

Note: Anyone wishing to speak at any Transportation Advisory Committee 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 City for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

TRANSPORTATION ADVISORY COMMITTEE

July 18, 2024

AGENDA

- I. CALL TO ORDER:** 6:00 PM, 1195 E Main St. (Council Chambers)
Meeting held virtually via Zoom as well.
Link: <https://zoom.us/j/96073919566>
- II. ANNOUNCEMENTS**
- III. CONSENT AGENDA**
 - A.** Approval of June 20, 2024 Minutes
- IV. PUBLIC FORUM** (6:05-6:20)
- V. REPORTS FROM OTHER CITY COMMITTEES** (6:20-6:30)
- VI. NEW BUSINESS**
 - A.** None
- VII. UNFINISHED BUSINESS**
 - A.** B Street Corridor Safety Analysis (6:30-7:30, action required, receive presentation from consultant staff on the B Street Analysis and provide comments/feedback)
 - B.** Crash Analysis (7:30-8:00, action required, discussion crash and near miss data, determine any appropriate actions if necessary for moving forward)
 - C.** Bike Parking (7:55-8:00, action required, discuss next steps for bike parking inventory and improvement plan)
- VIII. INFORMATIONAL ITEMS**
 - A.** Ashland Transportation System Plan Update
 - B.** Downtown Beautification-Crosswalk Installation
- IX. AGENDA BUILDING – Future Meetings**
- X. ADJOURNMENT: 8:00 PM**

Next Meeting Date: August 15, 2024

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please email scott.fleury@ashland.or.us. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title I).

**CITY OF
ASHLAND**



ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

June 20, 2024

CALL TO ORDER: 6:00pm

Members Present: Linda Peterson-Adams, Mark Brouillard, Joe Graf, Dave Richards, Corinne Vieville, Nick David, Julia Sommer, Dylan Dahle, Joe Graf

Members Not Present: Holly Christiansen

Staff Present: Scott Fleury

Council Liaison Present: Eric Hansen

Guests Present: Edem Gomez, Amy Gunther, Gary Schaff

ANNOUNCEMENTS

June is National Safety Month.

Fire season officially started on June 1st. Helpful information can be found on ashlandoregon.gov/betterprepared.

Campaign season has also begun. Information on open positions can be found on the City's website.

CONSENT AGENDA

Vieville stated that in the section of last month's minutes that talks about the rocks/ramps and how the one at Granite Street keeps getting ran over, it should be "run over". Also, when talking about N Mountain Ave, it should say "an intergovernmental agreement" not "a". Sommer stated that there should be no apostrophe in "it's" when referring to the City launching its new website.

Brouillard motioned to approve the minutes as amended. Vieville seconded. All ayes.

PUBLIC FORUM

The Huens at Village Park Drive submitted a letter to Public Works requesting signage and traffic calming for their neighborhood, particularly at the intersection of Village Park Drive and Village Square. Sommer did a site visit and reported that the intersection is particularly bad in terms of safety. Fleury stated he would need to pull the plans for the subdivision and see what else is planned out there before coming up with a solution.

Edem Gomez with RVTD stated that the Statewide Transportation Improvement Fund Advisory Committee will start meeting again in August and will continue through the fall in anticipation of submitting plans for the STIP funds in January 2025. Additionally, Route 17 ridership has been increasing.

REPORTS FROM OTHER CITY COMMITTEES

Councilor Hansen advised the group that there are new building codes that may affect transportation, as well as a trail proposal that may affect some bike and pedestrian transportation, but that will need to go through the Parks Commission before it reaches the TAC.

Brouillard reported that the design has been chosen for the artistic crosswalk at the entrance to Lithia Park, and they're hoping it will be installed before July 4th.

Peterson-Adams stated that her and Fleury gave a report to the Planning Commission at their study session as previously directed by the TAC. Fleury requested that the Planning Commission give the TAC a similar report about how they work. Fleury stated that he talked about the importance of the Planning Commission and the TAC coordinating, as well as looking at roadway and subdivision development through a traffic calming lense.

Gary Schaff with the Climate and Environmental Policy Advisory Committee informed the TAC that the City hired a local attorney to review the natural gas phaseout in new residential construction. Additionally, there will be a second Urban Land Use and Transportation meeting on June 26th from 3pm to 5pm in the Siskiyou Room at the Community

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Development Building at 51 Winburn Way. They're also looking at phasing out gas powered lawn equipment within the City to help the City reach it's goal of being fossil fuel free by 2030.

Fleury stated that he would be attending an RVMPO meeting on June 25th where their Policy Committee will make a decision regarding reallocating some of their funding. Central Point has a large sidewalk project that some of the reallocated funds will be going to, but Fleury is hopeful that in the next reallocation Ashland will receive some funds for the upcoming Clay Street project.

Vieville voiced a request for a flashing beacon at the intersection of Clay Street and Siskiyou Boulevard. Fleury said they could talk to ODOT about it.

