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Friday  
Jan042013

# The Next Generation DOT

[View all posts by CHARLES MAROHN](#)

We're Pennsylvania bound this weekend with Curbside Chats beginning on Monday morning. I'm very excited about the tremendous amount of buzz out there and am looking forward to meeting tons of great Strong Towns advocates. Just a quick word on programming for next week... I wanted to finish my thoughts on this series today because next week is going to be hit and miss with coverage of our tour. I'll try to post as often as possible and include some audio and video too, but we have a frantic schedule and so you'll need to have patience with me. I'll do what I can – I'm really excited about 2013 after a nice, mind-clearing break. Lots to share!

We've spent the last two days looking at the instincts of today's transportation agencies. While on an individual level it is clear that these organizations are filled with people who are professional, competent and want to do the right thing, the institutional inertia is carrying them in wayward directions.

When confronted with a persistently dangerous intersection, there is no push or conversation to close it. That is not in the play book because the policies of transportation agencies are deeply rooted in misunderstandings about economic growth and development. What is in the play book is the will to make large expenditures on modest improvements in the hopes that the problem will be alleviated. This from agencies that are fatally short of funding. At least we tried.

Unfortunately, those misunderstandings we have about growth and development correlate highway spending with increased prosperity. In reality, this is an illusion brought about by quick and easy development leveraged off these massive investments. The lack of productivity in this approach means that, over the long term, the costs far outweigh the gains. It is the Ponzi scheme of the Suburban Experiment. We're in the unwinding phase.

Nobody should understand that more clearly than our nation's DOTs. They are simultaneously over committed and under funded. While they obsess about the latter, it is the former that they will ultimately be forced to reconcile. Many in these agencies -- especially the second tier of leaders that are a little more removed from our highway building heydays and a little further from retirement than the first tier -- understand this clearly, but they lack an acceptable alternative approach. They are trapped by the inertia of their organization.

It is to those people that I offer my thoughts on the principles and understandings that a Next Generation DOT should embody when making that inevitable course correction.

1. Transportation spending is not economic development.

Speaking of transportation in terms of economic development has been a convenient way to secure additional funding streams. Unfortunately, the meme has become part of the wider culture, even though we know that good transportation systems serve productive growth, not create it. Transportation systems move goods and people. They are not catalysts for productive growth. We know how much that interchange costs so we need to stop pretending that the quiki mart, pet stop and strip mall somehow justify the investment just because it makes the locals happy.

## 2. Transportation spending is not job creation.

Yes, DOTs employ people. Yes, construction projects employ people. When we pay people to dig a ditch and then fill it back in, we're right back where we started. When we pay people to build a highway for the sake of creating jobs, we're left with the long term financial liability of maintaining an unproductive highway. Short term job creation may be a happy side effect of what we do, but let's not allow people to pretend that it is an end unto itself.

## 3. We need to budget based on what we have, not what we want to do.

We always start our budgeting process with a list of projects we feel are important. We may rank them by some objective criteria, but we start with the list of projects. This list becomes our target budget, and we proceed to undertake projects where we can get the funds. This system is completely backwards.



Image

from Public Domain Photos, Creative Commons License We need to start our budgeting process with our budget. How much money do we have? We then need two lists. The first is our obligations. What systems do we currently have a public obligation to maintain, when does that obligation come due and how much will it be? This is a list that, in theory, never shrinks (unless we abandon some part of the system). This list needs to have everything and, once a project is completed, it goes back on the list with an updated time frame and cost.

This first list will almost certainly exceed the budget by many factors, but if by some odd chance it does not, then a second list of expansion projects can be taken seriously. This second list should have everything that

would be a new system: new overpass, new bridge, additional lanes, new turn lanes, new signals.... None of this should ever be even considered so long as the first list is running a projected deficit.

We need to stop pretending we can do everything and instead be the hard-nosed realists the public generally thinks we are.

4. The most unsafe condition we can build is a STROAD. Our primary design goal must be to eliminate them.

A STROAD is a street/road hybrid. It is all too often the default design of our highway system. A STROAD combines elements of a street -- intersections, turning traffic, dramatic speed differentials, parking, pedestrians -- with the high speed geometries of a road. Professionally, we all understand that this is the most dangerous type of environment we could construct.

As engineers, we should primarily concern ourselves with the safe travel of goods and individuals. In our hearts, most of us believe this to be the only criteria that truly matters, with all other factors being subservient to safety. We have the professional clout to demand an end to STROADS in the name of safety. That this will help us improve travel times and reduce the costs associated with the first list (See #3 above) is a happy consequence.

