

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

January 28, 2016

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: November 18, 2015 and December 10, 2015
- IV. **PUBLIC FORUM**
- V. **NEW BUSINESS**
 - A. Siskiyou Blvd.-Tolman Creek Stop Sign (15 min.)
 - Discuss installation of a 4-way stop per ODOT recommendations
 - B. Bridge St. parking prohibition (15 min.)
 - Continue discussion regarding timed parking on Bridge St. near intersection if Siskiyou Blvd.
 - C. Election of Vice Chair
 - Elect new Vice Chair (10 min.)
- VI. **OLD BUSINESS**
 - A. Transit System Study Session (45 min.)
 - Group will continue transit discussion from previous meeting with RVTD representative in attendance (rescheduled from previous meeting due to absence)
- VII. **FOLLOW UP ITEMS**
 - A. City Source-Sidewalk Clearance
- VIII. **INFORMATIONAL ITEMS**
 - A. TC-chair presentation to Council-February 16, 2016
 - B. Action Summary
 - C. Accident Report
 - D. Making and Impact Newsletter (January/December)
 - E. Grandview Shared Road Status
- IX. **COMMISSION OPEN DISCUSSION**
- X. **FUTURE AGENDA TOPICS**
 - A. Transit Prioritization
 - B. Public Outreach/Education-Oregon Impact Programs
 - C. Traffic Control Resolution Update
 - D. Traffic Crash Summary PD letter
 - E. Car Share-Zip Car
- XI. **ADJOURNMENT:** 8:00 PM

Next Meeting Date: February 25, 2016

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 January 2016

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
Dominic Barth	Commissioner	617-840-5425	586 ½ C Street	dofriesgowiththatshake@yahoo.com	4/30/2018
Danielle Amarotico	Commissioner	541-840-3770	265 Alta Avenue	Danielle@CommonBlockBrewing.com	4/30/2017
Joe Graf	Commissioner	541-488-8429	1160 Fern Street	jltrans15@gmail.com	4/30/2018
Alan Bender	Commissioner	541-488-4967	145 Almond Street	Alan.bender@erau.edu	4/30/2017
Corinne Vièville	Commissioner	541-488-9300	805 Glendale Avenue	corinne@mind.net	4/30/2016
David Young	Commissioner	541-488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2018
Sue Newberry	Commissioner	775-720-2400	2271 Chitwood Lane	sue.j.newberry@gmail.com	4/30/2016
Non Voting Ex Officio Membership					
Mike Faught	Director of Public Works	541- 488-5587	20 E. Main Street	faughtm@ashland.or.us	
Mike Morris	Council Liaison	541-708-3665	20 E. Main Street	morrism@council.ashland.or.us	
Brandon Goldman	Planning Dept	541- 488-5305	20 E. Main Street	goldmanb@ashland.or.us	
Steve MacLennan	Police Dept	541- 552-2433	20 E. Main Street	maclenns@ashland.or.us	
Scott Hollingsworth	Fire Dept	541- 552-2932	20 E. Main Street	hollings@ashland.or.us	
Honorè Depew	SOU Student Liaison	503- 422-6723		honoredepew@gmail.com	
VACANT	Ashland Schools				
Dan Dorrell PE	ODOT	541- 774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Paige Townsend	RVTD	541- 608-2411	3200 Crater Lake Av 97504	ptownsend@rvtd.org	
VACANT	Ashland Parks		20 E. Main Street		
Jenna Stanke	Jackson County Roads	541- 774-6231	200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org	
David Wolske	Airport Commission			david@davidwolske.com	
Staff Support					
Scott Fleury	Engineering Serv Manager	541- 488-5347	20 E. Main Street	fleury@ashland.or.us	
Karl Johnson	Associate Engineer	541-552-2415	20 E. Main Street	johnsonk@ashland.or.us	
Tami De Mille-Campos	Public Works Permit Technician	541-552-2420	20 E. Main Street	campost@ashland.or.us	

ASHLAND TRANSPORTATION COMMISSION MINUTES

November 19, 2015

These minutes are pending approval by the Transportation Commission.

CALL TO ORDER:

Chairperson Joe Graf called the meeting to order at 6:00 p.m. in the *Mt. Ashland Room* at Mountain Meadows, located at 857 Mountain Meadows Drive.

Commissioners Present: Danielle Amarotico, Alan Bender, Joe Graf, Corinne Viéville, and David Young.

Commissioners Absent: None

Ex officio Present: Brandon Goldman, absent

Staff Present: Scott Fleury, Mike Faught and Mary McClary

Council Liaison: Michael Morris, absent

SOU Liaison Present: None

ANNOUNCEMENTS

Chairperson Graf thanked Mountain Meadows for allowing the Commission to hold its meeting at their facility, and providing enough room for everyone.

CONSENT AGENDA

Approval of Minutes for: September 24, 2015 and October 22, 2015.

Chair Joe Graf corrected the sentence under Announcements for the October 22, 2015 minutes.

FROM: "Graf pointed out the agenda is going to change so the North Main cross walk item won't be discussed tonight due to Kim Parducci not being able to attend the meeting."

TO: "*Graf pointed out the agenda is going to change. The North Main cross walk item won't be discussed tonight due to Kim Parducci not being able to attend the meeting.*"

The minutes were approved with stated correction.

PUBLIC FORUM

Set aside.

NEW BUSINESS

None.

OLD BUSINESS

N Main Crosswalk Discussion

Kim Parducci, the Traffic Engineer, reported to the Commission about ODOT's approval status with the two crosswalk project designs they had been diligently working to get started.

ODOT generally liked the design of the Van Ness/N. Main crosswalk design, which consisted of a short walk- small island-short walk design. They had concerns for the truck traffic, due to the concrete island. Kim will run it by their *Freight* group to make sure the city had sufficient clearances for truck traffic. Generally they liked the whole design.

The Nursery/N Main proposed crosswalk had more constraints and concerns from ODOT. She explained it was difficult to design due to the angle and existing driveway. ODOT would approve the design but would need to close the circular driveway closest to the proposed cross. They were also concerned with congestion created because of continual crossings and single lane traffic.

ODOT would be in support of crosswalks as long as the city would design, fund and maintain them. Mike Faught asked if the city would be maintaining just the crosswalk and Scott Fleury explained the city would either have an agreement mostly likely, to just re-stripe the crosswalk.

Kim recommended to go forward with the Van Ness/N. Main crosswalk design, and wait on the Nursery location.

Corrine Vieville asked about plans for flashers. Kim explained the Rapid Rectangular Flashing Beacon (RFB) would not be recommended for Van Ness mainly because the distant was so short.

The Commission entered into a discussion regarding congestion, delays, safety, Road Diet, RFB and balance between them.

Chairperson Graf asked if the Commission recommendation was to go forward with Van Ness with a flasher. Mike Faught recapped the Commission would either go forward without a flasher and evaluate further, or if the Commissions felt strongly to move ahead including a flasher, then Kim would need to re-evaluate parts of the project. Kim explained they did not look at the project with a flasher and she still had reservations using a flasher on N. Main Street. The Commission felt strongly to go forward with the design including a Flasher for Van Ness/N. Main.

Chairperson Graft asked about the evaluating criteria that would be used to decide the project on Nursery with a flasher, if Van Ness did not include a flasher. Kim talked about monitoring traffic on Van Ness without a flasher to discern when pedestrians cross and look at the traffic flow of disruption. If there were indications of change with the crosswalk, the Commission may want to consider not putting a flasher at the Nursery project. She felt it would be beneficial to monitor a location before utilizing both locations with flashers.

The Commission discussed the pros and cons of flashers and when the projects would be able to begin. Scott Fleury realistically thought 8-12 months. Kim pointed out the project would need to go before Council and ODOT'S Freight Group.

Chairperson Graft asked for consciences on moving forward with the first project including a possible flasher, and beginning the steps for the second project. David Young felt that a crosswalk was needed more further down. There was more discussion regarding the two proposed crosswalks.

The Commission came to a consciences on moving forward with the Van Ness/N. Main including looking at a possible flasher at that location.

Chairperson Graft moved VIII, B. Traffic Crash Summary to allow Officer MacLennan to speak next.

Officer MacLennan mentioned the stop signs placed on Walker Street were creating a serious traffic problem. The stop signs on the railroad tracks, also were not working properly. He recommended a legal stop sign, so he could enforce and create safer crossing for pedestrians. He reported half of the cars stop and half do not.

Scott Fleury explained about undersized stop signs were placed for automobiles. When the crossing gates do not work, there has to be a stop sign, and he believed that was the reason for their placement. He was waiting for a formal response from Corp as that area was under the jurisdiction of the Railroad. Again,

Officer MacLennan requested if the RR arms were not working, legal stop signs needed to be placed and unfortunately it would interfere with the bike lane and sidewalk.

Transit System Study Session

The Commission reviewed the Transit portion of the Transportation System Plan (TSP). The Planning Commission, Transportation Commission, and RVTV all worked together with a consultant to create the TSP.

Mike Faught summarized the TSP multi-model components and outlined the policies within consisting of housing, upgrade sidewalk facilities, street lighting, bike storage, approve pedestrian crossing opportunities, and work with RVTV to monitor and improve transit stop amenities. In addition they wanted to establish a bus pass program, extend service hours, service area, central transit hub, express bus, and encouraged RVTV to apply for a grant to be utilized in extended bus service for 3 years.

Mike summarized each of the suggested programs. He referred to a Power Point presentation. (time stamp 1:08:42 to 1:22:11)

David Young spoke to this experience with the TSP Plan process. Alan Bender talked about the ride sharing to the airport and car sharing in general. Dominic Barth, a new member of the Commission, commented how he was looking forward to taking advantage of the existing plan and all its possibilities.

Chairperson Graft asked to open Public Forum, having passed it earlier in the meeting.

Janice Trieglaff/825 Boulder Creek Lane spoke to the Commission requesting a stop at Fair Oaks and North Mountain because of the difficulty to see at that intersection.

Donna Steward, Mountain Meadows, spoke to the Commission regarding the area by the Coop, Oak Street and Railroad, how confusing it was to use the stop sign or where to stop. There was no marked white line.

Elizabeth Pallet, 938 Mountain Meadows Circle wondered if the Commission wanted to walk the areas of concern where they were planning a cross walk?

Roy Sutton, 989 Golden Aspen Place concurred with Donna's Steward's comments about the cross at Oak and RR and also mentioned he asked a few years ago for a stop at the corner of Fair Oaks and North Mountain. He was hoping an accident would not have to occur before a stop sign was placed.

Louise Shaket, 870 Cambridge wondered if businesses supported the bus route and turn around spot by Ashland Hills. In addition any support for general transit. Mike explained during the TSP update there was communication. When they really become specific projects, then more people/businesses get involved and interested.

