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 28, 2015
AGENDA

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

II. **ANNOUNCEMENTS**

III. **CONSENT AGENDA**
- A. Approval of Minutes: June 25, 2015

IV. **PUBLIC FORUM**

V. **NEW BUSINESS**
- A. Ashland Shuttle (50 min.)
  - ➢ Discuss Ashland E-Shuttle Project
- B. Water St. Parking Prohibition (20 min.)
  - ➢ Discuss potential parking prohibition between Van Ness and Hersey on Water St.

VI. **OLD BUSINESS**
- A. None

VII. **FOLLOW UP ITEMS**
- A. Downtown Parking and Multi-Modal Circulation Study Update-Chair
- B. Grandview-shared road status
- C. Mountain Ave. signal timing
- D. N. Main Crosswalk Analysis

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

IX. **COMMISSION OPEN DISCUSSION**

X. **FUTURE AGENDA TOPICS**
- A. United Way Bike Share
- B. Public Outreach/Education-Oregon Impact Programs
- C. Traffic Control Resolution Update
- D. Traffic Crash Summary PD letter

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

Next Meeting Date: September 24, 2015

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 2015

Name	Title		Telephone	Mailing Address	E-mail Address	Expiration of Term
Dominic Barth	Commissioner		617-840-5425	586 ½ C Street	dofriesgowiththatshake@yahoo.com	4/30/2018
Danielle Amarotico	Commissioner		541-840-3770	265 Alta Avenue	Danielle@CommonBlockBrewing.com	4/30/2017
Joe Graf	Commissioner		541-488-8429	1160 Fern Street	jlgtrans15@gmail.com	4/30/2018
Alan Bender	Commissioner		541-488-4967	145 Almond Street	Alan.bender@erau.edu	4/30/2017
Vacant	Commissioner					4/30/2016
Corinne Vièville	Commissioner	541-488-9300	541-944-9600	805 Glendale Avenue	corinne@mind.net	4/30/2016
David Young	Commissioner		541-488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2018
Non Voting Ex Officio Membership						
Mike Faught	Director of Public Works		541- 488-5587	20 E. Main Street	faughtm@ashland.or.us	
Mike Morris	Council Liaison		541-708-3665	20 E. Main Street	morrism@council.ashland.or.us	
Brandon Goldman	Planning Dept		541- 488-5305	20 E. Main Street	goldmanb@ashland.or.us	
Steve MacLennan	Police Dept		541- 552-2433	20 E. Main Street	maclenns@ashland.or.us	
Scott Hollingsworth	Fire Dept		541- 552-2932	20 E. Main Street	hollings@ashland.or.us	
Honorè Depew	SOU Student Liaison		503- 422-6723		honoredepew@gmail.com	
VACANT	Ashland Schools					
Dan Dorrell PE	ODOT		541- 774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Paige Townsend	RVTD		541- 608-2411	3200 Crater Lake Av 97504	ptownsend@rvtd.org	
VACANT	Ashland Parks			20 E. Main Street		
Jenna Stanke	Jackson County Roads		541- 774-6231	200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org	
David Wolske	Airport Commission				david@davidwolske.com	
Staff Support						
Scott Fleury	Engineering Serv Manager		541- 488-5347	20 E. Main Street	fleurys@ashland.or.us	
Karl Johnson	Associate Engineer		541-552-2415	20 E. Main Street	johnsonk@ashland.or.us	
Tami De Mille-Campos	Public Works Assistant		541-552-2427	20 E. Main Street	campost@ashland.or.us	
Whitney Dennis	Administrative Assistant		541-552-2427	20 E. Main Street	dennisw@ashland.or.us	

ASHLAND TRANSPORTATION COMMISSION
MINUTES
June 25, 2015

These minutes are pending approval by the Transportation Commission.

CALL TO ORDER

Chair Joseph Graf called the meeting to order at 6:05 p.m. in the Civic Center Council Chambers, 1175 E. Main Street.

Commissioners Present: David Young, Joe Graf, Alan Bender, Danielle Amarotico, and Dominic Barth
Commissioners Absent: Corinne Viéville
Staff Present: Scott Fleury, Tami De Mille-Campos
Council Liaison Absent: Michael Morris

ANNOUNCEMENTS

Traffic Crash Summary

Young asked about the speed trailer. MacLennan said there are problems with the speed trailer but they are working on getting it repaired. Young said it is an effective tool so it would be nice to have it back up and running again. Fleury asked about the guard rail crash on North Main (near the pump station). MacLennan doesn't know anything about the details of that other than it was hit. MacLennan mentioned that it has been a busy week for crashes (3 in the past week or so) and they would see those on the next crash summary.

Graf thanked David for his service as Chair.

CONSENT AGENDA

Approval of Minutes: May 28, 2015
Barth noted the reference to Ashland Hardware should actually be Ashland Lumber.

Minutes are approved as presented.

PUBLIC FORUM

James Stephens,
Represent the Southern Oregon Hybrid and Electric Vehicle Association
He shared he is here because Ashland has a very serious parking problem and he would like the commission to consider a shuttle bus that can pay for itself and be self sustaining. He would like to see the commission consider a clean shuttle bus that operates on electricity. A bus that is profitable for the city, good for business and prevents congestion which does all of the opposite things that a parking structure does, which invites people to come into the town but does not solve the traffic or parking problem. He encourages the commissioners to go to their website soheva.net. He added, last week he went to Stanford University and they have run electric busses for the last few years. The busses are run by the department of parking and transportation. He will post an article written by their director of facilities on the Soheva website.

Andrew Kubik, 1251 Munson Drive
He wanted to formally lend his support for an electric trolley system in downtown Ashland. He has attended a few of the ad hoc committee meetings and has become acquainted with some of the issues/needs in the downtown. He has about 24 years of transportation planning experience and some of it involved circulation in downtown and how to mitigate the amount ofsingle occupancy vehicle traffic. He added he has noticed in the past few months when

traveling around to tourist areas similar to Ashland that they all have a trolley system of some sort. He noticed they are a good marketing tool in addition to being a good transportation device. The hotels use them, City sponsors them, and merchant associations sponsor them. He went on to say he would like to see them possibly be red since the city kind of has a British theme.

Bender mentioned there is still a vacancy on the commission and anyone that was interested in transportation issues is welcome to apply.

Huelz Gutcheon, 2253 Hwy 99
He stated 80% of personal vehicles in 2050 will be electric which means the amount of electricity being used is more than we can handle. This means the best thing to do is make sure all new roofs are pointed the right way. He added, by 2020 all new residences in California must be zero net which is not that hard to do but the point is getting Ashland to get going on that sooner than later because of the larger situation. It turns out solar panels are way more important for transportation.

Robert Worrell, 491 N Mountain Ave
He shared he is concerned about what he is hearing about an expensive parking structure being built. As a taxpayer he doesn't like that idea. He does like the idea of a shuttle. He's been places where they have them and they work out pretty well. He also likes the idea of it being electric.

Young stated there seems to have been a trend in the public forum so he wanted to encourage those in attendance regarding the downtown parking to attend future downtown parking and circulation ad hoc committee meetings which occur the first Wednesday of each month from 3:30-5:00 in council chambers. He added there isn't a plan to build an expensive parking garage; the overall plan is still being worked on by the ad hoc committee.

NEW BUSINESS

Bicycle Education Program

Rachel Dials, Recreation Superintendant for Ashland Parks and Recreation and Egon Dubois, Bicycle Safety Instructor

Rachel shared each year they use the proceeds from the bicycle swap to help fund the program. They estimate about $8200 a year in program costs, which includes instructor time as well as the maintenance of the fleet of bicycles. The bicycle swap netted about $4500 in 2015 and they are asking the Transportation Commission for $2000 so they can move towards breaking even on that program. She added the Transportation Commission has set precedence for this request since the 2011/2012 school year. They asked for the funds to be distributed before the current biennium budget ends.

Egon thanked the commission for their support of this program. He feels it is very important to have a program such as this one. It puts 4-6th grade students through an intensive traffic awareness program. The program caters to approximately 400 students per year. During the 2014/15 school year 315 students participated (the decline was due to Bellview elementary not participating because of a change with their extracurricular activities). Walker, Helman, John Muir and Ashland Middle school all participated. Willow Wind was invited to join but they haven't committed yet, although they are considering it. He added the program has been proven to work very well in no other way than by feedback from parents and the public.

Graf asked if this was for the current biennium or the next biennium. They are requesting it for the current biennium and Fleury said he thinks he can make that happen. He added the commission has two budget lines. One was the $2,000 line item from the bicycle/pedestrian commission and the transportation/traffic safety commission had a line

item of $3,000 so combined the Transportation commission has $5,000 per year which comes from the Street fund. Graf asked how much has been spent so far and Scott replied $3,000 was given to them last year and approximately $1000 on sharrows and bike lanes.

Young/Bender m/s to provide $2000 in funding, payable in the current fiscal year. ALL AYES.

Young stated he has had the pleasure of witnessing this program for more than 15 years. He added this directly fulfills one of the commission's mission statements.

Graf asked who pays the remaining $1700 to break even and Rachel stated the Parks and Recreation department will absorb the rest.

Grandview Shared Road

Fleury stated when the TSP was adopted there were a number of streets that were dedicated in the TSP as shared roads. A shared road is essentially a shared space between vehicles, cars and pedestrians. They allow for certain treatments and speed limit posting which is 15 mph. One of the streets designated as a shared road is Grandview. In order to move forward they have outlined a process that will include getting the community involved, specifically those residents adjacent to where the transformations will occur. They will have a traffic engineer look at the road and help design appropriate signage for the road and determine if any additional treatments are needed. He added he doesn't think every shared road will have the exact same treatment. There will be some unique characteristics and circumstances that will need to be analyzed for each shared road. They would like to bring in the traffic engineer and talk about what should happen on Grandview then bring that back to the commission for discussion and invite the residents to participate. Once finalized, they would take that to council for approval. He added one critical aspect they are looking at is enforcement by the Police.

Bender asked if there were certain criteria that Grandview had to meet in order to be selected. Young mentioned there is an illegal guardrail that was recently installed by the builder of a new home on Grandview. He said there has been some chatter about how that happened and there have been several complaints coming in to the department about the lack of safety for other modes of transportation.

David Chapman (previous Transportation Commissioner) shared why Grandview was selected. He said one of the uses of a shared road is when there is limited right of way. Grandview has limited right of way with not enough room for sidewalks/curbs/gutters etc. and it currently works as a de facto shared use road so it was one of the main candidates.

Fleury added it is also accesses the ditch trail and the trail system up there so it is heavily trafficked by pedestrians right now.

Young added he likes the idea of the neighborhood participation and making this a public process.

David Chapman said the white paper doesn't specifically address what should work for Grandview but he said early on when the Transportation Commission looked at this issue they looked at a document called "shared use streets, an application of shared use space to an American small town" and he suggested they take a look at it before this issue comes back to them. He added he was one of those upset about the guardrail on Grandview. One of the things he would like them to look at in the document is the notion of a pedestrian escape and the importance that it be factored in when this is designed. Part of the design should be a 4-5 foot path on one side of the road which the pedestrian could use as an escape which the guardrail doesn't do when it puts the pedestrian in the street.

N. Main Loading Zone

Fleury clarified there was a piece of this that was lost in translation when he was developing the staff report. He said there are two things going on; the downtown multi-modal parking committee is still working on a plan which includes the development of loading zones along the corridor for trucks. A few of the businesses near 88 North Main came in to have a side discussion about their parking issues for loading and unloading and so internally they went into a little bit of design and truck modeling to see what would work and what wouldn't work. He added what they had talked to Kim Parducci about was a full loading zone for a full truck (60 feet long). This was the long term look at what might work for the downtown. As far as short term what is going on right now is that trucks can double park and it's not illegal for them to do so. Right now Liquid Assets and the Spice Exchange have smaller vehicles (Sprinter vans) that come and park in the yellow zone while unloading which Diamond Parking has been citing them for doing. As part of the short term solution Mike Faught and David Young met with the owners of Brothers restaurant, Liquid Assets, and The Spice Exchange to talk about an interim solution. The interim solution would be to create a loading zone in the last space to allow them to temporarily load/unload. The overarching would be a full loading zone at a future date based on the outcome of the recommendation from the downtown parking committee.

Young said he and Mike had met with all of the business owners on the block (Brothers, Patricia Sprague Realty, Liquid Assets, Spice and Tea Exchange) and gave them a presentation on the current design plan for the corridor. He stated it was actually during that meeting where there was very little issue about the parking. It was a combination of Diamond Parking's enforcement when they really don't have big trucks parking there. He added they may have subsequently met with Mike and Scott but all they really cared about was 1 parking space.

Amarotico/Barth m/s to recommend the conversion of the first parking space at 88 N Main to a 15 minute loading zone. All AYES.

OLD BUSINESS

Geneva Park Site Distance

Fleury gave a brief overview of this agenda item from last June's meeting per the memo for this agenda item.

Amarotico asked what the tipping point was for the Average Daily Trips (ADT). Fleury answered he would have to delegate that to Kim to answer but to him if the ADT was to go up to 2,000-2,500 cars per day then that would be the tipping point for him. He added the speed is also a factor.

Fleury shared he would have to talk to Kim Parducci because he feels that if parking was removed thus creating more right of way, the speeds would probably go up. Right now you basically have de facto traffic calming with the on street parking.

Young said when the Commission looked at this last they asked about the sightlines. He asked if Fleury was satisfied with this not being an issue. Fleury answered yes; he has driven out of that driveway probably 30 times. Young kind of feels the issues that brought this to the commission were more related to user error than design flaws.

The commission's consensus was to not take further action on this item at this time.

FOLLOW UP ITEMS

United Way Bike Rack

INFORMATIONAL ITEMS

Action Summary
Traffic Crash Summary
Moved to beginning of the meeting for Officer MacLennan's convenience
Oregon Impact May Newsletter

COMMISSION OPEN DISCUSSION

Graf asked about moving the Traffic Crash Summary up in the agenda. The commission didn't feel it was necessary to move the agenda item but the Chair will use discretion at each meeting.

Young would like to see a few things as future agenda items: the queues at Mountain/Siskiyou. Fleury stated they did the slurry seal and then it got re-striped, he thought the loops were replaced but he will check with ODOT and ask them to go and take a look at it. For those that are new to the commission he shared all of the signals in the city are the city of Ashland's responsibility but there is an agreement with ODOT and they repair/maintain them.

Next, the Ashland Creek Park has a sidewalk that ends about 150' before Oak St with no pedestrian crossing so you have a little section of sidewalk on the north side of Hersey and then there's a path that everyone uses but it's full of star thistle. He mentioned the East Hersey Street sidewalk project but he doesn't think that will happen for awhile. Fleury stated that is in progress right now so the potential to construct is either late 2016 or early 2017. This would be the complete connection which would tie into the existing sidewalk and go all the way up to Oak. He added there was initially a midblock crossing proposed at that location. During the initial discussion with Kim Parducci she wasn't very responsive to having a midblock crossing at that location and at that time Parks had no funds left in their budget so they couldn't do a full traffic analysis in order to be able to recommend one way or another. He added he could talk to Parks about having them clean up the brush because that is likely in the right of way and should be something they could manage.

And last, Young shared there has been an increased interest in trolleys amongst the public. He is in favor of the trolleys and he wonders if the Transportation Commission wants to take this up as an agenda item and take some action in terms of recommending something to Downtown Parking committee and then ultimately to Council. Amarotico stated she would need to learn more about it. Young shared some of the background on the trolley with the commission. Barth echoed the same as Amarotico and wondered what the route would be. Young answered the idea is the shuttle would run from exit 14 to exit 19. Bender said the parking issue is very seasonal and during the OSF off season parking isn't nearly as big of a problem. Young stated the parking consultants have actually found the parking situation to be year round.

