

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
February 26, 2015
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 25, 2014 & November 20, 2014
- IV. **PUBLIC FORUM**
- V. **NEW BUSINESS**
 - A. N. Main Crosswalk Discussion (45 min.)
 - Continued discussion with Traffic Engineer
 - B. Pedestrian Network Prioritization (45 min.)
 - Discuss and Prioritize Pedestrian Network TSP Projects
 - C. Transportation Commission Update to Council (10 min.)
- VI. **OLD BUSINESS**
- VII. **FOLLOW UP ITEMS**
 - A. Audible Pedestrian Signals (5 min.)
 - B. Speed Zone-Ashland St. (5 min.)
- VIII. **INFORMATIONAL ITEMS**
 - A. Traffic Crash Mapping
 - B. Action Summary
 - C. Traffic Crash Summary
 - D. Oregon Impact January Newsletter
- IX. **COMMISSION OPEN DISCUSSION**
- X. **FUTURE AGENDA TOPICS**
 - A. Public Outreach/Education
 - B. Normal Ave. Neighborhood Plan Discussion
 - C. Traffic Control Resolution Update
 - D. Traffic Crash Summary PD letter
 - E. Siskiyou Blvd. Corridor Study
- XI. **ADJOURNMENT:** 8:00 PM

Next Meeting Date: March 26, 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

Transportation Commission

Contact List as of February 2015

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 Vieville	Commissioner	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	macledds@ashland.or.us	
Scott Hollingsworth	Fire Dept	541-552-2932	20 E. Main Street	hollings@ashland.or.us	
Honoré 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	fleuys@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	

**ASHLAND TRANSPORTATION COMMISSION
MINUTES
NOVEMBER 20, 2014**

These minutes are pending approval by the Transportation
Commission.

CALL TO ORDER: Chair David Young called the meeting to order at 6:00 p.m. in the Civic Center Council Chambers, 1175 E. Main Street.

Commissioners Present: Joe Graf, Alan Bender, Corinne Viéville and David Young

Commissioners Absent: Shawn Kampmann

Staff Present: Scott Fleury, and Tami De Mille-Campos

Council Liaison Present: Carol Voisin

ANNOUNCEMENTS

Quorum check for next meeting (December 18th) – Graf, Bender and Viéville will be available. Chair Young won't be available for the December and January meetings due to traveling. Will need to check with Kampmann and then get back to the committee.

CONSENT AGENDA

Approval of Minutes: October 23, 2014

Graf has a correction to the October minutes where it says "The commission decided to go down the list one by one and decide on whether to keep the project in the list or remove it. Then at a subsequent meeting they will go back through the ones that they kept and rank them." He thinks there needs to be an explanation regarding the fact that the projects are not being removed from the TSP, they will just be listed as unfunded. Fleury will come up with new verbiage to use instead of using the word "remove":

Approved unanimously.

September 24, 2014

Chair Young mentioned during the North Main crosswalk discussion there was no mention of Kampmann saying anything negative but he voted against the motion so he must have said something in regards to voting no. Staff will review the recording and bring the minutes back for approval at the next meeting.

PUBLIC FORUM

None

NEW BUSINESS

RVTD 2014 Drive Less Connect: SOU, Individualized Marketing

Edem Gomez, TDM Planner

Individualized Marketing Campaign currently underway at Southern Oregon University (SOU) called Drive less Connect. Like all things TDM it is not infrastructure based. Their focus is on changing travel behaviors, for example reducing single occupancy vehicle trips by making people more multi modal; bicycling, walking, skateboarding, using transit or carpooling. One of the ways they can accomplish this is by employing a positive marketing strategy in showing the upsides of being multi modal. One of the messages they'll be using quite a bit at SOU is the environmental benefits. A unique part of the individualized marketing is the custom order kits. They use an opt-in strategy so instead of giving material to everyone they give students an order form to select all of the information they are interested in. There are transit kits, biking kits, walking/skateboard kits, as well as a rideshare kits. Using the

order form kind of ensures that they have "bought-in" to the program and they get the material they want. The kits are delivered to them at the SOU campus. RVTD will also be developing this program through outreach and events, as well as partnering with other student groups (Ecology Center of the Siskiyou's - ECOS, Community Research Center, Multi Cultural Committee).

The individualized marketing campaign is funded through the Oregon Department of Transportation (ODOT), using federal and state funds. ODOT is committed to using this marketing campaign as another TDM arm. Drive Less Connect SOU is a partnership between SOU and RVTD. RVTD will be doing the day-to-day work with the program, as far as implementation goes. They did get help from PacWest (a design and media group) and also Alta Planning who is very experienced with employing these programs. To start off they hired two student coordinators who are well connected to the campus already. They both make great ambassadors to the program.

Gomez added current enrollment at SOU shows about 6,200 students and that includes part time as well. SOU is a commuter school. Many of the students come from the surrounding cities so it is a group that can really benefit from this type of program.

He pointed out some of the resources they will be using throughout the year are the Commuter resource center which allows people that are commuting a space to rest or maybe even use a computer in between classes and commuting. In addition to that they will also be using the ECOS, the SOU outdoor program, they have a bike program and the event planning and involvement committee.

Gomez explained this is a yearlong approach; normally the individualized marketing campaigns are short (8-10 weeks) and they are residential. This is really exciting because this is the first time it has ever been administered on a University campus in the United States. They do a pre program baseline survey, before any marketing begins, to determine the normal modes of transport. Once the program ends they will do a post program survey. The difference is then used to determine the success of the program. The baseline survey shows that for the most part SOU is fairly multi modal and may be because there is a large group of students who live in Ashland. The survey shows 42% drive alone, 20% walk, 3% use transit, 6% bike and 22% carpool.

Bender said even though they are the Transit District and they like to push transit, the role they play isn't just to push people towards transit but to be a clearinghouse for all modes of transport. Gomez agrees with that, his role at RVTD is Transportation Demand Management (bicycling, ride share, skateboarding etc). He pointed out they also offer the bus pass program for SOU students. They pay \$15.00 out of pocket per term, which is a 90% reduction for them. He added he has been working with Danielle Mancuso, Assistant Director Student Life for Involvement and Roxane Beigel-Coryell, Sustainability & Recycling Coordinator. He said both of them have been great in helping him and the student coordinators to get everything set up.

Gomez brought up the RVTD levy that did not pass. Right now they are in the process of collecting qualitative information. They are doing a non board survey which basically is getting information about how residents are making those trips and where they are making those trips to. They are trying to get data regarding the evening and weekend service which they don't typically survey for. They are looking at about a 20% service reduction. They aren't making any changes now; they are waiting to collect the data before bringing it back to the board for their decision. He added they are in a bad position no matter what they do because the cuts will unfortunately have an effect on people no matter what. They will have two public meetings, one in December and one in January. He will send the information to the Commissioners in case they are interested in attending those meetings.

Bicycle Network Prioritization

Per the discussion at the October meeting staff is providing the Transportation Commission with the remaining high ranked projects for further discussion and prioritization. Fleury stated this ranking will be used for the CIP budget list. Graf pointed out project B29 shouldn't have been in the ranking list because they had decided at the October meeting to remove it from the priority ranking. Fleury said it was an oversight on staff's part.

Viéville/Graf m/s to approve the rankings as presented.

1-B17

2-B7

3-B19

4-B10

5-B16

6-B11 & B31

7- B13/B33

8-O4

All in favor. Motion passes.

OLD BUSINESS

FOLLOW UP ITEMS

Bike Lane letter of support-ODOT

Chair Young signed the letter of support to forward to ODOT.

Audible Pedestrian Signals

Fleury spoke to Dan Dorrell (ODOT) and informed him that we had everything in and are ready for their electric crew to come and install them. Dorrell is trying to get it scheduled. Per the grant, the work needs to be completed no later than February.

Viéville wanted to go over the list of APS buttons that need adjusting with Fleury again. The following still need adjusting:

Both sides of Walker crossing Siskiyou

Lithia at Pioneer adjacent to vehicles stopped at light

Viéville added she also would like a yellow flasher at Siskiyou at either Clay or Faith. She said Faith may be better because it is near the bus stop and has a sidewalk.

INFORMATIONAL ITEMS

Action Summary

Traffic Crash Summary

Officer MacLennan went over a few of the accidents on the crash summary.

Viéville asked about the parking at The Ashlander's on Siskiyou. On the uphill side of Siskiyou they park across the sidewalk. She isn't sure if that is the only thing they can do or if they are doing it carelessly but if you are walking along you have to go out into the dirt or the grass to get around the parked cars. MacLennan said they should not be on any part of the asphalt. He will go by and keep an eye on it.

Fleury asked if MacLennan has had any issues with Clover Lane because he received a phone call from a woman regarding the crash on Clover and referred to it as a race track. MacLennan has not heard anything. Fleury said he will be sure to get all of the data to him once they wrap up the traffic counters.

Oregon Impact November Newsletter

COMMISSION OPEN DISCUSSION

Viéville asked about Kim Parducci coming back regarding the North Main crosswalks. Fleury stated she probably won't be able to come back until January. He wants to wait until we have pretty solid concurrence from ODOT and ODOT is probably going to want a higher level of design than what we have now. So staff will likely have to do some internal design and layout before ODOT is in concurrence. Once that happens, then staff will bring the design back to the Transportation Commission. Right now the person that works on design is tied up on another project but once he gets a little further along then he can work with Parducci on this design.

Chair Young pointed out he did not see the Downtown Parking Committee update on this agenda. He added he has deferred to Faught in facilitating in this current phase of the process. He said Faught met with the Chamber board and at the last downtown meeting the Chamber gave a prepared speech which essentially was asking for a do-over; including some pretty lofty ideas but nothing specific and when pressed by others about what specifics they had in mind there wasn't any specific solutions. He added he is at a deflated moment but he is trusting in Faught.

Graf shared that he is brand new to this commission and has only been to one meeting so far so he isn't quite as jaded yet. The biggest question that he sees is that it hasn't been resolved whether there is really a parking problem and if there is a parking problem whether it is really a supply problem or a distribution problem. There is a perceived problem that there isn't enough parking spaces and that is what a lot of the downtown businesses are operating on. Chair Young added it isn't a perceived problem but rather a stated problem. Our consultant has found it to be a distribution problem. The consultant has recommended a fix to the distribution problem with changing the time limit areas and implementing residential/employee parking permits. We were headed down that path and then all of the sudden everything changes. He pointed out we have spent almost a year working on this and now we have used up all of our consultant time without even exploring any of the multi-modal elements and we still aren't anywhere near a resolution.

Bender asked about creating a road diet on the other side of downtown or does it not meet warrants? Chair Young said there are already bike lanes and sidewalks on Siskiyou. Bender was referring to taking it down to one driving lane in each direction. He stated it is probably too radical but there are those that feel that it would be good to calm things on that end of town. Chair Young pointed out that kind of goes along with the Siskiyou Blvd. future discussion item. Viéville said the speed limit increases out there and which is part of the problem and she wonders if the speed limit could be decreased? Fleury said ODOT actually did a speed study a few years ago because there was a complaint near Tolman Creek. The State Traffic Engineer came back and said they were going to leave it as is. He said we can ask them to revisit the request. Viéville pointed out that is a safe route to school. Fleury said he thinks the first thing they should probably do is talk to Dorrell about putting a crossing there. He will talk to him about it and

Chair Young asked about the two vacancies. Voisin said she is working on it with a few people and Fleury said Faught is also working on a few people as well.

Chair Young informed the committee that Faught had called him to let him know that due to the changes made to the Municipal Code a few months ago his term as Chair will run through April, 2016.

FUTURE AGENDA TOPICS

Pedestrian Network Prioritization - Fleury was going to start this at the next meeting, if there is a quorum.

Public Outreach/Education

Traffic Control Resolution Update - Fleury is still waiting to get the information from the City of Medford so he can compile his staff report.

Traffic Crash Summary PD letter

Siskiyou Blvd. Corridor

ADJOURNMENT

Meeting adjourned at 7:35 pm

Respectfully submitted,

Tami De Mille-Campos, Administrative Assistant



ASHLAND TRANSPORTATION COMMISSION

September 25, 2014

Minutes

Commissioners Present: David Young, Craig Anderson, Joseph Graf, Shawn Kampmann, Corinne Vieville

Commissioners Absent: David Chapman, Alan Bender

Staff Present: Fleury Fleury, and Mary McClary

Council Liaison Present: Carol Voisin

CALL TO ORDER

Chair Young called the meeting to order at 6:00pm in the Civic Center Council Chambers, located at 1175 E Main Street.

ANNOUNCEMENTS

None stated.

CONSENT AGENDA

Approval of Minutes 08/28/14 as presented.

PUBLIC FORUM

Gary Shaff, 516 Herbert St. asked the Commission to write to the Oregon Department of Transportation on behalf of a growing population of citizens who ride their bikes to work for pleasure. He would like the Commission to support bike lanes to be continuous on Hwy 99, as the State is currently developing a plan for this Highway between Medford and South Valley View. He explained there are bike lanes within the city of Talent and Phoenix, but there were not bike lanes designated in the current draft plan, between Phoenix and Talent, nor Talent to Ashland. He asked the Commission email the state, or email as individuals. IanK.Horlacher@ODOT.STATE.OR.US.

