

Note: Anyone wishing to speak at any Transportation Commission meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

**ASHLAND TRANSPORTATION COMMISSION
FEBRUARY 28, 2013
AGENDA**

- I. **CALL TO ORDER:** 6:00 PM, Civic Center Council Chambers, 1175 E. Main Street
- II. **ANNOUNCEMENTS**
- III. **PUBLIC FORUM**
- IV. **ACTION ITEMS**
 - A. 'B' St. Parking Improvements (30 min.)
 - B. East Main St. Crosswalk Signage (15 min.)
 - C. Fair Oaks Median (15 min.)
- V. **NON ACTION ITEMS**
 - A. SOU Student Presentation (15 min.)
 - B. Audible Pedestrian Signals Update (10 min.)
 - C. Traffic Safety Workshop (5 min.)
 - D. Road Diet Post Construction Analysis (5 min.)
 - E. Bicycle Friendly Community Application (5 min.)
- VI. **COMMISSION OPEN DISCUSSION**
- VII. **INFORMATIONAL ITEMS**
 - A. Action Summary
 - B. Traffic Safety Connection February Newsletter
 - C. Traffic Crash Summary
 - D. Water St. & N. Main St. Intersection Analysis
- VIII. **FUTURE AGENDA TOPICS**
 - A. Bike Parking and Bike Rack Design Policy
 - B. Future Railroad Crossings
- IX. **ADJOURNMENT:** 8:00 PM

Next Meeting Date: March 28, 2013

**CITY OF
ASHLAND**



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 December, 2012

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term	
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Mike Gardiner	Commissioner	541-890-2487	349 Orange Avenue	mike.gardiner@oakh.com	4/30/2015	
Pam Hammond	Commissioner	541-482-1343	642 Vansant Street	hammondpam@yahoo.com	4/30/2014	
Shawn Kampmann	Commissioner	541-482-5009	P O Box 459	shawn@polarissurvey.com	4/30/2015	
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Jodi Vizzini	Public Works Assistant	541-552-2427	20 E. Main Street	vizzinij@ashland.or.us	

Memo

CITY OF
ASHLAND

Date: February 21, 2013
From: Scott A. Fleury
To: Transportation Commission
RE: 'B' ST. PARKING IMPROVEMENTS

QUESTION:

Does the Transportation Commission have specific comments or motion(s) on the 'B' St. back-in diagonal parking design created by the Engineering Division?

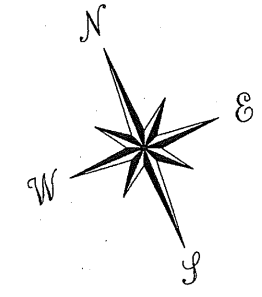
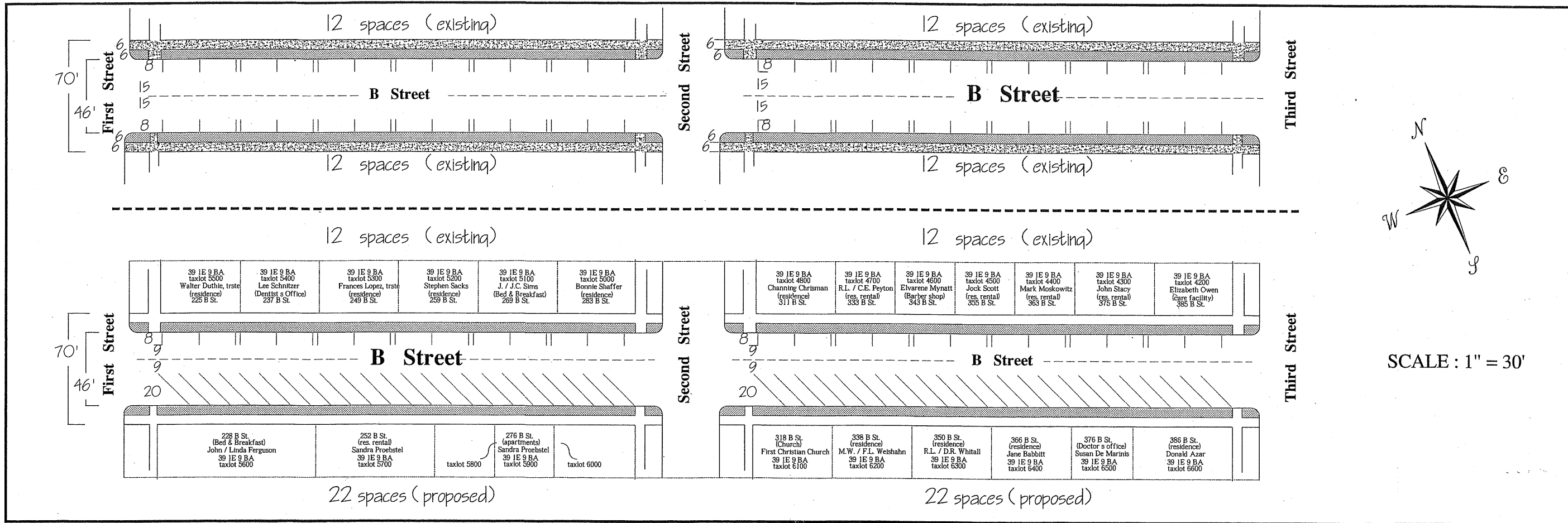
BACKGROUND:

At the November 29, 2012 Transportation Commission meeting, Brent Thompson presented a previous plan developed by the Engineering Division for installation of back-in diagonal parking on 'B' St. between First St. and Fifth St. The plan was internally developed in 1997 to increase parking capacity along 'B' St. Mr. Thompson asked the Commission to consider reviewing and implementing this parking plan for a capacity increase in an area of high need.

