- 3.53 acres
- Playground
- Pavilion with picnic area

Bugge Park
220 S. Cobb Street
- 0.26 acres
- Playground
- Picnic table & benches

Fairfield Park
340 E. Dolphin Avenue
- 0.37 acres
- Basketball half court

Hagen Park
201 E. Dolphin Avenue
0.37 acres
- Playground
- Picnic table

McKechnie Park
643 E. Daron Drive
0.60 acres
- Playground
- Picnic tables

Meier Park
325 S. Silver Tip Drive
0.32 acres
- Playground
- Picnic table

Sherrod Park
561 N. Gulkana Street
41.0 acres
- 4 ball fields
- 4 soccer fields
- 1 pavilion
- 1 playground

Wilson Park
1115 S. Felicia Street
0.68 acres
- Bicycle pump track

Busby/Soule Ball Fields
532 E. Dahlia Avenue
3.325 acres

- 1 softball field
- 2 baseball fields

Palmer Skate Park
231 E. Arctic Avenue
0.29 acres

- Skateboard surfaces (metal)

Babb Arboretum & Open Space
925 S. Eklutna Street
8.75 acres

- 0.3 acres of woods planted with
  - 109 shrubs including lilac, rose, and honeysuckle
  - 47 trees including white spruce, blue spruce, maple, mountain ash, paper birch and larch

MTA Events Center
1317 Kerry Weiland Way
14.0 acres

- 34,000 sq. ft. arena housing National Hockey League size ice rink
- Indoor walking track
- Sgt. Kurtis Arcala-Berberich Memorial Soccer Fields – 4 fields

Ben Hermon Tennis Courts
720 S. Gulkana Street

- 3 tennis courts

Downtown Plaza

- Gazebo
- Pavilion

Quad

- 3.2 acres of open space

Golf Course
1000 E. Lepak Avenue
144.75 acres

- 18 hole course
- Clubhouse

	Developed
Neighborhood Parks	
Bugge	Playground
Fairfield	Basketball half court
Hagen	Playground
McKechine	Playground
Meir	Playground
Wilson	Pumptrack
Community Parks	
Amoosement	Playground
Herman Tennis Cts	Tennis Courts
Busby Soule Fields	Baseball Fields
Skateboard	Metal skate surfaces
Regional Parks	
MTS Events Center	Ice arena & Soccer fields
Golf Course	18 hole course & clubhouse
Sherrod Fields	Baseball & soccer fields
Open Space	
Babb Arboretum	Trees & open space
Quad	Open space

City of Palmer

Department of Community Development

645 E. Cope Industrial Way
Palmer, Alaska 99645-6952
Phone (907) 745-3709 Fax (907) 745-5443
www.cityofpalmer.org

Pavilion (E) Reservation Request

NAME OF GROUP	CONTACT PERSON	
MAILING ADDRESS	PHONE:	FAX:
ESTIMATED NUMBER IN GROUP	DATE AND HOURS REQUESTED (Pavilion closes at 10 PM)	
	DATE:	HOURS:

1. All refuse/garbage is to be placed in the dumpster supplied by the City.
2. No burning.
3. No alcoholic beverages.
4. No smoking
5. No fireworks
6. No animals
7. Portable radios and television sets must be turned low at all times so as not to be heard from a distance beyond twenty feet from the instrument.
8. **This request is for use of Pavilion (E) only** - it is not a request for use of the adjoining Sherrod Soccer Fields. The fields will be available for use by Pavilion E users only if there are no other scheduled soccer events and the fields are in good condition. Availability due to field conditions are subject to change on short notice.

By requesting this pavilion reservation, I and all persons in my party agree to abide by all park rules, regulations and stipulations.

Signature:	**Date:**
STAFF USE	
Issued By:	Date:

Traffic Calming | A LIVABILITY FACT SHEET

Since the advent of the automobile, most streets in the U.S. have been designed primarily for cars — fast-moving cars. Streets and parking now take up 25 to 50 percent of all public space in cities.[1]

Unfortunately, roadways designed to move traffic at high speeds undermine the historic functions of streets to help people interact and get around, regardless of their mode of transit. Smarter transportation design moves traffic while keeping communities safe and connected.[2]

For instance, when vehicles traveling at 20 mph collide with pedestrians, fewer than 10 percent of those struck are killed, most injuries are minor and 30 percent suffer no injuries at all. However, when a vehicle is moving at 30 mph, 45 percent of pedestrians hit are killed and many are seriously injured; at 40 mph, more than 80 percent of the pedestrians are killed and all are severely injured.[3]

