Note: Anyone wishing to speak at any Transportation Commission meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

ASHLAND TRANSPORTATION COMMISSION
October 26, 2017
AGENDA

I. **CALL TO ORDER:** 6:00 PM, Civic Center Council Chambers, 1175 E. Main Street

II. **ANNOUNCEMENTS**

III. **CONSENT AGENDA**
- A. Approval of Minutes: September 28, 2017

IV. **PUBLIC FORUM**

V. **NEW BUSINESS**
- A. Transportation Commission Roles and Responsibilities
  - ➢ Discuss Roles and Responsibilities with the Director (20 min.)
- B. Traffic Calming Program Development (45 min.)
  - ➢ Discuss development of a traffic calming program (examples provided)

VI. **TASK LIST**
- A. Discuss current action item list

VII. **OLD BUSINESS**
- A. Transportation Commission Goal Setting Open House Process

VII. **FOLLOW UP ITEMS**
- A. Transit Feasibility Plan Update-Selection Process

VIII. **INFORMATIONAL ITEMS**
- A. Action Summary
- B. Accident Report

IX. **COMMISSION OPEN DISCUSSION**

X. **FUTURE AGENDA TOPICS**
- A. High and Church St. 4-way stop
- B. Parking Permit Policy
- C. Crosswalk Policy

XI. **ADJOURNMENT:** 8:00 PM

Next Meeting Date: November 16, 2017 Meeting

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Public Works Office at 488-5587 (TTY phone number 1 800 735 2900). Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title I).

CITY OF ASHLAND

CITY OF ASHLAND
Transportation Commission
Contact List as of October 2017

Name	Title	Telephone	Mailing Address	Email Address	Expiration of Term
Dominic Barth	Commissioner	617-840-5425	586 ½ C St.	dofriesgowiththatshake@yahoo.com	4/30/2018
Joe Graf	Commissioner	541-488-8429	1160 Fern St.	jlgtrans15@gmail.com	4/30/2018
Corinne Vièville	Commissioner	541-488-9300 or 541-944-9600	805 Glendale Ave.	corinne@mind.net	4/30/2019
David Young	Commissioner	541-488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2018
Sue Newberry	Commissioner	775-720-2400	2271 Chitwood Lane	sue.j.newberry@gmail.com	4/30/2019
Kat Smith	Commissioner	541-326-7517	770 Faith Ave.	ladybikesafety@gmail.com	4/30/2020
Vacancy					
Non-Voting Ex Officio Membership					
Paula Brown	Director, Public Works	541-488-5587	20 E. Main Street	paula.brown@ashland.or.us	
Michael Morris	Council Liaison	541-261-9406	20 E. Main Street	mike@council.ashland.or.us	
Brandon Goldman	Planning Department	541- 488-5305	20 E. Main Street	goldmanb@ashland.or.us	
Steve MacLennan	Police Department	541- 552-2433	20 E. Main Street	maclenns@ashland.or.us	
Janelle Wilson	SOU Liaison	541-552-8328	1250 Siskiyou Blvd	wilsonjan@sou.edu	
Dan Dorrell, PE	ODOT	541- 774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Edem Gómez	RVTD	541-608-2411	3200 Crater Lake Av 97504	egomez@rvtd.org	
Jenna Stanke	ODOT	541- 774-5925	100 Antelope Rd WC 97503	Jenna.MARMON@odot.state.or.us	
David Wolske	Airport Commission			david@davidwolske.com	
Vacant	Ashland Parks				
Vacant	Ashland Schools				
Staff Support					
Scott Fleury	Eng. Service Manager	541-488-5347	20 E. Main Street	fleurys@ashland.or.us	
Karl Johnson	Associate Engineer	541-552-2415	20 E. Main Street	johnsonk@ashland.or.us	
Tara Kiewel	Administrative Assistant	541-552-2427	20 E. Main Street	kiewelt@ashland.or.us	

ASHLAND TRANSPORTATION COMMISSION
MINUTES
September 28, 2017

These minutes are pending approval by this Commission

CALL TO ORDER:
Graf called the meeting to order at 6:02 p.m.

Commissioners Present: Joe Graf, Dominic Barth, Sue Newberry, David Young, Corinne Vièville, and Kat Smith
Commissioners Absent: None
Council Liaison Present: None
Council Liaison Absent: Mike Morris, and Rich Rosenthal
SOU Liaison Absent: Janelle Wilson
Staff Present: Scott Fleury, Brandon Goldman, and Tara Kiewel

ANNOUNCEMENTS
Fleury announced the new Public Works Director, Paula Brown. Brown thanked the commission for their work and said she looks forward to meeting and working with everyone.

CONSENT AGENDA
Approval of Minutes: August 23, 2017

Commissioners Newberry/Young m/s to approve minutes as amended.
All ayes. Minutes approved.

PUBLIC FORUM
Huelz Gutcheon- 2253 Hwy 99
Huelz spoke about electric cars and safety. He wondered where the electricity would come from to run the electric cars and spoke about the distribution of power and solar panels. He would like the commission to think about using solar panels to get electricity for electric cars.

NEW BUSINESS
Oregon Department of Transportation (ODOT) Region 3 Active Transportation Presentation
Jenna Marmon, Active Transportation Coordinator gave a presentation about Active Transportation in our region. See attached presentation.

Barth asked how we can change the mentality of parents who believe that driving their kids around is important quality time. Marmon said that time spent walking with children would be quality time with fewer distractions. Barth asked about Siskiyou Blvd. and what ODOT can offer the City to expedite a continuous surface. Marmon said that ODOT is big system with a lot of needs and suggested that the City let them know what our priorities are so we can focus on those areas.

Newberry asked if Oregon has a standardized curriculum for children biking and walking in traffic. Marmon said there is no standardized program, but there is curriculum developed that has been used in multiple communities and that the Oregon Safe Routes to School website is a great resource. Newberry asked if there was funding available to develop action plans for schools. Marmon said there is still programming money for Safe Routes to Schools, but it hasn't been decided how the new funding will be implemented.

Vièville asked if resources included funding for Americans with Disabilities Act (ADA), sidewalk, and crosswalk improvements. Marmon said the Rural and Small-Town Design Guide is a reference for ADA. Vièville asked if ODOT had ADA training that would be available for the commission. Marmon said that once ODOT develops ADA internal training for staff it would be available for other interested parties.

Smith asked if ODOT could be a resource or liaison for future downtown projects. Marmon said she would be happy to help where she can.

475 East Nevada Zoning Change/Comprehensive Plan Change
Amy Gunter, Rogue Planning and Development Services presented a Type III planning action to the commission. Gunter is assisting Dr. David Young (no relation to Commissioner David Young) with a 4.5 acre parcel located at East Nevada Street and North Mountain Avenue. This property is currently split between the Urban Growth Boundary (UGB) and the City Limits. The proposal is to rezone the parcel within the City Limits from Rural Residential to North Mountain Multi Family. Gunter said there has been preliminary engineering with Thornton-Daley to work with the existing street layout system.

Gunter explained the plan is to make improvements to a new street, proposed name Franklin, on the west side and East Nevada Street would be improved up to Camelot Street. East Nevada is a major collector, but not built to the width of a major collector and the vehicle trip count was 107 when last counted in March, 2017. Newberry stated that East Nevada is classified as an Avenue and asked if the proposal will meet the Avenue standards. Gunter said it would not meet Avenue Standards and this proposal will ask for exceptions due to the typography which contains steep slopes with rock outcroppings adjacent to East Nevada. The planning process has an exception request process within the code and standards. Gunter explained the proposed street improvements include; 10 on street parking spaces, 6 foot sidewalks, 5 additional feet of right of way behind the sidewalk, and park row where feasible. Newberry asked if there would be bike lanes and Gunter explained that there is limited right of way due to topography and no bike lanes are proposed. Gunter said there are proposed sidewalks between Franklin and Camelot up to where the rock embankment starts. The proposal also includes an enhanced intersection at Camelot with scored concrete and benches which directs traffic to the existing sidewalk system. Newberry expressed her concern that when we make exceptions to the standards we are compromising our future.

Young asked if the Ashland Transportation System Plan was consulted and in what ways has this proposal addressed them. Gunter told the commission that the proposal includes interconnected sidewalks, bike parking structures, a 22 foot alley, and sidewalks that lead to commercial development. Everything is proposed to connect in a modified gridded street system at Camelot. Gunter explained East Nevada was built the way it is currently because there is a 60% slope with 6 inches to 18 inches of soil on top of bedrock. Young talked about connectivity and stated this appears to be a car centric plan that does not address multi modal transportation infrastructure. Gunter stated they tried to put in a foot path, but the typography would not allow it.

Graph mentioned that the commission inherited this situation because the existing East Nevada Street was put as close to the rock outcrop as possible without full right of way. Newberry questioned what would happen if a bridge is put in this location because we do not have a street that is adequate to carry the traffic. Barth asked why the rock could not be blasted. Gunter explained the composition of the rock is shale, granite, and bedrock and that it cannot be chipped with typical equipment and we cannot blast in the city limits.

Vièville asked if the sidewalks through the entire development will connect. Gunter described that the proposed 6 foot sidewalks will go north and south in the new street system and east and west on the alley through the development. A pocket park is also proposed, and all the sidewalks will lead to the park.

Smith asked is there would be ADA compliance within the development. Gunter said that it should be compliant within the development and that there is a proposed enhanced crossing at Camelot with truncated domes at all intersections.

Fleury asked for clarification if all the improvements will fit within the existing right of way. Gunter explained that all improvements on East Nevada Street will fit in the right of way and the street will be wider to the north. Gunter told the commission that Traffic Engineer Kelly Sandow, P.E. gave preliminary results that the development does not meet the threshold to trigger a traffic impact analysis because it will only increase by 15 vehicle trips with the zoning change.

Goldman told the commission that they can provide information to the applicant before they submit a formal application and this proposal goes before the Planning Commission.

Newberry asked if this proposal could extent the sidewalks through the bulb outs at the alley to allow people to get to the street. There was discussion on how to improve the enhanced intersection to be more functional for people with disabilities. Gunter told the commission that the enhanced intersection had been added because it was something the Planning Commission would like to see in this proposal. Vièville explained that visually impaired people take directions from the curb cuts and it is not safe when the curb cuts direct into the intersection and they should line up with the sidewalk. Gunter summarized the improvements that the commission would like to see on this project; bike lanes on East Nevada if possible and muti-use pathways within the development. Young explained that were asking a lot of this project because these are items are priorities for our transportation infrastructure and he was acknowledging that this did not happen with the previous development in this area.

Transportation Commission Goal Setting
Graph discussed the annual goal setting session which will be facilitated by the commission and open to the public to create goals that reflect community priorities. Fleury mention that the Community Center would be a good facility for this event and staff will look at availability for early November from 6:30pm to 8:30pm. Newberry mentioned having the commission sending a list of stakeholders to staff that will be invited to the meeting. Fleury recommended inviting commission liaisons.

Traffic Calming Program Development
Graph postponed this item until the next meeting.

TASK LIST
North Main Improvements - Hersey/Wimer intersection signal, road diet review, and crosswalks
Barth asked for a status update. Fleury explained that a report was presented to City Council and they requested a follow up session with visual details of what the improvements are. Fleury added that these improvements are already in the adopted budget. Young asked if the signal at Wimer was still under consideration and Fleury said not at this time.

These minutes are pending approval by this Commission

Super Sharrow Analysis
Barth asked about the recommendation of installing a stop sign at Oak and E. Main. Fleury explained that this would cause issues with traffic back up in the plaza and our traffic engineer will make recommendations based on the modeling of downtown.

FOLLOW UP ITEMS

Transportation System Plan Update
Fleury told the commission that one proposal was received, and the proposal was rejected due to lack of competition. We will be releasing a new RFP for the transit portion of the study next week. Young asked about getting a copy of the proposal and Fleury said he will send it to the commission.

Iowa Street walking audit
Smith asked about the walking audit. Fleury said that we currently getting traffic counts and the audit will be scheduled in early October.

25 Gresham Parking Permit
Fleury updated the commission that Council approved one parking space for 25 Gresham Street. There will be a sign posted that reads "residential parking this space only.". Council would like the commission to recommend a policy for unique parking situations.

Zagster Bike Share Program
Fleury said he will have Zagster come and update the commission about usage. He shared that in August even with the smoke the City had high usage. Barth asked who to contact about bike maintenance and Fleury said there is a phone number listed on the bikes and Zagster has a maintenance schedule.

INFORMATIONAL ITEMS

Accident Report
Newberry discussed an accident on the report where a bicyclist was hit by a vehicle in the bike lane and is concerned about enforcement of accidents. Smith volunteered to contact APD Chief to discuss the commissions concerns about enforcement.

COMMISSION OPEN DISCUSSION

Vièville discussed an issue with a citizen who has an electric wheelchair and cannot find a public charging station and questioned if we have stations for cars why not wheelchairs. Fleury was not sure what department oversees charging stations for the City.

Newberry mentioned she followed up with Egon Dubois who teaches bicycle safety classes throughout Ashland. Newberry told the commission that he does not use a standardized curriculum and felt it would be difficult to promote this program.

Graph asked if anyone else is having issues with parking after Southern Oregon University starts the term. He mentioned that people parking next to no parking signs and he would like the signs taken down or the curb painted yellow.

Young asked who is responsible when a tree is damaging a sidewalk. Fleury said it depends on the location and the tree. Fleury explained there have been times with a mature tree that the City has worked with property owners to create a curb bump out to give the tree root zone more room to limit the damage to the sidewalk, gutter, and asphalt.

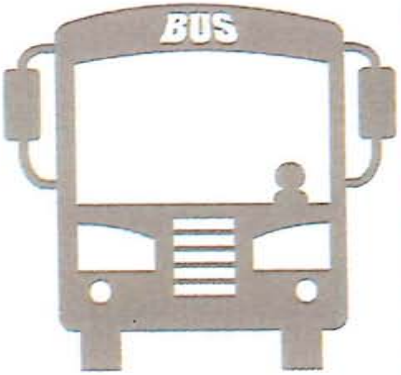
ADJOURNMENT: 8:12 PM

Respectfully submitted,
Tara Kiewel
Public Works Administrative Assistant

Active Transportation & ODOT Region 3

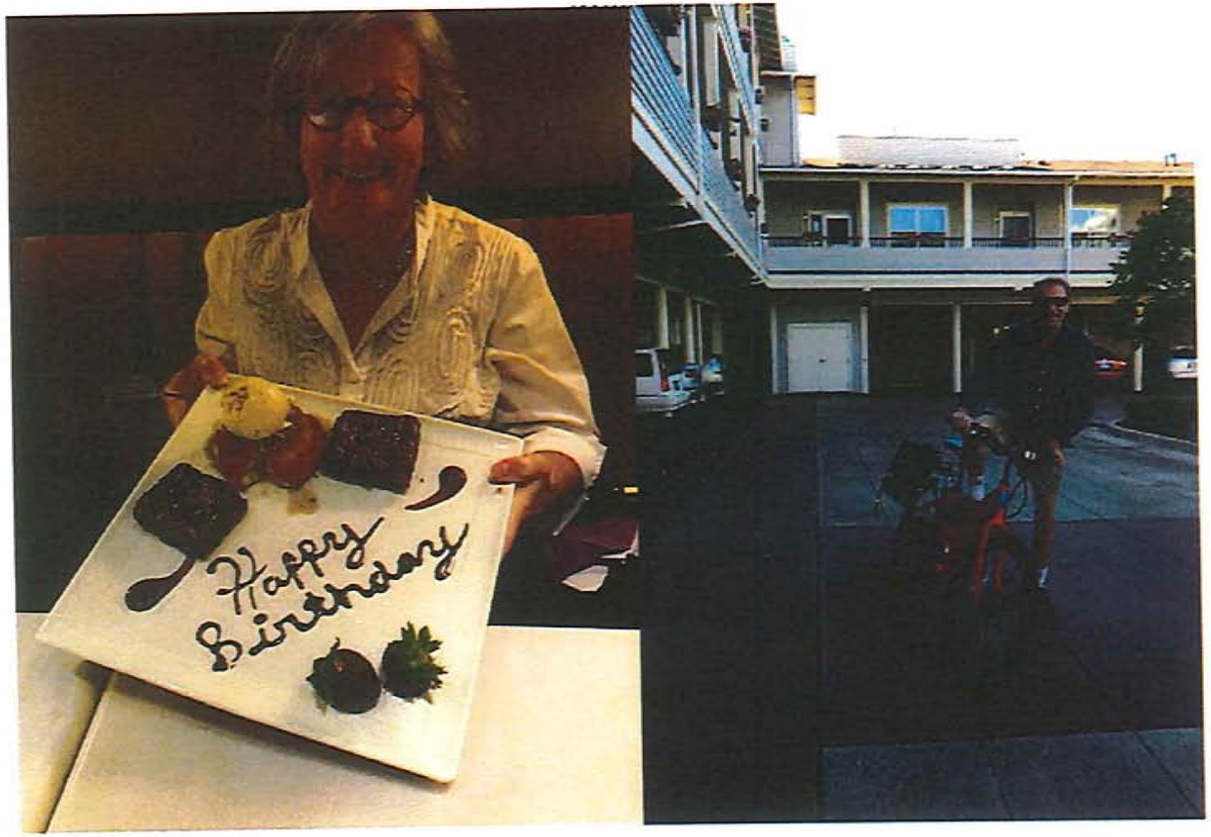
Jenna Stanke Marmon,
Active Transportation Liaison

Active Transportation?



Active Transportation **Liaison? (me)**

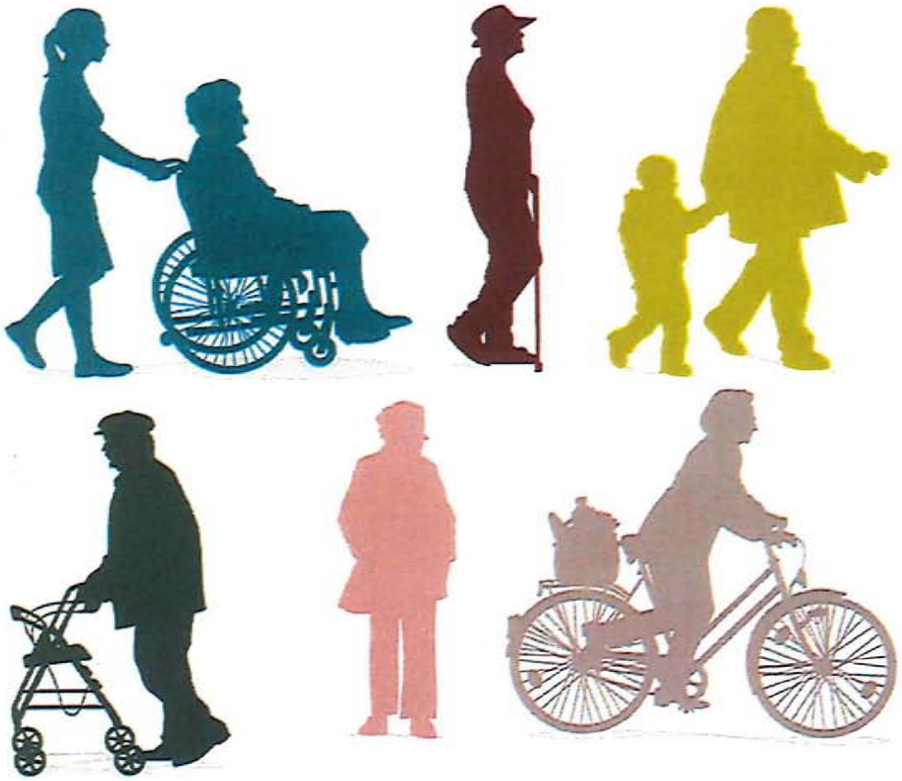
- Education & Experience



Why the Passion?

Age Friendly: Access

- By 2030, 1 out of every 5 people in the US will be 65+
- Transportation Options
  - Access/independence
  - Save money
  - Increase health
- What is our vision for our elders?



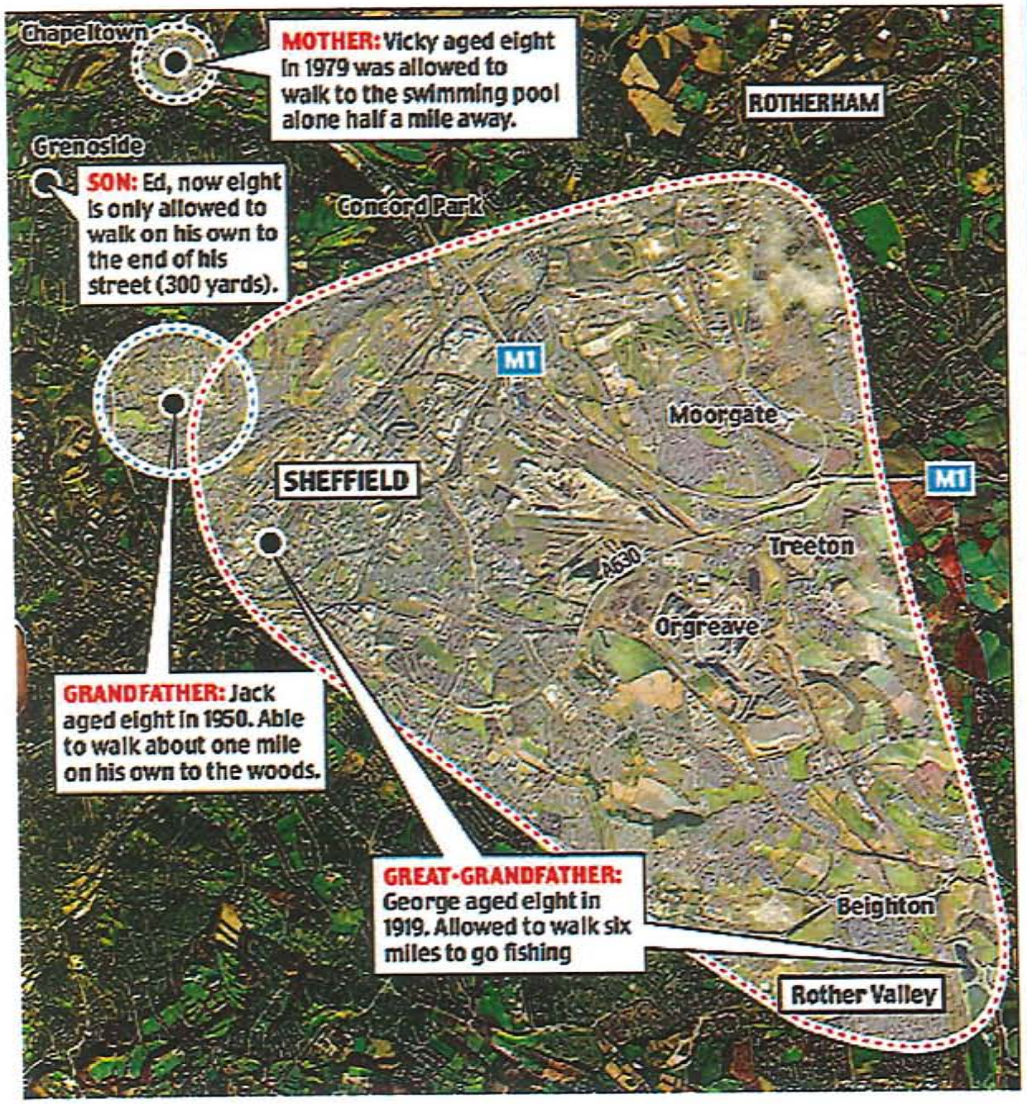
Why the Passion?

Age Friendly: Access (Roaming Range)

Kids who walk or bike (to school)

- Learn better
- Increase health
  - 1 in 4 Oregonian kids is overweight or obese
- Increased independence & mental health
- Save their parents money, time & frustration

- What is our vision for our kids?



Why the Passion?
What about ME?

- Want options to driving
  - Less stressful (more fun!), build better health, save money
- Shift from confident to concerned
  - Routes on trails, local streets, etc.

- Strong & Fearless
- Enthused & Confident
- Interested but Concerned
- No Way No How

Memo

CITY OF ASHLAND

Date: October 16, 2017
From: Scott A. Fleury
To: Transportation Commission
RE: Commission Roles and Responsibilities

BACKGROUND:
Paula C. Brown P.E., Director of Public Works will discuss Commission roles and responsibilities with the group.

Ashland Municipal Code:

Chapter 2.13 TRANSPORTATION COMMISSION

Sections:

2.13.010 Purpose and Mission

A. *Role.* The Transportation Commission advises the City Council on transportation related issues specifically as they relate to safety, planning, funding and advocacy for bicycles, transit, parking, pedestrian and all other modes of transportation.

B. *Mission.* The need for a Transportation Commission is emphasized in the Transportation Element:

"Ashland has a vision - to retain our small-town character even while we grow. To achieve this vision, we must proactively plan for a transportation system that is integrated into the community and enhances Ashland's livability, character and natural environment. ...The focus must be on people being able to move easily through the City in all modes of travel. Modal equity then is more than just a phase. It is a planning concept that does not necessarily imply equal financial

commitment or equal percentage use of each mode, but rather ensures that we will have the opportunity to conveniently and safely use the transportation mode of our choice, and allow us to move toward a less auto-dependent community."