NEW BUSINESS

300 Clay Street Annexation

Amy Gunter with Rogue Development and Planning Services presented the proposed 300 Clay Street Annexation. It's about 1600 feet north of Ashland Street and 1000 feet south of the E Main Street and Clay Street intersection. The proposal is to install a new public street running north/south that connects to Engle Street, and an east/west street that connects Clay Street and Engle Street. There would also be two alleys running east/west. Garage entries would be accessed via alleys running behind the properties. Clay Street has sidewalks for most of its frontage because a lot of it has already been annexed, so no new improvements are necessary. Bus Stop Route 17 is nearby. There will also be a pedestrian pathway through the subdivision that will eventually end up leading to the new E Main Park. There are no traffic control measures proposed at this point other than flares on the corners and parking on one side of the street only.

Brouillard voiced concern for lack of bike parking, to which Gunter said she would pass along his comment to the builder.

The TAC discussed the new CPEC ordinances and how they will affect future developments.

Fleury informed the TAC that there will be more crosswalk markings and speed signs along Abbott Avenue as well as possible future monitoring by the Police Department to account for the increased traffic caused by the new development and new park. Additionally, the transportation SDC methodology was updated a few years ago, and it allows for a higher share of the SDC fees to be used for bike and pedestrian improvements.

Jurisdictional Transfer

The governor created the Jurisdictional Transfer Committee to look at locations around Oregon where state highways run through local cities and make recommendations on high priority transfers from the state to the local municipalities. They will do this on an annual basis. ODOT and the City have had conversations for years about the jurisdictional transfer of Highways 99 and 66 to the City. The City took ownership of Siskiyou Boulevard from Third Street to Ashland Street, and Ashland Street to Faith Avenue in the late 1990's/early 2000's, as well as Peachey Road from the county. The City is also in the process of doing the same on middle Clay Street.

The local ODOT Region 3's priority has been the Lithia Way and Main Street couplet. If ODOT were to do a jurisdictional transfer of the couplet to the City, ODOT would generate a cost breakdown estimate of what it would look like to maintain and improve the couplet over 20 years, and that would be the starting point in negotiating monetary contribution to accept ownership of the roadway itself.

Benefits of the jurisdictional transfer would be that the City would no longer be obligated to follow Oregon State

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highway and sign standards, and would no longer need to go through an approval process to hang banners, install parking, etc. The detriment would be that it would cost the City money. Fleury explained that he believes that if the jurisdictional transfer were to happen and the City were to get ownership of the couplet and money from ODOT for maintenance, that money should be set aside and only used for the downtown couplet area for improvements and maintenance.

Graf noted the benefit of more traffic signals downtown increasing pedestrian safety, and inquired if traffic lights could be planned for in advance. Fleury explained that part of the jurisdictional transfer process is negotiation, and that ODOT would be saving money by giving the couplet to the City long term, so the City could ask for additional things as part of the negotiations.

The TAC also discussed the potential cost impact of increasingly technology in transportation in the future.

UNFINISHED BUSINESS

ODOT ADA Program

Fleury wrote a letter to send to ODOT regarding changing the rocks at the new ADA improvement areas. The TAC had no comments.

B Street Corridor Safety Analysis

Fleury and 3 Kittleson associates attended the B Street Corridor charrette/walkthrough. About a dozen residents were also in attendance. They all walked along B Street from Oak Street to A Street. The residents provided a lot of feedback and comments. Per Fleury, other topics of conversation were delivery truck parking traffic impacts, vision clearance, and possible short term/long term capital improvements.

Bike Parking

David motioned to extend the meeting by 15 minutes. Dahle seconded. All ayes.

Fleury presented the draft Bike Parking Map. He suggested that moving forward the TAC focus on heat mapping the bike parking areas and picking the locations that need more parking. Also, the group should propose the idea of more bike parking at parks to the Parks Commission.

Gary Schaff commented that a complete bike system is needed to encourage people to use their bikes to get around instead of their cars, and that there should be a plan to double bike parking by 2030.

INFORMATIONAL ITEMS

Ashland Street Crosswalks

Fleury updated the TAC about the status of ODOT's traffic improvements at YMCA Way and Washington Street. ODOT did the ADA ramps at those intersections but they're still working to get approval to mark the crosswalks and install rapid flashing beacons. Some of that was going to be done as part of a STIP project for repaving Ashland Street, but the project was cancelled due to lack of funding. Now ODOT is looking at getting funding and approvals.

Crash Review

The TAC will meet in person in July to review the crash and near miss data.

Walker School Zone Congestion

The TAC discussed inviting the Ashland School District Superintendent and school principals to the August meeting to discuss school zone traffic congestion.

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Additionally, City Council requested that the TAC present a work plan for the upcoming year on July 16th.

ADJOURNMENT: @ 8:15

Respectfully submitted,

Elizabeth Beckerich, Administrative Assistant

*****Full Video Available by Request*****

Memo

CITY OF
ASHLAND

Date: July 10, 2024
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Transportation Advisory Committee – B Street Corridor Safety Analysis

BACKGROUND:

The TAC was updated on the B Street Corridor Safety Analysis at the June meeting. Staff informed the TAC that Kittelson Associates would be coming to the July meeting to present information from the walking audit and open house. This information has been compiled along with information associated with traffic calming and safety that could potentially be implemented along the B St. corridor.

The Kittelson information on background research, traffic and safety elements along with public input received to date is attached for reference.

