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
August 23, 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. Planning Type III Roles and Responsibilities (30 min.)
  - ➢ Planning Staff will discuss and answer questions regarding the type III planning process and Commission involvement

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

VII. **OLD BUSINESS**
- A. None

VII. **FOLLOW UP ITEMS**
- A. Downtown Parking Plan
  - ➢ Provide Commission update on the acceptance of the Plan by Council
- B. Downtown Super Sharrows
  - ➢ Discuss Kittleson report regarding super sharrows on Main St.
- C. Transportation System Plan Update-Selection Process
- D. Zagster Bike Share Program

VIII. **INFORMATIONAL ITEMS**
- A. Action Summary
- B. Accident Report
- C. Making an Impact Newsletter (July)

IX. **COMMISSION OPEN DISCUSSION**

X. **FUTURE AGENDA TOPICS**
- A. Type III Cottage Housing Ordinance
- B. High and Church St. 4-way stop hearing
- C. ODOT Active Transportation Presentation

XI. **ADJOURNMENT:** 6:00 PM

Next Meeting Date: September 28th, 2017 Meeting

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

CITY OF ASHLAND

CITY OF
ASHLAND

Transportation Commission

Contact List as of August 2017

Name	Title	Telephone	Mailing Address	Email Address	Expiration of Term
Dominic Barth	Commissioner	617-840-5425	586 ½ C Street	dofriesgowiththatshake@yahoo.com	4/30/2018
Joe Graf	Commissioner	541-488-8429	1160 Fern Street	jlgtrans15@gmail.com	4/30/2018
Vacancy					
Corinne Vièville	Commissioner	541-488-9300 or 541-944-9600	805 Glendale Avenue	corinne@mind.net	4/30/2019
David Young	Commissioner	541-488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2018
Sue Newberry	Commissioner	775-720-2400	2271 Chitwood Lane	sue.j.newberry@gmail.com	4/30/2019
Kat Smith	Commissioner	541-326-7517	770 Faith Ave.	ladybikesafety@gmail.com	4/30/2020
Non-Voting Ex Officio Membership					
Mike Faught	Director of Public Works	541- 488-5587	20 E. Main Street	faughtm@ashland.or.us	
Michael Morris	Council Liaison	541-261-9406	20 E. Main Street	mike@council.ashland.or.us	
Rich Rosenthal	Council Liaison	541-941-1494	20 E. Main Street	rich@council.ashland.or.us	
Brandon Goldman	Planning Department	541- 488-5305	20 E. Main Street	goldmanb@ashland.or.us	
Steve MacLennan	Police Department	541- 552-2433	20 E. Main Street	maclenns@ashland.or.us	
Scott Hollingsworth	Fire Department	541- 552-2932	20 E. Main Street	hollings@ashland.or.us	
Janelle Wilson	SOU Liaison	541-552-8328	1250 Siskiyou Blvd	wilsonjan@sou.edu	
VACANT	Ashland Schools				
Dan Dorrell PE	ODOT	541- 774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Edem Gómez	RVTD	541-608-2411	3200 Crater Lake Av 97504	egomez@rvtd.org	
VACANT	Ashland Parks		20 E. Main Street		
Jenna Stanke	Jackson County Roads	541- 774-6231	200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org	
David Wolske	Airport Commission			david@davidwolske.com	
Staff Support					
Scott Fleury	Eng. Service Manager	541-488-5347	20 E. Main Street	fleurys@ashland.or.us	
Karl Johnson	Associate Engineer	541-552-2415	20 E. Main Street	johnsonk@ashland.or.us	
Tara Kiewel	Administrative Assistant	541-552-2427	20 E. Main Street	kiewelt@ashland.or.us	

ASHLAND TRANSPORTATION COMMISSION
MINUTES
July 20, 2017

These minutes are pending approval by this Commission

CALL TO ORDER
Graf called the meeting to order at 4:00 p.m.

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

ANNOUNCEMENTS
Public Works Director Mike Faught announced Team Ashland is scheduled for August 24, 2017 and staff will be presenting during the scheduled commission meeting. Fleury summarized the Team Ashland Program, which gives a group of involved citizens the opportunity to learn more about how city departments and divisions operate.

Graf suggested moving the August meeting to August 23, 2017 at 4:00 pm. The commission agreed.

DeMille-Campos introduced Tara Kiewel, Public Works administrative assistant who would assume administrative duties for the commission.

Graf announced that Council will discuss the parking plan at the July 31, 2017 study session and the regular meeting August 1, 2017.

Graf welcomed new Commissioner Kat Smith. Smith shared that her background is in outdoor recreation and transportation options. She worked for Rogue Valley Transit Department (RVTD) and was a bicycle safety instructor with the Bicycle Transportation Alliance. She has a degree in outdoor recreation and a masters in social work and is currently working as a mental health counselor in the area.

APPROVAL OF MINUTES
Approval of Minutes: June 22, 2017

Commissioners Newberry/Young m/s to approve minutes as amended.

All ayes. Minutes approved.

NEW BUSINESS
Future Agenda Building
Fleury noted thinking about future agenda topics would give staff time to prepare and research topics.

Fleury suggested a possible future agenda item would be inviting the new Oregon Department of Transportation (ODOT) Region 3 Active Transportation Liaison, Jenna Stanke Marmon to give a presentation about future programs.

Newberry asked for clarification on the process of agenda building and establishing priorities. Fleury suggested discussing priorities after the goal setting session in September. Additionally, the Transportation System Plan (TSP) update will require work for the next 18 months.

Newberry expressed concern about the American's with Disabilities Act (ADA) ramps being built, both retrofits and new construction, and wanted this added to the agenda. Faught suggest having Brad Barber present about current ADA requirements, standards, and process.

Newberry's Future Agenda items included:
1.) Funding capacity for Nevada Street Bridge
2.) Siskiyou Blvd. access management
3.) Crosswalks and markings at uncontrolled crosswalks
4.) Traffic calming
5.) Bike parking
6.) Chip seal program
7.) Commission's role in planning and training for new commission members
8.) Goals per municipal code
9.) Bike path – old business follow up

Young wanted to view the finalized RFP for the TSP update. Young took issue with the fact that he had tried unsuccessfully to request the RFP on the website. Fleury said a draft was sent to the commission and that he will send the finalized RFP.

Smith wanted to add bike and pedestrian safety to the agenda.

PUBLIC FORUM
Louise Shawkat, 870 Cambridge/Expressed concern about the idling of vehicles near schools.

Smith noted the 4J school district in Eugene had a good policy regarding this issue that the commission may want to review.

TASK LIST
Discuss current action item list

Hersey/Wimer Signal
Newberry noted that the Hersey/Wimer signal and the road diet update to Council have been moved to September.

Super Sharrows
Faught explained that Kittelson & Associates, Inc. had finished their design update and the recommendation to retime signals through downtown was not feasible. Fleury added that it was also recommended to install a stop sign at Oak and E. Main which would allow a safe transition for bicycles. Faught discussed the super sharrow options including painting the lane entirely green or just the sharrows. The project has been approved and funded for $100,000. Graf asked about the recommendation regarding loading zones and Faught said the study recommended restricting loading zone times.

TSP update
Fleury stated that responses would close August 1, 2017 at 2:00 p.m. and he will work on the grading packet that will go to the grading team. It will take two or three weeks to get through the grading process depending on the number of responses received.

Sidewalk clearance and vegetation maintenance
Newberry inquired if the brochures are in the lobby of the Community Development building. DeMille-Campos explained that staff is working on them. Young shared that he called code enforcement for bushes on Oak St. and that it was cleaned up, but he still has concerns about this issue. Young asked to put this as issue as a future agenda item.

Newberry inquired about ODOT's intersection design at Tolman and Siskiyou Blvd. She would like to add this item to the task list. Fleury said that the city had done some internal survey and design work, but it would be up to the commission to recommend.

OLD BUSINESS

None

FOLLOW UP ITEMS

Nevada Bridge Extension Project

Faught shared that Council decided to follow the recommendation of the commission and not build the vehicle or multi-modal bridge and directed staff to submit a grant transfer for the Independent Way Project. Council would like to hear about two options, the bicycle /pedestrian /emergency twenty-foot bridge for an estimated $3.8 million, and the twelve-foot pedestrian bridge for an estimated $2.4 million. Faught said based on feedback he was working on the assumption that Council wants to see one of these bridges go in. Fees were going to be used for the Independent Way Project and if the grant money can be transferred the fees would go to the Nevada Bridge Extension Project.

Faught explained Nevada Bridge Extension Project funding was a total of $6.49 million plus $4.94 million with the realignment of "S" curves. Of the funding $1.2 million was System Development Charges (SDC), $3 million in fees, and the rest was grants. Without grants and SDC monies $2.4 million is left for the project. Faught said he is working with a consultant to get clarification if SCD money can still be used for this project. Graf asked what the fees were. Faught explained the fees are street fees, gas tax, and some food and beverage tax, and that all of the fees have been allocated to projects.

Viéville asked about the timeline for the grant. Faught explained he had been encouraged to get it in right away. In the grant application staff will explain that the city is still interested in building a bike/pedestrian facility at East Nevada and that we are simply switching the grant funding to another project. Faught thought that it would be presented at the Aug. or Sept. meeting.

Young stated that it seems that the Independent Way Project is more competitive for the grant. Faught agreed and said the City doesn't want to lose the grant money and picked a competitive project. The policy is that we get to pitch a new project, but it is not guaranteed we will get the grant.

Viéville asked if the Nevada Bridge is still a priority and if this takes away money from other projects on the list. Faught said the Nevada Bridge is in the budget and the TSP update is the opportunity to reprioritize projects.

Graf asked for clarification regarding the grant and if the Nevada Bridge Extension Project grant is shifting to the Independent Way Project. Faught said this was the case and explained that the Council gave him clear indication that they wanted to build the Nevada Bridge.

Newberry said she found it unusual that the Council didn't ask the commission for input after the Nevada Project changed from a vehicle bridge to a bicycle/pedestrian and whether this the best use of the $2.4 million.

Street Painting Permit Process

Smith updated the commission on what was presented at the July 18, 2017 Council meeting where Councilor Morris had asked about the type paint that would be used and was concerned that it may be slick for bicyclists when wet. Fleury had responded that Portland Bureau of Transportation (PBOT) suggests we add crushed walnut to the paint and Miller Paint will do that. It was approved by Council.

Zagster Bike Share Program

Fleury updated the commission about the July 18, 2017 Council meeting discussion where Councilor Rosenthal had asked why we were funding 5 bikes when we have 2 racks that can hold more. Andrea Napoli, Rogue Valley Council of Governments (RVCOG) will be managing the project explained to Council that ODOT will be funding 20 bikes and there will be adequate bikes in the system. Council supported the project.

Fleury said one station will be installed at Siskiyou/Clay St. and either Lithia Park or in front of the Library are being considered for the second location. RVTD will have a station at the plaza, SOU is supporting one station, and Asante will possibly support a station. Young mentioned that one will be at the YMCA parking lot. Fleury expected the stations will be installed in the next 2-3 weeks and he will forward the road bike share flyer to the commission.

Newberry asked if we have any bike maps available. Young stated that he thought the Zagster App connects to a map that shows the stations. Faught suggested that we could work with the chamber to create a bike map. Fleury said that RVTD has a robust marketing campaign and will be promoting the program to their users. Young noted that at the last meeting Andrea had mentioned that the one hidden location in Ashland was outperforming all the other stations which tells us about the demand.

Vièville asked how much room the stations take up and if there is one installed at the library where it would be. Fleury explained that there are 8, 9, or 10 rack stations. The 10 rack is 24'x8' and reduce the size by 2.5' for each rack that is removed. Fleury said the possible library install area was below the bus stop by 50ft. Young asked if the median across from the Library had been considered. Fleury had considered that area. Faught stated that this would have to be to run by the Parks Dept. Smith asked if the stations are normally covered. Fleury said the stations are not covered and do not require a concrete pad. They just need to be placed on a level rock pad.

Gresham Residential Parking Permit
Fleury is working on the staff report along with commission's recommendation that will be taken to Council.

Iowa St. Safety Audit and Analysis
Fleury updated that he is waiting for Kim Scope to do walking audit.

INFORMATIONAL ITEMS
Transportation HB 2017-10
Fleury explained the bill increased gas tax money, general funding, and Safe Routes to School grants. In addition, ODOT Region 3 received money for the seismic triage program. Faught mentioned the increase is about $400,000 per biennium. Faught noted that RVTD received a funding increase and there is opportunity for an express route and a hub and suggested bringing RVTD to the August meeting to discuss.