Roy Sutton, 989 Golden Aspen Place asked about the map and the Nevada bridge. Mike Faught clarified the full design has not been completed yet and/or the best route for the future. There was a 1.5 million grant and another million dollars in system development charges. They still need an additional 3 million dollars and have hired someone to help us lobby for more money.

Donna Swans, 863 Plum Ridge Drive, spoke regarding a rubber tire vehicle, or could they state electric vehicle? Mike explained it was a term to distinguish it from a transit route.

Donna Steward, Mountain Meadows asked if they explored options for downtown parking in the huge Christian Church. Mike talked about the consultant and the identification of about 900 spaces available for

parking. They are looking at agreements to be able to utilize that. The radius is approximately from the RR tracks to North Main.

Roy Sutton, 989 Golden Aspen Place talked about the letter to the Editor and remarks concerning auto exhaust and pedestrians. He felt that was an important point for the electric vehicles.

Dave Young reminded everyone that the next Downtown meeting would be held December 2nd at the Council chambers at 3:30pm.

November and December meeting dates

The members discussed future November and December dates for Commission meetings. Scott suggested the 3rd Thursday at the Siskiyou room/or Council chambers. Chairperson Graft asked if they needed to update the code and the website. The regularly scheduled meetings would then be the 4th Thursday of each month, except November and December would be the 3rd Thursday. All agreed.

FOLLOW UP ITEMS

Mayors Brown Bag—scheduled for tomorrow, November 20th

Grandview Shared Road Status—Mike met with the property owner and other people who were not happy with the guard rail. He was working on a new standard for the shared road. He wanted to come up with a design that met the cross section of 18' and 3' for each side for pedestrians. The next step would be a public engagement process and talk about implementation. In addition, they would begin the education process and make sure it's a safe facility for everyone. David wondered why an unpermitted guard rail was being worked around. Dominic wondered if it became the city's responsibility. Mike explained about the code and requirements. The ordinance states, "unless it affects future design" and that makes this something that would need to be changed.

Oak Knoll and Highway 66 Intersection

Chairperson Graft stated the intersection was in the TSP to be realigned. Scott explained it was within ODOT jurisdiction boundary on Oak Knoll and Jackson County had the right of way jurisdiction on East Main. It is a cross boundary project. It would require looking at an engineering design and obtain a funding source to complete the project. Mike explained the TSP had two phases for this project, the first a realignment and the 2nd the roundabout.

INFORMATIONAL ITEMS

Action Summary

Traffic Crash Summary—already addressed.

COMMISSION OPEN DISCUSSION

Corinne Vieville asked about a trolley for SOU on *First Friday* and wondered about details. Dave Young talked about they hire a private trolley and Taste of Ashland does the same thing.

Chairperson Graft has spoken to SOU regarding a representative and Dave Young spoke about filling the Commission vacancies. Alan believed OSF should be represented on the Commission as well. Mike would make sure the Mayor understands the concerns. He also gave the Commission the history of its members.

FUTURE AGENDA TOPICS

Public Outreach/Education-Oregon Impact Programs

Traffic Control Resolution Update

Traffic Crash Summary PD letter

Car Share-Zip Car

Code Enforcement Discussion—Dave asked that the code enforcement officer come to a future meeting to talk about the obstructions on sidewalks.

Bridge St. Parking Prohibition

ADJOURNMENT

Meeting adjourned at 8:05 pm

Next Meeting Date: December 10, 2015.

Respectfully submitted,

Mary McClary, Administrative Assistant

for Electric, AFN and Information Technology

**ASHLAND TRANSPORTATION COMMISSION
MINUTES
December 10, 2015**

These minutes are pending approval from the Transportation Commission.

CALL TO ORDER

Chair Joseph Graf called the meeting to order at 6:00 p.m. in the Civic Center Council Chambers, 1175 East Main Street.

Commissioners Present: Danielle Amarotico, Dominic Barth, Joe Graf, and David Young

Commissioners Absent: Corinne Viéville and Alan Bender

Council Liaison Absent: Michael Morris

Student Liaison Present: Janelle Wilson

Staff Present: Mike Faught, Scott Fleury, and Kyndra Irigoyen

ANNOUNCEMENTS

Paige Townsend, representative from RVTD is unable to attend today's meeting.

APPROVAL OF MINUTES

Approval of Minutes: None

ADJUSTMENTS TO THE AGENDA

Presentation by Paige Townsend, RVTD representative, will be rescheduled for January. Group will read memo prepared by Townsend and post online for public viewing.

PUBLIC FORUM

Huelz Guteheon, 2253 Hwy 99

He thought the bus people would be here. He will be back when they are back. Gutcheon says he has been riding the bus for the past 10 years, puts bike on the bus. He said 20 years ago the bus used to run just in town and drove slow, the seats were soft and now they are hard, the fare was 25 cents, the bus drives fast and stops fast. The drivers are always late and tailgate, they are on a 2-hour route and rushing to each stop, and the bus stinks sometimes. He apologizes for being negative, he does love the buses though, and they are great. He told the commission he thinks they should ride the bus to see the problems. He thinks an electric shuttle inside town would be awesome.

Roy Sutton, 989 Golden Aspen Place

Sutton spoke with reference to the Jefferson Exchange interview on Tuesday about the five electric buses they have ordered for Lane County that will serve Eugene and Springfield, to be delivered in June. They are not too far away if any of us want to observe them first hand, he said. They did cover how they received some funding for them. The bus that they manufactured is the same one we looked into, it is a Chinese company but they are produced in Palm Desert, CA so they qualify for federal funding, if the money is available.

Graf asked if he knew if they are using them on their bus rapid transit route or their regular neighborhood routes. Sutton didn't recall but the mileage covered a day was 130 miles per day, the battery will last 150-180 hours with the charging station overnight, which is a big improvement from earlier models. Graf says he knows they have put in a bus rapid transit from Springfield to Eugene. Sutton says that about 50% of their fleet are hybrid buses. Mike Faught said that he can forward the presentation to the commission and is available online.

Paul Rostykus, 436 Grandview Drive

Rostykus spoke about the guardrail issue on Grandview Drive. He lives up above Grandview, it runs up from Scenic to the intersection of Sunnyview and Skycrest. There was a guardrail put in about 6 months ago, about 350ft long. He displayed pictures to the commission that he took. Grandview is relatively narrow to begin with; the placement of the

guardrail has narrowed the road even more by 2-6ft, depending on the part of it. It has also eliminated the escape path for pedestrians. So if you want to get out of the way of a car, hopefully you can jump the rail. This is a highway style guardrail, very sturdy. There are some visual issues going on; the picture showed a truck backing out of a driveway and the visual impairment from the oncoming road.

He spoke about how narrow the road is when there are both pedestrians and cars on the road. A picture was displayed showing a woman walking a dog on the side of the road in between the guardrail and a van driving up the hill, with a second car driving down the hill. The picture gave a visual of how narrow the space is. He said he was up there with two others on the road a few weeks ago in this same position when a large Kenmore dump truck was coming up the hill and another car was coming down the opposite way. He and the other person were able to jump over the guardrail and the third person straddled the guardrail. He estimated by holding his hands about a foot apart, was the space between the guardrail and the cars driving next to it. He thinks that if a person was squished between a car and the guardrail, it could result in a loss of limb, broken bones, surgery, or not surviving.

He then displayed a cross-section he created. The black line in the middle is the pavement, which is between 16½ and 20ft wide, now the guardrail is on the left hand side, between the unpaved shoulder next to the guardrail there is between 9 and 24 inches. According to the city planning documents, the city right of way is about 70-80ft wide; most of the roadway is shifted to the right hand side in this place. He is not sure why the guardrail was put here, it was not mentioned in the building plans for the project or in the planning documents for this area. He cannot find an encroachment permit that was issued for this either, which makes this guardrail a city violation of municipal code. His question is why is this guardrail remaining if it was installed by a private company on public property, why is it remaining in violation of the municipal code?

NEW BUSINESS

Code Enforcement

Graf said this is a follow up to previous discussions about sidewalk maintenance and sidewalk hazards. Faught said he has previously given instructions to the street crew for arterial collectors to issue letters for public right of way where they have performed inspections. Patches, who has since retired, use to do this work on an annual basis and was very good at it. Since he has left, this task has not been a high priority, but now it is back on track. The street crew does this unless there is a controversial issue, then a code enforcer will go out and inspect the issue. For example, if trees are growing into the sidewalk or we have traffic division triangle issues on arterials and collectors then we have the street crews inspect this.

Young asked about when we had the heavy rain and the leaves were covering the sidewalk, from the standpoint of the rental properties or a person who has a disability, how do they get the leaves off the sidewalk? Faught responded that we do not have staff to clean up leaves on the sidewalk; it is the responsibility of the property owner to clean up things like that. What he does not wait around for is a long-term issue like overgrowth.

Faught explained that it takes about three months of someone's time to go out and do these inspections for arterial and collectors each year. If there is an issue, we send them a notice and give them a timeframe to respond to the issue. Young asked if, as a commission, they could put a message in the city source that it is the responsibility of the property owner to keep the sidewalk clean, that it is in our mission to keep the sidewalks safe. Faught will bring an example of past reminders that have been issued to the commission to review.

Bridge St. parking prohibition

Fleury included the email he received from the code enforcement officer, Kevin Flynn. He has been in contact with property owners there who have requested us to discuss parking prohibition along the west curb section (120') off Bridge St., which is the west curb section of 120ft. He sent notice to all the property owners adjacent to this street section and was able to contact two property owners who are in support of the prohibition. One property owner is concerned about his two on street parking credits on the east side of the street and he wants to maintain the integrity there, however this prohibition would not affect the east side of the street, only the west. We will find out if there is interest in the east side of the street also. There is potential for about 40ft of additional frontage that could be used on the east side of the street, if there was an additional parking prohibition. It meets the streets standards for having

parking on that side of street and the volume is fairly low from the last count and is not expected to increase.

Graf asked for clarification, we are not talking about changing the section that is yellow (the east side of the street), only the area behind the driveway that goes in behind the mini mart and the corner. If we did something about this, it would change from unlimited parking to one hour parking. Fleury explained that business owners asked for this one-hour turnover because college students park here all day and sometimes leave cars there overnight, which limits the parking for their customers. He said there had been timed parking there at one time, but has since been removed.

Amarotico asked Fleury to point out on the west side exactly where the parking prohibition would be. Fleury responded that the parking prohibition would come from the driveway, 40ft up, not restricted at all, and then 40ft up from there, to right below the driveway and would be timed. There is an abandoned driveway where people park in front of now, so that entire section could potentially be timed too. That would add could be another 3-4 spaces in that area.

Graf asked if there is any data on this area of how many people go to these businesses and cannot find a spot to park and do we have any information on how short this parking lot is for all the businesses that are in there? Fleury said there is not any data for this. Graf said if we make any decision on this, it would be complaint driven, not data driven.

