

Note: Anyone wishing to speak at any Transportation Commission meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

**ASHLAND TRANSPORTATION COMMISSION**  
**May 22, 2014**  
**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: March 2014 & April 2014
- IV. **PUBLIC FORUM**
- V. **NEW BUSINESS**
  - A. Bicycle Safety Training Class (10 min.)
    - a. Egon will give update of previous class and ask for future funding
  - B. Signal Timing Discussion (20 min.)
    - a. Dan Dorrell from ODOT will give overview of signal timing and answer questions
  - C. Allison St. and Union St. request for a traffic control device (20 min.)
    - a. Request for a stop or yield sign at intersection
  - D. Gresham St. and Siskiyou Blvd. Pedestrian Safety Concern (10 min.)
    - a. Safety concern for pedestrian crossing @ Gresham along Siskiyou and vehicle speed on Gresham
  - E. Downtown System Plan Concept Maps Discussion (20 min.)
- VI. **OLD BUSINESS**
- VII. **FOLLOW UP ITEMS**
  - A. N. Main restriping (5 min.)
  - B. Downtown Parking Study (5 min.)
- VIII. **INFORMATIONAL ITEMS**
  - A. Action Summary
  - B. Oregon Impact May Newsletter
  - C. Traffic Crash Summary
- IX. **COMMISSION OPEN DISCUSSION**
- X. **FUTURE AGENDA TOPICS**
  - A. Transportation Safety Public Outreach
  - B. SOU Multi-Modal Future
  - C. Commission Duties and Responsibility discussion
  - D. APS Buttons
- XI. **ADJOURNMENT:** 8:00 PM

**Next Meeting Date: June 26, 2014**

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



**CITY OF  
ASHLAND**  
**Transportation Commission**  
Contact List as of May 2014

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
Craig Anderson	Commissioner	541-488-0418	575 Elizabeth Avenue	craig.ashland@gmail.com	4/30/2017
David Chapman	Commissioner	541-488-0152	390 Orchard Street	davidchapman@ashlandhome.net	4/30/2016
Joe Graf	Commissioner	541-488-8429	1160 Fern Street	graf@sou.edu	4/30/2015
Alan Bender	Commissioner	541-488-4967	145 Almond Street	Alan.bender@erau.edu	4/30/2017
Shawn Kampmann	Commissioner	541-482-5009	P O Box 459	shawn@polarissurvey.com	4/30/2015
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David Young	Commissioner	541-488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2015

**Non Voting Ex Officio Membership**

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VACANT	Ashland Schools			
Dan Dorrell PE	ODOT	541- 774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us
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VACANT	Ashland Parks		20 E. Main Street	
Jenna Stanke	Jackson County Roads	541- 774-6231	200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org
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**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 Assistant	541-552-2427	20 E. Main Street	campost@ashland.or.us

**ASHLAND TRANSPORTATION COMMISSION  
MINUTES  
APRIL 24, 2014**

These minutes are pending approval by the Transportation Commission.

**CALL TO ORDER:** Chair David Young called the meeting to order at 6:00 p.m. in the Civic Center Council Chambers, 1175 E. Main Street.

**Commissioners Present:** Joe Graf, Craig Anderson, Corinne Viéville, Alan Bender, and David Young

**Commissioners Absent:** Shawn Kampmann, and David Chapman

**Staff Present:** Scott Fleury, Mike Faught and Tami De Mille-Campos

**Council Liaison Present:** Carol Voisin

## **ANNOUNCEMENTS**

### **CONSENT AGENDA**

Approval of Minutes – February

Page 5 correction: “Chairperson Young stated formal communication from members to other people and/or organizations and any other form of communication, should clearly state when they are expressing opinions from themselves. He was asked by Staff whether he thought the City Recorder and City Attorney should refresh the Commission with the rules and regulations.”

**Approved as corrected.**

### **PUBLIC FORUM**

Honore Depew, 63 California Street

On behalf of Ashland Parks and Recreation he updated the Commission on the Annual Bike Swap happening on April 26, 2014. He also asked for volunteers, as they are always needed. He offered to set up a table for any of the Commissioners that might want to be present at the event. Commissioner Young agreed to have a table with some Transportation System Plan maps, in place of volunteering at the event.

Colin Swales, 95 Coolidge

Now that he is living close to the road diet area he wanted to provide some input on it. He feels it is working well. He pointed out that there aren't many breaks in the traffic now which has been brought up since the beginning of the Road Diet. He also stated he used to be able to make a left turn onto Nursery Street heading north out of town rather than Coolidge Street like he used to. He pointed out the turn markings on the street are past Nursery, almost encouraging left turns onto Coolidge which isn't allowed. The main thing that hasn't been implemented yet is more pedestrian crosswalks/medians along North Main. He expressed interest in seeing the City further explore the idea (Dan Burden's) of roundabouts at Wimer/Hersey and Maple. If the road diet does become permanent, he would like to see changes made such as street tree plantings, permanent turn lanes etc.

### **NEW BUSINESS**

#### **Transportation System Capital Improvement Prioritization**

Fleury stated this would be the first look at prioritizing the roadway network/studies capital improvement projects that came out of the Transportation System Plan (TSP). Once the commission completes the prioritization of the road networks they will move on to the bicycle and pedestrian networks in preparation for looking at the revenue/funding sources by the end of the calendar year for the next budget cycle.

The Committee looked at the studies first, the Siskiyou Boulevard pedestrian crossing evaluation and feasibility study. Staff is interested in applying for a Transportation Growth Management (TGM) grant to complete the study, which would fund the study in full. This study is ranked as the only high priority in the TSP. Faught pointed out the study is timely as SOU looks at additional growth. Chairperson Young is the only remaining Commissioner that

worked on the TSP. He stated during the TSP process he pushed pretty hard to consider the feasibility of a viaduct at that intersection (Hwy 66/Siskiyou). He is very impressed with how well the diagonal crosswalk redesign is doing but he thinks it is important to study the whole corridor. He mentioned he thinks it would be a good idea to maybe invite someone from SOU to the discussion, given the enrollment numbers. Graf feels it is a good idea to have this study done now rather than waiting. Staff pointed out if the Commission doesn't feel it is a good time to pursue this grant we can hold off on applying. For more information on this study see attached table 10-2.

Out of respect for the TSP process the Commission decided to go through the high priority projects (those that aren't already in motion) and prioritized them. The high priority projects that are not already in motion are: Lithia Way (OR99 NB)/E Main Street Intersection Improvements (R05), Siskiyou Boulevard (OR99)/Tolman Creek Road Intersection Improvements (R06), Ashland Street (OR 66)/Oak Knoll Drive-E Main Street Intersection Improvements (R08), Walker Avenue Festival Street (Siskiyou Boulevard to Ashland Street) (R40). For more information on each project see attached table 10-3. Fleury/Officer MacLennan pointed out that the City receives a lot of complaints regarding this area on a weekly basis.

Viéville/Bender m/s to approve the prioritization as follows (excludes R17 & R25 which are already in motion):

- 1 - Siskiyou Boulevard (OR99)/Tolman Creek Road Intersection Improvements (R06)
- 2 - Lithia Way (OR99 NB)/E Main Street Intersection Improvements (R05)
- 3 - Ashland Street (OR 66)/Oak Knoll Drive-E Main Street Intersection Improvements (R08)
- 4 - Walker Avenue Festival Street (Siskiyou Boulevard to Ashland Street) (R40)

**All in favor. Motion passes.**

### **Agenda Layout**

As per the discussion at the March Transportation Commission meeting the layout of the agenda has been changed. Staff also researched advertisement and public notice options with respect to the TC meeting agenda and critical discussion items. The Commission requested that staff publish a summarized agenda (2x5 display ad) at a cost of approximately \$45.50 in the Ashland Daily Tidings the Monday before each months meeting.

### **Transportation and Growth Management Grant**

Staff has submitted a letter of intent (LOI) to the Oregon Department of Transportation (ODOT) for a Transportation Growth and Management grant (TGM) for the Siskiyou Blvd. pedestrian crossing evaluation. TGM Grants help local communities plan for streets and land use in a way that leads to more livable, economically vital, and sustainable communities and that increases opportunities for transit, walking and bicycling.

Anderson/Viéville m/s to support staff drafting a letter of support on behalf of the Transportation Commission (Chair person Young will sign) and request that Council drafts a letter of support as well.

**All in favor. Motion passes.**

### **OLD BUSINESS**

#### **Lithia Way and 3<sup>rd</sup> St.**

Fleury spoke to Mike Birch from ODOT again and he is not going to submit to the state because the existing speed zone warrant is within a couple hundred feet of where we want to put the 20mph signs so we do not need permission. He has already spoken to the Streets department and they have already chosen the spot & are going to install the 20mph signs.

#### **Orange Ave Bicycle Boulevard**

The Street department is almost done with sign and striping installation. They are looking to put up four more 20mph signs in between Willow and Drager directionally on both sides and in between Drager and Laurel. The sharrows have been installed. The feedback from the residents (Ellen Faulkner) has been positive so far. Fleury stated he had informed resident Ellen Faulkner, once the signs have been put up staff will ask the Police department to do some occasional patrolling of the area.

## **N. Main Restriping**

Fleury stated they are still trying to finalize the project so the striping can be refreshed. Kim Parducci (Southern Oregon Transportation Engineering) is going to talk to ODOT (awaiting approval) about the changes so that the restriping can be finalized.

\*Changing the merge location heading northbound just past Oak Street

\*Realignment of the Maple Street driveway (Stone Medical) - staff is waiting to hear back from Asante

\*Glenn St - moving the dedicated left hand turn onto Glenn & making that the safety lane

\*Bush Street left hand turn lane

Chair person Young brought up the concern regarding the need for further pedestrian crossings along North Main. Staff is having Kim explore that issue.

