

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

May 23, 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. April 25, 2013
- IV. PUBLIC FORUM
- V. ACTION ITEMS
  - A. Plaza Parking (45 min.)
- VI. NON ACTION ITEMS
  - A. Bike Friendly Community Status (10 min.)
  - B. Audible Pedestrian Signals Update (10 min.)
  - C. Bike and Pedestrian Path Intersections Signage (10 min.)
  - D. Miscellaneous Concrete Project (5 min.)
- VII. COMMISSION OPEN DISCUSSION
- VIII. INFORMATIONAL ITEMS
  - A. Traffic Safety Connection May Newsletter
  - B. Action Summary
  - C. Traffic Crash Summary
  - D. Multi-Modal CIP Projects
- 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: June 27, 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 May 2013

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
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VACANT	Commissioner				4/30/2016
VACANT	Commissioner				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
Corinne Vièville	Commissioner	541-488-9300	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**

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VACANT	Ashland Schools				
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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**

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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  
APRIL 25, 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 Civic Center Council Chambers, 1175 E. Main Street.

**Commissioners Present:** Craig Anderson, Pam Hammond, Shawn Kampmann and David Young

**Absent Members:** Tom Burnham and Corinne Viéville

**Ex Officio Present:** Steve MacLennan

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

**ANNOUNCEMENTS**

No announcements were presented.

**CONSENT AGENDA**

**A. Approval of Minutes**

1. March 21, 2013

The minutes of March 21, 2013 were approved as presented.

**PUBLIC FORUM**

**Egon Dubois/381 W. Nevada/**Thanked the Transportation Commission for their generous support of the bicycle safety education program. He reported that parents and teachers of schools that are not yet benefiting from the program have expressed interest. He added students have reported they enjoy the program and parents feel it is of value. He brought attention to the Ashland Community Bike Swap scheduled for Saturday April 27, 2013.

**Sharon Thormahlen/ 96 Fork St./**Expressed her concern with pedestrians, bumpouts, narrow driving lanes and the recently installed bike rack on S. Pioneer adding to the already dicey roadway. She explained how bikes parked in the rack sometimes extend into the road, forcing vehicles to the center causing a potential traffic hazard. She suggested the bike rack be moved farther up the hill where the road is wider.

Commissioners acknowledged her complaint and recommended staff bring this subject for review at a future meeting.

**ACTION ITEMS**

*This agenda item took place following the Traffic Crash Summary discussion.*

**A. Hargadine-Pioneer-Fork Intersection Analysis-con't**

**Staff Report**

Scott Fleury reviewed the report produced by Kim Parducci, Southern Oregon Transportation Engineering, LLC which included her recommendation for bulb-outs to increase pedestrian safety at the Hargadine-Pioneer-Fork intersection.

**Commissions Questions/Comments**

- Commissioners and staff discussed the need to channel vehicles to the stop bar locations while keeping them on the right side of the road. A recommendation to add centerline striping was suggested to guide vehicles. A lengthy discussion took place on the need for crosswalks in this area. A request was made for the traffic engineer to revisit the location of the proposed stop bars indicated on the handout.
- Commissioners discussed on the need for a marked crosswalk at the intersection. A request was made for staff to ask Ms. Parducci if there was one favorable location at this intersection for a crosswalk.

Commissioners Kampmann/Hammond m/s to approve the traffic engineer's recommendation with the exception of the bulb-outs and add centerline striping on S. Pioneer. **DISCUSSION:** Commissioner Anderson stated that Ms. Parducci's memo points out several benefits of the bulb-outs with no perceived drawbacks, so he was not in support of the motion. Commissioner Young agreed the memo came with a package and the sight distance benefits gained are contingent with the bulb-outs so he was not in support of the motion. **Voice vote:** Commissioner Kampmann, YES. Commissioners Anderson, Hammond and Young, NO. Motion failed 1 – 3.

Commissioners Anderson/Hammond m/s to approve the recommendation as presented in the memo from Southern Oregon Transportation Engineering, LLC. By show of hands in favor of the motion Commissioners Anderson, Hammond, Young, YES. Commissioner Kampmann, NO. Motion passed 3 – 1.

#### **B. Walker and Iowa Intersection Analysis**

*This item was reviewed prior to agenda Item A.*

##### **Staff Report**

Mike Faught briefly discussed the letter submitted by Ashland Municipal Court Judge, Pamela Turner, requesting the Commission review the intersection at Walker Ave. and Iowa St. following a request by citizen Bruce Taylor, cyclist, who was cited for riding his bike through a stop sign. Mr. Faught felt the solution to the request was education, not an engineering redesign. He asked Bill Heimann to present bicycle safety information.

Bill Heimann/647 Siskiyou Blvd./Stated he is a certified cycling instructor, coach and teaches the court diversion program for cyclists cited for moving violations. He gave an overview of a handout illustrating vehicle sight triangles at a typical intersection. He emphasized the danger of allowing cyclists to travel through intersections without stopping. He recommended situational awareness education instead of built facilities.

##### **Commissioners Questions/Comments**

- A comment was made to include a future agenda item to discuss remarking intersections with dashed bike lanes.
- A question was asked if intersections are warranted prior to installing stop signs. *Answer: Yes; this intersection exceeds MUTCD and the City's warrants.*
- Commissioners and staff discussed cyclists and situations which warrant tickets.

Commissioners Anderson/Kampmann m/s to follow staff's recommendation to not take any action on the request to allow cyclists to travel through the Walker Ave./Iowa St. intersection without stopping.

**Discussion:** Commissioner Kampmann stressed the need to be consistent throughout city. **Voice vote:** all AYES. Motion passed.

*Commissioner Young departed from the agenda to welcome Councilor Voisin as the newly appointed Council liaison to the Transportation Commission.*

#### **NON ACTION ITEMS**

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

##### **Staff Report**

Mr. Fleury provided an update on the status of the audible pedestrian signals. He stated an order has been placed and amended following a walk-through with an Oregon Department of Transportation representative and Commissioner Viéville who helped identify critical intersections. He outlined the status of the diagonal crosswalk at Indiana/Wightman which will be completed summer/ 2013. Staff reported the majority of signals are solar powered excluding a few reliant on power due to shaded areas.

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

##### **Staff Report**

Mr. Faught briefly outlined Ms. Parducci's N. Main St. evaluation report on average corridor travel time, stopped time, gaps and pedestrian and bicycle volumes. He added staff will post the updated data to the City's website to keep those interested in the statistics informed.

### Commissioners Questions/Comments

- Commissioners shared both positive and negative personal experiences of post road diet travel.
- Staff encouraged Commissioners to send any comments they hear from citizens to the Public Works office.

### COMMISSION OPEN DISCUSSION

Topics of discussion included: various approaches to educating the public on pedestrian/bicycle safety; the recently adopted Transportation System Plan high priority projects; incorporating the projects into the Capital Improvement Plan project list; funding prioritized projects; future RVT route and actions needed to make that happen; and Commission vacancies.

### INFORMATIONAL ITEMS

#### **A. Traffic Safety Connection April Newsletter**

Did not review. Informational item only.

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

Did not review. Informational item only.

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

*This item was discussed prior to agenda Item A; following agenda Item B.*

#### **Staff Report**

Officer Steve MacLennan detailed two serious accidents involving pedestrians as indicated on the March Motor Vehicle Crash Summary. He clarified that neither accidents resulted in a fatality. Commissioners asked questions about the crosswalks on Ashland St. Officer MacLennan detailed an accident involving four cars at Lithia Way and Pioneer St. with minor injuries caused by an intoxicated driver who was cited.

Officer MacLennan discussed the parking problem near the Grower's Market involving cars parked in the bike lane and on the railroad tracks. He added that he left a message for the market coordinator to discuss where to place flaggers on the road directing customers to the parking available at ScienceWorks and/or California St. Commissioners and staff discussed ways to educate and enforce the parking conditions placed on the conditional use permit issued for the market.

### ADJOURNMENT

Meeting was adjourned at 8:00 p.m.

*Respectfully submitted,  
Jodi Vizzini, Public Works Assistant*

# Memo

CITY OF  
ASHLAND

Date: May 16, 2013  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Plaza Island Parking Analysis

## **QUESTION:**

Does the Transportation Commission have any recommendations towards no parking or loading zone parking adjacent to the Plaza Island as detailed in the enclosed site plan?