Faught told the commission they could recommend for the city to hire someone to collect the data on the area. The data we are taking is from the police department on all the issues they are having in this area.

Barth said his own observation of this the area is that this area is constantly full. He did notice that when the parking was no longer timed the turnover was not as frequent or not at all. This area has become very popular, where Pita Pit and Case Coffee Roasters are now. Spring, summer, and fall are the busiest times there.

Graf said there are two restaurants and businesses on the other side that take up many spaces and it is hard to park there when you go.

Young asked if anyone had spoken to SOU about this. Wilson said she does not think she can speak for everyone at SOU but said their campus director of public safety has been encouraging students to purchase SOU parking permits to park in designated spots and encourages students to be good neighbors to surrounding businesses and community. She thinks it is good to be data driven and thinks the campus would appreciate the data too. She thinks if it is negatively affecting the businesses, then changing the current parking to timed parking makes sense.

Graff asked if anyone wanted to make a suggestion to take action on this topic.

Young asked how many untimed spaces we are converting to one hour and how many additional spaces would be added to it. Fleury said there would be six spaces added per the standard guidelines; however, people will park closer together so eight to ten people could probably squeeze in there.

Young/Barth m/s the Ashland Transportation Commission supports sending notices to the neighborhood for the parking prohibition on Bridge Street.

Barth asked who would issue citations in the area. Fleury said that the community service officer would monitor the area and issue citations as necessary, not Diamond Parking.

All in favor. Motion passes unanimously.

OLD BUSINESS

Transit System Study Session

Faught suggested that we invite Paige Townsend back in January to present.

Graf asked if we could make the memo that Townsend provided in her absence for the public. Faught said that we

would post the memo on the website for all to view.

FOLLOW UP ITEMS

Grandview Shared Road

Faught said this is a very controversial issue. He explained that the plan of action he is proposing is supported by legal guidance. The guardrail meets our standards; they came in to get a copy of our standards, but did not secure a permit to put in the guardrail. Faught asked to see Paul Rostykus' cross section diagram.

We need an 18ft paved section and 3ft on each side for pedestrians. As this cross section shows, we do not have 25ft out there right now. We have a traffic engineer who reviewed this who said it does provide vehicular safety. Faught has talked to the property owner about this, needs additional space for shared roadwork; he thinks ultimately there will end up being a guardrail there. We may cut some of the bank on the other side to create a true shared road. Faught has spoken with the property owner who is willing to pay part of the cost. He would like to just move it one time, once the design is accepted. We have an engineering firm on board to provide us with three options for the final solution. We may have to cut part of the hill to fix the sight distance issues for this section. Faught wants data to drive the final decision. We are on the fast track to get these options back. From a legal standpoint, this is a safe approach to move forward with.

The next step after we get the final solutions is to send a notice to adjacent property owners because we are changing the speed to 15mph. He wants the commission to have a public hearing for anyone who is impacted by this. He wants to really engage the community on this because it is a big deal. Speeds above 15mph on this road do not work and speed bumps on this road are not a good idea.

Barth asked if we are past having to wait for the Normal Ave. stuff. Faught said Normal Ave. is at its second reading. We are a couple of months out from getting the final design solutions for the shared road, around February or March. The follow-up before we put the 15mph speed signs up is to have a public process with the commission.

Barth asked when is the soonest the 15mph speed signs will go up. Faught responded that they will go up in March or April. It will be designated as a shared road after it meets the standards to be a shared road. We have several other shared roads, but will work through the signage systematically because it is a big change for people to go 15mph.

Barth is concerned about the guardrail. He said we have been talking about this off and on for six months and he said even Mike said he experienced a close call on this stretch. The longer this goes on, the more liability the city is exposed to.

Faught responded that he is working with legal direction and we need to work with that legal interpretation.

Young said his main concern is how many city resources and taxpayer resources are going into something that was really a private developer's mistake. He wonders what kind of precedence this sets; that someone illegally put in something that is dangerous. In addition, it infringes on the design options going forward. Young is concerned that we are spending a lot of time and city resources, when we could be doing other things.

Faught said that the city resources would have to be spent on the work anyway because the road needed to be converted to a shared road. He said that he was already working with Fleury on this in the first place. He said at this point it is better to work with everyone, instead of ripping the guardrail out.

Graf said as far as the shared road code approval, it's still tied up in the Normal Ave. process, the citizens who don't like it haven't stopped, he is wondering where this all sits if the council decides to table the whole thing for more studies and many more months, where does this leave this hanging? Can the council approve some parts of the plan that include these parts of the plan without necessarily approving the whole thing?

Faught responded that the issue with Normal Ave. has nothing to do with the shared road design.

Young said his understanding about shared roads is that you take conditions as given. This is new information to him tonight, that since a set of standards have been created for Normal Ave., that now you are forced to apply them retroactively to preexisting roads to get that 25ft. Faught responded that they have said all along that they need 18ft of paved road and 3ft on each side for pedestrians. He recalls that he has consistently spoke about having 3ft on each side for pedestrians and it is the legal designation to change the speed limit to 15mph.

Graf understood that when they did the Normal Ave. traffic plan they amended the TSP to include the definition of shared roads. If the council does not approve the Normal Ave. plan it puts everything on the table, then we do not have a definition of a shared road. Faught said the definition is there and he can easily take it as a standalone to the council. He wants to end up with a shared road we are all proud of, a safe refuge for all pedestrians.

Graf asked how soon would we have options from the engineers. Faught said he does not want to give a date, although he has asked the engineers to design it quickly.

Oak Knoll and Highway 66 intersection – Site Distance

Fleury said he did not have a chance to finish it. He did lay out site stopping distance layout for the 35mph, which he will show the commission at the next meeting. He also contacted the street department to see if the evergreens were encroaching. The pictures from last time showed the evergreens dangling over the fence. The street department investigated this site hindrance.

Walker Ave. RxR Stop Signs

They did remove the miniature stop signs from the edge of the sidewalk. The crossing arms had previously been working but he was informed tonight that the arms were not working on Monday. The police were contacted who then contacted the appropriate parties and the Central Oregon and Pacific Railroad (CORP) had people out there working on the issue. The general manager of CORP came to the meeting about a month ago. He has contacted him since and he is very responsive. Faught said we need to work with them in the future so that they follow the rules.

Fleury said CORP should be removing the cabinet next week and putting up the arms. The cabinet will be relocated, which is why the sidewalk is missing. Keep Oregon Green and Protected (KOGAP), the city's contractor, will then pour the last two panels to create the connection so pedestrians are not walking in the rocks. Young said the stop bars are still not there for cars. Fluery said the crossing arms control the stop.

East Nevada St. Bridge Project

Faught asked to add another item to the follow-up items.

Faught said there have been some developments on the East Nevada St. bridge project. They have hired Al Densmore to help look for funding for this project. If there was previously a bridge there, Federal Emergency Management Agency (FEMA) money may be available. We had a contact today who may have a photo that proves there was a bridge there. Mr. Densmore had a great idea to work with the Greenway Board. We now have a full letter of support on the greenway extension. He is recommending that we separate the pedestrian bike facilities from the automobile bridge. There is a lot more money available for pedestrian and bike facilities than for auto.

INFORMATIONAL ITEMS

Action Summary

Nothing discussed.

Downtown Parking and Multi Modal Circulation Study-Draft Report

Graf said that the downtown committee is very close to approving this draft from the consultant. Now is the time to raise any issues if you have any in the development section. This is a plan of process, not so much specific recommendations. If you see something in there that you do not think we should do, it does not say do it, it says study it or evaluate it. Good news is that nothing is written in stone, the bad news is it has still to be determined. Faught said some things are written in stone. We have an 18-month plan to follow through which involves hiring staff who are dedicated to do this work.

Graf said one of the first solutions to parking is to try to find shared lots, which are private lots that are sitting empty most of time, and to try to find a way to create a public private partnership so that those will be available for those who need long term parking downtown. Faught said the consultant identified 1200 spaces of existing private spaces, of which 900 during the peak period remain empty. The consultant is recommending that we create relationships and use that space instead of building new facilities.

Graf said there are a lot of spaces, but they are not right in front of the businesses. We may have to have something that involves improvement to sidewalks, shuttle buses, lights, and more ways to drive there and take your bike off your car and ride your bike into the downtown core. He thinks the other thing that is important here is that there will be another committee that will take over, the Parking Advisory Committee, which will be in operation to manage the parking and advise the parking downtown, which will likely have representatives from the transportation commission.

Amarotico asked if Faught could give her a real life example of how a public private partnership would work. Faught said that some businesses might be able to barter with other businesses. Faught said for the city to pick up some spots, an example is the church by Oak St., the parking lot is empty every day except Sundays, it is a great opportunity to create agreements, which may not involve money.

Amarotico said going back to the real life example, so when other cities do this in other cases, would the city pay the church a rental fee. Faught said each business would work out a deal for their own employees. It's not that we create an ordinance that you cannot have employees parking downtown, the businesses have to manage that. If we create a mechanism for our city employees to park downtown, we would work out some deal for them to pay and encourage them to park there.

Young clarified that this is just the draft plan and is only the parking component. Seeking the agreements would be the job of the staff or consultant.

Barth noted that page 16 references 'San Ashland' instead of 'Ashland' and Graf asked that Figure B be removed on page 24.

Graf said the consultant is taking suggestions, so now is the time for input. Everyone can give their suggestions to Graf or Young and they will give the input to Faught who will update the consultant.

Young asked that the edited version be given to the committee, two weeks before the next meeting, so the committee has a week to catch some edits or other suggestions.

Faught said when this is done; we will work on the multimodal piece of it. He would like to eventually have a town meeting about this to receive their input.

Graf asked if all of the plans would come through the Transportation Commission before it goes to Council. Faught said yes, it would go to Planning as well before it goes to Council. He wants the vetting to happen before it goes to council.

Open Discussion

Graff gave an update on his attendance at the Mayor's brown bag.

Young voiced his concern about the ongoing vacancy on this commission. Graff said there has been movement, it has not been fast enough, but there has been movement. There is another person who is now being interviewed for the commission.

Graff asked about any future agenda topics. He asked when they are going to be discussing the Siskiyou portal. Faught said he recommends that should be the next project after the downtown parking management plan is completed. From a staffing perspective, we need to get that done first. Faught said we want to do a pedestrian bridge study by SOU. Fleury said when we applied for the Traffic Growth and Management (TGM) grant, the council asked

that the corridor go from Walker Ave. to essentially Sherman St. We did apply for the TGM grant; unfortunately, we did not get it for the safety study.

Graff said at our next meeting we would hopefully have a presentation by Paige Townsend from RVTD. Faught said he would like to bring Paige in to the next meeting and at the following meeting have a prioritization process for the transit side like the commission has done for all the other elements of the TSP. We want to hear Paige's presentation first and gather all the data and then talk about what we think is the most important thing we should do next.

