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
September 28, 2017
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: August 23, 2017

IV. **PUBLIC FORUM**

V. **NEW BUSINESS**
- A. ODOT Region 3 Active Transportation Presentation (20 min.)
  - ➢ Jenna Marmon Active Transportation Coordinator will present to TC
- B. 475 E. Nevada Zoning Change/Comprehensive Plan Change (20 min.)
  - ➢ Rogue Planning to present information before Commission
- C. Transportation Commission Goal Setting Development
  - ➢ Discuss goal setting specifics (10 min.)
- D. Traffic Calming Program Development (30 min.)
  - ➢ Discuss development of a traffic calming program (examples provided)

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

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

VII. **FOLLOW UP ITEMS**
- A. Transportation System Plan Update-Selection Process
  - ➢ Staff to issue transit specific feasibility study
  - ➢ Staff to reissue TSP update at a future date
- B. 25 Gresham Parking Permit
- C. Zagster Bike Share Program

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

IX. **COMMISSION OPEN DISCUSSION**

X. **FUTURE AGENDA TOPICS**
- A. High and Church St. 4-way stop hearing
- B. Parking Permit Policy
- C. Crosswalk Policy

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

Next Meeting Date: October 26th, 2017 Meeting

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

CITY OF
ASHLAND

Transportation Commission

Contact List as of September 2017

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

ASHLAND TRANSPORTATION COMMISSION
MINUTES
August 23, 2017

These minutes are pending approval by this Commission

CALL TO ORDER:
Graf called the meeting to order at 4:02 p.m.

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

ANNOUNCEMENTS
None

CONSENT AGENDA
Approval of Minutes: July 20, 2017

Commissioners Newberry/Young m/s to approve minutes as amended.
All ayes. Minutes approved.

PUBLIC FORUM
Joanna Foster 915 Bellview Ave. #1
Read from attached document.

Gabriel Lipper – 923 Bellview Ave. #1
Gabriel said the 2013 study on Bellview was due to complaints about speed. He has lost 3 different cats on this street. Since the last study he has had a child and there are more children living on the street. He said that most of the neighborhood supports installing speed bumps. Gabriel said that Tolman Creek Rd. was the intended route for the neighborhoods main traffic flow, but traffic is actually routing down Bellview. There is a long straight away on Bellview toward Siskiyou where there is an issue with speeding. He thinks where the speed study is happening is where people are slowing for the stop and where the alleys are merging onto Bellview. Gabriel thinks speed bumps would be awesome.

Louise Shawcat -870 Cambridge
Louise asked for a follow up on the bicycle education program and the two grade schools that didn't want to participate. She inquired if we could work with Chamber of Commerce to advertise the Zagster bike program. She announced that Southern Oregon Climate Action Now is having a master climate protector course the Monday after Labor Day in Talent. Louise is also interested in having the commission follow up on the cars idling issue.

NEW BUSINESS
Planning Type III Roles and Responsibilities
Brandon Goldman, Senior Planner, explained Type I planning actions are administratively approved; Type II are approved by the Planning Commission, and Type III are approved by Council with recommendations from the planning and other directly related commissions. Goldman explained that the Normal Neighborhood Plan was an example of a Type III planning action that came before the Transportation Commission due to the planning of a new street system, identifying which streets would be arterials, and the establishment of a shared street type. Goldman

explained a privately initiated action such as annexation or rezoning are also examples of planning actions that would involve the transportation commission. Goldman added that the privately initiated actions have a pre-application process which is a way to address issues that may arise and to provide feedback to the applicant.

Newberry asked if the only way the planning actions come to this commission is to be put on the agenda or if there are any public involvement hearings. Goldman explained that public hearings are part of the Planning Commission and planning actions would come to the Transportation Commission as part of the pre application process.

Young remarked that with the Normal Neighborhood Plan the Transportation Commission was not involved early enough in the process and was not represented on the Ad Hoc Committee. Young stated that the entire process was a challenge.

Newberry asked how we could have a better communication between commissions because there are often shared and overlapping missions. Goldman mentioned that formal or informal liaisons attending other commission meetings might be helpful. Newberry used the visibility issues on Bellview as an example of where the commission could have made a recommendation. Newberry said she would have recommended bulb-outs on the sides of the alleys for better visibility. Newberry asked if they had been attending those meeting would they have been able to comment on those types of things. Goldman said in that particular situation probably not because the street was already in place and approved before the development was built. Goldman added the developer had met the requirement of automobile access, and they are developing their private parcel and public improvements like streets are not typically included in these types of plans. Goldman went on to say that vision clearance issues could be raised to the planning commission for consideration and that bulb-outs would be a street design issue. Faught said Public Works is in charge of the street standards and once they are in place then Planning must follow those guidelines. Newberry mentioned that she would like to see a traffic calming program created.

Young stated that we should be looking at holistic approach to planning that should require interconnection between commissions. Newberry remarked that Ashland is mostly built out and that each change that is made affects another area of town. Goldman said that for individual planning actions a balance must be struck between reviewing each of them and having clear criteria so that an applicant can fill out a proposal. Goldman added that we cannot change the standards after an application is submitted and we must look to the master plan and legislated decisions before applicants apply.

Young asked if there is a number of units for a development that sends a planning action to the Transportation Commission. Goldman explained that Type III planning actions are the only actions sent to the Transportation Commission. Goldman stated that a larger scale development would have recommendations from the Engineering and Public Works staff if a traffic analysis needs to be provided as part of the application.

Graf asked for clarification about the process for Type III planning actions. He asked if at the pre-application stage applicants are told to see the Transportation Commission and if they don't the application is rejected. Goldman stated the application would be incomplete and not approved. Graf asked about the process when the City decides to make changes. Goldman explained there is no pre-application if the City initiates the changes. Newberry summarized for clarification the ways Transportation Commission is engaged in the planning process is the Type III planning actions and changing standards. Goldman elaborated that Type III actions can be private or public and the private applications have an accelerated timeline which is why there is a pre-application process.

These minutes are pending approval by this Commission

TASK LIST

Discuss current action item list

Citizen requests for speed and volume analysis on Bellview

Fleury explained that a traffic study was done in 2013 and 2017 on Bellview in the same location. Fleury acknowledged that the locations of the studies may not be optimum for the highest speeds. Flurry said the studies showed the specific times of day people are speeding and the information was then sent to Officer MacLennan for enforcement. In addition the speed trailer has been put on Bellview. Fleury stated the studies showed that volume decreased from 2013 until now by over one hundred vehicles. Flurry told the commission there is a fifteen foot vision clearance requirement for the alleys and it should have been required for the developer to do curb striping, but that would also impact the limited parking. Fleury said we're now trying to fix an issue after the fact. He added that bump-outs would create vision clearance, but that would be a capital infrastructure cost. Fleury told the commission that we are currently collecting data from higher up the street on Bellview.

Fleury explained that speed bumps would not be installed in the right of way, but rather speed humps, tables, or cushions are design measures for traffic calming. Fleury mentioned the Albany, Oregon traffic calming program which requires neighborhoods to do outreach and be involved partners with the city. Fleury encouraged outreach to explain speed issues and impacts on neighborhoods.

Smith asked who would take financial responsibility for a traffic calming program. Fleury explained that it depended on the program and that Albany puts some on the financial responsibility on the neighborhood for data collection. If a neighborhood requests traffic calming they would be ranked according to a set criteria and then it would be budgeted.

Graf asked what would be the next step. Fleury said collecting the next set of data and then discuss developing a traffic calming program.

Hersey/Wimer Signal

Road diet will be presented to Council by staff in September.

Super Sharrows

Faught showed the commission different examples of the proposed sharrows from the Kittelson & Associates, Inc. report and said he will be recommending the solid green super sharrows in the middle lane to Council. Smith asked if there are any planned modifications for bike lanes to have green markings through intersections. Faught said this was something to look at in the future, but this current project was connecting the missing links in the bike lane. The report had also recommended installing a stop sign at Oak and E. Main and to change the speed limit through downtown. Faught explained that our traffic engineer does not agree with these recommendations, and he will not be recommending to them to Council. Graf mentioned that the report is recommending additional signage and Faught added that if this is adopted by Council we will make recommendations on what we would do. Fleury mentioned that the Kittleson report recommends public outreach education.

Vièville mentioned that trucks unloading in the bus stops continues to be an issue. Diamond parking needs to be contacted regarding this issue. Fleury mentioned to reach out to RVTD as well.

Nevada Bridge Extension Project

Faught told the commission that a new grant application needs to be submitted and that staff is working on it. Faught told the commission this bridge could be important in the case of a Cascadia event and that it was discussed at the last Council Study Session.

Iowa Street Safety Concerns
Smith asked if the walking audit is scheduled for Iowa Street. Fleury said that it will be scheduled after school is back in session. Newberry asked if the scope of the audit will include collecting crash data. Fleury explained it will include turn count movements, peak hour volume at all of the intersections, a walking audit, and a public hearing at a commission meeting.

Main Street Crosswalk Truck Parking
Young asked for an update on providing alternative truck parking on Main Street where trucks have been blocking crosswalks. Fleury mentioned that ODOT has a signalized light at Water Street in the Statewide Transportation Improvement Program (STIP) which would remove parking from that area. Fleury is waiting to hear from ODOT for a timeline on this project.

Faith Ave. Street painting
Smith announced that Faith Ave. will be closed for street painting and a block party August 26 and 27. Smith described to the commission that the street will be painted in a twenty eight foot area with a colorful pathway that will include; cedar waxwings, gold finches, robins, California poppies, sunflowers, and bees. This is the first street painting permit issued in Ashland and Fleury mentioned that Smith has been diligent in following the permit to the letter and has contacted the appropriate emergency departments.

OLD BUSINESS
None

FOLLOW UP ITEMS
Downtown Parking Plan
Faught explained the downtown parking plan was taken to Council and accepted which means it will move forward. Faught added that Public Works will be managing the Parking Plan with existing staff and we will keep collecting data so we can make plans. Graf asked about the expanded parking enforcement area. Faught explained that we will work with Diamond Parking and that some business have requested more enforcement. Faught is mentioned he is pleased that it is moving forward.

Transportation System Plan Update-Selection Process
Fleury stated the solicitation closed on August 1, 2017 and that one proposal was received. The grading team is finishing the grading process which should be finished by the next commission meeting. Fleury was concerned that only one bid was received and said staff will make a next step recommendation after the grading process has been completed. Graf mentioned that we want to do it right and we may want to consider other options.

Zagster Bike Share Program
Fleury updated the commission that three bike stations were currently installed and that two additional stations will be installed at Safeway and Growler Guys at the end of September. Young asked about stations at SOU and Ashland Hospital. Fleury mentioned the hospital doesn't currently have funding but are interested and SOU will be installing soon. Faught shared with the commission he saw people using the bikes the day after the stations installed and

talked with the riders who were from out of town and they were very excited.

Vièville mentioned that the bus stop between Clay and Glendale had a gravel pad and that after the bike rack was installed someone has removed the gravel and it is now a dirt pad. Fleury said he would talk with the Street Department to put the gravel back.

Smith told the commission that she had contacted the 4J School District and the Springfield School District to get information on their car idling policies. Newberry said that Ashland does have an ordinance that the commission should review.

COMMISSION OPEN DISCUSSION

Newberry discussed commission goal setting and wanting to get community input and suggested doing this charrette style. Fleury mentioned Council will be going into their planning and it might be beneficial to see what the Council goals are and inviting commission chairs.

Vièville asked about using a wheelchair for walking audit on Iowa street. Newberry mentioned that walking audits work best when all groups are represented.

Next Meeting Date: September 28th, 2017 Meeting

ADJOURNMENT:

Meeting was adjourned at 6:14 p.m.

Bellview Traffic Safety

Good Afternoon, My name is Joanna Foster and I am here on behalf of my neighbors to ask for your help in making our street safer for our children. As I see it, we have three challenges to their well being.

#1, In a relatively small area, we have twenty eight houses and each of these homes has only a one car garage. This means that in order to accommodate a second car, owners and renters must park along Bellview Avenue greatly crowding the street.

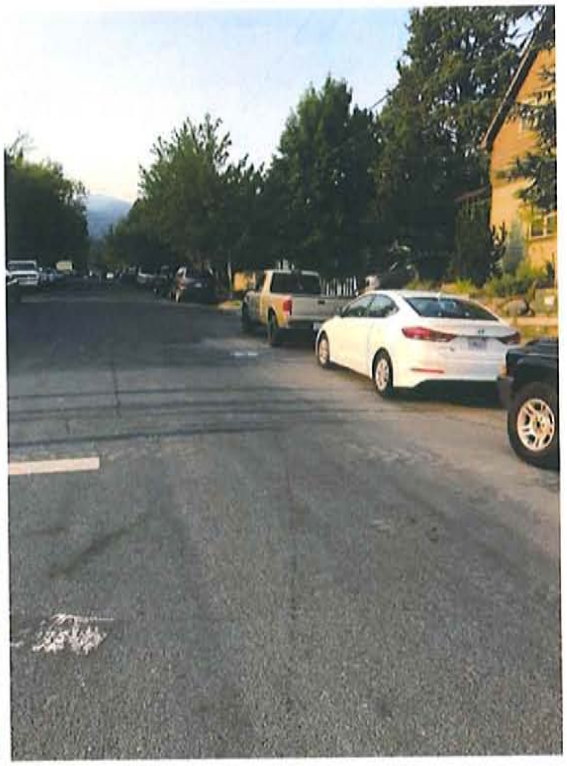
#2, In order to accommodate the town house owners, the developers have built two alleys. These are a necessity— —-however exiting from those alleys onto the street is precarious for the drivers because the parked cars impair their view. This creates a danger for the drivers. However, this is not our main concern which brings me to the third challenge

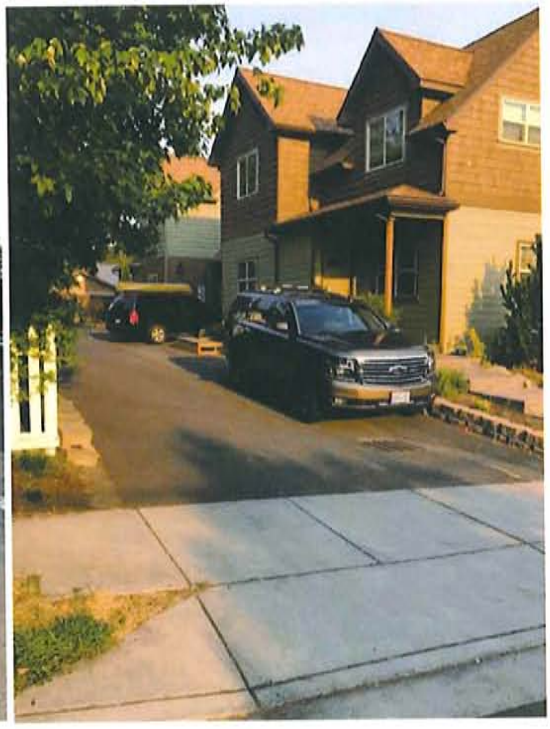
#3. In addition to drivers, the alleys are a play area for
more than a dozen children ranging in age from three years to 17. These young people love skate boarding, roller skating, and riding on their scooters and bikes. As attentive as we are as parents and grandparents, we know that it takes just seconds for one of the kids to lose control and roll out into the street. This is a recipe for disaster and a tragedy we hope to avoid. So what can we do about it?

At first we thought a sign depicting " children at play" would work. But frankly, because of the street congestion,
we doubt that most drivers would even
see it. Next we wanted to erect a 25 mph sign but according to a survey completed by the city engineering department in July, most people already observe the speed limit. But there is a problem.
Our town houses start at the very beginning of Bellview Avenue and accelerating to 25 mph. within a 1000 feet of the street's entry is simply too fast. You who are parents know that children can be unpredictable. In just seconds,a child can fall off a bike or lose control of a skateboard. In just seconds a child could end up in the street and be maimed or even killed by a driver going 25 mph.
So we have a third option. We ask that the city consider constructing two speed bumps and place them so that drivers going both down and up the street would be forced to slow down. Speed bumps most certainly would improve the safety of our children which is our goal. Making it happen is in your hands.

Thank you for your attention and consideration. We would be happy to address questions.
Joanna Foster,
915 Bellview Avenue. #1.
Jfoster199@gmail.com

Children That Live and Play on Bellview Street





Request for speed control on Bellview Street, Ashland, OR August 23, 2017

Memo

CITY OF ASHLAND

Date: September 18, 2017
From: Scott A. Fleury
To: Transportation Commission
RE: Active Transportation Presentation

BACKGROUND:
Jenna Stanke Marmon, is the Oregon Department of Transportation (ODOT) region 3 active transportation liaison and will present before the Commission. The active transportation liaison is a new position for ODOT region 3. Jenna was previously the Bear Creek Greenway coordinator for Jackson County.

CONCLUSION:
Questions by the Commission regarding the active transportation program are encouraged.

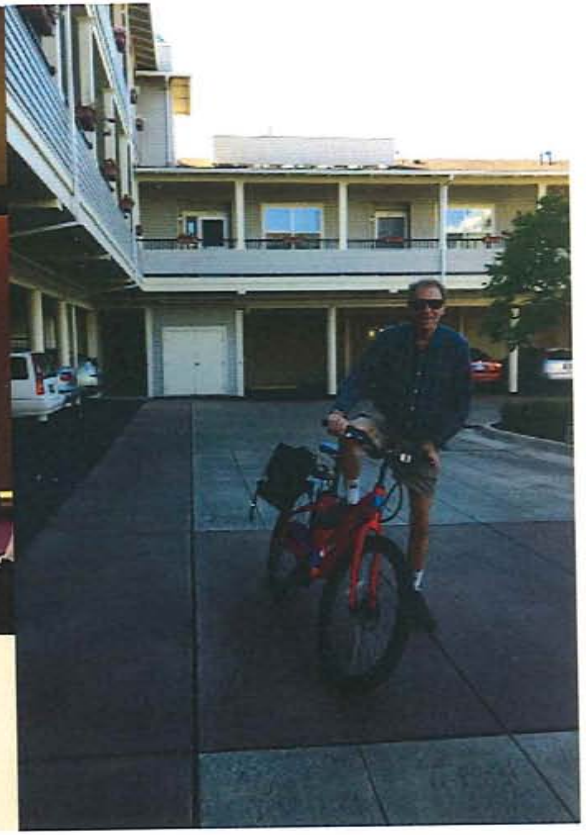
Active Transportation & ODOT Region 3

Jenna Stanke Marmon,
Active Transportation Liaison

Active Transportation?

Active Transportation **Liaison? (me)**

- Education & Experience



Why the Passion?

Age Friendly: Access

- By 2030, 1 out of every 5 people in the US will be 65+
- Transportation Options
  - Access/independence
  - Save money
  - Increase health
- What is our vision for our elders?

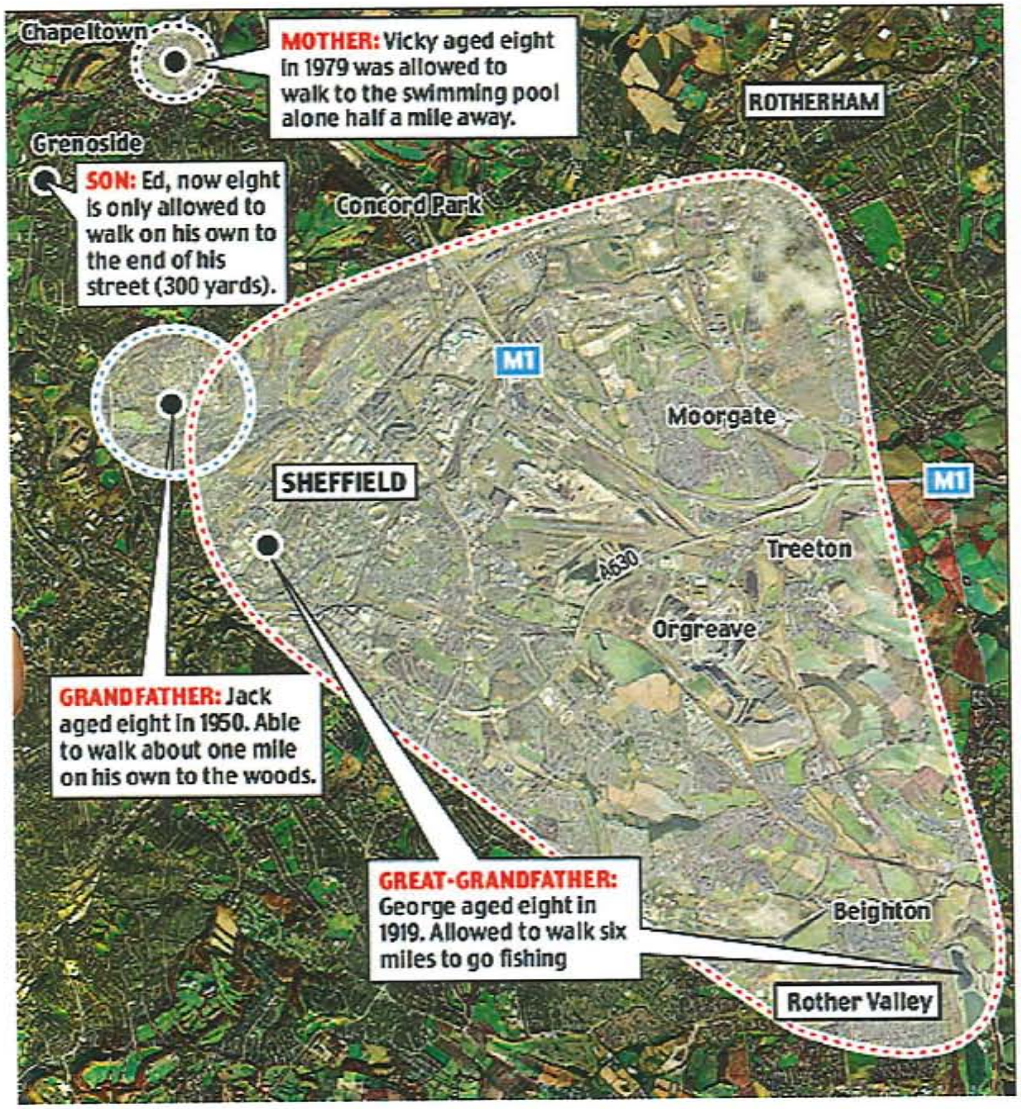
Why the Passion?

Age Friendly: Access (Roaming Range)

Kids who walk or bike (to school)

- Learn better
- Increase health
  - 1 in 4 Oregonian kids is overweight or obese
- Increased independence & mental health
- Save their parents money, time & frustration

- What is our vision for our kids?

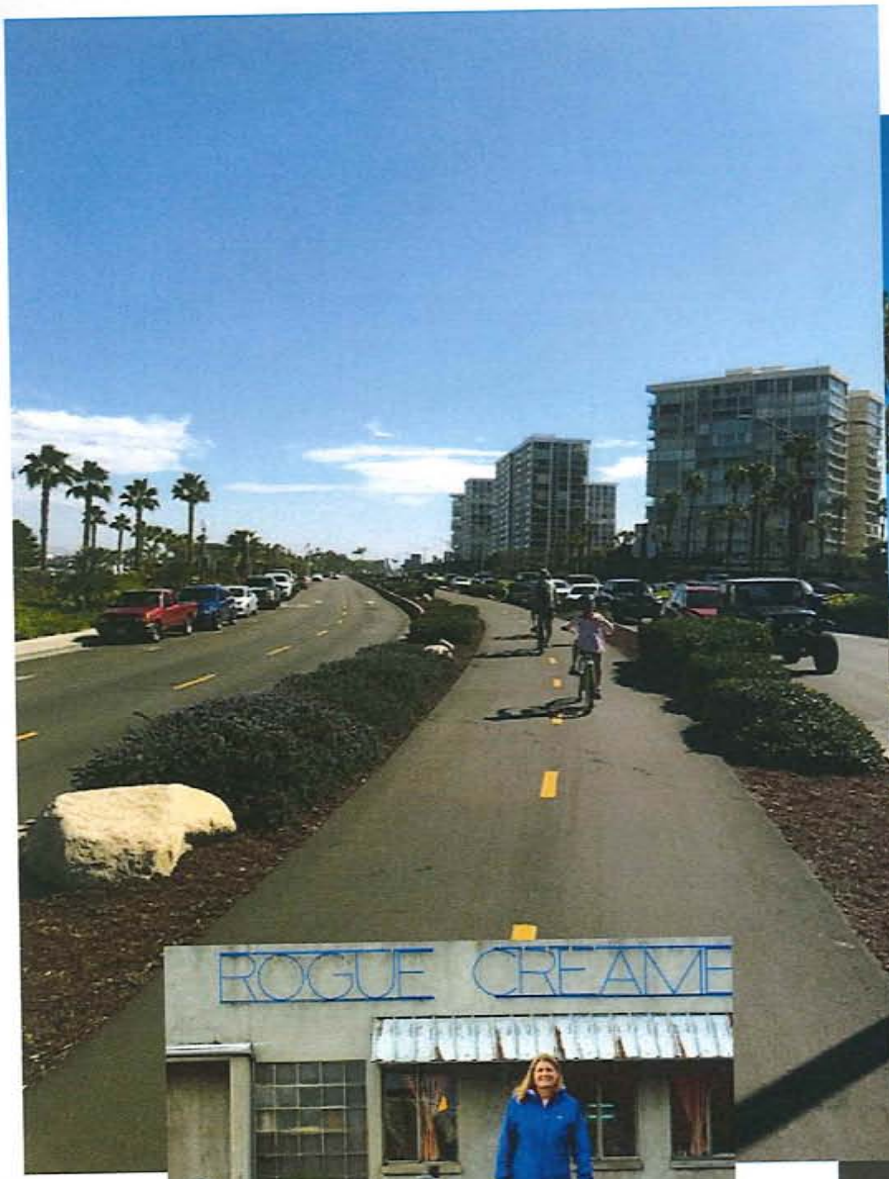


Why the Passion?
What about ME?

- Want options to driving
  - Less stressful (more fun!), build better health, save money
- Shift from confident to concerned
  - Routes on trails, local streets, etc.

60%

- Strong & Fearless
- Enthused & Confident
- Interested but Concerned
- No Way No How




ROGUE CREAME

ODOT? Active Transportation Liaison

- ODOT Mission: To provide a **safe, efficient** transportation system that **supports economic opportunity** and **livable communities** for Oregonians.
  - **Safety** implication for people walking/biking
  - **Efficiency**- short trips- 50% of trips <3 miles; 28% <1 mile
    - Opportunities to make relatively small investments that make a big difference
  - 1/3 of our population doesn't drive- transportation options allow them access to participate in their communities, which promotes **economic opportunity**.
    - Bicycle tourism generates $400m annually
  - **Livable communities** are desirable- in urban areas 1 Walk Score Point = $3k+
- Shifting gears- "Highway" to "Transportation"
  - Looking at system solutions- moving people, moving freight

ODOT Region 3 ATL

- Internal & External Resource
  - Planning & Policy
  - Projects
  - Maintenance
  - Outreach & Liaising

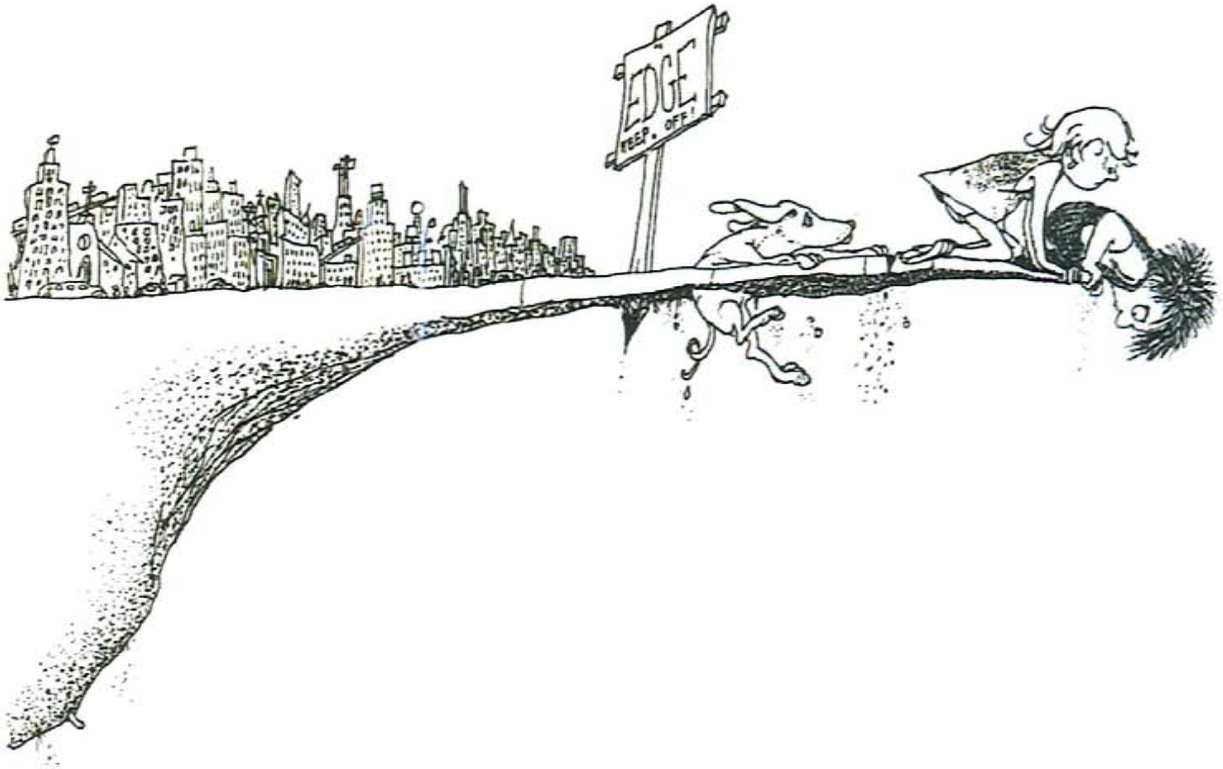
Resources

- Small Town and Rural Multimodal Networks (STAR)
  - *...design resource and idea book to support safe, accessible, comfortable and active travel for people of all ages and abilities*
  - Translates/refines prior efforts
  - Provides examples of how to interpret and apply design concepts
- Incorporating On-Road Bicycle Networks into Resurfacing Projects
  - Data on road/lane reconfigurations and widths
- Oregon Bicycle & Pedestrian Design Guide
- Oregon Bicycle & Pedestrian Plan
- ... bike parking, real estate trends, maintenance best practices (chip seal, paving, etc.), outreach, trails...

Transpo Package & Bike/Ped

- Increase in 1%
- Bike tax- $15
- Connect OR
- Safe Routes to School Infrastructure

The End… Or the Beginning?



ROGUE PLANNING & DEVELOPMENT SERVICES, LLC

September 19, 2017

MEMO:

TO: City of Ashland Transportation Commission

FROM: Amy Gunter, Rogue Planning & Development Services, LLC.

Re: 475 E Nevada Street: 475 EAST NEVADA STREET
39 1E 04A Tax Lots: 1100, 1200; 1300

A preapplication conference request for comprehensive plan amendment from Single Family Residential Reserve to North Mountain Plan; zone change from Rural Residential, ½ Acre Minimum (RR-.5), within the Performance Standards Overlay to North Mountain Multi Family (MN-MF) Zoning Overlay; and outline plan approval for a performance standards subdivision to allow for the future development of a phased subdivision that allows for creative, innovate and flexible design for the future development of the property in accordance with the North Mountain Neighborhood Plan Design Standards with up to 23 units configured as a combination of attached wall units, semi-attached units, and detached units on the 2.42 acre portion of the property at 475 E Nevada Street that lies within the City limits.

Included in the request for comprehensive plan amendment, and zone change for the City of Ashland owned, .35 acre parcel located at 39 1E 04 AD; 100. The City of Ashland owned parcel is not included in the subdivision request and it is the property owners understanding that the City would facilitate the development of affordable housing (potential density of 4 dwelling units).

This agenda item seeks transportation related recommendations per the Transportation Commission, Powers and Duties found in *AMC 2.13.030.2. 2. Planning:*
**Will review and make recommendations in Type III Planning Actions during the pre-application process.*

The property has had three pre-application conference with the City of Ashland Planning Division. The comments from the previous pre-application conferences are part of the City's record.