Graff asked how detailed the commission thinks the recommendation should be. Young mentioned he had previously proposed a sub-committee for the downtown trolley and he still thinks it would be great to have a sub-committee of the downtown parking committee or even a sub-committee of the Transportation Commission. Graf asked Young what he is asking of the Transportation Commission in regards to this. Young answered he is asking for this to be considered as an agenda item. He also stated there is a groundswell of public interest. Graf said he would like to ask those in support if they would actually use the trolley. Part of the issue is that parking is free and if people have to wait for the trolley how many people would actually use it. Young simply wants someone to marshal the process. Bender said he doesn't disagree with that but he thinks we need to look at the argument just beyond the traffic engineering and take a look at what it is going to do for the city in terms of making this a world class city and makes the city a model. Fleury said if he were to bring this as an agenda item it would be that the Transportation Commission would like to make a recommendation to the Downtown Parking Committee that they put focused effort into looking at the development of a rubber tired trolley program in the downtown. Young would prefer the option of the Transportation Commission marshaling the process. Barth said he knows this is a big issue and wonders about

getting SOU involved. He loves the idea but he sees this as more of a tourist thing. He has only been here for about 4 years but he doesn't see a parking problem. Graff stated he hears that the commission isn't interested in getting down into the weeds but they are interested in discussing a recommendation as a commission. The consensus is the commission would like to spread this out over the course of two meetings; one meeting to discuss the trolley in general in response to the citizen comments and then another meeting depending on the outcome of the first meeting. The commission would like to get some background data regarding the trolley in advance of the meeting packet going out.

United Way Bike Rack
Graf mentioned he had skipped over this agenda item. Fleury shared an update with the commission per the memo.

FUTURE AGENDA TOPICS
Commission Training
Public Outreach/Education-Oregon Impact Programs
Traffic Control Resolution Update
Encroachment Guidelines-Bike Racks
Traffic Crash Summary PD letter

ADJOURNMENT
Meeting adjourned at 7:59 pm
Respectfully submitted,
Tami De Mille-Campos, Permit Technician

Memo

CITY OF ASHLAND

Date: August 18, 2015
From: Scott A. Fleury
To: Transportation Commission
RE: Ashland Shuttle

BACKGROUND:
As previously discussed a group of citizens will present ideas regarding an Ashland Shuttle to the Transportation Commission.

CONCLUSION:
No action required. Item for discussion only.

Memo

CITY OF ASHLAND

Date: August 18, 2015
From: Scott A. Fleury
To: Transportation Commission
RE: Water St. Parking Prohibition

BACKGROUND:
Staff received a request to review current parking issues along Water St. reference attached email and photos.

The sections of Water St. are 30 feet wide between Central and Van Ness and 33 feet wide between Van Ness and Hersey St. The street design guidelines for this width of street allow for parking on both sides of the street. These sections of Water St. currently carry an ADT of 674 and 485(701 at recycle center) respectively, reference attached traffic count map with crash data.

Currently there are no parking restrictions on either side of the street through these sections.

CONCLUSION:
This is a preliminary discussion item for either further action or no action. Further action could pass this information along to the Downtown Parking and Multi Modal Ad Hoc Committee for discussion, or could include recommend moving forward with a parking restriction. If the second option was preferred, staff would notify adjacent residents of a more formal discussion to occur at a future meeting in order for them to have public input on the topic. The issue of enforcement will also need to be discussed as currently the only enforcement for additional parking restrictions in this area would be via police efforts.

From: Dave Kanner [dave.kanner@ashland.or.us]
Sent: Monday, June 15, 2015 8:37 AM
To: 'Scott Fleury'
Subject: FW: policing/parking suggestion

Scott –

A suggestion to take to the Transportation Commission.

Thanks,

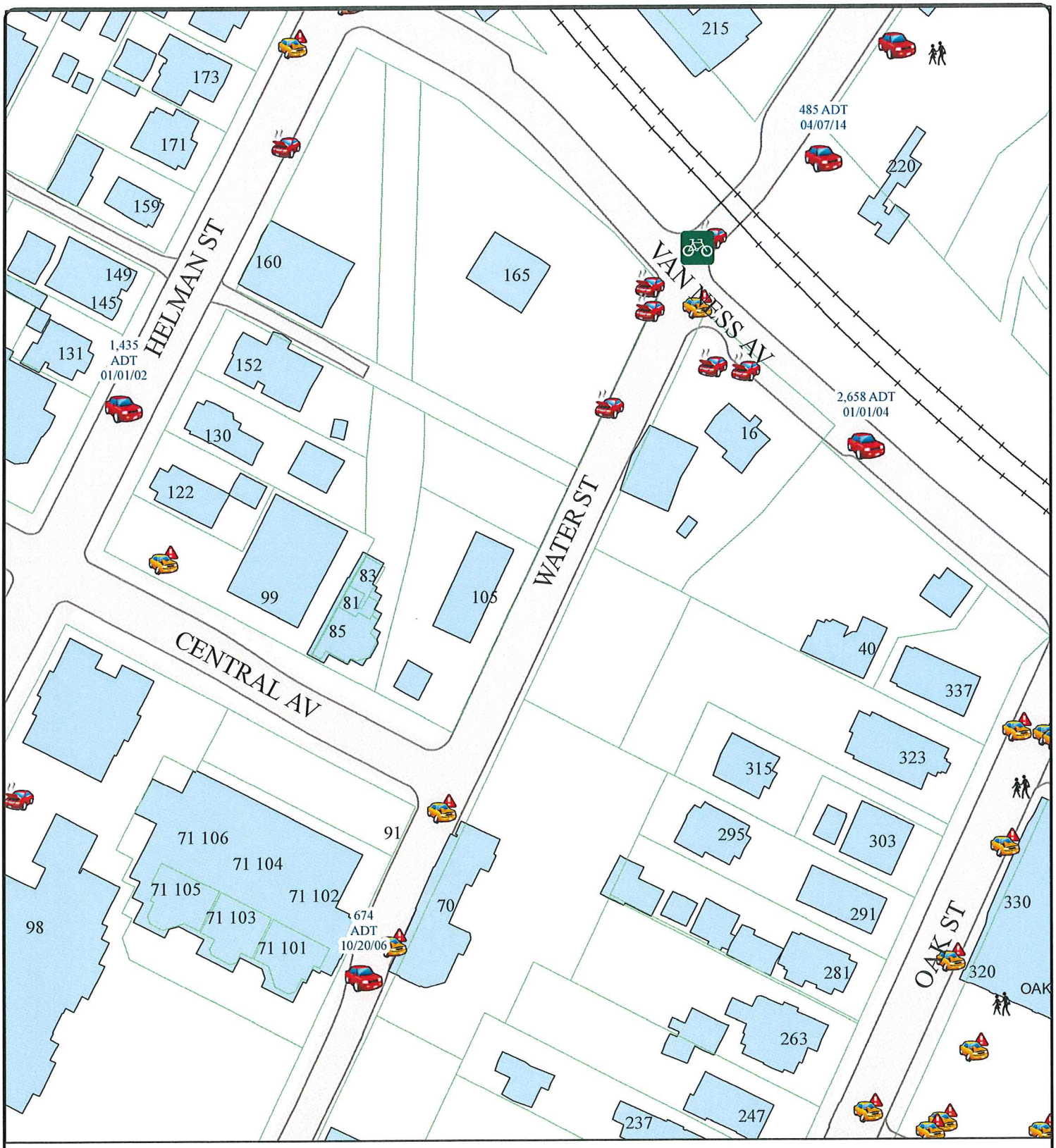
Dave

Dave Kanner, City Administrator
City of Ashland
20 East Main Street, Ashland OR 97520
(541) 552-2103 or (541) 488-6002, TTY 800-735-2900
FAX: (541) 488-5311

From: graycrm@gmail.com [mailto:graycrm@gmail.com] **On Behalf Of** Dennis Gray
Sent: Friday, June 12, 2015 4:36 PM
To: kannerd@ashland.or.us
Subject: policing/parking suggestion

Mr. Kanner: Perhaps as a way to reduce/discourage the ever, on-going car camping on Water Street, a four-hour parking zone could be established on the west side of Water Street between Central and Van Ness and both sides of Water St. between Van Ness and Hersey. If that is deemed to restrictive (although I really don't think folks need more than 4 hours at the recycle center or the skate board park) a "no overnight parking" zone might also have the desired effect. Might even raise a little money for the City coffers.

Dennis Gray



Water Street
Traffic Count Map

Date: 07/15/15

Traffic Counts

Traffic Counter

Traffic Accidents

Multiple Vehicle

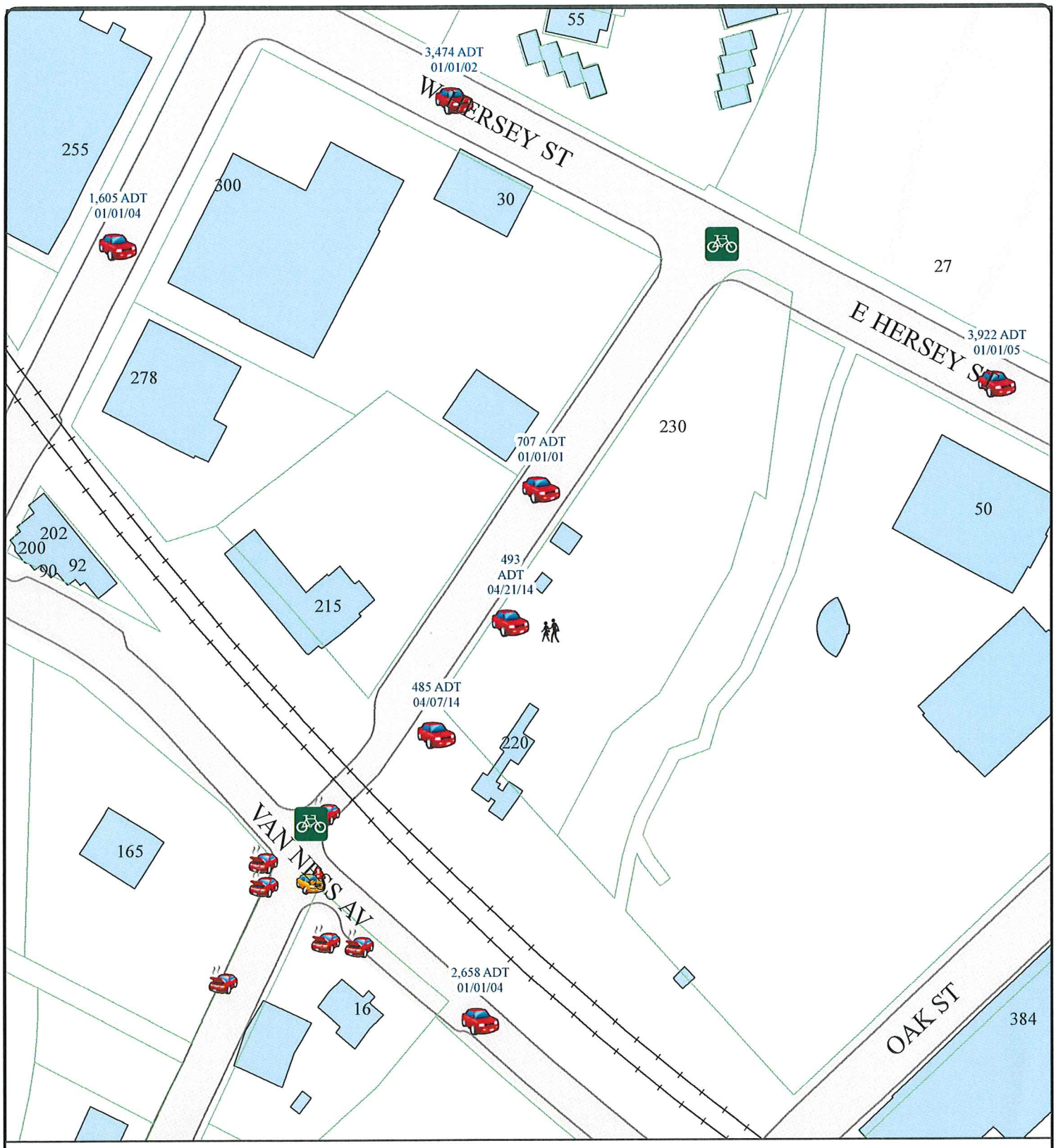
Single Vehicle (SV)

SV/Bicycle

SV/Pedestrian

0 25 50 100 150 200 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.



Water Street
Traffic Count Map

Date: 07/15/15

0 25 50 100 150 200 Feet

Traffic Counts

Traffic Counter

Traffic Accidents

Multiple Vehicle

Single Vehicle (SV)

SV/Bicycle

SV/Pedestrian

Mapping is schematic only and bears no warranty of accuracy.
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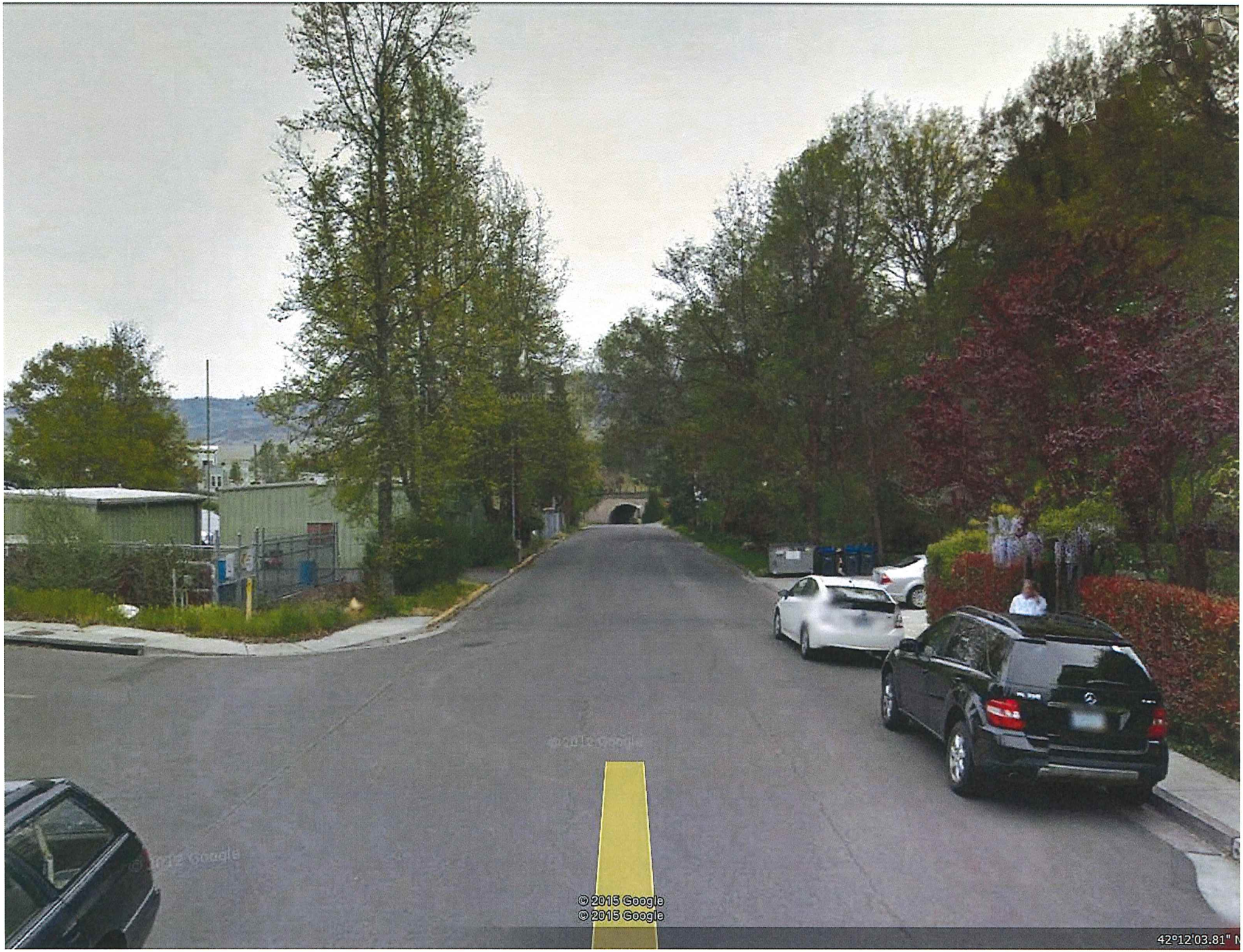
© 2015 Google
© 2015 Google
42°12'03.81" N


© 2015 Google
© 2015 Google
42°12'07.33" N

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE STREET DEDICATION MAP, PLANNED INTERSECTION AND ROADWAY IMPROVEMENT MAP, AND PLANNED BIKEWAY NETWORK MAP OF THE ASHLAND TRANSPORTATION SYSTEM PLAN FOR THE NORMAL NEIGHBORHOOD PLAN AREA, AND AMENDING STREET DESIGN STANDARDS WITHIN THE ASHLAND MUNICIPAL CODE CHAPTER 18.4.6 TO ADD A NEW SHARED STREET CLASSIFICATION.

