

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**  
**APRIL 25, 2013**  
**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
    - 1. March 21, 2013
- IV. **PUBLIC FORUM**
- V. **ACTION ITEMS**
  - A. Hargadine-Pioneer-Fork Intersection Analysis-con't (30 min.)
  - B. Walker and Iowa Intersection Analysis (30 min.)
- VI. **NON ACTION ITEMS**
  - A. Audible Pedestrian Signals Update (10 min.)
  - B. Road Diet Post Construction Analysis (10 min.)
- VII. **COMMISSION OPEN DISCUSSION**
- VIII. **INFORMATIONAL ITEMS**
  - A. Traffic Safety Connection April Newsletter
  - B. Action Summary
  - C. Traffic Crash Summary
- IX. **FUTURE AGENDA TOPICS**
  - A. One-way Roads with Crosswalks
  - B. Pedestrian Education
  - C. Pedestrian Crosswalk Lighting
- X. **ADJOURNMENT:** 8:00 PM

**Next Meeting Date: May 23, 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 April 2013

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
Craig Anderson	Commissioner	541-488-0418	575 Elizabeth Avenue	craig.ashland@gmail.com	4/30/2014
Tom Burnham	Commissioner	541-482-4467	1344 Apple Way	ntburnham@gmail.com	4/30/2013
VACANT	Commissioner				4/30/2015
Pam Hammond	Commissioner	541-482-1343	642 Vasant Street	hammondpam@yahoo.com	4/30/2014
Shawn Kampmann	Commissioner	541-482-5009	P O Box 459	shawn@polarissurvey.com	4/30/2015
Corinne Vièville	Commissioner	541-488-9300	541-944-9600 805 Glendale Avenue	corinne@mind.net	4/30/2013
David Young	Commissioner	541-488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2015

**Non Voting Ex Officio Membership**

Mike Faught	Director of Public Works	541- 488-5587	20 E. Main Street	faughtm@ashland.or.us	
Carol Voisin	Council Liaison	541-482-3559	20 E. Main Street	carol@council.ashland.or.us	
Brandon Goldman	Planning Dept	541- 488-5305	20 E. Main Street	goldmanb@ashland.or.us	
Steve MacLennan	Police Dept	541- 552-2809	20 E. Main Street	maclenns@ashland.or.us	
Scott Hollingsworth	Fire Dept	541- 552-2932	20 E. Main Street	hollings@ashland.or.us	
Honorè Depew	SOU Student Liaison	503- 422-6723		honoredepew@gmail.com	
VACANT	Ashland Schools				
Dan Dorrell PE	ODOT	541- 774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Nathan Broom	RVTD	541- 608-2411	3200 Crater Lake Av 97504	n.broom@rvtd.org	
VACANT	Ashland Parks		20 E. Main Street		
Jenna Stanke	Jackson County Roads	541- 774-6231	200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org	
David Wolske	Airport Commission			david@davidwolske.com	

**Staff Support**

Scott Fleury	Engineering Serv Manager	541- 488-5347	20 E. Main Street	fleury@ashland.or.us	
Karl Johnson	Associate Engineer	541-552-2415	20 E. Main Street	johnsonk@ashland.or.us	
Jodi Vizzini	Public Works Assistant	541-552-2427	20 E. Main Street	vizzinij@ashland.or.us	

**ASHLAND TRANSPORTATION COMMISSION  
MINUTES  
March 21, 2013**

These minutes are pending approval by the Transportation Commission.

**CALL TO ORDER**

Chair David Young called the meeting to order at 6:00 p.m. in the Siskiyou Room, 51 Winburn Way.

**Commissioners Present:** Craig Anderson, Tom Burnham, Pam Hammond, Shawn Kampmann, Corinne Viéville and David Young

**Absent Members:** None

**Ex Officio Present:** Brandon Goldman

**Staff Present:** Mike Faught, Scott Fleury and Jodi Vizzini

**ANNOUNCEMENTS**

The Commission recognized Corinne Viéville's birthday. Commissioner Young emphasized the need to fill Commissioner vacancies. He acknowledged Tom Burnham's decision to retire from the Commission. Commissioners and staff thanked Commissioner Burnham for his many years of dedicated service to the community.

**CONSENT AGENDA**

**A. Approval of Minutes**

1. January 24, 2013
2. February 28, 2013

The minutes of January 24, 2013 and February 23, 2013 were approved as presented.

**PUBLIC FORUM**

No one came forward to speak.

**ACTION ITEMS**

**A. Hargadine-Pioneer-Fork Intersection Analysis**

**Staff Report**

Scott Fleury gave a detailed report on the traffic analysis and recommendation provided by Kim Parducci, Southern Oregon Transportation Engineering, LLC, following citizen complaints. He shared Ms. Parducci was unable to attend the meeting, but had provided an analysis. The Commission reviewed aerial photos of existing sight distance, proposed bulbout treatments and stop bar relocations. Mr. Fleury stated the average daily travel at the intersection was 2,500. He added there have been three accidents since 2000, but according to neighbors there are many close calls. It was noted that a time-lapse video was provided to the Mayor, which prompted a review by the Transportation Commission.

**Commissioners Questions/Comments**

- Commissioners discussed the details and cost of implementing the recommended treatments.
- The lack of on-street parking for residents on Pioneer due to tourist parking was discussed.
- A suggestion was made to install a small traffic circle as a potential traffic calming treatment.
- An alternative paving treatment like the one in place at the Oregon Shakespeare Festival pedestrian crossing was suggested.

A decision was made to table the issue until Commissioners had a chance to review the citizen submitted video and when Ms. Parducci could be present to provide engineering recommendations on potential traffic calming treatments.

## **B. Bike Parking and Bike Rack Design Policy**

**Michael Piña/73 Garfield St. #1**/Directed attention to his unique cargo bicycle parked in front of the building. He explained his parking challenges using standard bike racks. He provided pictures and offered ideas on alternate racks that would better accommodate this style of bike.

### **Staff Report**

Mr. Fleury gave an overview of the central business district bicycle parking summary and the bicycle parking guidelines provided in the Commissioner packet. He pointed out the approved bike rack standard for the City is the Inverted U-Rack design. He directed attention to the various rack designs and suggested looking at more options in the encroachment ordinance for specific location/uses, allowing individuals/businesses installing in the right-of-way a design style choice. He noted there are still a few businesses in the central business district without bike racks and recommended installation in those locations. He encouraged Commissioners to suggest other locations that come to mind.

Senior Planner, Brandon Goldman stated his understanding of Ashland Municipal Code 18.92.060 bicycle parking design standards established the Inverted U-Rack as a standard city-wide design for private or public property. He added the Transportation Commission can make recommendations for alternatives that can be adopted. He acknowledged the bicycle parking summary inventory of downtown and noted the numerous bicycle racks on private property that would also be eligible for an alternative design.

### **Commissioners Questions/Comments**

- Commissioners and staff discussed alternatives to the current bicycle parking standards.
- A suggestion was made to set aside a parking area for non-conventional bikes.
- Mr. Fleury explained the downtown sidewalk usage map.
- Mr. Goldman summarized the two different issues at hand; bike rack design and bike parking layout which is a standard in the land use code and would require amending Chapter 18.92.
- A question was asked in regards to the type of bike rack complaints received, specifically from merchants and bicyclists.
- A comment was made in favor of finding creative places to install bike racks instead of removing parking spaces.
- A comment was made that parallel bike racks are preferred to perpendicular racks which cause bikes to stick out in the sidewalk obstructing pedestrian travel.

The Commission decided that no action was necessary but recommended putting a marker for bike rack design and placement as part of the comprehensive downtown parking and multi-modal circulation study.

## **NON-ACTION ITEMS**

### **A. Audible Pedestrian Signals Update**

Mr. Fleury gave an update on the audible signal order and the installation locations which includes: Sherman/Siskiyou; Tolman/Siskiyou (all four crosswalk locations); Lithia/E. Main (crossing from the fire station to the library); and Second/Lithia (crossing Lithia). He explained that Oregon Department of Transportation (ODOT) will install the signals and added a secondary purchase will be made to utilize the remaining funds prior to the June 30 grant requirement.

### **Commissioners Questions/Comments**

- Comments were made in favor and in opposition of the rapid flashing beacons along Siskiyou Blvd.
- Staff explained that some of the "Stop Here for Pedestrians" signs will be removed to reduce the sign clutter.