Newberry inquired about Connect Oregon and asked if there was any potential for grant money there. Faught mentioned these grants are difficult to obtain and larger communities' tend to be awarded these grants. Smith asked about the Safe Routes to School and Faught stated these are the kind on grants we should go after. Newberry mentioned she has an interest in improving the links between transit stops. Faught said he would like to discuss this with Newberry and Smith to get more details.

Action Summary

Accident Report
Officer MacLennan went over the accident report, and the commission discussed a few accidents.

Smith inquired if it would be a helpful, educational opportunity for APD to have Ray Thomas present about bike and pedestrian safety. Officer MacLennan stated APD has quarterly training and that he has these books as reference.

Newberry asked if we have ever had bike officers in Ashland. Officer MacLennan said that APD had bike patrols in the past, and they currently have two Electric bikes and one Segway.

Vièville mentioned that there are trucks unloading at bus stops and then the busses aren't stopping. Officer MacLennan said to contact Diamond Parking with that issue.

Making an Impact Newsletter (June)
None

COMMISSION OPEN DISCUSSION
Newman inquired about a map that shows jurisdiction for ODOT, County, and City. She mentioned the lights in downtown are not timed for 20mph. Fleury said staff was looking into it and mentioned it to ODOT.

Young mentioned that the commission still has one vacancy and questioned how to proceed. Fleury said the vacancy is posted on the City website, and it was announced at Council. Fleury went on to mention that if the Commissioners know of anyone that would be interested they should be encouraged to apply.

Smith asked if there were any plans to address safety with bike lanes on Lithia Way and acknowledged that she was not aware of all of the downtown plans. Faught explained this was part of the super sharrow project. Graf mentioned that there is currently downtown committee.

Graf departed from the agenda and took a public question.
Louise Shawkat, 870 Cambridge
Louise asked if there was concern that this commission may go away now that Council is looking at Commissions and the direction they want to go in. Faught explained that there was mentioned in a study session about possibly changing the structure, but it was a suggestion.

Young asked if the commission was aware of the committee that was looking into moving City Hall and discussed that Briscoe School may be an option. Young went on to say that there is an option to removing some of the park and making parking for city employees at Briscoe. Young expressed concern that the commission should be represented if a parking plan is involved. Fleury briefly described the charge of the ad hoc City Hall Advisory Committee and that they are in process of creating criteria to rate several different City Hall options. The directives are to look at the space needs for a 2030 timeframe and to ensure seismic stability of a building for city employees. Fleury told the Commission that there are serval options which include Briscoe School, the current City Hall building, the Community Development Building, and also a possible new building at Lithia/Pioneer parking lot. Fleury said the committee is currently weighing all the criteria and establishing the weighting value to recommend to Council by August 31, 2017.

FUTURE AGENDA TOPICS

Next Meeting Date: August 23, 2017

ADJOURNMENT
The meeting was adjourned at 6:02 p.m.

Respectfully submitted,
Tara Kiewel
Public Works Administrative Assistant

CITY OF
ASHLAND

Memo

DATE: August 23, 2017

TO: Ashland Transportation Commission

FROM: Brandon Goldman, Senior Planner

RE: Legislative Planning Actions (Type III)

SUMMARY

The Transportation Commission's powers and duties identify a role in reviewing "Type III" planning actions as part of the pre-application process.

2.13.030 Powers and Duties, Generally

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

1. Safety: will develop, coordinate and promote transportation safety programs;
2. Planning:
   *Will review and serve as the primary body to develop recommendations to the City's long range transportation plans.
   *Will review and make recommendations in Type III Planning Actions during the pre-application process.
3. Funding: will make recommendations to the City's transportation section of the Capital Improvements Program;
4. Advocacy: will advocate and promote all modes of transportation to make modal equity a reality.
   *Facilitate coordination of transportation issues with other governmental entities.
   *Select one or more member liaisons to attend and participate in meetings with other transportation related committees in the Rogue Valley.
   *Examine multi-modal transportation issues. (Ord. 3003, amended, 02/18/2010; Ord. 2975, added, 11/18/2008)

BACKGROUND

In general, Type III planning actions are legislative actions that involve annexations, zone changes, ordinance amendments, and changes to adopted land use plans such as area Master Plans, the Transportation System Plan, and the Comprehensive Plan.

Many legislative land use decisions by the City Council have a direct bearing on Ashland's transportation system, and as such will benefit from the prior review and recommendations from the Transportation Commission.

The purpose of the "pre-application process" as noted 2.13.030 is to allow the applicant for a private development and City Staff to meet and discuss the proposed project early in the development process. This early review and meeting helps to identify opportunities and key issues prior to preparation and submission of the Planning application. Before a proposal goes before the Planning Commission for approval, most of the issues can be worked out so that the project is ready for review with few additional changes or conditions needed. The

Transportation Commission involvement in the pre-application process for private developments subject to a Type III planning action would relate to proposals to annex property into the City, or requested changes in the zoning of existing properties within the City Limits, which require new road connections, alterations, or impacts to the existing transportation system.

City initiated proposals to modify land use ordinances, consider changes to adopted pans, or to establish area master plans, do not have a "pre-application process". However, with such Council initiated projects City Staff presents the draft proposal to the commission that is directly involved in the issues being addressed. For example when the City amended the land use code to establish Tree Protection standards by ordinance the Tree Commission provided significant input for consideration by the Planning Commission and City Council prior to adoption. In a similar capacity those legislative actions that relate to housing development standards or historic design standards are to be reviewed by the Housing and Human Services Commission or Historic Commission respectively for comment prior to the formal public hearing process.

In relation to the Transportation Commission's charge to review all matters relating to transportation, future applications for Type III planning actions that may have an impact on transportation will be presented to the Transportation Commission for consideration and comment in advance of the Planning Commission and City Council public hearings.

ATTACHMENTS

Type III Planning Action Flow Chart

DEPT. OF COMMUNITY DEVELOPMENT
20 E. Main Street
Ashland, Oregon 97520
www.ashland.or.us

Tel: 541-488-5305
Fax: 541-552-2050
TTY: 800-735-2900

Type III Procedure

CITY OF ASHLAND
Community Development Dept.

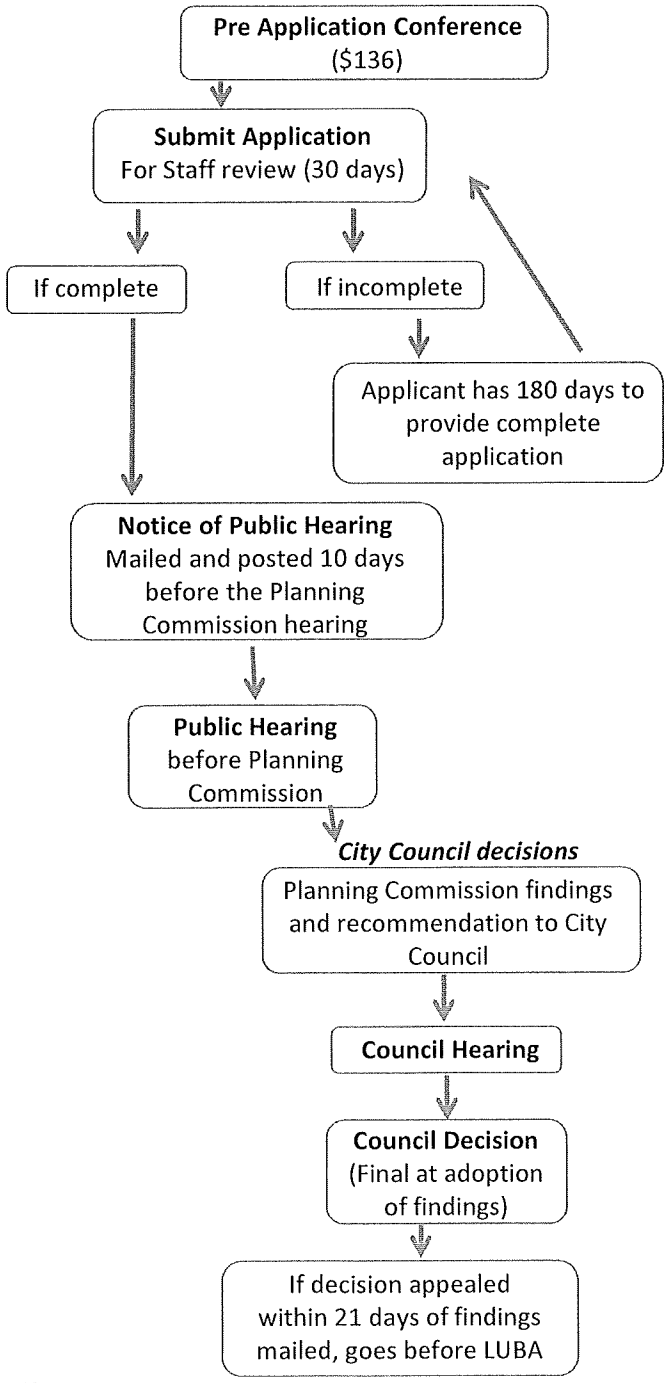
Property specific development which would require an ordinance text amendment;

1. Zone Changes or Amendments ($2,795)* — Planning Commission decision
2. Comprehensive Plan Change ($2,795)* — Planning Commission decision
3. Annexation ($4,205)* — City Council decision
4. Urban Growth Boundary (U.G.B.) Amendment ($4,205)* — City Council decision
5. Any other Type III ($3,502)* — City Council decision

**Fees are cumulative and depend on project specifics.*

See AMC 18.5.1.070 for complete information. Contact City of Ashland Community Development Department for any questions or more information. Located at 51 Winburn Way Ashland OR, 97520. 541-488-5305; Planning@ashland.or.us

Priority planning action processing for LEED® certified buildings.



Pre application conference is required and valid for six months. Conferences are Wednesday afternoon, as available. Must be scheduled at least two weeks in advance. Conference may be waived by the Staff Advisor.

The city will review the application and determine if it is complete for not. The City will inform the applicant of any deficiencies within 30 days of application. Fees are paid upon submission of the application.

At least 10 days prior to hearing, the Department will mail and publish notice of hearing. A clearly visible notice shall be posted on the property.

Complete applications are heard at a Planning Commission meeting at least 45 days after N.O.C.A. Public hearing notice must be sent out and posted 10 days before the Planning Commission meeting.

Planning Commission decides zone changes and map amendments. They are subject to City Council appeal.

Planning Commissionfindings and recommendations are reported to City Council within 45 days of the hearing on U.G.B. amendments and annexations. Council makes final decision.

Staff schedules a hearing and repeats notice mailing and publication. Council holds hearing and makes a decision at that time. The Staff will mail notice of the Council decision to applicant and affected parties. Council decision is final decision of the City at the adoption of findings.

Further appeals are heard by the State Land Use Board of Appeals, (LUBA) www.oregon.gov/LUBA. With adoption of the Regional Plan, U.G.B. Amendments are subject to regional review through the County, and city approval simply agrees to initiate this process.

CITY OF
ASHLAND

Transportation Commission
Action Item List

August 23, 2017

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 22nd meeting
   d. Parducci recommends modeling the road diet network with installation of the signal to determine queuing changes if any for the corridor.
   e. Parducci to model system and develop a final recommendation (January 26, 2017)
   f. Parducci to present reports on Road diet analysis, Hersey/Wimer Signal and crosswalks (January 26, 2017)
   g. Staff to present findings before City Council at a date to be determined (September 5, 2017)
2. Super Sharrow analysis for downtown
   a. Commission motion-Council/Downtown Committee support the urgent implementation
      i. Follow up-Council at the August 1, 2016 study session voiced support for the super sharrow concept and forwarded to the Downtown for review and analysis.

      Meeting Minutes:

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

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

3. TSP Update and Internal Circulator Feasibility Analysis (Updated July 2017)
   a. Budget for Engineering Services-including TSP update with core analysis of an internal circulator transit system (feasibility analysis). FY18/19 budget process
      i. Biennium budget has been adopted by Council and will fund TSP update (July 2017)
   b. Develop Request for Proposal (RFP) for Engineering Services (TSP update and Circulatory Feasibility). Draft January 26, 2017
   c. Solicit consultant responses (July 2017)
      i. Solicitation Advertised and responses due August 1, 2017
   d. Perform consultant select (August/September 2017)
      i. One proposal response received from Kittleson Associates
   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.

