

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 16, 2019

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: April 18, 2019
- IV. **PUBLIC FORUM** (6:05-6:20)
- V. **NEW BUSINESS**
 - A. 2nd Street Loading Zone Request (6:20-6:40, action required, review and make a recommendation to the Director of Public Works on possible implementation of a 15 minute loading zone on 2nd Street)
 - Review request by Winchester Inn to provide a 15 minute loading zone on 2nd Street adjacent to the property.
 - B. Election of Chair and Vice Chair (6:40-6:55, action required, elect a new chair and vice chair)
- VI. **OLD BUSINESS**
 - A. Bicycle and Pedestrian Countermeasure Investigation (6:55-7:30, action required, review and select five sites for additional site investigation and potential countermeasure improvements)
 - Review bicycle and pedestrian crash data outside of downtown corridor and determine five (5) sites for additional site inspection and analysis for potential countermeasure improvements
 - B. Traffic Calming Program (7:30-8:00, action required, define traffic calming program outline and next steps)
 - Discuss outline of traffic calming program outline and develop next steps
- VII. **TASK LIST** (If time allows)
 - A. Discuss current action item list
- VII. **FOLLOW UP ITEMS**
 - A. ADA Transition Plan
- VIII. **INFORMATIONAL ITEMS** (If time allows)
 - A. Accident Reports
 - B. Bicycle Map Development
- IX. **COMMISSION OPEN DISCUSSION** (If time allows)
- X. **FUTURE AGENDA TOPICS**
 - A. Transportation System Plan Update-scope development (June)
 - B. MUTCD 4-way stop sign training
 - C. Crosswalk Policy
- XI. **ADJOURNMENT:** 8:00 PM

Next Meeting Date: June 20, 2019 Meeting

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

**CITY OF
ASHLAND
Transportation Commission**
Contact List as of May 2019

Name	Title	Telephone	Mailing Address	Email Address	Expiration of Term
Vacant					4/30/2018
Joe Graf	Commissioner	541-488-8429	1160 Fern St.	jlgrtrans15@gmail.com	4/30/2021
Corinne Viéville	Commissioner	541-488-9300 or 541-944-9600	805 Glendale Ave.	corinne@mind.net	4/30/2019
Derrick Claypool-Barnes	Commissioner	503-482-9271	1361 Quincy St #6F	dorkforest@gmail.com	4/30/2021
Linda Peterson Adams	Commissioner	541-554-1544	642 Oak St	gardengriotashland@gmail.com	4/30/2022
Katharine Danner	Commissioner	541-482-2302	1289 Munson Dr	ksd@mtashland.net	4/30/2022
Bruce Borgerson	Commissioner	541-488-5542	209 Sleepy Hollow Dr	wave@mind.net	4/30/2020

Non-Voting Ex Officio Membership

Paula Brown	Director, Public Works	541-488-5587	20 E. Main Street	paula.brown@ashland.or.us	
Julie Akins	Council Liaison		20 E. Main Street	julie@council.ashland.or.us	
Brandon Goldman	Planning Department	541-488-5305	20 E. Main Street	goldmanb@ashland.or.us	
Steve MacLennan	Police Department	541-552-2433	20 E. Main Street	maclenns@ashland.or.us	
Vacant	SOU Liaison	541-552-8328	1250 Siskiyou Blvd		
Dan Dorrell, PE	ODOT	541-774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Edem Gómez	RVTD	541-608-2411	3200 Crater Lake Av 97504	egomez@rvtd.org	
Jenna Stanke	ODOT	541-774-5925	100 Antelope Rd WC 97503	Jenna.MARMON@odot.state.or.us	
David Wolske	Airport Commission			david@davidwolske.com	
Vacant	Ashland Parks				
Vacant	Ashland Schools				

Staff Support

Scott Fleury	Deputy Public Works Director	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	
Taina Glick	Administrative Assistant	541-552-2427	20 E. Main Street	taina.glick@ashland.or.us	

**ASHLAND TRANSPORTATION COMMISSION
MINUTES
April 18, 2019**

These minutes are pending approval by this Commission

CALL TO ORDER:

Borgerson called the meeting to order at 6:05 p.m.

Commissioners Present: Bruce Borgerson, Joe Graf, Derrick Claypool-Barnes, Corinne Vièville

Commissioners Absent: None

Council Liaison Absent: Julie Akins

Staff Present: Scott Fleury, Taina Glick, Steve MacLennan

ANNOUNCEMENTS

None

CONSENT AGENDA

Approval of Minutes: March 21, 2019. Graf/Vièville motion/seconded. All ayes. Minutes approved as presented.

PUBLIC FORUM

None

Vièville motioned to change future meeting time to 5:00 – 7:00. She explained difficulty in securing a ride home from meetings utilizing available transit. Commissioners discussed and offered to provide transportation after meetings to Vièville. Motion withdrawn by Vièville.

