

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**

**June 16, 2022**

### **AGENDA**

- I. **CALL TO ORDER:** 6:00 PM, Meeting held virtually via Zoom
- II. **ANNOUNCEMENTS**
- III. **CONSENT AGENDA**
  - A. Approval of Minutes: April 21, 2022
- IV. **PUBLIC FORUM** (6:05-6:20)
  - A. Public Forum-if you wish to speak during public forum please register with [Scott.fleury@ashland.or.us](mailto:Scott.fleury@ashland.or.us) by 10am June 15<sup>th</sup>.
  - B. If you wish to provide public comment or discuss an agenda item please contact [Scott.fleury@ashland.or.us](mailto:Scott.fleury@ashland.or.us) by June 15<sup>th</sup> by 10am to register to participate. Written comments can also be submitted in the same time frame.
  - C. If you are interested in watching the meeting via Zoom please utilize the following link: <https://zoom.us/j/96703647546>
- V. **CRASH REPORT** (6:20-6:30)
- VI. **NEW BUSINESS**
  - A. Bicycle and Pedestrian Subcommittee Presentation (6:20-7:00 action required, review subcommittee work and near miss web application tool)
- VII. **OLD BUSINESS**
  - A. Traffic Calming – Petition Signature Requirements (7:00-7:20, action required, discuss petition signature requirements for program).
  - B. Traffic Calming Program Public Outreach (7:20-7:45, action required discuss strategy for outreach and informing public of program).
- VIII. **TASK LIST** (If time allows)
  - A. Discuss current action item list
- IX. **FOLLOW UP ITEMS**
  - A. None
- X. **INFORMATIONAL ITEMS** (If time allows)
  - A. Transportation System Plan Update
  - B. Ashland Street Rehabilitation
  - C. North Mountain Street Rehabilitation
  - D. Faith Avenue Traffic Calming
  - E. Safe Routes To School – Project Identification Grant
    - a. Bellview School ODOT Project
- XI. **COMMISSION OPEN DISCUSSION** (If time allows)
- XII. **FUTURE AGENDA TOPICS**
  - A. 2022 In-Person Meeting Discussion
  - B. Planning Department Presentation
  - C. Crosswalk Policy

XIII. **ADJOURNMENT:** 8:00 PM

**Next Meeting Date: July 21, 2022 Meeting**

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please email [scott.fleury@ashland.or.us](mailto:scott.fleury@ashland.or.us). Notification 72 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 1).

**CITY OF  
ASHLAND**



# ASHLAND TRANSPORTATION COMMISSION

## MINUTES

April 21, 2022

### **SAF CALL TO ORDER: 6:00pm**

**Commissioners Present:** Mark Brouillard, Joe Graf, Corinne Vièville, Linda Peterson-Adams, Katharine Danner, Derrick Claypool-Barnes, Holly Christiansen

**Commissioners Not Present** None

**Council Liaison Present:** Paula Hyatt

**Staff Present:** Scott Fleury, Elizabeth Beckerich

**Guests Present:** Jenna Marmon

### **ANNOUNCEMENTS**

Starting in April there will be a 4-month campaign for wildfire preparedness. For more information visit [fireadaptedashland.org](http://fireadaptedashland.org).

The Rogue Valley Bike Swap will take place from 12:00pm to 2:30pm on Saturday April 30<sup>th</sup> at The Grove at 1195 East Main St.

Katharine Danner has resigned. Peterson-Adams remarked that Danner's wit, calming influence, and clear and concise comments in discussions will be missed.

### **CONSENT AGENDA**

***Danner motioned to move forward with the minutes for last month as written. Christiansen seconded. Motion approved.***

### **PUBLIC FORUM**

Bret Miller from 311 North Mountain Ave requested a crosswalk for people to cross Mountain Avenue to get to Mountain Park, as there is a lot of pedestrian and bicycle traffic. Miller stated that a beacon for the crosswalk would also be ideal as people drive fast down that street and it's a blind corner from Hersey St. Peterson-Adams thanked Miller for his comments and explained to them the North Mountain rehabilitation project, which will affect North Mountain from East Main to I-5.

### **CRASH REPORT**

Peterson-Adams stated she spoke with Chief Tighe O'Meara about the lack of citations for people who rear-end others in traffic. Chief O'Meara stated he hadn't heard anything from officers regarding traffic related changes and that officers use their discretion when issuing citations based on severity of crashes. Chief O'Meara stated that he welcomes discussion and opinions. Graf expressed concern about how inconsistent this may look to the public.

Fleury stated there has been an increase in accidents lately, general ones and more severe ones. For example a semi-truck flipped turning right onto Ashland Street and a bicyclist may have been involved.

### **NEW BUSINESS**

#### **Oregon Department of Transportation (ODOT) Project Updates**

Jenna Marmon, the ODOT liaison, presented a power point detailing current ODOT projects, and seconded the comments of Bret Miller from the Public Forum.

ODOT is currently executing the Ramp Project which will update 30,000 ADA ramps in the ODOT system. They will also update crossings, add signage on Nursery Street about stopping for pedestrians in the crosswalk, and will be adding a flashing beacon and a crosswalk at Van Ness. At both North Main Street and Siskiyou Boulevard there are

# ASHLAND TRANSPORTATION COMMISSION

## MINUTES

April 21, 2022

places where four-way intersections don't line up and it makes crossing complicated for drivers and pedestrians so that will be updated. At Granite Street near Dobra Tea there will be a curb extension on both sides and a crosswalk that will accommodate all users. At Siskiyou Blvd and Harmony Lane there will be an extended concrete sidewalk going toward town all the way through to tie into the existing concrete sidewalk. The curb ramps at intersections will also be updated, as well as advanced striping. There will be landing areas for people to stand to cross Siskiyou Blvd at Park Street, as well as a new sidewalk at Park Street which is an extension of the existing sidewalk. There will also be more "Stop Here for Pedestrians" signs.

The effectiveness of in-crosswalk signs was discussed, as well as when the last speed study was done and where. Marmon advised Fleury to request a speed study after these various measures have been implemented, because a speed study could help to lower the speed limit on Siskiyou Blvd.

Vièville inquired about when improvements to Tolman Creek would be finished, and Marmon advised it would be within the calendar year. Marmon also thanked Vièville for all the contributions over the years and stated that they learned a lot from their input, and it made them a better plan reviewer.

Marmon went on to advise that ODOT is no longer competing for construction grants in the Safe Routes to School program, and that the segments of the program are construction, project identification, and education. Marmon stated that the construction aspect is typically competitive. City of Ashland was awarded a project identification program and ODOT is able to use their funding internally to fund projects that take place on their own systems, i.e., Siskiyou Blvd where Bellview school is. This will tie into the whole corridor improving.

Marmon also talked about the Community Paths Program, which is a program that focuses on regional paths that connect communities no more than 15 miles apart, and links pedestrians/bicyclist to schools, downtowns, shopping, employment, and essential destinations. The program uses federal funds. The first deadline to participate in this program is a Letter of Intent which is due by September 15, 2022.

Marmon went on to talk about the Rogue Valley Active Transportation Plan which is complete but not adopted through all jurisdictions. The main focus is the Bear Creek Greenway which is to be used as a spine for a multi-modal transportation system in Southern Oregon. The Active Transportation Plan was described as follows:

"The Rogue Valley's active transportation network of streets and multiuse paths is comfortable, convenient, and attractive for walking and biking, connecting communities and people around the region. Coupled with transit, all users, regardless of age, ability, need, or interest can safely access destinations, employment, and schools via these networks."

Fleury noted that the Active Transportation Plan will be added to the TSP.

Marmon also informed the group of the Envision Bear Creek project. More information on the project can be found at [envisionbearcreek.com](http://envisionbearcreek.com). The projects description is "After the devastating Alameda and Central Point fires affecting over half the Bear Creek Greenway, this project provides the community a timely process to shape the future of the Greenway. Envision Bear Creek will explore recreation and economic development opportunities, natural resources enhancement, transportation connectivity, while also informing its maintenance, security, funding, and overall governance." On the website there is a survey to help shape the project and an interactive map.

### **OLD BUSINESS**

#### **Parking Program**

The group discussed what the boundary should be for the parking program. There had previously been concern over

**ASHLAND TRANSPORTATION COMMISSION**  
**MINUTES**  
**April 21, 2022**

the boundary because it had been based on an older parking study. The group landed on the Parking Program including Winburn Way up to the bandshell at Lithia Park, to the couplet to Main Street going up side streets to Hargadine and going down Oak Street to A Street and from A Street to 2<sup>nd</sup> or 3<sup>rd</sup> Street, then back up to the couplet.

**Faith Avenue Traffic Calming**

The Transportation Commission scored the application for Traffic Calming on Faith Ave during the meeting for transparency. The application scored 1 point for ADT, 2 points for speed as it was within 5 mph of the 50<sup>th</sup> percentile, 2 points for crashes, 5 points for sidewalks, 5 points for pedestrian generators, 1 point for bus stops, and 2 points for bike facilities, totaling at 18 points. The application scored enough points to be moved into Phase 2.

Fleury stated he will attempt to meet with residents, preferably in the field, and try to get more ideas to help with Traffic Calming. Graf stated that based on the application/scores speed isn't as much of an issue as infrastructure and suggested that parking be allowed on only one side of the street, and a sidewalk and a bike line be installed.

The possibility of residents not liking any ideas that are presented for traffic calming was discussed, and the established threshold of a 60% approval rate from the residents was stated. The group also discussed the measurement of improvement after the projects are completed. Fleury pointed out that once implemented the Near Miss Program will help to provide a data point for which improvement can be scored.

**INFORMATIONAL ITEMS**

**Bike and Pedestrian Subcommittee Update**

Christiansen updated the group on work being done within the subcommittee, stating that they had studied two other Near Miss Surveys from other cities and saw what questions they asked, and it was similar to what the subcommittee had come up with. The phrasing of the questions they would ask was also discussed. The subcommittee will visit strategies for marketing and outreach but did decide that a QR code would be helpful. Fleury stated that the city's GIS team already has a robust application in the works, and that the group had also decided on the OSHA definition of a "near miss", and addressed accessibility concerns. Fleury stated he will talk to Police and Fire once the application is closer to being finished.

**COMMISSION OPEN DISCUSSION**

Danner asked if the bike path that is supposed to go in at the new development near Otis would be being put in. Fleury stated that the subdivision is being built in phases so that's why it has yet to be put in.

Hyatt thanked Fleury and Streets Department Supervisor Chuck Schweizer for their quick response to an issue at North Mountain Ave and Fair Oaks. Fleury stated that at that intersection they will be putting in stop signs and providing advanced warning about the stop via reader board and stamping on the street.

Hyatt thanked Danner for her service the last three years.

Danner inquired if near misses would be added into Traffic Calming. Peterson-Adams responded that the data will be used in Traffic Calming as well as in the TSP.