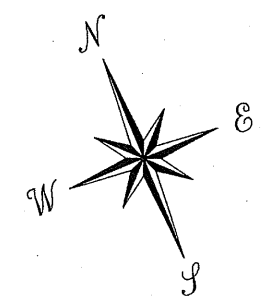
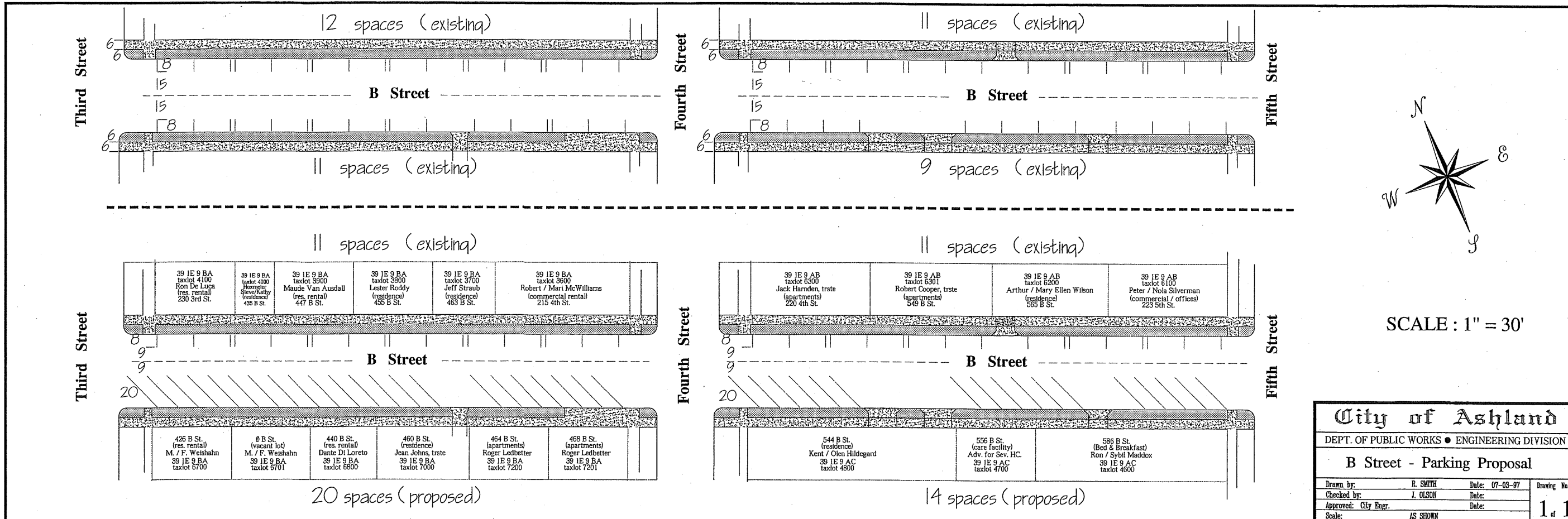
The plan increases the total number of existing space from 91 to 124 (reference attached parking improvement plan).

CONCLUSION:

Staff recommends including this plan as information to the consultant who will perform the downtown circulation and parking study. The downtown should be analyzed as one unit with regards to all modes of transportation and parking in order to effectively implement solutions that will solve issues. If we continue to implement solutions on a piecemeal basis we leave ourselves exposed to changing work that was previously completed in order to facilitate a larger improvement.



SCALE : 1" = 30'



SCALE : 1" = 30'

City of Ashland
DEPT. OF PUBLIC WORKS • ENGINEERING DIVISION

B Street - Parking Proposal

Drawn by: R. SMITH	Date: 07-03-97	Drawing No.
Checked by: J. OLSON	Date:	
Approved: City Engr.	Date:	
Scale: AS SHOWN		1 of 1

Memo

CITY OF
ASHLAND

Date: February 21, 2013
From: Scott A. Fleury
To: Transportation Commission
RE: East Main Crosswalk Signage

QUESTION:

Does the Transportation Commission have any recommendations on pedestrian crosswalk improvements along the E. Main corridor between Sixth St. and Wightman St.; including but not limited to adding "Stop for Pedestrian Crossing" signs?

BACKGROUND:

Staff was recently contacted by a resident of Ashland who was involved in a near miss of a pedestrian at night, while the pedestrian was crossing the midblock crosswalk at E. Main and Eighth St.

There are five crosswalks along E. Main from Fourth St. to Wightman St. They are located at Sherman, Sixth, Eighth, Garfield and Wightman Streets. The crosswalks at Sherman, Sixth, and Eighth Streets are not signed pedestrian crosswalks. The most current ADT information available (2006) for E. Main St. shows between 7,000 to 10,000 vehicles a day. The three crosswalks in question are not highly visible at night due to vegetation growth and lack of overhead street lights. The street lights along E. Main St. are positioned approximately every 250 feet on the south side of the street. (Reference inserted photos.)

Crosswalk at Sherman St.



Crosswalk ramps are obscured from view in both directions by existing plantings. Crosswalk and intersection are not directly illuminated by an overhead light.

Crosswalk at Sixth St.



Crosswalk ramp on right hand side is obscured from view. Crosswalk and intersection are not directly illuminated by an overhead light.

Crosswalk at Eighth St.



Crosswalk ramps are obscured from view in both directions by existing plantings. Crosswalk and intersection are not directly illuminated by an overhead light.

Crosswalk at Garfield St.



Crosswalk and ramps are visible from both directions along with pedestrian sign downstream of crosswalk. Sidewalk and intersection are also illuminated by street lights and overhead lights.

Crosswalk at Wightman St.



The crosswalk and ramps are visible from both directions and is signed for pedestrian crossings. There is also a street light on the pole directly above the pedestrian sign illuminating the intersection.

CONCLUSION:

Staff recommends adding pedestrian signs to the crosswalks at Sherman, Sixth and Eighth Streets as an alert warning for drivers similar to those existing at the other crosswalks.

Standard:

11 The Emergency Vehicle (W11-8) sign (see Figure 2C-10) with the EMERGENCY SIGNAL AHEAD (W11-12P) supplemental plaque (see Figure 2C-10) shall be placed in advance of all emergency-vehicle traffic control signals (see Chapter 4G).

Option:

12 The Emergency Vehicle (W11-8) sign, or a word message sign indicating the type of emergency vehicle (such as rescue squad), may be used in advance of the emergency-vehicle station when no emergency-vehicle traffic control signal is present.

13 A Warning Beacon (see Section 4L.03) may be used with any Vehicular Traffic Warning sign to indicate specific periods when the condition or activity is present or is likely to be present, or to provide enhanced sign conspicuity.

14 A supplemental WHEN FLASHING (W16-13P) plaque (see Figure 2C-12) may be used with any Vehicular Traffic Warning sign that is supplemented with a Warning Beacon to indicate specific periods when the condition or activity is present or is likely to be present.

Section 2C.50 Non-Vehicular Warning Signs (W11-2, W11-3, W11-4, W11-6, W11-7, W11-9, and W11-16 through W11-22)

Option:

01 Non-Vehicular Warning (W11-2, W11-3, W11-4, W11-6, W11-7, W11-9, and W11-16 through W11-22) signs (see Figure 2C-11) may be used to alert road users in advance of locations where unexpected entries into the roadway might occur or where shared use of the roadway by pedestrians, animals, or equestrians might occur.