- A question was asked about the decision to use the rapid flashing beacons. *Answer: The beacons were approved during the Siskiyou Blvd. design process.*
- A comment was made in favor of the E. Main crosswalk by Willow Wind.
- Mr. Fleury outlined the timeline of the rapid flashing beacon installation that will be implemented by Southern Oregon University.

#### **B. Road Diet Post Construction Analysis**

Mr. Fleury gave a brief overview of the current analysis results and assured the Commission that side street counts collected by Engineering and updates will be included at the following meeting when Ms. Parducci can be in attendance. He added that monthly ODOT speed and volume analysis is ongoing. Commissioner Young shared his experience while conducting a recent pedestrian/bike count on N. Main St.

#### **COMMISSION OPEN DISCUSSION**

- Mr. Fleury gave a brief description of crosswalk lighting that was discussed at a prior meeting and assured the Commission he will research options and bring the subject back to a future meeting.
- Staff reported that results of the Bicycle Friendly Community application will be available in May.
- Commissioners questioned the frequency of trucks bypassing the scales on I-5, adding weight to city streets. Officer MacLennan was not present for comment.
- Attention was called to volunteer opportunities at the Ashland Community Bike Swap scheduled for April 27th.
- Commissioners and staff discussed the Commission's position on current legislative bills and the process involved in writing letters in opposition and/or support.
- Commissioners asked for an update on the comprehensive downtown parking and multi-modal circulation study. Mr. Fleury clarified an application was submitted to the University of Oregon to consider the project and added he will keep the Commission apprised of the progress.
- Suggestions for future topics of discussion included the need for a bypass through the downtown and solving the lack of available public transportation.
- Mr. Fleury provided details of the analysis being conducted on various crosswalks throughout the downtown corridor that are potentially hazardous.

#### **INFORMATIONAL ITEMS**

##### **A. Oregon Active Transportation Summit**

Commissioners discussed whether or not to send a representative to the conference. A final decision was not made at the meeting.

##### **B. Action Summary**

Did not review. Informational item only.

##### **C. Traffic Crash Summary**

Did not review. Informational item only.

##### **D. Mojie Takallou Thank You Letter**

Did not review. Informational item only.

#### **ADJOURNMENT**

Meeting was adjourned at 7:55 p.m.

*Respectfully submitted,  
Jodi Vizzini, Public Works Assistant*

# Memo

CITY OF  
ASHLAND

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Date: April 18, 2013  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Hargadine-Pioneer-Fork Intersection Analysis

**BACKGROUND:**

Commission will continue discussion of sight distance improvements to the intersection with additional information provided by the Traffic Engineer. The Commission voiced concerns over pedestrian safety improvements within this corridor along with an interest in other possible solutions.

# Memorandum

To: Mike Faught, Ashland Public Works Director  
From: Kim Parducci, Southern Oregon Transportation Engineering, LLC  
CC: Scott Fleury, Engineering Services Manager  
Date: 4/18/2013  
Re: Pioneer/Hargadine/Fork Intersection

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Southern Oregon Transportation Engineering reviewed the Pioneer/Hargadine/Fork intersection previously and concluded that a large concern at that intersection is visibility and sight distance. Hargadine and Fork are the stopped approaches at the two-way stop controlled intersection, and sight distance is shown to be deficient from both approaches. Bulb-outs were proposed as a potential improvement on the southeast and southwest corners for a number of reasons, which include reducing the crossing distance for pedestrians, increasing visibility, naturally decreasing speeds on Pioneer Street, and reducing rolling stops from the side streets.

The proposed bulb-outs do not reduce the width of the travel lanes on Pioneer Street, but they do have the effect of naturally slowing down vehicles because of the feeling of the travel lanes being narrower at the intersection. They also allow vehicles from Hargadine and Fork to pull out further into the intersection, which increases the sight distance from the side streets as well as make vehicles on the side streets more visible to vehicles on Pioneer. In terms of pedestrian safety, pedestrians have a shorter distance to cross Hargadine, Pioneer, and Fork with the bulb-outs. Under existing and proposed bulb-out conditions, the crossing distances are as follows:

<u>Pedestrian Crossing Distances</u>	<u>Existing</u>	<u>Bulb-outs</u>
Crossing Hargadine	58 feet	50 feet
Crossing Pioneer on the south	39 feet	26 feet
Crossing Fork	54 feet	46 feet
Crossing Pioneer on the north	53 feet	53 feet

From a safety standpoint, pedestrians need to be visual and the amount of time they're exposed to traffic needs to be limited. Bulb-outs provide this improvement without having negative impacts on vehicles or the major roadway.

A traffic circle would not be recommended at this location for a couple of reasons. The grade of Pioneer Street is steep and traffic circles are not recommended where grades exceed 4%. In addition to the grade concern, a traffic circle would not be recommended based on how one operates. A traffic circle functions differently than a roundabout where entering vehicles are slowed down and directed around a large radius. Traffic circles allow vehicles to pass through at high speeds because of their size and they don't offer many of the safety benefits of roundabouts. (See Roundabout Vs. Traffic Circle printout for more information)

## What is Roundabout?

### Background:

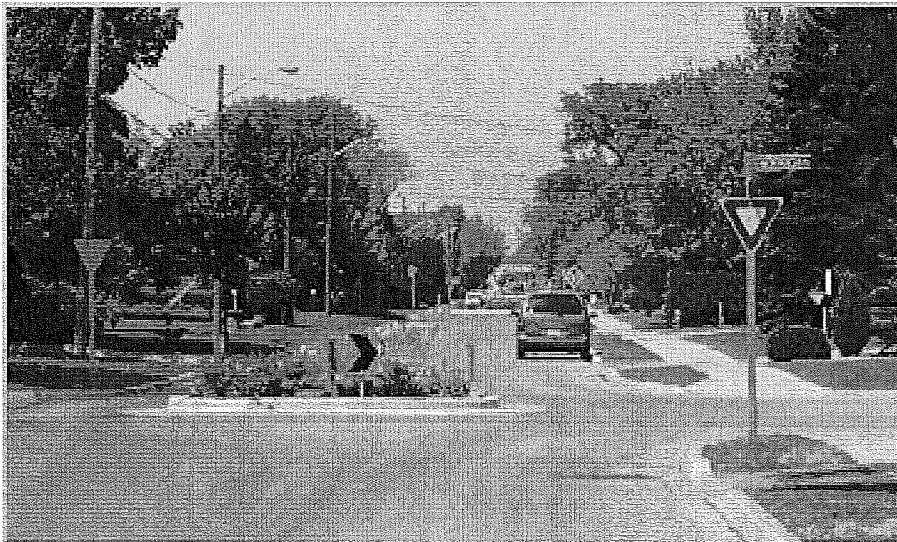
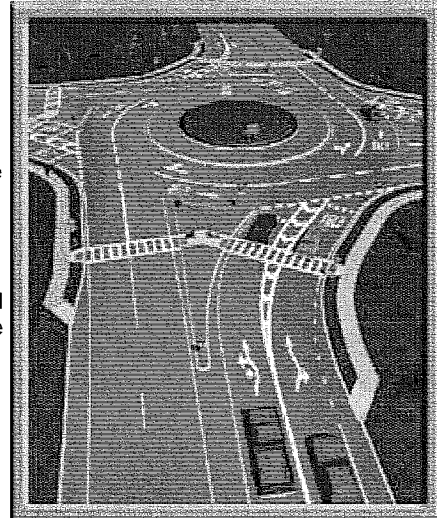
The modern roundabout is a type of circular intersection that has been successfully implemented in Europe and Australia over the past few decades. Despite the tens of thousands of roundabouts in operation around the world, there are only a few hundred in the United States. Until recently, roundabouts have been slow to gain support in this country. The lack of acceptance can generally be attributed to the negative experience with traffic circles or rotaries built in the earlier half of the twentieth century. Severe safety and operational problems caused these traffic circles to fall out of favor by the 1950's. However, substantial progress has been achieved in the subsequent design of circular intersections, and a modern roundabout should not be confused with the traffic circles of the past.

### Roundabouts vs. Traffic Circle:

Three basic principles distinguish the modern roundabout from a traffic circle.

