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 23, 2014
AGENDA

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

II. **ANNOUNCEMENTS**

III. **CONSENT AGENDA**
- A. None

IV. **PUBLIC FORUM**

V. **NEW BUSINESS**
- A. E. Nevada Bridge Connection (30 min.)
  - ➢ Project Scope and Fee Discussion
- B. Downtown Parking Management and Circulation Ad Hoc Advisory Committee appointment (10 min.)
  - ➢ Discuss New TC Nomination for Committee
- C. Bicycle Network Prioritization (30 min.)
  - ➢ Discuss and Prioritize Bicycle Network TSP Projects

VI. **OLD BUSINESS**

VII. **FOLLOW UP ITEMS**
- A. Sherman/Iowa speed analysis (10 min.)
- B. Ashland Street Speed Study (5 min.)
- C. Bike Lane letter of support-ODOT (5 min.)
- D. Audible Pedestrian Signals (5 min.)

VIII. **INFORMATIONAL ITEMS**
- A. Action Summary
- B. Traffic Crash Summary
- C. Oregon Impact October Newsletter

IX. **COMMISSION OPEN DISCUSSION**

X. **FUTURE AGENDA TOPICS**
- A. RVTD Presentation
- B. SOU Multi-Modal Future
- C. Public Outreach/Education
- D. Traffic Crash Summary PD letter

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

Next Meeting Date: November 20, 2014

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 2014

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
Vacant	Commissioner				4/30/2017
Vacant	Commissioner				4/30/2016
Joe Graf	Commissioner	541-488-8429	1160 Fern Street	graf@sou.edu	4/30/2015
Alan Bender	Commissioner	541-488-4967	145 Almond Street	Alan.bender@erau.edu	4/30/2017
Shawn Kampmann	Commissioner	541-482-5009	P O Box 459	shawn@polarissurvey.com	4/30/2015
Corinne Vièville	Commissioner 541-488-9300	541-944-9600	805 Glendale Avenue	corinne@mind.net	4/30/2016
David Young	Commissioner	541-488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2015
Non Voting Ex Officio Membership					
Mike Faught	Director of Public Works	541- 488-5587	20 E. Main Street	faughtm@ashland.or.us	
Carol Voisin	Council Liaison	541-482-3559	20 E. Main Street	carol@council.ashland.or.us	
Brandon Goldman	Planning Dept	541- 488-5305	20 E. Main Street	goldmanb@ashland.or.us	
Steve MacLennan	Police Dept	541- 552-2433	20 E. Main Street	maclenns@ashland.or.us	
Scott Hollingsworth	Fire Dept	541- 552-2932	20 E. Main Street	hollings@ashland.or.us	
Honorè Depew	SOU Student Liaison	503- 422-6723		honoredepew@gmail.com	
VACANT	Ashland Schools				
Dan Dorrell PE	ODOT	541- 774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Paige Townsend	RVTD	541- 608-2411	3200 Crater Lake Av 97504	ptownsend@rvtd.org	
VACANT	Ashland Parks		20 E. Main Street		
Jenna Stanke	Jackson County Roads	541- 774-6231	200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org	
David Wolske	Airport Commission			david@davidwolske.com	
Staff Support					
Scott Fleury	Engineering Serv 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	
Tami De Mille-Campos	Public Works Assistant	541-552-2427	20 E. Main Street	campost@ashland.or.us	

Memo

CITY OF ASHLAND

Date: October 15, 2014
From: Scott A. Fleury
To: Transportation Commission
RE: Nevada St. Bridge Estimate

BACKGROUND:
The Nevada St. Bridge connection is a high ranked TSP project provides an east/west connection on Nevada St. over Bear Creek. The project was estimated to cost $2,261,000 in the TSP. During the last funding cycle of which the City applied to assist in funding the bridge connection it was determined the previously estimated amount was low relative to what would be required to make the connection. To that end the City of Ashland hired Oregon Bridge Engineering Consultants (OBEC) to re-estimate the project.

Jeff Bernardo P.E. for OBEC will present the estimate and how they came to that conclusion along with answering any questions the TC may have on the subject.

CONCLUSION:
This is an informational item for the TC to ask questions regarding from the City's consultant. No action is expected.

Cost Estimate For E. Nevada Street Extension Project
City Of Ashland

6/19/2013

Design Engineering (15%)	$	553,000
ODOT Administrative Costs	$	10,000
Environmental/Archeological/Cultural Clearances	$	50,000
Right of Way	$	550,000
Reimbursible Utility Relocation	$	80,000

Item	Units	Unit Cost	Quantity	Subtotal
Mobilization	LS	$ 279,200	All	$ 279,200
Temp Prot. & Dir. of Traffic Complete	LS	$ 30,000	All	$ 25,000
Erosion Control Complete	LS	$ 50,000	All	$ 50,000
			Subtotal	$ 354,200
Removal of Structures and Obstructions	LS	$ 25,000	All	$ 25,000
Clearing & Grubbing	LS	$ 25,000	All	$ 25,000
Embankment In Place	CY	$ 15	4,500	$ 67,500
Subgrade Geotextile	SQYD	$ 2.50	1,875	$ 4,688
Aggregate Base	TON	$ 25	925	$ 23,125
Aggregate Subbase	TON	$ 20	1120	$ 22,400
Asphalt Concrete Pavement (HMAC)	TON	$ 110	425	$ 46,750
Extra For Asphalt Approaches	Each	$ 750	3	$ 2,250
Curb & Gutter, Concrete Curbs	LF	$ 16	960	$ 15,360
Concrete Walks	SQFT	$ 5.50	4,080	$ 22,440
Permanent Pavement Markings	LS	$ 7,500	All	$ 7,500
Storm Sewer Pipe	LF	$ 80	450	$ 36,000
Water Quality Swales	Each	$ 15,000	2	$ 30,000
Curb Inlets	Each	$ 2,500	4	$ 10,000
Type D Inlets	Each	$ 2,500	4	$ 10,000
Concrete Storm Sew. Manholes	Each	$ 3,500	4	$ 14,000
Bear Creek Crossing Structure, Complete	SF	$ 200	10,400	$ 2,080,000
Bridge End Panels	Each	$ 35,000	2	$ 70,000
Riprap Protection	LS	$ 50,000	All	$ 50,000
MSE Retaining Walls	SF	$ 60	1,000	$ 60,000
MSE Wall Coping w/ Ped Rail	LF	$ 150	125	$ 18,750
Permanent Signing, Complete	LS	$ 5,000	All	$ 5,000
Topsoil	CY	$ 40	280	$ 11,200
Bark Mulch	CY	$ 40	45	$ 1,800
Riparian Mitigation Planting	LS	$ 50,000	All	$ 50,000
Seeding, Fertizing, and Mulching	Acre	$ 4,000	2	$ 8,000
			Subtotal	$ 2,717,000
			Construction Subtotal	**$ 3,071,000**

Contingency (30%)	$	614,000
Construction Engineering with Staking (15%)	$	553,000

Total Estimated Project Cost	**$**	**5,481,000**

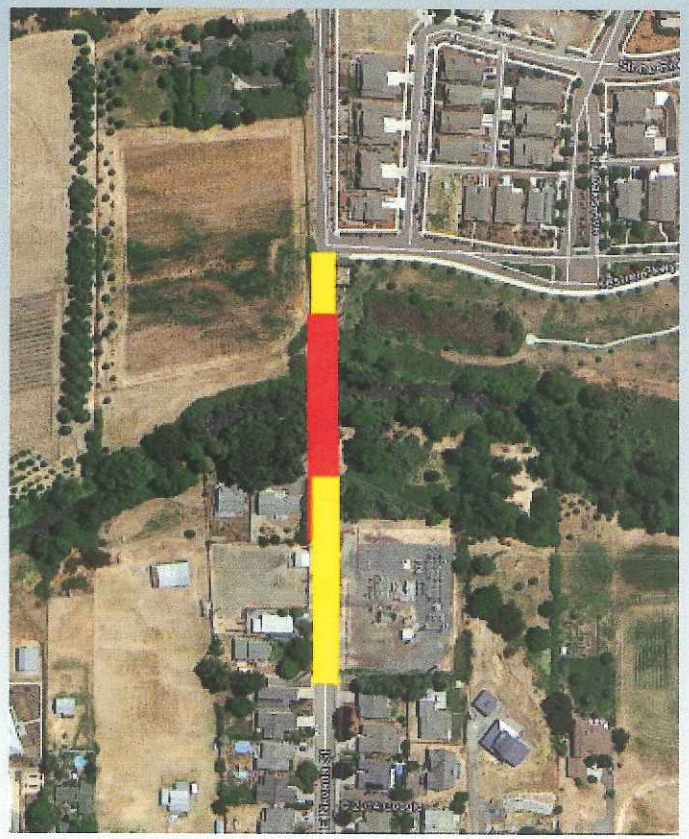
EAST NEVADA STREET BRIDGE
Cost Study

Jeff Bernardo, PE
OBEC Consulting Engineers

October 23, 2014

East Nevada Street (Bear Creek) Bridge

- **Description**
  - Structure: 2-span concrete bridge, 200 feet long, 52' wide
  - Roadway: 480' long
  - Includes 6-foot Sidewalks and Bike lanes
- **Estimated Costs**
  - Engineering/Permitting: $603,000
  - R/W & Utility Costs: $630,000
  - Construction: $3,685,000
  - Inspection: $553,000
  - TOTAL: $5,471,000



Lower Sucker Creek (Holland Loop Rd.) Bridge

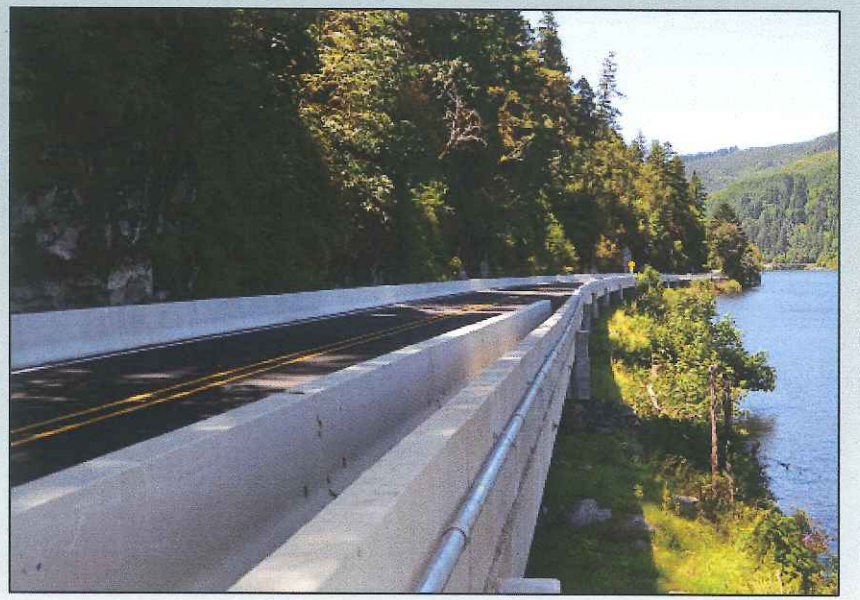
Josephine County, OR

- **Description**
  - Structure: 303' long precast prestressed concrete bridge, 3-spans, 36' wide
  - Roadway: 1,100' long
  - Other: 2-lane temporary detour structure during construction
  - Completed: 2012
- **Costs**
  - Engineering/Permitting: $458,302
  - Construction: $2,398,814
  - Inspection: $350,811
  - TOTAL: $3,207,927