**ADJOURNMENT: @ 8:00pm**

*Respectfully submitted,*  
*Elizabeth Beckerich, Office Assistant II*  
***\*\*Full Video Available by Request\*\****

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[EXTERNAL SENDER]

\*\*\* FORM FIELD DATA \*\*\*

Full Name: **carol a command**

Subject: **Ashland St. Speeding**

Message: **Thank you for recently placing a speed display sign on Ashland Street between Morton and Taylor and another sign up the street reminding drivers to slow down. Because of the slope, I'm guessing, many drivers regularly speed up and down this section of the street making it very hazardous for residents. This area is completely residential with no sidewalks, many elderly owners, young families with children, dogs and cats. We really need some speed bumps to stop this residential raceway. Please consider this option to help us stay safe. Your time and consideration are greatly appreciated. Please let me know if I can do anything to make our street safer for us all. Thank you, Carol Command 635 Ashland St. 541-482-9355**

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[EXTERNAL SENDER]

\*\*\* FORM FIELD DATA \*\*\*

Full Name: **Brook Taylor**

Subject: **Dangerous intersection on Church St**

Message: **Hi everyone! I'm writing today to, hopefully, affect some positive change. I live on Logan Dr. and I take Church street all the time to get home from downtown. The intersection of Church St. and High St. is a two way stop, as you know, so traffic on the steep part of Church street does not need to stop. Instead the traffic crossing on high street must stop and give right-of-way to uphill and, more crucially, downhill traffic. The trouble is that it seems to confuse drivers and the assumption is often made that this is a 4-way stop sign by drivers unfamiliar with this crossing. I have been nearly hit here many times by motorists either not paying attention or simply unaware that this is a two way stop and they must yield to cross traffic. I have a young driver now and this intersection scares me to death every time I have to cross through it- even more when she needs to. The other day, coming downhill, I had to slam on my brakes and skid to a stop due to a driver failing to yield to cross traffic. My kids were in the car with me and everyone was really shaken but this is not the first time this has happened here. The driver then proceeded to flip me off, assuming that I had run a stop sign, I'm sure. My point here is this- there really needs to be an added "cross traffic does not stop" sign under the stop sign to indicate that it is a -two way stop only-. There is a two way stop sign at the top of Church and Scenic just like this one (with that added "cross traffic" sign) and we rarely have any complications at that intersection. I hope that this will help resolve confusion at this intersection and make this neighborhood street a safer one. - Also- could you all consider a similar stop sign at Church and Almond as well? There's nothing here to indicate that motorists should yield to oncoming traffic which causes a similar issue though much more infrequent. Thank you for keeping our community streets safe, for your time and consideration as well. ~Brook Taylor**

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[EXTERNAL SENDER]

\*\*\* FORM FIELD DATA \*\*\*

Full Name: **KATHLEEN COOPER**

Subject: **New crosswalk on Pinecrest Terrace**

Message: **May 13, 2022 Dear Commissioners, In the last day or so I've noticed a new crosswalk painted on the street at the top of Pinecrest Terrace. This crosswalk connects two sides of the TID ditch trail which is not a street. In addition to the crosswalk there are lines, in front of the crosswalk on both the uphill and downhill side of the street, indicating to me, that cars are suppose to stop for the pedestrians on the ditch trail. Is this correct? I'm especially concerned about stopping at the top of a hill during the half of the year when ice may be present. It is difficult for a car to get moving again in ice or snow when on a hill. This new addition to the road has made driving more dangerous for everyone in the neighborhood and I hope that you will consider removing it! Thank you, Kathy Cooper**



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[EXTERNAL SENDER]

\*\*\* FORM FIELD DATA \*\*\*

Full Name: **Steve Shapiro**

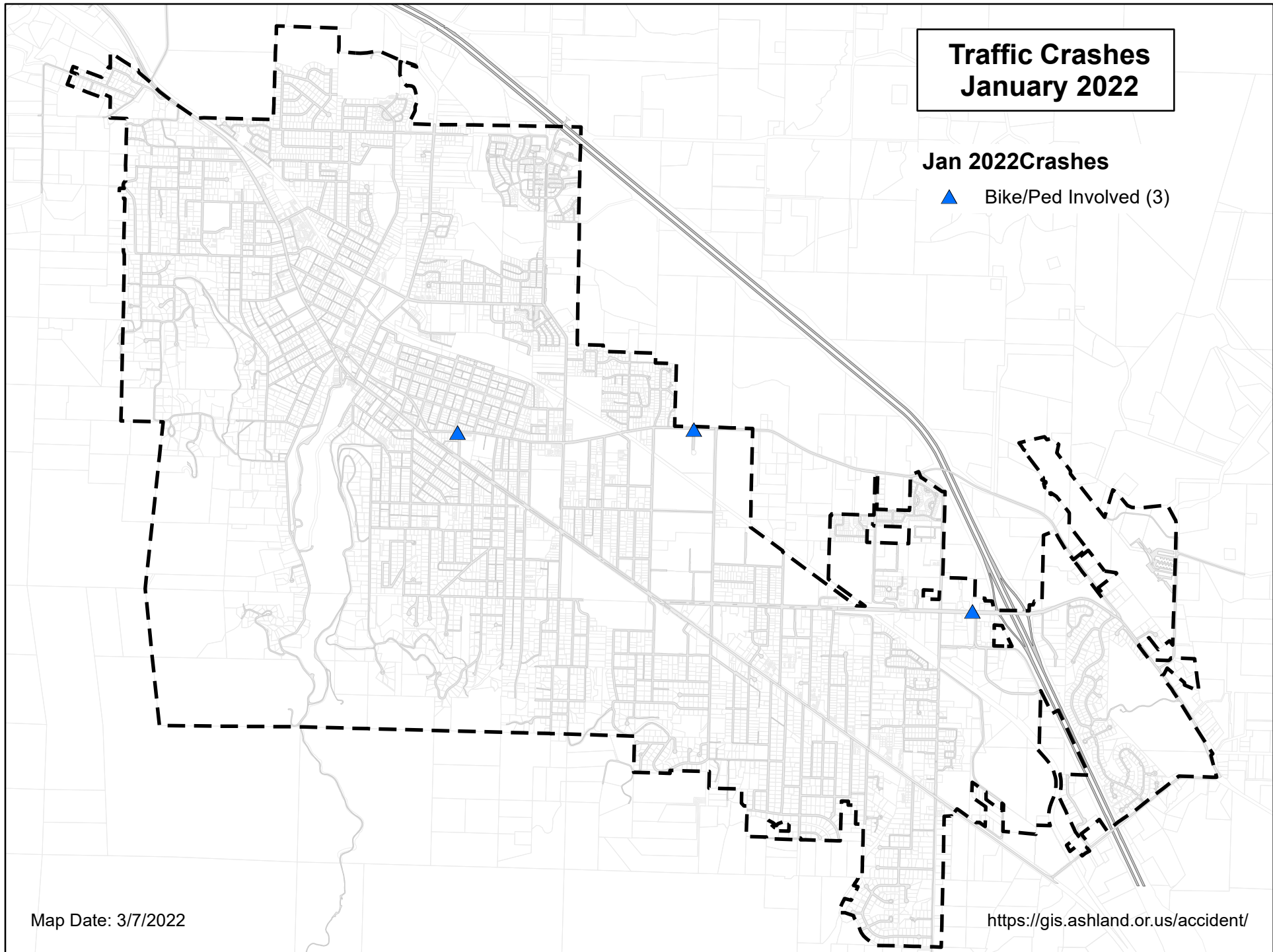
Subject: **Time to step up to EV: Arcimoto for Ashland**

Message: **Hi Ashland City Folks A couple of weekends ago we got to celebrate another Earth Day. I was actually at the first Earth Day on April 22, 1970. Since then, as we all know, things have made a dramatic turn for the worse. We here in Ashland have been experiencing the impact directly with smoke, fires and drought. I know that we have been making efforts to reduce our carbon footprint but we still are purchasing gas vehicles for the City. I've seen very few hybrid or electric vehicles that have the City logo on them. On Sunday, April 22nd I attended the Earth Day Fun celebration in the parking lot of Temple Emek Shalom and Grace Point Church. It was an amazing event and front and center was Arcimoto. I was introduced to Arcimoto last year by friends of ours who live in Eugene where Arcimoto is designed and manufactured. Arcimoto is different and perfect for Ashland. It is a 2 seater all electric vehicle. They have various versions which would be perfect for the next generation of City vehicles. I talked to Nick Reynolds who is Arcimoto's Senior Events Producer who would love to come down and demonstrate Arcimoto vehicles and how they might work best for the City. So please look at their website <https://www.arcimoto.com/> and send Nick an email and have him come down and talk to you. Purchasing Arcimoto vehicles would be a big win-win for Ashland and show that we are putting our money where our mouth is. Think of the publicity we would get having articles and pictures in national media showing that we are leaders in the fight in combating climate disruption.**

# Traffic Crashes January 2022

Jan 2022 Crashes

▲ Bike/Ped Involved (3)



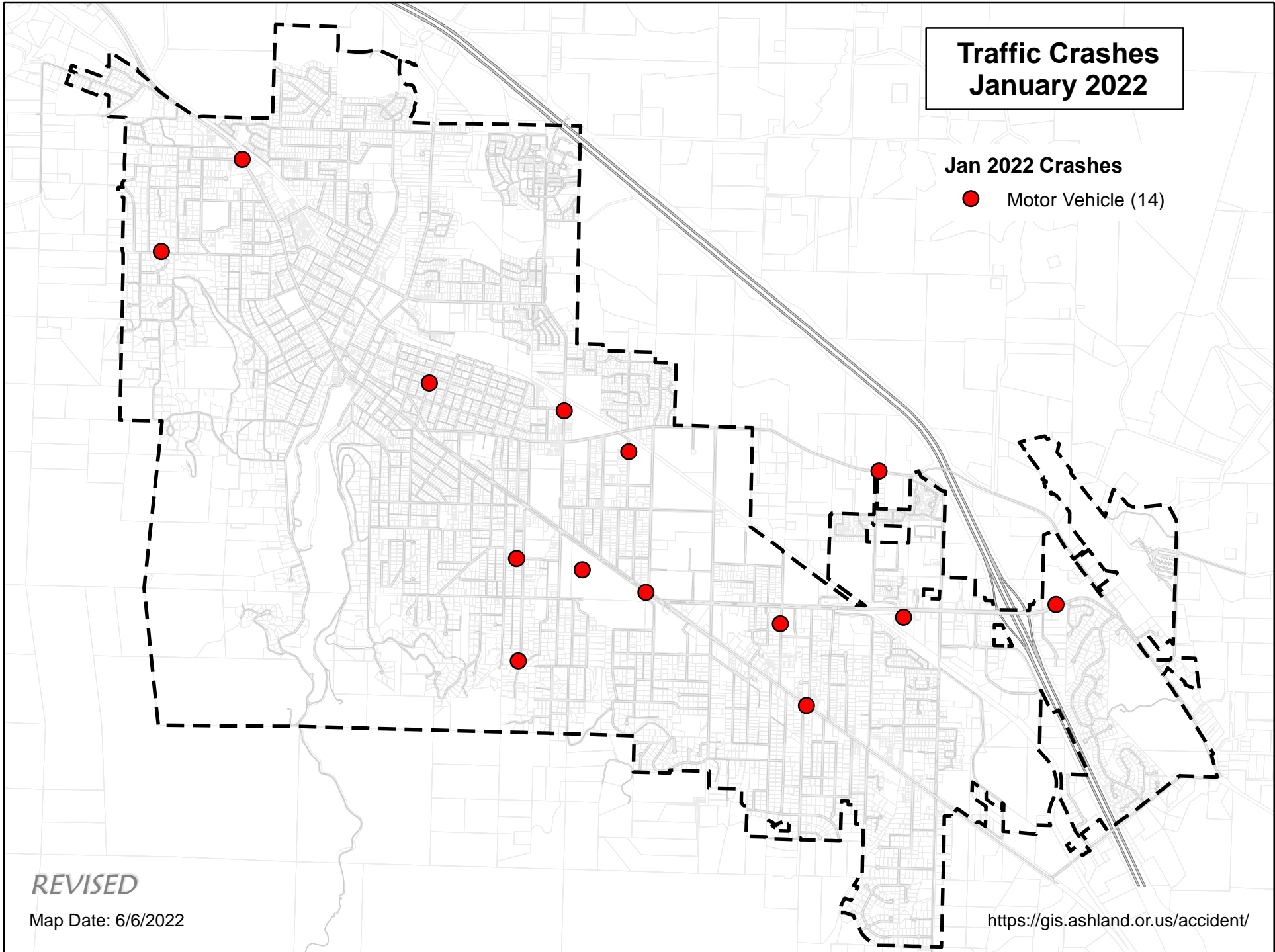
Map Date: 3/7/2022

<https://gis.ashland.or.us/accident/>

# Traffic Crashes January 2022

## Jan 2022 Crashes

● Motor Vehicle (14)



