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
DECEMBER 19, 2013
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
1. November 14, 2013
2. November 20, 2013

IV. **PUBLIC FORUM**

V. **ACTION ITEMS**
- **A.** Orange Ave. Corridor Discussion (30 min.)
- **B.** Election of Officers (20 min.)

VI. **NON ACTION ITEMS**
- **A.** Walker Ave/Hersey St. sidewalk improvements (5 min.)
- **B.** Nevada St. Bridge Extension (5 min.)
- **C.** Chip Seal CMAQ Grant Application (5 min.)
- **D.** Downtown Parking Study (10 min.)

VII. **FOLLOW UP ITEMS**
- **A.** Walker/Tolman bike path jurisdiction

VIII. **INFORMATIONAL ITEMS**
- **A.** Action Summary
- **B.** Oregon Impact October and November Newsletter
- **C.** Traffic Crash Summary

IX. **COMMISSION OPEN DISCUSSION**

X. **FUTURE AGENDA TOPICS**
- **A.** Transportation Safety Public Outreach
- **B.** SOU Multi-Modal Future
- **C.** Lithia and 3rd Intersection Analysis
- **D.** Iowa St. 20mph zone
- **E.** Siskiyou Blvd. Signal Timing
- **F.** Project financing and funding mechanisms

XI. **ADJOURNMENT:** 8:00 PM

Next Meeting Date: January 23, 2014

CITY OF ASHLAND

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 December 2013

Name	Title		Telephone	Mailing Address	E-mail Address	Expiration of Term
Craig Anderson	Commissioner		541-488-0418	575 Elizabeth Avenue	craig.ashland@gmail.com	4/30/2014
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
Vacant	Commissioner					4/30/2014
Shawn Kampmann	Commissioner		541-482-5009	P O Box 459	shawn@polarissurvey.com	4/30/2015
Corinne Vièville	Commissioner	541-488-9300	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 Officio Membership						
Mike Faught	Director of Public Works		541- 488-5587	20 E. Main Street	faughtm@ashland.or.us	
Carol Voisin	Council Liaison		541-482-3559	20 E. Main Street	carol@council.ashland.or.us	
Brandon Goldman	Planning Dept		541- 488-5305	20 E. Main Street	goldmanb@ashland.or.us	
Steve MacLennan	Police Dept		541- 552-2433	20 E. Main Street	maclenns@ashland.or.us	
Scott Hollingsworth	Fire Dept		541- 552-2932	20 E. Main Street	hollings@ashland.or.us	
Honorè Depew	SOU Student Liaison		503- 422-6723		honoredepew@gmail.com	
VACANT	Ashland Schools					
Dan Dorrell PE	ODOT		541- 774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Paige Townsend	RVTD		541- 608-2411	3200 Crater Lake Av 97504	ptownsend@rvtd.org	
VACANT	Ashland Parks			20 E. Main Street		
Jenna Stanke	Jackson County Roads		541- 774-6231	200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org	
David Wolske	Airport Commission				david@davidwolske.com	
Staff Support						
Scott Fleury	Engineering Serv Manager		541- 488-5347	20 E. Main Street	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
NOVEMBER 14, 2013

These minutes are pending approval by the Transportation Commission.

CALL TO ORDER: Chair David Young called the meeting to order at 6:06 p.m. in the Civic Center Council Chambers, 1175 E. Main Street.

Commissioners Present: Joe Graf, Corinne Viéville, Shawn Kampmann, Craig Anderson, David Chapman and David Young
Ex officio Present: Steve MacLennan
Staff Present: Scott Fleury, Mike Faught and Tami De Mille-Campos
Council Liaison Not Present: Carol Voisin

ANNOUNCEMENTS
None

CONSENT AGENDA
A. Approval of Minutes
October 24, 2013 - Unanimous approval as corrected:

- Commissioner Anderson stated that his main concerns are what this is going to cost, how it will be paid for, how we can ensure that East Main is going to function acceptably, that connectivity will be consistent with adopted [objectives] ~~objections~~, and that [existing] residents won't be asked to pay for the impacts. He would like this to be provided prior to the special meeting.

- Viéville/Chapmann m/s to [recommend] ~~amend~~ that ODOT conduct a speed study on Ashland Street. Graf, Viéville, Anderson, Chapman and Young YES; Kampmann NO. Motion Passes.

- Commissioner Chapman stated that he doesn't like how this process occurred. He doesn't see why the connection should be made by Grace church. He does think that Normal Ave. should connect to East Main Street though. He thinks there should only be three access points on East Main. He likes shared roads and thinks maybe [Normal Ave.] ~~Ashland~~ Street should be a shared street. He thinks it's important to make the rail connection to Normal Ave., at least for bicyclists/pedestrians. He said he doesn't really see people using this for cut through traffic.

PUBLIC FORUM
None

ACTION ITEMS
A. Normal Avenue Neighborhood Plan (Continuation)
Ann Sylvester; Traffic Engineer/Transportation Planner with SCJ Alliance joined the meeting via conference call.

Brandon Goldman noted this is a continuation of the previous two Transportation Commission (TC) meetings which were held on September 26, 2013 and October 24, 2013. He noted public testimony was provided at both meetings and additional public input was distributed to the commission in their meeting packet. The revised traffic report dated November 12, 2013 was emailed to the commission prior to the meeting. During a two hour peak pm period traffic counts and an analysis of the turning movements were conducted at the intersection of East Main Street at the drive way that serves the school bus turn around/Grace Point Church. Traffic counts/analysis of turning movements were also conducted for Clay Street/Ashland Street and Ashland Street/Tolman Creek Drive. Access control points, traffic volumes were questioned by the Commissioners and those were answered in figure 11 of the provided traffic analysis. A few key conclusions from the report include: All 8 evaluated intersections are currently within their acceptable mobility standards and are expected to continue to meet those standards even after full build out. Normal

Avenue would carry about 1200 Average Daily Trips (ADT) per day which is lower than the range of volume for an avenue. The report notes improvements to East Main Street. The report also included a speed zone study request to ODOT in order to look at reducing the speed limit on East Main Street.

Michael Dawkins (Planning Commissioner) is in attendance tonight to act as a liaison to the planning commission.

Bryce Anderson, 2092 Creek Drive. His house is located directly across the street from the parcel that will likely be developed first and may be the only one developed for a substantial length of time. He would like the Commission to take into account that this parcel with the highest density is going to likely be the first one developed and the citizens will have to live with that. Any plan should take that aspect into account. It is going to create a big increase in traffic coming onto East Main Street. Another concern is how much control the City has over the development of East Main, specifically in regards to the portion which is under County jurisdictions. They feel that there needs to be a significant amount of improvements made to this stretch of East Main before this development is doable. He also doesn't feel like stop signs are enough to slow the traffic down for vehicles turning onto East Main.

Chair person Young reminded the group that this is the third meeting regarding Normal Avenue and the group is tasked with looking at the transportation aspect of this master plan and advise the Planning Commission on the Transportation Commission's recommendation.

Commissioner Kampmann is concerned about East Main Street. He feels like there are too many proposed access points onto East Main Street between Clay Street and Walker. He feels that there should be one extension of Normal Street approximately half way between Clay and Walker and then in the high density area to the Northeast have that traffic routed onto Clay Street. This way they are exiting onto Clay and you have one new entrance instead of three onto East Main. He thinks they need to limit the access points.

Chair person Young pointed out to the Commission that this isn't a project; the transportation element isn't a build out all at once.

Commissioner Anderson spoke to the cherette process. Residents would like to see the rural area preserved as it is and they don't want to suffer the effects of cut through traffic. He feels like the design that came out of the cherette process reflects the objectives of those that live around there and will be experiencing the impacts. Most of these residents purchased that property and built on that property long before the City included this as part of the Urban Growth Boundary and long before Normal Avenue was planned to be extended. He hoped anyone that purchased after that did their due diligence. He is concerned that all city residents will be on the hook for the future infrastructure costs. He stated that people living in the County aren't currently paying street user fees but they do use City streets. The residents in this area want minimal traffic to go through their neighborhood but they are asking existing Ashland residents to help pay for a good portion of the infrastructure. Adopted plans show signalized intersections at Normal and Hwy. 66, a railroad crossing at Normal Ave., millions of dollars worth of projects on East Main Street, a new intersection at Tolman Creek/East Main. The Traffic Consultant has recommended that no improvements are necessary at the Normal Ave rail crossing. He is concerned about that recommendation. There are no signalized intersections being planned at Hwy 66 or East Main. There is no discussion about how much it is going to cost to bring East Main up to urban standards but that will certainly be required for this scale of development. All of these projects together are not going to be affordable by these developers so that cost is going to be passed onto existing residents. He feels that if the residents of Ashland are being asked to help pay for the infrastructure then these are streets that everyone should be able to use. He stated that interconnectivity is an objective of the TSP and he stated it seems that this was neglected or played down during the cherette process. He addressed one of Kampmann's concerns; he thinks Normal Avenue needs to be a collector with a signal. It is currently designed to limit traffic and discourage cut through traffic. If that is done then it is questionable to him as to whether the other connections to East Main are necessary. Regarding cost he would prefer to see a minimalist approach. He thinks that the developers should be paying a substantial portion of these costs.

Ann Sylvester stated that they did look at signal warrants on Normal/Ashland Street. She spoke to the fact that they did look at the Railroad crossing. If it was made into a public crossing then the City may want to look at the signal warrants at that point and a signal may be warranted. At other intersections the traffic counts indicate that they do not

warrant signalized intersections.

Commissioner Anderson asked if the traffic counts were higher because it was changed to a residential collector and reducing the number of connections onto East Main then would it warrant a signal. Ann said it is possible under that scenario. ODOT ran the computerized model and it didn't attract a lot of through traffic.

Commissioner Graf pointed out that the existing Normal Avenue likely won't be completed until current property owners sell their property and then new owners purchase those pieces of property and request annexation. He sees this as them deciding the proper traffic flow to get traffic in and out of the area that is likely to be developed on the eastern side and the western side would likely be put off for awhile. He likes the plan to improve East Main but is unsure of how it would be paid for it. He stated it is hard for him to see a better plan to organize these streets to develop that eastern area. On the Western side he is concerned with sending the traffic by the school instead of making the option to connect Normal Avenue straight through.

Commissioner Vieville stated that she thinks you would need more connections to East Main Street with the high density development that is likely to occur first; otherwise you would have traffic backups.

Commissioner Chapman stated he has been thinking about the potential rail road crossing issue. Right now it is a private crossing; private crossings are only allowed when it is landlocked. His concern is if we are unable to convert it to a public crossing then we could lose that crossing altogether which could affect the interconnectivity.

Faught stated he spoke to ODOT rail during the TSP process regarding the conversion from private to public and what he heard from them is that it is not uncommon to see a private crossing converted to a public crossing.

Goldman stated that the plan was developed in two phases. Phase one being the East side of the property, phase two being the West side of the property. The road network as presented could be developed without connecting to the rail crossing or existing Normal at phase one and enable the development of everything that is to the East of the new Normal Avenue. During phase 2 a railroad crossing would be necessitated in order for the full Normal Ave. connection

Chair person Young stated he was glad the phasing was brought up and it leads to the fact that it is feasible to do this incrementally. There is already a lot of interest in phase one. The traffic engineers report shows that the conditions will be adequate under the phasing. He stated that we don't know what the railroad will do at this time but it sounds like that's not an issue right now. He spent the last three weeks teaching at the Middle school and has spent a fair amount of time out there during the day and has been very observant of that road. He stated that except during school start/end times the road is essentially empty. When phase 2 happens he has no objection to that connection being made at East Main.

Commissioner Kampmann stated that right now East Main has a sixty foot right of way under County jurisdiction. If it is improved to urban standards the proposed plan has a substantially wider right of way.

Faught stated that if annexation does happen that section of East Main would become City jurisdiction and would be built to City standards. Fleury ran estimates on the ¾ street improvements (from Walker to Clay) and the baseline estimate was right around 2 million without any traffic controls. Faught stated that the cost is development driven. This is a benefit to the community as a whole. A portion of the costs should be added to the TSP and then added to the SDC piece and the advanced financing tool is also available for the development driven improvement costs.

Commissioner Anderson asked about the E. Nevada Street extension project which the City is applying for state funding for. He asked if Mountain Meadows paid any SDC money towards that project.

Faught stated that we just found out that the City lost that funding. He stated that it has been in the TSP for quite some time and he would have to go back and look to see if that was included in the SDC's.

Commissioner Anderson stated that the 2013 RTP shows that the Normal Avenue extension estimated cost is 5.9

million dollars. Part of the concern is that phase one is the high density and that development doesn't seem to be paying for that.

Goldman noted that the TSP shows the estimate for Normal Avenue (project # R19) shows an estimate of 2.7 million with the Rail Road issue separate. Faught stated that he would have to go back and see why those figures don't match because we provided the data for the RTP.

Faught would recommend the advanced financing tool for the improvements. His initial look at this is that Normal Avenue should be a straight shot through like a collector should be. After a meeting with the Planning department they explained they looked at the likelihood of development occurring and planned accordingly. He liked how the transportation piece mirrored the density. He also liked the location of the entrances onto East Main. He liked that the design creates traffic calming. He worries about Normal Avenue being a straight through connection because that's what people will use it for. He sees that the middle school multi modal connection is very important. He likes the idea that the new Normal Street meanders over following the high density.

The Commission brainstormed other street connection alternatives and the possibility of incorporating roundabouts instead of 90 degree turns. The Commission has concerns with the street locations particularly in phase two.

Goldman stated that they can look at alternate connections to East Main but ultimately it comes down to what development is applying for annexation.

Chair person Young recommended that the commission may want to look at the plan in terms of phases in order to get some motions on the table.

Commissioner Kampmann stated that he is a little reluctant to use Planning's phase one and phase two as a basis for where development will occur first.

Goldman stated that it is likely that development will occur the way they have it laid out based on the receptivity of the current property owners but that very well may not be how the requests come in for annexation.

Commissioner Graf m/s to recommend phase one of the transportation plan as presented in zones A, B, C, D, E & F. Motion died for a lack of a second.

Commissioner Kampmann m/s to recommend keeping the plan as presented except eliminate the 2 northerly connections onto East Main. Motion died for a lack of a second.

Commissioners Anderson/Chapman m/s to make the Normal Avenue connection from Ashland Street, over the public railroad crossing, and connecting to East Main. It would terminate somewhere within phase 1, reducing the number of connections onto East Main. Motion withdrawn.
Discussion: Ann Sylvester pointed out that the 90 degree turns are presented as a general idea and when they're built out they could be more gradual in nature. It is just a general orientation.

Faught spoke to the fact that there seems to be a lot of concern about having multiple connections onto East Main. He pointed out that Ann Sylvester has analyzed these connections and they are not unsafe. He stated that they try to design the road system in a grid system so people can take alternate routes and not put all the traffic onto one road.

Commissioner Anderson stated that he spent some time on Google Earth and particularly in the Netherlands. He said that is where the woonerfs originated. He feels the Netherlands arguably do the best job of planning their transportation in regards to multi modal design. They have grid patterns with high capacity streets every five hundred feet and then they have woonerfs in between. He thinks that Normal Avenue is the logical spine for this design and he feels that once that is done we will see that a signalized intersection at East Main and at Ashland Street will be warranted. He said that accidents are more likely to occur at intersections and that additional intersections should be limited. He also feels like it is important to include the public rail crossing within phase one so that traffic patterns aren't established around the crossing and potentially negatively impacting the rail road crossing's possibility of

becoming a public crossing. He would like to see Normal Avenue as a through street between Ashland Street and East Main and that the crossing is completed in phase one. He understands that the connection requirement can't be made within phase one and withdraws his motion.

Commissioner Kampmann stated that you can't make that requirement unless you get all of the property owners to agree to annex at the same time.

Faught explained that this is a plan for the whole area as it develops in piecemeal. Every time a development comes in we can't make them build Normal Street all the way through, there has to be a clear nexus between their development and your required construction of infrastructure. You can't make them build more than you can justify and this is why we want to do this plan. This is a plan in piecemeal format that the developers will follow.

Commissioner Chapman stated that he thinks C, D, and E shouldn't have to pay for the collector. A, and B should have to pay for a part of the collector and the railroad crossing. It was also noted that the SDC's don't come close to paying for it.

Commissioners Kampmann/Vieville m/s to extend the new Normal Avenue from the East Main, as the only vehicular connection to East Main (between Clay and Walker), following the alignment as shown on figure 11 with the modification of it continuing North instead of going East across the Creek. Kampmann YES; Graf, Viéville, Anderson, Chapman and Young NO. Motion Fails.
Discussion: Anderson likes the motion and agrees with the idea of limiting connections to East Main but feels that there needs to be a connection near the original plan. Chapman agrees with minimizing the connections to East Main but some of these zones would be isolated until further development occurs and if that did occur then the plan would need to go through an amendment process. He feels that there should be minimal connections but not zero connections. Vieville has concern with the potential that the rail crossing may not become a public crossing. Chair Young feels that there has been a lot of thought given to this plan and process. He doesn't think the amounts of connections are excessive. It isn't a perfect plan but the plan is good enough and provides connectivity. Graf can't support the motion because he feels that the collector needs to go through the high density. Commissioner Vieville called for the vote.

