

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

November 20, 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: October 23, 2014
- IV. PUBLIC FORUM
- V. NEW BUSINESS
 - A. RVTD 2014 Drive Less Connect: SOU, Individualized Marketing (30 min.)
 - Presentation by RVTD
 - B. Bicycle Network Prioritization (30 min.)
 - Discuss and Prioritize Bicycle Network TSP Projects
- VI. OLD BUSINESS
- VII. FOLLOW UP ITEMS
 - A. Bike Lane letter of support-ODOT (5 min.)
 - B. Audible Pedestrian Signals (5 min.)
- VIII. INFORMATIONAL ITEMS
 - A. Action Summary
 - B. Traffic Crash Summary
 - C. Oregon Impact November Newsletter
- IX. COMMISSION OPEN DISCUSSION
- X. FUTURE AGENDA TOPICS
 - A. Pedestrian Network Prioritization
 - B. Public Outreach/Education
 - C. Traffic Control Resolution Update
 - D. Traffic Crash Summary PD letter
 - E. Siskiyou Blvd. Corridor
- XI. ADJOURNMENT: 8:00 PM

Next Meeting Date: December 18, 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 November 2014

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
Vacant	Commissioner				4/30/2017
Vacant	Commissioner				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
Corinne Vièville	Commissioner	541-944-9600	805 Glendale Avenue	corinne@mind.net	4/30/2016
David Young	Commissioner	541-488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2015

Non Voting Ex Office Membership

Mike Faught	Director of Public Works	541-488-5587	20 E. Main Street	faughtm@ashland.or.us	
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Jenna Stanke	Jackson County Roads	541-774-6231	200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org	
David Woiske	Airport Commission			david@davidwoiske.com	

Staff Support

Scott Fleury	Engineering Serv Manager	541-488-5347	20 E. Main Street	fleuryS@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
OCTOBER 23, 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, Alan Bender, Shawn Kampmann, Corinne Viéville and David Young

Commissioners Absent:

Staff Present: Scott Fleury, Mike Faught (arrived at 6:20, left at 6:58) and Tami De Mille-Campos

Council Liaison Present: Carol Voisin

ANNOUNCEMENTS

CONSENT AGENDA

PUBLIC FORUM

None

NEW BUSINESS

E. Nevada Bridge Connection

Fleury reminded the commission of the background on this item. Last year staff went into the process of applying for federal funding for the E. Nevada Bridge Connection which was a priority project in the Transportation System Plan (TSP) and showed an estimated cost of 2.261 million dollars. Along the way, the Oregon Department of Transportation (ODOT) called and asked to scope the project (like they did for all of the projects that were out for funding). Staff met with them on site and then ODOT went back and entered everything into their system and came back with a total cost of 8.5-9 million dollar estimate which kind of pushed them out of the funding limit. At that point staff went to work validating the TSP estimate and ODOT's estimate. Staff contacted Oregon Bridge Engineering Consultants (OBEC) and they re-estimated the project and the process even included a few meetings with ODOT along the way.

Jeff Bernardo, P.E. (Civil Engineer) with OBEC Consulting Engineers presented their estimate and explained how they came to that conclusion. He said since the sixties OBEC has typically focused on projects related to bridges, highways, and various other things. They are very familiar with projects such as the E. Nevada Bridge Connection. He stated that when Faught and Fleury called him they wanted to have OBEC provide kind of a third party look at the project. The TSP had one estimate and ODOT had a pretty significantly higher cost. When he first saw ODOT's estimate of 8.8 million dollars he felt like it was a kind of a silly number and was a bit over the top. So what they did was they met with Fleury and discussed the details of the wants and needs. This estimate they came up with is what they would consider a conceptual cost estimate, in which they stay very conservative but at the same time very detailed. To come up with these numbers they went to the extent of pulling some FEMA hydraulic data, looking at how wide the floodplain is, and the flood way to try to get a decent estimate of how long this bridge would need to be. They also took an aerial photo and came up with a contour map to see if the vertical alignment would work for this structure and the connecting roadway. Most importantly they put in a fairly hefty contingency of thirty percent and came up with a total of about 5.5 million dollars. At the time this was done using the mindset that federal funds would be used on this project. Once federal dollars are used it generally requires the highest level of environmental studies and design standards. So these figures were put into the calculation with that in mind.

Bernardo stated that 5.48 million dollars is very conservative and is going to leave a lot of room for things that could come up; such as geotechnical issues, surprises as you get further into hydraulic studies, environmental issues or archaeological/cultural issues. Right of way is another one which they have included 550 thousand dollars to deal with the access issues and the adjacent land owners. He added that this is probably more like a 3-4 million dollar project if things go well.

Kampmann asked if they prepare all of their estimates conservatively. Bernardo answered that for some of their clients they do not. He said there have been times where they go with the "glass is half full" approach at this early stage and then you tell them they need say 3 million dollars and then it ends up being a 3.8 million dollar project. He said that is a really painful position to be in so the answer is yes they like to be conservative. To that Kampmann pointed out that all of the comparable projects that were included in the meeting packet came in over budget. Bernardo answered that the easiest explanation is that each of the project total's for the comparable projects are the actual final costs for the projects escalated per the US department of labor rates for 2014. He added that we have been in a trend lately where bids have been very competitive. There are a lot of contractors, not a lot of projects & so they have found that often times the actual project costs (which go to the lowest bidder) are far below their estimate. He also pointed out that their biggest fear is they have a client whose costs far exceed the estimate and then they are in a very uncomfortable position. Young responded that Bernardo has done a really good job of expressing the fact that they are very conservative on their estimate but he still isn't clear why the cost per square foot is so much higher than the comparables. Bernardo pointed out the only bridge out of these that hasn't been built is this bridge. They have estimated the E. Nevada Bridge to be 200 feet long but often times the types of things that control the length of a bridge is hydraulics. They have downloaded some FEMA data & looked at some lines on maps but what they haven't done is the 20-30 thousand dollars worth of hydraulic modeling that really must be done to put a brand new bridge over this creek.

Faught informed the commission that having an estimate that is a little bit high is a good thing. He also added there is some risk if you are too high because then the bids start creeping up but in this particular case where there was so much controversy around ODOT's number and then OBEC's number they were trying to stay consistent with the way they were estimating. Faught apologized for missing the previous conversation due to being late to this meeting because he had just come from the Normal Avenue meeting. He pointed out the biggest difference between the two estimates is the difference in the access points. He also stated it sounds like the big question the committee has at this point is regarding whether a thirty percent contingency is suitable. He thinks at this point for a project this size it is a very smart move on the cities part because what they don't know right now is how much right of way is going to cost, what the unit bids are going to be etc. He added that he is really comfortable that the project can be built for around 4 million but there are just enough variables out there that they don't know for sure & he doesn't want to have this project come in significantly outside of what the cost estimates are. He said if they had paid OBEC to do full engineering at this point and had completed the right of way analysis then he would say the estimate needs to be pinned down. However, from a planning perspective you are going to see all of the projects with a thirty percent contingency from this point on.