5. We must build differently within a city than we build outside of it.

It is professionally embarrassing how tone deaf we are to productive urban settings. While we make all kinds of compromises to travel time in our endless STROAD environments outside of town, we go to great lengths to resist changes to the highway geometry once we are within the city. Why?

We need great highways to connect our productive cities. Once within a city, we need to build great streets to maximize that productivity. As we eliminate STROADS (see #4 above) and construct great streets, we'll not only improve safety but travel time as well.

And if we really set our minds to becoming experts in urban design, we may find that some crazy ideas could go a long ways in cutting our costs, making our cities financially more productive, improving safety, creating a better quality of life for people and significantly reducing travel times.

There is an important difference between a road and a street.

6. We need to improve travel time by eliminating access points outside of cities.

For some reason we fear this, even though we have the capacity, the professional gravitas and an urgent need to do it. This is an enormous safety issue, one we've been able to gloss over with very expensive (and not very effective) half measures. The budget catastrophe we face is going to force us to think differently.

Providing commuters with expensive shortcuts is no longer in the budget. Our highways need to move people and goods between productive places. Anything else is an expensive luxury that simply can't be justified.

7. We must stop using traffic projections to give a veneer of expertise to something we have proven incapable of doing: predicting the future.

Since the budget realities we unveiled in making List 1 and List 2 (See #3 above) will force us to confront a world where we literally build no new roads, projections become useless. Even if we could do them well (we can't), it is not like we can build anything new anyway. We need to get a lot more productivity out of what we have.

In the off chance that we do find ourselves building some new system, that system needs to be in the service of an existing productive place. We need to be part of a country that becomes antifragile to projection error. We don't have the resources to do anything else.

All of our equations that assume continual growth in average daily traffic are being disproved by reality. Let's cling to reality. Our profession needs to focus less on building for what we hope will happen tomorrow and instead start maximizing the utilization of what we've already built today.

8. We need to build transit, but only through a value capture funding approach.



Photo

by azmichelle, Creative Commons license  
Transit systems -- particularly rail transit -- have high up front costs and very low long term maintenance costs. This contrasts with highways that have relatively high up front costs (albeit less than rail transit) and horrendous long term maintenance costs.

Rail transit lends itself extremely well to a value capture funding approach. This is going to require not only a different mindset, knowledge base and approach, but likely changes in statutes as well. If we are to be true problem solvers, instead of whining about gas taxes and calling for more deficit spending on the status quo, our advocacy organizations should be promoting this progressive and innovative approach, one that would naturally appeal to all sides of the political spectrum.

9. We must remain humble in the face of adversity.

The profession of civil engineering is an ancient one, but in terms of the history of human settlement, highway and traffic engineering has been around but a blink of an eye. In that brief experiment, we were given enormous power to go along with an extraordinary level of funding. While the blame can't be laid solely at our feet, history is not going judge kindly how America's incredible wealth was squandered.

The word contraction is sure to become part of this generation's lexicon, particularly when it comes to and cities and our infrastructure systems. We need to acknowledge -- to ourselves and to society -- that we do not have a pain free solution to the contraction dilemma. In fact, our toolbox contains no solutions, just rational responses that begin with acknowledging the reality of contraction.

While I personally straddle the great intellectual divide between the engineering and planning professions, I've always admired the way most engineers are, at their core, practical problem solvers. My greatest aspiration for the profession is that we will find the humility to acknowledge that we need to start solving a different set of problems.

I'm interested to hear what you would like to see in a

Next Generation DOT. What have I got wrong? What have I overlooked? This conversation and more is taking place right now on the [Strong Towns Network](#). Click on over and join the other problem solvers. There's no cost to you and lots to be gained.

This week's series is likely to make it into Volume 4 of Thoughts on Building Strong Towns. It might be a while before that comes out, but you can [get a copy of Volume 1 right now](#) and get caught up on a full year of Strong Towns in one weekend.

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## Reader Comments (13)

Re: Point #9's "... been around but a blink of an eye."  
I seem to remember that autobahns and interstate highways were based in part on the design principles of Roman roads. That gives us a two thousand or so year history of key roads bypassing villages and towns in favor of transit efficiency.

I do agree with your main point ("... humble ...") and suggest that civil engineers use either "I am NOT Gutzon Borglum." or "I am NOT Cheops." as mantras.