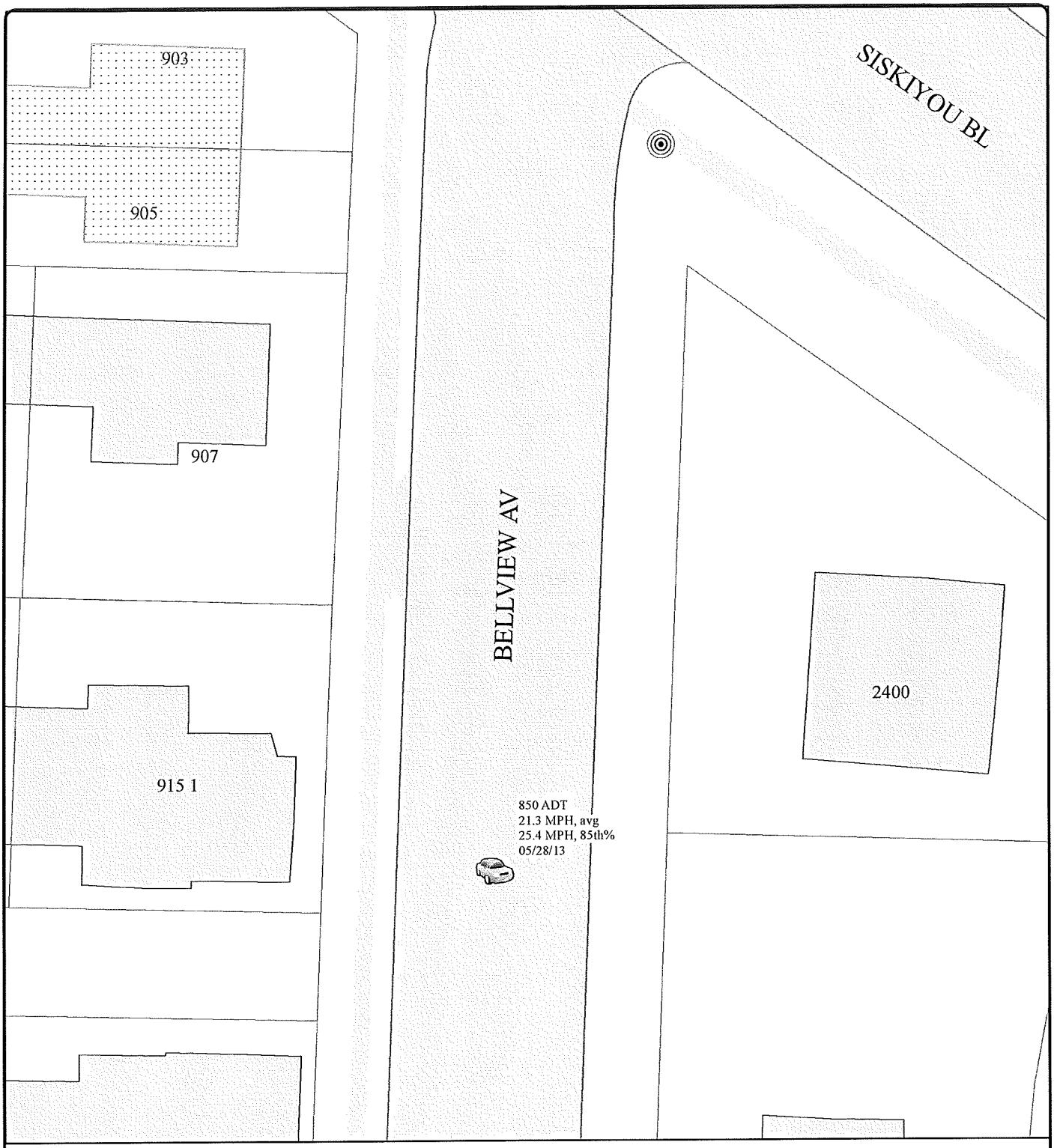
i. Biennium budget adopted by City Council. Staff to include RRFB installation as

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
    i. Council approved permit at the August 18th, 2017 Business Meeting
    j. Faith St. residents have submitted permit and petition.
    k. Painting scheduled for August 26/27.
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
    e. Full time Street Department staff assigned to vegetation maintenance duties
9. Citizen request for speed and volume analysis on Cambridge St.
    a. Staff to set counters out as time allows (January 2017)

b. Speed/volume study complete-reference attached breakdown.

10. Citizen request for speed and volume analysis on Bellview along with traffic calming for right hand turn movements onto Bellview from Sisksiyou Blvd.
    a. Staff to set counters out as time allows.
    b. Staff to discuss corner layout with ODOT
    c. Staff discussed corner radii with ODOT. Staff to develop comprehensive map of corners for discussion with ODOT on physical improvements to reduce speed when leaving Siskiyou Blvd. (June/July 2017)
    d. Speed/volume study complete, reference attached breakdowns that compare previous data to new data (same locations).
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.



Bellview Ave
Traffic Count Map

Date: 07/10/17

Traffic Counts

Traffic Classifier

0 25 50 Feet

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

City of Ashland

Public Works/Engineering Department
Traffic Study Report

Bellview Ave : -
Siskiyou : to
Black Oak :

Site: Eng - 07-2017
Tuesday, 07/18/17 2:00 PM -
Tuesday, 07/25/17 12:00 PM

Speed Grand Totals

Hourly Averages Combined

mph	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
12:00 AM	3.0	0.7	0.4	1.0	0.4	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.3	0.1	0.4	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.0	0.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.7	0.4	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	3.0	1.3	0.3	0.9	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	10.7	4.6	1.7	2.4	1.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	24.6	10.7	5.4	5.1	2.9	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	40.1	19.0	9.9	5.9	3.7	1.0	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	57.0	28.9	12.0	8.6	5.4	1.6	0.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0
10:00 AM	59.7	26.9	13.4	9.9	6.4	2.7	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	55.4	25.4	11.0	10.3	5.9	2.1	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	51.0	20.8	10.3	9.5	7.7	2.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	53.2	23.7	12.2	8.3	6.8	1.8	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	51.1	21.1	10.1	9.9	5.1	3.9	0.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	49.7	19.1	11.0	10.0	5.7	2.6	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	50.9	19.1	11.9	11.3	5.7	2.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	50.7	17.4	11.0	10.9	6.9	2.7	1.1	0.7	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	47.4	18.3	10.3	10.9	4.7	2.6	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	31.6	13.7	8.9	5.0	3.3	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	22.7	11.0	5.6	3.3	2.1	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	16.1	9.0	3.6	2.3	0.7	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	11.4	5.3	2.4	2.6	0.6	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	5.0	2.6	0.7	0.9	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	697.3	300.1	152.6	129.3	76.8	28.6	6.9	2.9	0.0	0.1	0.0	0.0	0.0	0.0

Average (Mean) 20.2 mph **Minimum** 5.0 mph **Maximum** 34.7 mph **Pace Range** 15.8 - 25.8 mph 3861 vehicles (80.8 %)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	14.7	16.2	20.6	24.2	24.9

Speeds Exceeded	15 mph	25 mph	35 mph	45 mph
	89.2 % (4260)	9.7 % (463)	0.0 % (0)	0.0 % (0)

Study Grand Totals

	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
Combined	4777	2056	1046	887	523	196	48	20	0	1	0	0	0	0
		43.0 %	21.9 %	18.6 %	10.9 %	4.1 %	1.0 %	0.4 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %
south-bound	2448	1178	498	417	231	90	20	14	0	0	0	0	0	0
		48.1 %	20.3 %	17.0 %	9.4 %	3.7 %	0.8 %	0.6 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %
north-bound	2329	878	548	470	292	106	28	6	0	1	0	0	0	0
		37.7 %	23.5 %	20.2 %	12.5 %	4.6 %	1.2 %	0.3 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %

City of Ashland

Public Works/Engineering Department
Traffic Study Report

Bellview Ave : -
Siskiyou : to
Black Oak :

Site: Eng - 07-2017
Tuesday, 07/18/17 2:00 PM -
Tuesday, 07/25/17 12:00 PM

Speed Grand Totals

Hourly Averages north-bound

mph	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
12:00 AM	0.7	0.1	0.0	0.3	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.3	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.9	0.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.4	0.3	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	2.4	0.9	0.1	0.9	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	8.0	3.4	1.4	1.6	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	13.7	4.4	3.4	3.7	1.7	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	25.6	10.9	7.0	3.9	2.7	0.7	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	33.4	14.7	6.7	5.7	4.4	1.3	0.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0
10:00 AM	33.6	14.4	8.0	5.6	4.1	1.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	30.3	13.6	6.0	5.3	3.9	1.1	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	23.3	8.8	4.5	5.7	3.2	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	24.2	9.2	5.8	4.3	3.7	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	23.9	7.6	4.6	6.0	3.3	2.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	20.4	5.6	5.6	4.0	3.4	1.3	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	21.0	8.1	4.7	4.0	2.9	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	21.1	4.9	5.7	5.6	2.6	1.6	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	21.4	5.4	6.0	6.1	2.1	1.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	13.3	5.3	4.3	1.9	1.4	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	9.4	4.1	2.9	1.6	0.6	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	6.1	2.9	1.6	1.1	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	4.7	2.0	0.9	1.3	0.3	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	1.3	0.7	0.3	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	339.5	128.0	79.8	68.6	42.7	15.5	4.0	0.9	0.0	0.1	0.0	0.0	0.0	0.0

Average (Mean) 20.8 mph **Minimum** 5.8 mph **Maximum** 34.7 mph **Pace Range** 15.8 - 25.8 mph 1978 vehicles (84.9 %)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	16.2	17.2	21.0	24.4	25.2

Speeds Exceeded	15 mph	25 mph	35 mph	45 mph
	93.2 % (2170)	11.0 % (257)	0.0 % (0)	0.0 % (0)

Study Grand Totals

	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
north-bound	2329	878	548	470	292	106	28	6	0	1	0	0	0	0
		37.7 %	23.5 %	20.2 %	12.5 %	4.6 %	1.2 %	0.3 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %

City of Ashland

Public Works/Engineering Department
Traffic Study Report

Bellview Ave : -
Siskiyou : to
Black Oak :

Site: Eng - 07-2017
Tuesday, 07/18/17 2:00 PM -
Tuesday, 07/25/17 12:00 PM

Speed Grand Totals

Hourly Averages south-bound

mph	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
12:00 AM	2.3	0.6	0.4	0.7	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.7	0.1	0.1	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.3	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.6	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	2.7	1.1	0.3	0.9	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	10.9	6.3	2.0	1.4	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	14.6	8.1	2.9	2.0	1.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	23.6	14.1	5.3	2.9	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	26.1	12.4	5.4	4.3	2.3	1.4	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	25.1	11.9	5.0	5.0	2.0	1.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	27.7	12.0	5.8	3.8	4.5	1.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	29.0	14.5	6.3	4.0	3.2	0.7	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	27.3	13.6	5.6	3.9	1.9	1.9	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	29.3	13.6	5.4	6.0	2.3	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	29.9	11.0	7.1	7.3	2.9	1.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	29.6	12.6	5.3	5.3	4.3	1.1	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	26.0	12.9	4.3	4.7	2.6	1.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	18.3	8.4	4.6	3.1	1.9	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	13.3	6.9	2.7	1.7	1.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	10.0	6.1	2.0	1.1	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	6.7	3.3	1.6	1.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.7	1.9	0.4	0.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	357.8	172.1	72.9	60.7	34.1	13.1	2.9	2.0	0.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 19.6 mph **Minimum** 5.0 mph **Maximum** 31.9 mph **Pace Range** 15.2 - 25.2 mph 1890 vehicles (77.2 %)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	13.3	15.2	20.2	23.9	24.7

Speeds Exceeded	15 mph	25 mph	35 mph	45 mph
	85.4 % (2090)	8.4 % (206)	0.0 % (0)	0.0 % (0)

Study Grand Totals

	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
south-bound	2448	1178	498	417	231	90	20	14	0	0	0	0	0	0
		48.1 %	20.3 %	17.0 %	9.4 %	3.7 %	0.8 %	0.6 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %

Cambridge Street
Traffic Count Map

Date: 07/17/17

Traffic Counts

Traffic Classifier

0 25 50 Feet

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

City of Ashland

Public Works/Engineering Department
Traffic Study Report

Cambridge St : -
York : to
Kent :