The preliminary proposal for the application has been provided. The preliminary civil drawings are in progress, they include locations of the public utilities within the existing and proposed public right-of-way.

As proposed, the limited vehicle trips existing on E Nevada Street (107 in March 2017) and the limited number of proposed vehicle trips resulting from the development are

below the thresholds of 50 new vehicle trips during peak hours and less than 20 new heavy vehicle trips does not trigger a development impact and therefore require a Transportation Impact Analysis. Since the proposal is a zone change, compliance with State Transportation Rule and demonstration that the new vehicle trips will have an insignificant impact on any ODOT facilities will be demonstrated with the formal application by the project Traffic Engineer, Kelly Sandow, P.E.

I look forward to your feedback.

Sincerely,

Amy Gunter
Rogue Planning & Development Services, LLC
541-951-4020
Amygunter.planning@gmail.com
www.rogueplanning.com

Attachments:
Written proposal
Subdivision Layout (L Sheets)
Topographical Survey (not to scale)
Aerial photograph

June 6, 2017

PRE-APPLICATION CONFERENCE SUBMITTAL

Zone Change, Comprehensive Plan Amendment
Outline Plan Approval for Performance Standards Subdivision

Subject Property

Property Address:	475 EAST NEVADA STREET
Map & Tax Lots:	39 1E 04A Tax Lots: 1100, 1200; 1300
Comprehensive Plan Designation:	RURAL RESIDENTIAL (RR-.5)
Zoning:	SPLIT: City of Ashland RR-.5 Jackson County Rural Residential (RR-5)
Adjacent Zones:	NM-R-1.5 and NM-MF
Lot Area:	4.5 TOTAL ACRES 2.42 ACRES WITHIN CITY LIMITS 2.08 ACRES IN JACKSON COUNTY
Property Owner:	DR. DAVID AND ELAHE YOUNG

Request:

Request for zone change, comprehensive plan amendment, outline plan for performance standards subdivision to allow for the future development of the property at 475 East Nevada Street. The property is divided by the Urban Growth Boundary (UGB); the proposal applies to the 2.42 acres of the property within the City Limits. The remainder of the property, 2.08 acres, is outside of the UGB and will be developed as single-family residences on "non-conforming" Jackson County Rural Residential properties.

The request is to rezone the property from Rural Residential (RR-.5) to North Mountain Multi-Family (NM-MF). This will also require the minor amendment to the Comprehensive Plan to recognize the substantial change in circumstances that has occurred on the adjacent properties since the existing zoning (RR-.5) and Plan designation as Single Family Residential Reserve, was proposed. The proposal is necessitated by the need to adjust to the changed circumstances of the adjacent North Mountain Neighborhood and provides buildable land that is able to provide much needed housing.

Property Description:

The subject properties consist of three properties (Tax Lot # 1100, 1200 & 1300). The lots are on the north side of East Nevada Street west of the North Mountain Avenue and Interstate (I-5) overpass. A large triangular piece of property lies between the subject property and I-5. The North Mountain Avenue right-of-way is the properties east boundary.

The total lot area is 4.5 acres. The property is divided by the Urban Growth Boundary (UGB); the proposal applies to the 2.42 acres of the property within the City Limits. The remainder of the property, 2.08 acres, is outside of the UGB.

The properties to the south across E Nevada Street are within the North Mountain (NM) Neighborhood Overlay and are a mixture of NM Single Family (R-1-.5) and NM Multiple Family (NM-MF) zoned properties. The property to the west is also split zoned RR-.5 and Jackson County Rural Residential. The property to the north is a five-acre parcel that is zoned Jackson County Rural Residential. The vacant property to the east, across the unimproved right-of-way, is zoned RR-.5.

The site has a fairly level grade with approximately 6 percent slope from east to west. There is a significant grade change on the western half of tax lot 1200, with an approximately 35 percent slope to the west. This rocky slope is vegetated with blackberry bushes and small oak trees. Tax lot 1100 is on fairly level grade at the base of the slope. There are a few large stature Oak trees near the existing single family residence located at 475 East Nevada Street and along the steep slope from 1200 down to 1100 and along East Nevada Street. Tax lot 1300 is vacant of structures and of most vegetation consists of grasses and blackberry. Aside from the steep slopes on a portion of the property at 475 East Nevada and along the East Nevada Street right-of-way, there are no creeks, floodplains, riparian areas or wetlands found on the properties that are part of this request.

Tax lot 1200 is occupied by a 1,785-square foot single story, single family residence that was constructed in 1954. There is a detached shed on the county side of the property.

East Nevada is improved with pavement and curb and gutter along the property frontage. There is a substantial right of way of more than 60-feet at its greatest width that has slopes of 45 percent and greater.

The road that forms the east boundary of the property is labeled North Mountain Avenue because it falls within the North Mountain Avenue right-of-way but, North Mountain is above the property and transitions from street to freeway overpass. North Mountain along the frontage, is not improved more than the narrow gravel driveway that serves the five-acre parcel to the north of the properties that are part of the application.

Proposal:

The request is for a Comprehensive Plan Amendment and Zone Change to change the land use designation and zoning for the subject properties to North Mountain Multi-Family Residential (NM-MF). The property is directly adjacent to the North Mountain Neighborhood, a Master Planned Development. The NM district and Neighborhood Plan provides blueprint for promoting a variety of housing types, which is proposed to provide support for the adjacent mixed-use developments, neighborhood oriented businesses, and community services that are found and presently being developed within the neighborhood to the south of the subject property. The proposal is consistent with the comprehensive design standards, polices and regulations found within the North Mountain Neighborhood Plan. The proposal demonstrates compliance with the layout, setback and general, conceptual building design. The proposed zone change would allow for additional land area to provide additional area for new housing stock (inventories of available for-purchase and for rent housing units is at historical lows) within the City limits. Due to the zone change and comprehensive plan amendment, additional area for the development of affordable housing is also provided for in the proposal. The proposal has been designed in a manner which enhances property values and preserves open spaces and significant natural features.

The Comprehensive Plan and Zone change to NM-MF zone, allows for up to dwelling units per acre. The North Mountain Neighborhood Plan allows for a range of density of between 75 to 110 percent of the potential base density.

A size able portion of the property has slopes of more than 35 percent. These slopes are considered Severe Constraints and are subject to the standards from the Physical and Environmental Constraints Section of the code (AMC 18.3.10.110). This code allows for the transfer of density.

The property with 2.42 acres (105,415 sf) has a potential density of 29 units. Excluding the area of more than 35% slopes, 18,000 sf, the remaining two acres (87,415 sf), has a potential density of 24 units.

The minimum density is in the North Mountain Neighborhood Plan is 75% or 18 dwellings., the proposed density is 20 units.

The municipal code requires 25 percent of the base density is provided as affordable housing when property is rezoned. With the potential density of 24 units, six affordable at 100% Area Median Income would be required. The target population of the affordable housing developers is 60 % AMI which translates to a 1.5 unit equivalency. The area for four units is provided on the site plan. (6 X 1.5 = 4)

Initial conversations have begun with Habitat for Humanity. Habitat has indicated they would be interested in developing the necessary affordable dwellings. The applicant will provide title to an enough buildable land for development of four units restricted at 60% area median income through transfer to a non-profit (IRC 501(3)(c) affordable housing developer. The area for the dwellings would be transferred through title and developed in conjunction but independently of the remainder of the

development. Habitat develops housing for those in the lowest income brackets and has expressed interest in developing four, attached wall units.

The proposal is a mixture of attached units in groups of three to five with a public alley at the rear of the structures with parking areas for the units adjacent to the UGB. To the west of the proposed extension of Camelot, an attached wall duplex style structures and three single family style residences with second units above the garage.

The present Comprehensive Plan designation is Single Family Residential Reserve (Note: The Comprehensive Plan does not correlate with the properties current zoning of Rural Residential RR-.5).

Since the Comprehensive Plan designation of the property as Single Family Residential Reserve, and a substantial change in circumstances has occurred with the development of the adjacent North Mountain Neighborhood necessitating the need to adjust to the changed circumstances. We find that the proximity to the North Mountain Neighborhood, I-5 and to the Mountain Avenue freeway overpass and the future Nevada Street bridge, the zoning designation of NM-MF would be appropriate.

Site Improvements:

Elements from the standards for public street design such as benches, residential standard pedestrian street lights, street trees, and concrete sidewalks will be installed along the public streets and within the private areas that comply with the standards found in the North Mountain Neighborhood Plan.

East Nevada Street:

East Nevada Street is proposed to be installed to Residential Collector standards. There is a parking bay for on-street parking proposed. Sidewalk is proposed to be installed along much of the frontage of the property. There are portions of the site that are extremely steep and has substantial rock outcroppings that prevent standard street improvements. There is sidewalk on the south side of Nevada Street, new crosswalks will be provided to guide pedestrian traffic to a through the development.

North Mountain Avenue:

The proposal provides the extension of North Mountain Avenue. The street will be installed to city standards with a five to six-foot sidewalk and a seven to eight foot landscaped parkrow.

Camelot Extension:

Camelot Street is proposed to be extended onto the property. Camelot is a Neighborhood Access Streets: As shown, the street has a 48-foot right-of-way, which provides for a 15-foot travel surface, and eight-foot planting strips and five-foot sidewalks on each side.

There is an area of steep slopes with rock outcroppings adjacent to Nevada Street where the street improvements will not be able to meet City Standards. The applicant will consult with Planning Staff, the Public Works Department and a Civil Engineer to determine the best method for public improvements while taking into consideration the difficulties that are present due to the very steep slope of rock.

The street design, lot layout and driveways also generally conform to the standards. Some exceptions will be necessary along the steep embankment along East Nevada Street that is impassable for pedestrian and vehicle traffic and therefore alters access through the development.

Building Design:

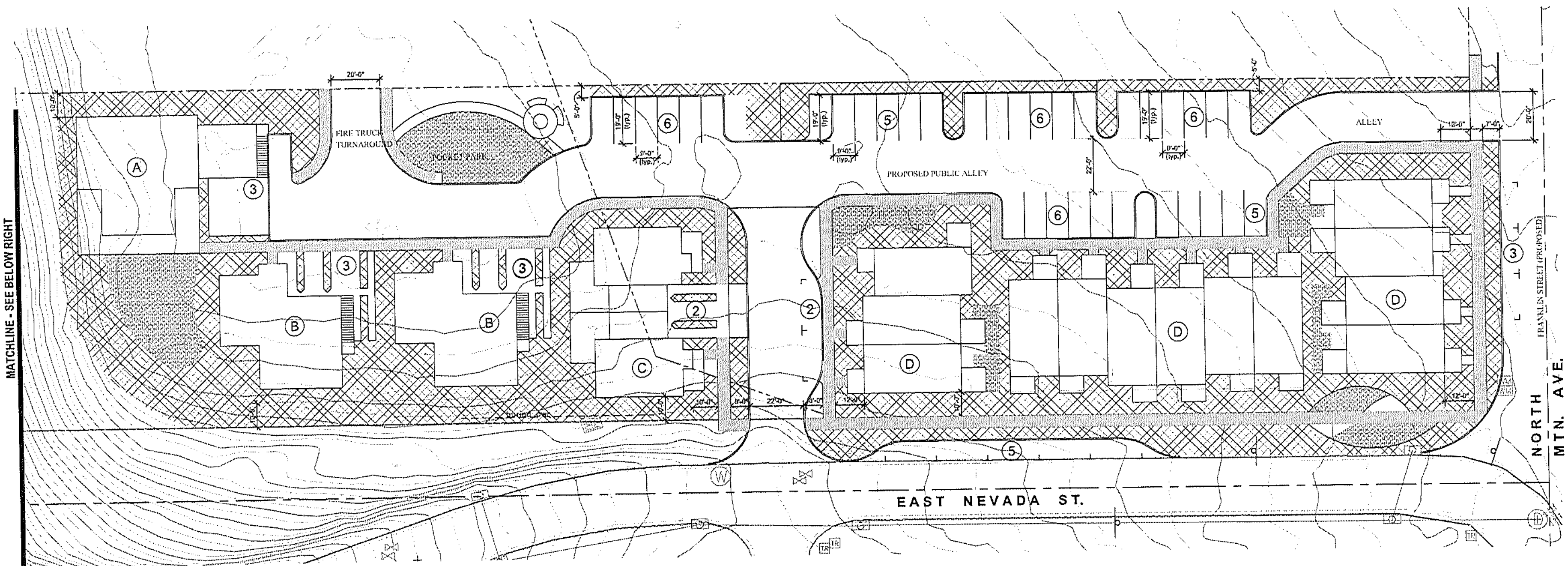
The units adjacent to the steep slope will be designed similar to those found near Kestrel Parkway and E Nevada Street to the west of the property where the rear of the residence has design elements reflective of a front façade (covered porches or patios, columns, gables, dormers, large eaves, etc.) to enhance the 'street presence'. The design will not have repetitive elevations and the attached buildings will have the façade broken into smaller elements through the use of reveals, recesses, trim, window sizes and locations, door type, location and design.

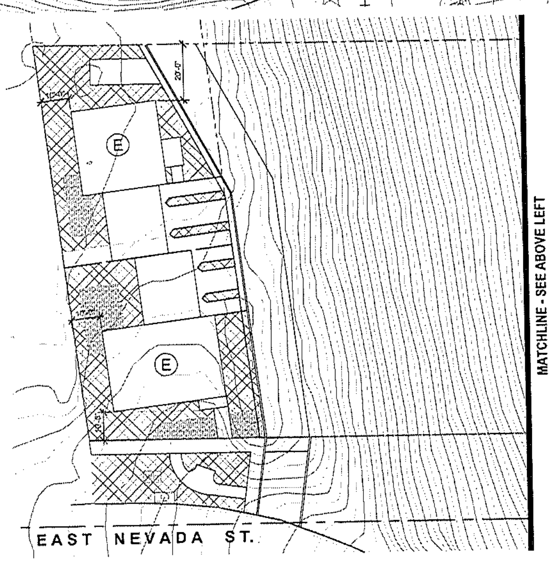
Thank you for your consideration. If any additional information is needed or if there are any questions, please feel free to contact me.

Amy Gunter
Rogue Planning & Development Services
541-951-4020
Amygunter.planning@gmail.com

Attachments:

A) Zoning Map
B) Preliminary Subdivision Map
C) Topographical Survey Map
D) Aerial Photograph





SITE DATA

TOTAL SITE AREA:	
TOTAL ON-SITE PARKING LOT AREA:	4,845 FT²
TOTAL ON-SITE PARKING STALLS:	-
TOTAL OFF-SITE PARKING STALLS:	-
TOTAL LANDSCAPE AREA:	1,055 FT²
TOTAL IMPERVIOUS AREA:	
TOTAL BUILDING AREA:	1,750 FT²
TWO BEDROOM UNITS	#
THREE BEDROOM UNITS	#

UNIT DATA

UNIT 'A'	(3) BEDROOM	R
UNITS 'B'	(2) BEDROOM	4,845 FT²
UNITS 'C'	(2) BEDROOM	-
UNITS 'D'	(2) BEDROOM	-

NORTH

SCALE: 1" = 20'-0"

0 10' 20' 40'

KenCairn
Landscape Architecture
545 A ST, STE 3, ASHLAND, OR 97520
541.488.3194

REGISTERED LANDSCAPE ARCHITECT
STATE OF OREGON
REG. # 493
Kerry KenCairn

Drawn By: INITIALS

SCALE

NEVADA STREET DEVELOPMENT

NEVADA STREET
Ashland, OR 97520

REVISION DATE

LANDSCAPE SITE PLAN

ISSUE DATE: June 6, 2017

L 1.0

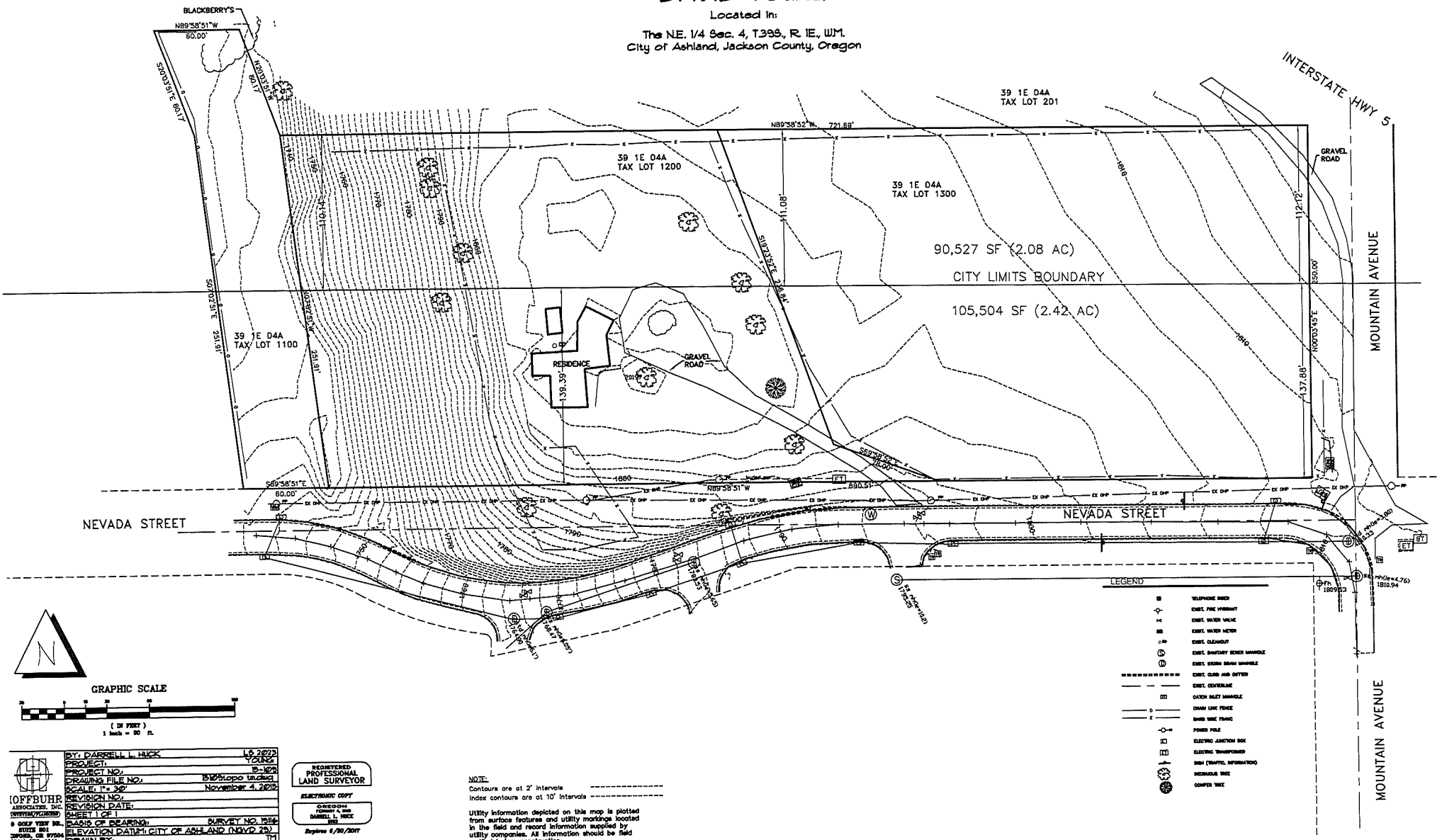
TOPOGRAPHIC MAP

FOR

DAVID YOUNG

Located in:

The N.E. 1/4 Sec. 4, T.39S., R. 1E., W.M.
City of Ashland, Jackson County, Oregon



GRAPHIC SCALE

(IN FEET)
1 inch = 30 ft.

LEGEND

- TELEPHONE RISER
- EXIST. FIRE HYDRANT
- EXIST. WATER VALVE
- EXIST. WATER METER
- EXIST. CLEANOUT
- EXIST. SANITARY SEWER MANHOLE
- EXIST. STORM DRAIN MANHOLE
- EXIST. CURB AND GUTTER
- EXIST. CENTERLINE
- CATCH INLET MANHOLE
- CHAIN LINK FENCE
- BARB WIRE FENCE
- POWER POLE
- ELECTRIC JUNCTION BOX
- ELECTRIC TRANSFORMER
- SIGN (TRAFFIC, INFORMATION)
- DECIDUOUS TREE
- CONIFER TREE

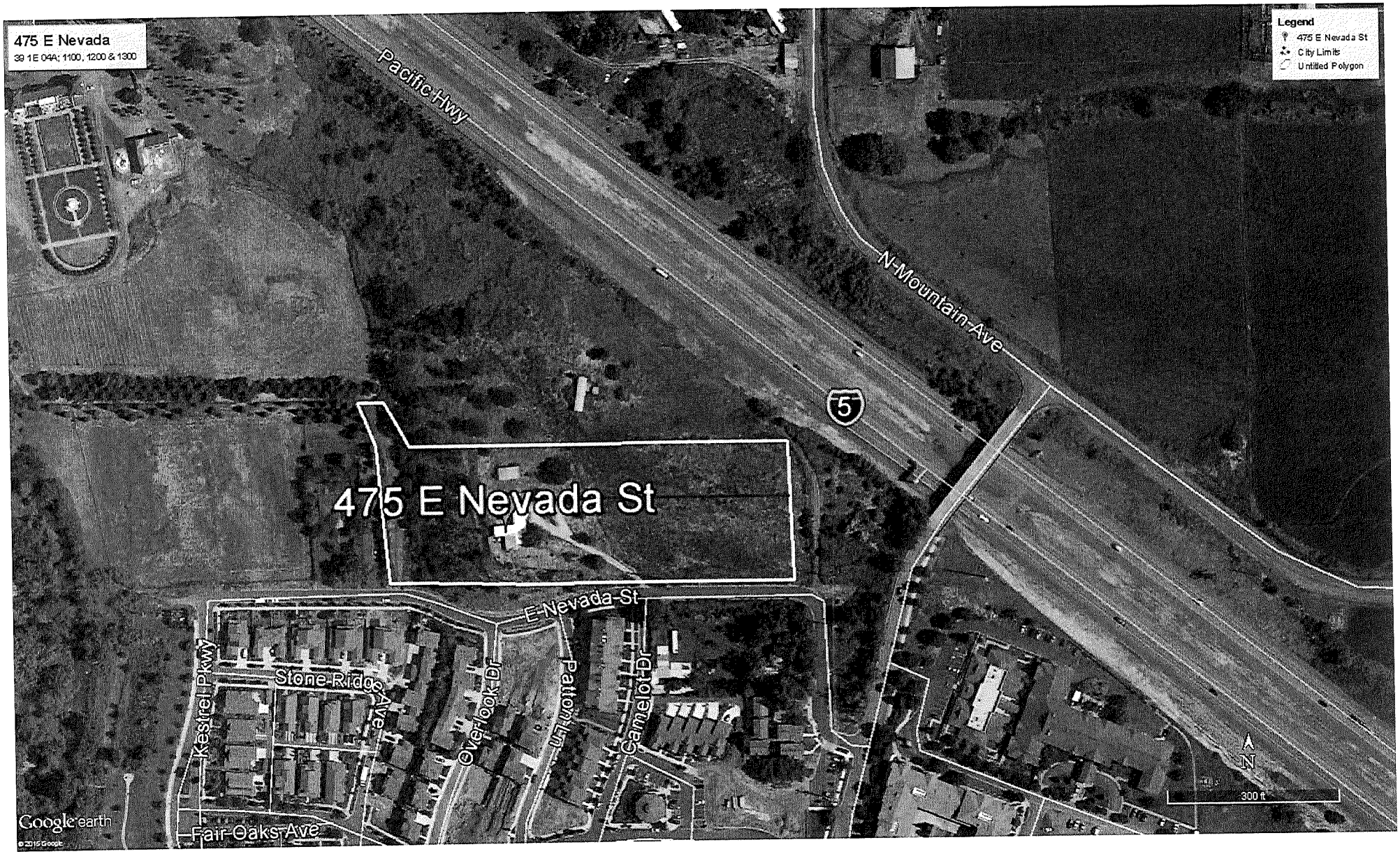
NOTE:
Contours are at 2' intervals
Index contours are at 10' intervals

Utility information depicted on this map is plotted from surface features and utility markings located in the field and record information supplied by utility companies. All information should be field verified before construction.

BY: DARRELL L. HUCK	L& 2823 YOUNG
PROJECT:	
PROJECT NO.:	15-109
DRAWING FILE NO.:	15109topo tin.dwg
SCALE: 1"= 30'	November 4, 2015
REVISION NO.:	
REVISION DATE:	
SHEET 1 OF 1	
BASIS OF BEARING:	SURVEY NO. 15116
ELEVATION DATUM: CITY OF ASHLAND (NGVD 29)	
DRAWN BY:	TH
REVISED BY:	DLH

OFFBUHR
ASSOCIATES, INC.
SURVEYING/PLANNING
9 GOLF VIEW DR., SUITE 201
JACKSON, OR 97504
(541) 779-6641
F (541) 770-8573

REGISTERED PROFESSIONAL LAND SURVEYOR
ELECTRONIC COPY
OREGON
JANUARY 4, 1988
DARRELL L. HUCK
2823
Expires: 6/30/2017


475 E Nevada
39 1E 04A; 1100, 1200 & 1300
Legend
475 E Nevada St
City Limits
Untitled Polygon
Pacific Hwy
N Mountain Ave
5
475 E Nevada St
E Nevada St
Kestrel Pkwy
Stone Ridge Ave
Overlook Dr
Patton Ln
Camelot Dr
Fair Oaks Ave
N
300 ft
Google earth
© 2015 Google

Memo

CITY OF ASHLAND

Date: September 20, 2017

From: Scott A. Fleury

To: Transportation Commission

RE: Commission Goal Setting

BACKGROUND:
The Commission has previously asked for time to discuss how a goal setting session will be developed and implemented.

CONCLUSION:
The Commission should discuss and develop how it plans to perform a goal setting session along with potential times for open house style meetings.

Memo

CITY OF ASHLAND

Date: September 18, 2017

From: Scott A. Fleury

To: Transportation Commission

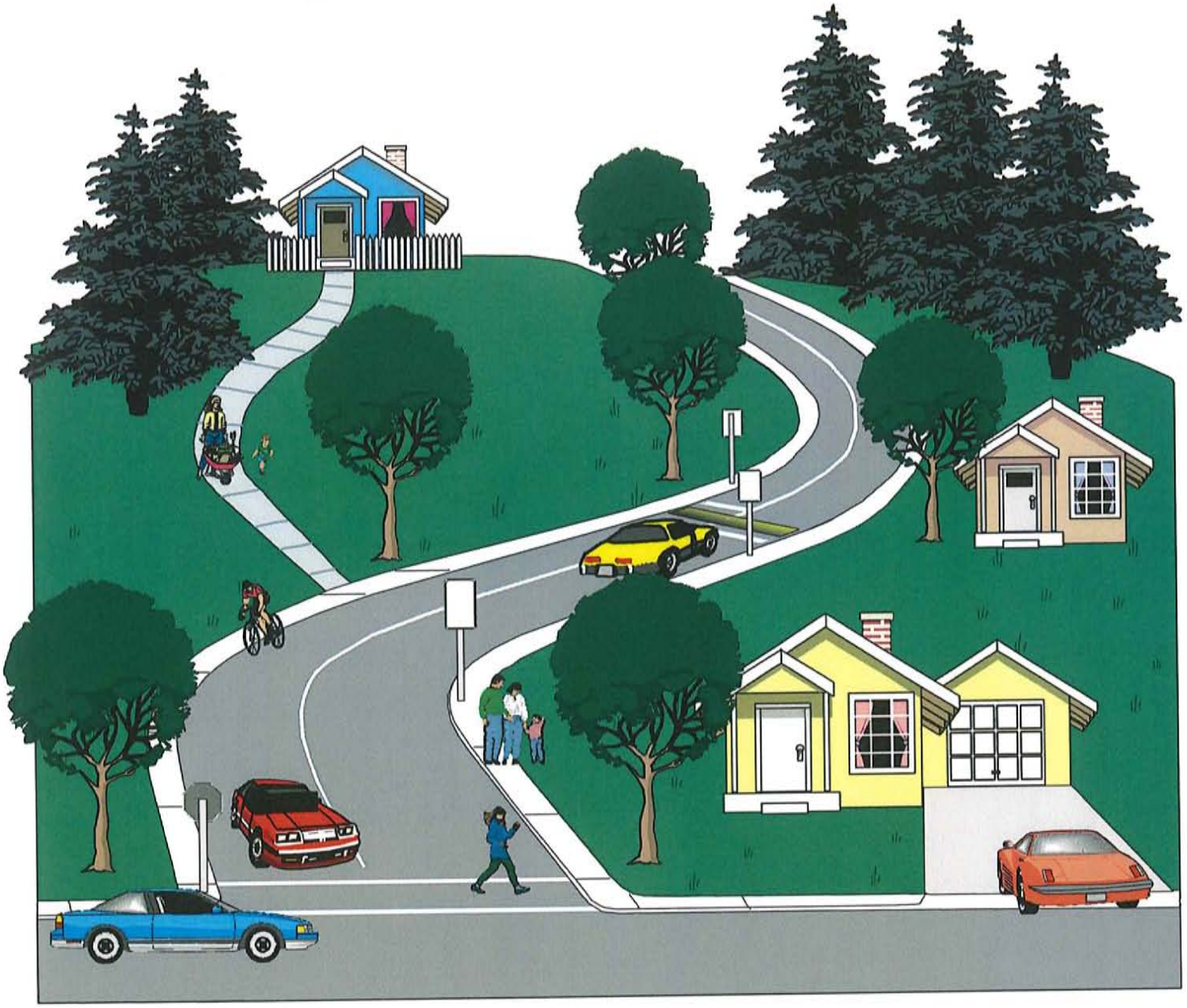
RE: Traffic Calming Program Development

BACKGROUND:
The Transportation Commission is interested in the development of a standardized traffic calming program. There are traffic calming elements in the current Transportation System Plan (TSP), but there is not a program and policy that outlines how residents can apply for traffic calming and what are the metrics used in approving implementation of traffic calming on a residential street.

Staff has enclosed other municipal organization programs for reference and to help assist in a formal discussion for the Commission. In general the programs are meant to provide direction to Citizens interested in traffic calming on their residential roadway. It provides a policy and guidelines that can be applied to each situation to determine if and what portions of a traffic calming program are appropriate. In addition, the example programs provide for citizen ownership of a traffic calming program via, data collection, neighborhood involvement and direct fiscal responsibility.

CONCLUSION:
The Commission should discuss the traffic calming programs attached and make recommendations towards development of guidelines that can be used to create a draft policy. The policy can then be reviewed by the Commission at a future meeting and a final can document can be taken before the City Council for approval.

City of Albany



Neighborhood Traffic Calming Program (NTCP)

Information and Application Packet

Introduction

INTRODUCTION

If you have requested a copy of this information and application packet, you are probably concerned with speeding or traffic on your neighborhood street. The Neighborhood Traffic Calming Program (NTCP) is designed to assist you and the City in both identifying and remedying these problems. Please read through this information packet carefully before you begin. We encourage you to speak with your neighbors about your concerns and enlist them in your efforts. If you have any questions before you begin, please call the City of Albany Public Works Department at 917-7655.

BACKGROUND

The Neighborhood Traffic Calming Program (NTCP) was adopted by the Albany City Council in June, 2001. The NTCP is an element of the *Albany Transportation System Plan* and is a cooperative process between the City and the neighborhoods. It provides the citizens of the Albany a process for addressing their concerns about neighborhood traffic issues. The program also provides the City with a tool for evaluating the need for traffic calming as a result of traffic impacts in a neighborhood. Prior to implementation of this program, there was neither a standard for traffic calming devices nor a method to determine when a traffic calming device was warranted.

The NTCP is a program to assist neighborhoods in solving problems with traffic speed and volume. However, not all types of traffic problems belong in the traffic calming program. The City will assist the applicant to determine if the NTCP is the correct place to resolve the issue. The flow chart documenting this decision process is included on the next page of this application. **If at least fifty-one percent of the adjacent property owners are willing to participate in the cost of the device**, the problem meets the minimum requirements, and the plan receives both neighborhood and Traffic Safety Commission approval; the traffic calming device is installed according to City standards. In cases where the problem does not meet the minimum standards established in this program, the City will work with the applicant to see if the problem can be corrected through education or enforcement.