According to the 2014 "Dangerous by Design" report, our roads are especially hazardous for children, low-income people and older adults. Even though older adults are 13 percent of the U.S. population, they were 20 percent of pedestrian fatalities in 2011.[4]

Traffic calming is a system of design and management strategies that include narrowed roads, modern roundabouts, chicanes (intentionally added turns in the road), median islands, speed humps, diverters, speed tables and other engineering tools or interventions.[5] These measures are used with the intent of slowing motor-vehicle traffic, often without reducing overall traffic volumes. The efforts increase safety and create a balanced urban environment for all users, including pedestrians and bicyclists.[6]

Another benefit of traffic calming is that it can give a street a transformative sense of place, thus boosting social interactions, housing and retail businesses.[7] The changes help reduce pollution, noise and even crime,[8,9] as it has in communities including Dayton, Ohio, where speed reductions and the closing of streets and alleys to motor vehicles lowered violent crime by 50 percent.[10]

When vehicles traveling at 20 mph collide with pedestrians, fewer than 10 percent of those struck are killed ... at 40 mph, more than 80 percent of the pedestrians are killed and all are severely injured.

Soon after West Palm Beach , Fla., removed 17 travel lanes in its downtown, new street life and investment followed, revitalizing the city's town center. Traffic calming is also credited with helping reduce crime rates.

AARP Real Possibilities

Walkable and Livable Communities Institute

Myth-Busting!

"Traffic calming will divert cars onto my street."

Drivers tend to use primary streets and roads because they provide the most direct and efficient route to their destinations. Traffic-calmed streets, when designed with certain measures that slow traffic without causing much diversion, can have little to no effect on overall traffic volume, except perhaps during the construction period. The Institute of Transportation Engineers recommends using traffic circles and long speed humps instead of street closures and standard speed humps as a way to avoid diversion.[11]

"Traffic calming creates traffic jams."

On roads with less than 20,000 vehicles per day, traffic calming techniques such as "road diets"[12] have minimal or even positive effects on vehicle capacity. One reason: Left-turning vehicles are moved into a center lane. When necessary, bike lanes and center turn lanes can be used for police enforcement and stranded vehicles in order to avoid disrupting the normal traffic flow.[13]

"Traffic calming is bad for transit."

Transit conflicts can be avoided with good planning, such as incorporating a center lane so motorists can swerve around stopped buses or by adding side pull-out bays for buses.

"Traffic calming slows down emergency responders."

By not using short speed humps and stop signs, a traffic-calmed street, even with offset speed tables, can accommodate emergency vehicles without reducing emergency response times.[14] Drivers can use bicycle lanes to move out of the way, and a center turn lane can be used by responders to efficiently pass other vehicles.

"People don't like traffic calming measures."

Neighborhood traffic calming projects have gained broad acceptance and support in cities that use an effective and meaningful public engagement process. The redesign of Brooklyn's Prospect Park West reduced vehicle speeds, increased bicycle use and improved the street's overall capacity, all while maintaining motorized vehicle travel times. The project provoked a small amount of opposition, but the city, the community board and 70 percent of residents supported the project[15] and succeeded in getting the speed limit reduced even further, to 25 mph.[16]

"Traffic calming measures are being reversed."

Traffic calming is proving to be effective, safe and popular. With the exception of short speed humps, of the more than 20,000 road segments calmed nationwide few have been converted back to their original configuration.

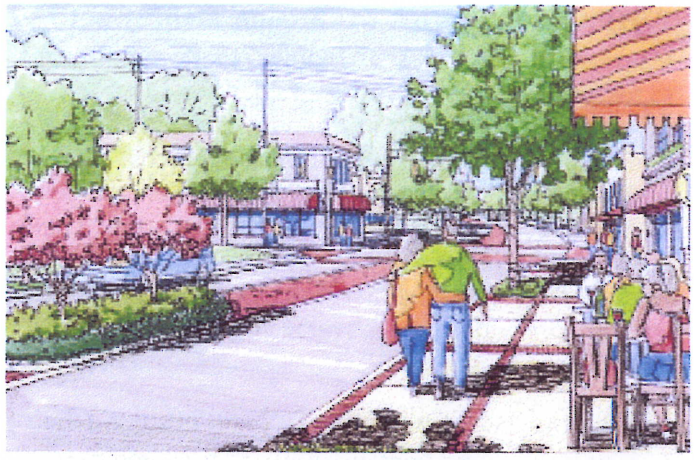
"The city or community will be held liable for damages."