Previous Background:

On June 6, 2024 Public Works Staff held a corridor walking audit with residents of B Street who formally initiated the Traffic Calming Program. The walking audit started at 2pm at the intersection of Oak Street and B Street and continued until 4pm when it finished at the intersection of Eighth Street and B Street. The walking audit was a chance for residents of the corridor to walk with City and consultant staff to provide input on issues and challenges they see daily along the corridor.

After the walking audit concluded staff hosted an open house charrette open to the public at the Grove from 5-7pm. The charrette was meant to be an opportunity for the public to learn about safety and traffic calming measures that can be implemented to improve safety and provide traffic calming effects. Numerous display board were available to review along with a full-size plot of the corridor itself. Residents provided additional feedback to city and consultant staff in addition to a dot activity where they placed dots on traffic calming solutions, they believe would work on B St. The charrette boards utilized are attached.

Numerous residents showed up and the last resident left around 7:30 after they were able to provide their input.

In addition to the walking audit and charrette, consultant staff also developed a simple survey that was given to residents and sent to the TAC.

Next the consultant team will take all of the feedback and traffic data collected and develop a draft plan with a list of recommendations to be considered. Staff expects to host the consultant team at the July TAC meeting where the information will be presented to the TAC for discussion and recommendations moving forward. All of the attendees of the walking audit and charrette will be invited to hear the presentation and also provide feedback.

Based on the discussion the consultant team will develop a final plan with recommendations that will be presented before the TAC at either the September or October meeting.

CONCLUSION:

Action required, review documentation, take public input and provide comment on information developed to date. This discussion will drive the development of formal recommendations and cost estimates that will then be presented before the TAC in September.

ATTACHMENTS:

B Street Information

B STREET CORRIDOR SAFETY PLAN

The objective of the B Street Corridor Safety Plan is to develop a conceptual design for a safer, more appealing, and community-oriented B Street corridor. **During the TAC meeting on July 18th, we will discuss the existing conditions of the corridor, safety improvement opportunities for neighborhood greenways, and get your input on improvements to include in the conceptual design.**

Enhancements to the B Street corridor have been a longstanding focus of the City of Ashland (the City).

- In 1999, the City prepared the **B Street Transportation Plan**. This plan was designed to improve the livability of the corridor by slowing traffic, making it more attractive to people walking and biking, and addressing parking impacts from downtown.
- In 2012, the City prepared the **Transportation System Plan** (TSP) which identifies B Street as a bicycle boulevard and a high priority project for the City.
- More recently, residents along the corridor have also applied for the **City's Traffic Calming Program**. This collective effort shows a sustained commitment to fostering a safer, more appealing, and community-oriented B Street corridor.

The following documents are included in your meeting packet for discussion on July 18th. Each of these documents will be appendices to the final plan.

1. **Background Document Review:** This document summarizes the 1999 Ashland B Street Transportation Plan, the 2012 Ashland Transportation System Plan, and the 2016 Downtown Strategic Parking Management Plan. The review focuses on recommendations and community objectives to consider as a baseline for the B Street Corridor Safety Plan.
2. **Safety Improvement Elements:** This document overviews safety improvement elements that are intended to improve comfort for people walking and biking, reduce speeds and/or volumes of vehicles, and provide placemaking that enhances the community-oriented character of the corridor. The document provides consideration of potential application of each element to B Street, opportunities for implementation in the near-term, mid-term, or long-term, and potential impacts to emergency access.
3. **Public Involvement Summary:** This document summarizes the first public involvement event, which included an in-person walking tour and community charette on June 6th.

We look forward to the meeting on July 18th and would appreciate your comments on these memos at the meeting or by the following Thursday, July 25th.

BACKGROUND DOCUMENT REVIEW

APPENDIX

Existing Records and Data

The project team reviewed three relevant documents: the 1999 Ashland B Street Transportation Plan, the 2012 Ashland Transportation System Plan, and the 2016 Downtown Strategic Parking Management Plan.

1999 ASHLAND B STREET TRANSPORTATION PLAN

The Ashland B Street Transportation Plan (B Street Plan), published in 1999, provides recommended streetscape and parking management strategies for B Street. The B Street Plan is intended to improve the livability of B Street by slowing traffic, making it more attractive to people walking and biking, and addressing parking impacts from downtown. The B Street Plan includes recommendations to create a distinct identity for the neighborhood that is consistent with the historic nature of the street and support traffic calming.

For this plan, the B Street Plan will serve as a baseline for which improvements will be considered and what level of improvements will be included at each intersection. Refinements and changes will be made based on new data, current guidance traffic calming, public input, and a review of existing traffic and crash data.

Intersection Recommendations

The B Street Plan recommends five prototypical intersection designs applied to all intersections between Oak and Emerick Streets. Typical elements of the prototypical intersections are summarized below and described in Table 1. Note that all intersections also recommend curb ramps at crosswalks.