CONTENTS

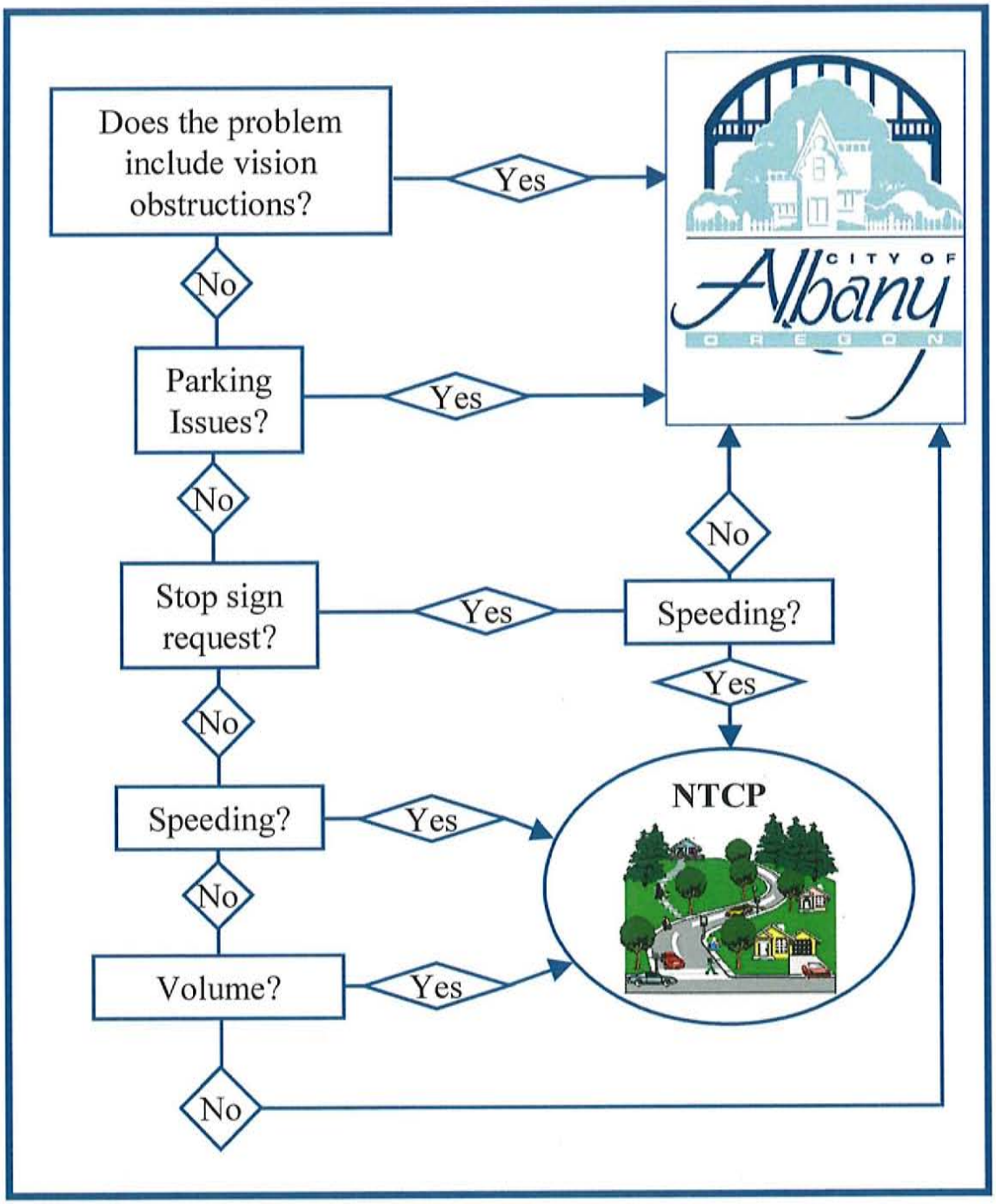
This information packet contains the following:

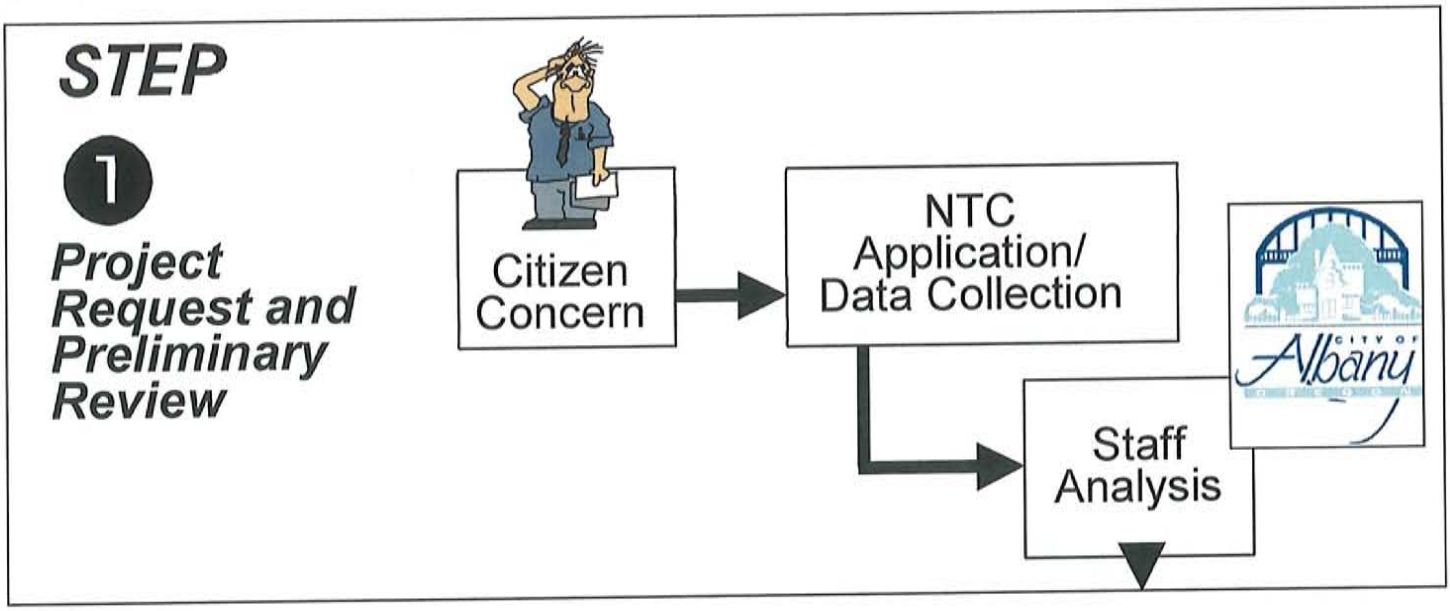
- An overview of the process.
- A step-by-step description of the process.
- The NTCP application form (yellow)
- The NTCP data collection forms (blue, red)
- Examples of Construction Mitigation Measures (lavender)
- Examples of Self-Help Mitigation Measures (orange)
- A Primary Emergency Response Route Map (inside back cover)

This packet will serve as the documentation for the project. All applicable information should remain with this packet until the project is completed and filed.

Is Neighborhood Traffic Calming Appropriate?

The flow chart on this page is designed to provide the applicant with a way to determine whether or not a problem should be processed through the NTCP, or if it should be forwarded to the City for evaluation and/or resolution. High traffic volumes and consistent speeding on residential streets are appropriate issues for the NTCP. Issues that are not appropriate for the NTCP include safety hazards (except speeding), street or sign maintenance requests, commuter or illegal parking, vision clearance problems, and proposals for changes in traffic signing or striping. If you have any questions about whether a problem is appropriate for NTCP that cannot be answered by the chart, please contact the Albany Public Works Department at 917-7655.





Step 1 - Project Request and Preliminary Review

When citizens have concerns about a specific traffic problem, they can contact the City of Albany at 917-7655 to obtain a copy of the application and information packet for the Neighborhood Traffic Calming Program (NTCP).

The application is the first sheet of this packet and has a yellow border. Instructions for filling out the application/checklist are located on the back of the form.

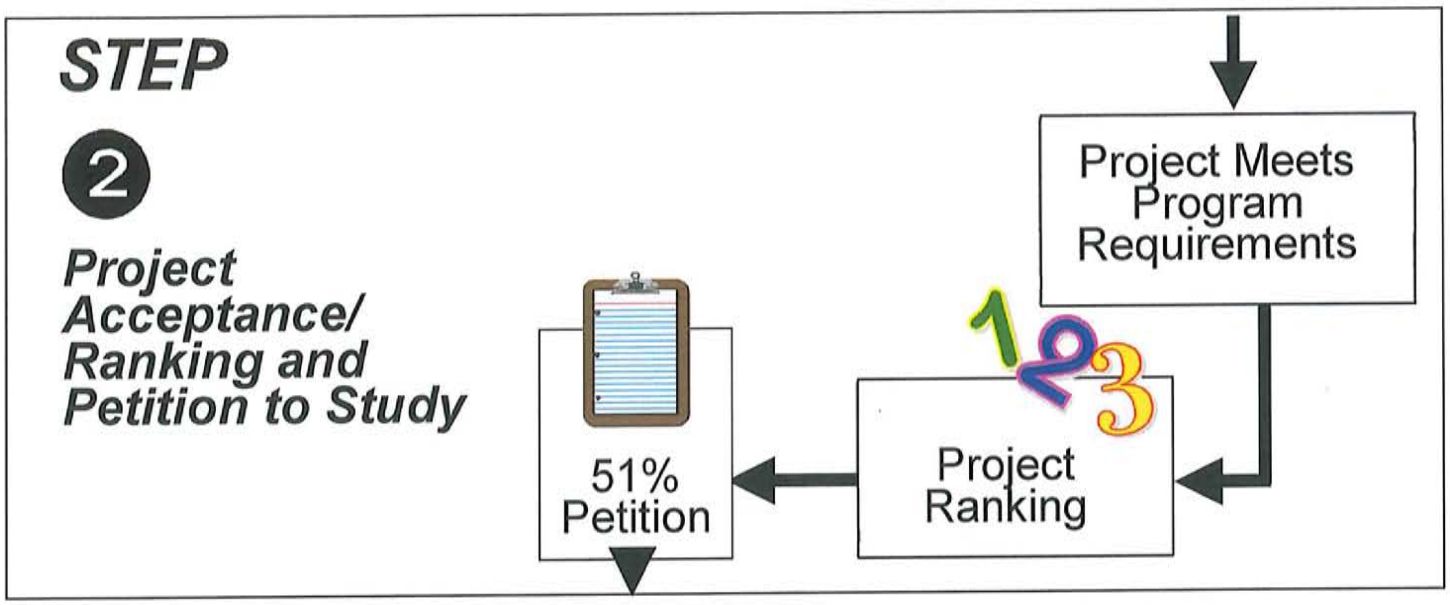
The next step in the process is to fill out the first section of the form and submit the application/checklist to the City.

The City will review the first section for completeness and fill the appropriate information in Section 2. The City will also evaluate the problem to ensure that the NTCP is the correct forum to solve the problem. There are some issues such as parking and stop signs that do not necessarily belong in the NTCP. If another program would be more appropriate, the City will provide the correct contact information to the applicant.

Once the City has determined that the application is complete and belongs in the NTCP, the applicant will be asked to perform preliminary data collection. Volume and speed counts will be required. The forms containing instructions for collecting the data are also included in this packet and are the forms with blue and green borders. It is the responsibility of the applicant to collect the data.

Once the data has been collected and submitted to the City, staff will perform another review of the problem. This review is to determine whether or not the problem meets the minimum criteria of the program. If additional data is required, the City may request additional information from the applicant or obtain the necessary information.

The City will contact the applicant to inform them of the status of the project after the determination has been made. If the problem DOES NOT meet minimum criteria, the project will not move forward in the program. The application will be returned to the applicant with the reason that the project did not move forward, in addition to recommendations that may be appropriate to help resolve the problem outside the NTCP. These recommendations might include education or enforcement options.



Step 2 - Project Acceptance/Ranking and Petition to Study

Minimum criteria for the problem are identified in the table below.

Minimum Criteria Table

Street Type	Median Speed	Volume	Fronting Land Use
Local	> 25 MPH	>1250vpd*	> 75% residential and institutional (including parks)
Collector	≥ Posted Speed	None	> 75% residential and institutional (including parks)
Arterial	≥ Posted Speed	None	> 75% residential and institutional (including parks)

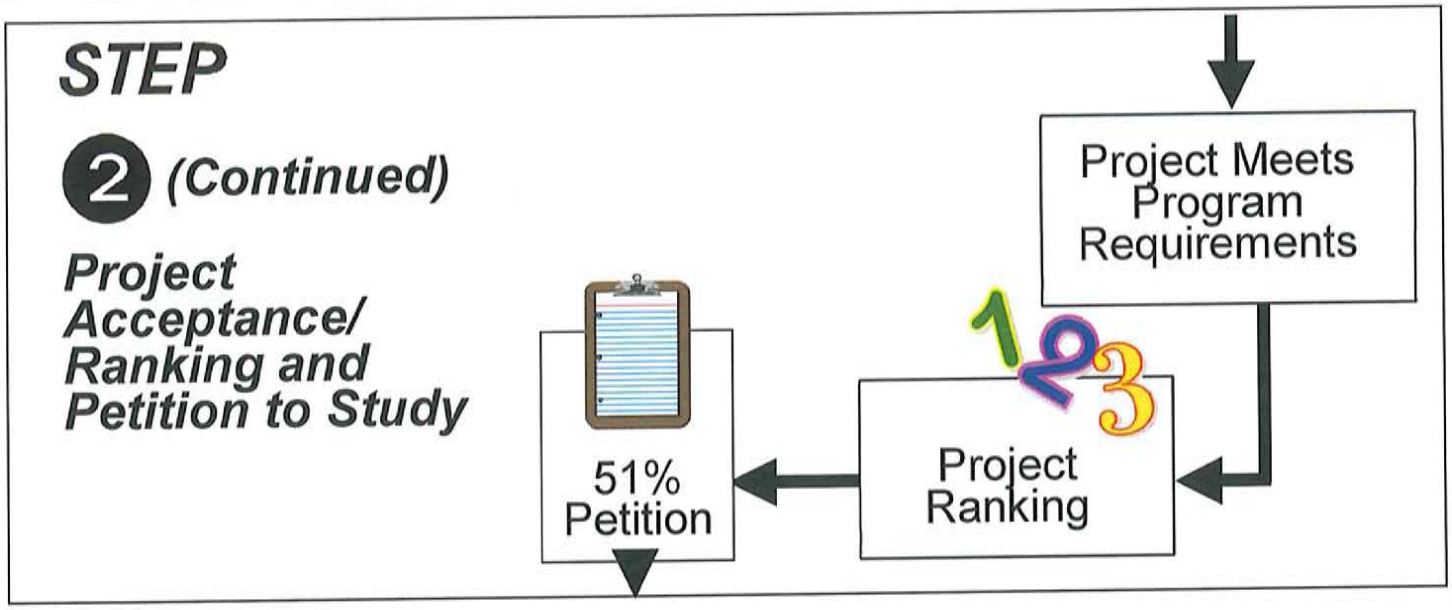
* vpd = vehicles per day

The residential restriction is to ensure that Neighborhood Traffic Calming can be implemented in neighborhoods. There are no volume restrictions on arterials or collectors, as these roadways are identified to carry higher volumes of traffic.

Appeals of the minimum criteria determination will be directed to the Traffic Safety Commission.

If the problem DOES meet the minimum criteria, the project will be ranked. Ranking will be accomplished by assigning a score to each project. The score will be calculated based on the roadway classification, speeds, volumes, proximity to a school, and availability of sidewalks. A breakdown of the values of each component are shown on the following page. Included in the table is a brief discussion of how the individual scores will be calculated.

If there are more than five projects in the program, only the top five ranked projects will be active. The remaining projects will remain active in the queue for up to two years. If they have not progressed in two years, they will be reevaluated to determine whether the problem has changed or been mitigated by some other factor. If a project is removed from the program, the next highest ranked project will become active.

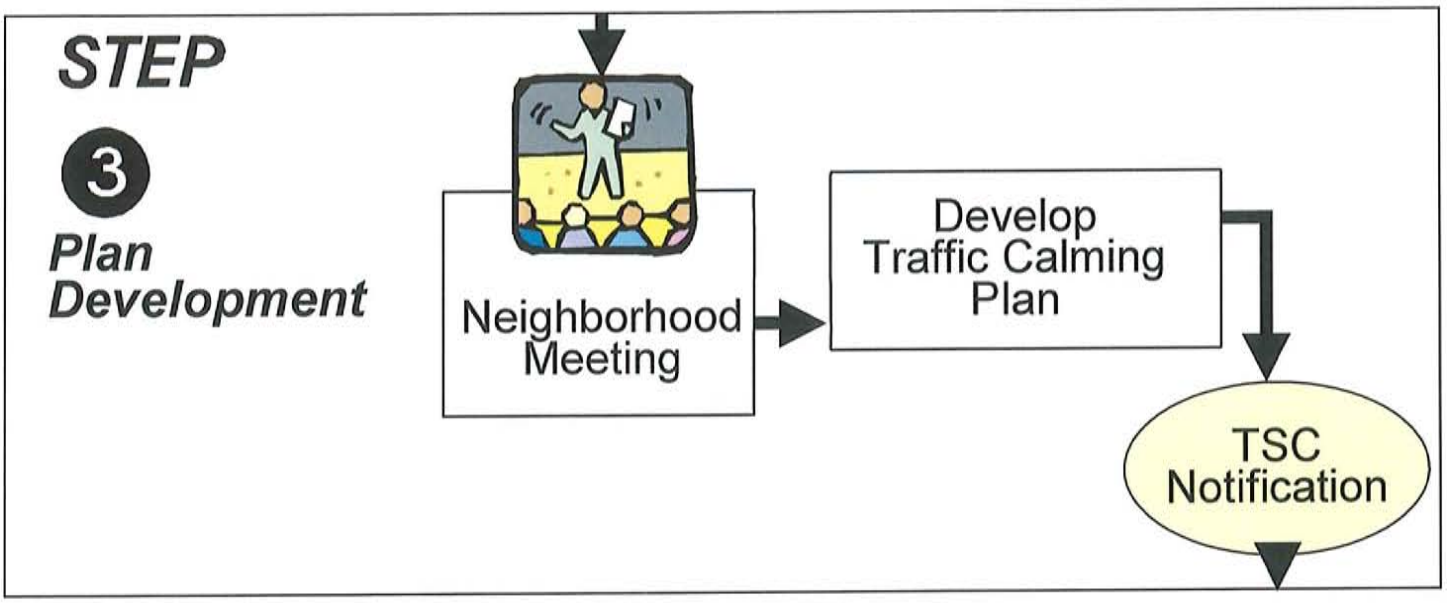


Step 2 - Project Acceptance/Ranking and Petition to Study Continued

Ranking Table

Criteria	Local Street Score	Collector Street Score	Arterial Street Score
Average Speed (4 pts per mph above speed limit (SL) to SL + 5 mph) (6 pts per mph above SL + 5 mph)	50 (Maximum)	60 (Maximum)	60 (Maximum)
Volume (2 pts per 100 vpd over min. volume)	30 (Maximum)	0	0
No Sidewalks (100% for no sidewalks in project area) (50% for sidewalks one side or partial sidewalks)	5	15	15
School (full points for school or school crossing within project)	15	25	25
Total Score	100	100	100

Once a project has been ranked and is on the active project list, a petition will be distributed by the applicant to all property owners in the project area. The majority (at least 51%) of the property owners identified in the project area must agree that a project is necessary and they will participate in the cost of the construction of the project. The distribution of costs are identified on page 9 and vary depending on the classification of the project roadway. If less than fifty-one percent of the owners agree, the project is no longer considered active.



Step 3 - Plan Development

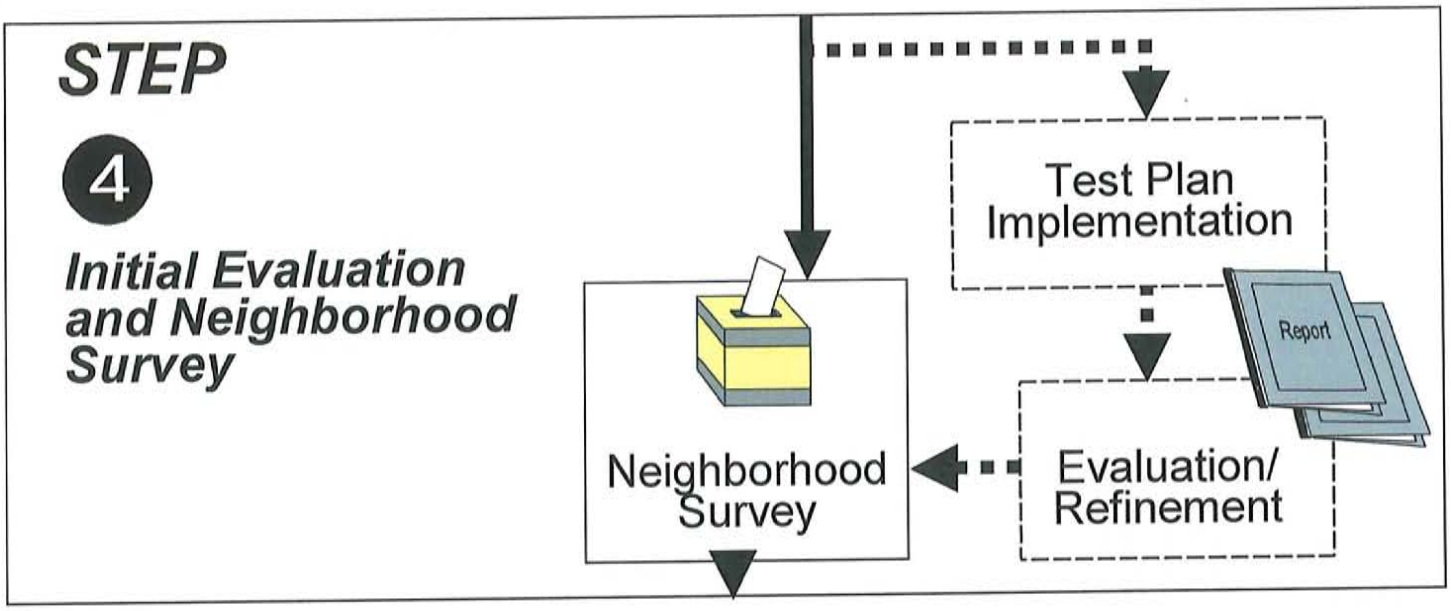
Not all traffic calming devices will be appropriate for some types of problems. No devices that prohibit the flow of traffic will be constructed on streets classified as collector or arterial streets in the *Albany Transportation System Plan*. The types of measures constructed on collectors or arterials will be limited to devices designed to reduce vehicle speeds and increase pedestrian safety. Emergency Response Routes , whether classified as residential, collector or arterial streets, will also have a limited list of measures that can be installed.

Examples of traffic calming devices that the City will install are included as a part of this document, on pages 29 through 33. This chart also includes any restrictions assigned to those specific devices.

Once a project has met the review criteria, the City will hold a neighborhood meeting. All property owners in the project area will be invited. At this neighborhood meeting, the City will identify the types of traffic calming devices that are effective in resolving the problems identified in the project area, in addition to any restrictions.

The City will work with the neighbors to obtain their preferences for types of devices and possible installation locations to maximize the benefit of the preferred devices.

The City will then develop a Traffic Calming Plan. A representative from the neighborhood and the Albany Fire Department will also be included on the Plan team. The Plan will include the type of device(s), location(s) of installation, an anticipated schedule for construction, maintenance responsibility, and estimated project costs.



Step 4 - Initial Evaluation and Neighborhood Survey

There are some traffic calming devices that require a significant change in driver behavior. A traffic circle at an intersection is one example. In some cases, the City may choose to implement a test device. Devices that do not require a significant change in driver behavior may not require the test phase and would move immediately to the neighborhood survey.

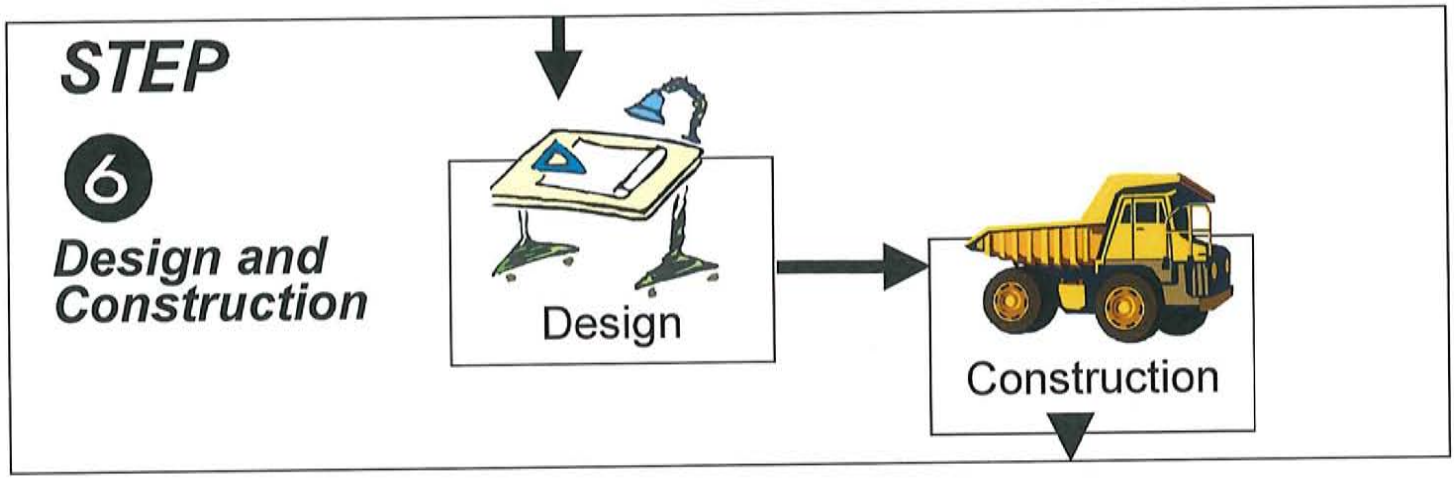
The intent behind installing a test device is to allow the neighborhood to experience the traffic calming device and the changes to neighborhood traffic patterns prior to a permanent installation. This gives the City and the neighborhood an opportunity to determine the impacts of the installation prior to the expenditure of significant construction costs. It also allows easy removal of the device if the neighborhood decides that the device does not meet expectations.

Whether a test device is implemented or not, the neighborhood will be given an opportunity to review the traffic calming plan and discuss the installation of the device. The intent of the survey is to ensure that the adjacent neighbors know of the proposed modification and have an opportunity to comment on the device installation. The majority of the neighborhood must agree with the device installation. The survey also provides an opportunity to reaffirm with the property owners in the project area that they are willing to their share of the construction costs, with a more accurate cost estimate available. The cost distribution will be as follows:

Street Type	Neighborhood Contribution	City Contribution
Local	50%	50%
Collector	37.5%	62.5%
Arterial	25%	75%

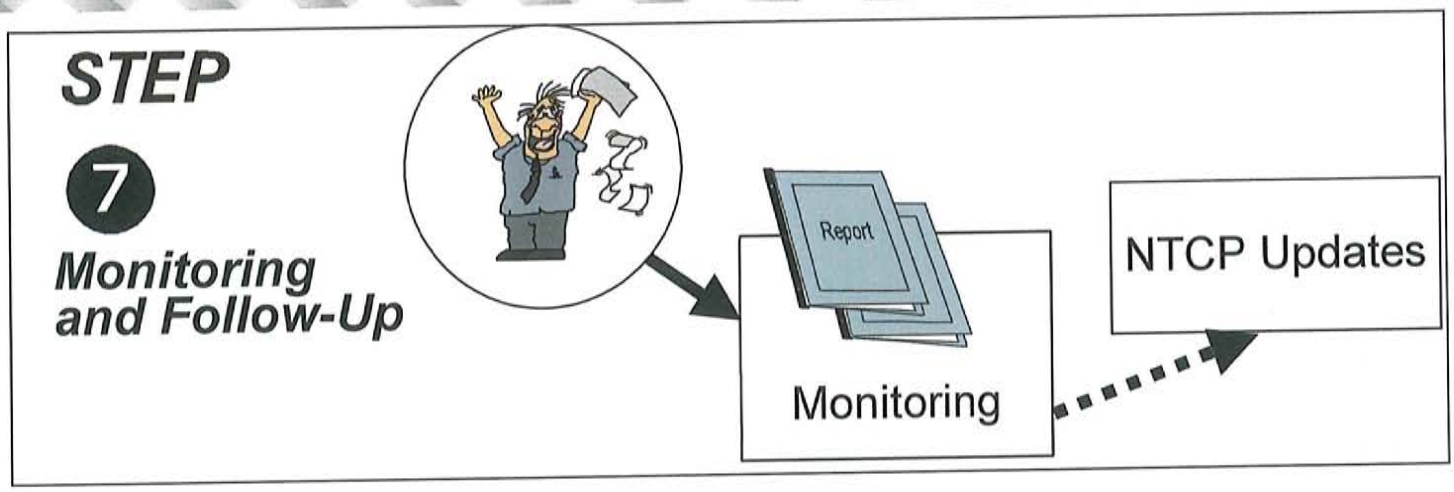
Step 5 - Traffic Safety Commission Approval

Once the neighborhood has given support of the project, the Traffic Calming Plan will be forwarded to the Traffic Safety Commission for review and approval. A member of the Traffic Safety Commission will be invited to attend the neighborhood meetings; however, this forum provides the entire commission the opportunity to review the Traffic Calming Plan prior to implementation.



Step 6 - Design and Construction

If approved by the Traffic Safety Commission, the City will perform the design, contract advertisement, contract administration and construction inspection of the traffic calming device(s) indicated by the Traffic Calming Plan.



Step 7 - Monitoring and Follow-Up

Once the device is installed and construction is complete, the City will conduct two sets of data collection to determine the impacts of the device installed. The data collection will occur two months and six months after project completion. This data will be used to determine the effectiveness of the devices installed. The results of the analysis will be shared with the neighborhood.

Subsequent updates to the NTCP will occur as staff discovers that some devices are more or less effective than others. Other updates will occur to update procedural deficiencies or include additional alternatives as they are developed.

Neighborhood Traffic Calming Program (NTCP) Application/Checklist

Section 1 (To be completed by Applicant)

Applicant Name: _____ Daytime Telephone: _____

Applicant Mailing Address: _____ Evening Telephone: _____

_____

Location of Problem: _____
(For intersections, list both streets. For roads, indicate name/problem limits. e.g. 24th Ave. between Geary & Hill.)

Description of Problem: _____

_____

(e.g. Excessive speeding on street, high volumes, etc.)

Section 2 (To be completed by City)

Street Classification: _____ Parking: _____

Roadway Width: _____ Speed Limit: _____

Ortho Photo Attached Emergency Response Route: _____

Section 3 (To be completed by Applicant)

Volume: _____
(Submit Blue Count Forms)

Speed: _____
(Submit Red Speed Forms)

Section 4 (To be completed by City)

TCP Evaluation

☐ YES
(Meets Initial Evaluation Criteria)

Additional Data Collected? _____
Project Rank: _____
Date Survey Sent: _____
Survey Results: _____
Neighborhood Meeting Date: _____
TSC Notification Date: _____
Date Neighborhood Ballot Sent: _____
Neighborhood Ballot Results: _____
TSC Approval: _____
Design Complete: _____
Construction Complete: _____

☐ NO
(Does Not Meet Evaluation Criteria)

Reason: _____

_____

_____

_____

Other Recommendations (if any): _____

_____

_____

_____

_____

_____

_____

Section 5 (City Follow-Up)

evice Installed: _____
x month Volume: _____ Six month Speed: _____
ne Year Volume: _____ One Year Speed: _____

Instructions for Application/Checklist

This form is to serve as the application for the Neighborhood Traffic Calming Program (NTCP), in addition to providing a summary sheet checklist for the project. To start the application process, please follow these steps:

1. Fill out Section 1 of the form. It is important to include a brief but thorough description of the problem including the start and end points.