*REVISED*

Map Date: 6/6/2022

<https://gis.ashland.or.us/accident/>

# MOTOR VEHICLE CRASH SUMMARY

MONTH: JANUARY 2022

NO. OF CRASHES: 17

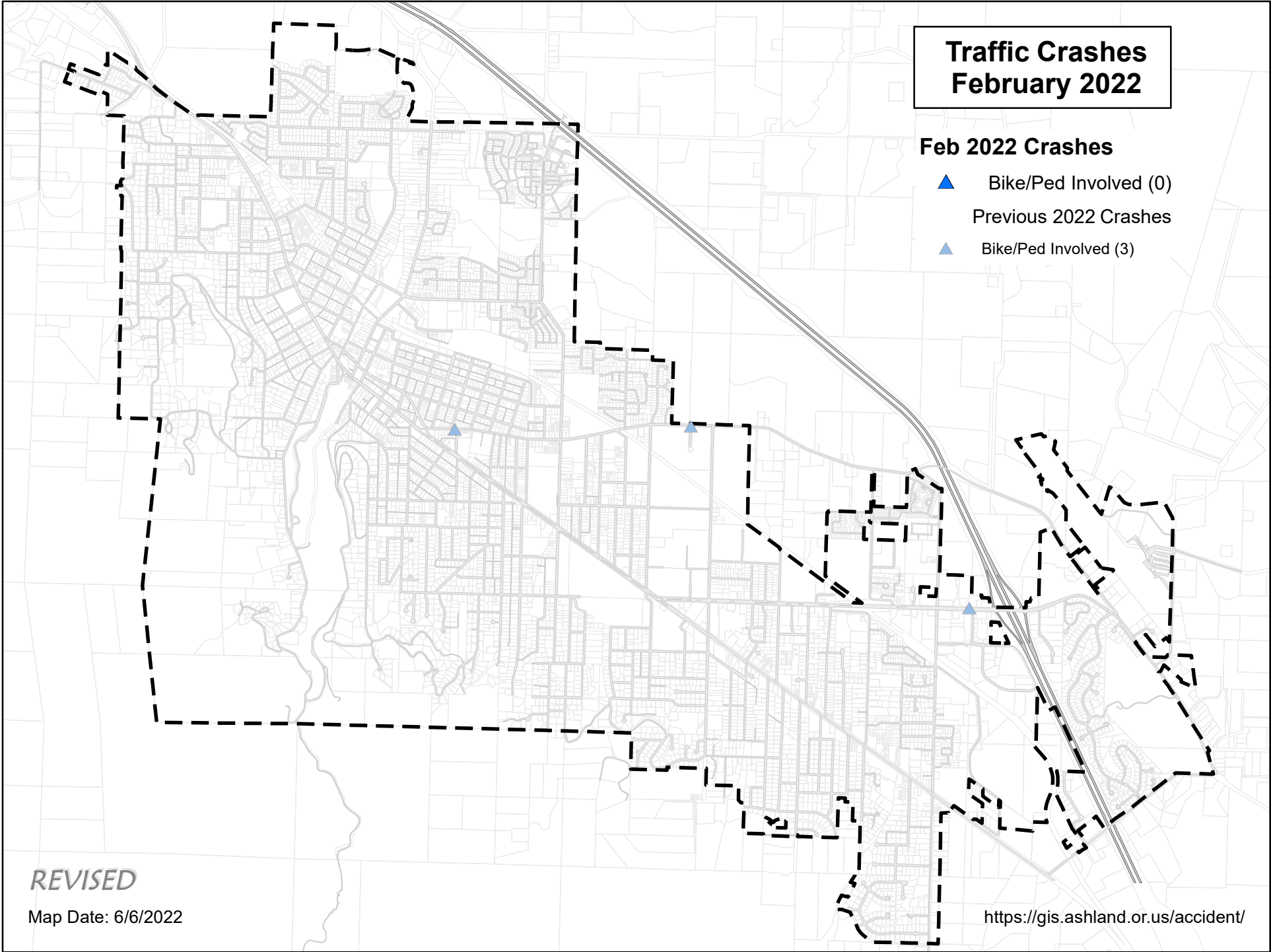
Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
Rep	3	08:13	Mon	Beach St near Glenwood Dr	1	N	N	N	N	N	Y	U	N	N	Dv1 heading uphill in icy conditions started to slide backwards. Driver escaped vehicle and it slid backwards down the hill, striking a fence and coming to rest against a tree. Info exchanged.
Rep	3	17:22	Mon	Siskiyou Blvd near Park St	2	N	N	N	N	Y	Y	Y	N	N	Dv2 stopped in traffic lane to make a left turn. Dv1 crashed into the rear of v2. Dv1 cited for following too closely/accident.
Rep	4	15:28	Tue	E Main St near Sherman St	3	Y	N	P	N	N	Y	Y	N	N	Dv1 outbound stopped for ped crossing, dv2 stopped behind v1, Dv3 did not see the vehicles stopped and crashed into the rear of v2, pushing it into v1. Possible minor injuries to dv1 and dv2.
Rep	5	8:09	Wed	Campus Way at E Main St	1	2	N	Y	N	N	Y	N	N	N	Crossing guard was in street and allowed ped to enter into the path of the vehicle. The driver did not see crossing guard or ped and drove on the foot of the ped. Ped transported to ACH. No citation.
Rep	10	13:31	Mon	Normal Av near Fremont	2	N	N	N	N	N	Y	Y	N	N	Dv2 backed out of driveway, striking v1 that was passing by. No injury.
Rep	12	18:58	Wed	Ashland St near Clover Lane	1	N	N	N	N	Y	Y	U	Y	N	Driver attempted a burn out, lost control of vehicle and struck and damaged a tree. Driver cited for careless driving.
NR	17	5:50	Mon	California St near Quincy	2	N	N	U	U	N	Y	N	Y	N	Vehicle was struck while parked. No suspects nor leads, damage estimated less than \$1000.
Rep	17	16:54	Mon	Wimer St near Prim	1	N	N	N	N	Y	Y	Y	N	N	Driver pulled over to the side of the road to jump out and close tailgate, and the vehicle rolled backwards and damaged a private water system. Driver cited for being suspended and no insurance.

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	19	6:27	Wed	Ashland St near Washington	1	Y	N	N	N	N	Y	N	N	N	Dv1 inbound on Ashland Street struck ped who was crossing street at an angle, not in a marked or unmarked crosswalk. No injury. No damage, no injury, no citation.
Rep	19	9:25	Wed	N Mountain Av near B St	2	N	N	P	N	N	Y	Y	N	N	Dv1 was NB, stopped at intersection. Dv2 failed to stop and rearended v1. Both drivers expressed possible injuries, no citation, damage over \$5000.
NR	20	13:24	Thr	N 3rd near B St	2	N	N	N	N	N	Y	N	N	Y	While parking, Dv2 rearended parked V1, a city vehicle. Minor damage, information exchanged.
Rep	23	16:42	Sun	Ashland St	2	N	N	N	Y	Y	Y	Y	Y	N	Dv1 backed into parked v2 and left the area. Dv1 was found and cited for DUII, Hit and Run, no insurance, suspended license.
NR	23	23:59	Sun	University Way near Siskiyou Blvd	1	N	N	U	U	N	N	U	Y	N	Driver struck and damaged handrail on university property and left the area. No leads.
Rep	24	12:03	Mon	Henry St near Beach St	2	N	N	N	N	N	Y	Y	N	N	Dv1 backed out of driveway and struck parked v2. Information exchanged.
Rep	24	13:54	Mon	E Main St near Clay St	2	N	N	Y	N	Y	Y	Y	N	N	Dv1 was stopped in lane, waiting to make a left turn. Dv2 failed to stop and rearended v1. Dv1 transported to hospital. Dv2 cited for following too closely.
Rep	27	20:33	Thr	Siskiyou Blvd at Indiana St	2	N	N	N	N	Y	Y	N	N	N	Dv1 was stopped at red light. Dv2 rearended v1. Dv2 cited for driving while suspended, following too closely, driving uninsured, expired registration.
Rep	29	10:53	Sat	N Main St near Grant St	2	N	N	N	N	N	Y	Y	N	N	Dv1 was in the turn lane waiting to make a turn when Dv2 backed out of a driveway and crashed into v1. Information exchanged.

# Traffic Crashes February 2022

## Feb 2022 Crashes

- ▲ Bike/Ped Involved (0)
- Previous 2022 Crashes
- ▲ Bike/Ped Involved (3)



*REVISED*

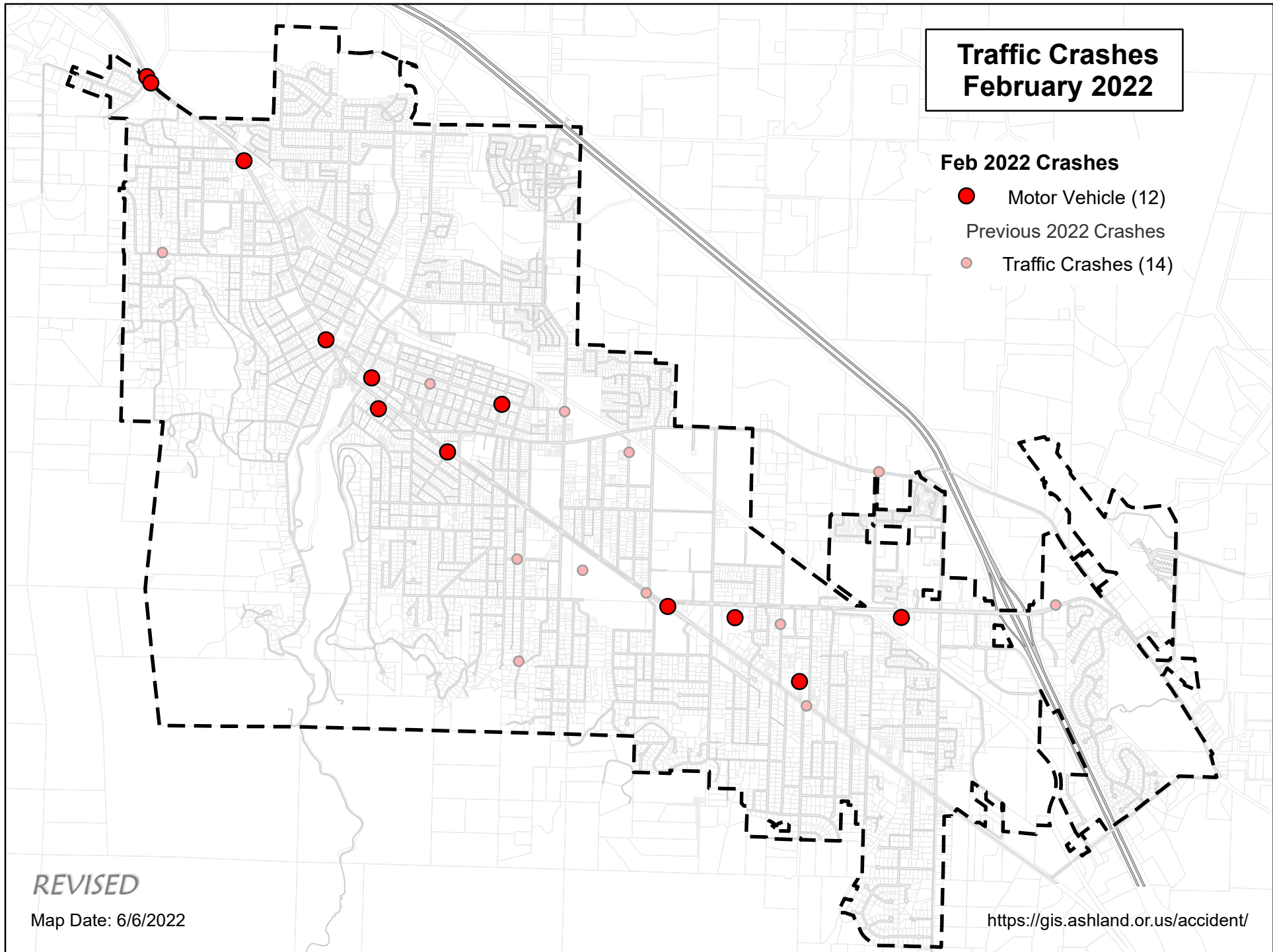
Map Date: 6/6/2022

<https://gis.ashland.or.us/accident/>

# Traffic Crashes February 2022

## Feb 2022 Crashes

- Motor Vehicle (12)
- Previous 2022 Crashes
- Traffic Crashes (14)



*REVISED*

Map Date: 6/6/2022

<https://gis.ashland.or.us/accident/>

# MOTOR VEHICLE CRASH SUMMARY

MONTH: FEBRUARY, 2022

NO. OF CRASHES: 11

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	2	17:14	Wed	N Main St near Helman	2	N	N	N	N	N	Y	N	N	N	Dv1 was stopped at stoplight when dv2 rearended v1. Drivers exchanged info, no further action.
NR	12	15:06	Sat	Ashland St (parking lot)	2	N	N	N	U	N	N	N	Y	N	V1 was sideswiped while parked in a private parking lot. No leads nor suspects.
R	13	14:29	Sun	Seventh St near B St	3	N	N	N	N	N	Y	Y	N	N	Dv1 was northbound on 7th approaching B St. V2 was parked SB on the east side of street. Dv2 pulled out and v1 and v2 collided, and v2 also struck parked v3.
R	14	15:30	Mon	Lithia Way near Pioneer St	2	N	N	N	N	Y	Y	N	Y	N	Dv1 struck parked v2 while attempting to park and then left the area. Dv1 was located and cited for hit and run.
R	14	17:43	Mon	Siskiyou Blvd near Ashland St	1	N	N	P	N	Y	Y	Y	N	N	Dv1 reported swerving to avoid hitting a cat, and vehicle hit tree in the median. Dv1 cited for no insurance and careless driving.
R	15	12:10	Tue	N Main St at Grant St	2	N	N	N	N	Y	Y	Y	N	N	Dv1 slowed to allow a vehicle to the front to exit the street, and v2 rearended v1. Dv2 cited for following too closely.
R	21	16:54	Mon	Ashland St (parking lot)	2	N	N	N	N	Y	Y	Y	N	N	Driver ran into parked vehicle. Driver mixed up the brake and gas pedals. Driver cited for failure to carry car insurance.
R	22	6:13	Tue	N Main St near Jackson Rd	1	N	N	N	N	N	Y	Y	N	N	Driver of vehicle swerved to miss a deer that was crossing the road, and vehicle slipped in icy conditions. Veh hit light pole, sheering it off. Vehicle totaled.
R	22	11:58	Tue	Siskiyou Blvd at Union St	2	N	N	N	N	N	Y	Y	N	N	Dv2 foot stuck between gas and brake pedals, and was unable to stop. Dv2 swerved around a vehicle at the stop sign and ran into the rear quarter of v1. No injuries, report taken.
NR	25	UNK	Fri	Ventura Circle near Park St	2	N	N	N	U	N	N	N	Y	N	Vehicle was struck while parked, no leads.

