

Solutions

Where to call: 503-823-SAFE (503-823-7233). The city Office of Transportation's Traffic Safety and Neighborhood Livability Hot Line is Portland's one-stop center for concerns and questions. City responses can run from signs to speed bumps. Police also can target enforcement.

Speed bumps: These fall among engineering solutions that include curb extensions and sign improvements. When a neighborhood asks for bumps, the city measures traffic volume and reviews other data. Streets designated as routes for emergency vehicles aren't eligible. Neighbors pay for the project, with an average cost of \$8,000 to \$12,000 for four to six bumps. Typical residential streets with a documented speeding problem qualify for a 60 percent subsidy.

Other options: The city offers programs in three areas: safe routes to school, reducing driver error, and increasing bike and pedestrian safety. The "I Share the Road Program" spans all three, with bumper stickers, yard signs and a Web site: www.isharetheroad.com.

Julian Voss-Andreae, an artist, used his son, Yona, as a model to create wooden figures to help slow traffic along Northeast 10th Avenue. The idea, he says, was to move beyond the abstract — to remind drivers that real children live along Portland streets.

MOTOYA NAKAMURA/THE OREGONIAN

"Perspective changes as to whether you are in your front yard," he says, "or behind the wheel of a car."

Or how you spent your childhood.

Julian Voss-Andreae, who was born and raised in Germany, spotted his toddler venturing into Northeast 10th Avenue a few years ago. He

looked into speed bumps and stop signs but found no simple city solution. So he settled on a personal plan:

He took a snapshot of his son. He projected the boy's profile onto a wall and traced it onto plywood as a template. At a block party, he provided tools and paint for neighbors to build several child-size "SLOW DOWN" signs.

"A little heroic attempt," he says, recalling the freedoms of his childhood without so many cars.

"We are spoiled," says Voss-Andreae, now a Southeast resident. "We drive cars everywhere, including myself. We drive kids back and forth to school. But at the same time, we pay a high price in terms of pollution . . .

and the danger in our streets.

"You can't just leave your kids outside to run around, which used to be the case. It's a vicious circle. Our kids don't learn to use their legs anymore, and they'll end up using cars more."

The idea of child-shaped warnings, he says, came to him in Hawaii. There, someone had fashioned slow-

down signs in the shapes of little fish.

"That's what got to me," he says. "It was not the language of city. It was not the language of bureaucracy. It was not the language of official signs. It was the language of loving parents." ■

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