(Ord. 3003, amended, 02/18/2010; Ord. 2975, added, 11/18/2008)

2.13.020 Established Membership

A. *Voting Members.* The Transportation Commission is established and shall consist of seven (7) voting members as designated by the Mayor and confirmed by the council. Voting members will all be members of the community at large and will represent a balance of interest in all modes of transportation.

B. *Nonvoting Ex Officio Membership.* The Director of Public Works or designee shall serve as the primary staff liaison and as Secretary of the Commission. Including the staff liaison, there will be twelve (12) total nonvoting ex officio members who will participate as needed and will include one member of the Council as appointed by the Mayor, Community Development and Planning, Police, Fire, Southern Oregon University, Ashland Schools, Oregon Department of Transportation, Rogue Valley Transportation District, Ashland Parks and Recreation, Jackson County Roads, Airport Commission. (Ord. 3076, amended, 11/06/2012; Ord. 3003, amended, 02/18/2010; Ord. 2975, added, 11/18/2008)

2.13.030 Powers and Duties, Generally

The Transportation Commission will review and make recommendations on the following topics as it relates to all modes of Transportation:

1. Safety: will develop, coordinate and promote transportation safety programs;

2. Planning:

    *Will review and serve as the primary body to develop recommendations to the City's long range transportation plans.

    *Will review and make recommendations in Type III Planning Actions during the pre-application process.

3. Funding: will make recommendations to the City's transportation section of the Capital Improvements Program;

4. Advocacy: will advocate and promote all modes of transportation to make modal equity a reality.

    *Facilitate coordination of transportation issues with other governmental entities.

    *Select one or more member liaisons to attend and participate in meetings with other transportation related committees in the Rogue Valley.

*Examine multi-modal transportation issues. (Ord. 3003, amended, 02/18/2010; Ord. 2975, added, 11/18/2008)

2.13.040 Powers and Duties, Specifically

The Transportation Commission will review and forward all traffic implementation regulations to the Public Works Director for final approval and implementation of official traffic safety and functional activities. (Ord. 3003, amended, 02/18/2010; Ord. 2975, added, 11/18/2008)

2.13.050 Traffic Sub-Committee

A. *Purpose.* The purpose of the Traffic Sub-Committee is to enable the Transportation Commission to focus on broad transportation concerns by reducing the number of routine and general nonroutine traffic items that come before the full Commission and to insure the Transportation Commission will have sufficient time to devote their full attention to the overall transportation matters at issue.

B. *Membership.* The Traffic Sub-Committee is established and consists of three regular members of the Transportation Commission who shall sit concurrently on the full Commission. Sub-committee members shall be appointed by the Transportation Commission Chair on a rotating basis until all members have served. Terms are for six month intervals and members may only sit for two consecutive terms at any one time. The Public Works Director shall determine what matters warrant Sub-Committee involvement and meetings shall be convened on an as needed basis. The Public Works Director or designee will serve as staff liaison and recorder for these meetings.

C. *Duties.* The Traffic Sub-Committee shall consider the following matters:

1. Forward recommendations to the Transportation Commission and Public Works Director on routine and general nonroutine traffic concerns including but not limited to traffic impacts, speed designations, parking, markings, and signage.

2. Recommend to the Transportation Commission specific comments, concerns or suggestions for the improvements to the City of Ashland's Transportation System Plan or similar Transportation programs, with the emphasis on long range transportation planning and regional transportation plans.

3. Such other general or minor transportation matters as the Transportation Commission deems appropriate for the Traffic Sub-Committee format.

4. The Traffic Sub-Committee or staff liaison may refer any matter before the Traffic Sub-Committee to the Transportation Commission when it becomes apparent the matter involves major policy concerns or potential serious transportation impacts on surrounding areas.

D. *Minutes.* All Traffic Sub-Committee action minutes will be forwarded to the following Transportation Commission meeting. (Ord. 3003, amended, 02/18/2010; Ord. 2975, added, 11/18/2008)

CONCLUSION:
No action is required.

Memo

CITY OF ASHLAND

Date: October 18, 2017
From: Scott A. Fleury
To: Transportation Commission
RE: Traffic Calming Program Development

BACKGROUND:
The Transportation Commission is interested in the development of a standardized traffic calming program. There are traffic calming elements in the current Transportation System Plan (TSP), but there is not a program and policy that outlines how residents can apply for traffic calming and what are the metrics used in approving implementation of traffic calming on a residential street.

Staff has enclosed other municipal organization programs for reference and to help assist in a formal discussion for the Commission. In general the programs are meant to provide direction to Citizens interested in traffic calming on their residential roadway. It provides a policy and guidelines that can be applied to each situation to determine if and what portions of a traffic calming program are appropriate. In addition, the example programs provide for citizen ownership of a traffic calming program via, data collection, neighborhood involvement and direct fiscal responsibility.

Items to consider:

Parameters of Citizen Application Process:
- Single citizen application
- Group petition application

How should the application process begin for a neighborhood traffic calming program? Can a single citizen apply or should there be a petition level requirement with a minimum number of people signing in favor of moving forward?

Data Collection:
- City collection and evaluate data
    - Speed/volume/turn movement
    - Identify vision clearance issues
    - Pedestrian/bicycle counts

Who collects appropriate data after the initial request is approved?

Project Ranking Criteria:
- Speed
    - 50% and 85% thresholds
- Volume
    - Based on roadway classification ADT

    - Cut through traffic potential
- Accidents
    - Per year accident count
- Vision clearance
    - For driveways/intersections
- Roadway adjacent uses
    - Schools/commercial/residential

What functional criteria are established to rank and traffic calming program? How are the criteria weighted?

Funding Criteria:

- Citizen share/Thresholds based on street classification
- City share/Thresholds based on street classification

How do we breakdown funding improvements that come out of a traffic calming program?

Project Phasing (non-capital improvement):

- Education
- Citizen Speed Watch Program/Signage
- Enforcement
- Striping
- Signage.
- Community Radar Watch Program
- Speed Trailer
- Neighborhood speed watch

What components make up the initial phase of traffic calming prior to construction of any capital improvements.

Project Phasing (capital improvement)

- Budget implications
- Sharing cost of improvements

Projects approved for capital construction need to be considered in the biennium budget approval process.

Project Conclusion and Monitoring:

- Speed/volume collection after improvements
- Cut through traffic

Need for monitoring after construction for verification of traffic calming improvements.

CONCLUSION:

The Commission should discuss the traffic calming programs attached and make recommendations towards development of guidelines that can be used to create a draft policy. The policy can then be reviewed by the Commission at a future meeting and a final can document can be taken before the City Council for approval.

City of Albany

Neighborhood Traffic Calming Program (NTCP)

Information and Application Packet

Introduction

INTRODUCTION

If you have requested a copy of this information and application packet, you are probably concerned with speeding or traffic on your neighborhood street. The Neighborhood Traffic Calming Program (NTCP) is designed to assist you and the City in both identifying and remedying these problems. Please read through this information packet carefully before you begin. We encourage you to speak with your neighbors about your concerns and enlist them in your efforts. If you have any questions before you begin, please call the City of Albany Public Works Department at 917-7655.

BACKGROUND

The Neighborhood Traffic Calming Program (NTCP) was adopted by the Albany City Council in June, 2001. The NTCP is an element of the *Albany Transportation System Plan* and is a cooperative process between the City and the neighborhoods. It provides the citizens of the Albany a process for addressing their concerns about neighborhood traffic issues. The program also provides the City with a tool for evaluating the need for traffic calming as a result of traffic impacts in a neighborhood. Prior to implementation of this program, there was neither a standard for traffic calming devices nor a method to determine when a traffic calming device was warranted.

The NTCP is a program to assist neighborhoods in solving problems with traffic speed and volume. However, not all types of traffic problems belong in the traffic calming program. The City will assist the applicant to determine if the NTCP is the correct place to resolve the issue. The flow chart documenting this decision process is included on the next page of this application. **If at least fifty-one percent of the adjacent property owners are willing to participate in the cost of the device**, the problem meets the minimum requirements, and the plan receives both neighborhood and Traffic Safety Commission approval; the traffic calming device is installed according to City standards. In cases where the problem does not meet the minimum standards established in this program, the City will work with the applicant to see if the problem can be corrected through education or enforcement.

CONTENTS

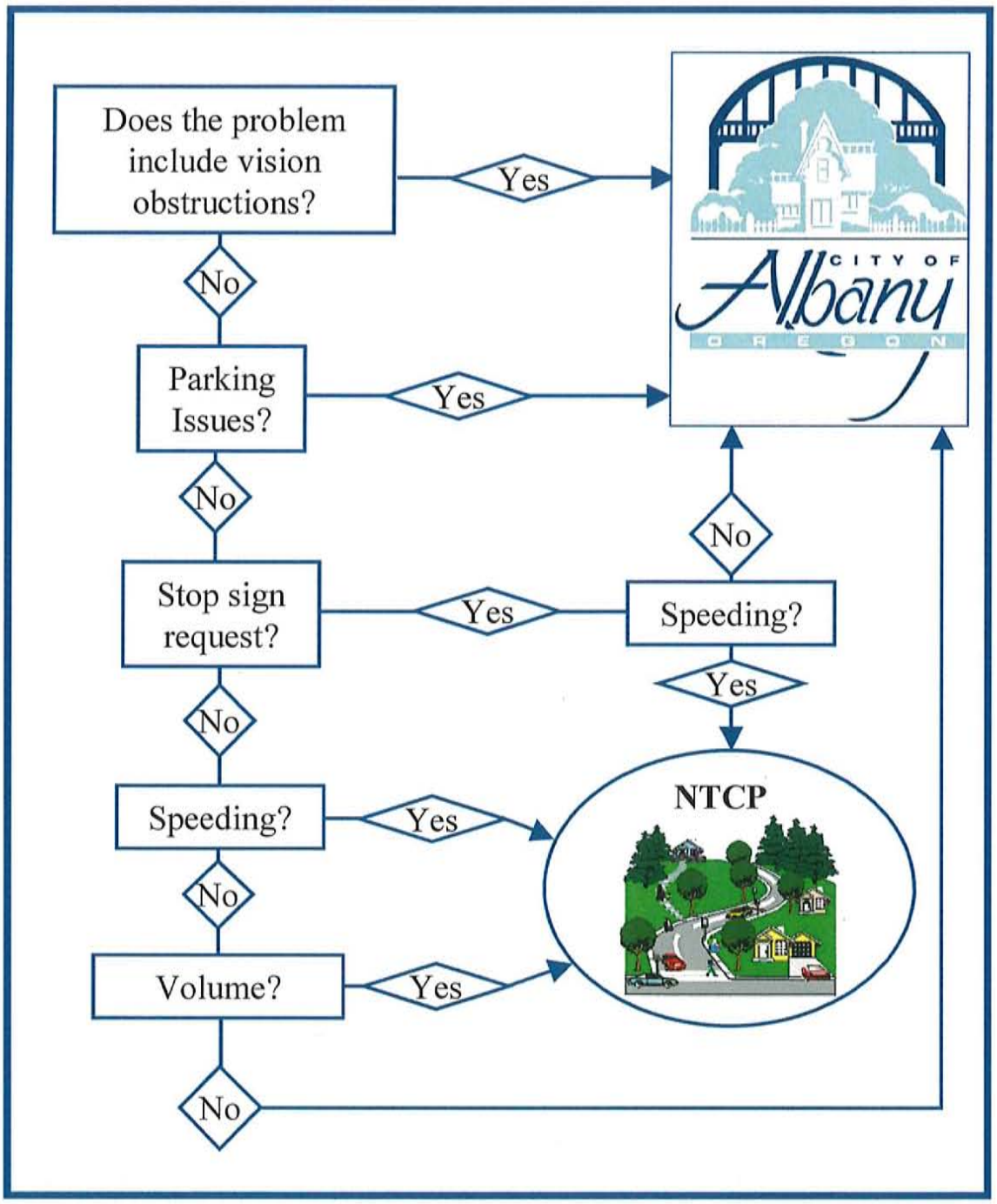
This information packet contains the following:

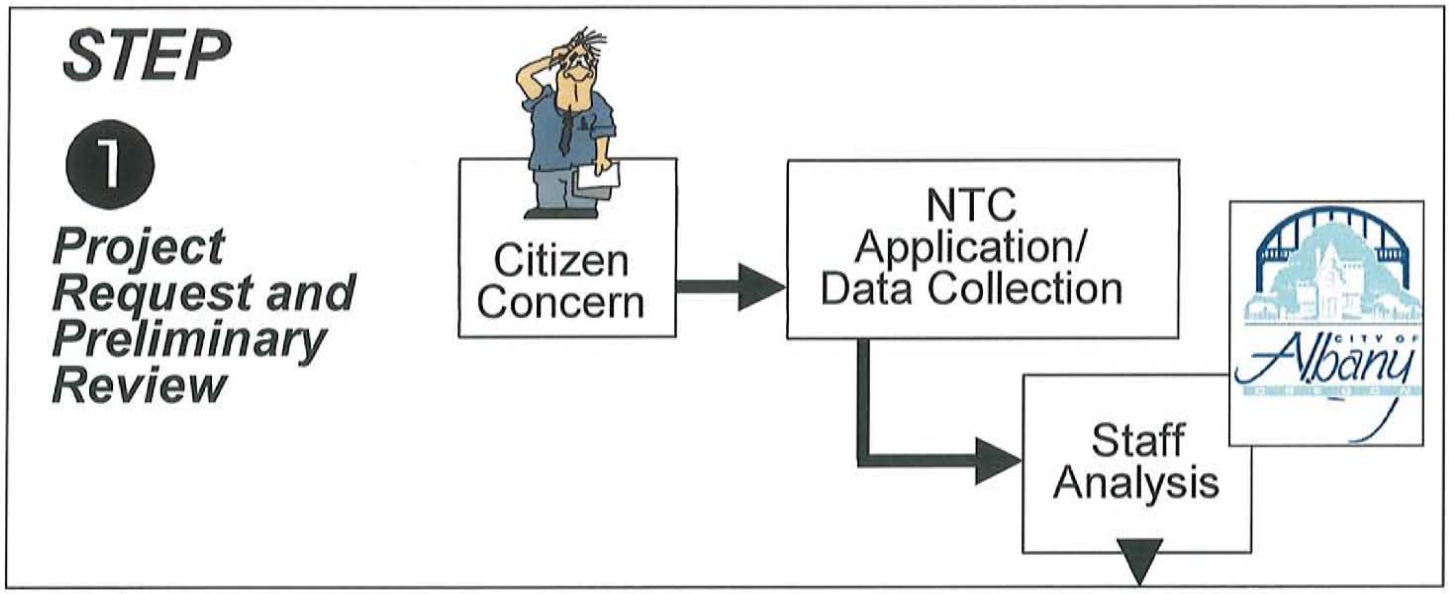
- An overview of the process.
- A step-by-step description of the process.
- The NTCP application form (yellow)
- The NTCP data collection forms (blue, red)
- Examples of Construction Mitigation Measures (lavender)
- Examples of Self-Help Mitigation Measures (orange)
- A Primary Emergency Response Route Map (inside back cover)

This packet will serve as the documentation for the project. All applicable information should remain with this packet until the project is completed and filed.

Is Neighborhood Traffic Calming Appropriate?

The flow chart on this page is designed to provide the applicant with a way to determine whether or not a problem should be processed through the NTCP, or if it should be forwarded to the City for evaluation and/or resolution. High traffic volumes and consistent speeding on residential streets are appropriate issues for the NTCP. Issues that are not appropriate for the NTCP include safety hazards (except speeding), street or sign maintenance requests, commuter or illegal parking, vision clearance problems, and proposals for changes in traffic signing or striping. If you have any questions about whether a problem is appropriate for NTCP that cannot be answered by the chart, please contact the Albany Public Works Department at 917-7655.





Step 1 - Project Request and Preliminary Review

When citizens have concerns about a specific traffic problem, they can contact the City of Albany at 917-7655 to obtain a copy of the application and information packet for the Neighborhood Traffic Calming Program (NTCP).

The application is the first sheet of this packet and has a yellow border. Instructions for filling out the application/checklist are located on the back of the form.

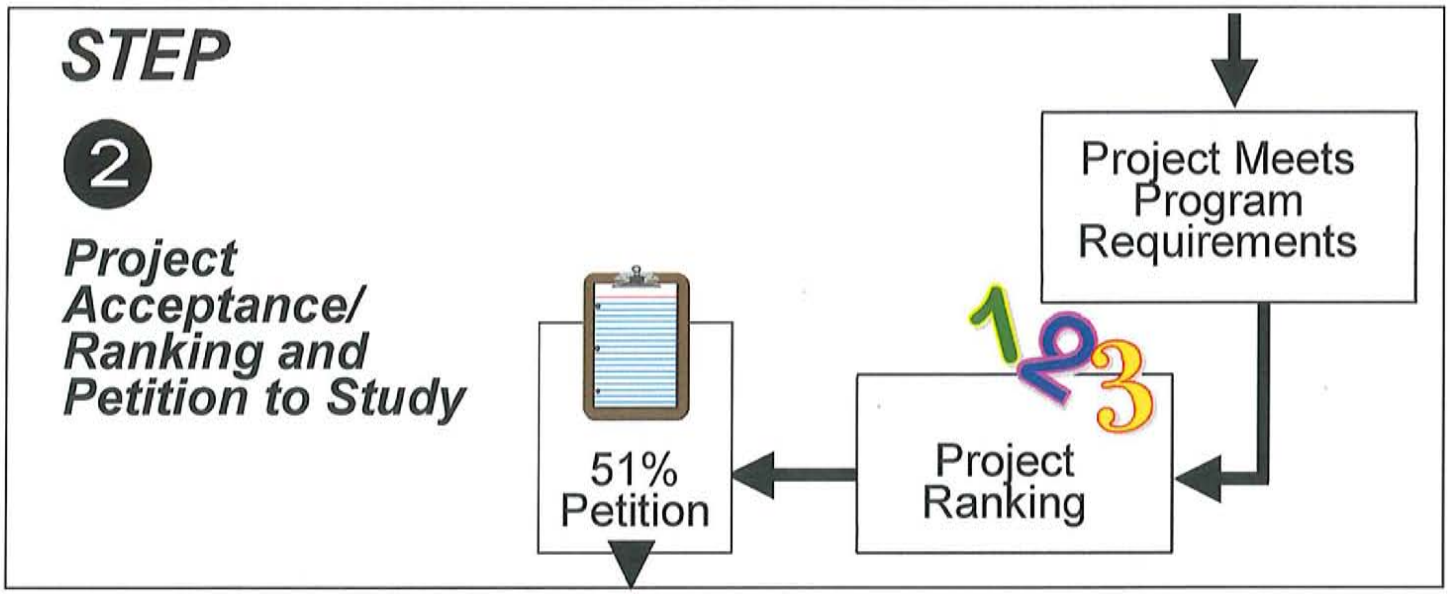
The next step in the process is to fill out the first section of the form and submit the application/checklist to the City.

The City will review the first section for completeness and fill the appropriate information in Section 2. The City will also evaluate the problem to ensure that the NTCP is the correct forum to solve the problem. There are some issues such as parking and stop signs that do not necessarily belong in the NTCP. If another program would be more appropriate, the City will provide the correct contact information to the applicant.

Once the City has determined that the application is complete and belongs in the NTCP, the applicant will be asked to perform preliminary data collection. Volume and speed counts will be required. The forms containing instructions for collecting the data are also included in this packet and are the forms with blue and green borders. It is the responsibility of the applicant to collect the data.

Once the data has been collected and submitted to the City, staff will perform another review of the problem. This review is to determine whether or not the problem meets the minimum criteria of the program. If additional data is required, the City may request additional information from the applicant or obtain the necessary information.

The City will contact the applicant to inform them of the status of the project after the determination has been made. If the problem DOES NOT meet minimum criteria, the project will not move forward in the program. The application will be returned to the applicant with the reason that the project did not move forward, in addition to recommendations that may be appropriate to help resolve the problem outside the NTCP. These recommendations might include education or enforcement options.



Step 2 - Project Acceptance/Ranking and Petition to Study

Minimum criteria for the problem are identified in the table below.

Minimum Criteria Table

Street Type	Median Speed	Volume	Fronting Land Use
Local	> 25 MPH	>1250vpd*	> 75% residential and institutional (including parks)
Collector	≥ Posted Speed	None	> 75% residential and institutional (including parks)
Arterial	≥ Posted Speed	None	> 75% residential and institutional (including parks)

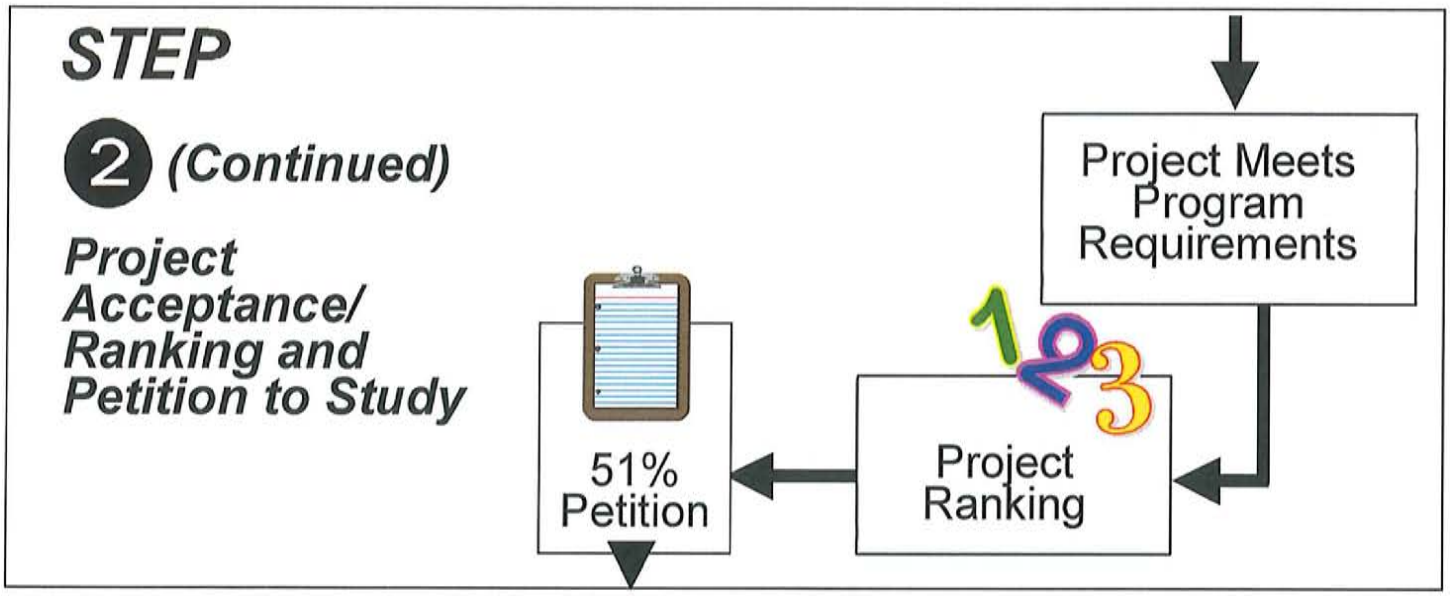
* vpd = vehicles per day

The residential restriction is to ensure that Neighborhood Traffic Calming can be implemented in neighborhoods. There are no volume restrictions on arterials or collectors, as these roadways are identified to carry higher volumes of traffic.

Appeals of the minimum criteria determination will be directed to the Traffic Safety Commission.

If the problem DOES meet the minimum criteria, the project will be ranked. Ranking will be accomplished by assigning a score to each project. The score will be calculated based on the roadway classification, speeds, volumes, proximity to a school, and availability of sidewalks. A breakdown of the values of each component are shown on the following page. Included in the table is a brief discussion of how the individual scores will be calculated.

If there are more than five projects in the program, only the top five ranked projects will be active. The remaining projects will remain active in the queue for up to two years. If they have not progressed in two years, they will be reevaluated to determine whether the problem has changed or been mitigated by some other factor. If a project is removed from the program, the next highest ranked project will become active.

