

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**

**July 20, 2017**

### **AGENDA**

- I. **CALL TO ORDER:** 4:00 PM, Civic Center Council Chambers, 1175 E. Main Street
- II. **ANNOUNCEMENTS**
- III. **CONSENT AGENDA**
  - A. Approval of Minutes: June 22, 2017
- IV. **PUBLIC FORUM**
- V. **NEW BUSINESS**
  - A. Future Agenda Building (20 min.)
    - Discuss and plan for future agenda topics
- VI. **TASK LIST**
  - A. Discuss current action item list
- VII. **OLD BUSINESS**
  - A. None
- VII. **FOLLOW UP ITEMS (Non-Action Staff Updates)**
  - A. Nevada Bridge Extension Project
  - B. Street Painting Permit Process
  - C. Zagster Bike Share Program
  - D. Gresham Residential Parking Permit
  - E. Iowa St. Safety Audit and Analysis
- VIII. **INFORMATIONAL ITEMS**
  - A. Transportation HB 2017-10 Information
  - B. Action Summary
  - C. Accident Report
  - D. Making an Impact Newsletter (June)
- IX. **COMMISSION OPEN DISCUSSION**
- X. **FUTURE AGENDA TOPICS**
- XI. **ADJOURNMENT:** 8:00 PM

**Next Meeting Date: August 24, 2017 Meeting**

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

**CITY OF  
ASHLAND**  
**Transportation Commission**  
Contact List as of July 2017

Name	Title	Telephone	Mailing Address	Email Address	Expiration of Term
Dominic Barth	Commissioner	617-840-5425	586 ½ C Street	<a href="mailto:dofriesgowiththatsake@yahoo.com">dofriesgowiththatsake@yahoo.com</a>	4/30/2018
Joe Graf	Commissioner	541-488-8429	1160 Fern Street	<a href="mailto:jlgtrans15@gmail.com">jlgtrans15@gmail.com</a>	4/30/2018
Vacancy					
Corinne Vierville	Commissioner	541-488-9300 or 541-944-9600	805 Glendale Avenue	<a href="mailto:corinne@mind.net">corinne@mind.net</a>	4/30/2019
David Young	Commissioner	541-488-4188	747 Oak Street	<a href="mailto:dyoung@jeffnet.org">dyoung@jeffnet.org</a>	4/30/2018
Sue Newberry	Commissioner	775-720-2400	2271 Chitwood Lane	<a href="mailto:sue.j.newberry@gmail.com">sue.j.newberry@gmail.com</a>	4/30/2019
Kat Smith	Commissioner	541-326-7517	770 Faith Ave.	<a href="mailto:ladybikesafety@gmail.com">ladybikesafety@gmail.com</a>	4/30/2020

**Non-Voting Ex Officio Membership**

Mike Faught	Director of Public Works	541-488-5587	20 E. Main Street	<a href="mailto:faughtm@ashland.or.us">faughtm@ashland.or.us</a>	
Michael Morris	Council Liaison	541-261-9406	20 E. Main Street	<a href="mailto:mike@council.ashland.or.us">mike@council.ashland.or.us</a>	
Rich Rosenthal	Council Liaison	541-941-1494	20 E. Main Street	<a href="mailto:rich@council.ashland.or.us">rich@council.ashland.or.us</a>	
Brandon Goldman	Planning Department	541-488-5305	20 E. Main Street	<a href="mailto:goldmanb@ashland.or.us">goldmanb@ashland.or.us</a>	
Steve MacLennan	Police Department	541-552-2433	20 E. Main Street	<a href="mailto:macleanns@ashland.or.us">macleanns@ashland.or.us</a>	
Scott Hollingsworth	Fire Department	541-552-2932	20 E. Main Street	<a href="mailto:hollings@ashland.or.us">hollings@ashland.or.us</a>	
Janelle Wilson	SOU Liaison	541-552-8328	1250 Siskiyou Blvd	<a href="mailto:wilsonjan@sou.edu">wilsonjan@sou.edu</a>	
VACANT	Ashland Schools				
Dan Dorrell PE	ODOT	541-774-6354	100 Antelope Rd WC 97503	<a href="mailto:Dan.w.dorrell@odot.state.or.us">Dan.w.dorrell@odot.state.or.us</a>	
Edem Gómez	RVTD	541-608-2411	3200 Crater Lake Av 97504	<a href="mailto:egomez@rvtd.org">egomez@rvtd.org</a>	
VACANT	Ashland Parks		20 E. Main Street		
Jenna Stanke	Jackson County Roads	541-774-6231	200 Antelope Rd WC 97503	<a href="mailto:stankeJS@jacksoncounty.org">stankeJS@jacksoncounty.org</a>	
David Wolske	Airport Commission			<a href="mailto:david@davidwolske.com">david@davidwolske.com</a>	

**Staff Support**

Scott Fleury	Eng. Service Manager	541-488-5347	20 E. Main Street	<a href="mailto:fleury@ashland.or.us">fleury@ashland.or.us</a>	
Karl Johnson	Associate Engineer	541-552-2415	20 E. Main Street	<a href="mailto:johnsonk@ashland.or.us">johnsonk@ashland.or.us</a>	
Tara Kiewel	Administrative Assistant	541-552-2427	20 E. Main Street	<a href="mailto:kiewelt@ashland.or.us">kiewelt@ashland.or.us</a>	

**ASHLAND TRANSPORTATION COMMISSION  
MINUTES  
June 22, 2017**

These minutes are pending approval by this Commission

**CALL TO ORDER**

Graf called the meeting to order at 6:00 pm

**Commissioners Present:** Joe Graf, Dominic Barth, Sue Newberry, David Young, and Corinne Vièville

**Commissioners Absent:** Kat Smith

**Council Liaison Present:** None

**Council Liaison Absent:** Mike Morris, and Rich Rosenthal

**SOU Liaison Absent:** Janelle Wilson

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

**Staff Absent:** Mike Faught

**ANNOUNCEMENTS**

Graf announced the appointment of a new commissioner, Kat Smith. She will be joining the commission at the next meeting. He reminded the commission that still leaves one vacancy.

Graf announced he is adding an agenda item under old business. Item A is going to be an update regarding Tuesday's Council meeting in which there were two transportation items on the agenda. He also reminded the commissioners that he and Scott meet the second Monday of every month to plan the agenda, so if anyone has any agenda items they would like to see added please get in touch with either of them beforehand.

He stated his philosophy is the task list is agenda items, so anything that is on the task list is fair game for discussion during that time.

**APPROVAL OF MINUTES**

**Approval of Minutes: February 23, 2017**

**Newberry/Barth m/s to approve minutes as presented.**

**All ayes. Minutes approved.**

**Approval of Minutes: April 27, 2017**

**Barth/Newberry m/s to approve minutes as presented.**

**All ayes. Minutes approved.**

**PUBLIC FORUM**

Lisa Hamilton, 1273 Iowa Street

Lisa described an experience she recently had when a vehicle crashed nearby her parked car. She saw the vehicle fly up onto what little sidewalk there is in that area. The vehicle collided with the power pole at the corner of Iowa and Avery Street. She described how scary that experience was especially since she has stood at this very pole with her children as they wait to cross the street. She quickly called 911. This is not the only vehicle crash in this area that she has witnessed first-hand. Months back there was another crash late in the night, involving a vehicle crashing into her neighbor's parked van. Many of the drivers on this street are new drivers in high school and living as though they are invincible. Many of the drivers are college students, heading home from parties and bars. Mistakes will be made and many have already been made. While those mistakes can't be stopped entirely, it is everyone's responsibility to do all they can and to help slow people down and make the street as safe as possible.

Karsten Peterson, 321 Bridge Street

They are part of an area that has a lot of kids on it. Her kids go to Willow Wind School on East Main. Their route to school is to cross Iowa Street, cross Wightman Street, and then cross at Wightman/East Main. Her kids went on to share their own experiences.

Drake shared that he and his brother were taking their dog for a walk down to the park and they saw a car speed up and then start to drift. They started walking out and the car sped up headed towards them and almost hit them. They have made some routes around Iowa to help them get around but they take longer to get to school. They would really enjoy having a crosswalk there.

Body agreed that it is really hard to cross Iowa Street without a crosswalk because cars park along the sides of the street and you have to walk almost to the middle of the street in order to get a view of what is coming. He thinks it would be good to have a crosswalk there so people will slow down and so people will have a safe place to cross the street.

Newberry pointed out that Iowa Street safety concerns is listed as an agenda item, under task items

Phil Hutchings, 2404 Siskiyou Blvd.

He is representing himself and his neighbors. He has noticed the speed trailer at the middle of Bellview Street. He isn't sure why it was set up there but he thinks it was probably due to excessive speed.

Graf pointed out that item is also on the agenda task list.

Colin Swales, 143 8<sup>th</sup> Street

He is a member of the Southern Oregon Electric Vehicle Association. He doesn't own an electric vehicle himself but having previously been a member of the Planning Commission and the Transportation Commission, he is interested in how the city is dealing with the infrastructure that comes with electric vehicles. He attended a meeting the other night and wanted to relay the information. SOEVA will have an entry in the 4<sup>th</sup> of July parade, the day prior and the day after that they will also have meetings at the Ashland library. The meetings have to do with ODOT sending a representative to discuss how to deal with autonomous vehicles and how that will effect infrastructure. One of the reasons he got involved with the club is because they were supporters of a shuttle coming to town. Josephine County is going to refurbish a bus to use as a shuttle between Grants Pass and Medford. He will send an email to staff with further details that can be forwarded on to the commission.

He also shared one of the things he has been doing for quite some time is monitoring traffic on arterial roads. He has always been a great proponent that we don't need three lanes of auto traffic in our downtown. To that end, he has been monitoring ODOT's figures. The figures are usually a few years behind but the figures have been dropping. 2013 was the lowest since 2003. It has had a slight uptick which may be because of the low fuel prices currently. He will also forward those details to show what the arterial traffic is doing in the downtown, and along Siskiyou, North Main and Ashland Street.