Sweet Creek Bridge

Lane County, OR

- **Description**
  - Structure: New 15-span concrete bridge positioned between 2 retaining walls totaling 1189'
  - Roadway: 600' long
  - Other: Slide solutions
    - 2 tieback soldier-pile retaining walls
  - Completed: 2012
- **Costs**
  - Engineering/Permitting: $616,590
  - Construction: $4,994,674
  - Inspection: $307,568
  - TOTAL: $5,918,832



OBEC

Sorenson (Nestucca River/Blaine Rd.) Bridge

Tillamook County, OR

- **Description**
  - Structure: 250' precast, prestressed Bulb-T girder bridge, 2-spans
  - Roadway: 1750' long
  - Other: Included removing and salvaging the existing historic steel truss bridge, 100' modular block retaining wall, and building a boat ramp access to the river
  - Completed: 2008
- **Costs**
  - Engineering/Permitting: $295,366
  - Construction: $2,152,659
  - Inspection: $201,699
  - TOTAL: $2,649,724

Johnson (Trask River/Long Prairie Rd.) Bridge
Tillamook County, OR

- **Description**
  - Structure: 264' long, 2-span precast prestressed concrete girder bridge
  - Roadway: 1136' full reconstruct
  - Other: Included 13,000' of 1" deep grind with 3" AC overlay.
  - Completed: 2011
- **Costs**
  - Engineering/Permitting: $415,309
  - Construction: $2,758,113
  - Inspection: $309,543
  - TOTAL: $3,482,965

Cost Per Square Foot Comparison

Project	Spans	Total Cost*	Cost* per Sq. Foot
East Nevada Street Bridge	2	$4,841,000	$465
Lower Sucker Creek Bridge	3	$3,323,309	$304
Sweet Creek Bridge	15	$6,131,719	$184
Sorenson Bridge	2	$2,927,233	$320
Johnson Bridge	2	$3,682,910	$381

*Adjusted to the equivalent of 2014 costs.

Calculated using US Department of Labor inflation information.

Memo

CITY OF ASHLAND

Date: October 16, 2014
From: Scott A. Fleury
To: Transportation Commission
RE: Downtown Parking Management and Circulation Ad Hoc Advisory Committee

BACKGROUND:
Due to the recent resignation of Craig Anderson, the TC is short one representative on the Committee. The Mayor has asked Joe Graff to represent the Commission on the interim basis while obtaining confirmation from the TC and final appointment by the Council.

CONCLUSION:
Commission is asked to confirm Joe Graff to become a member of the Downtown Parking Management and Circulation Ad Hoc Advisory Committee.

Memo

CITY OF ASHLAND

Date: October 16, 2014
From: Scott A. Fleury
To: Transportation Commission
RE: Project Prioritization-Bicycle Network

BACKGROUND:
Per the discussion at the March meeting staff is providing the Transportation Commission with the current TSP Bicycle Network Project list for discussion about prioritization.

PRIORITIZATION:
The TSP divided transportation related projects into three categories, bicyclist network, pedestrian network and roadway. These projects are then prioritized as high, medium and low. The current version of the CIP follows the breakdown with regards to pedestrian, bike and roadway sections and a majority of the projects fall in the unfunded category (reference CIP document attached).

Current high and medium priority bicycle network projects are:

(O4) Retrofit Bicycle Program-high
(B2) Wimer St. Bicycle Boulevard - high
(B3) Nevada St. bike lane - medium
(B5) Maple/Scenic/Nutley Bicycle Boulevard - high
(B7) Iowa St. Bike Lane - high
(B9) Ashland St. Bicycle Boulevard - medium
(B10) S. Mountain Ave. Bike Lane - high
(B11) Wightman St. Bicycle Boulevard - high
(B13) B St. Bicycle Boulevard - high
(B16) Lithia Way Bicycle Boulevard - high
(B17) Main St. Bicycle Boulevard - high
(B18) N. Main St. Bike Lane - Medium
(B19) Helman St. Bicycle Boulevard - high
(B20) Water St. Bicycle Boulevard - medium
(B25) Tolman Creek Rd. Bike Lane - medium
(B26) Normal Ave. Bike Lane - high
(B29) Walker Ave. Bicycle Boulevard - high
(B31) Indiana St. Bicycle Boulevard - high
(B33) Eighth St. Bicycle Boulevard - high
(B37) Clay St. Bicycle Boulevard - medium
(B38) Oregon/Clark St. Bicycle Boulevard - high
(B39) Glenn/Orange St. Bicycle Boulevard - medium (complete)

(B40) Laurel St. Bicycle Boulevard - medium
(TR1) North side Trail - high
(TR2) New Trail - Medium

Reference attached bicycle network map and table 8-1 from the TSP that describes bicycle projects and associated costs.

Conclusion: Staff is asking the TC to prioritize high and medium bicycle network projects. Once all roadway, bicycle and pedestrian projects are prioritized staff will bring that final list back to the TC in order to assist in development of the future capital improvement program project list.

Table 8-1 Bicycle Projects

(Project #) Name	Description	Safe Routes to School?[1]	Reasons for the Project	Priority (Timeline)	Cost[2]
(O4) Retrofit Bicycle Program	Establish funds and process for installing off-street bicycle racks at existing business/establishments	-	Facilitate bicycle travel	High (0-5 Years)	$50,000
(B2) Wimer Street	Bicycle Boulevard - From Scenic Drive to N Main Street.	-	Upgrade of existing bikeway to encourage greater use	High (0-5 Years)	$20,000
(B3) Nevada Street	Bike Lane - From Vansant Street to N Mountain Avenue. Coordinate with Project R17.	-	Fill gap in existing bicycle network	Medium (5-15 Years)	$230,000
(B4) Glendower Street	Bicycle Boulevard - From the Bear Creek Greenway to Nevada Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	$20,000
(B5) Maple/Scenic Drive/Nutley Street	Bicycle Boulevard - From N Main Street to Winburn Way	Yes	Fill gap in existing bicycle network	High (0-5 Years)	$110,000
(B6) Winburn Way	Bicycle Boulevard - From Calle Guanjuato to Nutley Street	-	Upgrade of bikeway, slow travel speeds, encourage commercial activity	Low (15-25 Years)	$10,000
(B7) Iowa Street	Bike Lane - From Terrace Street to road terminus and from S Mountain Avenue to Walker Avenue	Yes	Fill gap in existing bicycle network	High (0-5 Years)	$240,000
(B8) Morton Street	Bicycle Boulevard - From E Main Street to Ashland Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	$60,000
(B9) Ashland Street	Bicycle Boulevard - From Morton Street to University Way	Yes	Fill gap in existing bicycle network	Medium (5-15 Years)	$30,000
(B10) S Mountain Avenue	Bike Lane - From Ashland Street to E Main Street	Yes	Fill gap in existing bicycle network	High (0-5 Years)	$120,000
(B11) Wightman Street	Bicycle Boulevard – E Main Street to Siskiyou Boulevard	Yes	Fill gap in existing bicycle network	High (0-5 Years)	$60,000
(B12) Wightman Street	Bicycle Boulevard - From road terminus to E Main Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	$20,000
(B13) B Street	Bicycle Boulevard - From Oak Street to N Mountain Avenue	Yes	Fill gap in existing bicycle network	High (0-5 Years)	$80,000
(B14) A Street	Bicycle Boulevard - From Oak Street to 6th Street	-	Upgrade of bikeway, slow travel speeds, encourage commercial activity	Low (15-25 Years)	$50,000
(B16) Lithia Way	Bicycle Boulevard – From Oak Street to Helman Street	Yes	Fill gap in existing bicycle network	High (0-5 Years)	$110,000
(B17) Main Street	Bicycle Boulevard - From Helman Street to Siskiyou Boulevard.	Yes	Fill gap in existing bicycle network	High (0-5 Years)	$50,000
(B18) N Main Street	Bike Lane - From Jackson Road to Helman Street Included as part of Projects R35 and R36. See Table 10-2 for more details.	-	Fill gap in existing bicycle network	Medium (5-15 Years)	$260,000
(B19) Helman Street	Bicycle Boulevard - From Nevada Street to N Main Street	Yes	Fill gap in existing bicycle network	High (0-5 Years)	$80,000
(B20) Water Street	Bicycle Boulevard - From Hersey Street to N Main Street	Yes	Fill gap in existing bicycle network	Medium (5-15 Years)	$30,000
(B21) Oak Street	Bicycle Boulevard - From Nevada Street to E Main Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	$100,000
(B22) Clay Street[3]	Bicycle Boulevard - From E Main Street to Ashland Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	$60,000
(B24) Clover Lane	Bike Lane - From Ashland Street to	-	Fill gap in existing	Low	$40,000