Annotated to show ~~deletions~~ and **additions** to the code sections being modified. Deletions are **bold ~~lined through~~** and additions are in **bold underline**.

WHEREAS, Article 2. Section 1 of the Ashland City Charter provides:

> Powers of the City The City shall have all powers which the constitutions, statutes, and common law of the United States and of this State expressly or impliedly grant or allow municipalities, as fully as though this Charter specifically enumerated each of those powers, as well as all powers not inconsistent with the foregoing; and, in addition thereto, shall possess all powers hereinafter specifically granted. All the authority thereof shall have perpetual succession.

WHEREAS, the above referenced grant of power has been interpreted as affording all legislative powers home rule constitutional provisions reserved to Oregon Cities. City of Beaverton v. International Ass'n of Firefighters, Local 1660, Beaverton Shop 20 Or. App. 293; 531 P 2d 730, 734 (1975); and

WHEREAS, the City of Transportation Commission considered the above-referenced amendments to the Transportation System Plan at a duly advertised public hearing on _____, 2015 and following deliberations recommended approval of the amendments by a vote of __-__; and

WHEREAS, the City of Ashland Planning Commission considered the above-referenced amendments to the Transportation System Plan at a duly advertised public hearing on _____, 2015 and following deliberations recommended approval of the amendments by a vote of __-__; and

WHEREAS, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments on ____, 2015, and on [subsequent public hearing continuance dates]; and

WHEREAS, the City Council of the City of Ashland, following the close of the public hearing and record, deliberated and conducted first and second readings approving adoption of the Ordinance in accordance with Article 10 of the Ashland City Charter; and

WHEREAS, the Ashland Comprehensive Plan includes goals and policies intended to work towards creating an integrated land use and transportation system to address the Transportation Planning Rule (TPR) Oregon Administrative Rule 660-012-0000 directive

for "... coordinated land use and transportation plans should ensure that the planned transportation system supports a pattern of travel and land use in urban areas that will avoid the air pollution, traffic and livability problems faced by other large urban areas of the country through measures designed to increase transportation choices and make more efficient use of the existing transportation system."; and

WHEREAS, the Street Dedication Map, Planned Intersection and Roadway Improvement Map and Planned Bikeway Network Map are adopted official maps for long range planning purposes, and are periodically amended to identify streets and pedestrian and bicycle pats that will be needed in the future to connect the street network and provide access to undeveloped areas within the Urban Growth Boundary (UGB); and

WHEREAS, the Ashland Comprehensive Plan includes the following policies addressing street dedications: 1) Development of a modified grid street pattern shall be encouraged for connecting new and existing neighborhoods during subdivisions, partitions, and through the use of the Street Dedication map. (10.09.02.32); and 2) Street dedications shall be required as a condition of land development. A future street dedication map shall be adopted and implemented as part of the Land Use Ordinance. (10.09.02.34).; and

WHEREAS, the City Council of the City of Ashland has determined that in order protect and benefit the health, safety and welfare of existing and future residents, and to address changes in existing conditions and projected needs related to land use and transportation patterns, it is necessary to amend the Ashland Comprehensive Plan in the manner proposed, that an adequate factual base exists for the amendments, the amendments are consistent with the comprehensive plan and that such amendments are fully supported by the record of this proceeding.

THE PEOPLE OF THE CITY OF ASHLAND DO ORDAIN AS FOLLOWS:

SECTION 1. The above recitations are true and correct and are incorporated herein by this reference.

SECTION 2. The officially adopted City of Ashland Street Dedication Map, referenced in Ashland as Figure 10-1 in the Ashland Transportation System Plan is hereby amended to include the Normal Neighborhood Plan Street Network attached hereto as Exhibit A.

SECTION 4. The City of Ashland Planned Bikeway Network Map, referenced in the Ashland Transportation System Plan as Figure 8-1. is hereby amended to include the Normal Neighborhood Plan Pedestrian and Bicycle Network attached hereto as Exhibit B.

SECTION 5. The City of Ashland Planned Intersection and Roadway Improvement Map, referenced in the Ashland Transportation System Plan as Figure 10-3. is hereby

amended to include East Main Street as a Planned Avenue from Walker Avenue to Ashland St.

SECTION 6. The Ashland Municipal Code Chapter 18.4.6.040, Street Design Standards, street classification table is hereby amended to include a new classification of "Shared Street" as follows

18.4.6.040 F. Design Standards. A description of street design standards for each street classification follows in Table 18.4.6.040.F and subsection 18.4.6.040.G. All elements listed are required unless specifically noted, and dimensions and ranges represent minimum standard or ranges for the improvements shown. The approval authority may require a dimension within a specified range based upon intensity of land use, existing and projected traffic and pedestrian volumes, or when supported through other applicable approval standards. The approval authority may approve dimensions and ranges greater than those proposed by an applicant.

Table 18.4.6.040.F: City of Ashland Street Design Standards

TYPE OF STREET	AVERAGE DAILY TRIPS (ADT)	RIGHT-OF-WAY WIDTH	CURB-TO-CURB PAVEMENT WIDTH	WITHIN CURB-TO-CURB AREA				CURB	PARK-ROW	SIDE-WALKS
				MOTOR VEHICLE TRAVEL LANES	MEDIAN AND/OR CENTER TURN LANE	BIKE LANES on both sides	PARK-ING	on both sides	on both sides	on both sides
2-Lane Boulevard	8,000 to	61'-87'	34'	11'	none	6'	8'-9'	6"	5'-8' [1]	6'-10' [2]
3-Lane Boulevard	30,000	73'-99'	46'	11'	12'	6'	8'-9'	6"	5'-8' [1]	6'-10' [2]
5-Lane Boulevard		95'-121'	68'	11'	12'	6'	8'-9'	6"	5'-8' [1]	6'-10' [2]
2-Lane Avenue	3,000 to	59'-86'	32'-33'	10'-10.5'	none	6'	8'-9'	6"	5'-8' [1]	6'-10' [2]
3-Lane Avenue	10,000	70.5'-97.5'	43.5'-44.5'	10'-10.5'	11.5'	6'	8'-9'	6"	5'-8' [1]	6'-10' [2]
Neighborhood Collector, Residential	1,500 to 5,000				NA	NA [3]				
No Parking		49'-51'	22'	11'			none	6"	8'	5'-6'
Parking One Side		50'-56'	25'-27'	9'-10'			7'	6"	7'-8'	5'-6'
Parking Both Sides		57'-63'	32'-34'	9'-10'			7'	6"	7'-8'	5'-6'
Neighborhood Collector, Commercial										
Parallel Parking One Side		55'-65'	28'	10'			8'	6"	5'-8' [1]	8'-10' [2]
Parallel		63'-73'	36'	10'			8'	6"	5'-8' [1]	8'-10' [2]

Table 18.4.6.040.F: City of Ashland Street Design Standards

TYPE OF STREET	AVERAGE DAILY TRIPS (ADT)	RIGHT-OF-WAY WIDTH	CURB-TO-CURB PAVEMENT WIDTH	WITHIN CURB-TO-CURB AREA				CURB	PARK-ROW	SIDE-WALKS
				MOTOR VEHICLE TRAVEL LANES	MEDIAN AND/OR CENTER TURN LANE	BIKE LANES on both sides	PARK-ING	on both sides	on both sides	on both sides
Parking Both Sides Diagonal Parking One Side		65'-74'	37'	10'			17'	6"	5'-8' [1]	8'-10' [2]
Diagonal Parking Both Sides		81'-91'	54'	10'			17'	6"	5'-8' [1]	8'-10' [2]
Neighborhood Street Parking One Side	less than 1,500	47'-51'	22'	15' Queuing	NA	NA [3]	7'	6"	5'-8' [1]	5'-6'
Neighborhood Street Parking Both Sides		50'-57'	25'-28'	11'-14' Queuing			7'	6"	5'-8' [1]	5'-6'
Private Drive [4]	Less than 100	15'-20'	12'-15'	Queuing	NA	NA	NA	NA	NA	NA
Shared Street	**Less than 1500**	**25'**	**18' paved**	**12'**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**
Alley	NA	16'	12' paved width, 2' strips on both sides	NA	NA	NA	NA	NA	NA	NA
Multi-Use Path	NA	12'-18'	6'-10' paved width, 2'-4' strips on both sides	NA	NA	NA	NA	NA	NA	NA

1) 7' – 8' landscape parkrow shall be installed in residential areas; 5' hardscape parkrow with tree wells shall be installed in commercial areas on streets with on-street parking lanes, or 7' landscape parkrow may be used in commercial areas on streets without on-street parking lanes or where the street corridor includes landscaped parkrow. Street Trees shall be planted in parkrows pursuant to 18.4.4.030.

2) 6' sidewalk shall be installed in residential areas; 8'-10' sidewalk shall be installed in commercial areas; 10' sidewalk shall be required on boulevards in the Downtown Design Standards Zone.

3) Bike lanes are generally not needed on streets with low volumes (less than 3,000 ADT) or low motor vehicle travel speeds (less than 25mph). For over 3,000 ADT or actual travel speeds exceeding 25 mph, 6' bike lanes; one on each side of the street moving in the same direction as motor vehicle traffic

4) A private drive is a street in private ownership, not dedicated to the public, which serves three or less units. Private drives are permitted in the Performance Standards Options overlay.

SECTION 6. The Ashland Municipal Code Chapter subsection 18.4.6.040 G, Street Design Standards, is hereby amended to add a new classification of "Shared Street" as follows:

18.4.6.040.G.8

Shared Street

Provides access to residential in an area in which right-of-way is constrained by natural features, topography or historically significant structures. The constrained right-of-way prevents typical bicycle and pedestrian facilities such as sidewalks and bicycle lanes. Therefore, the entire width of the street is collectively shared by pedestrians, bicycles, and autos. The design of the street should emphasize a slower speed environment and provide clear physical and visual indications the space is shared across modes. See Figure 18.4.6.040.G.8.

Prototypical Section: Shared Street

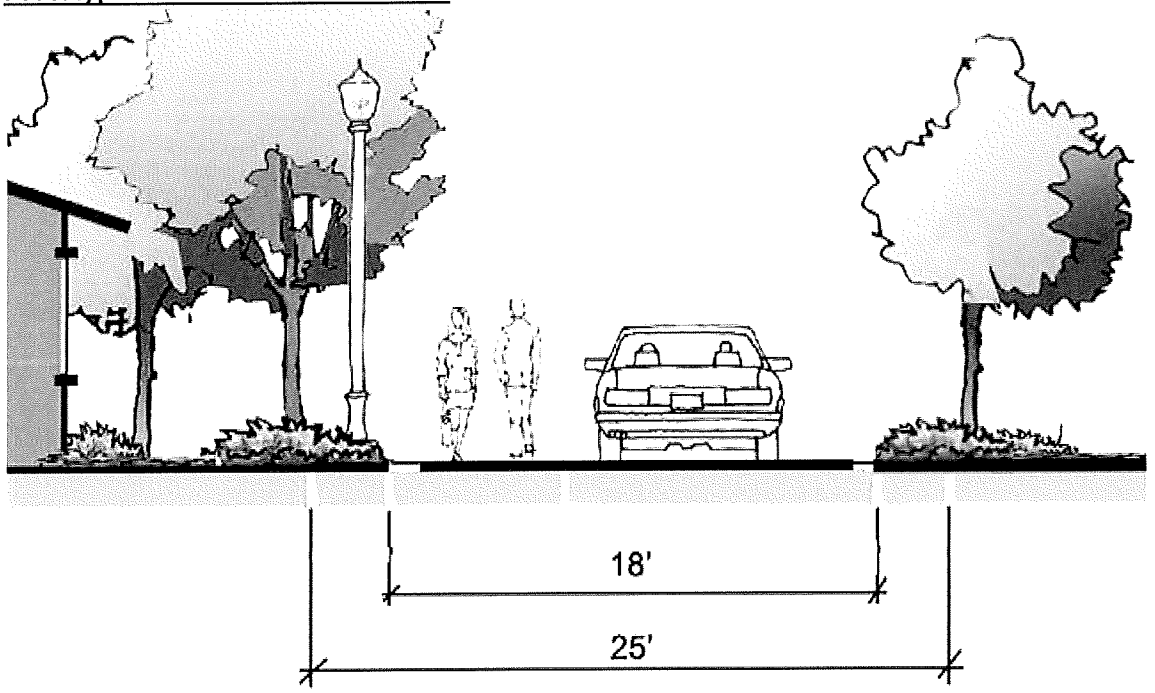

Figure 18.4.6.040.G.8
Shared Street

Street Function: Provide vehicular, pedestrian, and bicycle neighborhood circulation and access to individual residential and commercial properties designed to encourage socializing with neighbors, outdoor play for children, and creating comfortable spaces for walking and biking.

Connectivity: Connects to all types of streets.

Average Daily Traffic: 1,500 or less motor vehicle trips per day

Managed Speed: Motor vehicle travel speeds should be below 15 mph

Right-of-Way Width: 25'

Pavement width: 18' minimum, maintaining full fire truck access and minimum turning paths at all changes in alignment and intersections.

Motor Vehicle Travel Lanes: Minimum 12' clear width.

Bike Lanes: Not applicable, bicyclists can share the travel lane and easily negotiate these low use areas

Parking: Parking and loading areas may be provided within the right of way with careful consideration to ensure parked vehicles do not obstruct pedestrian, bicycles, or emergency vehicle access.

Parkrow: Not applicable

Sidewalks: Not applicable, pedestrians can share the travel lane and easily negotiate these low use areas. Refuge areas are to be provided within the right of way to allow pedestrians to step out of the travel lane when necessary.

SECTION 7. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 8. Codification. Provisions of this Ordinance shall be incorporated in the City Comprehensive Plan and the word "ordinance" may be changed to "code", "article", "section", or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions (i.e. Sections 1, 3-6 need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

The foregoing ordinance was first read by title only in accordance with Article X, Section 2(C) of the City Charter on the _____ day of _____, 2015, and duly PASSED and ADOPTED this _____ day of _____, 2015.

_____
Barbara M. Christensen, City Recorder

SIGNED and APPROVED this ____ day of _____, 2015.

_____
John Stromberg, Mayor

Reviewed as to form:

David Lohman, City Attorney

CITY OF
ASHLAND

TRANSPORTATION COMMISSION

Thursday, March 18, 2010
Siskiyou Room, 51 Winburn Way

Minutes

Attendees: John Gaffey, Eric Heesacker, Steve Hauck, Colin Swales, Brent Thompson, Matt Warshawsky (Acting Chair)
Absent: Tom Burnham, Julia Sommer, David Young
Ex Officio Members: David Chapman, Larry Blake, Kat Smith, Steve MacLennan
Staff Present: Jim Olson, Nancy Slocum, Pieter Smeenk

I. CALL TO ORDER: 6:08 PM by Matt Warshawsky who temporarily filled in for Swale.

II. APPROVAL OF MINUTES:
Minutes of February 18, 2010 were approved as submitted.

III. PUBLIC FORUM:

IV. ADJUSTMENTS TO THE AGENDA:
Grandview Drive Pedestrian Improvements were moved to the first position to accommodate the large amount of public testimony.