Site: Eng - 07-2017
Monday, 07/10/17 3:00 PM -
Monday, 07/17/17 1:00 PM

Speed Grand Totals

Hourly Averages north-bound

mph	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
12:00 AM	1.0	0.1	0.0	0.3	0.1	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0
1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.4	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	1.1	1.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	2.3	1.4	0.1	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	4.4	2.0	0.6	0.7	0.6	0.4	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	5.1	2.4	0.3	0.9	0.7	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	3.4	0.9	0.4	1.1	0.3	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	5.4	2.1	0.9	0.9	1.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	6.4	1.9	0.9	0.7	1.3	1.0	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	6.8	1.0	1.2	1.3	1.8	1.0	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	9.7	2.5	1.2	2.5	1.3	1.5	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	7.0	1.7	1.0	1.1	1.6	1.0	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	8.0	2.0	1.6	1.6	1.6	1.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
5:00 PM	6.4	1.3	1.1	1.3	1.7	0.6	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	5.7	0.4	1.6	1.6	1.0	0.9	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	6.4	1.6	0.6	1.4	1.3	0.9	0.6	0.0	0.0	0.0	0.1	0.0	0.0	0.0
8:00 PM	5.4	2.6	0.9	0.9	0.9	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	3.3	0.6	1.1	0.7	0.6	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	2.6	0.6	0.7	0.6	0.6	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	1.1	0.0	0.4	0.3	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	92.4	26.4	14.5	18.3	17.0	10.5	4.0	1.4	0.0	0.1	0.3	0.0	0.0	0.0

Average (Mean) 21.8 mph **Minimum** 6.5 mph **Maximum** 36.2 mph **Pace Range** 17.4 - 27.4 mph 483 vehicles (76.7 %)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	14.8	17.3	22.6	26.3	27.1

Speeds Exceeded	15 mph	25 mph	35 mph	45 mph
	89.8 % (566)	25.7 % (162)	0.3 % (2)	0.0 % (0)

Study Grand Totals

	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
north-bound	630	181	99	124	116	71	27	9	0	1	2	0	0	0
		28.7 %	15.7 %	19.7 %	18.4 %	11.3 %	4.3 %	1.4 %	0.0 %	0.2 %	0.3 %	0.0 %	0.0 %	0.0 %

City of Ashland

Public Works/Engineering Department
Traffic Study Report

Cambridge St : -
York : to
Kent :

Site: Eng - 07-2017
Monday, 07/10/17 3:00 PM -
Monday, 07/17/17 1:00 PM

Speed Grand Totals

Hourly Averages south-bound

mph	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
12:00 AM	1.0	0.3	0.0	0.0	0.3	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.3	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	1.0	0.3	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	2.3	0.9	0.3	0.6	0.3	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	6.9	1.9	0.7	0.3	1.4	1.4	0.6	0.4	0.1	0.0	0.0	0.0	0.0	0.0
8:00 AM	7.3	3.1	1.1	0.9	1.1	0.7	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	6.6	1.7	1.1	1.7	0.7	0.9	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	5.6	2.1	0.1	0.6	0.7	1.0	0.6	0.3	0.1	0.0	0.0	0.0	0.0	0.0
11:00 AM	6.1	1.7	0.4	1.0	0.7	1.0	0.6	0.3	0.3	0.1	0.0	0.0	0.0	0.0
12:00 PM	6.3	1.7	0.7	1.3	0.9	1.0	0.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0
1:00 PM	5.7	1.7	0.8	1.0	0.5	0.5	0.8	0.2	0.0	0.2	0.0	0.0	0.0	0.0
2:00 PM	7.0	0.8	1.3	1.5	1.2	1.2	0.5	0.3	0.2	0.0	0.0	0.0	0.0	0.0
3:00 PM	6.1	1.6	0.7	0.9	1.3	1.0	0.3	0.1	0.0	0.1	0.0	0.1	0.0	0.0
4:00 PM	7.1	2.3	1.4	1.0	1.0	0.3	0.4	0.4	0.1	0.0	0.1	0.0	0.0	0.0
5:00 PM	4.4	1.3	0.6	0.6	1.1	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	4.6	1.3	0.7	0.7	0.7	0.6	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	2.4	0.9	0.3	0.3	0.3	0.3	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
8:00 PM	3.9	2.0	0.6	0.4	0.0	0.4	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	1.7	0.9	0.1	0.0	0.1	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	1.4	0.7	0.0	0.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	1.1	0.7	0.1	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	89.1	27.9	11.6	13.5	13.1	11.1	6.9	3.1	1.0	0.6	0.1	0.1	0.0	0.0

Average (Mean) 21.8 mph **Minimum** 5.2 mph **Maximum** 39.2 mph **Pace Range** 19.2 - 29.2 mph 397 vehicles (65.0 %)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	13.0	14.5	22.8	27.6	28.7

Speeds Exceeded	15 mph	25 mph	35 mph	45 mph
	83.3 % (509)	32.6 % (199)	0.5 % (3)	0.0 % (0)

Study Grand Totals

	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
south-bound	611	193	79	92	90	76	47	21	7	4	1	1	0	0
		31.6 %	12.9 %	15.1 %	14.7 %	12.4 %	7.7 %	3.4 %	1.1 %	0.7 %	0.2 %	0.2 %	0.0 %	0.0 %

City of Ashland

Public Works/Engineering Department
Traffic Study Report

Cambridge St : -
York : to
Kent :

Site: Eng - 07-2017
Monday, 07/10/17 3:00 PM -
Monday, 07/17/17 1:00 PM

Speed Grand Totals

Hourly Averages Combined

mph	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
12:00 AM	2.0	0.4	0.0	0.3	0.4	0.3	0.1	0.3	0.0	0.0	0.1	0.0	0.0	0.0
1:00 AM	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.6	0.3	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.3	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	1.1	0.3	0.3	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	3.4	1.9	0.3	0.6	0.4	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	9.1	3.3	0.9	0.6	1.7	1.6	0.6	0.4	0.1	0.0	0.0	0.0	0.0	0.0
8:00 AM	11.7	5.1	1.7	1.6	1.7	1.1	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	11.7	4.1	1.4	2.6	1.4	1.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	9.0	3.0	0.6	1.7	1.0	1.4	0.9	0.3	0.1	0.0	0.0	0.0	0.0	0.0
11:00 AM	11.6	3.9	1.3	1.9	1.9	1.4	0.6	0.3	0.3	0.1	0.0	0.0	0.0	0.0
12:00 PM	12.7	3.6	1.6	2.0	2.1	2.0	1.0	0.3	0.0	0.1	0.0	0.0	0.0	0.0
1:00 PM	12.5	2.7	2.0	2.3	2.3	1.5	1.2	0.3	0.0	0.2	0.0	0.0	0.0	0.0
2:00 PM	16.7	3.3	2.5	4.0	2.5	2.7	0.8	0.7	0.2	0.0	0.0	0.0	0.0	0.0
3:00 PM	13.1	3.3	1.7	2.0	2.9	2.0	0.7	0.3	0.0	0.1	0.0	0.1	0.0	0.0
4:00 PM	15.1	4.3	3.0	2.6	2.6	1.4	0.4	0.4	0.1	0.1	0.1	0.0	0.0	0.0
5:00 PM	10.9	2.6	1.7	1.9	2.9	1.0	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	10.3	1.7	2.3	2.3	1.7	1.4	0.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	8.9	2.4	0.9	1.7	1.6	1.1	0.9	0.0	0.1	0.0	0.1	0.0	0.0	0.0
8:00 PM	9.3	4.6	1.4	1.3	0.9	0.4	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	5.0	1.4	1.3	0.7	0.7	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	4.0	1.3	0.7	0.9	1.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.3	0.7	0.6	0.3	0.1	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	181.5	54.3	26.1	31.8	30.1	21.6	10.9	4.4	1.0	0.7	0.4	0.1	0.0	0.0

Average (Mean) 21.8 mph **Minimum** 5.2 mph **Maximum** 39.2 mph **Pace Range** 18.0 - 28.0 mph 871 vehicles (70.2 %)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	13.7	15.7	22.7	26.9	27.9

Speeds Exceeded	15 mph	25 mph	35 mph	45 mph
	86.6 % (1075)	29.1 % (361)	0.4 % (5)	0.0 % (0)

Study Grand Totals

	Total	< 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 42	42 -
Combined	1241	374	178	216	206	147	74	30	7	5	3	1	0	0
		30.1 %	14.3 %	17.4 %	16.6 %	11.8 %	6.0 %	2.4 %	0.6 %	0.4 %	0.2 %	0.1 %	0.0 %	0.0 %
north-bound	630	181	99	124	116	71	27	9	0	1	2	0	0	0
		28.7 %	15.7 %	19.7 %	18.4 %	11.3 %	4.3 %	1.4 %	0.0 %	0.2 %	0.3 %	0.0 %	0.0 %	0.0 %
south-bound	611	193	79	92	90	76	47	21	7	4	1	1	0	0
		31.6 %	12.9 %	15.1 %	14.7 %	12.4 %	7.7 %	3.4 %	1.1 %	0.7 %	0.2 %	0.2 %	0.0 %	0.0 %

Memo

CITY OF ASHLAND

Date: August 16, 2017
From: Scott A. Fleury
To: Transportation Commission
RE: Downtown Super Sharrows

BACKGROUND:
The Council at the August 1st, 2016 study session showed support for the downtown super sharrow project and asked the Downtown Committee to weigh in at their next meeting before disbanding. At the September 6, 2016 meeting the downtown Committee motioned to support the super sparrow concept project.

Since that time Public Works has contracted with Kittleson Associates to provide an analysis/feasibility memorandum with respect to installation of super sharrows in the downtown corridor. The draft technical memo is attached for reference. Public Works staff has asked our consultant traffic engineer to review two critical items proposed in the draft super sharrow report, one of which is the change in signal timing in the downtown corridor to 12-15mph and the second is installation of a stop sign for southbound vehicles at the transition from Winburn Way to Main St. The traffic engineer has significant modeling in the downtown area and will review and make a recommendation based on the modeling data.

In addition the Public Works staff placed a line item in the 2018/19 biennium budget for the super sharrow project. The budget was approved by the Budget Committee and subsequently by the City Council. Staff now has the resources necessary to move forward with final engineering, outreach and construction of the improvement.

CONCLUSION:
Next steps include generating final design and specifications for the projects along with performing necessary public outreach. In addition since the Main St. section of roadway is under ODOT jurisdiction all functional changes will require their approval prior to construction.

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

MEMORANDUM

Date: January 9, 2017 Project #: 20769.0

To: Mike Faught, City of Ashland

From: Susan Wright, Matthew Bell, and Bryan Graveline, Kittelson & Associates, Inc.

Project: Downtown Ashland Enhanced Shared Bikeway

Subject: Shared Lane Pavement Markings

This memorandum documents the existing physical and operational characteristics of N Main Street and Lithia Way within downtown Ashland and evaluates the potential for installing shared lane pavement markings, or sharrows, along the segments of N Main Street and Lithia Way that currently do not provide on-street bike lanes. The purpose of this memorandum is to provide the City with information on potential treatments that could be implemented on N Main Street and Lithia Way to improve bicycle access and connectivity to downtown Ashland without widening the roadway or reducing the number of vehicle travel lanes.

This memorandum includes information from the National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide*, which provides information on the design and implementation of sharrows from various sources, including the Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (MUTCD) and the design guides of several jurisdictions located throughout the United States (US). It also provides information on the benefits of sharrows, typical applications, and maintenance. The NACTO website (www.nacto.org) provides supplemental information on several case studies conducted in various cities throughout the US that have implemented sharrows within their communities.

Ultimately, this memorandum identifies priority shared lane pavement markings, or super sharrows, as a viable treatment to improve bicycle access and connectivity to downtown Ashland. The super sharrows should be installed along N Main Street and Lithia Way within the center of the outside travel lane and be augmented by either green strips, green boxes or dashed lines consistent with guidance provided by NACTO. Additional information on the findings of this study are provided below.

BACKGROUND

Bicycle activity within Ashland has increased steadily over the last several years, particularly within the downtown area where multiple destinations accommodate and cater to bicyclists. The increase in bicycle activity along N Main Street contributed to the City's decision to implement a road diet between the northern city limits and Laurel Street to provide on-street bike lanes and improve bicycle access to downtown from the north. The City's long-term plan is to continue the road diet through downtown

and connect the on-street bike lanes north of downtown along N Main Street to the on-street bike lanes south of downtown along Siskiyou Boulevard. In the meantime, there are multiple gaps in the on-street bike lane network that limit access and connectivity for bicyclists.