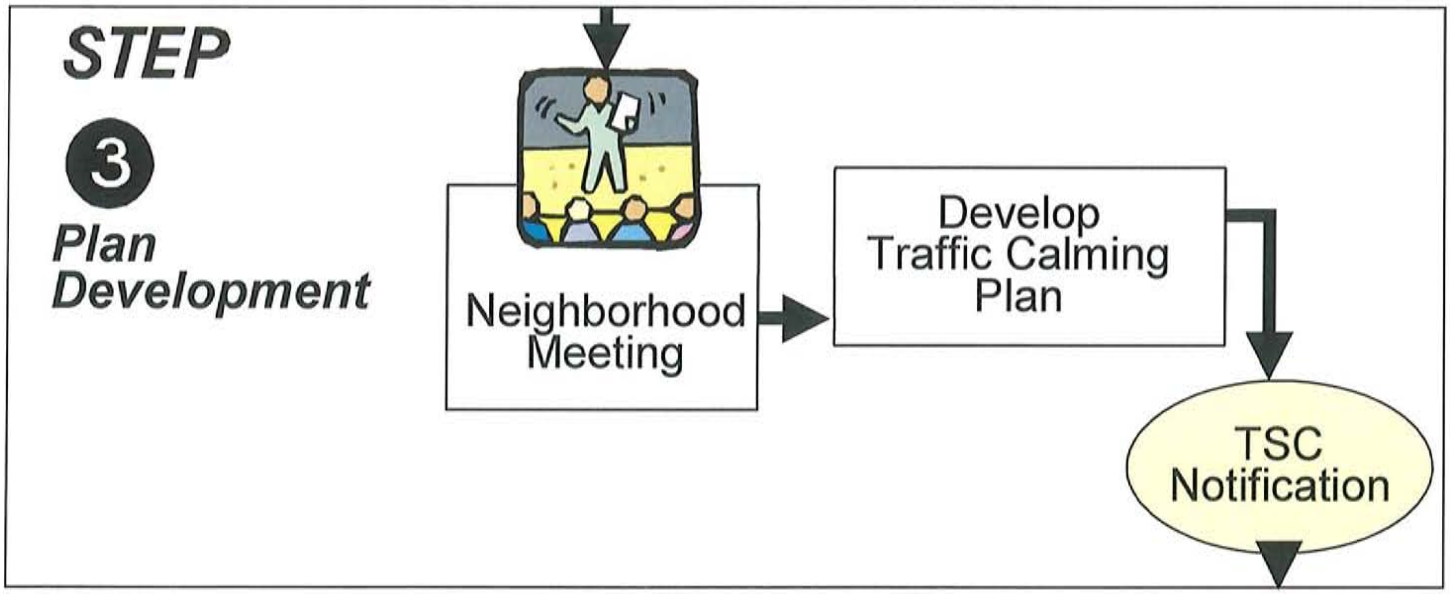


Step 2 - Project Acceptance/Ranking and Petition to Study Continued

Ranking Table

Criteria	Local Street Score	Collector Street Score	Arterial Street Score
Average Speed (4 pts per mph above speed limit (SL) to SL + 5 mph) (6 pts per mph above SL + 5 mph)	50 (Maximum)	60 (Maximum)	60 (Maximum)
Volume (2 pts per 100 vpd over min. volume)	30 (Maximum)	0	0
No Sidewalks (100% for no sidewalks in project area) (50% for sidewalks one side or partial sidewalks)	5	15	15
School (full points for school or school crossing within project)	15	25	25
Total Score	100	100	100

Once a project has been ranked and is on the active project list, a petition will be distributed by the applicant to all property owners in the project area. The majority (at least 51%) of the property owners identified in the project area must agree that a project is necessary and they will participate in the cost of the construction of the project. The distribution of costs are identified on page 9 and vary depending on the classification of the project roadway. If less than fifty-one percent of the owners agree, the project is no longer considered active.



Step 3 - Plan Development

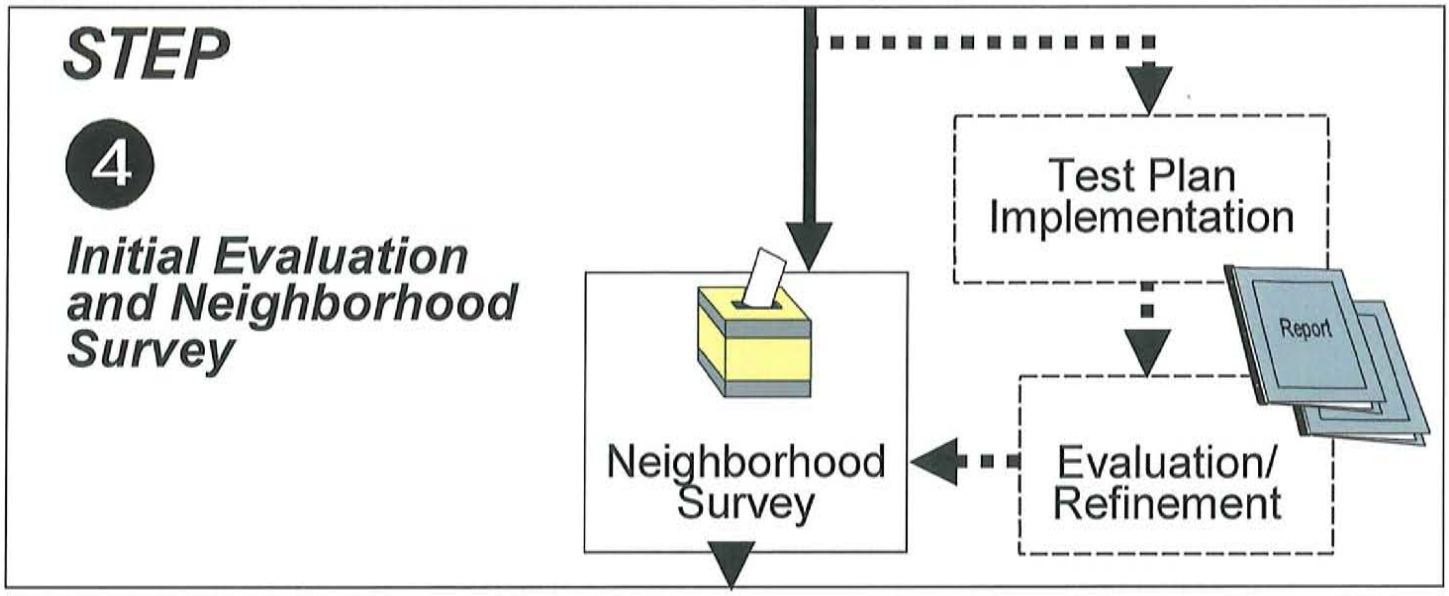
Not all traffic calming devices will be appropriate for some types of problems. No devices that prohibit the flow of traffic will be constructed on streets classified as collector or arterial streets in the *Albany Transportation System Plan*. The types of measures constructed on collectors or arterials will be limited to devices designed to reduce vehicle speeds and increase pedestrian safety. Emergency Response Routes , whether classified as residential, collector or arterial streets, will also have a limited list of measures that can be installed.

Examples of traffic calming devices that the City will install are included as a part of this document, on pages 29 through 33. This chart also includes any restrictions assigned to those specific devices.

Once a project has met the review criteria, the City will hold a neighborhood meeting. All property owners in the project area will be invited. At this neighborhood meeting, the City will identify the types of traffic calming devices that are effective in resolving the problems identified in the project area, in addition to any restrictions.

The City will work with the neighbors to obtain their preferences for types of devices and possible installation locations to maximize the benefit of the preferred devices.

The City will then develop a Traffic Calming Plan. A representative from the neighborhood and the Albany Fire Department will also be included on the Plan team. The Plan will include the type of device(s), location(s) of installation, an anticipated schedule for construction, maintenance responsibility, and estimated project costs.



Step 4 - Initial Evaluation and Neighborhood Survey

There are some traffic calming devices that require a significant change in driver behavior. A traffic circle at an intersection is one example. In some cases, the City may choose to implement a test device. Devices that do not require a significant change in driver behavior may not require the test phase and would move immediately to the neighborhood survey.

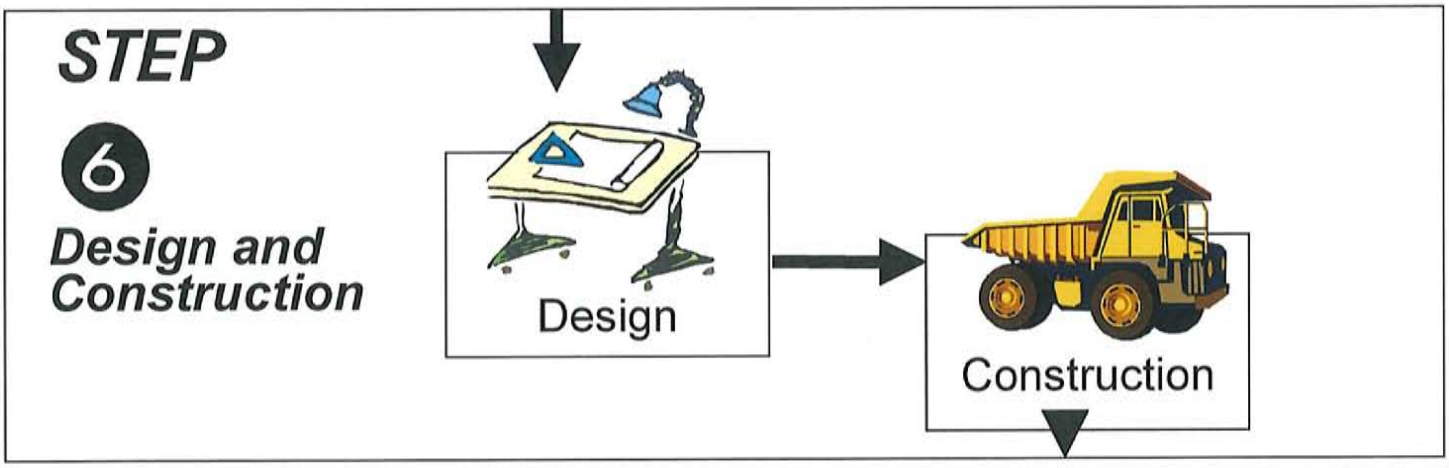
The intent behind installing a test device is to allow the neighborhood to experience the traffic calming device and the changes to neighborhood traffic patterns prior to a permanent installation. This gives the City and the neighborhood an opportunity to determine the impacts of the installation prior to the expenditure of significant construction costs. It also allows easy removal of the device if the neighborhood decides that the device does not meet expectations.

Whether a test device is implemented or not, the neighborhood will be given an opportunity to review the traffic calming plan and discuss the installation of the device. The intent of the survey is to ensure that the adjacent neighbors know of the proposed modification and have an opportunity to comment on the device installation. The majority of the neighborhood must agree with the device installation. The survey also provides an opportunity to reaffirm with the property owners in the project area that they are willing to their share of the construction costs, with a more accurate cost estimate available. The cost distribution will be as follows:

Street Type	Neighborhood Contribution	City Contribution
Local	50%	50%
Collector	37.5%	62.5%
Arterial	25%	75%

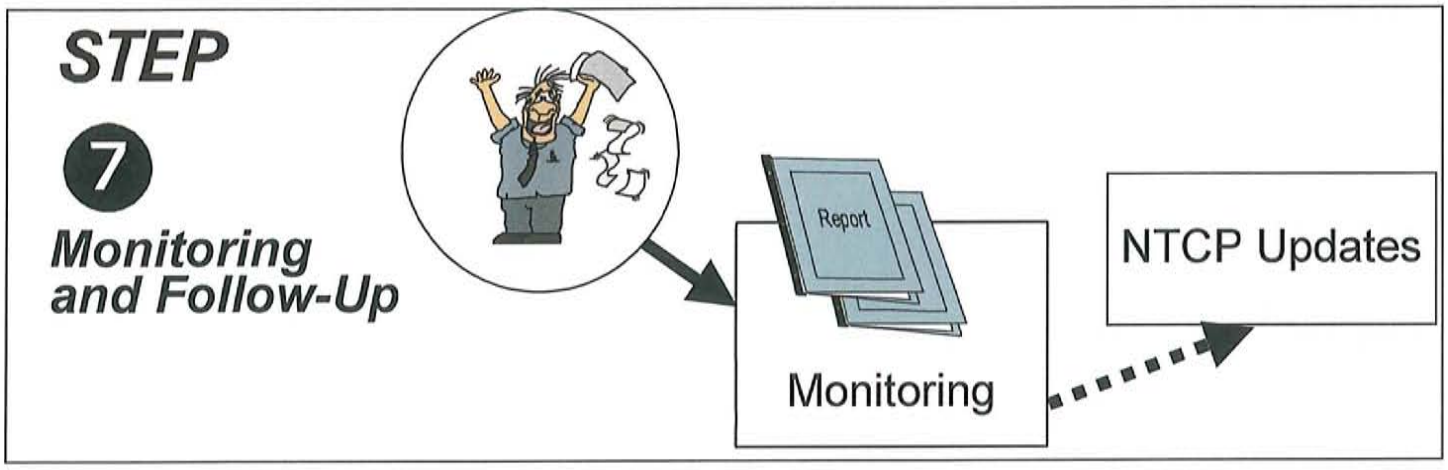
Step 5 - Traffic Safety Commission Approval

Once the neighborhood has given support of the project, the Traffic Calming Plan will be forwarded to the Traffic Safety Commission for review and approval. A member of the Traffic Safety Commission will be invited to attend the neighborhood meetings; however, this forum provides the entire commission the opportunity to review the Traffic Calming Plan prior to implementation.



Step 6 - Design and Construction

If approved by the Traffic Safety Commission, the City will perform the design, contract advertisement, contract administration and construction inspection of the traffic calming device(s) indicated by the Traffic Calming Plan.



Step 7 - Monitoring and Follow-Up

Once the device is installed and construction is complete, the City will conduct two sets of data collection to determine the impacts of the device installed. The data collection will occur two months and six months after project completion. This data will be used to determine the effectiveness of the devices installed. The results of the analysis will be shared with the neighborhood.

Subsequent updates to the NTCP will occur as staff discovers that some devices are more or less effective than others. Other updates will occur to update procedural deficiencies or include additional alternatives as they are developed.

Neighborhood Traffic Calming Program (NTCP) Application/Checklist

Section 1 (To be completed by Applicant)

Applicant Name: _____ Daytime Telephone: _____

Applicant Mailing Address: _____ Evening Telephone: _____

_____

Location of Problem: _____
(For intersections, list both streets. For roads, indicate name/problem limits. e.g. 24th Ave. between Geary & Hill.)

Description of Problem: _____

_____

(e.g. Excessive speeding on street, high volumes, etc.)

Section 2 (To be completed by City)

Street Classification: _____ Parking: _____
Roadway Width: _____ Speed Limit: _____
Ortho Photo Attached Emergency Response Route: _____

Section 3 (To be completed by Applicant)

Volume: _____
(Submit Blue Count Forms)

Speed: _____
(Submit Red Speed Forms)

Section 4 (To be completed by City)

TCP Evaluation

☐ YES
(Meets Initial Evaluation Criteria)

Additional Data Collected? _____
Project Rank: _____
Date Survey Sent: _____
Survey Results: _____
Neighborhood Meeting Date: _____
TSC Notification Date: _____
Date Neighborhood Ballot Sent: _____
Neighborhood Ballot Results: _____
TSC Approval: _____
Design Complete: _____
Construction Complete: _____

☐ NO
(Does Not Meet Evaluation Criteria)

Reason: _____

Other Recommendations (if any): _____

Section 5 (City Follow-Up)

evice Installed: _____
x month Volume: _____ Six month Speed: _____
ne Year Volume: _____ One Year Speed: _____

Instructions for Application/Checklist

This form is to serve as the application for the Neighborhood Traffic Calming Program (NTCP), in addition to providing a summary sheet checklist for the project. To start the application process, please follow these steps:

1. Fill out Section 1 of the form. It is important to include a brief but thorough description of the problem including the start and end points.

2. Submit the form to the City of Albany (City) at 333 Broadalbin SW, P.O. Box 490, Albany, OR 97321. The application can either be mailed or dropped off.

3. Once the City has received the form, it will be reviewed to ensure that the problem is appropriate for NTCP. The applicant may be contacted for clarification if necessary. If the problem is not appropriate for NTCP, the applicant will be provided with contact information for the correct agency to notify.

4. If the City determines the problem is appropriate for NTCP, the applicant will be responsible for gathering data. Data regarding the traffic volumes and traffic speed must be gathered for the next step in the process. The forms provided in this packet will instruct and assist you in gathering this data.

5. Once all of the data has been collected, Section 3 of the application form must be completed.

6. Upon completion of Section 3, the packet is returned to the City with all of the appropriate documentation. The City will review the data submitted .

7. If the submitted data indicates that the problem **DOES** meet the criteria for the NTCP, the City will proceed to implement the program. The program steps are outlined on the following page and a full text description of each step is included in this information packet.

8. If the submitted data indicates that the problem **DOES NOT** meet the criteria for the NTCP, the City will notify the applicant that the project will not proceed. The City will also include the reason for the denial in addition to any alternative ways of addressing the problem that may be appropriate.

NTCP Intersection Count Worksheet

Section 1 (To be completed prior to start of data collection)

North/South Roadway Name: _____ Count Date: _____

East/West Roadway Name: _____ Count Time (Two-Hour): _____

Counter Name: _____ Weather Conditions: _____

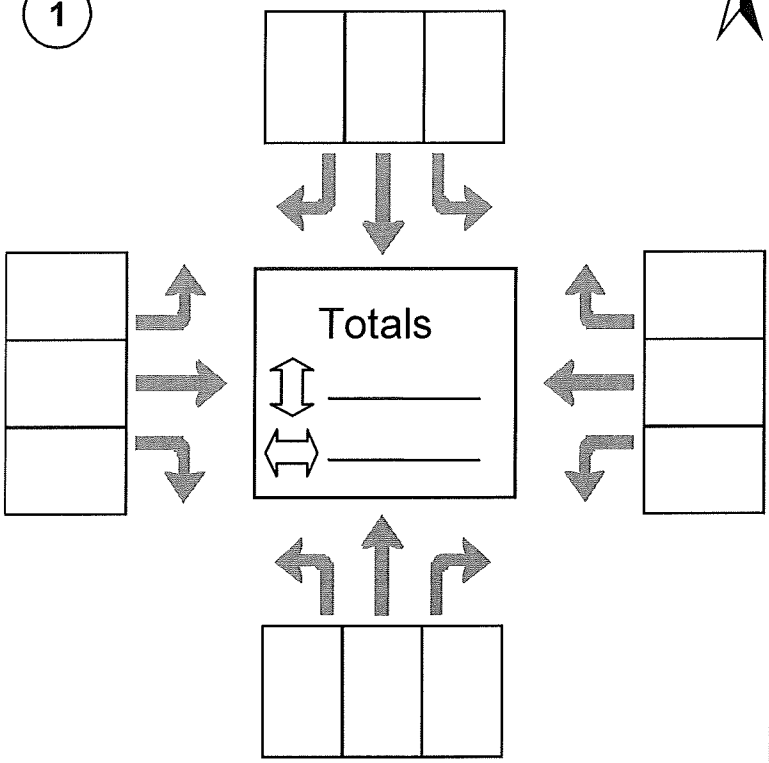
Sketch the Intersection:

N

Section 2 (To be completed during data collection)