Commissioners Graf/Vieville m/s to approve the transportation plan as specified in figure 11. Vieville, Graf, Young YES; Chapman, Anderson and Kampmann NO. Motion Fails.
Discussion: Young stated he supports the motion. Anderson said he thought he had read that Normal Avenue wouldn't be a collector as part of this plan. Faught explained that the reason is because of the average vehicle trips per day. It is being proposed that it be reclassified to a neighborhood collector. Faught asked Ann "If Normal Avenue went through the rail road crossing all the way to East Main would the ADT be over 3,000 trips per day"? Ann Sylvester expects that it still would be below 3,000 based on the overall trip generation. Planning Commissioner Dawkins informed the group that he understand the Commission's overall concerns and is prepared to relay the concerns to the Planning Commission. He reminded the group that they also have to deal with what the neighborhood wants to feel like. He cautioned them with trying to channel off a lot of the traffic onto Clay. He stated that it is something that the Planning Commission wouldn't support.

Commissioner Vieville left the meeting at 8:35 pm.

Commissioner Chapman doesn't really see a way to resolve it. He thinks Michael Dawkins is right, he's seen the flavor. He said there are a lot of things that he can't support in this plan.

Commissioner Kampmann feels that the commission has a job to try to come up with something to recommend to the Planning Commission.

Commissioner Anderson stated that he appreciates the comments regarding shuffling the traffic off onto Clay Street. He thinks they are attempting to shuffle cars through this network that's going to spill out onto East Main Street without really considering the impacts to East Main Street. He is concerned with the way that the plan has been structured. He feels like the plan is trying to shuffle the traffic impacts onto East Main Street. He is also concerned

with the cost of completing the project and doesn't feel that the developers will be covering the costs of this plan. The Commission worries that the group is unable to come to a consensus on any plan.

Faught stated that if the commission needs more time to make a decision they have that option. They are not forced to make a recommendation tonight.

Chair Young feels that they are being asked to exceed their scope on the Transportation commission to essentially become Planners and Designers to an unreasonable expectation. He feels that if they had been included earlier in the process they could have responded differently.

Commissioner Kampman m/s to approve the plan with only one connection to East Main through the development between the rail road tracks and East Main. Motion Withdrawn.

Commissioners Anderson/Graf m/s to approve the transportation plan as presented with the two vehicular proposed street connections on the West and East side of the new Normal Avenue eliminated, leaving only one vehicular connection to East Main Street. Anderson, Graf, Kampmann YES; Chapman, Young NO. Motion passes.
Discussion: Graf has some concern with the far west side not having any connection except the rail road tracks which might not be that bad.

Commissioner Chapman pointed out that there could be changes dependant on how annexation request's and development proposals come in.

Faught stated that now the City will have the traffic engineer look at the motion and look at the impacts of the motion.

ADJOURNMENT
Meeting adjourned at 8:49 p.m.
Respectfully submitted,
Tami De Mille-Campos, Administrative Assistant

ASHLAND TRANSPORTATION COMMISSION
MINUTES
NOVEMBER 20, 2013

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 and David Young
Commissioners Absent: Corinne Viéville
Ex officio Present: Steve MacLennan
Staff Present: Scott Fleury, Mike Faught and Tami De Mille-Campos
Council Liaison Present: Carol Voisin

ANNOUNCEMENTS

None

PUBLIC FORUM

Dan Thorndike, 369 Granite Street. He wanted to introduce himself to the Commission. He was just appointed to the statewide ODOT bicycle/pedestrian policy advisory committee. It will start up in December and go on for the next year to two years.

ACTION ITEMS

SOU Public Survey

Eva Skuratowicz, Director of the SOU research center
Eva spoke to the highlights of the report (see report included in meeting packet). They were hired by the City to conduct a scientific public opinion survey on the residents of Ashland and to do interviews with local businesses about the reconfiguration. They did a random sampling which obtains a full spectrum of opinions. She pointed out that she received phone calls from people interested in doing the survey and she had to tell them that if they did not receive the survey in the mail that they were not able to participate in this survey because it is random. The 1000 households were stratified by where they live. They were put into 3 groups; the target area, which were those households right along the North Main corridor, the North Main area just outside of the corridor, and the last group was Ashland households outside of those other two areas. Overall, there was a response rate of 55%, a response rate of 66% from the target area, a response rate of 88% from the North Main area, and a response rate of 48% from the rest of Ashland. There were some trends in what they found:

- Most of the people feel that the driving speed has been reduced along the North Main corridor.
- There is an observation of more congestion.
- ¾ of the respondents say that they still use North Main Street.
- The perception is that overall, safety has increased.
- There were mixed results regarding traffic flow.
- As far as the time it takes most people felt like it took longer than before.
- Merging and turning was mentioned most in the open ended comments. There is a weak positive opinion on the statement "overall do you agree that the changes have improved North Main Street?" It was almost exactly split between agrees and disagrees.

50 businesses were selected for the phone interview survey and they were able to contact 38 of those businesses.

- Overall customers did not talk to the businesses regarding the road changes.
- The businesses who receive deliveries had a strong opinion, increased delivery times.
- Customer safety is a concern due to turning onto Main Street.

Open City Hall Review

Kim Parducci, PE PTOE, Southern Oregon Transportation Engineering, LLC

She went over some of the highlights of the 273 Open City Hall responses that came in through the end of October, 2013:

- 51% felt it was safer for pedestrians.
- 70% felt it was safer for bicycles.
- 84% felt that the speed had reduced.
- 33 % had changed their driving habits.
- 36% felt the side street traffic had changed.
- 68% expressed positive feelings regarding the road diet.

Commissioner Chapman asked if she had grouped any of the comments together to see if there was a common theme.

Parducci stated that she did go through the comments and grouped them together. The common issues mentioned were; transitioning from the beginning and the end, congestion, and being able to turn from the side streets onto Main Street. There were also a lot of comments from people who felt like the road configuration should have never been changed based upon the amount of cyclists/pedestrians they see using the road.

Commissioner Kampmann asked if the results were subjective.

Parducci stated that they are subjective because some of the responses weren't 100% clear so she had to use her best judgment to classify them, sometimes placing it as a N/A response.

Cynthia Barnard, 128 Wimer. She lives approximately a block and a half from the Wimer/Main Street intersection. She is very happy with the realignment of Wimer. She appreciates the road diet very much and is speaking on behalf of herself and several of her neighbors, none of which received the random survey. She feels that the ability to turn onto Wimer is greatly improved with the reconfiguration. She stated that the ability to turn onto Wimer has been significantly enhanced. She wanted to pass along positive feedback on behalf of her neighborhood. They do take an alternate route over to Maple when they need to turn left onto Main because it allows for much safer turning. She stated that the traffic is slower but it is much more controlled.

John Billock, 777 Palmer Road. His use of the roadways in Ashland are basically Siskiyou Blvd. and North Main out of town and Hwy. 66. When the road diet began he stepped back and analyzed his feeling from a safety standpoint as a driver and a bicyclist/pedestrian. He stated that prior to the road diet North Main was not a very safe road for all modes of transportation. He is very supportive of the road diet.

Dan Thorndike, 369 Granite Street. He has been a resident on Granite for 30 years. He has been a regular user of North Main both as a driver and as a cyclist. It is a difficult road with or without the road diet, with an unlimited budget one might tear up the entire road and start over but that isn't possible. He stated that he is definitely in favor of the road diet. It could use some tweaks in regards to merge areas, refuge lanes etc. He always felt threatened as a cyclist and the current configuration is a huge improvement. Prior to the road diet he rarely used Main Street coming back into town and now he probably comes into town more often than leaving town. He pointed out that as a driver he was always afraid to make a left turn prior to the road diet.

Sharon Harris, 155 Fifth Street. She just wanted to share her support of the road diet for bicycle and auto safety reasons. She wonders if by congestion people mean that they have to slow down and she wonders if safety shouldn't outweigh someone being in a hurry to get somewhere.

Gary Shaff, 516 Herbert Street. He encourages the commission to look at making some improvements to the current configuration to make it work well, as well as the City recommending that the current configuration continue all the way to Rapp Road in Talent. He stated that both ODOT and the City of Talent both support that extension.

Elizabeth Zell, 250 Scenic Drive. She stated that she is a cyclist and driver. She participated in the bicycle counts. She is very supportive as a cyclist and as a driver. She is an avid cyclist and has observed that traffic is running smoothly. She feels that that the issue with left turns from the side streets could be alleviated if drivers would leave a gap between the car in front of them. They have done a lot of traveling and she has been more aware of other towns throughout Oregon that also have road diets.

Philip Gagon, 399 Morton Street. He looked at the road diet from a national perspective. Throughout the Country bicycling is increasing at a very high rate and he sees it only increasing in the future. Terratrike is a manufacturer of recumbent trikes/bicycles. The sales last year were 87% more over the previous year which is illustrative of what is likely to continue.

Post Construction Engineering Analysis Review

Parducci stated that her role related to this road diet was to monitor the road diet for one year. She collected the technical and feedback data.

Monthly data collection since January of 2013 included:

- Side street delays during the PM peak hour (seconds per vehicle)
- Side street queue lengths during the PM peak hour (number of vehicles waiting at any one time)
- Main Street delays and queue lengths during the PM peak hour
- Intersection level of services during the PM peak hour (A-F)
- Available gaps on Main Street for side street traffic during the PM peak hour
- Average travel times during the AM and PM peak hours
- 85th percentile speeds
- Average daily traffic (ADT) volumes

Quarterly data collection since January of 2013 included:

- Side street average daily traffic volumes
- Side street delays during the AM peak hour (seconds per vehicle)
- Side street queue lengths during the AM peak hour (number of vehicles waiting at any one time)

Crash Data-

From a safety standpoint they compared the crash data. The North Main Street corridor experienced an average of 12 accidents per year from 2002-2012. The location with the highest occurrence during that 10 year period was at the stop-controlled intersection of Wimer/Hersey/Main Street, where there was an average of 3.9 per year from 2002-2012. Under the current configuration there have been 2 reported crashes along the North Main Street corridor neither of those occurring along the intersection of Wimer/Hersey/Main Street.

Pedestrian/Bicycle Activity-

There were some corrections to the original pedestrian/bicycle counts and those pages have been updated in the packet.

Pre and post counts were done to monitor pedestrian/bicycle activity along the North Main Street corridor. These counts were conducted at the intersections of Laurel/Main, Hersey/Wimer/Main, and Maple/Main (see attached table 1 for results).

Kim noted that not only did she observe an increase in activity but she also observed a difference in the range of people utilizing the bike lanes. From a Traffic Engineer's standpoint she doesn't necessarily look at the number of people but rather the nature of who is using the bike lanes.

85th Percentile Speed-

Before implementation of the road diet the 85th percentile speed on North Main Street was measured to be 31 miles per hour (mph) northbound and 32 mph southbound at a location just North of Coolidge. Since January of 2013 the 85th percentile speed has been measured each month at the same location for comparison purposes and has been consistently slightly lower (1-2 mph lower in each direction). The 85th percentile speed in September of 2013 was

measured to be 30mph northbound and southbound.

Corridor Travel Times-
Travel times were measured along North Main Street between Valley View Road-Maple Street and Maple Street-Helman Street in both directions before implementation of the road diet. Travel times continued to be measured each month since January of 2013 for comparison purposes (see attached table 2 for results).

Intersection Level of Service-
Traffic operations were evaluated at key intersections along North Main Street before implementation of the road diet and estimated for post-road diet conditions. Intersection operations have been evaluated each month since January of 2013 at the most critical intersection (Wimer/Hersey/Main) and in August and September of 2013 at all other intersections for comparison purposes (see attached tables 3/4 for results).

Corridor Queuing-
Queuing is the stacking up of vehicles for a given lane movement. Queue lengths are reported as the average, maximum, or 95th percentile queue length to the nearest 25-foot increment. Each 25-foot increment represents a single vehicle. 95th percentile queue lengths were measured at key intersections prior to the road diet and estimated for post-road diet conditions (see attached table 5 for results).

Stopped Delay-
The stopped delay is the delay in seconds a vehicle waits in a stopped position (normally at a stop sign on a side street) to make a maneuver onto another roadway (normally the mainline). Data was collected at the intersection of Hersey/Wimer/Main Street every month since January of 2013 and at other intersections within the corridor when requested (see attached table 6 for results).

Proposed Design Changes-

- Adding a northbound left turn lane at Bush Street
- Restriping the southbound left turn pocket at Glenn Street to be a center two-way-left-turn-lane
- Re-aligning driveways on North Main Street just north of Maple Street to eliminate conflicting left turn movements
- Improving sight distance at intersections to increase visibility for side street traffic
- Adding a crosswalk on North Main Street between signalized intersections of Laurel/Main and Maple/Main
- Reducing pedestrian walk times to minimums at signalized intersections to decrease traffic flow disruption on North Main Street during peak periods.

From a technical and livability standpoint, North Main Street operates better as a 3-lane facility than it did as a 4-lane facility. The only unknown is how long North Main Street can continue to function better as a 3-lane facility than as a larger facility. The average daily traffic (ADT) on North Main Street was shown to fluctuate between 18,100 – 20,700 ADT over a 10-month period, which is at the high end of what's generally shown to provide a benefit to a system, but throughout the evaluation period the data has continued to show that it works regardless of being over that threshold. Based on this, the recommendation for North Main Street is to leave the road diet in place, but not make any permanent (installation of concrete, neck down lanes to make them narrower etc.) changes which allows for flexibility for emergencies, special events, or sudden changes in traffic patterns (for the full recommendation and conclusion please see the attached assessment).

Faught asked Parducci to clarify the data regarding the ADT threshold.

Parducci explained that other Cities that she looked at were upwards of 26,000 ADT and still functionally operating.

Commissioner Kampmann stated that Kittleson previously stated that they felt like the road diet wouldn't work 20 or so years out and he wonders when Parducci thinks it may begin to fail.

Parducci pointed out that even in months with the highest ADT's they operated better than months when the ADT's

were lower but it is very hard to project when the road diet will begin to fail based on ADT's, traffic pattern changes, increased side road traffic etc. The ADT threshold is subjective. This is why she recommends keeping the road diet but not making any permanent changes.

Commissioner Anderson asked if it was reverted back to the 4 lane configuration how the realignment of Hersey/Wimer would function.

Parducci explained that if that happened you would have all of the people northbound & southbound on Main Street sitting in one of the through lanes trying to make a left turn out of the side streets and then you would have your side street traffic having two lanes to pull into but three lanes to pull across to try to make turns off of the side streets. Basically you would go back to having what is considered a defacto left turn lane in both directions. When you have a lot of turns in one of the through lanes it becomes a defacto turn lane so in a sense you only have one thorough lane. She thinks if we went back to the 4 lane configuration you would see a higher rise in crashes at that intersection, higher delay on the side street and the intersection failing as it was before. The next step if you did that would be looking at a signalized intersection which may not be a good solution either.

Commissioner Anderson stated that originally when the road diet was presented Manzanita and other side streets, mainly uphill of Main Street, were a concern because residents feared they would be used as a substitute for people trying to avoid other streets that were more difficult to make the left turns onto Main. He asked what she found regarding increased traffic on Manzanita and other side streets.

Parducci stated that they put tubes out on the side streets over a three day period. The tube count at Manzanita (between North Main and High Street) showed an average increase of one car per day. Coolidge (between North Main and Rock) increased by an average of ninety cars per day. Van Ness (between North Main and Skidmore) increased by an average of one hundred nine cars per day. There were also streets that had decreases. Laurel (between North Main and Central) had a decrease. Central (between Main and Laurel) had a decrease. Van Ness (between North Main and Skidmore on a different section) had a decrease. She estimated that it was about a 10% increase on side street traffic overall.

Commissioner Anderson asked what Parducci's opinion is on the southern end operationally. As a cyclist he feels it isn't ideal. It would be nice to see more width. He wonders if anything can be done to help with that.

Parducci stated that they looked at that throughout the road diet and the problem is that you have a significant amount of traffic at Helman. If that is reduced to one lane then you will see significant increases in queue lengths. She spoke to ODOT regarding this and they indicated that they had done some work out there previously and had it necked down to one lane and during that time they saw a significant increase in queue lengths so they are hesitant to make any changes. The Commission pointed out, that is northbound that she is referring to not southbound. She stated that she hadn't really looked at that. Most complaints received were regarding the northbound transition. Faught feels we need to do a better job of communicating how cyclists should use the sharrows.

Commissioner Chapman stated that at some point he would like the commission to consider adding pedestrian crossings at North Main.

Commissioner Kampmann asked if the traffic counts that were being conducted were counting traffic in both directions.

Fleury stated that the counts were multi directional and were done on a Tuesday, Wednesday, and Thursday.

Parducci pointed out that there were also traffic counts conducted at Oak to see if people were possibly using Eagle Mill as an alternate route. The counts were higher in the beginning but lowered back down. She also stated that overall, as side street traffic increased traffic on Main Street would also increase so they came to the conclusion that the overall side street traffic saw only a slight increase.

Commissioner Kampmann doesn't understand the need for the change at Bush Street.

Faught stated that when you have a left hand turn movement there it ends up being in competition with the merge area.

Parducci stated that they had several complaints regarding it being dangerous so they went out and did counts and within a 2 hour period there were 18 northbound left turn movements, 28 eastbound lefts off of Bush. It isn't a huge number but it does need to be safer.