## **BACKGROUND:**

The Plaza Island Beautification project was recently completed. The project included replacing the entire yellow painted perimeter curb. To date no parking prohibitions have been placed around the perimeter of the Plaza and cars are starting to park along the side adjacent to the local businesses and near the crosswalks. This section has primarily been used in the past for truck loading and unloading of goods for the local shops and restaurants. In development and execution of the Plaza project the design team pushed that vertical signs and curb striping for parking prohibitions be a last resort for parking control along the Plaza.

There is a proposed plan to restripe the current Plaza parking layout to increase the total number of spaces by two. The plan also allows for a 7' parking zone along the Plaza Island (reference attached plan). It is the expectation of Engineering to repave the Plaza area in fall of 2013 and subsequently restripe the parking layout.

Possible solutions include stenciling the pavement with no-parking or loading zone along with a diagonal striping pattern. (Reference enclosed diagrams for various solutions.)

## **CONCLUSION:**

Staff and the consultant Traffic Engineer could not find any specific rules in the MUTCD for a box and hatch pattern for parking control, but other jurisdictions have applied similar concepts for parking limitation striping.

# ASHLAND PLAZA STRIPING PLAN

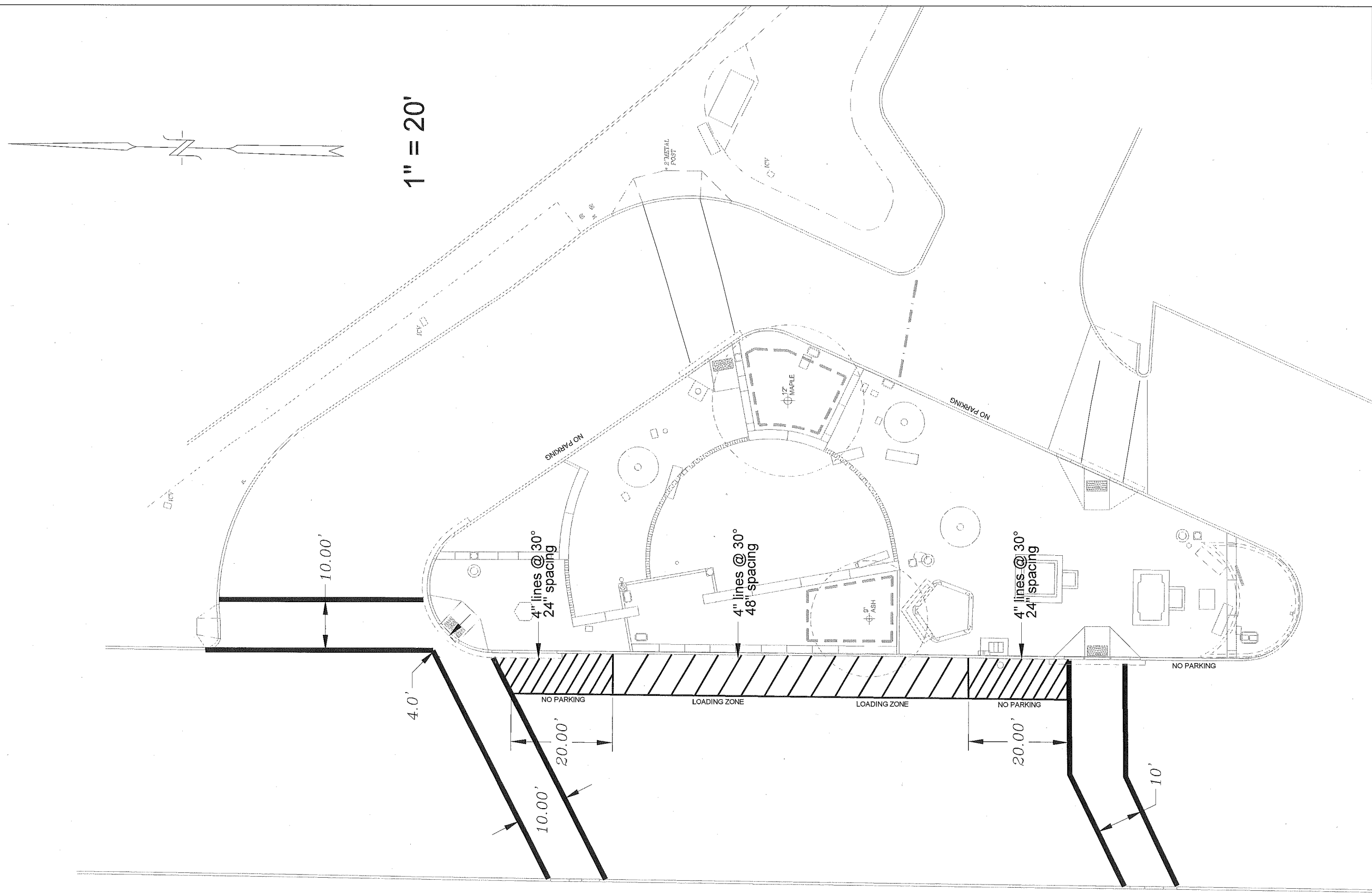
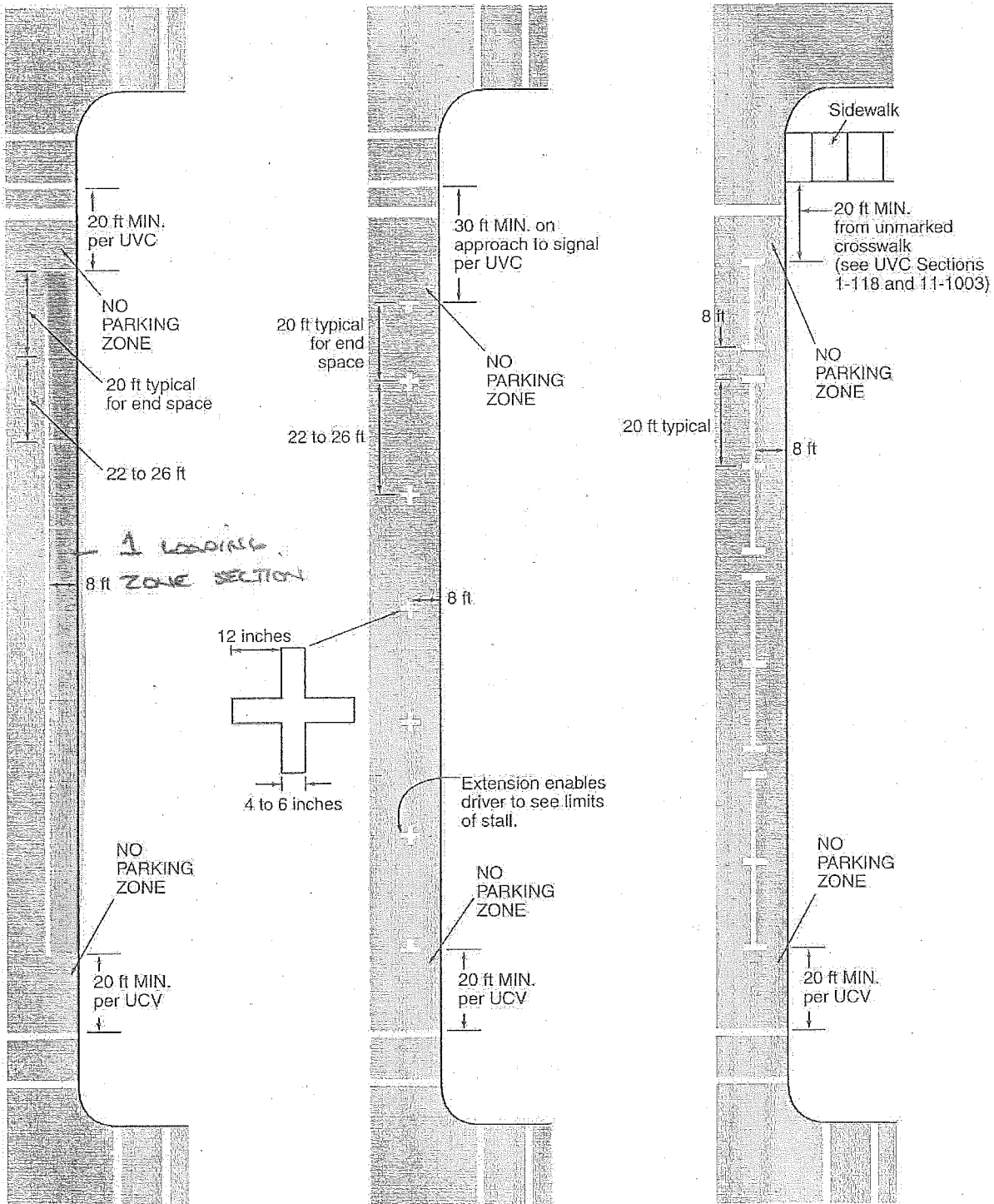
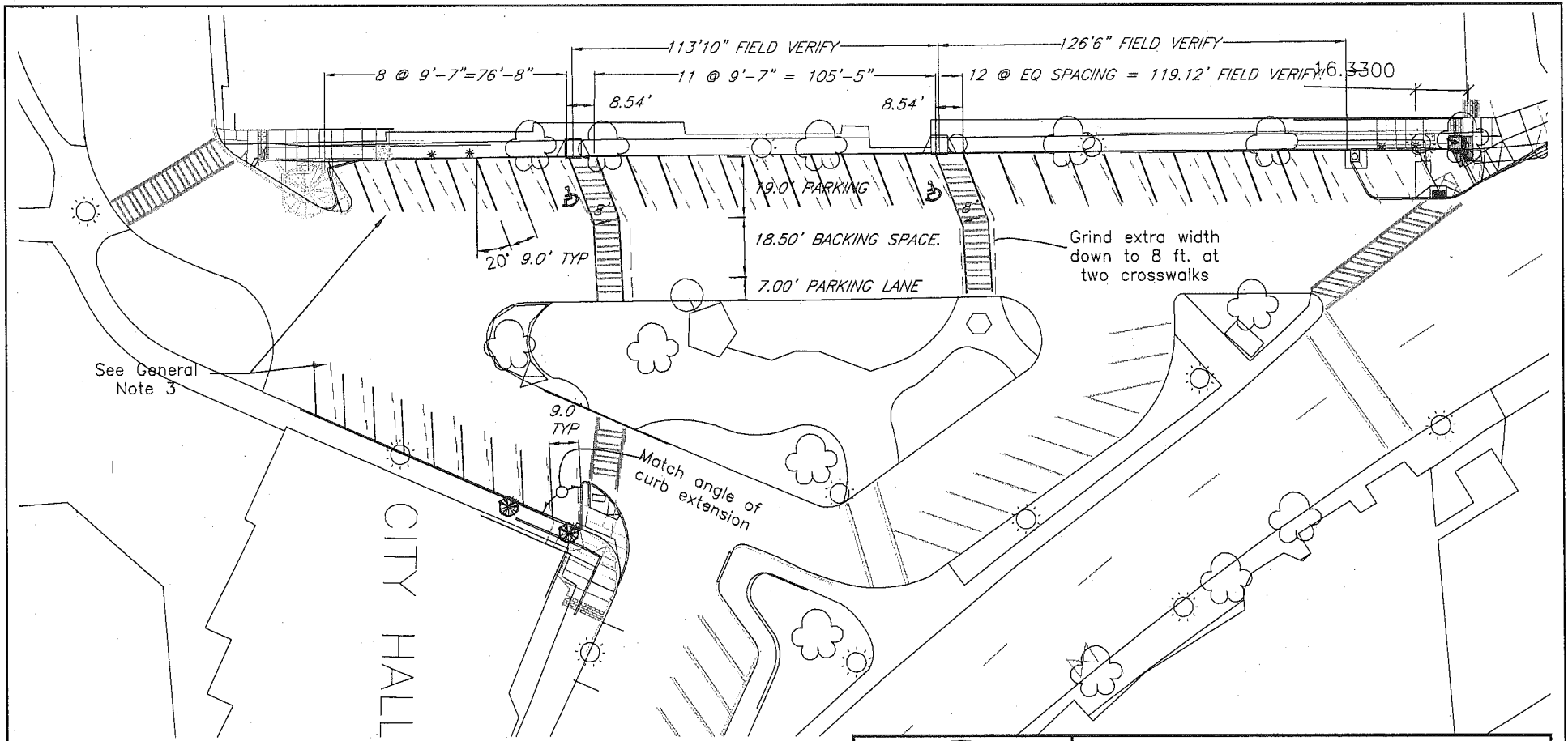