1. Modern roundabouts follow the "yield-at-entry" rule in which approaching vehicles must wait for a gap in the circulating flow before entering the circle. Many traffic circles in the United States require circulating vehicles to grant the right of way to entering vehicles though few, if any, of these type circles exist in New York State. Some traffic circles also use stop signs or signals to control vehicle entry.
2. Modern roundabouts involve low speeds for entering and circulating traffic, as governed by small diameters and deflected (curved) entrances. In contrast, traffic circles emphasize high-speed merging and weaving, made possible by larger diameters and tangential (straight) entrances.
3. Adequate deflection of the vehicle entering a roundabout is the most important factor influencing their safe operation. Roundabouts should be designed so that the speed of all vehicles is restricted to 30 mph (50 km/h) or less within the roundabout. This is done by adjusting the geometry of the entrance alignment, splitter island, center island, and exit alignment to ensure that "through" vehicle paths are significantly deflected.

In giving priority to entering vehicles, a traffic circle tends to lock up at higher volumes. The operation of a traffic circle is further compromised by the high speeded environment in which large gaps are required for proper merging. These deficiencies have been essentially eliminated with the modern roundabout designs.



## Pioneer/Hargadine/Fork Intersection Analysis Summary:

### Existing Sight Distances (Figures 1 & 2)

From Hargadine Street

Looking south ~ 170 feet

Looking north ~ 95 feet (deficient)

From Fork Street

Looking south ~ 205 feet

Looking north ~ 100 feet (deficient)

### Minimum Stopping Sight Distances

From Hargadine Street and Fork Street ~ 155 feet

With the proposed bulb-outs (Figure 3), the crossing distance for pedestrians is reduced and the vehicle at the stopped approach (from Hargadine or Fork) moves closer to the intersection. This opens up the line of sight and increases sight distance.

### Sight Distances with bulb-outs (Figures 4 and 5)

From Hargadine Street

Looking south ~ 185 feet (+15 feet)

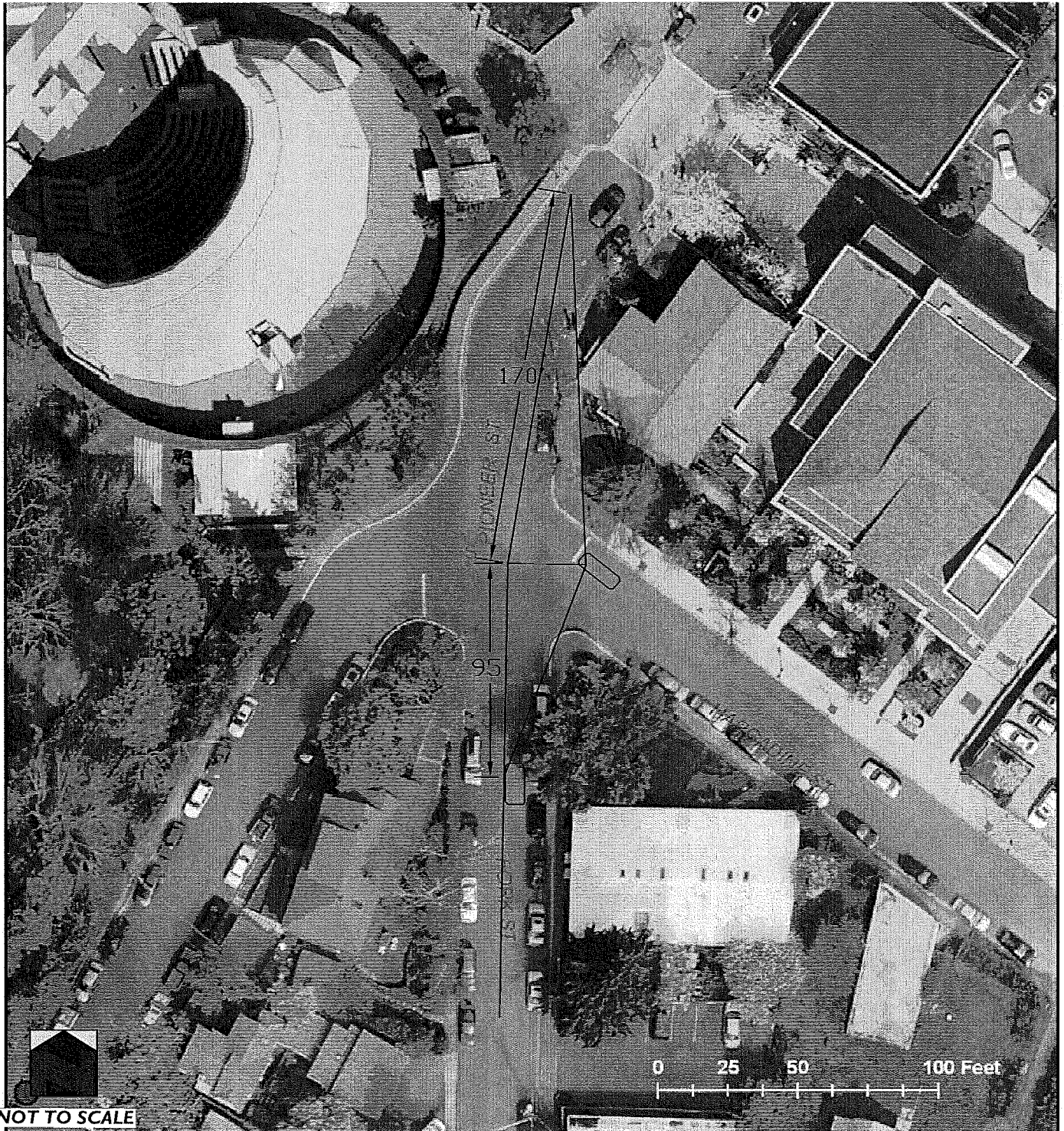
Looking north ~ 200 feet (+105 feet)

From Fork Street

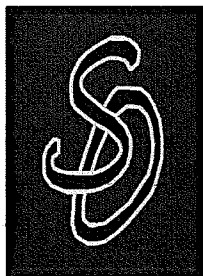
Looking south ~ 205 feet (same)

Looking north ~ 150 feet (+50 feet)