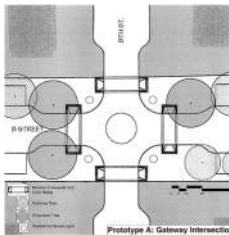
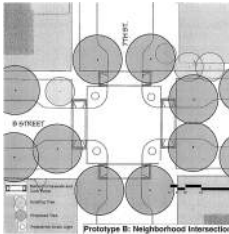
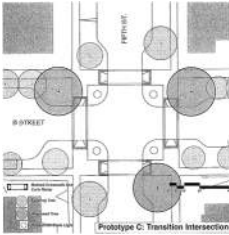
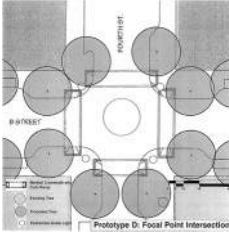
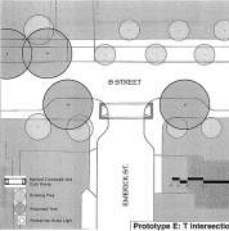
INTERSECTION ELEMENTS

Elements for intersections along B Street, as described in the B Street Plan, are detailed below:

- **Traffic Circle:** Traffic circles can include hardscape (20-foot diameter) or landscape (24-foot) raised curbed traffic circles at gateway intersections and the focal intersection, respectively.
- **Stop Signs:** All stop signs on B Street will be removed, while stop signs on the side streets will remain. The only exception occurs at Oak Street where B Street will have stop signs and Oak Street will not because of traffic volumes on Oak Street and sight distance concerns on B Street approaching from Water Street.

- **Pedestrian-Scale Lighting:** Pedestrian-scale light standards will be installed at all four corners of each intersection. The light standards will be historic replicas and, in residential areas, have directed and shielded lighting to eliminate the glare on residents.
- **Marked Crosswalks:** Marked crosswalks using textured and/or colored surfaces such as stamped concrete or pavement.
- **Curb Extensions:** All intersections will be reconstructed with curb extensions the width of the parking lane. The minimum width of B Street between curb extensions will be 20 feet. Curb return radii will be 15 feet. Corners will form small concrete plazas at the confluence of the sidewalks. Plazas may contain landscaping or other urban design elements such as benches, water fountains, planters, etc.
- **Curb Ramps:** Ramps from street level to sidewalk level will be constructed at the ends of all sidewalks.
- **Trees:** New trees will be planted at the intersection (30 feet apart and 20 feet from poles).

Table 1. Intersection Recommendations

Intersection Type ¹	Purpose	Recommended Intersections	Element							
			Traffic Circle	Stop Signs	Pedestrian-Scale Lighting	Marked Crosswalks	Curb Extensions	Trees		
Gateway Intersection 	Marks the boundaries of the historic district	Oak Street 8 th Street	20-foot Diameter Hardscaped raised curbed traffic circle recommended	8 th Street: Stop signs moved from B Street to 8 th Street Oak Street: Stop signs retained at Oak Street		Textured and/or colored crosswalks at all intersections	Curb extensions at all intersections the width of the parking lane Plazas at corners			
Neighborhood Intersection 	Marks a primary neighborhood intersection	Pioneer Street 2 nd Street 3 rd Street 6 th Street 7 th Street		None			Textured and/or colored crosswalks at all intersections recommended; simple painted or no crosswalks also appropriate		Curb extensions at all intersections the width of the parking lane Plazas at corners emphasizing the residential character of the street	
Transition Intersection 	Transitions from a wider to narrower cross-section along B Street	1 st Street 5 th Street					All corners of intersection		Textured and/or colored crosswalks at all intersections	Curb extensions at all intersections the width of the parking lane Plazas at corners
Focal Point Intersection 	Identify B Street’s ‘focal’ point or central identifying intersection	4 th Street							24-foot Diameter Landscaped raised curbed traffic circle	Stop signs moved from B Street to intersecting streets
T Intersection 	Design at a T-intersection	Emerick	None		Textured and/or colored crosswalks at all intersections recommended; simple painted or no crosswalks also appropriate					

Other Recommendations

The B Street Plan recommends the following measures at mid-block locations along B Street:

- Special features at selected locations, such as benches, historic markers, monuments, and/or signs. Low-level bollard lighting may be considered to illuminate sidewalks.
- New trees will be infilled with existing trees to create a canopy over B Street. Trees will be spaced approximately every 30 feet conforming to City standards.
- A sidewalk will be constructed on the south side of B Street between Water and Oak Street.
- A sidewalk will be constructed on the south side of B Street to close the existing gap between 8th and Emerick Streets.

The plan also addressed parking, as a lack of on-street parking was identified as a major concern for many residents and business owners. The plan recommended the following potential solutions:

- Provide more municipal parking lots in the downtown area to serve employees as well as visitors and tourists.
- Encourage alternative modes of travel or utilize remote parking lots and shuttles.
- Implement time restrictions on B Street and the surrounding side streets and institute a residential permit parking program.

2012 ASHLAND TRANSPORTATION SYSTEM PLAN

The 2012 Ashland Transportation System Plan (TSP) outlines policies, projects, programs and studies integrating multimodal transportation and future land use. For this study, the TSP helps to set a high-level goal for B Street and guides concept design decisions around tradeoffs.

Additionally, the plan will consider higher-level intersection improvements where B Street connects to existing or planned bicycle facilities, including intersections of B Street/Oak Street B Street/1st Street, B Street/8th Street, and B Street/Mountain Avenue.