Figure 3B-21. Examples of Parking Space Markings







See General Note 3

**GENERAL NOTES**

1. Coordinate traffic control plan and alternate truck delivery schedule with drivers 30 days prior to on-site work.
2. Notify City Hall, the downtown merchants, and the local press 72 hours prior to striping removal.
3. Remove all remnants of all pre-existing striping shown as dashed lines prior to resurfacing.



PREPARER'S SEAL: 	<b>Restriping Plan - North Main at the Plaza</b>	
	North Main Street Resurfacing Project Central Business District Ashland OR 97520	
DRAWN BY: P Smeenk	DATE: Sept 2011	PREPARER'S JOB NO.: N/A
REVIEWED BY: J Olson	DATE: July 2012	AGENCY JOB NO.: 2009-25
REVIEWED BY: K Johnson	DATE: July 2012	
APPROVED BY: M Faught	DATE: July 2012	
CITY OF ASHLAND	PUBLIC WORKS ENGINEERING www.ashland.or.us 541-488-5587 fax 488-6006	DRAWING NO.: C1 OF



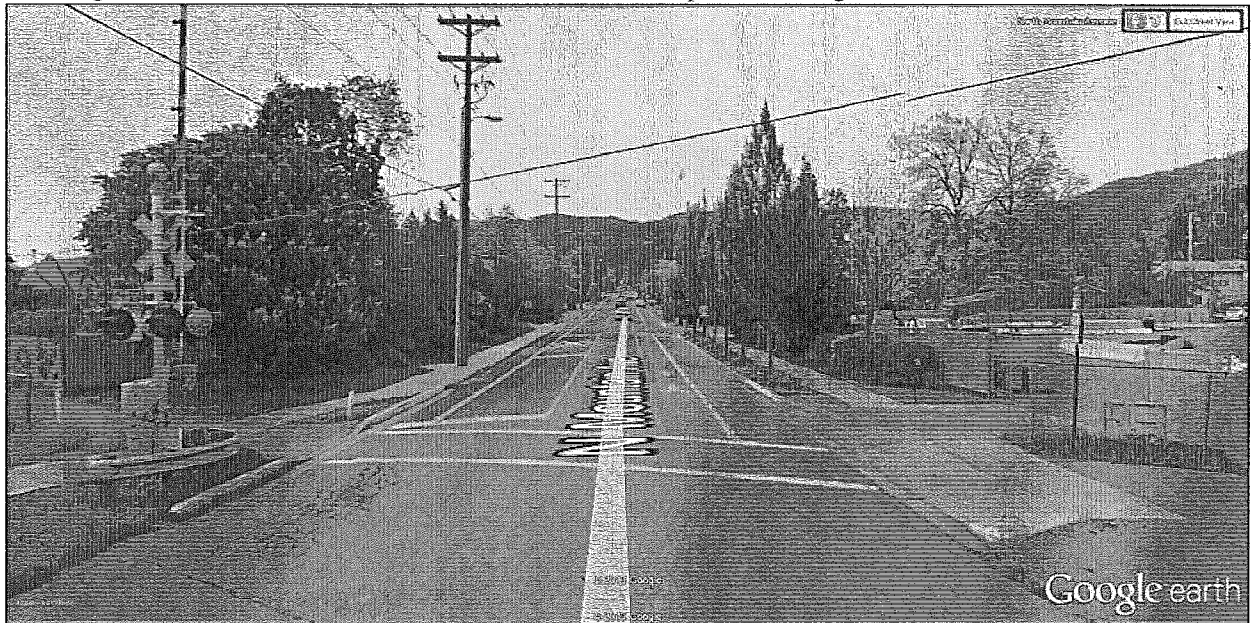
## Analysis

### **Mountain Avenue Bike/Ped shared-use path:**

Mountain Avenue is a two-lane roadway with a posted speed of 25 miles per hour (MPH) where the bike/ped shared-use path crosses. Sight distance from the west approach is adequate to the north and south with mild restrictions to the north from brush and a railroad crossing bar. The curbs are painted yellow restricting parking along Mountain Avenue for an adequate distance which helps maintain clear vision. Sight distance from the east approach is adequate to the north but slightly restricted to the south due to some low hanging branches and a small hedge of bushes. In this location, bicyclists were observed to stop and look before crossing Mountain Avenue, and vehicles generally stopped and yielded to pedestrians and bicyclists if waiting at the edge of the street.

Stop bars and stop signs are not shown to be necessary at this location, but they are recommended based on the impaired sight distance to the south from the east approach.