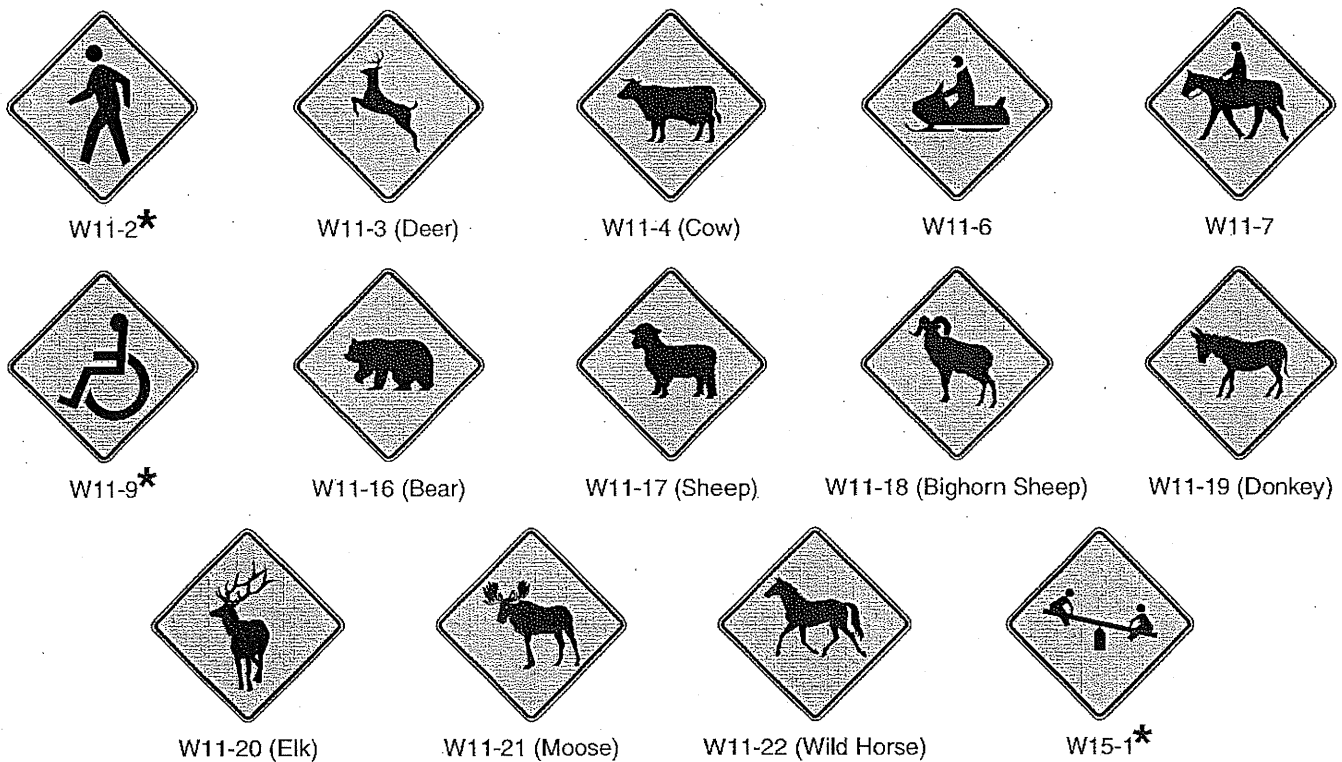
Support:

02 These conflicts might be relatively confined, or might occur randomly over a segment of roadway.

Guidance:

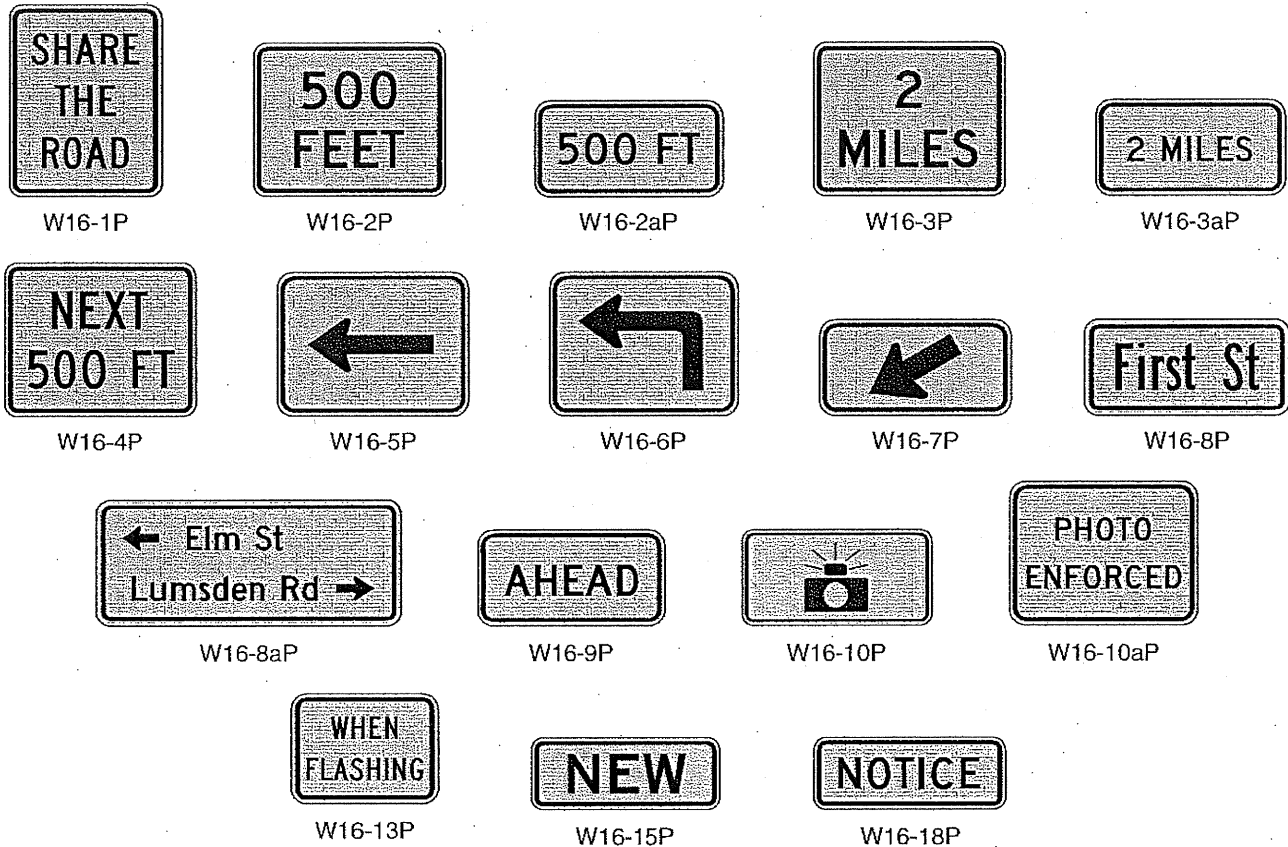
03 If used in advance of a pedestrian, snowmobile, or equestrian crossing, the W11-2, W11-6, W11-7, and W11-9 signs should be supplemented with plaques (see Section 2C.55) with the legend AHEAD or XX FEET to inform road users that they are approaching a point where crossing activity might occur.