V. ACTION ITEMS:
A. Grandview Drive Pedestrian Improvements
Jim Olson gave the staff report. Staff had looked at physical improvements to Grandview after they received a petition signed by 19 residents. Easements would be needed to widen the road as well as an extensive retaining wall system. The cost was estimated at $1.3 million which would be funded through an Local Improvement District which now has no cap as to the property owners' financial responsibility. The Subcommittee looked at this and other options and decided to designate Grandview as a "shared road" (an area of road where equal priority is given to vehicle, bicycle and pedestrian traffic). This would consist of signs, pavement markings and education. A traffic study was conducted showing approximately 550 vpd with an average speed of 26.7 mph which is considered a borderline higher speed problem. Staff did not recommend speed humps.

Female resident, 500 Grandview Drive, believed that the shared road designation would not help and children were at risk as there were several school bus stops on Grandview. With continued building, vehicles would only increase. She favored sidewalks or one way traffic.

Steph Johnson, 329 Grandview for 37 years, would vote no on a sidewalk project. She read a letter into the record in favor of the shared road and a painted centerline from top to bottom.

Lee Perlman, 235 Sunnyview, did not receive notice of the meeting. He considered Grandview a one and a half lane road. He did not walk Grandview because he thought it was dangerous. He also favored a centerline. He thought there was not enough room for sidewalks, but supported widening the travel lanes.

Olson noted that the "Share the Road" signs would be on the shoulders. He estimated six signs would be installed in either direction, 150' apart.

Hillary Tiefer, 565 Wrights Creek Drive, loved existing tree canopy. She recommended 15 mph speed limit with increased police enforcement.

John Owen, 500 Grandview Drive, noted that Grandview was a wildfire evacuation route and wondered if, considering this, speed bumps were possible. He recommended a wooden walkway with pullouts for pedestrians and wondered about cost. Olson said a cantilever walkway would have to be intermittent and be approved by City Council as a variance. Pedestrian pullouts could be studied.

Mona McArdle, 352 Grandview Drive, circulated the petition requesting sidewalks. She read a letter from Jennifer Croyle of 225 Sunnyview Drive into the record. Croyle had safety concerns for pedestrians who used Grandview including residents, hikers and runners. She hoped stimulus money would be available to fund sidewalks.

Nancy Soas, 300 Grandview Drive, said she and her husband Eric recommended reducing the speed to 15 to 20 mph and speed humps. Soas favored sidewalks and noted that Grandview was a major route to the Strawberry / Hald Park. She would like to see studies that showed sharrows worked. She suggested adding fog lines for a "virtual" sidewalk.

Jennifer Carr, 388 Grandview Drive, agreed with Johnson and opposed sidewalks. She noted this issue was discussed before and all ideas turned out to be expensive. She noted that Grandview was not an urban area.

Dan Fellman, 352 Grandview Drive, asked about the LID on Strawberry. Olson reported that the Strawberry LID was funded with contributions from approximately 60 lots and a private developer. How much variation in street standards? Design must comply with the American Disability Act and include storm drains. State and federal law removes any flexibility in design. Fellman suggested that development of Carlos Riechenhammer's two lots include upgrades to Grandview. He was disappointed that the traffic study did not include a pedestrian count.

Commissioner Swales arrived at the meeting at approximately 6:45 pm.

Commission Discussion:
Gaffey wondered about existing trails that could serve as an alternative route for pedestrians. Olson said none were available.

Hauck favored the suggestions of bumpouts and a centerline. Olson said effective bumpouts may necessitate cutting into the bank. The benefit of a painted centerline was questionable.

Kat Smith, RVTD, reminded the Commission that Grandview was a "Safe Route to School" and therefore eligible for grant money.

Heesacker wondered about "tractor bumps" that grate into the asphalt. Olson noted that the road was chip sealed and only an inch thick; not enough for tractor bumps. Heesacker asked about accident statistics for Grandview. Olson was not aware of any accidents. Heesacker favored the idea of a LID.

Motion:
Thompson moved to follow the Subcommittee's recommendation that Grandview Drive be designated as a shared road and that staff research the feasibility of designating pedestrian refuges using paint. Hauck seconded the motion.

Commission Discussion:
Chapman noted that the definition of "shared road" included pedestrian refuges, brochures, signs and pavement markings. He suggested that the police increase enforcement to catch speeders. The neighbors could also, as a group, use radar to alert the Police Department of time of day speeders use Grandview and also build neighborhood gateway signs.

Olson was asked about the cost of the road designation. The signs cost $125 each while the pavement markings cost $55 each.

Vote:
Motion passed unanimously.

B. Election of Vice Chair for 2010
Thompson nominated Steve Hauck for Vice Chair. Gaffey seconded the motion and if passed unanimously.

C. Discussion Regarding Extended Meeting Hours
Swales explained that Sommer sent he and staff an email asking for the full support of the Commission during her upcoming chairpersonship. One item she mentioned was for the ability to lengthen the meeting time past two hours if the topic warranted it.

Thompson noted the useful life of meetings was two hours. He moved to retain the two hour limit. Warshawsky seconded the motion.

Commission Discussion:
Hauck noted that the City Council used to make a motion to extend their meetings in 30 minute increments. Heesacker mentioned a babysitter conflict that could be overcome if advance notice was given.

Vote:
Motion passed 3 votes to 1.

D. Additional Bicycle Parking at North Main Street
Associate Engineer Pieter Smeenk gave the staff report. He noted that the standard width of a compact space was 8'. Although curb stops were not planned, he thought the bike spots would be adequately protected from vehicles.

Gaffey wished additional information regarding the unsafe parking spot to be removed. Swales said that, although more bike spaces were nice, he agreed with Bill Barchet's letter of February 16, 2010 noting the need for an overall downtown parking plan.

Warshawsky did not think there was a downtown parking problem, that people without compact cars would use the compact spaces; that the bike parking was too exposed; and that this project was just a stop-gap measure.

Smeenk reminded the Commission that the proposed downtown parking study was rejected by the City Council and the Commission last fall and so was not likely to be resurrected soon.

Motion:

Thompson moved to take no action on this request from staff. Gaffey seconded the motion and it passed with five votes and one abstention.

E. Siskiyou Boulevard Beacon Update

Staff reported that all four beacons were operating. The problem was fixed through the summer. Before winter, three beacons would be hardwired to the adjacent street light for backup power.

F. Commissioner Sponsorship of Events

Olson reported that the Fire and Parks Departments were sponsoring the Bike Swap this year, but sponsorship of other events such as Car Free Day were yet to be determined. In addition the term "sponsorship" would need to be defined; it may mean by name only or full responsibility.

VI. NON ACTION ITEMS

A. Update on SOU Master Plan

Larry Blake, Associate Vice President for Facilities Management and Planning, reported that the master plan was approved by the Planning Commission with a couple of transportation-related conditions: that any future modifications to SOU's Eastern Gateway area be subject to a transportation impact analysis, access management standards and a pedestrian safety plan. The plan was scheduled to go before the City Council for final approval.

Gaffey expressed frustration that neighbors' comments had been addressed even before the Transportation Commission had an initial chance to review it.

B. Transportation System Plan (TSP) Update

The consultant's contract was waiting for ODOT's approval signature.

VII. INFORMATIONAL ITEMS & COMMISSIONER COMMENTS: None.

VIII. ADJOURN: 8:01 PM

Respectfully submitted,
Nancy Slocum, Accounting Clerk I

3rd Urban Street Symposium
June 24-27, 2007 Seattle, Washington

Shared-Use Streets – An Application of "Shared Space" to an American Small Town

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Word Count: 6,618 (including three figures)

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ABSTRACT

Langley, Washington, a semi-rural town of 1,050 people, is expected to grow by 40 to 100 percent over the next 20 years. One of the town's biggest assets is its pedestrian-friendly character, which is currently supported by low traffic volumes.

Anticipating this growth, the City is developing new street design standards to support all users and modes. One of the new street types is "shared-use," which mixes pedestrians, bicyclists, and drivers in a low-speed environment that emphasizes the community function of the street. Several streets already operate in this way; by codifying standards, the benefits can be preserved and distributed to more areas.

Precedent for shared-use streets comes from the European "shared space" movement, which differentiates between the traffic world (the highway) and the social world (streets within a town). Traffic-world features (traffic signals, lane markings, etc.) are removed within the town. Streets are instead designed as public spaces, providing strong contextual cues to drive slowly and carefully while implementing features that support safe and enjoyable use by walkers, bikers, and others. Shared space has a history of over 20 years, successfully demonstrating improvements in safety and livability.

Adapting shared space to a semi-rural American setting requires a combination of place-sensitive solutions. Emerging designs encourage slow speeds through the use of innovative, community-based traffic calming elements on designated shared-use roadways. This paper represents proposed shared-use street design standards, which will be further refined throughout the planning and implementation process.

INTRODUCTION

Langley, Washington is a small town on Whidbey Island, north of Seattle. It is already an unusually walkable town. This paper describes an initiative by Langley's city government to enhance that walkability and expand the "public space" character of its low traffic-volume streets.

The town is located about four miles from the nearest highway. The city limits encompass approximately 640 acres within a 4.0 mile by 2.5 mile area. The historic core is laid out in a grid pattern of approximately 300 to 600 foot (91 to 183 meter) blocks. Primarily residential development has been constructed along the roads radiating from the town center. An aerial view of Langley is provided in Figure 1.

FIGURE 1 Langley, Washington.

The total population of the town is about 1,050 people. Langley is one of the designated urban growth areas for Island County. The town is expected to attract anywhere from 400 to 1,000 new residents over the next 20 years.

With the concentrated grid pattern, and a central core of shops and services, Langley is the type of town where people walk to the post office and run into friends and neighbors along the way. Many people also walk for pleasure and exercise along the town's quiet country lanes. Currently, only a few streets in the town have sidewalks, or even asphalt walkways constructed as part of the roadway. Most streets are shared by pedestrians, bicyclists, and cars. Traffic volumes are sufficiently low that this arrangement has been successful. However, the anticipated growth in the town could jeopardize the current balance between modes. In anticipation of this issue, the town is in the process of developing a new set of street standards. These standards are being guided by Goal 2 and its Policy 1, which were added to the Transportation Element of Langley's Comprehensive Plan in 2006. "Goal 2: Design, regulate, and maintain Langley's roads

and streets in a way that balances the needs of all uses and users, recognizes the streets' role as public spaces, retains Langley's small-town character, and minimizes impervious surfaces. Policy 1: The city should develop and implement a set of street types (designs and associated regulations) to achieve this goal that can be used in different parts of the city depending on traffic volumes, anticipated future use characteristics, and existing or planned surrounding land uses" *(1)*.

The intention of the new street standards is to meet the circulation needs of the community while also furthering social and environmental objectives by sensitively applying tailored solutions that meet the needs of a particular situation, rather than a one-size-fits-all approach. Some streets will warrant separate facilities for pedestrians, bicycles, and motorized vehicles, while on other streets it will be possible for all modes to continue to share the same roadway.

The concept of complete streets, with separate facilities for different modes, has been well developed (even if there is a strong ongoing need for application of the concept to many existing streets). See for example, the Institute of Transportation Engineers' *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*. The merits of, and strategies for, developing complete streets will not be repeated here. This paper will focus on the concept and design of shared-use streets.

Examples of Existing De Facto Shared-Use Streets in Langley

While many of the residential streets in Langley are currently, in practice, already shared use, there are two streets that serve as inspiration for the effort to formalize shared-use streets. These two well-loved walking streets are Edgecliff Drive (about 1.5 miles/2.4 kilometers long and mostly 18 feet/5.5 meters wide) and Al Anderson Avenue (about 1.25 miles/2.0 kilometers long and between 18 and 22 feet/5.5 and 6.7 meters wide). The width of the street allows strolling pedestrians to group and regroup according to the flow of conversation, while also permitting them to easily get out of the way if vehicles need to pass. Both have 25 mile per hour (mph) speed limits (40 kilometers per hour (km/h)). Measured peak traffic volume is 52 vehicles per hour on Al Anderson. While data is not available for Edgecliff, it is likely similar. Both have 1- to 2- foot-wide (0.3 to 0.6 meter) gravel and grass shoulders. Edgecliff has homes with driveways all along its length. Al Anderson has long stretches without driveways and serves as a collector for other local access roads. Figure 2 shows a view of Al Anderson Avenue.

FIGURE 2 Al Anderson Avenue.

Generalizing from the current characteristics of Edgecliff and Al Anderson, the starting point for the characteristics of shared-use streets is that they are relatively narrow, low traffic-volume, low speed streets that serve a variety of uses and users.

BENEFITS AND CHALLENGES – AN OVERVIEW

The initial motivation for shared-use streets comes from the social benefits of using streets as multipurpose public spaces, not just corridors for motor vehicles. The innovative Dutch traffic engineer Hans Monderman makes a distinction between the world of the highway (the traffic world) and the world of the settlement (the social world). In this European view, the traffic world is appropriately oriented to vehicles, speed, predictability, and uniformity. Correspondingly, the social world of public spaces in towns and cities is appropriately oriented to people, the variable pace of pedestrians, diversity, spontaneity, and the unpredictability that comes with these. In Monderman's view, vehicles find their place in the social world by accommodating to the social life of the street – the social life of the street should not be modified to accommodate vehicles. In these terms, shared-use streets are definitely part of the social world. As such, they are public spaces that connect the buildings on either side of the street, rather than dividing them. They are places for the kind of spontaneous interactions among neighbors that are vital to building the fabric of community.

There are also other significant benefits that come primarily from the narrowness of the area devoted to circulation:

- Reduced impervious surface serves the environmental goals of Low Impact Development by generating less stormwater runoff *(2)*.

- Less pavement width allows more efficient use of land, thus reducing housing costs.
- Less cost for road construction (and eventual maintenance) also reduces housing costs and saves taxpayer funds.

While so far there have been no significant accidents on Langley's de facto shared-use streets, the primary concern raised about shared-use streets has been about the safety of mixing multiple uses and users in the same space. The central design challenge in formalizing shared-use streets is to optimize the social, environmental, and economic benefits while minimizing the safety risks.

PRECEDENT FOR SHARED-USE STREETS

Beyond the informal sharing of streets between different modes in settings such as those described in Langley, there are examples of streets created with the explicit intention to mix pedestrians, bicyclists, and drivers in a way that puts all modes on a more even footing.

The concept of "shared space" has been gaining momentum in Europe, taking inspiration from pioneers such as Hans Monderman and Ben Hamilton-Baillie, a British urban planner and transport specialist who has been promoting shared space in the UK. Shared space recognizes that streets are the most accessible, pervasive, and numerous public spaces in communities and "strives towards a design and layout of public spaces where traffic, human exchange and other spatial functions are in balance" *(3)*. Instead of being a monoculture of traffic, streets are reclaimed as a fully functioning ecosystem of human interaction, commerce, play, natural processes, and all modes of transportation. Vehicles are not banished, but the streets are designed foremost as public spaces, which cues drivers to act as civil, social beings rather than focused, speeding human-machine hybrids. Often the most striking feature of shared space streets is the lack of conventional signage and traffic control devices. This is coupled with an overall design treatment that creates streets and intersections that look more like plazas and pedestrian routes than roads. One of the main premises of shared space is that the instruments of traditional traffic engineering create a barrier that inhibits drivers' abilities to read contextual clues. Remove the devices that tell drivers they are in a predictable environment where everything will happen according to the signs, and drivers slow down and pay attention to what is happening around them. In this environment, the question of who has the right of way is negotiated through eye contact and social interaction between all road users.

The first project using this approach to street design was constructed in Oudehaske, Netherlands in 1985. By creating a square-like quality through replacing the asphalt roadway with clinker bricks and emphasizing the village church and village pub through urban design, speed reductions of 50% were achieved for a roadway with an average daily traffic (ADT) count of 8,000 vehicles *(4)*.

Since then, a growing number of projects have been completed in the Netherlands and several other European countries. One of the best-known projects is the Laweiplein intersection in Drachten, Netherlands. This intersection handles approximately 22,000 vehicles per day *(5)*. Traffic signals were removed and the intersection redesigned to more closely resemble a public plaza, featuring large fountains integrated into the corners of the intersection. The Noordelijke Hogeschool Leeuwarden (NHL) University of Applied Sciences conducted a comprehensive before and after evaluation of the

intersection. They found significant safety improvements. In the nine years preceding the reconfiguration of the intersection in 2003, there were between four and 13 accidents per year, with a mean of 8.3 accidents. Four of those were serious accidents. In the two years following the redesign for which complete data is available (2004 and 2005), there was one accident per year – one damage only accident in 2004 and one non-serious injury accident in 2005 *(6)*.