The TSP aims to:

- Improve bicycle and pedestrian facilities and enhance transit service to make Ashland a less auto dependent community;
- Integrate future land use considerations to plan for and preserve opportunities for development that supports and facilitates bicycle, pedestrian and transit modes; and
- Enhance livability, small-town character, and the natural environment.

The plan included four primary goals:

- **Goal 1:** Create a “green” template for other communities in the state and nation to follow.
- **Goal 2:** Make safety a priority for all modes of travel.
- **Goal 3:** Maintain small-town character, support economic prosperity and accommodate future growth.

- **Goal 4:** Create a system-wide balance for serving and facilitating pedestrian, bicycle, rail, air, transit, and vehicular traffic in terms of mobility and access within and through the City of Ashland.

Relevant objectives under these goals for the B Street Corridor Safety Analysis include:

- **Objective 1B:** Expand active transportation infrastructure to include features that encourage non-automobile travel. Potential features include bicycle boulevards, bicycle lanes, wider bicycle trails, and improved lighting for bicycles and pedestrians.
- **Objective 1H:** Investigate creative, cutting edge ways including policies to increase active transportation trips in the City of Ashland.
- **Objective 2A:** Coordinate with safe routes to school (SRTS) plans for local schools including Southern Oregon University.
- **Objective 2C:** Strategically plan for safety and operational improvements for bicyclists and pedestrians.
- **Objective 2H:** Reduce the frequency of bicycle and pedestrian related crashes in the City of Ashland by 50% in the next 20 years.
- **Objective 4A:** Identify ways to improve street connectivity to provide additional travel routes to the state highways for bicyclists, pedestrians, and autos.

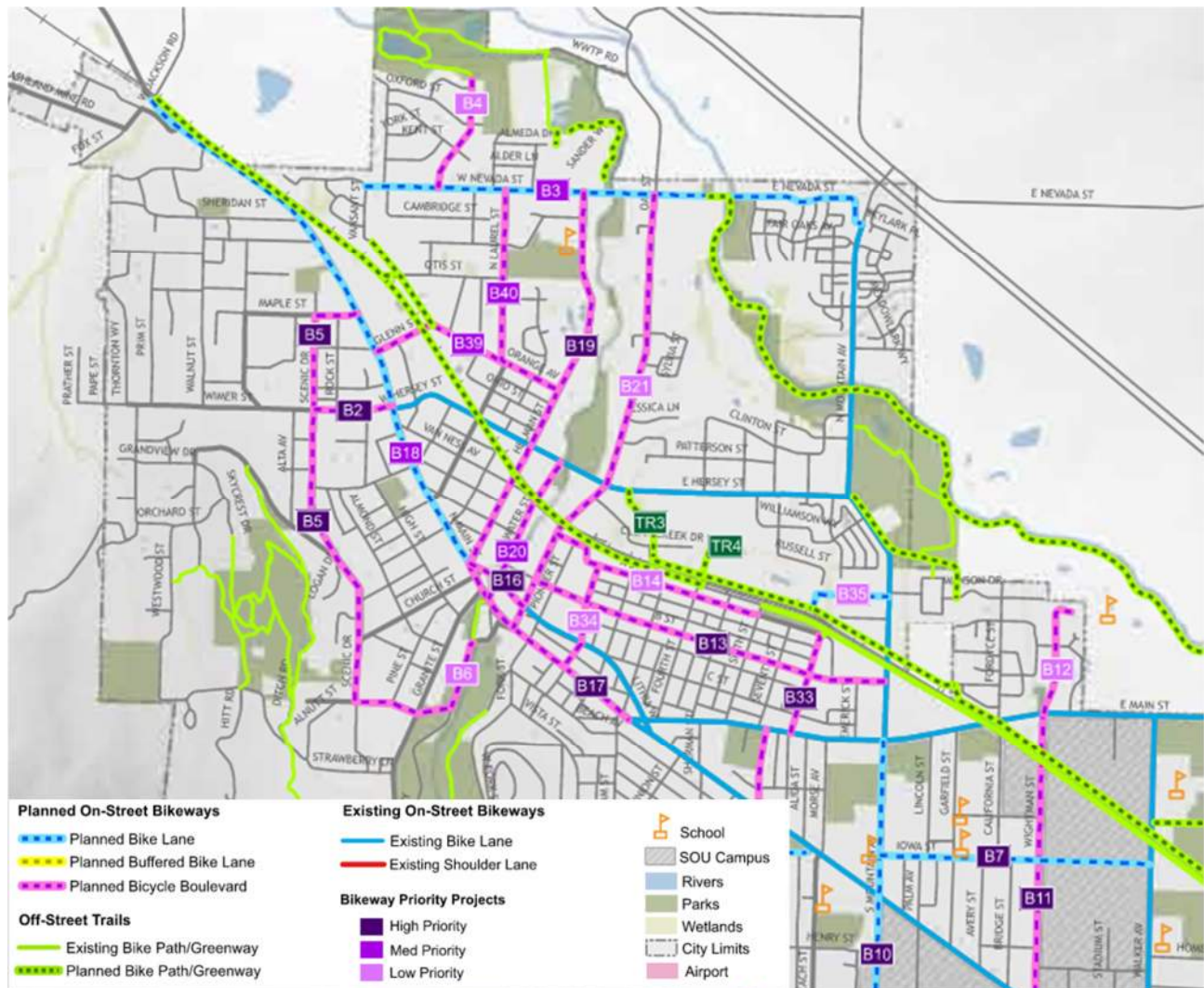
Project B13, a high priority project, recommends a bicycle boulevard on B Street from Oak Street to N Mountain Avenue. The TSP defines bicycle boulevards as an adaptation of shared roadways that modify local streets to allow the through movement of bicycles whilst maintaining local access for automobiles. Bicycle boulevards typically include bicycle route signage and pavement markings and often feature traffic calming to slow vehicle speeds and provide a more comfortable environment for cyclists. The TSP identifies B Street as being located on a designated Safe Route to School.