A large focus of the City's most recent Transportation System Plan (TSP) update was on improving bicycle access and circulation within the City. Several bicycle improvement projects were identified throughout the City, including five projects that could address the gaps in the on-street bike lanes within downtown Ashland:

- Project B16 – Lithia Way Bicycle Boulevard – This high priority project involves constructing a bicycle boulevard along Lithia Way from Oak Street to Helman Street.
- Project B17 – Main Street Bicycle Boulevard: This high priority project involves constructing a bicycle boulevard along Main Street from Helman Street to Siskiyou Boulevard.
- Project B 18 – N Main Street Bike Lane: This medium priority project involves constructing a bike lane along N Main Street from Jackson Street to Helman Street.
    - This project has largely been completed through the implementation of the temporary and permanent road diet as described below.
- Project R35 – N Main Street Temporary Road Diet: This high priority project involves the implementation of a temporary road diet along N Main Street, which includes on-street bike lanes in both directions (Completed).
- Project R36 – N Main Street Permanent Road Diet: This medium priority project involves converting the temporary road diet to a permanent installation.
    - This project has largely been completed with the exception of the segment between Laurel Street and Helman Street which continues to have two lanes in both directions and no bike lanes.

Implementation of the projects identified in the TSP would close the gap in the on-street bicycle facilities located along N Main Street and Lithia Way while improving bicycle access and circulation within downtown Ashland.

EXISTING CONDITIONS

There are continuous on-street bike lanes along both sides of N Main Street from Jackson Street to Laurel Street and on both sides of Siskiyou Boulevard from E Main Street to the south. However, there are several gaps in the on-street bike lanes along N Main Street and Lithia Way that limit access and circulation for bicyclists within downtown Ashland. The following summarizes the gaps in the bicycle facilities and provides information on the basic roadway characteristics.

- N Main Street from Laurel Street to Helman Street – This segment of N Main Street is approximately 0.17 miles long; it has two 12-foot travel lanes in both direction with no on-

street bike lanes, shoulders or other bicycle facilities; the posted speed limit is 25 miles per hour (mph); and the average two-way daily traffic (ADT) is approximately 16,300 vehicles.

- N Main Street from Helman Street to Oak Street – This segment of N Main Street is approximately 0.17 miles long; it has two 12 to 16-foot southbound travel lanes with no on-street bike lanes, shoulders, or other bicycle facilities; on-street parking is allowed on the north side of the roadway and on the south side of the roadway from Church Street and Granite Street; the posted speed limit is 20 mph; and the one-way ADT is approximately 9,140.
- E Main Street from Helman Street to Gresham Street – This segment of E Main Street is approximately 0.29 miles long; it has three 12 to 14-foot southbound travel lanes with no on-street bike lanes, shoulders, or other bicycle facilities; on-street parking is allowed on both sides of the roadway; the posted speed limit is 20 mph; and the one-way ADT is approximately 9,850. One other distinguishing characteristic of this segment of E Main Street is that trucks and other delivery vehicles tend to double park in the inside (north/east) and outside (south/west) travel lanes – the City currently does not have any policies that restrict trucks and other delivery vehicles from parking within the travel lane.
- Lithia Way from Oak Street to Helman Street – This segment of Lithia Way is approximately 0.15 miles long; it has two 12 to 14-foot northbound travel lanes with no on-street bike lanes, shoulders, or other bicycle facilities; on-street parking is allowed along both sides of the roadway from Oak Street to Beaver Slide; the posted speed limit is 20 mph; and the one-way ADT is approximately 10,220.

Figure 1 illustrates the location of existing bicycle facilities along N Main Street and Lithia Way along with the location of known deficiencies. While the posted speed limits along these segments support the potential implementation of shared lane pavement markings consistent with the TSP, the traffic volumes are at the upper end of suitability for shared lanes; therefore, a higher level of treatment, such as priority shared lane pavement markings, or super sharrows, may be necessary to support a shared lane environment.

EXISTING BIKE LANE
EXISTING GAP IN BIKE FACILITIES

Site Vicinity Map
Ashland, OR

FIGURE
1

SHARROWS

Sharrows are shared lane pavement markings located within motor vehicle travel lanes that indicate a shared environment for bicycles and motor vehicles. There are many variations of the sharrow; however, the current MUTCD identifies the sharrow as a bicycle symbol with two chevrons on top that indicate the direction of travel. Sharrows have a with a wide variety of uses that support a complete bicycle network; however, they are not intended to be a facility type and should not be considered a substitute where separate bicycle facilities, such as on-street bike lanes and cycle tracks are warranted or where space permits. The following summarizes information from NACTO on typical applications, design guidance, and maintenance for sharrows.

Typical Applications

Sharrows are most commonly used along streets where there is a need to define space for bicyclists, yet space for separate bicycle facilities, such as on-street bicycle lanes or cycle tracks, is not available. Per NACTO, desirable shared lane marking applications include:

- to indicate a shared lane environment where the differential between bicyclist and motorist travel speed is very low, such as on streets with a design speed of <25 mph and/or streets where closely spaced traffic signals are timed for a travel speed of 12 to 15 mph.
- to strengthen connections in a bikeway network, including to fill a gap in an otherwise continuous bike path or bike lane, generally for short distances and to transition bicyclists across traffic lanes or from conventional bike lanes or cycle tracks to a shared lane environment.
- to clarify bicyclist movement and positioning in challenging environments, including to designate movement and positional of bicycles within the motor vehicle travel lanes, through intersections, and through combined bike lane/right-turn lanes.

Desirable shared lane marking applications include:

- where the speed differential between bikes and vehicles is low,
- where there is a need to fill in a gap in an otherwise continuous bike lane, and
- to clarify bicyclist position in challenging environments.

Roadways that have a posted speed limit of 35 mph or above are generally not appropriate for sharrows.

Per NACTO and the MUTCD, roadways that have a posted speed limit of 35 mph or above are generally not appropriate for shared lane pavement markings.

Design Guidance

Design guidance for sharrows includes a combination of requirements from the MUTCD and recommendations from the MUTCD and NACTO. Chapter 9 of the MUTCD identifies the standard sharrow symbol as a bike symbol with two chevrons as illustrated in MUTCD Figure 9C-9 and in each of the images included in this memorandum.

Frequent, visible placement of markings is essential to ensure compliance of motorists and proper positioning of bicyclists. The MUTCD recommends placing shared lane markings immediately after an intersection and spacing the markings at intervals of no greater than 250-feet. NACTO suggests that the number of shared lane markings should correspond to the difficulty bicyclists experience taking the proper travel path or position. For example, shared lane markings used to bridge discontinuous bicycle facilities or along busier streets, such as N Main Street and Lithia Way, should be placed more frequently (50 to 100 feet).

On streets with posted speeds of 25 mph or slower, such as N Main Street and Lithia Way, the preferred placement of sharrows is in the center of the travel lane to minimize wear on the pavement markings and encourage bicyclists to occupy the full travel lane.

Lateral placement of the shared lane markings is critical to encourage riders to avoid the "door zone" from on-street parallel parking and to encourage safe passing behavior by motorists. The MUTCD recommends placing the shared lane markings a minimum of 11 feet from the face of curb when a parking lane is present and a minimum of 4-feet from the face of curb when it is not. NACTO suggests that on streets with posted speeds of 25 mph or slower, such as N Main Street and Lithia Way, the preferred placement is in the center of the travel lane to minimize wear on the pavement markings and encourage bicyclists to occupy the full travel lane. On streets posted 35 mph or above or motor vehicle volumes of 3,000 vehicles per day or more, shared lane markings alone are not a preferred treatment. On these streets, coloring and/or additional pavement markings may be needed to enhance the effectiveness of the sharrows.

Super Sharrows

Priority shared-lane pavement markings, also known as "super sharrows", are intended to convey even more clearly the shared purpose of the road. Super sharrows vary in design, but they are typically located in the center of the travel lane, showing the intended position of bicyclists, and include one or more of the features described below. Super sharrows are intended to give the feel of a bike lane, even when the space for one is lacking. Given their more pronounced physical features, they raise awareness of the rights of bicyclists to ride in the center of the lane more clearly than sharrows and better alert motorists to the likelihood of bicyclists in the lane.

Super Sharrow Features

Color may be used to enhance the visibility of shared lane pavement markings and to further encourage desired lane positioning. Some cities, such as Long Beach, CA, Oakland, CA, and Salt Lake City, UT have experimented with a continuous strip of green coloring along the centerline of the travel lane to enhance the sharrows. Other cities, such as San Francisco, CA have experimented with green boxes that surround the sharrows.

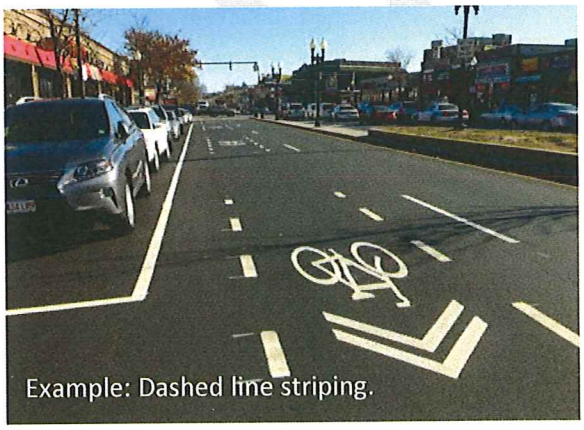
Example: Continuous strip of green coloring.

Example: Green box sharrow marking

While there are many benefits to using color, some of the challenges include:

- Green coloring can be difficult to see at night with and without street lighting. Increasing the visibility of the green coloring can make it slippery when it is wet.
- Green coloring is used by some jurisdictions to designate bicycle only space and therefore it could be confusing to some motorists.
- Green coloring requires more maintenance than regular sharrow to ensure visibility.

Additional pavement markings may also be used to enhance the visibility of the shared lane pavement markings and to further encourage desired lane positioning. More recently, some cities, such as Allston, MA and Minneapolis, MN have used dashed lines on both sides of the sharrows, while others, such as San Francisco, have used a combination of green strips and dashed lines.



Example: Dashed line striping.

Example: Dashed line striping.

The sharrow symbol may also be used for wayfinding purposes. The orientation of the chevron marking may be adjusted to direct bicyclists along discontinuous routes.


Example: Directional sharrow marking.


Example: Directional sharrow marking.

Maintenance

Like any other pavement marking, sharrows need to be maintained to ensure visibility; however, the sharrow symbol may be placed in the center of the travel lane (between wheel treads) to minimize wear. Many of the optional features described above will also need to be maintained, particularly the continuous strip of green coloring; however they may also be placed in the center of the travel lane, which is the preferred location of the optional features and the typical application of "supper sharrows".

CASE STUDIES

Long Beach, CA, Oakland, CA, and Salt Lake City, UT, have all experimented with sharrows on streets with traffic volumes > 3,000 ADT. In each example, the cities used a continuous strip of green coloring to enhance the visibility of the sharrows as well as encourage proper riding position of bicyclists. In each example, the City's conducted before and after studies that generally showed an improvement in traffic conditions for bicyclists and motorists. The following provides a brief summary of each case study.

Long Beach

In 2009, the City of Long Beach participated in an experiment sanctioned by the FHWA to evaluate the effectiveness of sharrows on a ¾ mile segment of Second Street – a four lane divided highway that passes through the Belmont Shore district of Long Beach, CA. The sharrows were augmented by "Share the Road" signs and a six-foot strip of green paint down the center of the outer travel lanes in both directions. The green paint was used to further indicate the appropriate position for bicyclists using the roadway and to emphasize the expected location for bicyclists to general traffic.

Second Street is an ideal candidate for sharrows based on a variety of factors. The corridor passes through a busy commercial district that generates a large amount of pedestrian traffic. The corridor is also relatively short (¾ mile), with closely spaced traffic signals (13 signals on the ¾ mile corridor). While daily traffic volumes are relatively high (35,000 vehicles per day), the corridor is known for frequent traffic congestion; therefore, travel speeds are relatively low with average travel speeds at or below 25 mph for much of the day. Second Street is also the nearest through arterial to the beach area of Long Beach and is a desired route for bicyclists traveling along the Beach. These factors cause the corridor to be an ideal environment for bicyclists, as motorists generally stay alert for non-motorists and travel slowly enough so that bicyclists can keep up with the flow of traffic.