Faught pointed out that they are looking to put down some more permanent striping rather than just paint. ODOT is recommending the City use thermoplastic because it wears a lot better. Fleury said he is trying to have ODOT bid the project out for us because they have contractors who specifically do this kind of work.

## **Nevada St. Bridge/Chip Seal Applications**

Faught stated that the Chip seal was turned down. They thought it was a great idea but it was up against a few large projects (Table Rock, Foothills). He thinks it will have a good shot at funding next time.

The East Nevada Street project was funded, at 1.5 million. Staff is requesting the infrastructure bank finance the difference at 1.8% interest. So far they are saying it is eligible and to check with ODOT. ODOT is also saying they are in support of the project because it is a viable project so staff will finish the application for the low interest funding.

## **Downtown Parking Study**

Young stated the May meeting was cancelled in order to allow for more time for the University of Oregon to work on getting the second citizen survey out. The survey was "advertised" in the May City Source to help get the word out. Young mentioned that at the last meeting the downtown committee reviewed maps of some possible lane configurations. Faught pointed out he thinks it is important to provide the Transportation Commission with those same maps to get an idea of what those possible lane configurations look like. Staff will provide the maps to the Commission at the May meeting.

## **INFORMATIONAL ITEMS**

Action Summary

Oregon Impact April Newsletter

Traffic Crash Summary

## **COMMISSION OPEN DISCUSSION**

\*Anderson mentioned he would still like the Legal department to provide clarification on the Transportation Commissions' powers (recommendations made to Council vs. to the Public Works Director)

\*Anderson reminded staff that the TC would like to be represented on System Development Committee which would require a change to the ordinance. Faught said he hasn't had a chance to talk to the Mayor about it but he will. He did point out in the meantime Graff can still attend the meetings even if he isn't appointed.

\*Chair Young recommended staff request Egon to report to the Commission regarding bicycle safety since we will likely be applying for that grant again soon.

\*Anderson expressed some concern regarding the chip sealing and he pointed out he would like to see the TC be a part of the Congestion Mitigation and Air Quality (CMAQ)/Surface Transportation Program (STP) grant applications before they are submitted.

## **FUTURE AGENDA TOPICS**

Transportation Safety Public Outreach  
SOU Multi-Modal Future  
Siskiyou Blvd. Signal Timing

**ADJOURNMENT**

Meeting adjourned at 8:07 pm

*Respectfully submitted,*

*Tami De Mille-Campos, Administrative Assistant*

**Policy #26 (L26) Eagle Mill Road**

The City of Ashland supports the following route as an alternative route around the downtown area to areas south and east of downtown from the I-5/Valley View Road interchange: Eagle Mill Road from Valley View Road to Oak Street, Oak Street from Valley View Road to Nevada Street, E Nevada Street from Oak Street to N Mountain Avenue, and North Mountain Avenue from E Nevada Street to E Main Street. The City of Ashland encourages Jackson County to make improvements to Eagle Mill Road on a similar timeframe to the City's Nevada Street Extension project.

**Intersection and Roadway Plan Studies**

Table 10-2 summarizes the preferred plan intersection and roadway related studies. *Additional explanation regarding why the Study #7 (S7) was identified follows Table 10-2.*

**Table 10-2 Refinement Plan Studies**

(Study #) Study Name	Description	Priority (Timeline)	Cost
(S3) N Main Street (OR 99) from Helman Street to Sheridan Street	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	Medium (5-15 years)	\$75,000
(S5) Siskiyou Boulevard from Ashland Street to Tolman Creek Road	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	Medium (5-15 years)	\$75,000
(S6) Ashland Street (OR 66) from Siskiyou Boulevard to Tolman Creek Road	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	Medium (5-15 years)	\$75,000
(S7) E Main Street from Siskiyou Boulevard to Wightman Street	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	Low (15-25 Years)	\$75,000
(S9) Ashland Street (OR 66) Safety Study	Conduct a transportation safety assessment in five years along Ashland Street (OR 66) between Clay Street and Washington Street to identify crash trends and/or patterns (if they exist) as well as mitigations to reduce crashes.	Medium (5-15 years)	\$20,000
(S10) Siskiyou Boulevard Pedestrian Crossing Evaluation and Feasibility Study	Evaluate pedestrian flows, crossing demand, and safety along Siskiyou Boulevard from Highway 66 to Beach Street. The study should evaluate the adequacy of the planned pedestrian improvements along Siskiyou Boulevard (the rectangular rapid-flash beacons at crosswalks and diagonal crossing at the Indiana-Wightman intersection) once the new dormitory and dining hall are operational for existing and future forecast pedestrian demand. The need, ideal location, feasibility and cost of a grade-separated crossing should be evaluated. This project is a joint project with the city and SOU; not subject to development.	High (0-5 years)	\$35,000
High (0-5 years)			\$35,000
Medium (5-15 years)			\$245,000
Low (15-25 years)			\$75,000
Development Driven			0
<b>Total</b>			<b>\$355,000</b>

Table 10-3 Preferred Plan Intersection and Roadway Projects

(Project #) Name	Description	Reasons for the Project	Priority (Timeline)	Cost <sup>2</sup>
(R2) N Main Street (OR 99)/Wimer Street-Hersey Street Intersection Improvements	Install a traffic signal at the intersection once MUTCD traffic volume or MUTCD crash warrants are met	Improve Safety, Improve Operations	Low (15-25 Years)	\$300,000
(R5) Lithia Way (OR 99 NB)/E Main Street Intersection Improvements	Improve visibility of signal heads. Identify and install treatments to slow vehicles on northbound approach	Improve Safety	High (0-5 Years)	\$50,000
(R6) Siskiyou Boulevard (OR 99)/Tolman Creek Road Intersection Improvements	Conduct a speed study. Identify and install speed reduction treatments on northbound approach	Improve Safety	High (0-5 Years)	\$61,000
(R8) Ashland Street (OR 66)/Oak Knoll Drive-E Main Street Intersection Improvements	Realign E Main Street approach to eliminate offset and install speed reduction treatments	Improve Safety	High (0-5 Years)	\$706,000
(R9) Ashland Street (OR 66)/Oak Knoll Drive-E Main Street Intersection Improvements	Install a roundabout <sup>1</sup>	Improve Safety, Gateway to Urban Area	Low (15-25 Years)	\$3,150,000
(R11) Lithia Way (OR 99 NB)/Oak Street Intersection Improvements	Install a traffic signal	Improve Operations	Low (15-25 Years)	\$200,000
(R12) Siskiyou Boulevard (OR 99)/Sherman Street Intersection Improvements	Realign Sherman Street approach to eliminate offset	Improve Street Continuity	Development Driven	\$391,000
(R13) Siskiyou Boulevard (OR 99)/Park Street Intersection Improvements	Realign Park Street approach to eliminate offset	Reduce Conflicts, Improve Street Continuity	Development Driven	\$296,000
(R14) Siskiyou Boulevard (OR 99)/Terra Avenue-Faith Avenue Intersection Improvements	Realign Terra Avenue approach to eliminate offset	Reduce Conflicts, Improve Street Continuity	Development Driven	\$216,000
(R17) East Nevada Street Extension	Extend Nevada Street from Bear Creek to Kestrel Parkway	Balance Mobility and Access	High (0-5 Years)	\$2,261,000
(R19) Normal Avenue Extension	Extend Normal Avenue to E Main Street consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66); Coordinate with Project X3.	Balance Mobility and Access	Medium (5-15 Years)	\$2,705,000
(R20) Creek Drive Extension	Extend Creek Drive from Meadow Drive to Normal Avenue consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66)	Balance Mobility and Access	Development & Access Management Driven	Developer Responsibility
(R22) New Roadway (B)	Construct a New Roadway from Clay Street to Tolman Creek Road consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66) if and when Tolman Creek Manufactured Park is redeveloped. The location of the connection shall be determined at the time of redevelopment of the manufactured home park.	Facilitate Economic Growth Balance Mobility and Access	Development & Access Management Driven	Developer Responsibility
(R23) New Roadway (C)	Construct a New Roadway from McCall Drive to Engle Street	Facilitate Economic Growth Balance Mobility and Access	Development & Access Management Driven	Developer Responsibility
(R24) Clear Creek Drive Extension	Construct a New Roadway to connect the two existing segments of Clear Creek Drive providing a continuous east-west roadway between Oak Street and N	Facilitate Economic Growth Balance Mobility and Access	Development & Access Management Driven	\$2,505,000