Commissioner Anderson wondered if the current draft plan did not address bike lanes with the idea of a "Road Diet" in Talent and between Talent and Ashland. Mr. Shaft explained the area in question was between Talent and Valley View.

Mary McClary would send out the State email address to the Commissioners.

Chair Young duly noted there was agreement for him to put together a letter(s) for them to review at the next meeting, with a recommendation to the City Council and to the Public Works Department in support of the continuous bike lanes on Hwy 99.

Nancy Burton, 920 A/B Street, burtonnancy.lac@gmail.com representing and some neighbors and herself, spoke to the Commission about motorist driving on B Street that has been unsafe and dangerous. She stated 3 of 5 accidents have resulted in vehicles landing in her front yard. She stated there are no stop signs between 8th and Mountain and she believed motorists were driving too fast on the street, and not always stopping at the stop signs that were posted. She gave examples to the Commission of times when vehicles did not stop at the signs, or drove too fast which created dangerous situations.

Chair Young explained there had been a number of things done to address this area and the Commission discussed this issue at the past June meeting. Fleury explained the city had done a speed and volume study in 2014 and the numbers were actually down from 2012. They also looked a lot of other specific areas. The TSP plan showed in the future, a Bike Blvd which would meet the criteria to lower the speed limit. Speed limits were mandated by the State. This area would continue to be reviewed and studied.

NEW BUSINESS

Transportation System Plan SDC List Discussion

SDC Final List discussion

Fleury explained this item was tabled last month and brought back to go over the list to see if there were projects that could be eliminated for consideration to the SDC committee, based on an inability to complete the project within a 20 year time frame. Chair Young explained the intent was to approve crossing out the projects that would not be presented to the SDC committee for recommendation.

Commissioner Graf explained all of these projects were in the Transportation System Plan (TSP) and the costs associated were in the TSP. The challenge would be to try and determine which projects would likely be completed in 20 years, and which projects would not.

Chair Young pointed out in the minutes this item was tabled until Faught would be present, and unfortunately he was not able to attend tonight's meeting.

Commissioner Anderson asked Commissioner Graft if the SDC committee had considered transportation and he explained Faught asked them to wait until the list of projects had been reviewed by staff and a recommendation was made by the Transportation Commission.

Commissioner Anderson felt there were a lot of issues they needed to discuss before they could make a recommendation to the SDC committee who would be considering formulas and methodology in their own analysis. Chair Young explained all the items would remain in the TSP, and the Commission was only acting in a consultant capacity for recommending which projects the commission felt would not be completed within the next 20 years. He believed it was not their charge to engage in what the mechanisms were or determine funding for the TSP or the validity of the estimates for each projects. The agenda item was only to determine which projects would be set aside.

Commissioner Anderson disagreed, he felt the Commission's role was to advise the City Council in funding and review the projects in the TSP. He believed the way the projects were calculated and the methodology used was part of that role the Commission needed to review.

The Commission members discussed the methodology used by the SDC committee for development. They discussed the possibility of inviting members of the SDC committee to discuss the methodology. In addition, they discussed the charge of the Commission was to make recommendations to the Council about projects to be done, but not where the projects received their funding sources and whether or not that process was fair or unfair.

Commissioner Vieville made a motion that they accept Faught's suggestions and move it forward to the SDC committee. Commissioner Graf seconded the motion.

Chair Young explained the motion was to approve the list of projects that were recommended for exclusion at this time, to the SDC committee from the TSP plan. Commissioner Vieville asked the Commission if everyone agreed

with the projects recommended. They discussed a few of the projects slighted for exclusion and the low, medium and high priority projects.

Commissioner Anderson left at 6:47 pm.

Chair Young called for a vote on the motion as stated by a raise of their hands.

All Ayes. The motion passed with a unanimous vote.

North Main Crosswalk Discussion

Chair Young welcomed Kim Parducci, Southern Oregon Transportation Engineering. She met with ODOT in the field and gave an update to the Commission concerning crosswalk locations along N. Main Street. The two preferred locations were Van Ness and Nursery with a possibility at Wimer/Hersey. She explained ODOT preferred the Van Ness location with a pedestrian island. The Commission looked at a design and she explained how it would be marked.

Kim presented the different options to consider with each location and how ODOT viewed each situation. She believed the Commission could propose Van Ness at a minimum. The Commission discussed in detail the best locations to recommend.

The Commission talked about safety, demand for the cross walks, safety islands, flow of traffic, balance between vehicles, pedestrians and bicycles, testing with one crossing, and flashers.

Commissioner Vieville made a motion that the Commission recommend two crossings one North Main and Van Ness and North Main and Nursery with one having flashers wherever most appropriate.

Commissioner Graf seconded the motion.

Parducci explained the crossing at North Main and Nursery would not necessarily need a pedestrian island, if it had flashers and becomes more flexible. The commissioners talked about walking the proposed area and looking at a hard design before moving it forward to the City Council.

Commissioner Kampmann talked about starting with one crossing, to see how it goes and if it was successful adding another crossing in the future. Also he felt there wasn't a big demand on North Main and they should keep the Nursery option open, but start with Van Ness. His reasons were:

- 1) Can put on southern side and people coming out of Van Ness are not holding up traffic, or putting people at risk when automobiles might not be looking.
- 2) Visibility
- 3) Literally ½ way between the two signal locations, Laurel and Maple
- 4) Likes the idea of an island for more safety and visibility
- 5) Not disrupting traffic patterns

Vote: The motion passed with a majority vote.

All in favor: Commissioner Vieville, Commissioner Graf, and Commissioner Young

Opposed: Commissioner Kampmann

November and December TC Meeting Dates

Chair recommended the Commission meet the 3rd Thursday, on November 20 and the 3rd Thursday, December 18. To maintain a quorum, the Commission member's need to communicate effectively if plans change. All members agreed.

Chair Young asked to move to Traffic Crash Summary under Informational Items.

Officer Steve MacLennan answered questions the members had about the Crash Summary, different violations committed, and the actions taken or not taken. The discussion turned to the downtown corridor and sidewalks being used as a gathering place.

OLD BUSINESS

None Stated.

FOLLOW UP ITEMS

Downtown Parking Study

Chair Young reported the Committee was beginning to deal with the right of way, and considering bike lanes along the corridors downtown. The Committee approved an expanded and specific timed parking for 2 and 4 hours, not metered, to also include a permit system. Everything was still at the conceptual stage. He explained about the survey and monitoring that was performed to establish current parking patterns. The next meeting would be held October 1, 3:30 at Pioneer Hall.

Report from Councilor Voisin

The Council received & approved recommendation for projects from the Downtown Beautification Committee. She reported three of the projects might be of interest to the members, and they could review them as citizens and report to the Council.

- 1) Pioneer and Lithia retaining wall – Height/fire hydrant
- 2) Winburn by Gateway Real Estate
- 3) Fences around Pioneer---visibility

Siskiyou Blvd 20 mph sign

Fleury explained the city had run out of 20mph signs, and it would be finished soon.

Faith Ave. Sharrows

Last October we talked about a share the road sign along Faith, Main and Orange. Orange was only completed, the rest would be completed soon. Chair Young remembered there was a recommendation to lower the speed limit on Ashland Street to 30mph until the overpass, and ODOT still has to complete that study. Fleury will follow up.

Audible Pedestrian Signals

Fleury ordered just over \$5,000 more of buttons for Siskiyou and Walker, and Lithia and Main, and Pioneer and Lithia. He thanked Commissioner Vieville for her extra work in studying this area. They are also suggesting to ODOT some more Countdown Pedestrian to be installed.

INFORMATIONAL ITEMS

Action Summary

Chair asked for any question or comments on the Action Summary. There were no comments.

Traffic Crash Summary

Reviewed.

Commissioner Kampmann would like to have safety education for the pedestrians and public as a future agenda topic. There are a lot of unsafe practices he had noticed that need to be corrected or educated.

Commissioner Graf wondered if B Street could be made a bicycle blvd without eliminating parking. Fleury mentioned the design process would help to address that possibility. They talked about the lack of garages on that street making a concern for the handicap.

Commissioner Vieville asked about the open ditches along Siskiyou and Harmony, and about the cars parked across the sidewalk on Siskiyou and Clay. Fleury would check with Officer MacLennan next month. Fleury explained the open ditches were not piped yet, and were utilized as standard road side ditch.

Oregon Impact September Newsletter

None stated.

COMMISSION OPEN DISCUSSION

None stated.

FUTURE AGENDA TOPICS

- Bicycle Network Prioritization
- SOU Multi-Modal Future
- Stop Sign at Sherman/Iowa
- Traffic Crash Summary PD letter
- Sign Education (Regulatory/Informational)

ADJOURNMENT

The meeting adjourned at 8:20pm and the next meeting would be October 23rd.



Memo

CITY OF
ASHLAND

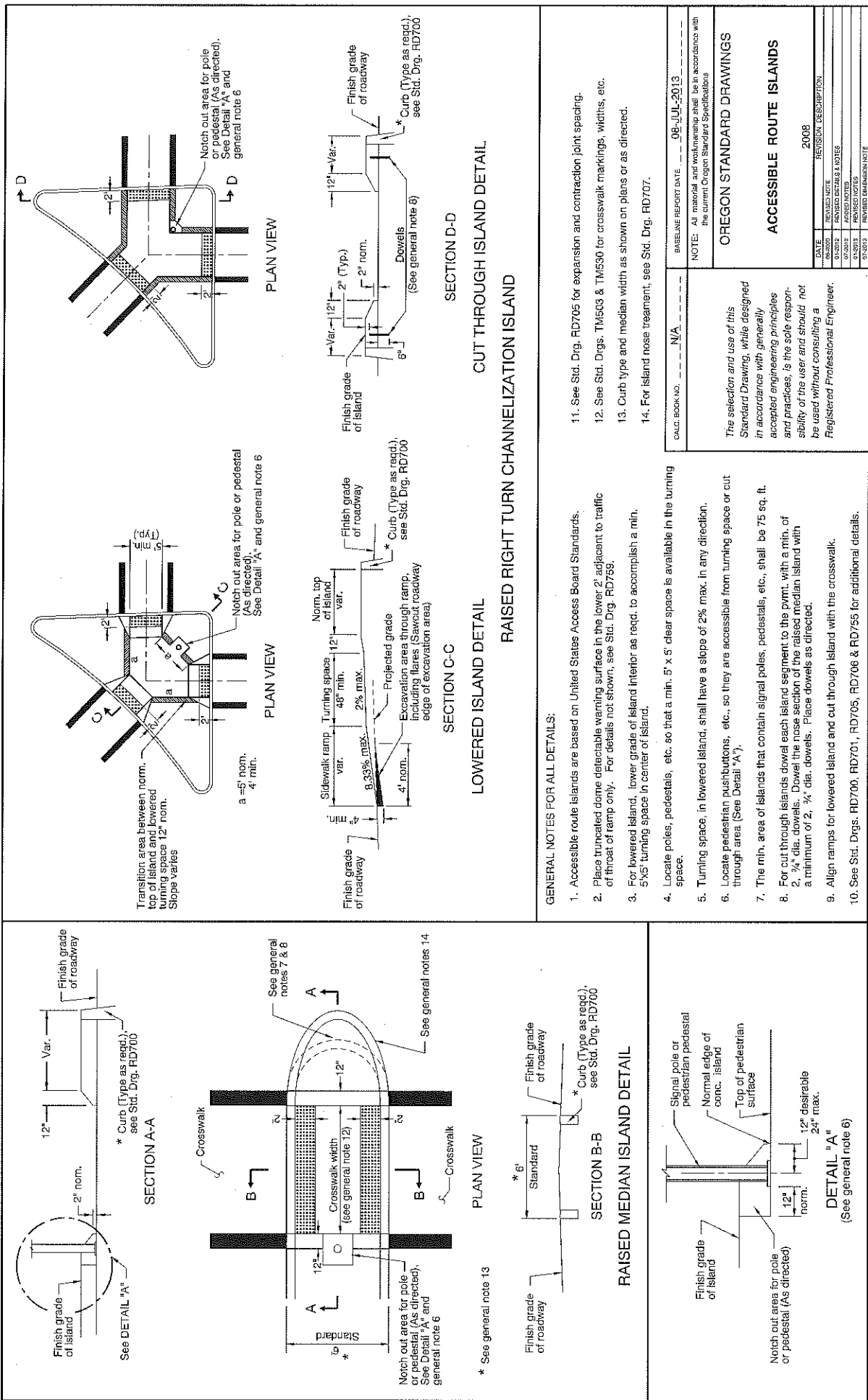
Date: February 18, 2015
From: Scott A. Fleury
To: Transportation Commission
RE: N. Main Crosswalk Discussion

BACKGROUND:

Kim Parducci of Southern Oregon Transportation Engineering will review and discuss her N. Main crosswalk analysis to date with the Commission and answer questions.