NEW BUSINESS

Bicycles & Pedestrian Countermeasure Investigation

Fleury introduced commissioners to a traffic accident map that can be filtered to isolate data. Commissioners discussed various locations to consider and will come to next meeting with 5 specific locations to investigate. Link to map was emailed to Commissioners.

Transportation Growth & Management Grant-Revitalize Downtown technical advisory group

Claypool-Barnes is interested in being appointed. No other commissioners are interested. Claypool-Barnes appointed. Fleury described the makeup of the group and expectations. Graf expressed concern about the proposed makeup of the TAC and felt that parties who utilize the area as customers should be included. Vièville stated her belief that the disabled community is under-represented throughout the City. Vièville expressed interest in being a citizen member of the TAC. Fleury will discuss Commissioner concerns with Paula Brown.

OLD BUSINESS

Traffic Calming Program

Fleury explained the process he would like Commissioners to consider when establishing an outline of the traffic calming program. Commission queried staff. Fleury sought recommendations for initial draft. Suggested scope:

- Any type of roadway
- 2 phase process

After extensive debate among Commissioners, the consensus of the group is to expand the scope of the program and continue this discussion at the next meeting. Fleury will draft an overview and application process to discuss at the next meeting.

**ASHLAND TRANSPORTATION COMMISSION
MINUTES
April 18, 2019**

These minutes are pending approval by this Commission

TASK LIST

None

FOLLOW UP ITEMS

None

INFORMATIONAL ITEMS

Accident Report

MacLennan briefly described the contents of the accident report. Fleury inquired about a right turn into a cyclist at Lithia Way and 1st St. MacLennan indicated that clarification from the responding officer was needed before commenting on that accident. MacLennan clarified regulations related to cyclists passing vehicles.

COMMISSION OPEN DISCUSSION

None

FUTURE AGENDA TOPICS

Election of Chair and Vice Chair (May)

Transportation System Plan update - scope development (June)

MUTCD 4-way stop sign training

Crosswalk Policy

ADJOURNMENT: 8:02 pm

Respectfully submitted,

Taina Glick

Public Works Administrative Assistant

Memo

CITY OF
ASHLAND

Date: May 1, 2019
From: Scott A. Fleury
To: Transportation Commission
RE: 2nd Street Loading Zone Request-Winchester Inn

BACKGROUND:

City staff were contacted by representatives from the Winchester Inn regarding the possibility of installing a 15-minute loading zone adjacent to their property on 2nd Street. Staff informed them of a typical process for requesting a loading zone, which include:

1. Make a formal request to Public Works for installation of a loading zone
2. Public Works to scheduling a public hearing at the Transportation Commission
3. Discussion by Commission and recommendation to Director of Public Works
4. If recommended, then staff will implement the loading zone
5. Invoice requesting party for work (time/materials for sign and striping)

Staff informed the Winchester Inn if the loading zone was approved in public right of way it would be available for use by any individuals and not for exclusive use. In addition, enforcement would only be available on a complaint driven basis until such time as timed parking is established throughout the whole of the downtown corridor and Diamond Parking's enforcement boundary is increased.

Staff has notified all adjacent properties along 2nd Street from Main to Hargadine regarding the hearing at Commission and solicited written and oral input.

The formal request letter from the Winchester Inn is attached.

CONCLUSION:

Commission should take public input if any on the request and formalize a recommendation to the Director of Public Works.

The Winchester
Inn Restaurant Bar

April 21, 2019

To: Public Works Department
Attn: Scott Fleury

Hello,

The Winchester Inn LLC is requesting the city look at the possibility of installing a timed loading zone in front of the hotel at 35 S 2nd Street.

We are trying to address the congestion of traffic in front of the hotel during the high season. Guests of the hotel will double park in order to check in and we think a loading zone would help to alleviate the problem.

Thank you for your consideration.

Rebecca Doran



General Manager
The Winchester Inn LLC
541-488-1113

35 South Second Street Ashland Oregon 97520
541-488-1113

Memo

CITY OF
ASHLAND

Date: May 1, 2019
From: Scott A. Fleury
To: Transportation Commission
RE: Election of Officers

BACKGROUND:

Ashland Municipal Code (AMC) 2.10.050 Details the requirements for election of officers.

“At its first meeting following the appointment or reappointment of members each year, the advisory commission or board shall elect a chair and a vice-chair who shall hold office at the pleasure of the advisory body. Neither the chair nor vice-chair shall serve as an officer for more than three consecutive annual terms. Without the need for an appointment, the head of the City Department staffing the commission, committee or board shall be the Secretary and shall be responsible for keeping an accurate record of all proceedings. The Department head may delegate such tasks to a staff liaison. Subcommittees may be formed for the purpose of gathering information and forming a recommendation to be brought forward to the full advisory body. Only the full body can make recommendations to the City Council. Subcommittees must comply fully with the requirements of Oregon Public Meetings law”.