Looking southbound on Mountain Avenue at shared-use path crossing.

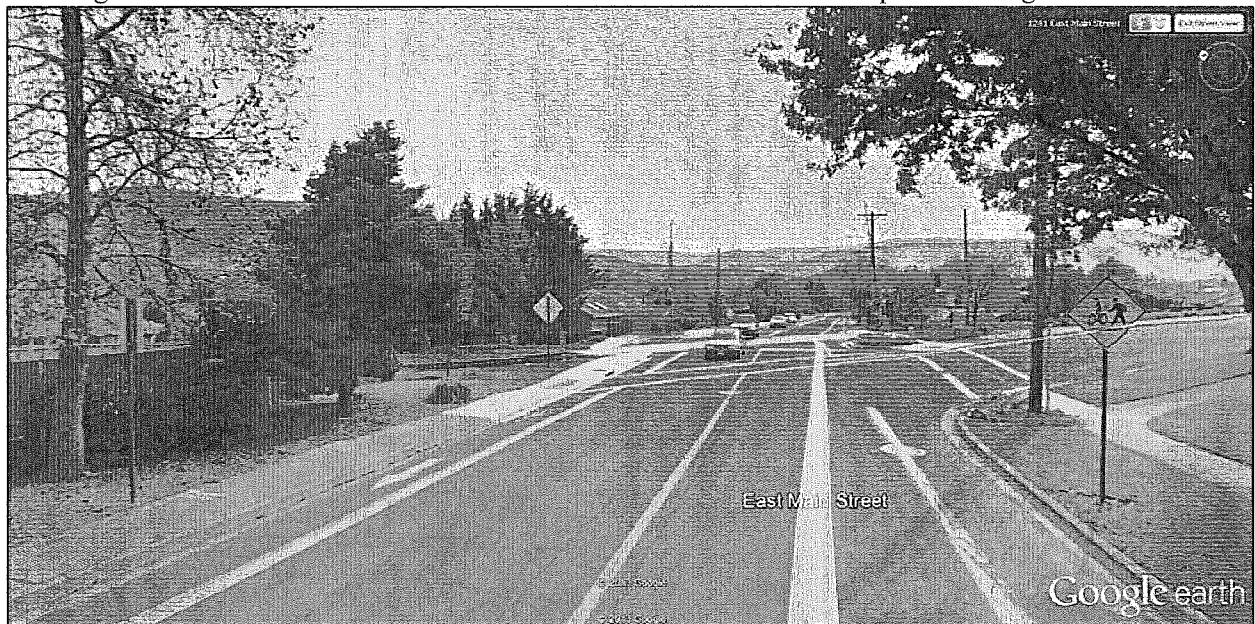


**East Main Street/California Street Bike/Ped shared-use path:**

East Main Street is a two-lane roadway with a posted speed of 25 MPH where the bike/ped shared-use path crosses to California Street. Sight distance is adequate from the shared-use path adjacent to California Street (on the south side of the intersection) looking to the east and west with mild restrictions to the east from brush and the angle of roadway skewing that exists. From the north shared-use path approach, sight distance is adequate to the east, but is restricted to the west as a result of roadway skewing and thick pine tree branches. Bicyclists were observed to stop and look before crossing, but most vehicles did not stop for bicyclists or pedestrians.

Stop bars and stop signs are recommended at this location from the north approach of the shared-use path. Advance warning signs that bike/peds may be crossing ahead on East Main Street are also recommended.

Looking eastbound on East Main Street at California Street / shared-use path crossing.



### Wightman Street Bike/Ped shared-use path:

Wightman Street is a two-lane roadway with a posted speed of 25 MPH where the bike/ped shared-use path crosses. Sight distance from the east path approach was adequate to the north and south with the only obstruction coming from parked vehicles on the east side of Wightman south of the path crossing. Sight distance from the west path approach was shown to be adequate to the north, but restricted to the south due to an existing fence, low tree limbs in the planter strip, and vehicles parked too close to the crossing on the west side of Wightman Street south of the crossing. To add to this, advance warning signs are posted on Wightman Street indicating bike/peds may be crossing ahead, but this location was the worst observed for bicyclist and vehicle violators. Several bicyclists were observed to cross Wightman in both directions without slowing down or attempting to look for vehicular traffic, and vehicles were observed to drive faster and pay less attention to bicyclists and pedestrians in this location.

It is recommended that stop bars and stop signs be implemented and enforced at this location. It is also recommended that the last span of fencing (approximately 8' in length and 5' in height) on the south side of the west path approach either be removed or have the slats taken out of it so one can see through it, and that parking on the west side of Wightman Street south of the path crossing be restricted for a minimum of one additional space (approximately 25'). Both actions, if implemented, will improve the crossing for bicyclists, pedestrians, and vehicles.

Looking south on Wightman Street at shared-use path crossing.





**Tolman Creek Bike/Ped shared-use path:**

Tolman Creek is a two-lane roadway with a posted speed of 25 MPH where the bike/ped shared-use path crosses. Advance warning signs are posted on Tolman Creek Road indicating bike/peds may be crossing ahead. The bike/ped shared-use path ends at Tolman Creek Road and only exists on the west side of the street. Sight distance from the path to the north is shown to be adequate, but is restricted to the south due to a large pine tree. If the pine tree limbs were trimmed up at least 5' in height so that drivers and bike/peds approaching could see through the tree, there would be no sight restrictions at the shared-use path intersection with Tolman Creek Road. That is the only recommendation for this location.

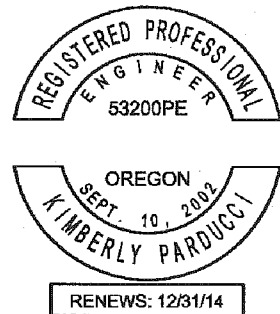
Looking southbound on Tolman Creek Road at shared-use path.



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

Sincerely,

Kimberly Parducci, PE PTOE  
*SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC*



# TRAFFIC SAFETY

## Connection



May

Connecting Oregon's Community Traffic & Child Passenger Safety Advocates

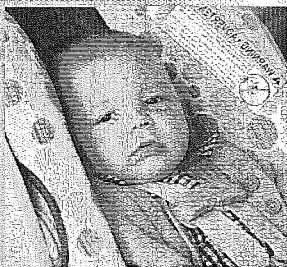
Volume 11, Number 6

### Warmer Weather Can Increase 'Car Seat Dermatitis'

Little ones can get big, itchy rashes, including a newly recognized type known as car-seat dermatitis.

The condition typically results from hot temperatures, sweaty surfaces, and a shiny, nylon-like car-seat material coming in contact with a baby's skin.

More commonly seen in late spring through early fall, this red rash usually flares up on exposed skin on the back of infants' legs, elbows and scalp.



Dermatologists are still unsure of its exact cause, but they suspect the skin irritation may be triggered by an allergy to a foam used in nylon-lined car seats, or a reaction to a flame retardant used by manufacturers to prevent mold.

The rash often can be avoided by placing a barrier, such as cotton padding or a soft sheet, as a liner between the child's skin and the seat's nylon surface.

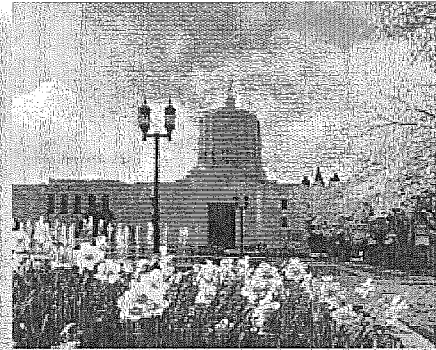
Reprinted courtesy of *MyHealthNewsDaily*, from '9 Weird Ways Kids Can Get Hurt' [www.myhealthnewsdaily.com/](http://www.myhealthnewsdaily.com/)

### Motorcycle Safety Advocates Apply Here

May is Motorcycle Safety Month and the Governor's Advisory Committee on Motorcycle Safety is looking for a few good men and women to serve on this important committee.

The Governor's Advisory Committee on Motorcycle Safety is seeking two new members to represent motorcyclists in the Willamette Valley. The Governor's Advisory Committee on Motorcycle Safety was formed in 1981 by Governor Vic Atiyeh. The committee focuses its efforts on rider education, road hazards unique to motorcyclists, motorist awareness of motorcycles, sharing the road and other safety issues.