CONCLUSION:

This item is up for continued discussion and questions regarding the proposed crosswalk locations previously discussed at Van Ness St. and Nursery St. Reference enclosed drawings of crosswalks.



RD710.dgn 08-JUL-2013 RD710

LOWERED ISLAND DETAIL

RAISED RIGHT TURN CHANNELIZATION ISLAND

RAISED ISLAND DETAIL

CUT THROUGH ISLAND DETAIL

GENERAL NOTES FOR ALL DETAILS:

1. Accessible route islands are based on United States Access Board Standards.
2. Place truncated dome detectable warning surface in the lower 2' adjacent to traffic of throat of ramp only. For details not shown, see Std. Drg. RD759.
3. For lowered island, lower grade of island interior as reqd. to accomplish a min. 5% turning space in center of island.
4. Locate poles, pedestals, etc. so that a min. 5' x 5' clear space is available in the turning space.
5. Turning space, in lowered island, shall have a slope of 2% max. in any direction.
6. Locate pedestrian pushbuttons, etc., so they are accessible from turning space or cut through area (See Detail "A").
7. The min. area of islands that contain signal poles, pedestals, etc., shall be 75 sq. ft.
8. For cut through islands dowel each island segment to the pvtmt. with a min. of 2 - 3/4" dia. dowels. Dowel the nose section of the raised median island with a minimum of 2 - 3/4" dia. dowels. Place dowels as directed.
9. Align ramps for lowered island and cut through island with the crosswalk.
10. See Std. Drgs. RD700, RD701, RD705, RD706 & RD755 for additional details.

11. See Std. Drg. RD705 for expansion and contraction joint spacing.
 12. See Std. Drgs. TM503 & TM530 for crosswalk markings, widths, etc.
 13. Curb type and median width as shown on plans or as directed.
 14. For island nose treatment, see Std. Drg. RD707.

CALC. BOOK NO. --- N/A ---		BASELINE REPORT DATE --- 08-JUL-2013 ---	
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications			
OREGON STANDARD DRAWINGS			
ACCESSIBLE ROUTE ISLANDS			
DATE	REVISED NOTE	REVISION DESCRIPTION	
08-2007		2008	
07-2010		REVISED DETAILS & NOTES	
07-2010		REVISED DIMENSIONS	
07-2010		REVISED DIMENSIONS	

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

Effective Date: June 1, 2014 - November 30, 2014

RD710



ODOT

In response to the FHWA report, *Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Intersections*,⁴ which supported the efficacy of mid-block crossings to enhance pedestrian safety, ODOT developed the *Oregon Bicycle and Pedestrian Plan*⁵ which included recommendations for raised medians. In this report, it was found that the presence of a raised median provided significantly greater protection on both marked and unmarked crossings on multi-lane roads compared to no median, reducing pedestrian crashes almost 50% on roadways with 15,000 ADT. Below is an excerpt from the *Oregon Bicycle and Pedestrian Plan*:

These [raised medians] benefit pedestrians on two-way, multilane streets: it takes much longer to cross four lanes of traffic than two. Where raised medians are used for access management, they should be constructed so they provide a pedestrian refuge. Where it is not possible to provide a continuous raised median, island refuges can be created between intersections and other accesses.

These should be located across from high pedestrian generators such as schools, park entrances, libraries, parking lots, etc. In most instances, the width of the raised median is the width of the center turn-lane, minus the necessary shy distance on each side. Ideally, raised medians should be constructed with a smooth, traversable surface, such as brick pavers. If a median is landscaped, the plants should be low enough so they do not obstruct visibility, and spaced far enough apart to allow passage by pedestrians.⁶

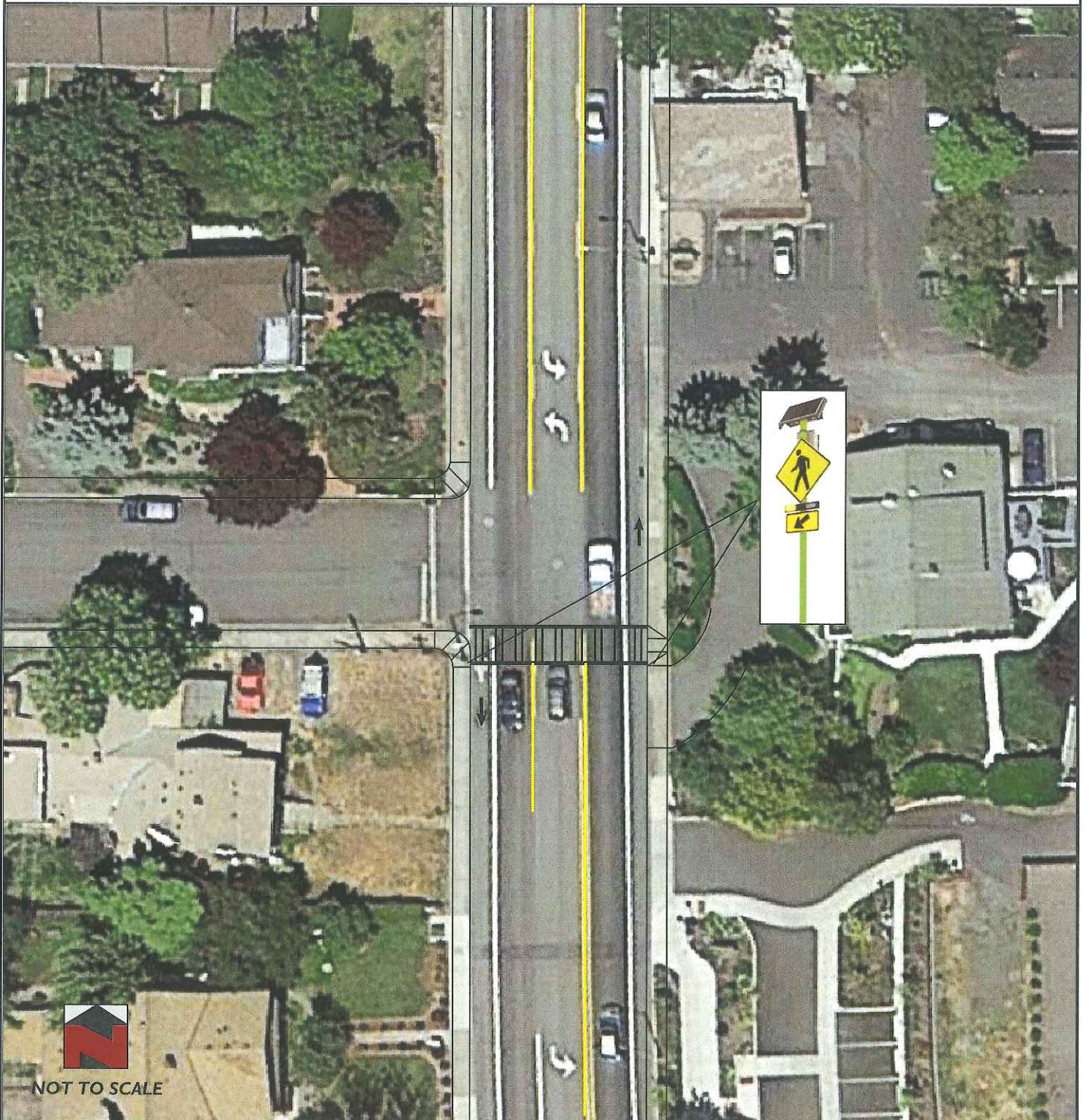


Benefits of Medians

FHWA is encouraging the addition of medians and refuge islands because they can increase both pedestrian and motor vehicle safety, helping to solve multiple challenges faced by DOTs. They do this by allowing pedestrians to cross one direction of traffic at a time, often allowing them to focus on just two to three lanes rather than having to anticipate traffic for the entire width of the road. Medians also provide a space to install improved lighting at pedestrian crossing locations. Improved lighting has been shown to reduce nighttime pedestrian fatalities at crossings by 78 percent.¹¹ Raised medians provide additional benefits above and beyond reducing pedestrian crashes, including the following:

- Reducing motor vehicle crashes by 15 percent¹²
- Decreasing delays (>30%) for motorists
- Increasing capacity (>30%) of roadways¹³
- Reducing vehicle speeds on the roadway¹⁴
- Providing space for landscaping within the right-of-way

Figure 1 : Nursery/North Main Street Intersection




NOT TO SCALE

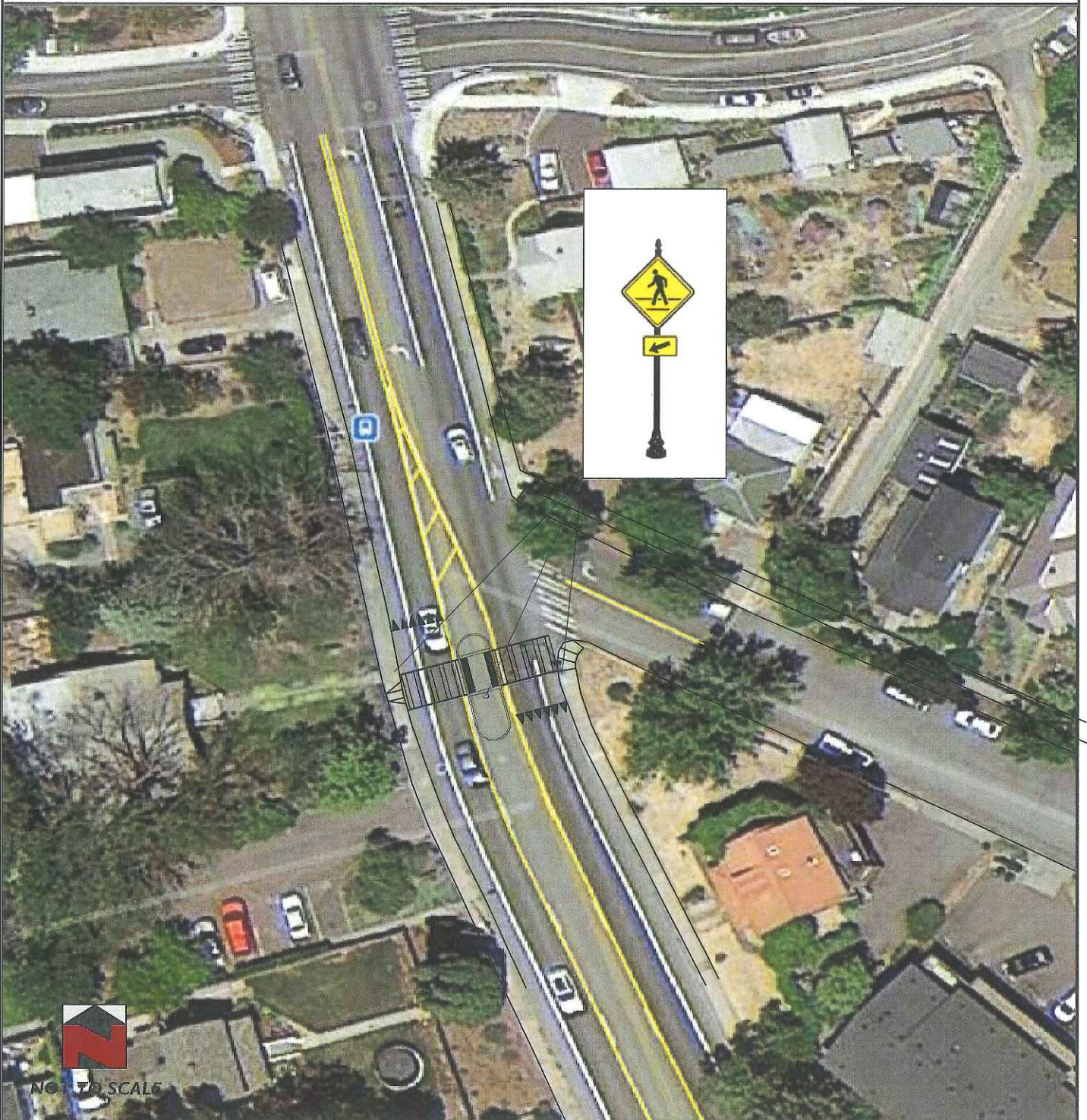


**SOUTHERN OREGON
TRANSPORTATION ENGINEERING, LLC**

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**North Main Street
Crosswalk Analysis
Ashland, Oregon**

