



WAIT BEHIND...

WATCH AHEAD...

BE SAFE.



CYCLISTS STOP IN BIKE BOX TO BE MORE VISIBLE. MOTORISTS WAIT BEHIND STOP LINE.

WHAT MOTORISTS SHOULD KNOW

When the traffic signal is yellow or red, stop behind the white stop line at the back of the green bike box. Don't stop on top of the box. Keep it clear for cyclists to use. **No right turns on red at these intersections!**

When the light turns green, motorists and cyclists move through the intersection as usual, with cyclists going first. Motorists turning right on green should signal and watch for cyclists to the right.

WHAT BICYCLISTS SHOULD KNOW

When a traffic signal is red, enter the bike box from the approaching bike lane. Stop before the crosswalk.

When the light is green, proceed as normal. Be aware of right-turning motorists.

WHY ARE BIKE BOXES BEING INSTALLED?

The main goal is to prevent collisions between turning motorists and cyclists. It's all about visibility and awareness. At a red light, cyclists are more visible to motorists by being in front. At a green light, the markings remind motorists and cyclists to watch for each other.

BIKE BOXES

- **Increase safety** when drivers are making right turns by allowing cyclists to move in front.
- **Increase safety** by coloring the bike boxes green.

CYCLISTS ARE EASILY SEEN BY MOTORISTS REDUCING THE RISK OF "RIGHT-HOOK" COLLISIONS.

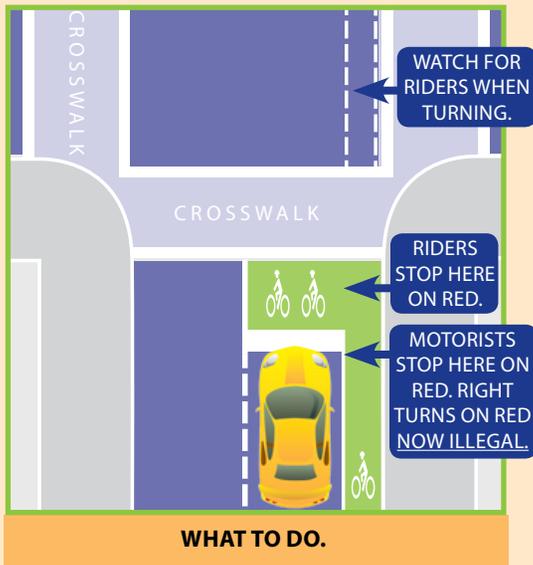


WHAT IS A BIKE BOX?

Bicyclists get it in it!
Motorists get behind it!

There are two types of bike boxes. A traditional bike box is an intersection safety feature to prevent bicycle/car collisions, especially those between drivers turning right and bicyclists going straight. It is a green box on the road with a white bicycle symbol inside. It includes bicycle lanes approaching and leading from the box.

BIKE BOX



Motorists - right turns on red at bike boxes are illegal.

The second type of bike box, a two-stage bike box, allows bicyclists to make left turns from one street to the other without crossing moving lanes of traffic. The turn boxes are located to the side of the moving traffic and ahead of the cross-street traffic, allowing bicyclists to wait for the signal change before proceeding. Like the first box, the two-stage one positions the rider for maximum safety and visibility.

TWO-STAGE BIKE BOX



Please be safe and courteous.
There's a lot riding on it.



Thank you to the City of Portland Bureau of Transportation for allowing us to use and modify these materials.

Get Behind It! THE BIKE BOX





Congestion can be reduced.

(Interstate 84) and the state highway (SH55/Eagle Road, Chinden Boulevard, etc.) systems.

Q: How will any new funding be used?

A: Renewing and enhancing the registration fee could allow ACHD to complete up to \$12 million in additional projects – ones specifically targeted toward reducing traffic congestion (enhanced signal timing, signaling stop-controlled intersections, widening projects to increase capacity), creating more safe routes to school (new sidewalks and bike lanes near schools,



Streets built to serve all users.

school crossings, etc.), and increasing the amount of sidewalk built and repaired.

Q: Why now?

A: Ada County has hundreds of millions of dollars in unmet transportation infrastructure needs. Under state law, the fee can only be taken to voters in an even-year election (2008, 2010, etc.). Waiting until 2010 means the backlog in needs will only grow.

Q: How often would I pay the fee?

A: Each year when you register your vehicle.

Q: With gas above \$4 a gallon, do we need more transportation improvements?