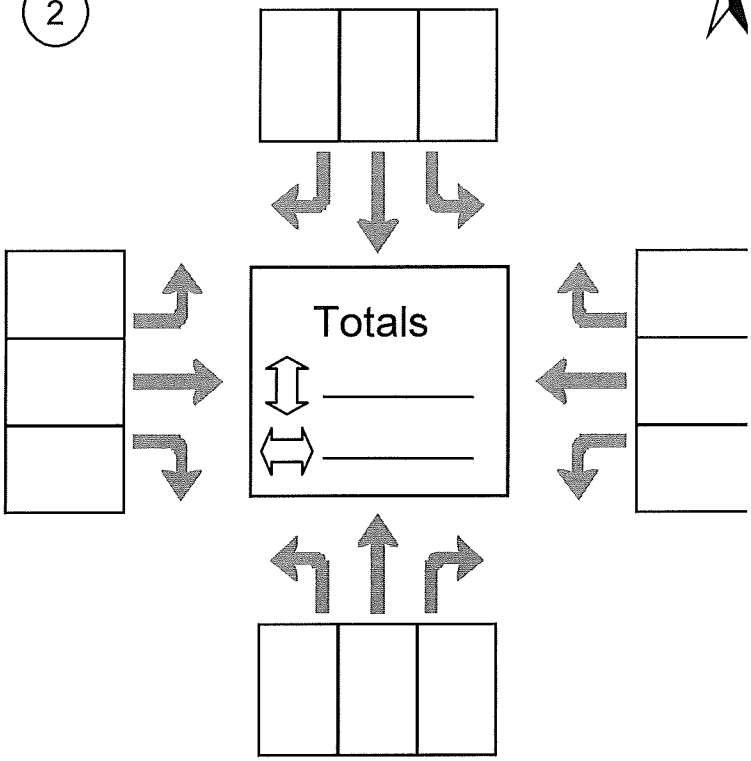
15 Minute Interval:_____

1



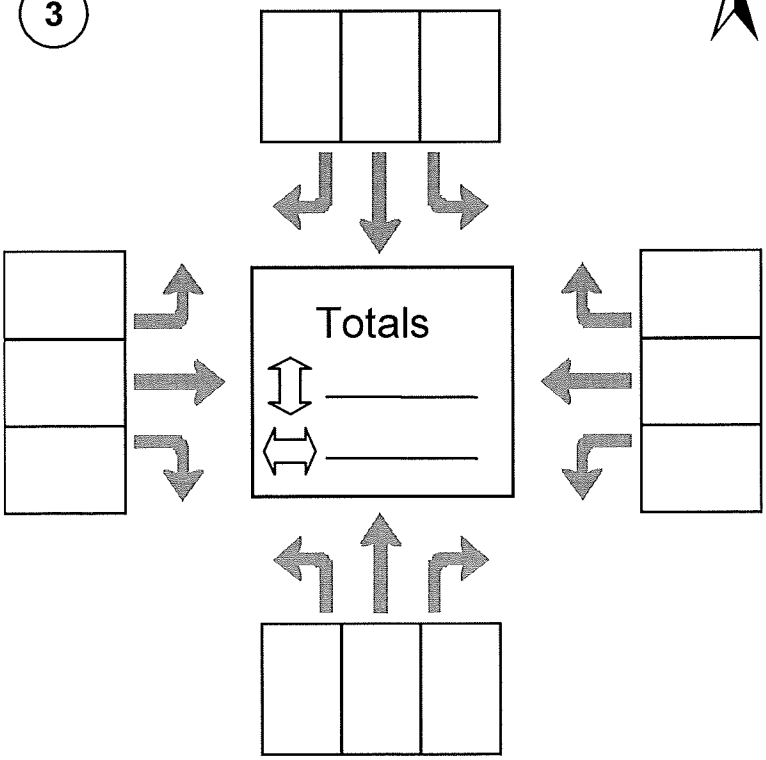
15 Minute Interval:_____

2



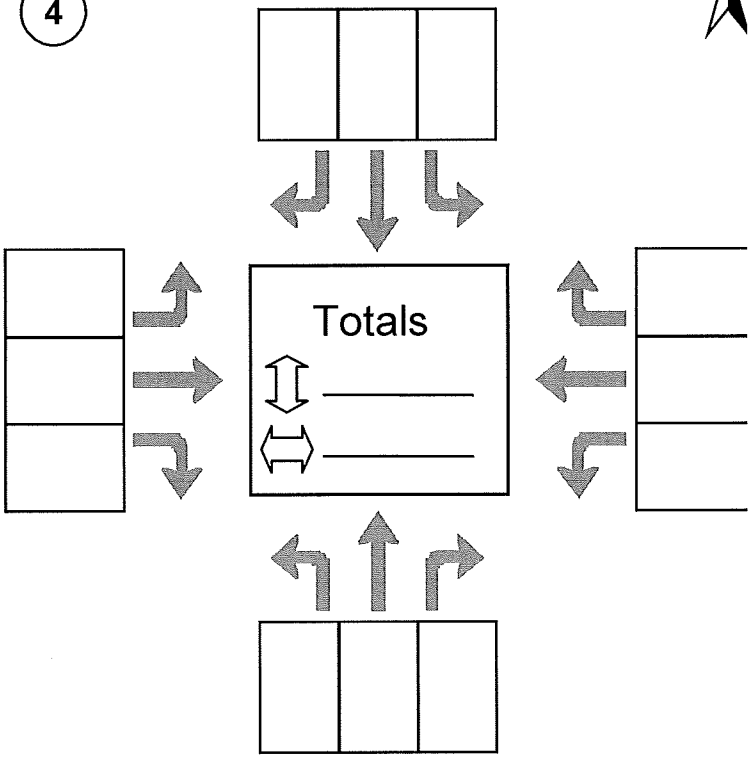
15 Minute Interval:_____

3



15 Minute Interval:_____

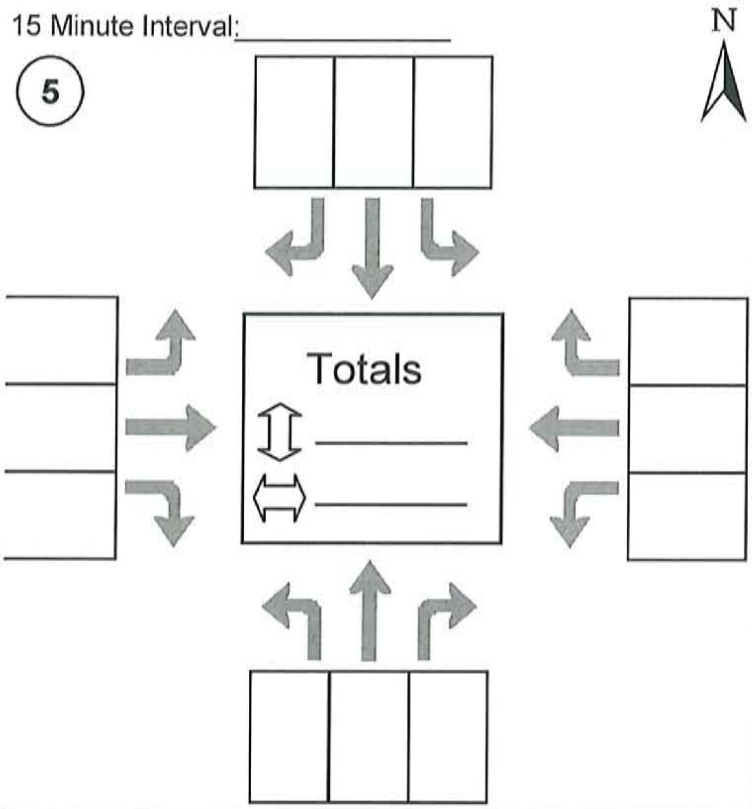
4



Section 2 Continued

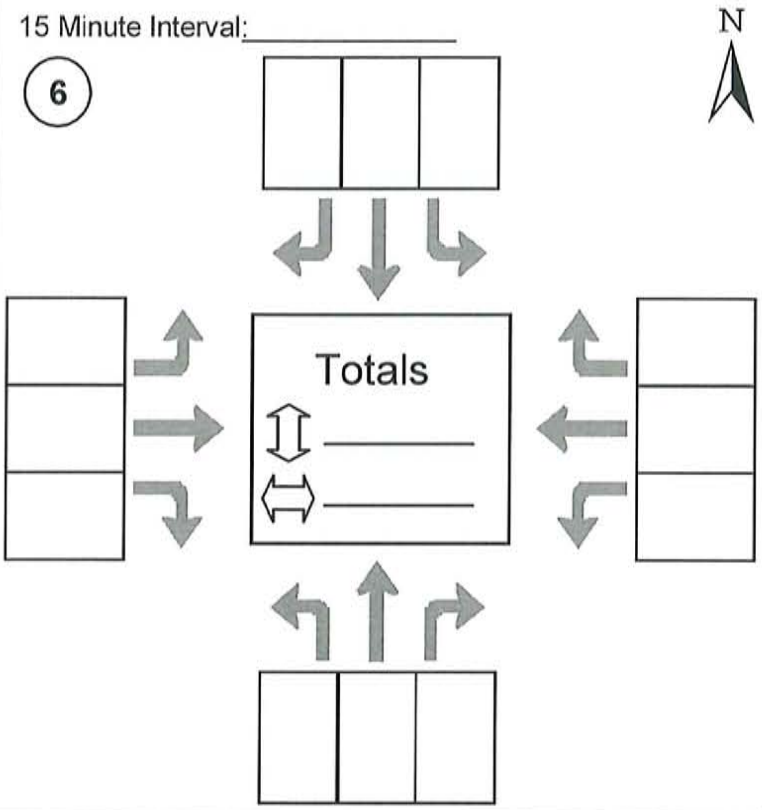
15 Minute Interval:_____

5



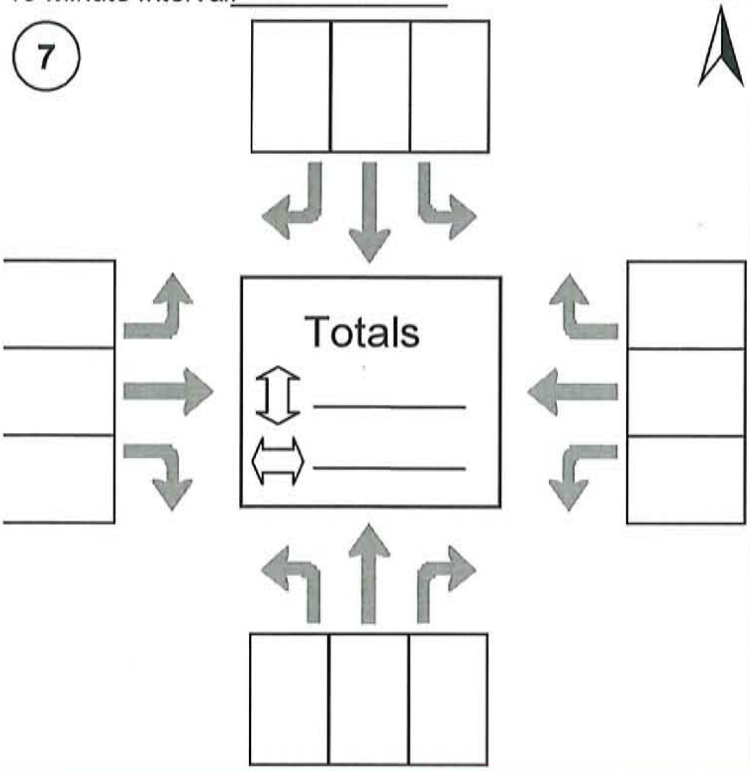
15 Minute Interval:_____

6



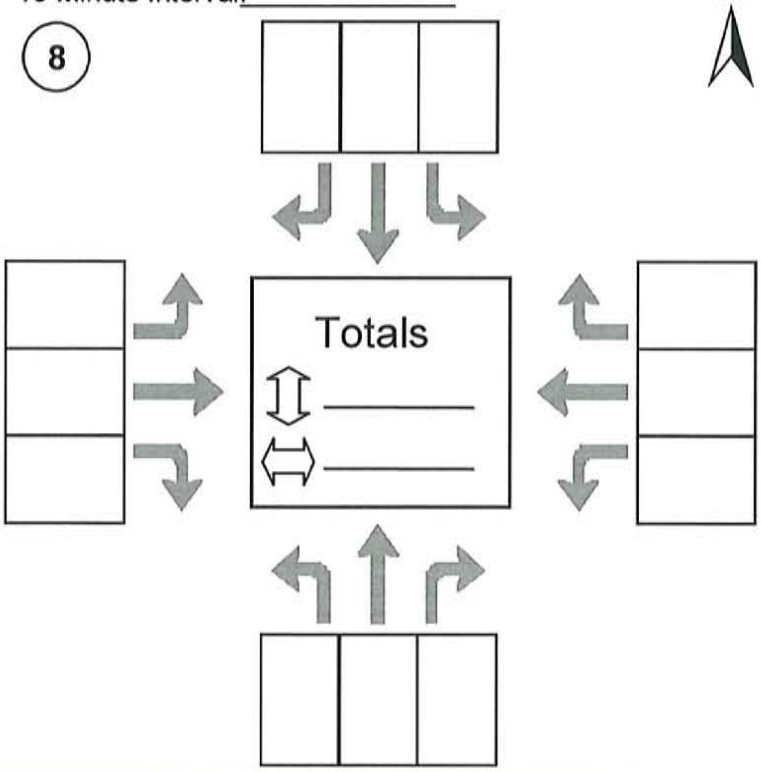
15 Minute Interval:_____

7



15 Minute Interval:_____

8



Section 3 (To be completed after data collection)

Add the totals for:

1, 2, 3 and 4: ⇕ _____ ⇔ _____

2, 3, 4 and 5: ⇕ _____ ⇔ _____

3, 4, 5 and 6: ⇕ _____ ⇔ _____

4, 5, 6 and 7: ⇕ _____ ⇔ _____

5, 6, 7 and 8: ⇕ _____ ⇔ _____

NTCP
Intersection Count Instructions

To Estimate the Traffic Volumes on at a specific intersection, follow these steps:

1. Note that this is a two-page, double-sided form. Make sure to have all four components including these instructions. The sample comprises the additional third page.

2. Near the identified intersection, select a safe place to sit for two hours that provides adequate vision clearances to count all vehicles entering the intersection.

3. Identify a two-hour window for the time of day when the problem seems to be the most pronounced.

4. If the traffic volumes are low, a single counter may be adequate. It may be advisable to have two different counters, one for each direction of travel.

5. Select a day to perform the counts. If the counts are simply to identify the intersection volumes, the best time to conduct the counts is on a Tuesday, Wednesday or Thursday evening between the hours of 4 and 6 PM. If the counts are to identify a specific problem, pick the day and time to correspond.

6. Fill out Section 1 of the form with all of the appropriate information.

7. Bring some sort of timing device that will provide a minimum of a minute breakdown.

8. Be in place approximately 10 minutes before the two-hour window begins. This will ensure if there are any problems, they can be resolved before the counts start.

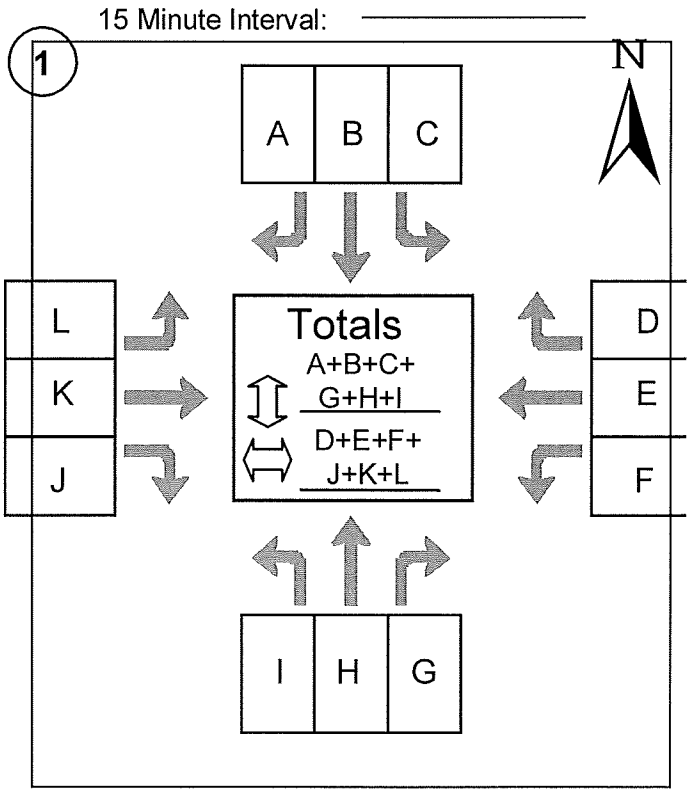
9. At the beginning of the two-hour window, begin counting the vehicles that pass through the intersection.

10. It is important to correctly record each direction of travel through the intersection for the vehicles (ie. eastbound turning left versus eastbound through or eastbound turning right).

11. At 15 minute intervals, move to the next box for data recording.

12. At the end of the two-hour count, tally up the numbers for each 15 minute record.

13. Fill out Section 3 of the form. This will provide an estimated daily volume for the intersection counted.



NTCP Intersection Count Worksheet
Example

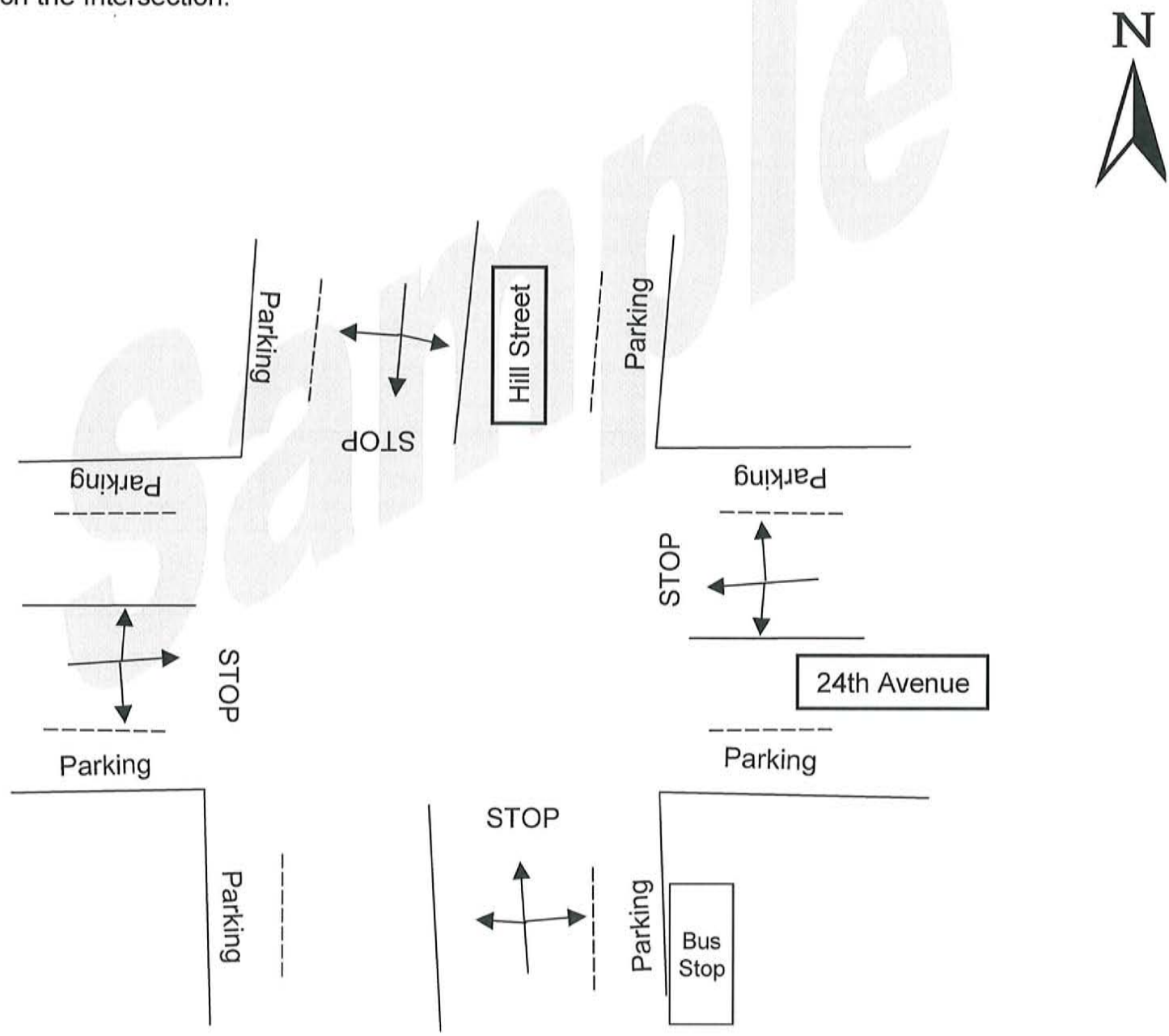
Section 1 (To be completed prior to start of data collection)

North/South Roadway Name: 24th Avenue Count Date: 1/14/01

East/West Roadway Name: Hill Street Count Time (Two-Hour): 4-6 PM

Counter Name: Betty Rubble Weather Conditions: Raining

Sketch the Intersection:



Section 2 Example Continued

5 Minute Interval: 5:00–5:15

5

N

3+5+2+
1+4+1=16

Totals

16

30

4+8+4+
3+6+5=30

15 Minute Interval: 5:15–5:30

6

2+7+1+
1+4+3=18

Totals

18

33

7+8+4+
4+6+4=33

5 Minute Interval: 5:30–5:45

7

N

0+3+1+
0+2+1=7

Totals

7

18

3+5+2+
1+4+3=18

15 Minute Interval: 5:45–6:00

8

2+4+1+
1+2+2=12

Totals

12

20

5+6+1+
2+4+2=20

Section 3 (To be completed after data collection)

dd the totals for:

, 2, 3 and 4: ⇕ _____ ⇔ _____

, 3, 4 and 5: ⇕ _____ ⇔ _____

3, 4, 5 and 6: ⇕ _____ ⇔ _____

4, 5, 6 and 7: ⇕ _____ ⇔ _____

5, 6, 7 and 8: ⇕ 16+18+7+12=53 ⇔ 30+33+18+20=10

NTCP Roadway Count Worksheet

Section 1 (To be completed prior to start of data collection)

Roadway Name: _____ Count Date: _____

Counter Name: _____ Count Time (Two-Hour): _____

Weather Conditions: _____

Section 2 (To be completed during data collection)

Row	15 Minute Interval (e.g. 4:15 to 4:30)	Direction/Count: (e.g. Eastbound/1111)	Direction/Count: (e.g. Westbound/1111)	Roadway Totals	Pedestrian Counts (optional)
1					
2					
3					
4					
5					
6					
7					
8					

Section 3 (To be completed after data collection)

Add Totals for Rows 1, 2, 3, and 4: _____
Rows 2, 3, 4, and 5: _____
Rows 3, 4, 5, and 6: _____
Rows 4, 5, 6, and 7: _____
Rows 5, 6, 7, and 8: _____
Select Highest Value: _____

Multiply the Highest Value by 10

[ ]

This value is the approximate Average Dai Traffic (ADT) for the roadway.

NTCP
Roadway Count Instructions

To Estimate the Traffic Volumes on a Specific Roadway, follow these steps:

1. Identify a location on the roadway where the traffic will represent the problem.

2. Near the identified location, select a safe place to sit for two hours that provides adequate vision clearances to count all oncoming vehicles.

3. Identify a two-hour window for the time of day when the problem seems to be the most pronounced.

4. If the traffic volumes are low, a single counter may be adequate. It may be advisable to have two different counters, one for each direction of travel.

5. Select a day to perform the counts. If the counts are simply to identify the roadway volume, the best time to conduct the counts is on a Tuesday, Wednesday or Thursday evening between the hours of 4 and 6 PM If the counts are to identify a specific problem, pick the day and time to correspond.

6. Fill out Section 1 of the opposite side of this form with all of the appropriate information.

7. Bring some sort of timing device that will provide a minimum of a minute breakdown.

8. Be in place approximately 10 minutes before the two-hour window begins. This will ensure if there are any problems, they can be resolved before the counts start.

9. At the beginning of the two-hour window, begin counting the vehicles that approach on the roadway. Pedestrian counts may be taken, but are not usually required.

10. It is important to differentiate the direction of travel for the vehicles (ie. eastbound versus westbound traffic.) The distribution of traffic may be used to determine which mitigation measures, if any, are appropriate.

11. At 15 minute intervals, move to the next box for data recording.

12. At the end of the two-hour count, tally up the number for each 15 minute record.

13. Fill out Section 3 of the form. This will provide an estimated daily volume for the roadway counted.

NTCP Roadway Count Worksheet
Example

Section 1 (To be completed prior to start of data collection)

Roadway Name: 24th Avenue (between Geary & Hill) Count Date: 1/13/01

Counter Name: Betty Rubble Count Time (Two-Hour): 4-6 PM

Weather Conditions: Slightly cloudy, occasional showers

Section 2 (To be completed during data collection)

Row	15 Minute Interval (e.g. 4:15 to 4:30)	Direction/Count: (e.g. Eastbound/1111)	Direction/Count: (e.g. Westbound/1111)	Roadway Totals	Pedestrian Counts (optional)
1	4:00-4:15	Eastbound 5	Westbound 4	9	
2	4:15-4:30	9	7	16	
3	4:30-4:45	7	5	12	
4	4:45-5:00	8	7	15	
5	5:00-5:15	18	9	27	
6	5:15-5:30	13	7	20	
7	5:30-5:45	10	3	13	
8	5:45-6:00	4	5	9	

Section 3 (To be completed after data collection)

Add Totals for Rows 1, 2, 3, and 4: 9+16+12+15=52
Rows 2, 3, 4, and 5: 16+12+15+27=70
Rows 3, 4, 5, and 6: 12+15+27+20=74
Rows 4, 5, 6, and 7: 15+27+20+13=75
Rows 5, 6, 7, and 8: 27+20+13+9=69
Select Highest Value: 75

Multiply the Highest Value by 10

75x10= 750

This value is the approximate Average Daily Traffic (ADT) for the roadway.

NTCP Speed Data Worksheet

Section 1 (To be completed prior to start of data collection)

Roadway Name: _____ Count Date: _____

Counter Name(s): _____ Count Time (Two-Hour): _____

Weather Conditions: _____

Section 2 (To be completed during data collection)

	Totals	_____ bound	Speed	_____ bound	Total	
			Above 39 MPH			
			39 MPH			
			38 MPH			
			37 MPH			
			36 MPH			
			35 MPH			
			34 MPH			
			33 MPH			
			32 MPH			
			31 MPH			
			30 MPH			
			29 MPH			
			28 MPH			
			27 MPH			
			26 MPH			
			25 MPH			
			24 MPH			
			23 MPH			
			22 MPH			
			21 MPH			
			Below 21 MPH			

Actual Count Time:

_____

_____bound Total:

_____ X 0.50 = _____

_____bound Total:

_____ X 0.50 = _____

_____bound

50th % Speed

_____bound

50th % Speed

NTCP
Speed Count Instructions

To Estimate the Traffic Speed on a Specific Roadway, follow these steps:

1. Identify a location on the roadway where the traffic will represent the problem.

2. Near the identified location, select a safe place to sit for two hours that provides adequate vision clearances to monitor all oncoming vehicles.

3. Identify a two-hour window for the time of day when the problem seems to be the most pronounced. Pick any time during the day except the AM Peak (between 6:30 AM and 8:30 AM) or the PM Peak (between 4:00 PM and 6:00 PM) to conduct the study. If the AM Peak or PM Peak is designated as the problem, two sets of counts must be made. One off-peak to determine the average roadway speed and the second during the peak hour that is indicative of the problem.

4. If the traffic volumes are low, a single counter may be adequate. Two people may be required, one to operate the radar gun, the other to record the data.

5. Obtain the radar gun from the Albany Police Department at 917-3208. The radar guns can be borrowed for up to a week. Valid picture identification (a driver's license) is required to borrow the gun.

6. Fill out Section 1 of the opposite side of this form with all of the appropriate information.

7. Bring some sort of timing device that will let you know when two hours are over.

8. Be in place approximately 10 minutes before the two-hour window begins. This will ensure if there are any problems, they can be resolved before the counts start. Make sure to play with the radar gun in advance so you know how it works.

9. At the beginning of the two-hour window, begin recording the speed of the vehicles that approach on the roadway.

10. It is important to differentiate the direction of travel for the vehicles (ie. eastbound versus westbound traffic.) The distribution of traffic may be used to determine which mitigation measures, if any, are appropriate.

11. Data must be collected for either two hours or 50 vehicles in both directions - whichever comes first. On a typical local street, the two hour limit will probably be met. If you collect 50 vehicles in one direction, but the other direction has not reached 50, continue to collect data in both directions until you reach 50 vehicles in the other direction or two hours has elapsed, whichever comes first.

12. At the end of the count, total the number of vehicles for each speed.

13. Calculate the 50% speed for each direction of travel by completing these steps: Add the total number of vehicles recorded for each direction and multiply by 0.50. Round to the nearest whole number. In the far left and right columns of the table, add the total number of vehicles - starting from the bottom. (See the example sheet, the columns with the large circles in them.) When you total to the number you calculated, circle that number and record the speed associated with that number. This speed is the 50th percentile speed.

NTCP Speed Data Worksheet
Example

Section 1 (To be completed prior to start of data collection)

Roadway Name: 24th Avenue (between Geary & Hill) Count Date: 1/14/01

Counter Name(s): Betty Rubble Count Time (Two-Hour): 2-4 PM

Weather Conditions: Slightly cloudy, occasional showers

Section 2 (To be completed during data collection)

	Totals	East bound	Speed	West bound	Total	
28	1	|	Above 39 MPH	||	2	53
27	1	|	39 MPH	|	1	51
26	2	||	38 MPH	|||	3	50
24	0		37 MPH	|||	3	47
24	3	|||	36 MPH	||||	4	44
21	3	|||	35 MPH	~~||||~~	5	40
18	1	|	34 MPH	|||	3	35
17	5	~~||||~~	33 MPH	~~||||~~	5	32
12	2	||	32 MPH	||	2	27
10	3	|||	31 MPH	||||	4	25
7	2	||	30 MPH	|||	3	21
5	0		29 MPH	~~||||~~	5	18
5	2	||	28 MPH	|||	3	13
3	1	|	27 MPH	||	2	10
2	2	||	26 MPH	||	2	8
0	0		25 MPH	|	1	6
0	0		24 MPH	||	2	5
0	0		23 MPH	|	1	3
0	0		22 MPH	|	1	2
0	0		21 MPH		0	0
0	0		Below 21 MPH	|	1	1

Actual Count Time: 2:02-4:02 PM

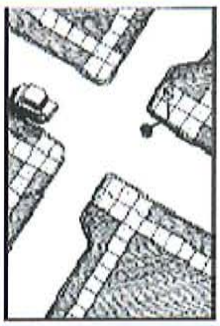
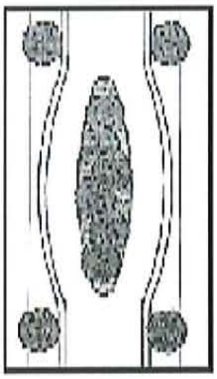
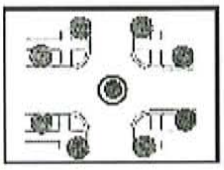
East bound Tota
28 X 0.50 = 14

West bound Tota
53 X 0.50 = 27

East bound
50th % Speed
33

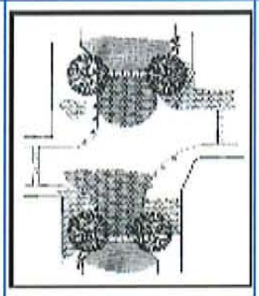
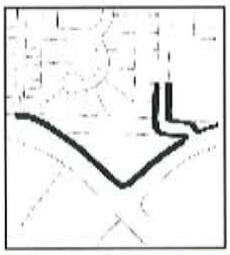
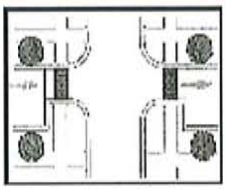
West bound
50th % Speed
32

Typical Constructed Mitigation Measures

Measure	Graphic	Description	Speed Reduction	Volume Reduction	Cost	Road Type
Chicane		Channelization or curb extensions that realign the straight path of a street, deflection of straight vehicle movement.	3 to 4 MPH	Low volume reduction and diversion	$3,000 to $20,000	R = Yes C = Yes A = Yes ER = Yes
Choker (Curb Extension)		A roadway narrowing. This could be a curb extention at an intersection (also called bulb-outs, neckdowns and throating to reduce the roadway width at a selected location.	3.3 MPH	Moderate volume reduction and diversion	$3,000 to $15,000	R = Yes C = Yes A = Yes ER = Yes
Choker (Median)		A roadway narrowing. With a median, the narrowing of the roadway comes from placing an island in the middle of the road. Some cities have used large raised pavement markers on the centerline at intersections to reduce speed of turning traffic. Medians can also be used for pedestrian refuge and/or access control to restrict turning movements. For access control it is important that medians are long enough to effectively create right-in/right-out restrictions.	3.3 MPH	Moderate volume reduction and diversion	$3,000 to 10,000	R = Yes C = Yes A = Yes ER = Yes
Choker (Pinch Point)		A roadway narrowing. Curb lines are extended into the street area (usually landscaped islands or pedestrian extensions) to narrow the roadway.	3.3 MPH	Moderate volume reduction and diversion	$5,000 to $15,000	R = Yes C = Yes A = Yes ER = Yes
Circles		A round island in the middle of an intersection	5.7 MPH	Low volume reduction and diversion	$5,000 to $15,000	R = Yes C = No A = No ER = Maybe

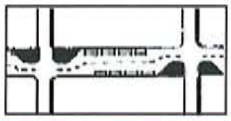
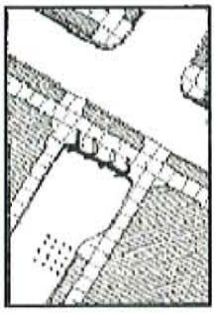
For Road Types: R = Residential, C = Collector, A = Arterial, ER = Emergency Response. Maybe = To be evaluated on a case-by-case basis.