Long Beach Supper Sharrows
Street: Second Street
Length: ¾ mile
Travel Lanes: 4
Travel Speeds: 20 mph
ADT: 35,000

A study conducted by the City in 2010 found that the green lane facility had resulted in an approximate doubling of usage over the first 12 month period; the facility was popular with bicyclists; bicyclists familiar with more traditional sharrows noted that the additional emphasis resulting from the green paint appeared to create a heightened awareness by the motorists in the lane; and while the total number of crashes involving bicyclists was largely unchanged, the crash rate per bicycle had reduced. Based on the results of the study, Long Beach continued the use of the sharrows with the green strip along Second Street and it is still in place today. Based on a discussion with City staff, the only challenges with the green lane were visibility and slickness when it rains; however, they have identified a paint type that seems to address those concerns. The City has not had any issues with cars or trucks double parking in the shared lane, given that most deliveries occur on adjacent facilities or in a nearby alley. However, they have had some issues with trucks parking on a cycle track in other parts of the city and have responded with violations.

Oakland

In 2013, the City of Oakland implemented a green shared lane (i.e., super sharrow) treatment, similar to Long Beach, which consisted of a continuous band of green color on the pavement in conjunction with shared lane markings as an experimental traffic control device on a ½ mile segment of 40th Street. The implementation was an attempt to improve traffic operations on a multilane urban roadway

frequented by cyclists but for which geometric constraints prevented installation of dedicated bicycle lanes. The purpose of the experiment was to promote (*a*) safe and legal lane positioning by cyclists and (*b*) safe and legal passing by motorists.

Oakland Supper Sharrows
Street: 40th Street
Length: ½ miles
Travel Lanes: 4
Posted Speeds: 30 mph
ADT: Unknown

Through statistical analysis, the effects of the super sharrow on user behavior were isolated for comparison with the effects of no bikeway striping and standard sharrows. The key findings were (*a*) the green shared lane led cyclists to ride farther from parked cars (i.e., outside of the door zone) than they did with standard sharrows; (*b*) standard sharrows and the green sharrow lane led motorists to shift more often from the right to the left travel lane than they did with no bikeway striping; (*c*) the average passing distance for motorists who overtook cyclists did not change significantly; (*d*) the percentage of motorists who left 3 feet or more when they passed decreased with the presence of the green sharrow lane; and (*e*) the green shared lane had no negative operational effect on auto operations, auto speed, or transit speed. No one from the City of Oakland was available for a follow-up discussion.

Salt Lake City

in 2008, the city of Salt Lake City installed sharrows along a one block segment of 200 South to fill a gap in an otherwise continuous bike network between University of Utah and to the Jordan River Trail. Like the previous studies, the sharrows were augmented by a continuous strip of green paint along the center of the outside travel lane. This segment of 200 South is a 4-lane undivided highway with a posted speed limit of 30 mph and an average of 20,000 vehicles and 200 bicycles each day. There are no shoulders and no parking lanes; therefore most bicyclists use the sidewalks (illegally) or ride close to the curb, which encourages motorists to pass.

Salt Lake City Super Sharrow
Street: 200 South
Length: 1 Block
Travel Lanes: 4
Posted Speeds: 30 mph
ADT: 20,000

The sharrows and green stripe were installed as part of an experiment with the FHWA to study the effectiveness of the treatment on motorists and bicyclists. The objectives were to encourage cyclists to ride in the middle of the travel lane, thereby encouraging motorists to change lanes to pass; to promote motorist acceptance of cyclists riding in the middle of the travel lane; and to decrease the fraction of cyclists using the sidewalk by making it more comfortable for them to ride in the street. The results of the study show that following implementation of the sharrows, the percentage of in-street cyclists riding at least 4 feet from the curb rose from 17% to 92%. There were no direct tests of motorist acceptance; however, the high cyclist compliance indicates a high acceptance by motorists.

The City of Salt Lake City has implemented additional sharrows with green stripes on other facilities within the city, including a 1-mile segment of Main Street, which crosses 200 South. The city has found that the overall public reaction to the sharrows has been positive; most motorists don't seem to be bothered by the sharrows or the bicyclist taking the full travel lane. The City has not had any issues with trucks parking within the shared lane; however, parking is not allowed on 200 South. In other parts of the city, where trucks do park in the on-street bike lane (illegally), through motorists allow bicyclists to enter the through lane to maneuver around the truck.

Other Jurisdictions

Several other jurisdictions have implemented shared lane pavement markings within their communities; some with green strips, boxes, and/or dashes lanes (supper sharrows). The following provides a brief summary of several jurisdictions that have implemented the sharrows, but may or may not have conducted before and after studies.

San Francisco, CA

The city of San Francisco installed sharrows on the 2-mile segment of Market Street between The Embarcadero and Hayes-9th Street that also serves as the city's high-capacity transit corridor – segments to the southwest on Market Street and to the north and south on The Embarcadero have green on-street bicycle lanes and other separated bicycle facilities. The sharrows have green boxes and are located along the center of the travel lanes. The sharrows are spaced at approximately 60-foot intervals.

Allston, Boston, MA

The city of Boston installed sharrows on the ½ mile segment of Brighton Avenue located between Cambridge Street and Commonwealth Avenue – segments to the east and west have on-street bicycle lanes and other separated bicycle facilities. The sharrows in the eastbound direction have dashed lines on both sides and are located along the center of the outside travel lane. The sharrows in the westbound direction have dashed lines on both sides with green coloring and are also located in the center of the outside travel lane. The sharrows in both directions are spaced at approximately 60-foot intervals.

Minneapolis, MN

The city of Minneapolis installed sharrows on the ½ mile segment of LaSalle Avenue between Grant Street and Franklin Street – segments located to the north and south have on-street bicycle lanes. The sharrows have dashed lines on both sides and are located along the center of the outside travel lane. They are also spaced at approximately 200-foot intervals. LaSalle Avenue is a one-way southbound street that connects downtown Minneapolis to residential neighborhoods to the south. The one-way northbound street that compliments LaSalle Avenue generally has buffered bike lanes.

The case studies show that sharrows can be effective on streets with traffic volumes similar and even higher than N Main and Lithia Way, travel speeds of 30 mph or less, and high levels of bicycle and pedestrian activity. They can be effective at shifting cyclists out of the "door zone" and into the middle of the travel lane where they share the lane with motorists. There is also some evidence that suggests they can reduce the instances of crashes, although these findings are not consistent between studies.

FINDINGS

The information provided in this memorandum indicates that sharrows could be an effective treatment within downtown Ashland to encourage bicyclists and motorists to share the travel lane where there is not sufficient width to provide a separated bicycle facility. The sharrows could strengthen the connection between the otherwise continuous network of on-street bike lanes located north and south of the downtown area; encourage a shared lane environment through downtown, which currently has relatively low travel speeds and high levels of pedestrian and bicycle activity; clarify bicyclist movement at challenging intersections, such as the E Main Street/Oak Street intersection, and; encourage bicyclists to position themselves in the center of the travel lane. The sharrows could be augmented by a green strip, green boxes, dashed lines, or a combination of these treatments to enhance the sharrows.

POTENTIAL TREATMENTS

The following provides a summary of potential treatments the City could implement along N MainS Street and Lithia Way to improve bicycle access and connectivity within downtown Ashland. The potential treatments have been separated into near-term and long-term treatments.

Near-term Treatments

The following treatments could be implemented by the city in the near-term to enhance the bicycle environment along N Main Street and Lithia Way in downtown Ashland. A majority of these treatments are relatively low cost and have minimal impact to motor vehicle traffic.

- Re-time the traffic signals along N Main Street and Lithia Way to accommodate the travel speeds of bicyclists, 12-15 miles per hour.
- Install sharrows along both sides of N Main Street from Laurel Street to the northern end of the couplet in the center of the outside travel lane.
- Install sharrows along N Main Street from the northern end of the couplet to Oak Street in the center of the outside travel lane.
- Install a stop sign at the northbound approach to the Oak Street/E Main Street intersection prior to the marked pedestrian crossing.
    - The stop sign should prevent the free-flowing right-turn movement from Winburn Way to E Main Street, which would otherwise conflict with bicyclists transitioning from the outside travel lane along N Main Street to the outside travel lane along E Main Street.
    - Additional modifications to the Oak Street/E Main Street intersection are identified below under long-term recommendations.
- Install sharrows along E Main Street from Oak Street to Gresham Street at the southern end of the couplet in the center of the outside travel lane.
- Install sharrows along Lithia Way from Oak Street to the northern end of the couplet in the outside travel lane.
- Install a continuous green strip (Figure 1), green boxes (Figure 2), dashed lines (Figure 3), or a combination of these treatments to enhance the sharrows.
- Install 'Bikes May Use Full Lane' signs at the start of the shared lane pavement markings along N Main Street and Lithia Way and at regular intervals along the corridors.

The City could also conduct a public outreach campaign to educate local residents on the purpose of the shared lane project; advertise the opening of the shared lanes; and encourage people to use them. Outreach activities could include:

- Work with local news companies to advertise the opening of the shared lanes.
- Install portable changeable message sign at both ends of the corridors to advise travelers about the shared lanes ahead.
- Install posters along N Main Street and Lithia Way that encourage people to "Ride the Shared Lane."
- Hold a ribbon cutting ceremony.

Sharrows with 4-foot Green Strip
Ashland, OR

Figure
2A

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Sharrows with 4-foot Green Strip
Ashland, OR

Figure
2B

SEE BOTTOM LEFT OF FIGURE 2A

Sharrows with 4-foot Green Strip
Ashland, OR

Figure
2C

Sharrows with Green Boxes
Ashland, OR

Figure
3A

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Sharrows with Green Boxes
Ashland, OR

Figure
3B

SEE BOTTOM LEFT OF FIGURE 3A

Sharrows with Green Boxes
Ashland, OR

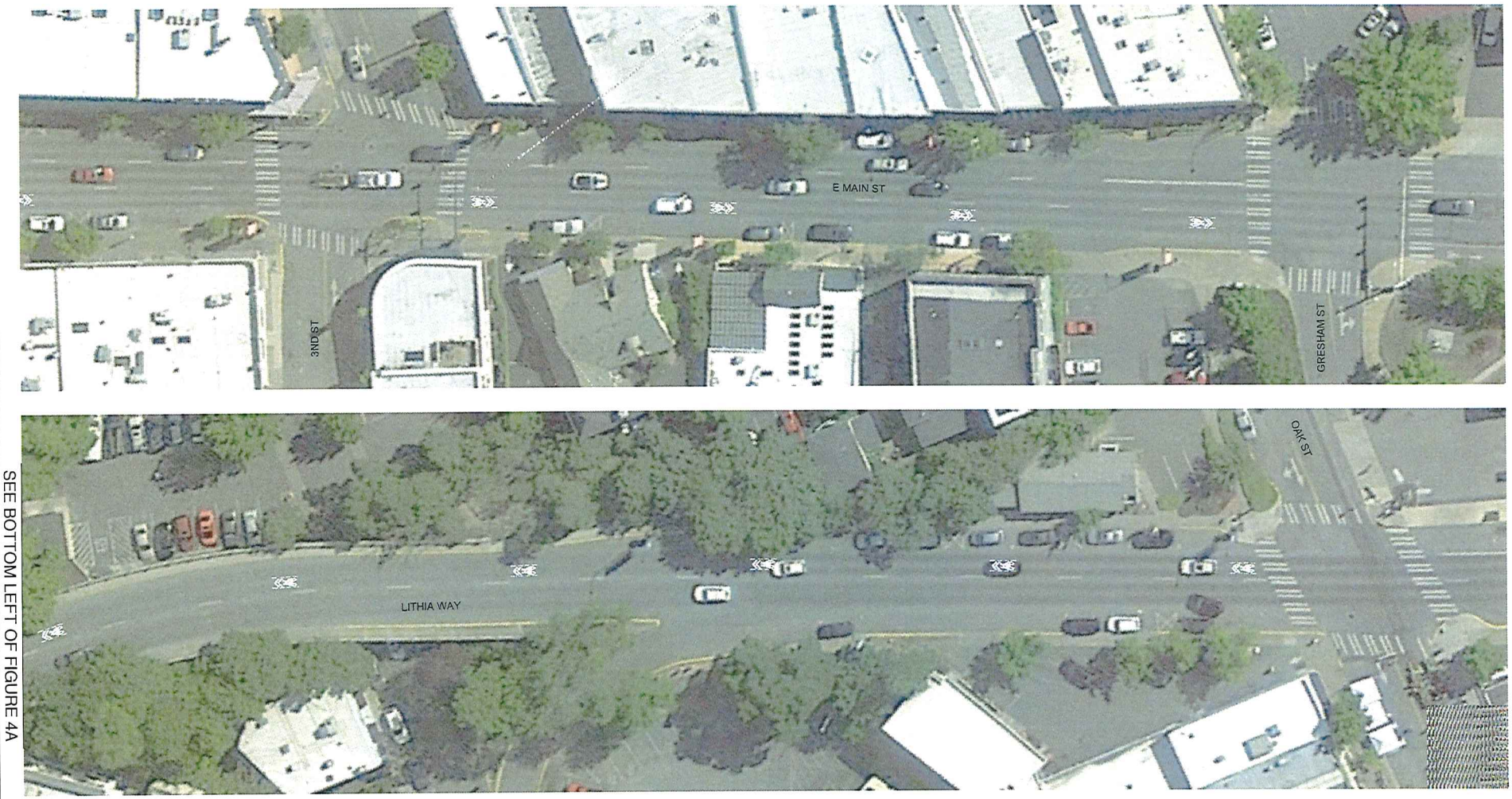
Figure
3C

Sharrows with Dashed Lines
Ashland, OR

Figure
4A

Sharrows with Dashed Lines
Ashland, OR

Figure
4B



SEE BOTTOM LEFT OF FIGURE 4A

Sharrows with Dashed Lines
Ashland, OR

Figure
4C

In addition to the shared lane markings, the City should consider implementing truck parking and loading policies within the downtown area to prevent potential interactions with bicyclists using the shared lane. Potential policies and strategies are identified below.