Commission re-appointments through Council generally occur in April each year thus requiring each commission to appoint new chairs and vice chairs at the May meeting.

CONCLUSION:

Commission should discuss and motion to elect a new chair and vice chair to precede over the next 12 months of meetings.

Memo

CITY OF
ASHLAND

Date: May 1, 2019
From: Scott A. Fleury
To: Transportation Commission
RE: Intersection Analysis

BACKGROUND CONTINUED:

At the April 18 Commission meeting the group discussed ways to identify five (5) intersections for further analysis. Staff provided a couple of maps showing bike/ped/auto accidents from 2014-2018 and navigated the City's online web application showing accident locations that can be filtered by year and type. Staff expressed interest in adding additional filter levels to the accident database application and will work with Geographic Information System (GIS) staff to add features.

The Commission was interested in exploring the application themselves outside of meeting time and visiting sites of interest in order to continue the discussion at the May meeting and then formally develop the five (5) sites for further exploration.

CONCLUSION:

The Commission should work to develop a consensus on action #1 associated with the approved goal to begin the analysis phase.

Action #1

- Review citywide accident data, discuss with staff (public works/police) and select five crash sites

Action #2

- Once sites are selected public works staff to coordinate with Traffic Engineer and police to perform a formal review of data (accidents, traffic volumes, site conditions) and then document information for future Commission discussion

Action #3

- After formal review is complete public works staff to compile report for Commission discussion to select top three priorities. Cost estimates for countermeasures to be included in discussion. Commission to recommend to Public Works Director implementation of top three priorities for countermeasure improvements with budget biennium.

Action #4

- Public Works to schedule and contract or self-perform countermeasure work.

BACKGROUND April 18th, 2019

The Transportation Commission previously defined a 2019 goal for the review, analysis and development of countermeasures with respect to five defined bicycle/pedestrian crash sites outside of the downtown core. The downtown core will be analyzed for safety concerns through the TGM grant project. ODOT will be conducting traffic counts and performing a level of stress analysis for bicyclists and pedestrians as part of the project analysis.

Goal 4: Implement countermeasures at three locations where crashes involve bicycles or pedestrians and automobiles.

Actions:

1. Review data and select five crash sites to investigate
 - a **Maps are attached for reference-time period 2014-2018 (bike/ped/auto)**
2. Work with a traffic engineer and police to examine the data, visit the sites and develop potential countermeasures
3. Select top three priorities and identify funding for countermeasures
4. Implement short term countermeasures
5. Develop implementation strategies for longer term or more costly countermeasures

Memo

CITY OF
ASHLAND

Date: May 1, 2019
From: Scott A. Fleury
To: Transportation Commission
RE: Traffic Calming Program Outline Development

BACKGROUND CONTINUED:

At the April 18 meeting the Commission discussed an outline for the Traffic Calming Program and came to consensus on the following items:

1. All roadways are eligible
2. Problems to address
 - a. Speeding
 - b. Cut-through traffic
 - c. Safety Improvements
 - d. Vegetation/Vision Clearance Improvements

Public Works staff has started to draft the program based on the initial conversation with the Commission and it is attached for discussion. The discussion involved potentially increasing the scope of what was initially defined as a neighborhood traffic calming program to a traffic calming and safety improvement program. Many of the elements potentially could remain the same with respect to the process and improvement phases discussed at the April 18th meeting.

CONCLUSION:

Commission should continue to discuss the program and attached draft created by staff with the goal to formalize a draft program by September.

Background April 18, 2019:

The Commission has a defined goal and subsequent actions to formally develop and complete work on a traffic calming program. Informal work was begun previously with respect to review of other traffic calming programs employed by municipalities.

Goal 3: Complete Traffic Calming Program document

Actions:

1. Review templates and examples; develop program sections for PW approval
2. Set aside time to review program section by section during commission meetings
3. Complete draft by September 2019.

Traffic Calming Program Outline Development Process

Staff would like to coordinate the development of a formal outline for the program with the Commission. Once a formal outline is developed staff can draft specific chapters/sections for the

program and include on Commission agenda for continued discussion and refinement. Staff has included three other municipal traffic calming programs as examples for reference.

In staffs research general traffic calming programs include the following elements:

1. Outline/Overview of program
2. Application process, time for review and ranking criteria
3. Analysis phase including ranking project via established criteria
4. Phase 1-passive measures (education, enforcement, other)
 - a. Analysis on effect of passive measures
5. Phase 2 active measures (construction of physical improvements)
 - a. Analysis on effect of active measures

Section 1: Traffic Calming Program Overview

1. Define problems the City's traffic calming program should address, typical traffic calming programs address the following:
 - Speeding
 - Cut-through traffic reduction
 - Vegetation/Vision clearance
 - Accidents reduction-Safety (auto/bike/ped)
 - Other?
- Things to consider:
- What issues have we heard about during commission meetings?
 - What issues have been brought to the attention of public works in the past?
 - What issues were defined during our public process in January 2018?
 - Does the program only extend to residential roads-low volume or should it extend to all roadways within the City?