Typical Constructed Mitigation Measures

Measure	Graphic	Description	Speed Reduction	Volume Reduction	Cost	Road Type
Diverters		Channelization or islands that restrict movements at an intersection. Typically, allows right turns, not through traffic. There are full and partial diverters depending upon the number of movements restricted or diverted at an intersection.	0.4 MPH	High volume reduction, high diversion impact	$3,000 to $15,000	R = Yes C = No A = No ER = No
Entry Treatments		Generally use of landscaping and architectural elements at the roadway entrance to a neighborhood. Can include curb extensions and pavement texturing.	3.3 MPH	Moderate volume reduction and diversion	$5,000 to $25,000	R = Yes C = Yes A = Yes ER = Yes
Humps		Raising of pavement surface about 3 inches over about 10 to 20 feet (an undulation). Similar to this measure are speed tables, raised pedestrian crossings and raised intersections.	7 MPH	Low volume reduction and diversion	$3,000 to $5,000	R = Yes C = No A = No ER = No
Intersection Realignments/ Route Modification		Takes a standard 3 or 4 leg intersection and skews it to deflect traffic while maintaining safe design characteristics. Modify a route to make it less direct.	5.7 MPH	Low volume reduction and diversion	$4,000 to $20,000	R = Yes C = No A = No ER = Maybe
One Way Streets		Takes the entry to a neighborhood area and makes the access road one way (typically out). Similar in some respects to a diverter. Can be used in connection with entry treatments.	No Data	Significant volume reduction and diversion	$5,000 to $30,000	R = Yes C = Maybe A = Maybe ER = Maybe

For Road Types: R = Residential, C = Collector, A = Arterial, ER = Emergency Response. Maybe = To be evaluated on a case-by-case basis.

Typical Constructed Mitigation Measures

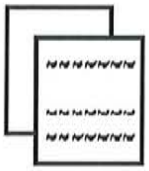
Measure	Graphic	Description	Speed Reduction	Volume Reduction	Cost	Road Type
Pavement Texture/ Pavement Markings		Instead of smooth pavement surface, create roughness by using raised markers, pavers, colored concrete with patterns. Can be used to emphasize pedestrian crossing location. Sometimes paint is used to create channelization or narrowing. Increases driver awareness of changed conditions (entering a neighborhood or pedestrian zone).	Limited	Limited volume reduction	$1,000 to $15,000	R = Yes C = Maybe A = No ER = Maybe
Parking On-street		By allowing parking, the traveled way is narrowed. Speeds must be slower for safe sight distance	No Data	Limited volume reduction	$0 to $1,000	R = Yes C = No A = No ER = Maybe
Part Time Restrictions (PTR)		Use signs to limit vehicle movements during key times (typically school times or peak hours). Can be turn restrictions, truck restrictions, through traffic restrictions, etc. Very difficult and expensive to enforce and can have high violation rates.	Moderate speed reduction (if through traffic removed)	Moderate volume reduction (if restrictions enforced)	$500 to $5,000	R = Yes C = Yes A = Yes ER = Yes
Road Closure		Uses islands or barricades to close the end of a street. Creates a cul-de-sac for vehicles, pedestrians and bicycles can go through. Contrary to TPR emphasis on connectivity. Special consideration will be given for emergency response.	Speed reduction limited to site of closure.	Significant volume reduction and diversion	$2,000 to $15,000	R = Yes C = No A = No ER = Maybe

For Road Types: R = Residential, C = Collector, A = Arterial, ER = Emergency Response. Maybe = To be evaluated on a case-by-case basis.

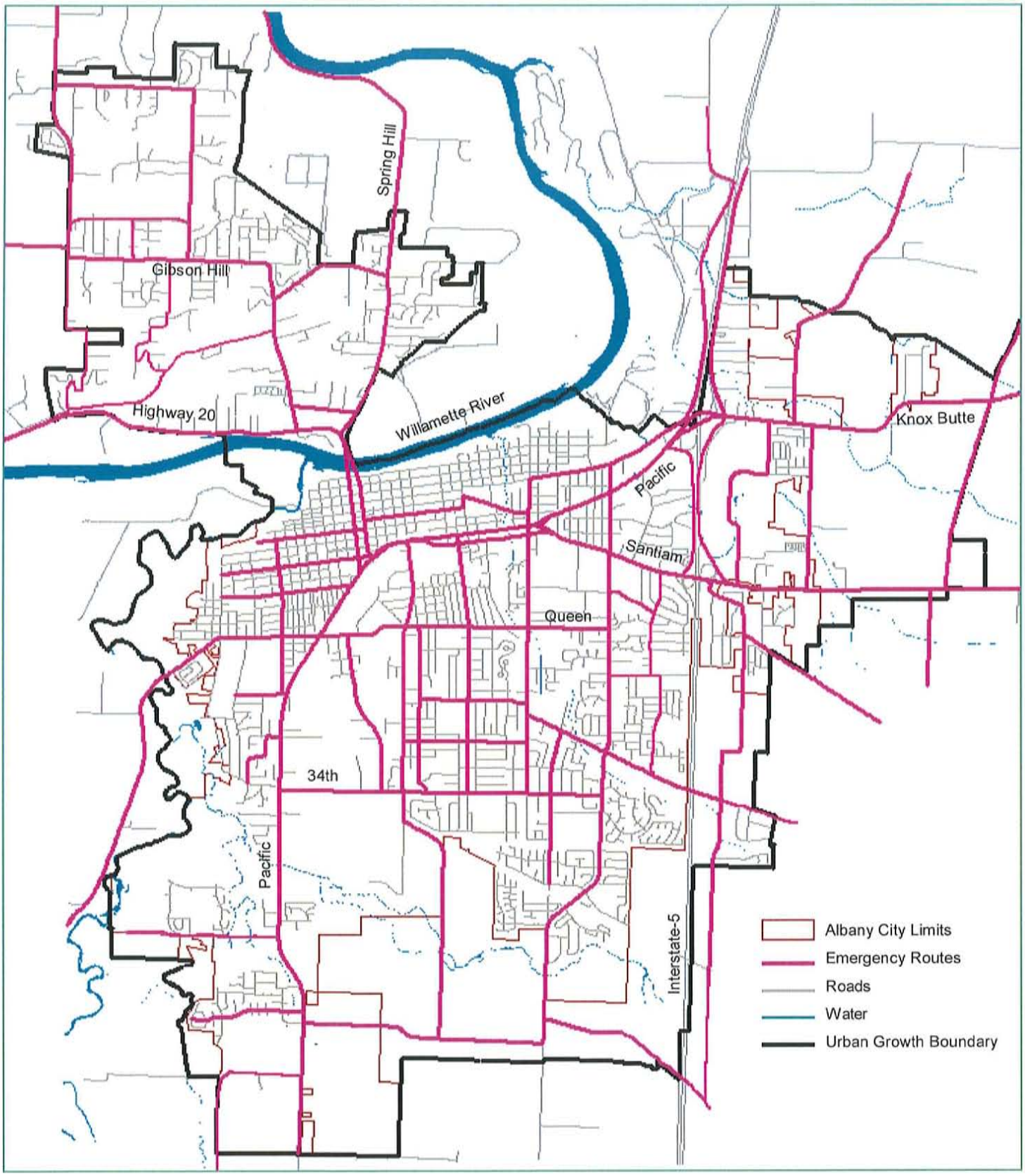
Source for graphics:

Traffic Calming, American Planning Association, Planning Advisory Service, Report Number 456, July 1995
Handbook for Walkable Communities, Burden and Wallwork.
Civilized Street: A Guide to Traffic Calming, Environmental & Transport Planning Brighton, Great Britain, 1992.

Education and Enforcement Mitigation Measures

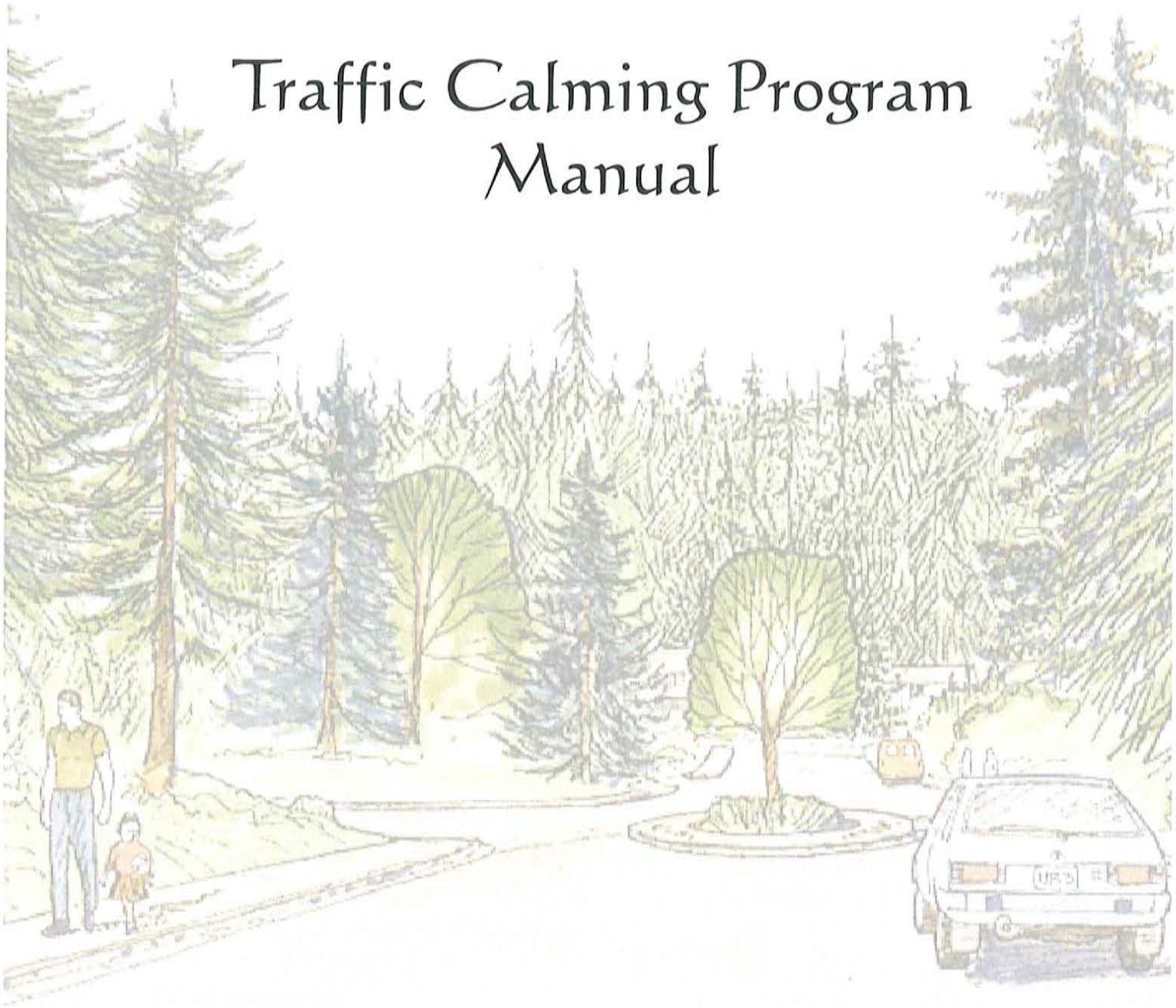
Measure	Graphic	Description	Contact
Enforcement (selective)		Police issuing tickets to vehicles violating speed limits. Can be effectively combined with other NTC elements such as public awareness, education, speed trailer and signs/banners.	City of Albany Police Department 917-7680
Signs		Yard signs have been typically used as part of a public awareness or education program.	City of Albany Public Works 917-7655
Neighborhood Flyers		In neighborhoods where the speeding problem is caused by neighbors, a flyer distribution can be used to educate neighbors.	City of Albany Public Works 917-7655
Public Awareness/ Traffic Watch		Campaigns typically organized by agency to involve neighbors. Speed watch can include neighbors using a radar speed measuring device to identify speeders who receive a standard letter. Public awareness can include education activities, but also newsletters, neighborhood organization activities, etc...	City of Albany Police Department 917-7683
Speed Trailer		A trailer unit with a reader board that indicates the approaching vehicle speeds. Portable and can can be moved from site to site. Can be reinforced with actual police enforcement on a selective basis.	City of Albany Police Department 917-7683
Enforcement (automated)		Use of photo or video enforcement to ticket violators in speed zones. Red light running photo enforcement is also available.	Not Currently Available

Emergency Response Routes



City of Bothell
Department of Public Works

Traffic Calming Program Manual



City of Bothell

Traffic Calming Program

January 23, 2007

Introduction

Traffic Calming

The Bothell Traffic Calming Program is developed to respond in a uniform manner to traffic related issues on local residential streets with Average Daily Traffic (ADT) of less than 3,000 vehicles and a posted speed limit of 25mph. It is the intent of the City to review this program every two years and modify the program as necessary to continue to respond to the needs of our neighborhoods.

While the Traffic Calming Program's focus is on local residential streets, many of the recommendations in the program can be utilized on arterial streets in residential areas. If improvements to arterial streets in residential areas are identified under this program, they need to be developed through the City's Capital Improvement Program.

Citizen involvement is an important part of all traffic calming projects. The people who live and work in the study area have the opportunity to become actively involved in the planning and decision-making process.

What is the Traffic Calming Program?

Bothell's Traffic Calming Program is part of the City's commitment to the safety and livability of our neighborhoods, and shall incorporate the goals, policies, and objectives of the City's Comprehensive Plan. It is a collaborative effort of City staff and local residents to reduce the impacts of traffic on local streets when traffic solutions are implemented. Through active participation by area residents, the City can identify the problem, plan the approach, implement the solutions, and evaluate the effectiveness. Traffic calming for residential areas is a concept that seeks harmony between automobiles and people.

The intent of this program is to **solve** the traffic problem where it exists, not **move** the problem to another local street.

What is Cut Through Traffic?

Cut through traffic is any traffic that doesn't have an origin or destination on the corridor or in the area being studied.

How does the program work?

The program works in two phases. Phase I focuses on passive, less restrictive measures like educational programs, enforcement, pavement markings, and signage. Should the Phase 1 measures prove ineffective at reducing excessive speeds or traffic volumes within a given time frame, then we proceed to Phase II of the program, which includes more restrictive methods.

Traffic Calming Program

Phase 1

Receive Request from Resident (Citizen Action Request)

Validate Request
- To validate request, resident must circulate a City provided flyer to neighbors and obtain a minimum of 5 adult resident signatures from 5 separate addresses that agree with the request prior to the program moving forward

Analysis by City
- Define Study Area
- Use ITE Trip Generation for local travel estimate (10 trips per household)
- Count traffic to determine actual traffic volume (non-local traffic must be greater than 25% of total traffic)
- Speed Study (15% of traffic must be traveling at or above 30mph)
- Gather accident history

Survey by City
- 50%* of households within the study area support developing a Phase 1 plan

Develop Phase One Plan With Residents
- Education, Enforcement, Enhancements

Evaluation by City in 6 Months
- Traffic Counts
- Speed Studies
- Accident Analysis

SPEED IS LESS THAN 35MPH BUT REMAINS ABOVE 30MPH

SPEED IS AT OR ABOVE 35MPH OR NON-LOCAL TRAFFIC IS AT OR ABOVE 25%

No Further Action Taken
- Speed is less than 30mph
- Non-local traffic is less than 25%

Phase 2

Survey by City
- 50%* of households within the Study Area support moving to Phase 2 **(1 signature per household)**
- 25% of traffic determined to be non-local from license plate study of the peak hour

OR

- 15% of traffic must be traveling at or above 35mph

Develop Phase 2 Plan with Residents

Survey by City
- 60% to 90%* approval of plan from households within the Study Area (depending on the proposed treatment) **(1 signature per household)**

Gather Adjacent Street Data
- Traffic Counts
- Speed Studies
- Accident History

Construct Improvements

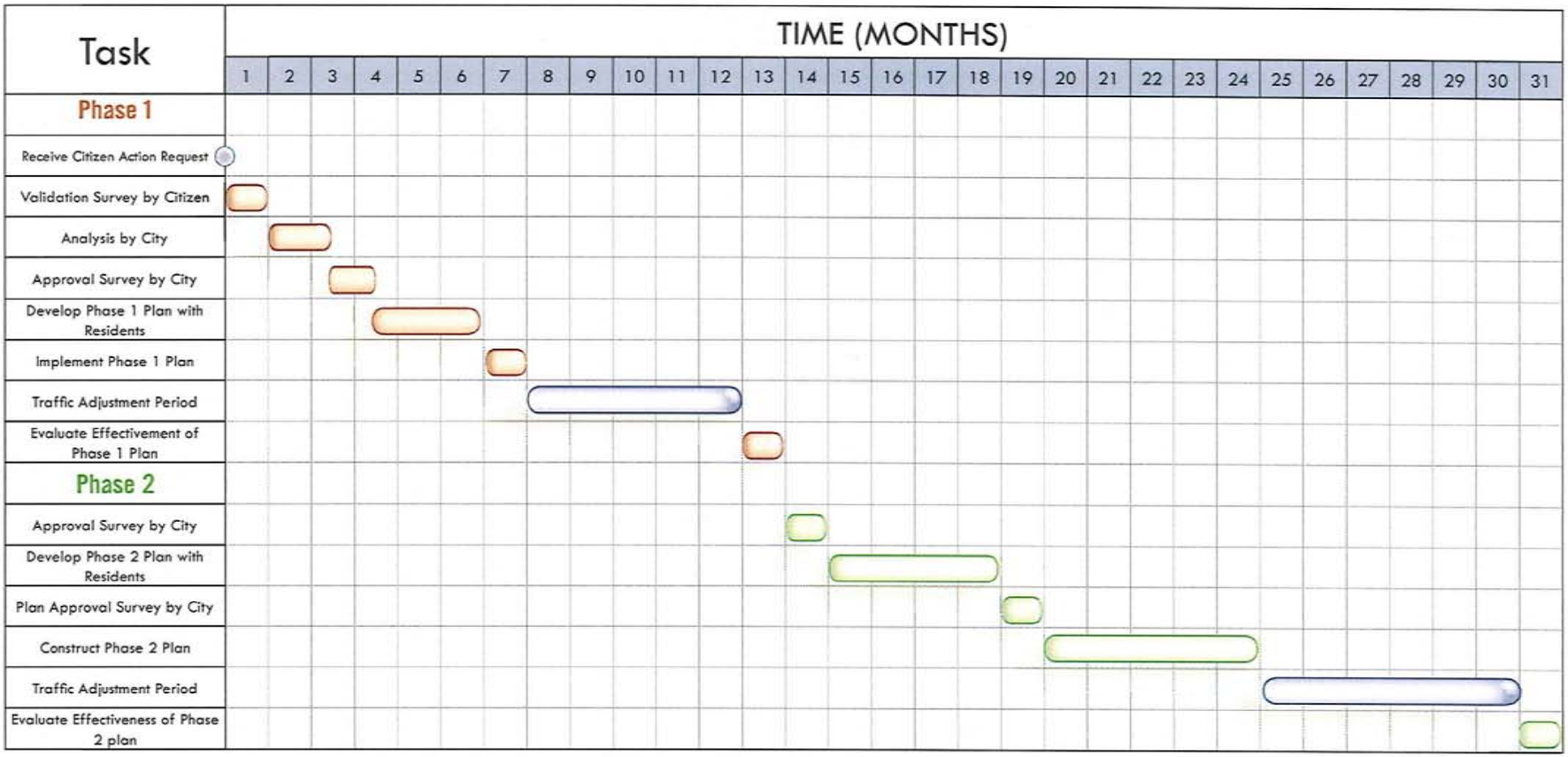
Evaluation by City in 6 Months
- Traffic Counts
- Speed Studies
- Accident Analysis

SPEED REMAINS AT OR ABOVE 35MPH OR NON-LOCAL TRAFFIC REMAINS AT OR ABOVE 25%

No Further Action Taken
- Speed is less than 30mph
- Non-local traffic is less than 25%

* Approval percentages are based on returned ballots only

Traffic Calming Program
Typical Implementation Timeline



Phase I

Phase 1 of the Traffic Calming Program begins when a Citizen Action Request Form is submitted to the City by a resident.

Once this occurs, the City will prepare a Validation Flyer that outlines the requested action for circulation by the resident. A minimum of 5 adult resident signatures from 5 separate addresses showing their support for starting a Traffic Calming Program will be required prior to going forward with the program.

Once the flyer is returned to the City showing neighborhood support, the City will define the study area and collect data from speed studies, accident histories, and traffic counts. This information, along with insights and suggestions from area residents, will help to determine which of the Phase 1 solutions to recommend to improve safety on local streets.

STUDY AREA DEFINITION

The study area will be determined by City Staff and will be influenced by configuration of the street system in the area, travel routes for elementary schools or local parks, and potential alternative local street routes where traffic could move to. Factors that will be considered when defining the Study Area will include:

- Location of arterial streets
- Potential parallel local street routes
- School boundaries
- Subarea boundaries as defined in the City's Comprehensive Plan
- Location of local parks

Once the City defines the proposed study area, a notice will be mailed to all households extending 500 feet beyond the proposed study area boundary. The notice will describe the traffic calming concern, identify the proposed study area boundaries, and solicit input from the citizens. This step allows for refinement of the study area boundary based on citizen input prior to finalizing the boundary.

To Qualify for a Phase 1 plan, the following criteria must be met:

- EITHER -

15% of the traffic will be travelling at 30mph or higher

- OR -

25% of the traffic is determined to be non-local, based on ITE trip generation guidelines

- AND -

50%* of the households within the study area show support for developing a Phase 1 Plan

Resident volunteers will be available to attend meetings to help develop a plan

* Approval Percentages are based on returned ballots only

Phase I Solutions

Examples of Phase 1 actions include:

Traffic Safety Campaign

An informational letter is prepared by the City and mailed to residents within the study area. The letter explains traffic volumes and speed study results in your area. Recommended traffic calming measures, along with information about traffic laws, pedestrian and bicycle safety are included in the letter. The goal is to heighten traffic safety awareness within the neighborhood. Many of the inattentive drivers who cause the majority of the traffic problems likely live in the immediate area.

Signage

Posting appropriate traffic control signs is a Phase I solution. Signs may include speed limit, parking, dead-end, school signs, etc.

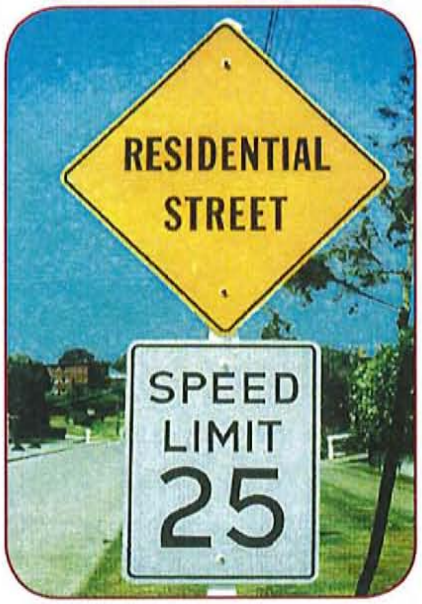
Pavement Markings

Painting legends and other markings on local streets can also be a Phase I solution. Pavement markings can include centerlines, fog lines, identification of school crossings, and speed limits.