The eight-member committee is comprised of volunteers appointed by the Governor and representing all areas of the state. The committee advises the Governor and ODOT's Transportation Safety Division regarding



motorcycle safety. The committee reviews, processes and makes recommendations concerning motorcycle-related legislation as well as serving as a public forum for motorcyclists and promoting motorcycle safety.

Upcoming work items include input on the motorcycle safety aspects of pending legislation, rider education training and public outreach.

The committee meets no more than monthly, typically in Salem. Members serve four year terms. Travel expenses are reimbursed.

The current vacancies are for members that represent motorcyclists in the Willamette Valley including the Portland-metro area. Both men and women are encouraged to apply.

Interest forms can be found at: [www.oregon.gov/gov/Pages/boards.aspx](http://www.oregon.gov/gov/Pages/boards.aspx) For questions about submitting an interest form or the appointment process contact Judge Kemp with the Governor's Office, (503) 378-2317.

For information about the Committee, contact Michele O'Leary with ODOT's Transportation Safety Division, (503) 986-4198, [michele.a.oleary@odot.state.or.us](mailto:michele.a.oleary@odot.state.or.us)

### Road Rage & Aggressive Driving

By Chief John R. Batiste, Washington State Patrol Society is moving at a faster pace now more than ever. It is possible the increased value of time is causing us to be much more aggressive on the road, especially during commuting hours. Some drivers only see the traffic ahead of them as an obstacle to overcome at any cost. When we couple this with society's becoming accustomed to instantaneous communications, the problem becomes more pronounced. Whatever the reasons may be, this attitude can place those who share the roadway in jeopardy.

#### Aggressive Driving & Road Rage Symptoms

- Mentally condemning or

thought of violence toward other drivers.

- Verbally expressing condemnation of other drivers to passengers in your vehicle.
- Not obeying traffic safety rules because you don't agree with them.
- Engage in aggressive and risky driving:
  - » Following too close
  - » Speeding
  - » Weaving in and out of traffic
  - » Speeding up to beat a traffic light
  - » Cutting between vehicles to change lanes.
  - » Using the horn excessively
  - » Flashing headlights excessively at oncoming traffic
  - » Braking to get others to back



*Continued on page 4*

# ACTS Oregon

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Funded through a grant from ODOT  
Transportation Safety Division.

## Be a "Roll Model" - May is Bicycle Safety Month

This campaign is a partnership between the NHTSA and AAA to encourage everyone to model safe behaviors to enhance the safety of all road users, including those who bicycle. Whether you are a motorist or bicyclist, a parent/grandparent, adult, or older youth, ride for transportation or recreation, we can all play a part in being a "Roll Model" to decrease the risks of traffic crashes and preventable injuries and deaths.

### Being A "Roll Model" Means

- Riding and Driving Focused - never distracted
- Riding and Driving Prepared - always expect the unexpected
- Putting Safety First - we never know when



a crash will occur, regardless of skill level or age; always wear a bicycle helmet when on a bicycle and a seat belt when in a car

- Following the Rules of the Road - a bicyclist is considered a vehicle on the road with all the rights on the roadway and responsibilities of motorized traffic
- Sharing the Road - both vehicle drivers (motorist and bicyclist) should look out for one another and show mutual respect

Visit: <http://tinyurl.com/bn83e2z> for tools and tips.

## NHTSA Survey Shows More Children Riding in Age- Appropriate Restraints

*New survey finds 91 percent of children under age 13 are using car seats, booster seats, and belts*

NHTSA announced the results of a new survey that indicates more parents are choosing to keep their children in age and size appropriate car seats and booster seats longer, instead of transitioning them to seat belts too soon.

The 2011 National Survey of the Use of Booster Seats (NSUBS) reports that the number of children ages four to seven riding in only seat belts, instead of car seats and boosters, dropped 7 percent in 2011 to 25 percent, down from 32

percent in 2009. Meanwhile, the use of both car seats and booster seats increased during the same period, suggesting that parents are increasingly following NHTSA recommendations and not graduating their children prematurely to seat belts.

"Safety is our highest priority," said U.S. Transportation Secretary Ray LaHood. "Today's report means more parents and caregivers are correctly using car seats and booster seats to save



the lives of our youngest passengers in the event of a crash."

"We're on the right road to ensuring that all our smallest passengers are buckled in the right seat for a child's age and size," said NHTSA Administrator David Strickland. "But we caution parents and caregivers of being overconfident in choosing the right seat for their children. Children who graduate too soon from their car seats, or are not in car seats at all, are at risk of serious injury."

Motor vehicle crashes continue to be a leading cause of death for children one to 13 years old, with more than 939 fatalities in 2011. The correct use of age and size appropriate child restraints is one step parents and caregivers can take to help decrease this number - NHTSA estimates that more than 12,200 children were saved by car seats and seat belts in 2011.

While the NSUBS survey reports that restraint use for all children under 13 years of age reached 91 percent in 2011, it also shows that 25 percent of children ages four to seven were improperly restrained by seat belts instead of car seats or booster seats.

NHTSA is continually working to improve child passenger safety through numerous efforts including: working with safety partners in the states; providing expertise and support for car

*Continued on page 3*



## CPS Technician Certification Training in Sherwood

Sherwood Police Department hosted the most recent CPS Certification Class April 24th – 27th. Thank you Chief Jeff Groth and your staff for the wonderful hospitality.

Students worked hard all week and put their new skills into action at the Kohl's kickoff event hosted by Doernbecher Children's Hospital at the new Kohl's in Sherwood.

**Congratulations to Oregon's newest CPS Technicians:** Carly McKelvy – Baby Phases, Joey Barrow – Clackamas County Sheriff, Alicia Perez – Community Action Opening Doors, Angi Carman – Community Volunteer, Ryan Willits – Grants Pass Fire, Kellie Oakes and Betty Reyes – Legacy Salmon Creek, Pearl Scott – NARA NW, Daniel Miller – Sherwood

Police, Cara Kawahara – South West Family Physicians.

Welcome to Oregon's newest CPS Instructor: Colin Drummond – Sherwood Police who completed his instructor candidacy at this class!

Thank you CPS Instructors for your participation: Kathy Wijaya – Kaiser Permanente, Adrienne Gallardo –



Doernbecher Children's Hospital, Jeff Oliver and Sandy Holt – ACTS Oregon and Technician Assistant Lily Todd – Tuality Hospital.

## NHTSA Survey Shows More Children Riding in Age-Appropriate Restraints

*Continued from page 2*

seat inspection stations; supporting the National Technician Certification Program; conducting regular educational outreach to

parents and caregivers; conducting defect investigations and car seat recalls; and ensuring manufacturers comply with Federal Motor Vehicle Safety Standard No. 213 (Child restraint systems).

The NSUBS is the only probability based nationwide child restraint use survey in the US that observes restraint use and interviews

adult occupants to collect race, ethnicity and other data.

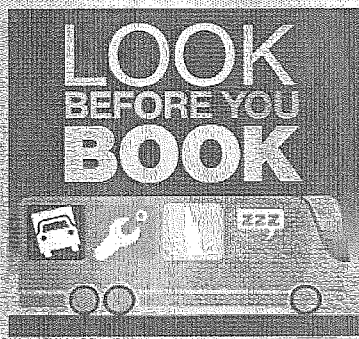
Read the 2011 NSUBS report at: <http://www-nrd.nhtsa.dot.gov/Pubs/811718.pdf>

To learn more about NHTSA's car seat recommendations and our public service campaign on choosing the right car seat for a child, visit [www.safercar.gov/therightseat](http://www.safercar.gov/therightseat)

## Planning a Bus Trip? Look Before You Book

If you are purchasing a bus ticket or hiring a bus company for your group's travel, safety should be the top priority. There's more to consider than just price and convenience. Don't risk your life or the lives of others by making an uninformed decision.

Now, with the free SaferBus app, users can easily access a bus company's safety performance record, file a complaint and more from a mobile device.



The Federal Motor Carrier Safety Administration (FMCSA) has developed the SaferBus mobile application to provide 24/7 access to important safety information that you should verify before you select a U.S. DOT registered bus company to transport you or members of your group.

The SaferBus App offers the following

information:

**Bus Company Operating Authority and Insurance Status** – The app protects consumers from illegal interstate bus companies that should not be operating.

Passengers should not use interstate bus companies that do not have valid U.S. DOT operating authority or that do not comply with Federal insurance requirements. This app alerts consumers to those illegal bus companies.