While there are still citizens in the audience that spoke about Iowa Street Commissioner Newberry had a few things to share. She shared she has a background in communities doing pedestrian/bicycle safety. One of the things she is going to be trying to encourage staff to do is to start including citizens and commissioners when doing studies such as the study on Iowa. Her experience is the best way to do that is to include people such as Lisa Hamilton who spoke earlier.

Newberry also mentioned that crosswalks won't slow people down by marking them. Those crosswalks are legal crossing places now whether they are marked or not. Marking them does help pedestrians feel more comfortable though.

## **NEW BUSINESS**

**Bicycle Swap and Education Program Presentation by Ashland Parks  
Lori Ainsworth, City of Ashland Parks and Recreation**

### **Egon Dubose, teaches bicycle safety classes throughout Ashland**

Lori updated the commission on how this year's bike swap went. She shared that they use funds generated from the bike swap to facilitate the bicycle safety education program which is operated in the elementary schools. The Ashland Parks and Recreation (ARP) assumed the role of managing this program back in 2012. It costs ARP about \$9,000 per year and is included within their budget. That pays for the instruction and maintaining the fleet of bikes. This year the bike swap was on Easter weekend and it also happened to be the last day of skiing at Mt. Ashland, so the event was down by about eighty customers from the prior year. The gap between revenues and expenditures this year was \$2,600 compared to \$1,000 last year. Overall the bike swap is still a very popular community event.

Young said his experience was it was less publicized than in previous years. Lori said she would pass that along to the marketing group and to Rachel Dials, Recreation Superintendent. Young also recommended they get communicate to the commission a few months in advance of the event so it can be more on people's radar.

Egon stated last year this program was only taught at three schools which is unfortunate that it isn't taught at all of the schools especially because it is free of charge. He pointed out that he has approached Willow Wind every year and every time they have declined. In his opinion, Willow Wind is one of the most problematic schools in terms of access to the school. He wished that Karsten Peterson who had spoken during public forum had stuck around. He feels she could make a great champion for him at that school.

Barth said he had remembered talking about Bellview at a previous commission meeting and trying to make further attempts to get them on board but then it became apparent that they were not interested. Young said the Principal is adamantly opposed to the program right now because of the inadequate infrastructure. She doesn't want to encourage kids to bicycle because of this problem. Egon said in previous years he would approach the teachers and Principal of Willow Wind and Bellview via email, occasionally in person as well which he will do this year as well. Despite the fact that he primarily teaches bicycle safety education, he starts by teaching pedestrian safety education and he thinks maybe that is a good thing to point out to the Principal so she can reconsider the program.

Newberry suggested when meeting with the Principal that he find out precisely what the concerns are of the Principal. She lives nearby that school and has observed one of the issues is the parents driving in/out of the school. The drop off/pick-up area is inadequate. If we could get more specific information regarding the problems then maybe the school/commission could work together to solve all of the modal issues. She offered to join Egon, being that she has a lot of background in safe routes to school programs. Egon said he would reach out to the Principal first and then get back to Newberry.

Graf said it is discouraging because they had gone ahead with the four way stop at Tolman and he had hoped that would mean they would then take advantage of the bicycle safety program.

Discussion was had regarding the need for safe routes to school. Egon said he would be willing to meet at any time to have further discussion.

### **Zagster Bike Share Program**

#### **Andrea Napoli, Rogue Valley Council of Governments (RVCOG)**

Fleury went over his staff report regarding how the bike share problem came to existence and the current desire to work with RVCOG in order to keep this program going.

Napoli shared that United Way began this program in 2015 utilizing grant funding. United Way approached the RVCOG a few months ago to see if they would be interested in taking it over as the grant funding was ending on July 24, 2017. The RVCOG had secured grant funding through ODOT and RVTD. Given the short time frame they decided to eliminate some of the current six stations, with half of the use at the Water Street station, and go with the stations that were performing. The ODOT grant funds two stations, twenty bikes for three years. The RVTD funds two stations, ten bikes. With that, the Front Street station in Medford will remain because that was important to RVTD. Other than that, everything through the grant funding will be in Ashland. They have also been working with the self-sufficiency office through the State, they administer Medicaid, SNAP, the jobs program, and Assistance for Needy Families etc., to be able to offer them free use of the system.

Young thinks the program is fantastic and it is mentioned in the 2012 Transportation System Plan. He asked if the Siskiyou Boulevard location is the location to serve the underserved. Napoli said it was. He thinks the tourist location is very important than everyone thinks, he would love to see it move from Water Street to the Plaza. He thinks ScienceWorks would be a great partner because a lot of families that visit there from out of town and many of them say they don't want to drive when they get into Ashland. Napoli said there are definitely partnerships in the works and they plan to continue to work on securing private sponsors. Right now there is a system in Ashland that will work and once that is installed they can implement other phases if other interested parties come on board. Right now this is being funded with public money but her hope is that they can approach private parties and entice them to support the program by demonstrating that the program is being utilized. She said if anyone has any ideas for potential private sponsorships to please contact her and she will get it added to the list. Asante and OSF are currently on the list for future exploration.

**Young/Vièville m/s recommend to Council that the commission supports the participation in the new RVCOG program, including two stations.**

**All ayes. Motion passes.**

Young feels this will be a successful program and there will be opportunities for private partnerships in the future.

Vièville asked about the potential for adding a tandem bike to the system which could have the potential to benefit the visually impaired. Napoli said there aren't currently any tandem bikes in this system but she can discuss this with Zagster. Vièville asked Napoli if she would be willing to meet with the Lions Club to discuss this, if Vièville was able to set something up and Napoli said yes.

#### **July 2017 Meeting Date**

Fleury reminded the commission that this request is due to him being away at a conference that week.

Discussion was had and the commission decided on July 20 from 4:00-6:00 p.m. in Council Chambers.

#### **TASK LIST**

##### **Discuss current action item list**

Barth asked about the Hersey/Wimer signal warrant analysis and Fleury said that had been postponed due to budget meetings but it is on the July agenda, along with a quarterly update on the Road Diet.

Young asked about the super shadows along Main Street. He said it has been approved by two bodies and he is wondering when this is going to take place. Fleury said the budget was just approved by the budget committee and that budget includes the Capital Improvements List of which the super shadows was a part of. He is going to task Faught with getting that going this summer and gaining ODOT approval (it is their jurisdiction), so hopefully we can see some forward momentum very soon.

Barth asked about the TSP Update and Internal Feasibility Analysis. Fleury said the RFP for the TSP has been advertised and responses are due back by August 1, 2017. Once the responses come back they will begin the formal process, in which Newberry has agreed to be the Transportation Commission representative.

Graf shared that Newberry made a great presentation to Council on the East Nevada Bridge and the commission's stance on it. He said there was quite a bit of discussion on this and the vote was not unanimous; they did vote to not go forward with the bridge as proposed in the TSP. He further described how the Council meeting went.

Young said he went to the RVCOG meeting last week in which Faught gave a presentation for a twelve foot bicycle/pedestrian bridge or a twenty foot bicycle/pedestrian/emergency vehicle bridge, citing the current fire code. He also presented the Independent Way project as an option. His sense was there had been discussions amongst

people in advance of that meeting. The temperature of the room at that meeting was that a bicycle/pedestrian/emergency vehicle bridge would score far less with them than the Independent Way project. That is no surprise to him but is disappointing. Fleury explained we would have to submit a new application for transfer of the grant funding (\$1,500,000) over to the Independent Way project. If the RVCOG supports it, then it would go to the RVMPO and they would decide if those grant funds will be reallocated. Young said the Greenway Board is also a potential for funding. They were present at the RVCOG meeting and there was a lot of discussion at that meeting. Fleury said the Greenway Board is very supportive of that connection. Newberry asked if this could be added on a future agenda rather than keep the people in the audience who are here for the next agenda topic waiting.

Newberry would like to have the support of the rest of the commissioners to work with Public Works on the Iowa Street Safety Concern issue. She would like to maybe do something like a walking audit, where they would go out there and observe. She doesn't want to have to wait until school starts to fix the problem. Fleury said part of the problem with school starting is the car counts for turn movements, the rest of it will begin when the new budget year starts. Newberry said she understood and would like to be involved in that process. The commission supported the idea.

Barth asked about the Sidewalk Clearance and Vegetation Maintenance item. He said they were previously told there was going to be an app for that and he wondered if that had taken place. Fleury said there is an App called My Ashland which you can submit complaints through.

## **OLD BUSINESS**

### **Pilot Residential Parking Permit System for Gresham Street**

Savannah Randall, 810 Park Street

She shared that she isn't a resident of Gresham Street but she does spend a lot of time on the street, as her Professor Craig Wright lives there. When she first moved to Ashland she lived across the street from AHS and she experienced a lot of congestion during the day but it tended to loosen up in the evening and during school breaks. In her opinion, if you are a homeowner you shouldn't have that struggle every single day.

Donna Wright, 1274 Munson Drive

Her grandson lives here and over the years she has seen how horrible it is to try to park nearby. She spoke about something as simple as having small children and trying to unload groceries while parked four blocks away. And other things like taking your child to school while the weather is bad, and the sidewalk is icy. If there was room to put a driveway in, her son Craig would have already done that. She feels people ought to be able to park within a reasonable distance to their house. She doesn't think this residential parking program will be harmful to anybody.

Craig Wright, 25 Gresham Street

His intent isn't to reiterate what he has already said. He thanked the commission for considering this. He wanted to take a moment to acknowledge Teri Disilva who is currently ill (she served the Ashland Police Department for many years).

This isn't a matter of convenience for his family, it isn't an issue they can speak of in idealistic terms and he doesn't think they can afford to look at it that way. It affects them each and every day, it is a basic necessity in life. He believes the community should try to provide for their residents. The library has designated parking spaces, a bike rack, is centrally located and even has a bus stop. He said he is getting older and plans to retire in ten years and he doesn't know how he will feel then. The stories such as the difficulty with unloading groceries, aren't exaggerations. He feels like he is being encouraged to drive more because he spends an extra 15-30 minutes per day driving just to find a place to park. He feels this is an opportunity to do something that is very low cost. He really wants to speak as highly as possible but he has been dealing with this for twenty-three years now and for twenty-three years now he has been asking for a solution. He has done all he can, even going without a vehicle for several years before having children.