Trimming Brush

Obscured lines of sight can create hazardous conditions. Sight distance can be improved when brush is trimmed and vegetation is cleared by homeowners or City crews.

Neighborhood Speed Reduction Program



Signs

Pavement Markings
s

Target Police Enforcement

Increased enforcement by the Bothell Police Department's Traffic Division can be a part of a recommended Phase I solution.

Speed Watch Program

Bothell Police offer the Speed Watch Program. Residents who participate in the Speed Watch program are trained by police staff to use radar equipment to record vehicular speed. Records are turned over to Bothell Police, who contact by letter the registered owners of those vehicles found traveling at or above 30mph. These letters are not citations, but serve to remind drivers about the posted speed limit and the concern for community safety.

Radar Speed Trailer

A portable trailer equipped with a radar unit detects the speed of passing vehicles and displays it on a digital reader board. This device shows drivers their "actual" speed versus the posted speed limit. This information helps to promote compliance with the posted speed.

Sign Obscured by Bush

Police Radar

Radar Speed Trailer

Phase 2

Lack of progress in meeting the goals of traffic calming in the study area upon completion of the Phase 1 Plan may qualify your street for Phase 2 consideration.

Phase 2 begins approximately 9-12 months from the implementation of Phase 1 measures. We will again collect data on speed, accidents, and volume and compare it to the previously obtained information.

For your street to qualify for a Phase 2 Plan, the following criteria must be met:

- EITHER -

15% of the traffic must be traveling at or above 35mph

OR

25% of the traffic is determined to be non-local traffic, based on a license plate study of the Peak Hour

- AND -

50%* of the households within the study area show support for moving into a Phase 2 Plan

Resident volunteers will be available to attend meetings to help develop a plan

60% to 90%* (depending on the proposed treatment) of the households within the study area must approve the Phase 2 Plan before proceeding to construction

* Approval Percentages are based on returned ballots only

Possible Phase 2 Solutions

The concept upon which a Phase 2 Plan is developed is based on the use of more active physical treatments to address traffic calming concerns.

Examples of Phase 2 improvements include:

Curb Extensions

Curb Extensions are used to narrow the roadway and increase sight distance at selected locations along a street corridor.

Speed Cushions

A raised area of road, approximately 3 inches high and either 12 or 22 feet long, used to slow vehicles by forcing them to decelerate in order to pass over them comfortably.

Traffic Circles / Speed Dots

Traffic Circles are built in the center of intersections or at mid-block locations that slow traffic by forcing it to keep to the right and travel in a counter-clockwise direction in order to continue on their traveling path.

Medians

Medians are raised islands that separate the traffic lanes and narrow the travel path, causing the traffic to slow down.

Chicanes

Chicanes are curb extensions that alternate from one side of the street to the other, forming S-shaped curves causing traffic to slow down.

Curb Extension

Speed Cushion

Traffic Circle

Median

Chicane

Entry Treatments

Usually consisting of pavement treatments or medians, Entry Treatments can potentially not only provide substantial enhancement to the community entry point, but also reduce the speed of the traveling motorist.

Entry Treatment

Stationary Radar Signs

Similar to the Radar Speed Trailer, Stationary Radar Signs can be used to draw a driver's attention to their actual speed and the local speed limit. Since many people do not realize how fast they are traveling in residential neighborhoods, these devices are installed to alert motorists of their traveling speed.

Radar Sign

Diverters

Diagonal diverters are barriers placed diagonally across an intersection, blocking through movements and creating two separate, L-shaped streets.

Turn Restrictions / Partial Closures

Partial Closures involve closing down one lane of a two lane roadway along with a "Do Not Enter" sign, in order to reduce cut through traffic.

Partial Closure

Full Closures

Full Closures are exactly that, closing the whole road to prevent all cut through traffic. Sidewalks and bike lanes are kept open. Also, access for emergency vehicles will need to be provided at these locations. This is an extreme measure to be used only when all other measures have failed.

Each of the treatments is unique, and specific guidelines have been established for when and where they may be used. Refer to Phase 2 Treatment Descriptions in the Appendix for installation guidelines.

Based on the data collected and the topography of the area, a treatment or combination of treatments may be recommended. Of course, any recommended action will be based on sound engineering and planning principles. Safety remains paramount in the decision-making process, including consideration to emergency response by police, fire, and paramedic crews.

City of Bothell
TRAFFIC CALMING PROGRAM
City-Wide Traffic Calming Characteristics
Summary

	PHASE 1	PHASE 2
Qualification Requirements	15% of traffic traveling at or above 30 MPH OR 25% of peak hour traffic is non-local AND At least 50% of households are supportive of developing a Phase 1 plan (based on returned ballots)	15% of traffic traveling at or above 35 MPH OR 25% of peak hour traffic is non-local AND At least 50% of households supportive of moving into Phase 2, (based on return ballots)
Treatment Options	• Traffic Safety Campaign • Signage • Pavement Markings • Trimming Brush • Target Police Enforcement • Speed Watch Program • Radar Speed Trailer	• Curb Extensions • Speed Cushions • Traffic Circles / Speed Dots • Medians • Chicanes • Entry Treatments • Stationary Radar Signs • Diverters • Turn Restrictions / Partial Closures • Full Closures

City of Bothell
TRAFFIC CALMING PROGRAM
Phase 2 Household Support
Summary

Requiring 60% Approval

- Curb Extensions
- Speed Cushions
- Traffic Circles/Speed Dots
- Medians
- Chicanes
- Entry Treatments
- Stationary Radar Signs

- Diverters*
- Turn Restrictions*
- Partial Closures*
- Full Closures*

* Also require 90% approval from households whose only access is provided by the street proposed for these treatments.

City of Bothell
TRAFFIC CALMING PROGRAM
PROJECT PRIORITIZATION SCORING

(To be used when more than 1 Study Area is under consideration for funding)

CRITERIA	POINTS
Average Daily Traffic (ADT)	
501 - 1000	1
1001-2000	2
2001-3000	3
Traffic Speeds (85th Percentile)	
5-7	2
8-10	4
More than 10	6
Non-Local Traffic	
25%-49%	1
50%-74%	2
More than 74%	3
Parks / Schools	
Greater than 1/2 mile	1
Between 1/4 and 1/2 mile	2
Within 1/4 mile	3
Accident History (Accidents / Year)	
1	3
2	4
3	5
More than 3	7
Street Conditions	
Sidewalks both sides	1
Sidewalks on one side	2
No sidewalks	3

Note: A maximum of 25 points available

Appendix

Traffic Calming - Citizen Action Request Form

Contact Name: .....

Address: .....

.....

City: Bothell State: WA Zip Code: .....

Daytime Phone: .....

E-mail Address: .....

Location of Concern: .....

.....

.....

What concerns do you have about the above location?

.....

.....

.....

- ◯ Speeding
- ◯ Pedestrian Safety
- ◯ Accidents
- ◯ Sight Distance
- ◯ Traffic Volume
- ◯ Other (Please describe above)

Return to:
City of Bothell
Attn: Traffic Engineering Division
18415 101st Ave NE
Bothell, WA 98011
425-806-6772
jamal.mahmoud@bothellwa.gov
www.bothellwa.gov

Sample Validation Flyer

We the Residents of _____, would like the City of Bothell to initiate a Comprehensive Traffic Calming Study in our neighborhood because of the following concerns:

- ◯ Speeding ◯
- ◯ Cut-Through Traffic ◯
- ◯ Commercial Vehicle Restriction ◯

We understand that the Comprehensive Traffic Calming Study involves the active participation of our community. The decision making process requires us to hold neighborhood meetings and conduct petition member campaigns.

Please sign and return the form to:

City of Bothell
Attn: Traffic Engineering Division
18415 101st Ave NE
Bothell, WA 98011
425-806-6772
jamal.mahmoud@bothellwa.gov
www.bothellwa.gov

NOTE: One signature per household.

NEIGHBORHOOD REQUEST FOR COMPREHENSIVE TRAFFICE CALMING STUDY

Neighborhood/Street _____ Page ___of ___

No.	Name	Address	Phone	Signature One Per Household
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				

PHASE 2

TREATMENT DESCRIPTIONS

Curb Extensions
Speed Cushions
Traffic Circles / Speed Dots
Medians
Chicanes
Entry Treatments
Stationary Radar Signs
Diverters
Turn Restrictions / Partial Closures
Full Closures

Curb Extensions

PHASE 2

APPLICATION

- At intersections to increase sight distance and narrow roadway
- Mid-block to narrow roadway and shorten pedestrian crossings

QUALIFICATIONS

- 15% of the traffic is traveling at 35mph or higher

-OR-

- 25% of the traffic is determined to be non-local traffic based on a license plate study of the peak hour

-AND-

- 60% of the households within the study area approve the use of this treatment based on returned ballots

ADVANTAGES

- Reduces pedestrians' crossing distance
- Narrowed lanes can slow vehicles
- May increase sight distance at intersections

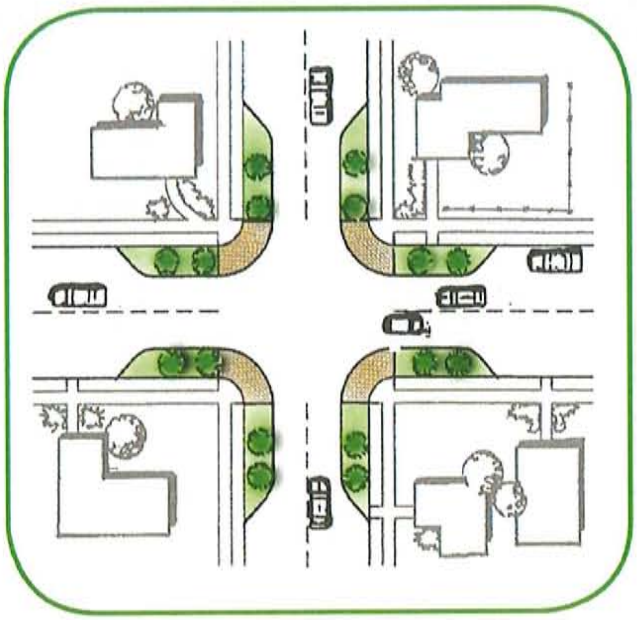
DISADVANTAGES

- May require removal of some on-street parking
- Effective curb extension design may limited marked bicycle lanes

SPECIAL CONSIDERATIONS

- Consideration of marked bicycle lanes and roadway widths
- Landscape Maintenance

*COST - **Moderate to High***



Speed Cushions

PHASE 2

APPLICATION

- In the neighborhood where speed control is desired
- Neighborhood streets where cut-through traffic is to be discouraged

QUALIFICATIONS

- 15% of the traffic is traveling at 35mph or higher

-OR-

- 25% of the traffic is determined to be non-local traffic based on a license plate study of the peak hour

-AND-

- 60% of the households within the study area approve the use of this treatment based on returned ballots

- Traffic volume is less than 2000 vehicles per day

ADVANTAGES

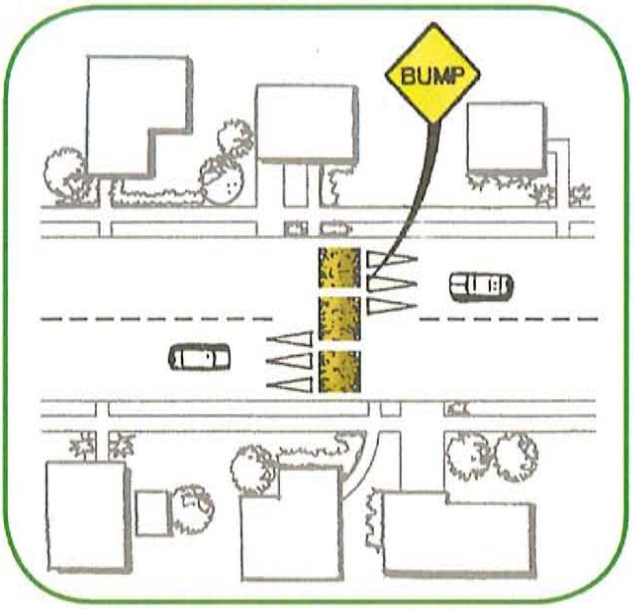
- Slows traffic - potentially 5-10mph decrease in the vicinity of the speed cushion
- May divert traffic if adjacent arterial street exists
- Self-enforcing

DISADVANTAGES

- May cause diversion of traffic to adjacent neighborhood streets
- Acceleration/deceleration noise adjacent to speed cushion

SPECIAL CONSIDERATIONS

- Adjacent to school zones or neighborhood parks
- Use of 22 foot design on higher volume roadways
- Minimum of two cushions per project site for speed control



COST - Low to Moderate

Traffic Circles / Speed Dots

PHASE 2

APPLICATION

- In the neighborhood where speed control is desired
- Neighborhood intersections where right-angle accidents are occurring
- Mid Block Locations (Speed Dots)

QUALIFICATIONS

- 15% of the traffic is traveling at 35mph or higher

-OR-

- 25% of the traffic is determined to be non-local traffic based on a license plate study of the peak hour

-AND-

- 60% of the households within the study area approve the use of this treatment based on returned ballots

- Traffic volume is less than 2,000 vehicles per day

ADVANTAGES

- Slows traffic with potentially 5-8mph decrease
- May divert traffic if adjacent arterial street exists
- Opportunity for landscaping and beautification

DISADVANTAGES

- Emergency response delay between 1 and 9 seconds
- May cause diversion of traffic to adjacent neighborhood streets
- May require removal of some on-street parking

SPECIAL CONSIDERATIONS

- Adjacent to school zones or neighborhood parks
- Landscape Maintenance

*COST - **Moderate to High***

Medians

PHASE 2

APPLICATION

- In the neighborhood where speed control is desired
- In conjunction with a pedestrian crossing to provide a refuge area

QUALIFICATIONS

- 15% of the traffic is traveling at 35mph or higher

-OR-

- 25% of the traffic is determined to be non-local traffic based on a license plate study of the peak hour

-AND-

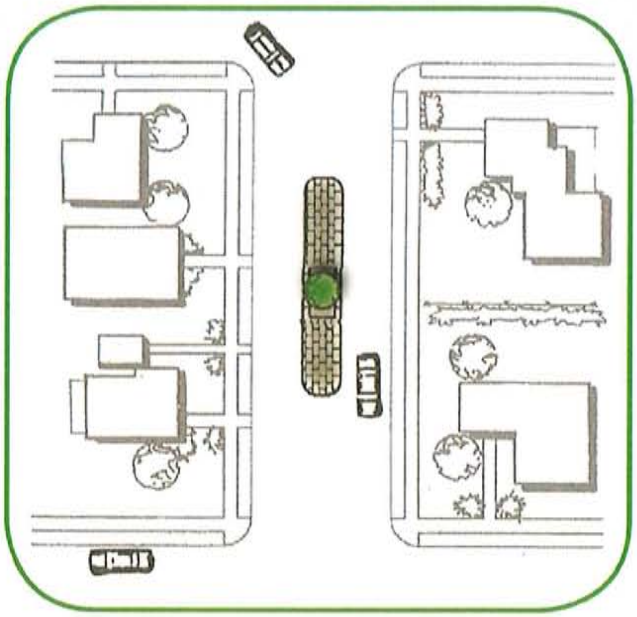
- 60% of the households within the study area approve the use of this treatment based on returned ballots

ADVANTAGES

- Narrowed lanes can slow vehicles
- Prevents passing
- Opportunity for landscaping and visual enhancement
- Separates opposing traffic

DISADVANTAGES

- May require removal of some on-street parking
- May prohibit or limit driveway access
- May affect emergency response during inclement weather, if installed on a grade



SPECIAL CONSIDERATIONS

- Roadway grades
- Consideration of bicycle lanes and road way width
- Landscape Maintenance

*COST - **Moderate to High***

Chicanes

PHASE 2

APPLICATION

- In the neighborhood where speed control is desired
- Mid-block locations

QUALIFICATIONS

- 15% of the traffic is traveling at 35mph or higher

-OR-

- 25% of the traffic is determined to be non-local traffic based on a license plate study of the peak hour

-AND-

- 60% of the households within the study area approve the use of this treatment based on returned ballots

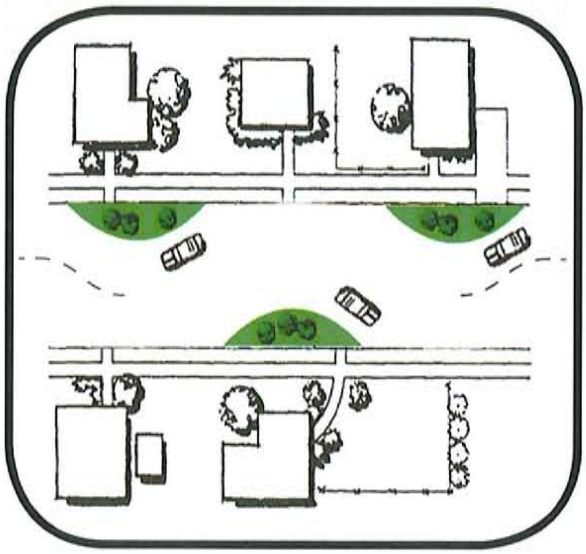
- Traffic volume is less than 2,000 vehicles per day

ADVANTAGES

- Narrowed lanes can slow vehicles
- Prevents passing
- Opportunity for landscaping and visual enhancement

DISADVANTAGES

- May require removal of some on-street
- May prohibit or limit driveway access
- May affect emergency response during inclement weather, if installed on a grade



SPECIAL CONSIDERATIONS

- Roadway grades
- Consideration of bicycle lanes and road
- Landscape Maintenance

*COST - **Moderate to High***

Entry Treatments

PHASE 2

APPLICATION

- Placed in the roadway to define the main entrance(s) into a neighborhood

QUALIFICATIONS

- 15% of the traffic is traveling at 35mph or higher

-OR-

- 25% of the traffic is determined to be non-local traffic based on a license plate study of the peak hour

-AND-

- 60% of the households within the study area approve the use of this treatment based on returned ballots

ADVANTAGES

- Notifies drivers that they are entering a neighborhood or residential area
- Narrowed lanes can slow vehicles
- Opportunity for landscaping and/or neighborhood signs
- May discourage non-local traffic

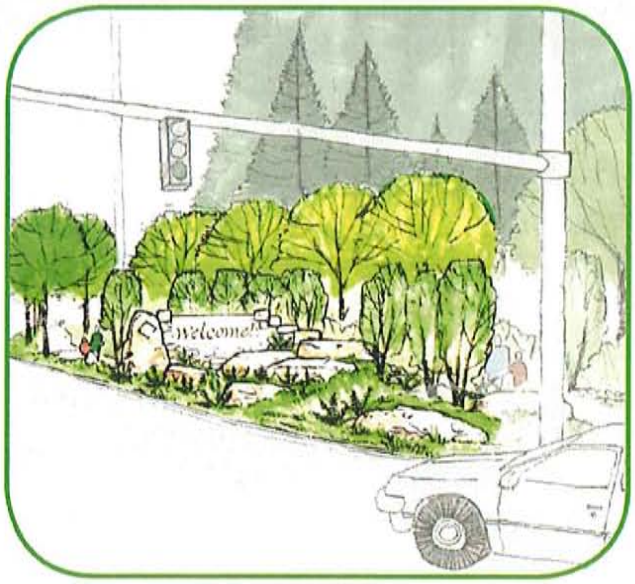
DISADVANTAGES

- May require parking removal near the treatment

SPECIAL CONSIDERATIONS

- Maintenance and upkeep of pavement treatments
- Landscape Maintenance

*COST - **Moderate to High***



Stationary Radar Signs

PHASE 2

APPLICATION

- In the neighborhood where speed control is desired

QUALIFICATIONS

- 15% of the traffic is traveling at 35mph or higher

-OR-

- 25% of the traffic is determined to be non-local traffic based on a license plate study of the peak hour

-AND-

- 60% of the households within the study area approve the use of this treatment based on returned ballots

ADVANTAGES

- Heightens driver awareness to the posted speed limit
- Does not impact emergency response vehicles
- Slows traffic - potentially 1-6mph decrease in the vicinity of the sign
- May be installed on roadways which do not qualify for other devices due to roadway slopes, volumes, or other characteristics

DISADVANTAGES

- Installation sites must be near power source
- Effectiveness may decrease over time

COST - Moderate to High

Diverters

PHASE 2

APPLICATION

- To restrict through movements and force a turn in all directions. Diverters are generally used only in neighborhoods with a gridded street system
- Must be installed on a temporary basis for evaluation before moving to a permanent installation

QUALIFICATIONS

- 75% of the traffic is determined to be non-local traffic based on a license plate study of the peak hour

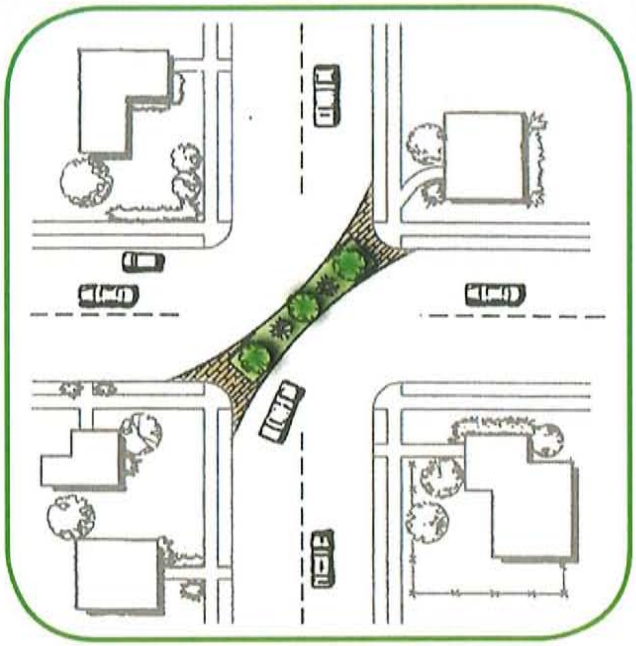
-AND-

- 60% of the households within the study area, and 90% of the households whose only access is provided by the street, proposed for this treatment approve of its use based on returned ballots for both temporary and permanent installation

- Traffic volume is less than 2,000 vehicles per day

ADVANTAGES

- Reduces cut-through traffic
- Channels traffic flow, eliminating conflicts at intersections
- Opportunity for landscaping and visual enhancements



DISADVANTAGES

- May redirect traffic onto other local streets
- Increased travel time for local residents
- High installation costs
- May require removal of parking
- Not applicable for emergency response routes

COST - Moderate to High

Turn Restrictions / Partial Closures

PHASE 2

APPLICATION

- To close down either the entrance or exit lane of a street
- Must be installed on a temporary basis for evaluation before moving to a permanent installation

QUALIFICATIONS

- 75% of the traffic is determined to be non-local traffic based on a license plate study of the peak hour

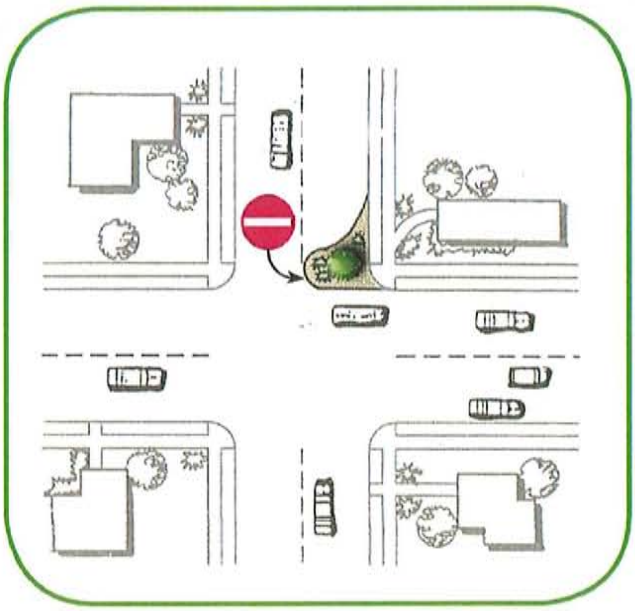
-AND-

- 60% of the households within the study area, and 90% of the households whose only access is provided by the street, proposed for this treatment approve of its use based on returned ballots for both temporary and permanent installation

- Traffic volume is less than 2,000 vehicles per day

ADVANTAGES

- Reduces cut through traffic
- Pedestrian crossing distance reduced
- Landscaping opportunity



DISADVANTAGES

- May require removal of on-street parking
- May redirect traffic onto other local streets
- May increase trip length for local drivers

COST - Moderate to High

Full Closures

PHASE 2

APPLICATION

- Blocks both lanes of traffic, eliminating all through traffic
- Must be installed on a temporary basis for evaluation before moving to a permanent installation

QUALIFICATIONS

- 75% of the traffic is determined to be non-local traffic based on a license plate study of the peak hour

-AND-

- 60% of the households within the study area, and 90% of the households whose only access is provided by the street, proposed for this treatment approve of its use based on returned ballots for both temporary and permanent installation