A: Yes. The transportation system must be more efficient to save gas and travel time. Statistics show that commute times and trip lengths have gone up in Ada County for a number of years.

| What would the new fee cost? | |
|---|------|
| Vehicles more than seven (7) years old | \$24 |
| Vehicles three (3) to seven (7) years old | \$36 |
| Vehicles one (1) and two (2) years old | \$40 |
| Motorcycles and all-terrain vehicles | \$8 |



More problems will be fixed.

Reducing congestion and providing more travel options is critical.

Recently, the Boise Valley Economic Partnership surveyed business owners and managers about obstacles to their success. The condition of the local road network was the No. 1 negative cited by respondents.

Q: Who supports this?

A: The effort has drawn support from officials of Ada County, Boise City, Eagle, Garden City, Meridian, Kuna and Star, as well as from the Boise and Meridian school districts, chambers of commerce, Ada County Citizens for Better Transportation and many other business and civic organizations.



THE FACTS

THE ADA COUNTY VEHICLE REGISTRATION FEE VOTE

A proposal to renew and expand the fees to fight traffic congestion and create more safe routes to school.

NOVEMBER 4, 2008

www.achd.ada.id.us

Q: What happens if the measure fails?

A: Proposals to further reduce traffic congestion and increase the amount of construction of sidewalks and bike facilities would have to be curtailed – and many other roadway improvements would be delayed or scaled back. Losing registration fees would directly cost ACHD \$4 million a year in 2011. The use of another \$8 million in development impact fees would be jeopardized without the local matching funds required by state law.



MORE INFORMATION

For more information, contact ACHD Communications at 387-6107 or tellus@achd.ada.id.us, or see the web site, www.achd.ada.id.us.

NEW BIKE LANES



Sidewalks and bike lanes are needed.

SAFE ROUTES TO SCHOOL



Enhanced signal timing saves time, fuel.

REDUCE CONGESTION



Congestion harms business, quality of life.

BUILD AND REPAIR SIDEWALK



Projects improve neighborhoods.

FREQUENTLY ASKED QUESTIONS

Q: When is the election?

A: November 4, 2008 at your regular polling place where you will vote in the presidential election. The polls will be open from 8 a.m. to 8 p.m. and more information is available by calling the Ada County Elections Office at 287-6860 or using the web site, www.adaweb.net.

Q: What is on the ballot?

A: A measure to renew the Ada County Vehicle Registration Fee (currently \$20 for a new car, less for an older one) and to expand the annual fee to provide more:

- Congestion reduction – enhanced signal timing, new signals at stop-controlled intersections, widened intersections,
- Sidewalks and bike lanes in Ada County – improving safe routes to school, alternative transportation and overall connectivity.

The existing fee raises about \$4 million a year. The average vehicle in Ada County is eight years old and its owner pays a local, annual fee of \$13.

Q: Why is this election needed?

A: The fee passed by voters in 1990 will sunset at the end of 2010. In the 18 years since the fee was adopted, Ada County's population has doubled to 405,000 and inflation and construction costs have reduced the fee's buying power by half (the \$20 from 1990 buys a little more than \$10 in 2008). Ada County's local roads have huge, unmet needs for reducing traffic congestion and for more sidewalks, bike lanes and safe routes to school.

Q: What has the fee been used for?

A: Originally, voters passed the fee to fund bridge repairs in Ada County. At the time, 25 bridges were weight-restricted – meaning the structures could not carry the traffic they were designed to handle – and three others were closed. The Boise Fire Department could not get trucks across the Americana Bridge.

Within three years, the problem bridges were repaired or replaced, and many other roadway improvements were made. Today, Ada County's bridges get high marks from the federal National Bridge Inventory.

Q: What would the ballot measure accomplish?

A: Voter approval would allow the ACHD to maintain the current level of road-building, maintenance and operations of the 2,130 miles

of local road in Ada County *and* allow the District to reduce traffic congestion, while providing more safe routes to school, sidewalk construction and repair, and new bike lanes and routes.

Each \$1 of registration fee money is matched with \$2 of impact fees paid by development.

Q: Which roads would be improved?

A: Improvements would target Ada County's **local roads**, those apart from the freeway

Q: What would a renewed fee do?

A: A reauthorized fee would raise an additional \$4 million a year to:

- **Fight traffic congestion** by rebuilding intersections, signaling stop-controlled intersections, enhancing signal coordination hardware and timing programs and other improvements (\$2 million).
- **Increase safe routes to school** by adding more miles of sidewalks and bike lanes on key routes, as well as providing more signalized pedestrian crossings (\$2 million).

Additional funds would allow ACHD to devote more resources to those highlighted programs over and above the \$5 to \$6 million spent today.