Figure 2C-11. Non-Vehicular Warning Signs



* A fluorescent yellow-green background color may be used for this sign or plaque.

Figure 2C-12. Supplemental Warning Plaques



Note: The background color (yellow or fluorescent yellow-green) shall match the color of the warning sign that it supplements.

Standard:

- 02 Supplemental warning plaques shall be used only in combination with warning or regulatory signs. They shall not be mounted alone or displayed alone. If used, a supplemental warning plaque shall be installed on the same post(s) as the warning or regulatory sign that it supplements.
- 03 Unless otherwise provided in this Manual for a particular plaque, supplemental warning plaques shall be mounted below the sign they supplement.

Section 2C.54 Design of Supplemental Warning Plaques

Standard:

- 01 A supplemental warning plaque used with a warning sign shall have the same legend, border, and background color as the warning sign with which it is displayed. A supplemental warning plaque used with a regulatory sign shall have a black legend and border on a yellow background.
- 02 Supplemental warning plaques shall be square or rectangular.

Section 2C.55 Distance Plaques (W16-2 Series, W16-3 Series, W16-4P, W7-3aP)

Option:

- 01 The Distance Ahead (W16-2 series and W16-3 series) plaques (see Figure 2C-12) may be used to inform the road user of the distance to the condition indicated by the warning sign.
- 02 The Next Distance (W7-3aP and W16-4P) plaques (see Figures 2C-4 and 2C-12) may be used to inform road users of the length of roadway over which the condition indicated by the warning sign exists.

Section 2C.56 Supplemental Arrow Plaques (W16-5P, W16-6P)

Guidance:

- 01 If the condition indicated by a warning sign is located on an intersecting road and the distance between the intersection and condition is not sufficient to provide adequate advance placement of the warning sign, a Supplemental Arrow (W16-5P or W16-6P) plaque (see Figure 2C-12) should be used below the warning sign.

Memo

CITY OF
ASHLAND

Date: February 21, 2013
From: Scott A. Fleury
To: Transportation Commission
RE: FAIR OAKS FIRE ALLEY ACCESS

QUESTION:

Does the Transportation Commission have a recommendation on improving alley access off of Fair Oaks Drive?

BACKGROUND:

Staff was recently contacted by the Police Department about access to the alleys off of Fair Oaks Dr. The access is limited due to installation of a median planting strip. The Fire Department has a difficult time accessing the alleys due to the limited turn radius. Fair Oaks Dr. measures 18'9" on either side of the median strip and the alleys paved width is 13ft. The median strip at the lowest alley point measures 15ft. These alleys represent a primary access point to the backside of the houses. (Reference inserted photos.)







CONCLUSION:

More information from the Police and Fire Departments will be provided to the Transportation Commission at the meeting for discussion regarding access improvements.

Transportation Commission
Action Summary
as of December 2012

Month Year	Item Description	Status	Date Complete
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 implementation	
Aug 10 TSC	15 Minute Parking on A Street	TR 2010-05, order sent to Street Division	
Aug 10 TSC	First St Parking Prohibition Change	TR 2010-04, order sent to Street Division	
Aug 10 TSC	Granite St Parking Prohibition Change	not approved, Swales will resubmit request	✓
Aug 10 TSC	Hargadine St Parking Prohibition Change	review as part of TSP update	
Aug 10 TC	Bridge Street Parking Prohibition Change	Memo received from Fire Dept recommending against change	✓
Jul 10 TSC	Truck Route Ordinance Review	Staff researching, Nov 2010 agenda item	
Jun 10 TC	2 Year Project List Goal Setting	3 goals selected	✓
Jul 10 TC	Audible Crosswalk Signals for Downtown	Vieville working w/staff to develop priority list for \$27K budget	
Jul 10 TC	Shared Road Policy	review as part of TSP update	
Mar 10 TSC	Yield Sign at Terrace @ Holly	TR 2010-02	✓
Mar 10 TSC	Ashland St @ YMCA Crosswalk	not approved by ODOT	✓
Mar 10 TSC	Oak St Crosswalk at A St	included in Misc Concrete Project; bids due 11/17/10	
Jul 09 TC	Additional Downtown Bike Parking	Implementation list complete, will be installed as budget permits	
Nov 09 TC & TSC	Crosswalk for East Main @ Campus Way	Staff applying for funding through grant application	
Nov 09 TC & TSC	Grandview Shared Road Improvements	TR 2010-03, other improvements likely in future	
Aug 09 TC	Oak Street Sharrows	TR 2010-01	✓
Jul 09 TC	Will Dodge Way Improvements	Complete	9/2010
Apr 09 TC	Siskiyou Bv Pedestrian Improvements	complete	✓
Aug 09 TSC	Union/Allison and Fairview Intersection	not approved	✓
Nov 09 TSC	Yield Sign at Palmer Rd	not approved	✓
Nov 09 TSC	Stop Sign at Indiana St	not approved	✓
Dec 09 TSC	Terrace St Traffic Calming	not approved	✓
Dec 09 TSC	Ashland Village Traffic Calming	not approved	✓

TRAFFIC SAFETY Connection



February

Connecting Oregon's Community Traffic & Child Passenger Safety Advocates

Volume 11, Number 3

Remembering Stephen Manning



(1948 - 2012)

As many readers may know, traffic safety recently lost one of its civic champions.

Stephen Manning served as a board member and volunteer of ACTS Oregon for over a decade. His service included acting as a member of the Administrative Committee, as well as serving as President of ACTS Oregon.

Stephen retired from the Oregon Liquor Control Commission in 1999. He served 28 years as an inspector/investigator with the OLCC. In addition, he served as a Reserve Deputy with the Marion County Sheriff's Office from 1975 to 2002. In the last few years of service he worked with their traffic team. He was an instructor on Standardized Field Sobriety Testing and was active in DUI enforcement.

Stephen founded the *Impaired Driving Task Force* in Douglas County and served as its Chair. In addition, he was a member and past chair of the Douglas County Safe Communities Coalition, and had been a Child Passenger Safety Seat Technician.