**Figure 1 : Existing Sight Distance from Hargadine**



NOT TO SCALE



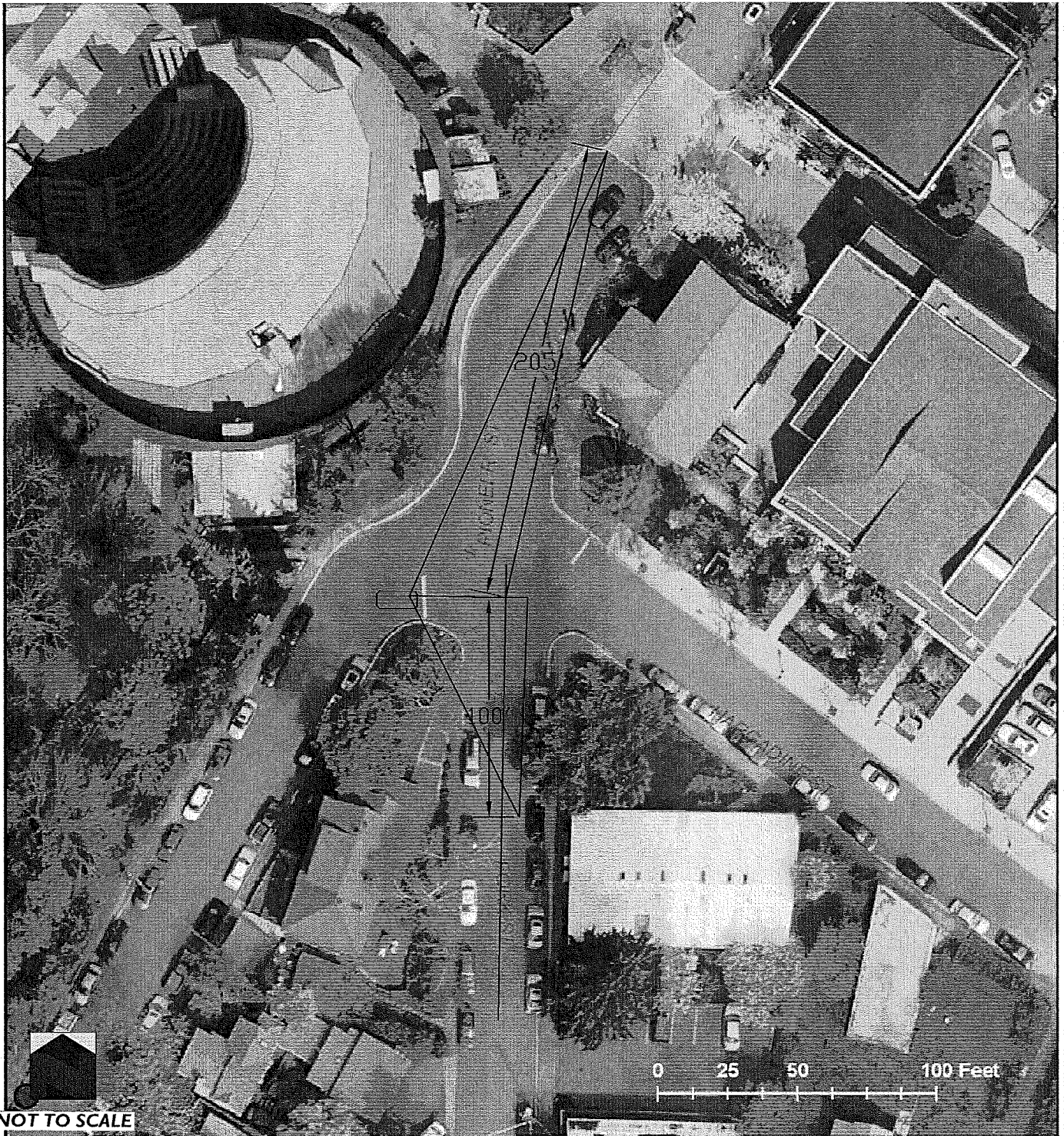
**SOUTHERN OREGON  
TRANSPORTATION ENGINEERING, LLC**

Medford, Oregon 97504  
ph 541.608.9923 fax 541.535.6873  
email: kwkp1@q.com

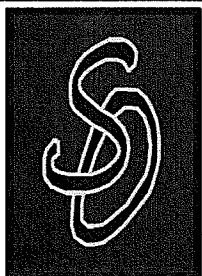
**City of Ashland  
Hargadine/Fork Intersection  
Ashland, Oregon**



**Figure 2 : Existing Sight Distance from Fork**



NOT TO SCALE

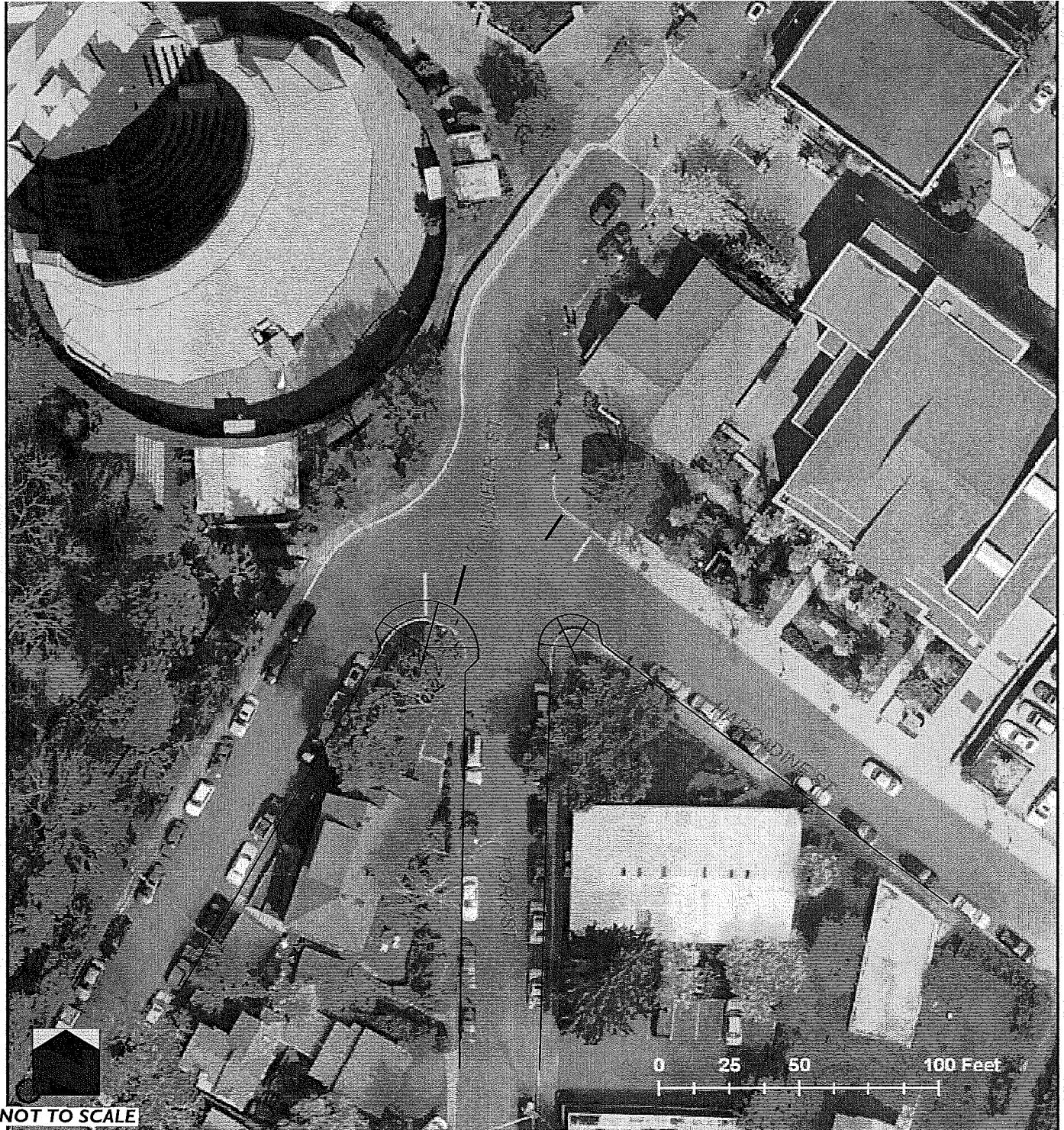


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**City of Ashland  
Hargadine/Fork Intersection  
Ashland, Oregon**

**Figure 3 : Proposed Bulbouts - Hargadine and Fork Street**



NOT TO SCALE

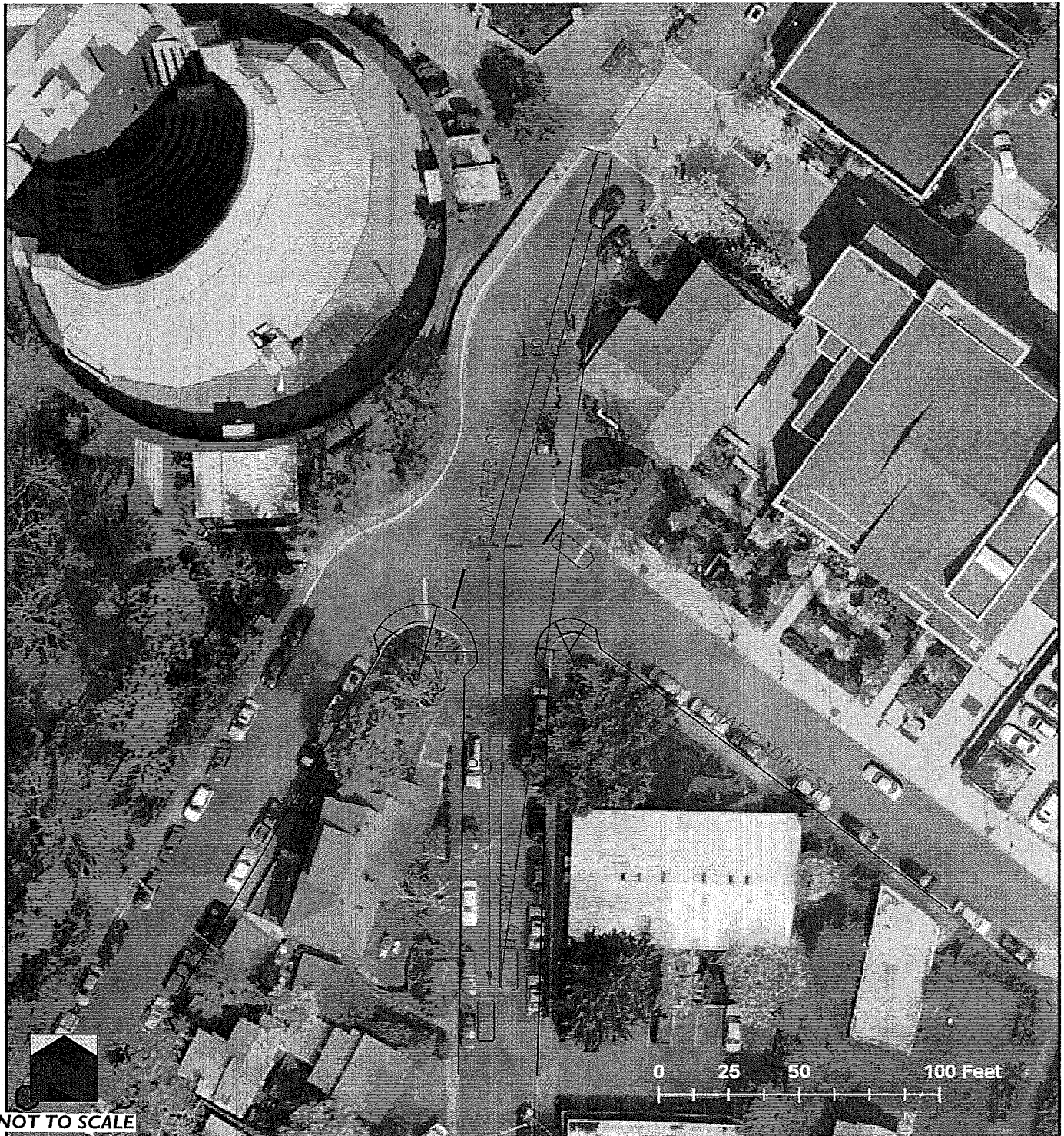
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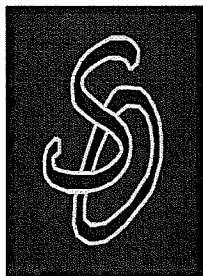
**City of Ashland  
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Ashland, Oregon**