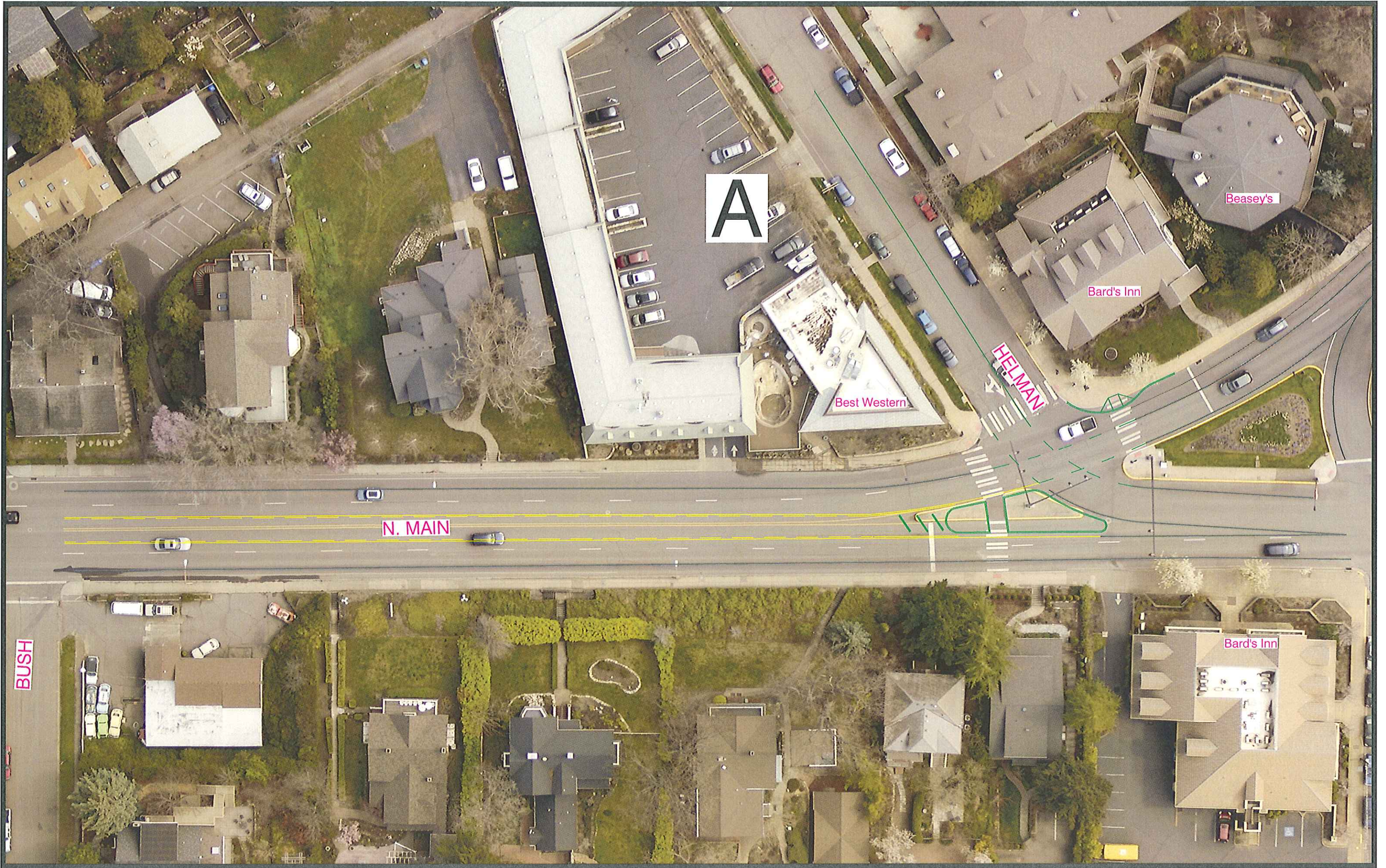
Figure 2 : Van Ness/North Main Street Intersection



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**North Main Street
Crosswalk Analysis
Ashland, Oregon**



A

N. MAIN

BUSH

Best Western

Bard's Inn

Beasey's

HELMAN

Bard's Inn

Memo

CITY OF
ASHLAND

Date: February 11, 2015
From: Scott A. Fleury
To: Transportation Commission
RE: Project Prioritization-Pedestrian Network

BACKGROUND:

Per the discussion at the October meeting staff is providing the Transportation Commission with the remaining high ranked projects for further discussion and 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.

Current high priority pedestrian network projects include:

Reference attached pedestrian network map and table 7-1 from the TSP that describes pedestrian projects and associated costs.

High priority projects from table 7-1 include:

- (O1) Create TraveSmart Education Program, \$45,000
- (P1) N. Main St./Highway 99 (Schofield to N. Main), \$50,000 *-Design in progress, City working with ODOT on requirements*
- (P5) Glen St/Orange Ave. (N. Main to 175' east of Willow), 200,000
- (P7) Hersey St. (N. Main to Oak), \$750,000 *(currently grant funded at \$450,000)*
- (P9) Maple St. (Chestnut to 150' east of Rock), \$100,000 *-City staff previously cancelled this project as the logistics of constructing sidewalk along the west side of Maple are too complicated*
- (P10) Scenic (Maple to Wimer), \$100,000
- (P17) Beaver Slide, \$50,000
- (P18) A St. (Oak St. to 100' west of Sixth), \$250,000
- (P22) N. Mountain (100' south of Village Green to Iowa), \$450,000
- (P23) Wightman St. (200' north of E. Main to 600' south of E. Main), \$400,000
- (P25) Walker Ave. (950' north of Iowa to Ashland St.), \$750,000
- (P27) Walker Ave. (Oregon to Woodland), \$200,000
- (P28) Ashland St. (S. Mountain to Morton), \$450,000
- (P38) Clay St. (Siskiyou Blvd. to Mohawk), \$300,000
- (P57) Tolman Creek Rd. (Siskiyou to City Limits), \$425,000

- (P58) Helman St. (Hersey to Van Ness), \$100,000
- (P59) Garfield St. (E. Main to Siskiyou), \$750,000
- (P60) Lincoln St. (E. Main to Iowa), \$450,000
- (P61) California St. (E. Main to Iowa), \$450,000
- (P63) Liberty St. (Siskiyou to Ashland), \$650,000
- (P65) Faith Ave. (Ashland to Siskiyou), \$350,000
- (P66) Diane St. (Jaquelyn to Tolman), \$20,000
- (P67) Frances Ln. (Siskiyou to Oregon), \$10,000 - *Complete*
- (P68) Carol St. (Patterson to Hersey), \$150,000
- (P70) Park St. (Ashland to Siskiyou), \$650,000

Conclusion: Staff is asking the TC to prioritize the list of high priority pedestrian 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.

The planned network reflects projects identified based on the crash analysis summarized in Section 3 and technical memorandum #3 and #4. The planned network also prioritizes projects that are located on designated Safe Routes to School, streets with higher street functional classifications (indicating higher traffic volumes and speed), and adjacent to land use destinations. Detailed information regarding project extent, priority designation and planning level cost estimates for each pedestrian project is provided in Table 7-1 below. Note the multi-use path projects are documented in Section 6 Bicycle Plan. *Appendix A contains the project prospectus sheets for the pedestrian related projects.*

Table 7-1 Pedestrian Projects

(Project #) Name	Description	Safe Routes to School? ¹	Reasons for the Project	Priority (Timeline)	Cost ²
(O1) Create TravelSmart Education Program	Invest in individualized, targeted marketing materials to be distributed to interested individuals for the purpose of informing and encouraging travel as a pedestrian or by bicycle	-	Encourage and facilitate pedestrian and bicycle travel	High (0-5 Years)	\$45,000
(P1) N Main Street/Highway 99	From N Main Street to Schofield Street	-	Fill gap in existing sidewalk network	High (0-5 Years)	\$50,000
(P4) Laurel Street	From Nevada Street to Orange Avenue	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$500,000
(P5) Glenn Street/Orange Avenue	From N Main Street to 175' east of Willow Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$200,000
(P6) Orange Avenue	175' west of Drager Street to Helman Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$250,000
(P7) Hersey Street	From N Main Street to Oak Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$750,000
(P8) Wimer Street	From Thornton Way to N Main Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$800,000
(P9) Maple Street	From Chestnut Street to 150' east of Rock Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$100,000
(P10) Scenic Drive	From Maple Street to Wimer Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$250,000
	From Wimer Street to Grandview Drive	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	\$300,000
(P17) Beaver Slide	From Water Street to Lithia Way	-	Fill gap in existing sidewalk network	High (0-5 Years)	\$50,000
(P18) A Street	From Oak Street to 100' west of 6 th Street	-	Fill gap in existing sidewalk network	High (0-5 Years)	\$250,000
(P22) N Mountain Avenue	From 100' south of Village Green Way to Iowa Street	-	Fill gap in existing sidewalk network	High (0-5 Years)	\$450,000
(P23) Wightman Street	From 200' north of E Main Street to 625' south of E Main Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$400,000
(P25) Walker Avenue	950' north of Iowa Street to Ashland Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$750,000
(P27) Walker Avenue	From Oregon Street to Woodland Drive	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$200,000
	From Woodland Drive to Peachey Road	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	\$150,000
(P28) Ashland Street	From S Mountain Avenue to Morton Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$450,000
	From Morton Street to Guthrie Street	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	\$500,000
(P37) Clay Street	From Faith Avenue to Siskiyou	Yes	Fill gap in existing	Medium	\$1,000,000

(Project #) Name	Description	Safe Routes to School? ¹	Reasons for the Project	Priority (Timeline)	Cost ²
	Boulevard		sidewalk network	(5-15 Years)	
(P38) Clay Street	From Siskiyou Boulevard to Mohawk Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$300,000
	From Mohawk Street to southern terminus	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	\$300,000
(P40) Hillview Drive	From Siskiyou Boulevard to Peachey Road	-	Fill gap in existing sidewalk network	Low (15-25 Years)	\$250,000
(P42) S Mountain Avenue	From Ashland Street to Prospect Street	-	Fill gap in existing sidewalk network	Low (15-25 Years)	\$400,000
(P54) Iowa Street	From Terrace Street to Auburn Street	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	\$350,000
(P57) Tolman Creek Road	From Siskiyou Boulevard to City Limits (west side)	-	Fill gap in existing sidewalk network	High (0-5 Years)	\$425,000
	From Siskiyou Boulevard to City Limits (east side)	-	Fill gap in existing sidewalk network	Low (15-25 Years)	\$425,000
(P58) Helman Street	From Hersey Street to Van Ness Avenue	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$100,000
	From 1500' north of Orange Avenue to Orange Avenue	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	\$200,000
(P59) Garfield Street	From E Main Street to Siskiyou Boulevard	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$750,000
(P60) Lincoln Street	From E Main Street to Iowa Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$450,000
(P61) California Street	From E Main Street to Iowa Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$500,000
(P62) Quincy Street	From Garfield Street to Wightman Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$150,000
(P63) Liberty Street	From Siskiyou Boulevard to Ashland Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$650,000
(P64) Water Street	From Van Ness Avenue to B Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$250,000
(P65) Faith Avenue	From Ashland Street to Siskiyou Boulevard	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$350,000
(P66) Diane Street	From Jaquelyn Street to Tolman Creek Road	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$20,000
(P67) Frances Lane	From Siskiyou Boulevard to Oregon Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$10,000
(P68) Carol Street	From Patterson Street to Hersey Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$150,000
(P70) Park Street	From Ashland Street to Siskiyou Boulevard	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$650,000
(P71) Orchard Street	From Sunnyview Drive to Westwood Street	Yes	Fill gap in existing sidewalk network	Low (15-15 Years)	\$100,000
(P72) C Street	From Fourth Street to Fifth Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$100,000
(P73) Barbara Street	From Jaquelyn Street to Tolman Creek Road	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$100,000
(P74) Roca Street	From Ashland Street to Prospect Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$250,000
(P75) Blaine Street	From Morton Street to Morse Avenue	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$100,000
(P78) Patterson Street	From Crispin Street to Carol Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$100,000
(P79) Harrison Street	From Iowa Street to Holly Street	Yes	Fill gap in existing	Medium	\$100,000