Stephen's efforts made a difference in the state of Oregon and his efforts have touched all of us indirectly or directly as we travel down the roads and highways of Oregon.

How Walkable is Your Community?

By Todd Hinchliffe, Executive Director

The latest headlines suggest that we should take some precautions before heading out: "Pedestrian hit and killed in Clackamas", "18-year-old found dead along road, police say it was a hit and run."

As we all get a little cabin fever and take advantage of the sun breaks it would be useful to remind ourselves that it still gets dark early. Visible or reflective clothing is our responsibility to be seen. Young children should be introduced to basic safety principles (look left-right-left for traffic) and simple explanations. Model these correct behaviors as part of your day-to-day activities, and point out correct and incorrect pedestrian safety behaviors. This will lay the foundation for them to think safety and apply safe behavior to their own actions.

Supervise your children constantly – especially when they're near parked or moving vehicles, or playing near streets or driveways. Hold your child's hand when crossing streets, walking along

streets and in parking lots. Show your child how to walk facing traffic when there's no sidewalk.

Pedestrian Safety Tips for Children

Most young children who are hit by motor vehicles are injured near their home or on neighborhood streets. Demonstrate how to cross the street by stopping at the curb or street's edge and looking left-right-left for traffic before crossing. Children age 10 and under do not have the skill sets to manage traffic situations by themselves. They must be supervised closely by an adult or young adult. Set a good, safe example when walking on streets or sidewalks and when crossing roads. NHTSA provides a safety checklist at:

<http://tinyurl.com/a5y9tj2>

Here are some basic safety guidelines to review with your entire family:

- Cross at the corner or at an intersection. Stop at the edge of parked cars, the curb, or other vehicles.

Continued on page 3



NHTSA: More Than 17.8 Million Products Recalled in 2012

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) recently announced that manufacturers filed more than 650 safety recalls, affecting over 17.8 million vehicles, child seats and vehicle equipment, during calendar year 2012. The nation's top auto regulatory agency played a significant role by itself influencing the recall of more than 9 million vehicles and 60,000 items of vehicle equipment, including



tires, and child safety seats, in 2012.

"Every day millions of motorists are safe on our nation's roadways because of the work and dedication of our defect investigation and compliance teams here at NHTSA," said U.S. Transportation Secretary Ray LaHood. "We have one of the most effective programs in the world and will continue, in 2013, to pursue investigations and recalls wherever our data justifies doing so."

As a data-driven agency, NHTSA's Office of Defects Investigation and its counterpart, the Office of Vehicle Safety Compliance, constantly review information from numerous sources to identify potential safety defect trends.

Continued on page 2

ACTS Oregon

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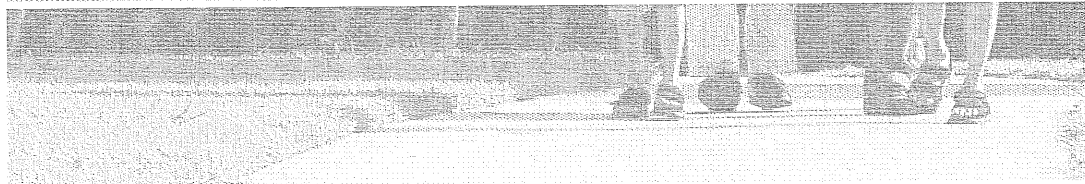
Funded through a grant from ODOT

Road Trip Toolkit



Spring Break and Summer travel will be here before we know it! Loading up the family and hitting the road can be a fun and affordable way to see our great state! When traveling in Oregon we have great tools like *TripCheck.com* or *TravelOregon.com* that provide information on road conditions, construction projects and places to see along the way.

However, what if your travel plans take you to Seattle - the "Emerald City" - to visit the birthplace of Starbucks Coffee? Or to load up the kids and check out the Pacific Northwest favorite, Silverwood in Northern Idaho? How about a trip along 101 to visit the mighty Redwoods? Feeling lucky? How about trying



NHTSA: More Than 17.8 Million Products Recalled in 2012

Continued from page 1

including direct consumer complaints, early warning reporting data, technical service bulletins, as well as independent auto web sites, fan sites, bulletin boards, trade publications, and popular magazines for information that might warrant an investigation. Over the last three years, NHTSA's defect and compliance investigations and compliance testing have resulted in over 430 recalls involving 22 million vehicles and products.

Many recalls are initiated by consumer complaints. In 2012, NHTSA received 41,912 complaints concerning potential safety defects, 49,417 in 2011, and 65,765 in 2010. "The role of the consumer in influencing auto recalls cannot be under-estimated," said NHTSA Administrator David Strickland. "Consumers are the lifeblood of the recall process and recalls are often the direct result of a government investigation into consumer complaints."

Since its inception in 1966, NHTSA has held

your luck on the tables in Reno?

All of these destinations can easily be reached by car from Oregon but how do we know what the roads will be like? Will there be delays? Will there be a place to stop and rest?

Check out the following websites which feature California, Idaho, Nevada, and Washington road conditions before you hit the road:

- California - <http://video.dot.ca.gov/>
- Idaho - <http://511.idaho.gov/>
- Nevada - <http://tinyurl.com/7k5mzdb>
- Washington - <http://www.wsdot.com/traffic/>
- AAA Oregon/Idaho - <http://www.oregon.aaa.com/>

In addition to these great online resources, be sure to keep the following tools in your vehicle:

- Basic First Aid Kit
- Snacks and Water
- Extra Blankets
- A printed map
- A flashlight with fresh batteries
- Spare tire and jack
- Jumper Cables

Enjoy a great Spring/Summer travel season and the sights of the beautiful Pacific Northwest.

automakers accountable for recalling vehicles and equipment that have a safety defect or that do not meet the requirements of applicable safety standards set by the agency - resulting in more than 17,000 recalls involving over 500 million vehicles and more than 84 million items of equipment.

NHTSA believes recalls are a serious safety matter that should be promptly addressed and urges consumers to get the latest vehicle safety information, recalls and investigation information at www.safercar.gov Consumers can also sign up for automatic notifications of recalls affecting their vehicles, thus receiving immediate alerts about recalls affecting them without having to wait for a manufacturer to send out consumer notification letters.

Links:

- [View the 2012 recall report.](#) This document should not be interpreted as an indication of what NHTSA thinks of any particular manufacturer or its products - and these tallies are not used to evaluate manufacturers.
- [View 2012 Recalls by Manufacturers](#)

CPS Training in Lake Oswego

Lake Oswego Fire Department hosted ACTS Oregon's latest CPS Certification class. Sixteen new CPS Technicians successfully completed this certification class.