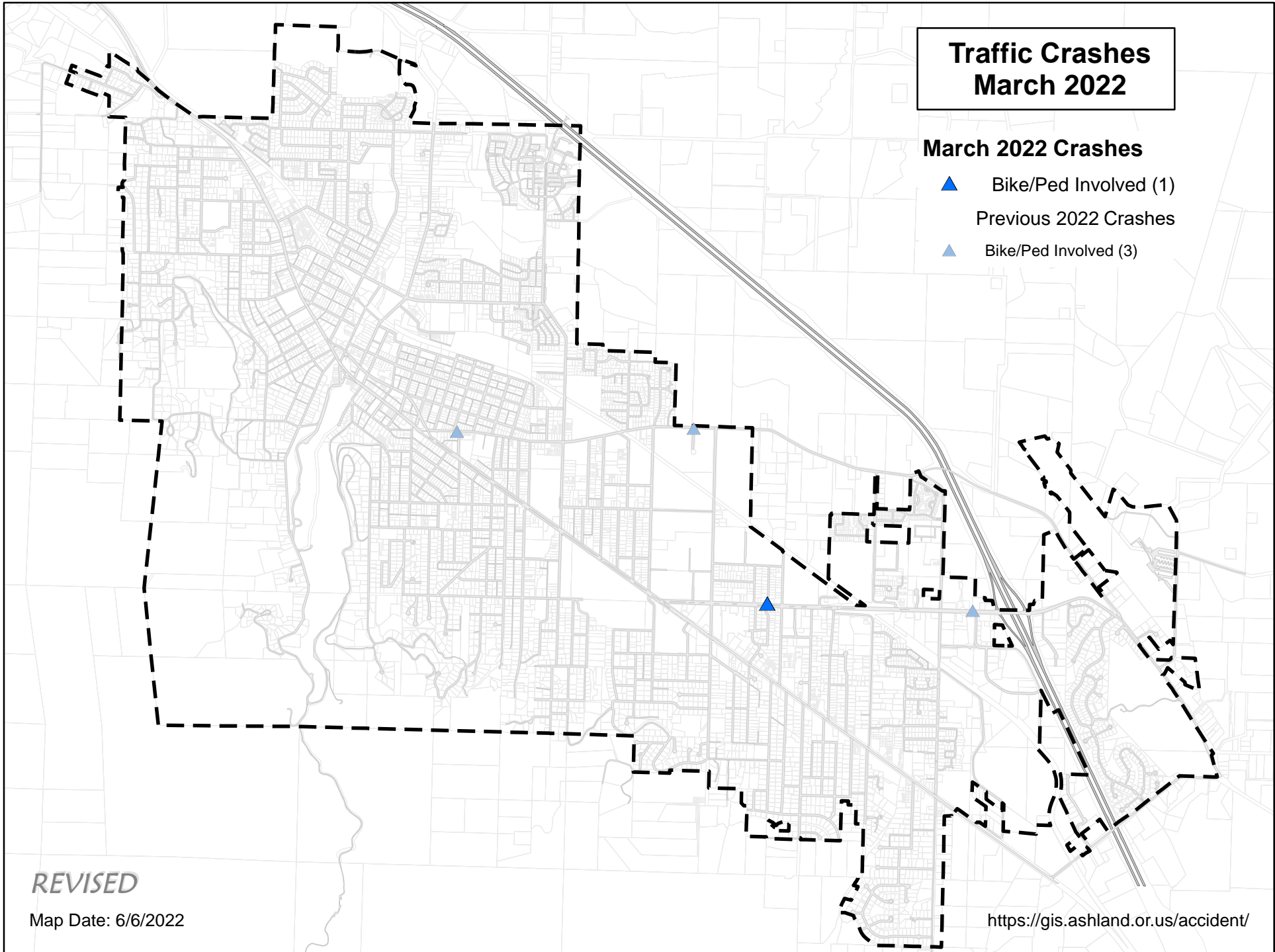


Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
NR	26	22:16	Sat	S First St at Enders Alley	2	N	N	N	N	Y	Y	N	N	N	Dv1 was backing out of a parking spot, drifted downhill and ran into parked v2. Dv1 cited for driving while suspended and obstruction of vehicle windows.

# Traffic Crashes March 2022

## March 2022 Crashes

- ▲ Bike/Ped Involved (1)
- Previous 2022 Crashes
- ▲ Bike/Ped Involved (3)



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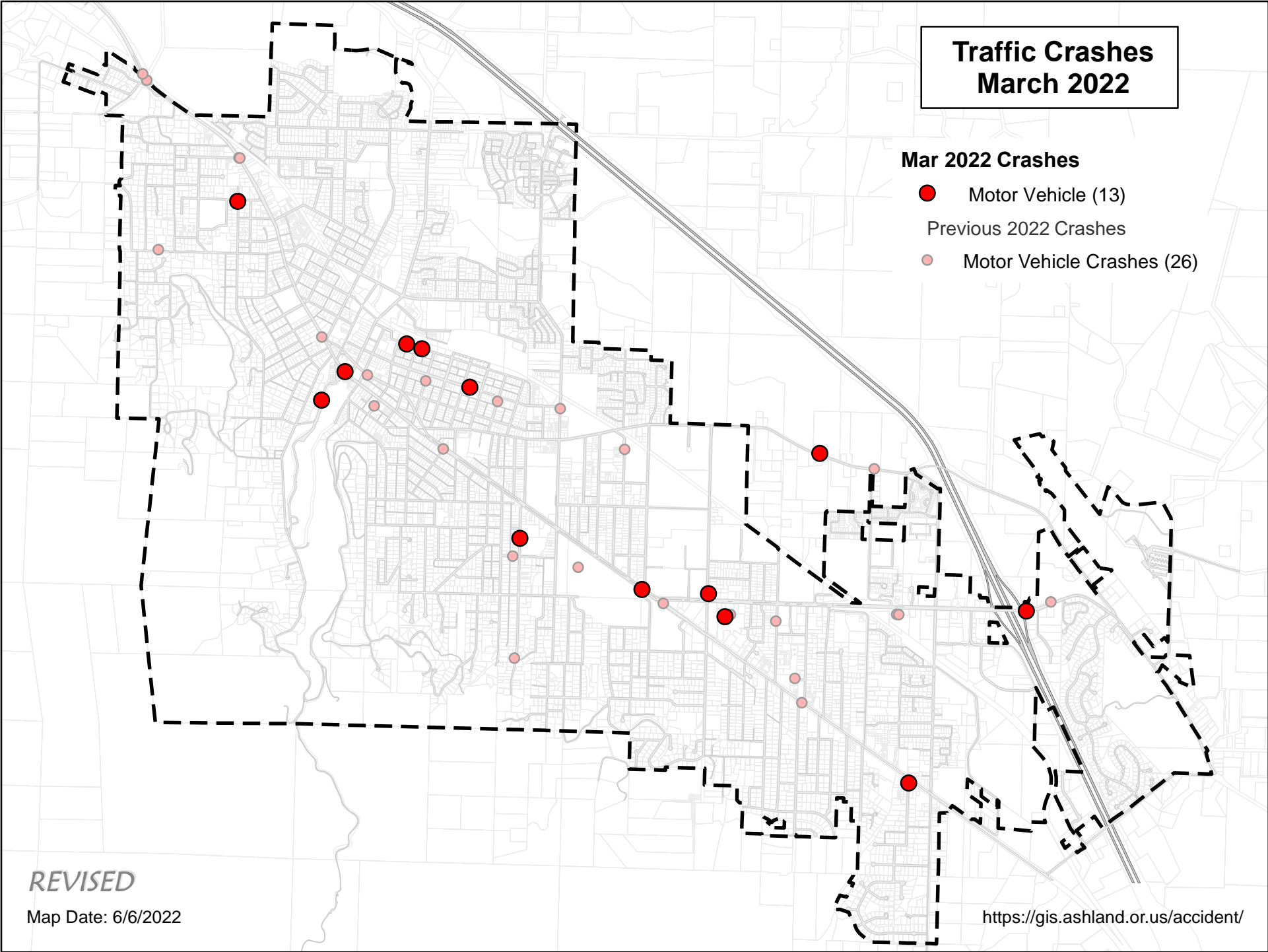
Map Date: 6/6/2022

<https://gis.ashland.or.us/accident/>

# Traffic Crashes March 2022

## Mar 2022 Crashes

- Motor Vehicle (13)
- Previous 2022 Crashes
- Motor Vehicle Crashes (26)