- The city could implement truck loading zones along N Main Street and Lithia Way and require trucks to use the truck loading zones.
    - The truck loading zones could be reserved for truck loading activities during certain times of the day and certain days of the week (e.g. 9:00 a.m. to 6:00 p.m. Monday through Saturday, all hours all days).
    - The truck loading zones could be available to all other users at all other times of the day and days of the week.
    - The truck loading zones could be time limited (e.g. 30 minutes).
- The city could restrict trucks from parking and loading from the shared lane.
    - Truck parking and/or loading from the shared lane could be subject to a fine.
- The city could require trucks to obtain a special parking permit that allows them to park within the shared lane and/or other travel lanes.
    - The special parking permit could require a site specific truck parking and loading plan, which includes potential signage and/or cones that direct bicyclists and motorists around the parked truck.
    - The special parking permit could limit the amount of time the truck could be parked in the shared lane and/or the type of loading/unloading activities that could occur.
- The City could restrict truck parking and loading activities during peak bicycle commute periods.

Long-term Treatments

- Continue the existing three lane cross section with on-street bike lanes along North Main from Laurel Street to the northern end of the couplet.
- Install on-street bicycle lanes within the existing pavement width from the northern end of the couplet to Oak Street.
- Abandon the third through lane between Oak Street and Gresham Street and reallocate the space for the on-street bicycle lane and/or additional sidewalks width.
- Modify the Oak Street/E Main Street intersection to remove the free-flowing right-turn lane (or stop controlled right-turn lane per the near-term recommendations) and install channelization for on-street parking further to the east.

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

MOTOR VEHICLE CRASH SUMMARY

MONTH: JUNE, 2017 NO. OF ACCIDENTS: 17

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	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 drifiting 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.

MOTOR VEHICLE CRASH SUMMARY

MONTH: JUNE, 2017 NO. OF ACCIDENTS: 17

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
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.
R	22	14:55	Thr	N Main St near Skidmore St	2	Y	N	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	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	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	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	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	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.
R	28	16:05	Wed	N Main St at Maple St	2	N	N	P	N	Y	Y	N	N	Dv1 was stopped in traffic. Dv2 rearended v1. Dv1 complained of pain. Dv2 cited for following too close.

MOTOR VEHICLE CRASH SUMMARY

MONTH: JULY, 2017 NO. OF ACCIDENTS: 17

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	UNK	Thur	B St near N Pioneer St	2	N	N	U	U	N	Y	Y	N	Unclear location. Vehicle was struck while parked, over $1500 damage. No leads.
R	8	02:02	Fri	Sherman St near Allison St	2	N	N	N	Y	Y	Y	N	N	Vehicle was struck while parked. Driver was found to be DUI and arrested.
R	11	09:08	Tue	Winburn Wy near Nutley St	3	N	N	N	N	Y	Y	N	N	Dv2 sideswiped V1 and then crashed into parked v3. Dv2 arrested for reckless driving and reckless endangering.
R	12	06:57	Wed	N Main St near Grant St	2	N	N	N	N	Y	Y	N	N	Dv1 stopped for a ped crossing the street and was rearended by dv2. Dv2 cited for following too close.
NR	12	11:30	Wed	E Main St at Emerick St	1	N	N	N	U	N	N	Y	N	Dv1 ran into a large landscaping rock on a corner and left scene. Rock was moved over 25 feet into yard.
R	15	17:12	Sat	Lithia Way at Third St	2	N	N	N	N	Y	Y	N	N	Dv1 suddenly attempted to cut across left lane in order to make a quick turn into a driveway, causing dv2 (motorcycle) to crash into side of v1. Dv1 cited for unlawful lane change.
R	19	18:02	Wed	W Hersey St at Helman St	2	N	N	N	N	N	Y	N	N	Both drivers had stopped at intersection. Dv1 and dv2 proceeded to cross intersection at same time crashing. No citation.
NR	20	13:59	Thur	N Main St near E Main St	2	Y	N	N	N	N	N	N	N	Dv1 stopped for ped in crosswalk and dv2 backed into v1 while backing out of a parking stall
R	21	16:10	Fri	Ashland St at E Main St	2	N	N	N	N	Y	Y	N	N	DV1 was travelling NB on Ashland St when an unknown v2 made a quick left turn onto E Main St, causing dv1 to lock brakes. Dv1 ended up in ditch. Dv1 cited for driving while suspended.
NR	21	22:00	Fri	Sixth St near C St	2	N	N	N	N	N	N	N	N	Dv2 struck parked V1 and left scene. Dv1 was later found, but it was inconclusive as to if it was a valid Hit and Run. No citation.

MOTOR VEHICLE CRASH SUMMARY

MONTH: JULY, 2017 NO. OF ACCIDENTS: 17

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	22	19:06	Sat	Park St near Siskiyou Blvd	2	N	N	N	N	N	Y	N	N	Dv2 pulled over to the right briefly. V1 was passing by in the travel lane when Dv2 attempted to rejoin the lane and crashed into the side of v1.
R	23	12:52	Sun	Morton St at Siskiyou Blvd	2	N	N	N	N	N	Y	N	N	Dv2 traveling south on Morton was crossing Siskiyou Blvd and did not yield to dv1 on Siskiyou Blvd causing collision.
NR	24	UNK	Mon	Hargadine St near S Pioneer St	2	N	N	N	U	N	N	Y	N	V1 was backed into while parked. No leads.
R	25	11:17	Tue	Siskiyou Blvd near Ashland St	2	N	N	N	N	Y	Y	N	N	Dv1 was stopped at a red light at the intersection. Dv2 failed to stop and ran into v1. Dv2 cited for following too close.
R	26	10:40	Wed	Siskiyou Blvd near E Main St	3	Y	N	P	N	Y	Y	N	N	Dv1 stopped for a ped crossing, dv2 stopped behind v1. Dv3 rearended v2 pushing it into v1.
R	30	20:06	Sun	Helman St near Orange Av	2	N	Y	Y	Y	Y	Y	N	N	B1 lost control of bicycle and crashed into parked v1 and then into parked v2, sustaining injuries and damage. B1 was cited DUII, transported to ACH.
R	31	12:45	Mon	Tolman Creek Rd near Takelma Wy	2	N	N	Y	N	Y	Y	N	N	Dv2 pulled out of travel lane to the right and then immediately began to execute a u-turn, causing Dv1 to crash into v2. Dv2 injured and transported to ACH. Dv2 cited for careless driving.

Making an Impact

July 2017 - Volume 4, Issue 10

HEADLIGHT TECHNOLOGY, ILLUMINATION, AND TRAFFIC SIGN PERFORMANCE

Despite the improvements in traffic safety over the past decade, several current trends reduce the ability of traffic signs to provide guidance and safety.

First, vehicle manufacturers have replaced conventional headlights with Visually Optically Aimable or VOA headlights. Designed to reduce the glare of oncoming vehicle headlights at night, VOA headlights also reduce the amount of light available to illuminate road signs.

To illustrate the amount of light that reaches signs mounted in various locations, let's take a right-shoulder mounted sign—illuminated with conventional headlights—and assign it a benchmark illumination of 100%.

As you can see, even conventional headlights are only marginally effective at illuminating signs in "disadvantaged locations" such as the left shoulder and overhead.

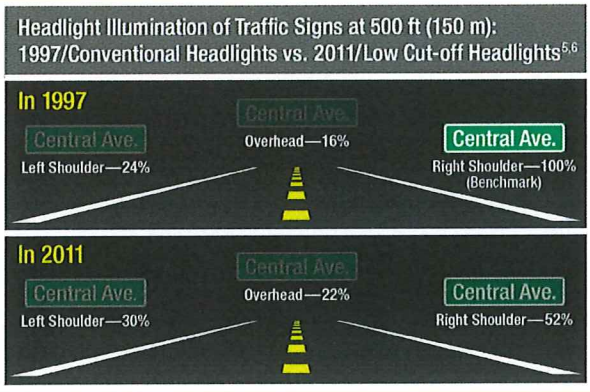
With VOA headlights, sign illumination drops significantly. The same right shoulder-mounted sign is only 47% illuminated. And the overhead signs are just 6.6% and 8% illuminated.

In fact, one study found that VOA headlights suffered up to a 53% reduction in the light directed toward traffic signs compared to earlier, conventional headlights.

Additional Insight

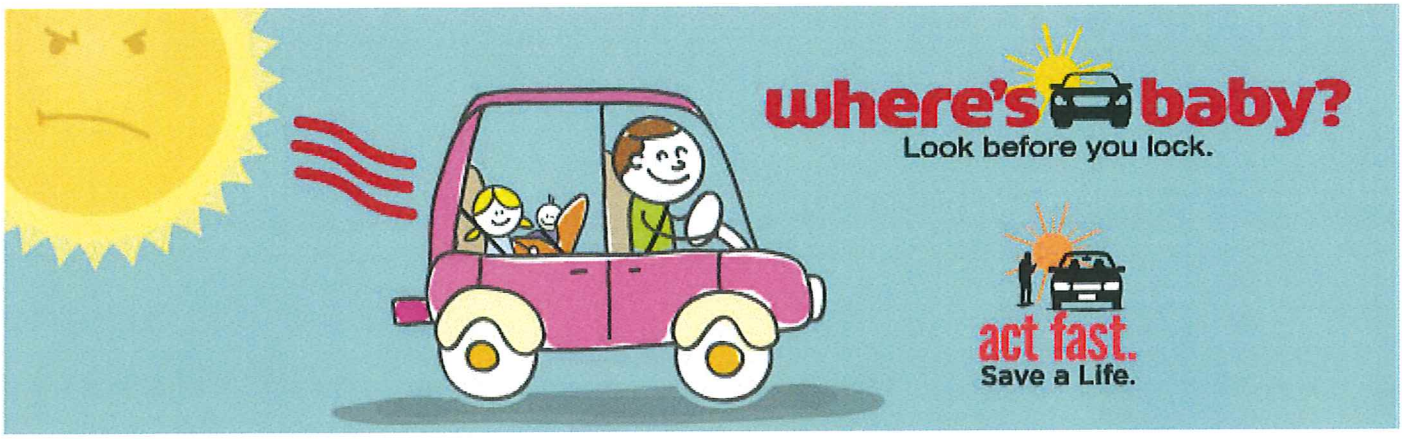
Since the late 1990s, vehicle manufacturers have transitioned to new headlight designs like Visually Optically Aimable (VOA) or low cut-off headlights. Designed as a solution to reduce the amount of glare drivers experience from oncoming traffic, these headlights have a sharp, horizontal cut-off and emit little light above the headlight level.