Commissioner Graf stated that he hears people complaining about turning off of side streets into Main. He asked about whether or not it is considered safer to turn onto 1 lane in each direction versus 2 lanes in each direction. He also mentioned the safety issues with the Doctor's offices near Maple. He stated that it has always been hazardous even before the road diet.

Parducci stated that it is much safer the fewer lanes you have to travel across.

Faught stated that they are in ongoing talks with the medical offices regarding moving the entrances to Maple and close those entrances to Main Street.

Graf asked about RVTD's responses regarding the busses having to stop in the travel lane.

Faught stated that after Eva did the phone survey with them there was a follow up email to clarify their stance. The bus has to pull slightly over into the bike lane and vehicles can go around if there is sufficient space to do so.

Chair person Young thanked Parducci for all of her diligence.

Chapmann/Anderson motioned that the transportation commission recommends the continuation of the 3-lane configuration on North Main. The goal of this multimodal project was to provide safe and comfortable options to ALL users. After evaluating the collected engineering data and comments from the public, we find that criteria have been met for continuation. There are several design and operational changes that may improve the function of the project and also address concerns from our residents. We recommend exploring these changes. NO: Kampmann; YES: Graf, Anderson, Chapman and Young. **Motion passes.**
Discussion: Chapman pointed out that at some point he would like to discuss some additional changes that weren't addressed in the road diet, Ashland Mine Road is one of them. Commissioner Graff mentioned that this motion does not preclude adjustments from being made by staff and Council. Chair person Young stated that the single most issue was that something needs to be done about North Main but we always felt we were at the behest of ODOT. This pilot represents that the goals of making North Main safer and multi modal have been met. He agrees that there is room for further improvement. Commissioner Anderson stated that for years the Hersey/Wimer intersection was one of the worst intersections in the County and he doesn't think we could go back to the pre-road diet configuration and still take advantage of that realignment.
Faught noted that this recommendation will now be forwarded to the Council for their final consideration.

Kampmann/Graf motioned that the original motion be amended to include Parducci's recommendation that permanent facilities not be installed. YES: Kampmann; NO: Graf, Anderson, Chapman and Young. **Motion fails.**
Discussion: Kampmann thinks it's important for emergencies or big events. Young agrees with the concept but does not like the wording of the motion which includes the word permanent. Chapman doesn't want to put a constraint on it. Anderson's main concern is Maple north to the rail road crossing. There is a lot of unutilized space with the amount of pavement. He would like to see some beautification projects completed along the corridor, such as landscaping which is why he doesn't want to preclude that with this motion.

FOLLOW UP ITEMS

APS homing sound/inconsistencies – It was found that there was a manufacturing defect on the Polera buttons. All of the buttons have been resupplied and installed except the 8 buttons left to be replaced at the Wightman/Ashland intersection. They also extended the warranty on the buttons.

Idling ordinance - The Commission overall recommends not pursuing it.

INFORMATIONAL ITEMS

Action Summary
Making an Impact October Newsletter
Traffic Crash Summary

Voison left the meeting at 8:08 pm.

COMMISSION OPEN DISCUSSION

Commissioner Kampmann would like to see a future agenda item for Siskiyou Boulevard (Whitman) in front of SOU. He would also like to see an agenda item for signaling at the pedestrian crossings (metering the signal).

Commissioner Anderson stated that after going through the Normal Avenue neighborhood plan he would like to see future discussion with the Transportation Commission regarding potential funding mechanisms (advanced financing districts, SDC's, LID's etc.) related to transportation and the overall issue of financing large projects (i.e. who is going to pay for these costs). Long term funding options need to be explored.

Fleury pointed out that there is going to be a SDC working group starting up soon that will be going over the SDC's city wide which is an important component. There is also an upcoming cost of service study being conducted on the transportation user fee analysis. The transportation user fee would definitely be brought back to the Transportation Commission for further discussion. As the groups move along updates would be brought back to the commission.

The Commission expressed disappointment with the Normal Avenue Neighborhood plan process and felt they were left out until the very end. There was no consensus and some of the Commissioners feel like maybe they should have just voted against the proposal with one option having been to go back to the drawing board and recreate it and they agree it was too late to go with that route.

Commissioner Chapman stated that part of the code that started this Commission talks about Planning and Land use because the Planning Commission didn't want to take on transportation planning but in regards to the Normal Avenue plan the Transportation Commission was left out until the end and the commission expressed disappointment in that process.

Commissioner Anderson stated that he feels like it is the Transportation Commission's responsibility to look out for the City as a whole and the cherette process took into account primarily just the neighborhood itself.

Faught stated that the group does have the option of continuing the discussion of the Normal Avenue plan if they should desire. He also wanted to point out that he does not support the single access point onto East Main Street. If Council should approve annexation this is a plan of what the transportation element should look like and then when a type three developments come in it would come back in front of the Transportation Commission for further approval related to costs etc. He is pleased that we are looking at the transportation system in advance of anybody coming in with a development proposal. He pointed out that these types of developments should be planned out in advance rather than in isolation which creates issues down the road.

Questions were raised regarding the traffic engineers data/analysis.

Faught stated that he could have another engineer look at this plan if the Commission wanted to go that route. He stated that he could get a cost estimate for Parducci to do an analysis.

The Commission agreed to leave their recommendation as it stands and let the Planning Commission proceed accordingly. Faught pointed out that he will be recommending adding additional access points along East Main Street.

Commissioner Chapman would like to have someone take a look at the multi use path that goes from Tolman Creek to Walker (from SOU). There is an issue with the tree roots coming up along the South side of Siskiyou.

FUTURE AGENDA TOPICS

Orange Ave. corridor discussion
Transportation Safety Public Outreach
SOU Multi-Modal Future
Lithia and 3rd Intersection Analysis
Iowa St. 20mph zone

ADJOURNMENT

Meeting adjourned at 8:58 pm
Respectfully submitted,
Tami De Mille-Campos, Administrative Assistant

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC
112 Monterey Drive - Medford, Or. 97504 – Office 541.608.9923 – Cell 541.941.4148 –Email: Kwkp1@Q.com

November 13, 2013

Mike Faught, Public Works Department
City of Ashland
51 Winburn Way
Ashland, Oregon 97520

RE: Post Road Diet Assessment – January through October

Southern Oregon Transportation Engineering, LLC was retained by the City of Ashland to perform an on-going assessment of how the road diet on North Main Street is operating since it was implemented in September of 2012. The evaluation criteria, set forth by Kittelson & Associates, included the following measures:

- Improve Safety – Reduce the annual average number and severity of crashes on North Main Street.
- Reduce Vehicle Speeds – Reduce the 85th Percentile Speed closer to the posted speed of 25 mph.
- Increase Bicycle and Pedestrian Volumes – An increase in bicycle and pedestrian volumes during the trial period would indicate an element of success at better serving all modes along North Main Street.
- Maintain Acceptable Vehicle Travel Time – Maintain an average vehicle travel time of 4 minutes and 20 seconds or less from Helman Street to the northern city limits.
- Gain Community Support – Achieve an increase in support for keeping the road diet after the trial period.

Background

The City hired Kittelson & Associates in 2012 to establish evaluation criteria for the North Main Street Road Diet pilot project and collect data on North Main Street prior to implementation of the road diet. In late September of 2012, construction began to implement the road diet and it was finished by the end of October of 2012. Volunteers and staff collected monthly pedestrian and bicycle data from October of 2012 through October of 2013 to complete a one-year evaluation. Southern Oregon Transportation Engineering, LLC was hired by the City in January of 2013 to collect operational data on North Main Street and provide an assessment regarding the road diet performance over a one-year trial period.

Data Collection

Monthly data collection since January of 2013 includes:

- Side street delays during the PM peak hour (seconds per vehicle)
- Side street queue lengths during the PM peak hour (number of vehicles waiting at any one time)
- Main Street delays and queue lengths during the PM peak hour
- Intersection level of services during the PM peak hour (A-F)
- Available gaps on Main Street for side street traffic during the PM peak hour
- Average travel times during the AM and PM peak hours
- 85th percentile speeds
- Average daily traffic (ADT) volumes

Quarterly data collection since January of 2013 includes:

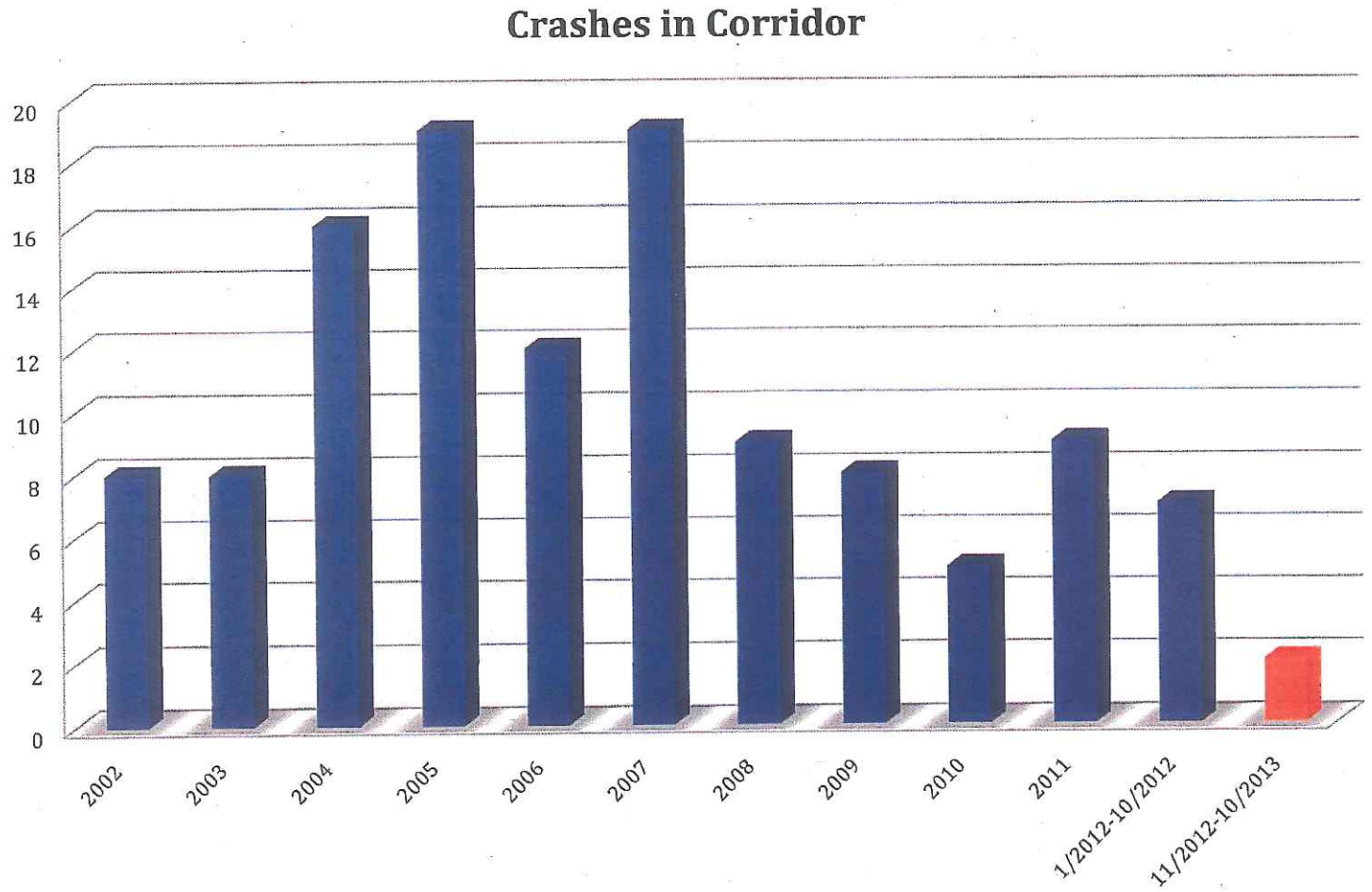
- Side street average daily traffic volumes
- Side street delays during the AM peak hour (seconds per vehicle)
- Side street queue lengths during the AM peak hour (number of vehicles waiting at any one time)

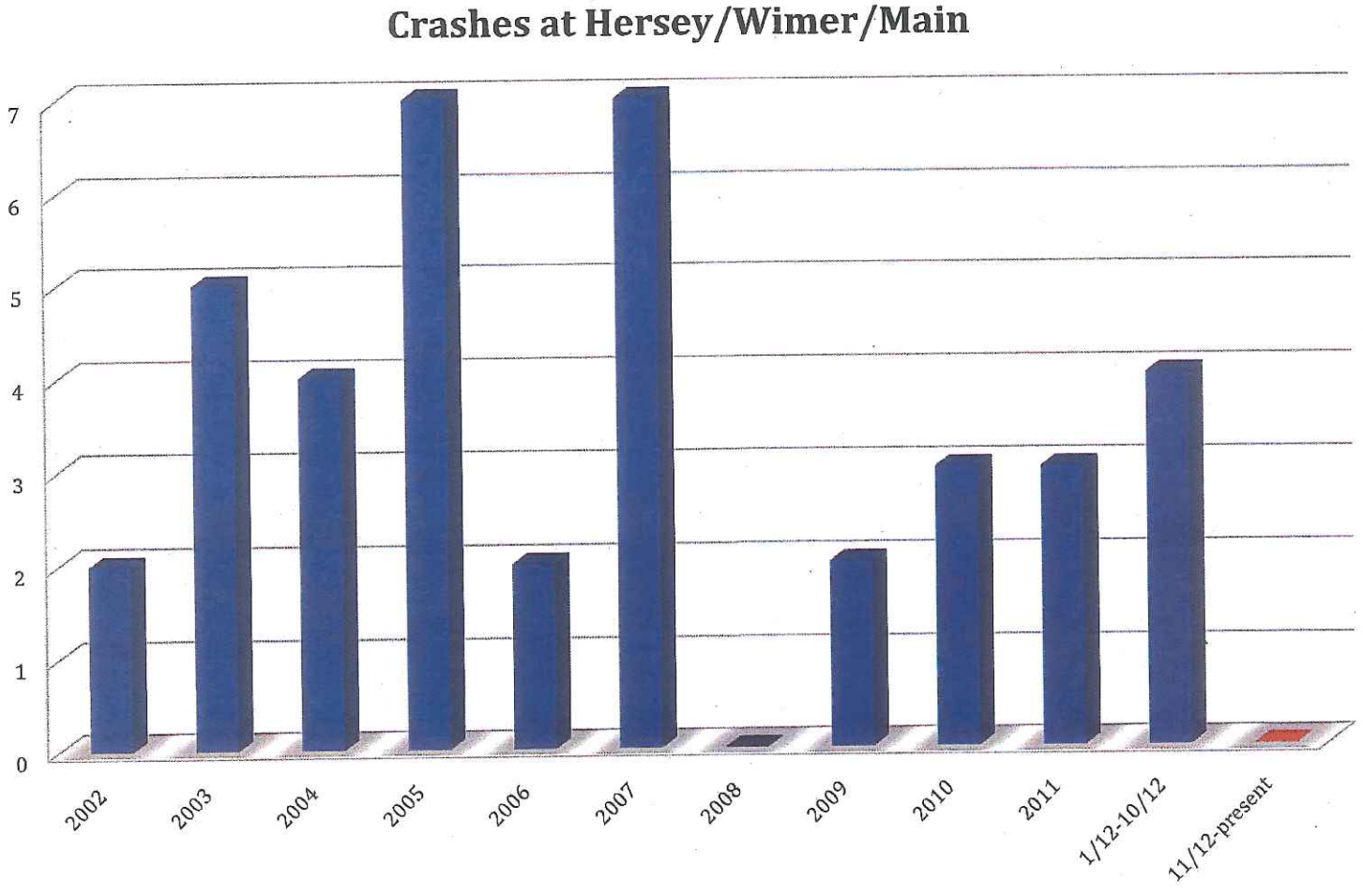
Pre vs. *Post* Road Diet - North Main Street Performance

- Crash Data – The North Main Street corridor between Schofield Street and Helman Street experienced 120 reported crashes in the most recent 10-year period (2002-2012), or an average of 12 crashes per year. A fatality resulted from a collision in June of 2005 between Schofield and Sheridan. The location with the highest occurrence during that 10-year period was shown at the stop-controlled intersection of Wimer/Hersey/Main Street, where there were 39 reported crashes with a maximum of 7 crashes in any one single year.

  From November of 2012 through October of 2012 there have been 2 reported crashes on North Main Street between Schofield Street and Helman Street. Both crashes occurred at the signalized intersection of Maple/Main Street and were rear-end collisions. None of the crashes involved injury.

Comparison graphs show before and after results in the following pages.