Shared space has been tried and proven to provide both social and safety benefits in a variety of successful applications. Shared space has been applied to streets with ADT volumes of 3,000 to over 20,000 vehicles. It has been applied specifically at intersections and along whole corridors. At intersections, all modes mix freely. On some streets, all modes mix freely along the whole length of the street as well, while on others, distinct sidewalks are provided but the expectation is maintained that pedestrians could be in the roadway in any place at any time. However, these examples of shared space streets from Europe differ from the streets in Langley in several key ways. Most significantly they are streets in comparatively urban environments, with significant use by pedestrians and bicyclists. The streets in Langley are much more rural in character with low demand from all modes. One of the challenges of implementing shared-use streets in Langley will be maintaining the expectation that they are a "people place" when people are not always around.

STRATEGIES FOR ENHANCING SAFETY

Langley's de-facto shared-use streets have so far been accident free and well loved, which shows that pedestrians, bicyclists, and vehicles can successfully mix in a low traffic volume, low speed environment. However, in formalizing the concept of shared-use streets it is necessary to look more closely at what makes them work and how they could be designed to work even better. Much of the guidance for the good design of shared-use streets can be gained by looking at what makes the current streets safe and how safety could be further enhanced. There are four primary safety factors: speed, visibility, attentiveness, and pedestrian escape.

Speed

Probably the most important factor in successfully mixing multiple uses and users is to keep everyone's speed relatively low. The critical question is: how low does it need to be?

Research by Great Britain's Department of Transportation, and used in the United States by the Federal Highway Administration and others, shows that the probability of death in a pedestrian-car collision goes from 5% at 20 mph (32 km/h) to 45% at 30 mph (48 km/h), 85% at 40 mph (64 km/h), and 96% at 50 mph (80 km/h) *(7)*. Figure 3 illustrates this relationship.

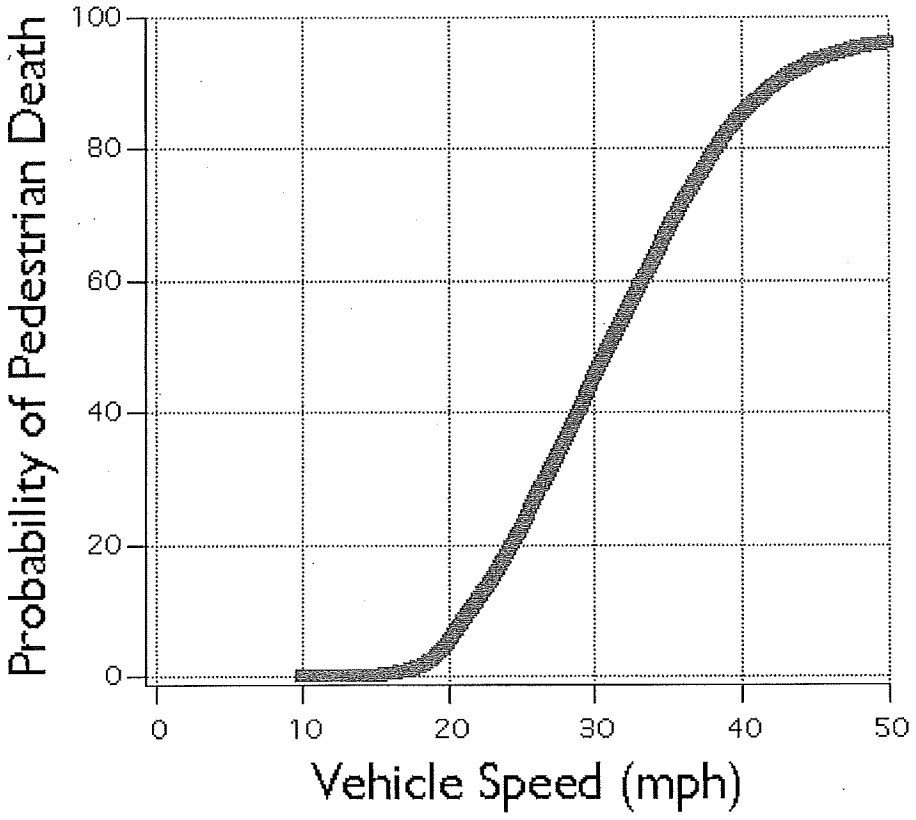

FIGURE 3 Probability of Pedestrian Death Relative to Vehicle Speed.

Obviously, the slower the speed, the safer the street. However, setting the speed limit too low runs the risk of frustrating and alienating drivers, especially during those times when there are no other users on the street. Nevertheless, the difference between 20 mph and 25 mph (32 to 40 km/h) is significant. Twenty miles per hour seems to be a "sweet spot" for the maximum speed on shared-use streets. This correlates well with 20 mph School Zones. It is also the lowest allowable speed limit under the Revised Code of Washington *(8)*. It is important that cyclists stay below this speed as well.

For successful implementation, it is important that this speed limit be designed into the roadway and not just regulated through signage. An objective of the street design is to not only ensure drivers stay within the speed limit, but to create an environment that makes it feel natural to even drive below the speed limit. The street should be designed to actually feel unsafe at speeds approaching and above 20 mph (32 km/h). Shared space recognizes the reality of risk compensation and capitalizes on it by creating places that are made safer by feeling less safe. "When a situation feels unsafe, people are more alert and there are fewer accidents" *(3)*. Drivers slow down and all road users keep sharply aware of what is happening around them. A successful design will encourage drivers and

bicyclists to go slowly while creating an environment that is comfortable for pedestrians. A balance must be struck between encouraging walking through prioritizing the social life of the street, without giving pedestrians a false sense of security.

Design Strategies

Design strategies for encouraging slow speeds consist of physical constraints and psychological cues. Key physical constraints include roadway width and curves. The faster a car is traveling, the greater the lane width required for comfortable and safe travel. Correspondingly, the narrower the lane, the greater the pressure on the driver to drive slowly. Shared-use streets should have a paved width that corresponds to the minimum width that still allows two cars to pass safely at slow speeds. A width of 18 feet (5.5 meters) seems to strike a good balance. This allows 9 feet (2.7 meters) per car when two vehicles pass, which is wider than the typical parking lane width (7 feet/2.1 meters) but narrower than typical travel lanes (11 feet/ 3.4 meters) *(9)*. Curves do affect driving speed, but are more difficult to add to an existing road. Curves should be considered a positive feature and curvature can be accentuated to reduce the "runway" effect of long, straight stretches of road. Psychological cues will be dealt with later in the section on attentiveness.

Visibility

Along with ensuring slow speeds, maintaining good visibility is critical to achieving a safe facility. Sight distances should allow drivers ample time to react even if they are exceeding the speed limit. However, care should be taken when designing for ample sight distance to not send a cue to drivers that it is acceptable and safe to drive above the speed limit.

Design Strategies

Minimum sight distances on shared-use streets should be approximately 125 feet (38 meters). This distance is based on a driver perception time of 2 seconds and a coefficient of friction of 0.4 for a vehicle traveling at 25 mph (40 km/h). While it is impractical to set a maximum sight distance, longer is not necessarily better. Shorter sight distances reinforce the message that the street is an unpredictable environment and one should drive slowly and with care.

The greatest challenge regarding visibility is visibility at night. Many of the candidate shared-use streets in Langley do not currently have streetlights. Consideration should be given to providing some level of lighting. This could potentially be provided by pedestrian-scaled solar-powered lights. Another potential tool for increasing visibility is to provide flashing red or yellow lights to area residents that can be clipped to clothing and worn while walking. In Sweden, where it can be dark for around 20 hours per day in the winter, people typically wear plastic reflectors, routinely carrying them in their pockets and then taking them out when they go walking.

Attentiveness

Speed and visibility deal more with the external conditions, while attentiveness addresses a driver's internal ability to notice and avoid a potential conflict with other road users. The role of inattentiveness in collisions is hard to quantify accurately, since it is an

internal state and most drivers involved in a collision do not want to admit to being inattentive. However, research by the National Highway Traffic Safety Administration and Virginia Tech Transportation Institute published in 2006 found that 65 percent of near crashes and almost 80 percent of crashes involve driver inattention *(10)*. While attentiveness is an internal state, the environment can encourage attentiveness or subtly suggest that it is unnecessary. This concept is central to shared space and the idea of "mental speed bumps" put forth by David Engwicht. A social inventor and street philosopher from Australia, David Engwicht has identified three mental speed bumps: intrigue, uncertainty, and humor *(11)*. These "speed bumps" engage drivers with the environment around them, causing them to drive more slowly, attentively, and courteously.

Design Strategies

Encouraging attentiveness involves both negative and positive strategies. The first strategy is to avoid sending signals that attentiveness is not required. The second strategy is to engage drivers with the environment around them.

As the experience of shared space shows, signs and standard traffic engineering devices can act as a barrier between drivers and their environment. These devices should be minimized. There should be no lane markings. Lane markings imply a regulated roadway to drivers. They are a cue that it is safe to go faster and that there will be minimal unexpected occurrences (such as pedestrians on the roadway). This is the opposite of the message that the design of shared-use streets should convey. The shared space approach is to have no regulatory signs whatsoever. It may be appropriate to have one 20 mph speed limit sign at the entrance to each shared-use street to provide people with a clear understanding of speed expectations. The speed limit could be painted on the roadway rather than posted on a standard speed limit sign. Graz, Austria has a citywide 30 km/h (18.6 mph) speed limit on all streets except a few major streets (where the speed limit is 50 km/h(31 mph)) *(12)*. They paint the speed limit in large letters on the street at the entrance to each 30 km/h zone.

Engaging drivers with the environment around them can be done through using "mental speed bumps" and by creating an environment that is human scale and speaks to the social use of the space.

The first opportunity to implement these objectives is to provide a distinctive gateway at the entrances to shared-use streets. Ideally, this should be a creative element developed with the local neighbors actively participating in the design and implementation. A creative, grassroots approach can help develop a sense of neighborhood identity and pride. The roadway can be painted at the entrance to the shared-use streets zone by the neighbors, similar to an intersection repair, as pioneered by the City Repair Project in Portland, Oregon *(13)*. A gateway arch or banners could also be built as a neighborhood project. Engaging the creativity of the neighbors helps generate commitment to shared-use streets among residents, and the physical results are likely to be more intriguing and humorous than a more formal effort would produce. The community activity is a way of claiming the street as community space, and it leaves a lasting reminder to visitors and residents that they are guests in that community space when they are using the street.

Intersections along the shared-use street are another opportunity for creative and engaging treatments. The crossroads of two streets is a natural miniature square or plaza. Where two shared-use streets intersect, this function can be fully supported. Neighbor initiated amenities can be provided at the corners of an intersection, such as benches, tea stations, chalk board drawing stations, and community bookshelves *(13)*. A mural can be painted on the intersection to claim it as a "place" and not just a space to pass through. Intersections are demanding of road users, requiring navigation of a safe route through multiple potentially conflicting movements of other users. Enhancing the intersection with art and amenities reinforces the message to expect the unexpected and travel slowly and with caution.

Where a shared-use street intersects a complete street, the other street typology proposed for Langley, the gateway treatments discussed previously provide a clear delineation of the two zones. One aspect that needs to be treated with additional care is the transition for pedestrians. Pedestrians will go from being able to occupy a significant portion of the width of the roadway to being channeled onto sidewalks along the edge of the roadway. The sidewalks need to ramp down to the shared-use street, providing accessibility for pedestrians in wheelchairs and providing a smooth transition. This ramping needs to be done in such a way as to not increase the perceived turning radius of the corner. Materials with different colors and textures, as well as paint, can be used to differentiate the ramped sidewalk from the road surface.

One of the challenges of the de facto shared-use streets examples in Langley provided earlier is the fact that they are both relatively long, straight streets. To minimize the effect of "being on the open road," where it is easy to look far into the distance and pick up speed while driving, a finer-grain definition should be brought to the street, creating the impression of a series of rooms rather than a long corridor. Street trees can be planted along the side of the shared-use streets, with a different species every few hundred feet. The trees will literally give the sense of a room, providing walls and ceiling to the street, while the varying species will give distinction to different sections of the street. Trees also help keep speeds low by increasing the "visual friction" of the street.

The final recommendation for increasing attentiveness is to encourage property owners to use the edge of their property (and/or the adjacent right-of-way that is set aside for potential future expansion but is not currently used as part of the street) for interesting installations, such as gardens, art, lemonade stands, or benches. This may seem counterintuitive – encouraging driver attentiveness by giving drivers, and others, interesting features to look at – but intriguing drivers, signaling to them that they should expect the unexpected, and introducing humor encourages more attention to the environment and slower speeds. Interesting installations along the street edge enhance the pedestrian environment and remind drivers that they are guests in a community space.

Pedestrian Escape

With low traffic volumes, slow speeds, adequate visibility, and an environment that encourages driver attentiveness, pedestrians and cars should be able to comfortably share the same roadway most of the time. However, there may be times when two cars are passing, a driver does not seem to be sufficiently attentive, or an approaching car is moving uncomfortably fast, that a pedestrian may feel more comfortable temporarily stepping off of the roadway. The focus on speed, visibility, and attentiveness is about

managing driver behavior to minimize the risk to other road users. Providing an easy route of escape for pedestrians gives them a fallback that is in their own control if the other measures to assure safety do not seem adequate in a particular situation.

Design Strategies

Beyond the road surface there should be a strip of unpaved shoulder that provides a refuge area for pedestrians who want to step off the road surface when cars pass. This shoulder could be low grass or other material. Two of the challenges for this portion of the street will be to ensure that this area does not increase the perceived width of the road and to ensure that neither drivers nor pedestrians view this as a segregated facility that pedestrians should use instead of the roadway.

Parallel parking is a valuable tool for traffic calming and buffering pedestrians from the roadway when separate pedestrian facilities are provided. However, on the shared-use streets discussed here, on-street parking would present an obstruction and a hazard. Having cars parked along the side of the road would block the path of pedestrians to the shoulder in the situation when passing vehicles made it feel uncomfortable to be on the roadway.

In the highly unlikely situation of a vehicle leaving the roadway and endangering a pedestrian, the street trees proposed earlier may provide a level of physical barrier between the vehicle and pedestrian.

SHARED-USE STREET DESIGN SUMMARY

Recognizing that shared-use streets are an appropriate solution for a particular situation, and that changing situations may call for different solutions, adequate city right-of-way should be secured and maintained to allow for future street expansion. A right-of-way of approximately 56 feet (17 meters) should comfortably accommodate future potential demand for sidewalks, planting strip/natural stormwater infrastructure, parking, and vehicle travel lanes *(9)*.

Within that right-of-way, the following elements are proposed for shared-use streets:

- Narrow paved roadway (18 feet/5.5 meters wide)
- Level grass shoulders available for pedestrians to step off the road temporarily (5 feet/1.5 meters wide on each side)
- Creative gateway treatment
- Creative intersection treatments
- Street trees of varying species
- Pedestrian scale street lights
- Minimum sight distances of 125 feet (38 meters)
- No on-street parking
- Signage limited to one 20 mph sign (free-standing or painted on the roadway) at the shared-use street entrance

Natural stormwater management can also be a part of the initial shared-use street design. With an 18-foot roadway and approximately 5 feet of shoulder on each side, there would be approximately 28 feet (8.5 meters) of right-of-way not dedicated to transportation functions within the 56-foot (17 meter) right-of-way. Part of this width could be used for natural stormwater management. Depending on the character of the

surrounding soils, this area could provide the functions of detention, retention, infiltration, bio-filtration, and/or interception.

IMPLEMENTATION

In many ways, what makes a street a shared-use street has more to do with the way people use it than what it looks like. Therefore, the social aspects of implementation are particularly critical. The City may initiate designation of a street as a shared-use street, but the residents along that street should be involved in the process. At a minimum, an informational pamphlet should be sent to each household and a public meeting held. Better yet, it could be a requirement for implementation that 50% of the households sign a petition in favor of the new designation. The better people understand the concept, and the more they are invested in supporting it, the more successful shared-use streets will be. There are also opportunities for local residents to be involved in the design and physical implementation of the shared-use street, such as gateway treatments, interesting amenities along the street, and creating and maintaining landscaped natural stormwater treatment facilities.