Colin Swales, 143 8<sup>th</sup> Street

He said this has been a long, ongoing problem. He owned property at 461 Alison Street since 1995. He was surprised when he found out about this because he didn't receive notice of this and yet he is in that immediate area.

He said this all started when the library was re-zoned from residential to downtown commercial and thus not requiring off street parking, which allowed them to quadruple the size of the library and cut the parking. His memory of it is that they were going to try to have parking on both sides of Gresham Street and then they found that it was too narrow to do that. At the time the Planning Director (Mac) unofficially designated the north side of Alison Street as defacto library parking, which is what in fact happens with at least two-thirds of the block. He said it isn't just library patrons that come and go, it is library staff as well. He knows the situation that Craig is in and he fully supports this idea. He is just interested to see how this works out and possibly if it can be extended into the other neighborhoods that suffer from the downtown congestion. One of the things that could be done, is to possibly offer an incentive to downtown employees to park in the parking garage, rather than on the residential streets. He requested that any future discussion of this by either the Transportation Commission or the City Council be noticed to the residents on Alison Street and also Union Street.

Christina Hubbard, 850 Blackberry Lane

She used to live on Gresham Street. She shared with the commission that she appreciates them considering this. She feels it is wonderful for the commission to consider a local's need. The people who live on Gresham Street pay a premium to buy their homes and to keep them up to historical standards. It seems like they do their part to keep their houses looking the way the City wants them to look but it isn't right for them to have to work so hard to just be able to come and go. She spoke about this past winter with all the snow and ice that we got and how difficult that is for the aging residents in that neighborhood who have to park blocks away.

Young feels there are two issues here. One, is specifically related to Craig's issue. He feels there is some level of service that is owed to him if there is absolutely no off street parking option. He feels that is legitimate. The issue for him is he wonders if you can do an individualized thing as a pilot. He thinks we can do a pilot for a particular residence on a request basis, if it is allowed. He remembers exactly what Colin Swales described with the changes to the library parking. He shared that the Downtown Parking Committee started to look at a residential parking permit program and that's when everything got tense, and things got pushed off. That parking plan got voted down by Council. With that said, he thinks we should look at individual requests, based on a residence having no off street parking.

Newberry isn't sure that it is practical given what Diamond Parking said at the first meeting she isn't sure how feasible and practical it is. If we have something that isn't enforced, it's useless. She feels it is more enforceable if we have the five spaces. She is concerned about the letter opposing this, which was just handed out and inserted here into the record. The resident is concerned about pushing the vehicles further up Gresham. She would anticipate if this was done as a pilot project to see how it worked, that there would be parameters set but she believes we will have requests coming in from nearby residents very quickly. We need to be careful because whatever is decided for this situation is likely going to determine what happens for residential permits. She thinks we may want to consider limiting the number of permits per household but not limit the people that would be eligible, that way residents along Gresham, Alison and Union could apply, and limit the permits to two per household (no off street parking) or one per household (off street parking). She believes we should do this as a pilot and if it doesn't work then we will know what doesn't work about it, which will give us a foundation to improve. We need to approach it very carefully and approach it as a new pilot program.

Vieville feels it is important to be able to be close to where you want to get to, especially if you have an illness or develop a disability at some point in life.

Barth thinks some sort of permit system is overdue and he is hoping this will maybe effect metered parking downtown. He thinks the five spaces that were presented at the first meeting, is a good place to start.

Graf agrees with Young and is fully supportive of doing one or possibly two spaces for Craig, but he is not supportive of starting the precedent of giving "free reserved parking" to everybody who feels they don't have off-street parking. He supports the situation that the Wright's are in and he supports supplying one space for them but he doesn't think we should supply five spaces just because it is easier for Diamond Parking or because that is the block section.

Fleury pointed out when he and Faught first went out there they talked about installing a driveway in the front yard so



there was dedicated parking. If a driveway was installed, per our standard, he could take up thirty feet of frontage which would equate to almost two parking spaces there. If he were to do that you would lose more spaces than you would gain by having the off street parking in front of his home.

Wright informed the commission that he attended every one of the library meetings pleading his case about how it was going to affect parking and he was reassured about how it was going to be ok.

**Newberry m/ move forward with a pilot project that would create the five spaces on Gresham as a pilot project that would run 6-12 months. At six months, at a minimum, the pilot program would be evaluated.**

**Motion died sue to lack of second.**

**Young/Vieville m/s due to compelling circumstances and lack of off-street parking the Commission requests Council approve the provision of one reserved parking space in front of 25 Gresham Street for use by the homeowner, to be reviewed after one year.**

**All ayes. Motion passes.**

#### **FOLLOW UP ITEMS**

**None**

#### **INFORMATIONAL ITEMS**

##### **Action Summary**

##### **Accident Report**

Officer MacLennan went over the accident report for March and April and they discussed a few of the accidents listed.

Officer MacLennan spoke regarding the residential parking issue. This was something that was brought up to him about six months ago by the Director of SOU Security who would like to come and speak to the commission in the near future. SOU just purchased a program that uses a license plate reader and his theory is that his students shouldn't be bothering residents that are surrounding the school. The residents license plates would be saved in the system and if they have visitors, you can go on any smart phone and add the plate info to the system (or call in). He thought this might be something we want to look at if we do venture into more residential parking permits.

Officer MacLennan shared he had a complaint about parking on Tolman Creek, just above Siskiyou Blvd. (County roadway). The road is narrow and people tend to park along the shoulder, and there aren't any no parking signs. He said he wasn't sure there would be anything that could do about enforcement because it is a county road. He passed the information along to Fleury.

Officer MacLennan spoke regarding the issue with Iowa Street. He said Karl Johnson (Engineering) did a speed study and the average speed was 22.4 mph, there isn't a speed issue up there. We need to remember when they are talking about these crashes that are happening, these crashes are due to intoxication. There is a blindspot issue with the power pole on the SE corner of Garfield.

Officer MacLennan mentioned that is just so happened that Washington/Ashland got brought up today because he had two crashes out there today involving U-turns. ODOT has talked to him and want him to enforce U-turns out there and he has asked them to install signage and they have said no.

**Making an Impact Newsletter (May)**

#### **COMMISSION OPEN DISCUSSION**

#### **FUTURE AGENDA TOPICS**

**Next Meeting Date: July 20, 2017**

**ADJOURNMENT**

Meeting was adjourned at 8:27 p.m.

*Respectfully submitted,  
Tami De Mille-Campos  
Public Works Administrative Supervisor*

# Memo

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CITY OF  
ASHLAND

Date: July 12, 2017  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Future Agenda Building

**BACKGROUND:**

Staff is requesting the Commission discuss and formalize future agenda discussion items moving forward.

Examples could be, goal setting, public outreach programs for traffic safety, bicycle safety, pedestrian safety, Commission training, and ADA parking space program.

**CONCLUSION:**

Staff will use discussion to assist in formalizing future agenda items and prepare required background information as required for topics.

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# CITY OF ASHLAND

## Transportation Commission **Action Item List**

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J u l y 2 0 , 2 0 1 7

### **Action Items:**

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

### **Meeting Minutes:**

Mr. Faught explained the Transportation Commission was working on a potential shuttle program as an alternative mode from a transit standpoint and thought the Transportation Commission should continue working on the transportation piece. Council supported the super sharrow project for the interim and wanted the Committee to review the proposal then disband. The remaining charges for the Committee would go into the broader context of urban design. Council also wanted the Transportation Commission to continue researching the trolley or shuttle component and public transportation in general. Council would look into the urban design study for the downtown after the election and form a new committee then.

- b. Staff in process of developing solicitation document in order to perform engineering review, recommendations and design of a super sharrow project for the downtown corridor. Scoping will include super sharrow location and truck parking along with public meetings and coordination with ODOT.
  - c. Kittleson & Associates has been tasked with performing feasibility analysis with respect to installation of a supersharrow through the downtown corridor. Once the technical memorandum is complete results will be presented before TC.
  - d. ***Kittleson has created a draft feasibility analysis and staff is reviewing***
  - e. Staff has requested FY18/19 biennium budget approval for funding a super sharrow striping project.
  - f. ***The biennium budget including the super sharrow striping project has been adopted by the City Council.***
- 3. TSP Update and Internal Circulator Feasibility Analysis (Updated July 2017)
  - a. Budget for Engineering Services-including TSP update with core analysis of an internal circulator transit system (feasibility analysis). FY18/19 budget process
    - i. Biennium budget has been adopted by Council and will fund TSP update (July 2017)
  - b. Develop Request for Proposal (RFP) for Engineering Services (TSP update and Circulatory Feasibility). Draft January 26, 2017
  - c. Solicit consultant responses (July 2017)
    - i. Solicitation Advertised and responses due August 1, 2017
  - d. ***Perform consultant select (August/September 2017)***
  - e. ***Award Contract (September/October 2017)***
  - f. ***Project "kickoff meeting" (October 2017)***
- 4. Nevada Bridge Project
  - a. Project ranked as high priority in current adopted transportation system plan (TSP)
  - b. Grant Application-received \$1.5 million in surface transportation funding for project
  - c. Create additional cost estimates for various bridge configuration
    - i. Standard bridge cross section
    - ii. Separated vehicular/pedestrian/bicycle cross section
    - iii. Completely separated vehicular bridge and pedestrian/bicycle bridge cross section
    - iv. Pedestrian/bicycle and emergency vehicle only cross section
  - d. Held public meeting at TC to take public input on proposed project
  - e. Attended informational meeting at private residence with concerned citizens
  - f. Solicit traffic engineer to perform Traffic Impact Analysis (TIA)
  - g. Traffic Engineer hired to perform TIA.
  - h. Traffic count data being collected for TIA analysis.
  - i. Schedule future public meeting at TC to discuss project and take public input (February 23,

2017)

- j. Follow up meeting scheduled for March 23, to include TC discussion and potential motions.
- k. March 23, meeting held and Commission motioned to “Recommend the City Council reject a motorized vehicle bridge as proposed in TSP project R17 (East Nevada Street bridge). This motion does not preclude the possibility of revisiting the need for a bridge in the future, if plans or conditions change.”
- l. Project will be discussed by the City Council at the June 20, 2017 regular business meeting. Public input will be taken and all previous information collected will be given to Council for review in consideration of the project.