(Project #) Name	Description	Reasons for the Project	Priority (Timeline)	Cost <sup>2</sup>
	Mountain Avenue			
(R25) Washington Street Extension to Tolman Creek Road	Extend Washington Street to Tolman Creek Road consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66). This is a City funded project; not developer driven.	Facilitate Economic Growth Balance Mobility and Access	High (0-5 Years)	\$1,055,000
(R26) New Roadway (D)	Construct a new roadway from E Main Street to Ashland Street (OR 66) consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66).	Facilitate Economic Growth Balance Mobility and Access	Development & Access Management Driven	\$2,422,000
(R27) Grizzly Drive Extension	Extend Grizzly Drive from Jacquelyn Street to Clay Street	Balance Mobility and Access	Development Driven	Developer Responsibility
(R28) Mountain View Drive Extension	Extend Mountain View Drive from Parkside Drive to Helman Street	Balance Mobility and Access	Development Driven	Developer Responsibility
(R29) Washington Street	Extend Washington Street to Benson Way	Facilitate Economic Growth Balance Mobility and Access	Development Driven	\$1,301,000
(R30) Kirk Lane Extension	Extend Kirk Lane to N Mountain Avenue	Balance Mobility and Access	Development Driven	Developer Responsibility
(R31) Wimer Street Extension	Extend Wimer Street to Ashland Mine Road. The exact location of the street will be refined at the time of annexation.	Balance Mobility and Access	Development Driven	\$3,125,000
(R32) Kestrel Parkway Extension	Extend Kestrel Parkway to N Mountain Avenue at Nepenthe Road	Balance Mobility and Access	Development Driven	Developer Responsibility
(R34) Railroad Property Development	Extend Existing Adjacent Streets to Provide Connectivity within, to and from the property	Facilitate Economic Growth Balance Mobility and Access	Development Driven	Developer Responsibility
(R35) N Main Street Temporary Road Diet	Implement a temporary road diet on N Main Street. Temporary road diet includes converting N Main Street to a two-lane roadway with a two-way center turn lane and bicycle lanes in both directions	Improve Safety, Balance Mobility and Access	High (0-5 Years)	\$160,000
(R36) N Main Street Implement Permanent Road Diet	Convert temporary road diet to permanent installation, which includes, at a minimum, signal modifications to the N Main Street/Maple Street and the N Main Street/Laurel Street intersections	Improve Safety, Balance Mobility and Access	Medium (5-15 Years)	\$200,000
(R38) Ashland Street Streetscape Enhancements (Siskiyou Boulevard to Walker Avenue)	Widen and reconstruct sidewalks with street trees, stormwater planters and bus shelters. Ashland Street/Walker Avenue intersection enhancements to include concrete crosswalks, paving, and ornamental lights.	Improve Safety, Balance Mobility and Access	Medium (5-15 Years)	\$1,100,000
(R39) Ashland Street Streetscape Enhancements (Walker Avenue to Normal Avenue)	Widen and reconstruct sidewalks with street trees, stormwater planters and bus shelters.	Improve Safety, Balance Mobility and Access	Development Driven	\$1,300,000
(R40) Walker Avenue Festival Street (Siskiyou Boulevard to Ashland Street)	Street reconstruction with flush curbs and scored concrete roadway surface. Sidewalk treatments to include decorative bollards to delineated pedestrian space, street trees, LID stormwater facilities and ornamental lights.	Support Pedestrian Places Planning	High (0-5 Years)	\$780,000
(R41) Ashland Street/Tolman Creek Road Streetscape Enhancements	Widen and reconstruct sidewalks with street trees, stormwater planters and bus shelters. Ashland Street/Tolman Creek Road intersection enhancements to include concrete crosswalks, paving, and ornamental lights.	Support Pedestrian Places Planning	Development Driven	\$1,500,000



(Project #) Name	Description	Reasons for the Project	Priority (Timeline)	Cost <sup>2</sup>
(R42) E Main Street/N Mountain Avenue Streetscape Enhancements	Widen and reconstruct sidewalks with street trees, stormwater planters and bus shelters. E Main Street/N Mountain Avenue intersection enhancement with concrete crosswalks and paving, and ornamental lights.	Support Pedestrian Places Planning	Development Driven	\$1,500,000
(R43) New Roadway (E)	Construct a new roadway from Mistletoe Road to Siskiyou Boulevard (OR 99) consistent with the Croman Mill District Plan	Facilitate Economic Growth Balance Mobility and Access	Development Driven	\$4,322,000
(R44) Tolman Creek-Mistletoe Road Streetscape Enhancements	Widen and reconstruct sidewalks with street trees, stormwater planters and bus shelters consistent with the Croman Mill District standards.	Facilitate Economic Growth Balance Mobility and Access	Development Driven	\$3,478,000
(R45) New Roadway (F)	Construct a new roadway from Washington Street to New Roadway (E) consistent with the Croman Mill District Plan; coordinate with Project X2.	Facilitate Economic Growth Balance Mobility and Access	Development Driven	\$1,199,000
(R46) Ivy Lane Extension	Extend Ivy Lane west to Waterline Road	Balance Mobility and Access	Development Driven	Developer Responsibility
(R47) Mary Jane Avenue Extension	Extend Mary Jane Avenue south to the UGB then east to Clay Street	Balance Mobility and Access	Development Driven	Developer Responsibility
(R48) Forest Street Extension	Construct a new roadway that connects the two existing segments of Forest Street	Balance Mobility and Access	Development Driven	Developer Responsibility
(R49) Croman Mill District Streets	Construct new streets to provide connectivity within, to and from the Croman Mill District	Facilitate Economic Growth Balance Mobility and Access	Development Driven	Developer Responsibility
High Priority (0-5 Years)				\$5,073,000
Medium Priority (5-15 Years)				\$4,005,000
Low Priority (15-25 Years)				\$3,650,000
Development Driven				\$23,555,000
<b>Total</b>				<b>\$38,047,000</b>

## Notes:

<sup>1</sup>Initial roundabout operations analysis and high-level feasibility assessment were performed to confirm a roundabout appears physically and operationally feasible. A more detailed preliminary roundabout design and study should be conducted before activities such as right-of-way acquisition and/or developing detailed design plans.

It should also be noted that in November 2008, the State Traffic Engineer issued a directive to ODOT staff to consider a roundabout as an alternative whenever a traffic signal was being considered on the state highway system. However, in March 2011, ODOT issued updated guidance to staff that no roundabouts should be approved or designed by staff on the state highway system due to concerns raised by the trucking industry. Subsequently, the requirement previously issued to evaluate roundabouts as an alternative to traffic signals was temporarily lifted. Currently, ODOT is awaiting the results of a study being led by the Kansas Department of Transportation evaluating the effects of roundabouts on oversized loads. Upon completion of that study, the agency has indicated that the current prohibition of roundabouts on the state system will be reconsidered.

<sup>2</sup>Cost estimates are for engineering and construction costs. They do not include right-of-way. They are rounded to the nearest thousand dollars.

The projects in Table 10-3 and Figure 10-3 were identified based on input received from the PMT, TAC, PC, and .The intersection projects were also developed based on the 2034 future conditions analysis results, safety analysis results, and planning-level feasibility assessments (e.g., is a roundabout physically possible, could the street actually be realigned given adjacent historic structures). The new roadway and roadway extension projects were identified from previous and/or related plans such as the 1998 TSP, the unadopted 2007 TSP update, and the Interchange Area Management Plan (IAMP) for Exit 14. The projects identified to support pedestrian places were documented as part of the Pedestrian Places planning activities. The Pedestrian Places planning is discussed further in the following section.



## Railroad Crossing Projects

Table 10-4 summarizes the preferred plan railroad crossing projects. They include one existing crossing upgrade and two new railroad crossing locations. Figure 10-3 illustrates the location of these railroad crossings. *Appendix A contains the prospectus sheets for all preferred plan projects; the prospectus sheets provide more detail regarding the project location, description, and images illustrating the vision for the completed project.*

Currently under Federal and ODOT rail policy, the City would need to close an existing at-grade crossing or go through a potentially timely and costly rail order process to obtain an additional new public crossing within Ashland. The City will pursue all possible alternatives to closing existing at-grade crossings including exceptions to the policies based on the low projected train volumes (currently none) and will consider grade separation of future crossings.

**Table 10-4 Railroad Crossing Projects**

(Project #) Name	Description	Reasons for the Project	Priority (Timeline)	Cost <sup>2</sup>
(X1) 4 <sup>th</sup> Street At-Grade Railroad Crossing	Pursue a New At-Grade Ped/Bike Railroad Crossing at 4 <sup>th</sup> Street. Coordinate with Project TR4. <sup>1</sup>	Improve North-South Connectivity, Balance Mobility and Access	Development Driven	\$275,000
(X2) Washington Street At-Grade Railroad Crossing	Pursue a New At-Grade Railroad Crossing at Washington Street as part of the Croman Mill Site Development. Coordinate with project R45. <sup>1</sup>	Facilitate Economic Growth, Balance Mobility and Access	Development Driven	\$1,000,000
(X3) Normal Avenue At-Grade Railroad Crossing Upgrade	Upgrade the existing at-grade Railroad crossing at Normal Avenue to public crossing standards. Coordinate with Project R19. <sup>1</sup>	Improve North-South Connectivity, Balance Mobility and Access	Development Driven	\$750,000
High Priority (0-5 Years)				-
Medium Priority (5- 15 Years)				-
Low Priority (15- 25 Years)				-
Development Driven or Driven by Need based on Rail Order Outcomes				\$2,025,000
Total				\$2,025,000

**Notes:**

<sup>1</sup>Currently under Federal and ODOT rail policy, the City would need to close an existing at-grade crossing or go through a potentially timely and costly rail order process to obtain an additional new public crossing within Ashland. The City will pursue all possible alternatives to closing existing at-grade crossings including exceptions to the policies based on the low projected train volumes (currently none) and will consider grade separation of future crossings.

<sup>2</sup>Planning level cost estimates are for construction and engineering of at-grade crossings and do not include right-of-way costs.

**ASHLAND TRANSPORTATION COMMISSION  
MINUTES  
MARCH 20, 2014**

These minutes are pending approval by the Transportation Commission.

**CALL TO ORDER:** Chair David Young called the meeting to order at 6:00 p.m. in the Civic Center Council Chambers, 1175 E. Main Street.

**Commissioners Present:** Joe Graf, Shawn Kampmann, Craig Anderson, David Chapman, Corinne Viéville, and David Young.

**Commissioners Absent:** Alan Bender

**Staff Present:** Scott Fleury, and Mary McClary

**Council Liaison Absent:** Carol Voisin

**ANNOUNCEMENTS**

**CONSENT AGENDA**

Approval of Minutes – None (February/March minutes to be approved at the April meeting)

**PUBLIC FORUM**

None

**NEW BUSINESS**

Fleury explained the new agenda format to the commission. He stated that he does the new business/old business format with the Airport Commission and it works out well. He asked the commission to share their feedback and if they wanted to go back to action/non-action items that would be ok. Overall the commission likes the new format. He stated the change was being made to lessen any confusion such as citizens attending a meeting to speak on an action item when it was the initial discussion of the topic.