Chair Young remarked this is all public record and he wonders if this information could cause bids to come in higher because the estimate is so high. Faught answered that at this point this is a planning estimate, when we get ready to go out for bid the estimate will have been fine tuned and that is the number that will get advertised. Right now this is just a placeholder for a project, and now staff will go seek funding for it. Once the funding is secured then they will start doing the engineering and a more specific bidding process. He said he agrees with Young's concern and could see that happening if they were to bid it out right now and that is why the engineering must happen first. Bernardo agreed and said the further you go into the design stage the more your contingency shrinks. Right now this estimate is calculated at about a thirty percent design level. When you get to about a ninety percent level of design then you

drop the contingency to about ten percent. At the time of bid they recommend about a three percent contingency because there are still things that can crop up during construction, such as geotech. He mentioned that some of these things would cost you more to study than to just leave a little contingency there and be covered in the event that something did pop up during construction. Faught agrees with that.

Bender asked how long they expect this project to take and how long did the comparables take to complete? Bernardo answered they think the construction side of this project is likely a one season project, so essentially one year for construction. Faught added the design side of it should happen a year before that and Bernardo agrees. Bernardo added you should allow at least a year for the engineering. There are many steps to the process such as environmental permitting, right of way impacts etc. He also mentioned that inflation is also another thing to consider so having a little bit of a cushion to deal with that is important.

Councilor Voisin stated she would have loved to have seen ODOT's budget so she could see the differences between the two estimates. She asked if the specs are the same for the two different estimates. He answered they are not the same specs, there are some differences and ODOT made some other assumptions. For example, they had assumed a 400 foot bridge which really goes from top of bank to top of bank. The overall structure costs are fairly similar but some of the places where their numbers ballooned out of shape were areas such as temporary traffic control (they estimated 421 thousand dollars), removal of structures and obstructions (they estimated 126 thousand dollars) as well as a few others. He added the scoping estimate spreadsheet that ODOT uses is a very helpful tool for large highway projects and it is based heavily on total cost of project percentages. So for instance the temporary traffic control figure is calculated at 10 percent of the overall cost of the project. On this particular project OBEC estimated 25 thousand for temporary traffic control because there are two dead end streets. So you might put up a few signs and a few barricades etc. He also mentioned that when you take that number that is based on a percentage and you add the thirty percent contingency which they have added as well then you start to see these additional amounts compound. Voisin remarked that she understands that but it is still well over a 3 million dollar difference, she would like to see what makes up that difference. Faught answered that ODOT's estimate included raising the bridge up enough to allow right of way for the two homes and the bridge would span over 4 hundred feet in length. What ODOT isn't aware of is that the City owns property that can possibly be traded and therefore the city would move the road over about 15 feet. OBEC's proposal would cut the length of the bridge in half (2 hundred feet). So the key difference is ODOT doesn't have this background data and they didn't consult the City about that.

Faught explained the next step is to secure the financing of 5.5 million dollars. He added they need to have all of the money before they take off the engineering piece. He pointed out the only reason he didn't go after the funding this year is because the city won't have the money until fiscal year 2017/2018 & you can't wait that long to spend it. Once you obtain the funding there are rules on spending the money. Once the funding is secured for the whole project then the city will proceed with the request for proposals for engineering and wetland, assuming the Council approves of it first.

Voisin asked Faught where the 5.5 million dollars would come from. Faught responded that is what he would be taking to Council. He added the difference would come out of the Street fund debt service. So the money would be borrowed using a low interest loan through the revolving loan fund that is available for transportation.

Kampmann isn't sure why this particular project is such a high priority over all of the other projects. Faught replied he was planning to leave the meeting early because of a prior engagement. However he would really like to provide the answer for that at a future meeting.

Downtown Parking Management and Circulation Ad Hoc Advisory Committee

Viéville/Bender m/s to recommend Council approves Graf as the liaison to the Downtown Parking Management and Circulation Ad Hoc Advisory Committee.

Kampmann commented he was originally interested in being the liaison. Chair Young added he and Kampmann had a discussion before the meeting and since the Mayor made the interim appointment, he and Graf met for two hours and Graf has gone through all of the committee materials to bring him up to speed. He said as he explained to Kampmann earlier when the original agenda item to appoint two members was discussed he was absent from that meeting and therefore two members were appointed. At that time Graf had voiced his willingness to serve but felt he may be too new to represent the Transportation Commission. Voisin suggested an alternative approach and that is having an alternate who would be able to attend and participate but not vote. Young replied that everyone is welcome to attend these meetings anyways. Kampmann said he isn't really interested in serving as an alternate and is ok with just voting on the motion.

Approved by unanimous consent.

Bicycle Network Prioritization

Fleury presented the current TSP Bicycle Network Project list for discussion about prioritization. He recommended the commission focus on the high projects due to the volume of projects.

The commission decided to go down the list one by one and decide on whether to keep the project in the list or remove it. Then at a subsequent meeting they will go back through the ones that they kept and rank them.

Chair Young described the bicycle boulevard concept. He stated the ideas to keep in mind are those stretches that will really enhance safe routes to school and connectivity. He said he would also add well traveled roads and not dealing with roads that have huge grades, such as Wimer Street. Fleury pointed out one that they have already completed is the Glenn/Orange connection where they put signage and sharrows there. He added the other caveat to certain level order of streets to get that bicycle boulevard designation is the 20 mph posting that the state now allows you to do independent of a state traffic engineer per the states guidelines.

- (O4) Retrofit Bicycle Program - keep
- (B2) Wimer St. Bicycle Boulevard - remove
- (B5) Maple/Scenic/Nutley Bicycle Boulevard - remove
- (B7) Iowa St. Bike Lane - keep
- (B10) S. Mountain Ave. Bike Lane - keep
- (B11) Wightman St. Bicycle Boulevard - keep
- (B13) B St. Bicycle Boulevard - keep
- (B16) Lithia Way Bicycle Boulevard - keep
- (B17) Main St. Bicycle Boulevard - keep
- (B19) Helman St. Bicycle Boulevard - keep
- (B26) Normal Ave. Bike Lane - remove
- (B29) Walker Ave. Bicycle Boulevard - remove
- (B31) Indiana St. Bicycle Boulevard - keep
- (B33) Eighth St. Bicycle Boulevard - keep
- (B38) Oregon/Clark St. Bicycle Boulevard - remove
- (TR1) North side Trail - remove

OLD BUSINESS

FOLLOW UP ITEMS

Sherman/Iowa speed analysis

Fleury said they did a speed and volume study out there (included in packet). Fleury stated he spoke to Officer MacLennan and he is going to park the speed trailer out there and Fleury is also going to send him the data because there are certain peaks throughout the day. He also mentioned he had included in the packet resolution 90-03 which is used when looking at the warrants for stop signs, yield signs and no parking zones. He would like to bring this back as a future agenda item because it is a bit outdated. He also added that he reached out and spoke to the City of Medford. They have a point system that they use to score intersections. He wanted to present their plan to the commission and have an overarching discussion on this and see about updating the resolution.