Crashes in Corridor
20
18
16
14
12
10
8
6
4
2
0
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
1/2012-10/2012
11/2012-10/2013


Crashes at Hersey/Wimer/Main
7
6
5
4
3
2
1
0
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
1/12-10/12
11/12-present

The last time that crash data was reported to the City Council was in August of 2013. At that hearing, 3 crashes were reported to have occurred on North Main Street from November of 2012 – July of 2013. This was in error. Only 2 crashes were actually reported to the City through the normal reporting procedures. The third crash came from a discussion with an Ashland police officer and was assumed to have been missed so was included in the data. What has been discovered since having discussions with the Ashland Police Department is their method for reporting crashes to the City has gone through changes over the past decade. For clarification, between the years 2000-2008, the Police Department took crash reports on all crashes. In 2008, due to budget cuts, the Police Department changed their policy and only took crash reports when one party to the incident required transport to a medical care facility, one of the vehicles involved needed to be towed away from the scene, or a citation was issued. The crashes shown on the graph between 2009 and 2012 only reflect crash reports taken under the new policy. In September of 2013, the Police Department once again changed their policy and are back to filling out reports for all crashes regardless of the circumstances.

As an additional comparison, crash data from ODOT's crash analysis unit was evaluated and provided the following results:

119 total reported crashes within the corridor in the most recent 10-year period (2002-2012) as compared to 120 reported crashes to the City of Ashland. 37 of the reported crashes occurred at the intersection of Hersey/Wimer/Main Street as compared to 39 from City records. ODOT crash records show one crash since implementation of the road diet compared to 2 reported to the City, but their data ends in April of 2013 so they don't include a crash that occurred in May of 2013. Overall, the data from ODOT appears to be consistent with what was provided to the City and used in the evaluation.

- Pedestrian/Bicycle Activity – One of the motivations for the North Main Street road diet is to make it easier and more attractive for bicyclists and pedestrians to use North Main Street. An increase in these volumes would be an indication of better serving all modes of travel.

  Prior to implementation of the road diet, pedestrian and bicyclist volumes were gathered during peak periods at the intersections of Laurel/Main, Hersey/Wimer/Main, and Maple/Main. Data was collected at Laurel/Main and Maple/Main during the P.M. period (3:30-5:30 P.M.) and earlier in the day at Hersey/Wimer/Main (1:00-3:00 P.M.) to compare lunch and school traffic volumes. A summary of pre, post, and average data is provided in the following table.

Table 1 – Pedestrian and Bicycle Volume Comparisons – North Main Street

Segment	Pedestrians			Bicyclists		
	Pre	Post	Average	Pre	Post	Average
Maple Street / Main Street (3:30-5:30 P.M.)	17	17	21 (+)	22	25 (+)	22
Hersey/Wimer/ Main Street (2:00-3:00 P.M.)	21	37 (+)	21	0	13 (+)	10 (+)
Laurel Street / Main Street (3:30-5:30 P.M.)	36	92 (+)	51 (+)	26	20 (-)	23 (-)

*Pre/Post data compares data collected in the month of September
**Average data is averaged from November of 2012 - October of 2013

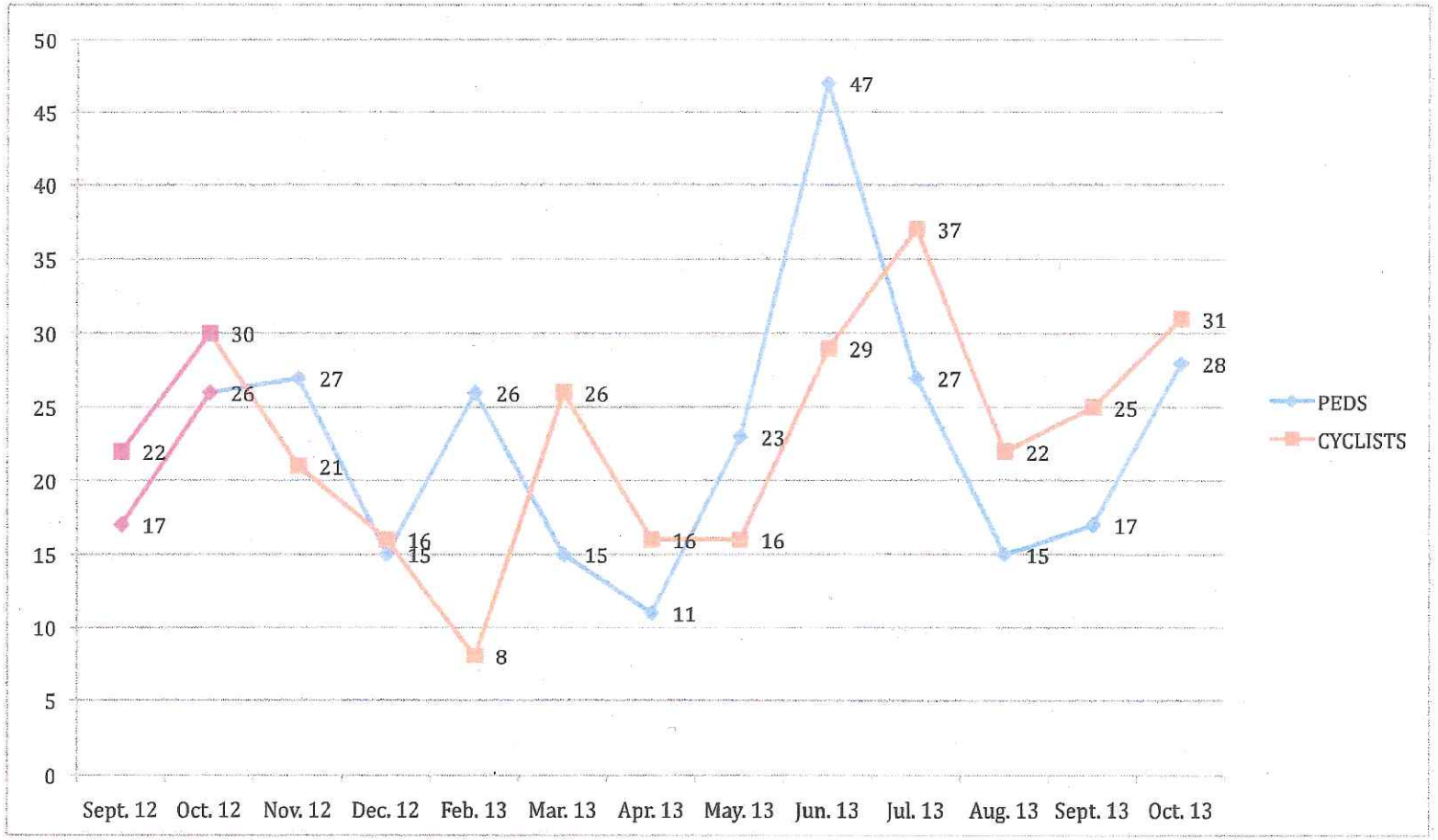
Post-road diet pedestrian volumes were higher than pre-road diet volumes at Laurel/Main and Hersey/Wimer/Main, and shown to be the same at Maple/Main for the month of September. Average post-road diet pedestrian volumes were higher at two of the three intersections and the same at the remaining one.

Post-road diet bicycle volumes were similarly higher at two of the three intersections and lower at one than pre-road diet volumes for the month of September. Average volumes were higher, lower, and the same depending on the location.

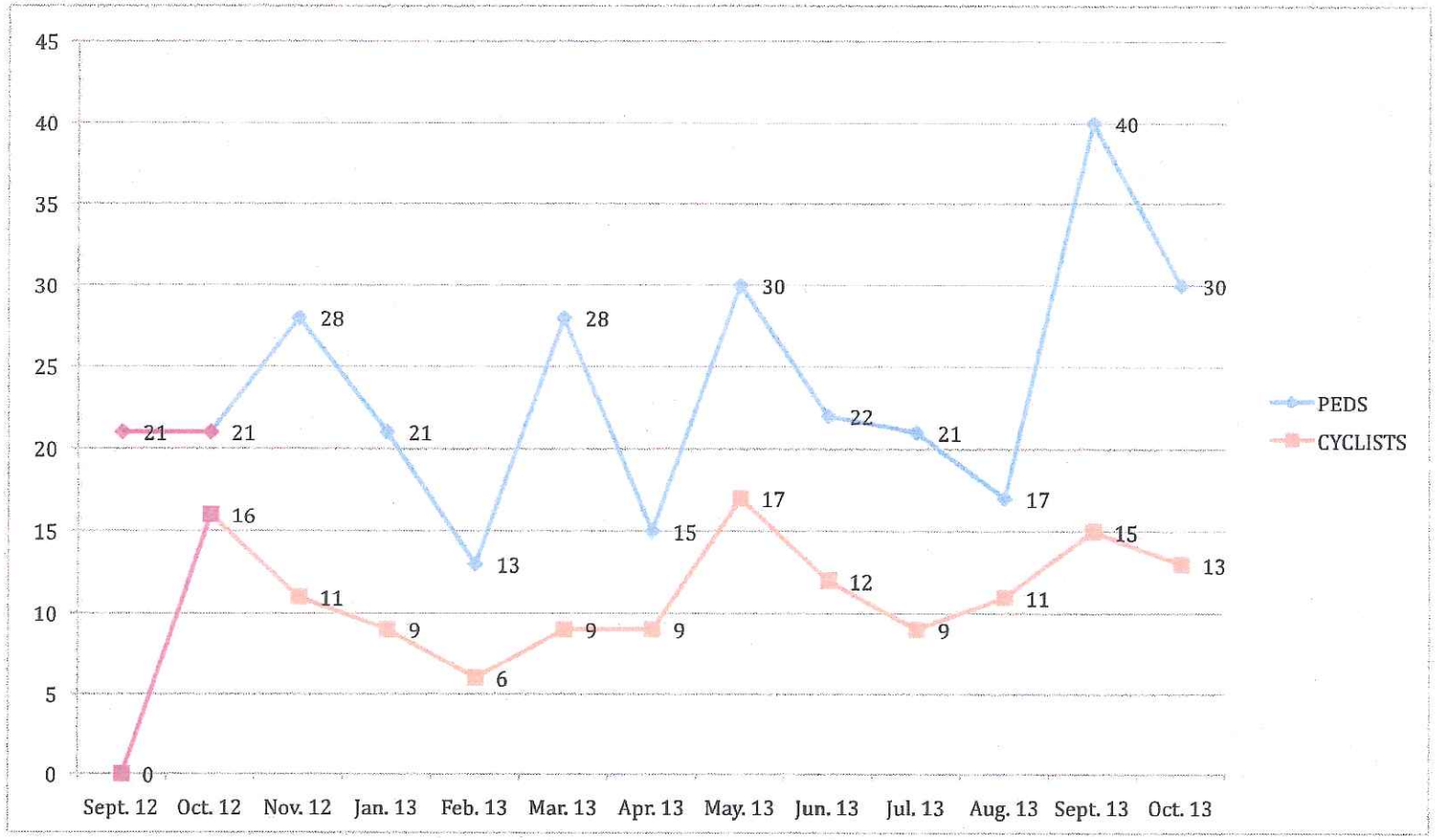
Pedestrian and bicycle volumes appear to be influenced by weather, with a certain amount of commuter trips remaining consistent each month regardless of weather, but overall volumes affected by it. The nature of the bicyclist has changed in the corridor since implementation of the road diet. A larger number of cyclists now use the bike lane rather than the sidewalk when traveling on North Main Street, and there's a wider range of age groups riding on North Main Street than previously. From a safety standpoint, these changes are more significant than an increase in riders because it indicates a higher level of comfort with using the facility.

Graphs showing all pedestrian and bicyclist volumes are provided on the following pages.

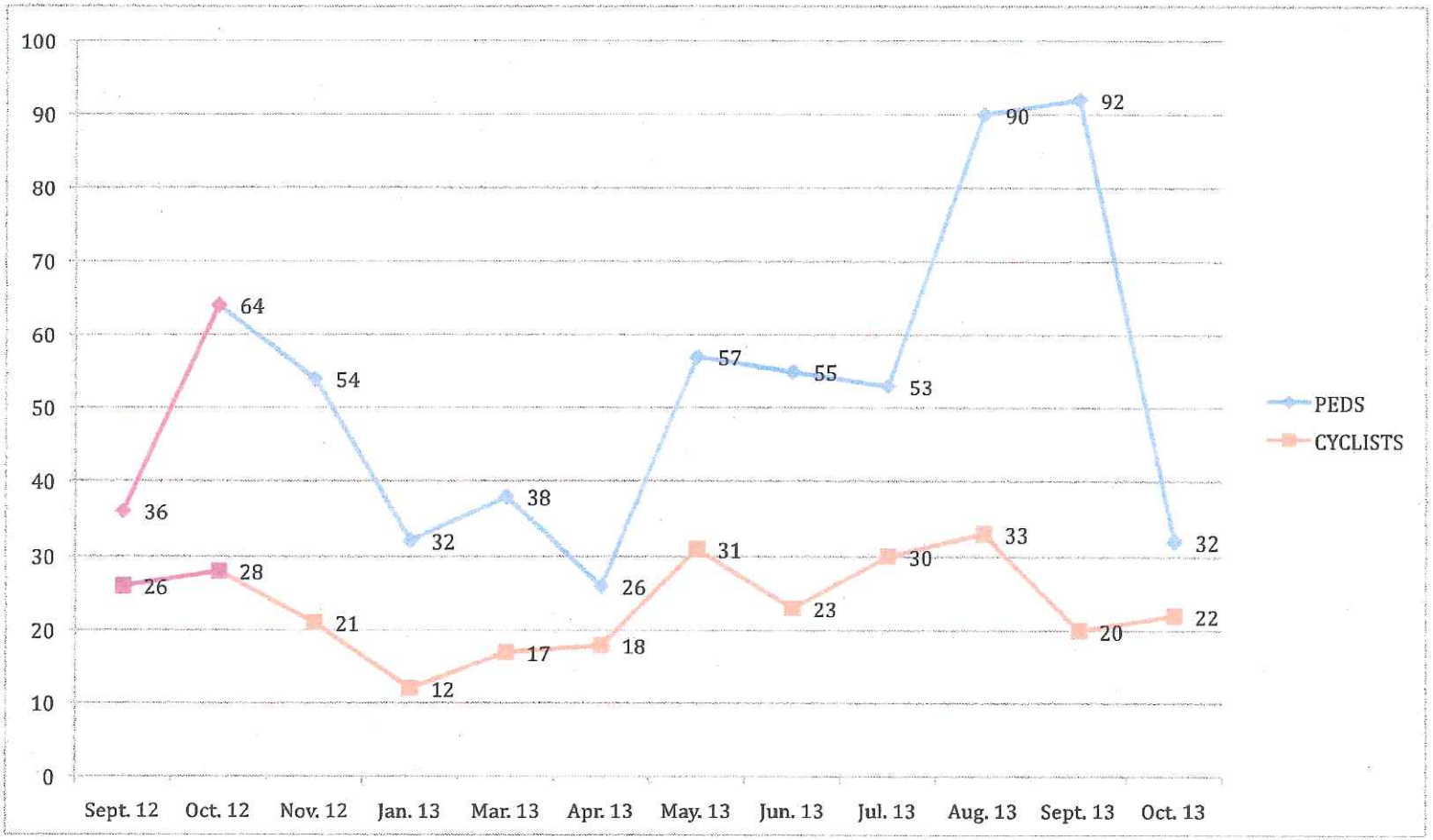
PEDS/CYCLISTS @ Main/Maple



PEDS/CYCLISTS @ Main/Hersey/Wimer 2-3pm



PEDS/CYCLISTS @ Main/Laurel



- 85th Percentile Speed – Before implementation of the road diet, the 85th percentile speed on North Main Street was measured to be 31 miles per hour (mph) northbound and 32 mph southbound at a location just north of Coolidge Street. Since January of 2013 the 85th percentile speed has been measured each month at the same location for comparison purposes and has been consistently slightly lower (1-2 mph lower in each direction). The 85th percentile speed in September of 2013 was measured to be 30 mph northbound and southbound.

- Corridor Travel Times – Travel times were measured along North Main Street between Valley View Road-Maple Street and Maple Street-Helman Street in both directions before implementation of the road diet. Travel times have continued to be measured each month since January of 2013 for comparison purposes. Results are provided in Table 2.

Table 2 – Travel Time Comparisons – North Main Street

Segment	Length (Miles)	Travel Times (Seconds)		
		Existing without Road Diet	Proposed with Road Diet	Actual with Road Diet (to date)
Helman Street to Maple Street (NB)	0.58	90.3	111.8	90.9
Maple Street to Valley View Road (NB)	1.41	145.2	145.2	138.8
Total Travel Time (NB)		**235.5**	**257.0**	**229.7**
Valley View Road to Maple Street (SB)	1.41	144.2	150.0	146.3
Maple Street to Helman Street (SB)	0.58	89.3	91.3	92.6
Total Travel Time (SB)		**233.5**	**241.3**	**238.9**

As can be seen in Table 2, travel times along North Main Street have remained fairly unchanged since implementation of the road diet. Results show that the post-road diet travel time in the northbound direction is 6 seconds faster (averaged from A.M. and P.M. peak hours) and 5 seconds slower in the southbound direction than pre-road diet travel times. Both northbound and southbound post-road diet travel times are significantly faster than what was expected once the road diet was implemented, which is consistent with vehicle speeds being similar to pre-road diet speeds and not dropping as expected. Detailed information is provided in a data summary sheet at the end of this report, which shows travel times for each month from January of 2013 through October of 2013.