Young said he reviewed the memo that Paige gave the commission in her absence. He said he was concerned because it sounded like more of the same stuff from RVTD. Faught said that they have hired John Watt Associates to create a better marketing piece to get the word out. Young said there was a lack of understanding for the Ashland system. Graff asked, what are the problems and issues we are trying to solve, what are the strategies, who is the population we want to serve in Ashland, not RVTD's strategic plan. He said he does understand in their case if they do not get their levy then they cannot get their service up. Faught said our plan is not that far outside of their long-term plan; there are elements of their long-term plan that fall right into our transportation recommendations in the TSP.

Fleury said he was contacted by ODOT regarding a letter that was sent to officer MacLennan from a petitioners group at Bellview Elementary School regarding the intersection of Tolman Creek Rd. and Siskiyou Blvd. ODOT contacted Fleury and said they would like to move forward with a preliminary four way stop at that intersection. Counts were taken in that area and based on the operational structure it would work better as a four way stop. This is ODOTS's right of way, but they are contacting us for our support. Ideally, he would like to add this to the January agenda.

ADJOURNMENT

Meeting was adjourned at 7:40 p.m.

*Respectfully submitted,
Kyndra Irigoyen
Public Works Administrative Assistant*



Rogue Valley Transportation District

From the Desk of Paige Townsend, Senior Planner

3200 Crater Lake Avenue • Medford, Oregon 97504-9075

Phone (541) 608-2429 • Fax (541) 773-2877

Visit our website at: www.rvtd.org

December 10, 2015

TO: Ashland Transportation Commission

RE: RVT Transit Strategies and Short/Long-Range Planning

I apologize I am unable to attend your meeting and will be available in January barring any additional family illnesses. This memo represents brief responses to questions, concerns and strategies that the Commission is discussing to improve transportation options in Ashland. Let me begin by describing some of the recent efforts in Ashland.

In the 2014-2015 Academic year RVT provided SOU with a state-funded grant to improve multi-modal transportation use to the campus. This project was largely marketing focused using weekly events co-sponsored by student clubs and advertising. 14% of the student body participated in the program and with the pre and post surveys we observed a 4% decrease in drive alone trips. An indirect benefit was a 22% increase in bus pass sales and a 118% increase in bus pass usage from the year prior.

RVT presented to the Multi-Modal Downtown Committee in the fall of 2014 to encourage downtown employers to consider using bus passes, carpooling, bicycling and incentive/marketing based programs as an approach to solve a portion of the transportation issues in downtown. This is an easy, low-cost way to improve transportation in the near term and based on the success of the SOU program we could see similar affects in downtown as we did at SOU. We only need a partner who is interested willing and able to pursue this on behalf of the downtown merchants.

RVT participated in the SOCAN Transportation break out group and from this learned more about the desire for a shuttle, trolley, or circulator type of system in Ashland. RVT is open to helping with this planning stage and I would pose two questions at this time, "Who is your target audience?" (service workers, recreation/tourism, employees of downtown) and "What type of trip are you hoping to reduce?" (work, school, shopping, recreation). The reality is that neither RVT, the downtown merchants or the City will have enough resources to serve all of these needs (at least in the beginning)

so having some targets will help to plan for a more successful service. This will also help to strategize on who should provide the service and how it should be funded.

Mike and I met to look at the transfer location conceptually described as being in the RR District. We support this concept and need to make it more of a concrete plan. This would require identifying a parcel, completing the street system to support circulation and considering the facility needs as a multi-modal hub for all transportation. Perhaps this is a project the Commission could work on with the City and RVTB.

The Commission should also be fully aware of our investment in Compressed Natural Gas as an alternative fuel source in our fleet. We now use a fleet of 23 buses and 18 of these are CNG. This fuel choice will bridge us to the next wave of technology, which could be electric, but we are not in a position to consider a major fleet or fuel transition at this time. It might help to understand that RVTB is currently paying \$1.17 per gas gallon equivalent (GGE) which is significantly less than a gallon of diesel and would also be significantly less than the cost to supply our vehicles with power based on the current kWh and surcharges. We are open to ideas but these should be posed in a transition plan and not anticipated to become part of the RVTB within the very near future. However, RVTB is applying for funds to put a solar system on top of the Maintenance Facility which will offset approximately \$8,000 of power costs per year. This will also help to get staff acquainted with the idea of using locally-generated renewable electricity in the fleet which is much more amenable to us than conventional sources.

Lastly, RVTB staff is working with the Board to pursue a May 2016 property tax levy. The service proposal has two major parts. 1) RVTB is currently running at a deficit of approximately \$1 M per year. We have to fill this gap before other services can be proposed otherwise we risk doing another service reduction like none we have ever seen. 2) The levy would support bringing back Saturday service, increasing frequencies back to 20-minutes on Route 10, possibly increasing frequencies on Route 24 to east Medford and improving and re routing service in west Medford. These ideas are still be explored along with service to RCC Table Rock Campus, an express route and evenings. Our staff is also working on a state funding package that would improve transit service throughout the state in small urban and rural areas.

I hope to attend the January meeting and until then, Happy Holidays!

Memo

CITY OF
ASHLAND

Date: January 21, 2016
From: Scott A. Fleury
To: Transportation Commission
RE: Siskiyou Blvd. and Tolman Creek 4-way stop

BACKGROUND:

Previously Officer MacLennan provided the Commission and staff with a petition letter sent to the Oregon Department of Transportation (ODOT) and the Ashland Police Department (APD) regarding the Siskiyou and Tolman Creek intersection. The petition letter addressed speeding and safety concerns in the area.

In the City's current Transportation System Plan (TSP) there is a recommended roadway improvement (R6)

(R6) Siskiyou Boulevard (OR99)/Tolman Creek Road
Intersection Improvements

Description:

Conduct a speed study. Identify and install
speed reduction treatments on northbound approach

Reason:

Improve Safety

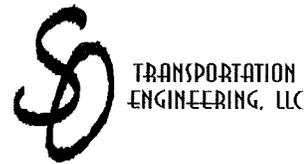
Priority:

High
(0-5 Years)
\$61,000

ODOT previously contacted City staff to determine if they would support installation of a stop 4-way stop at this location as a safety improvement. City staff asked Kim Parducci from Southern Oregon Transportation Engineering to provide an analysis of the intersection relating to installation of a 4-way stop. Her memo is attached.

CONCLUSION:

This agenda item is only for introduction to the topic and analysis. City staff would like to continue the discussion at the February meeting and invite the public to participate in the discussion along with possibly having Dan Dorrell from ODOT attend. At the February meeting staff would like the Commission to make a formal recommendation to the City Council for installation of the stop sign, or make no recommendation at all and keep the status quo.



Memorandum

To: Mike Faught, Public Works Director
Date: 01/20/2016
Subject: Tolman Creek Road / Siskiyou Boulevard Intersection Analysis

**S.O. Transportation
Engineering, LLC**

112 Monterey Drive
Medford, OR 97504
Telephone 541.941.4148
Fax 541.535.6873
Kwkp1@Q.com

Southern Oregon Transportation Engineering, LLC prepared an intersection analysis for the intersection of Tolman Creek Road and Siskiyou Boulevard. The analysis was prepared to address citizen complaints and evaluate the impacts of implementing a 4-way stop.

Background

The intersection of Tolman Creek Road and Siskiyou Boulevard is currently a two-way stop controlled (TWSC) intersection with Tolman Creek Road stopped in the northbound and southbound directions. Citizen complaints include excessive speeding on Siskiyou Boulevard, increased traffic, and difficulty crossing at the intersection of Tolman Creek and Siskiyou Boulevard (See ODOT complaint letter). The citizens asked to have three things evaluated, which include:

1. Implementation of an all-way stop at the intersection of Tolman Creek and Siskiyou Boulevard.
2. Implementation of speed tables or speed humps.
3. Increased police presence.

Analysis Results

We counted the intersection of Tolman Creek Road and Siskiyou Boulevard in October of 2015 during the p.m. peak period (3:00-6:00 p.m.) and gathered crash data for the most recent five year period. The City of Ashland provided daily traffic volumes and 85th percentile speeds along Siskiyou Boulevard. We used this information to evaluate current conditions as well as what, if any, the impacts of an all-way stop controlled (AWSC) intersection would be. Our results and are provided in the following findings:

1. The intersection currently operates at a level of service (LOS) "C" as a TWSC intersection with a volume-to-capacity ratio (v/c) of 0.21 for the northbound shared left/through/right movement. The intersection operation improves to a LOS "B" as an AWSC intersection, but the v/c ratio for the eastbound left turn movement increases to 0.42. Intersection operations under both scenarios are within City and State performance standard minimums.
2. Queuing simulations showed that the longest queue length (stacking of vehicles) as a TWSC intersection occurred in the northbound direction during the p.m. peak hour and resulted in a 95th percentile queue length of 75 feet or the equivalent of three vehicles. All other movements were 50 feet or less. As an AWSC intersection, the queues were shown to increase for the eastbound shared left/through/right movement (100 feet), westbound left/through movement (75 feet), and westbound right movement (25 feet). These increases in queue length would be expected as a result of changing from free movements to stopped movements, but none were shown to exceed their link distances or have any adverse impacts downstream.
3. Crash data showed five crashes within a five year period, with four of the five being angle or turning movement collisions and three of the five being in the month of September. There was no time of day pattern. Four of the five collisions occurred during daylight under clear weather conditions.
4. The 85th percentile speed on Siskiyou Boulevard was measured by Ashland Public Works to be 31 miles per hour (mph) with an average speed of 25 mph. The posted speed limit is 35 mph on Siskiyou Boulevard and 25 mph on Tolman Creek Road, but reduces to 20 mph on school days between the hours of 7am-5pm.
5. Sight distance is restricted on the northbound stopped approach when looking to the east due to an intersection skew.

Analysis Recommendations and Conclusions

From an operational standpoint, the intersection operates within acceptable performance standards under existing conditions, but several improvements were shown to occur if the intersection were to change to an AWSC intersection.

Some of these improvements included lower delay for intersection movements, reduced speeds along Siskiyou Boulevard as a result of vehicles slowing to a stop at Tolman Creek, improved safety for the northbound approach (which has limited sight distance under existing conditions), and improved safety for pedestrians crossing at the intersection. Additionally, an AWSC intersection is a common interim step taken before implementation of a traffic signal, if at any point a traffic signal is considered at this location in the future. At this point, we wouldn't recommend speed humps because speeding is not shown (at least from the data we have) to be excessive, but we always encourage police enforcement.

We hope this addresses citizen concerns and provides the background necessary for the City to move forward with implementation of an AWSC intersection. Please feel free to contact us with any further questions or concerns.