**Figure 4 : Proposed Sight Distance from Hargadine Street**



NOT TO SCALE

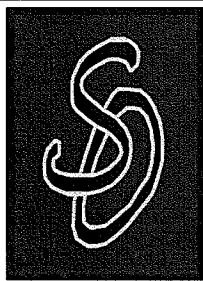
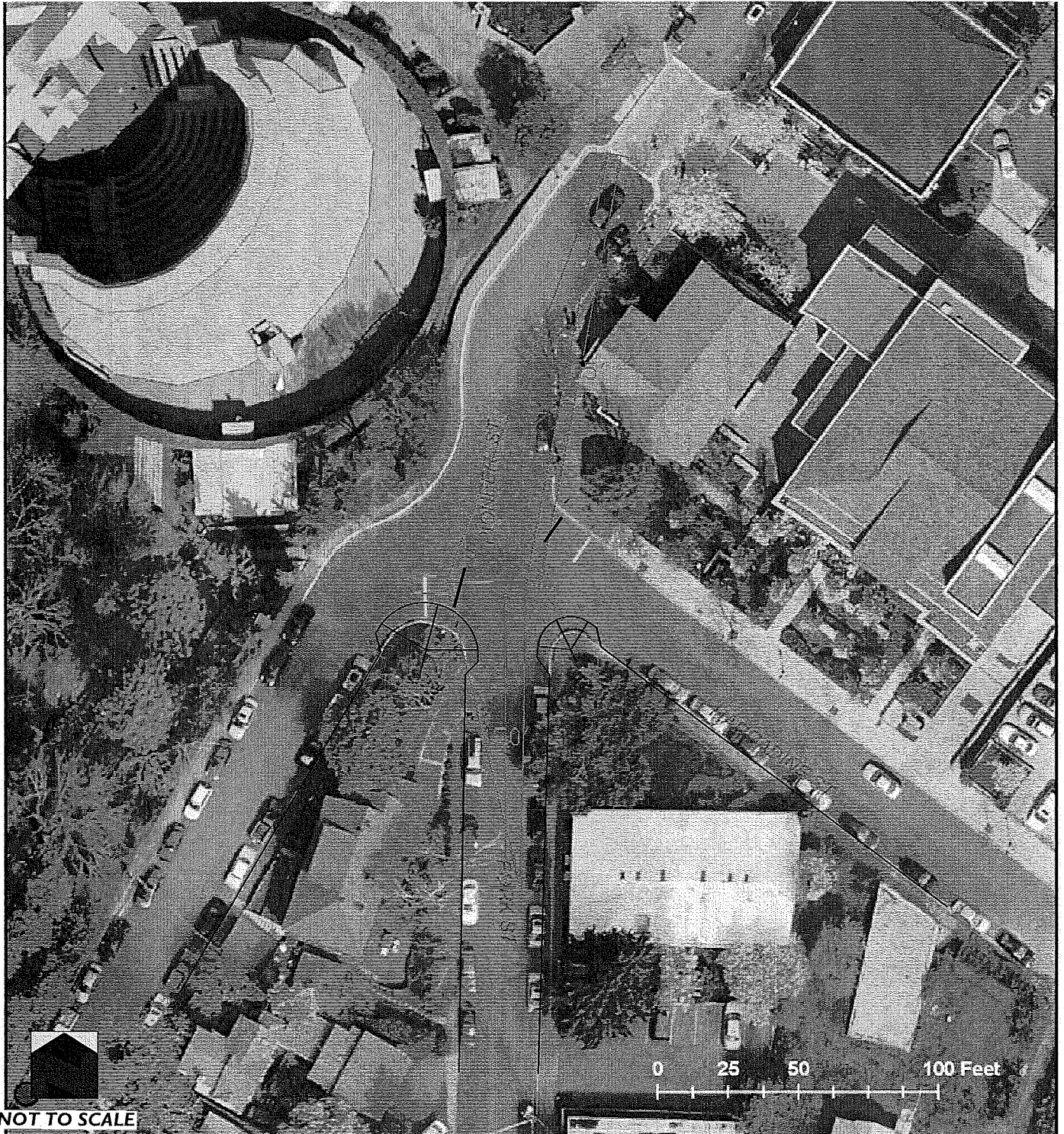


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**City of Ashland  
Hargadine/Fork Intersection  
Ashland, Oregon**

**Figure 5 : Proposed Sight Distance from Fork**



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**City of Ashland  
Hargadine/Fork Intersection  
Ashland, Oregon**

# Memo

CITY OF  
ASHLAND

Date: April 18, 2013  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Walker Ave. and Iowa St. Intersection Analysis

## **QUESTION:**

Does the Transportation Commission have any recommendations towards allowing changes to the existing T-intersection at Walker Ave. and Iowa St. to accommodate bicycle traffic not following existing traffic control devices?

## **BACKGROUND:**

Staff was recently contacted by Municipal Court Judge Pamela Turner regarding a citation that was issued to a bicyclist who failed to stop at the existing stop sign on Walker Avenue at the intersection of Iowa St. The bicyclist had previously been involved in a traffic accident while heading south on Siskiyou Blvd. a vehicle made an unsignalized right hand turn onto South Mountain Ave. crashing into the bicyclist. Neither party was sighted in the incident.

This individual is requesting that bicyclists be allowed to proceed through the Walker Ave and Iowa St. T-intersection in the bike lane without being required to stop in order to reduce the possibility of an individual turning right across the bike lane and striking a bicyclist. (Reference attached letter.)

Photos of the intersection are included for reference. There are three driveways in the vicinity of the stop sign, two above and one below. The concern from the bicyclist is that a vehicle stopping at the stop sign can then proceed forward and make a right hand turn movement into the next driveway to the north creating the possibility of striking a bicyclist in the bike lane that has also stopped and then proceeded forward. The posted speed limit on Walker Ave. is 20 mph. There are bike lanes on both sides of the road and sidewalk along the east side of the street. Traffic crash data shows two accidents in the vicinity of the intersection with both being fixed object crashes.







**CONCLUSION:**

Staff and the Traffic Engineer consultant are unaware of any appropriate signage or rules that would allow a bicyclist to proceed through an existing stop sign without stopping. Staff recommends no changes to current intersection or existing signage.

ASHLAND MUNICIPAL COURT OF THE CITY OF ASHLAND  
COUNTY OF JACKSON, STATE OF OREGON



TO: Transportation Commission  
ATTN: Scott Fluery

Dear Mr. Fluery,

Please see attached letter written by citizen Bruce Taylor, concerning the intersection at or near Walker Avenue and Iowa Street.

Thank you in advance for your consideration on this matter. Please do inform the court and Mr. Taylor, if there is any change on this matter.

Thank you.