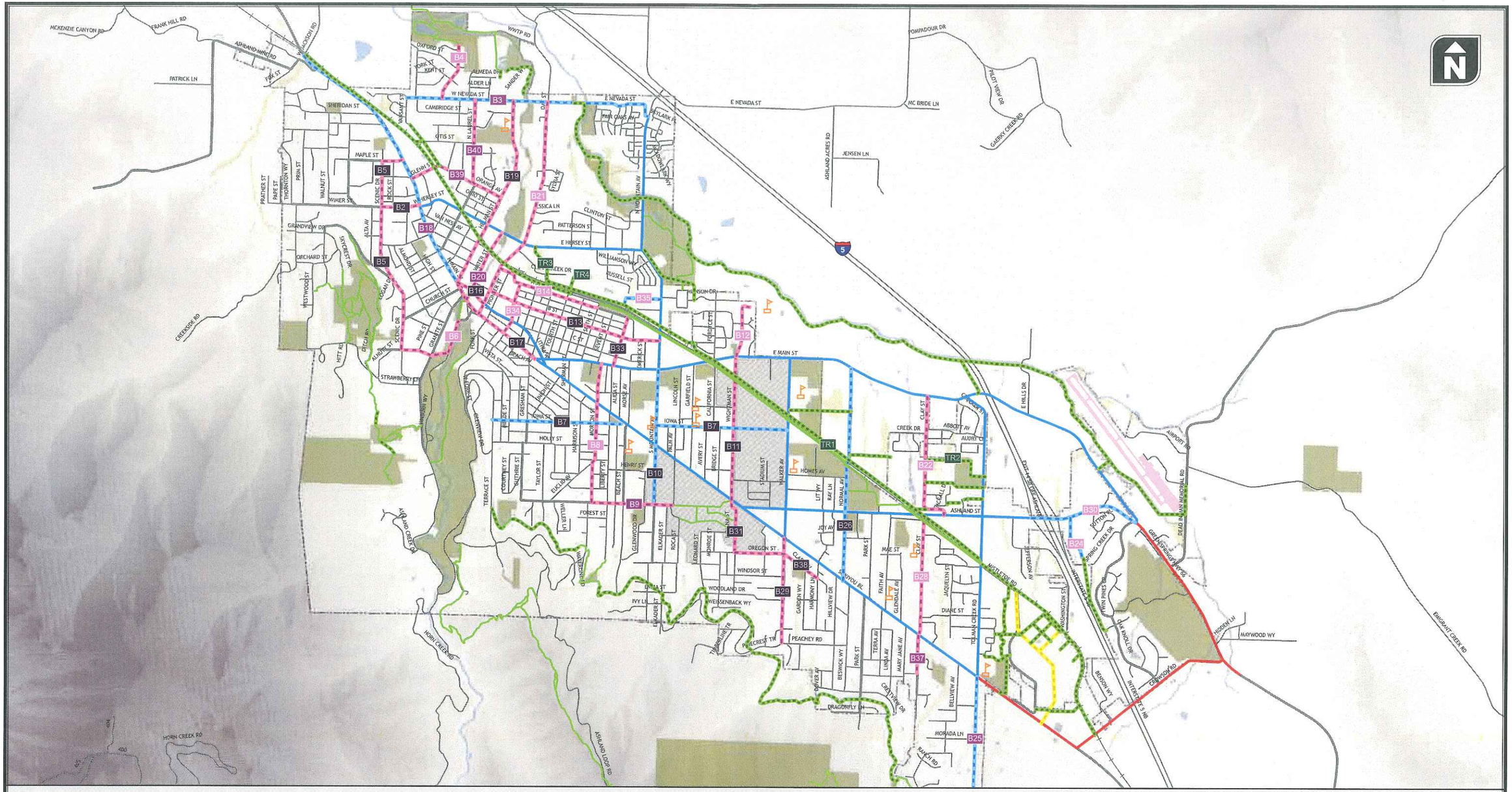
(Project #) Name	Description	Safe Routes to School?[1]	Reasons for the Project	Priority (Timeline)	Cost[2]
	proposed bike path		bicycle network	(15-25 Years)	
(B25) Tolman Creek Road	Bike Lane - From Siskiyou Boulevard to Greenmeadows Way	-	Fill gap in existing bicycle network	Medium (5-15 Years)	$100,000
(B26) Normal Avenue	Bike Lane - From E Main Street to Siskiyou Boulevard. Coordinate with Project R19.	Yes	Fill gap in existing bicycle network	High (0-5 Years)	$190,000
(B28) Clay Street[3]	Bicycle Boulevard - From the rail line to Siskiyou Boulevard	-	Fill gap in existing bicycle network	Low (15-25 Years)	$50,000
(B29) Walker Avenue	Bicycle Boulevard - From Siskiyou Boulevard to Peachey Road	-	Fill gap in existing bicycle network	High (0-5 Years)	$40,000
(B30) Ashland Street	Bike Lane - From I-5 Exit 14 SB to Hwy 66	Yes	Fill gap in existing bicycle network	Low (15-25 Years)	$100,000
(B31) Indiana Street	Bicycle Boulevard - Siskiyou Boulevard to Oregon Street	-	Fill gap in existing bicycle network	High (0-5 Years)	$20,000
(B33) 8th Street	Bicycle Boulevard - A Street to E Main Street	Yes	Fill gap in existing bicycle network	High (0-5 Years)	$20,000
(B34) 1st Street	Bicycle Boulevard - A Street to E Main Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	$20,000
(B35) Railroad Property	Bike Lane - From Proposed Bike Path to N Mountain Avenue	-	Fill gap in existing bicycle network	Low (15-25 Years)	$40,000
(B37) Clay Street[3]	Bicycle Boulevard - From Siskiyou Boulevard to Mohawk Street	-	Fill gap in existing bicycle network	Medium (5-15 Years)	$20,000
(B38) Oregon/Clark Street	Bicycle Boulevard - Indiana Street to Harmony Lane	-	Fill gap in existing bicycle network	High (0-5 Years)	$40,000
(B39) Glenn Street/Orange Avenue	Bicycle Boulevard - From N Main Street to Proposed Trail	-	Fill gap in existing bicycle network	Medium (5-15 Years)	$40,000
(B40) Laurel Street	Bicycle Boulevard - From Orange Street to Nevada Street	-	Fill gap in existing bicycle network	Medium (5-15 Years)	$40,000
(TR1) Northside Trail	Multi-use Path – From Orchid Avenue to Tolman Creek Road	-	Expand existing bicycle network	High (0-5 Years)	$2,000,000
(TR2) New Trail	Multi-Use Path – From Clay Street to Tolman Creek Road	-	Expand existing bicycle network	Medium (5-15 Years)	$400,000
(TR3) New Trail	Multi-use Path – From new trail to Hersey street	-	Expand existing bicycle network	Development Driven	$220,000
(TR4) New Trail	Multi-use Path – From A Street to Clear Creek Drive Extension	-	Expand existing bicycle network	Development Driven	$110,000
High Priority (0-5 Years)					$3,230,000
Medium Priority (5-15 Years)					$1,150,000
Low Priority (15-25 Years)					$570,000
Development Driven					**$330,000**
Total					**$5,280,000**

Notes:

[1]A "Yes" indicates the project contributes to a Safe Routes to School Plan by helping to fill a sidewalk or bicycle network gap on a safe route to a local school. The safe routes are those identified in the City's Safe Routes to School Plan maps. A "-" indicates the project does not overlap with a designated safe route to school.

[2]Planning level cost estimates are for construction and engineering; does not include right-of-way costs. Cost estimates assume striping and signing changes occur within the existing pavement width (i.e., no additional construction or road expansion is required).

[3]Jackson County currently does not have standards for Bicycle Boulevard and may not permit the use of sharrows.



Planned On-Street Bikeways
- Planned Bike Lane
- Planned Buffered Bike Lane
- Planned Bicycle Boulevard

Off-Street Trails
- Existing Bike Path/Greenway
- Planned Bike Path/Greenway

Existing On-Street Bikeways
- Existing Bike Lane
- Existing Shoulder Lane

Bikeway Priority Projects
- High Priority
- Med Priority
- Low Priority

- School
- SOU Campus
- Rivers
- Parks
- Wetlands
- City Limits
- Airport

Existing and Planned Bikeway Network

CITY OF ASHLAND

Figure 8-1

G:\10-056 Ashland TSP\MXD

Memo

CITY OF ASHLAND

Date: October 16, 2014
From: Scott A. Fleury
To: Transportation Commission
RE: Iowa St. Speed/Volume/Accident Data

BACKGROUND:
This is a follow up item in regards to a previous request by a citizen to investigate a speeding safety issue along Iowa St. between Sherman and Liberty. Along with the investigation to install a stop sign on Iowa at Sherman St.

Engineering placed speed and volume counters along multiple locations of Iowa St. and also a volume counter on Sherman St. to determine the 85% speed and average daily traffic (ADT).

The ADT along Iowa between Fairview and Sherman was 1,052. The ADT between Sherman and Harrison was 993. The 85 Percentile speed along Iowa between Sherman and Harrison was 26.1 mph.

Accident records show one multiple vehicle crash along Iowa St. between Sherman and Harrison.

Please reference attached maps and itemized speed table breakdown.

Currently there are 4-way stops at the intersections of Iowa and Gresham, Iowa and Morton and Iowa and Liberty st. There is no 4-way stop between Gresham and Morton along Iowa a distance of approximately 1560 feet. All other side streets entering Iowa are currently controlled by stop signs.

Iowa has a curb to curb paved width of 25.50 feet with parking allowed on both sides as allowed by our street standards.

Resolution 90-03 (attached) details standards for stop signs, yield signs and no parking yellow curbs within the City limits. These are different then the adopted standards within the manual on uniform control traffic devices (MUTCD).

Below is informational guidance regarding analyzing placement warrants of stop/yield signs at uncontrolled intersections.

Section 2B.04 Right-of-Way at Intersections:
Support:
01 State or local laws written in accordance with the "Uniform Vehicle Code" (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs

vehicle or pedestrian already in the intersection. When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

Guidance:
02 Engineering judgment should be used to establish intersection control. The following factors should be considered:
A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;
B. Number and angle of approaches;
C. Approach speeds;
D. Sight distance available on each approach; and
E. Reported crash experience.

03 YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:
A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
B. A street entering a designated through highway or street; and/or
C. An unsignalized intersection in a signalized area.

04 In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:
A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;
B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or
C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.

05 YIELD or STOP signs should not be used for speed control.
Support:
06 Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection.

Guidance:
07 Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.
08 A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.

Support:
09 The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:
A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and
C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.

Standard:
10 Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:
A. If the signal indication for an approach is a flashing red at all times;
B. If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or
C. If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.

11 Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.
12 Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.
13 A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.
Option:
14 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.
Support:
15 Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/ roadway intersection.

CONCLUSION:
The traffic count, speed data and crash data do not meet the City's currently adopted warrants for installation of a 4-way stop at Sherman or Harrison. It appears from the speed table breakdown that excessive speeding (over 30 mph) does occur during the day. Staff recommends periodic enforcement of Iowa St. and also short time placement of the speed trailer along the same stretch. Staff would also like to have a more formal discussion about controlled intersection warrants as

it relates to the MUTCD and our current resolution to determine if changes should be made. Staff is in process of obtaining the City of Medford's procedure for intersection control.

RESOLUTION 90-23

A RESOLUTION ADOPTING STANDARDS FOR STOP SIGNS, YIELD SIGNS AND NO PARKING "YELLOW CURB" ZONES.

BE IT RESOLVED BY THE CITY OF ASHLAND AS FOLLOWS:

SECTION 1. STANDARDS should be adopted by the City of Ashland for establishing minimum requirements for stop signs, yield signs and no parking "yellow curb" zones.

SECTION 2. The Traffic Safety Commission has determined reasonable STANDARDS for evaluating the need for stop signs, yield signs and no parking "yellow curb" zones.

SECTION 3. The City Council has determined that the STANDARDS attached as Exhibit A meet the needs of the City of Ashland and hereby adopt those STANDARDS.

SECTION 4. When a request for a stop sign, yield sign or no parking "yellow curb" zone meets STANDARDS, staff will present report and resolution or ordinance to the City Council for approval.

SECTION 5. Any staff decision based on said STANDARDS may be appealed to the Traffic Safety Commission within fifteen days of decision by staff. Any Traffic Safety Commission decision may be appealed to the City Council within fifteen days of decision by Traffic Safety Commission.

The foregoing Resolution was READ and DULY ADOPTED at a regular meeting of the City Council of the City of Ashland, Oregon this 6th day of February 1990.

Nan E. Franklin
Nan E. Franklin
City Recorder

SIGNED and APPROVED this 8th day of February 1990.

Pat Acklin
Pat Acklin, Council Chair
Acting Mayor

EXHIBIT A

CITY OF ASHLAND
TRAFFIC SAFETY COMMISSION

STANDARDS
FOR TRAFFIC CONTROL

DECEMBER 1989

GENERAL STANDARDS

These STANDARDS do not apply to State or County controlled streets or highways within the City of Ashland city limits.

The term major street refers to the street with the largest volume of vehicles and the term minor street refers to the street with the smaller volume of vehicles, each based on actual 24-hour counts.

A local street is defined as any street not designated as a primary, arterial, secondary arterial or collector street in the Ashland Comprehensive Plan.

The term ADT shall mean average daily traffic as established by an actual traffic count over a minimum period of 24 hours or projected using the Institute of Transportation Engineers Trip Generation Averages.

SPECIFIC STANDARDS

A yield sign is warranted if the horizontal angle of the intersecting streets is more than 45 degrees and the ADT is at least 500 vehicles per day on the major street. The yield sign will be placed on the minor street.

A two-way stop sign is warranted on intersections between local streets and arterial, secondary arterial or collector streets. The local street will be required to stop at the arterial, secondary arterial or collector street if the ADT on the arterial, secondary arterial or collector street exceeds 1500.