Implementation of the physical improvements need not happen all at once. The new speed limit can be implemented first, following public education and approval of the shared-use street designation. Artistic gateways and intersection painting can occur as there is community interest and commitment to design and implement the projects. Modification to existing roadways, such as reducing street width and installing level grass shoulders, can be implemented as funding becomes available and if concerns have been raised over the existing conditions.

One aspect of implementation is the phased implementation of the full shared-use street design recommendations, but the ongoing evolution of the street should also be considered. It is anticipated that shared-use streets are most suitable at very low traffic volumes. For non-motorized road users to have a relaxed experience, there should be extended stretches when no vehicles pass. Translating this qualitative criterion into a quantitative threshold, vehicles should pass no more frequently than an average of one vehicle every 30 seconds. In other words, peak traffic volumes should be no more than 120 vehicles per hour. A recent traffic count on Al Anderson Avenue found traffic volumes of 52 vehicles per hour between 4PM and 6PM. This traffic volume threshold may be adjusted upwards if it is found that pedestrians continue to feel comfortable sharing the roadway even with higher traffic volumes following the shared-use street improvements. Traffic volumes on most streets in Langley that would be suitable shared-use streets are largely a function of the catchment area of households that use that street to travel to other destinations and the trip making patterns of those households (including mode split). It is not a given that increasing the number of households must increase vehicle traffic by a set and steady rate. If transportation demand management is paired with increases in density, more growth can occur before the threshold for effective functioning of shared-use streets is exceeded.

As the city grows, some streets that functioned as shared-use streets may eventually warrant separate facilities for pedestrians. The experience from Europe shows that streets can be claimed foremost as social spaces with much higher traffic volumes than those in Langley. However, over a certain threshold, which is a combination of traffic volume and speed (as well as relative pedestrian volumes), it is safer and more

comfortable for pedestrians to have sidewalks. In this scenario, sidewalks are provided as a courtesy, but the expectation remains that pedestrians are free to enter the roadway at any point, not just at intersections.

The City of Langley may consider requiring a development fee that goes into a fund for future sidewalks and other multimodal facilities. The City can also encourage minimal car use through a variety of means to support the continued successful sharing of the street by multiple modes.

A continual evolutionary process is anticipated, from the current de facto shared-use streets, through implementation of recommended measures to maintain and enhance the shared-use function of those streets as the city grows, and potentially to street designs that more closely mirror the European shared space streets. By establishing the intention to enhance the community, ecological, and economic functions of Langley's streets as the city grows, and bringing resources to bear to implement that intention, it is hoped that the changes brought by development can be harnessed to increase quality of life rather than erode it.

CONCLUSION

Langley is pursuing the development of shared-use streets based on the belief that they hold the promise for improved community, environmental, and economic performance compared to conventional street-use approaches. The development and implementation of shared-use streets is still in the early stages. Having streets that are shared by pedestrians, bicycles, and vehicles is not a new concept. However, prioritizing non-motorized modes and the community function of the street is not yet established practice. Part of the implementation of shared-use streets should be an ongoing process of assessment and refinement. Questions such as the following should be asked on a periodic basis. Are the streets more or less safe? Are more or fewer people walking? What are the community reactions? As Langley implements shared-use streets it is hoped that the success of shared space projects in Europe can be replicated in this American setting and that lessons from Langley can serve as a model for other American communities.

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Memo

CITY OF ASHLAND

Date: August 18, 2015
From: Scott A. Fleury
To: Transportation Commission
RE: Mountain Ave. Signal Timing

BACKGROUND:
This is a follow up regarding numerous complaints regarding the signal timing at the intersection of Mountain Ave. and Siskiyou Blvd. The complaints stem from the wait time associated with crossing Siskiyou Blvd.

Staff spoke with ODOT regarding the intersections and the ability to reduce wait times. The signal is coordinated with the Beach/Morse and Sherman intersection with Siskiyou. The coordination allows for platooning of traffic down Siskiyou Blvd.

ODOT offered five options for improvement:

1. We could remove the signal coordination. If we remove the coordination then the signals will be demand actuated and the delay for the side street should decrease significantly. The mainline will occur more frequent stops and more delay though. The total mainline volume is about 1695 vehicles during peak hour and about 270 side street vehicles during peak hour. I could do this easily and there would be no cost associated with this change. There could still be extended delays dependent on the pedestrian traffic.
2. The city could purchase three new 2070 controllers with modems. This would allow me to do some advanced coordination features and reduce the delay on the sides street. There would not be much effect on the mainline. This would cost about 8,000 dollars. There could still be extended delays dependent on the pedestrian traffic.
3. The city could do a crosswalk treatment similar to Siskiyou at Wightman. This would allow me to reduce the total cycle length for the intersection and reduce side street delay. I am not sure of the cost of this option but it would significantly reduce the delay.
4. You could change the phasing of the side street from Split to permissive or protective/permissive. This would involve striping and signal head work. A new signal plan would have to be created. This would reduce the cycle length and reduce delay the greatest. It also will require the most money.
5. You could combine options 2,3, and 4 for the Cadillac gold star option

CONCLUSION:
The Director of Public Works has authorized the expenditure to purchase new 2070 controllers in order for ODOT to develop advance coordination and reduce delays. No action is required by the Transportation Commission. This item is for information only.

Transportation Commission

Action Summary

as of July 2015

Month Year	Item Description	Status	Date Complete
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, 2015 NO. OF ACCIDENTS: 22

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
2	14:09	Tue	Ashland St at E Main St	2	N	N	N	N	Y	Y	N	N	Dv2 pulled out from stop sign and was struck by v1. Dv2 cited for failure to yield to traffic control device. Passenger in v2 injured.
3	13:33	Wed	Walker Av near south of Iowa St	1	Y	N	Y	N	N	N	N	N	Dv1 struck pedestrian that ran out into street unexpectedly. Ped taken to hospital with minor injuries. Report only.
4	16:35	Thur	N Main St near Maple St	2	N	N	N	N	N	Y	N	N	V1 stopped in northbound lane at light, was rearended by dv2 who had "lost focus". No citation.
7	17:18	Sun	E Main St near Garfield St	2	N	N	N	N	N	Y	N	N	Dv1 stopped in traffic was rearended by v2. No citation.
8	14:36	Mon	Ashland St near I5, exit 14	2	N	N	N	N	Y	Y	N	N	Dv1 was stopped in traffic at a red light. Dv2 rearended v1 when the light changed. Dv2 was cited for following too close.
9	11:42	Tue	Bridge St at Siskiyou Blvd	2	N	N	N	N	N	Y	N	N	Dv1 stopped in the crosswalk at intersection, ped entered intersection so dv1 attempted to back up to provide room and backed into v2.
11	13:05	Thur	Normal Av near Ashland St	1	N	N	N	N	Y	Y	Y	N	Dv ran into building causing structural damage. Driver left scene but was later found and cited for hit and run.
12	19:45	Fri	Lithia Way at First St	2	N	N	N	N	Y	Y	N	N	Dv1 attempted to make a left turn from the right lane, not seeing v2. Dv1 struck v2, and was cited for careless driving.
12	21:50	Fri	Clay St near Faith Av	1	N	N	P	Y	Y	Y	Y	N	Dv failed to negotiate turn, slid off road and ran into utility infrastructure. Driver left scene but was later found and cited for DUI, Reckless driving and hit and run. Passenger was injured.

MOTOR VEHICLE CRASH SUMMARY

MONTH: JUNE, 2015 NO. OF ACCIDENTS: 22

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
17	16:45	Fri	Oxford St near Glendower	3	Y	N	Y	N	Y	Y	N	N	Dv backing out of driveway, shoe got stuck on the pedal and the vehicle accelerated backwards and into neighbors driveway. Dv struck 2 vehicles, and 2nd vehicle struck a pedestrian inside garage. Dv cited for no operator license and careless driving.
18	17:55	Thur	S Second St near Hargadine	2	N	N	N	N	N	N	N	N	Dv1 lightly bumped parked v2 while attempting to parallel park. V1 left scene believing there was no damage. Dv1 later found but owners of v2 did not want to pursue hit and run. No citation, no damage.
19	12:12	Fri	Winburn Wy near Nutley	2	N	N	N	N	N	Y	N	Y	Dv1 backed out of parking spot and ran directly into Police vehicle that was parked alongside curb across street. No citation.
20	15:27	Sat	N Main St near Laurel St	2	N	Y	N	N	Y	Y	N	N	Dv1 in right merge lane was behind a bicycle and travelling very slowly. Dv2 ran into v1 when v2 had to stop for bicyclist. Dv2 cited for following too closely.
20	18:13	Sat	Palmer St near Windsor	1	N	N	N	N	N	Y	N	N	Driver lost control of heavy work vehicle coming down a hill and slid into a house.
22	10:50	Mon	E Hersey St at Oak St	2	N	N	P	N	N	Y	N	N	v1 and v2 collided in intersection, and both drivers had conflicting stories. No citations.
25	16:23	Thur	300 block of Taylor, near Holly	2	N	N	N	Y	Y	Y	N	N	Dv1 was sideswiped by dv2 midblock. Dv2 was found to be DUII-meds and arrested. (inexact location)
26	10:00	Fri	E Main near N Main St	2	N	N	N	N	Y	Y	Y	Y	Dv1 struck V2 (a City owned veh) while backing out of a parking space. Dv1 left scene, but was later found and cited for hit and run and operating a vehicle without driving privileges.

MOTOR VEHICLE CRASH SUMMARY

MONTH: JUNE, 2015 NO. OF ACCIDENTS: 22

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
26	14:17	Fri	Granite St near Swim Reservoir	1	N	N	N	N	Y	Y	N	N	Dv1 lost control of vehicle and vehicle spun around, hit a tree and landed in Ashland Creek. No injuries. DV cited for Reckless Driving and Reckless Endangering.
27	12:48	Mon	Clay St at Ashland St	2	N	N	N	N	N	N	N	N	DV1, a beginning driver, pulled too far into traffic lane at stop sign. Started to back up out of traffic lane and crashed into the front of v2, causing minor damage. No citation, no injury.
28	23:07	Sun	Taylor St near Ashland St	1	N	N	N	Y	Y	Y	N	N	Dv1 backed out of driveway and into fence of neighboring property. Driver was found to be intoxicated. Cited DUII, Reckless Driving, Driving while suspended.
29	15:51	Mon	Siskiyou Blvd at Tolman Creek Rd	2	N	N	P	N	Y	Y	N	N	Dv2 inbound on Siskiyou was struck by v1 northbound on Tolman Creek Rd. Dv1 cited for failure to obey traffic control device
30	08:00	Tue	Normal Av near Siskiyou Blvd	3	N	N	N	N	N	Y	N	N	Dv1 struck 2 parked cars on side of road. Dv1 contacted owners, but did not contact police. No further information.

MOTOR VEHICLE CRASH SUMMARY

MONTH: JULY, 2015 NO. OF ACCIDENTS: 17

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
1	10:31	Wed	E Main St at Crocker St	2	N	N	N	N	N	Y	N	N	Dv1 outbound on E Main St struck v2 which was making a left turn off of Crocker St. Dv1 cited for not have an operators license.
1	14:00	Wed	Siskiyou Bl at Indiana St	2	N	N	N	Y	Y	Y	N	N	DV2 rearended v1. Driver was found to be intoxicated and was cited for felony DUII.
7	8:30	Tue	Park St. south of Siskiyou Blvd	2	N	N	N	N	Y	Y	Y	N	Dv2 hit parked v1 and left scene without making attempt to contact vehicle owner. Was later found and cited for hit and run.
7	09:07	Tue	Lithia Wy near Third St	2	Y	N	N	N	N	Y	N	N	ped in crosswalk; Dv1 was rearended by dv2 while stoppped for a pedestrian crossing the street. Dv2 was cited for following too close and driving uninsured.
8	15:20	Wed	W Hersey St at Laurel St	2	N	N	N	N	N	Y	N	N	Dv1 stopped at 4 way and continued through. Dv2 ran stop sign and struck v1 in intersection. No citation issued.
8	18:15	Wed	Winburn Wy near Nutley St	2	N	N	N	N	N	N	N	N	Dv1 was backing out from a parking stall and was struck by v2 which was traveling along the street. No citation, non-reportable.
8	UNK	Wed	Pioneer St near B St	2	N	N	U	U	N	U	Y	N	V1 was struck while parked along street. No suspects or leads.
9	13:25	Thr	Siskiyou Bl at Wightman	2	N	N	N	N	N	Y	N	N	Dv1 stopped in traffic, v2 rearended v1. Dv2 warned for following too close, no cites.
10	19:48	Fri	N Main St near Maple St	2	N	N	N	N	Y	Y	N	N	Dv1 traveling outbound noticed v2 following too close and tapped the brake with no response from dv2. Dv1 did it a second time and dv2 rearended v1. Dv2 cited for following too close.

MOTOR VEHICLE CRASH SUMMARY

MONTH: JULY, 2015 NO. OF ACCIDENTS: 17

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
10	09:31	Fri	N Main St near Maple St	3	N	N	N	N	N	Y	N	N	Dv1 accelerated into a turn from a stop crashing into v2, pushing v2 into v3. Report only.
11	11:38	Sat	Tolman Creek Rd near E Main St	1	N	Y	Y	N	N	N	N	N	Dv1 was struck by young bicyclist who was traveling downhill against traffic. Bicyclist sustained minor injuries and was transported. No citation.
13	04:42	Mon	Iowa St near Avery	2	N	N	N	N	N	Y	N	N	Dv1 swerved to avoid a cat crossing the street and ran into a parked car. No citation.
15	10:25	Wed	Orange St near N Laurel	2	N	N	N	N	Y	Y	N	N	Dv2 backed in parked v1 while navigating an offset turn. Dv2 was cited for driving uninsured.
15	17:08	Wed	Siskiyou Blvd near Bridge St	2	N	N	N	N	N	Y	N	N	Dv1 stopped in traffic was rearended by v2. no citations, information exchange only.
24	14:30	Fri	N Main St near Helman St	2	N	N	N	N	N	N	N	N	V1 started to move forward as a light turned green, then abruptly stopped for peds. V2 rearended v1. Dv1 was warned for impeding traffic, dv2 warned for following too close.
29	10:52	Wed	Eighth St near C St	1	N	Y	P	N	N	N	N	N	Bicyclist claims that dv1 opened car door causing him to fall over. Dv1 and a witness claim that the driver opened door to offer assistance to cyclist after fall.
30	05:00	Thr	Water St near Van Ness Av	2	N	N	N	Y	Y	Y	N	N	Dv1 ran into v2 parked on side of street. Arrested for DUII and Reckless driving.

Making an Impact

July 2015 - Volume 2, Issue 10

For Teens, these are the '100 Deadliest Days'

Written by Saundra Sorenson;
Reprinted with permission from Pamplin Media Group

There's a reason why AAA and other organizations have dubbed the period between Memorial Day and Labor Day the "100 Deadliest Days."

In Oregon, 16.5% of all crashes involved a driver age 15-20 in 2013, the latest year for which data is available. And nearly two-thirds of people injured or killed in a crash involving a teen driver are people other than the teen behind the wheel, according to a new report released by the AAA Foundation for Traffic Safety (FTS).

Those statistics hit particularly close to home in June 2014, when West Linn teenagers Hayden Soyk, 18, and Maddi Higgens, 17, died after Soyk's vehicle struck a power pole.

"Teen crash rates are higher than any other age group, and this data confirms that the impact of their crashes extend well beyond the teen who is behind the wheel," says Peter Kissinger, president and CEO of the AAA FTS.

Fatal crashes involving teens aren't confined to the summer, of course. Oregon City HS senior Madison West, 18, was killed in February when her sedan crossed into the incoming lane and collided head-on with an SUV.