DATED: April 1, 2013

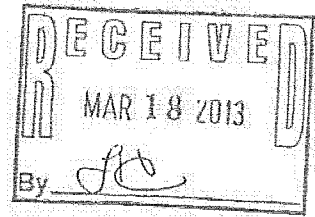
*Pamela B. Juener*

Municipal Court Judge

Ashland Municipal Court  
1175 E. Main Street  
Ashland, Oregon 97520  
Phone: (541) 482-5214 Fax: (541) 488-5586  
[municourt@ashland.or.us](mailto:municourt@ashland.or.us)  
Court hours and days are Monday – Thursday  
8:00am -12:30pm and 1:00pm to 5:00pm  
**CLOSED ON FRIDAYS**

1171 Highwood Drive  
Ashland, Oregon 97520

March 18, 2013



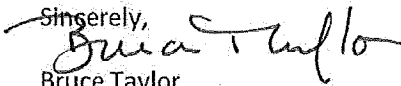
Dear Sir or Madam:

I was cited for riding my bicycle through a stop sign. I am pleading no contest and asking for a diversion. I was negligent in not obeying the stop sign. I did so to protect my own safety because previously when riding my bike in a bike lane (like in this instance), a car turned right into me and injured me while destroying my bicycle. The driver had failed to signal her intention to turn right onto South Mountain and failed to yield to me (I was continuing straight ahead on the bike lane in Siskiyou Boulevard.). In that accident the driver attempted to leave the scene after asking if I were "ok", until a nearby resident stopped her and called 911 for an ambulance. Initially, the policeman declined to cite the driver despite the several violations she committed and despite my injuries.

I felt in the present circumstance that it was more prudent for me to proceed with caution in the bike lane (no crosswalk at the stop sign and no pedestrians around) so that the vehicles beside me could see me ahead of them, in case they were turning right. Also, there is no intersection at that point in the bike lane – only a driveway on the biker's right side. I would actually appreciate if someone were to evaluate that location and possibly recommend that bikers be allowed to proceed without stopping at that driveway.

Thank you for your consideration in this matter.

Sincerely,

  
Bruce Taylor

# Memorandum

To: Mike Faught, Ashland Public Works Director  
From: Kim Parducci, Southern Oregon Transportation Engineering, LLC  
Date: 04/12/2013  
Re: North Main Street Evaluation

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Comments: Southern Oregon Transportation Engineering gathered N. Main Street corridor and intersection data for the month of April. Results are summarized below.

- The average corridor travel time in April was measured to be 2 minutes 21 seconds southbound from Valley View to Maple (average speed of 36 mph) and 2 minutes 20 seconds northbound (average speed of 36 mph). The average corridor travel time southbound from Maple to Helman was 1 minute 32 seconds (average speed of 23 mph) and 1 minute 25 seconds northbound (average speed 25 mph).
- The average stopped time in April for vehicles on Wimer at N. Main (between 3:30-5:30pm) was measured to be 14.98 seconds with a maximum stopped time of 76 seconds. The average queue length was less than one vehicle and the maximum queue length was 2 vehicles. Similarly, the average stopped time for vehicles on Hersey at N. Main (same time period) was measured to be 24.85 seconds with a maximum stopped time of 166 seconds. The average queue length was 2 vehicles and the maximum queue length was 6 vehicles.
- Between 3:30-5:30pm in April there were 699 gaps of adequate size on N. Main Street for right turn movements from Wimer (< 100 measured in the two hour PM peak period) and 561 gaps of adequate size for right turn movements from Hersey (~ 220 measured in two hour PM peak period). There were 154 gaps of adequate size for left and through movements from either Wimer or Hersey (~ 17 from Hersey and ~ 20 from Wimer).
- In the first three months since implementation of the road diet project, pedestrian volumes on Main Street increased on average from 22 to 66 in a 4-hour PM peak period, and bicycle volumes increased from 22 to 31. In the second quarter (January-February-March), pedestrian and bicycle volumes on Main Street showed a slight decline to 42 average pedestrians and 24 average bicyclists. This is likely due to weather.



## Post Road Diet - Data Summary

	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct
<b>Travel Time SB</b>										
V.V.-Maple Avg Time (min)	2:18	2:20	2:20	2:21						
V.V.-Maple Avg Speed (MPH)	37	36	36	36						
Maple-Helman Avg Time (min)	1:28	1:27	1:30	1:32						
Maple-Helman Avg Speed (MPH)	24	24	23	23						
<b>Travel Time NB</b>										
V.V.-Maple Avg Time (min)	2:12	2:19	2:22	2:20						
V.V.-Maple Avg Speed (MPH)	38	36	36	36						
Maple-Helman Avg Time (min)	1:26	1:28	1:23	1:25						
Maple-Helman Avg Speed (MPH)	24	24	25	25						
<b>Wimer SD</b>										
Avg Stopped Time (sec)	25.18	19.92	21.55	14.98						
Max Stopped Time (sec)	128	113	194	76						
Avg Queue (veh)	1	1	1	1						
Max Queue (veh)	4	3	4	2						
<b>Hersey SD</b>										
<i>Left/Throughs</i>				<i>All</i>						
Avg Stopped Time (sec)	26.69	38.92	25.18	24.85						
Max Stopped Time (sec)	146	103	65	166						
Avg Queue (veh)	1	1	1	2						
Max Queue (veh)	1	2	2	6						
<i>Right Turns</i>										
Avg Stopped Time (sec)	15.07	24.15	23.78							
Max Stopped Time (sec)	124	116	130							
Avg Queue (veh)	1	2	2							
Max Queue (veh)	4	5	6							
<b>North Main Street SD</b>										
<i>Northbound Lefts</i>										
Avg Stopped Time (sec)	NA	7.81	NA	TBD						
Max Stopped Time (sec)	NA	59	NA	TBD						
Avg Queue (veh)	NA	1	NA	TBD						
Max Queue (veh)	NA	3	NA	TBD						
<i>Southbound Lefts</i>										
Avg Stopped Time (sec)	NA	10.69	NA	TBD						
Max Stopped Time (sec)	NA	47	NA	TBD						
Avg Queue (veh)	NA	1	NA	TBD						
Max Queue (veh)	NA	3	NA	TBD						
<b>North Main Street Gaps</b>										
Southbound Right Turns	617	553	637	699						
Northbound Right Turns	454	516	533	561						
NB-SB Left/Throughs	101	119	150	154						

# ACTS TRAFFIC SAFETY Connection



April

Connecting Oregon's Community Traffic & Child Passenger Safety Advocates

Volume 11, Number 5



## Bike Rack Mini-Grant Applications Open

ACTS Oregon is pleased to announce we will be working with ODOT-Transportation Safety Division to offer a Bike Rack Mini-Grant program.



The grant will be open to schools in Oregon that have completed a *Safe Routes to School Action Plan*.

Schools will be eligible for up to 4 racks, with parking for 6 bikes per rack, based on need for new or additional bike parking.

The racks are being produced by Oregon Corrections Enterprises and will be shipped later this Summer.

For more information on the program or for a copy of the application please contact Charity Sturgeon, Community Traffic Safety Program Manager, at [charitys@actsoregon.org](mailto:charitys@actsoregon.org)

## Join the Walk & Bike Challenge

Each year during the month of May schools across Oregon participate in *Walk & Bike Challenge Month*. Already nearly 100 Elementary and Middle schools



have registered for the month long event. This is a great chance to walk or bike with your child, grandchild or neighborhood children to encourage active transportation and physical activity. Nationwide the rate of kids biking or walking to school has been on the decline since the 1970s while the risks to kids' physical health and well-being associated with inactivity have risen. But in Portland, the percentage of kids biking or walking to school has risen from 28% in 2006 to 42% in 2012.

Most parents have the perception that driving alone with their children makes them safer than walking, biking or riding a school bus. However parents are far more likely to be involved in a crash transporting their children to school than

the child would have been if they were using other modes of transportation. Top concerns for most parents include:

- Distance to the school
- Safety concerns or things like stranger danger
- Traffic speed & volume

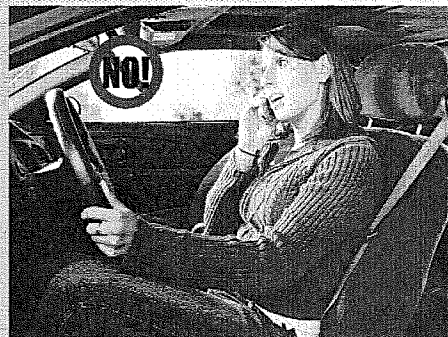
However, this is a great time to talk to other parents and get a walking school bus or a bike train established. These allow children to get in physical activity, are better for the environment, reduce crime and create awareness for drivers to move slowly near large groups of children and around schools. Check out the link below for more information on how to get your school registered for the walk & bike challenge!