Ashland Street Speed Study

Fleury said he made the request to the State Traffic Engineers office to do the speed study and he asked them to look at lowering the speed from 35 mph to 30 mph all the way to Tolman Creek.

Bike Lane letter of support-ODOT

Fleury stated we now have a draft letter of support that will be brought back for the Chair's signature. This item was in regards to Gary Shaff who came to the September meeting and asked for a letter of support from the Transportation Commission.

Audible Pedestrian Signals

Fleury stated all eight new buttons that were ordered have arrived and now he will need to get with Dan Dorrell and the ODOT electric crew to do the installations.

Kampmann asked if the volume on the audible pedestrian signals can be lowered. Fleury said the volume can be lowered but the volume is designed to articulate to the background noise. He added there have been complaints at the corner of Walker and Ashland Street and ODOT went out and adjusted the volume on it which we can do at other locations if necessary.

INFORMATIONAL ITEMS

Action Summary

Traffic Crash Summary

The commission had some questions regarding the traffic crash summary for September and why some of them were not cited. Officer MacLennan provided additional background information regarding those incidents that were brought up.

Oregon Impact October Newsletter

COMMISSION OPEN DISCUSSION

FUTURE AGENDA TOPICS

RVTD Presentation

SOU Multi-Modal Future

Public Outreach/Education

Traffic Crash Summary PD letter

Kampmann thinks that we need to be addressing the situation on Siskiyou Boulevard in front of the University with all of the crosswalks and flashing lights. He would like to request a traffic study. Chair Young added this is the next step after the downtown parking and circulation plan is finished as a result of the TSP. Kampmann added that the intersection is getting so plugged up now that people are backed up half way to Walker. Fleury said he found out what one of the issues is while he was coming back from the Airport and waiting through two light cycles while making the right hand turn from Hwy 66 onto Siskiyou. What he found out is in ODOT's traffic cabinet controller they have a loop amplifier and they have been having problems with it which is causing the left turn off of Siskiyou onto Wightman to get an extra light cycle. ODOT is working on this particular issue; they have replaced that amplifier a couple of times and they are trying to remedy that. Fleury also added that the next issue is the progression of crosswalks there which the safety study is supposed to address and he believes SOU is also looking at that. Chair Young stated it's not so much the crosswalks causing that problem, it's that left turn arrow at Wightman is getting an extra cycle. Fleury said once we solve that amplifier problem that extra left hand turn cycle will go away. Kampmann reiterated that might be part of the problem but the big problem is that there is no coordination with those crosswalks. What is happening is there are times throughout the day where there is a constant flow of students crossing one right after another and it causes a backup. Graf pointed out that the issue is that they always have the right of way, once they enter the crosswalk traffic is supposed to stop for them. Kampmann mentioned that is why he had requested the agenda item "public outreach/education" to try to educate people.

ADJOURNMENT

Meeting adjourned at 8:15 pm

Respectfully submitted,

Tami De Mille-Campos, Administrative Assistant

Memo

CITY OF
ASHLAND

Date: November 13, 2014
From: Scott A. Fleury
To: Transportation Commission
RE: 2014 Drive Less Connect: SOU, Individualized Marketing

BACKGROUND:

Edem Gomez of RVTD will present before the Commission, reference attached materials.

CONCLUSION:

This is an informational item for the TC, no action is required.

Drive less. Save more.

Drive less. Save more.

Oregonians are driving more than ever before and feeling a financial pinch at the pump. The net result is increased traffic, the deterioration of our roads and less livable communities. It costs us jobs, takes billions of dollars out of our economy and diminishes future business opportunities. **Compounding the problem is the fact that there aren't enough funds to build new roads on a meaningful scale, plus gas prices continue to remain historically high.**



A key part of the solution is **helping Oregonians find ways to drive less and save on the road whereby reducing the demand placed on our existing transportation system and optimizing existing capacity.** The encouraging news is that Oregonians are interested in better access to transportation options are both convenient and safe.

That's why in 2005, the Oregon Legislature called for a public awareness campaign. State lawmakers recognized the **critical need for transportation demand management.** Using federal funds designated for education, ODOT launched the **Drive Less Save More Campaign** as a pilot program in the Portland metro area in 2006. After three successful years, the program was expanded to other areas in the state.

Drive Less Save More is a research-driven social marketing campaign that uses proven techniques, and includes a mass marketing promotional mix of public outreach, social networking, advertising and earned media. The **objective is to raise public awareness and prompt people to reduce drive-alone trips** by becoming more savvy drivers and/or using travel options such as transit, carpooling, vanpooling, biking and walking.

New Addition in 2014 - Individualized Marketing

In 2014, Drive Less Save More added individualized marketing (IM) to its promotional mix, which uses an "opt-in" approach to identify and concentrate marketing efforts on individuals interested in changing their travel habits.

Through this innovative approach, customized information is hand-delivered to participants who wish to learn more about their transportation options – *transit, walking, biking, ridesharing (carpooling and vanpooling) and trip chaining.* IM programs will feature a wealth of resources, i.e. multi-modal maps, as well as organized activities to help encourage people in the target neighborhood or community to try transportation options that best work for them. Rigorous qualitative and quantitative evaluations will be used to track program success in shifting participants' travel behavior and reducing drive-alone trips.

Visit www.DriveLessSaveMore.com for more information.

Drive less. Save more.

The goals of the Drive Less Save More IM Program are:

- Reduce drive-alone trips
- Increase walking, biking, transit and shared car trips
- Increase awareness & support of multi-modal transportation
- Improve health & safety
- Support local economy & community

Program Elements – all participants will receive the following materials and services:

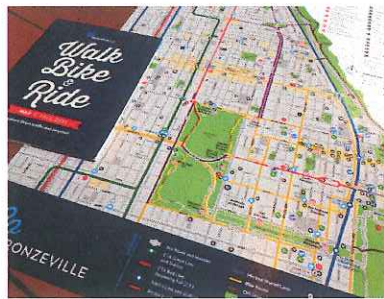
- Customized information packets:
 - All residents/students in the target area will be invited to order a customized packet of travel information and tools, including maps, brochures, transit schedules and travel tools that can aid in walking, biking or using transit.
- Community outreach (e.g. tabling at the Student Union)
- Ongoing communications (e.g. social media contests)
- Events (e.g. Bike to Campus 101 workshop)
- Visibility & norming



2014 Target Areas

Target areas were selected to represent a range of community locations and sizes and to provide intensive marketing support to communities where viable transportation options exist and can be marketed to shift trips. Each of the three partner communities include strong, active local partner(s), who are committed to the project.

- Southern Oregon University
 - Target demographic - All students
 - Partners: Rogue Valley Transportation District and Southern Oregon University
- Corvallis
 - Target residential area – South Corvallis (SouthTown)
 - Partners: City of Corvallis and Cascades West Rideshare
- Portland
 - Target demographic - Women
 - Partners: Metro, Washington County and the City of Beaverton



Memo

CITY OF
ASHLAND

Date: November 13, 2014
From: Scott A. Fleury
To: Transportation Commission
RE: Project Prioritization-Bicycle Network

BACKGROUND:

Per the discussion at the October meeting staff is providing the Transportation Commission with the remaining high ranked projects for further discussion and prioritization.