2. Submit the form to the City of Albany (City) at 333 Broadalbin SW, P.O. Box 490, Albany, OR 97321. The application can either be mailed or dropped off.

3. Once the City has received the form, it will be reviewed to ensure that the problem is appropriate for NTCP. The applicant may be contacted for clarification if necessary. If the problem is not appropriate for NTCP, the applicant will be provided with contact information for the correct agency to notify.

4. If the City determines the problem is appropriate for NTCP, the applicant will be responsible for gathering data. Data regarding the traffic volumes and traffic speed must be gathered for the next step in the process. The forms provided in this packet will instruct and assist you in gathering this data.

5. Once all of the data has been collected, Section 3 of the application form must be completed.

6. Upon completion of Section 3, the packet is returned to the City with all of the appropriate documentation. The City will review the data submitted .

7. If the submitted data indicates that the problem **DOES** meet the criteria for the NTCP, the City will proceed to implement the program. The program steps are outlined on the following page and a full text description of each step is included in this information packet.

8. If the submitted data indicates that the problem **DOES NOT** meet the criteria for the NTCP, the City will notify the applicant that the project will not proceed. The City will also include the reason for the denial in addition to any alternative ways of addressing the problem that may be appropriate.

NTCP Intersection Count Worksheet

Section 1 (To be completed prior to start of data collection)

North/South Roadway Name: _____ Count Date: _____

East/West Roadway Name: _____ Count Time (Two-Hour): _____

Counter Name: _____ Weather Conditions: _____

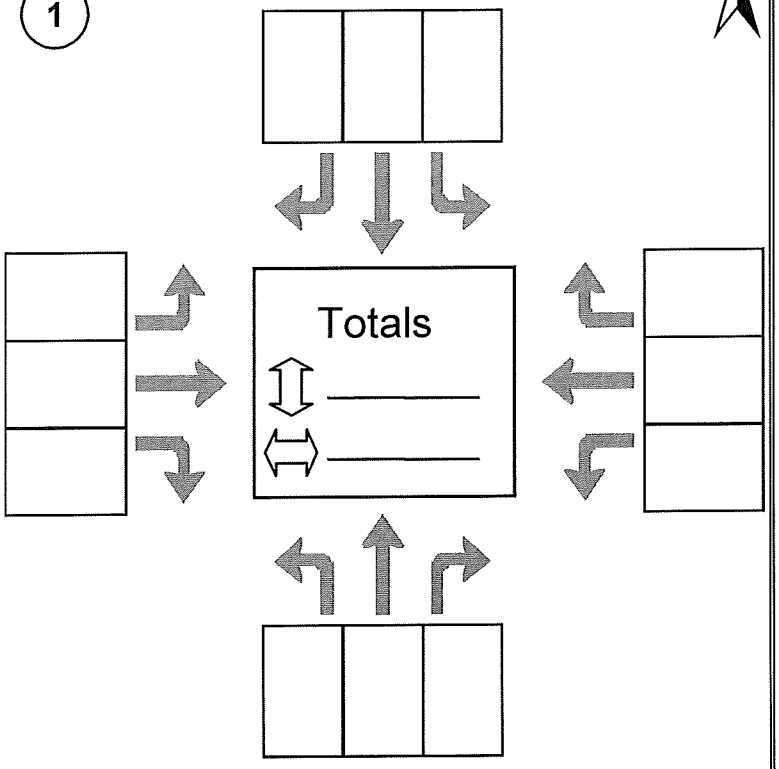
Sketch the Intersection:

N

Section 2 (To be completed during data collection)

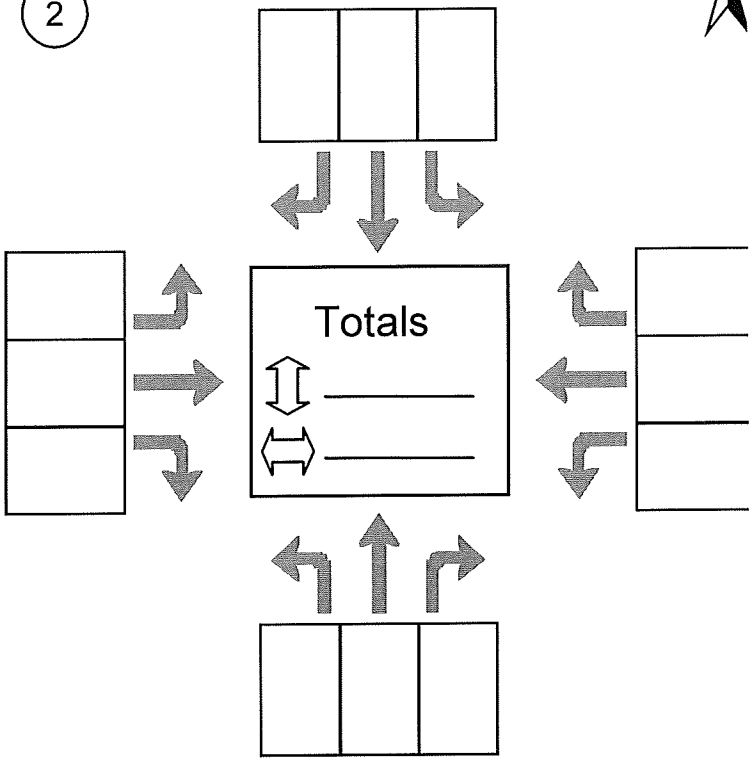
15 Minute Interval:_____

1



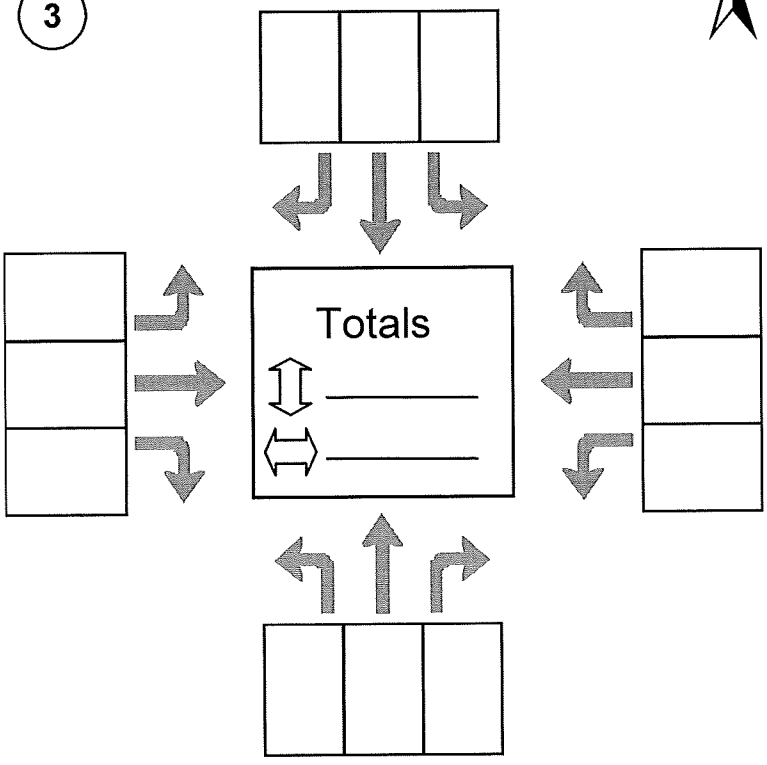
15 Minute Interval:_____

2



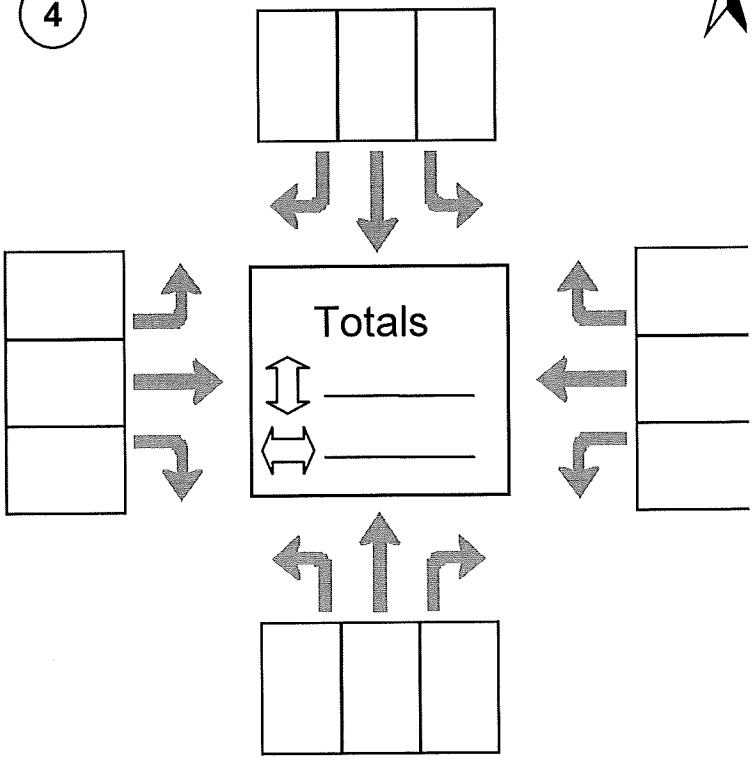
15 Minute Interval:_____

3



15 Minute Interval:_____

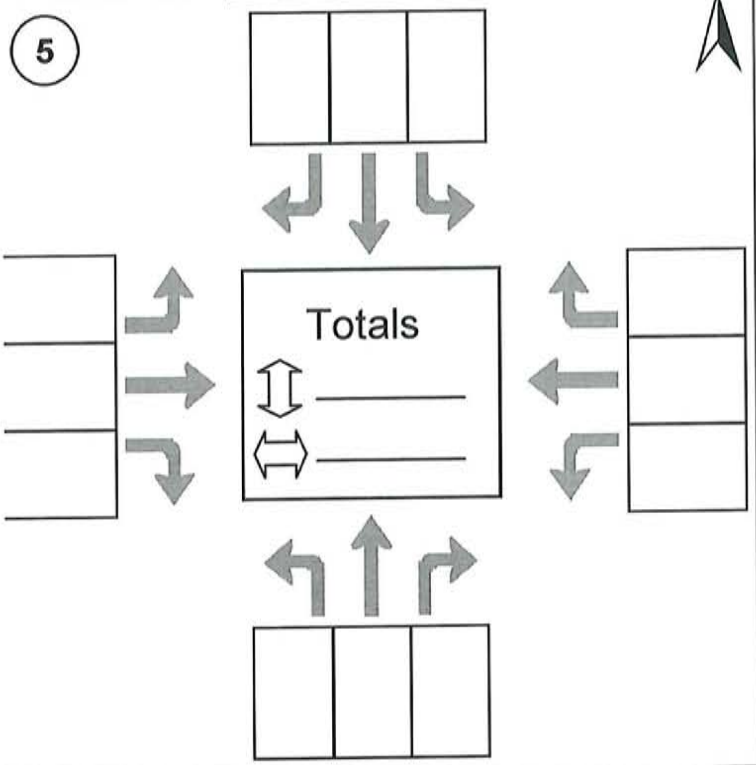
4



Section 2 Continued

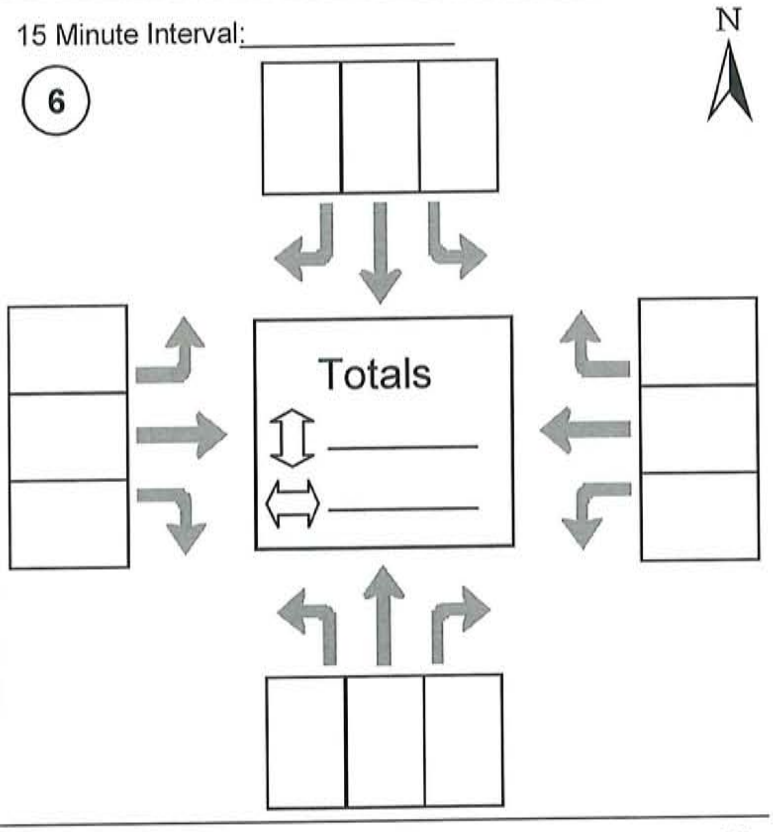
15 Minute Interval: _____

5



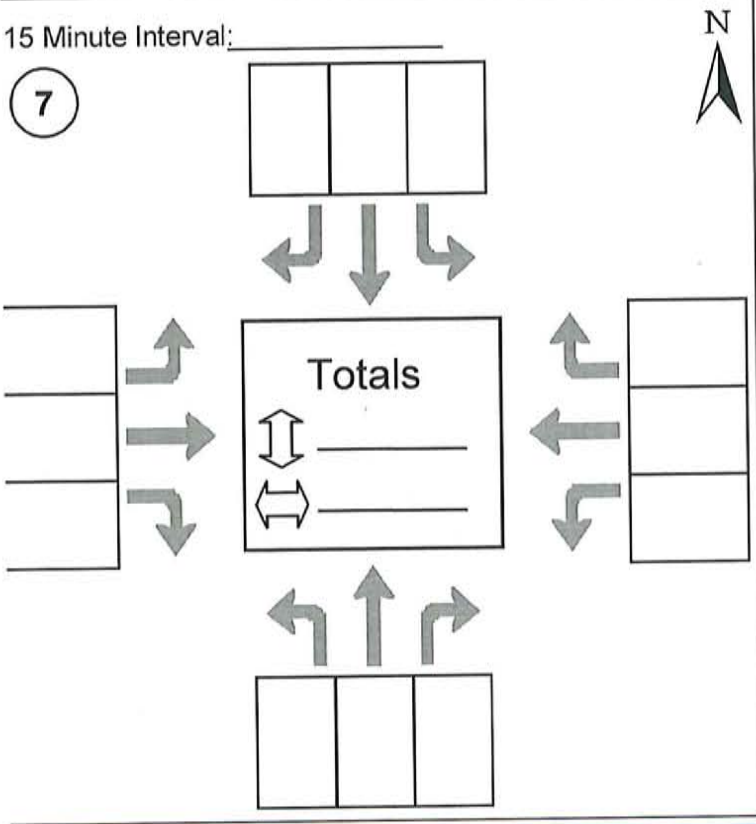
15 Minute Interval: _____

6



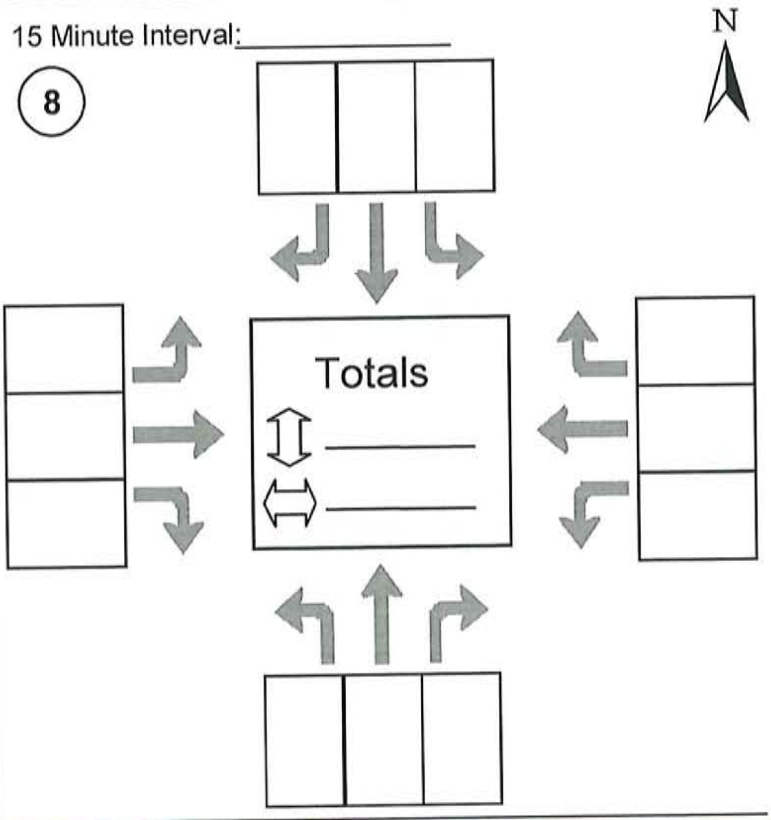
15 Minute Interval: _____

7



15 Minute Interval: _____

8



Section 3 (To be completed after data collection)

Add the totals for:

1, 2, 3 and 4: ⇕ _____ ⇔ _____

2, 3, 4 and 5: ⇕ _____ ⇔ _____

3, 4, 5 and 6: ⇕ _____ ⇔ _____

4, 5, 6 and 7: ⇕ _____ ⇔ _____

5, 6, 7 and 8: ⇕ _____ ⇔ _____

NTCP
Intersection Count Instructions

To Estimate the Traffic Volumes on at a specific intersection, follow these steps:

1. Note that this is a two-page, double-sided form. Make sure to have all four components including these instructions. The sample comprises the additional third page.

2. Near the identified intersection, select a safe place to sit for two hours that provides adequate vision clearances to count all vehicles entering the intersection.

3. Identify a two-hour window for the time of day when the problem seems to be the most pronounced.

4. If the traffic volumes are low, a single counter may be adequate. It may be advisable to have two different counters, one for each direction of travel.

5. Select a day to perform the counts. If the counts are simply to identify the intersection volumes, the best time to conduct the counts is on a Tuesday, Wednesday or Thursday evening between the hours of 4 and 6 PM. If the counts are to identify a specific problem, pick the day and time to correspond.

6. Fill out Section 1 of the form with all of the appropriate information.

7. Bring some sort of timing device that will provide a minimum of a minute breakdown.

8. Be in place approximately 10 minutes before the two-hour window begins. This will ensure if there are any problems, they can be resolved before the counts start.

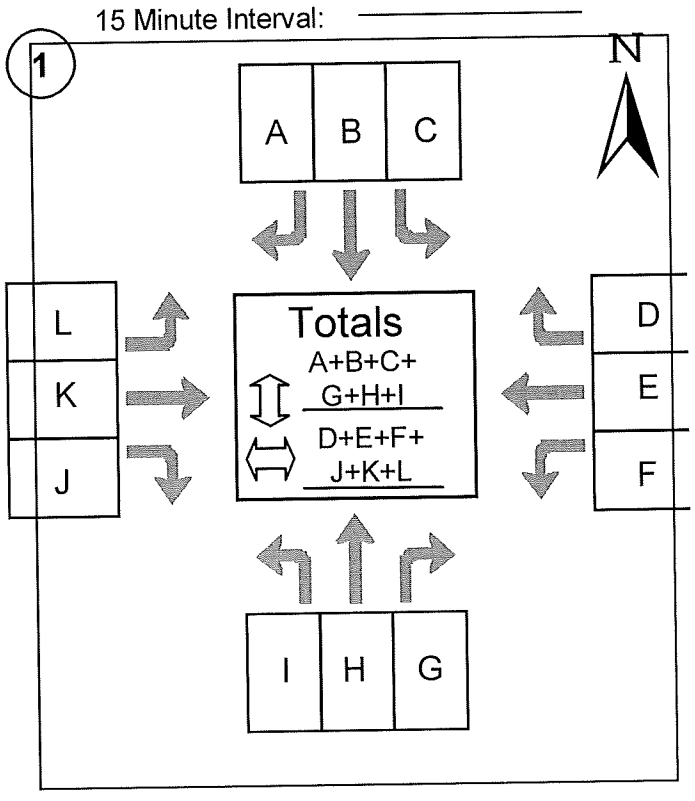
9. At the beginning of the two-hour window, begin counting the vehicles that pass through the intersection.

10. It is important to correctly record each direction of travel through the intersection for the vehicles (ie. eastbound turning left versus eastbound through or eastbound turning right).

11. At 15 minute intervals, move to the next box for data recording.

12. At the end of the two-hour count, tally up the numbers for each 15 minute record.

13. Fill out Section 3 of the form. This will provide an estimated daily volume for the intersection counted.



NTCP Intersection Count Worksheet
Example

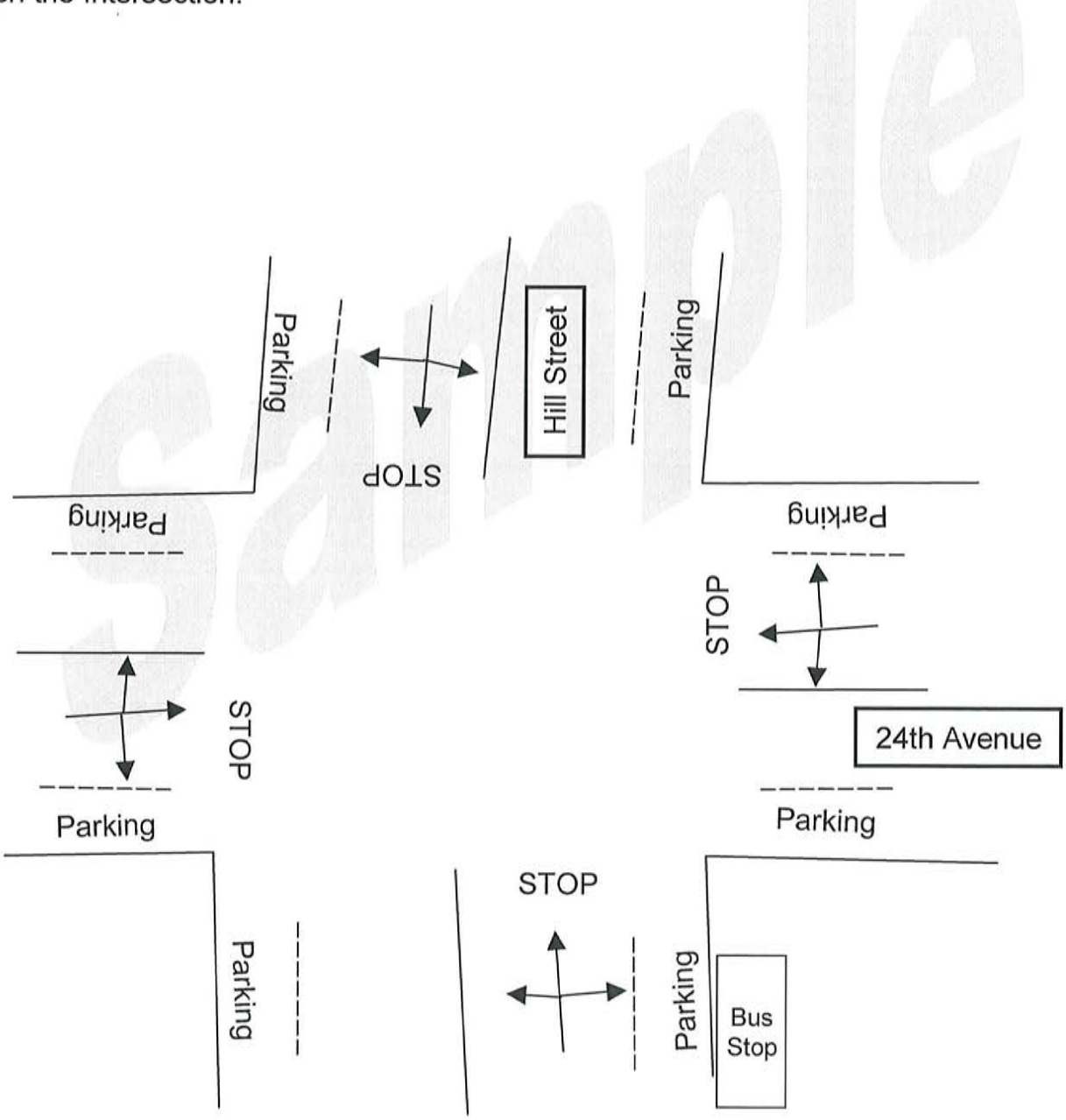
Section 1 (To be completed prior to start of data collection)

North/South Roadway Name: 24th Avenue Count Date: 1/14/01

East/West Roadway Name: Hill Street Count Time (Two-Hour): 4-6 PM

Counter Name: Betty Rubble Weather Conditions: Raining

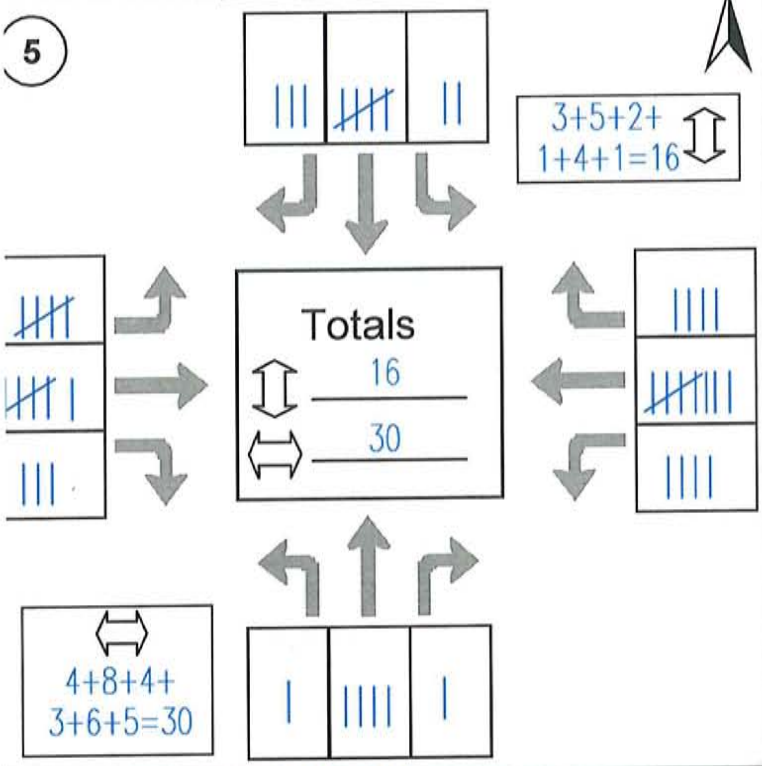
Sketch the Intersection:



Section 2 Example Continued

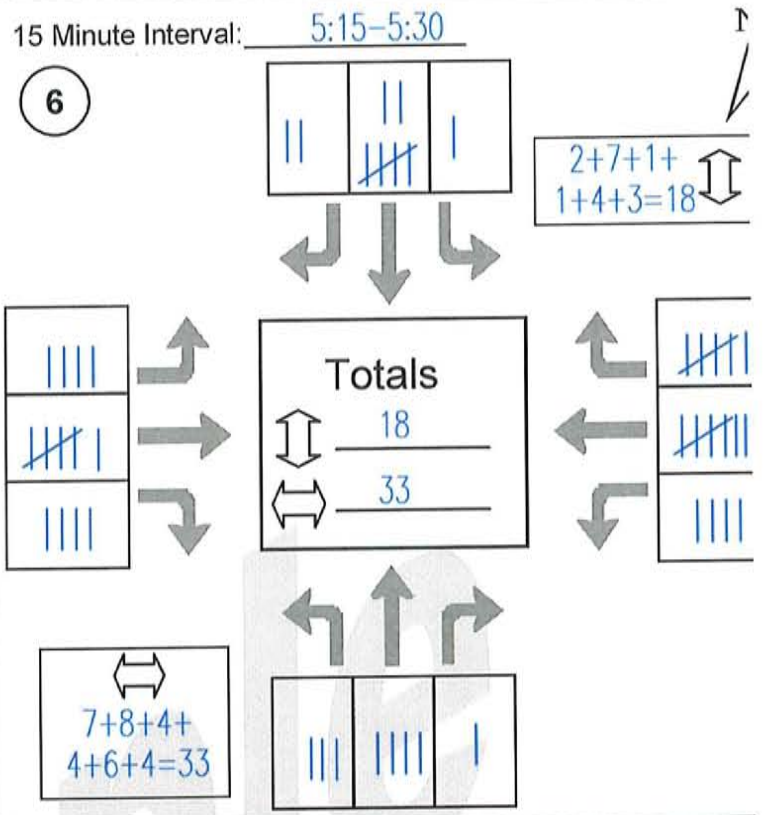
5 Minute Interval: 5:00–5:15

5



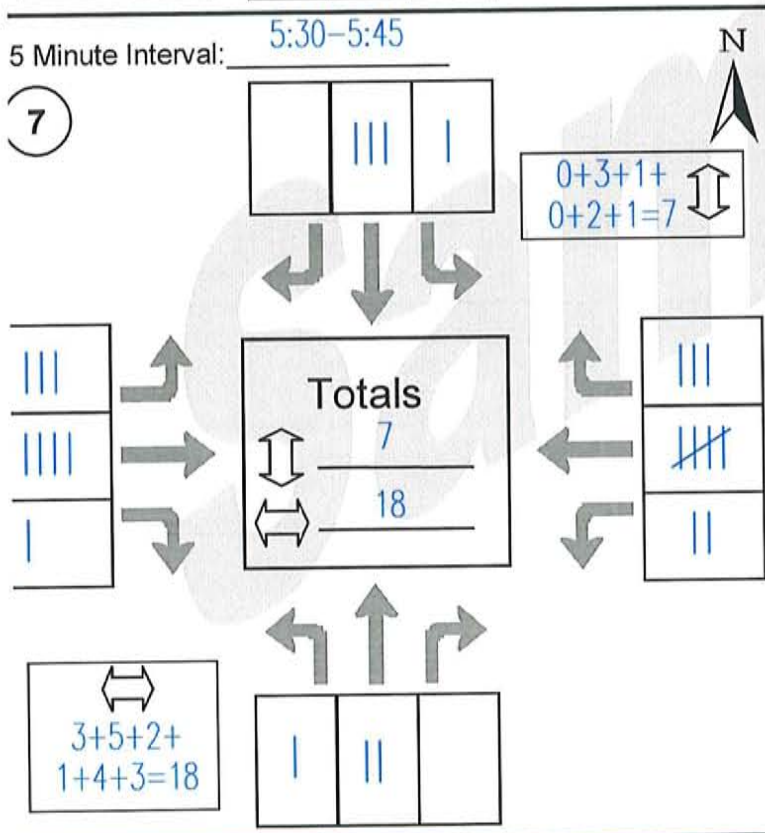
15 Minute Interval: 5:15–5:30

6



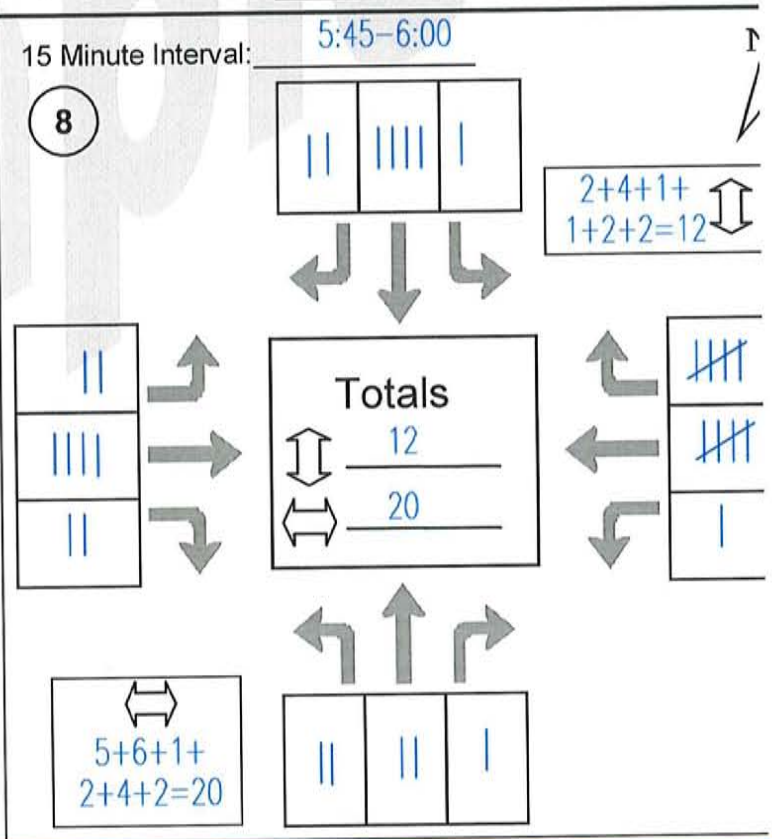
5 Minute Interval: 5:30–5:45

7



15 Minute Interval: 5:45–6:00

8



Section 3 (To be completed after data collection)

dd the totals for:

. 2, 3 and 4: ⇕ _____ ⇔ _____

. 3, 4 and 5: ⇕ _____ ⇔ _____

3, 4, 5 and 6: ⇕ _____ ⇔ _____

4, 5, 6 and 7: ⇕ _____ ⇔ _____

5, 6, 7 and 8: ⇕ 16+18+7+12=53 ⇔ 30+33+18+20=101

NTCP Roadway Count Worksheet

Section 1 (To be completed prior to start of data collection)

Roadway Name: _____ Count Date: _____

Counter Name: _____ Count Time (Two-Hour): _____

Weather Conditions: _____

Section 2 (To be completed during data collection)

Row	15 Minute Interval (e.g. 4:15 to 4:30)	Direction/Count: (e.g. Eastbound/1111)	Direction/Count: (e.g. Westbound/1111)	Roadway Totals	Pedestrian Counts (optional)
1					
2					
3					
4					
5					
6					
7					
8					

Section 3 (To be completed after data collection)

Add Totals for Rows 1, 2, 3, and 4: _____
Rows 2, 3, 4, and 5: _____
Rows 3, 4, 5, and 6: _____
Rows 4, 5, 6, and 7: _____
Rows 5, 6, 7, and 8: _____
Select Highest Value: _____

Multiply the Highest Value by 10

[ ]

This value is the approximate Average Dai Traffic (ADT) for the roadway.