- Intersection Level of Service – Traffic operations were evaluated at key intersections along North Main Street before implementation of the road diet and estimated for post-road diet conditions. Intersection operations have been evaluated each month since January of 2013 at the most critical intersection (Wimer/Hersey/Main) and in August and September of 2013 at all other intersections for comparison purposes. The worst operations to date were reported in Tables 3 and 4, and compared to what was reported for pre-road diet conditions and proposed road diet conditions.

Table 3 – North Main Street Arterial Operations – PM Peak Hour

Intersection	Measure	Traffic Operations		
		Existing without Road Diet	Proposed with Road Diet	Actual with Road Diet (to date)
North Main Street SB/NB	LOS (A-F)	B	C	B
	Speed (mph)	30.4	27.9	31.2
	Travel Time (sec)	235.5	257.0	229.2

Table 4 – North Main Street Intersection Operations – PM Peak Hour

Intersection	Measure	Traffic Operations		
		Existing without Road Diet	Proposed with Road Diet	Actual with Road Diet
Sheridan/Main Street	LOS	---	---	C
	V/C	---	---	0.04
	Delay (sec/veh)	---	---	16.8
Grant Street/Main Street	LOS	---	---	C
	V/C	---	---	0.17
	Delay (sec/veh)	---	---	19.1
Maple Street/Main Street	LOS	A	B	B
	V/C	0.58	0.89	0.77
	Delay (sec/veh)	7.8	19.3	17.3
Glenn Street/Main Street	LOS	B	C	C
	V/C	0.11	0.20	0.14
	Delay (sec/veh) From Glenn-WB	14.8	24.5	18.7
Hersey/Wimer/Main Street	LOS	***F***	***E***	D
	V/C	1.25	0.63	0.49
	Delay (sec/veh) From Wimer-EB	282.2	18.0	27.5
	Delay (sec/veh) From Hersey-WB	69.1	43.9	35.9
Manzanita Street/Main Street	LOS	***E***	D	C
	V/C	0.25	0.16	0.14
	Delay (sec/veh) From Manzanita-EB	41.0	26.7	17.0
Laurel Street/Main Street	LOS	A	A	A
	V/C	0.45	0.70	0.56
	Delay (sec/veh)	4.9	7.5	5.2

Note: Bold, italic results reflects operations that exceed performance standards

As can be seen in Tables 3 and 4, arterial and intersection operations have improved since implementation of the road diet. Actual intersection operations have been better than estimated by Kittelson & Associates in their June of 2011 memorandum. Two intersections (Hersey/Wimer/Main and Manzanita/Main) were shown to exceed performance standards under pre-road diet conditions, but all intersections operate within performance standards under post-road diet conditions.

- Corridor Queuing – Queuing is the stacking up of vehicles for a given lane movement. Queue lengths are reported as the average, maximum, or 95th percentile queue length to the nearest 25-foot increment. Each 25-foot increment represents a single vehicle. 95th percentile queue lengths were measured at key intersections prior to the road diet and estimated for post-road diet conditions. Results are provided in Table 5 below.

Table 5 – North Main Street Corridor Queue Lengths

Intersection	Movement	Queue Lengths (Feet)		
		Pre-Road Diet	Proposed Post-Road Diet	Actual Post-Road Diet (+/-)
Maple Street/North Main Street	NBT	175	525	400 (+)
	SBT	175	550	500 (+)
	EB	NA	225	175
	WB	NA	50	50
Glenn Street/Main Street	NBL	50	0	0 (-)
	SBL	125	150	50 (-)
	EB	25	50	25
	WB	75	250	75
Hersey/Wimer/Main Street	NBL	100	50	75 (-)
	SBL	125	100	75 (-)
	EB	200	225	75 (-)
	WB	125	175	125
Manzanita Street/Main Street	NBL	25	75	25
	SBTR	50	225	50
	EB	200	75	50 (-)
	WB	100	100	50 (-)
Laurel Street/Main Street	NB	150	325	225 (+)
	SB	125	150	150 (+)
	EB	75	100	75
	WB	75	50	50 (-)

Results of simulations show that queue lengths have decreased at all stop-controlled intersections since implementation of the road diet, but are higher on the mainline (North

Main Street) at both signalized intersections. The worst queuing is shown to occur northbound and southbound at the signalized intersection of Maple Street/North Main Street.

- Stopped Delay – The stopped delay is the delay in seconds a vehicle waits in a stopped position (normally at a stop sign on a side street) to make a maneuver onto another roadway (normally the mainline). Data was collected at the intersection of Hersey/Wimer/Main Street every month since January of 2013 and at other intersections within the corridor when requested. Results are provided in Table 6.

Table 6 – Stopped Delay on Side Streets within North Main Street Corridor, PM Peak Hour

Intersection	Movement	Stopped Delay Data		
		Average Stopped Time (LOS) (sec/veh)	Maximum Stopped Time (sec)	Averages/Maximum Queue Lengths (vehicles)
Bush Street/North Main Street	NBL	8.7 (A)	48	0 / 1
	EBLR	16.5 (C)	91	0 / 2
Glenn Street/Main Street	SBL	9.8 (A)	46	0 / 3
	WBLR	17.2 (C)	108	1 / 3
Hersey/Wimer/Main Street	NBL	9.1 (A)	73	1 / 2
	SBL	12.4 (B)	90	1 / 4
	EBLTR	22.0 (C)	125	1 / 4
	WBLT	24.7 (C)	81	0 / 1
	WBR	21.1 (C)	112	2 / 6
Sheridan/Main Street	EBLTR	12.0 (B)	93	0 / 2

The intersection of Hersey/Wimer/Main has the highest turning movement volumes to/from a side street along North Main Street within our study area so it was evaluated each month to compare results. Citizen comments were received that indicated drivers had trouble at times getting to/from Main Street at Bush Street, Glenn Street, and Sheridan so these intersections were added for evaluation. Results show that the average wait time for a vehicle on any of the stopped positions is less than 25 seconds or a level of service "C" or better. The maximum wait time for a single vehicle during the P.M. peak period was 125 seconds and occurred on Wimer Street. All stopped approaches were shown to operate at a LOS "C" or better when evaluated. Hersey/Wimer/Main Street data was averaged over a 10 month period between January and October of 2013. Data at the other locations was based on a single count performed in August or September of 2013.

- Proposed design changes – Effort continues to be made to improve the road diet and make it more efficient. Design changes include:
    - Adding a northbound left turn lane at Bush Street
    - Restriping the southbound left turn pocket at Glenn Street to be a center two-way-left-turn-lane
    - Re-aligning driveways on North Main Street just north of Maple Street to eliminate conflicting left turn movements
    - Improving sight distance at intersections to increase visibility for side street traffic
    - Adding a crosswalk on North Main Street between the signalized intersections of Laurel/Main and Maple/Main
    - Reducing pedestrian walk times to minimums at signalized intersections to decrease traffic flow disruption on North Main Street during peak periods.

In summary, data collected to date includes:

- Corridor Travel Times
- Side Street Delay
- Main Street Delay
- Intersection Capacity and Level of Service
- Corridor Level of Service
- Corridor 85th Percentile Speeds
- Intersection Queuing and Blocking
- Main Street Available Gaps
- Pedestrian Volumes
- Bicyclist Volumes
- Main Street Peak Hour and Average Daily Traffic Volumes
- Side Street Peak Hour and Average Daily Traffic Volumes

Additional considerations to date include:

- Design Modifications
- Intersection Sight Distances
- Citizen Requests

A summary of corridor travel times, side-street and main-street delays, and available gap times is provided on the following page.

Pre/Post Road Diet - Data Summary 2013

	Pre	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct
Segment					**Travel Time - Southbound**						
Valley View - Maple Street (min)	2:18	2:18	2:20	2:20	2:21	2:34	2:25	2:18	2:21	2:26	2:17
Valley View - Maple Street (MPH)	37	37	36	36	36	33	35	37	36	35	37
Maple Street - Helman Street (min)	1:32	1:28	1:27	1:30	1:32	1:33	1:29	1:32	1:33	1:33	1:31
Maple Street - Helman Street (MPH)	23	24	24	23	23	22	24	23	22	22	23
Segment					**Travel Time - Northbound**						
Valley View - Maple Street (min)	2:27	2:12	2:19	2:22	2:20	2:22	2:24	2:24	2:19	2:19	2:16
Valley View - Maple Street (MPH)	35	38	36	36	36	36	35	35	36	36	37
Maple Street - Helman Street (min)	1:22	1:26	1:28	1:23	1:25	1:23	1:27	1:27	1:31	1:31	1:24
Maple Street - Helman Street (MPH)	25	24	24	25	25	25	24	24	23	23	25
					Side Street Stopped Delay						
Wimer Delay		*PM*	*PM*	*PM*	*PM*	*PM*	*AM*	*PM*	*PM*	*PM*	*PM*	*PM*
Avg Stopped Time (sec)		25.18	19.92	21.55	14.98	23.55	19.64	30.14	16.53	19.86	27.2	20.71
Max Stopped Time (sec)		128	113	194	76	90	161	164	121	100	116	146
Avg Queue (veh)	1	1	1	1	1	1	1	1	1	1	1	1
Max Queue (veh)	6	4	3	4	2	4	5	5	4	6	3	3
Hersey Delay												
Left/Throughs					*All*							
Avg Stopped Time (sec)		26.69	38.92	25.18	24.85	24.56	14.78	24.91	24.38	25.91	16.13	16
Max Stopped Time (sec)		146	103	65	166	113	39	84	63	62	60	35
Avg Queue (veh)	1	1	1	1	2	1	1	1	1	1	1	1
Max Queue (veh)	2	1	2	2	6	1	1	1	1	1	1	1
Right Turns												
Avg Stopped Time (sec)		15.07	24.15	23.78		22.95	9.11	24.24	12.30	19.52	24.79	23.27
Max Stopped Time (sec)		124	116	130		96	67	137	63	87	161	92
Avg Queue (veh)	2	1	2	2		2	1	2	1	1	2	2
Max Queue (veh)	6	4	5	6		10	2	7	4	6	6	5
North Main Street Delay												
Northbound Lefts												
Number of Turns (veh)		NA	94	NA	80	83	NA	NA	72	NA	70	NA
Avg Stopped Time (sec)		NA	7.81	NA	8.36	8.47	NA	NA	12.63	NA	8.13	NA
Max Stopped Time (sec)		NA	59	NA	138	60	NA	NA	72	NA	37	NA
Avg Queue (veh)	1	NA	1	NA	1	1	NA	NA	1	NA	1	NA
Max Queue (veh)	3	NA	3	NA	2	1	NA	NA	3	NA	2	NA
Southbound Lefts												
Number of Turns (veh)		NA	144	NA	160	158	NA	NA	136	NA	141	NA
Avg Stopped Time (sec)		NA	10.69	NA	15.56	9.95	NA	NA	9.29	NA	16.52	NA
Max Stopped Time (sec)		NA	47	NA	91	93	NA	NA	75	NA	145	NA
Avg Queue (veh)	2	NA	1	NA	1	1	NA	NA	1	NA	1	NA
Max Queue (veh)	7	NA	3	NA	4	3	NA	NA	4	NA	4	NA
					North Main Street Gaps at Hersey/Wimer							
Direction		PM	PM	PM	PM	PM	AM	PM	PM	PM	PM	PM
Southbound		617	553	637	699	558	656	618	634	607	530	807
Northbound		454	516	533	561	496	827	534	579	522	476	668
Combined		101	119	150	154	137	326	117	123	144	96	268

Recommendations and Conclusions

The benefits of the road diet include a safer roadway based on fewer reported crashes, lower vehicular speeds, and the addition of bike lanes through the corridor. Other improvements include reduced 95th percentile queue lengths, lower stopped delays, improved intersection operations (level of service and volume-to-capacity), and improved sight distances at stop-controlled intersections.

The trade-offs of the road diet include increased 95th percentile queue lengths and congestion on North Main Street at signalized intersections, a decreased ability to speed through the corridor, and fewer gaps for side street traffic during peak periods.

From a purely technical standpoint, North Main Street operates better as a 3-lane facility than it did as a 4-lane facility. From a livability standpoint, North Main Street better meets the goals and policies of the City's Transportation System Plan as a 3-lane facility because it functions as a multi-modal facility. The only unknown is how long North Main Street can continue to function better as a 3-lane facility than as a larger facility. The average daily traffic (ADT) on North Main Street was shown to fluctuate between 18,100 - 20,700 ADT over a 10-month period, which is at the high end of what's generally shown to provide a benefit to a system, but throughout the evaluation period the data has continued to show that it works regardless of higher traffic volumes. This has also been the case in a study performed on eight cities in California and Washington, where site ADTs were as high as 26,400 and road diets continued to provide a benefit. The sites were predominately on corridors in suburban environments that surrounded larger cities, which is similar to Ashland. It was concluded that the characteristics of a roadway play a role in how long a road diet can adequately function, and this appears to be the case in Ashland.

Based on this, the recommendation for North Main Street is to leave the road diet in place, but not make any permanent changes. Leaving it as it is allows flexibility for emergencies, special events, or sudden changes in traffic patterns without having to resort back to a 4-lane facility or obtain additional right-of-way for a 5-lane facility.

If you have any questions or concerns with this assessment, please feel free to contact me.

Sincerely,

Kimberly Parducci, PE PTOE
Southern Oregon Transportation Engineering, LLC

Attachments: Data Output

David Chapman 11/20/2013
Ashland N. Main "Road Diet" project Assessment

Suggested Changes:

A. Downtown Transition Problems

1. Numerous comments were made concerning the "race" condition for position through the merge section.
2. The merge is on an uphill curve and some are uncertain of the final lane position.
3. Stacking for the turn to Church St. or back to downtown often spills out into the "fast" lane.
3. Inability to make safe left turns to Bush St. from N. Main.
4. Gap in bike lane between Oak St and completion of merge.

Proposal: Look at moving the start of the merge up from Helman St to Oak St. There is plenty of room
for positioning at 20mph rather than 25mph at Helman St. There is room to add a bike lane. Left turn stacking
is not a problem. The center turn lane can then extend to between Bush and Helman (on the hill crest) allowing
safe turns on to Bush St. You may want to consider closing the "beaver slide".

B. Pedestrian Crossings on N.Main.

1. There are currently crosswalks only at the Laurel intersection and at the Maple intersection after Helman St.
2. The project did not address pedestrian crossings because the main question was if the 3-lane configuration.
3. Wimer/Hersey seems a logical new crossing, but with no signal, there are too many conflicts.

Proposal: Look at Van Ness, Nursery and Glenn/Coolidge for crosswalk opportunities.

C. Maple Intersection Problems

1. Long signals cause backups coming into town.
2. Backups reduce gaps for entering from side streets.
3. Problems accessing medical buildings and a residence.

Proposal: Reduce pedestrian crossing distance and therefore crossing time by looking at eliminating dedicated left turns.
Make it easier for right turns southbound from Maple. Possibly close south crosswalk.
Look at signal timing.

D. Ashland Mine Rd. Problems

1. Trouble entering southbound.
2. Insufficient refuge for left turn.

Proposal: Close Jackson Rd right turn lane and shift lanes to enlarge refuge area.

E. Railroad Bridge to Valley View Rd.

1. Lack of left turn lane northbound to businesses.
2. Lack of bike lane northbound and guard rail cause cyclists to merge into traffic to Valley View Rd.
3. Lack of bike lane and shoulder southbound cause cyclists to merge into traffic.

Proposal: Extend 3-lane configuration down to the five-lane section at Valley View.

F. Average speed is still too high.

1. If speed is closer to 25mph gaps are easier to enter.

Proposal: ?

Motion:

I move that:

The Transportation Commission recommends that the Council City approve continuation of the 3-lane configuration on N. Main.

The goal of this multimodal project was to provide safe and comfortable options to ALL users.

After evaluating the collected engineering data and comments from the public, we find that criteria has been met for continuation.

There are several design and operational changes that may improve the function of the project and also address concerns from our residents. We recommend exploring these changes.

MEMORANDUM

To: Scott Fleury, Ashland Engineering Services Manager

From: Kimberly Parducci, Southern Oregon Transportation Engineering, LLC

Date: 12/09/2013

Re: Orange Avenue / Drager Street Intersection Concerns

Southern Oregon Transportation Engineering performed a site review and evaluated speed data measured on Orange Avenue near Drager Street by the Ashland Public Works Department after citizen complaints were received regarding speeders on Orange Street and drivers cutting the northwest corner of the intersection of Orange Avenue / Drager Street (See aerial picture attached). Speed data from the days counted did not show any significant speeding occurring, but a field visit revealed sight distance restrictions and an intersection skew that contributes to what was reported.

FINDINGS:

1. The posted speed limit on Orange Avenue is 25 miles per hour (MPH). The 85th percentile speed on Orange Avenue for the week of September 20th – 27th was measured to be 27 MPH near Willow and 24 MPH near Laurel. Speeding was not identified to occur.

2. Both sides of Drager Street had parked vehicles near the intersection of Orange Avenue on the field visit, and Orange Avenue similarly had parked vehicles and trailers on the north side of Orange Avenue east and west of Drager Street. This clutters the corners of the intersection and makes it difficult visually to turn onto or off of Drager Street.

3. The intersection of Orange Avenue / Drager Street has a skew that increases the turning radius for eastbound left turning and southbound right turning vehicles from Orange Avenue to Drager Street. This makes it more difficult for drivers to turn into their travel lane.