Anderson voiced concern with the fact that Mike Faught makes the final decision regarding recommendations that are made by the commission. He isn't aware of other committees or commissions acting in that same fashion, according to Ashland's Municipal Code. Fleury stated that he believes the power was granted by way of resolution, not the Municipal code.

Kampmann likes the idea of being able to hear about an item and if it is something that moves along then it would be feasible for citizens to be present. He stated that there are times that he feels like they are presented with items to discuss & the public is present but the commission hasn't had a chance to fully research the item.

Graf isn't sure of how the citizens would understand that "old business" would be items that they could be taking action on. Fleury stated that if the item involved affected properties they would be informed of the meeting in which action was being taken. Graff stated that would be fine for the affected properties but there could be other people that may want to speak on a topic even if they aren't an affected property. He thinks it is important to have it more clearly labeled on the agenda, such as "consideration of" or some language like that.

Viéville would like to have the issue at a meeting and then if it is a big topic, have it deferred to the next meeting to allow for time to research.

Kampmann agrees with Viéville. He also thinks that there could be items that the general public would want to speak on but need more notice on.

Fleury recommended possibly posting the normal agenda and rather than attaching the entire meeting packet, there could be a summary for each agenda item or he could add a brief description for each item on the agenda.

Chairperson Young thinks that maybe the commission should ponder this for a while to decide how the agenda is working out. Fleury stated he will add a summary to the items starting on the next agenda and the Commission can see how they like it.

Anderson asked that Kim Parducci, Southern Oregon Transportation Engineering, be present at future meetings when there is a traffic engineer's recommendation.

Kampmann added that the Parks Commission, the Conservation and a few other commissions/committees besides the Council have their meetings printed in the newspaper. Staff stated that it was not required anymore and is no longer free.

Young thinks it is a good idea to send it to the Mail Tribune/Ashland Daily Tidings and maybe they can include it in their "things to do today" section.

Chapman feels that Fleury will have a good idea of the complexity of the issues that come up and can plan accordingly.

Young summarized that the commission would like the meetings noticed in the paper on the Tuesday prior to the meetings.

### **Transportation System Capital Improvement Prioritization (CIP)**

Fleury pointed out that per the discussion at the February meeting staff provided the commission with the current Transportation System Plan (TSP) project list along with the currently adopted CIP list. Currently the CIP projects are ranked as High, Medium and Low. They are broken up into pedestrian, bike and roadway sections. Roadway also includes recommended studies to be performed. The idea is for the commission to develop a strategy on how they would like to prioritize these projects.

He also stated that Mike Faught wanted him to inform the commission that a letter of intent for a Transportation Growth Management (TGM) grant for the Siskiyou Blvd. safety study (from Southern Oregon University to the high school) has been sent in. The full application will be due in June. He wanted to be sure that the commission is ok with staff pursuing the grant. The commission would like Mike to know that they would all agree that the area should include Walker around the bend to Siskiyou and Ashland Street up and down to the Siskiyou corridor.

Fleury stated the CIP list was included in the meeting packet and he also showed it on the projector. He went through the spreadsheet and each of the projects on the list and the commission provided input.

Chapman pointed out that he would still like staff to consider the possibility of extending the bike path to Oak Street as part of the Oak Street Railroad crossing project.

Fleury pointed out that all of the bike projects currently on the list are in the unfunded category.

Fleury asked how the commission would like to prioritize the projects on the list. His thought is to have the commission look at one section each meeting and have discussion on prioritizing, funding etc. He would advise looking primarily at the projects that are not developer driven. The commission feels it would be important to know which projects staff can feasibly get grant funding for and which ones cannot. Fleury was thinking that would be part of the discussion for each of these projects.

Anderson stated that he thought the Washington Street Extension project was developer driven. Fleury remarked that it is both. The IAMP (interchange access management plan) is going to limit left turn access out of that location. Mike Faught is working to try to create the connection through there. The development will build the project, but we are trying to refine it so that it meets our codes. We are trying to do some ground work now so that we understand the process. Anderson also asked about the System Development Charge column (SDC). Fleury stated some of the

projects don't have anything in the SDC column. He pointed out there is currently a SDC committee working on the SDC's and once we have that information, the spreadsheet would be updated to reflect that. Anderson asked if there is anyone on the SDC committee that would represent Transportation interests. There is a representative appointed that represents the homebuilders association which would likely advocate for lower SDC's so he wonders if there is anyone on the opposite side to counteract that? Fleury explained that the SDC committee was established in February (read the list of appointees to the commission) and they have met a few times already. Anderson stated that the SDC's are a big issue for him and he stated the City of Ashland's SDC's are quite a bit lower than any other community. He is concerned that the SDC committee may not have someone appointed to represent the Transportation interests. He also voiced the Transportation Commission wasn't involved in the process of applying for the recent Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program (STP) grants that were recently applied for. Chair person Young stated the intent of this agenda item is to address this & move forward and the points made by Anderson have been well taken and understood.

Chapman requested staff bring the information to the commission each time a grant is being pursued so that the commission can contribute to the decision making process. Fleury responded that he is asking the commission for what information the commission would like staff to bring forward to them to help them make recommendations regarding prioritizing the CIP.

Anderson questions his role as part of the Transportation Commission. He said the Transportation Commission is the only commission within the City that he could find that makes recommendations directly to the Public Works Director and not the City Council. Voisin stated according to the Commission webpage "The Transportation Commission advises the City Council on transportation related issues specifically as they relate to safety, planning, funding and advocacy for bicycles, transit, parking, pedestrian and all other modes of transportation." Anderson replied that if you look at the powers that the commission has under municipal code 2.13.030/040 it lists what they are empowered to do and they are not empowered to make recommendations to council. Voisin stated that if one says advises and the other one doesn't then maybe it is something that needs to be clarified and/or reviewed. Young feels that by definition the commission advises council. Municipal code 2.13.040 states "The Transportation Commission will review and forward all traffic implementation regulations to the Public Works Director for final approval and implementation of official traffic safety and functional activities." Fleury pointed out that traffic implementation regulations are different than making recommendations towards capital improvement projects. Traffic regulations are signed by the Public Works Director and forwarded directly to the Streets department, anything else is brought to the Transportation Commission for discussion. Fleury has only been involved in this commission for about a year and a half, he isn't sure how Jim or anyone else handled the CIP previously but since we are going into the next budget cycle along with a newly adopted Transportation System Plan that outlines the projects Fleury is trying to follow this and build a paradigm to go forward. Kampmann commented he has always been under the impression that the commission is an advisory committee to the City and Public Works. He sees it as the commission making recommendations and ultimately it is up to the City to make the decisions.

Anderson questioned Fleury as to whether or not in hindsight he would have handled the recommendation he made to Council on December 3rd for the Congestion Mitigation and Air Quality and Surface Transportation Program (STP) projects, would he have brought it before the Transportation Commission first after having had this discussion. Fleury remarked staff had previously received Councils approval under a different funding mechanism and also to apply for the STP funds which Jim Olson had worked on several years ago, so it has been brought to Council numerous times over the years. He emphasized that as this process unfolds the projects will be brought before the commission. Graf mentioned that he hopes Anderson will stay on the Commission. He also stated it looks like the commission will be making recommendation on the transportation section of CIP and if that hasn't been done previously before taking it to Council then it shouldn't have been handled that way. He mentioned that the East Nevada Street bridge project which was previously taken to Council at a substantial lesser amount probably should have been brought before the commission to make the recommendation in favor or against it. Fleury added, by following this process it will solve the issue. Overall, the commission agrees that going forward taking a look at these projects will help solve these issues.

Graf added that he agrees with Anderson's concern regarding Transportation representation on the System Development Charge (SDC) committee. He doesn't think there is anyone on the committee specifically interested in transportation issues. He feels there is more representation for the home builders. Chapman expressed there are a few people on that committee that understand the budget process and how everything interrelates and would also be interested in the transportation piece. Kampmann questioned whether it should be a concern of the Transportation Commission. He stated the committee was appointed by the Mayor. A few of the Commissioners think it is a good idea if the commission feels there needs to be more representation that a motion be made and forwarded to the Mayor.

Vierville/Chapman m/s to recommend the Mayor appoints a member of the Transportation Commission to the SDC committee. **All in favor. Motion passed.**

Anderson/Young m/s to recommend Joseph Graf as the Transportation Commission representative. **All in favor. Motion passed.**

Fleury stated the commission will prioritize one of each of the network categories (roadway, bicycle, pedestrian) and have everything wrapped up by the end of this calendar year. There will be a set total amount for all 3 networks and the commission will prioritize utilizing the total available funding amount.

### **OLD BUSINESS**

#### **Lithia Way and 3<sup>rd</sup> St.**

Fleury emailed and met with Dan Dorrell & Mike Birch (ODOT) at Lithia and 3<sup>rd</sup> and they talked about relocating the signs. They told him to submit a speed zone study request and then they would look into it. He submitted the speed zone study. The speed zone study for the initial speed zone extends past the Fire Station; that sign disappeared. He speculated that it was probably taken down during the construction of the fire station and the sign was never put back up. The sign can be placed within 100 feet of its original designation. In order to do so staff would just need to write a Memo to the State Traffic Engineer for approval. Fleury recommends the sign be placed within the park row on each side.

#### **Orange Ave Bicycle Boulevard**

The Streets department has been out there burning in the sharrows. Signs have also recently been put up.

#### **N. Main Restriping**

Kim Parducci conducted an analysis of the lane shift back to Oak Street from Helman (doing a lane merge over the bridge) and she determined that it will work fine if ODOT changes the signal timing at the Helman light to allow more through traffic on Main Street and less cross traffic from Helman. There will be a dedicated left hand turn around the totem. The design, analysis and tech memo are done and we are now waiting on ODOT's review and then it would be presented to council for approval.