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

5. Main St. Crosswalk truck parking

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

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

- a. Traffic Engineer will review appropriate warrants for potential changes in intersection control.
- b. Traffic Engineer also providing analysis for installation of Rectangular Rapid Flashing Beacons (RRFB’s) as a pedestrian crossing improvement and or other improvements.
- c. Traffic Engineers Memo is complete
- d. Staff recommending installation of RRFB’s at intersection in conjunction with the N. Mountain Ave. overlay project.
- e. Staff has requested FY18/19 biennium budget approval for funding installation of RRFB’s at the intersection of Mountain Ave. and Fair Oaks as a recommendation by staff and the consultant traffic engineer.

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

7. Intersection Enhancements (Street Painting/Murals)

- a. After presentation by citizens on Faith St. Commission would like to have the intersection

repair idea as an action item on a future agenda.

- b. Staff to schedule item on the agenda and provide pertinent information in a staff report
- c. Staff edited City of Portland Permit and sent to Legal for Review
- d. Staff met with staff liaison to Public Arts Commission regarding Public Arts input and to discuss their current mural approval process
- e. Need Legal approval of permit
  - i. Legal has reviewed and included draft language additions for staff review (January 2017) Staff has incorporated additional permit language suggested by the Legal Department.
- f. Planning reviewing street mural permit in association with sign code requirements.
  - i. Planning has reviewed permit with respect to sign code requirements and determined a street mural is exempt from the sign code.
- g. Staff is drafting a Council report for approval of a street mural permit.
- h. Permit slated for Council agenda July 18, 2017.**
  - i. Faith Ave. residents compiling required petition for permit**
  - ii. Faith Ave. residents applied for grant funding**

- 8. Sidewalk clearance and vegetation maintenance
  - a. Staff proposed a website application where residents could submit vegetation clearance issues along sidewalks.
  - b. Public Works Staff developing informational materials as strategy to meet goals of public education regarding nuisance related items per AMC section 9 (Ongoing)
  - c. Geographic Information System staff (G.I.S.) staff to create draft application for review by the TC. (Ongoing)
  - d. Informational brochure completed by staff and draft copy included in March 23, 2017 packet
- 9. Citizen request for speed and volume analysis on Cambridge St.
  - a. Staff to set counters out as time allows (January 2017)**
- 10. Citizen request for speed and volume analysis on Bellview along with traffic calming for right hand turn movements onto Bellview from Siskiyou Blvd.
  - a. Staff to set counters out as time allows. (January 2017)
  - b. Staff to discuss corner layout with ODOT
  - c. Staff discussed corner radii with ODOT. Staff to develop comprehensive map of corners for discussion with ODOT on physical improvements to reduce speed when leaving Siskiyou Blvd. (June/July 2017)**

11. Citizen request for intersection analysis of Morton/Euclid/Pennsylvania
  - a. ***Traffic Engineer to review intersection for potential improvements.***
12. Citizen request for striping improvements in Plaza area
  - a. Staff to work with Traffic Engineer on potential striping improvements to prevent wrong direction vehicle movements from occurring. (Summer striping program 2017)
  - b. ***Striping refreshed June 2017***
13. Siskiyou Blvd. and Sherman St. intersection issues
  - a. Citizen reported potential hazard with length of intersection (Siskyou)
  - b. Staff forwarded information to Traffic Engineer for review and recommendations
  - c. ***Traffic Engineer working with ODOT on signal timing to increase "all red" phase to 2 seconds as an improvement. (June 2017)***
14. Iowa St. safety concerns (May 2017)
  - a. Staff has conducted speed/volume studies on Iowa St. and Garfield St.
  - b. The speed trailer was placed onsite
  - c. ***Staff has contacted Traffic Engineer to perform corridor safety study, to include recommendations in bicycle lane/boulevard improvements, crosswalks, speed reduction treatments, 4-way stop improvements and signage. (June 2017) Traffic Engineer to scope project and begin specific traffic counts/turning movement analysis when school is back in session. Analysis will include walking audit of corridor with citizens, traffic engineer, staff and police.***





# PRESS RELEASE

OREGON HOUSE DEMOCRATS

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For Immediate Release  
July 5, 2017

For More Information, Contact:  
Scott Moore: 503-986-1904

## **House Approves \$5.3 Billion, 10-Year Transportation Funding Package**

*HB 2017 will preserve and modernize Oregon's transportation infrastructure*

Today, after a year and a half of input, the Oregon House of Representatives passed a comprehensive, bipartisan transportation package that will keep Oregon moving forward safely and efficiently.

House Bill 2017, which passed 39-20 is the result of a statewide, 11-stop tour undertaken by the Joint Transportation Preservation and Modernization Committee, which was formed in 2016 by House Speaker Tina Kotek (D – North Portland) and Senate President Peter Courtney (D – Salem). The committee met with community members and transportation stakeholders across the state, and held numerous public hearings in the Capitol throughout the session. The committee incorporated that public input into the final transportation package.

“Transportation means access to a better life and a better future for Oregonians,” says **Rep. Caddy McKeown (D-Coos Bay)**, who led the joint committee with Rep. Cliff Bentz (D-Ontario), co-vice-chair; Sen. Lee Beyer (D-Springfield), co-chair; and Sen. Brian Boquist (R-Dallas), co-vice-chair. “Every day, people rely on our roads to get to their jobs, to school, to the doctor, to the grocery store, to social services, and to be with their families. A well-maintained transportation system brings us all together.”

HB 2017 will raise \$5.3 billion for infrastructure over the next ten years. It will modernize and improve Oregon's transportation infrastructure by addressing four of the priorities heard most consistently around the state: reducing congestion, increasing alternate transportation options, investing in maintenance and preservation, improving safety of existing infrastructure, and ensuring accountability in how taxpayer dollars are spent.

“In our travels around the state last summer, we heard universal support of the need for additional investment in our roads and bridges. Also in all regions, local leaders strongly supported funding for transit, multi-modal, bicycle and pedestrian paths,” says **Rep. John Lively (D-Springfield)**. “HB 2017 takes a very comprehensive multi-year approach to all the areas for more funding.”

### **Reducing Congestion**

Reducing congestion in the Portland-metro area was a big priority at every one of the 11 stops the joint committee made last year. Clogged interstates in Portland slow down both commuter and freight traffic; products take longer to get to market, workers are less productive, and quality of life is degraded.

HB 2017 eases congestion by:

- Making a full investment in bottleneck relief on OR-217;
- Widening northbound I-205 from Powell Boulevard to I-84;
- Using technology to ease congestion;
- Requiring planning to widen the freeway from Stafford Road to the Abernethy Bridge;

- Investing in new lanes to address issues of gridlock on I-5 through the Rose Quarter;
- Directing the Oregon Transportation Commission to create a Congestion Relief Program and specifically target solutions for metro area congestion.

### **Increasing Alternative Transportation**

HB 2017 will make a substantial new investment in public transit to improve the connectivity and frequency of bus service in communities across the state by instituting a statewide payroll tax of one tenth of one percent of wages. In 2018, that is expected to raise \$103 million for public transit, with an emphasis on increasing reach, frequency, and access for low-income transit riders, as well as bridging the gap in between communities in rural areas.

The package will create a funding mechanism to permanently fund Connect Oregon. It creates a dedicated investment for bicycle and pedestrian commuter paths in Connect Oregon, plus an additional 1 percent for bike and pedestrian projects on the highway system. A new excise tax on adult bicycles (that cost \$200 or more) will produce an average of \$1.2 million each year for additional bike and pedestrian infrastructure. The package also provides \$12 million per year for rebates for electric and other zero emission vehicles to promote their use in Oregon.

### **Investing in Preservation and Maintenance**

HB 2017 funds critical seismic improvements and fix many of the state's bridges, highways, and culverts by raising vehicle registration fees, title fees, and fuels taxes incrementally over the next seven years.

### **Promoting Safety**

This package also provides \$10 million per year for Safe Routes to Schools. That funding increases to \$15 million in 2023.

### **Ensuring Accountability and Transparency**

HB 2017 promotes transparency and accountability by directing the Transportation Commission to:

- Create a Continuous Improvement Advisory Committee for ODOT;
- Measure and report on transportation system conditions for all jurisdictions;
- Create a transparency website;
- Conduct benefit cost analysis for capacity building projects, and
- Create a stronger connection between the commission and the internal auditor of ODOT. Finally, the last three increases in the gas tax and fees will be conditioned on accountability.

“It was an honor to work on this bipartisan project for investment for our roads, for our light rails and transits, for our pathways, for our freight and commercial activity, and for addressing congestion in our communities,” says Rep. Susan McLain (D-Forest Grove). “The package provides a wide variety of inter-modal improvements and maintenance, and a commitment over a 7-year period to continue to build and improve the infrastructure across the State of Oregon.”

###

**FISCAL IMPACT OF PROPOSED LEGISLATION**

79th Oregon Legislative Assembly – 2017 Regular Session  
Legislative Fiscal Office

**Measure: HB 2017 - A**

***Only Impacts on Original or Engrossed  
Versions are Considered Official***

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Prepared by: Nick Herrera  
Reviewed by: John Borden, Ken Rocco, Paul Siebert, Matt Stayner, Gregory Jolivette  
Date: 7/3/2017

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**Measure Description:**

Requires Department of Transportation to study improving this state's transportation system.