Congratulations to Oregon's Newest CPS Technicians:

Tammy Leno and Melody Ann Wright – **Concerted Tribes of Grand Rhonde**, Jim Ball – **Eugene Police**, Clint Chrz and Scott Henley – **Hillsboro Police**, Thomas Tice, Casey Jebens, and Debra McFalls – **Hillsboro School District**, Kiota Mitchell – **Klamath Tribal Health**, Karen Carnahan – **Lake Oswego Fire**, Clayton Simon – **Lake Oswego Police**, Jessica Hicks and JoAnna Bricker – **Salem Hospital**, Leola Wheeler – **Volunteers of America**, James Bieker

and Nathan Curry – **Washington County Sheriff's Office**.

Thank you to a fabulous Instructor Team!

Colin Drummond – **Sherwood Police**, Bill Balzer – **Portland Police Bureau**, Cindy Storlie – **Lake Oswego Police**, Dr. Ben Hoffman – **OHSU/Doernbecher Children's Hospital**, Doris Girt – **Clark County Safe Kids**, Jeff Oliver and Sandy Holt – **ACTS Oregon**.



How Walkable is Your Community?

Continued from page 1

- Look LEFT-RIGHT-LEFT for moving cars.
- Cross when clear, and keep looking left and right.
- Walk, don't run or dart, into the street.
- Look for signs that a car is about to move (rear lights, exhaust smoke, sound of motor, wheels turning).
- Walk alertly; use your eyes and your ears to increase your safety.

Here are some common myths that children

may believe about being a pedestrian. Make sure your child knows the facts:

Myth: A green light means that it is safe to cross.

Fact: A green light means that you should stop and search for cars. Before you step off the curb, look LEFT-RIGHT-LEFT for traffic, and if it is safe to do so, cross and keep looking left and right as you do so. Be alert for vehicles making a right turn on red.

Myth: You are safe in a crosswalk.

Fact: You may cross at a crosswalk but before you do: stop at the curb and look LEFT-RIGHT-LEFT for cars. When it is clear, cross and keep looking left and right for cars.

Myth: If you see the driver, the driver sees you.

Fact: The driver may not see you. Make certain the driver stops before you cross the street.

Myth: The driver will stop if you are in a crosswalk or at a green light.

Fact: The driver may not see you. The driver may run a traffic light illegally. The driver may turn without looking for pedestrians.

Myth: Wearing white at night makes you visible to drivers.

Fact: White does not make you more visible at night. You must carry a flashlight and/or wear retro reflective clothing to be more visible to drivers. Always walk facing traffic.

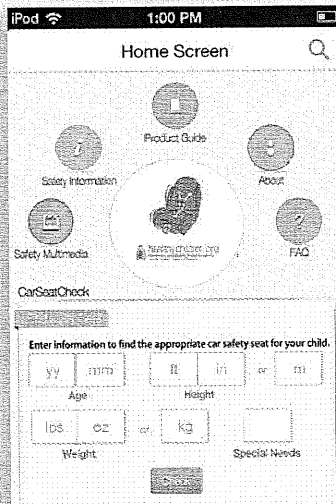
There's an App for That!

The American Academy of Pediatrics along with Oregon's own CPS Instructor Dr. Ben Hoffman, have developed an app for smart phones to assist parents and caregivers with their Child Passenger Safety needs.

Ben Hoffman stated, "This summer I was asked by the American Academy of Pediatrics to help them develop an app for iTunes and Android that would help families make the best choices about car safety seats for their kids. We developed the *Car Seat Check* app primarily for families, but it has links to a constantly updated product guide, so techs may find it useful as well."

Through videos, photos, audio clips, safety tips and links, the app has it all.

Certified CPS Technicians will also find it very useful. There is a product guide with weight, height and prices that is continually being updated as well as quick links to other essential CPS resources at the tip of your fingers.



The *Car Seat Check* app is available for \$1.99

Check it out!

For iPhones and iPads:
<http://tinyurl.com/bejd4mw>

For Androids:
<http://tinyurl.com/aoykqo2>

Those who purchase the app are encouraged to post product ratings and reviews.

Child Safety Seat Mini-Grants

Acts Oregon is pleased to announce the recipients of the Child Passenger Safety Seat Distribution Mini-Grants. The following agencies will receive funds to purchase seats that will be distributed to families in need. Funds can also be used to train additional technicians to work with families on the correct installation of child safety seats.

Congratulations to Child Safety Seat Mini-Grantees:

- Clackamas County Children's Commission
- Randall Children's Hospital
- Multnomah County Health Department
- Healthy Birth Initiative
- Safe Kids Washington County
- Mt Hood Community College Child Development



Check Up Events and Fitting Stations

Visit www.ChildSafetySeat.org/calendar.html for updated listings.

Date	City	Location	Address	Time
2/16/13	Beaverton	Kuni Auto Center	3725 SW Cedar Hills Blvd	9 am - 12:30 pm
2/16/13	Keizer	Keizer Fire	930 Chemawa Rd NE	12:30 pm - 2 pm
2/19/13	Corvallis	Corvallis Fire	400 NW Harrison St	9 am - 11 am
2/20/13	Redmond	Redmond Fire	341 Dogwood Ave	2 pm - 4 pm
2/21/13	Madras	Jefferson County Fire	765 SE Adams Dr	11am - 1pm
2/23/13	Portland	American Medical Response	1 SE 2nd Ave	10 am - 1 pm
2/27/13	Bend	Bend Fire	1212 SW Simpson	10 am - 1 pm
2/27/13	Forest Grove	Forest Grove Fire	1919 Ash St	3 pm - 5 pm
2/28/13	Eugene	Eugene Fire	1725 W 2nd Ave	5 pm - 7 pm
3/1/13	Grants Pass	Parkway Public Safety Ctr	800 E Park St	10 am - 1 pm
3/1/13	Newberg	Springbrook Fire #21	3100 Middlebrook St	9 am - 11am
3/1/12	Portland	Randall Children's Hospital	2801 N Gantenbein, Pkg #4	10 am - 1 pm
3/6/13	Coos Bay	Coos Bay Fire	450 Elrod Ave	11 am - 1 pm
3/7/13	Redmond	Redmond Fire	314 Dogwood Ave	11 am - 2 pm
3/9/13	Hillsboro	Tuality Health	334 SE 8th Ave	9am - 11am
3/12/13	Corvallis	Corvallis Fire	400 NW Harrison St	9 am - 11 am
3/14/13	Medford	Safe Place	10th St	9 am - 12 pm

* New Date & Location *

Points for Profit



Looking for a way to contribute to ACTS Oregon by doing something you already do?