Southern Oregon Transportation Engineering, LLC



Kimberly Parducci, PE PTOE
Firm Principal

Attachments: Tolman Creek Road and Siskiyou Boulevard intersection Aerial



Tolman Creek Rd

99

Memo

CITY OF
ASHLAND

Date: January 21, 2016
From: Scott A. Fleury
To: Transportation Commission
RE: Bridge St. Parking Prohibition

BACKGROUND:

After discussion at the previous meeting, staff itemized the parking spaces and counted use in the parking lot at various times.

There are currently six businesses operating in that location with one vacancy. The parking lot contains 26 total spaces that support employees and customers in that location.

Total spaces: 26 (1 handicap)

Counts:

- Tuesday January 19th at 12:40 pm, 20 out of 26 occupied (0 open street spaces)
- Tuesday January 19th at 4:30 pm, 13 out of 26 occupied (2 open street spaces)
- Wednesday January 20th at 9:30 12 out of 26 occupied (0 open street spaces)
- Wednesday January 20th at 1:00 19 out of 26 occupied (0 open street spaces)

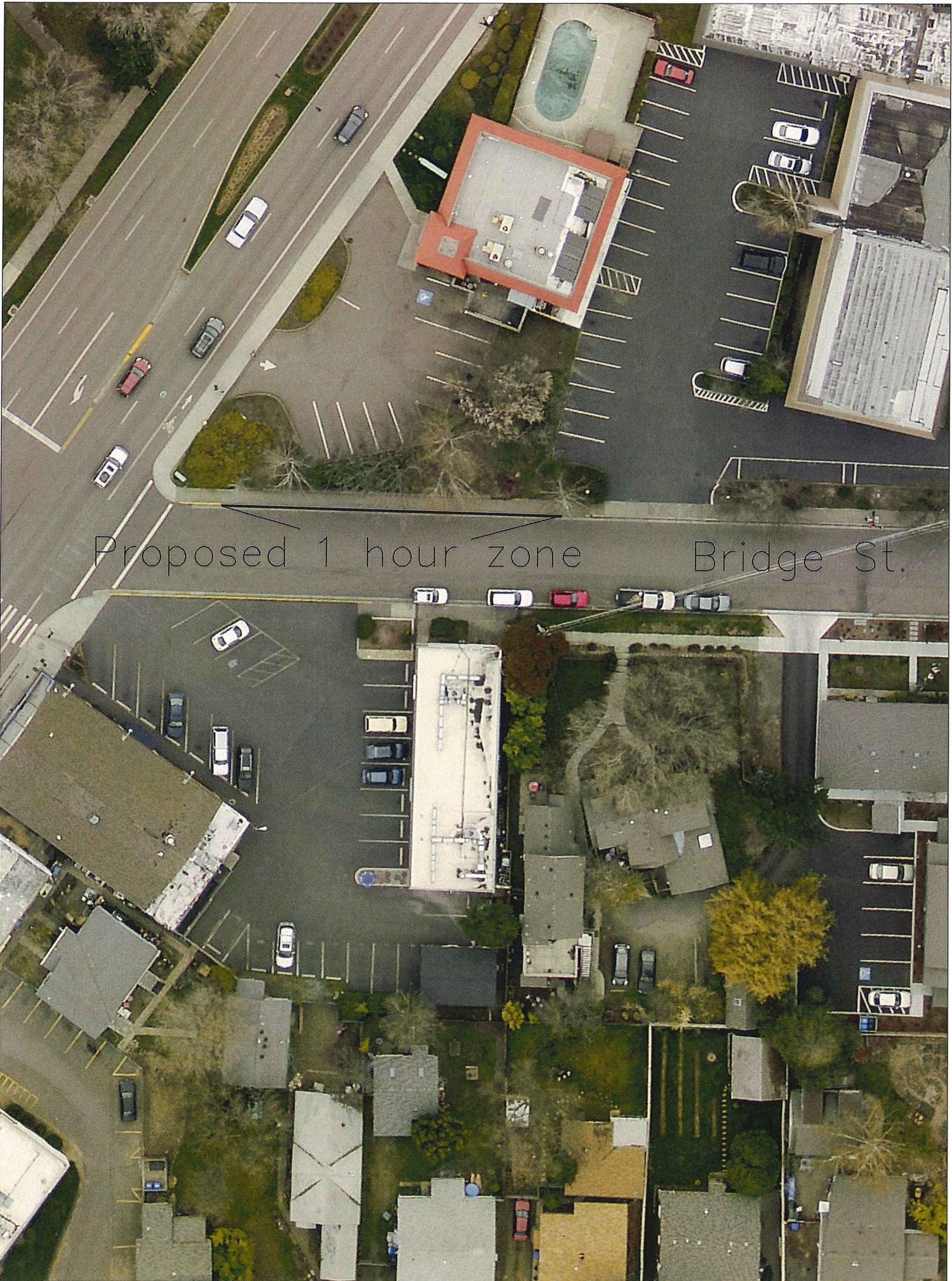
This item is in response to several business owners interested in obtaining a section of timed parking on Bridge St. just north of Siskiyou Blvd. reference site photo. This section of curb line on Bridge St. currently has no parking prohibition. Business owners have stated that people tend to use these spaces for numerous hours making it harder for short term parkers to find spaces adjacent to the business locations.

This section of Bridge St. is currently 29 feet wide residential street. The most recent ADT for this section of roadway is from 2003 and was 782 vehicles per day. Per our current street standards this does allow for parking on both sides of the street.

Staff estimates there is approximately 119 feet of curb line that could be timed equating to approximately 5.5 spaces within an *MUTCD* standard spacing of 22 feet.

CONCLUSION:

This item is for Commission discussion regarding the parking prohibition. An motion could include a recommendation for approving a 1 hour zone adjacent to the curb line on Bridge St. The Commission could also choose to make no recommendation and keep the status quo.



Proposed 1 hour zone Bridge St.

Memo

CITY OF
ASHLAND

Date: January 21, 2016
From: Scott A. Fleury
To: Transportation Commission
RE: Transit Study Session

BACKGROUND:

This is a continuation of the previous transit discussion that occurred on November 18, 2015. Paige Townsend of RVTD will be in attendance to discuss long range plans and work done on the City's adopted TSP.

Transportation Commission
Action Summary
as of January

Month Year	Item Description	Status	Date Complete
October 22 TC	N. Main Deer Signs	ODOT	12/15
June 25 TC	88 N. Main Loading Zone	TR15-02	
December 19 TC	Orange Ave. Bike Boulevard	TR13-14	11/14
October 24 TC	Faith Ave. Sharrows/Signs	TR14-2	11/14
August 26 TC	N. Mountain Ave Improvements	TR13-12	
May 23 TC	Bike Path Signage	Approved TR13-08	
May 23 TC	Plaza Parking Prohibition	Approved TR13-09	6/13
February 28 TC	Main St. Parking Restriction	Approved TR13-07	4/13
February 28 TC	Fair Oaks No Parking Restriction	Approved TR13-03	4/13
February 28 TC	East Main Crosswalk Signage	Approved TR 13-04	4/13
October 12 TC	B St. and Eighth St. sight distance	Approved, TR 2012-04	
October 12 TC	B St. and Second crosswalk sight distance	Approved, TR 2012-05	
September 12 TC	B St. and Second sight distance analysis	Staff report complete	
September 12 TC	Lithia/First Intesection Analysis	Traffic Engineer under contract to perform services	
August 12 TC	Centerline marking on Takelma Way	Approved, TR 2012-03	9/12
March 12	Sharrows markings on Maple St.	approved, TR 2012-01	10/12
March 12	Centerline marking on Crispin St.	approved, TR 2012-02	10/12
March 12	Loading zone on Lithia Way	not approved	
November 11 TC	Parking prohibitions on Highwood Dr.	approved, TR 2011-09	2/26/12
October 11 TC	Crosswalk on A Street	approved TR 2011-08	12/1/11
August 11 TC	Parking prohibitions on Almond	approved TR 2011-07	✓
August 11 TC	Stop sign at 4th and A Streets	not approved	
Jul 11 TC	Parking Prohibitions on E. Nevada	approved, TR 2011-04	3/6/12
Jul 11 TC	Stop Sign at Starflower	approved yield, TR 2011-05	11/17/11
Jul 11 TC	A' Shared Road	approved, TR 2011-06	10/28/11
June 11 TC	N. Main Road Diet	TC recommend implementation asap, approved 8/2/11	
June 11 TC	Parking prohibition on Central	TR 2011-03, install painted centerline, only	✓
May 11 TC	Stop sign on Homes	Stop sign not approved, other improvements implemented.	
May 11 TC	Stop sign on Pinecrest	not approved	
May 11 TC	Left turn signal at Wightman	recommended review by traffic engineer	
May 11 TC	Memorial Sign Request	recommended development of a policy, approved by Legal/Planning. Approved by Council	1/27/12
Apr 11 TC	N. Main Road Diet Pilot	Approved by Council 8/2/11	
Feb 11 TC	Parking Prohibitions Meadowbrook	TR 2011-02 order sent to Street Div.	✓
Feb 11 TC	Parking Prohibitions on Liberty St	TR 2011-01 order sent to Street Div.	✓
Feb 11 TC	Bike Corral on Third Street	Completed & installed	✓
Dec 10 TC	Petition for ped. rail crossing	referred to TSP process	
Dec 10 TC	Siskiyou Blvd x-walk at Frances	no action required	12/16/10
Nov 10 TC	S Mountain Mid Block Crosswalk	Approved to be installed in cooperation with SOU	
Nov 10 TC	E Main @ RR Crosswalk Review	Commission asked stop sign replaced	
Oct 10 TC	A St Sharrows Designation	Commission asked for Kittleson review	
Oct 10 TSC	Safety Sleeve for Bollard @ RR Park	replaced	✓
Oct 10 TSC	Storm Drain on Bike Path @ N Mtn	staff is researching	
Oct 10 TSC	Additional Vehicle Parking Downtown	Contacted ODOT	
Oct 10 TSC	Crosswalk at Lithia and E Main	TR 2010-06, order sent to Street Division	✓
Oct 10 TSC	Stop Sign at Helman & Nevada	not approved	✓
Oct 10 TSC	Stop Sign on 'B' @ Third	not approved	✓
Oct 10 TSC	Crosswalk on Siskiyou @ Morton	not approved	✓
Aug 10 TSC	Grandview/Sunnyview/Orchard/ Wrights	vegetation clearance referred to street dept for	
Aug 10 TSC	15 Minute Parking on A Street	TR 2010-05, order sent to Street Division	
Aug 10 TSC	First St Parking Prohibition Change	TR 2010-04, order sent to Street Division	
Aug 10 TSC	Granite St Parking Prohibition Change	not approved, Swales will resubmit request	✓
Aug 10 TSC	Hargadine St Parking Prohibition Change	review as part of TSP update	
Aug 10 TC	Bridge Street Parking Prohibition Change	Memo received from Fire Dept recommending against change	✓
Jul 10 TSC	Change		
Aug 10 TC	Truck Route Ordinance Review	Staff researching, Nov 2010 agenda item	
Jun 10 TC	2 Year Project List Goal Setting	3 goals selected	✓
Jul 10 TC	Audible Crosswalk Signals for Downtown	Viewlie working w/staff to develop priority list for \$27K budget	
Jul 10 TC	Shared Road Policy	review as part of TSP update	
Mar 10 TSC	Yield Sign at Terrace @ Holly	TR 2010-02	✓
Mar 10 TSC	Ashland St @ YMCA Crosswalk	not approved by ODOT	✓
Mar 10 TSC	Oak St Crosswalk at A St	included in Misc Concrete Project; bids due 11/17/10	
Jul 09 TC	Additional Downtown Bike Parking	Implementation list complete, will be installed as budget permits	
Nov 09 TC & TSC	Crosswalk for East Main @ Campus Way	Staff applying for funding through grant application	
Nov 09 TC & TSC	Grandview Shared Road Improvements	TR 2010-03, other improvements likely in future	
Aug 09 TC	Oak Street Sharrows	TR 2010-01	✓
Jul 09 TC	Will Dodge Way Improvements	Complete	9/2010
Apr 09 TC	Siskiyou Bv Pedestrian Improvements	complete	✓
Aug 09 TSC	Union/Allison and Fairview Intersection	not approved	✓
Nov 09 TSC	Yield Sign at Palmer Rd	not approved	✓
Nov 09 TSC	Stop Sign at Indiana St	not approved	✓
Dec 09 TSC	Terrace St Traffic Calming	not approved	✓
Dec 09 TSC	Ashland Village Traffic Calming	not approved	✓