PRIORITIZATION:

The TSP divided transportation related projects into three categories, bicyclist network, pedestrian network and roadway. These projects are then prioritized as high, medium and low. The current version of the CIP follows the breakdown with regards to pedestrian, bike and roadway sections and a majority of the projects fall in the unfunded category.

Current high priority bicycle network projects left from last month's initial discussion include:

- (O4) Retrofit Bicycle Program-high
- (B7) Iowa St. Bike Lane - high
- (B10) S. Mountain Ave. Bike Lane - high
- (B11) Wightman St. Bicycle Boulevard - high
- (B13) B St. Bicycle Boulevard - high
- (B16) Lithia Way Bicycle Boulevard - high
- (B17) Main St. Bicycle Boulevard - high
- (B19) Helman St. Bicycle Boulevard - high
- (B29) Walker Ave. Bicycle Boulevard - high
- (B31) Indiana St. Bicycle Boulevard - high
- (B33) Eighth St. Bicycle Boulevard - high

Reference attached bicycle network map and table 8-1 from the TSP that describes bicycle projects and associated costs.

Conclusion: Staff is asking the TC to finalize the prioritization of the listed high priority bicycle network projects. Once all roadway, bicycle and pedestrian projects are prioritized staff will bring that final list back to the TC in order to assist in development of the future capital improvement program project list.

Table 8-1 Bicycle Projects

(Project #) Name	Description	Safe Routes to School? ¹	Reasons for the Project	Priority (Timeline)	Cost ²
(O4) Retrofit Bicycle Program	Establish funds and process for installing off-street bicycle racks at existing business/establishments	-	Facilitate bicycle travel	High (0-5 Years)	\$50,000
(B2) Wimer Street	Bicycle Boulevard - From Scenic Drive to N Main Street.	-	Upgrade of existing bikeway to encourage greater use	High (0-5 Years)	\$20,000
(B3) Nevada Street	Bike Lane - From Vansant Street to N Mountain Avenue. Coordinate with Project R17.	-	Fill gap in existing bicycle network	Medium (5-15 Years)	\$230,000
(B4) Glendower Street	Bicycle Boulevard - From the Bear Creek Greenway to Nevada Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	\$20,000
(B5) Maple/Scenic Drive/Nutley Street	Bicycle Boulevard - From N Main Street to Winburn Way	Yes	Fill gap in existing bicycle network	High (0-5 Years)	\$110,000
(B6) Winburn Way	Bicycle Boulevard - From Calle Guanajuato to Nutley Street	-	Upgrade of bikeway, slow travel speeds, encourage commercial activity	Low (15-25 Years)	\$10,000
(B7) Iowa Street	Bike Lane - From Terrace Street to road terminus and from S Mountain Avenue to Walker Avenue	Yes	Fill gap in existing bicycle network	High (0-5 Years)	\$240,000
(B8) Morton Street	Bicycle Boulevard - From E Main Street to Ashland Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	\$60,000
(B9) Ashland Street	Bicycle Boulevard - From Morton Street to University Way	Yes	Fill gap in existing bicycle network	Medium (5-15 Years)	\$30,000
(B10) S Mountain Avenue	Bike Lane - From Ashland Street to E Main Street	Yes	Fill gap in existing bicycle network	High (0-5 Years)	\$120,000
(B11) Wightman Street	Bicycle Boulevard - E Main Street to Siskiyou Boulevard	Yes	Fill gap in existing bicycle network	High (0-5 Years)	\$60,000
(B12) Wightman Street	Bicycle Boulevard - From road terminus to E Main Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	\$20,000
(B13) B Street	Bicycle Boulevard - From Oak Street to N Mountain Avenue	Yes	Fill gap in existing bicycle network	High (0-5 Years)	\$80,000
(B14) A Street	Bicycle Boulevard - From Oak Street to 6 th Street	-	Upgrade of bikeway, slow travel speeds, encourage commercial activity	Low (15-25 Years)	\$50,000
(B16) Lithia Way	Bicycle Boulevard - From Oak Street to Helman Street.	Yes	Fill gap in existing bicycle network	High (0-5 Years)	\$110,000
(B17) Main Street	Bicycle Boulevard - From Helman Street to Siskiyou Boulevard.	Yes	Fill gap in existing bicycle network	High (0-5 Years)	\$50,000
(B18) N Main Street	Bike Lane - From Jackson Road to Helman Street Included as part of Projects R35 and R36. See Table 10-2 for more details.	-	Fill gap in existing bicycle network	Medium (5-15 Years)	\$260,000
(B19) Helman Street	Bicycle Boulevard - From Nevada Street to N Main Street	Yes	Fill gap in existing bicycle network	High (0-5 Years)	\$80,000
(B20) Water Street	Bicycle Boulevard - From Hersey Street to N Main Street	Yes	Fill gap in existing bicycle network	Medium (5-15 Years)	\$30,000
(B21) Oak Street	Bicycle Boulevard - From Nevada Street to E Main Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	\$100,000
(B22) Clay Street ³	Bicycle Boulevard - From E Main Street to Ashland Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	\$60,000
(B24) Clover Lane	Bike Lane - From Ashland Street to	-	Fill gap in existing	Low	\$40,000