**Government Unit(s) Affected:**

Business Development Department (Business Oregon), Cities, Counties, Department of Administrative Services (DAS), Department of Aviation, Department of Revenue(DOR), Housing and Community Services Department, Judicial Department, Legislative Assembly, Legislative Policy and Research Office (LPRO), Oregon Parks and Recreation Department (OPRD), Oregon State Treasurer, Oregon Travel Information Council [Semi-Privatized], Oregon Department of Transportation (ODOT), Employment Department, Department of Consumer and Business Services (DCBS), Department of Energy, Department of Environmental Quality (DEQ), Department of Geology and Mineral Industries (DOGAMI), Department of Land Conservation and Development, Oregon Department of Fish and Wildlife (ODFW), Oregon State Marine Board, Public Utility Commission (PUC)

**Summary of Expenditure Impact:** See Analysis

**Summary of Revenue Impact:** See Analysis

**Analysis:**

HB 2017-A implements a variety of initiatives for the transportation funding package of 2017. The bill contains several provisions that have a fiscal impact on the Oregon Department of Transportation (ODOT). The total fiscal impact to ODOT is much greater than this analysis reflects. However, the Legislative Fiscal Office recommends the authorization of the positions and expenditure limitations outlined in the table below, and is requesting that ODOT seek approval for any additional positions and expenditure limitation during the 2018 and 2019 legislative sessions. The bill includes the following:

- Makes various changes to the Oregon Transportation Commission (OTC). Directs the OTC to maintain a real property inventory of ODOT, to develop and maintain a comprehensive 20 year plan, creates the Continuous Improvement Advisory Committee, directs the OTC to develop a set of uniform standards for traffic infrastructure, and to develop a website to include project information.
- Establishes an internal auditor within ODOT.
- Makes permanent the Joint Committee on Transportation.
- Provides for new revenue from increased fees and taxes, and the creation of a payroll, privilege, and use tax. Distribution of new revenue is as follows:
  - For calendar years beginning on or after January 1, 2022, \$30 million for the I5 Rose Quarter Project.
  - \$10 million for Safe Routes to Schools

After these distributions, funds will be distributed as follows:

- 50% to ODOT
- 30% to Counties
- 20% to Cities

- Of the funds made available to ODOT, they will be allocated as follows:
  - First, \$10 million for safety, and the remainder split as listed below:
    - 40% for bridges
    - 30% for seismic improvements related to highways and bridges
    - 24% for state highway pavement preservation and culverts
    - 6% for state highway maintenance and safety improvements

Additionally, the bill authorizes ODOT to issue higher user bonds not to exceed \$480 million. These bond proceeds will be distributed to the following regions, for a variety of projects:

- Region 1: \$249,700,000
- Region 2: \$201,950,000
- Region 3: \$75,000,000
- Region 4: \$76,493,000
- Region 5: \$43,647,000
- Increases the distribution of funds to small cities and counties through the Small Cities and Counties Program. And creates the small city advisory committee.
- The bill establishes requirements for the distribution of ConnectOregon funds, to the following projects:
  - Mid-Willamette Valley Intermodal Facility, \$25 million
  - Treasure Valley Intermodal Facility, \$26 million
  - Rail expansion in Each Beach Industrial Park at the Port of Morrow, \$6.55 million
  - Extend Brooks rail siding, \$2.6 million
- Transfers the jurisdiction of various highways to local governments.

2017-19 Initial Request	Position Count	FTE	PS	S&S - Employees	Other/Consultant Services	
Accountability	0	0	0	0	\$10,000,000	\$10,000,000
Highway Maint., Pres., and Seismic	44	31.13	\$6,173,016	\$493,841	\$217,000	\$6,883,857
Small Cities and Counties	0	0	0	0	\$2,200,000	\$2,200,000
Multimodal	1	1	\$168,048	\$13,444	0	\$181,492
Congestion Relief	4	3	\$589,950	\$47,196	\$3,000,000	\$3,637,146
Public Transportation & Public Safety	2	1	\$90,924	\$7,274	0	\$98,198
Rest Area Transfer & Capital Improvement					\$55,000	\$55,000
Sub-Total	51	36.13	\$7,021,938	\$561,755	\$15,472,000	\$23,055,693
Projects - Section 71					\$36,391,622	
Projects - Multimodal					\$12,527,596	
Total						\$71,974,911

## **Parks and Recreation Department and Travel Information Council**

Section 84 of the bill authorizes ODOT to request up to \$4 million in reimbursement from OPRD for grants made under the Connect Oregon Program.

Sections 126 and 127 transfers responsibility for multiple roadside rest areas from OPRD to the Travel Information Council (TIC), and directs ODOT to allocate funds to TIC for the management and maintenance of those rest areas in the following amounts:

- January 1, 2018 to June 30, 2018, \$3.33 million
- July 1, 2018 to June 30, 2019, \$8.005 million
- July 1 of each following year, \$9.16 million

OPRD is currently receiving funds from ODOT for the management and maintenance of these rest areas. Funding provided to OPRD is anticipated to decrease by \$512,000 for both the 2017-19 and 2019-21 biennia.

Additionally, the bill mandates that ODOT allocate to TIC the following amounts for capital improvements at roadside rest areas:

- July 1, 2018 to June 30, 2019, \$2.8 million
- July 1, 2019 to June 30, 2020, \$5.8 million
- July 1, 2020 to June 30, 2021, \$1.5 million
- July 1, 2021 to June 30, 2022, \$443,900
- July 1, 2022 to June 30, 2023, \$3.6 million
- July 1, 2023 to June 30, 2024, \$1.3 million
- July 1, 2024 to June 30, 2025, \$3.3 million
- July 1, 2025 to June 30, 2026, \$766,000

TIC anticipates adding 13 positions in the 2017-19 biennium, and 6 positions in the 2019-21 biennium, equivalent to 10.90 and 5.20 FTE respectively. The Legislative Fiscal Office notes that the Travel Information Council is a semi-independent state agency subject to ORS 182.456 to 182.472. The agency's budget is not subject to Executive Branch review, or approval or modification by the Legislative Assembly.

Required expenditure limitation increases related to section 126 for ODOT are reflected in the table above.

## **Oregon Department of Revenue**

The bill requires DOR to collect the Payroll, Privilege, and Use Taxes prescribed in the bill, for deposit in various accounts.

The agency estimates that \$3,873,120 of Other Funds expenditure limitation and the establishment of two limited duration positions (0.88 FTE) and six permanent full-time positions (3.37 FTE) would be sufficient resources for the agency to implement the measure until the Legislative session in 2018, at which point additional resources may be required.

## **Oregon Business Development Department and Oregon State Marine Board**

Both the Oregon Business Development Department and the Oregon State Marine Board will receive additional revenue from the bill. The expenditure impact to both agencies is indeterminate at this time.

## **Department of Environmental Quality**

DEQ is responsible for ensuring that ODOT complies with a variety of state and federal environmental regulations related to construction work. This work includes certifying compliance with state water quality standards and updating and maintaining ODOT's MS4 permit. DEQ is requesting one additional position (1.00 FTE), classified as a Natural Resource Specialist 4, to conduct this work and to assist with the development of the Statewide Winter Maintenance Strategy discussed below. For the 2017-19 biennium, Personal Services costs are estimated to be \$186,720 Other Funds. DEQ assumes that an interagency agreement will be instituted to transfer revenue from ODOT to DEQ to cover the costs of this position.

### **Cities and Counties**

The expenditure impact the Cities and Counties is indeterminate.

### **Statewide Winter Maintenance Strategy - Section 136 and Section 137**

The bill directs the OTC to study and develop a statewide winter maintenance strategy and policy that includes the use of rock salt or similar solid state products, and report its findings no later than September 15, 2019.

### **Zero-Emission and Electric Vehicle Rebates and Charge Ahead Oregon Program - Sections 148 and 150**

DEQ is also impacted by the sections of the bill relating to the Zero-Emission and Electric Vehicle Rebates program. DEQ is required to establish a program for providing rebates to persons that purchase qualifying vehicles, and is authorized to contract with a third party nonprofit organization to implement and administer the program.

The Charge Ahead Oregon Program requires DEQ to provide rebates to low and moderate income households that voluntarily retire or scrap high-emission passenger motor vehicles and replaces those vehicles with new or used light-duty, zero-emission vehicles. The bill authorizes DEQ to contract with a third party nonprofit organization to implement and administer the program. The bill requires that DEQ conduct periodic audits of the programs established under sections 149 and 150.

DEQ has indicated that it will need an additional position, classified as a Program Analyst 3, to develop and manage these programs, but is able to use existing revenue to fund this position until program funds become available. This position will be equivalent to 0.75 FTE in the 2017-19 biennium and 1.00 FTE in the 2019-21 biennium. Personal Services costs are estimated to be \$135,752 Other Funds in the 2017-19 biennium, and \$181,002 Other Funds in the 2019-21 biennium. Associated Services and Supplies costs for this position, and the Natural Resource Specialist 4 above, are estimated to be \$68,650 Other Funds in the 2017-19 biennium, and \$70,000 Other Funds in the 2019-21 biennium.

### **Low Carbon Fuel Standards - Section 158**

Section 158 makes various changes to the Low Carbon Fuel Standards program and requires DEQ to:

- Coordinate with the Department of Administrative Services to annually forecast the availability of fuels in Oregon.
- Implement compliance deferral mechanisms if the forecast demonstrates the availability of fuels is insufficient to comply with the low carbon fuel standards.
- Implement emergency deferrals that address compliance issues associated with a short-term emergency disruptions in fuel availability.
- Establish a Credit Clearance Market allowing regulated parties to buy the credits they need to come into compliance with the standards.
- Implement measures to enhance program and market transparency.

DEQ is requesting an additional position, classified as an Operations and Policy Analyst 2, equivalent to 0.75 FTE in the 2017-19 biennium and 1.00 FTE in the 2019-21 biennium. This position will be responsible for the management of the program. Personal Services costs are estimated to be \$185,596 General Fund in the 2017-19 biennium, and \$247,460 General Fund in the 2019-21 biennium. Associated Services and Supplies costs are estimated to be \$51,691 General Fund in the 2017-19 biennium and \$68,922 General Fund in the 2019-21 biennium.