P.S. "Transit" above simply refers to getting from city "A" to city "B".

January 4, 2013 | [Ted K.](#)

Chuck, I know you've reminiscsed about the rail system of a 100+ years ago, but it seems to me that you've always waffled about whether rail transit built today was a good investment. Whenever I look at the costs of light rail, I see so many slanted articles, it's been difficult to gauge whether they are a really economically feasible or not.

January 4, 2013 | [gm14](#)

George, I support transit and think it is critical to a strong towns strategy.

I've not seen an American approach to building, financing and maintaining transit that I can support. The discussion has been captured by liberal ideologues and I can't relate to their bizarre world view. Case in point:

<http://grist.org/news/fiscal-cliff-deal-ups-tax-benefit-for-transit-riders/>

I don't generally weigh in on transit discussions because, when you are an ideologue, the issue becomes more of a religious belief than a practical solution.

We're going to be getting into this on the podcast soon because my good friend Ian Rasmussen and I don't necessarily agree on this point and I want to delve deeper into that, if only for my benefit (Ian is a genius and I think I might be missing something).

-chuck

January 4, 2013 | [Charles Marohn](#)

"Make large expenditures on modest improvements".....mm-mmmmm. Delicious. I love the taste of Tainter's Diminishing Returns on Complexity in the morning.

On another note, Chuck--I seldom listen to podcasts, so please do write up some of your conversation about transit. And, if you need ammo...

We all agree the earth is finite, right? Then we agree fossil fuels are finite. Which means transit systems are finite. (techno-cornucopians please go elsewhere for your morning excitement) That means, in the words of William McDonough, transit systems "are not good, they are just less bad."

Better transit is just a band-aid on broken communities. The right answer is not better transit, the right answer is walkable communities.

January 4, 2013 | [Ruben](#)

Uncanny timing on this post - I'm working on something very similar right now that addresses #1 - that it used to be a great form of economic development, one that even Adam Smith supported. I'll add a link here when it's complete; now three very noisy kids are insisting that I'm done for the day. :)

January 4, 2013 | [Meika](#)

Chuck, what's so extreme about equalizing the tax benefits between parking and transit?

January 4, 2013 | [Tim](#)

Ruben - You are my favorite reader/commentor.

Tim - I wouldn't say extreme. I would say fruitless.

-chuck

January 5, 2013 | [Charles Marohn](#)

I strongly agree that DOTs need to evolve for the 21st century. Here are some of my thoughts:

10. DOTs need to be true "Departments of Transportation" rather than the "Departments of Automobiles" or "Departments of Highways" typical of many states.

While not all state DOTs are so auto-oriented, most of my experience has been with UDOT (the Utah Department of Transportation) and DOTs in surrounding states, which can generally be summarized as 99.9% auto-oriented. In order for DOTs

to meet the needs of a 21st century society, attention needs to be given to all forms of transportation and not just autos. DOTs are usually not to blame for their focus on automobiles, since they get their marching orders from their governors and state legislatures.

11. DOTs can't undo a half-century of poor land use policies.

No amount of infrastructure can fix decades of sprawl! Since it's beyond the ability of DOTs to solve a land use problem, they shouldn't be expected to undertake the task. Governments need to learn that most of our transportation issues are a result of poor land use policies and can only be solved by changes in land use policies rather than changes in transportation policies.

-Mike Christensen, University of Utah

January 6, 2013 | [Mike Christensen](#)

Chuck:

I guess "fruitless" is fair, in the grand scheme of things. But any chip off the subsidization of automobiles built into our laws is a good thing in my book.

January 7, 2013 | [Tim](#)

Greetings from Delhi/India. Currently am writing my second book, An Affair With Indian Highways (maiden one in Nov 2011 was 10000 KM on Indian Highways) and there is a lot of debate about highways being built and conversion of 4 lane into six lanes underway. (Yes, it is a big thing in India to dream about 6 lanes!). One of things I liked about your insistence on taking care of existing highways more seriously than pouring millions of dollars or Indian rupees into building ones. Cheers

January 7, 2013 | [Ramesh Kumar](#)

[Here's a link](#) to the post I've been working on that discusses some of the same topics. I primarily address #1 and #2 above, and why we're having a hard time getting rid of this paradigm - these things used to work (obviously they don't anymore). I hope it's a helpful addition to the conversation.