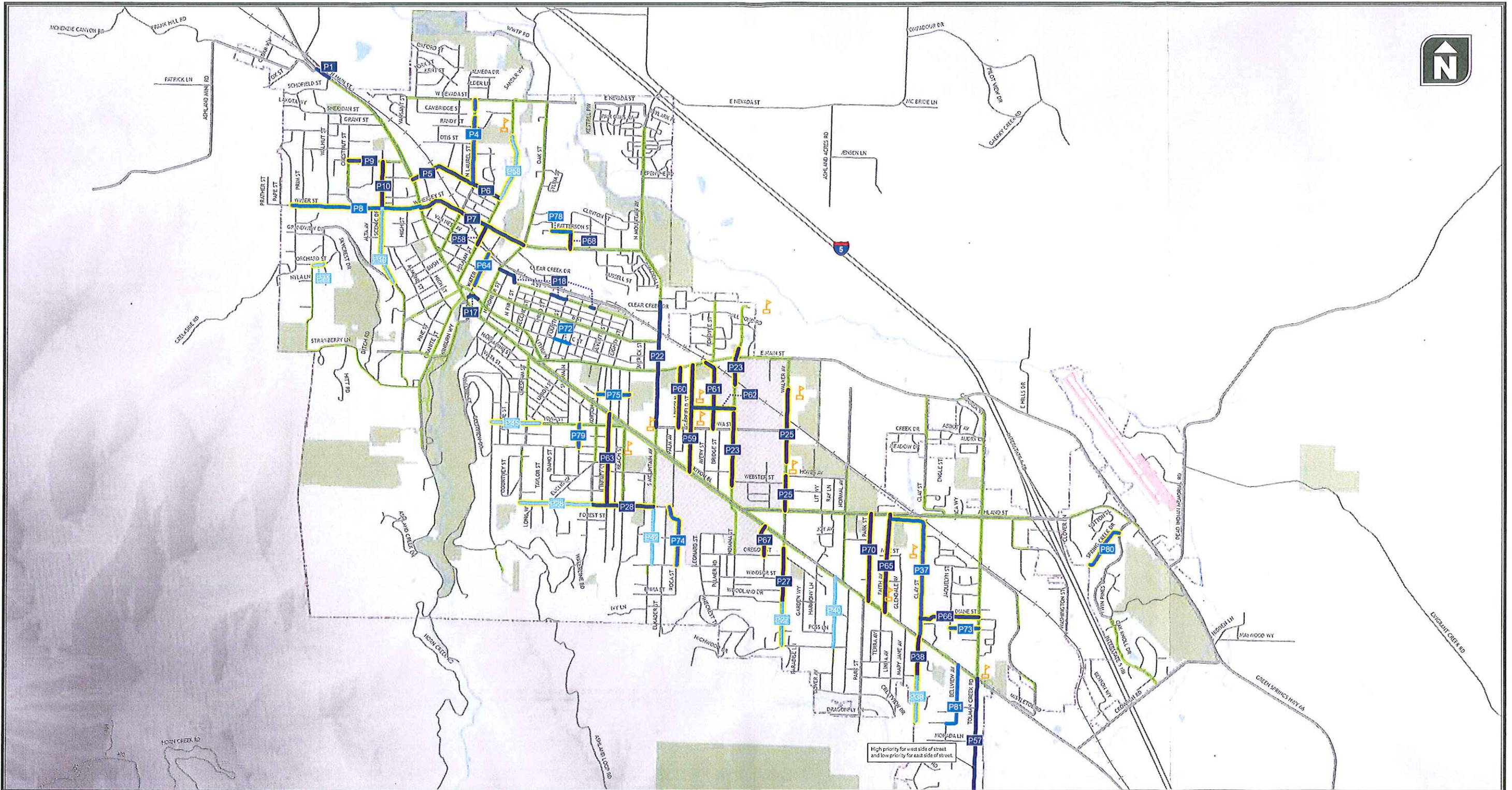
(Project #) Name	Description	Safe Routes to School? ¹	Reasons for the Project	Priority (Timeline)	Cost ²
			sidewalk network	(5-15 Years)	
(P80) Spring Creek Drive	From Oak Knoll Drive to road end	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$350,000
(P81) Bellview Avenue	From Greenmeadows Way to Siskiyou Boulevard	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$250,000
High Priority (0-5 Years)					\$8,550,000
Medium Priority (5-15 Years)					\$4,050,000
Low Priority (15-25 Years)					\$2,975,000
Total					\$15,575,000

Notes:

*Some sidewalk projects in the table above may not be feasible due to right-of-way and/or topographic constraints.

¹A "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.

²Planning level cost estimates are for construction and engineering; does not include right-of-way costs.



Sidewalk Infill Projects

- High Priority
- Med Priority
- Low Priority
- Safe Routes to School Route
- Existing Sidewalk

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

Sidewalk Priority Projects



Figure 7-1

**Transportation Commission
Action Summary
as of January 2015**

Month Year	Item Description	Status	Date Complete
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 Kittieson 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	Bridge Street Parking Prohibition Change	Memo received from Fire Dept recommending against change	✓
Jul 10 TSC	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	✓

2014 Traffic Accident Summary

Total: 158

Reportable: 126

Non-Reportable: 32

Fatality: 1

Injury, or possible injury, to driver or passenger: 35

Ped Involved: 13

Ped injured: 4

Ped crossing the street in crosswalk: 10

Bicycle Involved: 9

Cyclist injured: 9

Hit and Run: 19

DUII: 8

Per month: Jan 8; Feb 11; Mar 11; Apr 13; May 15; Jun 13; Jul 12; Aug 21;
Sept 15; Oct 11; Nov 14; Dec 14

Trouble Areas:

Lithia Way at Oak St – 12 accidents since 2012 (6 in 2014)

Lithia Way at E Main – 10 accidents since 2012

Ashland St / Tolman Creek Rd – 13 accidents since 2012 within half a block

Siskiyou at Garfield -8 accidents since 2012

Walker at Ashland St – 7 accidents since 2012

Ashland St at west side of exit 14 – 7 accidents since 2012

E Main at N First St – 7 accidents since 2012

E Main at Mountain—6 accidents since 2012

Siskiyou at Tolman Crk Rd – 6 accidents since 2012

Siskiyou at Morton – 6 accidents since 2012

MOTOR VEHICLE CRASH SUMMARY

MONTH: DECEMBER, 2014

NO. OF ACCIDENTS: 14

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
2	08:15	Tue	Walker Av at Webster St	2	N	N	N	N	Y	Y	N	N	Dv2 was attempting to make a turn from a controlled intersection and ran into v1 that had the right of way. Dv2 cited for failure to obey traffic control device.
3	14:49	Wed	Alida at E Main St, and Blaine St at alley	2	N	N	N	N	Y	Y	N	N	Dv1 stopped illegally, "brake checking" v2, then dv2 chased v1 down and crashed into it. Dv1 cited for illegal stopping and dv2 cited for harrassment.
4	16:30	Thr	Siskiyou Blvd at University Wy	2	Y	N	P	N	N	Y	N	N	ped in crosswalk; Dv1 stopped for a ped to cross in crosswalk, and was rearended by v2. Injury to dv1. No citation.
4	20:44	Thr	E Main St at S Mountain Av	2	N	N	N	N	Y	Y	N	N	Dv1 turned left against the traffic light and struck v2 who had the right of way. Dv1 cited for failure to obey traffic control device.
5	12:03	Fri	N Main St near Water St	2	N	N	N	N	N	Y	N	N	Dv1 (bus) was sideswiped by v2 while stopped to allow passengers on. Information exchanged, no citation.
8	09:43	Mon	Siskiyou Blvd at Tolman Crk Rd	2	N	N	N	N	Y	Y	N	N	Dv1 turned left into traffic and struck v2 causing it to flip over. Dv1 cited for failure to yield while entering roadway.
8	17:05	Mon	Sisiyou Blvd near Garfield St	3	Y	N	P	N	Y	Y	N	N	ped in crosswalk; v2 and v3 stopped for ped crossing. Dv1 rearended v2 pushing it into v3. Dv1 cited for following too close.
8	18:16	Mon	N Main St near Maple St	2	N	N	Y	N	Y	Y	N	N	Dv2 was stopped in traffic for red light, rearended by dv1. Dv1 cited for following too close.
9	07:00	Tue	Ashland St at Tolman Crk Rd	2	N	N	P	N	N	Y	N	N	Dv2 in a semi was making a wide right turn. Dv1 had pulled up next to v2, and was struck during turn movement. No citation.
9	18:25	Tue	E Main St near Gresham	2	N	N	N	N	N	Y	N	N	Dv2 was easing left into traffic from a parallel parking spot, did not see v1 and ran into the side of v1. No citations.

MOTOR VEHICLE CRASH SUMMARY

MONTH: DECEMBER, 2014

NO. OF ACCIDENTS: 14

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
13	16:00	Sat	parking lot at Ashland St and Tolman Crk Rd	1	Y	N	Y	N	Y	N	N	N	Dv1 ran into pedestrian in parking lot, ped seriously injured. Dv1 cited assault, reckless endangerment and reckless driving.
16	12:35	Tue	Lithia Way near Third St	1	N	Y	Y	N	N	Y	N	N	Dv1 was making a right turn across the bike lane and bicyclist crashed. It was unclear if vehicle struck bike. Injuries to cyclist, no citations.
20	08:28	Sat	N Main St near Granite St	2	N	N	N	N	N	Y	Y	N	V1 was struck from the front while parked. No leads.
31	21:07	Wed	E Main St near S Pioneer St	2	N	N	N	N	N	Y	N	Y	Driver of City of Ashland vehicle sideswiped parked vehicle. No citations. Minor damage.

MOTOR VEHICLE CRASH SUMMARY

MONTH: NOVEMBER, 2014

NO. OF ACCIDENTS: 14

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUJI	CITED	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
2	14:05	Sun	S Second St near Hargadine	2	N	N	N	N	N	Y	N	N	Dv1 backed into v2 while parallel parking. Information exchanged.
4	09:45	Tue	Morton St near Euclid	2	N	N	N	N	N	Y	Y	N	V1 sideswiped while parked on side of street dv2 left scene. No leads.
6	12:49	Thr	Walker Av near Ashland St	2	N	N	N	N	Y	Y	N	N	Dv2 rearended v1 and was cited for following too close, Dv1 cited for no operator's license.
13	13:40	Thr	Hillview Dr near Bristol St	2	N	N	N	N	Y	Y	N	N	Dv1 negotiating an illegal u-turn, struck v2 who was behind and attempting to continue straight.
17	08:23	Mon	Siskiyou Blvd near Beach St	2	N	N	N	N	Y	Y	N	N	Dv1 was rearended by v2 while waiting to make a left turn while a bicycle cleared the bike lane on the right. Dv2 cited for following too close.
17	09:50	Mon	Randy St near N Laurel St	2	N	N	N	N	N	Y	N	N	V1 rearended while parked on side of street. Driver left scene, but later went to police station. No charges filed.
21	11:19	Fri	Siskiyou Blvd near Bridge St	2	Y	N	N	N	N	Y	N	N	ped in crosswalk; dv1 stopped for peds crossing street and was rearended by dv2. No citation, no injury.
22	23:00	Sat	Granite St near Ashland Crk Dr	1	N	N	N	N	Y	Y	Y	N	Dv1 lost control of vehicle and struck mailboxes, then left scene. Was later found and cited for failure to perform duties of a driver (hit and run)
24	17:30	Mon	Siskiyou Blvd near Garfield	2	N	N	N	N	Y	Y	N	N	While making a left turn into traffic, dv1 ran into v2 who was stopped. Dv1 cited for dangerous left turn.
26	08:40	Wed	Crispin St near Oak St	2	N	N	N	N	Y	Y	N	Y	dv2, a city vehicle, backed into v1 in a travel lane. Dv2 at fault, no citations.

MOTOR VEHICLE CRASH SUMMARY

MONTH: JANUARY, 2015

NO. OF ACCIDENTS: 13

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
2	11:34	Fri	Lithia Way at Oak Street	1	Y	N	Y	N	Y	N	N	N	Ped in crosswalk. DV1 turning right onto one way Lithia Wy hit ped in crosswalk. Ped injured and transported to ACH. Dv1 cited failure to stop for a ped.
11	17:26	Sun	Homes Av near Hunter Ct	1	N	N	N	N	N	N	N	N	DV1 backed into parked vehicle across street while backing out of driveway. No citation. non reportable.
12	00:58	Mon	Crowson Rd about 500 ft from Hwy 66	1	N	N	Y	N	Y	Y	N	N	DV1 ran off road into tree. Taken to hospital with injuries. Cited for violation of the basic rule.
12	11:36	Mon	Walker Av at Ashland St	2	N	N	N	N	Y	Y	N	N	DV1 backed into v2 when intersection light turned green. DV1 cited for illegal backing. No injuries.
14	11:30	Wed	Bridge St north of Lee St	2	N	N	N	N	Y	Y	N	N	Dv1 driving north on Bridge St was sideswiped by V2 which was coming out of a driveway. Dv2 cited for failure to yield ROW and for Operating a vehicle outside of restriction (passenger)
16	09:29	Fri	Tolman Crk Rd near Ashland St	2	N	N	N	N	Y	Y	N	N	DV1 pulled into roadway from driveway and did not see v2. Dv1 crashed into v2, and was cited failure to yield while entering roadway.
17	17:38	Sat	Siskiyou Blvd southeast of Walker	2	N	N	N	N	N	Y	N	N	DV1 made a left turn in front of v2, causing V2 to strike v1. No injury. DV1 warned but not cited.
19	13:11	Mon	Parking lot, 51 Winburn Wy	1	N	N	N	N	N	Y	N	N	DV1 backed up in parking lot, striking v2 that was parked in parking lot. Est over \$1500 damage. Report taken.
23	UNK	Fri	Nova Dr west of Tolman Crk Rd	1	N	N	U	U	N	Y	Y	N	Car was struck while parked on side of the street, extensive damage. Tail light pieces found at scene. No leads, no suspects.
25	09:50	Sun	N Main St at Laurel St	2	N	N	N	N	N	N	N	N	DV1 stopped at stop light was rearended by v2. No injury, minor damage, no citation = non reportable.

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
25	13:13	Sun	Lithia Way 250 ft west of Oak St	3	N	N	N	N	N	Y	N	N	Dv1 was rearended by v2 when a third unidentified vehicle illegally backed out into traffic, causing both drivers to stop suddenly. No citations.
30	9:50	Fri	N Main St at Laurel St	2	N	N	N	N	N	N	N	N	V1 and 2 stopped at light. Light turned green, v2 started to go but v1 had not, and v2 rearended v1. non injury, minor damage. no citation
30	16:00	Fri	Park Street, south of Fremont St	2	N	N	N	N	N	Y	N	N	Dv1 backing out of driveway, v2 travelling south in far lane did not see v1. The side of v2 was scraped while passing by. No citation.