4. Vehicles making the eastbound left turn maneuver were observed to cut the corner of the intersection, and vehicles making the southbound left turn maneuver from the stopped position were observed to roll through the stop sign without stopping. This was also reported to occur further to the north on Drager Street at its intersection with Otis Street.

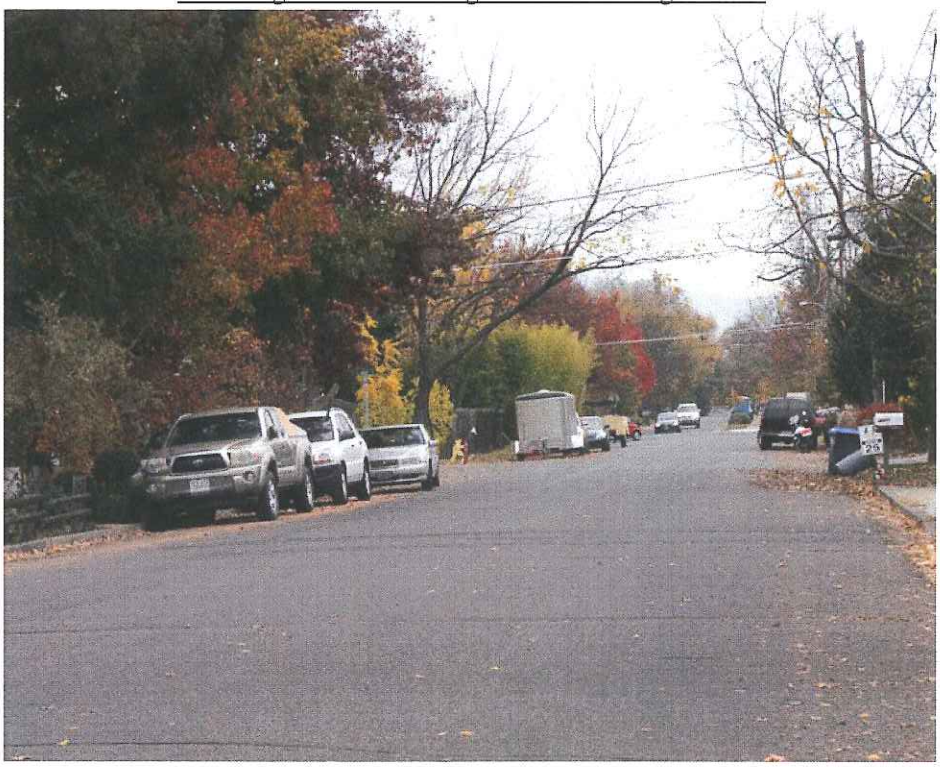
RECOMMENDATIONS:

The Ashland Public Works Department recommends painting the curb yellow around the northwest and northeast corners of Orange Avenue / Drager Street (20 feet from the corners) to restrict on-street parking near the intersection and improve sight distance. They also recommend painting a double yellow centerline on Drager Street for approximately 50 feet from its intersection with Orange Avenue to discourage drivers on Orange Avenue from cutting the corner when turning onto Drager Street. Southern Oregon Transportation Engineering concurs with both recommendations. These methods have been utilized at other intersections in Ashland and have had positive results. The addition of a stop sign to the north on Drager Street at the south approach of Drager Street / Otis Street is also recommended to discourage drivers from rolling through the intersection without stopping. A stop sign already exists on the north approach of the stop controlled intersection.

Aerial picture of Orange Avenue (east-west) / Drager Street (north-south) intersection

On Drager Street looking south toward Orange Avenue

On Orange Avenue looking east toward Drager Street



On Orange Avenue looking west toward Drager Street

CITY OF ASHLAND

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City of Ashland, Oregon / City Council

City Council - Minutes [View Agenda]
Monday, December 17, 2012

MINUTES FOR THE STUDY SESSION
ASHLAND CITY COUNCIL
Monday, December 17, 2012
Siskiyou Room, 51 Winburn Way

Mayor Stromberg called the meeting to order at 5:30 p.m. in the Siskiyou Room.

Councilor Silbiger, Voisin, Lemhouse, Slattery, and Marsh were present. Councilor Morris arrived at 5:31 p.m.

1. Look Ahead review
Assistant City Administrator Lee Tuneberg reviewed items on the Look Ahead.

2. Discussion of possible changes to the uniform policies and operating procedures for Advisory Commissions and Boards (request of Mayor Stromberg)
Mayor Stromberg had two concerns, one was Council appointing liaisons, and the other was deciding if the City needed all the commissions and possibly shifting how often they met.

City Attorney Dave Lohman explained the proposed changes came from meetings he and City Recorder Barbara Christensen had with commissions regarding public meeting law and ethics requirements that resulted in the Discussion Outline for Uniform Board and Commission Guidelines.

1. Quorum Definition

Staff recommended establishing a membership range of 5-7 members to achieve a quorum. Council majority thought the range should apply to the total number of positions on the Commission. The Planning Commission should have different quorum requirements. Other comments thought quorum should be the majority of positions currently filled in a commission.

Mayor Stromberg thought Council could go through each commission and determine which ones could meet part time. Mr. Lohman commented under the current rules each commission determined how often it met.

2. Attendance Requirements

Staff proposed commissioners attend 75% of scheduled meetings per calendar year. Council consensus agreed and thought the rule should extend to study sessions for the Planning Commission as well. Subcommittee attendance requirements were not pertinent.

3. Attendance by Phone or Other Electronic Means

Currently each commission had the discretion to allow attendance by telephone or Internet. Staff proposed retaining the rule and Council agreed.

4. Advance Notice of Absences

Staff suggested at least a two-hour notice of absence to all board members. Council determined at the minimum 24-48 hours notice to contact staff or one key person. For emergencies, the commissioner would do the best they could to notify either staff or a key commissioner.

5. Excused or Unexcused Absences

Covered by points 1-4.

6. Officer Elections

Council agreed with staff's recommendation to elect the chair and vice chair the first month following the annual appointment process.

7. Officer Terms

Staff proposed increasing the consecutive annual terms to three consecutive annual terms instead of two, Council agreed.

Public Works Director Mike Faught addressed the false seismic alarm that went off at the dam over the weekend. They were able to reset the alarm earlier Monday and it was now working fine.

3. Status report on the plaza final redesign

Engineering Services Manager Scott Fleury provided an update on the project. Staff was reviewing 95% of the plans and specifications. They had a target bid date of December 20, 2012 through January 10, 2013 and planned to bring the construction contract award to Council January 15, 2013 for approval.

Currently the archeological site survey was underway with three more test sites needed to verify the presence or absence of culturally significant items. Directly following the site survey, staff would remove designated trees. However, they were postponing work until December 27, 2012 for local businesses in lieu of the Christmas holiday. Once the site survey was complete, Archaeologist Jeff LaLande would prepare a final report for SHPO (State Historic Preservation Office) and two federally recognized tribes.

Mr. Fleury addressed an incident where citizens had photographed one of the archeologist test digs and sent them to SHPO to stop the project. SHPO in turn contacted Mr. LaLande who verified what was actually occurring. Mr. LaLande was looking at strata of earth to determine when the soil was no longer fill but natural native material while sifting through each level looking for prehistoric artifact. When excavation hit natural soil, he would conduct another test, map and log the results, to determine if further digging would disturb a significant cultural resource. Mr. LaLande initially applied for an archeological site survey permit, sent it to SHPO, the City, and the two tribes who reviewed and commented on the permit itself.

Mr. Fleury went on to address the tree removal. In August 2012, the Tree Commission discussed removing the trees in the Plaza with input from staff Arborist Anne Thayer. The Commission requested a second opinion from an independent arborist Southern Oregon Tree Care. Staff removed the diseased Modesto ash and planned to remove two sweetgums, one was 31 inches and the other 21 inches. The 31-inch sweetgum was in poor health and Southern Oregon Tree Care agreed. The other sweetgum was fine but had the potential to deteriorate. During the site survey excavation, they discovered the old Highway 99 bed only three feet below, leaving no room for roots, contributing to the ill health of both trees.

Councilor Voisin supported removing the larger sweetgum but did not approve removing the smaller one. She questioned why the City would remove them when the plaza needed large trees for shade. Mr. Fleury confirmed the staff arborist suggested removing the 21-inch sweetgum because it would continue to deteriorate like the larger tree. Councilor Voisin wanted the record to reflect she objected to the removal of the smaller sweetgum.

Mr. Fleury explained the City had spent to date $28,735 on the original concept design from Covey Pardee, the archeology survey, and the final construction documents. The initial construction estimate was $141,836 and staff did not it think would not change. Adding the contracts, project total was approximately $194, 446. This

amount did not include the City costs that staff was tracking and would total at the end of the project.
Councilor Voisin was concerned the biding time occurred during the holidays and wanted to extend the January 10, 2013 date. Mr. Fleury explained they needed to complete the work by March before the tourist season. Covey Pardee contacted contractors for overall construction costs and the contractors were aware of the upcoming bid.

4. Discussion of whether to add to future agenda a change to the cold weather shelter rules (Request of Councilor Voisin)
Councilor Voisin explained there was community interest in changing the temperature of the cold weather shelter from 20 degrees to 33 degrees. In addition, the Unitarian Universalist Fellowship and Temple Emek Shalom wanted to offer a third shelter night. They had volunteers willing to run the shelter but did not have a space and wanted the City to provide a facility. Currently the Presbyterian Church offered shelter on Monday nights and the Trinity Episcopal Church had a shelter for Wednesday nights. Councilor Voisin wanted the City to provide emergency shelter when temperatures dropped to 33 degrees using The Grove, Pioneer Hall, or the Community Center. The Homelessness Steering Committee (HSC) trained 25 people on running a shelter. The two faith organizations had an additional 12 volunteers to assist.

Council and staff determined raising the temperature on the emergency shelter resolution would obligate the City 5 nights a week for almost five and a half months and raised concerns regarding availability, utility costs, liability insurance and general budget impact. They would need additional information on costs and available City facilities to make a decision. It would change the shelter to a winter shelter and require due process and vetting with the neighborhood along with public input. Working with volunteers to add a third shelter night was more viable. Council thought it was premature to add the item to the next night's agenda due to the research involved.

Council gave direction to staff to analyze the costs and logistical issues involved to add a third shelter night weekly in collaboration with the faith community and provide that information possibly at the January 15, 2013 Council meeting.

Mayor Stromberg addressed the Newtown CT massacre that occurred Friday, December 14, 2012 and wanted input on showing support as a City. Council and the Mayor discussed observing a moment of silence at the Council meeting, sending a letter or tile, planting trees, and would forward other suggestions to the Mayor. Other comments included gun control, more assistance for children with mental illness, and the need to remain non-political.

Meeting adjourned at 7:29 p.m.

Respectfully submitted,

Dana Smith
Assistant to the City Recorder

76th OREGON LEGISLATIVE ASSEMBLY–2011 Regular Session

Enrolled
House Bill 3150

Sponsored by Representative CANNON; Senators BURDICK, DINGFELDER

CHAPTER .....

AN ACT

Relating to designated speeds; amending ORS 810.180.

Be It Enacted by the People of the State of Oregon:

SECTION 1. ORS 810.180 is amended to read:

810.180. (1) As used in this section:

(a) "Designated speed" means the speed that is designated by a road authority as the maximum permissible speed for a highway and that may be different from the statutory speed for the highway.

(b) "Statutory speed" means the speed that is established as a speed limit under ORS 811.111, or is established as the speed the exceeding of which is prima facie evidence of violation of the basic speed rule under ORS 811.105.

(2)(a) A designated speed established under this section is a speed limit if the highway for which the speed is designated is subject to a statutory speed limit under ORS 811.111 that is in addition to the speed limit established under ORS 811.111 (1)(b).

(b) A speed greater than a designated speed established under this section is prima facie evidence of violation of the basic speed rule if the designated speed is established for a highway on which there is no speed limit other than the limit established under ORS 811.111 (1)(b).

(3) The Department of Transportation may establish by rule designated speeds on any specified section of interstate highway if the department determines that speed limits established under ORS 811.111 (1) are greater or less than is reasonable or safe under the conditions that exist with respect to that section of the interstate highway. Designated speeds established under this subsection are subject to all of the following:

(a) The department may not establish a designated speed under this subsection of more than:

(A) Sixty-five miles per hour for vehicles described in ORS 811.111 (1)(b); and

(B) Seventy miles per hour for all other vehicles.

(b) If the department establishes designated speeds under this subsection that are greater than 65 miles per hour, the designated speed for vehicles described in ORS 811.111 (1)(b) must be at least five miles per hour lower than the designated speed for all other vehicles on the specified section of interstate highway.

(c) The department may establish a designated speed under this subsection only if an engineering and traffic investigation indicates that the statutory speed for the interstate highway is greater or less than is reasonable or safe under conditions the department finds to exist.

(d) A designated speed established under this subsection is effective when appropriate signs giving notice of the designated speed are posted on the section of interstate highway where the designated speed is imposed.

(4)(a) The department may establish, pursuant to a process established by rule, a designated speed on a state highway outside of a city. The authority granted under this subsection includes, but is not limited to, the authority to establish different designated speeds for different kinds or classes of vehicles as the department determines reasonable and safe. A designated speed established under this subsection for any kind or class of vehicles may not exceed the speed limit for the highway for that kind or class of vehicles as established in ORS 811.111 or, if there is no speed limit for the highway other than the limit established in ORS 811.111 (1)(b), may not exceed 55 miles per hour.

(b) The department may establish a designated speed under this subsection only if an engineering and traffic investigation indicates that the statutory speed for the highway is greater or less than is reasonable or safe under conditions the department finds to exist.

(c) A designated speed established under this subsection is effective when appropriate signs giving notice of the designated speed are posted on the portion of highway where the designated speed is imposed.

(5) After a written request is received from a road authority for a highway other than a highway described in subsection (3) or (4) of this section, the department, pursuant to a process established by rule, may establish a designated speed for the highway. The authority granted under this subsection includes, but is not limited to, the authority to establish different designated speeds for different kinds or classes of vehicles as the department determines reasonable and safe. The authority granted under this subsection is subject to all of the following:

(a) The written request from the road authority must state a recommended designated speed.

(b) The department may establish a designated speed under this subsection only if an engineering and traffic investigation indicates that the statutory speed for the highway is greater or less than is reasonable or safe under conditions the department finds to exist.

(c) The department may not make a final decision to establish a designated speed under this subsection without providing the affected road authorities with notice and opportunity for a hearing.

(d) A road authority may file a written objection to a designated speed that is proposed by the department under this subsection and that affects the road authority.

(e) A designated speed established under this subsection is effective when appropriate signs giving notice of the designated speed are posted on the portion of the highway where the designated speed is imposed. The expense of erecting any sign under this subsection shall be borne by the road authority having jurisdiction over the portion of the highway where the designated speed is imposed.

(f) The department, pursuant to a process established by rule, may delegate its authority under this subsection with respect to highways that are low volume or unpaved to a city or county with jurisdiction over the highway. The department shall delegate authority under this paragraph only if it determines that the city or county will exercise the authority according to criteria adopted by the department.

(6) The department may override the speed limit established for ocean shores under ORS 811.111 (1)(c) and establish a designated speed of less than 25 miles per hour on any specified section of ocean shore if the department determines that the speed limit established under ORS 811.111 (1)(c) is greater than is reasonable or safe under the conditions that exist with respect to that part of the ocean shore. The authority granted under this subsection is subject to all of the following:

(a) The department may make the determination required under this subsection only on the basis of an investigation.

(b) A designated speed established under this subsection is effective when posted upon appropriate fixed or variable signs on the portion of ocean shore where the designated speed is imposed.

(7) A road authority may adopt a designated speed to regulate the speed of vehicles in parks under the jurisdiction of the road authority. A road authority regulating the speed of vehicles under this subsection shall post and maintain signs at all park entrances to give notice of any designated speed.

(8) A road authority may establish by ordinance or order a temporary designated speed for highways in its jurisdiction that is lower than the statutory speed. A temporary designated speed

may be established under this subsection if, in the judgment of the road authority, the temporary designated speed is necessary to protect any portion of the highway from being unduly damaged, or to protect the safety of the public and workers when temporary conditions such as construction or maintenance activities constitute a danger. The following apply to the authority granted under this subsection:

(a) Statutory speeds may be overridden by a temporary designated speed only:

(A) For a specific period of time for all vehicles; or

(B) For a specified period of time for a specific kind or class of vehicle that is causing identified damage to highways.

(b) This subsection may not be used to establish a permanent designated speed.

(c) The authority granted by this subsection may be exercised only if the ordinance or order that imposes the temporary designated speed:

(A) Specifies the hazard, damage or other condition requiring the temporary designated speed; and

(B) Is effective only for a specified time that corresponds to the hazard, damage or other condition specified.

(d) A temporary designated speed imposed under this subsection must be imposed by a proper written ordinance or order. A sign giving notice of the temporary designated speed must be posted at each end of the portion of highway where the temporary designated speed is imposed and at such other places on the highway as may be necessary to inform the public. The temporary designated speed shall be effective when signs giving notice of the temporary designated speed are posted.