January 7, 2013 | [Meika](#)

Chuck: You suggest "advocacy organizations should be promoting" the value capture approach to building transit. I've read your "value of value capture" blog post and understand what you're saying, but what would that approach look like today, and how would we get there?

January 10, 2013 | [Scott Rogers](#)

Scott, this is a great question. I don't have a ready answer. Will think it over and make it a future blog post. -chuck

January 14, 2013 | [Charles Marohn](#)

Comments for this entry have been disabled. Additional comments may not be added to this entry at this time.



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Jack Witthaus <jwitthaus@sunnyvale.ca.gov>

---

## Fwd: Join SVBC and Stanford Hospital & Clinics for SV Bike Summit 2013

5 messages

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**Cathy B. Switzer** <cbsbikes@mac.com>

Fri, Feb 1, 2013 at 3:31 PM

To: Richard Kolber <richardkolber@hotmail.com>, James Manidakos <yukid@yahoo.com>, Ralph Durham <rgdurham@stanford.edu>, David Jones <big\_mt\_rider@yahoo.com>, Angela Rausch <kkrausch@comcast.net>, Kyle Welch <kyle\_welch@comcast.net>, Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>

FYI only

Begin forwarded message:

**From:** Silicon Valley Bicycle Coalition <colin@bikesiliconvalley.org>

**Subject:** Join SVBC and Stanford Hospital & Clinics for SV Bike Summit 2013

**Date:** February 1, 2013 3:23:11 PM PST

If you're having trouble viewing this email, you may [see it online](#).

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We are excited to welcome our two guest speakers:

- **Mia Birk** is the former Manager of the City of Portland's Bicycle Program, where she oversaw the city's transformation into the most bike-friendly place in the nation. She is currently an adjunct professor at Portland State University, President of Alta Planning + Design, and the celebrated author of *Joyride: Pedaling Toward a Healthier Planet*.
- **Charlie Gandy**, an expert in community design, founded and served as the first Executive Director of the Texas Bicycle Coalition (now Bike Texas) from 1990 to 1994. Gandy also played a lead role in bicycle infrastructure developments as the Mobility Coordinator for Long Beach California's Bike Long Beach program and was chosen as Host Chair for the Pro Walk/Pro Bike Conference in Long Beach in September of 2012.

The event will also feature a panel of local experts and innovators who will discuss recent progress in making our roads safer for all users. The panel will discuss infrastructure, education efforts and strategies for improving the behavior of both people on bikes and people in cars.

Admission is \$25. A light lunch will be provided. Scholarships are available for those to whom the cost of admission is prohibitive. Please contact [coin@bikesiliconvalley.org](mailto:coin@bikesiliconvalley.org) to apply.

Register for this exciting event by February 15th at [svbikesummit2013.eventbrite.com](http://svbikesummit2013.eventbrite.com)

Read more about the program and speakers at [bikesiliconvalley.org/bike-summit-2013](http://bikesiliconvalley.org/bike-summit-2013)

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PLEASE FORWARD THIS INVITATION ON TO FRIENDS, FAMILY, AND COLLEAGUES!

Please join Silicon Valley Bicycle Coalition and Stanford Hospital & Clinics for an in-depth discussion on ways that governments, law enforcement, and advocates can work together to create safe, welcoming environments for bicyclists.

This community-building annual event will take place on February 26, from 11:45 to 4:30, at the Oshman Family Jewish Community Center in Palo Alto. **Click here to register for this great event.**

We are excited to welcome our two guest speakers:

- **Mia Birk** is the former Manager of the City of Portland's Bicycle Program, where she oversaw the city's transformation into the most bike-friendly place in the nation. She is currently an adjunct professor at Portland State University, a president of Alta Planning + Design, and the celebrated author of Joyride: Pedaling Toward a Healthier Planet.
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Admission is \$25. A light lunch will be provided. Scholarships are available for those to whom the cost of admission is prohibitive. Please contact [colin@bikesiliconvalley.org](mailto:colin@bikesiliconvalley.org) to apply for a scholarship.