#### **Nevada St. Bridge/Chip Seal Applications**

The TAC had their prioritization ranking meeting where the top 5 projects were funded, including the Nevada Street Bridge. The chip seal wasn't recommended by the TAC. The PAC held a meeting afterwards and followed the TAC recommendations. The next step is the policy review committee's review and recommendation which should happen in April.

#### **Bollard Removal**

The bollards have been removed at the crossings of East Main, Tolman Creek & Mountain. Per Kim's recommendation there are full stop bars and signs at those crossings for bicycles.

#### **Downtown Parking Study**

Young informed the group that the March meeting included discussion on developing guiding principles & the upcoming April meeting will include distributing the downtown concept street maps.

### **INFORMATIONAL ITEMS**

Action Summary  
Oregon Impact February Newsletter  
Traffic Crash Summary

### **COMMISSION OPEN DISCUSSION**

### **FUTURE AGENDA TOPICS**

Transportation Safety Public Outreach  
SOU Multi-Modal Future  
Siskiyou Blvd. Signal Timing

Viéville would like to have a future discussion on the audible pedestrian signals

Anderson would like to have a future discussion regarding the “powers and duties specifically” of the commission (have Legal come to a future meeting).

### **ADJOURNMENT**

Meeting adjourned at 8:03 pm

*Respectfully submitted,*

*Tami De Mille-Campos, Administrative Assistant*

*(Minutes completed via audio tape due to being absent at meeting)*

### **TRANSPORTATION**

The Ashland Transportation Commission will hold a regular Transportation Commission meeting on **May 22, 2014** starting at **6:00 p.m.** in the Council Chambers, 1175 East Main St.

#### **Agenda Topics Include:**

New Business-

1. Bicycle Safety Training Class Update
2. Signal Timing Discussion
3. Allison St. and Union St. request for traffic control device
4. Gresham St. and Siskiyou Blvd. Pedestrian Safety Concern.
5. Downtown System Plan Concept Maps Discussion.

May 19, 2014

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# Memo

CITY OF  
ASHLAND

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Date: May 15, 2014  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Signal Timing Discussion

**BACKGROUND:**

Dan Dorrell, Traffic Operations Engineer from the Oregon Department of Transportation will give a brief discussion of signal timing, specifically in the Main St./Siskiyou Blvd. corridor and answer specific questions the Commission may have.

**CONCLUSION:**

There is no action request by Commission, agenda item for discussion and educational purposes.

# Memo

CITY OF  
ASHLAND

Date: May 15, 2014  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Allison and Union Streets Traffic Control

## **BACKGROUND:**

Staff received a request to investigate the intersection of Allison and Union Streets with the possible intent to install a traffic control device at this intersection. The request came from a resident who has witnessed numerous near misses at the intersection.

Staff has researched the vehicular count data along with accident data reports in order to determine if a traffic control device would meet warrants for this intersection.

The traffic count map is attached for reference and shows an ADT on Allison of 646 between Gresham and Union and 266 between Union and Sherman. The ADT on Union above Allison is 576. There have been two traffic accidents in the intersection of Allison and Union in the last 12 years. They are both side angle crashes where a driver making a left turn from Allison onto Union has failed to yield the right of way. Per vehicle code a driver must yield to the driver to his right when entering an uncontrolled intersection.

The intersection is aligned at 90 degrees. There is slight a grade change on Union as it heads downhill towards Siskiyou Blvd through Allison St.. Allison St. has a curb to curb width of 31 feet and Union St. has a curb to curb width of 27 feet. Both street sections have a parkrow strip and sidewalk. The northwest corner of Allison St. is the only curb marked for no parking.

Oregon Vehicle Code (ORS811.550 (17)) does not permit parking within 20' of a crosswalk at an intersection:

Within 20 feet of a crosswalk at an intersection. Exemptions under ORS 811.560 (Exemptions from prohibitions on stopping, standing or parking) (2) and (4) to (7) are applicable to this subsection.

City of Ashland Resolution 90-03 defines warrants that must be met for installation of traffic control devices, reference attachment.

Resolution 90-03 states: A yield sign is warranted for in the horizontal angle of the intersecting streets is more than 45 degrees and the ADT is at least 500 vehicles per day on the major street. The yield sign will be placed on the minor street.

Allison and Union Street per the 2004 traffic count meet the ADT for a Yield sign. The horizontal alignment of the intersection would not meet resolution 90-03 due to its 90 degree intersection.

The MUTCD defines yield sign applications as such:

- A. On the approaches to a through street or highway where conditions are such that a full stop is not always required.
- B. At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a STOP or YIELD sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.
- C. For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.
- D. At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.
- E. Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.

Figure 1:



Figure 2: View looking up Union from Allison (west corner)



Figure 3: View looking down Union on Allison (west corner)



Figure 4: View looking up Union on Allison (east corner)



Figure 5: View looking down Union on Allison (east corner)



**CONCLUSION:**

This is a preliminary discussion about this intersection and uncontrolled intersections in general within City limits.



UNION ST

ALLISON ST

85

77

73

59

492

502

501

74

72

532

542

540

550

46

34

549

47

39

31

576 ADT  
1/1/2004

646 ADT  
1/1/2004

266 ADT  
1/1/2004

RESOLUTION 90- 23

A RESOLUTION ADOPTING STANDARDS FOR STOP SIGNS, YIELD SIGNS AND NO PARKING "YELLOW CURB" ZONES.

BE IT RESOLVED BY THE CITY OF ASHLAND AS FOLLOWS:

SECTION 1. STANDARDS should be adopted by the City of Ashland for establishing minimum requirements for stop signs, yield signs and no parking "yellow curb" zones.

SECTION 2. The Traffic Safety Commission has determined reasonable STANDARDS for evaluating the need for stop signs, yield signs and no parking "yellow curb" zones.

SECTION 3. The City Council has determined that the STANDARDS attached as Exhibit A meet the needs of the City of Ashland and hereby adopt those STANDARDS.

SECTION 4. When a request for a stop sign, yield sign or no parking "yellow curb" zone meets STANDARDS, staff will present report and resolution or ordinance to the City Council for approval.

SECTION 5. Any staff decision based on said STANDARDS may be appealed to the Traffic Safety Commission within fifteen days of decision by staff. Any Traffic Safety Commission decision may be appealed to the City Council within fifteen days of decision by Traffic Safety Commission.

The foregoing Resolution was READ and DULY ADOPTED at a regular meeting of the City Council of the City of Ashland, Oregon this

6<sup>th</sup> day of February 1990.

Nan E. Franklin  
Nan E. Franklin  
City Recorder

SIGNED and APPROVED this 8th day of February 1990.

Pat Acklin  
Pat Acklin, Council Chair  
Acting Mayor

## **EXHIBIT A**

### **CITY OF ASHLAND TRAFFIC SAFETY COMMISSION**

#### **STANDARDS FOR TRAFFIC CONTROL**

DECEMBER 1989

#### **GENERAL STANDARDS**

These STANDARDS do not apply to State or County controlled streets or highways within the City of Ashland city limits.

The term major street refers to the street with the largest volume of vehicles and the term minor street refers to the street with the smaller volume of vehicles, each based on actual 24-hour counts.

A local street is defined as any street not designated as a primary, arterial, secondary arterial or collector street in the Ashland Comprehensive Plan.

The term ADT shall mean average daily traffic as established by an actual traffic count over a minimum period of 24 hours or projected using the Institute of Transportation Engineers Trip Generation Averages.

#### **SPECIFIC STANDARDS**

A **yield sign** is warranted if the horizontal angle of the intersecting streets is more than 45 degrees and the ADT is at least 500 vehicles per day on the major street. The yield sign will be placed on the minor street.

A **two-way stop sign** is warranted on intersections between local streets and arterial, secondary arterial or collector streets. The local street will be required to stop at the arterial, secondary arterial or collector street if the ADT on the arterial, secondary arterial or collector street exceeds 1500.

A **two-way stop sign** is warranted at an intersection if one of the following conditions are met or exceeded:

The ADT on the major street exceeds 1500 and ADT on the minor street exceeds 500.

At any intersection where the major street has an average vertical grade in excess of 15% at the intersection, the minor street will be required to stop at the major street.

GENERAL STANDARDS - 2

If there is a history of 5 or more recorded accidents at an intersection over a consecutive period of 12 months involving two or more vehicles and the accidents were right or left turn or right angle collisions, a stop sign is warranted. The stop signs will be placed on the minor street.

If the horizontal angle between the intersecting streets is greater than 45 degrees and the ADT exceeds 500 on the major and minor streets, a stop sign is warranted on the minor street.

**A four-way or all-way stop sign** is warranted if one of the following conditions are met or exceeded:

The ADT on the major street exceeds 1500 and the minor street exceeds 1000.

The average grade on the major and minor streets exceed 15% and ADT exceed 500 on the major and minor streets.

**No parking zones** are warranted if one of the following conditions is met:

On a two-way street, if the total curb to curb width is less than 27 feet and the ADT exceeds 500, no parking will be allowed.

On a two-way street, if the total curb to curb width is less than 34 feet and the ADT exceeds 500, parking will be allowed on one side.

**Yellow curbs** may be installed under the following conditions:

At private driveways in residential areas by the abutting property owner. A permit is required and the yellow curb must be installed and maintained by the property owner to the standards of the Public Works Department.

In signed no parking zones if determined by the City to be necessary to augment the no parking signs. The determination, installation and maintenance will be by the City.

At all fire hydrants as required by Oregon State Statutes.

At street intersections where topography limits sight distance as established by the City. The City will determine the need and install and maintain the yellow curb.