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Map Date: 6/6/2022

<https://gis.ashland.or.us/accident/>

# MOTOR VEHICLE CRASH SUMMARY

MONTH: MARCH, 2022

NO. OF CRASHES: 14

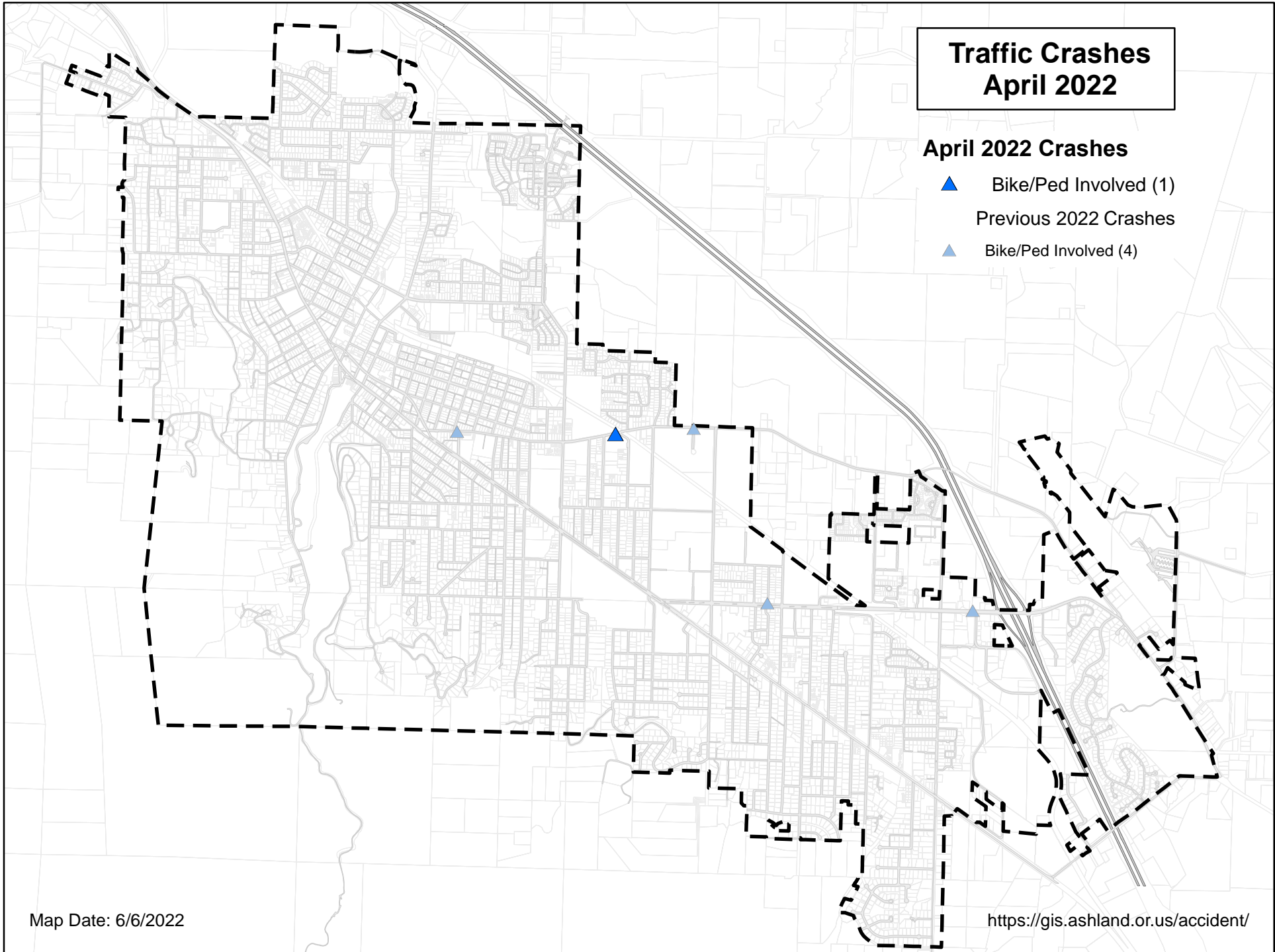
Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
Rep	1	12:42	Tue	A Street near N 2nd St	2	N	N	N	N	N	Y	Y	N	N	V1 was parked on the side of the street. Dv2 attempted to park in front of v1 but sideswiped v1 with the rear passenger side. Info exchanged.
Rep	1	13:38	Tue	Siskiyou Blvd at Indiana St	2	N	N	N	N	N	Y	Y	N	Y	Dv2 stopped at intersection was rearended by v1. Information exchanged.
Rep	10	10:37	Thur	Ashland St at Exit 14 NB off-ramp	1	N	P	P	N	N	Y	Y	N	N	Vehicle (semi truck and trailer) flipped when turning right onto Ashland St off the off ramp. Suspected minor injury, vehicle totalled.
Rep	11	9:53	Fri	E Main St	1	N	N	N	Y	U	Y	Y	N	N	Dv2 was travelling too fast for conditions, swerved to miss another vehicle making a turn, lost control and ran into a power pole. Report shows DUII, but no citation info recorded.
NR	11	20:30	Fri	Winburn Way near Nutley St	2	N	N	N	N	N	Y	U	N	N	Dv1 backed out of a parking space and struck parked v2 directly to the rear. No citation, no injury, amount of damage not reported.
Rep	16	16:00	Wed	Ray Lane at Ashland St	1	Y	N	P	N	N	Y	N	N	N	Driver struck pedestrian when attempting to make a right turn. Officer assisted with exchange of information. Possible injury.
NR	19	7:03	Sat	Ashland St near Walker Av	1	N	N	N	N	N	Y	U	N	N	Private driveway off Walker. Driver ran over a jersey barrier when attempting to make a turn.
Rep	20	14:38	Sun	Scenic Dr near Maple St	2	N	N	N	N	N	Y	Y	N	N	Dv1 turning from Maple onto Scenic took too wide of a turn and ran into v2.
NR	20	16:51	Sun	E Main St	2	N	N	N	U	N	N	N	Y	N	Dv1 travelling east on E Main St was struck by v2, which then left the area. No leads.

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
Rep	21	6:39	Mon	Bellview Dr near Siskiyou Bl	2	N	N	N	N	N	Y	Y	N	N	Dv1 sideswiped parked v2. Information exchanged. Damage over \$5000 (over \$2500 each)
NR	21	18:31	Mon	A Street near N 1st St	2	N	N	N	N	N	Y	N	N	N	Dv1 struck parked v2. Minor damage, info exchanged.
NR	22	23:15	Tue	Beach St near Henry St	2	N	N	N	N	N	N	N	N	N	Dv2 struck parked v1. Info privately exchanged, but later it was found that driver was not insured. Civil matter.
Rep	26	15:24	Sat	Ashland St	2	N	N	N	N	Y	Y	Y	Y	N	private parking lot on Ashland St. Dv2 backed into parked v1 and left the area. Witness 1 reported info. Dv2 was found and cited for hit and run, no insurance, driving while suspended.
NR	29	10:23	Tue	B St near 5th St	2	N	N	N	N	N	Y	N	N	Y	Dv1 in a City of Ashland vehicle struck the rearview mirror while driving west on B Street. Information exchanged.

# Traffic Crashes April 2022

## April 2022 Crashes

- ▲ Bike/Ped Involved (1)
- Previous 2022 Crashes
- ▲ Bike/Ped Involved (4)



Map Date: 6/6/2022

<https://gis.ashland.or.us/accident/>

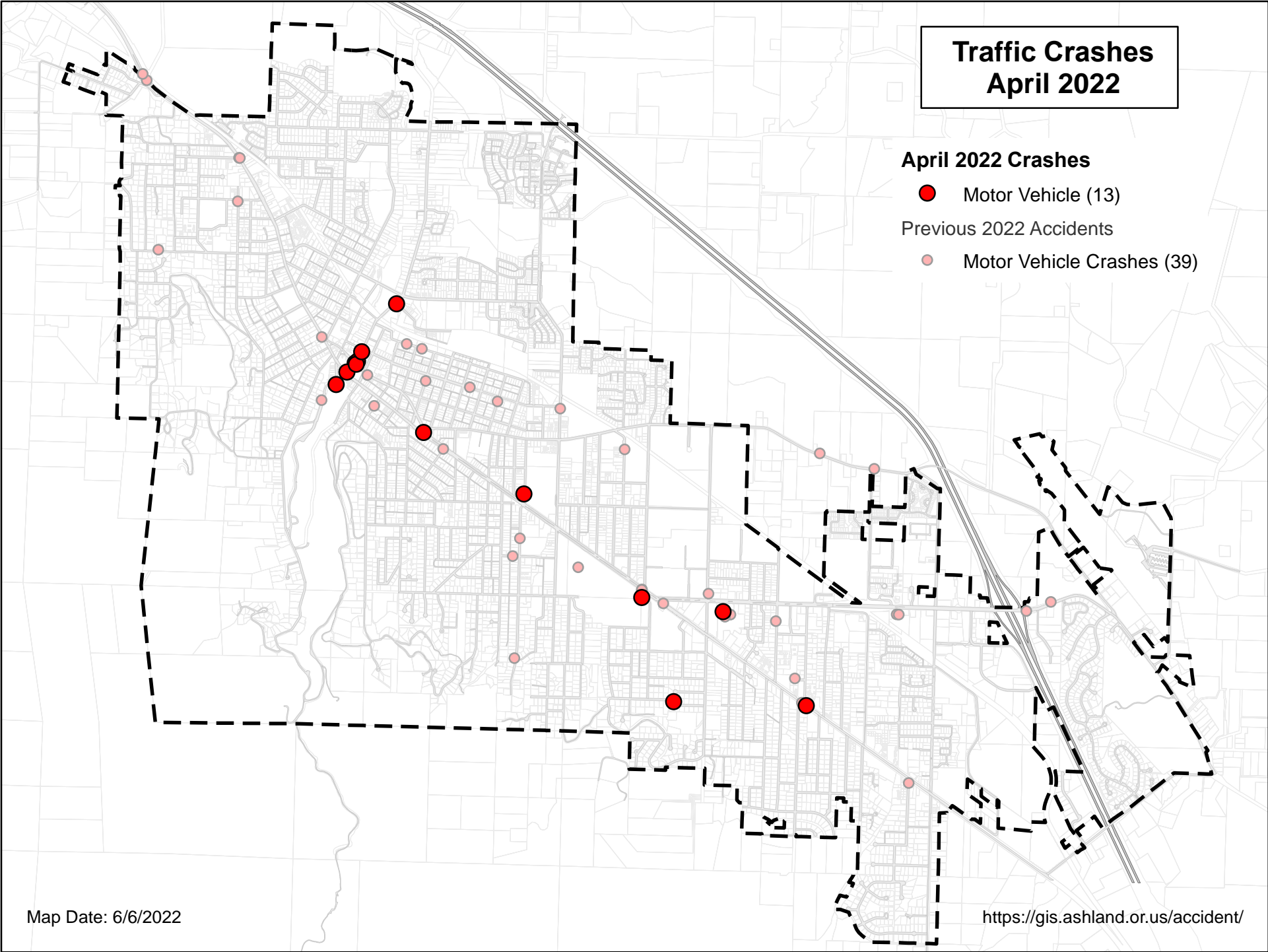
# Traffic Crashes April 2022

## April 2022 Crashes

● Motor Vehicle (13)

## Previous 2022 Accidents

● Motor Vehicle Crashes (39)



# MOTOR VEHICLE CRASH SUMMARY

MONTH: APRIL, 2022

NO. OF CRASHES: 14

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	6	13:16	Wed	Morse Av near Siskiyou Blvd	3	N	N	N	N	Y	Y	Y	N	N	Dv1 crashed into parked v2 and v3. Information exchanged.
R	6	13:43	Wed	E Main St near California St	2	Y	N	N	N	Y	Y	Y	N	N	V1 was rear-ended by dv2 while v1 was stopped in a line of traffic waiting for a ped to cross the street. Dv2 cited for following too close and driving while suspended.
R	9	12:01	Sat	Siskiyou Blvd at E Main St	1	N	N	N	Y	Y	Y	Y	N	N	Driver was speeding and failed to negotiate the turn, jumped the curb and crashed into the tree in the median breaking it off at base. Driver arrested for DUII.
R	11	19:45	Mon	Winburn Way at N Main St	1	N	N	N	Y	Y	Y	Y	Y	N	Dv1 crashed into a street sign on N Main St/Helman, damaged a tree, traveled thru the Plaza, crashed into a street light and came to rest in Lithia Park. Driver arrested for DUII. reckless driving, reckless endangering. hit & run.
R	14	19:15	Thr	Parking lot off Ashland St	3	N	N	N	U	N	Y	Y	Y	N	Dv1 crashed into the rear passenger side of v2, pushing it into v3, and then left the area. No leads. Substantial damage to both vehicles.
NR	17	18:19	Sun	Clear Creek Dr at Oak St	2	N	N	N	N	N	Y	N	N	N	Dv1 was stopped at a stop sign. Dv2 made a turn onto street and crashed into the front of v1. Dv2 at fault, no citation, info exchanged.
R	19	11:10	Tue	Lithia Way at Oak St	2	N	N	N	N	Y	Y	Y	N	N	Dv1 made a right turn onto Lithia Way without stopping at the stop sign, and crashed into v2 which was traveling in the right lane. Dv1 cited for failure to obey traffic control device.