MOTOR VEHICLE CRASH SUMMARY

MONTH: NOVEMBER, 2015

NO. OF ACCIDENTS: 13

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
2	7:50	Mon	Coolidge St near N Main St	2	N	N	N	N	N	Y	N	N	DV2 crashed into parked V1 while trying to remove pine needles from windshield. No citation. Report only.
2	09:59	Mon	Siskiyou Blvd near Walker Av	2	N	N	N	N	Y	Y	N	N	Dv1 waiting for traffic to clear to make a safe left turn was rearended by V2. Dv2 cited for following too close.
2	15:18	Mon	Iowa St at Garfield St	2	N	N	N	N	Y	Y	N	N	Dv2 crashed into v1 in intersection, dv2 cited failure to obey traffic control device.
2	15:28	Mon	Walker Av near Siskiyou Bl	1	N	N	N	N	Y	Y	N	N	Dv1 took a wide left turn, crashed into tree at intersection. Cited for careless driving and no operator license.
2	15:48	Mon	E Main St near Lincoln St	3	N	N	P	N	Y	Y	N	N	Dv1 stopped while a car in front waited for traffic to clear to turn left. V1 was rearended when V2 was hit from behind by v3. Dv3 cited
5	16:08	Thur	Siskiyou Blvd near Sherman Av	2	N	N	P	N	Y	Y	N	N	Dv1 stopped behind other vehicles at a red light, was rearended by Dv2. Dv2 cited for following too close.
6	8:07	Fri	E main St near First St	2	N	N	N	N	N	Y	N	N	Dv2 did not see v1 and struck v1 while changing lanes. Non injury, no citation.
6	14:40	Fri	Oak St near E Nevada St	2	N	N	N	N	N	Y	N	N	Dv1 rounded corner and struck v2 which was backing out of driveway. No citation, no injury. Information exchanged
13	12:48	Fri	E Main St at Fordyce St	2	N	N	N	N	N	Y	N	N	Dv2 stopped behind another vehicle that was waiting for traffic to clear to make a left turn. Dv1 rearended v2. no citation, no injury.
19	14:15	Thur	Ashland St at E Main St	2	N	N	N	N	N	Y	N	N	Dv1 waiting to make a left turn was rearended by v2. v1 totaled. Report only.

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
21	14:16	Sat	Wightman St near Iowa St	2	N	N	N	N	N	Y	N	N	Dv2 was pulling out into traffic from a parking space. Dv1 rounded the corner. Dv2 struck v1 in the right side. Extensive damage, no
26	22:44	Thur	Clay St near Villard St	3	N	N	N	Y	Y	Y	Y	N	Dv1 struck a parked car which cascaded into 3 other cars. Driver left scene, but was found a block away. Arrested for H&R, DUII and
28	21:05	Sat	First St near Hargadine St	2	N	N	N	Y	Y	Y	Y	N	Dv2 struck a parked car and left scene. Was found and arrested for H&R, DUII, reckless driving, and criminal mischief.

MOTOR VEHICLE CRASH SUMMARY

MONTH: DECEMBER, 2015

NO. OF ACCIDENTS: 15

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
1	07:42	Tues	Siskiyou Bl at Faith Av	2	N	N	Y	N	N	Y	N	N	Dv1 stopped waiting for traffic to clear to execute left turn when v2 crashed into the back of v1. Both drivers had possible injuries, dv2 transported. No citation.
4	14:53	Fri	Siskiyou Bl at E Main St	2	N	N	N	Y	Y	Y	Y	N	Dv2 was stopped at a red light when rearended by dv1. V1 left scene and ended up crashing into another v. Arrested for DUII, reckless driving, reckless endanger, crim mischief, H&R.
4	20:30	Fri	201 S Mountain Av (AHS)	2	N	N	N	U	N	Y	Y	N	Dv2 parked in fire lane while unloading and discovered that v2 had been backed into creating extensive damage. No leads.
5	14:15	Sat	E Main St at Oak St	2	N	N	N	N	N	N	N	N	Dv1 reported being backed into while dv2 was trying to back into a parking space. No citation, minor damage. Documentation only.
5	18:13	Sat	N Main St at N Laurel St	2	N	N	N	N	Y	Y	N	N	Driver cited for dangerous left turn, driving uninsured and failing to register vehicle in Oregon. No other details given.
8	10:00	Tues	N Main St at Maple St	2	N	N	N	N	N	Y	N	N	Dv1 stopped at red light was rearended by V2. Damage over \$1500. No citation, documentation only.
9	11:37	Wed	Ashland St near Tolman Creek Rd	2	N	N	P	N	N	Y	N	N	As Dv1 approached intersection, suddenly v2 attempted to cross lane in front. v1 struck v2, totaling it. No citation, report only.
10	12:00	Thur	parking lot near Pioneer St and B St	2	N	N	N	N	Y	U	Y	N	Dv2 ran into the left rear of parked v1 while attempting to park and Dv2 left scene. Dv2 later found and cited for Hit and Run.
14	18:43	Mon	Walker Av at Ashland St	1	Y	N	Y	N	N	N	N	N	Ped was walking in the street at night, supposedly to avoid the snow, and was struck by a driver who did not see the ped. Ped was injured. Ped was found at fault but not cited.

MOTOR VEHICLE CRASH SUMMARY

MONTH: DECEMBER, 2015

NO. OF ACCIDENTS: 15

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
16	10:41	Wed	AM/PM parking lot and Ashland St	2	N	N	N	N	N	Y	N	N	Dv1 began to pull out of gas station onto street, and then suddenly backed up, backing into v2. Information exchange.
16	20:46	Wed	Siskiyou Blvd near Garfield St	1	N	N	Y	N	N	Y	N	N	Driver hit curb while turning, damaging right wheel. Car slid down driveway and struck metal pole which cause air bag deployment. Driver injured, vehicle towed.
19	17:00	Sat	S Mountain Av at E Main St	2	N	N	N	N	N	Y	N	N	Dv1 traveling straight through intersection was struck by dv2 who made a left turn from across intersection directly in front of veh.
24	14:13	Thur	E Main St near First St	2	N	N	N	N	N	Y	N	N	Dv1 attempted to make a lane change and did not see v2 on left. Dv1 struck v2 on passenger side.
24	16:10	Thur	Ashland St at S Mountain Av	1	N	N	N	N	N	Y	N	N	Driver lost control of vehicle and struck tree while attempting a right turn. There were cinders on the road due to the inclement weather which caused vehicle to lose traction.
27	18:11	Sun	Morton St near Ashland St	2	N	N	N	Y	Y	Y	N	N	Parked vehicle was struck. Dv1 arrested for DUII, reckless driving, criminal mischief. No further details.

M a k i n g a n I m p a c t

December 2015 - Volume 3, Issue 3

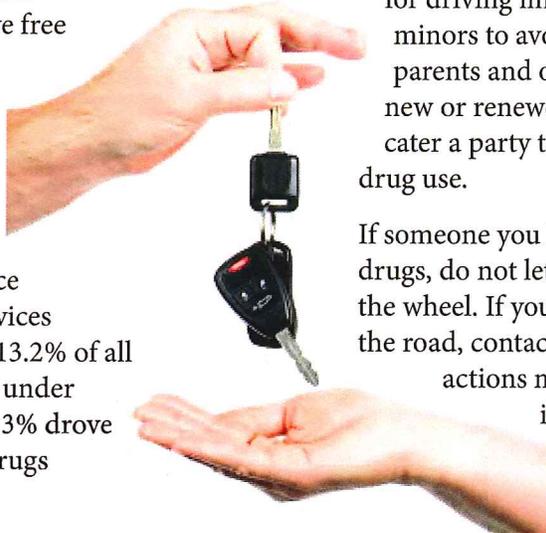
December is National Impaired Driving Prevention Month

December has been declared National Impaired Driving Prevention Month. Families, educators, health care providers, and community leaders are encouraged to speak out and promote responsible decision-making and encourage young people to live free of drugs and alcohol.

Impaired driving includes distracted driving, drugged driving, drunk driving, and even drowsy driving.

A 2010 survey by the Substance Abuse and Mental Health Services Administration revealed that 13.2% of all people aged 16 or older drove under the influence of alcohol and 4.3% drove under the influence of illicit drugs during the past year.

Furthermore, rates of impaired driving differed dramatically by age: While 11.8% of people aged 26 and older drove drunk, 19.5% of people aged 16 to 25 drove drunk. And, 2.8% of the older group drove drugged, while 11.4% of



younger drivers did so.

December seems particularly suited to this observation because traffic fatalities that involve impaired drivers increase significantly during the Christmas and New Year's holiday periods.

Young adults are among those at greatest risk for driving impaired. NHTSA asks minors to avoid alcohol, and encourages parents and other caregivers to make a new or renewed commitment to never cater a party to underage drinking or drug use.

If someone you know is drinking or using drugs, do not let that person get behind the wheel. If you see an impaired driver on the road, contact law enforcement. Your actions may save someone's life, and inaction could cost a life.

Families and communities play an essential part in stopping impaired driving. By talking about the risks and setting clear expectations, parents and other caregivers can help their children stay safe, sober, and focused on the road.

How Safe is Your Vehicle?

The Insurance Institute for Highway Safety's (IIHS) tests evaluate two aspects of safety: crashworthiness — how well a vehicle protects its occupants in a crash — and crash avoidance and mitigation — technology that can prevent a crash or lessen its severity.