Points for Profit is an organization giving back to non-profit agencies via local businesses. Your purchase at a participating local business can be turned into 'points' which will then go towards the support of ACTS Oregon's efforts towards community traffic and child passenger safety.

Step 1 - Identify local sponsors by visiting the Points for Profit website:

<http://pointsforprofit.org/> Sponsors are listed for two regions: Portland Metro or Mid-Willamette Valley area.

Step 2 - Keep your receipts after making a purchase at one or more participating retailers.

Step 3 - Submit your receipts by mailing them in to our office at: ACTS Oregon - 8059 SW Cirrus Drive, Beaverton, OR 97008. Alternately, you may drop them off or turn them in to us when you see us.

Points for Profit tallies those receipts and turns them into points. The more points we accumulate the more money we receive at the end of the year.

ACTS Oregon



Join Us!

Charity Golf Tournament

June 8, 2013

[Click here for more information](#)

- The Reserve -
Golf Club

- Aloha -
Oregon

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

112 Monterey Drive - Medford, Or. 97504 - Office 541.608.9923 - Cell 541.941.4148 -Email: Kwkp1@Q.com

February 8, 2013

Mike Faight, Public Works Department
City of Ashland
51 Winburn Way
Ashland, Oregon 97520

RE: Water Street & N. Main Street Intersection Analysis

Southern Oregon Transportation Engineering, LLC evaluated the intersection of Water Street & N. Main Street under existing year 2013 conditions. Results of the analysis are provided below.

Background

Water Street is a two-lane neighborhood street, which provides access to residential and neighborhood commercial areas. It turns into Main Street west of its intersection with N. Main Street (OR 99). Sidewalks exist on both sides of Water Street and parallel parking along the north side with no bike lanes on either side. The west leg includes a one-way section with angle head-in parking and no bike lane. The posted speed limit is 25 miles per hour on Water Street and 20 miles per hour on Main Street.

N. Main Street (OR 99) is a one-way two-lane boulevard, which provides access to major urban activity centers for pedestrians, bicyclists, transit users and motor vehicle users, and provides connections to regional traffic ways. Sidewalks exist on both sides of N. Main Street with parallel parking on both sides of the north leg and the east side of the south leg. No bike lanes exist on either side of N. Main Street. The posted speed limit is 20 miles per hour.

The intersection of Water Street & N. Main Street is two-way stop controlled with the east approach of Water Street controlled by a STOP sign and the north approach of N. Main Street free. The intersection spans 135' north to south (centerline of crosswalk to centerline of crosswalk) on N. Main Street and 100' east to west on Water Street and Main Street. Crossing distances for pedestrians are 35' on the northern N. Main Street crossing, 40' on the southern N. Main Street crossing, 34' across Water Street, and 48 feet across Main Street.

Field Data Collection

Manual Traffic Counts

The unsignalized intersection of Water Street & N. Main Street was counted in January of 2013 during the A.M. and P.M. peak hours and then adjusted to balance with September upstream and downstream

intersection count data provided in the draft Ashland Transportation System Plan (TSP). The morning vehicular peak hour was shown to occur between 7:30-8:30 AM and the afternoon peak hour between 4:00-5:00 PM. Trucks and buses accounted for 3% of N. Main Street traffic and 0% of Water Street traffic. The highest volume of pedestrian traffic occurred during the PM peak hour crossing both N. Main Street crosswalks, and the highest cyclist traffic occurred during the PM peak hour traveling south on N. Main Street.

Signage and Pavement Markings

Signage and pavement markings at the intersection of N. Main Street & Water Street were evaluated and determined to be in accordance with MUTCD standards. Delivery trucks, however, disregard the yellow painted curbing along the west side of N. Main Street between Granite Street and Main Street. This is likely due to the lack of adequate parking for delivery vehicles in this area. There's also a "Parking" sign on the east side of N. Main Street within the yellow painted section that refers to parking ahead, but could lead to confusion. What might be more effective would be a "No parking" sign where the "Parking" sign is. The yellow painted curbs, however, appear to be an adequate means of controlling parking on all other legs of the intersection where parking is prohibited.

Sight Distance Measurements

Sight distance was measured from the east approach of Water Street in accordance with *American Association of State Highway and Transportation Officials* (AASHTO) standards. Sight distance is provided at intersections to allow drivers adequate time to perceive other vehicles approaching the intersection and react in time to avoid collisions. The driver of a vehicle approaching an intersection should have an unobstructed view of the entire intersection. Likewise, stopped vehicles at intersections should have a sufficient view of the intersecting roadway to decide when to enter or cross without colliding with on-coming vehicles. Minimum sight distances are provided by the American Association of State Highways and Transportation Officials (AASHTO) in what is referred to as the AASHTO handbook.

Departure sight triangles for the Water Street stopped approach was considered for two situations:

1. Case B1 – Left turns from the minor road
2. Case B3 – Crossing the major road from the minor road

The length of the leg of the departure sight triangle along the major road for all stop-controlled movements is dependent upon the speed of the major roadway and perception reaction times of drivers. The minimum stopping sight distance (SSD) represents the minimum sight distance required by ODOT and AASHTO. The intersection sight distance (ISD) is considered to be the desirable sight distance by ODOT and AASHTO. The speed used in the analysis was 20 mph, which is the posted speed on N. Main Street.

- The minimum SSD for a left or through movement is 125 feet.
- The desirable ISD for a left or through movement is 280 feet

Sight distance from Water Street was measured to be 75 feet to the north if stopped behind the crosswalk and parking is filled on the east side of N. Main Street. A left turn or crossing maneuver requires a minimum of 125 feet and a desirable length of 280 feet in the north direction. Neither a left turn nor a crossing maneuver is shown to have sufficient sight distance to enter N. Main Street without pulling up and encroaching into the crosswalk on Water Street. If a vehicle pulls up through and blocks the crosswalk, there is clear sight distance to the north, but this is the only way to achieve adequate sight distance. Sight distance would be improved, however, if the first parking space on the east side of N. Main Street were removed. This improves sight distance from 75 feet to 100 feet.

Sight distance from Water Street to the south is similarly restricted for seeing pedestrians approaching. A vehicle needs to pull into the crosswalk to have a clear view of pedestrians approaching the intersection. The skew of the intersection and an existing structure on the southeast corner restricts approaching pedestrians until they're approximately within 10' of the intersection.

Crash History

A complete crash history for the intersection of Water Street & N. Main Street was provided by the City of Ashland and ODOT's Crash Analysis and Reporting Unit for the most recent 5 year period. Results were provided for the period of January 1, 2008 through December 31, 2012.