(Project #) Name	Description	Safe Routes to School? ¹	Reasons for the Project	Priority (Timeline)	Cost ²
	proposed bike path		bicycle network	(15-25 Years)	
(B25) Tolman Creek Road	Bike Lane - From Siskiyou Boulevard to Greenmeadows Way	-	Fill gap in existing bicycle network	Medium (5-15 Years)	\$100,000
(B26) Normal Avenue	Bike Lane - From E Main Street to Siskiyou Boulevard. Coordinate with Project R19.	Yes	Fill gap in existing bicycle network	High (0-5 Years)	\$190,000
(B28) Clay Street ³	Bicycle Boulevard - From the rail line to Siskiyou Boulevard	-	Fill gap in existing bicycle network	Low (15-25 Years)	\$50,000
(B29) Walker Avenue	Bicycle Boulevard - From Siskiyou Boulevard to Peachey Road	-	Fill gap in existing bicycle network	High (0-5 Years)	\$40,000
(B30) Ashland Street	Bike Lane - From I-5 Exit 14 SB to Hwy 66	Yes	Fill gap in existing bicycle network	Low (15-25 Years)	\$100,000
(B31) Indiana Street	Bicycle Boulevard - Siskiyou Boulevard to Oregon Street	-	Fill gap in existing bicycle network	High (0-5 Years)	\$20,000
(B33) 8 th Street	Bicycle Boulevard - A Street to E Main Street	Yes	Fill gap in existing bicycle network	High (0-5 Years)	\$20,000
(B34) 1 st Street	Bicycle Boulevard - A Street to E Main Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	\$20,000
(B35) Railroad Property	Bike Lane - From Proposed Bike Path to N Mountain Avenue	-	Fill gap in existing bicycle network	Low (15-25 Years)	\$40,000
(B37) Clay Street ³	Bicycle Boulevard - From Siskiyou Boulevard to Mohawk Street	-	Fill gap in existing bicycle network	Medium (5-15 Years)	\$20,000
(B38) Oregon/Clark Street	Bicycle Boulevard - Indiana Street to Harmony Lane	-	Fill gap in existing bicycle network	High (0-5 Years)	\$40,000
(B39) Glenn Street/Orange Avenue	Bicycle Boulevard - From N Main Street to Proposed Trail	-	Fill gap in existing bicycle network	Medium (5-15 Years)	\$40,000
(B40) Laurel Street	Bicycle Boulevard - From Orange Street to Nevada Street	-	Fill gap in existing bicycle network	Medium (5-15 Years)	\$40,000
(TR1) Northside Trail	Multi-use Path -- From Orchid Avenue to Tolman Creek Road	-	Expand existing bicycle network	High (0-5 Years)	\$2,000,000
(TR2) New Trail	Multi-Use Path -- From Clay Street to Tolman Creek Road	-	Expand existing bicycle network	Medium (5-15 Years)	\$400,000
(TR3) New Trail	Multi-use Path -- From new trail to Hersey street	-	Expand existing bicycle network	Development Driven	\$220,000
(TR4) New Trail	Multi-use Path -- From A Street to Clear Creek Drive Extension	-	Expand existing bicycle network	Development Driven	\$110,000
High Priority (0-5 Years)					\$3,230,000
Medium Priority (5-15 Years)					\$1,150,000
Low Priority (15-25 Years)					\$570,000
Development Driven					\$330,000
Total					\$5,280,000

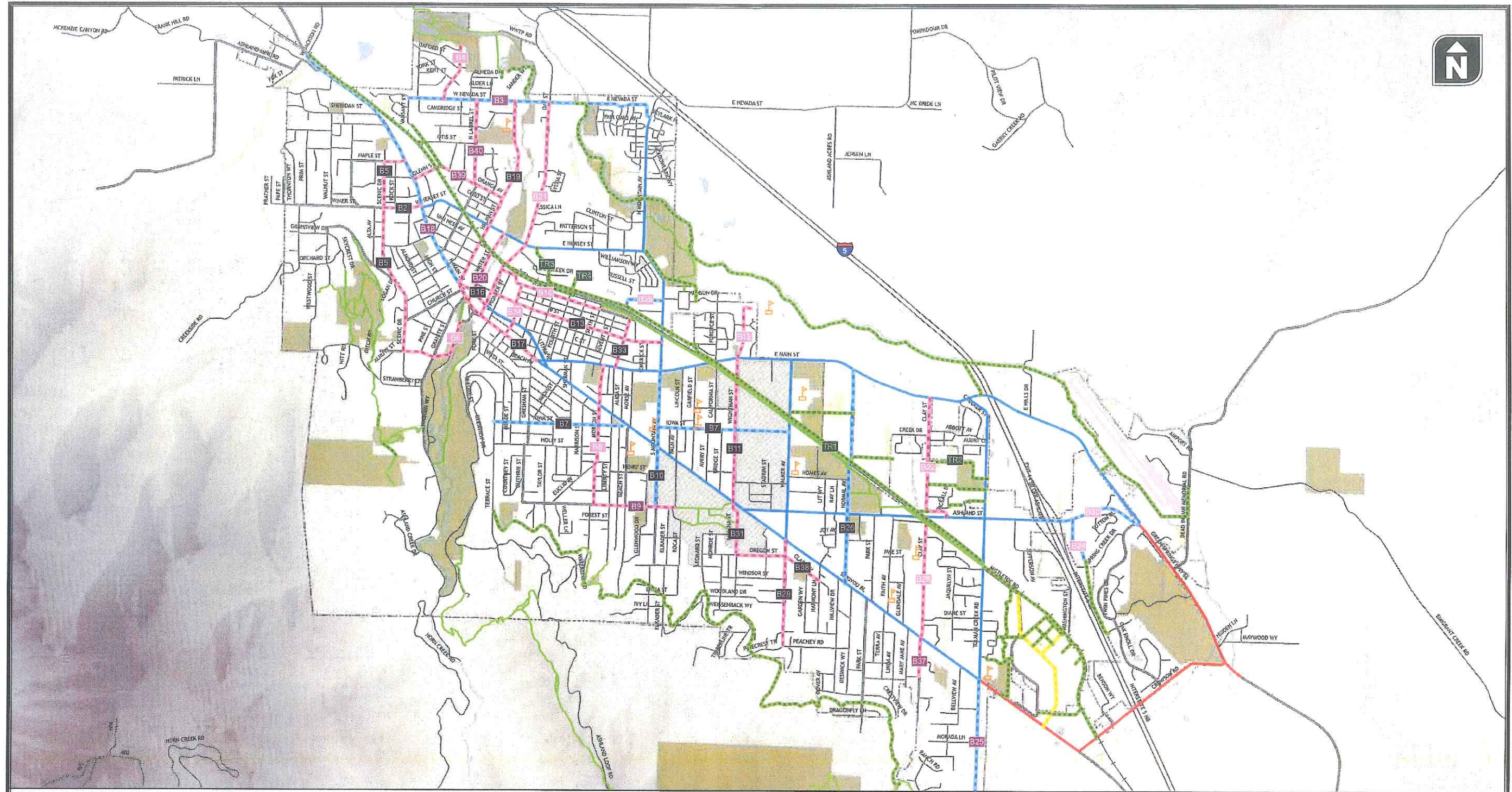
Notes:

¹A "Yes" indicates the project contributes to a Safe Routes to School Plan by helping to fill a sidewalk or bicycle network gap on a safe route to a local school. The safe routes are those identified in the City's Safe Routes to School Plan maps. A "-" indicates the project does not overlap with a designated safe route to school.

²Planning level cost estimates are for construction and engineering; does not include right-of-way costs. Cost estimates assume striping and signing changes occur within the existing pavement width (i.e., no additional construction or road expansion is required).

³Jackson County currently does not have standards for Bicycle Boulevard and may not permit the use of sharrows.