**View Bus Safety Performance Records**

– Check the safety performance record of the bus companies you are

considering and use this information to make an informed, safety-based decision. The app gives easy and user-friendly access to up to 24 months of a bus company's safety performance data. This data provides insight into a carrier's performance in a number of important safety categories: unsafe driving, fatigued driving, driver fitness, controlled substances/alcohol, and vehicle

maintenance. The higher the percentage in any category, the higher the potential safety risk. The app gives an easily-accessible snapshot of the data that FMCSA also makes publicly available online at its Compliance, Safety, Accountability (CSA) Web site.

**Bus Company Safety Results** – The app alerts consumers to bus companies with an unsatisfactory safety rating. FMCSA issues three types of safety ratings. The top rating is Satisfactory. Bus companies with a Conditional rating may pose a higher safety risk, and companies with a final Unsatisfactory rating should *not* be operating.

**Report a Complaint** – The SaferBus app links to the FMCSA National Consumer Complaint Database. In using this feature you can also connect to the FMCSA hotline number 1-888-DOT-SAFT (1-888-368-7238). Call 911 in the case of a safety emergency.

Download app for iPhone: <https://itunes.apple.com/us/app/saferbus/id480215353>

Download app for Android: <http://tinyurl.com/c7h2xpw>



## Check Up Events and Fitting Stations

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

\* May 18th is Safe Kids Day More Info

Date	City	Location	Address	Time
5/14/13	Corvallis	Corvallis Fire	400 NW Harrison St	8 am - 11 am
5/15/13	Redmond	Redmond Fire	341 Dogwood Ave	2 pm - 4 pm
5/16/13	Madras	Jefferson County Fire	765 SE Adams Dr	11am - 1pm
5/18/13	Beaverton	Kuni Auto Center	3725 SW Cedar Hills Blvd	9 am - 12:30 pm
5/18/13	Wood Village	Kohl's	22557 NE Park Ln	10 am - 12pm
5/18/13	Woodburn	Silverton Health	1475 Mt Hood Ave	11 am - 3 pm
5/18/13	Hood River	Hood River Fire	1785 Meyer Pkwy	1:30pm - 3:30 pm
5/18/13	St. Helens	Emmert Motors GM	2175 Columbia Blvd	11am - 1pm
5/22/13	Bend	Bend Fire	1212 SW Simpson	10 am - 1 pm
5/22/13	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
5/30/13	Portland	Good Samaritan Hospital	1040 NW 22nd Ave	10 am - 1 pm
6/1/13	Beaverton	Police Department	4755 SW Griffith Dr	9 am - 12:30 pm
6/1/13	Newberg	Springbrook Fire	3100 Middlebrook Rd	9 am - 11am

## Thank you Charity!

We want to thank Charity Sturgeon for her 3 years as Community Traffic Safety Program Coordinator, and for her efforts and contributions in community traffic safety and child passenger safety in Oregon.



Charity's outgoing personality, smile, and sense of humor will be missed.

Good wishes are welcome. Please send them to [charitys@actsoregon.org](mailto:charitys@actsoregon.org). We wish Charity success in her future endeavors.



## Career Opportunity: Community Traffic Safety Program Coordinator



ACTS Oregon is recruiting for a full time Community Traffic Safety Program Coordinator.

The successful candidate will be an energetic individual who can work independently and as part of a team with strong verbal and writing skills, and a commitment to community involvement in solving local traffic safety concerns.

More information about this position is available on our website at:  
<http://www.actsoregon.org/indexACTS.html>

## Aggressive Driving

*Continued from page 1*

off your bumper

- » Passing another driver, then slowing to teach them a lesson

### Safety Tips

- Allow plenty of time for the trip, listen to soothing music, improve the comfort in your vehicle, and understand that you cannot control the traffic, only your reaction to it. In the end, we may very well discover that personal frustration, anger, and impatience may be the most dangerous "drugs" on the highway.
- Be polite and courteous, even if the other driver is not. Avoid all conflict if possible. If another driver challenges you, take a deep breath and move out of the way. Never underestimate the other driver's capacity for mayhem.
- When entering traffic or changing lanes, make sure that you have enough

room.

- Make sure you have established a safe following distance between your vehicle and the one in front of you.
- Don't make aggressive hand gestures to the other drivers when they offend you with their driving.
- Signal when turning or changing lanes.
- Control your anger; remember it takes two to start a fight.
- Avoid prolonged eye contact with the bad or angry driver.
- Get help. Call police on your cell phone or go to a public telephone or place. Don't pull to the side of the road.
- Forget about winning. No one wins in a highway crash.
- Put yourself in the other driver's shoes. They may be driving that way because of an actual emergency!

For more information visit:

<http://www.nhtsa.gov/Aggressive>

<http://www.wsp.wa.gov/traveler/roadrage.htm>

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

Month Year	Item Description	Status	Date Complete
February 28 TC	Main St. Parking Restriction	TR13-07	4/13
February 28 TC	Fair Oaks No Parking Restriction	TR13-03	4/13
February 28 TC	East Main Crosswalk Signage	TR 13-04	4/13
October 12 TC	B St. and Eighth St. sight distance	Approved, TR 2012-04	
October 12 TC	B St. and Second crosswalk sight distance	Approved, TR 2012-05	
September 12 TC	B St. and Second sight distance analysis	Staff report complete	
September 12 TC	Lithia/First Intesection Analysis	Traffic Engineer under contract to perform services	
August 12 TC	Centerline marking on Takelma Way	Approved, TR 2012-03	9/12
March 12	Sharrow markings on Maple St.	approved, TR 2012-01	10/12
March 12	Centerline marking on Crispin St.	approved, TR 2012-02	10/12
March 12	Loading zone on Lithia Way	not approved	
November 11 TC	Parking prohibitions on Highwood Dr.	approved, TR 2011-09	2/26/12
October 11 TC	Crosswalk on A Street	approved TR 2011-08	12/1/11
August 11 TC	Parking prohibitions on Almond	approved TR 2011-07	✓
August 11 TC	Stop sign at 4th and A Streets	not approved	
Jul 11 TC	Parking Prohibitions on E. Nevada	approved;TR 2011-04	3/6/12
Jul 11 TC	Stop Sign at Starflower	approved yield; TR 2011-05	11/17/11
Jul 11 TC	A' Shared Road	approved; TR 2011-06	10/28/11
June 11 TC	N. Main Road Diet	TC recommend implementation asap, approved 8/2/11	
June 11 TC	Parking prohibition on Central	TR 2011-03, install painted centerline, only	✓
May 11 TC	Stop sign on Homes	Stop sign not approved, other improvements implemented.	
May 11 TC	Stop sign on Pinecrest	not approved	
May 11 TC	Left turn signal at Wightman	recommended review by traffic engineer	
May 11 TC	Memorial Sign Request	recommended development of a policy, approved by Legal/Planning. Approved by Council	1/27/12
Apr 11 TC	N. Main Road Diet Pilot	Approved by Council 8/2/11	
Feb 11 TC	Parking Prohibitions Meadowbrook	TR 2011-02 order sent to Street Div.	✓
Feb 11 TC	Parking Prohibitions on Liberty St	TR 2011-01 order sent to Street Div.	✓
Feb 11 TC	Bike Corral on Third Street	Completed & installed	✓
Dec 10 TC	Petition for ped. rail crossing	referred to TSP process	
Dec 10 TC	Siskiyou Blvd x-walk at Frances	no action required	12/16/10
Nov 10 TC	S Mountain Mid Block Crosswalk	Approved to be installed in cooperation with SOU	
Nov 10 TC	E Main @ RR Crosswalk Review	Commission asked stop sign replaced	
Oct 10 TC	A St Sharrow Designation	Commission asked for Kittleson review	
Oct 10 TSC	Safety Sleeve for Bollard @ RR Park	replaced	✓
Oct 10 TSC	Storm Drain on Bike Path @ N Mtn	staff is researching	
Oct 10 TSC	Additional Vehicle Parking Downtown	Contacted ODOT	
Oct 10 TSC	Crosswalk at Lithia and E Main	TR 2010-06, order sent to Street Division	✓
Oct 10 TSC	Stop Sign at Helman & Nevada	not approved	✓
Oct 10 TSC	Stop Sign on 'B' @ Third	not approved	✓
Oct 10 TSC	Crosswalk on Siskiyou @ Morton	not approved	✓
Aug 10 TSC	Grandview/Sunnyview/Orchard/ Wrights	vegetation clearance referred to street dept for 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	✓
Aug 10 TC	Truck Route Ordinance Review	Staff researching, Nov 2010 agenda item	
Jun 10 TC	2 Year Project List Goal Setting	3 goals selected	✓
Jul 10 TC	Audible Crosswalk Signals for Downtown	Viewille 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: APRIL, 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	14:45	Mon	E Main St at Third St	2	N	N	P	N	Y	Y	N	N	driver V1 hit v2 in the intersection. The light had turned red, and she accidentally stepped on the gas. Cited failure to obey a traffic control device.
5	14:30	Fri	Ashland St near Tolman Creek Road	2	N	N	N	N	Y	Y	N	N	Driver v1 entering roadway failed to yield to vehicle travelling through on Ashland St. DV1 cited.
6	16:57	Sat	Siskiyou Blvd at University Way	1	N	Y	Y	N	N	N	N	N	bicyclist riding in the crosswalk after a pedestrian had triggered light was struck by veh. Biker taken to hospital, No citation.
12	21:18	Fri	Hargadine Parking Structure	3	N	N	N	Y	Y	Y	N	N	Intoxicated driver struck 2 parked vehicles causing damage. Cited for DUII.
12	22:35	Fri	Faith Av at Mae St	2	N	N	N	Y	Y	Y	N	N	Intoxicated driver sideswiped a parked vehicle. Cited for DUII.
15	09:08	Mon	Westwood St north of Strawberry Ln	2	N	N	N	N	N	Y	N	Y	City worker side swiped a parked vehicle while parking. No citation, referred to risk mgmt.
22	14:19	Mon	Lithia Wy near Pioneer intersection	4	N	N	Y	N	Y	Y	N	N	no narrative. Appears DV4 hit v3 pushing it into v2, and that into v1. DV4 cited for following too close.
26	14:18	Fri	Morton St at Pennsylvania	2	N	N	N	N	Y	Y	N	N	DV1 driving east on Pennsylvania failed to yield to dV2 continuing thru on Morton, and struck car. Cited failure to yield.