To determine crashworthiness, IIHS rates vehicles good, acceptable, marginal or poor, based on performance in five tests: moderate

overlap front, small overlap front, side, roof strength and head restraints. In the area of crash avoidance and mitigation, IIHS assigns vehicles with available front crash prevention

systems ratings of basic, advanced or superior, based on the type of system and performance in track tests.

View the latest IIHS ratings [here](#).



Winter Driving Tips

Winter driving can be hazardous and scary, especially in Oregon regions that get a lot of snow and ice. Additional preparations can help make a trip safer, or help motorists deal with an emergency.

The following safety tips may help prevent motor vehicle injuries due to winter storms.

Prepare

- **Maintain Your Car:** Check battery, tire tread, and windshield wipers, keep your windows clear, put no-freeze fluid in the washer reservoir, and check your antifreeze.
- **Have On Hand:** flashlight, jumper cables, abrasive material (*sand, kitty litter, even floor mats*), shovel, snow brush and ice scraper, warning devices (*like flares*) and blankets. For long trips, add food and water, medication and cell phone.
- **Stopped or Stalled?** Stay in your car, don't overexert, put

bright markers on antenna or windows and shine dome light, and, if you run your car, clear exhaust pipe and run it just enough to stay warm.

- **Plan Your route:** Allow plenty of time (*check the weather and leave early if necessary*), be familiar with the maps/directions, and let others know your route and arrival time.



- Know what your brakes will do: stomp on antilock brakes, pump on non-antilock brakes.
- Stopping distances are longer on water-covered ice and ice.
- Don't idle for a long time with the windows up or in an enclosed space.

Snow Zones Ahead

Are you prepared for inclement weather? Check your vehicle's condition before you go and pack emergency supplies in case you get stuck.

Make sure you have appropriate chains or traction tires and slow down and drive

according to conditions of the road. Check out road conditions, travel information and road cameras by visiting TripCheck.com or call 511.

Practice Cold Weather Driving

- During the daylight, rehearse maneuvers slowly on ice or snow in an empty lot.
- Steer into a skid.

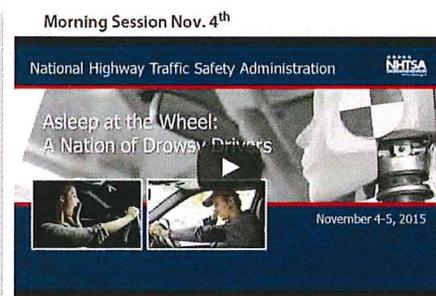
NHTSA's Drowsy Driving Forum

NHTSA hosted a forum during *National Drowsy Driving Prevention Week* (November 1 – 8, 2015) to launch a new drowsy-driving initiative.

Experts from a wide range of fields, including the sleep sciences, traffic safety, and public health, as well as from diverse organizations including advocacy groups, industry, government, and other

Federal agencies convened to discuss research and program objectives, consider priority public policy needs, stimulate connections between diverse stakeholders, and identify core public education needs to address the risks, consequences and countermeasures related to drowsy driving.

Couldn't make it? You can watch videos of the sessions [here](#).



Janelle Lawrence
Executive Director

Contact Us



Funded through a grant from
ODOT Transportation Safety Division

Celebrate the Season Safely

The holidays are a time to celebrate. And hosting a party can be as fun as the event itself. Every responsible host knows that it's only a great time if every guest gets home safely.

Here are some tips to help you throw an entertaining and safe party:

~ As guests RSVP, confirm that they have a plan for a safe way home via a non-drinking designated driver (*rideshare service, public transit, taxi, etc.*)

~ Collect your guests' car keys at the beginning of your event. Then, talk with your guests before they leave about the best transportation options for them.

~ Plan activities like "ice-breakers", party games, raffles, or a "re-gift" exchange that do not involve alcohol and engage people.



~ Do not push drinks! Drinking at a party is not mandatory for having a good time.

~ Provide plenty of food to keep your guests from drinking on an empty stomach.

~ Avoid too many salty snacks, which tend to make people thirsty and drink more.

~ Have plenty of non-alcoholic beverages or "mocktails" for non-drinking designated drivers and others.

~ Never serve alcohol to someone under 21 and never ask anyone under 21 to serve alcohol at parties.

~ If, despite your efforts, some of your guests have had too much to drink, never let them drive home impaired.

~ Have the number of a taxi or rideshare service, and NHTSA's Safer Ride App, on hand or offer your sofa to guests who need to stay put. Have cash available to pay for cab fare if needed.

-Source: *Madd.org*

Call to Action: Kids Talk Global Road Safety

Globally, more than 500 children die in road traffic crashes every day.

In a video produced by Safe Kids Worldwide, kids from around the world deliver a video message to international leaders to support



global road safety and the urgency of this emerging epidemic.

2016 NHTSA Communications Calendar

Download the 2016 NHTSA Communications Calendar to stay abreast of safety awareness campaigns throughout the year. The calendar is a useful tool to use in planning safety outreach efforts. You can find it at NHTSA's Traffic Safety Marketing website.



Transportation Safety Workshops

TREC Events UP Highway Safety Workshops Kiewit Center

Host	Topic	Date	Time	More Info
OSU	Workshop: Traffic Engineering Fundamentals	Dec. 8-10	All Day	<i>Register</i>
TREC	Seminar & Livestream: Cargo Cycles: Lessons from NY City	Dec. 4	12 pm	<i>More Info</i>
TREC	Webinar: Kaiser e-Bike Study	Jan. 28	10 am	<i>More Info</i>

Car Seat Check-Up Events and Fitting Stations*

Date	City	Location	Address	Time
12/8	Corvallis	Corvallis Fire	400 NW Harrison St	8 am - 11 am
12/8	Coos Bay	Coos Bay Fire	450 Elrod Ave	11 am - 1 pm
12/10	Ontario	Ontario Fire	444 SW 4th St	4 pm - 6 pm
12/10	Scappoose	Scappoose Rural Fire	52751 Columbia Rvr Hwy	4 pm - 5:30 pm
12/12	Hillsboro	Tuality Health Edu Ctr	334 SE 8th Ave Prk Grg	9 am - 11:30 am
12/12	Milwaukie	AMR	9800 SE McBrod	10 am - 1 pm
12/16	Redmond	Redmond Fire	341 Dogwood Ave	2 pm - 4 pm
12/19	Vancouver*	Peace Health*	92nd Ave Entrance	8:45 am*
12/19	Beaverton	Kuni Collision Ctr	3725 SW Cedar Hills	9 am - 12 pm
12/30	Forest Grove	Forest Grove Fire	1919 Ash St	3 pm - 5 pm

*Events are tentative in case of inclement weather.

For all event listings, appointment options, best practice information, visit the [Child Safety Seat Resource Center](#).



*Peace Health Event: Registration required by 8:45 am for 9-10 am class. First come, first served. Must attend class to participate in the clinic, which is held from 10 am - 2 pm.

Highest Number of BEST BET Boosters Ever on the Market

Out of 23 new booster seat models evaluated by IIHS, 20 earn the highest rating of *Best Bet*, meaning they are likely to provide good belt fit for a 4- to 8-year-old child in almost any car, minivan or SUV. An additional three models are rated *Good Bets*, meaning they provide acceptable fit in most vehicles. There are no new models in the *Not Recommended* category, nor are there any with the Check Fit designation, which identifies seats that may work for some children in some vehicles.

“Our ratings have succeeded in getting child seat manufacturers to prioritize belt fit when they design boosters,” says Jessica Jermakian, IIHS senior research scientist. “The large number of *Best Bets*, on the market now makes it easier for parents to shop for a seat that will work for their child in virtually any vehicle.”

The ratings are based on evaluations of how 3-point lap and shoulder belts fit a child-size test dummy seated in the booster on a stationary test fixture.

Measurements are taken under 4 conditions spanning the range of safety belt configurations in passenger vehicles. The evaluations focus on belt fit and don't involve crash tests.

In addition to providing useful information for consumers, the ratings help manufacturers understand how to design seats for optimal fit. Most now use IIHS' evaluation protocol in their design process, and many have traveled to the IIHS Vehicle Research Center in Ruckersville, Va., to try out their prototypes on the test fixture.

IIHS' online ratings include many models that were evaluated in past years and are still on the market. Including the 2015 crop, as well as carryover models, there currently are 82 *Best Bets*, and 8 *Good Bets*. Six boosters are *Not Recommended*, and 31 are in the *Check Fit* category.

IIHS hopes that manufacturers will move quickly to redesign or end production of the boosters rated *Not Recommended* and also phase out the *Check Fit* rated seats.

Give the Gift of Safety: 2 Ways



Consider making an end-of-year contribution to Oregon Impact.

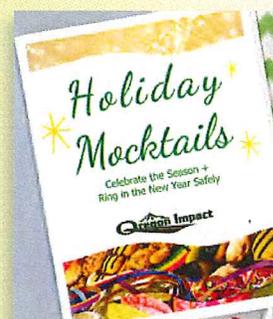
Your donation will help fund impaired driving prevention programs, *Child Safety Seat Resource Center* programs - including reduced-cost car seats for families in need, community awareness events, and more.

[Click here](#) to make your tax-deductible donation online, or mail to: Oregon Impact, PO Box 220010, Milwaukie, OR 97269.

You can also give while shopping with [Amazon.com](#) using our [Amazon Smile](#) link. A percentage of your purchase will be donated to Oregon Impact.

We are always grateful for your support.

Enjoy Holiday “Mocktails”



Oregon Impact's *Holiday Mocktails* guide is online in PDF flipbook (or “magazine”) format for easy viewing. [Click](#)

[here](#) to check it out, and feel free to share!



Donate or give through



Smile Happy Holidays!



M a k i n g an I m p a c t

January 2016 - Volume 3, Issue 4

NHTSA Strengthens 2016 Safety Efforts

Despite a slight decline in U.S. traffic deaths in 2014, the first half of 2015 **saw an increase** in estimated fatalities. This reveals a need to reinvigorate the fight against deadly behavior on America's roads.

While partial-year estimates are more volatile and subject to revision, the estimated increase represents a troubling departure from a general downward trend.