Section 2: Application Process and Timelines

1. Define how a neighborhood can apply to program.
 - a. How many residents/households needed as part of application process
 - b. Formal petition with described project boundary
 - c. Phase 1 different than Phase 2 for residential support (monetary assessments)
2. Define schedule for activities
 - a. Analysis phase-data collection
 - b. Rank project against developed criteria
 - c. Public meeting to discuss outcomes
 - d. Determination if applicable for phase 1 improvements
 - e. Phase 1 implementation
 - i. Phase 1 post analysis
 - ii. Determination if phase 2 is warranted
 - f. Phase 2 Implementation
 - i. Phase 2 post analysis

- Things to consider:
- Development of criteria for evaluation, what will be the requirements....85th percentile, ADT, others?
 - How to rank and score criteria as part of evaluation?

- Should there be a resident survey to gain insight of issues from their perspective?
- What percentage of neighbors must agree on the solution?
- How will those percentages be documented?
- How will public works verify the problem?
- What if the data doesn't align with neighbors' perceptions?
- How will neighborhoods that qualify for improvements be prioritized?

Section 3: Phase 1 & Phase 2

1. Tools that can be employed in a comprehensive traffic calming program
 - a. Phase 1-Passive approach
 - i. Education
 - ii. Enforcement (radar trailer)
 - iii. Engineering
 - iv. Signage
 - v. Striping (street mural program link)
 - b. Phase 2-Active approach
 - i. Curb bumpouts
 - ii. Speed cushion
 - iii. Median
 - iv. Chicane
 - v. Permanent radar sign
 - vi. Traffic Circle
 - vii. Entry treatments
 - viii. Other as approved by engineer
- Things to consider:
- What new strategies could be used?
 - How will tools be chosen? Will residents choose them? Will a traffic engineer need to review them?
 - Will a plan be required and engineered? If so, at what point do we need a plan, vs when we could paint a curb or crosswalk? What triggers a plan?
 - How will success of tools or strategies be assessed?

Finalizing the Program

- Things to consider:
- Who will write the document(s)?
 - Will there be any public engagement before it is finalized? If so, what, how, when?

Policy Development: Funding-decide what sort of budget is available to address issues

- Things to consider:
- Where will the money come from?
 - Should residents be assessed?
 - If so, what won't they have to contribute to? In other words, what will public works or enforcement do without charge?
 - When will city funds be available, and how much will it be per year?
 - What is the maximum allowable per program request?

City of Ashland Traffic Calming and Safety Improvement Program

DRAFT

Insert Photo

Acknowledgements

City of Ashland Council

Mayor John Stromberg

Dennis Slattery

Rich Rosenthal

Stef Seffinger

Tonya Graham

Julie Akins

Stephen Jensen

City of Ashland Transportation Commission

Joseph Graf

Bruce Borgerson

Derrick Claypool

Corrine Vievielle

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Section 1: Introduction

Section 1.1 Traffic Calming and Safety Improvement Program Overview

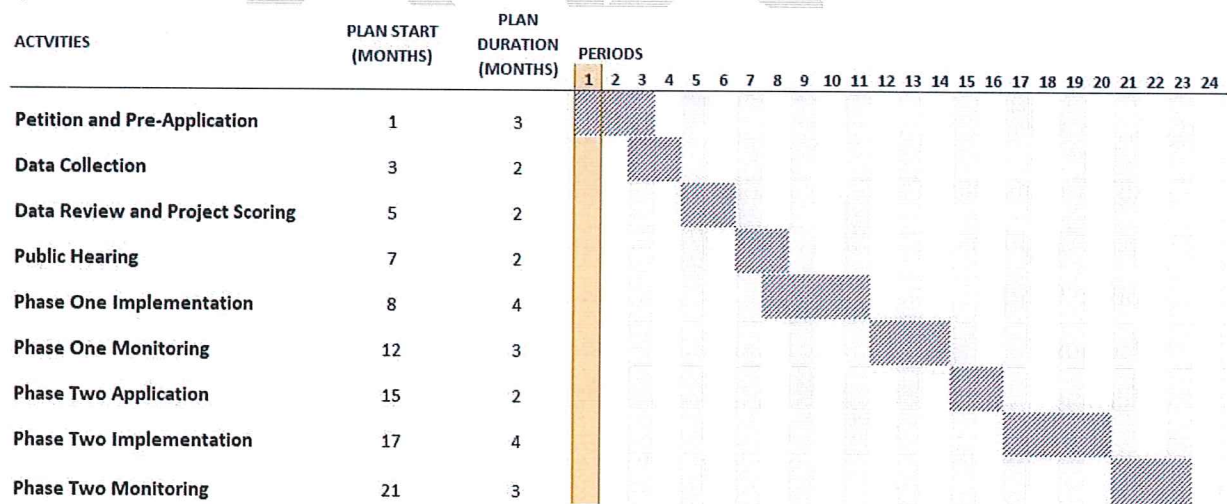
The City of Ashland’s traffic calming and safety improvement program is part of the City’s commitment to the safety and livability of our neighborhoods and shall incorporate the goals, policies and objectives of the City’s comprehensive plan. The program is a collaborative effort of City staff and residents to reduce the impacts of traffic and provide for a safe roadway network for all users. Through active participation by area residents, the City can identify the problem, plan the approach, implement solutions and evaluate the effectiveness.