**Capital Improvements Plan  
2012-2019 Construction Years**

TSP Project #	Project Description	Approved 2012-13	End of Year Expected	2013-14	2014-15	2014-16	2016-17	2017-18	2018-19	Unfunded	TOTAL COST
				FY14	FY15	FY16	FY17	FY18	FY19		
	<b>Sidewalk/Pedestrian</b>	<b>FY13</b>	<b>FY13 Exp</b>								<b>Project Totals</b>
	Miscellaneous Concrete Safety Repairs	\$ 195,000	\$ 6,000								\$ -
	Misc New Sidewalk Improvements (based on prioritized list in TSP)	\$ 155,000	\$ 155,000								\$ -
P22	Walker Avenue - 950' north of Iowa Street to Ashland Street (CMAQ)	\$ 750,000	\$ -	\$ 747,950							\$ 747,950
P01	N Main Street/Highway 99 - N Main Street to Schofield Street			\$ 50,000							\$ 50,000
P09	Maple Street - Chestnut Street to 150' east of Rock Street			\$ 100,000							\$ 100,000
P07	Hersey Street - N Main Street to Oak Street (CMAQ)				\$ 531,000						\$ 531,000
P05	Glenn Street/Orange Avenue - N Main Street to 175' east of Willow Street				\$ 200,000						\$ 200,000
P27	Walker Avenue - Oregon Street to Woodland Drive					\$ 200,000					\$ 200,000
P66	Diane Street - Clay Street to Tolman Creek Road						\$ 20,000				\$ 20,000
P68	Carol Street - Patterson Street to Hersey Street						\$ 150,000				\$ 150,000
P06	Orange Avenue - 175' west of Drager Street to Helman Street							\$ 250,000			\$ 250,000
P10	Scenic Drive - Maple Street to Wimer Street							\$ 250,000			\$ 250,000
P17	Beaver Slide - Water Street to Lithia Way							\$ 50,000			\$ 50,000
P18	A Street - Oak Street to 100' west of 6th Street							\$ 250,000			\$ 250,000
P23	N Mountain Avenue - 100' south of Village Green Way to Iowa Street							\$ 450,000			\$ 450,000
P25	Wightman Street - 200' north of E Main Street to 625' south of E Main Street							\$ 400,000			\$ 400,000
P28	Ashland Street - S Mountain Avenue to Morton Street							\$ 450,000			\$ 450,000
P38	Clay Street - Siskiyou Boulevard to Mohawk Street							\$ 300,000			\$ 300,000
P57	Tolman Creek Road - Siskiyou Boulevard to City Limits (west side)							\$ 425,000			\$ 425,000
P59	Garfield Street - E Main Street to Siskiyou Boulevard							\$ 750,000			\$ 750,000
P60	Lincoln Street - E Main Street to Iowa Street							\$ 450,000			\$ 450,000
P61	California Street - E Main Street to Iowa Street							\$ 500,000			\$ 500,000
P63	Liberty Street - Siskiyou Boulevard to Ashland Street							\$ 650,000			\$ 650,000
P65	Faith Avenue - Ashland Street to Siskiyou Boulevard							\$ 350,000			\$ 350,000
P70	Park Street - Ashland Street to Siskiyou Boulevard							\$ 650,000			\$ 650,000
P04	Laurel Street - Nevada Street to Orange Avenue							\$ 500,000			\$ 500,000
P08	Wimer Street - Thornton Way to N Main Street							\$ 800,000			\$ 800,000
P37	Clay Street - Faith Avenue to Siskiyou Boulevard							\$ 1,000,000			\$ 1,000,000
P62	Quincy Street - Garfield Street to Wightman Street							\$ 150,000			\$ 150,000
P64	Water Street - Van Ness Avenue to B Street							\$ 250,000			\$ 250,000
P72	C Street - Fourth Street to Fifth Street							\$ 100,000			\$ 100,000
P73	Barbara Street - Jacquelyn Street to Tolman Creek Road							\$ 100,000			\$ 100,000
P74	Roca Street - Ashland Street to Prospect Street							\$ 250,000			\$ 250,000
P75	Blaine Street - Morton Street to Morse Avenue							\$ 100,000			\$ 100,000
P78	Patterson Street - Crispin Street to Carol Street							\$ 100,000			\$ 100,000
P79	Harrison Street - Iowa Street to Holly Street							\$ 100,000			\$ 100,000
P80	Spring Creek Drive - Oak Knoll Drive to road end							\$ 350,000			\$ 350,000
P81	Bellview Avenue - Greenmeadows Way to Siskiyou Boulevard							\$ 250,000			\$ 250,000
	<b>Subtotal Sidewalk/Pedestrian</b>	<b>\$ 1,100,000</b>	<b>\$ 161,000</b>	<b>\$ 897,950</b>	<b>\$ 731,000</b>	<b>\$ 200,000</b>	<b>\$ 170,000</b>	<b>\$ 250,000</b>	<b>\$ -</b>	<b>\$ 9,975,000</b>	<b>\$ 12,223,950</b>
	<b>Bicycle</b>	<b>FY13</b>	<b>FY13 Exp</b>								<b>Project Totals</b>
B02	Wimer Street Bicycle Boulevard - From Scenic Drive to N Main Street. Coordinate with Project R31									\$ 20,000	\$ 20,000
B05	Maple/Scenic Drive/Nutley Street Bicycle Boulevard - From N Main Street to Winburn Way									\$ 110,000	\$ 110,000
B07	Iowa Street Bike Lane - From Terrace Street to road terminus and from S Mountain Avenue to Walker Avenue									\$ 240,000	\$ 240,000
B10	S Mountain Avenue Bike Lane - From Ashland Street to E Main Street									\$ 120,000	\$ 120,000
B11	Wightman Street Bicycle Boulevard - E Main Street to Siskiyou Boulevard									\$ 60,000	\$ 60,000
B13	B Street Bicycle Boulevard - From Oak Street to N Mountain Avenue									\$ 80,000	\$ 80,000
B16	Lithia Way Bicycle Boulevard - From Oak Street to Helman Street									\$ 110,000	\$ 110,000
B17	Main Street Bicycle Boulevard - From Helman Street to Siskiyou Boulevard									\$ 50,000	\$ 50,000
B19	Helman Street Bicycle Boulevard - From Nevada Street to N Main Street									\$ 80,000	\$ 80,000
B26	Normal Avenue Bike Lane - From E Main Street to Siskiyou Boulevard. Coordinate with Project R19									\$ 190,000	\$ 190,000
B29	Walker Avenue Bicycle Boulevard - From Siskiyou Boulevard to Peachey Road									\$ 40,000	\$ 40,000
B31	Indiana Street Bicycle Boulevard - Siskiyou Boulevard to Oregon Street									\$ 20,000	\$ 20,000
B35	8th Street Bicycle Boulevard - A Street to E Main Street									\$ 20,000	\$ 20,000
B38	Oregon/Clark Street Bicycle Boulevard - Indiana Street to Harmony Lane									\$ 40,000	\$ 40,000
TR01	Northside Trail - Multi-use Path - From Orchid Avenue to Tolman Creek Road									\$ 2,000,000	\$ 2,000,000
B03	Nevada Street Bike Lane - From Vassant Street to N Mountain Avenue. Coordinate with Project R17									\$ 230,000	\$ 230,000
B09	Ashland Street Bicycle Boulevard - From Morton Street to University Way									\$ 30,000	\$ 30,000
B18	N Main Street Bike Lane - From Jackson Road to Helman Street									\$ 260,000	\$ 260,000
B20	Water Street Bicycle Boulevard - From Hersey Street to N Main Street									\$ 30,000	\$ 30,000
B23	Tolman Creek Road Bike Lane - From Siskiyou Boulevard to Green Meadows Way									\$ 100,000	\$ 100,000
B37	Clay Street Bicycle Boulevard - From Siskiyou Boulevard to Mohawk Street									\$ 20,000	\$ 20,000
B39	Glenn Street/Orange Avenue Bicycle Boulevard - From N Main Street to Proposed Trail									\$ 40,000	\$ 40,000
P40	Laurel Street Bicycle Boulevard - From Orange Street to Nevada Street									\$ 40,000	\$ 40,000
TR02	Multi-Use Path - From Clay Street to Tolman Creek Road									\$ 400,000	\$ 400,000
	<b>Subtotal Bicycle</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,330,000</b>	<b>\$ 4,330,000</b>
	<b>TRANSPORTATION / EID</b>	<b>\$ 1,235,000</b>	<b>\$ 256,000</b>	<b>\$ 1,557,950</b>	<b>\$ 1,081,000</b>	<b>\$ 1,630,000</b>	<b>\$ 655,000</b>	<b>\$ 3,820,000</b>	<b>\$ 450,000</b>	<b>\$ 31,817,000</b>	<b>\$ 41,010,950</b>