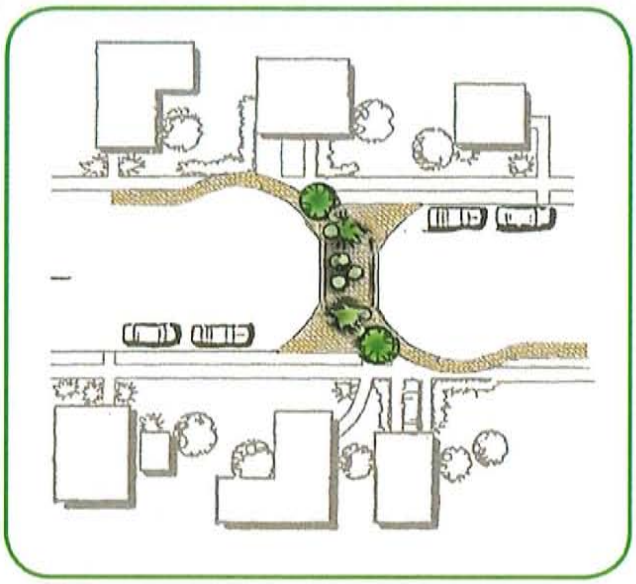
- Traffic volume is less than 2,000 vehicles per day

ADVANTAGES

- Restricts all through traffic
- Effective volume control measure
- Improves aesthetic quality of the street

DISADVANTAGES

- May redirect traffic to other streets
- May increase trip length for local drivers
- May require partial removal of on-street parking
- Not applicable for designated emergency response vehicle routes
- May result in difficult turn around conditions
- High Installation Costs



COST - Moderate to High

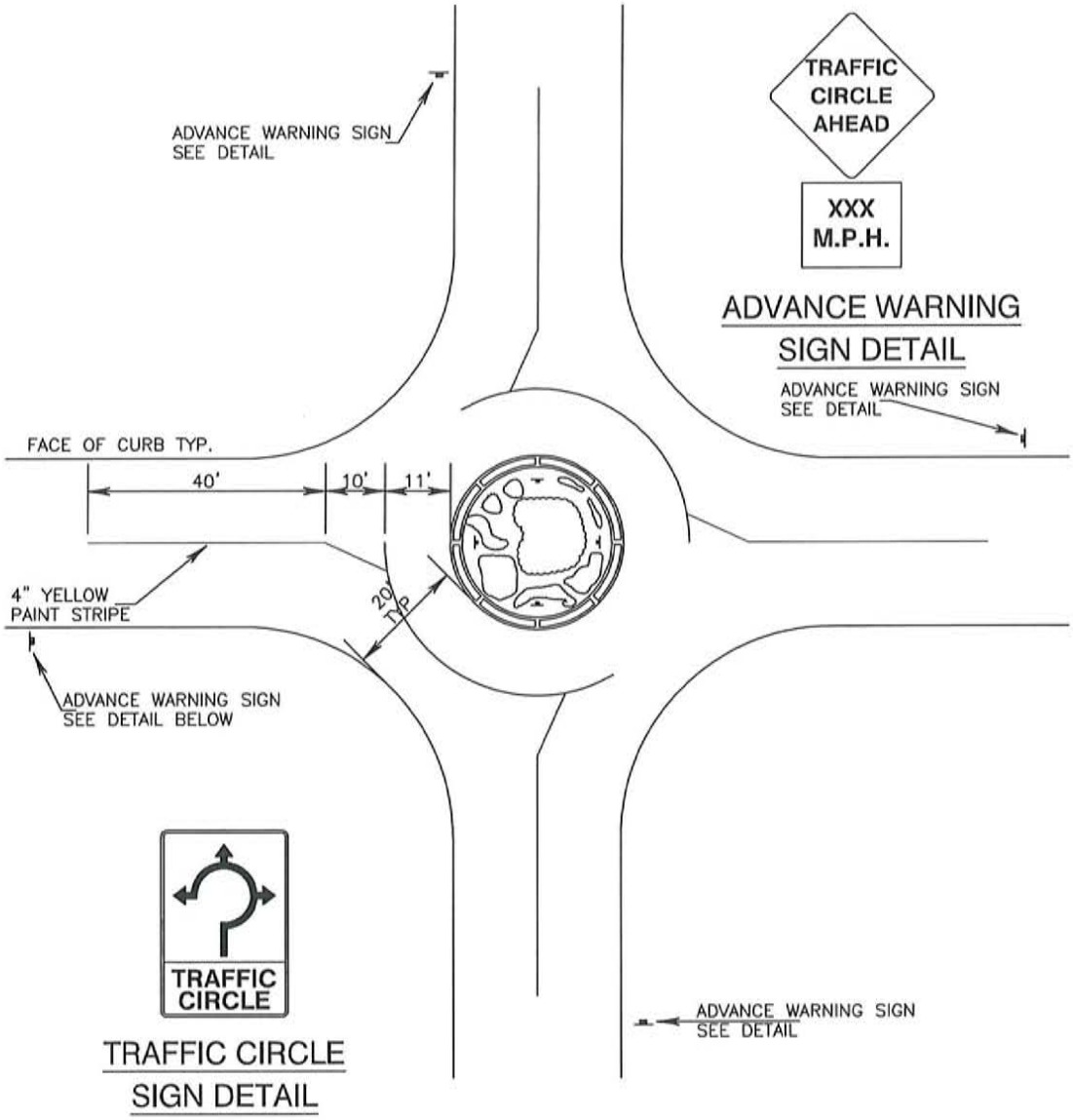
The following technical aspects would be considered when a physical treatment is considered:

- It must be determined that the treatment will work for the defined problem
- Impact on parallel streets needs to be considered and addressed
- Stopping sight distance standards need to be evaluated
- Adequate provisions for buses (school, transit) garbage collection, moving vans, construction equipment, pedestrians and bicyclists need to be made
- Ensuring that the treatment will allow adequate drainage
- If curbs and gutters are not present, the design of individual traffic control treatments may need to be modified to restrict drivers from using the shoulders to avoid them
- The proximity to other calmed areas and intersections
- Physical treatments would only be installed on paved roadways with good surface conditions
- Appropriate spacing between treatments
- Roadway grade considerations. Some treatments will not be used on grades exceeding 8%
- Effect of treatment on street sweeping and other maintenance activities
- The cumulative effect of physical treatments on emergency vehicle response times would be considered
- Potential loss of on-street parking
- Increase in concentration of noise and air pollution levels due to the physical treatment
- Sight distance obstructions related to landscaping, fences, roadway alignment, grade, etc.
- Impact on driveway access to adjacent properties

STANDARD PLANS

- Traffic Circle
- Speed Cushion

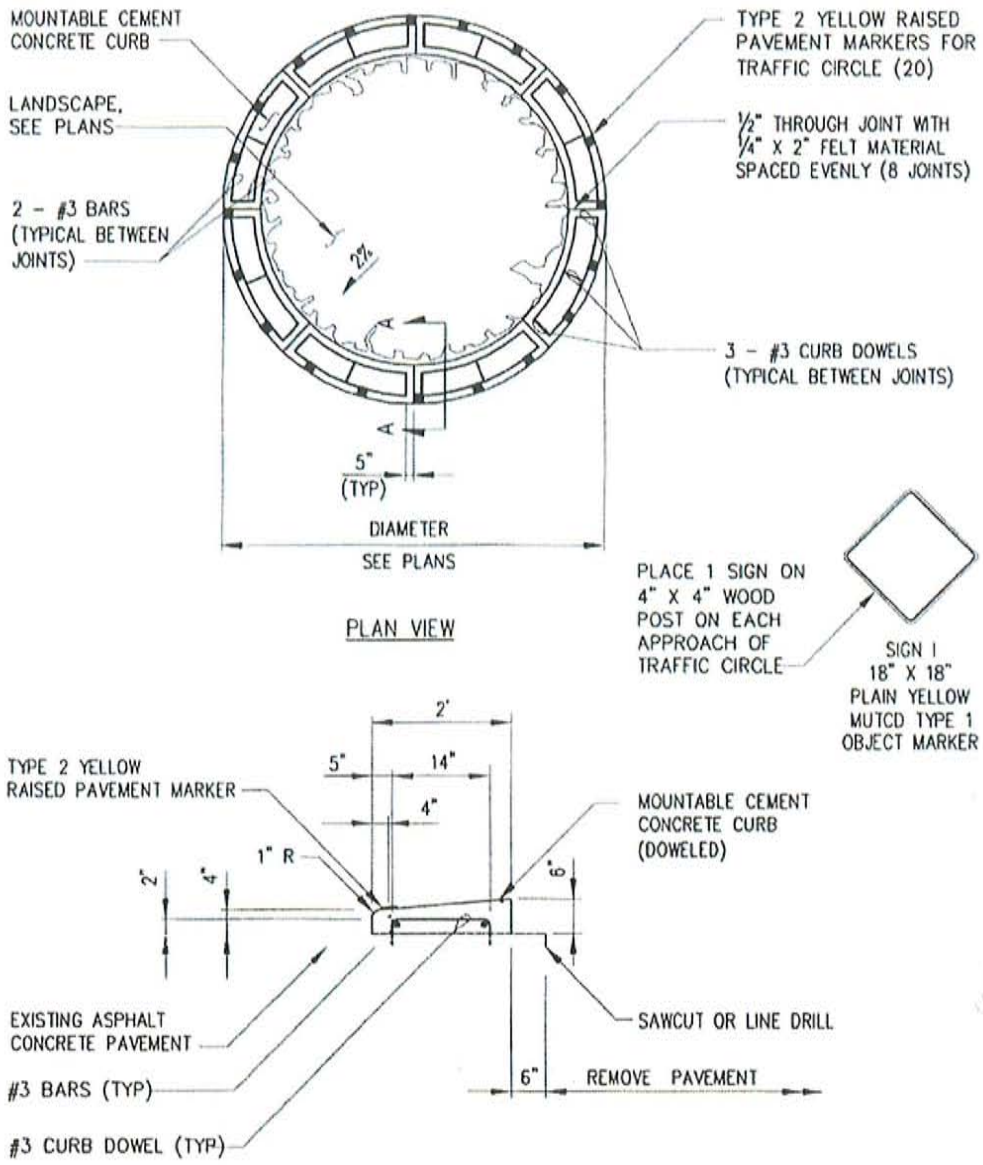
Standard Traffic Circle



TYPICAL TRAFFIC CIRCLE
DESIGN FOR 20 M.P.H.

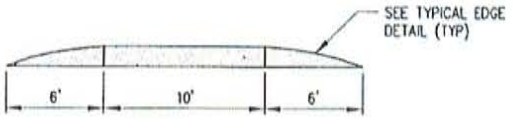
City of Bothell PUBLIC WORKS COMMUNITY DEVELOPMENT	EDDIE K. LOW STATE OF WASHINGTON PROFESSIONAL ENGINEER EXPIRES 08-29-03	TRAFFIC CALMING DEVICES TRAFFIC CIRCLE Alteration of this drawing is prohibited. Any approval of an altered drawing is unauthorized and void.	**326** Revision Date Oct, 2000

Standard Traffic Circle

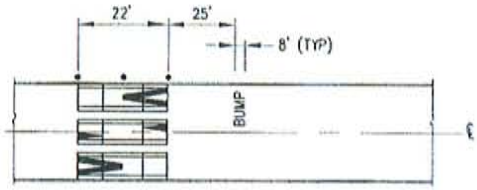


City of Bothell PUBLIC WORKS COMMUNITY DEVELOPMENT	EDDIE K. LOW EXPIRES 08-29-05	TYPICAL TRAFFIC CIRCLE & MOUNTABLE CURB DETAIL Alteration of this drawing is prohibited. Any approval of an altered drawing is unauthorized and void.

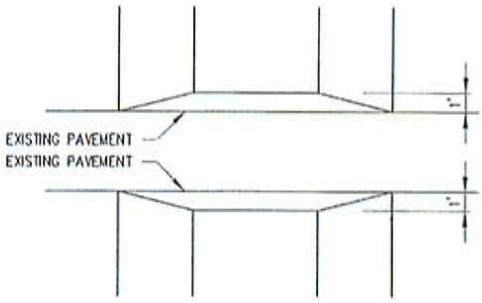
Standard Speed Cushion



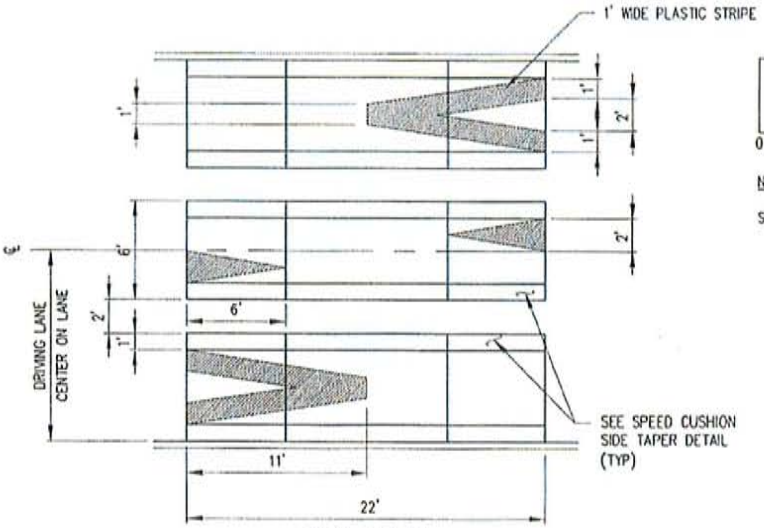
SPEED CUSHION SECTION
NTS



NOTE:
1. MARKINGS TYPICAL BOTH DIRECTIONS OF TRAVEL.
2. SIGNS TO BE PLACED BY OTHERS.
3. ALL SPEED HUMP MARKINGS SHALL BE PLASTIC, SEE SPEED CUSHION DETAIL, THIS SHEET.

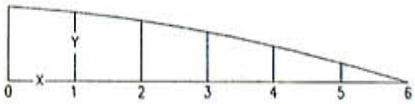


SPEED CUSHION SIDE TAPER DETAIL
NTS



MARKING DETAIL

SPEED CUSHION
NTS



NOTE:
SEE VERTICAL DIMENSION CHART

VERTICAL DIMENSION CHART

X(FT.)	Y(FT.) = INCHES
0	0.25 = 3.0
1	0.243 = 2.92
2	0.222 = 2.67
3	0.186 = 2.25
4	0.139 = 1.67
5	0.077 = 0.92
6	0.00 = 0

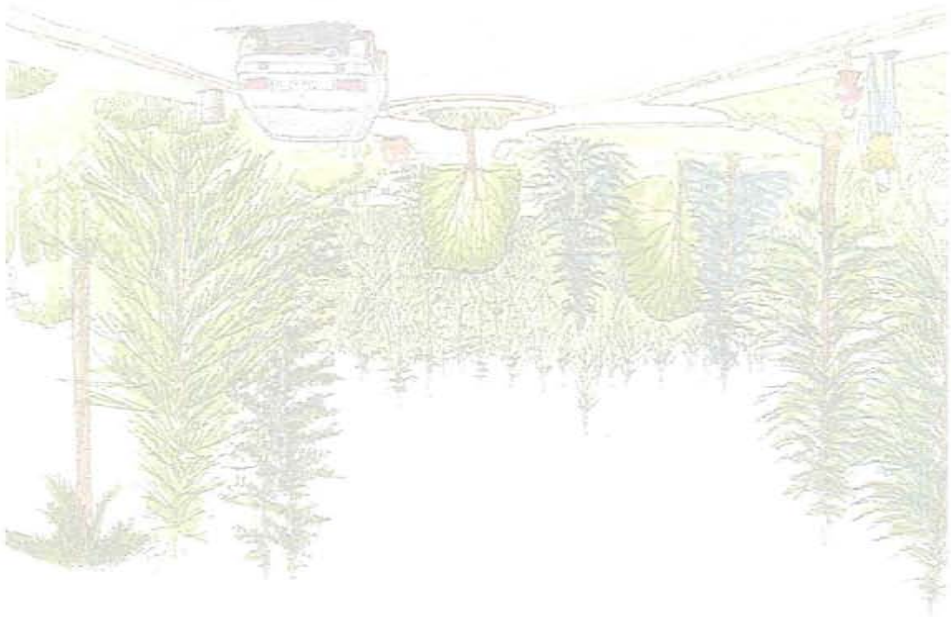
TYPICAL EDGE DETAIL
NTS

City of Bothell
PUBLIC WORKS
COMMUNITY DEVELOPMENT

EXPIRES 08-27-05

TRAFFIC CALMING DEVICES
SPEED CUSHION

Alteration of this drawing is prohibited. Any approval of an altered drawing is unauthorized and void.

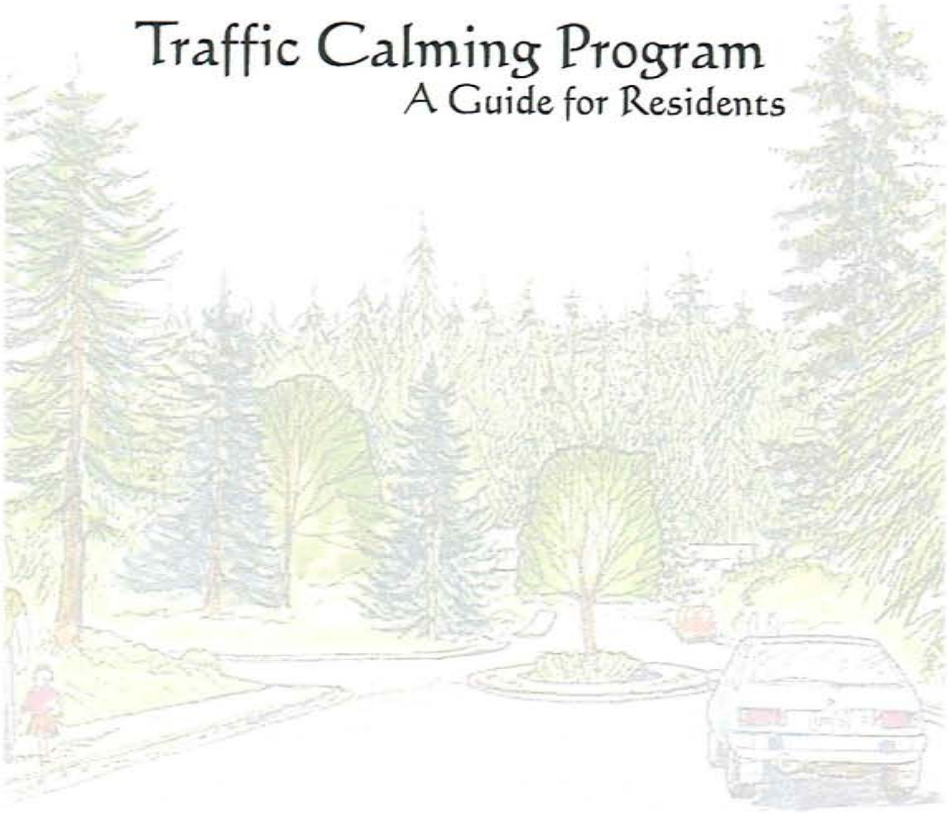


City of Bothell Public Works Department
Attn: Transportation Engineering Division
18415 101st Ave NE
Bothell, WA 98011

City of Bothell
Department of Public Works

Traffic Calming Program

A Guide for Residents



City of Bothell

Traffic Calming Program

July 18, 2006

Introduction

Welcome to Bothell's Traffic Calming Program

Bothell's Neighborhood Traffic Calming Program is part of the City's commitment to the safety and livability of our neighborhoods. It is a collaborative effort of City staff and local residents to reduce the impacts of traffic on neighborhoods. Through active participation by you and your neighbors, we can identify the problem, plan the approach implement the solutions, and evaluate the effectiveness.

Citizen involvement is an important part of our traffic calming program. The people who live and work in a project area have the opportunity to become actively involved in the planning and decision-making process.

Traffic Calming - Citizen Action Request Form

Contact Name: .....

Address: .....

.....

City: Bothell State WA Zip Code: .....

Daytime Phone: .....

E-mail Address: .....

Location of Concern: .....

.....

.....

What concerns do you have about the above location?

.....

.....

.....

Please check all that apply

- ◯ Speeding
- ◯ Pedestrian Safety
- ◯ Accidents
- ◯ Sight Distance
- ◯ Traffic Volume
- ◯ Other (Please describe above)

Return To:
City of Bothell
Public Works Department
Attn: Transportation Engineering Division
18415 101st Ave NE
Bothell, WA 98011
425-806-6772
www.bothellwa.gov

How Do We Get Started?

Please fill out the enclosed Citizen Action Request Form. Be specific when noting the location and times you are experiencing traffic or safety problems. In addition, look over the possible Phase 1 solutions described in our brochure and let us know what you feel would be appropriate for your neighborhood.

When complete, mail the form to:

City of Bothell
Public Works Department
Attn: Transportation Engineering Division
18415 101st Ave NE
Bothell, WA 98011
425-806-6772
www.bothellwa.gov

How does the program work?

A Two Phase Process....

The program works in two phases. Phase 1 focuses on passive, less restrictive measures like education programs, enforcement, pavement markings, and signing. Should the Phase 1 measures prove ineffective at reducing excessive speeds or traffic volumes within a given time frame, then Phase 2 of the program is implemented. Traffic calming devices such as speed cushions or traffic circles may be used in Phase 2, based on certain engineering criteria.

Phase I - Passive Measures
Phase 2 - Physical Treatments

You should consider participating in this program if your neighborhood is experiencing problems such as:

- Vehicles traveling faster than the posted speed limit
- Motorists using the neighborhood street as a short cut
- High number of traffic accidents
- Pedestrians and bicyclists are uncomfortable using the street

What is Involved in Phase I?

Once a Citizen Action Request Form is received (located at back of brochure), you will be given a Validation Flyer to circulate amongst your neighbors to validate the traffic concerns. Once the Validation Flyer is returned to the City with a minimum of 5 adult signatures, we review your concerns and collect initial traffic data. From this information, a Proposed Improvement Plan is formulated with your help for Phase 1 solutions. This process take approximately 6 to 7 months from the date your Citizen Action Request Form is received.

Possible Phase I Solutions

Traffic Safety Campaign - This campaign involves an informational letter mailed to your community. The letter explains speeds and volumes in your area, recommended traffic calming measures, traffic laws, pedestrian safety, etc. The goal of the letter is to heighten awareness within the neighborhood since typically the majority of traffic problems are caused by inattentive drivers who live within the area.

Signage - The posting of appropriate traffic control signs. These may include speed limit, parking, dead-end, school signs, etc.

Pavement Markings - The painting of legends upon the pavements such as centerlines, foglines, school crossings, and speed limits

Trimming Brush - The Trimming and/or removal of brush by home owners or the City crews to allow better visibility

Target Police Enforcement - Increased enforcement by the Bothell Police Department's Traffic Division

Speed Watch Program - This program allows citizens to checkout a radar unit from the Police Department, and record the speeds of vehicles traveling in their neighborhood. Owners of speeding vehicles are sent a warning letter asking them to reduce their speeds. The letters are not violations, but reminders about the posted speed limit and the community's concern for safety.

Radar Speed Trailer - A portable trailer equipped with a radar unit that detects the speed of passing vehicles and displays it on a digital reader board. This device shows drivers their "actual" speed versus the posted speed limit. This information helps to promote compliance with the posted speed.

Tips

How can you make your local streets safer?

As a parent:

EDUCATE YOUR CHILDREN

Ensure that your children know and understand the rules of the road. Children are the primary pedestrians on local streets. Children are the most likely victims of careless drivers. Studies have shown that younger children have difficulty making safe judgments about traffic dangers. Do not let your children play in the street. Warn them about darting into the road after pets or toys. Select bright clothing for children who will be near traffic. Teach your children to stop, look both ways, and listen before crossing the street.

Make sure that they know that even though cars are supposed to stop, they may not.

SET A GOOD EXAMPLE

Drive the speed limit. Be a courteous driver. Let children off on the correct side of the road when delivering or picking them up from school. Ensure that your kids are equipped with a safety helmet when riding their bikes.

DON'T RUSH

Do not rush while driving. Be organized and leave a little earlier. In particular, do not rush getting children to and from school. Your urgency may cause them to disregard traffic safety and run headlong into the street.

GET INVOLVED AND DO YOUR PART TO IMPROVE TRAFFIC SAFETY!

We look forward to working with you to make your local streets safer!

Tips

How can you make your local streets safer?

As a driver:

DRIVE SLOWER

The maximum legal speed on a local street is 25 MPH (unless otherwise posted). Driving at a speed of 25 MPH or less gives you more time to react to the unexpected, such as a child darting out from between parked cars or to a car backing out of the driveway. Unless you are consciously aware of your speed, you may be driving faster than you should on a residential street.

Remind neighbors to drive 25 MPH. Make sure that others who use your vehicle drive 25 MPH. It is important to note that driving at a lower, more responsible speed on local streets has very little effect on the time it will take you to get to your destination. Besides, IT IS THE LAW.

AVOID USING LOCAL STREETS AS SHORT CUTS

The more we use residential streets as short cuts, the more we disrupt the quality of life in neighborhoods. Neighborhood cut-through traffic increases noise and pollution in residential areas and results in a greater threat to the safety of children.

OBSERVE THE RULES OF THE ROAD

Don't take chances, even on short trips. Statistics show that most accidents occur close to home. In particular, make sure that you and all your passengers always buckle up, it's the law.