**Visit <http://svbikesummit2013.eventbrite.com> for your tickets before February 15!**

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**Jack Witthaus** <[jwtitthaus@sunnyvale.ca.gov](mailto:jwtitthaus@sunnyvale.ca.gov)>  
To: "Cathy B. Switzer" <[cbsbikes@mac.com](mailto:cbsbikes@mac.com)>

Mon, Feb 4, 2013 at 9:10 AM

Heads up, you have new neighbors. My son, his girlfriend, my nephew, and my son's good buddy just moved in on Balsam, down the street from you. Please take note that there are enough tenants in that group to form a rock band... Good news, at least one is an avid cyclist whom you may encounter on your commute

[Quoted text hidden]

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**Cathy B. Switzer** <[cbsbikes@mac.com](mailto:cbsbikes@mac.com)>  
To: Jack Witthaus <[jwtitthaus@sunnyvale.ca.gov](mailto:jwtitthaus@sunnyvale.ca.gov)>

Mon, Feb 4, 2013 at 8:02 PM

Excellent, make sure they know our address in case they need assistance with noise control or perhaps a beer stash. Altho we usually stock wine. We need youth and more cyclists in this neighborhood!

CBS

[Quoted text hidden]

---

**Jack Witthaus** <jwitthaus@sunnyvale.ca.gov>  
To: "Cathy B. Switzer" <cbsbikes@mac.com>

Tue, Feb 5, 2013 at 2:33 PM

How about motorcyclists? I forgot to mention that they have their own little motorcycle gang.

[Quoted text hidden]

---

**Cathy B. Switzer** <cbsbikes@mac.com>  
To: Jack Witthaus <jwitthaus@sunnyvale.ca.gov>

Tue, Feb 5, 2013 at 6:27 PM

Gang?

Humm ... well it may get entertaining around here! Well, same message - our door is always open, everyone welcome.

[Quoted text hidden]



Jack Witthaus &lt;jwitthaus@sunnyvale.ca.gov&gt;

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## Bike lanes and rider expectations

2 messages

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**Ralph Durham** <durham.ralph@gmail.com>

Sun, Feb 3, 2013 at 9:50 PM

To: Jack Witthaus &lt;JWitthaus@ci.sunnyvale.ca.us&gt;, James Manidakos &lt;manidakos1@netzero.com&gt;, "Cathy B. Switzer" &lt;cbsbikes@me.com&gt;, Kevin Jackson &lt;kjbiker@netzero.net&gt;

All,

I've included this link from BikinginLA blog:

<http://la.streetsblog.org/2013/01/29/roshach-test-what-do-you-see-when-you-look-at-this-photo/>

IT deals with riders who when given the option of having a bike lane still use the sidewalks. Some are his thoughts about perceived danger even in the bike lanes. (LA currently has a huge problem with hit and run collisions.) Many things have to happen before we can get more people out on the roads using bikes. The biggest seems to be fear.

Fear reduction needs to be accomplished not only with simple education of the bike rider but with slowing traffic down and prosecuting aggressive drivers. My big complaint is keeping assault with a huge motorized vehicle in the realm of motor vehicle code violations until someone gets killed. Intimidation or assault with a vehicle should not be treated any differently than the same action with a baseball bat, knife or gun.

Ralph

---

**Kevin Jackson** <kjbiker@netzero.net>

Wed, Feb 6, 2013 at 9:36 PM

To: durham.ralph@gmail.com, yukid@yahoo.com, cbsbikes@me.com, kkrausch@comcast.net, richardkolber@hotmail.com, big\_mt\_rider@yahoo.com, kyle\_welch@comcast.net, jwitthaus@sunnyvale.ca.gov

Hi, folks-

Thanks to Ralph for suggesting links to sites with some thought-provoking content. I would like to recommend another one <<http://iamtraffic.org>> that offers brief testimonials to the importance of the "Six E's" (Equality, Education, Engineering, Enforcement, Encouragement, and Evaluation) which are critical to providing bike accommodation that actually works in the real world, as opposed to the all-too-common wishful thinking that justifies appeasement of entrenched interests above all else, while pretending cyclists can make do with whatever scraps are left over.

Kevin



EQUALITY



**Making The Case For Equality**

The case, supporting materials and videos used in an effort to remove discriminatory language from a city's bicycle ordinances.

[Read More...](#)

EDUCATION



**CyclingSavvy Works**

A common criticism of cyclist education is simply that "it doesn't work." Presented with such a statement, I suppose we first have to ask, "work at what?"

[Read More...](#)

ENGINEERING



**Bicyclist Behaviors & Crash Risk**

Successful bicyclist behavior is driven by knowledge of common crash types and the behaviors needed to successfully avoid them. This article explores the characteristics and consequences of bicyclist behavior.

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ENFORCEMENT



**The Enforcement of Imaginary Laws**

As absurd as it sounds the cyclist went back to jail that same night — arrested again on his way home from jail, for operating on the roadway.