And just 1 day later, West Linn High students Cooper Hill, 17, and Antonio Caballero, 16, were killed when the Honda Accord they were

Continued on Page 2

TSC Highlight: Milwaukie

This month we share our interview with Mary Weaver from ***Milwaukie Public Safety Advisory Committee (MPSAC).*** Mary has been a part of the MPSAC for 14 years.

Q: How did you get involved?

MW: Renting and then buying a house in the area.

MPSAC was instrumental in the PD's acquisition of a canine program.

Q: What are some of UCSCC's achievements?

MW: Working with neighborhoods to recommend to the city various safety improvements, many of which were implemented. These involved safer access to schools and parks, better marked pedestrian crossings and pathways.

Q: What are some of the lessons you have learned?

MW: People who live in a neighborhood know their safety needs better than outside consultants who do not always even visit the sites. Expensive projects can sometimes have lower costs if combined with some other maintenance work at the same time, at the same site. There is a lot we couldn't afford to do but which was worthwhile and should still be done when possible.

Q: What can you share with others looking to make a community safer?

MW: Collect accurate data! Some of the anecdotal complaints of speeding, heavy traffic, etc., did not pan out when measured with proper equipment, but other sites came to our attention when examined more closely.

Save the Date and Join Us for the

2015 Transportation Safety Conference

Embassy Suites – Washington Square
9000 SW Washington Square Road in Tigard, OR

Tentative Schedule:

Monday, October 19th

Morning – Grantee Workshop

Lunch – General Session

Afternoon – Breakout Sessions

Tuesday, October 20th:

Morning – Breakout Sessions

Lunch – General Session

The conference will end on Tuesday, following the closing lunch session.

Please plan to participate! We would love to have you join us!

Transportation Safety
Oregon Department of Transportation
The Way to Go.

**Reservations can be made by calling 503-644-4000 and requesting the Oregon Department of Transportation block. The cut-off date for this reservation block is August 8, 2015. The block room rate is $114 plus tax, per diem for this area.*

More Details to Follow!

'100 Deadliest Days'

Continued from Page 1

passengers in was rear-ended by a Jeep. The driver of the Accord was forced to brake when a car in front of him stopped suddenly.

Treat says a majority of the crashes involving teen drivers are the result of distracted and inexperienced driving, a theory confirmed by government statistics and borne out by the realities of the season. Teens' schedules are more open, their curfews extended. For many, summer can feel like a 3-month weekend.

According to ODOT, in 2012, drivers 20 years old and younger are involved in nearly twice as many fatal and injury crashes as the rest of the population.

"I would say a number of our crashes within the city involve a teen at fault," Treat says. "We had 204 actual crashes last year — be it pedestrian, bicycle, motor vehicle — and 166 hit-and-runs, for a total of 370. A fair number of them did have a teenage driver involved.

"A lot of the crashes we see with teens involve a failure to stop. There is distraction or (excess) speed, and they drive into the back of the car," Treat adds. "What we've seen specific to teen drivers is that they are either going through stop signs, red lights or making U-turns in the middle of the road, or not looking both ways."

"Driving inexperience, coupled with distractions such as the presence of teen passengers and cell phone use, is a scenario that can greatly increase the risk of a deadly car crash," says Patty McMillan, Safe Communities program coordinator for Clackamas County "Safe driving is a skill acquired over time."

Scientific research backs up that idea, McMillan says. New studies indicate that the part of the brain that manages the body's motor skills, emotional maturity and aversion to taking risks is not fully developed until age 25.

"Due to this fact," she says, "teens are particularly vulnerable for engaging in risky behaviors, such as impaired driving, distracted driving and speeding. And they fail to recognize the dangers compared to older drivers."

So what can parents do?

McMillan suggests that parents set rules about driving, and that they monitor their teen's driving behavior, perhaps through a parent/teen driving agreement that emphasizes responsibility during unsupervised driving time.

Driver's education is also essential, McMillan says: Teens who have gone through a program are involved in 4.3% fewer crashes than those who don't.

Last month, Oregon Impact launched a new campaign — called "City of Angel5 — Long Live the Legacy of Five" in honor of Higgins, Hill, Soyk, Caballero and West — that will target student drivers to make them aware of the possible consequences of speeding and driving impaired or distracted.

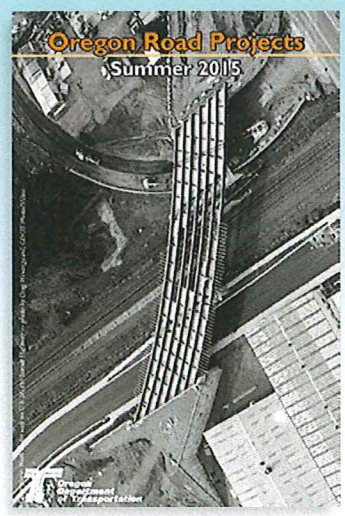
Organizers will distribute T-shirts emblazoned with the hashtag "#driveforfive." They also plan to send toolkits containing videos, posters and other materials to every middle and high school in the state by the start of next school year. Read the full article **here.**

Be Safe in the Work Zone: Summer Construction Maps

With several projects scheduled for this construction season, Oregon highways will be busy with work this summer. Know before you go!

Projects on the ***construction map*** are listed by highway type and route number. Information is subject to change.

Please use caution when driving through work zones. You may encounter traffic restrictions, lane closures, detours and delays.



Watch for signs, flaggers and pilot cars to guide you through construction zones. Above all, please drive carefully!

Construction maps are available at ODOT offices, DMV field offices, ports of entry and many travel-related businesses.

Oregon Impact

Janelle Lawrence
Executive Director

Contact Us

Subscribe Donate amazon smile

Transportation Safety
Oregon Department of Transportation
The Way To Go.

Funded through a grant from ODOT Transportation Safety Division

RV Travel Safety Tips: Has Your RV been Weighed Properly?

RVing is a popular way to travel in summer. A successful and safe RV trip requires preparation and planning, including maintaining a proper weight limit. The following tips can help RV drivers ensure a safe trip.

Learn How to Drive the RV You Plan to Use: If vacationing in an RV for the first time, practice first. If you don't own your RV, rent one for a day.

Driving a motor home, or pulling an RV, has more in common with driving a big-rig truck. Keeping the RV between the lines, accelerating, braking, using only mirrors to see what's behind you, watching tires in motion, and passing vehicles just top the list of maneuvers that handle very differently.

Check Your Weight: The **RV Safety Education Foundation (RVSEF)** states that, "After weighing more than 35,000 RVs during an eighteen-year span, we can tell you with confidence that a significant number of RVers are traveling down the road on overloaded or under-inflated tires that could fail at any time, with potentially catastrophic results."

~Sources: About.com, Geico.com and RVSafety.com

Proper loading and weighing measures are crucial to driving safely in an RV.

Read the many tips and important safety factors to be considered when loading and weighing an RV properly, including determining tire weight limits, accurately interpreting load/inflation charts, and the importance of individual wheel-position weighing, at the RVSEF website: ***www.rvsafety.com***

Realize Your Size: Many road mishaps occur because of an RV's additional size and weight. For instance, operators accidentally drive under an overpass without enough clearance because they forget about the additional height. Know your RV's height and keep it handy. Also know the clearances of the bridges and tunnels along your route. A road atlas for RVers or semi drivers can help.

Maintenance is Important: Make a pre-trip checklist and do an inspection every time you get behind the wheel.

Check Weather, Road Conditions, Construction and Closures: Save time by checking ahead of time.

Occupant Protection: Both drivers and passengers should be belted in. Be sure to accommodate all passengers and, if needed, drive along with a second vehicle so that everyone can ride in a safety belt.

Take care to properly secure items. Unrestrained passengers as well as luggage are hazards that can collide in a crash.

In Oregon, RV's are held to the same Child Occupant Protection laws as in regular vehicles. Car seats should never be installed in vehicle seats that do not face the front of the vehicle.

Most Common Causes of RV Crashes Include:

- **Fires** that occur from leaking LP gas (propane)
- **Tire blowouts** - overloading, under inflated or old tires
- **RV awnings and steps** - RV outside steps not put away before traveling and not storing awning properly during travel and questionable weather
- **Clearance and height driving mistakes** - RVs hitting bridges and gas station overhangs
- **Overloading** - uneven weight can cause restricted braking and steering
- **Slide-Out** - making sure that the slide-outs are retracted before driving away

Pests, bugs, rodent infestations - when stored, rodents are known for chewing wires and lines.

TREC Events: Transportation Safety Workshops

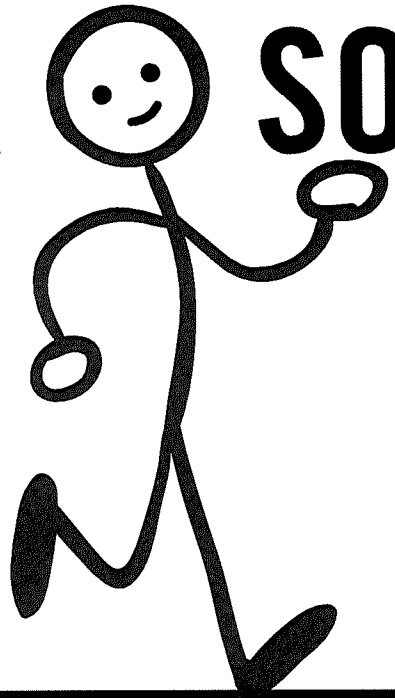
trec.pdx.edu/events

Topic	Date	Time	More Info
Webinar: Four Types of Cyclists: A National Look	Aug 11	10 am	*Register*
Event: Transportation and Communities Summit	Sept 15	All day	*More Info*

More workshops on ODOT T2 Center Training Calendar: *http://www.oregon.gov/ODOT/TD/TP_T2/Pages/Calendar.aspx*

Common Sense Tip **FOR PEDESTRIANS**

WALK SOBER, LIVE LONGER.



A lot can happen out there that requires quick reaction time, so keep a clear head when you're on foot. And walk on!

Walk Safely. *The Way to Go.* Transportation Safety — ODOT

Car Seat Check-Up Events and Fitting Stations

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

Date	City	Location	Address	Time
7/11	Beaverton	Beaverton Police	4755 SW Griffith Dr	9 am - 12 pm
7/11	Hillsboro	Tuality Health Edu Ctr	334 SE 8th Ave	9 am - 11:30 am
7/14	Coos Bay	Coos Bay Fire	450 Elrod Ave	11 am - 1 pm
7/15	Redmond	Redmond Fire	341 Dogwood Ave	2 pm - 4 pm
7/18	Vancouver	Peace Health SW Med Ctr*	NE 92nd St Entrance	8:45 am - 2 pm
7/18	Beaverton	Kuni Collision Ctr	3725 SW Cedar Hills Blvd	9 am - 12 pm
7/22	Bend	Bend Fire	1212 SW Simpson	10 am - 1 pm
7/29	Forest Grove	Forest Grove Fire	1919 Ash St	3 pm - 5 pm
7/30	Eugene	Eugene Fire	1725 W 2nd Ave	4 pm - 6 pm

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

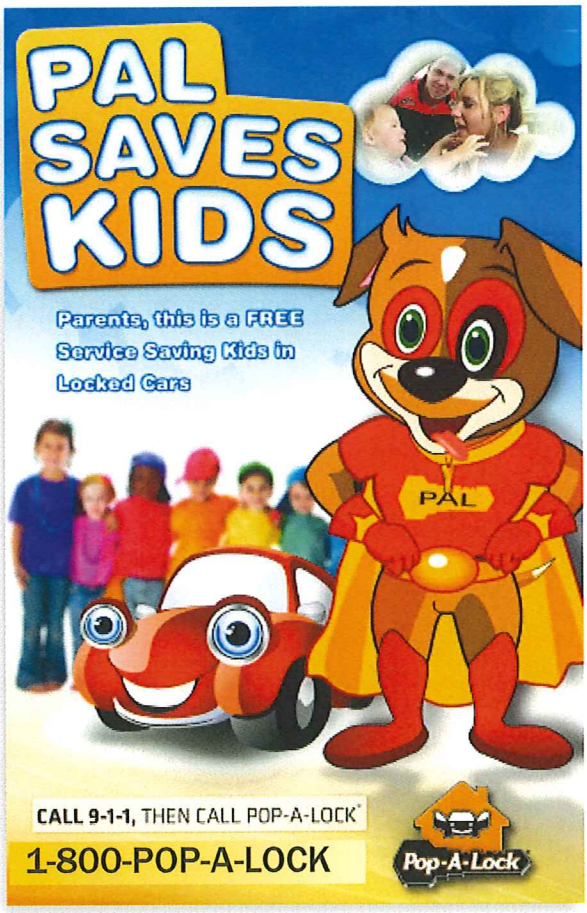
P-A-L Saves Kids. Call 9-1-1. Then Call Pop-A-Lock.

Imagine locking your child in a vehicle...what would you do?

There is a safe and fast solution: In the event a child is locked into a vehicle, first call 9-1-1 and then call your local Pop-A-Lock. The nearest Pop-A-Lock employee will promptly arrive to unlock your car door free of charge. All emergency situtations are the highest priority, so you can count on Pop-A-Lock to be there when you need them most. "PAL" saves kids is a quick response service supported by an advanced dispatching system allowing PAL technians to respond immediately to your call. With thousands of children saved to date, the safety of our children will remain a top priority.

Pop-A-Lock has already rescued hundreds of thousands of children through this free community service and they routinely rescue hundreds more each day with their ongoing community commitment.

PAL saves kids has become a vital assistance to communities, EMS, police and fire departments nationwide. The service is offered in many states, and Canada. In Oregon, it is currently available in the Portland and Eugene areas.



Pass Safely PSA

ODOT Transportation Safety Division has just released a 30 second television PSA, created by Gard Communications and KATU (ABC) which highlights the Oregon Safe Passing Law.

It reminds drivers when passing bicyclists to allow at least 3 feet to avoid contact with the rider. Where speeds are more than 35 mph, leave enough space to avoid contact if the rider should fall. Drivers may have to enter the oncoming lane when it's safe and legal to do so.

Watch the ***PSA here.***

40+ Sources of Funding for Walk + Bike Improvements

As communities look to build safe networks for people to walk and bike, funding is a central question.

The Oregon Transportation and Growth Management program has compiled a ***resource page*** listing over 40 possible sources of local, state, federal and private funding for such projects, with links to much more information. The resource is also available as an eight-page ***PDF***.

The Day of the Tournament

Check-in 11:30am
Lunch.....11:30am
Report to Cart..... 1:15pm
Tournament Start ... 1:30pm
Awards Banquet..... 6:00pm

Oregon Impact

SUPPORT THE CAUSE. SAVE A LIFE.

Impaired driving is not just about alcohol but drugs, medications, texting and driving. Our organization conducts education and awareness programs in schools and community to heighten understanding of the issue and encourage safe decisions when getting behind the wheel. Through frequency and visibility, our programs intend to shape values that lead to making good choices.

For more information contact:
Janelle Lawrence
503.303.4954 x102
janelle@oregonimpact.org

All proceeds fund Oregon Impact Programs

Stone Creek Golf Club

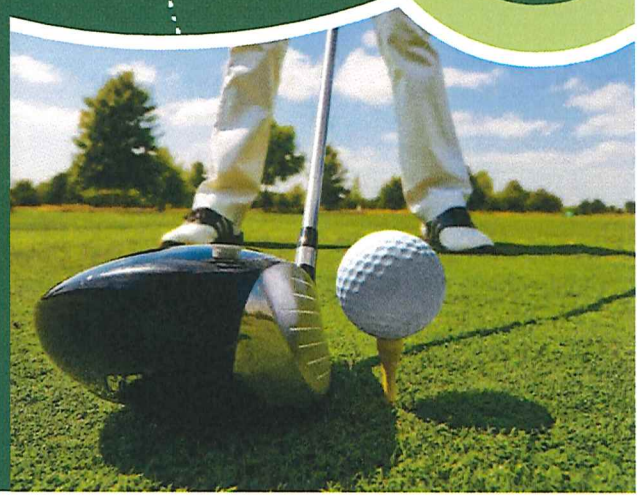
Stone Creek Golf Club is a Peter Jacobsen/Jim Hardy designed course. It is scenically designed & offers spectacular views of Mt. Hood. The course is laid out over 120 acres of land.