(9) A road authority may establish an emergency speed on any highway under the jurisdiction of the road authority that is different from the existing speed on the highway. The authority granted under this subsection is subject to all of the following:

(a) A speed established under this subsection is effective when appropriate signs giving notice thereof are posted upon the highway or portion of highway where the emergency speed is imposed. All signs posted under this subsection must comply with ORS 810.200.

(b) The expense of posting any sign under this subsection shall be borne by the road authority having jurisdiction over the highway or portion of highway where the emergency speed is imposed.

(c) A speed established under this subsection may be effective for not more than 120 days.

(10) A road authority may establish by ordinance a designated speed for a highway under the jurisdiction of the road authority that is five miles per hour lower than the statutory speed. The following apply to the authority granted under this subsection:

(a) The highway is located in a residence district.

(b) The statutory speed may be overridden by a designated speed only if:

(A) The road authority determines that the highway has an average volume of fewer than 2,000 motor vehicles per day, more than 85 percent of which are traveling less than 30 miles per hour; and

(B) There is a traffic control device on the highway that indicates the presence of pedestrians or bicyclists.

(c) The road authority shall post a sign giving notice of the designated speed at each end of the portion of highway where the designated speed is imposed and at such other places on the highway as may be necessary to inform the public. The designated speed shall be effective when signs giving notice of the designated speed are posted.

Passed by House March 9, 2011

Repassed by House June 6, 2011

.....
Ramona Kenady Line, Chief Clerk of House

.....
Bruce Hanna, Speaker of House

.....
Arnie Roblan, Speaker of House

Passed by Senate June 1, 2011

.....
Peter Courtney, President of Senate

Received by Governor:

.....M.,....., 2011

Approved:

.....M.,....., 2011

.....
John Kitzhaber, Governor

Filed in Office of Secretary of State:

.....M.,....., 2011

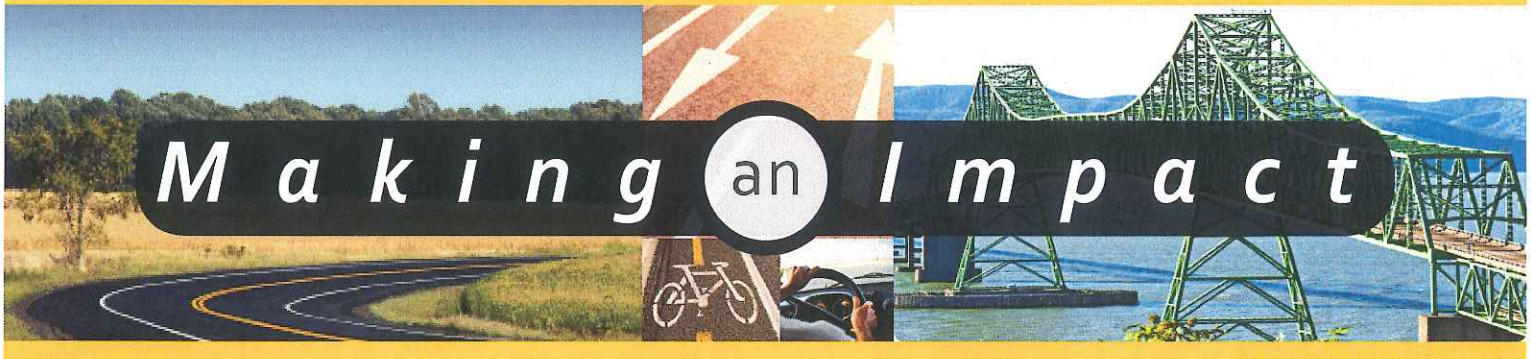
.....
Kate Brown, Secretary of State

Transportation Commission

Action Summary

as of November 2013

Month Year	Item Description	Status	Date Complete
October 24 TC	Faith Ave. Sharrows/Signhs		
August 26 TC	N. Mountain Ave Improvements		
May 23 TC	Bike Path Signage	TR13-08	
May 23 TC	Plaza Parking Prohibition	TR13-09	
February 28 TC	Main St. Parking Restriction	TR13-07	4/13
February 28 TC	Fair Oaks No Parking Restriction	TR13-03	4/13
February 28 TC	East Main Crosswalk Signage	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	Sharrow 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 Jul 10 TSC	Bridge Street Parking Prohibition Change	Memo received from Fire Dept recommending against change	✓
Aug 10 TC	Truck Route Ordinance Review	Staff researching, Nov 2010 agenda item	
Jun 10 TC	2 Year Project List Goal Setting	3 goals selected	✓
Jul 10 TC	Audible Crosswalk Signals for Downtown	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	✓



October 2013 - Vol. 1, Issue 1

ACTS Oregon Joins Forces with Oregon Impact to Help Make the Roadway Safer for All Oregonians!

ACTS Oregon is delighted to announce that we have joined with Oregon Impact to provide all Oregonians with resources and training to solve traffic safety issues in their community.

This partnership will allow us to continue to deliver information as the ***Child Safety Seat Resource Center*** at *www.childsafetyseat.org* to ensure that all Oregonians - even the smallest ones - arrive safely at their destinations.

In addition we will be able to offer access to training and educational materials that you can use in your community.

As you have supported ACTS Oregon in the past I hope you will give that same support to Oregon Impact. Together we can reduce fatalities and injuries resulting from vehicle crashes throughout our state.

~ Safe travels,
Jan Robertson
Board President,
ACTS Oregon

Oregon Impact

The Dalles Traffic and Safety Commission Makes a Difference

The Dalles is one of the oldest cities in Oregon. As such it has a collection of some very odd street intersections. A year ago a citizen came to a traffic safety meeting to ask how to improve a most confusing intersection at the top of Brewery Grade. It functioned poorly for both the pedestrian and driver.

A motorist traveling up the grade, would come abruptly to the top of the hill with the wide intersection of East 9th Street. That motorist would have to make a quick determination about how to safely navigate a vast sea of asphalt with few markings, merge onto East 9th traveling diagonally, and try to watch traffic entering the intersection where another major arterial intersected with East 9th. Pedestrians crossing 9th could find themselves stranded in the middle of this expanse of asphalt with the traffic situation suddenly changed.

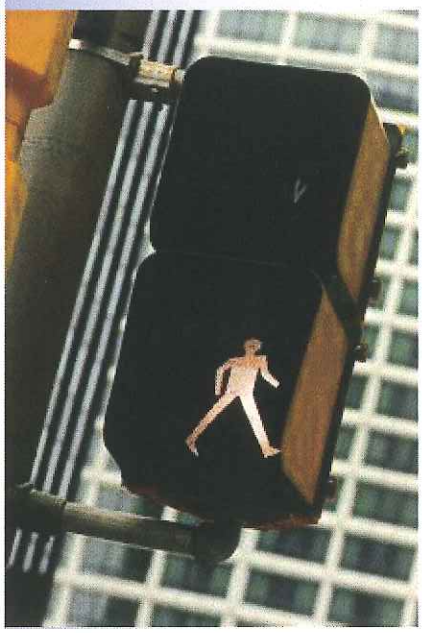
The Commission took action on this citizen's request and recommended that Public Works study the intersection and produce several designs to improve its safety. Within the year a solution was chosen using cement curbing, signage and crosswalk markings which improved safety for pedestrians crossing Ninth, and gave better visual guidance to drivers.

The Traffic Safety Commission is proud of its ability to act upon citizen generated ideas and improve traffic and pedestrian safety in the community.

Article is a reprint from the March 2013 issue of Traffic Safety Connection.

Highway Safety Workshops - Free, In Your Community!

Did you know that free Highway Safety Workshops are available to the public all across Oregon? These workshop are provided by Mojie Takallou, Ph.D., P.E. at the Department of Civil Engineering University of Portland, and sponsored by the Oregon Department of Transportation Transportation Safety Division and U.S. Dept. of Transportation - NHTSA.



Workshops focus on a wide range of topics, including:

- Highway, Local Road & Street Safety for Non-Engineers
- Improving Safety Features of Highways, Local Roads & Streets
- Improving Safety Features of Local Roads & Streets
- Challenges, Strategies & Obligations of Law Enforcement Agencies for the 21st Century

These workshops are designed for persons throughout Oregon with responsibilities related to traffic and highway safety. The workshops focus mainly on the types, causes and costs of traffic crashes, the importance of the Engineering, Enforcement, Education and Emergency medical services. The workshops also review proper use of traffic control devices, traffic calming, proactive traffic enforcement and best safety practices in your region.

Overall, the workshops will answer many of the questions that decision makers, traffic safety committee members, law enforcement and public agencies personnel may have regarding roadway safety.

Please see the list of upcoming Highway Safety Workshops listed on this page.

For more information, visit:
http://www.up.edu/highwaysafety

If you are interested in sponsoring a workshop, contact Dr. Takallou at 503-943-7437 or *takallou@up.edu*

Oregon Impact

The *Making an Impact* Newsletter is produced by Oregon Impact.

Janelle Lawrence
Executive Director
http://www.oregonimpact.org

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

Donate

Upcoming Highway Safety Workshops:

Date	Location	Time
Oct 21	Medford *(821 N. Columbus Ave)*	9 am - 4 pm
Oct 28	Albany *(3700 Knox Butte Rd)*	9 am - 4 pm
Nov 4	Eugene *(3040 N. Delta Hwy)*	9 am - 4 pm
Nov 18	The Dalles *(1700 E. 19th)*	9 am - 4 pm
Nov 25	Salem *(5155 Silverton Rd NE)*	9 am - 4 pm
Dec 2	Bend *(61150 SE 27th St)*	8 am - 2:30 pm
Jan 9	Tillamook *(400 Blimp Blvd)*	9 am - 4 pm

Be Seen. Be Safe.

Make it a priority to "be seen" when you're out this fall and winter.

With the change of season it's time to consider how visible you and your family are at night or during low-light hours.

Here are some tips to help you be seen and be safe during the winter months:

- Wear light-colored or reflective outerwear. You are first visible to a driver 500 feet away when you are wearing reflective clothing—compared to just 55 feet away when wearing dark colors.
- Add shine. Put reflective tape and strips on your shoes, backpack, purse, bike wheel spokes, jacket sleeves, pant legs… really, anywhere and everywhere! Reflective vests, jackets and hats are great as well.
- Use lights. We recommend all riders carry a flashlight, a cell phone or flashing safety strobes. When you're waiting at a bus stop, it helps if you stand up, move or wave as the bus approaches. And if you're a cyclist, by law you must have a light in front and a red reflector in the back, before sunrise and after sunset.

Did You Know?

- More than half of the pedestrians killed in Oregon in 2010 were wearing dark clothing and walking at night or in low-light hours.
- Eight out of ten drivers who struck people at night didn't see them.
- A driver traveling at 60 mph needs at least 260 feet to stop safely.
- Taking your eyes off the road for two seconds doubles your risk of getting into a crash.
- **Tip:** Many apps feature safety features like flash lights and blinking lights. Check your app store for options.

For more information visit: *http://www.trimet.org/beseen/*

Nine Creative Ways to Make Your Community Safer

Looking for a creative, yet simple way to make your community safer? We took a look back at some of our past grant applications for innovative project ideas:

- Host a series of lectures on bike commuter safety, or another safety topic relavent to your community.
- Purchase bicycle safety products such as helmets, reflectors, safety flags, bike locks, and spare bike parts, for distribution.
- Host a safety fair that includes various safety topics and interactive displays.
- Hire a safety fair coordinator to plan and assist in fair activities.
- Purchase radar units for police motorcycles.
- Compose a skit to reenact the consequences of distracted driving to teens and young adults. Recruit volunteers from the local high school to act in, film and edit the skit.
- Launch a *Safety Town/Street* to be held at a local, annual event. Each day could feature different themes: pedestrian safety, traffic signals, CPS, emergency vehicles, bike safety, crash awareness, and more.
- Create a DUII presentation kit. Include portable tables, chairs, brochures, displays, projector screen, sound system, and *fatal vision* kit. Target audiences: high school and college-aged drivers, which statistically are our highest risk road users.
- Purchase a bike utility trailer to haul bikes around to local schools, teaching bike safety during PE Classes. Take the trailer to community events and host a bike repair station, a bike safety trivia prize wheel, and helmet fit/giveaway.

Check Up Events and Fitting Stations

Visit http://oregonimpact.org/car-seat-resources/ for updated listings.

Date	City	Location	Address	Time
10/23	Bend	Bend Fire	1212 SW Simpson	10 am - 1 pm
10/24	Eugene	Eugene Fire	1725 W 2nd Ave	4 pm - 6 pm
10/26	Sherwood	Sherwood PD	20495 SW Borchers Dr	10 am - 1 pm
10/29	Corvallis	Corvallis Fire	400 NW Harrison St	8 am - 11 am
10/30	Forest Grove	Forest Grove Fire	1919 Ash St	3 pm - 5 pm

Who is *Your* CPS Hero?

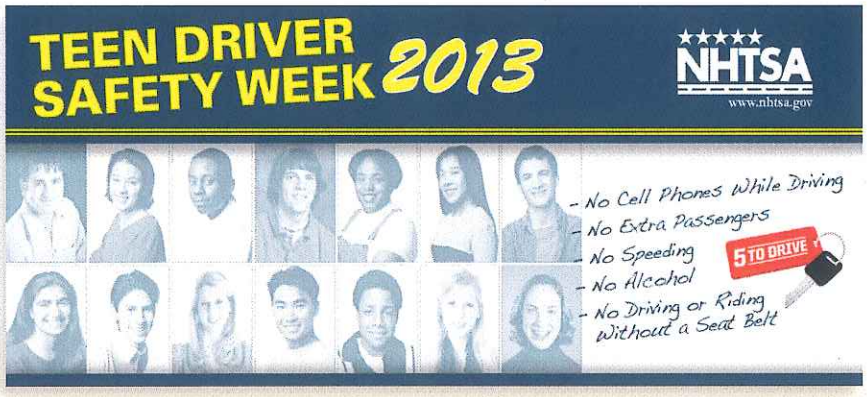
Nominations for 2014 Child Passenger Safety Technician and Instructor of the Year are Open!

Do you know an outstanding Child Passenger Safety (CPS) Technician or Instructor? You have probably seen their contributions to CPS in your community throughout the year. Nominate them and tell SafeKids about their extraordinary dedication to child passengers in Oregon by nominating them for the annual *Child Passenger Safety Technician or Instructor of the Year Award.*

The National Child Passenger Safety Board promotes this award to honor the men and women who dedicate their time and skills to ensure our nation's children are transported safely. This is a wonderful opportunity to recognize the outstanding work that goes on in the field of child passenger safety. Consider nominating a deserving technician or instructor who exemplifies extraordinary dedication to Child Passenger Safety programs.

The American Automobile Association will award a $500 cash award to this year's two winners. Consider all the dedicated technicians you work with, and complete a nomination by November 30th.

For more information, guidelines, and an application please visit: *http://cpsboard.org/cps-community/* and scroll to bottom of page.

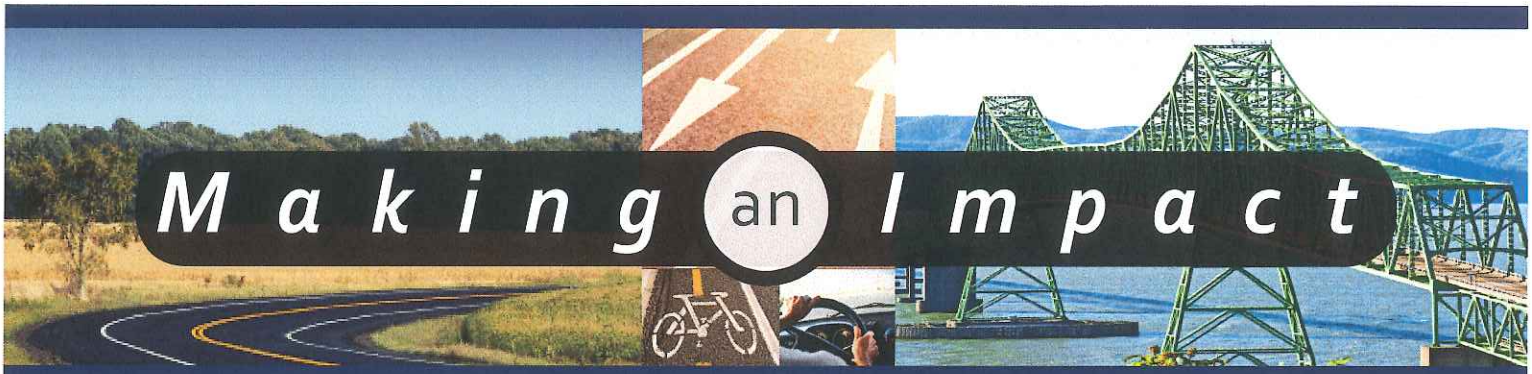


Teen Driver Safety Week - October 20th - 26th

Motor vehicle crashes are the leading cause of death for 14-18 year olds in the U.S. In fact, almost half of the teen drivers involved in a crash die. Yet, a recent survey show that only 25 percent of parents have had a serious talk with their kids about the key components of driving. Read more at: *http://www.trafficsafetymarketing.gov/teens*

CELEBRATE My DRIVE
Powered by State Farm

This week you can help a local school increase awareness on distracted driving and possibly earn a grant for the school! Just visit *www.celebratemydrive.com* and choose to support any of the 4,000 participating schools. Make a pledge to drive with two eyes on the road and two hands on the wheel. You can log on once each day. Join the effort to make our roadways safe!