Section 163 mandates that the Department of Administrative Services (DAS) coordinate with DEQ to develop a fuel supply forecast to project the availability of fuels to Oregon necessary for compliance with the low carbon fuel standards. DAS has indicated that one additional limited duration position (0.50 FTE), classified as an Economist 2, is required to conduct the work. Personal Services costs are estimated to be \$178,539 in the 2017-19 biennium. Associated Services and Supplies costs are estimated to be \$80,000. DAS has also indicated that this forecast will require the hiring of a contracted consultant, which is estimated to be \$150,000 in the 2017-19 biennium.

#### **Indication of Influence of Low Carbon Fuel Standards on Cost of Gasoline - Section 171**

Authorizes gas station owners to disclose to customers the cost, per gallon of gasoline or diesel, of the low carbon fuel standards adopted by rule after viewing on the DEQ website or receiving from the Department of Agriculture. These provisions will have a minimal impact on the Department of Agriculture.

# Transportation Commission

## Action Summary as of June

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



# MOTOR VEHICLE CRASH SUMMARY

MONTH: MAY, 2017

NO. OF ACCIDENTS: 19

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	6	13:09	Sat	Ashland St west of Ray Lane	2	Y	N	N	U	Y	Y	N	N	Dv2 was rearended by v1 while stopped at crosswalk. Dv1 provided info to Dv2, but it was not reciprocated. Dv2 later identified and cited driving while suspended, providing false information, failure to perform duties of a driver.
NR	8	15:30	Mon	A St near Third St	2	N	N	N	N	N	Y	N	N	Dv2 sideswiped parked v1 while trying to share the narrow street with an oncoming vehicle. Dv2 left contact info. No citation, report only.
R	10	14:02	Wed	Lithia Way near N First St	1	N	Y	Y	N	N	N	N	N	Dv1 pulled right across bike lane into a parking spot, causing bicyclist to crash into right rear. Minor damage, minor injury, report taken.
R	10	17:34	Wed	Ashland St near Washington St	2	N	N	N	N	Y	Y	N	N	Dv2 crashed into the rear of v1 in traffic, heavy damage to both vehicles. Dv2 cited for following too close.
R	11	00:45	Thur	Crowson Road near Hwy 66	1	N	N	N	N	Y	Y	N	N	Dv lost control and skidded into a tree. Driver cited for careless driving and use of a cell phone during vehicle operation.
R	12	14:03	Fri	Granite St near N Main St	2	N	N	N	N	Y	N	Y	N	Dv1 rearended parked v2 pushing it forward into another v, and left the scene without leaving contact info. She was found and cited for failure to perform duties of a driver.
R	15	16:06	Mon	Siskiyou Blvd near Harrison St	2	Y	N	N	N	Y	Y	N	N	Dv1 stopped for a pedestrian crossing in a crosswalk and was rearended by dv2. Dv2 cited for following too close.
R	16	10:09	Tue	Morton St near Iowa St	2	N	N	N	N	N	Y	N	N	V1 had just been parked at the side of the road, and dV1 opened the driver door. Dv2 was driving by and struck the open door. Info exchanged, report taken, extensive damage to both vehicles.
R	18	16:08	Thur	E Main St near N Main St	2	N	N	N	N	N	Y	N	N	Dv1 was pulling out from the curb into the traffic lane; dv2 was changing lanes. Dv1 struck the side of V2. No citation, no injury. Info exchanged.

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	18	16:20	Thur	Ashland St near Tolman Creek	2	N	N	P	N	Y	Y	N	N	Dv2 turned across 2 lanes of traffic and was struck by dv1 driving straight in lane 2 who did not see v2. Dv2 cited for dangerous left turn.
R	20	08:36	Sat	B St at Eighth St	2	N	N	N	N	Y	Y	N	N	Dv1 was driving on B St when Dv2 pulled out into intersection. Dv1 struck v2. Dv2 cited for failure to obey traffic control device.
R	21	11:55	Sun	Gresham St near E Main St	1	N	N	N	N	N	Y	N	N	E-brake (parking) of vehicle failed and v rolled downhill and into a tree. Dv reported accident to police dept. No citation. More than \$1500 damage.
NR	21	14:00	Sun	Lithia Way near N Pioneer St	2	N	N	N	U	N	Y	Y	N	Vehicle was bumped while parked on side of the street, no leads. Minor damage.
NR	24	02:00	Wed	Granite St near N Main St	2	N	N	N	U	N	Y	Y	N	Vehicle was side swiped while parked. No leads, minor damage.
NR	24	18:05	Wed	Ashland St	1	N	N	N	N	N	N	N	N	Dv1 accelerated when attempting to park and crashed into building. Minor damage. No citation.
NR	27	20:24	Sat	N Mountain Av near Clear Creek Dr	1	N	N	N	N	N	U	N	N	Dv1 was struck by a deer crossing the street. Unknown amount of damage, deer was injured.
R	27	22:41	Sat	Siskiyou Blvd at E Main St	2	Y	N	Y	N	Y	Y	N	N	Dv2 stopped for pedestrians and was rearended by dv1. Pv2 was transported to hospital for injury. Dv1 cited (report does not say what violation)
R	28	17:14	Sun	Oak St at W Nevada St	2	N	N	N	N	Y	Y	N	N	Dv2 was driving south on Oak St when Dv1 made a sudden left turn onto E Nevada St causing v2 to crash into the side of v1. Dv1 cited for dangerous left turn.
R	30	00:55	Tue	Ashland St near Tolman Creek	1	N	N	N	N	Y	Y	N	N	Dv fell asleep at the wheel and crashed into a tree. Cited for failure to drive within lane.

# MOTOR VEHICLE CRASH SUMMARY

MONTH: JUNE, 2017

NO. OF ACCIDENTS: 16

Rep	DATE	TIME	DAY	LOCATION	NO. VEH INV.	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	2	15:20	Fri	Ashland St (shopping center)	2	N	N	N	N	N	Y	N	N	Dv1 turning right out of parking lot onto Ashland St saw approaching v2 with right blinker on. Dv1 proceeded and was crashed into by dv2. Report taken.
R	5	11:40	Mon	E Main St near Second St	2	N	N	N	N	N	Y	N	N	Dv1 moved to the right to avoid a vehicle drifting into lane on the left. V1 was moving forward in lane. V1 and v2 made contact causing damage. Fault could not be determined. No citation.
R	6	08:38	Tue	A St at Seventh St	2	N	N	N	N	N	Y	N	N	Dv1 turning west from Seventh onto A St crashed into V2 that was traveling through on A St. Dv1 admitted fault due to distraction. No citation.
R	6	22:05	Tue	Ashland St (shopping center)	1	N	N	N	N	Y	Y	N	N	Dv1 was pulling out of a parking spot at a high rate of speed, lost control and crashed into a retaining wall and business sign. Dv1 cited for careless driving.
NR	9	02:30	Fri	Scenic Dr near West St	1	N	N	U	U	N	Y	Y	N	Unknown driver struck a power pole and damaged landscaping, left scene. No leads.
R	9	13:19	Fri	N Main St at Laurel St	2	N	N	Y	N	N	Y	N	N	Dv1 was rearended by v2 while stopped at red light at intersection. Dv1 transported to ACH, Dv2 to be retested at DMV.
NR	9	18:00	Fri	N Main St near Helman St	2	N	N	N	N	N	N	N	N	Dv1 was rearended on N Main St when v2 merged into lane. Dv2 did not stop. Minor damage, report taken.
NR	20	09:49	Tue	A St at Oak St	2	N	N	N	N	N	N	N	N	Dv2 backed into v1 while waiting at intersection. No citation, minor damage.
R	20	UNK	Tue	Park St near Siskiyou Blvd	2	N	N	N	U	N	Y	Y	N	V1 was struck while parked and unoccupied. No leads nor suspects. Report taken.
R	22	10:42	Thr	Ashland St near Freeway exit	2	N	N	N	N	Y	Y	N	N	Dv2 driving in lane 2 began to make a U-turn across lane 1 and ran into v1 which was traveling in travel lane. Dv2 cited for unlawful u-turn and driving uninsured.

# MOTOR VEHICLE CRASH SUMMARY

MONTH: JUNE, 2017

NO. OF ACCIDENTS: 16

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	2	15:20	Fri	Ashland St (shopping center)	2	N	N	N	N	Y	N	N	Dv1 turning right out of parking lot onto Ashland St saw approaching v2 with right blinker on. Dv1 proceeded and was crashed into by dv2. Report taken.
R	22	14:55	Thr	N Main St near Skidmore St	2	Y	N	N	Y	Y	N	N	Dv2 stopped in traffic for a pedestrian crossing the street (no crosswalk) and was rearended by DV1.DV1 cited for following too close.
R	22	15:23	Thr	Ashland St near Freeway exit	2	N	N	N	Y	Y	N	N	Dv1 was traveling in lane 2 and began to make a U-turn across lane 1. Dv1 ran into v2 which was traveling forward in lane 1. Dv1 cited for illegal U-turn.
NR	22	15:41	Thr	E Main St at Second St	2	N	N	N	N	N	N	Y	Dv1 bumped into the mirror of parked v2. Dv1 is a City of Ashland employee. Very minor damage, report taken.
NR	23	UNK	Fri	Garfield St near Siskiyou Blvd	2	N	N	U	N	N	Y	N	V1 was struck while parked. No leads nor suspects.
NR	24	17:40	Sat	Church St near N Main St	2	N	N	N	N	N	N	N	Dv1 struck the driver door of parked v2 while backing out of a parking lot. Information exchanged.
R	26	08:05	Mon	Helman St near N Main St	2	N	N	N	N	Y	N	N	Dv1 opened driver door of parked veh just as Dv2 was passing by, causing dv2 to crash into door of v1. Report taken.