<p>Planned On-Street Bikeways</p> <ul style="list-style-type: none"> ▬▬▬▬ Planned Bike Lane ▬▬▬▬ Planned Buffered Bike Lane ▬▬▬▬ Planned Bicycle Boulevard <p>Off-Street Trails</p> <ul style="list-style-type: none"> ▬▬▬▬ Existing Bike Path/Greenway ▬▬▬▬ Planned Bike Path/Greenway 	<p>Existing On-Street Bikeways</p> <ul style="list-style-type: none"> ▬▬▬▬ Existing Bike Lane ▬▬▬▬ Existing Shoulder Lane <p>Bikeway Priority Projects</p> <ul style="list-style-type: none"> High Priority Med Priority Low Priority 	<ul style="list-style-type: none"> ▬ School SOU Campus ▬▬▬▬ Rivers ▬▬▬▬ Parks ▬▬▬▬ Wetlands City Limits ▬▬▬▬ Airport
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Existing and Planned Bikeway Network

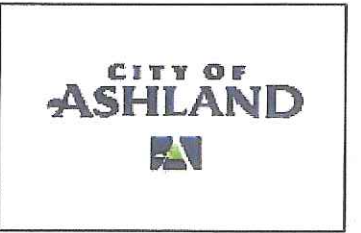


Figure 8-1

G:\10-066 Ashland TSP\MXD

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

Month Year	Item Description	Status	Date Complete
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	8/13
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	Sharow markings on Maple St.	approved, TR 2012-01	10/12
March 12	Centerline marking on Crispin St.	approved, TR 2012-02	10/12
March 12	Loading zone on Lithia Way	not approved	
November 11 TC	Parking prohibitions on Highwood Dr.	approved, TR 2011-09	2/26/12
October 11 TC	Crosswalk on A Street	approved TR 2011-08	12/1/11
August 11 TC	Parking prohibitions on Almond	approved TR 2011-07	✓
August 11 TC	Stop sign at 4th and A Streets	not approved	
Jul 11 TC	Parking Prohibitions on E. Nevada	approved, TR 2011-04	3/6/12
Jul 11 TC	Stop Sign at Starflower	approved yield; TR 2011-05	11/17/11
Jul 11 TC	A' Shared Road	approved; TR 2011-06	10/28/11
June 11 TC	N. Main Road Diet	TC recommend implementation asap, approved 8/2/11	
June 11 TC	Parking prohibition on Central	TR 2011-03, install painted centerline, only	✓
May 11 TC	Stop sign on Homes	Stop sign not approved, other improvements implemented.	
May 11 TC	Stop sign on Pinecrest	not approved	
May 11 TC	Left turn signal at Wightman	recommended review by traffic engineer	
May 11 TC	Memorial Sign Request	recommended development of a policy, approved by Legal/Planning. Approved by Council	1/27/12
Apr 11 TC	N. Main Road Diet Pilot	Approved by Council 8/2/11	
Feb 11 TC	Parking Prohibitions Meadowbrook	TR 2011-02 order sent to Street Div.	✓
Feb 11 TC	Parking Prohibitions on Liberty St	TR 2011-01 order sent to Street Div.	✓
Feb 11 TC	Bike Corral on Third Street	Completed & installed	✓
Dec 10 TC	Petition for ped. rail crossing	referred to TSP process	
Dec 10 TC	Siskiyou Blvd x-walk at Frances	no action required	12/16/10
Nov 10 TC	S Mountain Mid Block Crosswalk	Approved to be installed in cooperation with SOU	
Nov 10 TC	E Main @ RR Crosswalk Review	Commission asked stop sign replaced	
Oct 10 TC	A St. Sharrow Designation	Commission asked for Kittleson review	
Oct 10 TSC	Safety Sleeve for Bollard @ RR Park	replaced	✓
Oct 10 TSC	Storm Drain on Bike Path @ N Mtn	staff is researching	
Oct 10 TSC	Additional Vehicle Parking Downtown	Contacted ODOT	
Oct 10 TSC	Crosswalk at Lithia and E Main	TR 2010-06, order sent to Street Division	✓
Oct 10 TSC	Stop Sign at Helman & Nevada	not approved	✓
Oct 10 TSC	Stop Sign on 'B' @ Third	not approved	✓
Oct 10 TSC	Crosswalk on Siskiyou @ Morton	not approved	✓
Aug 10 TSC	Grandview/Sunnyview/Orchard/ Wrights	vegetation clearance referred to street dept for implementation	
Aug 10 TSC	15 Minute Parking on A Street	TR 2010-05, order sent to Street Division	
Aug 10 TSC	First St Parking Prohibition Change	TR 2010-04, order sent to Street Division	
Aug 10 TSC	Granite St Parking Prohibition Change	not approved, Swales will resubmit request	✓
Aug 10 TSC	Hargadine St Parking Prohibition Change	review as part of TSP update	
Aug 10 TC	Bridge Street Parking Prohibition Change	Memo received from Fire Dept recommending against change	✓
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	✓

MOTOR VEHICLE CRASH SUMMARY

MONTH: OCTOBER, 2014

NO. OF ACCIDENTS: 11

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
4	08:51	Sat	Hwy 66 @ E Main St	1	N	Y	Y	N	Y	Y	N	N	DV1 crossing Hwy 66 to E Main did not see bike and crossed in front of bike travelling in the shoulder lane, causing bike to crash. Cyclist taken to hospital with injury. DV1 cited Ftotcd.
7	13:10	Tues	Fork St, south of Hargadine	2	N	N	N	N	N	Y	N	N	Backing, DV1 ran into V2 driver door, and also ran into a yard. No citation. Report taken. V1 towed.
8	12:55	Weds	Siskiyou Blvd, just east of Wightman Intersection	3	N	N	N	N	N	Y	N	N	DV1 in traffic at red light accidentally ran into v2, pushing v2 into v3. Damage to all cars. No citation.
9	19:18	Thurs	Siskiyou Blvd at Harrison St crosswalk	1	N	Y	Y	N	Y	Y	N	N	Bike crossing in crosswalk struck v1 travelling through on Siskiyou. Bike at fault, and cited for not having proper lighting.
17	06:40	Fri	Siskiyou Blvd at S Mountain Av	2	N	N	Y	N	Y	Y	N	N	DV1 travelling thru west on Siskiyou was struck on drivers side by v2. DV2 was turning left onto S Mountain and failed to yield. Cited Ftotcd.
22	16:54	Weds	N Main St near Wimer St	2	N	N	P	N	N	N	N	N	DV2, SB on N Main St, stopped for traffic and was rearended by v1. V1 at fault. Only minor damage. DV2 complained of pain, but not transported.
23	16:27	Thurs	Ashland St near Tolman Creek Rd	1	N	Y	Y	N	N	N	N	N	DV1, pulling into street from driveway, collided with bicycle on passenger side. Bicyclist was believed to be operating bike against traffic in a traffic lane and intoxicated. Bicyclist injured. No citations.
29	15:27	Weds	N Mountain St near Larkspur	2	N	N	P	N	Y	Y	N	N	DV1 stopped for another vehicle making left turn, was struck by v2. DV2 cited for following too close.
29	16:24	Weds	A Street near Second St	2	N	N	N	N	N	Y	N	N	DV2 struck parked vehicle while exiting parking lot. Report taken and sent to Driver Eval for a retest.
30	13:30	Thurs	Oak St @ Lithia Wy	2	N	N	N	N	N	N	N	N	V1 stopped at intersection was rearended by dv2. Minor damage, no citation, no injury.
31	09:20	Fri	Clover Ln near Ashland St	2	N	N	N	N	N	Y	N	N	V1, pulling out into traffic from driveway, was struck by dv2 who was travelling straight. No citation, no injury. Moderate damage.