The program is open to all roadways within the City and works in two distinct phases. The first phase focuses on passive and less restrictive measures like educational outreach, pavement marking, signage and enforcement. If phase one does not prove effective in meeting the defined goals for traffic calming or safety improvement, then a project can move to phase two. Phase two is for engineering and construction of physical treatments to address the defined problem.

Section 1.2 Program Timelines

Figure 1 shows the general timeline for activities for the City’s traffic calming and safety improvement program. Overall timeline can be effected by staff availability and scheduling of public meetings.

Figure 1:



Section 2: Project Request and Review Process

Section 2.1: Petition & Pre-application Process

The petition and pre-application process is meant to create neighborhood support for potential traffic calming and safety program implementation within a neighborhood or project area. The petition and pre-application is attached as Appendix A.

The petition and pre-application requires a minimum of five (5) adult signatures* from distinct addresses within the neighborhood that sign in favor of entering into the traffic calming and safety program. The application also requires summary details of the issues encountered within the neighborhood.

Once a verified petition is submitted to Public Works Engineering the City will define the initial study area and begin data collection.

The study area will be initially influenced by street system configuration, location of schools, hospitals, business centers. Data collection within the study area will include, review of accident reports and capturing speed and traffic volumes.

*Signature must be from resident who has property rights control over distinct address.

Section 2.2: Phase One Project Ranking and Acceptance

The City of Ashland has established minimum criteria for phase one improvements that must be met in order to proceed forward. Data from the collection phase will be used to score and rank the project.

Criteria	Definition	Value	Points
Average Daily Traffic (ADT)	Traffic volume over a 24-hour period	<500	0
		500-1000	1
		1000-1500	2
		1500-2000	3
		2000-3000	4
		>3000	5
85 th Percentile Speed	The speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions	1-2	1
		3-4	2
		4-5	3
		5-6	4
		>6	5
Accidents	Number of reported accidents, correctable by traffic calming on the project street within the last 5 years	1	1
		2	2
		3	3
		4	4
		>5	5
Pedestrian Generators	Public and private facilities on or near the project street, such as schools, parks, community houses, senior housing, etc., which generate a substantial amount of pedestrian traffic	<1 mile	1
		¾-1 mile	2
		½ - ¾ mile	3
		¼ - ½ mile	4
		< ¼ mile	5

Bus Stops	Access to transit within ¼ mile of project street	< ¼ mile	1
Sidewalks	Existing facilities	No sidewalk	5
		Sidewalk 1 side	2
		Sidewalk both sides	0
Bicycle Facilities	Existing Facilities	No bike facilities	2
Neighborhood/Public Support			

Section 2.3: Phase One “Neighborhood Meeting”

Phase one begins once the project is ranked and the need for traffic calming and safety improvements are verified. Public Works will verify if the minimum criteria are met to proceed forward with any phase one actions. If the project fails to meet the minimum established criteria it will not move forward to phase one solutions.

Resident support for a traffic calming and safety program is inherent to its success. In order to develop full support and consensus on project goals and potential solutions a public hearing will be held by the Transportation Commission at one of their regularly scheduled meeting times. The public hearing will consist of a report prepared by Engineering staff, public input from neighborhood residents and then discussion by the Commission. Based on all information provided and discussion the Commission can recommend to the Director of Public Works potential phase one solutions for implementation.

Section 2.4: Phase One Solutions

The list below represents potential passive traffic calming measures that can be implemented with neighborhood support.

Traffic Safety Campaign

An information letter is prepared by the City and mailed to residents within the study area. The letter explains traffic volumes and speeds captured during data collection. The informational packet will also contain traffic calming features, traffic laws and bicycle and pedestrian safety information. The goal is to heighten traffic safety awareness within the project area.