Making an Impact

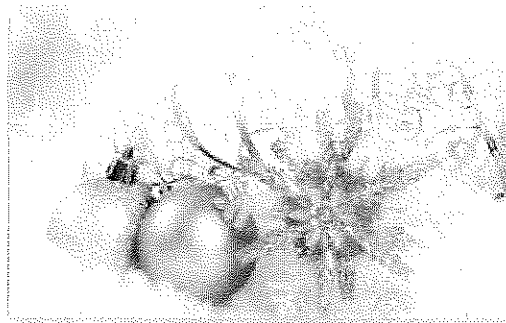
December 2014 - Volume 2, Issue 3

Celebrate the Season Safely

The holidays are a time to celebrate. And hosting a party can be as fun as the event itself. Every responsible host knows that it's only a great time if every guest gets home safely.

Here are some tips to help you throw an entertaining and safe party:

- ~ As guests RSVP, confirm that they have a plan for a safe way home via a non-drinking designated driver (*rideshare service, public transportation, taxi, etc.*).
- ~ Plan activities like party games or door prize drawings that do not involve alcohol and engage people, resulting in a lower consumption of alcohol.
- ~ Do not push drinks! Drinking at a party is not mandatory for having a good time.
- ~ Provide plenty of food to keep your guests from drinking on an empty stomach.



~ Avoid too many salty snacks, which tend to make people thirsty and drink more.

~ Offer non-alcoholic beverages or mocktails for non-drinking designated drivers and others who prefer not to drink alcohol.

~ Never serve alcohol to someone under 21 and never ask anyone under 21 to serve alcohol at parties.

~ If, despite your efforts, some of your guests have had too much to drink, never let them drive home impaired.

~ Have the number of a taxi or rideshare service on hand or offer your sofa to guests who need to stay put.

~ Have fun – but not too much fun. Stay within your limits in order to make sure your guests stay within theirs.

-Source: Madd.org

TSC Highlight: West Linn

This month we share our interview with Morgan Coffie from **West Linn Traffic Safety Committee**. Morgan has been a part of the TSC for a dedicated 10 years.

Q: Morgan, what brought you to be involved in Safe Communities?



MC: Specific Knowledge of transportation and Engineering solutions.

Q: What are some of the Coalition's achievements?

MC: New sidewalks for *Safe Routes to School*,

Reflective Road Markings to address speeding in neighborhoods where stop signs and other engineering solutions wouldn't be appropriate.

Q: What are some lessons you have learned along the way?

MC: To be flexible and creative in problem solving. There is generally no "one" solution for a problem.

Q: What would you share with others looking to make their community safer?

MC: Create standards and stick to them whenever possible so that citizens receive consistent information and education.

Winter Driving Tips

Winter driving can be hazardous and scary, especially in Oregon regions that get a lot of snow and ice. Additional preparations can help make a trip safer, or help motorists deal with an emergency.

The following safety tips may help prevent motor vehicle injuries due to winter storms.

Prepare

- **Maintain Your Car:** Check battery, tire tread, and windshield wipers, keep your windows clear, put no-freeze fluid in the washer reservoir, and check your antifreeze.
- **Have On Hand:** flashlight, jumper cables, abrasive material (*sand, kitty litter, even floor mats*), shovel, snow brush and ice scraper, warning devices (*like flares*) and blankets. For long trips, add food and water, medication and cell phone.



- **Stopped or Stalled?** Stay in your car, don't overexert, put bright markers on antenna or windows and shine dome light, and, if you run your car, clear exhaust pipe and run it just enough to stay warm.
- **Plan Your route:** Allow plenty of time (*check the weather*

maneuvers slowly on ice or snow in an empty lot.

- Steer into a skid.
- Know what your brakes will do: stomp on antilock brakes, pump on non-antilock brakes.
- Stopping distances are longer on water-covered ice and ice.
 - Don't idle for a long time with the windows up or in an enclosed space.

Snow Zones Ahead

Are you prepared for inclement weather? Check your vehicle's condition before you go and pack emergency supplies in case you get stuck.

and leave early if necessary), be familiar with the maps/ directions, and let others know your route and arrival time.

Make sure you have appropriate chains or traction tires and slow down and drive according to conditions of the road. Check out road conditions, travel information and road cameras by visiting TripCheck.com or call 511.

Practice Cold Weather Driving

- During the daylight, rehearse



Janelle Lawrence
Executive Director - Oregon Impact
OregonImpact.org

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



Donate



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

Free Traffic Safety Workshops

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. Register for a workshop and view the full schedule [online](#).

Topic	Date	City
Improving Safety Features: Local Roads & Streets	Dec 15	Gresham
Challenges, Strategies, and Obligations of Law Enforcement Agencies	Dec 17	Hillsboro
Improving Safety Features: Highways,Jan 6	Portland
Local Road & Streets	Jan 8	Tillamook



Highway, Local Road & Street Safety for Non-Engineers

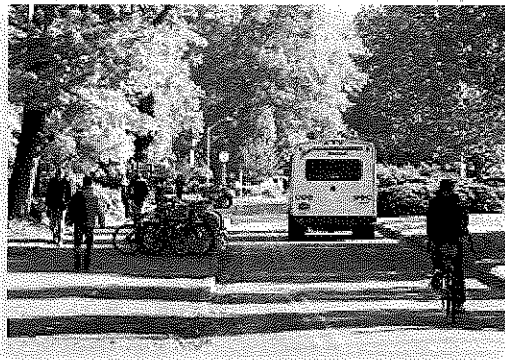
Jan 10 Newberg

New "Transportation Options" Plan Seeks Public Input

The Oregon Transportation Commission (OTC) has released the draft version of *Oregon Transportation Options Plan* for public review and comment.

Oregon's first-ever transportation options plan focuses on programs and strategies that facilitate travel choices in communities. It also recognizes the role of many different modes

in meeting a broad range of transportation needs.



The plan is available **online** and comments will be accepted until January 30, 2015.

A 16-member policy advisory committee helped assemble the draft plan, which includes policies and recommendations that support ways to integrate options into transportation planning and investments at the local, regional and state level.

For comments or questions, contact: [Michael Rock](#).

The OTC will also hold a public hearing to gather input on the plan at its meeting on January 15, 2015 in Salem.

Record 27 New Boosters Earn Highest IIHS Rating

The ranks of top-rated booster seats continue to grow as manufacturers design models to earn high marks in IIHS' **annual booster seat evaluations**.

Among the 41 models new for 2014, there are 27 Best Bet seats - more than in any prior year - and 3 Good Bets. 8 boosters are in the "Check Fit"

category, and there are 3 new models that doesn't recommend using as boosters.

Prices for Best Bet boosters start around \$25, and several models are LATCH compatible.

Boosters earn ratings based on a protocol that involves measuring how lap and shoulder belts fit a child-size test dummy seated in the booster. Measurements are taken under four conditions. The evaluations focus on belt fit and don't involve crash tests.

A Best Bet booster correctly positions belts on a typical 4-to-8-year-old child in almost any car, minivan or SUV. Good Bets provide acceptable belt fit in most vehicles. Correct belt fit means that the lap belt lies flat across a child's upper thighs, and the shoulder belt crosses snugly over the middle of the shoulder.

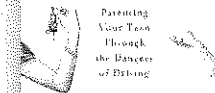
The Check Fit designation means that the booster may provide good belt fit for some children in some vehicles, but not as boosters that earn either of the top 2 ratings. Belt fit can vary depending on child size and vehicle model. Before buying these boosters, parents should try them out to see if they properly position safety belts on their children in the vehicles they will ride in.



In addition to information on models new this year, IIHS maintains ratings for older booster seats still on the market.

Not So Fast, Teen Driver

NOT SO FAST



Not So Fast: Parenting Your Teen Through the Dangers of Driving, is an informative and vital guide to help parents understand the causes of teen

crashes and head them off each time before their teens get behind the wheel. "It's what I wish I had known before my son died," says author, Tim Hollister.

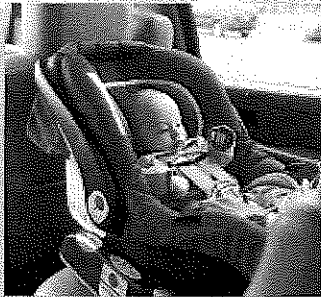
Not So Fast tackles several hot-button issues and offers advice and proactive tips adults can use day-to-day - including parenting attitudes (*conscious and unconscious*); and a combination of topics not found in other teen driving guides, such as:

- How brain development affects driving
- How teen driver laws work and why Driver's Ed does not produce safe drivers
- How and when to say "No"
- And why it's imperative for parents to evaluate their teen driver on every car trip before handing over the keys.



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
12/13	Hillsboro	Tuality Health Edu Ctr	334 SE 8th Ave	9 am - 11:30 am
12/17	Redmond	Redmond Fire	341 Dogwood Ave	2 pm - 4 pm
12/18	Eugene	Eugene Fire	1725 W 2nd Ave	4 pm - 6 pm
12/20	Beaverton	Kuni Collision Ctr	3725 SW Cedar Hills Blvd	9 am - 12:30 pm
1/2	Milwaukie	Oak Grove Fire	2930 SE Oak Grove Blvd	1 pm - 3 pm
1/7	Coos Bay	Coos Bay Fire	450 Elrod Ave	11 am - 1 pm
1/8	Ontario	Ontario Fire	444 SW 4th St	4 pm - 6 pm
1/10	Hillsboro	Tuality Health Edu Ctr	334 SE 8th Ave	9 am - 11:30 am
1/10	Portland	AMR	1 SE 2nd Ave	10 am - 1 pm

Police Agencies Interested in 2015 Pedestrian Safety Enforcement Grant Funds

Oregon Impact is pleased to announce the opportunity to apply for a 2015 Pedestrian Safety Enforcement (PSE) mini-grant.

Oregon Impact will be working with ODOT to administer the program, which is funded with Federal Highway Safety 402 funds.



Application materials for the PSE mini-grant program and PSE training may be downloaded from the [Oregon Impact website](http://oregonimpact.org).

Applications are required to be submitted no later than January 15, 2015.

For questions, please contact: Yvonne McNeil, Community Traffic Safety Program

Coordinator at 503-303-4954 ext. 105 or [via email](mailto:yvonne@oregonimpact.org).

December is 3D Month!

Governor John Kitzhaber has once again proclaimed December as "3D Month" - or "Drinking and Drugged Driving Awareness Month." This highlights the importance of educating everyone about how sober transportation (*even walking*) can save lives.

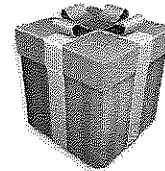
"Just because something is prescribed by a doctor or purchased legally like cold medicine doesn't mean that it can't cause a serious impairment or won't earn someone a DUI arrest if they choose to drive impaired,"

said Impaired Driving Program Manager Dan Estes. "It's not about the substance; it's really about the impairment."

Throughout December, extra law enforcement will be working around the clock to encourage safe driving practices. To make a real impact on safety this holiday season, ODOT's Estes encourages personal responsibility.

"When a person makes the right choice in the very beginning, before they ever get behind the wheel, that's the most effective way to prevent impaired driving, before it ever starts," he said.

Give the Gift of Safety: 2 Ways



Consider making an end-of-year contribution to Oregon Impact.

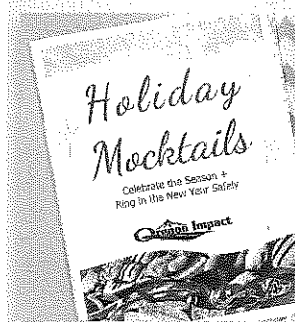
Your donation will help fund impaired driving prevention programs, *Child Safety Seat Resource Center* programs - including reduced-cost car seats for families in need, community awareness events, and more.

[Click here](#) to make your tax-deductible donation online, or mail to: Oregon Impact, PO Box 220010, Milwaukie, OR 97269.

You can also give while shopping with *Amazon.com* using our [Amazon Smile](#) link. A percentage of your purchase will be donated to Oregon Impact.

We are always grateful for your support.

Enjoy Holiday "Mocktails"



Oregon Impact's *Holiday Mocktails* guide is now online in PDF flipbook (or "magazine")

format for easy viewing. [Click here](#) to check it out, and feel free to share!



Donate or give through



Smile

Happy Holidays!



Making an Impact

January 2015 - Volume 2, Issue 4

Fatality Rates at Historic Low

NHTSA recently unveiled the 2013 Fatality Analysis Reporting System (FARS) data that shows a **3.1% decrease** from the previous year and a nearly **25% decline** in overall highway deaths since 2004.

In 2013, 32,719 people died in traffic crashes. The estimated number of people injured in crashes also declined by 2.1%.