Intersection safety is generally evaluated by determining the crash rate in terms of crashes per Million Entering Vehicles (MEV) at intersections. The details of crash data are examined to identify any patterns that could be attributable to geometric or operational deficiencies. A crash rate higher than 1.0 crash/MEV or trends of a specific type of crash may indicate the need for further evaluation at an intersection. Tables 1 and 2 provide intersection crash rates and types of collisions at Water Street & N. Main Street. Detailed crash sheets are provided in the attachments.

Intersection	2008	2009	2010	2011	2012	Total	ADT	Crash Rate
Water St / N. Main St	4	0	1	4	1	10	11,100	0.49

Intersection	Collision Type				Severity		
	Rear-End	Turning	Angle	Pedestrian	Non-Injury	Injury	Fatal
Water St/ N Main St	4	1	3	2	4	5	1

The intersection crash rate at Water Street & N. Main Street was shown to be 0.49, which is less than what would normally require further evaluation, but the severity of crashes show several collisions involving injury and one fatality so further investigation is required.

The most common type of crash that occurred over the 5 year period involved a rear-end collision from vehicles following too close on N. Main Street and rear-ending vehicles stopped for pedestrians crossing the street. The next most common type of crash was an angle collision between a southbound vehicle on N. Main Street and a westbound vehicle from Water Street not yielding to the right of way

of N. Main Street traffic. The angle collisions are likely due to insufficient sight distance from Water Street and vehicles in the east (inside) lane on N. Main Street being blocked by parked cars, but the rear-end collisions can be from a number of reasons including but not limited to drivers being distracted, drivers following too close, drivers not paying attention to pedestrians crossing the street, etc.

There were two pedestrian related crashes reported in the 5 year period. One was in January of 2008 at 10am and involved a vehicle on Water Street looking right in preparation to make a left turn and then pulling forward and striking a pedestrian crossing Water Street. The second collision occurred in August of 2012 at 8:30am and involved a vehicle making a southbound left turn off of N. Main Street and striking a pedestrian crossing Water Street south to north. This collision caused a fatality. Both pedestrian related collisions involved pedestrians crossing Water Street and both cases involved drivers looking to their right and then proceeding to make left turn movements. Regarding the fatality, there's a clear line of sight for southbound vehicles to see pedestrians crossing Water Street. Sunlight glare was stated to be a possible factor for the vehicle in the fatal collision because of the time of day that it occurred. It may have also been a factor in the January of 2008 pedestrian collision.

There's a lot of activity at the Water Street & N. Main Street intersection, and with that there are many things for drivers to be aware of when approaching. At times, trucks park on the west side of N. Main Street that block the N. Main Street crosswalk or Main Street crosswalk, and drivers must be aware of pedestrians appearing suddenly in front of them. Sight distance is restricted from Water Street to the north and south, and drivers must be aware of pedestrians and vehicles crossing in front of them without sufficient notice. Sunlight glare is stated to be a possible cause for collisions in the morning period. All of these factors together contribute to the range of collisions that occur at this intersection. The most effective improvement at this intersection would be to improve overall visibility. Improving sight distance from Water Street and enforcing no parking in areas where parking is prohibited will decrease the potential for many of the collisions that occur at this location.

Intersection Operational Results

Level of Service

The level of service of Water Street & N. Main Street was evaluated during the AM and PM peak hours under existing conditions. Results are summarized in Table 3.

Table 3 – Existing Intersection Operations – Water Street & N. Main Street			
Intersection	Applicable Standard	AM Peak Hour	PM Peak Hour
Water Street / N. Main Street	LOS D	C	D

The intersection level of service was shown to be within performance standards under both AM and PM peak hour conditions.

Queuing and Blocking

Queuing is the stacking up of vehicles for a given lane movement, and it can have a significant effect on roadway safety and the overall operation of a transportation system. Long queue lengths in through lanes can block access to turn lanes, driveways, and minor street approaches, as well as spill back into

upstream intersections. As a result of this, the estimation of queue lengths is an important aspect of the analysis process for determining how a transportation corridor operates.

Queue lengths are reported as the average, maximum, or 95th percentile queue length. The 95th percentile queue length is used for design purposes and is the queue length reported in this analysis. Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths. Results are summarized in Table 4.

Table 4 – Existing Year Queuing and Blocking – Water Street & N. Main Street			
Intersection/ Lane Movement	Available Link Distance (ft)	AM Peak Hour	PM Peak Hour
Water St & N Main St			
Southbound Left/Through	75' to Granite Street	25'	25'
Southbound Through/Right	75' to Granite Street	25'	50'
Westbound Left/Through	75' to Beaver Slide	50'	75'

Note: Queue lengths that exceed available link distances are shown as bold, italic.

The Water Street 95th percentile queue length is shown to reach Beaver Slide under existing PM peak hour conditions, but not exceed it. All other queue lengths are shown to be less than their available link distances.

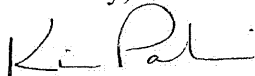
Conclusions & Recommendations

The intersection of Water Street & N. Main Street was evaluated under existing year 2013 peak conditions to determine whether improvements are necessary to address safety and operational concerns. Results of the analysis are summarized below:

1. Signage and pavement markings were evaluated and determined to be in accordance with MUTCD standards. The only recommendation is to remove a "Parking" sign located along the yellow painted curb section on the east side of N. Main Street and replace it with a "No Parking" sign.
2. Sight distance was measured from the east approach of Water Street and found to be insufficient for left and through maneuvers. Removing the first parking space on the west side of N. Main Street is recommended. This does not solve the sight distance problem, but it improves sight distance to the north from 75 feet to 100 feet.
3. Crash data was evaluated for the most recent 5 year period and did not show an unusually high occurrence of collisions, but there were some things identified that could help reduce specific types of collisions. Improved sight distance from Water Street will help reduce angle and turning vehicular collisions, as well as reduce the potential for pedestrian collisions. Restricting delivery trucks from parking along the east side of N. Main Street and blocking crosswalks will reduce the potential for pedestrian collisions. Both are recommended.
4. The intersection is shown to operate at an acceptable level of service during the AM and PM peak hours under existing year 2013 conditions. No improvements are shown to be necessary operationally.
5. The 95th percentile queue length on Water Street is shown to reach Beaver Slide during the PM peak hour at times and potentially block the access. This will reduce if sight distance is improved from Water Street (recommended above).

Please let me know if you have any questions or concerns regarding this analysis.

Sincerely,



Kimberly Parducci, PE PTOE

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

Attachments: Count Data, Crash Data, Synchro/SimTraffic Output