November 2013 - Vol. 1, Issue 2

...And the Home of the Brave

Last week I attended my first - and I hope my last - police funeral, honoring Officer Rob Libke, a Reserve Officer who was killed by a very disturbed Oregon City man. Officer Libke saved lives by his actions, while losing his life in the process. And that is what our first responders do: run *into* the danger so that *we* can run away from it.

credit: Thomas Boyd/The Oregonian

There has been plenty of news coverage, but my memories will be of standing on an overpassing watching hundreds of first responders drive to the service in procession, the hour it took to seat the thousands of police officers, firefighters and their families, more than 100 honor guards saluting Officer Libke's widow and parents, bagpipers and drummers from the Portland Police Highland Guard playing *Amazing Grace*, trumpeters on each side of the Memorial Coliseum playing *Taps* - one calling out to the other to answer back, the bright white stripes of the American flag being folded and handed to Officer Libke's widow, who had it presented to his parents.

Looking down from my vantage point was a sea of shining badges catching the light from the front of the room. Worn by the men and women who would have done the very same thing for you and me that Officer Libke did. Some of those badges were on my heroes - the Reserve Officers that we rely on each month to work with us as we administer the DUII Victims.

I am not sure what our communities would look like without these dedicated volunteers that give up so much to keep us safe. I hope we never find out.

~ Safe Travels, *Janelle Lawrence*

TSC Highlight - City of Medford

In our new monthly feature, we share our interview with Ralph Browning of the **Medford Traffic Coordinating Committee.** Ralph has been active on this TSC for an impressive 27 years, working alongside 4 other volunteer members.

Q: Ralph, how did you get involved in the TSC?

RB: As Traffic Engineering Technician for the City of Medford, I am the staff that does the investigations and presents the reports at the meetings.

Q: What are some of your TSC's accomplishments?

RB: We have done a decent job of educating the general public about basic engineering principles relating to traffic safety *(a Stop sign on every corner is not the solution to a speeding problem, "marked" crosswalks tend to give pedestrians a false sense of security and can lead to a higher incidence of injuries, etc.).*

Q: What are some things you have learned from being a part of this committee?

RB: (1) There are some very dedicated volunteers in the City of Medford.
(2) The local media could do a better job of helping to educate the public rather than just looking for the sensationalistic stories.

Q: What would you tell others out there who are looking to help make their community safer?

RB: We are all in it together.

Stay Alert on the Road: Avoid Drowsy Driving

"Getting a good night's sleep is the best way to fend off drowsy driving," said Troy E. Costales, ODOT's Safety Division administrator. And getting a couple of good night's sleep in a row is even better. With the end of Daylight Saving's Time and long, dark winter nights upon us, this is something even more crucial to keep in mind.

In Oregon last year, seven people died in crashes involving a drowsy driver, and 788 people were injured. Across the country, 28 percent of drivers have admitted to falling asleep at the wheel, according to a National Sleep Foundation (NSF) poll, and more than 54 perscent said they have driven while drowsy. That's a risk that could be fatal.

Watch for signs of drowsiness, and respond. If you experience any of the following, it's time to get off the road:

- Problems focusing, blinking frequently and/or heavy eyelids.
- Drifting from your lane, swerving, tailgating and/or hitting rumble strips.
- Trouble remembering the last few miles driven or missing exits or traffic signs.
- Trouble keeping your head up.
- Yawning repeatedly.
- Rolling down the windows or turning up the radio to "keep you awake."

Getting sleepy? Find a safe place to pull over right away, such as a rest area or store parking lot. Studies show a 15-20 minute nap can help restore alertness, enhance performance, and reduce mistakes and crashes. NSF suggests drinking a caffeinated beverage, then taking a quick nap *(it takes 20 minutes for caffeine to start working)*. Keep in mind, this is only a temporary fix. Only longer term sleep will help to truly recharge your mind and body.

Tips to prevent drowsy driving:

- Get a good night's sleep before you hit the road. Adequate sleep for most means 7-9 hours.
- On long drives use the buddy system – someone who is rested and awake can take a turn behind the wheel or help identify the warning signs of fatigue.
- If your trip is several hundred miles, take a break every 100 miles or 1½ - 2 hours. Do something to refresh yourself, like eating something cold *(avoid sugary and fast food)* or going for a 10-minute walk.
- Avoid alcohol, and monitor medications. Many prescription and over-the-counter drugs contribute to drowsiness.
- Consume caffeine. The equivalent of two cups of coffee can increase alertness for hours.
- Avoid driving at times when you would normally be asleep.

For more tips on how to drive alert, visit www.drowsydriving.org.

Oregon Impact

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

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

SUBSCRIBE Donate

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

New! Holiday Safe Driving Campaign Materials

It's almost here. The holiday season. A time when safety messaging becomes more important than ever.

Nationwide, it is a particularly deadly time due to the high number of drunk drivers on the roads.

Traffic Safety Marketing has issued new, creatively designed campaign materials - including animated banner ads - to coincide with heightened law enforcement efforts during the holidays. Feature campaign messaging on your website, emails, or print items.

Spread the word. Get your campaign materials at:
http://www.trafficsafetymarketing.gov/

Speed Camera Enforcement Cuts Fatality Rate 10 Percent in France

Researchers in France and Canada compared the number of fatalities per 100,000 registered vehicles in France during a four-year period before the camera program started in November 2003 with the seven years following. The researchers found camera enforcement was associated with a 10 percent decline in the fatality rate.

France began blanketing the nation's road network with speed cameras after then-President Jacques Chirac declared a "fight against road violence," and the program has grown steadily since then.

By 2010, more than 2,750 cameras were operating. Two-thirds of the cameras are in fixed locations and are accompanied by warning signs. The rest are mobile.

Speed cameras have been catching on in the US as well, though they aren't as widespread as red light cameras. A total of 129 communities operate speed camera programs in the U.S., compared with 521 that have red light cameras. Although automated enforcement is often considered controversial, thanks to a vocal minority who oppose it, surveys show support for the programs. A recent Insurance Institute for Highway Safety (IIHS) survey of Washington DC residents found that three-quarters support speed cameras, and nearly 9 in 10 support red light cameras.

The study of France's speed camera program found that the July 2002 announcement of the initiative, which was widely covered in the media and included not only the introduction of cameras but also increased penalties for traffic violations and the creation of new traffic offenses, was associated with a 12 percent drop in the fatality rate. When the cameras became operational, there was an additional reduction of 10 percent, and that effect persisted over time.

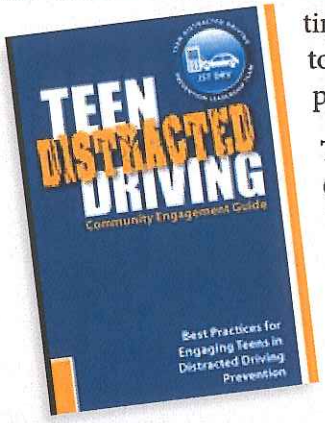
The researchers compared different time periods to be sure the reduction wasn't caused by a recession that started around October 2008 and found the estimates didn't change.

The rate of nonfatal injuries also declined after the announcement and in the first month of the program, but, unlike the effect on fatalities, the effect on injuries diminished over time.

To read the rest of the IIHS Status Report visit: *http://tinyurl.com/mv4aanw*

Engage Your Community to Help Stop Teen Distracted Driving

Is your community looking for a way to help promote safe driving for teens, but you aren't sure where to start? Or maybe you just don't have the time or resources needed to develop an engaging program?



The National Organization for Youth Safety *(NOYS)* has issued the *Teen Distracted Driving Community Engagement Guide* - a guide for communities aiming to raise awareness of teen distracted driving which lists insightful tips along with best practices. The best part? Multiple project worksheets make it easy to develop and coordinate a unique program for your community!

Check out the guide at the NOYS website *(scroll down page)*: *http://www.noys.org/resources.aspx*

Child Safety Seat RESOURCE CENTER — Check Up Events and Fitting Stations

Visit http://oregonimpact.org/car-seat-resources/ for updated listings.

Date	City	Location	Address	Time
11/20	Redmond	Redmond Fire	341 Dogwood Ave	2 pm - 4 pm
11/21	Madras	Madras Fire	765 SE Adams Dr	11 am - 1 pm
11/21	Eugene	Eugene Fire	1725 W 2nd Ave	4 pm - 6 pm
11/21	Woodburn	Woodburn Fire	1776 Newberg Hwy	1 pm - 4 pm
11/23	Milwaukie	AMR	9800 SE McBrod	10 am - 1 pm
11/27	Bend	Bend Fire	1212 SW Simpson	10 am - 1 pm
11/27	Forest Grove	Forest Grove Fire	1919 Ash St	3 pm - 5 pm
12/4	Coos Bay	Coos Bay Fire	450 Elrod Ave	11 am - 1 pm
12/5	Redmond	Redmond Fire	341 Dogwood Ave	11 am - 2 pm
12/7	Portland	AMR	1 SE 2nd Ave	10 am - 1 pm

2013 IIHS Ratings of Booster Seats Unveiled

They're in! The Insurance Institute for Highway Safety (IIHS) 2013 results of the best and worst booster seats are here. These ratings examine how well boosters raise children up so that seat belts fit them properly.

There are 31 new models in the 2013 evaluation. Prices for the new top-rated boosters range all the way from $18 to $300. In total, there are 5 "Good Bet" and 58 "Best Bet" boosters for 2013, which is more than any other prior year.

The Institute wants consumers to pay attention to every rating and think about how they will be using the seat in their vehicles. One important factor the report mentions is considering whether a child is old enough and physically big enough to be in a booster.

Jessica Jermakian, senior research scientist at the Institute and an expert on child passenger safety, says there should not be a rush to put children in boosters.

"It's best to keep kids seated in the back seat in a harness-equipped child restraint as long as possible, up to the height and weight limits of the seat," Jermakian states in the report.

The Institute's findings show that when children are ready for boosters, they are crucial for safety, reporting, "Children ages 4-8 in boosters are 45 percent less likely to sustain injuries in crashes than kids restrained by belts alone."

Read the full report at: *http://tinyurl.com/ktvjdkw*

Like Most Victims, Julie Knew Her Killer...

... and so begins the greatest seat belt PSA ever

When aired in the UK, the seat belt usage rate for rear seat passengers increased astronomically. These 32 seconds are incredibly effective at raising awareness about a risk most people don't consider, and just might save the life of someone you love. Watch it... and share it with friends who might inadvertently have a back seat bullet in their car too. Watch the THINK! UK PSA here: *http://tinyurl.com/ktvzbym*

Oregon Impact Wishes Everyone a Safe and Happy Thanksgiving!

Free Highway Safety Workshops:

More info and register at: *http://www.up.edu/highwaysafety*

Date	Location	Time
Nov 25	Salem *(5155 Silverton Rd NE)*	9 am - 4 pm
Dec 2	Bend *(61150 SE 27th St)*	8 am - 2:30 pm
Jan 9	Tillamook *(400 Blimp Blvd)*	9 am - 4 pm

Provided by the Department of Civil Engineering, University of Portland, and sponsored by ODOT - Transportation Safety Division and U.S. DOT-NHTSA.

Find more trainings. Visit: *http://oregonimpact.org/traffic-safety-training/*

MOTOR VEHICLE CRASH SUMMARY

MONTH: OCTOBER 2013 NO. OF ACCIDENTS: 17

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
1	14:03	Tue	Morton St and Forest St	2	N	N	N	N	N	Y	N	N	dv1 driving (S) on Morton St. Dv2 backed into Dv1 from Forest st. Forest St has no turn aroud.
1	10:18	Tue	Siskiyou Blvd and Palm Ave	2	N	N	N	N	N	Y	N	N	Dv2 stopped behind traffic (NW) on Siskiyou Blvd. Dv1 rear ended dv2. no citation was issed.
15	12:05	Tue	Iowa St and Moutian Ave	2	N	N	N	N	Y	Y	N	N	Dv1 made a left(E) turn out of parking lot. Dv2 pulled away from curb driving West. Dv1 colliede with Dv2 at an angle. Dv2 was cited for
15	15:48	Tue	Oak St and Lithia Way	1	N	N	Y	N	N	Y	N	N	Dv2 drove into bike rack on Oak St. dv2 does not remember the event.
15	16:45	Tue	E Main St and Cali St	2	N	N	N	N	Y	Y	N	N	dv2 stopped at crosswalk. dv1 rear ended dv2. Cited for carelessness and driving uninsured.
16	15:51	Wed	Siskiyou Blvd and Ashland St	2	N	N	N	Y	Y	Y	N	N	Dv2 changed lanes and sideswiped dv1
18	11:17	Fri	Clover Ln and Hwy 66	2	N	N	N	N	N	Y	N	N	Dv1 attempting to avoid another tractor trailer sideswiped dv2 on (n) side of Clover Ln
18	17:31	Fri	Lithia Way and Pioneer St	2	N	N	N	N	N	Y	N	N	Dv1 attempting to park. Dv2 rear ended dv1 on the (S) side of Lithia way in Ln#1
19	23:08	Sat	Walker Ave and Ashland St	2	N	N	N	N	N	Y	N	N	dv1 attempted to make a turn left (E) onto Asland st from Walker St. dv1 had a head on collision with dv2 continning through intersection on Walker St.

20	15:21	Sun	Ashland St and Tolman Creek Rd	2	N	N	N	N	N	Y	Y	N	Dv1 driving in center ln (Westward). dv2 turned left(S) from ln#2 and sideswiped dv1. Then dv2 fled the area. Suspect has not been identified
21	10:00	Mon	N Main St and Water St	2	N	N	N	N	Y	Y	N	N	dv1 stopped at crosswalk. dv2 rear ended dv1. Cited for following too closely.
21	16:04	Mon	Siskiyou Blvd and Avery St	2	N	N	N	N	Y	Y	N	N	dv1 stopped at crosswalk. dv2 rear ended dv1. Cited for following too closely.
22	17:15	Tue	Walkwer Ave and Ashland St	2	N	N	N	N	N	Y	N	N	Dv1 stopped at crosswalk. dv2 rear ended dv1. Dv2 arrested for DUII
24	11:02	Thr	Siskiyou Blvd and Bridge St	2	N	N	N	N	N	Y	N	Y	Dv2 stopped at crosswalk. Dv1 (APD Vehicle) rear ended Dv2
24	14:34	Thr	Siskiyou Blvd and Bridge St	2	N	N	N	N	N	Y	N	N	dv2 stopped at crosswalk. dv1 rear ended dv2.
25	8:35	Fri	E Main St and 8th St	2	N	N	N	N	N	Y	N	N	dv2 stopped at crosswalk. dv1 rear ended dv2.
29	14:00	Tue	Tolman Creek Rd and Siskiyou Blvd	2	N	N	N	N	Y	Y	N	N	Dv2 stopped at sign waiting for trafic to clear to turn right(NW). Dv1 rear ended Dv2. Dv1 was cited with following too closely.

MOTOR VEHICLE CRASH SUMMARY

MONTH: NOVEMBER, 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
1	17:45	Fri	Lithia Wy and 1st St	1	N	N	N	N	N	Y	N	N	Driver failed to put vehicle in park when he exited the vehicle. The vehicle rolled into a city retaining wall
3	2:00	Sun	Main St and Gresham Ave	1	Y	N	N	N	N	N	N	N	Ped walked in front of DV1 in crosswalk. Ped rolled up hood of vehicle
5	16:39	Tue	Sherman St and E Main St	2	N	N	Y	N	Y	Y	N	N	Dv2 Rearended Dv1. Dv1 followed too closely.
7	13:28	Thur	Siskiyou Blvd and Walker Ave	1	N	Y	Y	N	Y	Y	N	N	Dv2 failed to yield for bike as Dv2 turned into Gas station, and hit the biker.
10	1:20	Sun	N Main St and Winburn Wy	2	N	N	N	N	N	Y	N	Y	Dv2 backed into a parked APD vehicle.
13	15:00	Wed	S Mountian Ave and Henry St	2	N	N	N	N	N	Y	Y	N	V1 parked along curb behind Suspect vehicle. Suspect Vehicle collided with V1 and fled the scene.
17	13:01	Sun	E Main St and S Mountain Ave	2	N	N	N	N	Y	Y	N	N	DV1 turned in front of DV2. Dv2 hit Dv1. Dv1 was cited for making a dangerous turn.
26	19:50	Tue	Tolman Creek Rd and Ashland St	2	N	N	N	N	N	UN	N	N	DV1 was turning into parking lot. DV1 stopped for ped. DV2 rearended DV1.
26	15:13	Tue	Ashland St and Tolman Creek Rd	2	N	N	Y	N	Y	Y	N	N	Dv1 Turned infront of DV2. Dv1 hit Dv2. Dv2 was cited for Careless driving.

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
26	9:27	Tue	E Main St and N Pioneer St	2	N	N	N	N	Y	Y	N	N	Dv2 changed lanes as a light turned Yellow. As he changed he rearended V1. Dv2 was cited for unlawful lane change.
30	16:12	Sat	Liberty St and Pracht St	2	N	N	N	N	N	Y	N	N	Dv1 sideswiped V2. V2 was parked.