Signage

The addition of appropriate signage shall be considered. Signage could include the addition of speed limit signs, parking restrictions, pedestrian and bicyclist



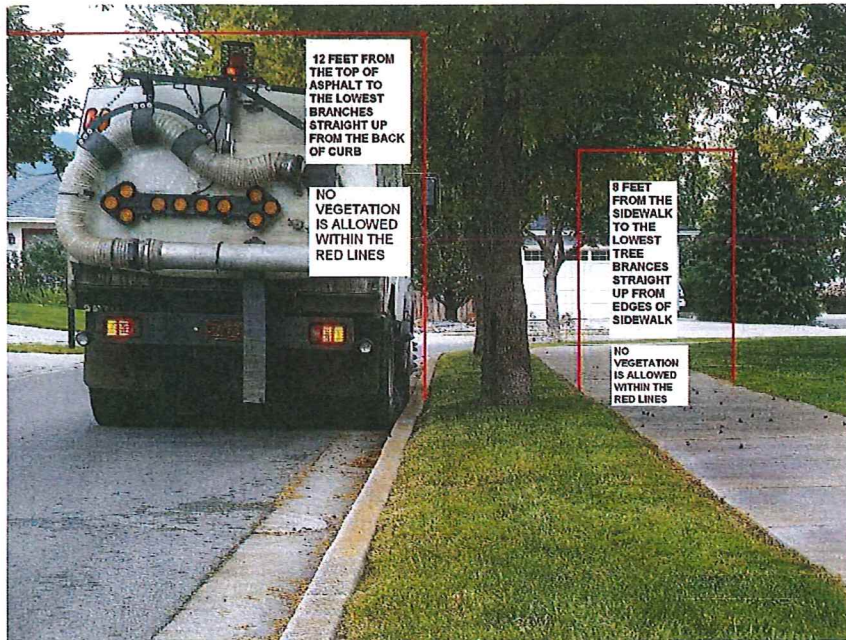
Pavement Markings

The addition of pavement markings shall be considered. Markings can include centerlines, fog lines, identification of crossings and speed limits.



Vegetation and Vision Clearance

Vegetation removal that obscures site distance and lines can create a hazardous situation and shall be considered for phase one improvements. Removal shall be done by either homeowners or City forces depending on property ownership.



Police Enforcement

Ashland Police Department can due targeted enforcement within study area



Radar Speed Trailer

The Ashland Police Department can located a portable trailer mounted radar unit that detects vehicular speed and displays it on a digital reader board. The shows the drivers actual speed vs. the posted speed limit. The unit employed by the City of Ashland also collects drivers speeds and volumes that can be compared to the previously collected information.



Other

As transportation network solutions evolve so to can traffic calming and safety improvements. Other solutions may be brought to light during the analysis and public hearings that can be implemented and will not be disregarded if not specifically mentioned within this document.

Monitoring

After approved phase one activities have been implemented the City will monitor changes in driver behavior including speed and accident reduction. The monitoring phase will begin 4-6 months after the end of phase one activities.

Section 2.4: Phase Two

Lack of progress in meeting the goals of the traffic calming and safety program with phase one implementation can lead to potential phase two active improvements. Phase two installations can be considered “pilot” or final in place solutions depending on the evolution of phase two.

Phase two begins

Curb Extensions

Speed Cushions

Traffic Circles

Medians

Chicanes

Entry Treatments

Stationary Radar Signs

Diverters

Turn Restrictions

Appendixes

Appendix A: Petition & Pre-application

CITY OF ASHLAND

Transportation Commission Action Item List

May 16, 2019

Action Items:

1. Super Sharrow analysis for downtown **(no change)**
2. TSP Update and Internal Circulator Feasibility Analysis
 - g. Nelson Nygaard presented technical memo #2 to the Transportation Commission at the October 18, 2018 regular meeting
 - h. RVTD will present update on their long term 2040 master plan update and statewide transportation improvement funds that will be available for enhanced transit in the region at the November 15, 2018 regular meeting.
 - i. Nelson Nygaard will present technical memo #3 and complete findings to the Transportation Commission at the December 20, 2018 regular meeting
 - j. Staff presented a request to City Council for a letter of support for a micro-transit demand response pilot project grant to be submitted by RVTD. Council approved providing a letter of support. (January 2019)
 - k. RVTD applied for micro-transit grant, outcome should be known by August 2019**
3. Main St. Crosswalk truck parking **(no change)**
4. Citizen request for speed and volume analysis on Bellview along with traffic calming for right hand turn movements onto Bellview from Siskiyou Blvd. **(no change)**
5. Siskiyou Blvd. and Sherman St. intersection issues
6. Iowa St. safety concerns
 - k. 4-way stop and crossing striping installed at the Garfield and Iowa St. intersection. Additional curb striping to occur at intersections of Avery and Bridge to increase crossing site distance. Staff still looking at installing a marked crosswalk at these locations with appropriate lighting and signage.**
 - l. Staff has applied for a safe routes to school grant for sidewalk sections that merge into Iowa St. Iowa St. is not listed in TSP as a priority project and should be amended to include Iowa St. as a priority safe routes to school sidewalk infill project.**
 - m. Staff was recently informed the grant application for safe routes to school sidewalk projects**

was not successful.