A two-way stop sign is warranted at an intersection if one of the following conditions are met or exceeded:

The ADT on the major street exceeds 1500 and ADT on the minor street exceeds 500.

At any intersection where the major street has an average vertical grade in excess of 15% at the intersection, the minor street will be required to stop at the major street.

If there is a history of 5 or more recorded accidents at an intersection over a consecutive period of 12 months involving two or more vehicles and the accidents were right or left turn or right angle collisions, a stop sign is warranted. The stop signs will be placed on the minor street.

If the horizontal angle between the intersecting streets is greater than 45 degrees and the ADT exceeds 500 on the major and minor streets, a stop sign is warranted on the minor street.

A four-way or all-way stop sign is warranted if one of the following conditions are met or exceeded:

The ADT on the major street exceeds 1500 and the minor street exceeds 1000.

The average grade on the major and minor streets exceed 15% and ADT exceed 500 on the major and minor streets.

No parking zones are warranted if one of the following conditions is met:

On a two-way street, if the total curb to curb width is less than 27 feet and the ADT exceeds 500, no parking will allowed.

On a two-way street, if the total curb to curb width is less than 34 feet and the ADT exceeds 500, parking will be allowed on one side.

Yellow curbs may be installed under the following conditions:

At private driveways in residential areas by the abutting property owner. A permit is required and the yellow curb must be installed and maintained by the property owner to the standards of the Public Works Department.

In signed no parking zones if determined by the City to be necessary to augment the no parking signs. The determination, installation and maintenance will be by the City.

At all fire hydrants as required by Oregon State Statutes.

At street intersections where topography limits sight distance as established by the City. The City will determine the need and install and maintain the yellow curb.

EXHIBIT A

CITY OF ASHLAND
TRAFFIC SAFETY COMMISSION

STANDARDS
FOR TRAFFIC CONTROL

DECEMBER 1989

GENERAL STANDARDS

These STANDARDS do not apply to State or County controlled streets or highways within the City of Ashland city limits.

The term major street refers to the street with the largest volume of vehicles and the term minor street refers to the street with the smaller volume of vehicles, each based on actual 24-hour counts.

A local street is defined as any street not designated as a primary, arterial, secondary arterial or collector street in the Ashland Comprehensive Plan.

The term ADT shall mean average daily traffic as established by an actual traffic count over a minimum period of 24 hours or projected using the Institute of Transportation Engineers Trip Generation Averages.

SPECIFIC STANDARDS

A yield sign is warranted if the horizontal angle of the intersecting streets is more than 45 degrees and the ADT is at least 500 vehicles per day on the major street. The yield sign will be placed on the minor street.

A two-way stop sign is warranted on intersections between local streets and arterial, secondary arterial or collector streets. The local street will be required to stop at the arterial, secondary arterial or collector street if the ADT on the arterial, secondary arterial or collector street exceeds 1500.

A two-way stop sign is warranted at an intersection if one of the following conditions are met or exceeded:

The ADT on the major street exceeds 1500 and ADT on the minor street exceeds 500.

At any intersection where the major street has an average vertical grade in excess of 15% at the intersection, the minor street will be required to stop at the major street.

If there is a history of 5 or more recorded accidents at an intersection over a consecutive period of 12 months involving two or more vehicles and the accidents were right or left turn or right angle collisions, a stop sign is warranted. The stop signs will be placed on the minor street.

If the horizontal angle between the intersecting streets is greater than 45 degrees and the ADT exceeds 500 on the major and minor streets, a stop sign is warranted on the minor street.

A four-way or all-way stop sign is warranted if one of the following conditions are met or exceeded:

The ADT on the major street exceeds 1500 and the minor street exceeds 1000.

The average grade on the major and minor streets exceed 15% and ADT exceed 500 on the major and minor streets.

No parking zones are warranted if one of the following conditions is met:

On a two-way street, if the total curb to curb width is less than 27 feet and the ADT exceeds 500, no parking will allowed.

On a two-way street, if the total curb to curb width is less than 34 feet and the ADT exceeds 500, parking will be allowed on one side.

Yellow curbs may be installed under the following conditions:

At private driveways in residential areas by the abutting property owner. A permit is required and the yellow curb must be installed and maintained by the property owner to the standards of the Public Works Department.

In signed no parking zones if determined by the City to be necessary to augment the no parking signs. The determination, installation and maintenance will be by the City.

At all fire hydrants as required by Oregon State Statutes.

At street intersections where topography limits sight distance as established by the City. The City will determine the need and install and maintain the yellow curb.

RESOLUTION 90-03

A RESOLUTION ADOPTING STANDARDS FOR STOP SIGNS, YIELD SIGNS AND NO PARKING "YELLOW CURB" ZONES.

BE IT RESOLVED BY THE CITY OF ASHLAND AS FOLLOWS:

SECTION 1. STANDARDS should be adopted by the City of Ashland for establishing minimum requirements for stop signs, yield signs and no parking "yellow curb" zones.

SECTION 2. The Traffic Safety Commission has determined reasonable STANDARDS for evaluating the need for stop signs, yield signs and no parking "yellow curb" zones.

SECTION 3. The City Council has determined that the STANDARDS attached as Exhibit A meet the needs of the City of Ashland and hereby adopt those STANDARDS.

SECTION 4. When a request for a stop sign, yield sign or no parking "yellow curb" zone meets STANDARDS, staff will present report and resolution or ordinance to the City Council for approval.

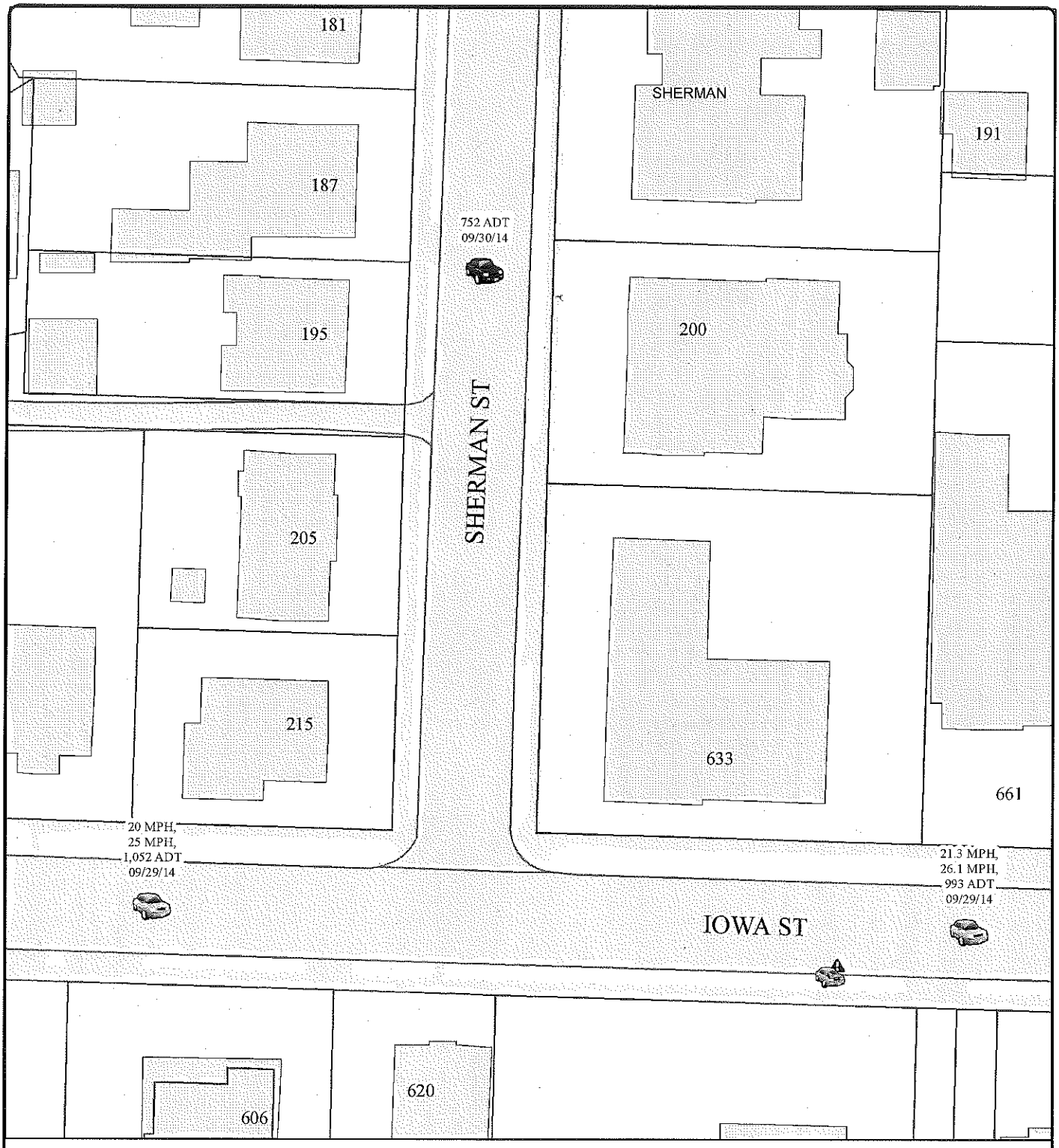
SECTION 5. Any staff decision based on said STANDARDS may be appealed to the Traffic Safety Commission within fifteen days of decision by staff. Any Traffic Safety Commission decision may be appealed to the City Council within fifteen days of decision by Traffic Safety Commission.

The foregoing Resolution was READ and DULY ADOPTED at a regular meeting of the City Council of the City of Ashland, Oregon this 6th day of February 1990.

Nan E. Franklin
Nan E. Franklin
City Recorder

SIGNED and APPROVED this 8th day of February 1990.

Pat Acklin
Pat Acklin, Council Chair
Acting Mayor



Iowa St / Sherman St
Traffic Count Map

Date: 09/30/14

Traffic Counts

Traffic Classifier

Traffic Counter

Traffic Accidents

Multiple Vehicle

0 25 50 100 Feet

Mapping is schematic only and bears no warranty of accuracy.
All features, structures, facilities, easement or roadway locations
should be independently field verified for existence and/or location.