NTCP
Roadway Count Instructions

To Estimate the Traffic Volumes on a Specific Roadway, follow these steps:

1. Identify a location on the roadway where the traffic will represent the problem.

2. Near the identified location, select a safe place to sit for two hours that provides adequate vision clearances to count all oncoming vehicles.

3. Identify a two-hour window for the time of day when the problem seems to be the most pronounced.

4. If the traffic volumes are low, a single counter may be adequate. It may be advisable to have two different counters, one for each direction of travel.

5. Select a day to perform the counts. If the counts are simply to identify the roadway volume, the best time to conduct the counts is on a Tuesday, Wednesday or Thursday evening between the hours of 4 and 6 PM If the counts are to identify a specific problem, pick the day and time to correspond.

6. Fill out Section 1 of the opposite side of this form with all of the appropriate information.

7. Bring some sort of timing device that will provide a minimum of a minute breakdown.

8. Be in place approximately 10 minutes before the two-hour window begins. This will ensure if there are any problems, they can be resolved before the counts start.

9. At the beginning of the two-hour window, begin counting the vehicles that approach on the roadway. Pedestrian counts may be taken, but are not usually required.

10. It is important to differentiate the direction of travel for the vehicles (ie. eastbound versus westbound traffic.) The distribution of traffic may be used to determine which mitigation measures, if any, are appropriate.

11. At 15 minute intervals, move to the next box for data recording.

12. At the end of the two-hour count, tally up the number for each 15 minute record.

13. Fill out Section 3 of the form. This will provide an estimated daily volume for the roadway counted.

NTCP Roadway Count Worksheet
Example

Section 1 (To be completed prior to start of data collection)

Roadway Name: 24th Avenue (between Geary & Hill) Count Date: 1/13/01

Counter Name: Betty Rubble Count Time (Two-Hour): 4–6 PM

Weather Conditions: Slightly cloudy, occasional showers

Section 2 (To be completed during data collection)

Row	15 Minute Interval (e.g. 4:15 to 4:30)	Direction/Count: (e.g. Eastbound/1111)	Direction/Count: (e.g. Westbound/1111)	Roadway Totals	Pedestrian Counts (optional)
1	4:00–4:15	Eastbound 𝍸 5	Westbound IIII 4	9	
2	4:15–4:30	𝍸 IIII 9	𝍸 II 7	16	
3	4:30–4:45	𝍸 II 7	𝍸 5	12	
4	4:45–5:00	𝍸 III 8	𝍸 II 7	15	
5	5:00–5:15	III 𝍸 𝍸 𝍸 18	𝍸 IIII 9	27	
6	5:15–5:30	𝍸 𝍸 III 13	𝍸 II 7	20	
7	5:30–5:45	𝍸 𝍸 10	III 3	13	
8	5:45–6:00	IIII 4	𝍸 5	9	

Section 3 (To be completed after data collection)

Add Totals for Rows 1, 2, 3, and 4: 9+16+12+15=52
Rows 2, 3, 4, and 5: 16+12+15+27=70
Rows 3, 4, 5, and 6: 12+15+27+20=74
Rows 4, 5, 6, and 7: 15+27+20+13=75
Rows 5, 6, 7, and 8: 27+20+13+9=69
Select Highest Value: 75

Multiply the Highest Value by 10

75x10= 750

This value is the approximate Average Daily Traffic (ADT) for the roadway.

NTCP Speed Data Worksheet

Section 1 (To be completed prior to start of data collection)

Roadway Name: _____ Count Date: _____

Counter Name(s): _____ Count Time (Two-Hour): _____

Weather Conditions: _____

Section 2 (To be completed during data collection)

	Totals	_____ bound	Speed	_____ bound	Total	
			Above 39 MPH			
			39 MPH			
			38 MPH			
			37 MPH			
			36 MPH			
			35 MPH			
			34 MPH			
			33 MPH			
			32 MPH			
			31 MPH			
			30 MPH			
			29 MPH			
			28 MPH			
			27 MPH			
			26 MPH			
			25 MPH			
			24 MPH			
			23 MPH			
			22 MPH			
			21 MPH			
			Below 21 MPH			

Actual Count Time:
_____

_____bound Total:
_____ X 0.50 = _____

_____bound Total:
_____ X 0.50 = _____

_____bound
50th % Speed

_____bound
50th % Speed

NTCP
Speed Count Instructions

To Estimate the Traffic Speed on a Specific Roadway, follow these steps:

1. Identify a location on the roadway where the traffic will represent the problem.

2. Near the identified location, select a safe place to sit for two hours that provides adequate vision clearances to monitor all oncoming vehicles.

3. Identify a two-hour window for the time of day when the problem seems to be the most pronounced. Pick any time during the day except the AM Peak (between 6:30 AM and 8:30 AM) or the PM Peak (between 4:00 PM and 6:00 PM) to conduct the study. If the AM Peak or PM Peak is designated as the problem, two sets of counts must be made. One off-peak to determine the average roadway speed and the second during the peak hour that is indicative of the problem.

4. If the traffic volumes are low, a single counter may be adequate. Two people may be required, one to operate the radar gun, the other to record the data.

5. Obtain the radar gun from the Albany Police Department at 917-3208. The radar guns can be borrowed for up to a week. Valid picture identification (a driver's license) is required to borrow the gun.

6. Fill out Section 1 of the opposite side of this form with all of the appropriate information.

7. Bring some sort of timing device that will let you know when two hours are over.

8. Be in place approximately 10 minutes before the two-hour window begins. This will ensure if there are any problems, they can be resolved before the counts start. Make sure to play with the radar gun in advance so you know how it works.

9. At the beginning of the two-hour window, begin recording the speed of the vehicles that approach on the roadway.

10. It is important to differentiate the direction of travel for the vehicles (ie. eastbound versus westbound traffic.) The distribution of traffic may be used to determine which mitigation measures, if any, are appropriate.

11. Data must be collected for either two hours or 50 vehicles in both directions - whichever comes first. On a typical local street, the two hour limit will probably be met. If you collect 50 vehicles in one direction, but the other direction has not reached 50, continue to collect data in both directions until you reach 50 vehicles in the other direction or two hours has elapsed, whichever comes first.

12. At the end of the count, total the number of vehicles for each speed.

13. Calculate the 50% speed for each direction of travel by completing these steps: Add the total number of vehicles recorded for each direction and multiply by 0.50. Round to the nearest whole number. In the far left and right columns of the table, add the total number of vehicles - starting from the bottom. (See the example sheet, the columns with the large circles in them.) When you total to the number you calculated, circle that number and record the speed associated with that number. This speed is the 50th percentile speed.

NTCP Speed Data Worksheet
Example

Section 1 (To be completed prior to start of data collection)

Roadway Name: 24th Avenue (between Geary & Hill) Count Date: 1/14/01

Counter Name(s): Betty Rubble Count Time (Two-Hour): 2–4 PM

Weather Conditions: Slightly cloudy, occasional showers

Section 2 (To be completed during data collection)

	Totals	East ____ bound	Speed	West ____ bound	Total	
28	1	|	Above 39 MPH	||	2	53
27	1	|	39 MPH	|	1	51
26	2	||	38 MPH	|||	3	50
24	0		37 MPH	|||	3	47
24	3	|||	36 MPH	||||	4	44
21	3	|||	35 MPH	||||	5	40
18	1	|	34 MPH	|||	3	35
17	5	||||	33 MPH	||||	5	32
12	2	||	32 MPH	||	2	27
10	3	|||	31 MPH	||||	4	25
7	2	||	30 MPH	|||	3	21
5	0		29 MPH	||||	5	18
5	2	||	28 MPH	|||	3	13
3	1	|	27 MPH	||	2	10
2	2	||	26 MPH	||	2	8
0	0		25 MPH	|	1	6
0	0		24 MPH	||	2	5
0	0		23 MPH	|	1	3
0	0		22 MPH	|	1	2
0	0		21 MPH		0	0
0	0		Below 21 MPH	|	1	1

Actual Count Time: 2:02–4:02 PM

East ____ bound Tota

28 X 0.50 = 14

West ____ bound Tota

53 X 0.50 = 27

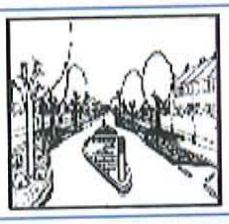
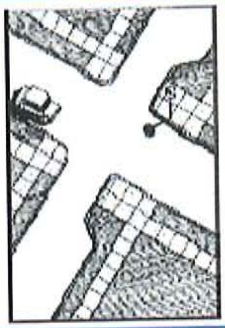
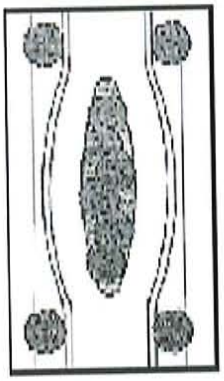
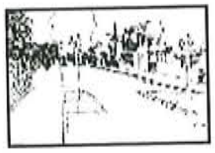
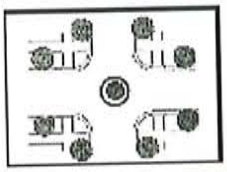
East ____ bound 50th % Speed

33

West ____ bound 50th % Speed

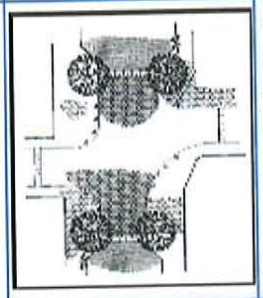
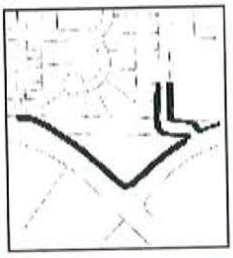
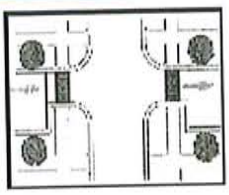
32

Typical Constructed Mitigation Measures

Measure	Graphic	Description	Speed Reduction	Volume Reduction	Cost	Road Type
Chicane		Channelization or curb extensions that realign the straight path of a street, deflection of straight vehicle movement.	3 to 4 MPH	Low volume reduction and diversion	$3,000 to $20,000	R = Yes C = Yes A = Yes ER = Yes
Choker (Curb Extension)		A roadway narrowing. This could be a curb extention at an intersection (also called bulb-outs, neckdowns and throating to reduce the roadway width at a selected location.	3.3 MPH	Moderate volume reduction and diversion	$3,000 to $15,000	R = Yes C = Yes A = Yes ER = Yes
Choker (Median)		A roadway narrowing. With a median, the narrowing of the roadway comes from placing an island in the middle of the road. Some cities have used large raised pavement markers on the centerline at intersections to reduce speed of turning traffic. Medians can also be used for pedestrian refuge and/or access control to restrict turning movements. For access control it is important that medians are long enough to effectively create right-in/right-out restrictions.	3.3 MPH	Moderate volume reduction and diversion	$3,000 to 10,000	R = Yes C = Yes A = Yes ER = Yes
Choker (Pinch Point)		A roadway narrowing. Curb lines are extended into the street area (usually landscaped islands or pedestrian extensions) to narrow the roadway.	3.3 MPH	Moderate volume reduction and diversion	$5,000 to $15,000	R = Yes C = Yes A = Yes ER = Yes
Circles		A round island in the middle of an intersection	5.7 MPH	Low volume reduction and diversion	$5,000 to $15,000	R = Yes C = No A = No ER = Maybe

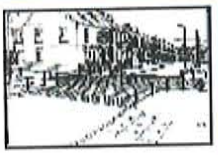
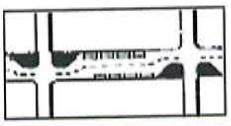
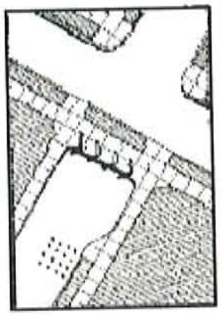
For Road Types: R = Residential, C = Collector, A = Arterial, ER = Emergency Response. Maybe = To be evaluated on a case-by-case basis.

Typical Constructed Mitigation Measures

Measure	Graphic	Description	Speed Reduction	Volume Reduction	Cost	Road Type
Diverters		Channelization or islands that restrict movements at an intersection. Typically, allows right turns, not through traffic. There are full and partial diverters depending upon the number of movements restricted or diverted at an intersection.	0.4 MPH	High volume reduction, high diversion impact	$3,000 to $15,000	R = Yes C = No A = No ER = No
Entry Treatments		Generally use of landscaping and architectural elements at the roadway entrance to a neighborhood. Can include curb extensions and pavement texturing.	3.3 MPH	Moderate volume reduction and diversion	$5,000 to $25,000	R = Yes C = Yes A = Yes ER = Yes
Humps		Raising of pavement surface about 3 inches over about 10 to 20 feet (an undulation). Similar to this measure are speed tables, raised pedestrian crossings and raised intersections.	7 MPH	Low volume reduction and diversion	$3,000 to $5,000	R = Yes C = No A = No ER = No
Intersection Realignments/ Route Modification		Takes a standard 3 or 4 leg intersection and skews it to deflect traffic while maintaining safe design characteristics. Modify a route to make it less direct.	5.7 MPH	Low volume reduction and diversion	$4,000 to $20,000	R = Yes C = No A = No ER = Maybe
One Way Streets		Takes the entry to a neighborhood area and makes the access road one way (typically out). Similar in some respects to a diverter. Can be used in connection with entry treatments.	No Data	Significant volume reduction and diversion	$5,000 to $30,000	R = Yes C = Maybe A = Maybe ER = Maybe

For Road Types: R = Residential, C = Collector, A = Arterial, ER = Emergency Response. Maybe = To be evaluated on a case-by-case basis.

Typical Constructed Mitigation Measures

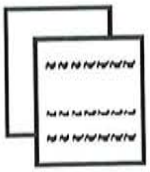
Measure	Graphic	Description	Speed Reduction	Volume Reduction	Cost	Road Type
Pavement Texture/ Pavement Markings		Instead of smooth pavement surface, create roughness by using raised markers, pavers, colored concrete with patterns. Can be used to emphasize pedestrian crossing location. Sometimes paint is used to create channelization or narrowing. Increases driver awareness of changed conditions (entering a neighborhood or pedestrian zone).	Limited	Limited volume reduction	$1,000 to $15,000	R = Yes C = Maybe A = No ER = Maybe
Parking On-street		By allowing parking, the traveled way is narrowed. Speeds must be slower for safe sight distance	No Data	Limited volume reduction	$0 to $1,000	R = Yes C = No A = No ER = Maybe
Part Time Restrictions (PTR)		Use signs to limit vehicle movements during key times (typically school times or peak hours). Can be turn restrictions, truck restrictions, through traffic restrictions, etc. Very difficult and expensive to enforce and can have high violation rates.	Moderate speed reduction (if through traffic removed)	Moderate volume reduction (if restrictions enforced)	$500 to $5,000	R = Yes C = Yes A = Yes ER = Yes
Road Closure		Uses islands or barricades to close the end of a street. Creates a cul-de-sac for vehicles, pedestrians and bicycles can go through. Contrary to TPR emphasis on connectivity. Special consideration will be given for emergency response.	Speed reduction limited to site of closure.	Significant volume reduction and diversion	$2,000 to $15,000	R = Yes C = No A = No ER = Maybe

For Road Types: R = Residential, C = Collector, A = Arterial, ER = Emergency Response. Maybe = To be evaluated on a case-by-case basis.

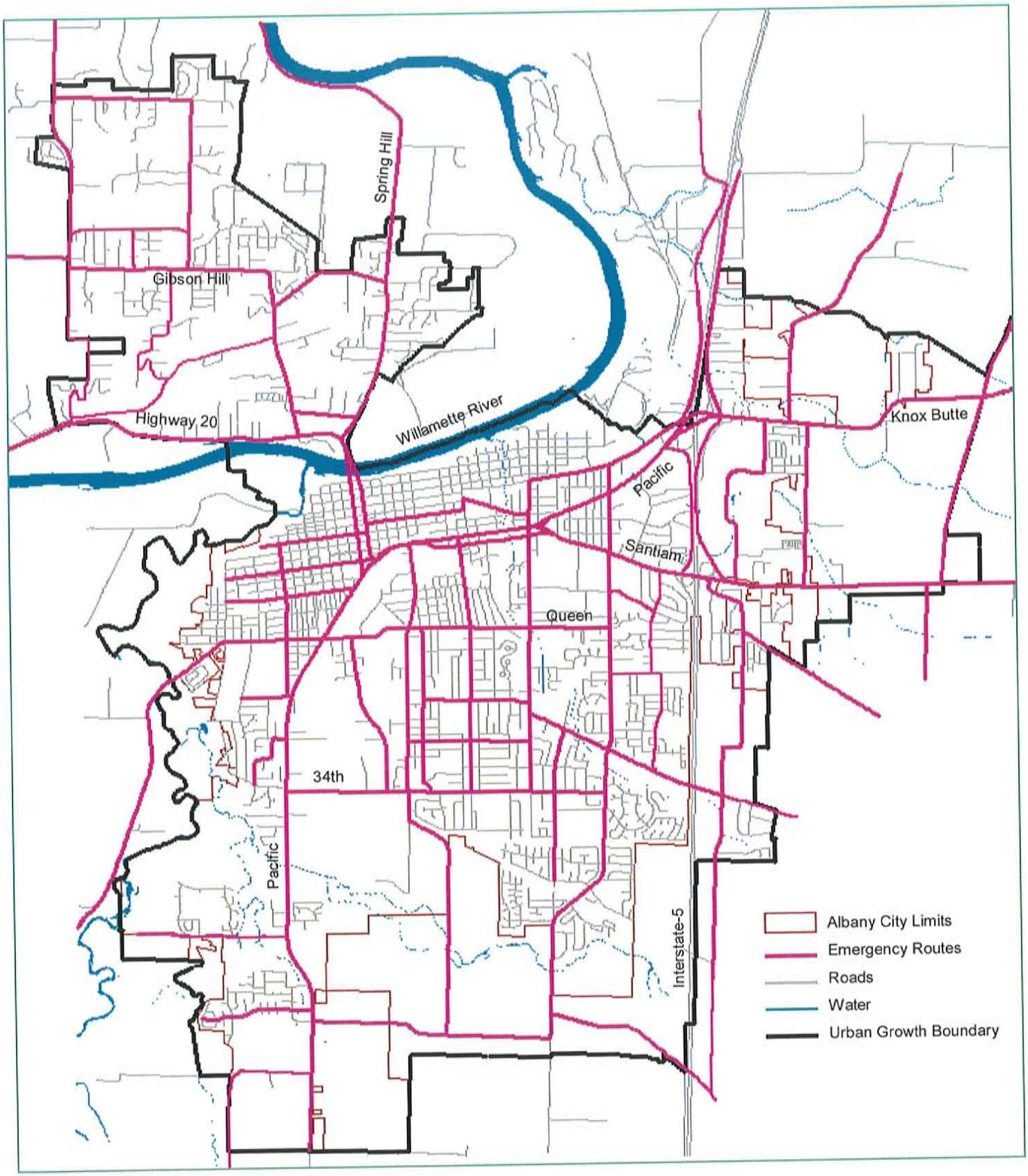
Source for graphics:

Traffic Calming, American Planning Association, Planning Advisory Service, Report Number 456, July 1995
Handbook for Walkable Communities, Burden and Wallwork.
Civilized Street: A Guide to Traffic Calming, Environmental & Transport Planning Brighton, Great Britain, 1992.

Education and Enforcement Mitigation Measures

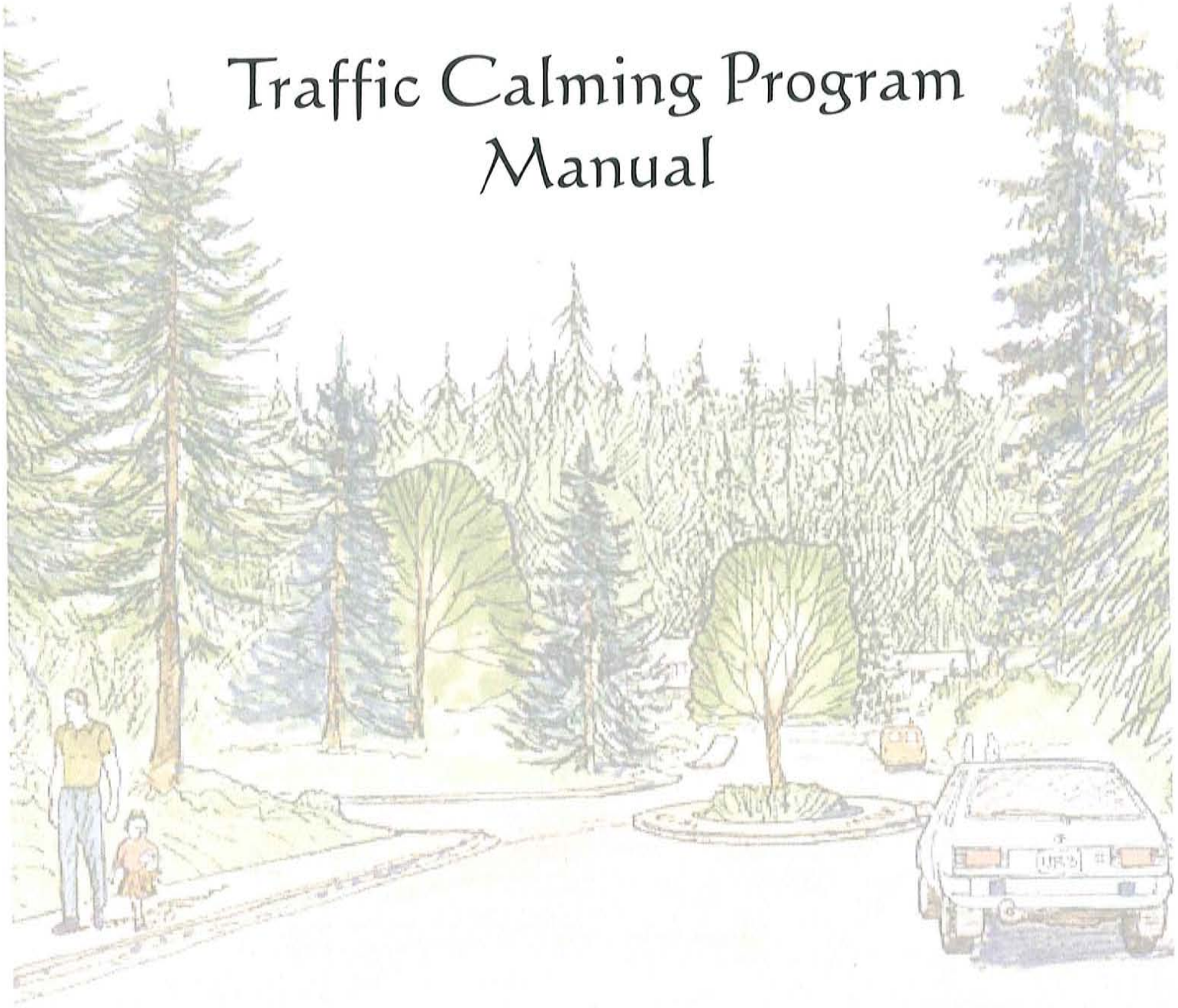
Measure	Graphic	Description	Contact
Enforcement (selective)		Police issuing tickets to vehicles violating speed limits. Can be effectively combined with other NTC elements such as public awareness, education, speed trailer and signs/banners.	City of Albany Police Department 917-7680
Signs		Yard signs have been typically used as part of a public awareness or education program.	City of Albany Public Works 917-7655
Neighborhood Flyers		In neighborhoods where the speeding problem is caused by neighbors, a flyer distribution can be used to educate neighbors.	City of Albany Public Works 917-7655
Public Awareness/ Traffic Watch		Campaigns typically organized by agency to involve neighbors. Speed watch can include neighbors using a radar speed measuring device to identify speeders who receive a standard letter. Public awareness can include education activities, but also newsletters, neighborhood organization activities, etc...	City of Albany Police Department 917-7683
Speed Trailer		A trailer unit with a reader board that indicates the approaching vehicle speeds. Portable and can can be moved from site to site. Can be reinforced with actual police enforcement on a selective basis.	City of Albany Police Department 917-7683
Enforcement (automated)		Use of photo or video enforcement to ticket violators in speed zones. Red light running photo enforcement is also available.	Not Currently Available

Emergency Response Routes



City of Bothell
Department of Public Works

Traffic Calming Program Manual



City of Bothell

Traffic Calming Program

January 23, 2007

Introduction

Traffic Calming

The Bothell Traffic Calming Program is developed to respond in a uniform manner to traffic related issues on local residential streets with Average Daily Traffic (ADT) of less than 3,000 vehicles and a posted speed limit of 25mph. It is the intent of the City to review this program every two years and modify the program as necessary to continue to respond to the needs of our neighborhoods.

While the Traffic Calming Program's focus is on local residential streets, many of the recommendations in the program can be utilized on arterial streets in residential areas. If improvements to arterial streets in residential areas are identified under this program, they need to be developed through the City's Capital Improvement Program.

Citizen involvement is an important part of all traffic calming projects. The people who live and work in the study area have the opportunity to become actively involved in the planning and decision-making process.

What is the Traffic Calming Program?

Bothell's Traffic Calming Program is part of the City's commitment to the safety and livability of our neighborhoods, and shall incorporate the goals, policies, and objectives of the City's Comprehensive Plan. It is a collaborative effort of City staff and local residents to reduce the impacts of traffic on local streets when traffic solutions are implemented. Through active participation by area residents, the City can identify the problem, plan the approach, implement the solutions, and evaluate the effectiveness. Traffic calming for residential areas is a concept that seeks harmony between automobiles and people.

The intent of this program is to **solve** the traffic problem where it exists, not **move** the problem to another local street.

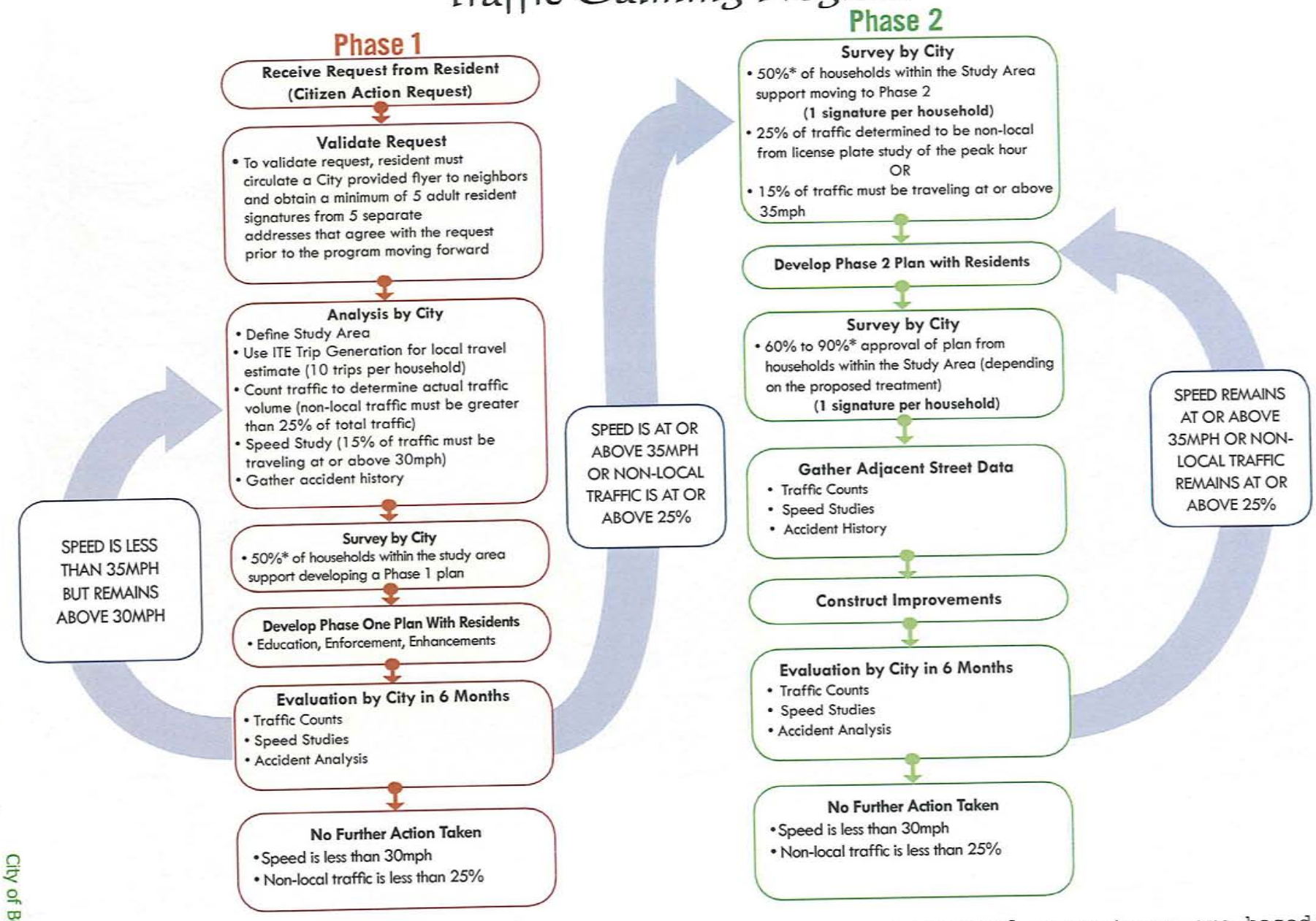
What is Cut Through Traffic?