In addition, the following TSP projects run parallel to or cross B Street:

- B20: Water Street Bicycle Boulevard
- B21: Oak Street Bicycle Boulevard
- B33: 8th Street Bicycle Boulevard
- B34: 1st Street Bicycle Boulevard
- B14: A Street Bicycle Boulevard
- B16: Lithia Way Bicycle Boulevard
- B17: Main Street Bicycle Boulevard
- TR1: Northside Trail (multi-use path on the north side of the railroad tracks)

Figure 1 presents the existing and planned bicycle facilities from the TSP.

Figure 1. Ashland TSP Existing and Planned Bicycle Facilities



2016 DOWNTOWN STRATEGIC PARKING MANAGEMENT PLAN

The 2016 Downtown Strategic Parking Management Plan (PMP) outlines a targeted parking plan for the downtown core, serving both as a guide to daily management and as a template for future decision-making. For this plan, the PMP provides guiding principles around parking management strategies on B Street.

The PMP includes guiding themes and principles, recommends parking management strategies, and a summary of planned multimodal projects in the downtown core. The guiding themes and principles relate to the City's role and coordination; customer priority; active capacity management; information systems; and integration with other modes. These principles feed into 13 key strategies for the City. Relevant strategies to the B Street Corridor Safety Analysis include:

- **Strategy 8:** Identify off-street shared use opportunities and feasibilities. Establish goals for transitioning employees, begin outreach to opportunity sites, negotiate agreements, and assign employees to facilities.
- **Strategy 10:** Simplify on-street time stays. Consider incorporation of new brand/logo into on-street signage.
- **Strategy 12:** Expand bike parking network to create connections between parking and the downtown to encourage employee bike commute trips and draw customers to downtown businesses.
- **Strategy 13:** Evaluate and pursue on-street pricing in high occupancy areas (85%+).
- **Strategy 14:** Solicit firms to establish wayfinding and dynamic signage systems in the public right of way, integrated with the off-street system using City parking brand.
- **Strategy 15:** Deploy wayfinding strategies as developed in Strategy 14.
- **Strategy 16:** Implement on-street pricing.
- **Strategy 17:** Explore expanding access capacity – new parking supply and/or transit/shuttle options.
 - The plan identifies new garage opportunity sites, with two being located at southeast and southwest corners of B Street and Water Street.
- **Strategy 20:** Implement new capacity expansion.

The PMP summarizes relevant projects in the downtown area, and specifically calls out the following directly related to B Street:

- Projects B13 (B Street), B14 (A Street), B16 (Lithia Way), B17 (Main Street), B20 (Water Street), and B21 (Oak Street) in the TSP
- B Street Improvements - Improve pedestrian and bicycle safety by implementing traffic calming measures and consistency with signing and striping at intersections.

SAFETY IMPROVEMENT ELEMENTS

APPENDIX

A neighborhood greenway, or bicycle boulevard, is a street designed to give bicycle travel a priority. These facilities include shared lanes for motor vehicles and bicycles, using signs, pavement markings, and speed and volume management measures to encourage slower vehicular speeds and discourage through trips by motor vehicles. In addition, neighborhood greenways feature safe and convenient bicycle and pedestrian crossings of higher volume cross streets.

Neighborhood greenways require intentional designs to limit and slow motor vehicle traffic in order to make bicycling feel safe. However, the design must also preserve local access to residences and commercial businesses along and near the street. Many of the design elements provide benefits to residences along the street by creating and maintaining a safe and quiet environment that is welcoming to all users.

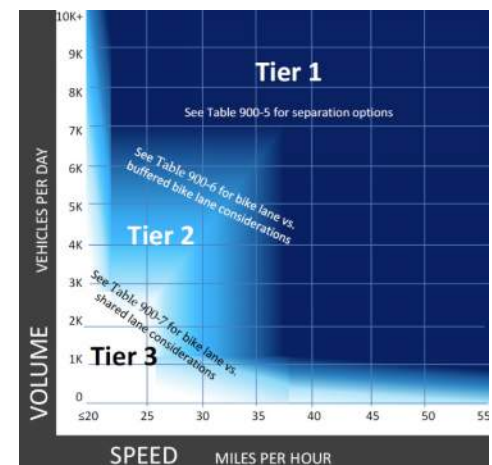
Local residents often support slow speeds, and slow speeds are crucially important to improve safety on a corridor. The slower the speed of a motor vehicle, the greater chances of survival there is for a pedestrian or bicyclist. If struck by a motor vehicle travelling at a speed of 20 miles per hour or less, a pedestrian is typically not permanently injured. If struck by a motor vehicle travelling at a speed of 36 miles per hour or more, a pedestrian is usually fatally injured¹.