# Memo

CITY OF  
ASHLAND

Date: May 15, 2014  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Siskiyou and Gresham Safety Concern

## BACKGROUND:

Staff recently received a request to investigate safety concerns at the intersection of Siskiyou Blvd. and Gresham St. A letter was sent by Donna Wright, Board Member of the Ashland Library concerning pedestrian safety in that general area, reference attached letter.

Staff has started researching the area in general. Data currently collected includes count data and accident data collected for that location.

There have been eleven accidents in that area, reference accident data sheet attached.

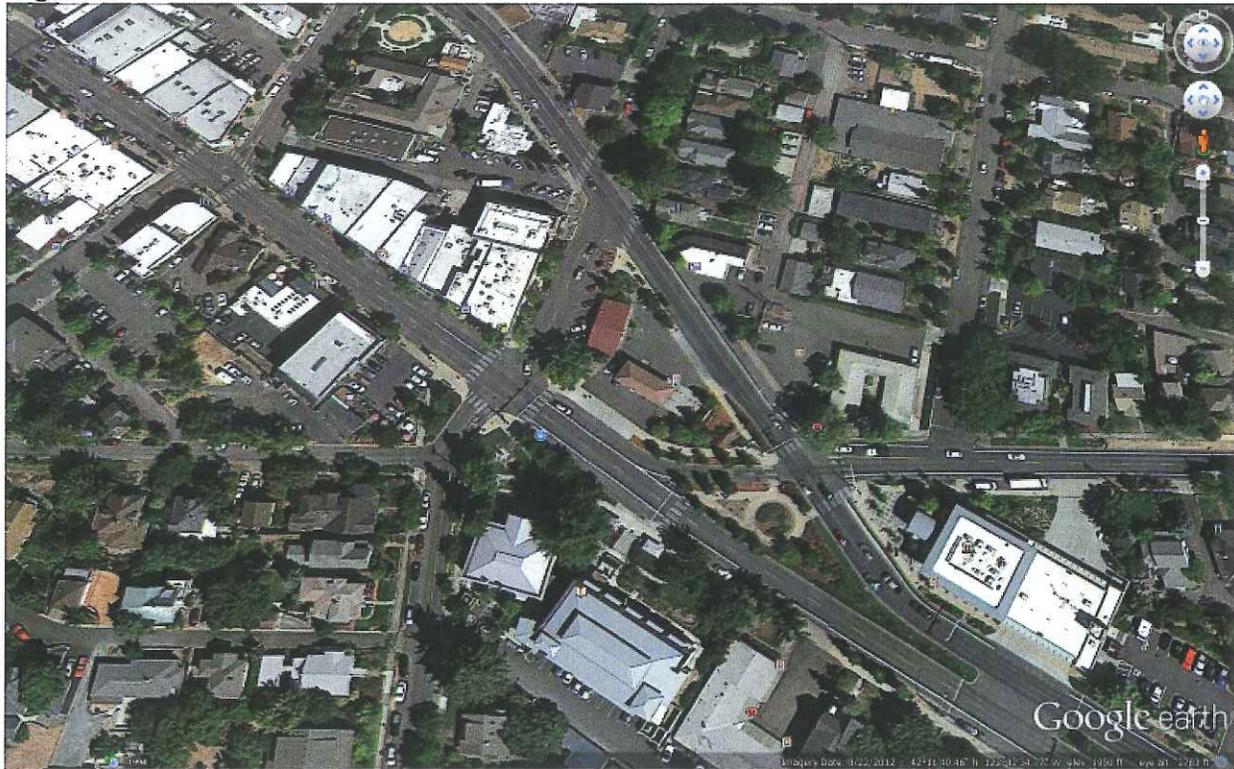
## Traffic Count Data:

- Gresham Street – E. Main to Hargadine – 2,380 ADT (2004)
  - Gresham Street – Hargadine to Allison – 2,219 ADT (2004)
  - Siskiyou Boulevard – E. Main to Union – 9,413 ADT (2006, **Southbound Only**)\*
- \*new counts for Siskiyou Blvd. currently underway

Figure 1:



Figure 2:

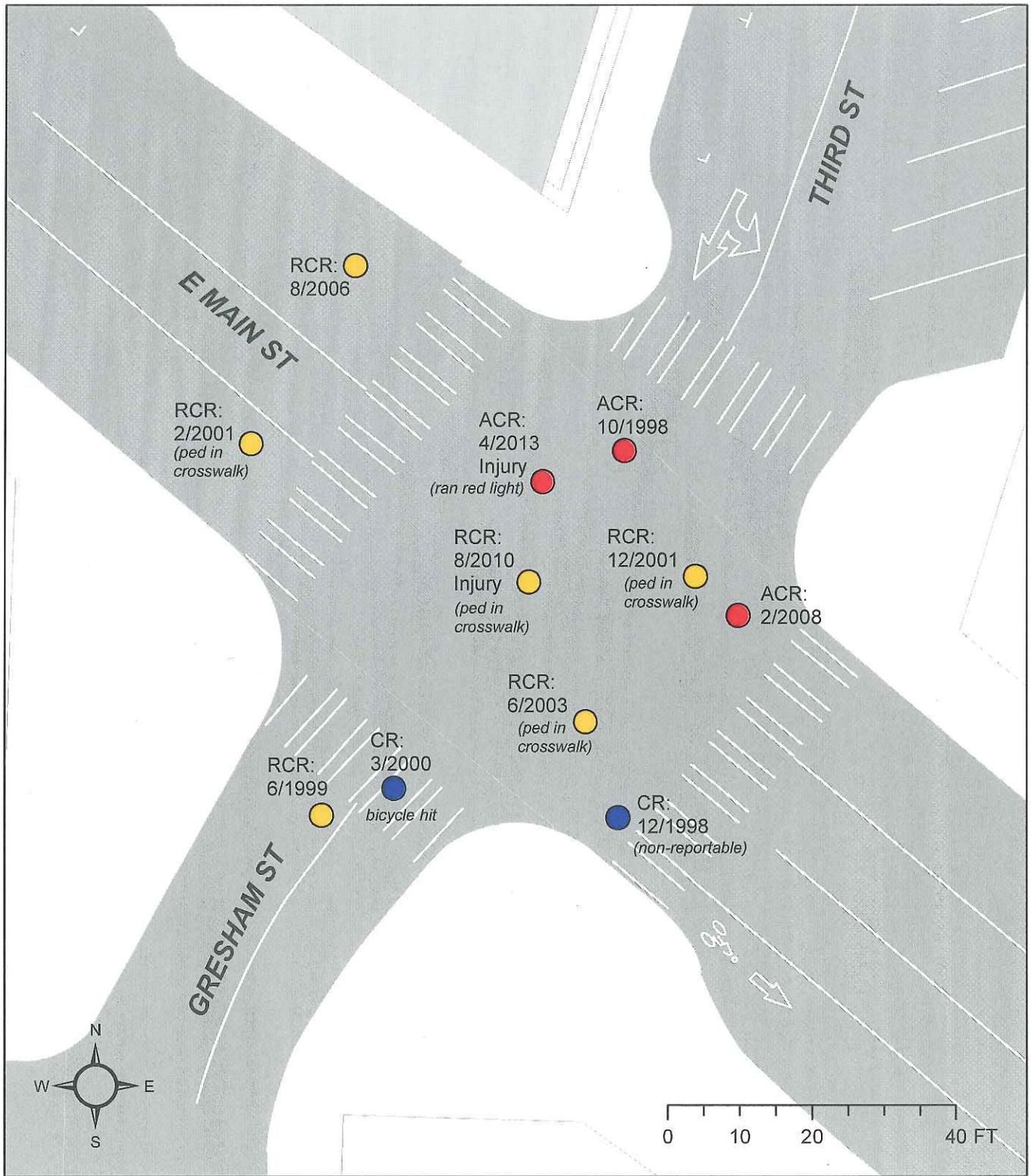


**CONCLUSION:**

This item is on the agenda for an initial discussion between staff and the Commission with respect to safety improvements at this intersection and how to move forward.

**Potential Motion:**

I move to have consultant traffic engineer perform intersection analysis and make recommendations for improvement if any.



**Gresham St and E Main St**  
 Reported Traffic Accidents  
 between 1/1998 and 5/2014

- Angle Crash
- Rearend Crash
- Crash (other)

April 21, 2014

Mr. Scott Fleury  
Traffic Planner  
City of Ashland  
20 East Main  
Ashland, Oregon 97520

RECEIVED  
APR 24 2014  
City of Ashland

Scott,

The Friends of the Ashland Library are asking for your help in an issue concerning the safety of pedestrians crossing Gresham Street as they go to and from the library. Cars often come down Gresham at a rate of speed that is endangering visitors who cross the street from the opposite sidewalk. We have 700 or more visitors, including many very young children as well as elderly and disabled persons each day. A patron witnessed a seven year old girl nearly get hit as she crossed the street. Cars also turn in from Siskiyou rather quickly. One man reported almost getting hit in the crosswalk by a turning car.

Perhaps there is something that can be done to ensure that this is a more safe area for our citizens of all ages.