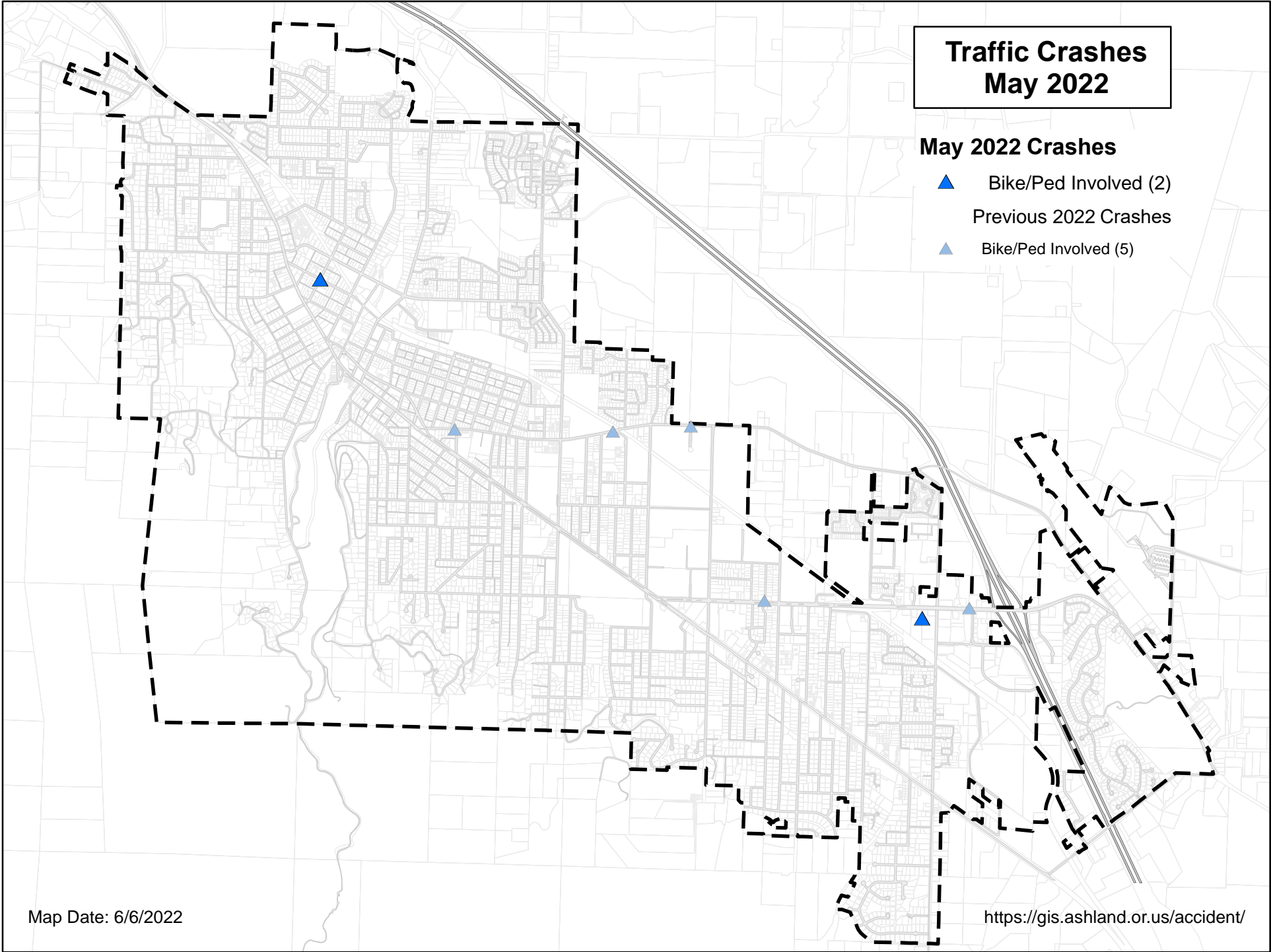


Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	20	21:13	Wed	Woodland Dr near Indiana St	1	N	N	N	N	N	Y	Y	N	N	Brakes failed on vehicle, and vehicle crashed into yard and landscaping.
R	20	23:21	Wed	Oak St near Lithia Way	2	N	N	N	Y	Y	Y	Y	N	N	Dv1 had just turned from Lithia Way onto Oak St and crashed into the rear of parked v2. Dv1 cited for DUII and reckless driving, and was taken by AFR.
R	21	0:54	Thur	Siskiyou Blvd near Park St	2	N	N	P	Y	Y	Y	Y	N	N	Dv2 turned onto Siskiyou Blvd and was rear-ended by dv1 who was traveling at a very high rate of speed. Collision caused both vehicles to roll over. Dv2 cited for DUII and reckless driving.
NR	21	11:47	Thur	E Main St near Oak St	2	N	N	N	N	N	Y	N	N	N	Dv1 backed into parked v2 causing minor damage. Info exchanged.
R	23	2:02	Sat	Indiana St near Siskiyou Blvd	1	N	N	P	Y	Y	Y	Y	N	N	Driver failed to turn right onto Siskiyou at the Ashland/Siskiyou intersection and continued straight though SOU landscaping, across Indiana St, and crashed into the Art building. Cited DUII/Reckless Driving.
R	23	16:45	Sat	Lithia Way at Oak St	2	N	N	N	N	N	Y	Y	N	N	Northbound dv1 struck westbound V2 in intersection. Information exchanged.
R	30	20:49	Sat	Oak St near B St	2	N	N	N	N	Y	Y	Y	N	N	Dv2 stopped on Oak St waiting for another vehicle to complete a turn when v1 ran into the back of v2. Dv1 cited for following too closely.

# Traffic Crashes May 2022

## May 2022 Crashes

- ▲ Bike/Ped Involved (2)
- Previous 2022 Crashes
- ▲ Bike/Ped Involved (5)



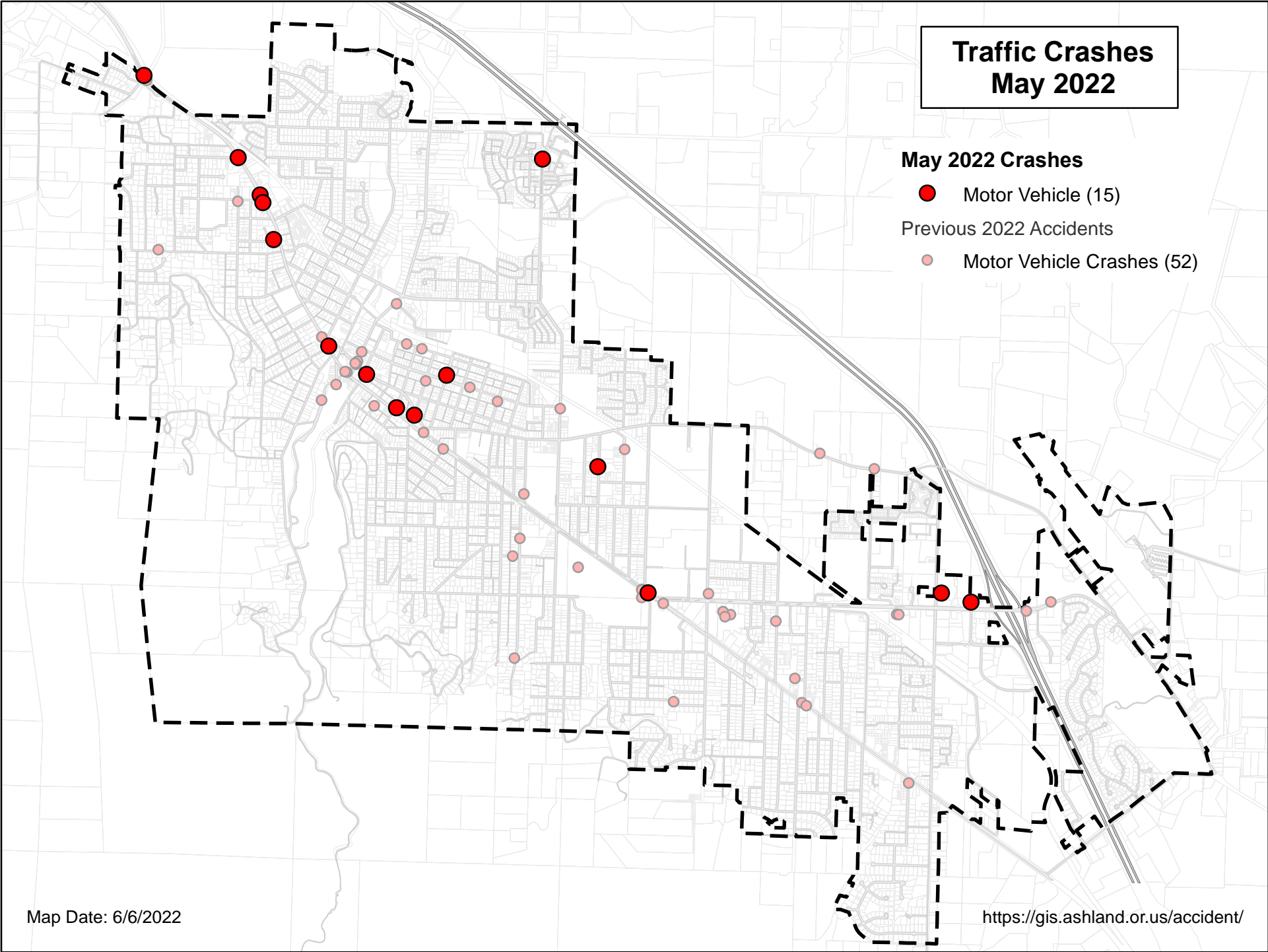
# Traffic Crashes May 2022

## May 2022 Crashes

● Motor Vehicle (15)

○ Previous 2022 Accidents

● Motor Vehicle Crashes (52)



# MOTOR VEHICLE CRASH SUMMARY

MONTH: MAY, 2022

NO. OF CRASHES: 17

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	1	19:30	Sun	Nursery St near N Main St	2	N	N	N	N	N	Y	Y	N	N	V2 sideswiped parked v1. Information exchanged.
R	2	8:12	Mon	N Main St at Maple St	2	N	N	P	N	N	Y	Y	N	N	Dv2 was stopped in the turn lane when v1 struck the back of v2. Information exchanged.
R	3	8:20	Tue	N Main St near Grant St	2	N	N	N	N	Y	Y	N	N	N	Dv1 was stopped in a line of traffic. Dv2 rear-ended v1. Dv2 cited for following too closely and no insurance.
NR	3	12:10	Tue	Garfield St near Quincy	2	N	N	N	N	N	Y	N	N	Y	Dv1 in a city vehicle backed into parked v2. Minor damage, info exchanged.
R	4	6:50	Wed	Ashland St near Washington St	2	N	N	N	U	Y	Y	Y	Y	N	Dv2 backed into a parked vehicle and left the area. Driver was found and arrested for failure to perform duties of a driver and for driving uninsured.
R	4	10:46	Wed	N Mountain Av at Fair Oaks Av	2	N	N	N	N	N	Y	Y	N	N	Dv1 failed to stop at new stop sign and crashed into v2 which was in the intersection making a left turn. Information exchanged.
NR	5	14:19	Thur	Fourth St near B St	2	N	N	N	N	N	Y	N	N	N	Dv1 was backing out a parking space, and backed into v2 which was driving past in a travel lane. Information exchanged.
R	7	10:32	Sat	Tolman Creek Rd	2	N	N	N	U	N	Y	Y	Y	N	V2 was struck while parked, no leads.
NR	7	11:48	Sat	N Main St at Lithia Way turn	2	N	N	N	N	N	Y	N	N	N	Dv1 merged into left traffic lane from Lithia Way, lightly tapping v2 which was driving by. Very minor damage. Info exchanged

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	9	11:30	Mon	N Main St near Maple St	3	N	N	P	U	N	Y	Y	N	Y	Southbound N Main St: Dv3 illegally passed v1 in the intersection and then attempted to pass v2 (City vehicle) but rearended v2 instead. Dv1 transported to hospital. No further Information.
NR	11	16:11	Wed	Van Ness Av at N Laurel St	1	SK	N	N	N	N	Y	N	N	N	Driver began making a left turn onto N Laurel St when skateboarder passed in front of vehicle. Dv struck skateboarder. Skateboarder at fault, non injury.
R	12	21:37	Thur	N Second St near E Main St	4	N	N	N	Y	Y	Y	Y	N	N	Dv2 was stopped at red light. Dv1 rearended v2, and then while attempting to parallel park backing up, backed into parked v3, pushing it into v4. Dv2 cited DUII and reckless driving.
R	15	19:20	Sun	Ashland St, parking lot	1	Y	N	Y	N	Y	Y	N	N	N	Dv1 struck pedestrian in parking lot. Ped transported to RRMC with injuries. Dv1 cited for careless driving.
NR	16	11:57	Mon	Siskiyou Blvd at Indiana St	2	N	N	N	N	N	Y	N	N	N	Dv2 was following v1, and ran into the rear of v1. Information exchanged.
R	16	15:01	Mon	N Main St	1	N	N	N	N	N	Y	Y	N	N	Driver hit curb in the median, causing damage to vehicle.
NR	23	14:26	Mon	Third St near Lithia Wy	2	N	N	N	N	N	Y	N	N	N	Dv1 waiting at stop sign for traffic to clear. Dv2 rearended v1. Information exchanged.
NR	24	16:39	Tue	Lithia Wy	2	N	N	N	N	N	Y	N	N	N	Dv1 attempted to reverse into a parallel parking space on the side of street and rearended v2. Information exchanged.

# Memo

CITY OF  
ASHLAND

Date: June 9, 2022  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Near Miss Web Application Reporting Form

## **BACKGROUND:**

At the January 20, 2022 Transportation Commission meeting the Commission created a subcommittee to establish a near miss data collection system:

*Vièville motioned to establish the subcommittee whose main charge will be to establish a system to collect bike and pedestrian safety data such as near misses. Danner seconded. Peterson-Adams moved to amend the motion to include that the members of the subcommittee will be Brouillard, Christiansen, and Vièville. Danner seconded the amendment. Amendment and motion approved.*

The subcommittee has met twice to date. The minutes and background information are provided as attachments to this staff report.

Staff will walk through the application itself and track comments for edits/improvements.

The web application can be viewed here:

<https://survey123.arcgis.com/share/cb9037a48b3948f88f76786291313266>

## **Transportation Commission's Mission (AMC 2.13.010 B)**

“Ashland has a vision - to retain our small-town character even while we grow. To achieve this vision, we must proactively plan for a transportation system that is integrated into the community and enhances Ashland's livability, character and natural environment. ... The focus must be on people being able to move easily through the City in all modes of travel. Modal equity then is more than just a phase. It is a planning concept that does not necessarily imply equal financial commitment or equal percentage use of each mode, but rather ensures that we will have the opportunity to conveniently and safely use the transportation mode of our choice, and allow us to move toward a less auto-dependent community.”