CHANGE YOUR DRIVING PATTERNS ON LOCAL STREETS

Learn to adopt a different attitude! You should expect the unexpected, especially on local streets. Imagine the pain you would be living with were you to have and accident and injure a child or an elderly pedestrian, even if it isn't your fault. Stop for pedestrians. Crosswalks exist at every intersection whether or not they have been painted on the street.

What is involved in Phase 2?

Phase 2 of the program begins approximately 5 to 6 months after the implementation of Phase 1, if the passive measures are not successful at reducing speeds. Phase 2 needs are determined by comparing before and after-study data from Phase 1. If after-study data indicates traffic problems still exist and there is continued neighborhood support for further action, then the area is reviewed for consideration of physical treatments.

Possible Phase 2 Solutions:

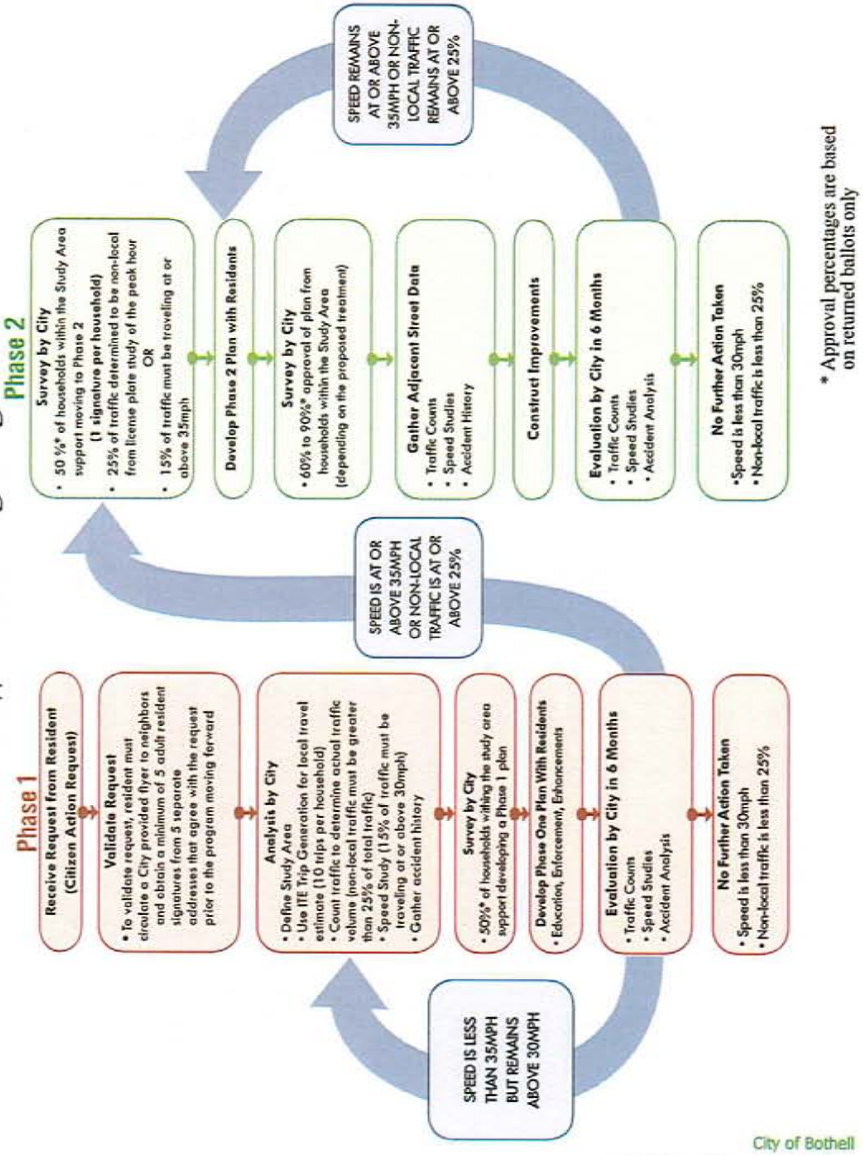
- Curb Extensions
- Speed Cushions
- Traffic Circles / Speed Dots
- Medians
- Chicanes
- Entry Treatments
- Stationary Radar Signs
- Diverters
- Turn Restrictions / Partial Closures
- Full Closures

While helping to reduce speeds, physical treatments such as landscaped medians and landscaped traffic circles can also enhance the character and value of the neighborhood. Each physical traffic calming treatment is unique. Installation of physical treatments is determined by traffic engineering analysis with emphasis placed on four main factors:

Safety **Vehicle Speeds** **Traffic Volume** **Area Topography**

Based on the data collected and the existing conditions, a treatment or combination of treatments may be recommended. Of course, any recommended action will be based on sound engineering and planning principles, as well as consideration to emergency response by police, fire, and paramedic crews. If a neighborhood project proceeds to Phase 2, a community survey and/or meeting is held to discuss the traffic calming improvements and to obtain neighborhood support.

Traffic Calming Program



* Approval percentages are based on returned ballots only

HOW DOES MY STREET QUALIFY AND WHAT ARE THE TREATMENT OPTIONS?

	PHASE 1	PHASE 2
Qualification Requirements	15% of traffic traveling at or above 30 MPH OR 25% of peak hour traffic is non-local AND At least 50% of households are supportive of developing a Phase 1 plan (based on returned ballots)	15% of traffic traveling at or above 35 MPH OR 25% of peak hour traffic is non-local AND At least 50% of households supportive of moving into Phase 2, (based on return ballots)
Treatment Options	• Traffic Safety Campaign • Signage • Pavement Markings • Trimming Brush • Target Police Enforcement • Speed Watch Program • Radar Speed Trailer	• Curb Extensions • Speed Cushions • Traffic Circles / Speed Dots • Medians • Chicanes • Entry Treatments • Stationary Radar Signs • Diverters • Turn Restrictions / Partial Closures • Full Closures

Memo

CITY OF ASHLAND

Date: October 16, 2017
From: Scott A. Fleury
To: Transportation Commission
RE: Commission Goal Setting-Open House

BACKGROUND:
The Commission previously discussed establishment of a date to have a citizen open house in order to prepare Commission goals moving forward. Staff researched possible dates in November and all possible dates for use of the Community Center are booked.

Chair Graf would like to schedule the open house for the first or second week in November. Staff has researched dates during these weeks and the Community Center is available:

Matters to discuss:

Meeting date:

February Community Center available from 5-9
- Thursday February 1st
- Thursday February 8th

Public outreach/meeting advertisement:
- Who
- How
- When

City staff can post meeting on calendar, add news release to homepage, add insert in utility billing flyer, Mayoral announcement at Council meeting, and forward information to other Commissions through there liaisons.

Meeting materials needed:
- Maps
- Boards
- Pens/Paper

Staff can provide most meeting materials needed if known in advance.

Proposed Meeting Agenda (Graf/Newberry)

I. Welcome (15 minutes)
Explain purpose of meeting
Describe process to be followed
Explain how participant input will be used

II. Small Group discussions (1 hour)

III. Group Reports (30 minutes)

IV. Closing and Next Steps (5 minutes)

CONCLUSION:
The Commission should discuss and develop how it plans to perform a goal setting session along with potential times for the open house meeting.

CITY OF
ASHLAND

Transportation Commission
Action Item List

October 26, 2017

Action Items:

1. Road Diet Update & Hersey/Wimer intersection signal warrant analysis-
   a. Kim Parducci of Southern Oregon Transportation Engineering (SOTPE) was authorized to perform a signal warrant analysis by city staff.
   b. Once complete information will be sent to TC and discussed with ODOT
   c. Warrant analysis memo discussed at September 22nd meeting
   d. Parducci recommends modeling the road diet network with installation of the signal to determine queuing changes if any for the corridor.
   e. Parducci to model system and develop a final recommendation (January 26, 2017)
   f. Parducci to present reports on Road diet analysis, Hersey/Wimer Signal and crosswalks (January 26, 2017)
   g. Staff to present findings before City Council at a date to be determined (September 5, 2017)
   h. Staff presented road diet update including signal/crosswalk information before Council at the September 5, 2017 meeting. Council asked for more information regarding improvements including visuals to gain a better understanding of the recommended improvements. Staff will provide Council with an updated presentation at the November 2, 2017 meeting.
2. Super Sharrow analysis for downtown
   a. Commission motion-Council/Downtown Committee support the urgent implementation
      i. Follow up-Council at the August 1, 2016 study session voiced support for the super sharrow concept and forwarded to the Downtown for review and analysis.

      Meeting Minutes:

      Mr. Faught explained the Transportation Commission was working on a potential shuttle program as an alternative mode from a transit standpoint and thought the Transportation Commission should continue working on the transportation piece.

Council supported the super sharrow project for the interim and wanted the Committee to review the proposal then disband. The remaining charges for the Committee would go into the broader context of urban design. Council also wanted the Transportation Commission to continue researching the trolley or shuttle component and public transportation in general. Council would look into the urban design study for the downtown after the election and form a new committee then.

b. Staff in process of developing solicitation document in order to perform engineering review, recommendations and design of a super sharrow project for the downtown corridor. Scoping will include super sharrow location and truck parking along with public meetings and coordination with ODOT.
c. Kittleson & Associates has been tasked with performing feasibility analysis with respect to installation of a supersharrow through the downtown corridor. Once the technical memorandum is complete results will be presented before TC.
d. Kittleson has created a draft feasibility analysis and staff is reviewing
e. Staff has requested FY18/19 biennium budget approval for funding a super sharrow striping project.
f. The biennium budget including the super sharrow striping project has been adopted by the City Council.
g. Traffic Engineer analyzing signal timing adjustments and stop sign installation per Kittleson's recommendation.

3. TSP Update and Internal Circulator Feasibility Analysis (Updated July 2017)
   a. Budget for Engineering Services-including TSP update with core analysis of an internal circulator transit system (feasibility analysis). FY18/19 budget process
      i. Biennium budget has been adopted by Council and will fund TSP update (July 2017)
   b. Develop Request for Proposal (RFP) for Engineering Services (TSP update and Circulatory Feasibility). Draft January 26, 2017
   c. Solicit consultant responses (July 2017)
      i. Solicitation Advertised and responses due August 1, 2017
   d. Perform consultant select (August/September 2017)
      i. One proposal response received from Kittleson Associates
      ii. Staff has rejected sole proposal from Kittleson & Associates
      iii. Staff to release transit feasibility study as a stand alone
         1. Release transit study September/October for 1 month
         2. Grade proposals
         3. Select consultant
         4. Award contract
      iv. Staff to reissue the TSP update at a future date to be determined

4. Nevada Bridge Project
   a. Project ranked as high priority in current adopted transportation system plan (TSP)

b. Grant Application-received $1.5 million in surface transportation funding for project

c. Create additional cost estimates for various bridge configuration

   i. Standard bridge cross section

   ii. Separated vehicular/pedestrian/bicycle cross section

   iii. Completely separated vehicular bridge and pedestrian/bicycle bridge cross section

   iv. Pedestrian/bicycle and emergency vehicle only cross section

d. Held public meeting at TC to take public input on proposed project

e. Attended informational meeting at private residence with concerned citizens

f. Solicit traffic engineer to perform Traffic Impact Analysis (TIA)

g. Traffic Engineer hired to perform TIA.

h. Traffic count data being collected for TIA analysis.

i. Schedule future public meeting at TC to discuss project and take public input (February 23, 2017)

j. Follow up meeting scheduled for March 23, to include TC discussion and potential motions.

k. March 23, meeting held and Commission motioned to "Recommend the City Council reject a motorized vehicle bridge as proposed in TSP project R17 (East Nevada Street bridge). This motion does not preclude the possibility of revisiting the need for a bridge in the future, if plans or conditions change."

l. Project will be discussed by the City Council at the June 20, 2017 regular business meeting. Public input will be taken and all previous information collected will be given to Council for review in consideration of the project.

m. City Council held public hearing on proposed bridge project. City Council followed Transportation Commission's recommendation regarding project R17. City Council approved application for transfer of grant funding from Nevada St. bridge projects to the Independent Way roadway project. Additionally City Council requested options and analysis for pedestrian/bicycle bridge construction with vehicular emergency egress for discussion at a future meeting.

5. Main St. Crosswalk truck parking

   a. Review and provide for alternate truck parking that does not block crosswalk across Main St. at the Water St. intersection.

6. Citizen request for 4-way stop conversion for the N. Mountain and Fair Oaks intersection

   a. Traffic Engineer will review appropriate warrants for potential changes in intersection control.

b. Traffic Engineer also providing analysis for installation of Rectangular Rapid Flashing Beacons (RRFB's) as a pedestrian crossing improvement and or other improvements.

c. Traffic Engineers Memo is complete

d. Staff recommending installation of RRFB's at intersection in conjunction with the N. Mountain Ave. overlay project.

e. Staff has requested FY18/19 biennium budget approval for funding installation of RRFB's at the intersection of Mountain Ave. and Fair Oaks as a recommendation by staff and the consultant traffic engineer.

   i. Biennium budget adopted by City Council. Staff to include RRFB installation as part of N. Mountain overlay project, slated to bid in spring of 2018.

7. Sidewalk clearance and vegetation maintenance

   a. Staff proposed a website application where residents could submit vegetation clearance issues along sidewalks.

   b. Public Works Staff developing informational materials as strategy to meet goals of public education regarding nuisance related items per AMC section 9 (Ongoing)

   c. Geographic Information System staff (G.I.S.) staff to create draft application for review by the TC. (Ongoing)

   d. Informational brochure completed by staff and draft copy included in March 23, 2017 packet

   e. Full time Street Department staff assigned to vegetation maintenance duties

   f. Brochure printed and available at community development

8. Citizen request for speed and volume analysis on Cambridge St.

   a. Staff to set counters out as time allows (January 2017)

   b. Speed/volume study complete

9. Citizen request for speed and volume analysis on Bellview along with traffic calming for right hand turn movements onto Bellview from Sisksiyou Blvd.

   a. Staff to set counters out as time allows.

   b. Staff to discuss corner layout with ODOT

   c. Staff discussed corner radii with ODOT. Staff to develop comprehensive map of corners for discussion with ODOT on physical improvements to reduce speed when leaving Siskiyou Blvd. (June/July 2017)

   d. Speed/volume study complete, reference attached breakdowns that compare previous data to new data (same locations).

   e. Commission to discuss comprehensive traffic calming policy and guidelines at future

meetings. (September 2017)

f. Staff meeting onsite with ODOT (September 2017)

g. Staff met with ODOT regarding intersections along Siskiyou Blvd. and support narrowing the intersections to curb speed when making right hand turn movements from Siskiyou.

10. Citizen request for intersection analysis of Morton/Euclid/Pennsylvania

a. Traffic Engineer to review intersection for potential improvements.

11. Siskiyou Blvd. and Sherman St. intersection issues

a. Citizen reported potential hazard with length of intersection (Siskyou)

b. Staff forwarded information to Traffic Engineer for review and recommendations

c. Traffic Engineer working with ODOT on signal timing to increase "all red" phase to 2 seconds as an improvement. (June 2017)

12. Iowa St. safety concerns (May 2017)

a. Staff has conducted speed/volume studies on Iowa St. and Garfield St.

b. The speed trailer was placed onsite

c. Staff has contacted Traffic Engineer to perform corridor safety study, to include recommendations in bicycle lane/boulevard improvements, crosswalks, speed reduction treatments, 4-way stop improvements and signage. (June 2017) Traffic Engineer to scope project and begin specific traffic counts/turning movement analysis when school is back in session. Analysis will include walking audit of corridor with citizens, traffic engineer, staff and police.

d. Traffic Engineer has begun intersections counts and corridor review.

e. Staff to schedule site walkthrough with traffic engineer and citizens for first/second week in November.

Transportation Commission

Action Summary
as of September

Month Year	Item Description	Status	Date Complete
October 22 TC	N. Main Deer Signs	ODOT	12/15
June 25 TC	88 N. Main Loading Zone	TR15-02	
December 19 TC	Orange Ave. Bike Boulevard	TR13-14	11/14
October 24 TC	Faith Ave. Sharrows/Signs	TR14-2	11/14
August 26 TC	N. Mountain Ave Improvements	TR13-12	
May 23 TC	Bike Path Signage	Approved TR13-08	
May 23 TC	Plaza Parking Prohibition	Approved TR13-09	6/13
February 28 TC	Main St. Parking Restriction	Approved TR13-07	4/13
February 28 TC	Fair Oaks No Parking Restriction	Approved TR13-03	4/13
February 28 TC	East Main Crosswalk Signage	Approved TR 13-04	4/13
October 12 TC	B St. and Eighth St. sight distance	Approved, TR 2012-04	
October 12 TC	B St. and Second crosswalk sight distance	Approved, TR 2012-05	
September 12 TC	B St. and Second sight distance analysis	Staff report complete	
September 12 TC	Lithia/First Intesection Analysis	Traffic Engineer under contract to perform services	
August 12 TC	Centerline marking on Takelma Way	Approved, TR 2012-03	9/12
March 12	Sharrow markings on Maple St.	approved, TR 2012-01	10/12
March 12	Centerline marking on Crispin St.	approved, TR 2012-02	10/12
March 12	Loading zone on Lithia Way	not approved	
November 11 TC	Parking prohibitions on Highwood Dr.	approved, TR 2011-09	2/26/12
October 11 TC	Crosswalk on A Street	approved TR 2011-08	12/1/11
August 11 TC	Parking prohibitions on Almond	approved TR 2011-07	✓
August 11 TC	Stop sign at 4th and A Streets	not approved	
Jul 11 TC	Parking Prohibitions on E. Nevada	approved;TR 2011-04	3/6/12
Jul 11 TC	Stop Sign at Starflower	approved yield; TR 2011-05	11/17/11
Jul 11 TC	A' Shared Road	approved; TR 2011-06	10/28/11
June 11 TC	N. Main Road Diet	TC recommend implementation asap, approved 8/2/11	
June 11 TC	Parking prohibition on Central	TR 2011-03, install painted centerline, only	✓
May 11 TC	Stop sign on Homes	Stop sign not approved, other improvements implemented.	
May 11 TC	Stop sign on Pinecrest	not approved	
May 11 TC	Left turn signal at Wightman	recommended review by traffic engineer	
May 11 TC	Memorial Sign Request	recommended development of a policy, approved by Legal/Planning. Approved by Council	1/27/12
Apr 11 TC	N. Main Road Diet Pilot	Approved by Council 8/2/11	
Feb 11 TC	Parking Prohibitions Meadowbrook	TR 2011-02 order sent to Street Div.	✓
Feb 11 TC	Parking Prohibitions on Liberty St	TR 2011-01 order sent to Street Div.	✓
Feb 11 TC	Bike Corral on Third Street	Completed & installed	✓
Dec 10 TC	Petition for ped. rail crossing	referred to TSP process	
Dec 10 TC	Siskiyou Blvd x-walk at Frances	no action required	12/16/10
Nov 10 TC	S Mountain Mid Block Crosswalk	Approved to be installed in cooperation with SOU	
Nov 10 TC	E Main @ RR Crosswalk Review	Commission asked stop sign replaced	
Oct 10 TC	A St Sharrow Designation	Commission asked for Kittleson review	
Oct 10 TSC	Safety Sleeve for Bollard @ RR Park	replaced	✓
Oct 10 TSC	Storm Drain on Bike Path @ N Mtn	staff is researching	
Oct 10 TSC	Additional Vehicle Parking Downtown	Contacted ODOT	
Oct 10 TSC	Crosswalk at Lithia and E Main	TR 2010-06, order sent to Street Division	✓
Oct 10 TSC	Stop Sign at Helman & Nevada	not approved	✓
Oct 10 TSC	Stop Sign on 'B' @ Third	not approved	✓
Oct 10 TSC	Crosswalk on Siskiyou @ Morton	not approved	✓
Aug 10 TSC	Grandview/Sunnyview/Orchard/ Wrights	vegetation clearance referred to street dept for	
Aug 10 TSC	15 Minute Parking on A Street	TR 2010-05, order sent to Street Division	
Aug 10 TSC	First St Parking Prohibition Change	TR 2010-04, order sent to Street Division	
Aug 10 TSC	Granite St Parking Prohibition Change	not approved, Swales will resubmit request	✓
Aug 10 TSC	Hargadine St Parking Prohibition Change	review as part of TSP update	
Aug 10 TC Jul 10 TSC	Bridge Street Parking Prohibition Change	Memo received from Fire Dept recommending against change	✓
Aug 10 TC	Truck Route Ordinance Review	Staff researching, Nov 2010 agenda item	
Jun 10 TC	2 Year Project List Goal Setting	3 goals selected	✓
Jul 10 TC	Audible Crosswalk Signals for Downtown	Vieville working w/staff to develop priority list for $27K budget	
Jul 10 TC	Shared Road Policy	review as part of TSP update	
Mar 10 TSC	Yield Sign at Terrace @ Holly	TR 2010-02	✓
Mar 10 TSC	Ashland St @ YMCA Crosswalk	not approved by ODOT	✓
Mar 10 TSC	Oak St Crosswalk at A St	included in Misc Concrete Project; bids due 11/17/10	
Jul 09 TC	Additional Downtown Bike Parking	Implementation list complete, will be installed as budget permits	
Nov 09 TC & TSC	Crosswalk for East Main @ Campus Way	Staff applying for funding through grant application	
Nov 09 TC & TSC	Grandview Shared Road Improvements	TR 2010-03, other improvements likely in future	
Aug 09 TC	Oak Street Sharrows	TR 2010-01	✓
Jul 09 TC	Will Dodge Way Improvements	Complete	9/2010
Apr 09 TC	Siskiyou Bv Pedestrian Improvements	complete	✓
Aug 09 TSC	Union/Allison and Fairview Intersection	not approved	✓
Nov 09 TSC	Yield Sign at Palmer Rd	not approved	✓
Nov 09 TSC	Stop Sign at Indiana St	not approved	✓
Dec 09 TSC	Terrace St Traffic Calming	not approved	✓
Dec 09 TSC	Ashland Village Traffic Calming	not approved	✓

MOTOR VEHICLE CRASH SUMMARY

MONTH: SEPT, 2017

NO. OF ACCIDENTS: 14

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	5	9:30	Tue	A Street near Fifth St	2	N	N	N	N	N	Y	Y	N	V1 was struck while parked on the side of the street. Dv2 left scene. No leads nor suspects.
R	8	2:24	Thur	B St near 8th St	4	N	N	Y	Y	U	Y	N	N	Dv1 sideswiped 3 parked cars before coming to a stop. Driver was transported. DUII. No further info provided on report.
NR	10	16:00	Sun	Hitt Rd near Strawberry Ln	2	N	N	U	U	N	U	Y	B	V1 was struck while parked on the side of the street. Dv2 left scene. No leads nor suspects.
R	15	16:58	Fri	8th St at C St	2	N	N	N	N	N	Y	N	N	Dv1 was southbound on Eighth and passing through C St intersection when dv2 failed to yield and ran into side of V1. No citation.
R	19	14:37	Tue	N Main St at W Hersey St	2	N	N	N	N	Y	Y	N	N	Dv1 made a left turn off Hersey onto SB N Main St causing v2 to run into the front quarter panel. Dv1 cited failure to yield.
NR	19	15:29	Tue	N Main St near N Laurel St	2	N	N	N	N	N	N	N	N	Dv2 in a box truck was attempting to merge on N Main St and Dv2 would not yield, causing v1 to contact v2.
R	21	13:40	Thur	E Main St near Oak St	2	N	N	N	N	N	Y	N	N	Dv2 struck parked v1 while pulling into a parallel parking spot, striking v1 in the left front. No citation, info exchanged.
NR	21	15:40	Thur	E Main St at Garfield St	1	N	Y	N	U	N	N	Y	N	Dv1 made a right turn in front of B1 who was traveling in the bike lane. Dv1 left scene, no leads. No injury and no damage.
R	22	13:15	Fri	Tolman Creek Rd at Ashland St	2	N	N	P	N	N	Y	N	N	Dv1 was stopped at stoplight when v2 crashed into the back of v1. D1 reported pain and went to the hospital. No citations, report taken and info exchanged.

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	24	18:45	Sun	E Hersey St near Oak St	1	N	N	N	N	Y	Y	N	N	Dv1 reversed to turn around and high centered on some boulders. Dv1 was cited for Driving while suspended and driving uninsured.
R	24	21:45	Sun	Siskiyou Blvd near Sherman St	1	N	N	N	N	Y	Y	N	N	Dv1 jumped the curb and struck a tree. Dv1 was cited for Operation of Unsafe Vehicle.
R	26	15:50	Tue	Iowa St at Morton St	2	N	N	N	N	Y	Y	N	N	Dv1 failed to stop at the stop sign on Morton and yield to v2 who had the right of way on Iowa having already stopped. Dv1 crashed into the side of v2. Dv1 cited for failure to obey a traffic control device.
R	28	12:43	Thur	Ashland St near I5	2	N	N	P	N	Y	Y	N	N	Dv1 was stopped behind other cars at a traffic light when rearended by v2. Dv2 cited following too closely. Possible injury
R	29	10:35	Fri	E Main St	2	N	N	N	N	N	Y	N	N	Dv2 rearended v1 which was stopped in traffic. No damage sustained by v1, however v2 was damaged. Dv2 warned for following too closely. Passenger in v1 hit head on windshield and complained of pain but was not transported.