Advanced Frontal Air Bags - Know the Facts: They Could Save Your Life

Frontal air bags have come a long way since they first appeared in the 1980's. Although those older air bags saved thousands of lives, they deployed the same way for every occupant, sometimes causing injury and even death.

Today's advanced frontal air bags (AFAB's for the purpose of this article) offer better protection using sophisticated sensing systems to determine whether, when and how much to deploy.

The "brain" of the air bag is its electronic control unit (ECU), which receives signals from various sensors. The ECU determines deployment level depending on an occupant's weight, seating and seat track positions, and seat belt use, as well as

severity of the crash. When appropriate, it may signal the frontal air bag(s) to shut off entirely (referred to as "suppression").

Deployment also depends on other key factors, such as vehicle speed, the type of impact, impact direction, the air bag system's particular design strategy, and crash sensor locations.

During moderate-to-severe frontal crashes, an AFAB fully inflates in a fraction of a second to prevent hitting the interior of the vehicle.

However, in lower-speed frontal crashes, where full-force air bag deployment would be unnecessary or could cause injury to smaller occupants, the system inflates at less than 100% to provide optimum protection (or deployment may be suppressed). In the event of a rollover, side-impact, or rear-end crash, AFAB's are typically not designed to offer protection and may not even deploy.



education to kids throughout our county.

TSC Highlight: Grant County

This month we share our interview with Debi Hueckman from Grant County Safe Communities Coalition in John Day. Debi has been a part of the Coalition for a dedicated 12 years.

Q: Debi, what brought you to be involved in Safe Communities?

DH: Youth Prevention work.

Q: What are some of the Coalition's achievements?

DH: Recently collaborating with Cycle Oregon to bring bikes, helmets and

Q: What are some lessons you have learned along the way?

DH: Be flexible, respond to your community, and implement a strategic framework for your work to accomplish real change

Q: What would you share with others looking to make their community safer?

DH: Engage a broad base of community input and support. You never know

where the champions for your work will be.



Use Fog Lights Correctly and Safely

With fall's foggy weather here, ODOT-Transportation Safety Division is reminding people to use vehicle lighting correctly and safely.

Fog lights are designed to be used at low speeds in fog, heavy mist, snow and other situations where visibility is significantly reduced (*Note: Not all vehicles are equipped with fog lights*).

Front fog lights are generally aimed and mounted low to increase the illumination directed towards the road surface. However, after sunset and during other low visibility situations, fog lights are required to be turned off when an oncoming vehicle approaches. During normal visibility conditions, fog or auxiliary lights should be turned off. It is not appropriate to drive with fog or auxiliary lights left on all the time. (*See pictures of fog lights on ODOT's Flickr photostream.*)

When a car is using fog or auxiliary lights, it is visually distracting for oncoming drivers. According to Oregon law, fog and/or auxiliary lights must be used like the high

beam headlight system of your car. They must be turned off when within 500 feet of an oncoming vehicle and within 350 feet when following another vehicle.

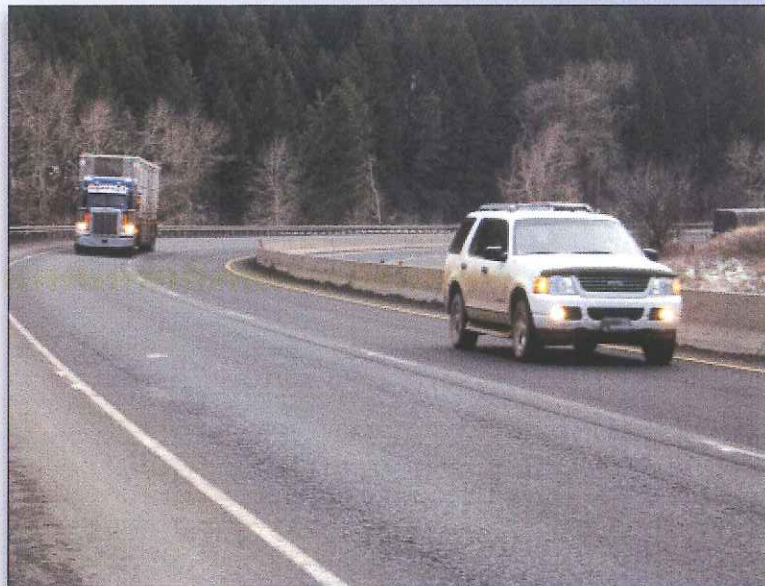
The color of fog and/or auxiliary lights is also regulated. Fog lights may be either white or amber (*yellow*). Rules prohibit other colors such as blue.

If your car is equipped with auxiliary lighting, ODOT recommends knowing where the switches are and how to use them. Daytime running lights are not the same thing as fog lights.

Daytime running lights are intended to improve visibility and detectability of a vehicle during the day. If your car isn't equipped with daytime running lights, turning on

your headlights on darker fall days can help ensure visibility.

If you plan to install fog and/or auxiliary lights as an after-market



feature, it is important to know that Oregon has adopted federal rules that all manufacturers must meet. Products must be labeled; anything that is labeled "not for street use" cannot be used on public roadways. Fog and other auxiliary lights must have a separate switch. Fog lights may not be used in lieu of headlights.



Janelle Lawrence
Executive Director - Oregon Impact
OregonImpact.org

Comments or Questions?
[Contact us](#)



Funded through a grant from ODOT - Transportation Safety Division.
www.oregon.gov/ODOT/TS

Thanksgiving Campaign Materials

During the Thanksgiving holiday weekend in 2012, over 300 people were killed in traffic crashes across the nation. Tragically, 60% of those killed were not buckled up.

Seat belts are the most effective safety feature ever invented and have helped save

thousands of lives.



BUCKLING UP COULD SAVE YOUR GIBLETS.



There is no better time than *now* to remind your community to buckle up and drive safe this holiday.

The "Click It or Ticket" campaign developed by Traffic Safety Marketing aims to reduce seat belt fatalities on America's roads. Get your Thanksgiving [campaign items here](#) today.

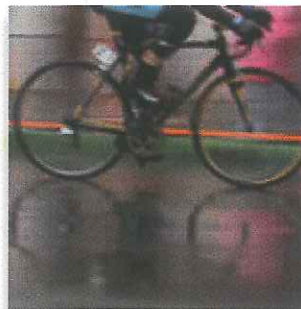
Wet Weather Bike Safety

Riding safely and comfortably in the rain is relatively easy using some common sense, preparation, and a bit of additional gear. Here are just a few ways to stay safe:

- Wear clear or yellow lenses; normal sunglasses cut out too much light, making road obstacles hard to see.
- Neon and bright colored clothing are especially important in dim conditions.
- Cover hands and feet with waterproof and well insulated material.
- Mount bright lights and reflectors to the front, rear, and sides of your bike.
- Fenders on your front and rear wheels will keep water

on the road from splashing onto you. Longer, “full” fenders will help prevent dirt and grit from getting into your chain and gears.