[Read More...](#)

ENCOURAGEMENT



**Encouraging Cycling**

The barriers to bicycling are perceived more-so than real, so helping people to see the possibilities is a key strategy. People are influenced and encouraged in different ways and through different channels, including the social realm, economics, urban planning and engineering, and the practical aspects of the bicycle itself and its accessories.

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EVALUATION



**Bicycling at New Hampshire Ave., 16th and U Street, Washington, DC**

An evaluation of bicycle facilities and bicyclist behavior at the 6-way intersection of U Street, 16th Street and New Hampshire Ave. in Washington D.C.

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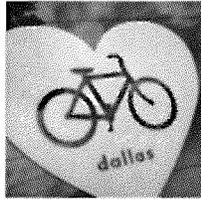
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If roadway intersections were signed like some shared-use path intersections.

**Motorists Dismount**  
www.flickr.com  
Let's level the playing field after a century of car-centric traffic planning.

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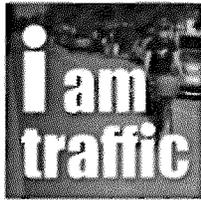
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Posted by Eliot Landrum on Feb 8, 2013 in News & Views | 3 comments

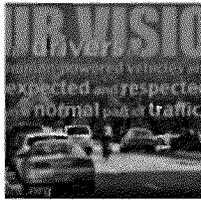
Our Current Situation Bicycle advocacy in America today is a funny thing. We have lots of statistics—old...



### I Am Traffic Colloquium Attendee Survey

Posted by Mighk Wilson on Feb 6, 2013 in News & Views | 0 comments

I Am Traffic Attendee Survey



### "I Am Traffic" Bicycle Education Colloquium

Posted by Mighk Wilson on Jan 17, 2013 in News & Views | 3 comments

Here is more information on the "I Am Traffic" Bicycle Education Colloquium coming up in February. The...

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## Bicycle and Pedestrian Advisory Commission

### Active Items List

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
1	Bernardo Caltrain Under-crossing	Witthaus	TBD	Feasibility Study accepted by the City Council. Funds for 20% local matching funds must be identified before further project initiation. Submitted for Valley Transportation Plan 2040 BEP.	2/15/2013
2	Code of Ethics and Conduct	Witthaus	Annual	Agendized for review by BPAC during the meeting of February 21th, 2013.	2/15/2013
3	Utility Bill Insert	Witthaus	Annual	Scheduled for July/August cycle.	2/15//2013
4	Bike to Work Day	Witthaus	Annual	Staff and BPAC staffed two energizer stations..	5/11/2012
5	Earth Day	Witthaus	Annual	No BPAC or transportation staff participation.	5/11/2012
6	Fit and Fun Fair	Witthaus	Annual	38 bike helmets donated by the County Public Health Department, fitted and distributed by volunteer Kevin Jackson. Bike safety tune ups also provided.	4/14/2012
7	Road Overlay, Slurry, Reconstruction & Chip Schedule	T. Pineda	Annual	Transmitted at the January, 2012 BPAC meeting	5/11/2012
9	State of the City	Garnett	Annual	Complete for 2012.	9/14/2012

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
17	2010 Community Design and Transportation (CDT) - Capital Grant Program	Fakih	Annual	East Channel Trail project determined to require coordination with Water District flood control improvements. Timing of grant funds would not allow construction. Funds shifted to Downtown Streetscape Project to improve sidewalk and other streetscape features on Iowa Avenue. Project design complete.	2/15/2013
18	Establishment of Bike Lanes on Mary Avenue	Witthaus	Ongoing	Technical work complete, interpretive and environmental studies to be completed. Contract amendment approved by Council, May 8, 2012. Draft report received, public meeting scheduled for February 27, BPAC March, Council April.	2/15/2013
19	One Bay Area Grants	Witthaus	March, 13	Eleven candidate projects identified including two trail projects, three pedestrian projects, one Safe Routes project, four bike projects	2/15/2013
20	Vehicle Emissions Reductions Based at Schools (VERBS) Grant Program	Oza	Ongoing	Teaming with the Traffic Safe Communities Network (TSCN), an application for non-infrastructure initiatives was submitted on October 4th. The project was awarded funding of \$1 million excluding local match which will be split between the City of Sunnyvale and the County of Santa Clara. About 80% of Sunnyvale elementary and middle schools will be evaluated. Site coordination meetings ongoing. City letter of support provided for phase II Safe Routes grant funding.	2/15/2013