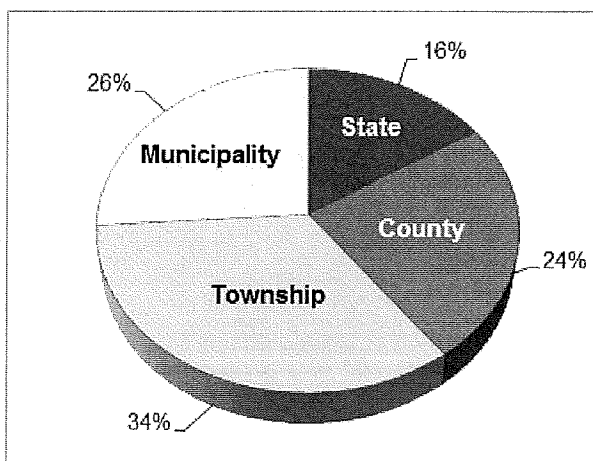
# Making an Impact

June 2017 - Volume 4, Issue 9

## SIMPLE CHANGES ON LOCAL ROADS = A BIG DIFFERENCE FOR OHIO'S TZD EFFORTS

By Victoria Beale, Ohio LTAP Center Director and Alejandro Chock, Safety Team, ODOT Office of Safety

Of Ohio's 121,342 center lane miles, 41,456 of them, or 34 percent of Ohio's entire roadway system, are the responsibility of Ohio's townships. Why is this important to roadway safety in Ohio? Because if we don't make efforts to help improve safety on the largest percentage of our roadway system, we will never get to Zero Deaths.



*Ohio center lane mileage ownership.*

The struggle in Ohio was not whether safety funds would be spent making safety improvements on townships roads—we knew it had to happen to keep Ohio moving Towards Zero Deaths (TZD)—but in determining what type of improvement(s) would be best targeted to township roads. Why? Because even though they account for the largest percentage of Ohio's center lane miles, they also carry the least amount of traffic volume on Ohio's system.

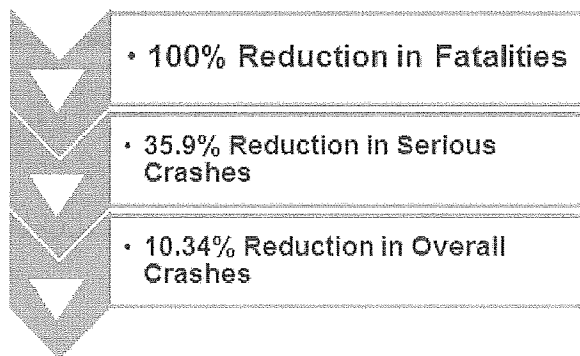
### The Safety Countermeasure

In late 2012, the Ohio Department of Transportation's (ODOT) Office of Safety partnered with Ohio's Local Technical Assistance Program (LTAP), also based at ODOT, to identify a safety countermeasure it felt would meet the safety needs on Ohio's township roads. The selected countermeasure was to target horizontal

alignment signs and intersection signs for replacement or to install additional signs where warranted. New or replacement signs were all to meet the current retroreflectivity guidelines, but, just as important, the new signs were to be larger than those currently in place. Increasing sign visibility through larger, more reflective, and additional signage was the plan to get Ohio's township roads moving TZD—and it worked!

### Township Sign Grant Program: Preliminary Post-Installation Results

Once the countermeasure selection was complete, the next challenge was for the LTAP to create a means for helping the townships execute deployment of the new signs. The result was the Township Sign Grant Program.



*Crash reduction percentages to date.*

While the program has been in place now for 4 years, ODOT was just recently able to begin analyzing the township roadway crash decreases. ODOT analyzed 24 townships which had at least 12 months of data following the signage installation and found that township crashes dropped from just over 1,443 crashes per year down to 1,294—a reduction of more than 10 percent. Serious injuries decreased from 39 to 25, nearly 36 percent, and, last but certainly not least, township fatalities dropped from 4.67 per year to zero—a 100 percent reduction.

These reductions represent a \$32.7 million savings in comprehensive societal costs\* between the before and after periods for the 24 townships. A total of \$522,924.29 was spent on the townships, resulting in a benefit/cost ratio of 62.59.

The ODOT Office of Safety will continue to monitor post-installation crash data, but anticipates continued crash reductions. Due to these preliminary results, the funding for the Township Sign Grant Program was recently increased from \$1 million a year to \$2 million for the State's 2018 fiscal year.

### How the Countermeasure Works

The enhanced signage countermeasure for Ohio's township roads is applied through a simple process starting with the township's crash map and crash tree (i.e., a chart that breaks down crashes into subcategories, such as location and type). Townships that were ranked highest for having above average, system-wide crash rates were invited to apply for the grant. These townships were provided copies of their crash map and crash tree and directed to determine their signage needs utilizing the following continuum:

1. Hot Spot Approach – look at their hotspots from the crash maps to determine what signage upgrades and/or additional installations are needed to improve safety at these locations.
2. Systemic Approach – look at locations that are similar to the hotspots (i.e., have the same geometric qualities) but have not yet experienced the same number or severity of crashes as the hot spot locations to determine what signage upgrades or additional installations are needed to improve safety at these locations.
3. Systematic Approach – look at the crash trees to determine what additional safety signage could or should be added to the entire system to improve safety.

Once the township received the requested signage, the staff worked to install the new or upgraded signs using local forces. Guidance for installation is available both from the recommended signage packet as well as through the Ohio LTAP Center's sign installation smartphone application, which is available for both Apple and Android phones. (For more information, see: <http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/LTAP/Pages/LTAP-Smart-Phone-Applications.aspx>).

### The Simple Change

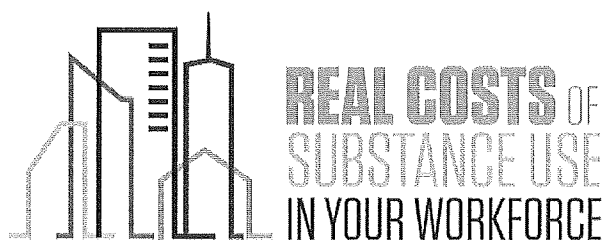
By addressing signage, one of the simplest and most cost-effective safety countermeasures available Ohio now has a good starting point for improving safety on its township roads. Considering that a 36 in. by 36 in. stop sign averages about \$45, Ohio is making a small portion of its Highway Safety Improvement Program (HSIP) funding go a long, long way.

Everyone knows achieving Zero Deaths on our roadways will be much more complex than changing out a sign to improve its visibility, but signs have proven to be an excellent starting point for the 34 percent of Ohio's roadway system with the lowest traffic volumes.

### Want to Learn More?

If you are interested in learning more about Ohio's Township Sign Grant Program, please contact Victoria Beale, Ohio LTAP Center Director, at 614-466-3129 or via email at: [Victoria.beale@dot.ohio.gov](mailto:Victoria.beale@dot.ohio.gov)

*\* Comprehensive costs include not only the economic cost components, but also a measure of the value of lost quality of life associated with the deaths and injuries – that is, what society is willing to pay to prevent them. Comprehensive costs should be used for a cost-benefit analysis, but because the lost quality of life represents only a dollar equivalence of intangible qualities, they do not represent real economic losses and should not be used to determine the economic impact of past crashes.*



### A Substance Use Cost Calculator for Employers

The National Safety Council and national nonprofit Shatterproof have collaborated with an independent research institution, NORC at the University of Chicago to design "The Real Cost of Substance Use to Employers" tool, an authoritative, easy-to-use tool providing business leaders with specific information about the cost of substance use (including prescription drug abuse and misuse, alcohol abuse and misuse, opioid and heroin addiction as well as abuse of other illicit drugs and marijuana) in their workplace based on size of employee base, industry and state. [Learn More.](#)

## Where's Baby? Look Before You Lock.

Where's Baby? Always remember to look twice before you lock your vehicle. Even when it's not sunny.

### Pledge to Prevent Child Heatstroke in Cars

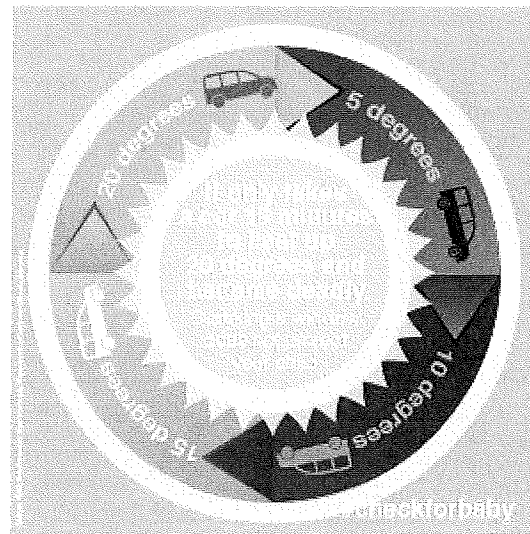
Heatstroke is the number one killer of children, outside of car crashes. That's why the Administration for Children and Families has joined with the National Highway Traffic Safety Administration (NHTSA) to attempt to reduce these deaths by reminding parents and caregivers about the dangers of heatstroke and leaving children in hot cars.

### Heatstroke is the leading cause of non-crash-related fatalities for children 14 and younger.

- From 1998-2013, 606 children died due to heatstroke, representing 61% of total non-crash fatalities in this age group. Of the 606 deaths:
  - 52% were forgotten in the vehicle
  - 29% gained access by themselves and became trapped
  - 18% were left intentionally
  - 1% were unknown cases
- In 2014, 29 children died of heatstroke in the U.S.
- Average annual number of child heatstroke fatalities since 1998: 38
- Children are at a higher risk than adults of dying from heatstroke in a hot vehicle especially when they are too young to communicate.
- Children overheat up to five times faster than adults.