## **Near Miss Definition:**

“Accidents where no property was damaged and no personal injury sustained, but where, given a slight shift in time or position, damage and or injury could have easily occurred”.

*Mission and goal would be to collect additional data that can be used to define areas of concern and see if they correlate to current crash data and find potential hot spots that can be used in the TSP update or other transportation related improvements.*

**CONCLUSION:**

Commission should discuss near miss application and make recommendations for changes. Commission should also decide on any additional work that should be required of the subcommittee.

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 for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

ASHLAND TRANSPORTATION COMMISSION  
BIKE & PEDESTRIANT SUBCOMMITTEE

March 8, 2022

AGENDA

- I. **CALL TO ORDER**: 3:00 PM, Meeting held virtually via Zoom
- II. **ANNOUNCEMENTS**
- III. **CONSENT AGENDA**
  - A. None
- IV. **PUBLIC FORUM** (3:05-3:20)
  - A. Public Forum-if you wish to speak during public forum please register with [Scott.fleury@ashland.or.us](mailto:Scott.fleury@ashland.or.us) by 10am March 7th.
  - B. If you wish to provide public comment or discuss an agenda item please contact [Scott.fleury@ashland.or.us](mailto:Scott.fleury@ashland.or.us) by March 7<sup>th</sup> by 10am to register to participate. Written comments can also be submitted in the same time frame.
  - C. If you are interested in watching the meeting via Zoom please utilize the following link: <https://zoom.us/j/95495168094>
- V. **NEW BUSINESS**
  - A. Pedestrian and Bicycle Data Collection Process Kickoff (action required, discuss data collection system development)
  - B. Subcommittee Work Assignments (action required, develop work assignments)
- VI. **OLD BUSINESS**
  - A. None
- XIII. **ADJOURNMENT**: 5:00 PM

**Next Meeting Date: April 12, 2022 Meeting**

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please email [scott.fleury@ashland.or.us](mailto:scott.fleury@ashland.or.us). Notification 72 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 1).

CITY OF  
ASHLAND





# Memo

CITY OF  
ASHLAND

Date: February 28, 2022  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Bike and Pedestrian Accident Information Subcommittee

## **BACKGROUND:**

At the January 20<sup>th</sup>, 2022 Transportation Commission meeting, the Commission created a bicycle and pedestrian subcommittee with the focus on developing a system to obtain unreported crash information to be used as part of improving the transportation system.

*Vièville motioned to establish the subcommittee whose main charge will be to establish a system to collect bike and pedestrian safety data such as near misses. Danner seconded. Peterson-Adams moved to amend the motion to include that the members of the subcommittee will be Brouillard, Christiansen, and Vièville. Danner seconded the amendment. Amendment and motion approved.*

The outline provided to the Commission at the January meeting is attached for reference.

Three subcommittee meetings have been scheduled to support development of data collection.

(March 8, April 12, May 10)

Ashland Municipal Code 2.13

### **2.13.050 Subcommittees**

- A. The purpose of a Transportation Commission Subcommittee is to focus on specific transportation topics of concern and bring back critical information for discussion with the whole body.
- B. *Membership.* Subcommittees will be established for a specified purpose and duration and will consist of three regular members of the Transportation Commission who shall sit concurrently on the full Commission. Specific Subcommittee members shall be appointed by the Transportation Commission. The Public Works Director and Transportation Commission Chair shall determine what matters warrant Subcommittee involvement and meetings shall be convened on an as-needed basis.
- C. *Minutes.* Meetings must be noticed and must have summary minutes. No final decisions will be made at the subcommittee level. All recommendations will go to the full Transportation Commission. All Subcommittee summary minutes will be forwarded for the next scheduled Transportation Commission meeting. (Ord. 3173 § 1 (part), amended, 02/19/2019; Ord. 3003, amended, 02/18/2010; Ord. 2975, added, 11/18/2008)

## **CONCLUSION:**

Subcommittee should discuss data collection means and methods and take on specific work assignments.

**Minutes January 20, 2022:**

**Subcommittee Formation for Bike and Pedestrian Safety Data**

Christiansen stated that the purpose of the subcommittee would be to talk about unreported accidents and near-miss incidents, and what improvements could be made to prevent these types of accidents. This would also include updating and enhancing crash maps and making reporting those types of accidents easier for people. The subcommittee will also talk about outreach and how to get the word out about reporting.

Brouillard stated that the other idea of the subcommittee is to gather data to find problematic spots in town and to use that data to support other Transportation Commission projects.

Fleury stated that the city's GIS specialist told him that there is a way to make that data more accessible for public consumption, and possibly a way to make a map that citizens can report on where they would state what happened at a specific location, and they could include some survey questions as well. This system could also tie into Ashland Police/Fire Departments' systems. The commission will need to look into how to market this.

## Peds and Bike Safety Subcommittee

Purpose: To research ways, and compare their pros and cons, to account for unreported crashes (and near misses?) involving bicycles and pedestrians.

Background: A lot of us know first or second-hand about crashes that have been unreported to APD and are missing from the crash reports and maps the TC reviews every month. The Peds and Bike Safety Subcommittee would explore ways to account for those crashes (and near misses?) in order to help identify and prioritize Vision Zero goals.

When: 2022, from Feb until ?

How:

1. Consult with Officer McLellan and Chief O'Meara and Fire dept (going to some calls not reported to APD)
  - a. What ideas do they have?
  - b. What do other Police Depts do?
  - c. Are there crashes the EMT/Fire Dept. respond to that aren't reported to APD?
  - d. Ask them for thoughts about ideas below.
2. Explore and discuss ways to account for unreported crashes
  - a. Collection: Initial ideas
    - i. Create a city website for self-reporting like wildlife map?
      1. <https://gis.ashland.or.us/cougar/>
      2. Will require budget
    - ii. Existing apps?
    - iii. Next TSP planning public input session(s)?
    - iv. eBikes are separate data points than non-motorized bikes?
    - v. Other ideas
  - b. Outreach: Initial ideas
    - i. Safety education in Utility bill
    - ii. CCOC
    - iii. Siskiyou Velo
    - iv. People that are houseless
    - v. Bike Stores
    - vi. SOU
    - vii. Schools (near misses in school zones?)
    - viii. Other ideas

**ASHLAND TRANSPORTATION COMMISSION  
BIKE & PEDESTRIAN SUBCOMMITTEE  
MINUTES  
March 8, 2022**

**CALL TO ORDER: 3:00PM**

**Commissioners Present:** Mark Brouillard, Corinne Vièville, Holly Christiansen

**Commissioners Not Present:** None

**Staff Present:** Scott Fleury, Elizabeth Beckerich

**Guests Present:** None

**ANNOUNCEMENTS**

None

**CONSENT AGENDA**

None

**PUBLIC FORUM**

None

**NEW BUSINESS**

**A. Pedestrian and Bicycle Data Collection Process Kickoff**

The subcommittee spoke about implementing an interactive GIS map that citizens can use to report near-miss incidents. It was decided that the definition for “near-miss” needs to be determined. The committee discussed at length what and who needs to be included on this map, including pedestrians, bicyclists, skateboarders, and drivers.

The committee spoke about the wildlife reporting GIS map that is already in place and discussed using a similar format, changing the drop-down menu options to be specific to near-miss incidents. Drop-down box options may include location, direction of travel, and mode of transportation. People reporting could also be given space to type out the incident in more detail. Submitting a report could also require a name, email, and phone number to avoid excessive or erroneous reporting.

Whether reckless/distracted driving should be included on the map was discussed at length. Americans with Disabilities accommodation access to the map was also discussed, specifically regarding how a seeing-impaired person might use the map resource. Additionally the committee also thought that the railroad should be included on this map due to near-miss incidents on railroad tracks.

Brouillard read OSHA’s definition of a near-miss to the group, which was “accidents where no property was damaged and no personal injury sustained, but where, given a slight shift in time or position, damage and or injury could have easily occurred”. Vièville stated that that was a good definition and it should be considered when the group decides their definition for the purposes of this committee.

Christiansen mentioned an idea of sending people who reported incidents a confirmation email with various educational tools in it, such as information about how to cross a street safely. Fleury suggested a link on the map once a report was submitted that reporting parties could click on to learn safety tips.

**ASHLAND TRANSPORTATION COMMISSION  
BIKE & PEDESTRIAN SUBCOMMITTEE  
MINUTES  
March 8, 2022**

**B. Subcommittee Work Assignments**

It was decided that the members of the subcommittee would work on defining the goals and mission statement of the group, coming up with a definition for near-miss, and ideas for what the drop-down items should be on the GIS map. Subcommittee members are to submit these ideas to Fleury who will compile them for discussion at the next meeting.

**OLD BUSINESS**

None

**FUTURE AGENDA TOPICS**

**ADJOURNMENT: @ 4:27pm**

*Respectfully submitted,  
Elizabeth Beckerich, Office Assistant II  
**\*\*Full Video Available by Request\*\****

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 for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

**ASHLAND TRANSPORTATION COMMISSION  
BIKE & PEDESTRIAN SUBCOMMITTEE**

**April 12, 2022**

**AGENDA**

- I. **CALL TO ORDER:** 3:00 PM, Meeting held virtually via Zoom
- II. **ANNOUNCEMENTS**
- III. **CONSENT AGENDA**
  - A. Approval of Minutes March 8, 2022.
- IV. **PUBLIC FORUM** (3:05-3:20)
  - A. Public Forum-if you wish to speak during public forum please register with [Scott.fleury@ashland.or.us](mailto:Scott.fleury@ashland.or.us) by 10am April 11<sup>th</sup>.
  - B. If you wish to provide public comment or discuss an agenda item please contact [Scott.fleury@ashland.or.us](mailto:Scott.fleury@ashland.or.us) by April 11<sup>th</sup> by 10am to register to participate. Written comments can also be submitted in the same time frame.
  - C. If you are interested in watching the meeting via Zoom please utilize the following link:  
<https://zoom.us/j/96783625085?pwd=cURmRUpwQWIEQT11Sko3WWVlcUVoUT09>
- V. **NEW BUSINESS**
  - A. None
- VI. **OLD BUSINESS**
  - A. Pedestrian and Bicycle Data Collection Process (action required, continue discussion about data collection system development)
  - B. Subcommittee Work Assignments (action required, develop work tasks for development leading to third meeting).
- XIII. **ADJOURNMENT:** 5:00 PM

**Next Meeting Date: May 10, 2022 Meeting**

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please email [scott.fleury@ashland.or.us](mailto:scott.fleury@ashland.or.us). Notification 72 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 1).

**CITY OF  
ASHLAND**



# Memo

CITY OF  
ASHLAND

Date: April 4, 2022  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Web Application Reporting Form

## **BACKGROUND:**

### **Project Goal:**

To collect near miss and associated safety data in order to better prioritize Transportation System improvements that improve safety across all modes.

### **Transportation Commission's Mission (AMC 2.13.010 B)**

“Ashland has a vision - to retain our small-town character even while we grow. To achieve this vision, we must proactively plan for a transportation system that is integrated into the community and enhances Ashland's livability, character and natural environment. ... The focus must be on people being able to move easily through the City in all modes of travel. Modal equity then is more than just a phase. It is a planning concept that does not necessarily imply equal financial commitment or equal percentage use of each mode, but rather ensures that we will have the opportunity to conveniently and safely use the transportation mode of our choice, and allow us to move toward a less auto-dependent community.”

### **Discussion:**

Review, discuss the project goal language.

### **Near Miss Definition:**

“Accidents where no property was damaged and no personal injury sustained, but where, given a slight shift in time or position, damage and or injury could have easily occurred”.

*Mission and goal would be to collect additional data that can be used to define areas of concern and see if they correlate to current crash data and find potential hot spots that can be used in the TSP update or other transportation related improvements.*

### **Discussion:**

Review, discuss and develop near miss definition for use moving forward.

**Web Application Development Options:** Below is a list of various items for consideration related to the reporting for discussion.

## **Dropdowns:**

### **General Information\*:**

Name

Phone

Email

\*Should have a confirmation reply the information was received by the City. There was also discussion about having a page link to driver/pedestrian/bicyclist safety information.