Oregon Impact
PO Box 220010
Milwaukie OR 97269

ANNUAL Oregon Impact GOLF TOURNAMENT

Stone Creek Golf Club
Wednesday, July 22nd, 2015

MAKE THE HOLE. MAKE A DIFFERENCE.



Presenting Sponsors

GENERAL DISTRIBUTORS, INC.
OREGON CITY, OREGON

COMCAST BUSINESS

Register at www.oregonimpact.org
Entry Deadline 07/17/2015
Fee $125 per player $400 per foursome

Sign up Today!

Wednesday, July 22nd

Tournament INFORMATION

Time and Place

Stone Creek Golf Club
14603 South Stoneridge Drive
Oregon City OR 97045

11:30 am for registration and lunch

Amenities

- Driving Range
- Top Team Awards
- Special Course Events
- Putting & Chipping Contests
- Hole-in-One Contest
- Box Lunch & Course Refreshments
- Silent Auction & Raffle
- Awards and Steak Dinner

JOIN US FOR A GREAT DAY OF GOLF. HELP SUPPORT OREGON IMPACT.

REGISTRATION FORM

YES! I WANT TO PARTICIPATE

TEAM CAPTAIN

COMPANY

ADDRESS

CITY/STATE

EMAIL

PHONE

PLAYER #1

PLAYER #2

PLAYER #3

PLAYER #4

PAYMENT

◯ Contest Sponsor $500	◯ Foursome $400
◯ Tee & Foursome $500	◯ Individual $125
◯ Tee Sponsor $200	◯ Banquet $25
◯ Call Me! I can help.	◯ Donation _____

TOTAL

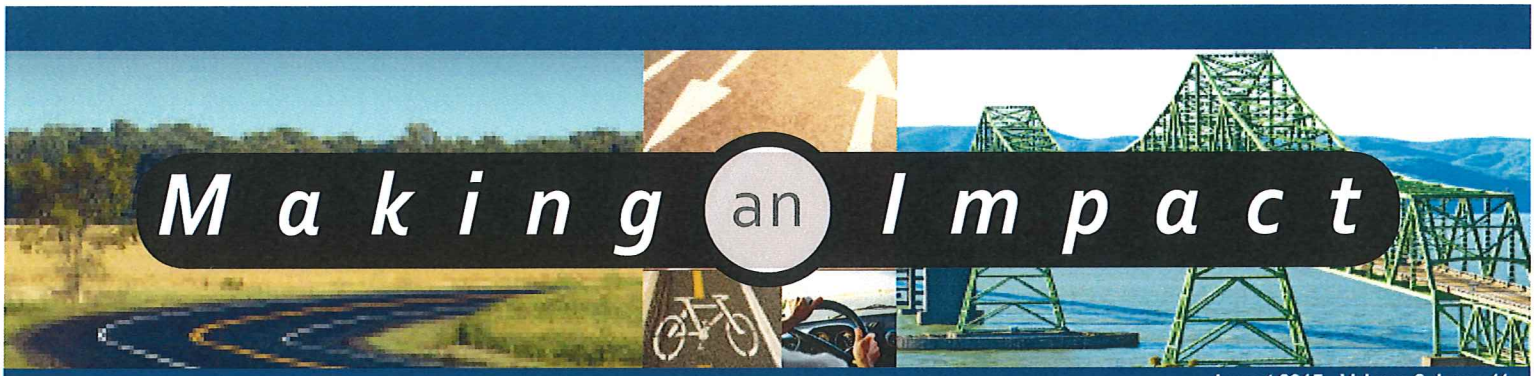
◯ VISA ◯ MASTERCARD ◯ AMEX ◯ DISCOVER

CC#

EXP. DATE SECURITY CODE

SIGNATURE

Please make sure the billing address for your credit card is listed above.



Making an Impact

August 2015 - Volume 2, Issue 11

"Mary Jane" On The Road

With Oregon's Marijuana laws relaxed, awareness about drugged driving has never been more critical. According to the AAA Foundation "Leading drugs found in impaired drivers in 2014 were Cannabis (37%), Depressants (32%) and Narcotics (27%)."

Combining drugs, and mixing Marijuana with alcohol while driving has always been a risky behavior. With the increasingly widespread availability of Marijuana edibles and THC-infused food and drink products, it is now dangerously easier than ever to take the buzz out on the road, and even to partake while driving.

In a study of 1,882 motor vehicle deaths, USDOT found an increased accident risk of 0.7 for cannabis use, 7.4 for alcohol use, and 8.4 for cannabis and alcohol use *combined.*

One issue is that many are under the false impression that Marijuana actually *improves* their driving. What these folks don't understand is that they don't always realize when their own judgement is impaired.

Fact: Marijuana is more potent than it used to be. In the 70's, THC potency in marijuana was approximately 1-3%. In recent years, samples tested from law enforcement seizures have ranged from 12-37% THC - an increase of 300-800%. Marijuana edibles are often marketed to contain even higher levels of THC.

It only takes seconds to feel the effects of smoking marijuana, but it takes an hour or more to feel the effects of eating it. This is why people often end up eating more when they don't "feel high". Smoking marijuana delivers about 5mg of THC in one puff. If you ate 10 gummy bears, and each one is 10mg of THC, it would be like smoking 20 hits of marijuana at one time.

What can you do? Educate yourself about the impact of Marijuana on impaired driving. Offer to be a designated driver, or appoint a designated driver to take all car keys. Keep local cab phone numbers on hand. If you find yourself substance-impaired and unable to drive, call for a ride. Avoid driving to parties where drugs and alcohol are present. Discuss the risks of drugged driving with others.

Promote Work Zone Safety

- Work zone crashes are often more severe than other types of crashes.
- Most work zone crashes are caused by drivers not paying attention.

- Speeding - or driving too fast for conditions - is the second leading cause of work zone crashes.
- More than 40% of work zone crashes happen in the transition zone prior to the work area.
- Drivers and passengers are more likely to be injured or killed than on-site workers.
- Fines in work zones are double 24/7 whether workers are present or not.

Help promote safe driving awareness in your community. Download ODOT-TSD's Work Zone Infographic and Fact Sheet ***here.*** You can also find more information and educational materials on Work Zone safety ***on this page.***

Join Us for the

2015 Transportation Safety Conference

Embassy Suites – Washington Square
9000 SW Washington Square Road in Tigard, OR

Monday, October 19th

Lunch – General Session

Afternoon – Breakout Sessions

Tuesday, October 20th

Morning – Breakout Sessions

Lunch – General Session

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Please plan to participate! We would love to have you join us!

Transportation Safety
Oregon Department of Transportation
The Way to Go.

**Reservations can be made by calling 503-644-4000 and requesting the Oregon Department of Transportation block. The cut-off date for this reservation block is Sept. 18th. The block room rate is $114 plus tax, per diem for this area.*

Click here to Register

How Aging Affects Driving

Most older adults drive safely because they have a lot of experience behind the wheel. But when they are involved in crashes, they are often hurt more seriously than younger drivers. Age-related declines in vision, hearing, and other abilities, as well as certain health conditions and medications, can affect driving skills.

The risk of crashes rises with age, especially after age 75. Older drivers are less likely to be involved in crashes related to alcohol use, speeding, and driving at night.

Common Mistakes of Older Drivers Include:

- Failing to yield the right-of-way.
- Failing to stay in lane.
- Misjudging the time or distance needed to turn in front of traffic.
- Failing to stop completely at a stop sign speeding or driving too slowly.

Fortunately, the rate of crashes among adults 65 and over has decreased in recent years. Research suggests that this decline is due to a

number of factors, including older adults' better health, safer cars, and safer roads. In addition, older drivers' ability to "police" themselves — like not driving at night – and stricter state laws for renewal of driver's licenses may help.

Older adults can take several steps to stay safe on the road, including:

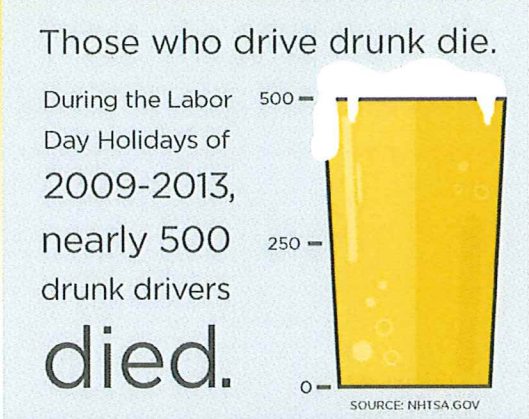
- Exercising regularly to increase strength and flexibility.
- Asking your doctor or pharmacist to review medicines–both prescription and over-the counter–to reduce side effects and interactions.
- Having eyes checked by an eye doctor at least once a year. Wear glasses and corrective lenses as required.
- Driving during daylight and in good weather.
- Finding the safest route with well-lit streets, intersections with left turn arrows, and easy parking.
- Planning your route before you drive.
- Leaving a large following distance behind the car in front of you.
- Avoiding distractions in your car, such as listening to a loud radio, talking on your cell phone, texting, and eating.
- Considering potential alternatives to driving, such as riding with a friend or using public transit, that you can use to get around.

Learn more by ***clicking here.***

Labor Day Enforcement Campaign Materials

One of the deadliest and most often committed - yet preventable - of crimes, has become a serious safety epidemic in our country. The 2015 national drunk driving enforcement crackdown, *"Drive Sober or Get Pulled Over"*, goes into effect across the country, August 19 - September 7.

As law enforcement professionals and highway safety advocates, your efforts will help reduce the number of drunk drivers on the roads and save lives. By increasing State enforcement efforts, raising public awareness through paid, earned, and social media, and maximizing your local resources, you can make a marked difference in our national campaign to save more lives on our roadways. Get your ***materials here.***



Oregon Impact

Janelle Lawrence
Executive Director

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Funded through a grant from ODOT Transportation Safety Division

Safety Belt Overtime Grant Applications Open

Applications for Safety Belt Overtime Enforcement funding are now available online for local Police Departments wishing to participate in ODOT's grant program during the October 1, 2015 through September 30, 2016 grant year.

Pre-applications and instructions are available online at ***ODOT TSD's Occupant Protection Page.*** Completed pre-applications must be mailed or submitted electronically by August 31st. In either case, they must be signed and include agency contact information.

Starting this year, overtime will be reimbursed at actual officer hourly rates.

The work required under these grants is the same as in past years except that pre- and post-blitz 100-car surveys of belt use have been discontinued.

Applicants should list their most recent 100-car use rate where requested on the application, or use the form for that purpose on the webpage to record a current rate.

In addition to the Pre-Application for Safety Belt Overtime, applicants may review the 2016 Schedule of Events, Overtime Policies, Officer Report Form, and Summary Report Form located on the ***webpage.***

For questions regarding the grant application or grant process, contact ***Carla Levinski*** (503) 986-4199 or ***Kelly Mason, TSD Grants Coordinator*** (503) 986-4202.

Be Ahead of the Game

Did you know that July is Vehicle Theft Prevention Month? Or that April is National Distracted Driving Awareness Month? Get all of 2016's safety campaign dates in NHTSA's recently released Communications Calendar for 2016.

The calendar lists annual safety campaigns - including safety months and weeks, and enforcement periods for each month of the coming year.

Could your community use catchy, prepared Social Media messages and other awareness materials? Download free campaign materials at NHTSA's ***Traffic Safety Marketing*** website year round.

Keep Up with Oregon Impact

Make it easy to get updates on what Oregon Impact has been up to, as well as NHTSA's annual campaign messaging, and other innovative safety campaign messages, infographics, and safety facts that you can repost to your community? Just join us on Facebook and Twitter!

Find us at:

twitter.com/oregonimpact

www.facebook.com/OregonImpact

See you there!

TREC Events: Transportation Safety Workshops

trec.pdx.edu/events

Topic	Date	Time	More Info
Event: **Transportation and Communities Summit**	**Sept 15**	**All day**	***More Info***

Car Seat Check-Up Events and Fitting Stations

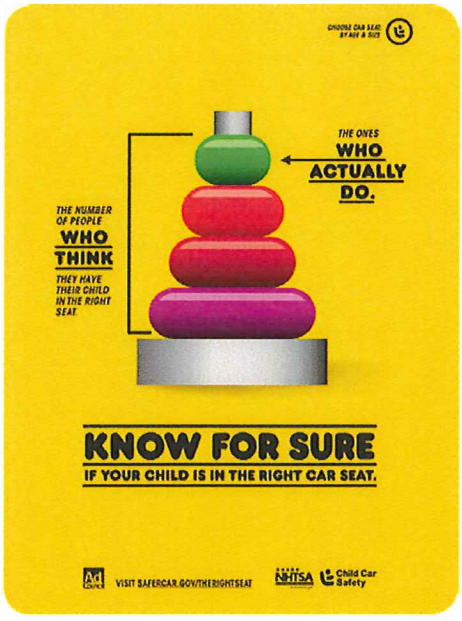
For all event listings, appointment options, best practice information, and other resources, visit http://oregonimpact.org/car-seat-resources/

Date	City	Location	Address	Time
8/15	Vancouver	Peace Health SW Med Ctr*	NE 92nd St Entrance	8:45 am - 2 pm
8/15	Beaverton	Kuni Collision Ctr	3725 SW Cedar Hills	9 am - 12 pm
8/18	Corvallis	Corvallis Fire	400 NW Harrison St	8 am - 11 am
8/20	Redmond	Redmond Fire	341 Dogwood Ave	2 pm - 4 pm
8/22	Portland	Gateway Kohl's	10010 NE Halsey St	9 am - 11:30 am
8/22	Salem	Salem Hospital	Corner of Mission/Capitol	12:30 pm - 2 pm
8/26	Bend	Bend Fire	1212 SW Simpson	10 am - 1 pm
8/26	Forest Grove	Forest Grove Fire	1919 Ash St	3 pm - 5 pm
8/27	Eugene	Eugene Fire	1725 W 2nd Ave	4 pm - 6 pm

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

Child Passenger Safety Week is September 13 - 19

Road injuries are the leading cause of preventable deaths and injuries to children in the United States. Correctly used child safety seats can reduce the risk of death by as much as 71%.



The goal of National CPS Week is to make sure all parents and caregivers are properly securing their children (ages 0-12) in the best car restraint for their age and size.

Did You Know?

- In Oregon, between 2010 – 2013 for children ages 0 – 14 years old, there were 17 children killed and 161 children hospitalized from motor vehicle occupant crashes.

How Can You Help?

- Encourage families to attend a local car seat check-up event. It is free, and knowing all of their children are riding safely is worth the effort.
- Share the link to the Child Safety Seat Resource Center calendar of events: *http://oregonimpact.org/car-seat-resources/*
- Download educational flyers to distribute in your area.
- Donate to Oregon Impact's Child Safety Seat Resource Center to support their important services.
- Add a link on your website to *www.childsafetyseat.org*
- Use Traffic Safety Marketing's Toolkit for information and ideas on how to generate awareness about child car safety in your community during Child Passenger Safety Week, National Seat Check Saturday, and throughout the year.

Register Your School for Walk to School Day - October 7

International **Walk to School Day** is a global event that involves communities from more than 40 countries walking and biking to school on the same day.

Walk and Bike to School Day events can be simple or elaborate. For example, one event organizer might choose to set a date for the event, publish it in the school newsletter, and conduct the day without a lot of splash. Another event might invite local media, holding a parade, serving breakfast to participants and wrapping up with a school assembly on bicycle and pedestrian safety. Some communities start simple and build efforts in subsequent years. Do what works for the school and community.

Learn more about event planning, resources, and how to register your event. Save the Date: *Bike* to School Day 2016 is scheduled for May 4th.

BECOME A
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Oregon needs more ODOT-approved Driver Ed instructors.
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BE THE HERO Motor vehicle crashes are the #1 cause of death for teens. But **YOU CAN HELP** by teaching them safe driving habits!

EARN EXTRA MOOLA You can get fully trained and ready for hire in as little as **NINE WEEKS!**

MAKE A REAL DIFFERENCE More safe drivers means **SAFER ROADS** for everyone!

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Drive Safely. *The Way to Go.* Transportation Safety – ODOT