The more than 3% decline in traffic fatalities continues a long-term downward trend leading to the fatality rate matching a historic low – 1.10 deaths per 100 million vehicle miles traveled in 2013, down from 1.14 deaths per 100 million vehicle miles traveled in 2012.

Other key statistics include:

- ~ The number of passenger vehicle occupants killed in crashes declined by 3% to 21,132 – the lowest number on record dating back to 1975.
- ~ Large truck occupant (0.9%) and motorcyclist

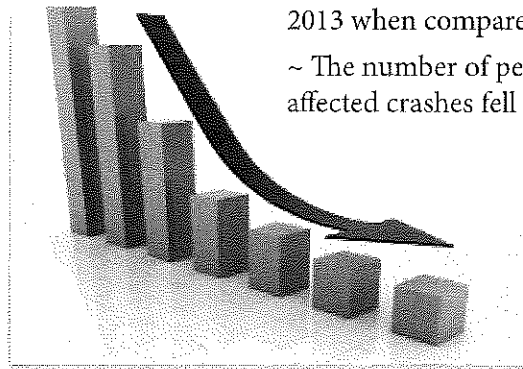
Interested in Participating in Oregon's Road Usage Charge Program?

Oregon has been exploring a new funding system – a usage-based charge – to replace the gas tax.

After two pilot projects in 2007 and 2012, legislation was voted into law on July 9, 2013 to conduct a 5,000 vehicle volunteer program implementing a per-mile charge as an alternate to the gas tax.

This volunteer program will start on July 1, 2015.

While volunteers are not needed yet, you can join



(6.4%) fatalities declined for the first time since 2009.

~ Pedestrian fatalities declined by 1.7%, but remains 15% higher than the record low in 2009.

~ The estimated number of people injured in crashes decreased across all person types in 2013 when compared to 2012.

~ The number of people killed in distraction-affected crashes fell to 3,154 in 2013 from 3,380 in 2012, a 6.7% decrease. However, the estimated number of people injured in distraction-affected crashes (424,000) increased by 1%.

Oregon Traffic Fatalities Update as of 1/8/15

2014: 4 2015: 5

Percentage Change from 2014 to 2015: 25%

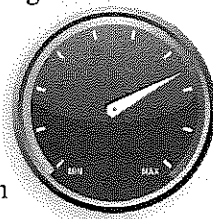
Crash Summary Book

The Crash Analysis and Reporting (CAR) Unit provides motor vehicle crash data through multiple reports that can be found [online](#).

the [Interest List](#) to stay informed of the progress of the program and to express your interest in volunteering.

The law requires that the program works in these three steps:

1. The program accepts applications for volunteer taxpayers to participate. Once approved and enrolled in the program, the taxpayer chooses a method of reporting and sets up the vehicle for reporting miles, per the agreement.
2. The taxpayer reports metered use, receives an invoice, and pays the road usage charge.
3. The taxpayer receives a credit of the gas tax paid.



Adaptive Headlights Help Drivers Spot Objects Earlier

Headlights that swivel around curves in response to steering input allow drivers to spot a hard-to-see object on a dark, curvy road about a third of a second earlier than they would with conventional headlights, a new IIHS study has found.

The experimental study compared drivers' ability to spot objects on the roadside in vehicles with **fixed halogen headlights, fixed high-intensity discharge (HID) headlights and adaptive HID headlights.** The results suggest that HID lights, whether fixed or adaptive, have a small advantage over halogen ones, and adaptive HID lights improve visibility over either type of fixed headlight.

In the study, 20 volunteers drove at night on a rural road with each of the three types of headlights in a Mazda "3". Both highly reflective and less reflective targets were placed at various locations. As they drove at 30 mph, the drivers were tasked with pushing a button each time one of the targets came into view.

With adaptive headlights, the drivers spotted low-reflectance

targets located inside of curves as much as 1/3 of a second earlier, or about 15 feet sooner at 30 mph, than with regular headlights. Response times also were shorter for low-reflectance targets on the outside of curves, but these results weren't statistically significant. As expected for a system designed to help drivers negotiate curves, there was no difference between adaptive and fixed headlights when the targets were on straight stretches of road.

HID lamps also appeared to help visibility even when they were fixed. In this case, the benefit was seen with high-reflectance targets on straight sections of road. These observations indicate that the advantage of adaptive systems is partly due to their steerability and partly a result of using HID instead of halogen lamps.

When it comes to improved headlight systems, it's important to consider how changes affect

other drivers on the road. A separate study was conducted to compare the glare from the Mazda's halogen, fixed HID and adaptive HID headlights. The 20 volunteers



were asked to rate the glare from approaching vehicles on a scale of 1 to 9, with 1 being unbearable and 9 barely noticeable. They also rated a fixed high-beam headlight system to serve as a benchmark for excessive glare.

Participants rated the HID low beams as slightly more glaring than the halogen lamps, but neither was excessively glaring. There was no difference between adaptive HID low beams and fixed HID low beams. Measurements taken from light meters supported their subjective ratings. [Source: IIHS.org](http://Source:IIHS.org)



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

Free Traffic Safety Workshops and OTREC Events

Traffic Safety Workshops sponsored by ODOT-TSD and NHTSA. Register for a workshop, and view the full schedule [online](#).

Topic	Date	City
Improving Safety Features: Local Roads & Streets	Feb 11	Beaverton
Highway, Local Rd & St Safety for Non-Engineers	Feb 28	Newberg

OTREC Events in Portland at PSU. [Learn More.](#)

Topic	Date
OTREC Transportation Research Board	Jan 23, 30
Student Presentations	
Webinar: Exploring Pedestrian Responsive Traffic Signal Timing Strategies in Urban Areas	Jan 29
Sustainable-Infrastructure Lessons from Japan	Feb 6
Roadway Characteristics/Cyclists' Air Quality...	Feb 13

Hispanic Buckle Up Toolkit: Promoting Seat Belt Use Among Hispanics

NHTSA and the National Latino Children's Institute (NLCI) have developed a Web-based toolkit to educate immigrant Hispanics about the importance of seat belts and increase the use in the population. According to the Centers for Disease Control and Prevention, traffic crashes are the leading cause of death in the United States among Hispanics under age 34.

2 focus groups were held to explore the beliefs, attitudes, behaviors and habits of the immigrant communities. NLCI understands that Hispanic immigrants come from many different nations, each with distinct cultural, religious and political practices and influences and it was important to understand both the differences as well as the

Teens in Cars

Learning to drive is a serious issue – for teens and parents. Driving brings new freedom but there are also risks, risks that led to 2,439 teens deaths in 2012. Car crashes are the number one killer of teens.

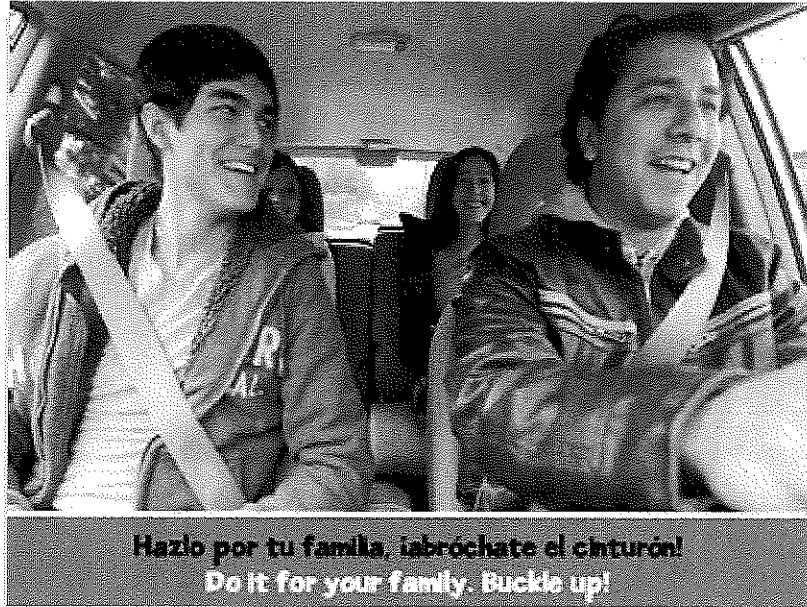
But what about the stories behind the statistics? What are teen drivers and passengers thinking? What makes them feel unsafe? And what can we do about it?

To find out, we gathered 10 teenagers (and 5 pizzas) and started with a simple question: **What is it like to ride with a teen driver?**

The teens talked about risky

similarities so that the final product could be used with the diverse groups that make up this population.

NLCI learned that most immigrants who did not habitually use seat belts were not accustomed to using



them in their countries of origin. Although the laws are slowly changing, most people felt that seat belts were unnecessary unless they were driving great distances. Few had used seat belts before moving

behaviors, including texting, speeding, eating while driving, overloading the car with too many passengers, and playing with the radio. See the Youtube clip [here](#).

According to a survey by Safe Kids Worldwide and the GM Foundation, almost half (49%) of teens reported feeling unsafe when riding with a teen driver.

It's important to find practical strategies that help teens speak up when they see risky behavior. It's also important to find a way to get teens to buckle up on every ride, every time.

In half of all fatal crashes in the U.S.,

to the United States. In fact, many responded that they rarely rode in a single family vehicle; much of their transportation needs were met through buses, bicycles or walking.

NLCI learned that the greatest motivator for underscoring the importance of using a seat belt every time immigrants rode in a vehicle were the emotions evoked by family. Using images and a few phrases, along with reminders of the importance of the family were the best motivators to increase seat belt use.

Want to learn more? Subscribe to NHTSA's email list and alerts [here](#). (Scroll to bottom, right of page.) *Making an Impact* frequently includes these updates.

the teen was not wearing a seat belt, and our study revealed that one in four teens surveyed said they don't always wear a seat belt.

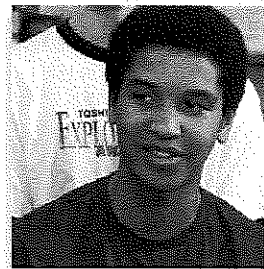
But what role do we, as adults, play?

We might be a lot more important than we think.

No one starts their day anticipating that they are going to get into a car crash. But we all know that it only takes one time to be riding in a vehicle

without buckling up for a life to be changed forever.

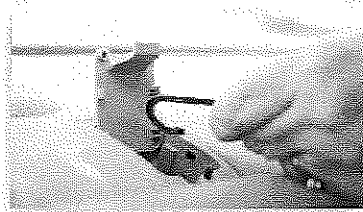
We all have a role to play when it comes to keeping teens safe as drivers and passengers, and a great place to start is by listening.





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/>



A CPS Technician demonstrates securing the top tether on a car seat, utilizing a part of the vehicle's LATCH installation system.

Date	City	Location	Address	Time
1/17	Beaverton	Kuni Collision Center	3725 SW Cedar Hills Blvd	9 am - 12 pm
1/21	Redmond	Redmond Fire	341 Dogwood Ave	2 pm - 4 pm
1/28	Bend	Bend Fire	1212 SW Simpson	10 am - 1 pm
1/28	Forest Grove	Forest Grove Fire	1919 Ash St	3 pm - 5 pm
1/29	Eugene	Eugene Fire	1725 W 2nd Ave	4 pm - 6 pm
1/31	Portland	Providence St. Vincent's	9205 SW Barnes Rd	9 am - 11:30 am
2/4	Coos Bay	Coos Bay Fire	450 Elrod Ave	11 am - 1 pm
2/5	Redmond	Redmond Fire	341 Dogwood Ave	11 am - 2 pm
2/6	Milwaukie	Oak Grove Fire	2930 SE Oak Grove Blvd	1 pm - 3 pm

Global Road Safety for Kids

There is a global epidemic on the world's roads, claiming the lives of hundreds of children every day. Safe Kids surveyed 6,000 parents in 6 countries about perceptions of road safety in their communities, and learned that many parents are

concerned about their child's safety when walking, biking, or riding in a car. More than 90% of parents surveyed in five of the six countries agree that more needs to be done to improve safety for children. The infographic below contains key findings from the report. Click to view/enlarge.

New "Safer Ride" App Helps Combat Drunk Driving



Too drunk to drive means too drunk for complicated apps. This past holiday Season, NHTSA unveiled it's

new "SaferRide" app to reduce drunk driving.

SaferRide is the simplest possible way to get home safe and only has three self-explanatory buttons on the Home screen.

- Choose from a list of available taxi services in your area, and with the tap of a button call them.
- Call a pre-programmed contact.
- If you just need to know where you are, you can bring up a map of your current location.

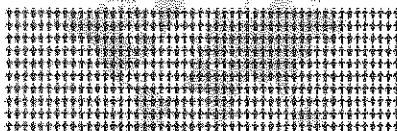
Each year on average, more than 10,000 people are killed by drunk drivers.

So please help end drunk driving by doing your part: don't drive if you've been drinking. Use NHTSA's SaferRide app to get home safely.

Versions available: [Android](#) [iPhone](#)

Road Safety Around the World

More than 500 children die in road traffic crashes every day



By 2030 the number of cars is expected to double worldwide



Low- and middle-income countries account for 92 percent of road traffic fatalities in children 19 and under.