Cut through traffic is any traffic that doesn't have an origin or destination on the corridor or in the area being studied.

How does the program work?

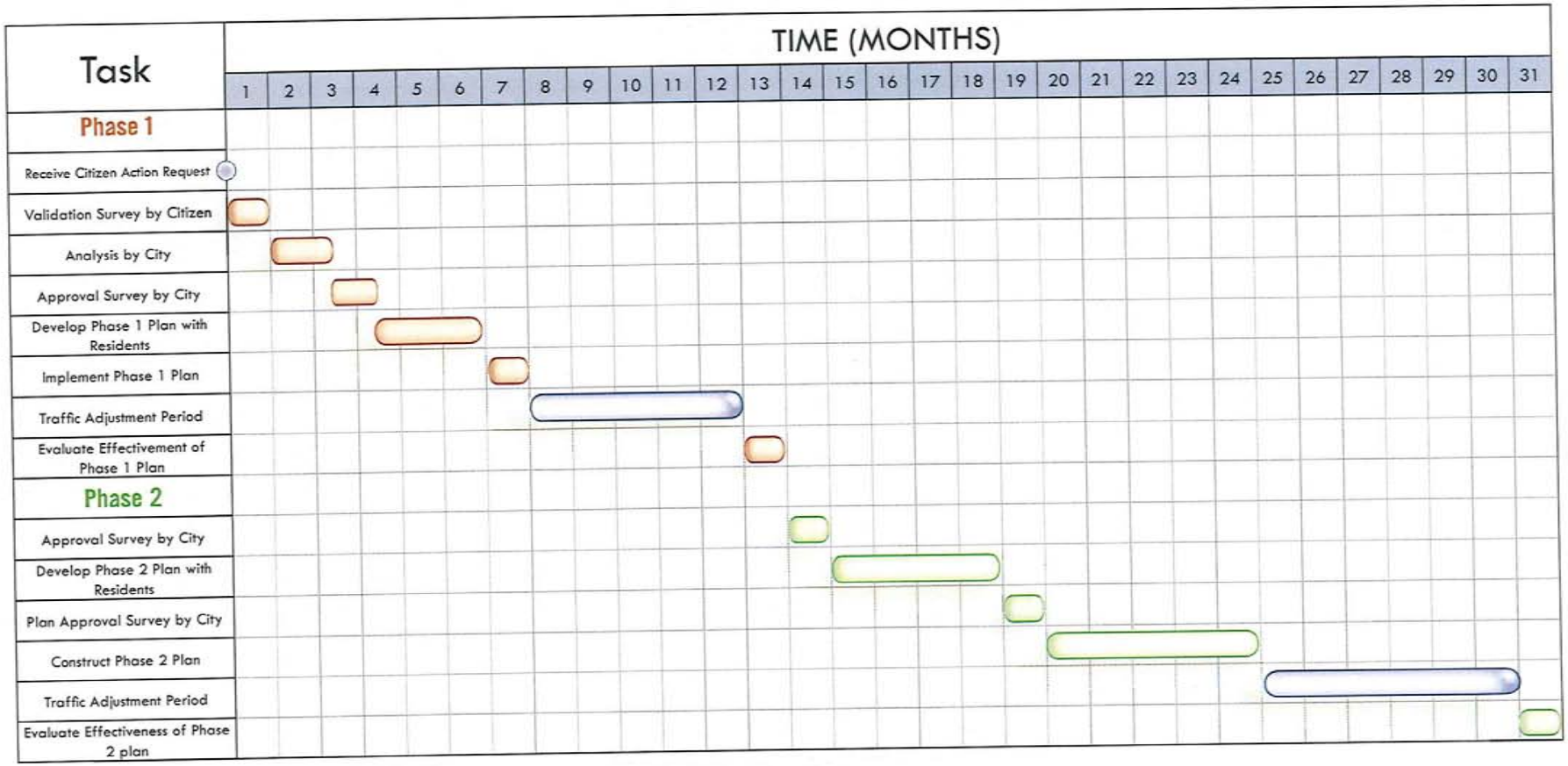
The program works in two phases. Phase I focuses on passive, less restrictive measures like educational programs, enforcement, pavement markings, and signage. Should the Phase 1 measures prove ineffective at reducing excessive speeds or traffic volumes within a given time frame, then we proceed to Phase II of the program, which includes more restrictive methods.

Traffic Calming Program



* Approval percentages are based on returned ballots only

Traffic Calming Program
Typical Implementation Timeline



Phase I

Phase 1 of the Traffic Calming Program begins when a Citizen Action Request Form is submitted to the City by a resident.

Once this occurs, the City will prepare a Validation Flyer that outlines the requested action for circulation by the resident. A minimum of 5 adult resident signatures from 5 separate addresses showing their support for starting a Traffic Calming Program will be required prior to going forward with the program.

Once the flyer is returned to the City showing neighborhood support, the City will define the study area and collect data from speed studies, accident histories, and traffic counts. This information, along with insights and suggestions from area residents, will help to determine which of the Phase 1 solutions to recommend to improve safety on local streets.

STUDY AREA DEFINITION

The study area will be determined by City Staff and will be influenced by configuration of the street system in the area, travel routes for elementary schools or local parks, and potential alternative local street routes where traffic could move to. Factors that will be considered when defining the Study Area will include:

- Location of arterial streets
- Potential parallel local street routes
- School boundaries
- Subarea boundaries as defined in the City's Comprehensive Plan
- Location of local parks

Once the City defines the proposed study area, a notice will be mailed to all households extending 500 feet beyond the proposed study area boundary. The notice will describe the traffic calming concern, identify the proposed study area boundaries, and solicit input from the citizens. This step allows for refinement of the study area boundary based on citizen input prior to finalizing the boundary.

To Qualify for a Phase 1 plan, the following criteria must be met:

- EITHER -

15% of the traffic will be travelling at 30mph or higher

- OR -

25% of the traffic is determined to be non-local, based on ITE trip generation guidelines

- AND -

50%* of the households within the study area show support for developing a Phase 1 Plan

Resident volunteers will be available to attend meetings to help develop a plan

* Approval Percentages are based on returned ballots only

Phase I Solutions

Examples of Phase 1 actions include:

Traffic Safety Campaign

An informational letter is prepared by the City and mailed to residents within the study area. The letter explains traffic volumes and speed study results in your area. Recommended traffic calming measures, along with information about traffic laws, pedestrian and bicycle safety are included in the letter. The goal is to heighten traffic safety awareness within the neighborhood. Many of the inattentive drivers who cause the majority of the traffic problems likely live in the immediate area.

Signage

Posting appropriate traffic control signs is a Phase I solution. Signs may include speed limit, parking, dead-end, school signs, etc.

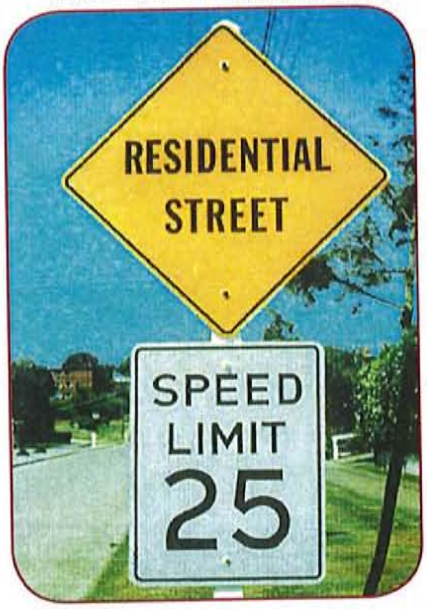
Pavement Markings

Painting legends and other markings on local streets can also be a Phase I solution. Pavement markings can include centerlines, fog lines, identification of school crossings, and speed limits.

Trimming Brush

Obscured lines of sight can create hazardous conditions. Sight distance can be improved when brush is trimmed and vegetation is cleared by homeowners or City crews.

Neighborhood Speed Reduction Program



Signs

Pavement Markings

Target Police Enforcement

Increased enforcement by the Bothell Police Department's Traffic Division can be a part of a recommended Phase I solution.

Speed Watch Program

Bothell Police offer the Speed Watch Program. Residents who participate in the Speed Watch program are trained by police staff to use radar equipment to record vehicular speed. Records are turned over to Bothell Police, who contact by letter the registered owners of those vehicles found traveling at or above 30mph. These letters are not citations, but serve to remind drivers about the posted speed limit and the concern for community safety.

Radar Speed Trailer

A portable trailer equipped with a radar unit detects the speed of passing vehicles and displays it on a digital reader board. This device shows drivers their "actual" speed versus the posted speed limit. This information helps to promote compliance with the posted speed.

Sign Obscured by Bush

Police Radar

Radar Speed Trailer

Phase 2

Lack of progress in meeting the goals of traffic calming in the study area upon completion of the Phase 1 Plan may qualify your street for Phase 2 consideration.

Phase 2 begins approximately 9-12 months from the implementation of Phase 1 measures. We will again collect data on speed, accidents, and volume and compare it to the previously obtained information.

For your street to qualify for a Phase 2 Plan, the following criteria must be met:

- EITHER -

15% of the traffic must be traveling at or above 35mph

OR

25% of the traffic is determined to be non-local traffic, based on a license plate study of the Peak Hour

- AND -

50%* of the households within the study area show support for moving into a Phase 2 Plan

Resident volunteers will be available to attend meetings to help develop a plan

60% to 90%* (depending on the proposed treatment) of the households within the study area must approve the Phase 2 Plan before proceeding to construction

* Approval Percentages are based on returned ballots only

Possible Phase 2 Solutions

The concept upon which a Phase 2 Plan is developed is based on the use of more active physical treatments to address traffic calming concerns.

Examples of Phase 2 improvements include:

Curb Extensions

Curb Extensions are used to narrow the roadway and increase sight distance at selected locations along a street corridor.

Speed Cushions

A raised area of road, approximately 3 inches high and either 12 or 22 feet long, used to slow vehicles by forcing them to decelerate in order to pass over them comfortably.

Traffic Circles / Speed Dots

Traffic Circles are built in the center of intersections or at mid-block locations that slow traffic by forcing it to keep to the right and travel in a counter-clockwise direction in order to continue on their traveling path.

Medians

Medians are raised islands that separate the traffic lanes and narrow the travel path, causing the traffic to slow down.

Chicanes

Chicanes are curb extensions that alternate from one side of the street to the other, forming S-shaped curves causing traffic to slow down.

Curb Extension

Speed Cushion

Traffic Circle

Median

Chicane

Entry Treatments

Usually consisting of pavement treatments or medians, Entry Treatments can potentially not only provide substantial enhancement to the community entry point, but also reduce the speed of the traveling motorist.

Entry Treatment

Stationary Radar Signs

Similar to the Radar Speed Trailer, Stationary Radar Signs can be used to draw a driver's attention to their actual speed and the local speed limit. Since many people do not realize how fast they are traveling in residential neighborhoods, these devices are installed to alert motorists of their traveling speed.

Radar Sign

Diverters

Diagonal diverters are barriers placed diagonally across an intersection, blocking through movements and creating two separate, L-shaped streets.

Turn Restrictions / Partial Closures

Partial Closures involve closing down one lane of a two lane roadway along with a "Do Not Enter" sign, in order to reduce cut through traffic.


Partial Closure

Full Closures

Full Closures are exactly that, closing the whole road to prevent all cut through traffic. Sidewalks and bike lanes are kept open. Also, access for emergency vehicles will need to be provided at these locations. This is an extreme measure to be used only when all other measures have failed.

Each of the treatments is unique, and specific guidelines have been established for when and where they may be used. Refer to Phase 2 Treatment Descriptions in the Appendix for installation guidelines.

Based on the data collected and the topography of the area, a treatment or combination of treatments may be recommended. Of course, any recommended action will be based on sound engineering and planning principles. Safety remains paramount in the decision-making process, including consideration to emergency response by police, fire, and paramedic crews.

City of Bothell
TRAFFIC CALMING PROGRAM
City-Wide Traffic Calming Characteristics
Summary

	PHASE 1	PHASE 2
Qualification Requirements	15% of traffic traveling at or above 30 MPH OR 25% of peak hour traffic is non-local AND At least 50% of households are supportive of developing a Phase 1 plan (based on returned ballots)	15% of traffic traveling at or above 35 MPH OR 25% of peak hour traffic is non-local AND At least 50% of households supportive of moving into Phase 2, (based on return ballots)
Treatment Options	• Traffic Safety Campaign • Signage • Pavement Markings • Trimming Brush • Target Police Enforcement • Speed Watch Program • Radar Speed Trailer	• Curb Extensions • Speed Cushions • Traffic Circles / Speed Dots • Medians • Chicanes • Entry Treatments • Stationary Radar Signs • Diverters • Turn Restrictions / Partial Closures • Full Closures

City of Bothell
TRAFFIC CALMING PROGRAM
Phase 2 Household Support
Summary

Requiring 60% Approval

- Curb Extensions
- Speed Cushions
- Traffic Circles/Speed Dots
- Medians
- Chicanes
- Entry Treatments
- Stationary Radar Signs

- Diverters*
- Turn Restrictions*
- Partial Closures*
- Full Closures*

* Also require 90% approval from households whose only access is provided by the street proposed for these treatments.

City of Bothell
TRAFFIC CALMING PROGRAM
PROJECT PRIORITIZATION SCORING

(To be used when more than 1 Study Area is under consideration for funding)

CRITERIA	POINTS
Average Daily Traffic (ADT)	
501 - 1000	1
1001-2000	2
2001-3000	3
Traffic Speeds (85th Percentile)	
5-7	2
8-10	4
More than 10	6
Non-Local Traffic	
25%-49%	1
50%-74%	2
More than 74%	3
Parks / Schools	
Greater than 1/2 mile	1
Between 1/4 and 1/2 mile	2
Within 1/4 mile	3
Accident History (Accidents / Year)	
1	3
2	4
3	5
More than 3	7
Street Conditions	
Sidewalks both sides	1
Sidewalks on one side	2
No sidewalks	3

Note: A maximum of 25 points available

Appendix

Traffic Calming - Citizen Action Request Form

Contact Name: .....

Address: .....

.....

City: Bothell State: WA Zip Code: .....

Daytime Phone: .....

E-mail Address: .....

Location of Concern: .....

.....

.....

What concerns do you have about the above location?

.....

.....

.....

- ◯ Speeding
- ◯ Accidents
- ◯ Traffic Volume
- ◯ Pedestrian Safety
- ◯ Sight Distance
- ◯ Other (Please describe above)

Return to:
City of Bothell
Attn: Traffic Engineering Division
18415 101st Ave NE
Bothell, WA 98011
425-806-6772
jamal.mahmoud@bothellwa.gov
www.bothellwa.gov

Sample Validation Flyer

We the Residents of _____, would like the City of Bothell to initiate a Comprehensive Traffic Calming Study in our neighborhood because of the following concerns:

- ◯ Speeding ◯
- ◯ Cut-Through Traffic ◯
- ◯ Commercial Vehicle Restriction ◯

We understand that the Comprehensive Traffic Calming Study involves the active participation of our community. The decision making process requires us to hold neighborhood meetings and conduct petition member campaigns.

Please sign and return the form to:

City of Bothell
Attn: Traffic Engineering Division
18415 101st Ave NE
Bothell, WA 98011
425-806-6772
jamal.mahmoud@bothellwa.gov
www.bothellwa.gov

NOTE: One signature per household.

NEIGHBORHOOD REQUEST FOR COMPREHENSIVE TRAFFICE CALMING STUDY

Neighborhood/Street _____ Page ___of ___

No.	Name	Address	Phone	Signature One Per Household
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				

PHASE 2

TREATMENT DESCRIPTIONS

Curb Extensions

Speed Cushions

Traffic Circles / Speed Dots

Medians

Chicanes

Entry Treatments

Stationary Radar Signs

Diverters

Turn Restrictions / Partial Closures

Full Closures

Curb Extensions

PHASE 2

APPLICATION

- At intersections to increase sight distance and narrow roadway
- Mid-block to narrow roadway and shorten pedestrian crossings

QUALIFICATIONS

- 15% of the traffic is traveling at 35mph or higher

-OR-

- 25% of the traffic is determined to be non-local traffic based on a license plate study of the peak hour

-AND-

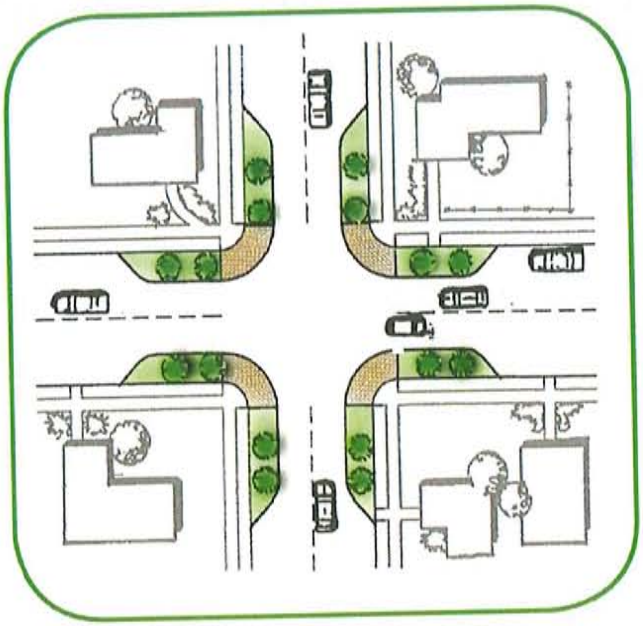
- 60% of the households within the study area approve the use of this treatment based on returned ballots

ADVANTAGES

- Reduces pedestrians' crossing distance
- Narrowed lanes can slow vehicles
- May increase sight distance at intersections

DISADVANTAGES

- May require removal of some on-street parking
- Effective curb extension design may limited marked bicycle lanes



SPECIAL CONSIDERATIONS

- Consideration of marked bicycle lanes and roadway widths
- Landscape Maintenance

COST - *Moderate to High*

Speed Cushions

PHASE 2

APPLICATION
- In the neighborhood where speed control is desired
- Neighborhood streets where cut-through traffic is to be discouraged

QUALIFICATIONS
- 15% of the traffic is traveling at 35mph or higher

-OR-

- 25% of the traffic is determined to be non-local traffic based on a license plate study of the peak hour

-AND-

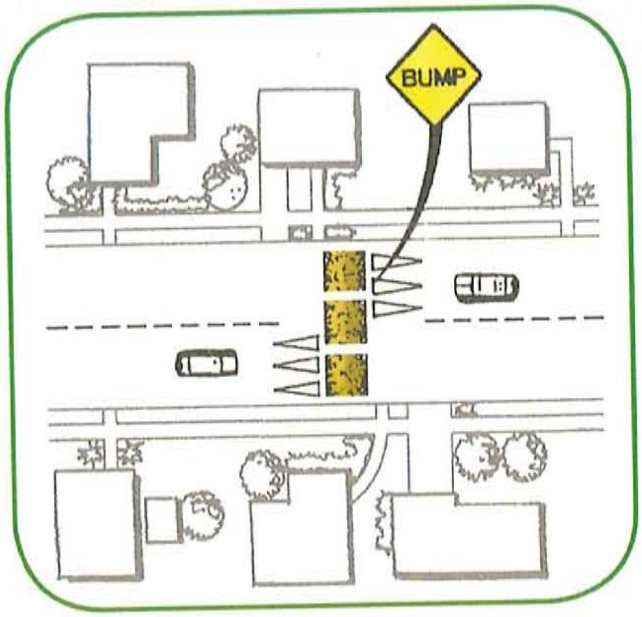
- 60% of the households within the study area approve the use of this treatment based on returned ballots

- Traffic volume is less than 2000 vehicles per day

ADVANTAGES
- Slows traffic - potentially 5-10mph decrease in the vicinity of the speed cushion
- May divert traffic if adjacent arterial street exists
- Self-enforcing

DISADVANTAGES
- May cause diversion of traffic to adjacent neighborhood streets
- Acceleration/deceleration noise adjacent to speed cushion

SPECIAL CONSIDERATIONS
- Adjacent to school zones or neighborhood parks
- Use of 22 foot design on higher volume roadways
- Minimum of two cushions per project site for speed control



COST - *Low to Moderate*

Traffic Circles / Speed Dots

PHASE 2

APPLICATION

- In the neighborhood where speed control is desired
- Neighborhood intersections where right-angle accidents are occurring
- Mid Block Locations (Speed Dots)

QUALIFICATIONS

- 15% of the traffic is traveling at 35mph or higher

-OR-

- 25% of the traffic is determined to be non-local traffic based on a license plate study of the peak hour

-AND-

- 60% of the households within the study area approve the use of this treatment based on returned ballots

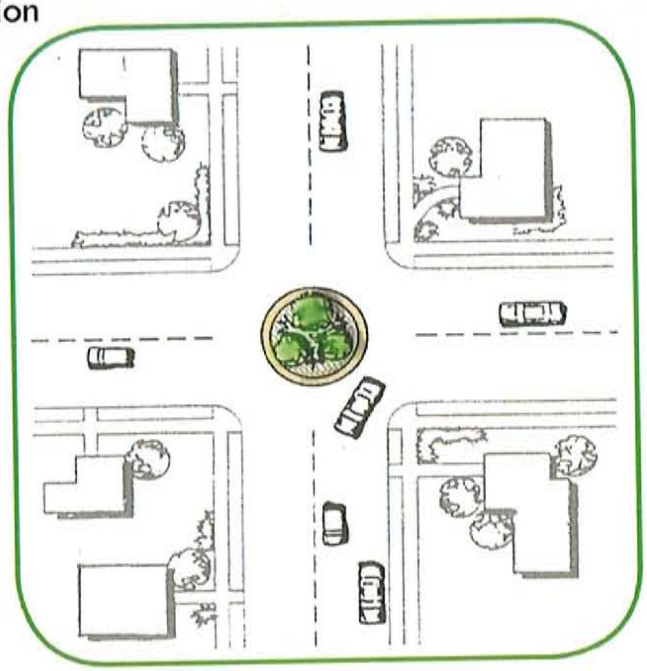
- Traffic volume is less than 2,000 vehicles per day

ADVANTAGES

- Slows traffic with potentially 5-8mph decrease
- May divert traffic if adjacent arterial street exists
- Opportunity for landscaping and beautification

DISADVANTAGES

- Emergency response delay between 1 and 9 seconds
- May cause diversion of traffic to adjacent neighborhood streets
- May require removal of some on-street parking



SPECIAL CONSIDERATIONS

- Adjacent to school zones or neighborhood parks
- Landscape Maintenance

COST - *Moderate to High*

Medians

PHASE 2

APPLICATION

- In the neighborhood where speed control is desired
- In conjunction with a pedestrian crossing to provide a refuge area

QUALIFICATIONS

- 15% of the traffic is traveling at 35mph or higher

-OR-

- 25% of the traffic is determined to be non-local traffic based on a license plate study of the peak hour

-AND-

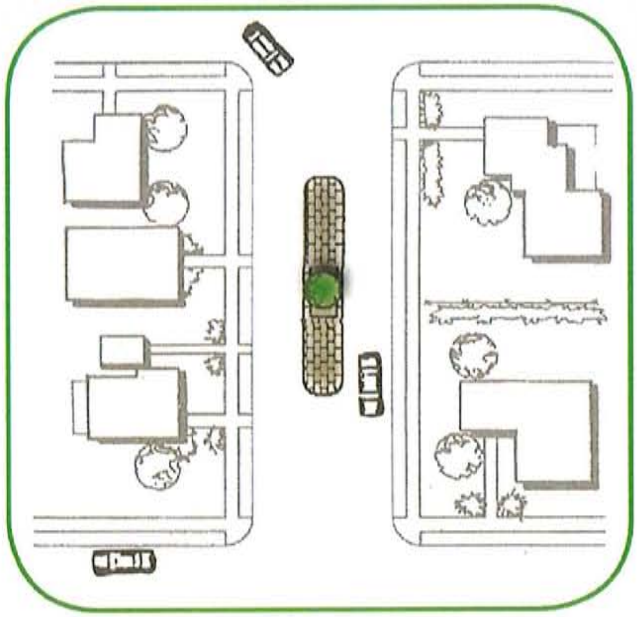
- 60% of the households within the study area approve the use of this treatment based on returned ballots

ADVANTAGES

- Narrowed lanes can slow vehicles
- Prevents passing
- Opportunity for landscaping and visual enhancement
- Separates opposing traffic

DISADVANTAGES

- May require removal of some on-street parking
- May prohibit or limit driveway access
- May affect emergency response during inclement weather, if installed on a grade



SPECIAL CONSIDERATIONS

- Roadway grades
- Consideration of bicycle lanes and road way width
- Landscape Maintenance

*COST - **Moderate to High***

Chicanes

PHASE 2

APPLICATION

- In the neighborhood where speed control is desired
- Mid-block locations

QUALIFICATIONS

- 15% of the traffic is traveling at 35mph or higher

-OR-

- 25% of the traffic is determined to be non-local traffic based on a license plate study of the peak hour

-AND-

- 60% of the households within the study area approve the use of this treatment based on returned ballots

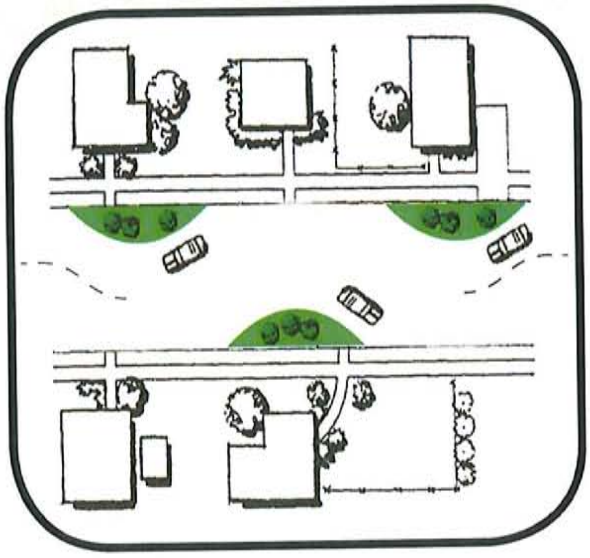
- Traffic volume is less than 2,000 vehicles per day

ADVANTAGES

- Narrowed lanes can slow vehicles
- Prevents passing
- Opportunity for landscaping and visual enhancement

DISADVANTAGES

- May require removal of some on-street
- May prohibit or limit driveway access
- May affect emergency response during inclement weather, if installed on a grade



SPECIAL CONSIDERATIONS

- Roadway grades
- Consideration of bicycle lanes and road
- Landscape Maintenance

COST - Moderate to High

Entry Treatments

PHASE 2

APPLICATION

- Placed in the roadway to define the main entrance(s) into a neighborhood

QUALIFICATIONS

- 15% of the traffic is traveling at 35mph or higher

-OR-

- 25% of the traffic is determined to be non-local traffic based on a license plate study of the peak hour

-AND-

- 60% of the households within the study area approve the use of this treatment based on returned ballots

ADVANTAGES

- Notifies drivers that they are entering a neighborhood or residential area
- Narrowed lanes can slow vehicles
- Opportunity for landscaping and/or neighborhood signs
- May discourage non-local traffic

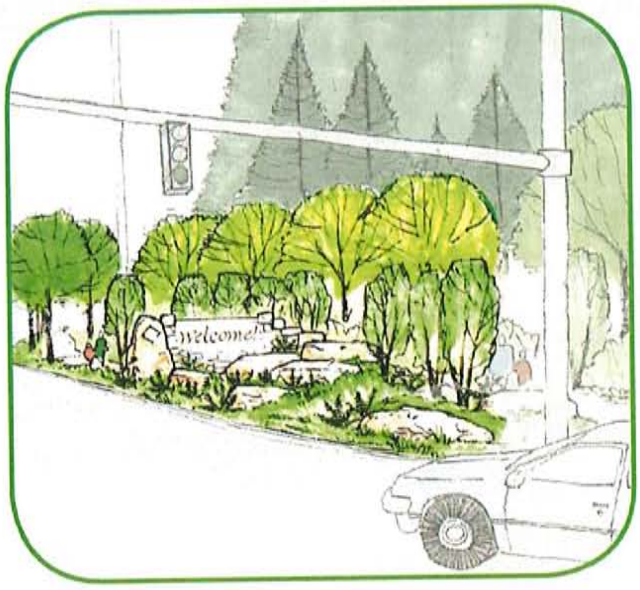
DISADVANTAGES

- May require parking removal near the treatment

SPECIAL CONSIDERATIONS

- Maintenance and upkeep of pavement treatments
- Landscape Maintenance

COST - Moderate to High



Stationary Radar Signs

PHASE 2

APPLICATION

- In the neighborhood where speed control is desired

QUALIFICATIONS

- 15% of the traffic is traveling at 35mph or higher

-OR-

- 25% of the traffic is determined to be non-local traffic based on a license plate study of the peak hour

-AND-

- 60% of the households within the study area approve the use of this treatment based on returned ballots

ADVANTAGES

- Heightens driver awareness to the posted speed limit
- Does not impact emergency response vehicles
- Slows traffic - potentially 1-6mph decrease in the vicinity of the sign
- May be installed on roadways which do not qualify for other devices due to roadway slopes, volumes, or other characteristics

DISADVANTAGES

- Installation sites must be near power source
- Effectiveness may decrease over time

COST - Moderate to High

Diverters

PHASE 2

APPLICATION

- To restrict through movements and force a turn in all directions. Diverters are generally used only in neighborhoods with a gridded street system
- Must be installed on a temporary basis for evaluation before moving to a permanent installation

QUALIFICATIONS

- 75% of the traffic is determined to be non-local traffic based on a license plate study of the peak hour

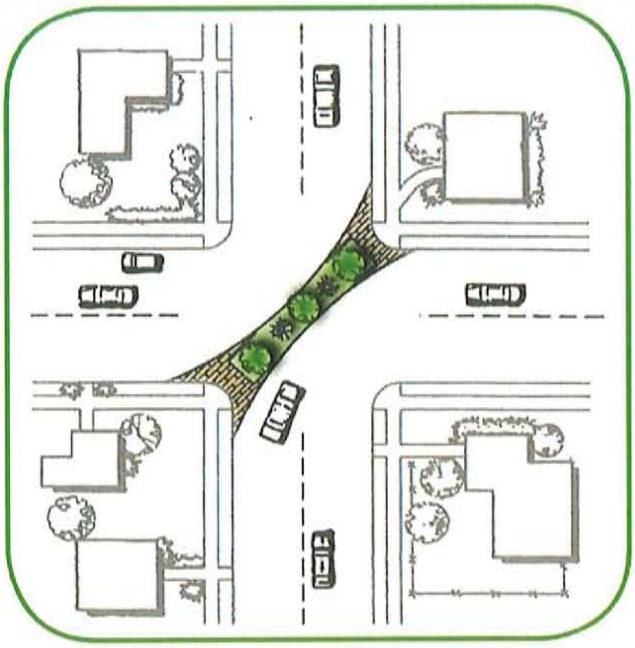
-AND-

- 60% of the households within the study area, and 90% of the households whose only access is provided by the street, proposed for this treatment approve of its use based on returned ballots for both temporary and permanent installation

- Traffic volume is less than 2,000 vehicles per day

ADVANTAGES

- Reduces cut-through traffic
- Channels traffic flow, eliminating conflicts at intersections
- Opportunity for landscaping and visual enhancements



DISADVANTAGES

- May redirect traffic onto other local streets
- Increased travel time for local residents
- High installation costs
- May require removal of parking
- Not applicable for emergency response routes

COST - Moderate to High

Turn Restrictions / Partial Closures

PHASE 2

APPLICATION

- To close down either the entrance or exit lane of a street
- Must be installed on a temporary basis for evaluation before moving to a permanent installation

QUALIFICATIONS

- 75% of the traffic is determined to be non-local traffic based on a license plate study of the peak hour

-AND-

- 60% of the households within the study area, and 90% of the households whose only access is provided by the street, proposed for this treatment approve of its use based on returned ballots for both temporary and permanent installation