## Preventing Heatstroke Resources

- Learn how to prevent child heatstroke in cars.
- View the [Look Before You Lock Tip Sheet](#) (Ver la [hoja de consejos en Español](#)).
- Watch a [video message from ACF](#) reminding Head Start facilities and Child Care providers to take the necessary steps to prevent child deaths related to heat exposure inside vehicles.
- See the Look Before You Lock Letter co-signed by Secretaries Burwell and Foxx.
- Get involved and promote this safety campaign.



Janelle Lawrence  
Executive Director

Contact Us



Funded through  
a grant from  
ODOT Transportation  
Safety Division



### Oregon Pedestrian Laws: A Legal Perspective by Ray Thomas, Portland Pedestrian and Bicycle Attorney

This is a presentation by Portland attorney Ray Thomas to law enforcement officers for the Oregon Department of Transportation Pedestrian Safety Operations Training, March 6, 2017. He gives the legal background of the present pedestrian crosswalk law, ORS811.028, along with other traffic laws that apply to drivers and pedestrians when sharing the road.

## Here it comes! #Eclipse2017 Means We All Have To Be Ready

*ODOT's advice: Arrive early; stay put; leave late*

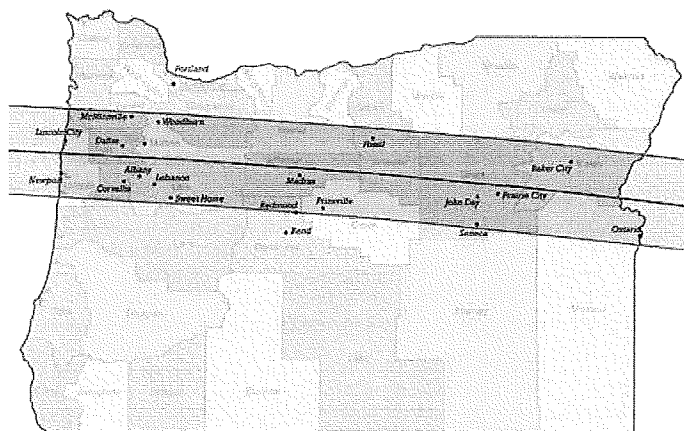
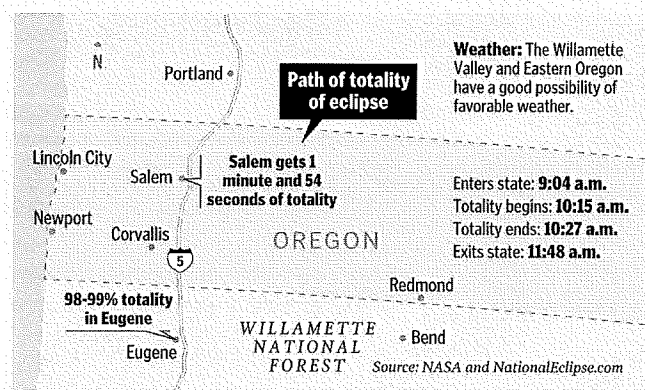
Oregon will be the first state where you can view the total solar eclipse crossing America Monday, August 21. For about two and half hours, daytime will gradually yield to dusk—and to darkness for about two minutes—as the moon passes in front of the sun.

ODOT is planning ahead to keep Oregon moving, and we encourage you to do the same. An estimated 1 million visitors are coming to Oregon to view this celestial spectacle. That many people—about a quarter of the state's entire population—will have a huge impact on highways, gasoline supplies and other basic needs. What you do to plan ahead will make or break your eclipse-viewing experience.

- Expect delays. Traffic backups are inevitable. Preparation ensures a good time for visitors and residents alike.
- Expect traffic changes. Normal travel paths may be disrupted. Communities may close streets to through traffic or ban left or right turns to keep traffic moving, especially around venues with many visitors.

- Be prepared. If traveling, plan for your basic needs such as food, water, gas for the car and bathroom breaks in case you're stuck in traffic. If friends or family are coming to visit, warn them to #DriveHealthy: Arrive early, stay put during the eclipse, and leave late afterwards, in case everyone else jumps on our highways all at once. Remember, all travelers have a shared responsibility to stay safe.
- Stock up early. Food, prescription medications, water and gasoline may be hard to obtain if you don't get them early. You'll be ready and stores can restock for our visitors.
- Do what you can to help. Can you work from home or flex your work schedule when your local roads are full? Avoid roads being used to get people in or out of a local event. Ride your bicycle when possible, to avoid congestion!
- Look out for each other. This is a rare opportunity but it brings potential hazards. We all must do our part to be prepared. You may see travelers unfamiliar with the area. Be friendly, helpful and patient!

For more information on the eclipse, visit <http://traveloregon.com/trip-ideas/oregon-stories/eclipse/> and <https://eclipse2017.nasa.gov/>. To see the eclipse path, view NASA's video at <https://www.youtube.com/watch?v=XX7AxZhPrqU>.



## Transportation Safety Workshops

**TREC Events    UP Highway Safety Workshops    OSU Kiewit Center**

*TREC Workshops are typically held at PSU.*

Topic	Date	Time	Registration
<b>TREC Workshop:</b> Webinar - Land Use Mix & Pedestrian Behavior	7/25	10 am	<a href="#">More Info</a>
<b>TREC Workshop:</b> Webinar - Bike Share Equity	8/1	10 am	<a href="#">More Info</a>
<b>TREC Workshop:</b> Webinar - Impacts of Smart-Parking Programs	9/1	10 am	<a href="#">More Info</a>
<b>TREC Workshop:</b> Transportation and Communities Summit: Breakout Sessions	9/11	8 am	<a href="#">More Info</a>
<b>TREC Workshop:</b> Transportation and Communities Summit: Workshop Day	9/12	8 am	<a href="#">More Info</a>
<b>OSU Workshop:</b> Highway Capacity Manual (Kearney Hall)	6/22-23	All Day	<a href="#">More Info</a>



## Immediate Change to Oregon Child Occupant Protection Law

Great news! Oregon has an updated child occupant protection law requiring children to ride rear-facing until 2 years of age.

Governor Kate Brown signed the HB3404 into law May 25th and it has become effective immediately as necessary for the immediate preservation of the public peace, health and safety. Please note though, the new law contains a grandfather clause:

Do not apply to a person who is one year of age or older immediately before the effective date of this 2017 Act. A person who is one year of age or older immediately before the effective date of this 2017 Act shall continue to be governed by the law applicable to child safety systems in effect immediately before the effective date of this 2017 Act.

What this means is that if a child is over 1 year old and 20 lbs but is less than 2 years old and was riding forward-facing as of May 24th, they may continue to ride forward-facing. If the child turns 1 year old as of May 25, 2017 or later, they must follow the 2 year old rear-facing law.

Please discontinue distribution of educational materials with the outdated law. Carla Levinski at ODOT Transportation Safety Division is working to reprint the "Stumped on Safety Seats" brochures and "Size Up Your Child's Safety Needs" poster to reflect the new law; both of which should be available by end of June.



## Top Reasons for Teen Car Accidents from [usatoday.com](http://usatoday.com)

School's out. Teens are on the road. And so begins the stretch of "100 deadliest days" of the summer driving season, according to AAA.

If the last five years are any indication, about 1,000 people will die in crashes with teenage drivers in the 100 days from Memorial Day until the kids are back at school, the study found.

Crashes for drivers aged 16 to 19 increase significantly during the summer months because more are driving, pushing the average number of deaths up 16% over other times of the year.

AAA found an average of 1,022 people died during the 100 days after Memorial Day during each of the last five years in crashes involving teens, based on data from the National Highway Traffic Safety Administration. [Click here for the full article.](#)

## Car Seat Check-Up Events and Fitting Stations

[www.ChildSafetySeatResourceCenter.org](http://www.ChildSafetySeatResourceCenter.org)

Date	City	Location	Address	Time
6/13	Coos Bay	Coos Bay Fire	450 Elrod Avenue	11:00 am - 1:00 pm
6/17	Vancouver*	Peace Health*	92nd Ave. Entrance	8:45 am - 2:15 pm
6/17	Beaverton	Kuni Auto Center	3725 SW Cedar Hills Blvd.	9:00 am - 12:00 pm
6/19	Bend	Bend Fire Dept.	1212 SW Simpson Ave.	11:30 am - 2:30 pm
6/21	Redmond	Redmond Fire	341 NW Dogwood Ave	2:00 pm - 4:00 pm
6/24	Portland	Gateway Kohl's	10010 NE Halsey St.	9:00 am - 11:30 am
6/24	Portland	Wash. Co Sheriff	4876 NW Bethany Blvd.	9:00 am - 11:30 am
6/24	Salem	Salem Hospital	Visitor Parking Garage	11:00 am - 2:00 pm
6/29	Forest Grove	Forest Grove Fire	1919 Ash Street	3:00 pm - 5:00 pm
6/29	Eugene	Eugene Fire	1725 West 2nd Avenue	4:00 pm - 6:00 pm
7/6	Redmond	Redmond Fire	341 NW Dogwood Ave	11:00 am - 2:00 pm
7/8	Hillsboro	Tuality Health Ctr.	334 Southeast 8th Avenue	9:00 am - 11:30 am
7/8	Vancouver	Legacy Salmon Creek	2211 NE 139th St.	10:00 am - 2:00 pm
7/11	Coos Bay	Coos Bay Fire	450 Elrod Avenue	11:00 am - 1:00 pm
7/11	Salem	Salem Hospital	Visitor Parking Garage	11:00 am - 2:00 pm
7/13	Ontario	Ontario Fire	444 Southwest 4th Street	4:00 pm - 6:00 pm
7/15	Vancouver*	Peace Health*	92nd Ave. Entrance	8:45 am - 2:15 pm
7/15	Beaverton	Kuni Auto Center	3725 SW Cedar Hills Blvd.	9:00 am - 12:00 pm

*\*Peace Health Event:  
Registration required  
by 8:45 am for  
9:00-10:00 am class.  
First come, first served.  
Must attend class to  
participate in  
the clinic, which is  
held from 10:00 am  
to 2:00 pm.*