Street	Thursday 09/25/14	Friday 09/26/14	Monday 09/29/14	Tuesday 09/30/14	Average	Historic Count	Date	Change
Sherman Street - Allison to Iowa	741	1,489	3,651	4,439	752	958	01/01/04	-206
Iowa Street - Fairview to Sherman	-	-	-	-	1,052	1,353	01/01/04	-301
Iowa Street - Sherman to Harrison	-	-	-	-	993	1,466	01/01/04	-473

* ADT and Speed Data gathered with Traffic Classifiers

City of Ashland

Public Works/Engineering Department
Traffic Study Report

Iowa St : -
Sherman : to
Harrison :

Site: Eng - 09-2014
Tuesday, 09/23/14 1:00 PM -
Monday, 09/29/14 7:00 AM

Speed Grand Totals

Hourly Averages west-bound

mph	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
12:00 AM	2.5	0.7	0.7	0.0	0.3	0.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.2	0.0	0.7	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.3	1.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	2.5	2.2	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	5.3	2.3	0.5	0.8	0.8	0.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	14.8	5.8	3.4	2.2	1.6	1.0	0.4	0.2	0.0	0.2	0.0	0.0	0.0	0.0
8:00 AM	31.2	12.6	4.4	5.0	3.8	3.2	1.4	0.6	0.2	0.0	0.0	0.0	0.0	0.0
9:00 AM	40.6	15.6	7.8	5.0	5.0	3.8	1.8	1.0	0.4	0.0	0.2	0.0	0.0	0.0
10:00 AM	39.4	17.8	7.0	4.8	3.8	3.4	1.4	0.8	0.0	0.4	0.0	0.0	0.0	0.0
11:00 AM	42.2	15.6	8.4	6.8	4.6	4.2	2.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0
12:00 PM	48.8	14.2	10.8	11.2	5.8	3.6	1.6	1.2	0.2	0.2	0.0	0.0	0.0	0.0
1:00 PM	41.5	14.5	7.8	7.7	4.8	3.8	2.3	0.3	0.0	0.2	0.0	0.0	0.0	0.0
2:00 PM	40.3	15.7	6.2	6.3	5.8	3.5	1.8	0.7	0.2	0.2	0.0	0.0	0.0	0.0
3:00 PM	37.2	12.5	5.5	7.5	5.8	3.5	1.3	0.5	0.3	0.2	0.0	0.0	0.0	0.0
4:00 PM	40.0	13.0	8.3	6.3	5.3	2.7	3.0	1.0	0.2	0.2	0.0	0.0	0.0	0.0
5:00 PM	42.2	12.5	7.5	7.5	6.0	4.2	1.7	2.2	0.5	0.0	0.2	0.0	0.0	0.0
6:00 PM	43.7	15.0	7.7	6.7	6.3	4.0	2.7	0.8	0.3	0.2	0.0	0.0	0.0	0.0
7:00 PM	22.3	6.5	4.5	3.7	2.8	2.5	1.8	0.3	0.0	0.0	0.2	0.0	0.0	0.0
8:00 PM	18.7	6.5	2.8	3.7	2.7	2.5	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	12.7	4.3	1.0	2.7	1.3	1.3	1.2	0.5	0.2	0.2	0.0	0.0	0.0	0.0
10:00 PM	9.0	2.7	1.2	1.5	1.2	1.5	0.7	0.2	0.0	0.2	0.0	0.0	0.0	0.0
11:00 PM	6.0	2.5	0.7	0.8	1.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	544.7	194.9	97.0	90.3	69.8	50.5	26.1	10.8	2.7	2.0	0.5	0.0	0.0	0.0

Average (Mean) 21.6 mph **Minimum** 5.1 mph **Maximum** 37.0 mph **Pace Range** 17.1 - 27.1 mph 2246 vehicles (73.6 %)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	15.7	16.9	21.6	26.3	27.4

Speeds Exceeded	15 mph	25 mph	35 mph	45 mph
	92.1 % (2809)	23.8 % (726)	0.2 % (7)	0.0 % (0)

Study Grand Totals

	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
west-bound	3051	1088	540	507	394	284	148	61	15	11	3	0	0	0
		35.7 %	17.7 %	16.6 %	12.9 %	9.3 %	4.9 %	2.0 %	0.5 %	0.4 %	0.1 %	0.0 %	0.0 %	0.0 %

City of Ashland

Public Works/Engineering Department
Traffic Study Report

Iowa St : -
Sherman : to
Harrison :

Site: Eng - 09-2014
Tuesday, 09/23/14 1:00 PM -
Monday, 09/29/14 7:00 AM

Speed Grand Totals

Hourly Averages east-bound

mph	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
12:00 AM	4.5	0.7	1.2	1.0	1.0	0.2	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.0	0.5	0.2	0.8	0.2	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0
2:00 AM	2.0	0.8	0.5	0.3	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.5	0.2	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.7	0.5	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	2.8	0.7	1.2	0.0	0.3	0.2	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	3.2	0.3	0.3	0.5	0.8	0.3	0.5	0.0	0.2	0.0	0.0	0.2	0.0	0.0
7:00 AM	14.2	3.4	2.0	3.0	2.6	1.2	0.8	1.0	0.0	0.0	0.2	0.0	0.0	0.0
8:00 AM	29.4	8.4	5.2	5.8	4.8	3.2	0.8	1.0	0.2	0.0	0.0	0.0	0.0	0.0
9:00 AM	27.4	12.0	4.2	4.4	3.2	2.6	0.4	0.4	0.0	0.0	0.2	0.0	0.0	0.0
10:00 AM	35.0	17.6	5.8	5.6	2.2	2.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	34.0	17.6	5.4	4.2	2.4	2.6	1.4	0.2	0.0	0.0	0.2	0.0	0.0	0.0
12:00 PM	37.2	15.4	6.8	5.6	4.0	2.4	1.8	1.0	0.2	0.0	0.0	0.0	0.0	0.0
1:00 PM	33.2	14.8	5.3	4.3	4.5	2.7	1.0	0.3	0.2	0.0	0.0	0.0	0.0	0.0
2:00 PM	29.2	12.3	6.2	3.7	3.0	2.8	0.7	0.5	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	35.7	15.2	5.3	6.7	4.5	2.8	0.8	0.2	0.2	0.0	0.0	0.0	0.0	0.0
4:00 PM	38.2	16.5	7.8	7.2	3.7	1.7	0.8	0.3	0.2	0.0	0.0	0.0	0.0	0.0
5:00 PM	31.2	13.8	5.0	5.5	4.2	1.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	31.5	12.7	6.5	4.2	3.8	2.3	1.5	0.2	0.3	0.0	0.0	0.0	0.0	0.0
7:00 PM	17.7	9.2	3.2	2.8	1.3	0.2	0.2	0.5	0.3	0.0	0.0	0.0	0.0	0.0
8:00 PM	14.2	5.0	3.7	1.7	2.0	0.7	0.5	0.5	0.2	0.0	0.0	0.0	0.0	0.0
9:00 PM	10.7	4.5	3.0	2.0	0.7	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	8.2	3.5	1.3	1.0	0.5	0.8	0.5	0.3	0.2	0.0	0.0	0.0	0.0	0.0
11:00 PM	6.2	3.3	0.8	1.3	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	448.5	188.9	81.1	71.8	49.9	31.2	15.1	7.4	2.4	0.0	0.6	0.2	0.0	0.0

Average (Mean) 20.9 mph **Minimum** 5.0 mph **Maximum** 39.1 mph **Pace Range** 16.5 - 26.5 mph 1865 vehicles (74.2 %)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	15.1	16.4	20.9	25.5	26.6

Speeds Exceeded	15 mph	25 mph	35 mph	45 mph
	90.6 % (2277)	17.7 % (445)	0.2 % (4)	0.0 % (0)

Study Grand Totals

	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
east-bound	2514	1059	457	402	280	173	84	41	14	0	3	1	0	0
		42.1 %	18.2 %	16.0 %	11.1 %	6.9 %	3.3 %	1.6 %	0.6 %	0.0 %	0.1 %	0.0 %	0.0 %	0.0 %

City of Ashland

Public Works/Engineering Department
Traffic Study Report

Iowa St : -
Sherman : to
Harrison :

Site: Eng - 09-2014
Tuesday, 09/23/14 1:00 PM -
Monday, 09/29/14 7:00 AM

Speed Grand Totals

Hourly Averages Combined

mph	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
12:00 AM	7.0	1.3	1.8	1.0	1.3	0.8	0.5	0.0	0.2	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.2	0.5	0.8	1.0	0.5	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0
2:00 AM	3.3	2.0	0.5	0.3	0.2	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.5	1.2	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.0	0.8	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.3	2.8	1.3	0.0	0.3	0.3	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	8.5	2.7	0.8	1.3	1.7	1.0	0.7	0.0	0.2	0.0	0.0	0.2	0.0	0.0
7:00 AM	29.0	9.2	5.4	5.2	4.2	2.2	1.2	1.2	0.0	0.2	0.2	0.0	0.0	0.0
8:00 AM	60.6	21.0	9.6	10.8	8.6	6.4	2.2	1.6	0.4	0.0	0.0	0.0	0.0	0.0
9:00 AM	68.0	27.6	12.0	9.4	8.2	6.4	2.2	1.4	0.4	0.0	0.4	0.0	0.0	0.0
10:00 AM	74.4	35.4	12.8	10.4	6.0	5.8	2.8	0.8	0.0	0.4	0.0	0.0	0.0	0.0
11:00 AM	76.2	33.2	13.8	11.0	7.0	6.8	3.6	0.4	0.2	0.0	0.2	0.0	0.0	0.0
12:00 PM	86.0	29.6	17.6	16.8	9.8	6.0	3.4	2.2	0.4	0.2	0.0	0.0	0.0	0.0
1:00 PM	74.7	29.3	13.2	12.0	9.3	6.5	3.3	0.7	0.2	0.2	0.0	0.0	0.0	0.0
2:00 PM	69.5	28.0	12.3	10.0	8.8	6.3	2.5	1.2	0.2	0.2	0.0	0.0	0.0	0.0
3:00 PM	72.8	27.7	10.8	14.2	10.3	6.3	2.2	0.7	0.5	0.2	0.0	0.0	0.0	0.0
4:00 PM	78.2	29.5	16.2	13.5	9.0	4.3	3.8	1.3	0.3	0.2	0.0	0.0	0.0	0.0
5:00 PM	73.3	26.3	12.5	13.0	10.2	5.5	2.7	2.5	0.5	0.0	0.2	0.0	0.0	0.0
6:00 PM	75.2	27.7	14.2	10.8	10.2	6.3	4.2	1.0	0.7	0.2	0.0	0.0	0.0	0.0
7:00 PM	40.0	15.7	7.7	6.5	4.2	2.7	2.0	0.8	0.3	0.0	0.2	0.0	0.0	0.0
8:00 PM	32.8	11.5	6.5	5.3	4.7	3.2	0.7	0.8	0.2	0.0	0.0	0.0	0.0	0.0
9:00 PM	23.3	8.8	4.0	4.7	2.0	1.7	1.3	0.5	0.2	0.2	0.0	0.0	0.0	0.0
10:00 PM	17.2	6.2	2.5	2.5	1.7	2.3	1.2	0.5	0.2	0.2	0.0	0.0	0.0	0.0
11:00 PM	12.2	5.8	1.5	2.2	1.5	0.5	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	993.2	383.8	178.0	162.1	119.6	81.8	41.2	18.3	5.1	2.0	1.1	0.2	0.0	0.0

Average (Mean) 21.3 mph **Minimum** 5.0 mph **Maximum** 39.1 mph **Pace Range** 16.5 - 26.5 mph 4102 vehicles (73.7 %)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	15.4	16.7	21.3	26.1	27.1

Speeds Exceeded	15 mph	25 mph	35 mph	45 mph
	91.4 % (5086)	21.0 % (1171)	0.2 % (11)	0.0 % (0)

Study Grand Totals

	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
Combined	5565	2147	997	909	674	457	232	102	29	11	6	1	0	0
		38.6 %	17.9 %	16.3 %	12.1 %	8.2 %	4.2 %	1.8 %	0.5 %	0.2 %	0.1 %	0.0 %	0.0 %	0.0 %
west-bound	3051	1088	540	507	394	284	148	61	15	11	3	0	0	0
		35.7 %	17.7 %	16.6 %	12.9 %	9.3 %	4.9 %	2.0 %	0.5 %	0.4 %	0.1 %	0.0 %	0.0 %	0.0 %
east-bound	2514	1059	457	402	280	173	84	41	14	0	3	1	0	0
		42.1 %	18.2 %	16.0 %	11.1 %	6.9 %	3.3 %	1.6 %	0.6 %	0.0 %	0.1 %	0.0 %	0.0 %	0.0 %