<http://walknbike.org/walk-bike-challenge-month/>

## Safety Advocates Hope Awareness of Distractions Will Reduce Roadway Incidents

Getting distracted while you're driving can be catastrophic. From 2009 - 2011, 41 people died in distracted driving crashes in Oregon. Even if one were buckled up properly, obeying the speed limit and driving sober, a split-second distraction could cost a life.

"Distracted driving is a behavior that's dangerous to drivers, passengers, and even people walking or biking," said Troy E. Costales, Oregon Department of Transportation Safety Division Administrator, who noted that in addition to the distracted driving deaths, from 2009 - 2011, there were



five pedestrians or bicyclists who were killed in crashes while they were distracted. "When drivers divert their attention from the task of driving to focus on some other activity, they've just increased their chances of getting in a crash.

And the same is true for bicyclists and pedestrians who are distracted. It's worth our time to pay attention when we're out using the transportation system."

Across the U.S., one of every ten fatalities on the nation's roadways can be attributed to a distracted driver.

While most any activity can distract a driver, one of the

more common behaviors is using a cell phone. It's illegal to use a handheld mobile communications device while driving in Oregon, for almost everyone, but people still do, and it's dangerous.

*Continued on page 3*

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Funded through a grant from ODOT  
Transportation Safety Division.

## Free Mobile App Provides Real-Time Info to Help Consumers "Buy Safe, Drive Safe, and Stay Safe"

NHTSA has announced a new iOS app for iPhones and iPod Touches that will provide real-time vehicle safety information to consumers from NHTSA's SaferCar.gov site.

NHTSA's SaferCar app allows users to search its 5-Star Safety Ratings for vehicles by make and model, locate car seat installation help, file a vehicle safety complaint, find recall information and subscribe to automatic notices about vehicle recalls.

NHTSA will also give developers real-time access to the data that powers this app through an Application Programming Interface (API), enabling them to integrate these data into new and existing apps and empowering consumers with important safety information.

Millions of consumers already rely on these data to inform their purchasing decisions on popular automobile review sites; now they'll be able to access these data in real-time.

**The new SaferCar app gives consumers immediate access to key safety information**



to help them make informed decisions, with features including:

- **5-Star Safety Ratings:** Consumers considering vehicle purchases can look up crash test ratings and compare them across different makes and models.
- **Recalls and Complaints:** App users can stay on top of safety issues for vehicles they already own. Consumers can register their vehicles to be notified by NHTSA if a safety issue is discovered. The app also makes it simple to submit complaints to NHTSA regarding possible safety problems with a particular vehicle.
- **Help Installing Child Seats:** The app helps consumers ensure their most precious passengers ride safe. Users can quickly get driving directions to the nearest child seat inspection station and get assistance to properly install their car seats and boosters.
- **Safety Headlines and Alerts:** App users can receive important news and information from NHTSA, as well as recall notices and push notices on their recorded vehicles.

NHTSA's recent announcement is just the first phase for the SaferCar app for iPhone and iPod Touch devices, which can be downloaded from Apple's iTunes Store. Development is also underway for a version compatible with Android devices. The launch of the NHTSA app is part of ongoing efforts by the nation's chief automotive safety agency to make it easier for consumers to access and submit information about important vehicle safety concerns.

## Participate in Safe Kids Day - Saturday, May 18, 2013

Kids will be kids, and we love to watch them discover, explore, grow and thrive.

But 9,000 families lose a child every year to a preventable injury. That's one family every hour. Injuries are the #1 killer of kids in the U.S., and while the statistics are hard, the solutions are easy.

Safe Kids invites safety advocates and all CPS Technicians to participate in promoting safety on Safe Kids Day, May 18, 2013.

Events will be hosted all across Oregon and the rest of the country, aiming to inspire tens

of thousands of individuals and families to help make every kid a safe kid.

### Five ways to take action:

1. Make a donation
2. Create a fundraising page and encourage friends and family to support Safe Kids Day
3. Join your local Safe Kids coalition in celebrating Safe Kids Day in your community
4. Host your own Safe Kids Day Lookout Cookout
5. Help Safe Kids spread the word about Safe Kids Day

Learn more about the five ways you can take action on Safe Kids Day, and find Safe Kids in your community: <http://www.safekidsday.com>



## CPS Technician Certification Training in St. Helens

Columbia River Fire and Rescue hosted the most recent CPS Certification class in St. Helens. Thank you to **Kiwanis** and **Safe Kids Columbia County** for your support in making this class happen. Underserved Columbia County now has five of their very own CPS Technicians!

**Congratulations and welcome to Oregon's newest CPS Technicians:**

Holly Gaebe and Chris Braud – **Columbia**

River Fire and Rescue, Seanna Bozarth and Jerry Bozarth – **Community Action Head Start**, Joel Peterson – **Cornelius and Gaston Fire Chaplain**, Susan Brown – **DHS**, Aaron Okuda – **Kiwanis Club of St. Helens**.

Thank you, CPS Instructors Sandy Holt and Jeff Oliver – **ACTS Oregon** for your role in supporting this class.



## Safety Advocates

*Continued from page 1*

According to the U.S. Department of Transportation, sending or receiving a text takes a driver's eyes from the road for an average of 4.6 seconds. Traveling 55 mph, 4.6 seconds of texting is like driving the length of a football field full of people while blindfolded.

A dangerous distraction, though, can occur anytime a driver voluntarily diverts attention to something not related to driving that uses the drivers' eyes, ears or hands. For bicyclists, it means not watching or listening for potential interference from vehicles, trains or other traffic. For pedestrians, having earphones in or being distracted by texting can result in making a dangerous choice, such as crossing a busy street at a location other than a crosswalk. All of these situations have one thing in common: not paying attention to the task at hand.

According to the Governor's Highway

Safety Association, there are four types of driver distraction, and any of them can be deadly:

- **Visual:** when you look at something other than the road
- **Auditory:** when you are listening to something not connected with the road or the traffic
- **Manual:** when your hands are not on the wheel (or handlebars)
- **Cognitive:** when you are thinking about something other than the driving task at hand

Examples of distracted driving include using a cell phone, eating, grooming, or reading. Before engaging in a distracting behavior - whether you are behind the wheel, on a bike or walking in a high traffic area - consider the potential consequences, and then get to a safe place before you take any action that takes you away from being focused.

Here are a few other tips to avoid distracted driving, from the AAA Foundation and

ODOT:

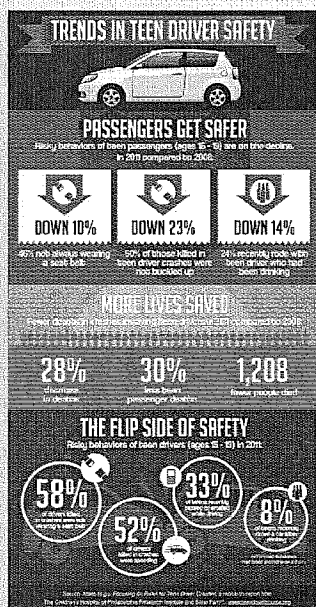
1. Plan ahead. Check TripCheck.com or call 511 before you head out. Look at your route and plan your options for stopping.
2. Stow electronic devices. You can retrieve them when you pull over.
3. Buckle up. Make sure your passengers and pets are properly secured.
4. Eat and be hydrated. Get a meal in before you get behind the wheel so you won't be tempted to root around for food or drink while driving.
5. Stow loose objects. The fewer things that can roll around and distract you, the better.
6. Bicyclists and pedestrians: keep your eyes and ears open to traffic.

Most importantly, "get your brain in the game." Scan the road, use your mirrors often and stay alert. To learn more about the impacts of distracted driving and what you can do to prevent it, visit [www.distraction.gov](http://www.distraction.gov).

## New Report Shows Decrease in Deaths for Teen Drivers

From 2005 to 2011 deaths in crashes with teens behind the wheel declined 47 percent. This is good news, but crashes remain the leading cause of death for teens.

*Miles to Go: Focusing on Risks for Teen Driver Crashes* released today by The Children's Hospital of Philadelphia (CHOP) and State Farm shares other trends, as well as new stats and facts about teen driver and teen passenger safety.