7. Traffic Calming Policy Development
 - a. *The Commission has identified a 2019 goal of working with staff to develop the formal policy.*
8. Siskiyou Blvd. and Tolman Creek Intersection Improvements
 - a. The Oregon Department of Transportation removed median island and restriped Tolman Creek portion of intersection to allow for better right hand turning truck movements.
 - b. *The Oregon Department of Transportation is also looking at curb ramp design changes to the intersection (January 2019).*
9. Crosswalk Policy Development (**no change**)



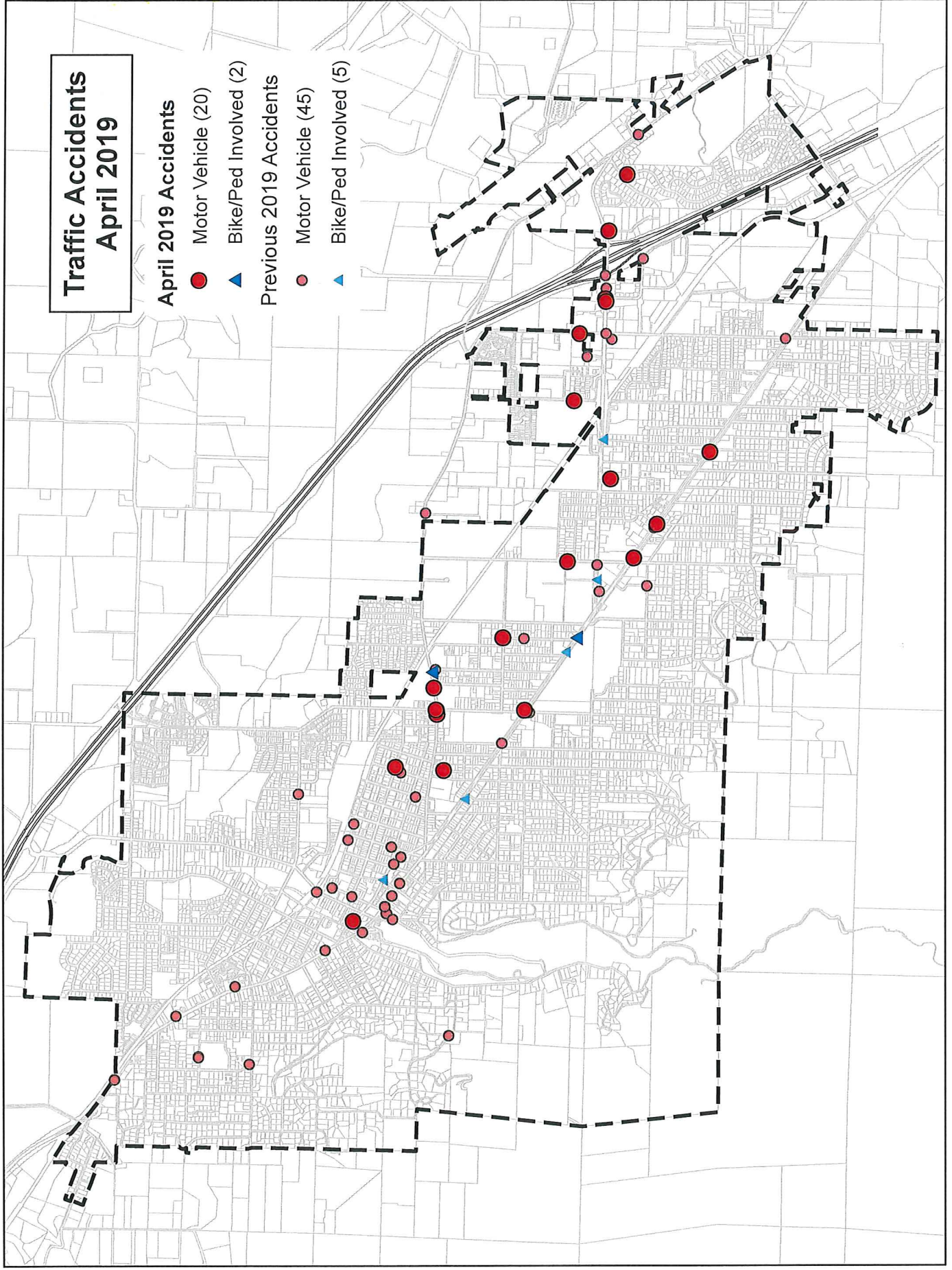
Traffic Accidents April 2019

April 2019 Accidents

- Motor Vehicle (20)
- ▲ Bike/Ped Involved (2)

Previous 2019 Accidents

- Motor Vehicle (45)
- ▲ Bike/Ped Involved (5)