Information on potential safety improvement elements for B Street were identified by the project team based on the NACTO Bikeway Design Guide (Reference 1), the FHWA Traffic Calming ePrimer (Reference 2), and the AASHTO Guide for the Development of Bicycle Facilities (Reference 3).

The following sections provide details on potential safety improvement elements for B Street. Table 1 provides a summary of considered safety improvement elements, as well as an overview of their applicability, timeline, and benefit. In addition to these elements, parking strategies are also discussed. Each of these safety improvement elements will be considered, along with input from

Neighborhood Greenway Criteria

The maximum ADT recorded on B Street is 2,200 vpd and the maximum 85th percentile speed recorded is 25 mph. Therefore, a Tier 3 or shared lane facility is recommended per the Federal Highway Administration and Oregon Department of Transportation (Figure 900-4 in the ODOT Highway Design Manual).



¹ Source: <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-2-traffic-calming-basics>

the city public works department, local residents, and the community to identify recommendations for B Street.

Table 1. Safety Improvement Element Summary

Safety Improvement Category	Safety Improvement Element	Applicability	Timeline		Benefits			
		Segment or Intersection	Near Term	Long Term	Bicycle Comfort	Reduce Speed	Reduce Volume	Place-making
Traffic Calming								
Reduced Speed Limits	Reduced Speed Limits	All	●			●		
Horizontal Deflection	Lateral Shift	Segment	●	●		●		
	Chicane	Segment	●	●		●		
	Traffic Circle	Intersection	●	●		●		●
Vertical Deflection	Speed Humps	Segment	●			●		
	Speed Cushions	Segment	●			●		
	Speed Tables	Segment	●			●		
	Split Speed Tables	Segment	●			●		
	Raised Crosswalk	Intersection		●		●		
	Raised Intersection	Intersection		●		●		
	Textured Crosswalk	Intersection	●			●		
Street Width Reductions	Curb Extension	Intersection	●	●		●		
	Choker	Segment		●		●		
	Median Island	Both		●		●		
Traffic Diversion	Channelized RIRO	Intersection	●	●	●	●	●	
	Partial Closure	Intersection	●	●	●	●	●	
	Diagonal Diverter	Intersection		●	●	●	●	
	Full Closure	Both		●	●	●	●	●
Bicycle and Pedestrian Improvements								
Signage & Pavement Markings	Signage & Pavement Markings	Both	●		●			
Traffic Control Modifications								
Stop Control	Two Way Stop-Control	Intersection	●		● ¹			
	All Way Stop-Control	Intersection	●			●		
Other	Mini-Roundabout	Intersection		●		●		
	Roundabout	Intersection		●		●		
	Traffic Signals	Intersection		●		●		
Placemaking Improvements								
Placemaking	Lighting	Both		●	●			●
	Landscaping	Both		●				●
	Corner Plazas	Intersection		●				●
	Art	Both	●	●				●

¹If stop signs are oriented away from the neighborhood greenway.

Traffic Calming

Traffic calming aims to reduce motor vehicle speeds closer to those of bicyclists. Reducing speeds improves the bicycling environment by reducing overtaking events, enhancing drivers' ability to see and react, and diminishing the severity of crashes if they occur. Neighborhood greenways should have 85th percentile speeds of 25 mph or less (20 mph is preferred). 85th percentile vehicular speeds along B Street ranged from approximately 17 to 25 mph.

For neighborhood greenways, motor vehicle traffic volumes decrease bicyclist comfort and may lead to a greater potential for conflicts, as well as a loss of perceived safety. Neighborhood greenways should be designed for motor vehicle volumes under 1,500 vehicles per day (vpd), with up to 3,000 vpd allowed in limited sections of a corridor. Traffic calming measures can help reduce or discourage thru traffic on neighborhood greenways by physically or operationally reconfiguring select corridors and intersections along the route.

Vehicular volumes along B Street ranged from approximately 1,275 vehicles per day (vpd) to 2,225 vpd. Traffic calming treatments will be identified to lower traffic volumes and speeds to the preferred target thresholds.

Emergency Access

B Street is not a primary emergency access route in Ashland. However, consideration will be given to emergency vehicles in the selection of traffic calming elements, and treatments more compatible with emergency access are noted in the sections below.

Traffic calming measures can be divided into vertical or horizontal features. These measures can be implemented individually or in combination to increase their efficacy.

REDUCED SPEED LIMITS

Neighborhood greenways should have a maximum posted speed of 25 mph, with lower speeds preferred. A reduction in the speed limit should be paired with other speed management and design elements.

Application to B Street

B Street is currently signed at 25 mph, so this speed limit should either be retained or reduced to 20 mph. Recently legislation (HB 2095) amended ORS 810.180 to allow a city to designate a speed that is up to 10 miles per hour lower than the statutory speed, so long as the designated speed is not less than 20 miles per hour.

Implementation

This improvement could be implemented by City of Ashland Public Works Staff.

HORIZONTAL DEFLECTION

There are three major types of horizontal deflection relevant to the B Street corridor, including lateral shift, chicane, and traffic circles as described below.