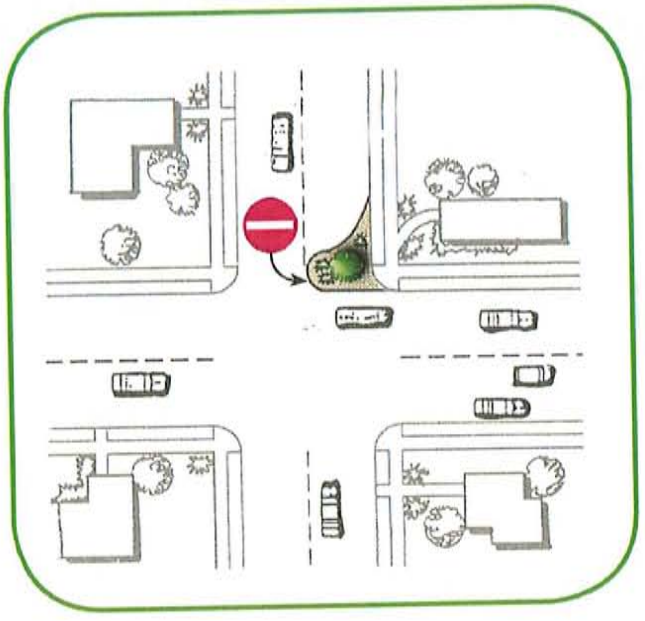
- Traffic volume is less than 2,000 vehicles per day

ADVANTAGES

- Reduces cut through traffic
- Pedestrian crossing distance reduced
- Landscaping opportunity

DISADVANTAGES

- May require removal of on-street parking
- May redirect traffic onto other local streets
- May increase trip length for local drivers



COST - Moderate to High

Full Closures

PHASE 2

APPLICATION

- Blocks both lanes of traffic, eliminating all through traffic
- Must be installed on a temporary basis for evaluation before moving to a permanent installation

QUALIFICATIONS

- 75% of the traffic is determined to be non-local traffic based on a license plate study of the peak hour

-AND-

- 60% of the households within the study area, and 90% of the households whose only access is provided by the street, proposed for this treatment approve of its use based on returned ballots for both temporary and permanent installation

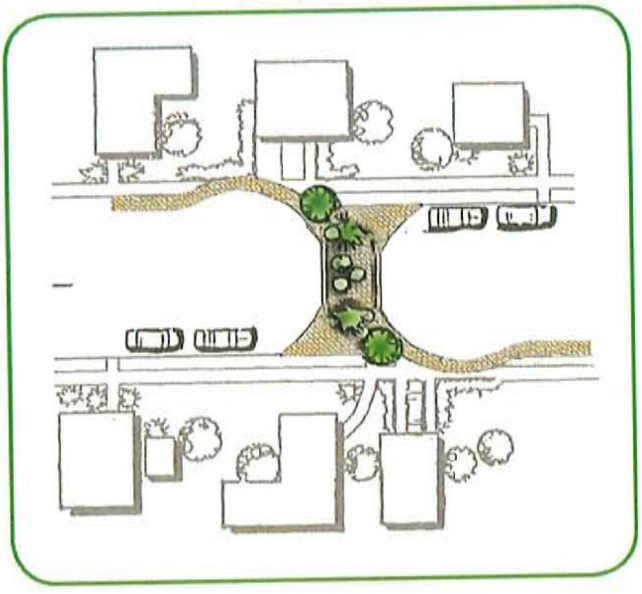
- Traffic volume is less than 2,000 vehicles per day

ADVANTAGES

- Restricts all through traffic
- Effective volume control measure
- Improves aesthetic quality of the street

DISADVANTAGES

- May redirect traffic to other streets
- May increase trip length for local drivers
- May require partial removal of on-street parking
- Not applicable for designated emergency response vehicle routes
- May result in difficult turn around conditions
- High Installation Costs



COST - Moderate to High

Technical Feasability, Constraints, Guidelines, and Factors Affecting Design

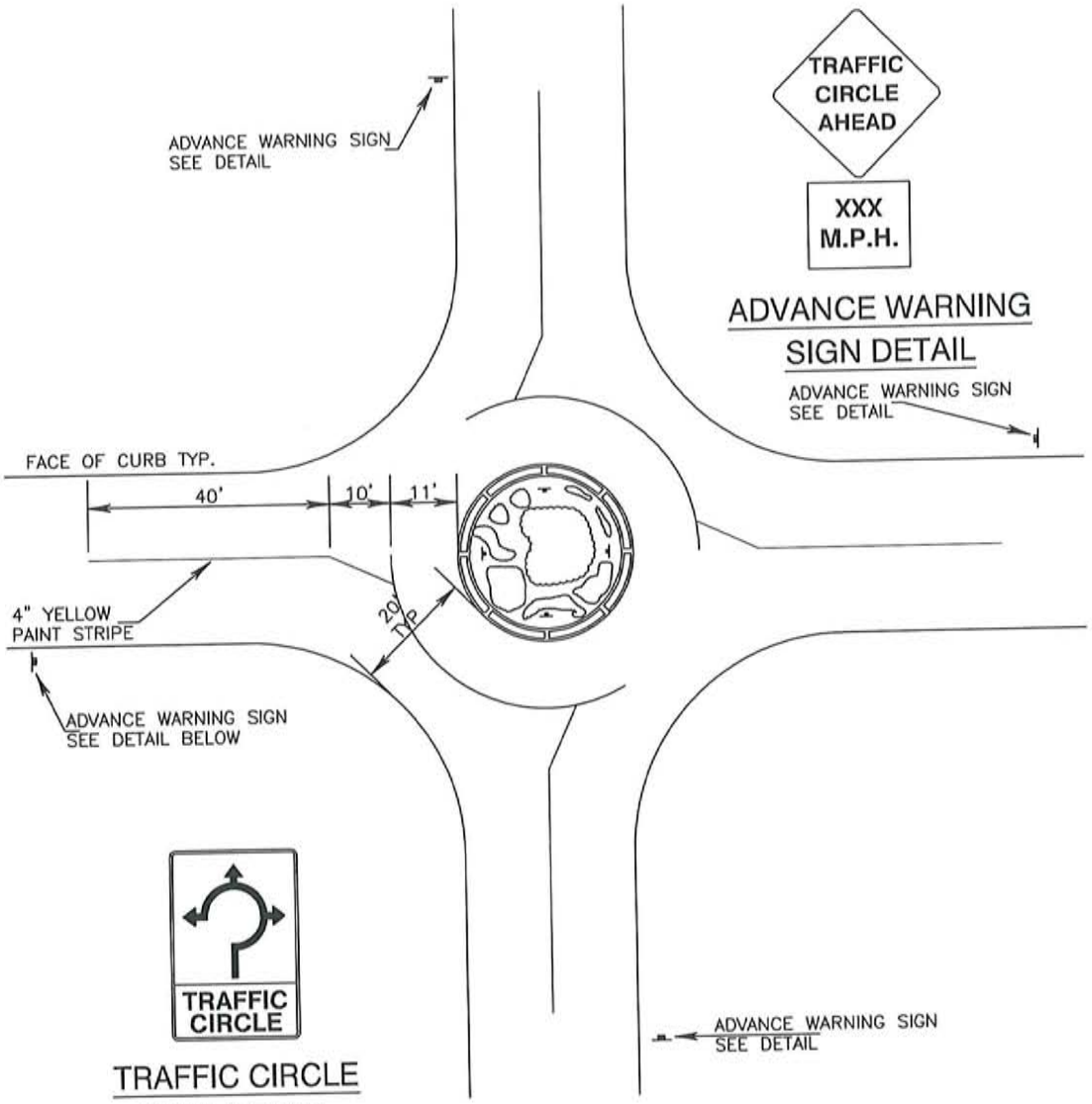
The following technical aspects would be considered when a physical treatment is considered:

- It must be determined that the treatment will work for the defined problem
- Impact on parallel streets needs to be considered and addressed
- Stopping sight distance standards need to be evaluated
- Adequate provisions for buses (school, transit) garbage collection, moving vans, construction equipment, pedestrians and bicyclists need to be made
- Ensuring that the treatment will allow adequate drainage
- If curbs and gutters are not present, the design of individual traffic control treatments may need to be modified to restrict drivers from using the shoulders to avoid them
- The proximity to other calmed areas and intersections
- Physical treatments would only be installed on paved roadways with good surface conditions
- Appropriate spacing between treatments
- Roadway grade considerations. Some treatments will not be used on grades exceeding 8%
- Effect of treatment on street sweeping and other maintenance activities
- The cumulative effect of physical treatments on emergency vehicle response times would be considered
- Potential loss of on-street parking
- Increase in concentration of noise and air pollution levels due to the physical treatment
- Sight distance obstructions related to landscaping, fences, roadway alignment, grade, etc.
- Impact on driveway access to adjacent properties

STANDARD PLANS

- Traffic Circle
- Speed Cushion

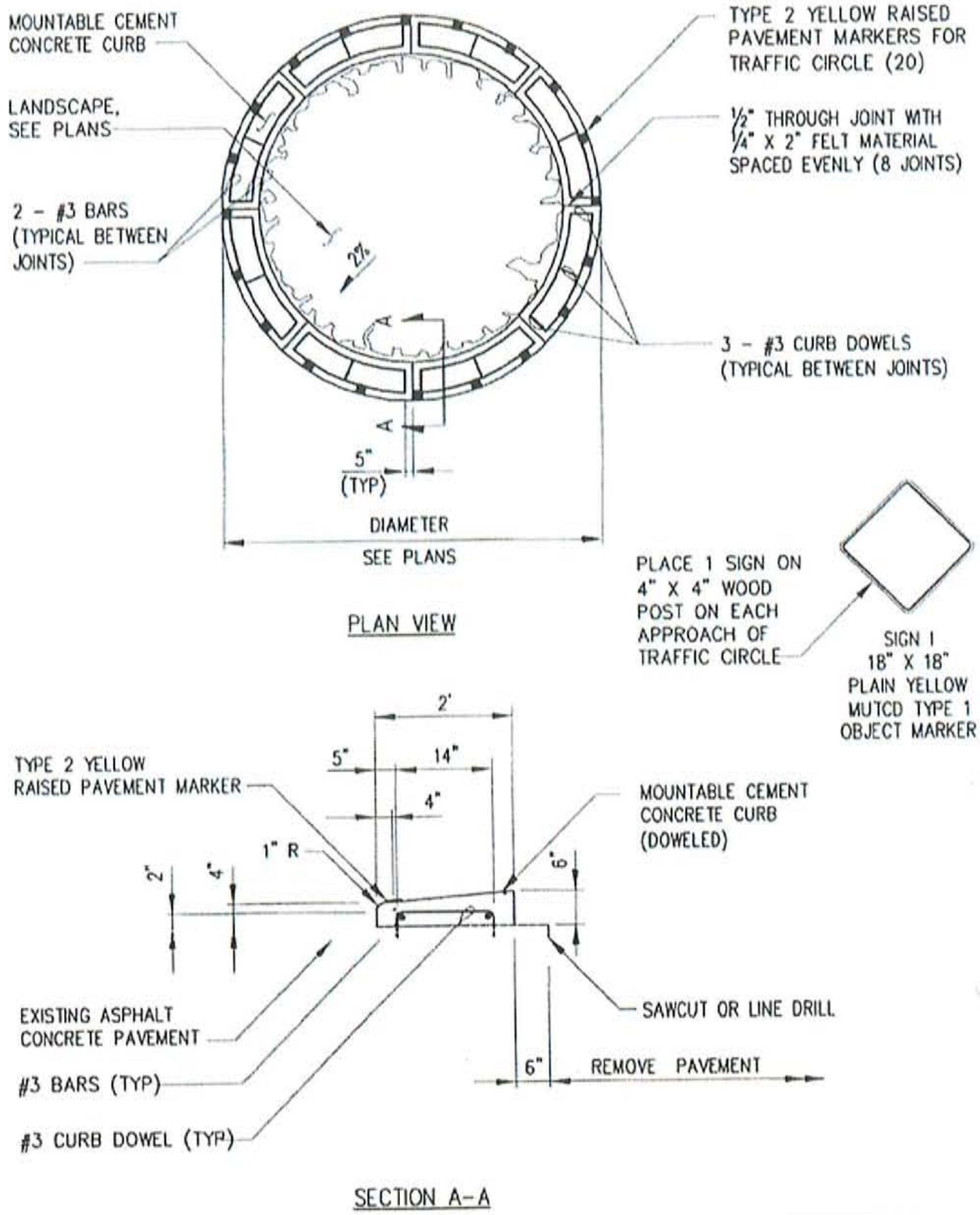
Standard Traffic Circle



TYPICAL TRAFFIC CIRCLE
DESIGN FOR 20 M.P.H.

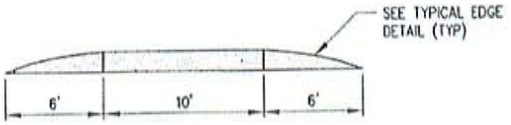
City of Bothell PUBLIC WORKS COMMUNITY DEVELOPMENT	EDDIE K. LOW STATE OF WASHINGTON REGISTERED PROFESSIONAL ENGINEER EXPIRES 02-27-05	TRAFFIC CALMING DEVICES TRAFFIC CIRCLE Alteration of this drawing is prohibited. Any approval of an altered drawing is unauthorized and void.	326 Revision Date Oct, 2000

Standard Traffic Circle

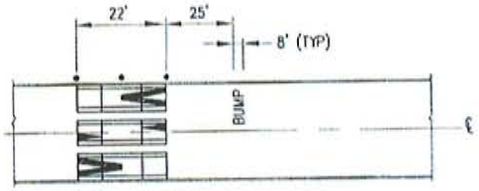


City of Bothell PUBLIC WORKS COMMUNITY DEVELOPMENT		TYPICAL TRAFFIC CIRCLE & MOUNTABLE CURB DETAIL Alteration of this drawing is prohibited. Any approval of an altered drawing is unauthorized and void.

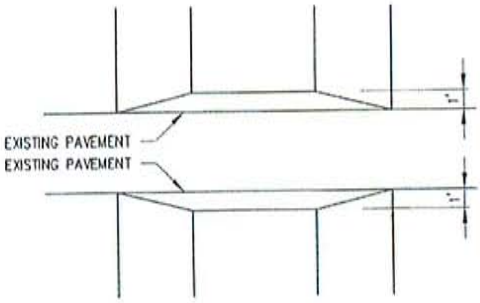
Standard Speed Cushion



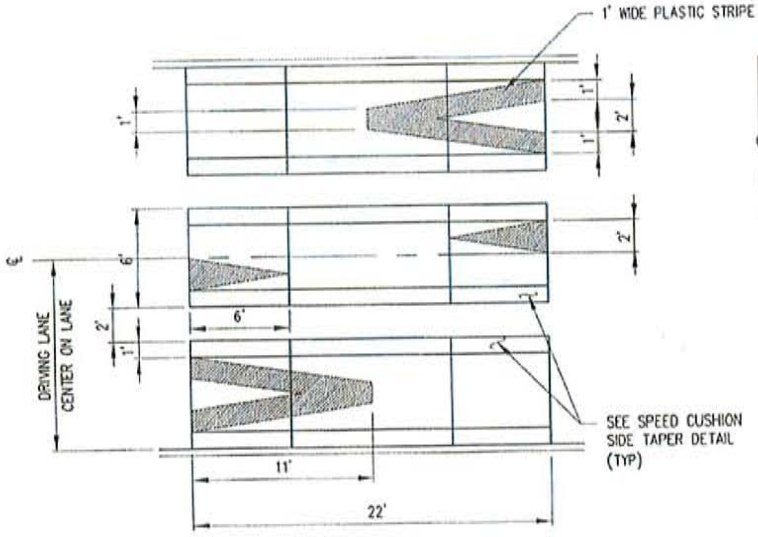
SPEED CUSHION SECTION
NTS



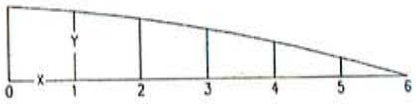
NOTE:
1. MARKINGS TYPICAL BOTH DIRECTIONS OF TRAVEL.
2. SIGNS TO BE PLACED BY OTHERS.
3. ALL SPEED HUMP MARKINGS SHALL BE PLASTIC, SEE SPEED CUSHION DETAIL, THIS SHEET.



SPEED CUSHION SIDE TAPER DETAIL
NTS



MARKING DETAIL



NOTE:
SEE VERTICAL DIMENSION CHART

VERTICAL DIMENSION CHART

X(FT.)	Y(FT.) = INCHES
0	0.25 = 3.0
1	0.243 = 2.92
2	0.222 = 2.67
3	0.186 = 2.25
4	0.139 = 1.67
5	0.077 = 0.92
6	0.00 = 0

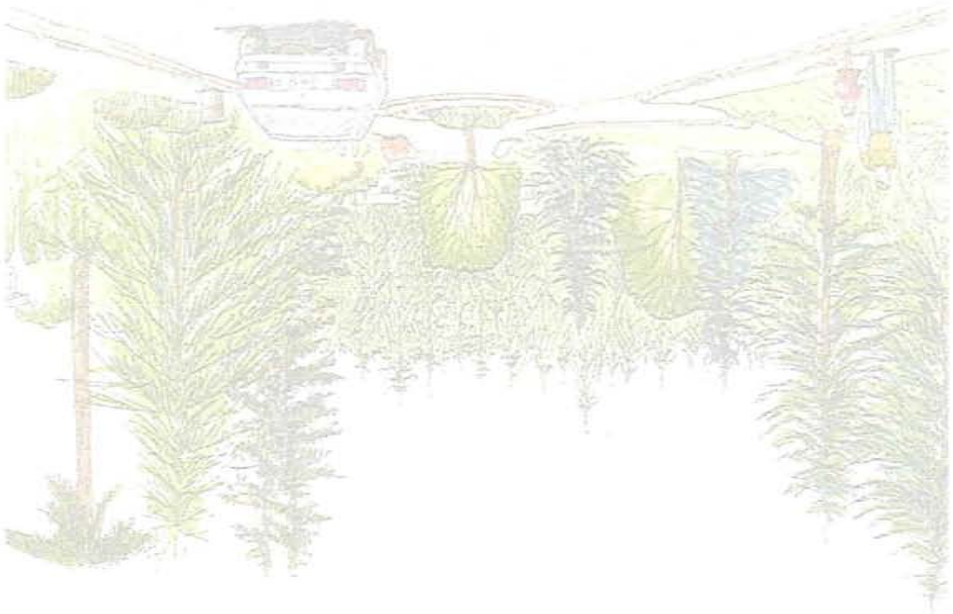
SPEED CUSHION
NTS

TYPICAL EDGE DETAIL
NTS

City of Bothell
PUBLIC WORKS
COMMUNITY DEVELOPMENT

EDDIE K. LOW
STATE OF WASHINGTON
PROFESSIONAL ENGINEER
EXPIRES 08-24-05

TRAFFIC CALMING DEVICES
SPEED CUSHION

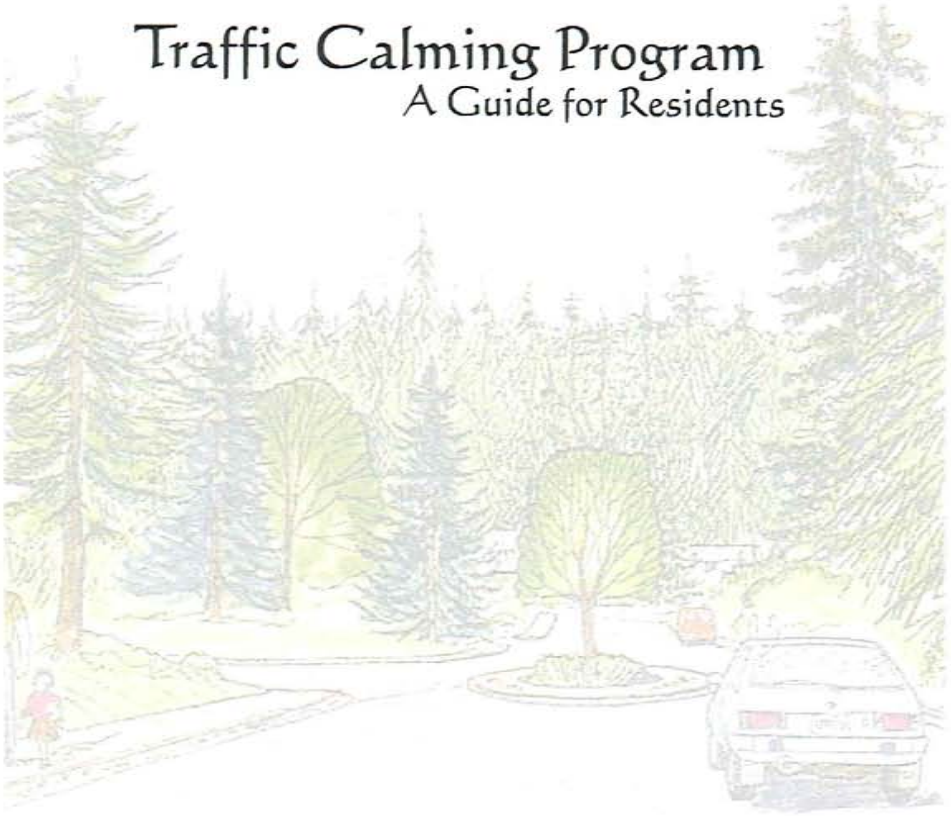


City of Bothell Public Works Department
Attn: Transportation Engineering Division
18415 101st Ave NE
Bothell, WA 98011

City of Bothell
Department of Public Works

Traffic Calming Program

A Guide for Residents



City of Bothell

Traffic Calming Program

July 18, 2006

Introduction

Welcome to Bothell's Traffic Calming Program

Bothell's Neighborhood Traffic Calming Program is part of the City's commitment to the safety and livability of our neighborhoods. It is a collaborative effort of City staff and local residents to reduce the impacts of traffic on neighborhoods. Through active participation by you and your neighbors, we can identify the problem, plan the approach implement the solutions, and evaluate the effectiveness.

Citizen involvement is an important part of our traffic calming program. The people who live and work in a project area have the opportunity to become actively involved in the planning and decision-making process.

Traffic Calming - Citizen Action Request Form

Contact Name: .....

Address: .....

.....

City: Bothell State WA Zip Code: .....

Daytime Phone: .....

E-mail Address: .....

Location of Concern: .....

.....

.....

What concerns do you have about the above location?

.....

.....

.....

Please check all that apply

- ◯ Speeding
- ◯ Pedestrian Safety
- ◯ Accidents
- ◯ Sight Distance
- ◯ Traffic Volume
- ◯ Other (Please describe above)

Return To:
City of Bothell
Public Works Department
Attn: Transportation Engineering Division
18415 101st Ave NE
Bothell, WA 98011
425-806-6772
www.bothellwa.gov

How Do We Get Started?

Please fill out the enclosed Citizen Action Request Form. Be specific when noting the location and times you are experiencing traffic or safety problems. In addition, look over the possible Phase 1 solutions described in our brochure and let us know what you feel would be appropriate for your neighborhood.

When complete, mail the form to:

City of Bothell
Public Works Department
Attn: Transportation Engineering Division
18415 101st Ave NE
Bothell, WA 98011
425-806-6772
www.bothellwa.gov

How does the program work?

A Two Phase Process....

The program works in two phases. Phase 1 focuses on passive, less restrictive measures like education programs, enforcement, pavement markings, and signing. Should the Phase 1 measures prove ineffective at reducing excessive speeds or traffic volumes within a given time frame, then Phase 2 of the program is implemented. Traffic calming devices such as speed cushions or traffic circles may be used in Phase 2, based on certain engineering criteria.

Phase I - Passive Measures
Phase 2 - Physical Treatments

You should consider participating in this program if your neighborhood is experiencing problems such as:

- Vehicles traveling faster than the posted speed limit
- Motorists using the neighborhood street as a short cut
- High number of traffic accidents
- Pedestrians and bicyclists are uncomfortable using the street

City of Bothell
Traffic Calming Program

What is Involved in Phase I?

Once a Citizen Action Request Form is received (located at back of brochure), you will be given a Validation Flyer to circulate amongst your neighbors to validate the traffic concerns. Once the Validation Flyer is returned to the City with a minimum of 5 adult signatures, we review your concerns and collect initial traffic data. From this information, a Proposed Improvement Plan is formulated with your help for Phase 1 solutions. This process take approximately 6 to 7 months from the date your Citizen Action Request Form is received.

Possible Phase I Solutions

Traffic Safety Campaign - This campaign involves an informational letter mailed to your community. The letter explains speeds and volumes in your area, recommended traffic calming measures, traffic laws, pedestrian safety, etc. The goal of the letter is to heighten awareness within the neighborhood since typically the majority of traffic problems are caused by inattentive drivers who live within the area.

Signage - The posting of appropriate traffic control signs. These may include speed limit, parking, dead-end, school signs, etc.

Pavement Markings - The painting of legends upon the pavements such as centerlines, foglines, school crossings, and speed limits

Trimming Brush - The Trimming and/or removal of brush by home owners or the City crews to allow better visibility

Target Police Enforcement - Increased enforcement by the Bothell Police Department's Traffic Division

Speed Watch Program - This program allows citizens to checkout a radar unit from the Police Department, and record the speeds of vehicles traveling in their neighborhood. Owners of speeding vehicles are sent a warning letter asking them to reduce their speeds. The letters are not violations, but reminders about the posted speed limit and the community's concern for safety.

Radar Speed Trailer - A portable trailer equipped with a radar unit that detects the speed of passing vehicles and displays it on a digital reader board. This device shows drivers their "actual" speed versus the posted speed limit. This information helps to promote compliance with the posted speed.

Tips

How can you make your local streets safer?

As a parent:

EDUCATE YOUR CHILDREN

Ensure that your children know and understand the rules of the road. Children are the primary pedestrians on local streets. Children are the most likely victims of careless drivers. Studies have shown that younger children have difficulty making safe judgments about traffic dangers. Do not let your children play in the street. Warn them about darting into the road after pets or toys. Select bright clothing for children who will be near traffic. Teach your children to stop, look both ways, and listen before crossing the street.

Make sure that they know that even though cars are supposed to stop, they may not.

SET A GOOD EXAMPLE

Drive the speed limit. Be a courteous driver. Let children off on the correct side of the road when delivering or picking them up from school. Ensure that your kids are equipped with a safety helmet when riding their bikes.

DON'T RUSH

Do not rush while driving. Be organized and leave a little earlier. In particular, do not rush getting children to and from school. Your urgency may cause them to disregard traffic safety and run headlong into the street.

GET INVOLVED AND DO YOUR PART TO IMPROVE TRAFFIC SAFETY!

We look forward to working with you to make your local streets safer!

Tips

How can you make your local streets safer?

As a driver:

DRIVE SLOWER

The maximum legal speed on a local street is 25 MPH (unless otherwise posted). Driving at a speed of 25 MPH or less gives you more time to react to the unexpected, such as a child darting out from between parked cars or to a car backing out of the driveway. Unless you are consciously aware of your speed, you may be driving faster than you should on a residential street.

Remind neighbors to drive 25 MPH. Make sure that others who use your vehicle drive 25 MPH. It is important to note that driving at a lower, more responsible speed on local streets has very little effect on the time it will take you to get to your destination. Besides, IT IS THE LAW.

AVOID USING LOCAL STREETS AS SHORT CUTS

The more we use residential streets as short cuts, the more we disrupt the quality of life in neighborhoods. Neighborhood cut-through traffic increases noise and pollution in residential areas and results in a greater threat to the safety of children.

OBSERVE THE RULES OF THE ROAD

Don't take chances, even on short trips. Statistics show that most accidents occur close to home. In particular, make sure that you and all your passengers always buckle up, it's the law.

CHANGE YOUR DRIVING PATTERNS ON LOCAL STREETS

Learn to adopt a different attitude! You should expect the unexpected, especially on local streets. Imagine the pain you would be living with were you to have and accident and injure a child or an elderly pedestrian, even if it isn't your fault. Stop for pedestrians. Crosswalks exist at every intersection whether or not they have been painted on the street.

What is involved in Phase 2?

Phase 2 of the program begins approximately 5 to 6 months after the implementation of Phase 1, if the passive measures are not successful at reducing speeds. Phase 2 needs are determined by comparing before and after-study data from Phase 1. If after-study data indicates traffic problems still exist and there is continued neighborhood support for further action, then the area is reviewed for consideration of physical treatments.

Possible Phase 2 Solutions:

- Curb Extensions
- Speed Cushions
- Traffic Circles / Speed Dots
- Medians
- Chicanes
- Entry Treatments
- Stationary Radar Signs
- Diverters
- Turn Restrictions / Partial Closures
- Full Closures

While helping to reduce speeds, physical treatments such as landscaped medians and landscaped traffic circles can also enhance the character and value of the neighborhood. Each physical traffic calming treatment is unique. Installation of physical treatments is determined by traffic engineering analysis with emphasis placed on four main factors:

Safety Vehicle Speeds Traffic Volume Area Topography

Based on the data collected and the existing conditions, a treatment or combination of treatments may be recommended. Of course, any recommended action will be based on sound engineering and planning principles, as well as consideration to emergency response by police, fire, and paramedic crews. If a neighborhood project proceeds to Phase 2, a community survey and/or meeting is held to discuss the traffic calming improvements and to obtain neighborhood support.

Traffic Calming Program

* Approval percentages are based on returned ballots only

HOW DOES MY STREET QUALIFY AND WHAT ARE THE TREATMENT OPTIONS?

Qualification Requirements		Treatment Options
PHASE 1	**PHASE 2**	
15% of traffic traveling at or above 30 MPH OR 25% of peak hour traffic is non-local AND At least 50% of households are supportive of developing a Phase 1 plan (based on returned ballots)	15% of traffic traveling at or above 35 MPH OR 25% of peak hour traffic is non-local AND At least 50% of households supportive of moving into Phase 2, (based on return ballots)	• Traffic Safety Campaign • Signage • Pavement Markings • Trimming Brush • Target Police Enforcement • Speed Watch Program • Radar Speed Trailer • Curb Extensions • Speed Cushions • Traffic Circles / Speed Dots • Medians • Chicanes • Entry Treatments • Stationary Radar Signs • Diverters • Turn Restrictions / Partial Closures • Full Closures

CITY OF
ASHLAND

Transportation Commission
Action Item List

September 28, 2017

Action Items:

1. Hersey/Wimer intersection signal warrant analysis-
   a. Kim Parducci of Southern Oregon Transportation Engineering (SOTPE) was authorized to perform a signal warrant analysis by city staff.
   b. Once complete information will be sent to TC and discussed with ODOT
   c. Warrant analysis memo discussed at September 22nd meeting
   d. Parducci recommends modeling the road diet network with installation of the signal to determine queuing changes if any for the corridor.
   e. Parducci to model system and develop a final recommendation (January 26, 2017)
   f. Parducci to present reports on Road diet analysis, Hersey/Wimer Signal and crosswalks (January 26, 2017)
   g. Staff to present findings before City Council at a date to be determined (September 5, 2017)
2. Super Sharrow analysis for downtown
   a. Commission motion-Council/Downtown Committee support the urgent implementation
      i. Follow up-Council at the August 1, 2016 study session voiced support for the super sharrow concept and forwarded to the Downtown for review and analysis.

      Meeting Minutes:

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

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

3. TSP Update and Internal Circulator Feasibility Analysis (Updated July 2017)
   a. Budget for Engineering Services-including TSP update with core analysis of an internal circulator transit system (feasibility analysis). FY18/19 budget process
      i. Biennium budget has been adopted by Council and will fund TSP update (July 2017)
   b. Develop Request for Proposal (RFP) for Engineering Services (TSP update and Circulatory Feasibility). Draft January 26, 2017
   c. Solicit consultant responses (July 2017)
      i. Solicitation Advertised and responses due August 1, 2017
   d. Perform consultant select (August/September 2017)
      i. One proposal response received from Kittleson Associates
      ii. Staff has rejected sole proposal from Kittleson & Associates
      iii. Staff to release transit feasibility study as a stand alone
         1. Release transit study September/October for 1 month
         2. Grade proposals
         3. Select consultant
         4. Award contract
      iv. Staff to reissue the TSP update at a future date to be determined

4. Nevada Bridge Project
   a. Project ranked as high priority in current adopted transportation system plan (TSP)
   b. Grant Application-received $1.5 million in surface transportation funding for project
   c. Create additional cost estimates for various bridge configuration
      i. Standard bridge cross section
      ii. Separated vehicular/pedestrian/bicycle cross section

iii. Completely separated vehicular bridge and pedestrian/bicycle bridge cross section

iv. Pedestrian/bicycle and emergency vehicle only cross section

d. Held public meeting at TC to take public input on proposed project

e. Attended informational meeting at private residence with concerned citizens

f. Solicit traffic engineer to perform Traffic Impact Analysis (TIA)

g. Traffic Engineer hired to perform TIA.

h. Traffic count data being collected for TIA analysis.

i. Schedule future public meeting at TC to discuss project and take public input (February 23, 2017)

j. Follow up meeting scheduled for March 23, to include TC discussion and potential motions.

k. March 23, meeting held and Commission motioned to "Recommend the City Council reject a motorized vehicle bridge as proposed in TSP project R17 (East Nevada Street bridge). This motion does not preclude the possibility of revisiting the need for a bridge in the future, if plans or conditions change."

l. Project will be discussed by the City Council at the June 20, 2017 regular business meeting. Public input will be taken and all previous information collected will be given to Council for review in consideration of the project.