Communities seeking traffic calming measures often hear that legal liability is a concern. Nationwide, thousands of traffic calming measures have been installed since the 1970s with less than a dozen liability verdicts. Compared to the stream of liability cases that cities face from simple road maintenance and construction projects, traffic calming has a minimal liability risk.[17] On the major plus side, slower traffic speeds reduce the chance of crashes, and the damage, injuries and fatalities that can result.[18]

1. Pedestrian Federation of America. *Walk Tall: A Citizen's Guide to Walkable Communities.* Emmaus, Pennsylvania, Rodale Press. 1995
2. Project for Public Spaces. "Levels of Service and Travel Projections: The Wrong Tools for Planning Our Streets?" http://bit.ly/1uncyj3
3. UK Department of Transportation. (London, 1987) *Killing Speed and Saving Lives*
4. National Complete Streets Coalition. *Dangerous by Design 2014 Report.* http://www.aarp.org/livable-communities/info-2014/dangerous-by-design.html
5. Institute for Transportation Engineers. "Traffic Calming Library." Retrieved June 5, 2014 from http://www.ite.org/traffic/default.asp
6. Federal Highway Administration. *FHWA Course on Bicycle and Pedestrian Transportation,* Lesson 11, Traffic Calming. http://safety.fhwa.dot.gov/ped_bike/univcourse/pdf/swless11.pdf
7. Project for Public Spaces, Inc. (2008) *Streets and Places: Using Streets to Rebuild Communities.* http://www.pps.org/pdf/bookstore/Using_Streets_to_Rebuild_Communities.pdf
8. Lockwood, I.M., Stillings, T., City of West Palm Beach. *Traffic Calming for Crime Reduction & Neighborhood Revitalization.* http://bit.ly/1un85wU
9. Pedestrian and Bicycle Information Center. *Traffic Calming and Crime Prevention.* http://katana.hsrc.unc.edu/cms/downloads/ENG
10. TrafficCalmingandCrimePrevention.pdf
11. Ewing, R., Kooshian, C.. Institute of Transportation Engineers. *Traffic Calming Measures: What, Why, Where, and How.* http://www.ite.org/traffic/documents/CCA98A12.pdf
12. Burden, D. Walkable 101: Road Diets. (2012) Video. http://vimeo.com/35268247
13. MDOT. http://www.michigan.gov/documents/mdot/MDOT_Research_Report_RC1555_Appendices_A-E_376150_7.pdf
14. Batsdon, S. ITE Technical Conference. (March 2004) *Offset Speed Tables for Reduced Emergency Response Delay.* Paper. http://nacto.org/docs/usdg/offset_speed_tables_for_reduced_emergency_response_delay_batson.pdf
15. New York City Department of Transportation. Retrieved February 25, 2014 from http://www.nyc.gov/html/dot/html/bicyclists/prospectparkwest.shtml
16. Goodyear, S. (February 2014) New York Fights to Set Its Own Speed. *The Atlantic Cities.* http://www.theatlanticcities.com/commute/2014/02/new-york-fights-set-its-own-speed-limits/8277/

How To Get It Right

Atlanta's Cascade Avenue, with up to 17,900 vehicles per day, is a challenge to walk, bicycle or shop.



Cascade Avenue after traffic calming could inspire redevelopment that tranforms the neighborhood.

The success of any tool requires using it right, and this is certainly true of traffic calming. Try the following:

■ Embrace a public process and build support

Develop an education and awareness campaign prior to implementation and reach out to community members, elected officials and municipal leaders.

Elected leaders and agency staff may need to see public support first, to inspire their approval and help navigate the implementation. Community advocates can print this fact sheet, talk to neighbors, build community support and then meet with decision makers, news outlets, experts and others to discuss the benefits of traffic calming. Agency staff can engage the public in a meaningful process, such as by hosting charrettes or interactive design workshops to build public acceptance and understanding.

■ Start with a pilot project

Consider doing a pilot project first in an area with light traffic to give drivers a chance to get comfortable with the concept and to allow municipal staff to document what works and what doesn't.

Temporary and portable measures, such as paint, signage and parking changes, can allow for low cost traffic calming that is also easily removed or converted into permanent structures once the project is shown to be successful.

■ Incorporate traffic calming into larger efforts

Traffic calming is best done in conjunction with another project, such as development, revitalization, utility or maintenance work; a downtown, corridor or transit plan or a new street design. That way the traffic-calming element can simply be incorporated into the larger project's processes.

■ Traffic calming should benefit transit

Transit can help provide the convenient and safe connections that improve public spaces and enhance walking and bicycling trips, but slowing down traffic could interfere with transit functions. Because of that it's necessary to design and coordinate traffic-calming measures to ensure efficient transit movements.