- Use good, sturdy tires. Calculate and adjust *lower tire pressure* to increase traction on wet roads.
- Bike brakes are much less effective when wet. Take it slower and allow *much* more time to stop.
- Metal, painted, and brick surfaces in the roadway can become slippery when wet. Cross over them with handlebars straight to avoid a slip.
- Watch those brakes! A mixture



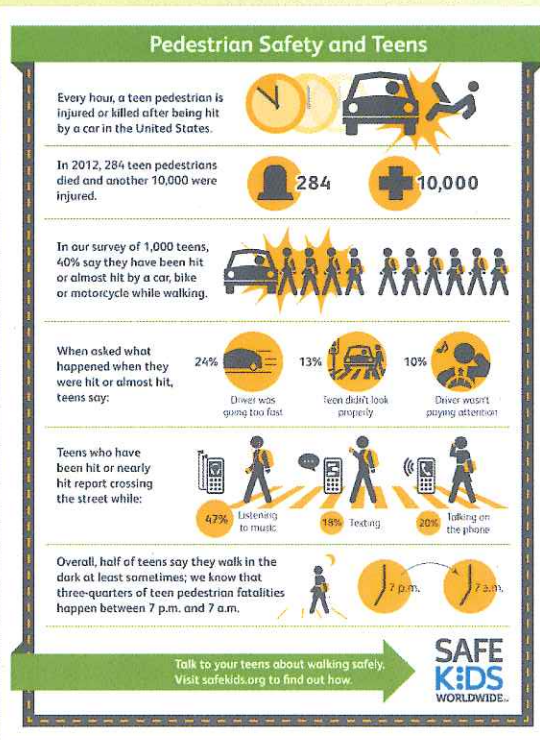
of road grit and water turns out to be the fastest method to erode rubber brake pads.

- Watch for debris and beware of puddles. Even little ones can hide potholes, nails, or glass.
- **After a ride:** Take time to wipe water and dirt off bike wheel rims to ensure that the brakes are still effective the next time you take your bike out. Wipe water off the chain and apply bike lubricant. This prevents rust from building up on the chain, extending its life.
- Learn more about wet weather bike safety: [Link 1](#) [Link 2](#)

Teens on the Move: Why are so Many Teens Getting Hit by Cars?

One of the most interesting aspects of working at Safe Kids is that we get to play “detective.” If we see a statistic we find alarming, like that every hour of every day a teen is hit by a car and killed or injured in the U.S., we get to try to figure out the five W’s, who, what, where, when and why.

Last year, we discovered that the pedestrian death rate for teens is twice that of younger children, so we enlisted our coalitions to go to schools and observe what teenagers were doing that could cause these deaths. We found that 1 in 5 high school students and 1 in 8 middle school students were observed crossing the street while distracted by technology.



This year, we took our detective role one step further. We surveyed 1000 teens ages 13-18 to understand more about their walking habits: what they’re doing and why.

Here is what we found:

New Research

With the support of FedEx, we recently released a new research report, “Teens on the Move” with results drawn from a survey of 1000 teens ages 13-18. We asked students about their own walking habits and what their peers do. Forty percent of teens told us they had been hit or almost hit by a car. Half of teens surveyed told us they text while walking.

This is just scratching the surface of what we learned from these teens. For more insights from what teens told us, check out the new [research report](#).

Infographic

We also have a brand new [infographic](#) that breaks down all the interesting facts and figures from what teens told us about how they walk to school.

Get more resources including our Moment of Silence video and pledge at SafeKids.org.



Car Seat 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
11/19	Redmond	Redmond Fire	341 Dogwood Ave	2 pm - 4 pm
11/20	Woodburn	Woodburn Fire	1776 Newberg Hwy	1 pm - 4 pm
11/20	Eugene	Eugene Fire	1725 W 2nd Ave	4 pm - 6 pm
11/26	Bend	Bend Fire	1212 SW Simpson	10 am - 1 pm
11/26	Forest Grove	Forest Grove Fire	1919 Ash St	3 pm - 5 pm
12/3	Coos Bay	Coos Bay Fire	450 Elrod Ave	11 am - 1 pm
12/4	Redmond	Redmond Fire	341 Dogwood Ave	11 am - 2 pm
12/5	Milwaukie	Oak Grove Fire	2930 SE Oak Grove	1 pm - 3 pm
12/6	Milwaukie	AMR	9800 SE McBrod	10 am - 1 pm

How to Keep Your Child Warm and Safe in the Car

During cold weather it seems like common sense to bundle up before getting into the car. However, safety belts, child safety seats and booster seats provide the best protection when they contact the strongest parts of the body. Thick coats and bulky blankets may make this impossible.

Car Seats

Avoid placing thick winter coats or blankets on a child before strapping them into their child safety seat with harness straps. During a crash the coat or blanket can compress causing the harness straps to be too loose. They also make it difficult to place the harness straps on the shoulders and over the hips and the retainer clip level with the arm pits. **Option 1:** Strap child in car seat in lighter coat, then add blanket or coat over the child once they are secure.

Option 2: Zip around the straps by placing jacket on child. Open front of jacket and pull it out of the way on both sides; buckle straps and chest clip. Once harness is tight, zip or snap jacket closed *over* harness straps.

Booster Seats

While seated in the booster seat, the

safety belt needs to be snug across the child's hips and collarbone to provide the best protection. Thick winter coats can interfere with correct fit and allow the safety belt to be too loose or not contact the strongest parts of the body. Loose fit can result in injury or ejection.

Option: Buckle the child into their booster seat then add their jacket by inserting their arms into the sleeves and wearing it backwards. Or cover them with a blanket, poncho or 'wearable blanket' (a blanket with sleeves).

Drivers and Older Passengers

Safety belts need to be snug across the hips and collarbone to provide the best protection. Heavy coats can interfere with correct fit and allow the safety belt to be too loose or not contact the strongest parts of the body. Loose fit can result in injury or ejection.

Option: Wear a lighter coat in the vehicle and put the heavier one on when leaving the vehicle.

Warming up the car before a trip can help. Passengers can wear coats but be sure that the child is secured in the harness system, or safety belt before you add heavy coats or blankets. A little creativity can help protect drivers and passengers in winter driving.

Good Choices Newsletter



Our 2015 edition is hot off the press! Oregon's communities can read about safety

issues and initiate discussion with teens about topics such as bullying, marijuana, and impaired driving. Read it in magazine format [here](#).

Making an Impact at SAPA

Oregon Impact made an impression



at a recent SAPA employee health fair. Volunteers gave a

powerful message using the Oregon Impact Crash Car Trailer as a visual reminder of the devastation impaired driving can cause.

Drive Less Challenge Update



Oregonians exceeded the 1 Million vehicle mile reduction goal by logging bike, bus, walking, rail, carpool, vanpool, skating, and teleworking, equaling a reduction of 1,082,491 vehicle miles and 749,024 pounds of CO₂. This translates into a savings of 38,507 gallons in gasoline and \$286,091 to Oregonians by not driving alone.