Impervium Sections include projects included in the Transportation System Plan



Capital Improvements Plan  
2012-2019 Construction Years

Project #	Project Description	Approved 2012-13		End of Year Expected							Unfunded	TOTAL COST
		FY13	FY13 Exp	2014-14	2014-15	2015-16	2016-17	2017-18	2018-19			
<b>Roadway</b>												
	Railroad Crossing Improvements: Oak	\$ 35,000	\$ -	\$ 35,000								\$ 35,000
	Slurry Seal Streets Per PMS	\$ 100,000	\$ 75,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000			\$ 600,000
R25	Washington Street Extension to Tolman Creek Road					\$ 1,055,000						\$ 1,055,000
R17	East Nevada Street Extension							\$ 3,050,000				\$ 3,050,000
R05	Lithia Way (OR 99 NB)/E Main Street Intersection Improvements									\$ 50,000		\$ 50,000
R06	Siskiyou Boulevard (OR 99)/Tolman Creek Road Intersection Improvements									\$ 61,000		\$ 61,000
R08	Ashland Street (OR 66)/Oak Knoll Drive-E Main Street Intersection Improvements									\$ 706,000		\$ 706,000
R40	Walker Avenue Festival Street (Siskiyou Boulevard to Ashland Street)									\$ 780,000		\$ 780,000
R19	Normal Avenue Extension									\$ 2,705,000		\$ 2,705,000
R36	N Main Street Implement Permanent Road Diet									\$ 200,000		\$ 200,000
R36	Ashland Street Streetscape Enhancements (Siskiyou Boulevard to Walker Avenue)									\$ 1,100,000		\$ 1,100,000
R38	Crown Mill Development									\$ 1,000,000		\$ 1,000,000
<b>Subtotal Roadway</b>		<b>\$ 135,000</b>	<b>\$ 75,000</b>	<b>\$ 135,000</b>	<b>\$ 100,000</b>	<b>\$ 1,155,000</b>	<b>\$ 100,000</b>	<b>\$ 3,150,000</b>	<b>\$ 100,000</b>	<b>\$ 6,602,000</b>		<b>\$ 11,342,000</b>

Transportation Sections include projects included in the Transportation System Plan

Project #	Project Description	Approved 2012-13		End of Year Expected							Unfunded	Project Totals
		FY13	FY13 Exp	FY14	FY15	FY16	FY17	FY18	FY19			
<b>Street Improvements/Overlays per Pavement Management System (Goal of \$250,000/yr)</b>												
	Overlay - N Mountain Avenue - E Main to L5			\$ 350,000								\$ 350,000
	Overlay - N Mountain Avenue - E Main to R/R Tracks			\$ 175,000								\$ 175,000
	Overlay - Wightman Street - Quiney to Siskiyou				\$ 250,000							\$ 250,000
	Overlay - Park Street - Siskiyou to End					\$ 275,000						\$ 275,000
	Overlay - Oak Street - R/R Tracks to Oaklawn						\$ 385,000					\$ 385,000
	Overlay/Partial Rebuild - N Mountain Avenue - R/R Tracks to Hersey							\$ 420,000	\$ 350,000			\$ 770,000
	Overlay - Ashland Street - Morton to Taylor									\$ 150,000		\$ 150,000
	Overlay - Nutley Street - Scenic to Winburn									\$ 125,000		\$ 125,000
	Overlay - Winburn Way - Granite to Nutley									\$ 75,000		\$ 75,000
	Overlay - Holly Street - Morton to Idaho									\$ 110,000		\$ 110,000
	Overlay - Morton Street - Iowa to Pennsylvania									\$ 85,000		\$ 85,000
	Overlay - Liberty Street - Siskiyou to Iowa									\$ 25,000		\$ 25,000
	Overlay - S Mountain Avenue - E Main to Siskiyou									\$ 350,000		\$ 350,000
	Overlay - Helman Street - N Main to Ohio									\$ 225,000		\$ 225,000
	Overlay - Ashland Street - Siskiyou to R/R Tracks									\$ 500,000		\$ 500,000
	Crown Grind/Overlay - Iowa Street - Liberty to Idaho									\$ 715,000		\$ 715,000
	Overlay/Partial Rebuild - Hersey Street - N Mountain to Helman									\$ 1,325,000		\$ 1,325,000
	Overlay/Partial Rebuild - S Mountain Avenue - Siskiyou to Prospect									\$ 660,000		\$ 660,000
	Overlay/Partial Rebuild - Ashland Street - Siskiyou to R/R Tracks									\$ 930,000		\$ 930,000
	Overlay/Partial Rebuild - Harrison Street - Siskiyou to Euclid									\$ 660,000		\$ 660,000
	Overlay/Partial Rebuild - Hargadine Street - Gresham to 1st									\$ 440,000		\$ 440,000
	Repave/Rebuild - B Street - Oak to 5th									\$ 880,000		\$ 880,000
	Repave/Rebuild - Granite Street - Nutley to Pioneer									\$ 770,000		\$ 770,000
	Repave/Rebuild - E Main - N Mountain to R/R tracks									\$ 935,000		\$ 935,000
	Repave/Rebuild - Normal Ave - Ashland St to Siskiyou Blvd									\$ 220,000		\$ 220,000
<b>Subtotal Street Improvements/Overlays</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 525,000</b>	<b>\$ 250,000</b>	<b>\$ 275,000</b>	<b>\$ 385,000</b>	<b>\$ 420,000</b>	<b>\$ 350,000</b>	<b>\$ 9,180,000</b>		<b>\$ 11,385,000</b>

Project #	Project Description	Approved 2012-13		End of Year Expected							Unfunded	Project Totals
		FY13	FY13 Exp	FY14	FY15	FY16	FY17	FY18	FY19			
<b>Local Improvement Districts</b>												
Note: Costs shown are total project costs, City portion varies												
	Pavement plus; Fielder Street Local Improvement District (Indiana to End)									\$ 130,000		\$ 130,000
	Pavement plus; Waterline Road Local Improvement District									\$ 400,000		\$ 400,000
	Pavement plus; Clay Street Local Improvement District									\$ 1,000,000		\$ 1,000,000
	Miscellaneous Local Improvement Districts									\$ 200,000		\$ 200,000
<b>Subtotal Local Improvement Districts</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,730,000</b>		<b>\$ 1,730,000</b>