This was a:

- near miss
- minor collision or crash that occurred in order to avoid a more serious accident
- unreported crash
- Date
- Time

Is this first-hand info:

- Yes
- No

Has this already been reported somewhere else:

- No
- Yes to Emergency Services
- Yes to Insurance Provider
- Yes to Other

### **Incident Description and Cause:**

I was the:

- Ped/runner
- Cyclist
- E bike
- Skateboarder
- Motorist
- Motorcyclist

The other party was a:

- Vehicle
- Ped/runner
- Cyclist
- E bike
- Skateboarder



- Motorist
- Motorcyclist

I was heading:

- North
- South
- East
- West

The other party was heading:

- North
- South
- East
- West

The person that created the **danger** (incident) did the following (can they choose more than one?)

- Was distracted/not paying attention
- Did not stop at sign or signal
- Did not check for traffic in lane(s) before using crosswalk
- Did not see cyclist in bike lane(s) next to them before turning right
- Did not see cyclist in bike lane in oncoming traffic while turning left
- Did not see cyclist in bike lane while starting from a stop
- Did not see cyclist in the dark
- Did not see cyclist while coming out of driveway
- Did not see crosswalk occupant before turning right
- Did not see crosswalk occupant in oncoming traffic lanes while turning left
- Did not see crosswalk occupant while starting from a stop
- Did not see crosswalk occupant in the dark
- Did not see sidewalk occupant while coming out of driveway

Incident occurred at the following location

- On the Street
- In a Parking lot
- On the Sidewalk
- Other

Potential severity of injury of avoided collision

- High
- Medium
- Low

Please describe any unreported injury, fall, or crash that occurred (text box)

Other important information (text box)

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## **Drop down:**

First drop down I would have two options (what was it):

1. near miss
2. unreported crash

Second drop down I would have the following options between whom:

1. Pedestrian and bike
2. Pedestrian and vehicle
3. Pedestrian and other (scooter, e-bike, skateboard)
4. Bike and vehicle
5. Bike and other
6. Vehicle and bike
7. Vehicle and vehicle
8. Vehicle and other

1<sup>st</sup> hand; yes or no

Where

When

What time

Result, injury or non-injury

### **Discussion:**

Review, discuss and develop the outline for data collection on the web application.

### **CONCLUSION:**

Subcommittee should discuss data collection means and methods and take on specific homework assignments. Once the general outline of data collection is agreed upon, staff will work with GIS to develop the web application.

**ASHLAND TRANSPORTATION COMMISSION  
BIKE & PEDESTRIAN ACCIDENT SUBCOMMITTEE  
MINUTES  
April 12, 2022**

**CALL TO ORDER: 3:00PM**

**Commissioners Present:** Mark Brouillard, Corinne Vièville, Holly Christiansen

**Commissioners Not Present** None

**Staff Present:** Scott Fleury

**Guests Present:** None

**ANNOUNCEMENTS**

None

**CONSENT AGENDA**

*Vièville motioned to approve last month's minutes as written. Brouillard seconded. All ayes, motion approved.*

**PUBLIC FORUM**

None

**NEW BUSINESS**

None

**OLD BUSINESS**

A. **Pedestrian and Bicycle Data Collection Process**

Fleury stated that in this meeting he was aiming to solidify the project goal, agree on the content for an informational blurb at the top of the Incident Reporting form, and agree on a definition for "near miss". Then next meeting he would like to walk through the website and formalize it. Eventually it would be brought to the Transportation Commission and marketed to the public.

For the project goal, Fleury stated that last meeting he had written the note "Collect additional data that can be used to define areas of concern and see if they correlate to car crash data", to which Brouillard had added "find potential hot spots that can be used in the TSP update".

Christiansen stated that the number to call for accessibility accommodations should be at the top of the reporting page. Fleury stated that the Public Works line can be used and staff will input the information.

Vièville inquired about what the link to the website will be called. Fleury stated we can't decide the direct link but that through the City's website it could be made something like "Ashland.or.us/nearmiss". Vièville stated that it's important to make sure it's easily found on the City's website because if it's not people may not use it and may call the police instead. Fleury responded that the police will be informed of this page as well.

The state of the City's website was discussed. Fleury informed the group that the City will be getting a more user friendly website soon.

Fleury stated that they should make a QR code for public outreach. Brouillard agreed and suggested it be put on a mailer for the website. Christiansen suggested putting the QR code on bike racks and RVTD areas so that bicyclists and pedestrians will see it.

**ASHLAND TRANSPORTATION COMMISSION  
BIKE & PEDESTRIAN ACCIDENT SUBCOMMITTEE  
MINUTES  
April 12, 2022**

Fleury shared web pages with the group that had a similar model to what the group is looking for. Of particular importance to the group was the top portion of the page having the main mission of the project, the definition of a “near miss”, and information on how to contact Public Works directly if accommodations are needed to report.

Brouillard stated that on a web page that Fleury showed the group from Northern Virginia, he liked the paragraph stating “This information will be reported anonymously to regional municipalities and other transportation focused organizations to identify locations that would benefit from safety improvements but may not have been determined to be problem areas by traditional crash data sources”, stating that the part from “to identify” on may be particularly valuable for the project.

Fleury asked the group for their thoughts on a section asking the reporting party how many times an incident has occurred at a particular location. Brouillard stated that he liked the idea. Vièville suggested phrasing the question to be “Is this a recurring issue? Please explain” so that someone could state in the explanation box that it happens every day at a particular time. Brouillard mentioned that the group should define a reoccurring problem, because pot holes for example could be a reoccurring problem, but they aren’t exactly the data the group is looking for.

Christiansen suggested that looking at a map of all the incidents may be misleading because it may not indicate how many incidents there were at a location.

Fleury stated that it would be beneficial to have incident types for people to choose from rather than typing themselves what the incident was, however there could be an “Other” box that people could type into if their incident doesn’t fall under the pre-determined categories.

Christiansen suggested adding “Parking Lot” to location types.

Vièville stated that the type of weather at the time of the incident is important to know.

Christiansen had suggested previously that “Potential Severity of Injury” be a category. Fleury stated that it may be too subjective but if people add correct information and a narrative that it could help alleviate some of the subjectivity. In place of that category, Fleury suggested adding a box asking “Was major injury avoided by action you took? Yes or no.” or ask if people have changed their travel patterns due to the incident they’re reporting.

The group discussed having categories that are required to submit the form and also optional categories with something at the top of the form stating that information that isn’t required is still helpful to the program if it’s added.

Fleury stated that a photo uploading section may be helpful to determine direction of travel, and would also help for determining locations of things like pot holes and tree branches.

**ASHLAND TRANSPORTATION COMMISSION  
BIKE & PEDESTRIAN ACCIDENT SUBCOMMITTEE  
MINUTES  
April 12, 2022**

**B. Subcommittee Work Assignments**

Once the web page is created and able to be used, the group will do a walkthrough and make changes as needed. Then it will be presented to the Transportation Commission.

**FUTURE AGENDA TOPICS**

- Testing reporting on a draft version of the website.
- Outreach
- Presenting to the Transportation Commission

**ADJOURNMENT: 3:45 PM**

*Respectfully submitted,  
Elizabeth Beckerich, Office Assistant II  
**\*\*Full Video Available by Request\*\****

# Memo

CITY OF  
ASHLAND

Date: June 7, 2022  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Traffic Calming Program Petition Signature Requirements

## **BACKGROUND:**

A question was raised regarding the signature requirements of the Traffic Calming Program Petition.

The petition requires that a signature must be from resident who has property rights control over distinct address that sign in favor of entering the traffic calming program. This would preclude individuals/families that are renting a property from signing the petition.

## **Petition Process:**

The petition and pre-application process are meant to create neighborhood support for potential Traffic Calming and Safety Improvement Program implementation within a neighborhood or project area.

The petition and pre-application forms are attached as Appendix A. The petition and pre-application require a statement of need that detail the issues encountered in the neighborhood due to traffic safety along with a minimum of five (5) adult signatures\* from distinct addresses within the neighborhood showing they are in favor of entering into the Traffic Calming and Safety Improvement Program. Please be as specific and detailed as possible with respect to statement of need.

Once a verified petition is submitted to Public Works, the City will define the initial study area and begin data collection. After data collection is complete, the City will move forward with targeted enforcement, speed trailer placement and distribution of temporary yard signage if requested.

The study area will initially be influenced by street system configuration, location of schools, hospitals, and/or 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.

## **CONCLUSION:**

The Commission should discuss and determine if changes to the signature requirement are warranted.

# Memo

CITY OF  
ASHLAND

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Date: June 8, 2022  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Traffic Calming Program Public Outreach

**BACKGROUND:**

The Chair has requested a discussion on how to facilitate public outreach to inform the community about the traffic calming program. The program is currently hosted on the City's website: [https://www.ashland.or.us/Files/TS\\_Improvement\\_Program\\_Pilot\\_Final.pdf](https://www.ashland.or.us/Files/TS_Improvement_Program_Pilot_Final.pdf)

**CONCLUSION:**

The Commission should discuss and determine what if any public outreach is warranted to continue to promote the program.

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# CITY OF ASHLAND

## Transportation Commission Action Item List

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June 16, 2022

### Action Items:

1. TSP Update (2020-21)
  - Solicitation documents have been submitted and scored by project team
  - Scope, schedule and fee documents under review (TC December 2019/January 2020/February 2020)
  - Professional services contract requires Council approval
  - Schedule Council approval (April 7, 2020)
  - TSP Postponed until timing to start project is more appropriate (FY22/23)
  - Review Scope and Fee (May & June 2021)
  - Recommend approval of a contract with Kittelson Associates to City Council
  - August 2021 approval anticipated
  - Approval postponed (COVID)
    - i. Council Business Meeting scheduled for November 2, 2022 to provide background on TSP and Vision Zero
  - ***Potential Grant Funding through ODOT (Spring/Summer of 2022)***
2. Main St. Crosswalk truck parking (**no change**)
  - Analysis is included in the revitalize downtown Ashland plan and was recently discussed during the kickoff meeting.
  - The Revitalize Downtown Ashland Transportation Growth and Management grant project has begun that will assess safety and parking in the downtown core. (February 2020) No change-March 2020
  - ***The Revitalize Downtown Ashland Project has been cancelled with the expectation to re-start the project at a more appropriate time in the future (1-2 years).***



3. Siskiyou Blvd. and Tolman Creek Intersection Improvements
  - The Oregon Department of Transportation removed median island and restriped Tolman Creek portion of intersection to allow for better right-hand turning truck movements.
  - The Oregon Department of Transportation is also looking at curb ramp design changes to the intersection. (February 2020) No change-March 2020
  - Reference ODOT Intersection Change Schematic Drawing (September 2020)
  - Forwarded TC comments to ODOT regarding review of 60% Design (September 2020)
  - ***ODOT Provided Advance Plans of intersection redesign (March 2021)***
4. 20 is Plenty Subcommittee Work (**November 2020 start**)
  - Mark Brouillard is participating in the 20 mph is plenty subcommittee work with the Climate Policy Commission representatives.
  - Commission endorsed recommendation developed in the 20 is Plenty report discussed at the January 2021 meeting. Next steps include continued discussion of program and associated strategies for public outreach (education, engineering, enforcement, evaluation), inclusion into the TSP update, updating CIP, and holding a formal Council discussion.
  - 20 Is Plenty programmatic discussion to be scheduled for April 2021.
  - Commission recommended moving forward with the Vision Zero program and associated resolution. Options to meet the Vision Zero goal could include the 20 Is Plenty Program and other associated safety improvements (vehicular, bike & ped). The TSP update could assist at a programmatic level in meeting Vision Zero goals.
  - Vision Zero Resolution drafted and recommendation to approve by Council made by the Transportation Commission.
  - ***Approval of Resolution postponed aligning with TSP update***
    - i. Council Business Meeting scheduled for November 2, 2021
5. Railroad District Parking Limitations Review
  - At a future meeting TBD, discuss current parking limitations in railroad district.
  - ***Began discussion at December 16, 2021 meeting and will continue in 2022***

# Memo

CITY OF  
ASHLAND

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Date: June 9, 2022  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Pavement Rehabilitation Project Updates

## **BACKGROUND:**

### **Ashland Street**

- Project plans are on hold for the final review phase. DOWL has compiled the plans, specs, and estimate after their first internal review but are holding to complete the senior review until edits to change the bid to a later date and merging of some of the construction aspects with the ODOT OR66 job are made
- Project specifications are in final development
- Temporary and permanent easements are currently being obtained by subconsultant
- Project will wait for ODOT bridge rehab project for bidding phase which will push bidding to Late Fall/Early Winter 2022

### **N. Mountain Avenue**

- Initial design phase is underway
- Preliminary plans are expected for review beginning of October 2022
- Project will not be bid until Early summer 2023

## **CONCLUSION:**

No action required this is just a project update to the Transportation Commission on the two primary roadway rehabilitation projects in the 2021/23 Biennium Budget.