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

5. Main St. Crosswalk truck parking

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

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

a. Traffic Engineer will review appropriate warrants for potential changes in intersection control.

b. Traffic Engineer also providing analysis for installation of Rectangular Rapid Flashing Beacons (RRFB's) as a pedestrian crossing improvement and or other improvements.

c. Traffic Engineers Memo is complete

d. Staff recommending installation of RRFB's at intersection in conjunction with the N.

Mountain Ave. overlay project.

e. Staff has requested FY18/19 biennium budget approval for funding installation of RRFB's at the intersection of Mountain Ave. and Fair Oaks as a recommendation by staff and the consultant traffic engineer.

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

7. Intersection Enhancements (Street Painting/Murals)

   a. After presentation by citizens on Faith St. Commission would like to have the intersection repair idea as an action item on a future agenda.
   b. Staff to schedule item on the agenda and provide pertinent information in a staff report
   c. Staff edited City of Portland Permit and sent to Legal for Review
   d. Staff met with staff liaison to Public Arts Commission regarding Public Arts input and to discuss their current mural approval process
   e. Need Legal approval of permit
      i. Legal has reviewed and included draft language additions for staff review (January 2017) Staff has incorporated additional permit language suggested by the Legal Department.
   f. Planning reviewing street mural permit in association with sign code requirements.
      i. Planning has reviewed permit with respect to sign code requirements and determined a street mural is exempt from the sign code.
   g. Staff is drafting a Council report for approval of a street mural permit.
   h. Permit slated for Council agenda July 18, 2017.
      i. Faith Ave. residents compiling required petition for permit
      ii. Faith Ave. residents applied for grant funding
   i. Council approved permit at the August 18th, 2017 Business Meeting
   j. Faith St. residents have submitted permit and petition.
   k. Painting scheduled for August 26/27
   l. Complete

8. Sidewalk clearance and vegetation maintenance

   a. Staff proposed a website application where residents could submit vegetation clearance issues along sidewalks.
   b. Public Works Staff developing informational materials as strategy to meet goals of public education regarding nuisance related items per AMC section 9 (Ongoing)

c. Geographic Information System staff (G.I.S.) staff to create draft application for review by the TC. (Ongoing)

d. Informational brochure completed by staff and draft copy included in March 23, 2017 packet

e. Full time Street Department staff assigned to vegetation maintenance duties

f. Brochure printed and available at community development

9. Citizen request for speed and volume analysis on Cambridge St.

a. Staff to set counters out as time allows (January 2017)

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

10. Citizen request for speed and volume analysis on Bellview along with traffic calming for right hand turn movements onto Bellview from Sisksiyou Blvd.

a. Staff to set counters out as time allows.

b. Staff to discuss corner layout with ODOT

c. Staff discussed corner radii with ODOT. Staff to develop comprehensive map of corners for discussion with ODOT on physical improvements to reduce speed when leaving Siskiyou Blvd. (June/July 2017)

d. Speed/volume study complete, reference attached breakdowns that compare previous data to new data (same locations).

e. Commission to discuss comprehensive traffic calming policy and guidelines at future meetings. (September 2017)

f. Staff meeting onsite with ODOT (September 2017)

11. Citizen request for intersection analysis of Morton/Euclid/Pennsylvania

a. Traffic Engineer to review intersection for potential improvements.

12. Citizen request for striping improvements in Plaza area

a. Staff to work with Traffic Engineer on potential striping improvements to prevent wrong direction vehicle movements from occurring. (Summer striping program 2017)

b. Striping refreshed June 2017

c. Complete

13. Siskiyou Blvd. and Sherman St. intersection issues

a. Citizen reported potential hazard with length of intersection (Siskyou)

b. Staff forwarded information to Traffic Engineer for review and recommendations

c. Traffic Engineer working with ODOT on signal timing to increase "all red" phase to 2 seconds as an improvement. (June 2017)

14. Iowa St. safety concerns (May 2017)

a. Staff has conducted speed/volume studies on Iowa St. and Garfield St.

b. The speed trailer was placed onsite

c. ***Staff has contacted Traffic Engineer to perform corridor safety study, to include recommendations in bicycle lane/boulevard improvements, crosswalks, speed reduction treatments, 4-way stop improvements and signage. (June 2017) Traffic Engineer to scope project and begin specific traffic counts/turning movement analysis when school is back in session. Analysis will include walking audit of corridor with citizens, traffic engineer, staff and police.***

Transportation Commission

Action Summary

as of September

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

MOTOR VEHICLE CRASH SUMMARY

MONTH: AUGUST, 2017 NO. OF ACCIDENTS: 19

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
NR	1	01:45	Tue	E Main St at Oak St	2	N	N	N	N	N	U	N	N	DV1 tried to cross from right lane to get a parking spot on the far left, impacting V2 traveling in the left lane. No citation.
NR	6	09:35	Sun	Peachey Rd near Deer Vista Ln	2	N	N	N	N	N	N	N	N	Dv1 made a turn onto Peachey and struck v2. Dv1 warned about Failure to Yield right of way. No citation.
NR	7	15:05	Mon	Pracht St near Euclid Av	1	N	N	N	N	N	N	N	N	Unoccupied vehicle rolled out of driveway and crashed into neighboring yard. Report taken.
R	8	15:51	Tue	Hargadine St (parking garage)	1	N	N	Y	N	N	Y	N	N	Dv1 went to step on the brake and inadvertently stepped on the gas pedal, crashing into a dividing wall. Dv1 sustained injury, totalled vehicle.
R	10	15:37	Thurs	Ashland St at E Main St	1	N	N	Y	N	N	N	N	N	Dv1, motorcycle, believed he was about to crash into an oncoming vehicle that was passing another veh making a left turn, and dv1 dropped motorcycle mid lane. Dv1 transported to hospital.
R	10	17:30	Thurs	Water St	2	N	N	N	U	Y	Y	Y	N	Dv1 struck parked v2 while pulling out a parking stall and left scene without making contact. Info was submitted by pedestrian. Dv1 found and cited for hit and run, and driving uninsured.
R	11	16:00	Fri	Lithia Way near N Pioneer St	1	N	Y	Y	N	N	N	N	N	B1 was traveling in the bike lane on Lithia Way. Dv1 made a right turn into the parking lot striking B1. Bicyclist was transported to hospital by driver. No citation.
NR	11	UNK	Fri	Lithia Way near N Pioneer St	1	N	N	N	U	N	N	Y	N	Substantial damage to guardrail was found consistent with a vehicle hooking the guardrail and dislodging it into the road. No leads or suspects.
NR	12	UNK	Sat	Hargadine St near S Pioneer St	2	N	N	N	U	N	N	Y	N	Dv1 claimed that dv2 struck parked v1 and never responded to contact attempt by dv1. Dv2 claims no accident occurred. Officer assisted with exchange of info.
R	14	09:02	Mon	N Main St (Plaza area)	2	N	N	N	N	N	Y	N	N	Dv1 was behind v2 when dv2 began to back up (to turn into a parking spot). v2 backed into v1. No citation, info exchanged.
R	17	13:35	Thurs	E Main St	2	N	N	N	N	U	Y	N	N	Dv1 pulling out of a parking stall into traffic lane struck v2 that was driving by. Dv1 admitted fault.

R	18	10:35	Fri	E Main St at Oak St	2	Y	N	N	N	Y	Y	N	N	Dv1 stopped for peds crossing the street at the crosswalk and was rearended by dv2. Dv2 cited for following too close.
R	18	12:35	Fri	Ashland St at Siskiyou Blvd	2	N	N	N	N	N	N	N	N	V1 and v2 were stopped at a red light at intersection. The light changed and dv2 pulled forward into the back of v1.
R	21	17:45	Mon	Oregon St at Indiana St	2	N	N	N	N	N	Y	N	N	Parked V1 was struck by v2 which was put into neutral and rolled downhill striking v1. Information exchanged.
R	22	10:15	Tue	Siskiyou Blvd near Walker Av	1	N	Y	Y	N	N	N	N	N	B1, traveling inbound in the bike lane, was passed by v1. A short distance later, dv1 made a right turn into parking lot, and b1 ran into passenger side of vehicle. B1 had minor injury.
R	22	12:00	Tue	N Mountain Av at E Nevada St	2	N	N	P	N	N	Y	N	N	DV1 was driving slowly, NB, and then began to make a left turn without signaling. Dv2 did not know that v1 was planning on turning and began to pass, but then struck the rear of v1. No citation, minor injury to Dv2.
R	30	09:55	Wed	Clover Ln	2	N	N	N	U	N	Y	Y	N	V1 was struck while parked on the side of the road. No leads or suspects.
NR	30	14:43	Wed	Ashland St near Clover Ln	2	N	N	N	N	N	N	N	N	V1 and v2 stopped for a flagger. Either v2 rearended v1, or v1 reversed into v2- both drivers told a different story. Very minor damage. Non reportable.
R	31	17:05	Thurs	B St at Third St	2	N	N	Y	N	N	Y	N	N	Dv1 westbound. Dv2 pulled out from stop sign to cross intersection causing v1 to collide. Information exchanged, no citation.

Making an Impact

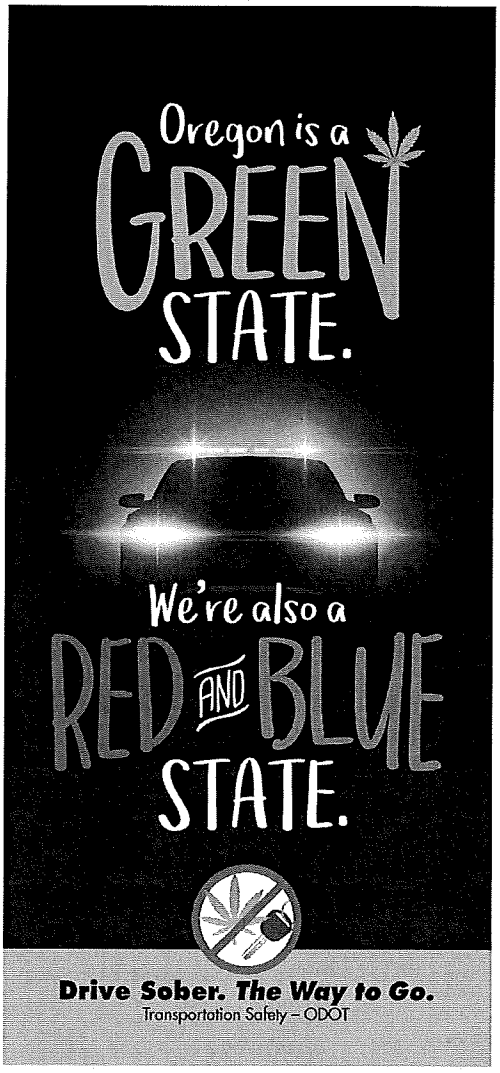
August 2017 - Volume 4, Issue 11

LABOR DAY

IMPAIRED DRIVING CAMPAIGN

To enhance enforcement efforts over the Labor Day holiday, "Oregon is a Green State" posters have been distributed to city, county, state agencies, and local traffic safety groups.

In addition to the regular HVE (overtime DUII enforcement and media releases) a PSA will be played along the I-5 corridor in the Portland area as well as Bend between August 23rd – September 4th.



NHTSA Recently Released Publications

Evaluation of the Washington Nighttime Seat Belt Enforcement Program (DOT HS 812 395). The Washington Traffic Safety Commission and NHTSA conducted a high-visibility Nighttime Seat Belt Enforcement (NTSBE) program in Washington. The two-year program followed the basic "Click It or Ticket" model by using highly visible enforcement combined with increased paid and earned media about the enforcement but applied its efforts during the nighttime rather than the daytime hours. The NTSBE program positively affected driver awareness, increased observed nighttime seat belt use, and did not decrease the daytime use rate.

Please also see the Traffic Tech (DOT HS 812 396) summary of findings and recommendations.

Driver Electronic Device Use in 2016 (DOT HS 812 426). The percentage of passenger vehicle driver handheld cell phone use decreased from 3.8 percent in 2015 to 3.3 percent in 2016; this was a statistically significant decrease. Drivers' visible manipulation of handheld devices decreased from 2.2 percent in 2015 to 2.1 percent in 2016; this was not a statistically significant decrease. These results are from the National Occupant Protection Use Survey (NOPUS), which provides the only nationwide probability-based observed data on driver electronic device use in the United States. The NOPUS is conducted annually by National Center for Statistics and Analysis of the National Highway Traffic Safety Administration (NHTSA).

Distracted Driving 2015 (DOT HS 812 381). A distraction-affected crash is any crash in which a driver was identified as distracted at the time of the crash. Ten percent of fatal crashes, 15 percent of injury crashes, and 14 percent of all police-reported motor vehicle traffic crashes in 2015 were reported as distraction-affected crashes.

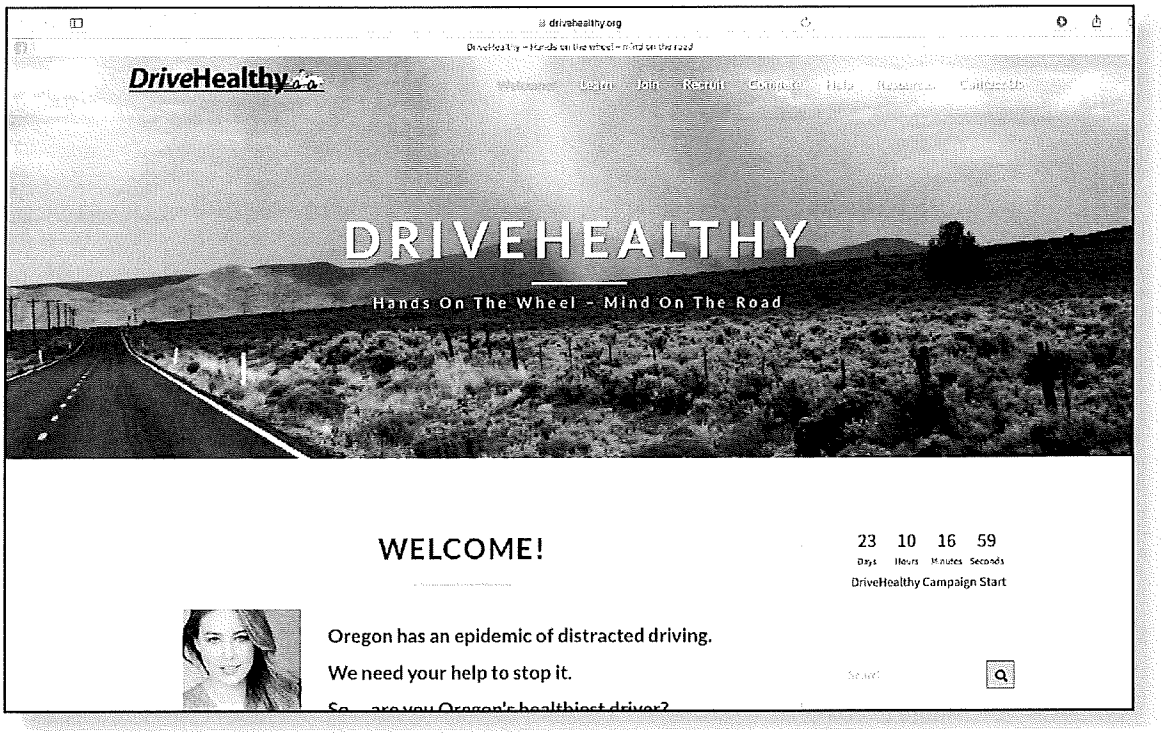
NHTSA

LifeSaver and Oregon Department of Transportation Join Forces to Combat Distracted Driving

DriveHealthy Campaign Takes Innovative Approach to Make Oregon's Roads Safer

LifeSaver and the Oregon Department of Transportation (ODOT) today announced *Drive*Healthy, a first-of-its-kind campaign to encourage Oregon drivers to put down their phones and drive without distractions. Officially launching on September 1, 2017, *Drive*Healthy will be powered by the LifeSaver platform, a Software as a Service (SaaS) solution that discourages the use of mobile phones while driving and uses telematics to score driver behavior.

*Drive*Healthy is a unique, competition-based campaign that will enable Oregon residents (either as individuals or groups) to measure the safety of their driving habits in relation to others. The LifeSaver platform automatically calculates safe driving scores for each individual and group, so that drivers and groups know how they compare with each other in driving distraction-free. The top scorers each month will be recognized on the *Drive*Healthy website and on social media.



"We selected LifeSaver to power our *Drive*Healthy campaign because their product philosophy matches well with our goals of deterrence, accountability and competition," said Tom Fuller, ODOT's Communication Manager. "Their app automatically discourages phone use while driving, captures attempted usage and displays performance metrics on the user's LifeSaver portal."

"ODOT is demonstrating its leadership by addressing the distracted driving epidemic with a campaign that unites people through good-natured competition that will ultimately make Oregon's roads much safer," said Ted Chen, Co-Founder at LifeSaver. "The success of *Drive*Healthy could lay the groundwork for similar efforts in other states, which could have a dramatic impact on road safety across the United States."

The *Drive*Healthy campaign is a key component of the Oregon Distracted Driving Task Force's recommendation to develop broad education and communications efforts to change the cultural norms around distracted driving. Harnessing the power of competitive spirit, ODOT established the *Drive*Healthy campaign with the idea that groups of all different sizes and types can join and compete to become the safest driving group on Oregon's roadways. *Drive*Healthy is open to Oregon residents who are members of organizations or groups, such as clubs, civic groups, religious groups, schools and neighborhoods. Businesses that are interested in promoting distraction-free driving for their employee and/or fleet drivers are encouraged to check out LifeSaver's fleet solution.

For more information and to sign up for the *Drive*Healthy campaign, visit http://www.drivehealthy.org. Individuals and businesses can learn more about LifeSaver at http://www.lifesaver-app.com.

Recent NHTSA Research Publications On Young Drivers

Richard Compton, Director of Behavioral Safety Research
Heidi Coleman, Chief of Behavioral Research
Rory Austin, Chief of Injury Prevention Research

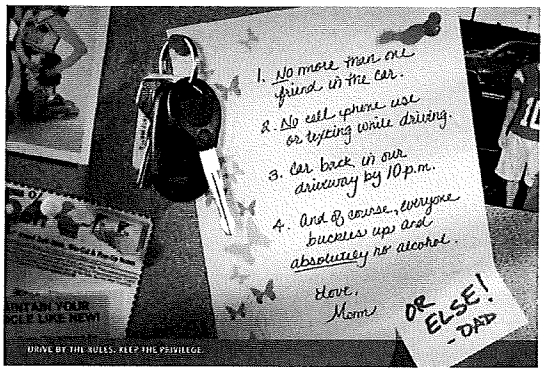
Evaluation of an Updated Version of the Risk Awareness and Perception Training Program for Young Drivers
(March 2017; DOT HS 812 379)
Previous research suggests newly licensed teen drivers often fail to anticipate where unexpected hazards might materialize. One program designed to address these apparent deficiencies that has shown promise in previous tests is Risk Awareness and Perception Training (RAPT). This project updated RAPT using high definition video and computer simulations to create a more interactive and realistic program. The results suggest the RAPT revision represented a significant improvement over the previous versions in terms of realism with a similar impact on driver behaviors as measured by a computer assessment, and through the use of eye-tracking in a live traffic environment.

Video and Non-Video Feedback Interventions for Teen Drivers (July 2016; DOT HS 812 291)
In-vehicle feedback technologies help parents teach their adolescent drivers. While feedback technologies have been shown to reduce some risky driving behavior, teens and parents' privacy concerns deter some families from using them, especially technologies that include video. This study evaluated two similar technology-based systems, one with and one without video, to determine how much they reduced unsafe driving behavior in newly licensed teen drivers.

For further info about these studies, contact Kathy Sifrit, Research Psychologist, at Kathy.Sifrit@dot.gov.

Other Recent NHTSA Teen Driver Publications and Resources

Young Drivers: 2015 Data (February 2017; DOT HS 812 363)
This fact sheet contains information on fatal motor vehicle crashes and fatalities, based on data from the Fatality Analysis Reporting System (FARS) as it relates to Young Drivers. In 2015, there were 1,886 young drivers who died and an estimated 195,000 who were injured in motor vehicle crashes.



Teen Distracted Driving Data (April 2016; DOT HS 812 253)

Evaluation of the Safety Benefits of the Risk Awareness and Perception Training Program for Novice Teen Drivers (January 2016; DOT HS 812 235)

Oregon Impact

Janelle Lawrence
Executive Director

Contact Us

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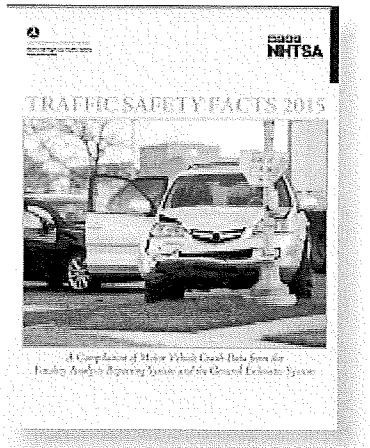
Funded through a grant from ODOT Transportation Safety Division



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

THE OCCUPANT PROTECTION UPDATE

A Quarterly Update on News and Developments in Occupant Protection

Brought to you by NHTSA's Occupant Protection Division - July 2017

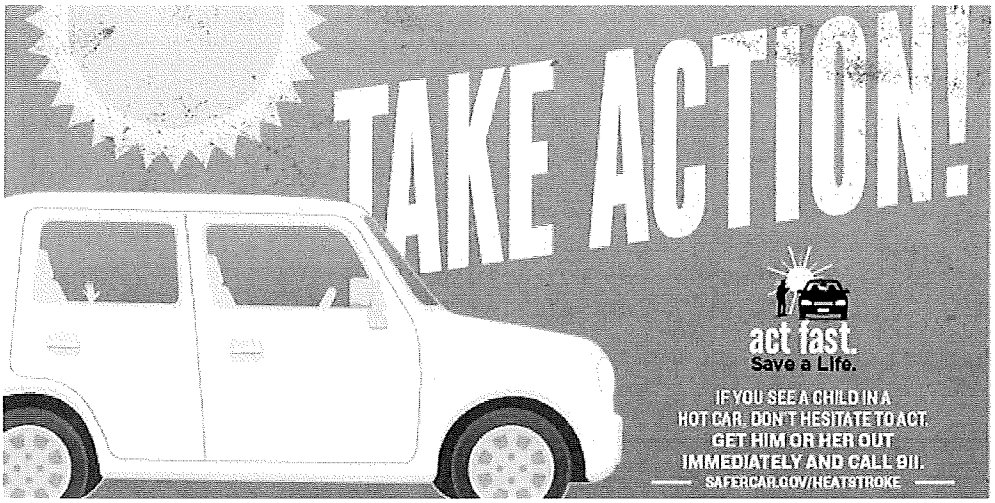
UPCOMING OBSERVANCES AND EVENTS

Child Heatstroke Risk Increases Dramatically As Summer Heat Intensifies

By acting fast, you can save a young life!

A child dies from heatstroke about once every 10 days from being left unattended in a hot vehicle. In fact, heatstroke is the leading cause of non-crash vehicle fatality for kids 14 and younger. In more than half of these deaths, the caregiver forgot the child was in the car or the child climbed into an unlocked car to play and couldn't get themselves out. ***These tragedies are 100% preventable.*** Although heatstroke incidents can occur in relatively mild temperatures, the risk increases exponentially as summer temperatures increase, and this year is no exception.

To promote child heatstroke prevention and awareness, NHTSA is conducting a paid-media campaign this summer. The radio, digital and social media campaign began in early June and continues until late August, focusing on parents and caregivers in the general market as well as the Hispanic market. The radio portion of the campaign is supported by a digital effort using online banners. The digital effort will be focused on 12 states, mostly in the Southern region where summer temperatures can get particularly high.



In addition to the paid media component, the "Get Involved" toolkit featuring infographics, posters and earned media materials has been updated with the latest information to remind everyone to "Look Before You Lock." Partners and organizations are encouraged to share these materials in State and local communities to help spread the word about the dangers associated with children and hot vehicles.

NHTSA Supports National Heatstroke Prevention Day was on July 31

NHTSA asked you to help us raise awareness about the danger of heatstroke to kids in cars through social media conversation this summer. We are reaching out to our safety partners to get the conversation started and keep the momentum going on Twitter:

- Every 30 minutes starting at 7 a.m. EDT - @NHTSAgov used the hashtags **#heatstrokekills** and **#checkforbaby** on all its social media posts (including on Instagram and Facebook) and asksedyou to help us take action!
- Click here for a flyer and sample social media posts

Click here to get your ***Heatstroke Prevention Toolkit*** (English/Spanish).
Click here for additional traffic safety marketing campaign materials.

For more information about NHTSA's 2017 heatstroke campaign please visit:
www.SaferCar.gov/heatstroke

UPDATED ODOT WEBSITE

ODOT'S website has a new streamlined look and web page addresses. Keep this handy as a quick reference recource.

Program/Page	New Web Page Address
Transportation Safety Homepage	www.oregon.gov/ODOT/Safety/Pages/index.aspx
Audio-Video Library	www.oregon.gov/ODOT/Safety/Pages/Audio-Video.aspx
Bicyclist Safety	www.oregon.gov/ODOT/Safety/Pages/Bicyclist.aspx
Distracted Driving	www.oregon.gov/ODOT/Safety/Pages/Distracted.aspx
Driver Education	www.oregon.gov/ODOT/Safety/Pages/DE.aspx
Emergency Medical Services	www.oregon.gov/ODOT/Safety/Pages/EMS.aspx
GAC-DUII	www.oregon.gov/ODOT/Safety/Pages/GAC-DUII.aspx
GAC-MS	www.oregon.gov/ODOT/Safety/Pages/GAC-MS.aspx
GAC-MS Resources	www.oregon.gov/ODOT/Safety/Pages/GAC-MS-Resource.aspx
Governor's Advisory Committees	www.oregon.gov/ODOT/Safety/Pages/GAC.aspx
Grantee Information	www.oregon.gov/ODOT/Safety/Pages/Grantee.aspx
Impaired Driving	www.oregon.gov/ODOT/Safety/Pages/DUII.aspx
Legislation	www.oregon.gov/ODOT/Safety/Pages/Legislation.aspx
Motorcycle Safety	www.oregon.gov/ODOT/Safety/Pages/Motorcycle.aspx
OTSC	www.oregon.gov/ODOT/Safety/Pages/OTSC.aspx
Pedestrian Safety	www.oregon.gov/ODOT/Safety/Pages/Pedestrian.aspx
Police Traffic Services	www.oregon.gov/ODOT/Safety/Pages/Enforcement.aspx
Print Materials Library	www.oregon.gov/ODOT/Safety/Pages/Print-Materials.aspx
Roadway Safety	www.oregon.gov/ODOT/Safety/Pages/Roadway.aspx
Safe Communities	www.oregon.gov/ODOT/Safety/Pages/Safe-Comm.aspx
Safe Routes to School	www.oregon.gov/ODOT/Safety/Pages/SRTS.aspx
Safety Belts & Child Seats	www.oregon.gov/ODOT/Safety/Pages/Belts-Seats.aspx
Traffic Records Improvement	www.oregon.gov/ODOT/Safety/Pages/Traffic-Records.aspx
Transportation Safety Action Plan	www.oregon.gov/ODOT/Safety/Pages/TSAP.aspx
Transportation Safety Plans & Reports	www.oregon.gov/ODOT/Safety/Pages/Plans-Reports.aspx
Vehicle Equipment Standards	www.oregon.gov/ODOT/Safety/Pages/Equipment.aspx
Work Zone Safety	www.oregon.gov/ODOT/Safety/Pages/Work-Zone.aspx

Transportation Safety Workshops

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

TREC Workshops are typically held at PSU.

Topic	Date	Time	Registration
TREC Workshop: Webinar - Breaking Barriers to Bike Share	8/22	10 am	*More Info*
TREC Workshop: Transportation and Communities Summit: Breakout Sessions	9/11	8 am	*More Info*
TREC Workshop: Transportation and Communities Summit: Workshop Day	9/12	8 am	*More Info*
TREC Workshop: Webinar - Impacts of Smart-Parking Programs	9/26	10 am	*More Info*
TREC Workshop: Webinar - Racial Bias in Yielding Behavior at Crosswalks	10/26	10 am	*More Info*

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

Child Passenger Safety Week Coming Soon: Online Toolkit Now Available

- **Child Passenger Safety Week will be held from September 17-23, 2017**
- **National Seat Check Saturday is September 23, 2017**

Every 33 seconds, a child under the age of 13 is involved in a crash.

In many cases, child passenger deaths and injuries can be prevented by using car seats, booster seats, and seat belts properly.

Use NHTSA's CPS Week toolkit to download campaign materials and obtain information on how to generate awareness about child passenger safety in your community.

Click here and get your campaign materials now.

CDC Launches Motor Vehicle Safety Website In Spanish

We are pleased to announce the launch of a Spanish version of CDC's Motor Vehicle Safety Website. The Spanish version contains information on the following motor vehicle safety topics:

Child Passenger Safety	Seat Belts
Teen Drivers	Older Adult Drivers
Impaired Driving	Distracted Driving
Pedestrian Safety	Motorcycle Safety
Bicycle Safety	Global Road Safety

Car Seat Check-Up Events and Fitting Stations

www.Child Safety Seat Resource Center.org

Date	City	Location	Address	Time
8/14	Bend	Bend Fire Dept.	1212 SW Simpson Ave.	11:30 am - 2:30 pm
8/16	Redmond	Redmond Fire	341 NW Dogwood Ave	2:00 pm - 4:00 pm
8/17	Hillsboro	WA Co. Sheriff's Office	18650 NW Cornell Rd.	10:00 am - 1:00 pm
8/19	Vancouver	Peace Health*	92 Avenue Entrance	8:45 am - 2:15 pm
8/19	Beaverton	Beaverton Police Dept.	3725 SW Cedar Hills Blvd.	9:00 am - 12:00 pm
8/26	Beaverton	Kohl's	11055 SW Canyon Road	9:00 am - 11:30 am
8/26	Salem	Salem Hospital	Visitor Parking Garage	11:00 am - 2:00 pm
8/26	Oregon City	Police Dept.	320 Warner Milne Road	1:00 pm - 3:00 pm
8/31	Forest Grove	Forest Grove Fire	1919 Ash Street	3:00 pm - 5:00 pm
8/31	Eugene	Eugene Fire	1725 West 2nd Avenue	4:00 pm - 6:00 pm
9/5	Salem	Salem Hospital	Visitor Parking Garage	11:00 am - 2:00 pm
9/7	Redmond	Redmond Fire	341 NW Dogwood Ave	2:00 pm - 4:00 pm
9/9	Hillsboro	Tuality Health Ctr.	334 Southeast 8th Avenue	9:00 am - 11:30 am
9/9	Bend	Peace Health River	3333 Riverbend Drive	10:00 am - 12:00 pm
9/12	Coos Bay	Coos Bay Fire	450 Elrod Avenue	11:00 am - 1:00 pm
9/14	Ontario	Ontario Fire	444 Southwest 4th Street	4:00 pm - 6:00 pm

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