Thank you,



Donna Wright  
Board Member  
Friends of the Ashland Library

— 410 SISKIYOU BLVD  
ASHLAND OR 97520

**Transportation Commission**  
**Action Summary**  
**as of April 2014**

Month Year	Item Description	Status	Date Complete
December 19 TC	Orange Ave. Bike Boulevard	TR13-14	
October 24 TC	Faith Ave. Sharrows/Signs	TR13-13	
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	12/11/11
August 11 TC	Parking prohibitions on Almond	approved TR 2011-07	✓
August 11 TC	Stop sign at 4th and A Streets	not approved	
Jul 11 TC	Parking Prohibitions on E. Nevada	approved, TR 2011-04	3/6/12
Jul 11 TC	Stop Sign at Starflower	approved yield; TR 2011-05	11/17/11
Jul 11 TC	A' Shared Road	approved, TR 2011-06	10/28/11
June 11 TC	N. Main Road Diet	TC recommend implementation asap, approved 8/2/11	
June 11 TC	Parking prohibition on Central	TR 2011-03, install painted centerline, only	✓
May 11 TC	Stop sign on Homes	Stop sign not approved, other improvements implemented.	
May 11 TC	Stop sign on Pinecrest	not approved	
May 11 TC	Left turn signal at Wightman	recommended review by traffic engineer	
May 11 TC	Memorial Sign Request	recommended development of a policy, approved by Legal/Planning. Approved by Council	1/27/12
Apr 11 TC	N. Main Road Diet Pilot	Approved by Council 8/2/11	
Feb 11 TC	Parking Prohibitions Meadowbrook	TR 2011-02 order sent to Street Div.	✓
Feb 11 TC	Parking Prohibitions on Liberty St.	TR 2011-01 order sent to Street Div.	✓
Feb 11 TC	Bike Corral on Third Street	Completed & installed	✓
Dec 10 TC	Petition for ped. rail crossing	referred to TSP process	
Dec 10 TC	Siskiyou Blvd x-walk at Frances	no action required	12/16/10
Nov 10 TC	S Mountain Mid Block Crosswalk	Approved to be installed in cooperation with SOU	
Nov 10 TC	E Main @ RR Crosswalk Review	Commission asked stop sign replaced	
Oct 10 TC	A St 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 implementation	
Aug 10 TSC	15 Minute Parking on A Street	TR 2010-05, order sent to Street Division	
Aug 10 TSC	First St Parking Prohibition Change	TR 2010-04, order sent to Street Division	
Aug 10 TSC	Granite St Parking Prohibition Change	not approved, Swales will resubmit request	✓
Aug 10 TSC	Hargadine St Parking Prohibition Change	review as part of TSP update	
Aug 10 TC	Bridge Street Parking Prohibition Change	Memo received from Fire Dept recommending against change	✓
Jul 10 TSC	Truck Route Ordinance Review	Staff researching, Nov 2010 agenda item	
Jun 10 TC	2 Year Project List Goal Setting	3 goals selected	✓
Jul 10 TC	Audible Crosswalk Signals for Downtown	Vieville working w/staff to develop priority list for \$27K budget	
Jul 10 TC	Shared Road Policy	review as part of TSP update	
Mar 10 TSC	Yield Sign at Terrace @ Holly	TR 2010-02	✓
Mar 10 TSC	Ashland St @ YMCA Crosswalk	not approved by ODOT	✓
Mar 10 TSC	Oak St Crosswalk at A St	included in Misc Concrete Project; bids due 11/17/10	
Jul 09 TC	Additional Downtown Bike Parking	Implementation list complete, will be installed as budget permits	
Nov 09 TC & TSC	Crosswalk for East Main @ Campus Way	Staff applying for funding through grant application	
Nov 09 TC & TSC	Grandview Shared Road Improvements	TR 2010-03, other improvements likely in future	
Aug 09 TC	Oak Street 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	✓

# M a k i n g   a n   I m p a c t

May 2014 - Vol. 1, Issue 8

## Time to Divorce Your Phone?

Occasionally I treat myself to a few hours of relaxation at *The Barefoot Sage*. Relaxing on big, fluffy couches as fountains play tunes on copper bells as water swirls around. Sheer curtains are draped with beads and shimmering lights. Artsy pieces abound. My Dad - bless him - would have referred to it as a “hippy-dippy” joint. And he would be right.

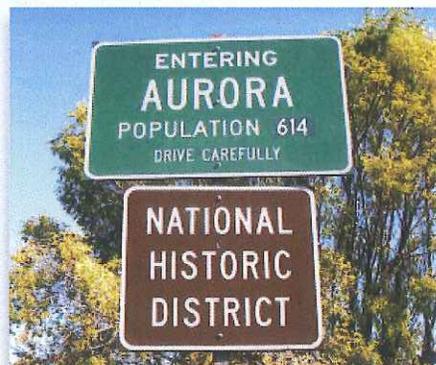
From fragrant hot water soaks, to salt scrubs, foot massages, and warm rock wraps, it is enough to leave a person feeling peacefully tranquil, before sadly and slowly taking a deep breath and heading back out into the real world.

When I arrived, the couple next to me were halfway through their treatments... and they were on their cell phones. I was *stunned*. How often do we get the opportunity for pampering and quiet? What could be so important as to interrupt this experience? As I simmered on that, I remembered all the nights I went to bed checking my phone one last time... then first thing in the morning.

## TSC Highlight - Aurora

This month we share our interview with Rob Graham, 4-year member of the **Aurora Traffic Safety Committee**.

While Rob reports that the committee is currently inactive, the **Marion County Sheriff's Office** presently works on their behalf. Aurora's TSC has achieved numerous successes.



What did I think would happen that was so important those few hours I had detached myself from my phone?

It could be considered a bad habit but in the car it can become so much more.



Most of us still frequently witness someone using their phone while driving down the road. Will it take a crash to make us change our ways? Is any text message or call worth your life and your future?

So while we are in our cars - let's divorce our phones. Treat them as we would that crazy, unstable “ex”. Make a commitment to stop listening to them, and stuff them into the glove box while driving. You can then forget about that phone and just drive like you used to. Your phone will survive the trip, and more importantly, so will you.

~ Safe Travels,  
Janelle Lawrence

## Q: What brought you to be involved in your local TSC and what have you learned?

**RG:** Interest in my city. Issues regarding safety and traffic.

## Q: What are some of Aurora TSC's successes?

- RG:**
- Crosswalk across Highway 99E at Ottaway Road.
  - Widening of Airport Road within city limits.
  - Stop signs and stop bars on local streets.
  - Some improvement of Liberty Street between Hwy 99E and 2nd St.

## Orange is Your Clue During Transportation Safety Awareness Month

May is Transportation Safety Awareness Month. As we move into construction season, ODOT Transportation Safety Division's message to Oregonians is that when you drive inattentively through a work zone, you're not just putting the lives of highway workers at risk - you're risking your own life, and the lives of your passengers, and other roadway users.

The single biggest factor in crashes is driver inattention; that's why orange cones, variable message signs and other tools are used to alert motorists. The other major contributing factor is speed. If drivers obey posted speeds in work zones, safety increases for everyone.

The transportation community is coming together to take a fresh look at work zone safety.

### Current actions include:

-  Using rigid barrier systems in work zones to separate work areas from traffic.
-  Closing road segments to traffic to reduce exposure to workers and drivers, and

expedite project schedules.

-  New safety devices added to ODOT's **Traffic Control Plan "Toolbox"** including:
  -  Portable transverse rumble strips as a tactile warning to drivers.
  -  Radar speed feedback trailers to help control traffic speeds.
  -  "Smart work zone" traffic management systems to warn drivers of constantly changing work zone conditions.
  -  Pedestrian channelizing devices to keep pedestrians out of work areas.
  -  Increased reflectivity standards for worker/personal protective equipment.
  -  Communicating with Oregonians through marketing campaigns.
  -  Continually reviewing and developing new measures to improve safety.



### Want to learn more?

Over the next several months, ODOT-TSD will examine different aspects of work zone safety taking a fresh look at issues and solutions through a series of articles.

The articles will be posted on the [ODOT website](#) and sent out via an e-mail list. [Click here](#) to subscribe.

Find Work Zone Safety brochures, campaign materials, a 2014 Fact Sheet, recent data, and more, at ODOT-Transportation Safety Division's [Workzone Safety Page](#).



### Remember:

**Orange is your Clue.**

When driving through a work zone, obey posted speeds and be alert.

## Monitor Young Driver's Safety with DriveMode

AT&T's DriveMode app, which helps curb the urge to text while driving, just launched its latest enhancement: Parental Alerts.

With DriveMode 'on,' and the vehicle moving at least 25 mph, the app automatically sends a



customizable auto-reply message to incoming texts, letting a young driver's friends know that they are behind the wheel and will reply when it's safe.

Parents can receive text alerts on their phones when when AT&T DriveMode has been turned off while the vehicle is moving.

The app can automatically start when it registers that the vehicle has reached 25 MPH and turns off after it is certain the vehicle has stopped.

[Click here](#) to learn more about the DriveMode app.

## Rear Visibility Technology Required by 2018

NHTSA recently issued a final rule requiring rear visibility technology in all new vehicles under 10,000 pounds by May 2018. This new rule enhances the safety of these vehicles by significantly reducing the risk of fatalities and serious injuries caused by backover accidents.

The final rule requires all vehicles under 10,000 pounds, including buses and trucks, manufactured on or after May 1, 2018, to come equipped with rear visibility technology that expands the field of view to enable the driver of a motor vehicle to detect areas behind the vehicle to reduce death and injury resulting from backover incidents.

The field of view must include a 10-



foot by 20-foot zone directly behind the vehicle. The system must also meet other requirements including image size, linger time, response time, durability, and deactivation.

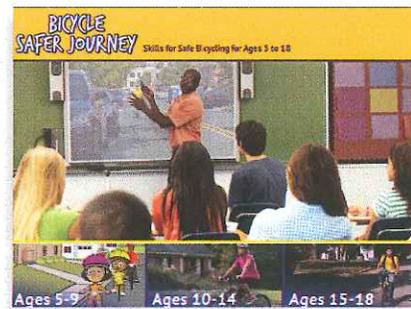
On average, there are 210 fatalities and 15,000 injuries per year caused by backover crashes. NHTSA has found that children under 5 years old account for 31 percent of backover fatalities each year, and adults 70 years of age and older account for 26 percent.

At this point, many companies are installing rear visibility systems on their own due to consumer demand.

Including vehicles that already have systems installed, 58 to 69 lives are expected to be saved each year once the entire on-road vehicle fleet is equipped with rear visibility systems meeting the requirements of this final rule.