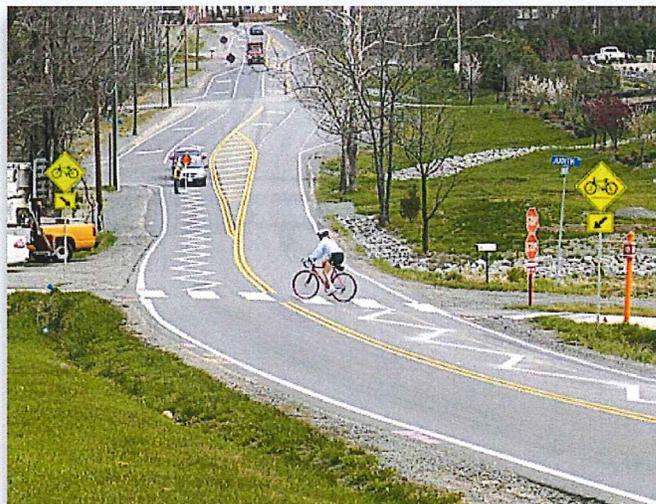


NHTSA representatives announced that these numbers are a call to action, stating that everyone with a responsibility for road safety - including the State and local government, law enforcement, vehicle manufacturers, safety advocates and road users - needs to reassess our efforts to combat threats

Zig-Zag Markings Have Positive Effect

Unusual but eye-catching pavement markings installed on roads that intersect with a bike trail in Virginia are helping to slow motorists and bicyclists according to an experiment conducted by the Virginia DOT.

The 1-year study found that the markings heightened the awareness of approaching motorists. This was evidenced by reduced mean vehicle speeds within the marking zones. Further, a majority of survey respondents indicated an increase in awareness, a change in driving behavior, and a higher tendency to yield



to safety.

In addition to this announcement, a new series of **safety initiatives** has been launched, including efforts to speed technology innovations, and the agency's first comprehensive effort to fight **drowsy driving**. Also planned are a series of cross-cutting regional meetings nationwide, to gather ideas, engage new partners, and generate additional approaches to combat human behavioral issues that contribute to road deaths.

While final 2015 numbers and a breakdown of factors in the year's fatalities will not be available until next year, experts noted that job growth and low fuel prices could be a factor, not only in increased driving overall, but increased leisure driving and driving by young people, which can contribute to higher fatality rates.

than before.

The zig-zag pavement markings are a low-cost alternative to other safety improvements at

mid-block locations. The pavement markings come in 2 different styles, and were approved for this test by the FHA after seeing the successful use of these markings in the UK and Australia.

Learn more about the VDOT project and its continued progress.

Safe and Affordable: Updated Used Vehicle Recommendations for Teens

Parents looking for a safe, affordable vehicle for their teen driver have many more options than just a year ago. IIHS has updated its recommendations for used vehicles for teens, and the list has grown by more than 50 percent, even though the price and safety criteria haven't changed.

"Time is on the consumer's side," says Anne McCartt, the Institute's senior vice president for research. "It's easier than ever to find a used vehicle with must-have safety features and decent crash test performance without spending a fortune."

IIHS compiled its first list of recommended used vehicles after finding that the vast majority of parents who bought a vehicle for their teen driver bought it used. The survey also found that the

budgets for teens' vehicles were limited. The mean purchase price for a teen's vehicle was \$9,800, while the median was just \$5,300.

The list has two tiers: "best choices," priced under \$20,000 with good ratings in the Institute's four oldest crashworthiness tests, and "good



choices," priced under \$10,000 with less-than-perfect ratings in some tests.

There are a few things that parents shouldn't compromise on:

High horsepower should be avoided: The temptation to test the limits of a powerful engine is too hard for many teens to resist. Vehicles that only come with big

engines have been left off the lists, but many recommended models have high-horsepower versions that should be avoided. The base engines of all the listed vehicles have adequate power for teens.

Bigger, heavier vehicles are safer: Consumers won't find minicars or small cars on the list. (*Small SUVs, which weigh about the same as midsize cars, are OK.*)

Electronic stability control is a must: This technology, mandatory since the 2012 model year, helps a driver maintain control on curves and slippery roads. It's a proven lifesaver, cutting single-vehicle

fatal crash risk nearly in half. All listed vehicles have the feature standard.

Recommended pick-ups: Last year's recommendations didn't include any pickups because those that met the Institute's safety criteria exceeded the \$20,000 price limit. This year, several made the cut.

passenger vehicle occupants age 8 and older died in traffic crashes in the United States.



Janelle Lawrence
Executive Director

Contact Us



Funded through
a grant from
ODOT Transportation
Safety Division

Unbuckled in Back: An Overlooked Issue

Most strategies for encouraging seat belt used by adults focus on drivers and front seat passengers, but rear seat belt use by adults is lower than front seat belt use and warrants attention.

In 2013, 883 unbelted rear seat



GHSA has issued a report that takes a close look at the issue by examining rear seat belt use rates, state laws and enforcement, and public

education efforts. It makes recommendations for states to help boost rear seat belt use through programs and policies.

Travelling with Your Pet

From the Center for Pet Safety website

Distraction Prevention vs. Crash Protection; Here's what we've learned:

Pet travel harnesses come in two forms, those that only prevent distraction and those that provide actual crash protection. Choose wisely!

Prevent Driver Distraction

Did you know that distracted driving can be caused by not only your cell phone, but by the family pet? It's important to be safer together on the road and ensure that your pet is safely harnessed in the back seat of the vehicle. But what about crash protection?

We know from our research that all pet safety harnesses are not created equal. The Center for Pet

Safety encourages pet parents to select a quality crash-tested harness to protect your pet and also protect your family if an accident occurs.



Crash Test Dog/Dummy sits in harness on sled during crash testing.

CPS also warns against the use of long extension tethers and zipline style products during travel. Dogs should be reined in during car travel. Allowing pets to put their heads out of the car window is dangerous for many reasons. While

your dog's ears flapping in the wind might be funny – road debris in his eyes can be painful and costly.

Securing Pet Carriers

While it is intuitive for most people to “buckle up” their pet's carrier – DON'T! – unless the manufacturer provides you with a crash test video to illustrate structural integrity. Using a seatbelt to secure a carrier can actually crush the carrier if you get into an accident.

Instead – put the small carrier on the floor of the vehicle behind the front passenger or driver seat. Pets should always ride in the back seat.

For information on pet carrier selection and tips on how to select a harness, visit the [Center for Pet Safety's informative website](#).

*Note: In 2011 the Center conducted several **crash test studies** related to different types of pet carriers.*

Distracted Driving Videos

ODOT has released several short videos aimed at reducing distracted driving. Please review and share with others. *To view, please cut and paste the link listed below into your*

**To view videos, paste this link into your browser: <https://www.youtube.com/playlist?list=PL6mL7JnVXhphVM3RyS1YTZa6ky4LJZs6B>*

internet browser.

Media members are requested to please consider adding these to your rotation of public service



announcements.

NOTE: viewers should be warned that the videos show graphic vehicle violence.

Transportation Safety Workshops

TREC Events OSU Highway Safety Workshops Kiewit Center

Topic	Date	Time	Registration
Workshop & Livestream: Student Presentations: <i>Identifying Congestion Hot Spots; Electric Bike Pilot Project in Portland</i>	1/22	12 pm	More Info
Workshop & Livestream: Student Presentations: <i>Accessibility and Transportation Ratings + Neighborhood Preference; Managing User Delay w/Focus on Pedestrian Options</i>	1/29	12 pm	More Info
Workshop & Livestream: Towards Effective Design Treatment for Right Turns at Intersections with Bicycle Traffic	2/5	12 pm	More Info

Car Seat Check-Up Events and Fitting Stations*

Date	City	Location	Address	Time
1/20	Redmond	Redmond Fire	341 NW Dogwood Ave	2 pm - 4 pm
1/28	Eugene	Eugene Fire	1725 W 2nd Ave	4 pm - 6 pm
2/4	Redmond	Redmond Fire	341 NW Dogwood Ave	11 am - 2 pm
2/4	Island City	La Grande Rural Fire	10200 S McAlister Rd	2 pm - 4 pm
2/5	Milwaukie	Oak Grove Fire	2930 SE Oak Grove Blvd	1 pm - 3 pm
2/6	Newberg	Newberg Fire	3100 Middlebrook Dr	9 am - 11 am
2/6	Lake Oswego	Lake Oswego Fire	300 B St	10 am - 1:30 pm
2/6	Milwaukie	AMR	9800 SE McBrod	10 am - 1 pm
2/9	Corvallis	Corvallis Fire	400 NW Harrison St	8 am - 11 am
2/9	Coos Bay	Coos Bay Fire	450 Elrod Ave	11 am - 1 pm

*Events are tentative due to weather.

For all event listings, appointment options, best practice information, visit the [Child Safety Seat Resource Center](http://ChildSafetySeatResourceCenter.org).



Seat Belts on School Buses

NHTSA Administrator Mark Rosekind recently launched a nationwide effort to ensure that every child on every school bus uses a 3-point seat belt. This is a new development on an issue that has been discussed for more than 30 years. The following note from Administrator Rosekind is just the beginning of the conversation.

Statement from Mark Rosekind:

“NHTSA’s policy is that every child on every school bus should have a three-point seat belt. NHTSA will



Image: Safeguard4kids.com

seek to use all the tools at our disposal to help achieve that goal, and will launch a nationwide effort to get us there.

First, NHTSA will launch a series of research projects to improve our school bus safety data, and particularly data on the safety benefits of seat belts.

Second, NHTSA is in contact with safety advocates and looking at the agency’s available resources to determine how NHTSA, in coordination with other entities, might help overcome the financial

barriers to making seat belts universally available to students.

Third, I have sent letters to governors of each of the 6 states* that today require seat belts on school buses, asking each of them to nominate one participant from state government and one from a local school district to provide recommendations to NHTSA as to how we can best start a nationwide movement.

Once we take this on as our mission, I believe we will find a way to get it done. Because once we make a commitment to the safety of our children, we have no choice but to succeed. NHTSA is dedicating itself to that commitment, and I hope you will too.”

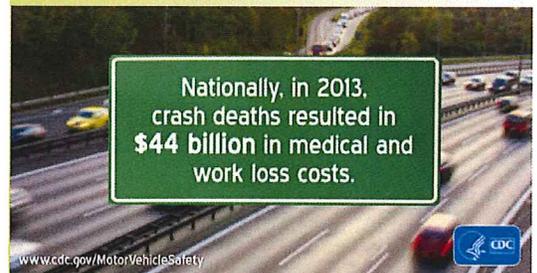
For more info, data, and news on current efforts, visit [SafeGuard4Kids’](http://SafeGuard4Kids.org) advocate website.

-Article Source: *SafeKids CPS Express*

*California, Florida, Louisiana, New Jersey, New York, and Texas

New CDC Fact Sheets

In 2013, crash deaths resulted in \$44 billion in medical and work loss costs in addition to the immeasurable burden on the victims’ families and friends.



New *CDC fact sheets* highlight the cost of deaths from motor vehicle crashes and show which age groups and types of road users account for the largest portion of these costs in each state.

The CDC also makes recommendations of proven strategies that could strengthen each state’s motor vehicle injury prevention efforts, and save both lives and money.

Virtually No One Uses Car Seats Correctly the First Time

Dr. Ben Hoffman of OHSU recently published research findings in *Journal of Pediatrics*. Read the [Portland Tribune article](#) and feel free to share with partners.