■ Embrace proactive design and use target speeds, not operating speeds

A proactive approach uses design elements to affect behavior and lower speeds. This may be the single most consequential intervention in reducing pedestrian injury and fatality.[19]

17. Transportation Alternatives, New York City. http://www.transalt.org/files/campaigns/nsn/debunking.html.
18. National Association of City Transportation Officials (NACTO; October 2012). Urban Street Design Guide. http://www.nyc.gov/html/dot/downloads/pdf/2012-nacto-urban-street-design-guide.pdf
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Success Stories

Hendersonville, North Carolina: Main Street

Main Street is a former state highway that was narrowed to two traffic lanes with widened sidewalks to make downtown more pedestrian-friendly, especially for the one out of four town residents who are retired.

Alternating blocks of diagonal and parallel parking were added to create a serpentine traffic flow that tames traffic even more. After the highway was rerouted to adjacent streets and the Main Street improvements were completed, Hendersonville's retail vacancies dropped from 14 to one.

San Francisco, California: Octavia Boulevard

After the 1989 Loma Prieta earthquake rendered the freeway through the Hayes Valley neighborhood unsafe for driving, residents called for the road's removal.

The city built Octavia Boulevard in its place during the 1992 recession with a median, four through lanes, boulevard-style parking lanes, tree-lined walkways, side lanes for local traffic and parking and aesthetic details including special light fixtures. A new park was developed, housing increased, home values went up, employment rose 23 percent, transit trips increased 75 percent, gridlock never materialized and new restaurants and retail shops opened for business.

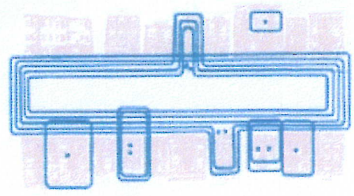
West Palm Beach, Florida: Downtown

Traffic calming was initially used as a response to resident complaints about speeding and cut-through motor vehicle traffic. The city found that driver behavior improved, which led to an increase of pedestrians, cyclists and skaters, which led to a substantial crime reduction. Residents and businesses invested more than $300 million for improvements, increasing property values and business receipts, neighborhood pride and tourism.

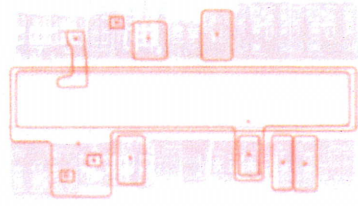
WHY IT MATTERS

In 1981, researcher Donald Appleyard studied traffic on three San Francisco streets and discovered that as traffic increases, the area people consider to be their "territory" shrinks. The image below depicts the relationship between traffic volumes and how connected residents felt to their neighbors.

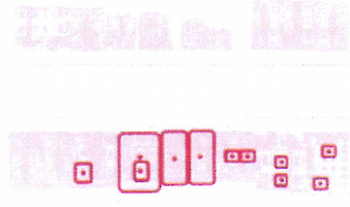
LIGHT TRAFFIC
2,000 vehicles per day
3 friends per person
6.3 acquaintances



MEDIUM TRAFFIC
8,000 vehicles per day
1.3 friends per person
4.1 acquaintances



HEAVY TRAFFIC
16,000 vehicles per day
0.9 friends per person
3.1 acquaintances



RESOURCES

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3. **Streets and Places: Using Streets to Rebuild Communities.** Project for Public Spaces, Inc. (2008) http://www.pps.org/pdf/bookstore/Using_Streets_to_Rebuild_Communities.pdf
4. **Traffic Calming 101: the Traffic Calming Toolbox.** Project for Public Spaces. http://www.pps.org/reference/livememtraffic/#THE%20TRAFFIC%20CALMING%20TOOLBOX
5. **Urban Street Design Guide.** National Association of City Transportation Officials (NACTO; October 2012). http://www.nyc.gov/html/dot/downloads/pdf/2012-nacto-urban-street-design-guide.pdf
6. **Street Design Manual.** New York City Department of Transportation. (2013) http://www.nyc.gov/html/dot/html/pedestrians/streetdesignmanual.shtml#download
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8. **Traffic Calming: Roadway Design to Reduce Traffic Speeds and Volumes.** (February 2012) Victoria Transport Policy Institute. http://www.vtpi.org/tdm/tdm4.htm

AARP LIVABLE COMMUNITIES

Mail: 601 E Street NW, Washington, DC 20049
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2016 Parks, Recreation & Cultural Resources Advisory Board Meetings

Meeting Date	Meeting Type	Meeting Time	Notes
September 1, 2016	Regular	7:00 PM	
October 6, 2016	Regular	7:00 PM	
November 3, 2016	Regular	7:00 PM	
December 1, 2016	Regular	7:00 PM	