MOTOR VEHICLE CRASH SUMMARY

MONTH: APRIL 2019

NO. OF ACCIDENTS: 22

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	2	10:41	Tue	Clay Street near Birchwood	2	N	N	P	N	Y	Y	Y	N	N	Dv2 pulled made a right turn from a driveway onto Clay St, crashing into v1. Dv2 cited failure to yield right of way.
R	2	11:47	Tue	Dewey St near E Main St	2	N	N	N	N	Y	Y	Y	N	N	Dv2 ran into parked V1. Dv2 cited for failure to maintain lane and driving uninsured.
R	3	11:39	Wed	B St near Seventh St	2	N	N	N	N	N	Y	Y	N	Y	Dv2 opened door into traffic as Dv1 was passing by, striking v2. Non injury, over \$2500 damage.
R	4	7:20	Thur	Siskiyou Blvd near Terra Av	1	N	N	N	Y	Y	Y	Y	N	N	Driver ran into utility pole, totalling vehicle. Dv1 cited for DUII, Reckless Endangerment and Criminal mischief.
R	5	10:33	Fri	Tolman Creek Rd near Ashland St	2	N	N	N	N	N	Y	Y	N	N	Dv1 was travelling south in right of way when dv2 pulled out from parking lot causing collision. No citation.
R	9	15:55	Tue	E Main St at Garfield St	2	Y	N	N	N	Y	Y	N	N	N	Dv1 stopped for a ped crossing in the crosswalk and was rearended by v2. Dv2 cited for following too close.
NR	11	10:30	Thur	Siskiyou Blvd near Harmony Lane	2	N	N	N	N	N	N	N	N	N	V1 was rearended by v2. Information was exchanged. non reportable.
R	11	22:48	Thur	Lithia Way near Helman St	2	N	N	N	N	Y	Y	Y	N	N	Dv1 made a lane change and struck v2. Dv1 cited for unsafe lane change.
NR	12	16:09	Fri	Sherwood St near Ashland St	2	N	N	N	N	N	Y	N	N	Y	Dv1 was backing and backed into the front bumper of parked v2. very minor damage. No citation.

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
NR	13	U	Sat	S Mountain Av near E Main St	2	N	N	N	N	N	N	N	N	N	Dv1 was turning left onto E Main St and was side swiped by v2. Information exchanged. Accident report was not filed until 4/15
R	14	18:56	Sun	Clover Lane near Ashland St	2	N	N	N	N	N	Y	Y	N	N	V1 was stopped at stop sign waiting to pull onto Ashland Street and was rearended by dv2. No citation.
R	16	10:04	Tue	Iowa St at Bridge St	2	N	N	N	N	N	Y	Y	N	N	Dv1 sideswiped parked v2. Information exchanged.
R	16	15:20	Tue	Ashland St at Washington St	2	N	N	P	N	N	Y	Y	N	N	Dv2 entering street turning left struck passing V1. No citation
R	17	17:20	Wed	E Main St near S Mountain Av	2	N	N	N	N	N	Y	N	N	N	Dv1 was stopped in traffic waiting for a light to change when rearended by v2. Dv2 was warned for following too closely.
R	19	10:25	Fri	E Main St near Lincoln St	2	N	N	P	N	Y	Y	Y	N	N	Dv1 was stopped behind another vehicle that was waiting to make a left turn. Dv2 rearended v1 and was cited for following too close.
R	22	17:25	Mon	Ashland St near Washington St	2	N	N	N	N	Y	Y	Y	N	N	Dv1 was stopped in traffic when rearended by v2. Dv2 cited for following too close.
R	23	11:04	Tue	Siskiyou Blvd near Bridge St	2	Y	N	P	N	Y	Y	Y	N	N	Dv1 stopped for a ped in the crosswalk and was rearended by v2. Dv2 cited for following too closely.
NR	24	8:37	Wed	E Main St at N Mountain Av	2	N	N	N	N	N	Y	N	N	N	Dv2 entered intersection on a red light and crashed into v1. Dv2 admitted fault. No citation, minor damage, non reportable.
R	25	12:38	Thur	Siskiyou Blvd near Walker Av	2	N	N	N	N	N	Y	Y	N	Y	Dv1 attempted to go around v2 (City street sweeper) and pulled back in too soon, clipping the street sweeper. Info exchanged.
R	25	16:00	Thur	Siskiyou Blvd near S Mountain Av	2	N	N	N	N	Y	Y	N	N	N	Dv2 stopped as traffic to the front stopped. Dv1 did not have time to react. Dv1 cited for following too close.

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	27	14:27	Sat	Oak Knoll Dr near Spring Creek Dr	2	N	N	P	N	Y	Y	Y	N	N	Dv1 was distracted by cell phone and ran into parked car. Dv1 cited for unlawful cell phone use.
R	30	10:16	Tue	Walker Av at Webster St	2	N	N	N	N	N	Y	Y	N	N	Dv2 pulled into the travel lane from a parallel parking stall, striking v1 as it was passing by. Extensive damage, no citation.