For the detailed article click here:



1. Low-cut off headlights have a profound effect on a vehicle's ability to illuminate road signs. Recent headlight models in the U.S. do not provide as much illumination as did an average vehicle in 1997 for the most commonly viewed signs (on the right shoulder) at distances associated with typical sign reading. For a typical right-shoulder mounted sign in the U.S., viewed at distances between 300 feet and 900 feet, the reduction in illumination from 1997 to 2011 model headlights was anywhere from 24 percent up to 48 percent.[1] With newer generation VOA headlights sold in 2004 through 2011 model vehicles, some disadvantaged locations (left shoulder and overhead signs) showed slight improvement in illumation.[1] However, considering that a left shoulder mounted sign receives around 20 percent, and an overhead sign receives around 10 percent, of the illumination received by the right shoulder mounted sign, these signs are still very disadvantaged in terms of headlight illumination.

1. [1]Flannagan, M.J., and Schoettle, B., An Analysis of Low-Beam and High-Beam Headlighting Performance in the U.S.: 1997-2011, University of Michigan Transportation Research Institute, 2012.



Prevent Child Heatstroke In Cars

Heatstroke is one of the leading causes of death among children. Unfortunately, even great parents can forget a child in the back seat. Other risk factors include caregivers who aren't used to driving kids or whose routine suddenly changes.

Whether you're a parent, caregiver or bystander of a child left in a car, it's vitally important to understand children are more vulnerable to heatstroke than adults. Follow these important rules and tips to protect children from heatstroke:

Look Before You Lock
Make it a habit to look before you lock, and try these tips to avoid putting children at risk of heatstroke.

Never Leave a Child Alone in a Car
Think heatstroke can happen on a cloudy day? Find out—take this quiz to test how much you know about preventing child heatstroke.

TAKE ACTION if You Notice a Child Alone in a Car!
Protecting children is everyone's business—learn what to do if you see a child alone in a car.

Get Involved
Find and share campaign information for parents, caregivers, schools and organizations, and remind everyone to Look Before You Lock!

Oregon Impact

Janelle Lawrence
Executive Director

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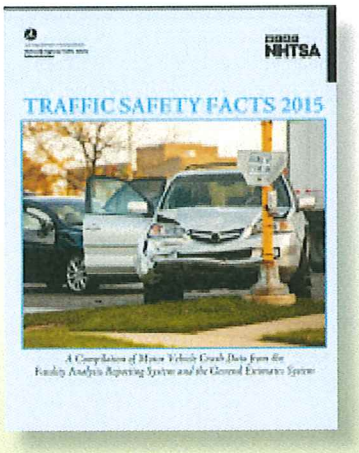
Transportation Safety
Oregon Department of Transportation
The Way to Go.

Funded through a grant from ODOT Transportation Safety Division



Traffic Safety Facts 2015 (DOT HS 812 384) The National Highway Traffic Safety Administration's National Center for Statistics & Analysis has published the 2015 Traffic Safety Facts Annual Report, which presents data on fatal, injury, and property-damage-only traffic crashes.

Train-the-Instructor sponsored by:

Oregon Department of Transportation

OREGON TRAINING ANNOUNCEMENT

Are you interested in learning how to teach fact-based marijuana education to school health classes, driver education programs, parents, or other community groups? Register for the "Train-the-Instructor" to become certified in teaching CLEAR Alliance's Teen Marijuana Education Course (TMEC) for ages 13 and above. Join us for the 5K SUDDs Run or Walk Fundraiser to prevent Substance Use & Drunk, Drugged, and Distracted Driving! For more information click here.

August 9, 2017 ~ 8:00am-5:00pm
Train-the-Instructor on TMEC Program

August 10, 2017 ~ 6:30am-9:00am
5K SUDDs Run or Walk & Awards (Optional)

August 10, 2017 ~ 9:30am-TBA
Train-the-Instructor on TMEC Program
Instructor Certificates

REGISTRATION NOW OPEN! - http://www.clearalliance.org/2017-train-the-instructor/

Transportation Safety Workshops

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

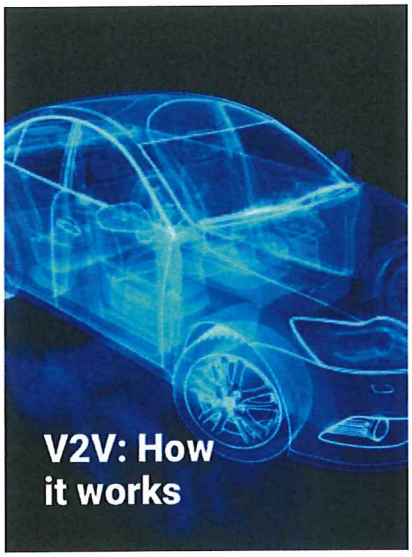
TREC Workshops are typically held at PSU.

Topic	Date	Time	Registration
TREC Workshop: Webinar - Land Use Mix & Pedestrian Behavior	7/25	10 am	*More Info*
TREC Workshop: Webinar - Bike Share Equity	8/1	10 am	*More Info*
TREC Workshop: Webinar - Impacts of Smart-Parking Programs	9/1	10 am	*More Info*
TREC Workshop: Transportation and Communities Summit: Breakout Sessions	9/11	8 am	*More Info*
TREC Workshop: Transportation and Communities Summit: Workshop Day	9/12	8 am	*More Info*

OSU Workshop: New Fall / Winter / Spring classes will be posted in late September after OSTD grant awarded

Vehicle To Vehicle Communications

Vehicle-to-vehicle (V2V) communication's ability to wirelessly exchange information about the speed and position of surrounding vehicles shows great promise in helping to avoid crashes, ease traffic congestion and improve the environment. But the greatest benefits can only be achieved when all vehicles can communicate with each other. That's why NHTSA has been working with the automotive industry and academic institutions for more than a decade to advance V2V's lifesaving potential into reality. Click here for more information.



U.S. Department of Transportation
National Highway Traffic Safety Administration

TRAFFIC TECH
Technology Transfer Series

NHTSA

Evaluation of Responsible Beverage Service To Reduce Impaired Driving By 21 to 34 Year Old Drivers

Young adult drivers 21 to 34 years old are a particularly high-risk group for impaired-driving-related crashes. Numerous studies have found that approximately half of intoxicated drivers had their last drink at a licensed bar or restaurant, and the most significant risk factors associated with drinking and driving were the amount of alcohol consumed and whether obviously intoxicated customers continued to be served.

In a systematic review of interventions designed to reduce alcohol use and its related harms in drinking environments, results of the studies indicated that responsible beverage service (RBS) training and follow-up enforcement and/or monitoring could be effective tools in lowering the rates of high-risk alcohol consumption and impaired driving. Some of the results suggest that RBS training can be effective as one aspect of a multi-component intervention.

To download the in depth document click here.

Car Seat Check-Up Events and Fitting Stations

www.Child Safety Seat Resource Center.org

Date	City	Location	Address	Time
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
7/17	Bend	Bend Fire Dept.	1212 SW Simpson Ave.	11:30 am - 2:30 pm
7/19	Redmond	Redmond Fire	341 NW Dogwood Ave	2:00 pm - 4:00 pm
7/22	SE Vancouver	Kohl's	17001 SE Mill Plain Blvd.	9:00 am - 11:30 am
7/27	Forest Grove	Forest Grove Fire	1919 Ash Street	3:00 pm - 5:00 pm
7/27	Eugene	Eugene Fire	1725 West 2nd Avenue	4:00 pm - 6:00 pm
7/29	Tualatin	Tualatin Police Dept.	8650 SW Tualatin Road	9:00 am - 12:00 pm
8/3	Redmond	Redmond Fire	341 NW Dogwood Ave	2:00 pm - 4:00 pm
8/4	Milwaukie	Oak Grove Fire Dept.	2930 SE Oak Grove Blvd.	1:00 pm - 3:00 pm
8/5	Beaverton	Beaverton Police Dept.	4755 SW Griffith Drive	9:00 am - 12:00 pm
8/5	Newberg	Newberg Fire	3100 Middlebrook Drive	9:00 am - 11:00 am
8/5	Lake Oswego	Lake Oswego Fire Dept.	300 B Street	4:00 pm - 6:00 pm
8/8	Coos Bay	Coos Bay Fire	450 Elrod Avenue	11:00 am - 1:00 pm
8/8	Salem	Salem Hospital	Visitor Parking Garage	11:00 am - 2:00 pm
8/10	Ontario	Ontario Fire	444 Southwest 4th Street	4:00 pm - 6:00 pm
8/12	Hillsboro	Tuality Health Ctr.	334 Southeast 8th Avenue	9:00 am - 11:30 am
8/12	Vancouver	Legacy Salmon Creek	2211 NE 139th St.	10:00 am - 2:00 pm
8/14	Bend	Bend Fire Dept.	1212 SW Simpson Ave.	11:30 am - 2:30 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.*

Tidings Article-Street Painting

Ashland is about to get its first community "street mural," a durable, 28-foot wide painting of birds, bees and flowers covering the road at the intersection of Faith Avenue and Wine Street painted by the neighbors and guests.

Called "place making," the idea bloomed in Portland, which has more than 30 of them. Four Ashland women launched the project here, starting a GoFundMe drive that netted them $790 for supplies. The idea sailed through the city Transportation Commission and it will be painted Saturday, Aug. 26.

"It's all approved," said city Engineering Services Manager Scott Fleury, who helped set up a new permitting process for the novel projects. Anyone can apply for them. You have to get approval of 80 percent of the neighbors within two blocks and all the neighbors on the corners.

"I hope it's popular and there are more in Ashland," says mural organizer Rachel Gibbs, a water colorist, children's book illustrator and art graduate from Southern Oregon University. "It went over big in Portland. It builds community, gets people talking to each other and makes it safer, slowing drivers down so they look at it and get the feel of the neighborhood."

For the painting party, they will have potluck food, children's games, face-painting, and live music by locals, all in a street-space blocking off from surrounding streets.

They've cut out stencils for flowers and birds and will start at dawn by chalking off the various flora and fauna. They include poppies, sunflowers, bees, robins, goldfinches and cedar waxwings. They will be arranged in an X-pattern stretching from corner-to-corner. A drone carrying a camera will be used to take before-and-after pics.

Organizer Barbara Massey, a retired ornithologist who has experience as an artist doing mosaics of birds, will lend her skill to the mural. Kids can participate in the painting.

"I have long enjoyed mixing birds with art — and a community project like a street painting adds another element to the mix," she says. "Our neighborhood is diverse in ages and talents and we expect many enthusiastic participants. When our goals are realized, there will be a new, novel, and very attractive work of art that all can enjoy."

The idea is that the mural celebrates the surrounding life and beauty in the valley and "has no deep meaning," Massey says, noting that neighborhood children wanted fairies in it, but that's not planned.

"The largest flower, 5 by 6 feet, is the center piece for the mural! I can't wait to share the awesome painting day with all of our wonderful community members!" notes Gibbs, in herGoFundMe writeup.

Organizer Kat Smith, a bicycle safety teacher at Rogue Community College, writes, "I'm a social and environmental justice advocate who has lived, worked, and thrived in Ashland since 2006. I'm a mom, community builder, and mental health counselor who loves to bicycle, hike, eat local organic food, bird, dance, and laugh! I believe we can build resiliency as a community by engaging in projects that cultivate connection, compassion, and camaraderie."

Funds raised will also pay for warning signs, city permit fee, brushes, chalk, buckets, rags, rollers and skid-resistant paint, matched one-to-one by Miller Paint of Ashland. The neighborhood crew plans to repaint it every year. Faith Avenue connects Siskiyou Boulevard and Ashland Street, running parallel to Park Street to the west and Clay Street to the east.

The mural needs eight hours to dry, then the fourth annual block party goes on Sunday afternoon.

Community art event

Volunteers are invited to help with a street mural painting event the weekend of Aug. 26 and 27.

General volunteer painters are needed to fill four slots per four-hour shift, running 7 to 11 a.m., 11 a.m. to 3 p.m. and 3 to 7 p.m. both days. It's OK to sign up for more than one shift.

Somewhat experienced artists can serve as volunteer team leaders, supporting others in following painting guidelines. An orientation for team leaders will be held from 5:30 to 6 p.m. Thursday, Aug. 24, at 795 Faith Ave.

EZ-UP style shade structures are also sought.

Contact Sarah Kreisman at sarahkreisman@hotmail.com for more information and to sign up.

Donations may be made online at www.gofundme.com/faith-and-wine-street-mural#.