City of Ashland

Public Works/Engineering Department
Traffic Study Report

Iowa Street : -
Fairview : to
Sherman :

Site: Eng - 09-2014
Tuesday, 09/23/14 1:00 PM -
Monday, 09/29/14 7:00 AM

Speed Grand Totals

Hourly Averages west-bound

mph	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
12:00 AM	2.5	1.3	0.3	0.3	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.2	0.7	0.0	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	2.2	1.8	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	4.0	1.7	0.5	0.7	0.5	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	14.2	6.6	3.0	1.6	2.0	0.8	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	29.6	15.2	4.6	4.2	3.0	1.0	1.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0
9:00 AM	36.8	18.6	4.8	3.4	5.8	1.6	0.8	1.0	0.6	0.2	0.0	0.0	0.0	0.0
10:00 AM	36.0	20.4	5.8	3.0	3.8	1.6	0.2	0.6	0.0	0.4	0.0	0.0	0.0	0.2
11:00 AM	41.0	22.2	5.4	4.0	5.2	2.2	1.2	0.6	0.2	0.0	0.0	0.0	0.0	0.0
12:00 PM	48.8	22.6	8.8	7.4	5.0	3.0	0.8	0.6	0.4	0.2	0.0	0.0	0.0	0.0
1:00 PM	41.8	22.2	8.7	3.3	2.8	2.8	1.2	0.8	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	40.2	21.0	6.5	4.2	3.5	2.8	1.3	0.7	0.2	0.0	0.0	0.0	0.0	0.0
3:00 PM	45.7	24.2	7.7	5.3	4.5	2.0	1.2	0.5	0.3	0.0	0.0	0.0	0.0	0.0
4:00 PM	47.0	24.8	7.0	5.3	4.5	3.0	1.2	0.8	0.3	0.0	0.0	0.0	0.0	0.0
5:00 PM	53.3	27.5	10.2	5.7	3.8	3.7	1.3	0.8	0.2	0.2	0.0	0.0	0.0	0.0
6:00 PM	51.0	26.7	8.2	5.8	5.8	1.7	1.8	0.7	0.3	0.0	0.0	0.0	0.0	0.0
7:00 PM	31.2	18.8	3.3	2.5	3.2	2.3	0.5	0.3	0.0	0.0	0.2	0.0	0.0	0.0
8:00 PM	22.0	10.5	3.7	3.0	2.5	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	20.2	11.8	1.5	2.8	2.0	1.0	0.5	0.3	0.2	0.0	0.0	0.0	0.0	0.0
10:00 PM	10.2	4.5	1.5	1.7	1.0	0.8	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	7.3	4.2	0.5	1.2	0.8	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	587.9	308.8	92.4	65.8	60.0	33.7	14.5	8.5	2.9	1.0	0.2	0.0	0.0	0.2

Average (Mean) 19.7 mph **Minimum** 5.1 mph **Maximum** 50.3 mph **Pace Range** 14.3 - 24.3 mph 2306 vehicles (69.4 %)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	13.8	14.9	19.6	25.0	26.2

Speeds Exceeded	15 mph	25 mph	35 mph	45 mph
	84.1 % (2793)	15.3 % (509)	0.1 % (3)	0.0 % (1)

Study Grand Totals

	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
west-bound	3321	1747	522	371	335	192	83	48	16	5	1	0	0	1
		52.6 %	15.7 %	11.2 %	10.1 %	5.8 %	2.5 %	1.4 %	0.5 %	0.2 %	0.0 %	0.0 %	0.0 %	0.0 %

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Speed Grand Totals

Hourly Averages east-bound

mph	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
12:00 AM	4.2	0.8	1.0	1.0	0.8	0.0	0.2	0.2	0.0	0.2	0.0	0.0	0.0	0.0
1:00 AM	1.5	0.3	0.0	0.3	0.3	0.3	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
2:00 AM	1.2	0.5	0.3	0.0	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.3	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.7	0.2	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	3.2	0.8	0.7	0.5	0.7	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	5.2	1.5	0.7	1.7	0.5	0.0	0.5	0.2	0.0	0.2	0.0	0.0	0.0	0.0
7:00 AM	20.0	9.2	3.4	1.8	2.6	1.4	0.8	0.4	0.2	0.2	0.0	0.0	0.0	0.0
8:00 AM	36.0	14.2	6.2	5.6	4.8	2.8	2.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0
9:00 AM	30.8	13.2	6.8	3.0	4.4	2.4	0.2	0.4	0.2	0.0	0.2	0.0	0.0	0.0
10:00 AM	35.6	17.2	6.2	6.6	3.0	1.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	37.6	21.4	6.4	3.4	3.2	1.8	1.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0
12:00 PM	38.2	19.4	5.6	4.8	3.6	1.8	1.8	0.6	0.4	0.2	0.0	0.0	0.0	0.0
1:00 PM	30.8	14.8	5.2	4.2	3.3	2.2	0.5	0.3	0.3	0.0	0.0	0.0	0.0	0.0
2:00 PM	31.0	16.0	5.3	2.8	3.7	1.5	0.7	0.8	0.2	0.0	0.0	0.0	0.0	0.0
3:00 PM	38.8	19.7	6.5	6.3	3.5	2.0	0.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	36.2	17.3	7.0	5.3	3.7	1.3	0.8	0.2	0.5	0.0	0.0	0.0	0.0	0.0
5:00 PM	30.8	14.0	6.3	3.8	3.5	1.8	0.5	0.7	0.2	0.0	0.0	0.0	0.0	0.0
6:00 PM	31.0	13.5	5.8	5.0	3.2	2.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	17.5	8.7	3.8	1.8	1.7	0.5	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	12.2	5.2	1.8	1.3	2.2	0.5	0.7	0.3	0.0	0.2	0.0	0.0	0.0	0.0
9:00 PM	10.0	4.5	1.7	1.8	0.5	1.0	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	6.5	2.7	1.2	1.0	0.5	0.5	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	5.0	3.3	0.7	0.2	0.5	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Daily Average	464.2	218.6	82.9	62.7	50.1	25.8	13.1	7.1	2.3	1.1	0.2	0.2	0.0	0.0

Average (Mean) 20.3 mph **Minimum** 5.1 mph **Maximum** 39.9 mph **Pace Range** 15.9 - 25.9 mph 1901 vehicles (73.5 %)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	14.4	15.6	20.2	25.2	26.1

Speeds Exceeded	15 mph	25 mph	35 mph	45 mph
	88.2 % (2281)	16.1 % (416)	0.2 % (5)	0.0 % (0)

Study Grand Totals

	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
east-bound	2587	1217	463	351	279	143	72	41	13	6	1	1	0	0
		47.0 %	17.9 %	13.6 %	10.8 %	5.5 %	2.8 %	1.6 %	0.5 %	0.2 %	0.0 %	0.0 %	0.0 %	0.0 %

City of Ashland

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Iowa Street : -
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Site: Eng - 09-2014
Tuesday, 09/23/14 1:00 PM -
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Speed Grand Totals

Hourly Averages Combined

mph	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
12:00 AM	6.7	2.2	1.3	1.3	1.0	0.3	0.2	0.2	0.0	0.2	0.0	0.0	0.0	0.0
1:00 AM	2.7	1.0	0.0	0.7	0.3	0.3	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0
2:00 AM	2.5	1.5	0.7	0.0	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.5	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.0	0.5	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.3	2.7	0.8	0.5	0.7	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	9.2	3.2	1.2	2.3	1.0	0.5	0.7	0.2	0.0	0.2	0.0	0.0	0.0	0.0
7:00 AM	34.2	15.8	6.4	3.4	4.6	2.2	0.8	0.6	0.2	0.2	0.0	0.0	0.0	0.0
8:00 AM	65.6	29.4	10.8	9.8	7.8	3.8	3.2	0.4	0.4	0.0	0.0	0.0	0.0	0.0
9:00 AM	67.6	31.8	11.6	6.4	10.2	4.0	1.0	1.4	0.8	0.2	0.2	0.0	0.0	0.0
10:00 AM	71.6	37.6	12.0	9.6	6.8	3.2	1.2	0.6	0.0	0.4	0.0	0.0	0.0	0.2
11:00 AM	78.6	43.6	11.8	7.4	8.4	4.0	2.2	0.8	0.2	0.0	0.0	0.2	0.0	0.0
12:00 PM	87.0	42.0	14.4	12.2	8.6	4.8	2.6	1.2	0.8	0.4	0.0	0.0	0.0	0.0
1:00 PM	72.7	37.0	13.8	7.5	6.2	5.0	1.7	1.2	0.3	0.0	0.0	0.0	0.0	0.0
2:00 PM	71.2	37.0	11.8	7.0	7.2	4.3	2.0	1.5	0.3	0.0	0.0	0.0	0.0	0.0
3:00 PM	84.5	43.8	14.2	11.7	8.0	4.0	1.7	0.8	0.3	0.0	0.0	0.0	0.0	0.0
4:00 PM	83.2	42.2	14.0	10.7	8.2	4.3	2.0	1.0	0.8	0.0	0.0	0.0	0.0	0.0
5:00 PM	84.2	41.5	16.5	9.5	7.3	5.5	1.8	1.5	0.3	0.2	0.0	0.0	0.0	0.0
6:00 PM	82.0	40.2	14.0	10.8	9.0	3.7	2.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0
7:00 PM	48.7	27.5	7.2	4.3	4.8	2.8	0.8	1.0	0.0	0.0	0.2	0.0	0.0	0.0
8:00 PM	34.2	15.7	5.5	4.3	4.7	2.2	1.3	0.3	0.0	0.2	0.0	0.0	0.0	0.0
9:00 PM	30.2	16.3	3.2	4.7	2.5	2.0	0.8	0.5	0.2	0.0	0.0	0.0	0.0	0.0
10:00 PM	16.7	7.2	2.7	2.7	1.5	1.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	12.3	7.5	1.2	1.3	1.3	0.7	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Daily Average	1052.1	527.4	175.3	128.5	110.1	59.5	27.7	15.7	5.2	2.0	0.4	0.2	0.0	0.2

Average (Mean) 20.0 mph **Minimum** 5.1 mph **Maximum** 50.3 mph **Pace Range** 15.1 - 25.1 mph 4177 vehicles (70.7 %)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	14.0	15.2	19.9	25.0	26.2

Speeds Exceeded	15 mph	25 mph	35 mph	45 mph
	85.9 % (5074)	15.7 % (925)	0.1 % (8)	0.0 % (1)

Study Grand Totals

	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
Combined	5908	2964	985	722	614	335	155	89	29	11	2	1	0	1
		50.2 %	16.7 %	12.2 %	10.4 %	5.7 %	2.6 %	1.5 %	0.5 %	0.2 %	0.0 %	0.0 %	0.0 %	0.0 %
west-bound	3321	1747	522	371	335	192	83	48	16	5	1	0	0	1
		52.6 %	15.7 %	11.2 %	10.1 %	5.8 %	2.5 %	1.4 %	0.5 %	0.2 %	0.0 %	0.0 %	0.0 %	0.0 %
east-bound	2587	1217	463	351	279	143	72	41	13	6	1	1	0	0
		47.0 %	17.9 %	13.6 %	10.8 %	5.5 %	2.8 %	1.6 %	0.5 %	0.2 %	0.0 %	0.0 %	0.0 %	0.0 %