By 2025

the proportion of the world's population living in urban areas is expected to increase to 58%.



Start the New Year Off Right: Try Park & Walk

Do you live too far to walk or bike to school? Consider starting a "Park & Walk" location nearby. Drive to a park, authorized parking lot, or other safe destination close to your school and then walk the rest of the way.



over and/or park

* has a safe walking route to school (*sidewalks or other safe place to walk*)

* located about 1/2 mile or less from school (*about 10-15 minute walk*)

* visible and open

Did you know that transit riders enjoy some of the same the health benefits of walkers and bikers?

Adding a few extra steps to your child's day can have lasting benefits. [Learn more.](#)

Some characteristics of a good Park & Walk site include:

- * room for cars to safely pull

M a k i n g a n I m p a c t

Digital
Bicycle and
Pedestrian
Motion
Graphics



NHTSA's new Motion Graphics rely solely on non-verbal concepts, visual images, and animation to teach people who speak different languages and/or may be hearing impaired, basic safety concepts.

Find them [here](#) and [here](#).

New
"Chuggington"
Pedestrian
Safety Videos



Beloved by Pre-School age children, find the videos [here](#), and [here](#).

Stamp Out Fear: Healthy Communities Make Safe Communities

Many of us enjoy the benefits of walking, biking and public transportation, especially during fair weather months. But what happens when residents have safety concerns about being out and about in their community?

When people don't feel safe in their communities, they are less likely to walk or bike, use local parks and community centers, and access public transportation.

When parents don't feel safe in their communities, they are hesitant to let their children play outside or walk to school.

"Addressing the Intersection" is a guide which provides an in-depth explanation on the inter-relationship between the fear of crime and it's

Traffic Safety Highlight: Clackamas County

This month we share our interview with Patty McMillan from Clackamas County Safe Communities, which she has been a part of for a dedicated 9 years.

Q: What led to your involvement?

PM: I was working at 9-1-1 prior to being hired as the Program Coordinator at Safe Communities.

It was a chance for me to work in prevention, which was really exciting since I had worked in response for so many years and saw the devastation of crashes and other tragic events.

Q: What are some of your groups achievements?

PM: We have run a successful campaign called

impact on healthy activity, as well as exploring prevention strategies.

Now let's take a look at a community who did something about it.

Most people may not think of walking or biking as crime reduction strategies, but in neighborhoods in East Palo Alto, California, law enforcement officers, community advocates, and residents are coming

together and engaging in these types of outdoor activities to make positive changes toward a healthier and safer community for all.

The East Palo Alto PD's *Fitness Improvement Training (FIT) Zones* are part of an innovative initiative aimed at testing whether improvements in community health can help increase community safety in the city's most dangerous neighborhoods.

Continued on page 3

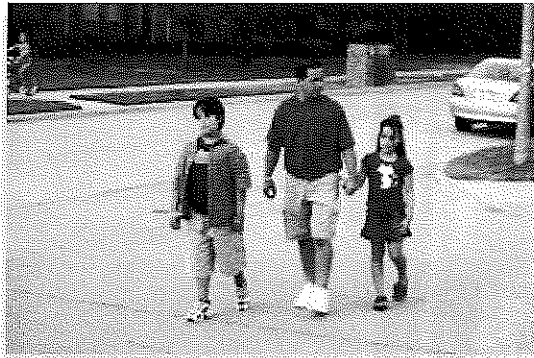
Posters and Coasters where high school students create safe driving media for prizes. This year, we had 98 entries from six different high schools which was our best turnout so far.

Q: What have you learned?

PM: The importance of partnerships and collaboration. Keeping an eye open for opportunities and knowing in my heart we are making a difference.

Q: What advice can you give to others?

PM: Seek out untraditional partnerships such as Public Health and Social Services. Find non-profits you can work with as they can seek funding opportunities that perhaps are not available to private or government agencies. Have fun!



Moving Forward: Oregon's Road Usage Charge Program

The nation's first per-mile charging system will launch in Oregon, July 1, 2015.

Three companies - Verizon, Azuga, and Sanef - have been qualified to help build and support Oregon's mileage charge collection system.

The companies will pass through ODOT's certification process in order to provide program services.



volunteer motorists. ODOT may assess a charge of 1.5 cents per mile for up to 5,000 vehicles, and issue a fuels tax credit to participants.

What is the Program's Purpose?
Funding for road maintenance, improvements and construction has been declining in Oregon since the 1990s. This is due in part to more

fuel efficient vehicles purchasing less fuel, thus paying less in fuel taxes—which go toward maintaining and building roads and highways.

That's good news for the environment and for reducing dependence on fossil fuels,

but it reduces funds available to maintain Oregon roads.

The per-mile charge is not a new concept. The first investigation into options to the traditional fuels tax took place in 2001. 14 years and 2 pilot programs later the program is becoming operational.

About the Program

This volunteer program is the start of an alternate method of paying for Oregon's roads. A result of the first legislation in the US to establish a road usage charge system for state transportation funding. It authorized ODOT to set up a mileage collection system for

How Will the System Work?

Mileage data is automatically collected from participating volunteer's vehicles and sent directly to one of the vendors for account management and credit calculation, before ODOT conducts an audit.

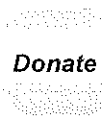
And be sure to enter our raffle for your chance to win a prize!

Date: **Thursday, April 16th**



Janelle Lawrence
Executive Director

Contact Us

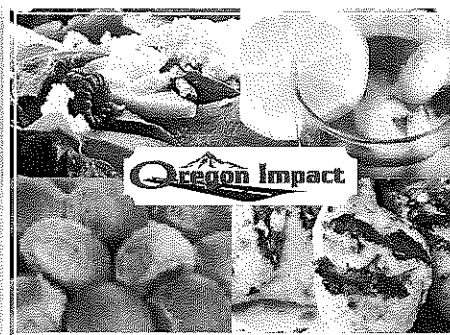


Mark Your Calendars for our Annual Business Lunch!

Take a break from your busy day to relax with us and support a great cause!

Listen to engaging guest speakers while enjoying a delicious meal.

Mingle with others who are passionate about helping to keep Oregon's roadways safer.



Time: **11:30 am - 1 pm**

At the Abernethy Center in Oregon City.

More information to follow.

We hope to see you there!



Funded through a grant from ODOT Transportation Safety Division

Healthy Communities Make Safe Communities

Continued from page 1

The FIT Zones implement health-related programs in public spaces that have been underused by residents and overtaken by unsavory types.

The idea is that as residents increase outdoor physical activities like walking, biking, and jogging, they will increase their presence in public spaces, improve their health, and regain control and ownership of their neighborhoods.

According to Ronald Davis, director of the U.S. Dept. of Justice's Office of Community Oriented Policing Services (COPS) and former police chief of the East Palo Alto PD, "The greatest deterrent to crime



Courtesy of City of East Palo Alto

and violence is not a community saturated with cops — it is a neighborhood alive with residents. The concept is that a healthy community would be, in fact, a safe community."

"Whoever controls a neighborhood's public spaces controls the quality of life in that neighborhood," he added. "That control must rest with the residents."

The FIT Zones are just one of a handful of new approaches that use public health strategies to solve community problems. These approaches tend to treat crime and violence like contagious diseases and look for innovative ways to prevent these "diseases" from spreading.

Many involve partnerships between public health and public safety agencies and show promise in creating effective change. [Click here](#) for full article and to learn more.

Sources: [PreventionInstitute.org](#) and [NIJ.gov](#)

Roadwise Rx

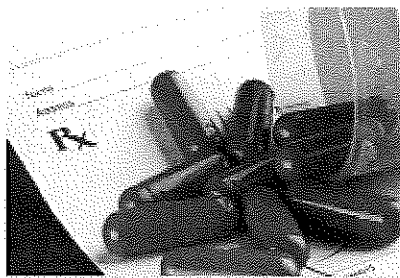
With cold and flu season in full swing, it is always important to remember that medications have both intended and unintended effects on your body, and these effects change based on the other medications that you're taking and the foods that you eat. Not only does that affect how you feel, many of these effects can also impact your ability to safely drive.

Medications known to impact driving include:

- Tranquilizers
- Narcotic pain pills
- Sleep medicines
- Some antidepressants
- Cough medicines
- Antihistamines
- Decongestants



Roadwise Rx is a free online tool developed by AAA's Foundation for Traffic Safety, designed to allow you to record your prescription and over-the-counter medications in



one central location, and to receive personalized feedback about how drug side effects and interactions between medications may impact your ability to drive safely.

Use Roadwise Rx by simply typing the names of any medications or supplements you are taking, then

view the results.

AAA states that any information entered in this tool is completely confidential and cannot be viewed by any other party.

Free Highway Safety Workshops + OTREC Events

Provided by the Department of Civil Engineering, University of Portland, and sponsored by ODOT - TSD and NHTSA.

Topic	Date	City	More Info
Highway, Local Rd & St Safety for Non-Engineers	Feb 28	Newberg	Register
OTREC Events in Portland at PSU. Learn More.			
Topic	Date	Time	More Info
Webinar: Is Accessibility Planning Feasible in U.S. Shrinking Cities? Traffic Signal Timing Strategies in Urban Areas	Feb 19	10 - 11 am	Register
Live Streaming Seminar: Active Transportation Research at Northern Arizona University	Feb 27	12 - 1 pm PT	Register



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
2/14	Hillsboro	Tuality Health Edu Ctr	334 SE 8th Ave	9 am - 11 am
2/18	Redmond	Redmond Fire	341 Dogwood Ave	2 pm - 4 pm
2/21	Vancouver	Peace Health SW Med Ctr*	NE 92nd St Entrance	8:45 am - 2 pm
2/21	Beaverton	Kuni Collision Center	3725 SW Cedar Hills Blvd	9 am - 12 pm
2/25	Bend	Bend Fire	1212 SW Simpson	10 am - 1 pm
2/25	Forest Grove	Forest Grove Fire	1919 Ash St	3 pm - 5 pm
2/26	Eugene	Eugene Fire	1725 W 2nd Ave	4 pm - 6 pm
2/27	Boring	Boring Fire	28655 SE Hwy 212	1 pm - 3 pm
2/28	Sherwood	Sherwood PD	20495 SW Borchers Dr	10 am - 1 pm
2/28	Keizer	Keizer Fire	661 Chemawa Rd NE	12:30 pm - 2 pm



*Peace Health Event: Registration required by 8:45 am for 9-10 am class. First come, first served. Must attend class to participate in clinic, which begins at 10 am.

Program Highlight: The Child Safety Seat Resource Center

Are you familiar with the best place to find car seat information specific to Oregon families? Our *Child Safety Seat Resource*

Center has been the central hub for car seat information for many years.

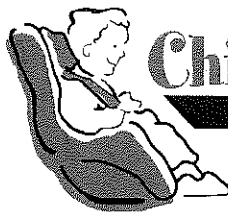
Question: So what can you find on the *Resource Center* website?

Answer: Information on:

- Where to get a car seat checked for **proper installation**.
- Listings for **assistance programs** where families who are income eligible can obtain a reduced-cost car seat.
- Oregon's **Child Occupant Protection law**, and laws in neighboring states.
- **Nationwide Best Practice guidelines** and advice on when to safely move a child to the

next stage of restraint.

- How to determine if a car seat needs to be **replaced**



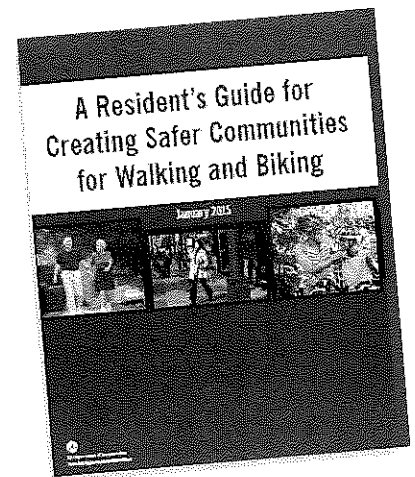
Child Safety Seat RESOURCE CENTER

following a crash.

- Where to **recycle** a car seat.
- Helpful installation **videos**.
- How to check for car seat **recalls**.
- Free education materials, including full-color brochures and printable **flyers**.
- A FAQ page with key safety topics including guidelines for RV and air travel, regulations for riding in shuttle buses and taxis, and more.

If you haven't yet paid the *Child Safety Seat Resource Center* a visit, we suggest you check it out and share with others you know who have children.

A Resident's Guide for Creating Safer Communities for Walking and Biking



This guide includes information, ideas, and resources to help residents learn about issues that affect walking and biking conditions; find ways to address or prevent these problems; and promote pedestrian and bicyclist safety.

The Guide provides examples from other communities working to improve pedestrian and bicyclist safety and also contains fact sheets, worksheets, and sample materials that can be distributed or adapted to meet the needs of a community. References to other resources and materials are also provided.

[Click here](#) to view the guide.

Save the Date: Oregon Impact's Annual Golf Tournament
Wednesday, July 22, 2015