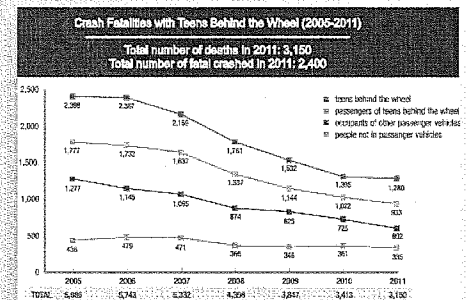


In 2011, for the first time, a majority of teen passengers always buckled up, less than a quarter had recently ridden with a teen driver that had been drinking, and the number killed in teen driver crashes dropped 30 percent since 2008. However, texting while driving, speeding, and driving while intoxicated remain serious problems for today's teen drivers.

The report also shares evidenced-based approaches to further reduce the number of teens killed or injured in crashes each year.

We hope you find the information in this report

useful in your work to promote safe teen passenger and teen driver behaviors with a goal to reduce the number and impact of crashes involving teens behind the wheel.



View and share the report and infographic: <http://tinyurl.com/cw5wonn>





## Check Up Events and Fitting Stations

Visit [www.ChildSafetySeat.org/calendar.html](http://www.ChildSafetySeat.org/calendar.html) for updated listings.

Date	City	Location	Address	Time
4/17/13	Redmond	Redmond Fire	341 Dogwood Ave	2 pm - 4 pm
4/18/13	Madras	Jefferson County Fire	765 SE Adams Dr	11am - 1pm
4/20/13	Beaverton	Kuni Auto Center	3725 SW Cedar Hills Blvd	9 am - 12:30 pm
4/20/13	Salem	Salem Hospital	At Mission/Capitol SE	12:30 pm - 2 pm
4/23/13	Corvallis	Corvallis Fire	400 NW Harrison St	8 am - 11 am
4/24/13	Bend	Bend Fire	1212 SW Simpson	10 am - 1 pm
4/24/13	Forest Grove	Forest Grove Fire	1919 Ash St	3 pm - 5 pm
4/25/13	Eugene	Eugene Fire	1725 W 2nd Ave	5 pm - 7 pm
4/27/13	Portland	Good Samaritan Hospital	1040 NW 22nd Ave	10 am - 1 pm
4/27/12	Sherwood	Sherwood Kohl's	16685 SW 12th St	10 am - 1 pm
4/27/13	Newport	Newport Intermediate School	NE 7th St	1 pm - 4 pm
5/1/13	Coos Bay	Coos Bay Fire	450 Elrod Ave	11 am - 1 pm
5/2/13	Redmond	Redmond Fire	314 Dogwood Ave	11 am - 2 pm
5/2/13	Beaverton	City Hall	4755 SW Griffith Dr	9 am - 12:30 pm
5/3/13	Grants Pass	Parkway Pub. Safety Ctr.	800 E Park St	10 am - 1 pm

## A Parent's Guide to Playing It Safe With Kids and Cars



Looking for a new educational tool on child passenger safety to share with families in your community?

This booklet - *A Parent's Guide to Playing It Safe with Kids and Cars* - is designed to equip parents and caregivers with easy-to-understand information about today's vehicle safety features, car seats and how to keep your kids safe in and around vehicles.

In addition to an extensive list of vehicle makes and models and their safety features, is an illustration with safety features that help protect your children; guidelines for choosing the right car seat; an explanation of ease-of-use ratings to help you evaluate car seat features; tips for installing car seats properly; and dangers in and around vehicles.

To view and download this booklet visit: <http://tinyurl.com/chv88sv>

# Let's Get the Word Out!



Info on check-up events, assistance programs, + child passenger safety

Connect families to car seat resources!

Available at [childsafetyscat.org/store](http://childsafetyscat.org/store)



**Transportation Commission  
Action Summary  
as of April 2013**

Month Year	Item Description	Status	Date Complete
February 28 TC	Fair Oaks No Parking Restriction	TR13-03	
February 28 TC	East Main Crosswalk Signage	TR 13-04	
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	12/11/11
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 Sharrow	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: FEBRUARY, 2013

NO. OF ACCIDENTS: 12

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
2	19:28	Sat	Siskiyou Blvd SE of Walker	2	N	N	P	N	Y	Y	N	N	v1 was rear-ended by v2 while waiting to make a left turn. Dv2 was cited for following too close and driving uninsured.
3	20:10	Sun	Iowa St at Bridge St	2	N	N	N	Y	Y	Y	Y	N	Intoxicated driver slammed into parked vehicle knocking it on its side, then driver fled on foot. Was found and arrested on multiple counts.
9	21:25	Sat	Lithia Way near E Main crossing	1	N	N	U	U	N	Y	Y	N	Driver ran off road, struck light pole damaging it and the landscaping. Driver fled on foot, leaving behind vehicle. Has not been found.
20	09:01	Wed	B St at Seventh St intersection	2	N	N	N	N	Y	Y	N	N	Driver v1, travelling south on Seventh St, pulled out to cross B Street and struck v2. Cited for failure to obey traffic control device.
21	08:35	Thur	600 Block Glenwood Dr	1	N	N	N	N	Y	Y	Y	N	young driver, joy riding, lost control and ran into rock wall. Found and cited.
22	14:49	Fri	E Nevada west of Oak St	2	N	N	Y	N	N	Y	N	N	Driver V1 struck v2 that was parked on side of street, and v1 tipped over on side. No citation, but driver referred for DMV evaluation.
23	02:23	Sat	Fordyce at E Main St	2	N	N	N	Y	Y	Y	Y	Y	Police chase of intoxicated driver ended in an intended crash to get driver to stop. Driver arrested on multiple counts.
25	08:44	Mon	Liberty St north of Henry	2	N	N	N	N	Y	Y	N	N	Driver v1 struck v2 while backing from a driveway onto Liberty. Driver v1 cited for illegal backing.
27	11:50	Wed	100 block Granite St	1	N	N	N	N	N	Y	Y	N	Rear view mirror broken off of parked vehicle, hit and run. No leads.

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
27	16:20	Wed	Siskiyou Blvd at Wightman St	1	N	N	N	Y	Y	Y	N	N	Owner of vehicle was pushing the vehicle (out of gas) thru intersection and lost control. The vehicle ran over ped device on corner. Vehicle owner was cited DUII.
27	16:41	Wed	Wightman St at Siskiyou Blvd	2	N	N	Y	Y	Y	Y	N	N	Driver of v1 struck vehicle 2 which was stopped the intersection. Dv1 cited for following too close, DWI and driving uninsured.
27	21:12	Wed	Siskiyou Blvd at Morton St	2	N	N	N	N	Y	Y	N	N	Driver v1 pulled out from Morton striking v2. Driver of v1 cited for failing to yield to traffic while entering the roadway.



# MOTOR VEHICLE CRASH SUMMARY

MONTH: MARCH, 2013

NO. OF ACCIDENTS: 8

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
1	14:14	Fri	Siskiyou Bl at Sherman St	2	N	N	N	N	Y	Y	N	N	2 drivers making left turn from Siksiyou onto Sherman from adjacent lanes crashed. Driver on the right was cited for illegal left turn.
3	12:45	Sun	Lithia Way near N Pioneer	1	N	Y	Y	N	Y	N	N	N	Driver turning right to go into parking lot crossed bike lane, causing bicyclist to hit her car. Bicyclist sustained minor injuries. Driver cited.
6	21:04	Wed	Ashland St near Tolman Creek Rd	1	Y	N	F	N	N	N	N	N	Pedestrian struck while crossing street in middle of the block, at night, wearing dark clothes. No citation. Ped Fatal
7	11:30	Thr	Pinecrest Terrace near Elkader	1	N	N	N	Y	Y	Y	N	N	Driver swerved to miss deer and veered off the road down embankment. Was found to be intoxicated, and was cited DUII.
18	07:35	Mon	Ashland St at Ray Ln	1	Y	N	Y	N	Y	N	N	N	Ped struck while crossing the street in the crosswalk. Serious injuries, possibly fatal. Driver cited for careless driving.
22	11:47	Fri	Drager St north of Otis	2	N	N	N	N	N	Y	N	Y	Driver backing out of driveway struck City of Ashland vehicle. No citations.
28	15:58	Thr	Oak St at Hersey St	2	N	N	N	N	Y	Y	N	N	Driver was rearended at intersection while starting across intersection.
28	17:10	Fri	E Main St at S First ST	1	N	N	N	N	N	Y	N	N	Driver of truck/trailer struck planter box on corner in the midst of a turn. No citation.