Transportation Commission

Action Summary

as of September 2014

Month Year	Item Description	Status	Date Complete
December 19 TC	Orange Ave. Bike Boulevard	TR13-14	
October 24 TC	Faith Ave. Sharrows/Signs	TR14-2	
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 implementation	
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: AUGUST, 2014 NO. OF ACCIDENTS: 21

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
2	7:58	Tue	E Main and Siskiyou	2	N	N	N	N	Y	Y	N	N	Dv2 ran red light and struck v1 in intersection. Dv2 found at fault, Cited for FTOTCD, Drving Unisured.
4	17:11	Mon	E Main at N First St	2	Y	N	N	N	Y	N	N	N	Ped in crosswalk; DV1 stopped for ped in crosswalk and was rearended by v2. Dv2 cited for following too close
6	12:58	Wed	Lithia Way at N First St	3	Y	N	P	N	Y	Y	N	N	Ped in crosswalk; while stopped in traffic, v3 rearended v2 pushing it into v1. Dv3 cited for following too close, DWS, Uninsured.
7	07:33	Thur	Terra Av @ Siskiyou Blvd	1	N	Y	Y	N	N	N	N	N	Bicyclist crossing the street was struck by car pulling out from a stop sign. Bicyclist on sidewalk, not bikelane. Minor injury. No citation.
7	09:47	Thur	N Main St near Water St	2	Y	N	Y	N	Y	Y	N	N	Ped in crosswalk; dv1 (motorcycle) stopped for ped crossing was struck by v2. Injury to motorcyclist. Dv2 cited for following too close.
8	09:28	Fri	B St @ Eighth St	2	N	N	Y	N	Y	Y	N	N	Dv1 failed to stop at stop sign, entered intersection and was struck by dv2, Tbone. V1 rolled. Dv1 cited for FTYTCD. Dv2 taken to hospital by ambulance.
8	14:20	Fri	E Main at N First St	2	Y	N	Y	N	N	Y	N	N	Dv1 crossing through intersection was struck by v2 who was attempting to cross E Main. Dv2 at fault for failure to yield right of way, no citation. Dv2 transported to hospital.
10	21:40	Sun	Chestnut St near Catalina Dr	2	N	N	P	N	N	Y	N	N	V1 stalled on a hill and rolled backward into parked V2. Unknown $ damage. No citation.

MOTOR VEHICLE CRASH SUMMARY

MONTH: AUGUST, 2014 NO. OF ACCIDENTS: 21

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
14	16:13	Thr	E Main St near Wightman	2	N	N	P	N	Y	N	N	N	DV1 (scooter) attemped to pass v2 on the right via the bike lane just as V2 made a right turn. Possible injury to Dv1. warning only.
14	16:14	Thr	Ashland St near Washington St	2	N	N	P	N	N	Y	N	N	DV1 attempted left turn out of parking lot, crossing 2 lanes of traffic. Struck v2, passenger side rear. No citation.
15	18:50	Fri	N Mountain Av @ Mt Meadows Dr	2	N	N	N	N	Y	Y	N	N	DV2 travelling south was struck by v1 who attempted a left turn. Dv1 cited Dangerous Left Turn.
18	13:25	Mon	N Mountain Av @ E Main St	2	N	N	P	N	Y	Y	N	N	Dv1 attempted a left turn and struck v2 in intersection. Dv2 swerved, hit a boulder on the corner of intersection and rolled. Dv1 Cited for careless driving.
19	08:51	Tue	Siskiyou Blvd @ E Main	2	N	N	Y	N	N	Y	N	N	Dv1 fell asleep and crashed into parked v2 that was in a parking bay next to Siskiyou Blvd. Dv1 injured. No citation
20	12:21	Wed	N Pioneer St near B St	2	N	N	N	N	N	Y	N	N	Dv1 struck v2 (parallel parked on street) while pulling out of parking lot. Minor damage, no injury, no citation.
25	14:40	Mon	N Mountain Av @ Village Green Drive	1	N	N	N	N	N	Y	N	N	Dv1 struck a median with an ornamental boulder in it while turning left. Damage to V1, no injuries, no citation.
29	UNK	Fri	B St near Water St	2	N	N	U	U	N	Y	Y	N	V1 was struck while parked. No leads nor suspects.
29	UNK	Fri	Terra Av near Siskiyou Blvd	1	N	N	U	U	N	Y	Y	N	Utility pole and communications equipment was found damaged due to motor vehicle accident. No leads nor suspects.
29	15:30	Fri	Park St near Siskiyou Blvd	2	N	N	N	N	Y	Y	N	N	Dv1 struck v2 and left scene. A week later, Dv1 came to police station to admit fault. Was cited for DWS.

MOTOR VEHICLE CRASH SUMMARY

MONTH: AUGUST, 2014 NO. OF ACCIDENTS: 21

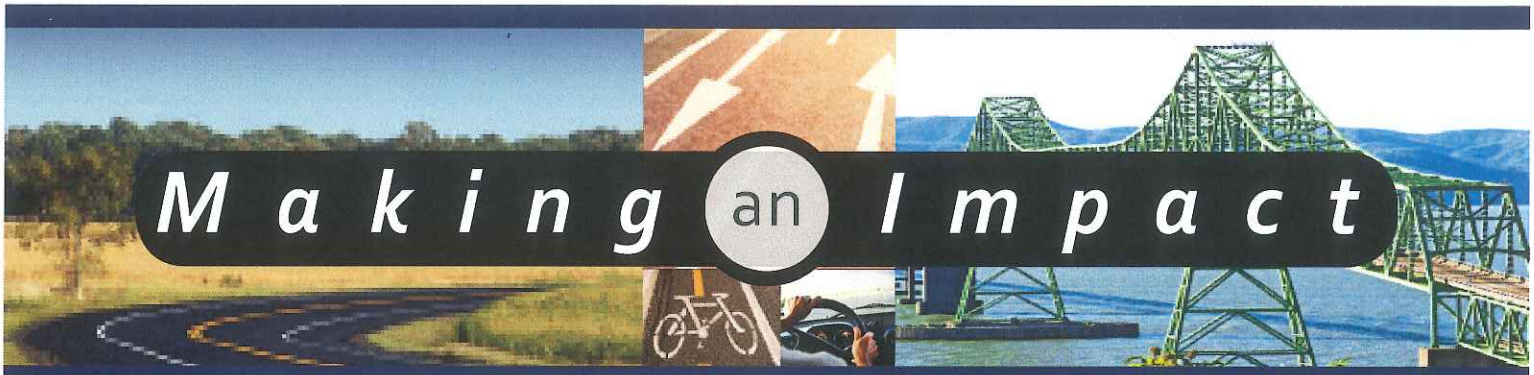
DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
29	15:38	Fri	Lithia Way at E Main St	2	N	N	Y	N	N	Y	N	N	Dv2 ran red light and struck v1 in intersection. Possible injury to Dv1. Dv2 found at fault, no citation issued.
29	23:15	Fri	Siskiyou Blvd @ Palm Av	2	Y	N	Y	N	Y	Y	N	N	ped in crosswalk; Dv1 stopped for ped to walk across in crosswalk when dv2 rearended v1. Dv1 injured and transported. dv2 cited for careless driving.
30	08:12	Sat	Clay St near E Main St	4	N	N	N	N	N	Y	N	N	Dv1 was swatting at a bug and ran into parked v2 pushing it into v3 then v4. No citation.

MOTOR VEHICLE CRASH SUMMARY

MONTH: SEPT NO. OF ACCIDENTS:15

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
1	6:46	Wed	Wightman St	1	N	N	N	N	Y	Y	N	N	Dv1 leaving SOU parking lot. Dv1 hit gas instead of break, ran into SOU dining Commons.
3	12:02	Fri	Siskiyou and E Main	2	N	N	N	N	Y	Y	N	N	Dv1 was stopped at light at Siskiyou and E Main. Dv2 rear ended V1.
3	12:47	Fri	Ashland Hidden Springs Pk Lot	2	N	N	N	N	Y	Y	Y	N	Dv2 backing into parked V2. Dv2 fled the scene. Came back later.
4	17:20	Sat	Siskiyou and Tolman Cr Rd	2	N	N	N	N	Y	Y	N	N	Dv1 failed to yield the right of way to Dv2 and crossed infront of Dv2. Dv2 cited for FTOCTD
5	8:57	Fri	Siskiyou and Mistletoe Rd	2	N	N	Y	N	N	Y	N	N	Dv2 passed Dv1 then slamed on breaks. Dv1 then hit Dv2
5	13:10	Fri	Oak and Lithia Way	1	Y	N	Y	N	Y	N	N	N	Dv1 failed to yield to a FTOTCD and hit two ped in crosswalk. Cited for FTOTCD
11	16:02	Thur	73 Winburn Way	2	N	N	N	N	N	N	N	N	Dv2 hit V1 while trying to park.
11	23:25	Thur	Windsor and Walker Ave	1	N	N	N	Y	Y	Y	Y	N	Dv2 hit light post when leaving parking spot. Dv2 was arrested for hit and run and DUI.
16	12:10	Tue	Garfield and Iowa St	2	N	N	N	N	N	Y	N	N	Dv2 hit Dv1. NA to who is at fault.
16	13:04	Tue	Safeway Parking Lot and Sherman St	2	N	N	N	N	N	Y	N	N	Dv1 exited safeway parking lot and hit Dv2.

17	8:18	Wed	Clay St and McCall Dr	2	N	N	Y	N	Y	Y	N	N	Dv2 was traveling on clay st. Dv1 hit Dv2 as Dv1 turned onto clay street.
19	8:19	Fri	Siskiyou Blvd	2	N	N	N	N	N	N	N	N	Dv2 changed lanes hitting Dv1 traveling in same direction.
20	12:32	Sat	E Main and BreadBoard	2	N	N	Y	N	N	N	N	N	Dv2 hit Dv1 as Dv1 turned into breadboard parking lot.
29	7:55	Mon	Siskiyou and Wightman St	3	N	N	N	N	Y	Y	N	N	Dv1 and Dv2 were stopped. Dv3 hit Dv2 which caused Dv2 into Dv1.
29	17:06	Mon	Ashland St and Soiman Creek Rd	3	N	N	N	N	Y	Y	N	N	Dv3 and Dv2 were stopped. Dv1 hit Dv3 which caused Dv3 into Dv2.

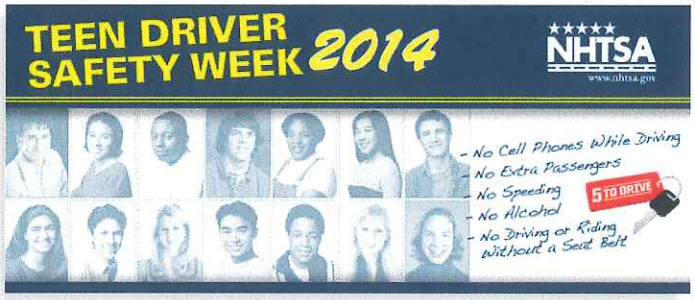


Making an Impact

October 2014 - Vol. 2, Issue 1

National Teen Driver Safety Week is October 19 - 25, 2014

National Teen Driver Safety Week is a time to raise awareness of teen driver safety topics and to encourage safe teen driver and passenger behavior.