## New Bicycle Safety Resources

New bicycle safety resources are here:



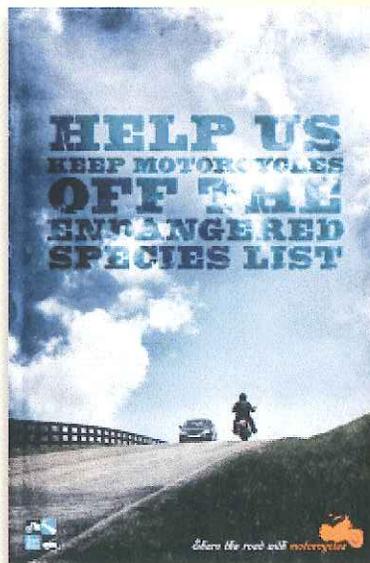
**Bicycle Safer Journey** helps those who care about bicycle safety to get the conversation started with children and youth.

3 videos are available by age group, accompanied by a quiz or discussion. An educator's resource library can be used as an introduction to bicycle safety skills. [Click here](#) to learn more.

**Oregon Safe Routes** has video clips on bike safety drills, locking up bicycles, "ABC quick check", and more. These resources are for all ages who wish to learn bike basics. [Click here](#) to explore the website.

## Practice Motorcycle Safety Awareness

Motorcyclists have all the same rights and privileges as any motor vehicle driver on the roadway. During *Motorcycle Safety Awareness Month* in May - and during the rest of the year - drivers of all other vehicles and all road users are reminded to safely "share the road" with motorcyclists, and to be extra alert to help keep motorcyclists safe.



Traffic Safety Marketing has

created marketing materials so that your community can:

- Spread the word about increasing motorcyclists' safety, and
- Support and enhance motorcycle safety awareness programs.

Get your campaign materials today. Visit Traffic Safety Marketing's

[Motorcycle Safety campaign page.](#)



Janelle Lawrence  
Executive Director, Oregon Impact  
<http://www.oregonimpact.org>

Comments? Questions?  
We invite you to contact us at:  
<http://oregonimpact.org/contact-us/>



Funded through a grant from ODOT - Transportation Safety Division.  
[www.oregon.gov/ODOT/TS](http://www.oregon.gov/ODOT/TS)



## Check-Up Events and Fitting Stations

For all event listings, appointment options, best practice information, and other resources, visit <http://oregonimpact.org/car-seat-resources/>



Date	City	Location	Address	Time
5/10	Hillsboro	Tuality Heath Edu. Center	334 SE 8th Ave	9 am - 11:30 am
5/10	Portland	St. Vincent Hospital	9205 SW Barnes Rd	1 pm - 4 pm
5/13	Corvallis	Corvallis Fire	400 NW Harrison St	8 am - 11 am
5/17	Beaverton	Kuni Collision Center	3725 SW Cedar Hills Blvd	9 am - 12:30 pm
5/17	Portland	Kohl's	22557 NE Park Lane	9 am - 11:30 am
5/21	Redmond	Redmond Fire	341 Dogwood Ave	2 pm - 4 pm
5/22	Clatskanie	Head Start	365 SW High School Dr	11 am - 1 pm
5/28	Bend	Bend Fire	1212 SW Simpson	10 am - 1 pm
5/28	Forest Grove	Forest Grove Fire	1919 Ash St	3 pm - 5 pm
5/29	Eugene	Eugene Fire	1725 W 2nd Ave	4 pm - 6 pm

### Child Restraint Options for Children with Special Needs

From [Prevent Injury.org](http://PreventInjury.org)

It is useful for CPS Technicians to be aware that special needs car seat loan programs are offered through *some* hospitals, health departments, and Safe Kids coalitions. In this article we look at general categories of specialized child restraints as an overview on what is currently available.



It is important for families to work with an occupational or physical therapist who has experience working with pediatric patients and is a Child Passenger Safety Technician. This therapist will be able to evaluate a child's positioning needs and determine which restraint provides the best positioning options for the child.

#### Car Beds

Car beds are designed for infants who must travel lying down, including infants with low birth weight.

#### Specialized Rear-Facing Only Seat for Children with Omphaloceles

There is one seat specifically made for a child with an omphalocele.

#### Specialized Convertible Seat for

### Children in Hip Casts

The Hippo offers a wedge, which can be configured in different ways and used, if necessary, to better position a child.

#### Large Medical Seats

Large medical seats are designed for occupants who require supplemental positioning support from a car seat beyond that offered by a conventional restraint.

#### Vests

Upright vests can be ordered with closure systems in the front or back. Typically, an upright vest will not provide adequate support for a child with poor head, neck and trunk support.

#### Adaptive Belt-Positioning Boosters

The positioning harness is only to provide supplemental support to a child with special health care needs. Depending on the booster, they may also have accessories that aid with positioning, such as abductor wedges, support pads, lap trays, foot props, and turning bases. Upper weight limits can go up to 175 lbs.

[Click here](#) to learn more about these seats, and about additional options from [PreventInjury.org](http://PreventInjury.org)

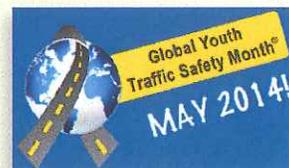
### Take a Virtual Road Trip



As America evolved over the past century, the cars we love did too - but those cars didn't always love us back. Today, seat belts, airbags and other advancements that keep us safe are routine. But when America first fell in love with the automobile, these innovations were not yet on our radar.

Today, the risk of dying in a car crash is nearly half of what it was in 1974. But why? Take a [virtual road trip](#) with State Farm®, sharing a look back on the journey from seat belts to stability control and more, that have saved countless lives.

### May is Global Youth Traffic Safety Month



NOYS (National Organizations for Youth Safety) has launched a month-long social media campaign. [Click here](#) to check it out.

*The Day of  
the Tournament*

Check-in ..... 11:30am  
Lunch ..... 11:30am  
Report to Cart ..... 1:15pm  
Tournament Start ... 1:30pm  
Awards Banquet ..... 6:00pm



**SUPPORT THE CAUSE. SAVE A LIFE.**

*Impaired driving is not just about alcohol but  
drugs, medications, texting and driving.  
Our organization conducts education and  
awareness programs in schools and  
community to heighten understanding of the  
issue and encourage safe decisions when  
getting behind the wheel.  
Through frequency and visibility,  
our programs intend to shape values that  
lead to making good choices.*

**For more information contact:**  
Janelle Lawrence  
503.303.4954 x102  
janelle@oregonimpact.org

**All proceeds fund  
Oregon Impact  
Programs**



**Stone Creek Golf Club**

Stone Creek Golf Club is a Peter  
Jacobsen/Jim Hardy designed  
course. It is scenically designed &  
offers spectacular views of  
Mt. Hood. The course is laid out  
over 120 acres of land.

**Oregon Impact  
PO Box 220010  
Milwaukie OR 97269**

**ANNUAL  
Oregon Impact  
GOLF  
TOURNAMENT**

Stone Creek Golf Club  
Wednesday, July 23rd, 2014

**MAKE THE  
HOLE. MAKE  
A DIFFERENCE.**



# MOTOR VEHICLE CRASH SUMMARY

MONTH: APRIL, 2014

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
3	15:20	Thr	Ashland St west of Tolman Crk road	2	N	N	P	N	Y	N	N	Driver v1 stopped at light was rearended by dv2. Over \$1500 damage to each veh. Possible injury.
4	12:11	Fri	E Main St east of Second St	2	N	N	N	N	Y	N	N	dv1 pulling in front of idling delivery van struck v2 pulling out of a parking space on other side of van. no citation
7	12:34	Mon	Ashland St east of YMCA Wy	2	N	N	N	N	Y	N	N	Dv1 in lane 2 was struck by dv2 making a left turn across 2 lanes of traffic. No citation
8	12:16	Tue	Siskiyou Blvd at Bridge St	4	Y	N	P	N	Y	Y	N	Pedestrian in crosswalk, vehicles stopped. Dv4 rearended v3 pushing it into v2 and that into v1. Dv4 left scene. No leads. Possible injury.
10	10:21	Thr	Siskiyou Blvd at Bridge St	2	N	N	N	N	Y	N	N	dv1 merging into right lane sideswiped v2. No citation.
10	UNK	Thr	Ashland St near Siskiyou Blvd	1	N	N	F	U	Y	N	N	Driver fatality. No details.
14	21:17	Mon	E Main St near Sherman	1	N	N	N	Y	Y	N	N	Driver fell asleep, ran off road and into house. Was cited for reckless driving and criminal mischief 2.
15	14:00	Wed	A St west of N First St	2	N	N	N	N	M	N	N	dv1 backed into parked v2 while pulling out of a parallel parking space. Minor damage, non reportable.
18	15:30	Fri	Walker Av at E Main St	2	N	N	N	N	Y	N	N	Dv2 stopped in line of cars was rearended by v1. No citation.
22	11:55	Tue	E Main St at Fordyce	2	N	N	N	Y	Y	N	N	Dv1 travelling through on E Main was struck by v2 making left turn. Dv1 cited for dangerous left turn.
23	15:40	Wed	Ashland St near Tolman Creek Rd	2	N	N	N	N	M	N	N	Dv2 in center lane was struck by v1 as it exited parking lot. Dv1 at fault, no citation.

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
25	16:08	Fri	Lithia Way at N First St	2	N	N	N	N	Y	Y	N	N	Dv1 sped across intersection causing approaching motorcyclist to lay his bike down to avoid a crash. Dv1 cited ftoctd.
29	08:57	Tue	N Main St east of Bush	1	N	N	N	N	Y	Y	Y	N	Driver hit lightpole, knocking it to the ground, and left scene. Was located and cited failure to perform duties of a driver/crim mischief