Did You Know?

- Speeding was a factor in crashes for 35% of the teen drivers in fatal crashes in 2011.
- Over half of the teen drivers of passenger vehicles who died were unrestrained.
- One teen's behavior can affect his peers' behavior. When the teen driver in a fatal crash was unrestrained, almost four fifths of that driver's teen passengers were unrestrained as well.
- 505 people died in crashes in which 14 to 18-year-old drivers had alcohol in their systems.
- 12% of teen drivers involved in fatal crashes were distracted at the time of the crash.

What Can I Do?

- Distribute flyers and post banner messages on Social Media provided by *Traffic Safety Marketing*.
- Get educated and start the conversation about Teen Driver Safety Topics at Parents Central's *Teen Driving Hub (flyers and multimedia also featured)*.
- Learn about problems, solutions, facts, and data in the Teen Driver issue of NHTSA's *Safety in Numb3rs Newsletter* and share with others!

TSC Highlight: Talent

This month we share our interview with Zac Moody from the **Talent Traffic Safety and Transportation Commission** (TTSTC). Zac has been a part of the Commission for 1 year.

Q: Zac, what brought you to be involved in TTSTC?

ZM: I am the Planning Director.

Q: What are some of TTSTC's most notable traffic safety achievements?

ZM: Helping to create a pedestrian access.

Q: What have you learned during your involvement with the Commission?

ZM: Communication with the community is necessary.

Q: What traffic safety method would you encourage others to learn about in looking to make their community safer?

ZM: Traffic calming.

**Traffic calming consists of physical design and other measures, including narrowed roads and speed humps, put in place on roads for the intention of slowing down or reducing motor-vehicle traffic as well as to improve safety for pedestrians and cyclists.*

Get In on the Oregon *Drive Less* Challenge!

The second annual Oregon *Drive Less* Challenge, spearheaded by ODOT and its partners, is currently taking place, with an ambitious goal: eliminating one million vehicle miles traveled in 14 days.

With a deadline of October 19th, the challenge aims to connect Oregonians with green, healthy travel options.

Participants are encouraged to pedal their way, walk, share the ride and tap into transit and train travel throughout the challenge.

"Having options for travel is the kind of thing that contributes to the high quality of life we strive for in Oregon, and we want to help Oregonians connect with the many different transportation options available – and maybe try something new," said ODOT Director Matthew Garrett.

To join this year's Oregon *Drive Less* Challenge, sign up for free at *DriveLessConnect.com*.

Then, from now through October 19th, simply log bus, train, bike, carpool, vanpool, walk, skateboard and/or carshare trips for work, errands or play, plus teleworking, for the chance to win prizes totaling more than $15,000 in value.

Grand prizes include a custom folding bike from Eugene-based Bike Friday valued at $2,600, or one of two $500 Oregon getaway gift cards. Daily prizes include KEEN shoes, Nutcase Helmets and Kindle Fires. Individuals can join at any point during the Challenge.

Those interested can also request local informational kits that include a free travel tool (while supplies last); examples include a free flashing magnetic LED reflector light or reflective Velcro leg strap for cycling.

Local transportation options providers are offering assistance in finding carpools or vanpools, navigating bus schedules and routes, determining bike routes and answering challenge-related questions.

To find your local transportation options providers, visit *drivelessconnect.com/local-support.*

Oregon Impact

Janelle Lawrence
Executive Director - Oregon Impact
OregonImpact.org

Comments or Questions?
We invite you to contact us at:
http://oregonimpact.org/contact-us/

SUBSCRIBE amazon Smile Donate

Funded through a grant from ODOT - Transportation Safety Division.
www.oregon.gov/ODOT/TS

Free Traffic Safety Workshops are Back for Fall

Sponsored by ODOT - Transportation Safety Division and NHTSA. Workshops are taught by Mojie Takallou, Ph.D, P.E., of the Department of Civil Engineering - University of Portland. *Sign up* for a workshop today!

Topic	Date	City
Improving Safety Features on Highways, Local Roads, and Streets	Oct 13	Astoria
	Oct 15	Eugene
	Oct 16	The Dalles
	Oct 20	Hillsboro
	Oct 27	Bend
	Nov 17	Albany
Challenges, Strategies, and Obligations of Law Enforcement Agencies for the 21st Century	Oct 22 / 29	Hillsboro
	Nov 7	Lincoln City

Be Extra Alert for Wildlife

October and November are the two busiest months for vehicle-wildlife collisions. With more wildlife crossing roads all over the state, motorists are urged to be on alert.

According to statistics, wildlife-involved traffic collisions have been on the rise in Oregon. In 2013, ODOT received reports of 1,274 such crashes. Officials believe the numbers are actually higher as most collisions involving wildlife result in property damage only to the involved vehicle and are not reported to police or DMV.

Fall weather often encourages motorcycle trips, so these operators should be especially vigilant: just as you continually watch for vehicles entering the roadway, be alert for wildlife, who when startled may even go back across a road they just crossed.

The following information may help reduce these incidents:

~ Be especially attentive from sunset to sunrise.

~ When driving in areas that have special signs indicating the possible presence of wildlife, use extra caution.

~ Be extra careful in areas where there is heavy vegetation next to the road or while going around curves. Wildlife near the road may not be visible.

~ Remember that the presence of any type of animal/wildlife could also mean that others are nearby.

~ When you see an wildlife on or near the roadway, reduce your speed and try to stay in your lane. Many serious crashes are the result of drivers swerving to avoid wildlife or other obstacles and they crash or lose control of their vehicle.

~ Always wear your safety belt, as even the slightest collision could result in serious injuries.

Watch ODOT's Oregon Wildlife Undercrossing Video *here.*

Safe Streets for Halloween

Halloween is a cherished tradition but the excitement of the night can cause children to forget to be careful. There is no "trick" to making Halloween a treat for the entire family. Both children and adults need to think about safety on this annual day of make-believe.

Walk Safely

- Cross the street at corners, using traffic signals and crosswalks.
- Look left, right and left again when crossing and keep looking as you cross.
- Put electronic devices down and keep heads up and walk, don't run, across the street.
- Teach children to make eye contact with drivers before crossing in front of them.
- Always walk on sidewalks or paths. If there are no sidewalks, walk facing traffic as far to the left as possible.
- Watch for cars that are turning or backing up. Teach children to never dart out into the street or cross between parked cars.

Keep Costumes Safe

- Decorate costumes and bags with reflective tape or stickers and, if possible, choose light colors.
- Choose face paint and makeup whenever possible instead of masks, which can obstruct a child's vision.
- Have kids carry glow sticks or flashlights to help them see and be seen by drivers.
- Select a costume in the right size to prevent trips and falls.

Drive Extra Carefully

- Slow down and be especially alert in residential neighborhoods. Children are excited on Halloween and may move in unpredictable ways.
- Take extra time to look for kids at intersections, on medians and on curbs.
- Enter and exit driveways and alleys slowly and carefully.
- Eliminate any distractions inside your car so you can concentrate on the road and your surroundings.
- Drive slowly, anticipate heavy pedestrian traffic and turn your headlights on earlier in the day to spot children from greater distances.

Popular trick-or-treating hours are 5:30 p.m. to 9:30 p.m. so be especially alert for kids during those hours.

Learn more at: ***SafeKids.org***

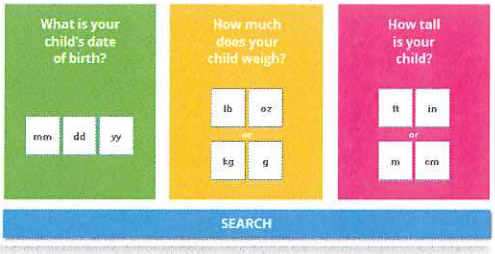
Car Seat Check-Up Events and Fitting Stations

For all event listings, appointment options, best practice information, and other resources, visit http://oregonimpact.org/car-seat-resources/

Date	City	Location	Address	Time
10/18	Beaverton	Kuni Collision Center	3725 SW Cedar Hills Blvd	9 am - 12:30 pm
10/18	Clackamas	Kohl's	8500 SE Sunnyside Rd	9 am - 11:30 am
10/22	Albany	Albany Fire # 12	120 34th Ave SE	4:30 pm - 7 pm
10/25	Sherwood	Sherwood Police	20495 SW Borchers Dr	10 am - 1 pm
10/25	Salem	Salem Hospital	Mission and Capitol SE	12:30 pm - 2 pm
10/29	Bend	Bend Fire	1212 SW Simpson	10 am - 1 pm
10/29	Forest Grove	Forest Grove Fire	1919 Ash St	3 pm - 5 pm
10/30	Eugene	Eugene Fire	1725 W 2nd Ave	4 pm - 6 pm
11/1	Lake Oswego	Lake Oswego Fire	300 B St	10 am - 1:30 pm

New Car Seat Finder Tool

NHTSA's new ***Car Seat Finder Tool*** is aimed at helping parents select the right car seat or booster seat for their child, while the ***"Don't Delay. Register Your Car Seat Today."*** campaign urges caregivers to register their car seat so manufacturers know how to notify them of a recall and how to receive the free fix.



NHTSA's Parent Central site provides direct links to manufacturer's registration pages.

Users are encouraged to use the updated SaferCar app which now allows a search for car seat recalls. The app provides information on where people can go for help in installing their car seats.

NHTSA offers the following safety tips related to recalls:

- Utilize Car Seat Finder Tool to determine the right seat for your child based on age and size;
- Read car seat instructions and labels, and read vehicle owner's manual for important information on installing the seat in your particular vehicle;
- Register your child's car seat with the manufacturer to ensure you receive important safety recall notifications;
- If your child's car seat is subject to a recall, contact the manufacturer and follow their guidance to receive a free fix for your seat.

Halloween Drunk Driving Prevention Tools

Traffic Safety Marketing offers several tools which can be used to promote impaired driving prevention this Halloween. These include Posters, Banners, Radio and TV ads, and videos based on two basic principles: ***Buzzed Driving Is Drunk Driving*** *(social norming);* and ***Drive Sober or Get Pulled Over*** *(enforcement).*

Find these and other tools *here*.

Seat Belts Save Challenge

Nationally, more than 50% of all teen drivers and more than 60% of all teen passengers who die in car crashes are not wearing their seat belts.

NOYS *(Nat'l Org. for Youth Safety)*, NHTSA and The Nat'l Road Safety Foundation's *Seat Belts Save Challenge* is working to change that.

Be part of this life-saving initiative by using social media to spread the word; encouraging high school students, teachers, and administrators to register for the *Challenge* by **October 17th.**

* Connect with *Seat Belts Save* on *Facebook* and *Twitter* to share the messages.

* Follow and join the conversation using *#SeatBeltsSaveU*

* Use creative social media ideas, plus sample tweets and posts, from the *Seat Belts Save Implementation Guide*.

* Link to *SeatBeltsSave.org* to share Challenge incentives - including $10,000 in prizes for schools.

Halloween Safety Infographic Link

The deadliest day of the year for child pedestrians is Halloween.

On average, over two times as many child pedestrians die on Halloween compared to other days.

This Halloween Safety infographic has safety facts and tips to make sure you and your children have a safe and happy Halloween!

Halloween Safety Infographic Link