Lateral Shift

A lateral shift refers to the realignment of an otherwise straight street that causes travel lanes to shift in one direction. The purpose of this shift is to slow vehicles down as they traverse through the shifted area. These shifts are best paired with median islands to force vehicles to adjust their path. These shifts are appropriate for local roadways and for speed limits less than 35 mph but are more often placed on streets with centerlines. A schematic and example with parking is shown in Figure 1.

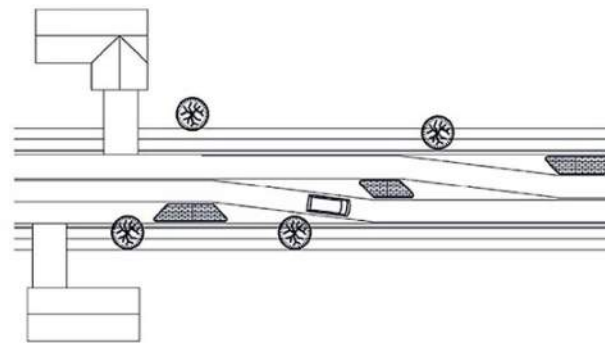
Lateral shifts are placed midblock and can be made traversable by emergency vehicles via a long, narrow median that can be straddled by a fire truck, if needed.

Chicane

A chicane is an extension of the lateral shift and consists of a series of alternating curves or lane shifts that are located in a position to force a motorist to steer back and forth out of a straight travel path. The curvilinear path is intended to reduce the speed at which a motorist is comfortable travelling through the feature. These curves can be created by curb extensions (covered in a later section) or on-street parking on alternating sides of the alignment. If curb extensions are used, they serve as an opportunity for additional landscaping or placemaking “mini-plaza” opportunities along a segment.

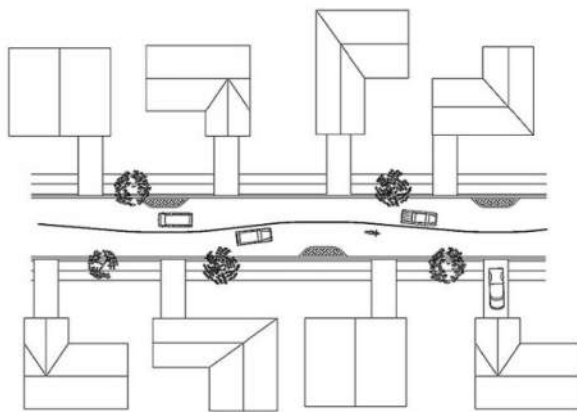
Chicanes are appropriate for an entire block (for short blocks), and thus can serve as an effective speed reduction measure on blocks that may have higher speeds than desired. Chicanes are appropriate on emergency access routes. However, they may not be effective on blocks with such low volume that drivers are not likely to encounter another driver on the street. A schematic and example with curb extension is shown in Figure 2.

Figure 1. Lateral Shifts



Source: FHWA Traffic Calming ePrimer

Figure 2. Chicanes



Source: FHWA Traffic Calming ePrimer

Traffic Circles

Traffic circles, shown in Figure 3, are minor street crossing treatments that also provide traffic calming. They are raised or delineated islands placed at intersections that reduce vehicle speeds by narrowing turning radii, narrowing the travel lane, and, if planted, obscure the visual corridor along the roadway. Traffic speeds at the intersection are generally reduced by 5 to 13 mph, though traffic speeds upstream and downstream of the intersection may only see speed reductions of 1 to 6 mph (see Reference 3). Therefore, traffic circles are most effective when placed in a series or when paired with other traffic calming techniques described in this section. Traffic circles can include a paved apron or mountable curb to accommodate the turning radii of larger vehicles like fire trucks or school buses.

A traffic circle can have stop signs or yield signs on the intersection approaches. The primary benefit of a traffic circle is an expected reduction in the number of angle and turning collisions. An additional benefit is that it can slow high-speed traffic at the intersection. A traffic circle is typically designed to fit within the travel lanes of an existing intersection.

Parking can be prohibited on the intersection approaches and a pavement marking placed in the intersection so that the approaching driver on the cross street knows to expect bicyclists crossing. A traffic circle can simply be a painted area, but it is most effective when it is defined by a raised curb and landscaped to further reduce the open feel of a street. A traffic circle can be landscaped with ground cover, flowers, and street trees. Overall, traffic circles lower speeds by narrowing the turning radii, narrowing the travel lane, and, if planted, obscure the visual corridor along the roadway.

Traffic circles can be an appropriate measure at low traffic volumes; as an example, Pennsylvania uses a daily volume maximum of 3,500 for each intersection leg (Reference 2).

Note that while traffic circles are not well suited for primary emergency response routes, they still allow emergency vehicles and fire trucks to pass through. Mountable, paved aprons can be used if this is a major concern. Left turns can be made in front of the traffic circle by emergency vehicles.

Figure 3. Traffic Circles



Source: NACTO Urban Bikeway Design Guide; Streetsblog

Application to B Street

Lateral shifts may be considered on higher volume blocks or blocks of concern identified by local residents. However, chicanes provide more space for landscaping and placemaking elements.

Traffic circles were recommended for the Focal Point Intersection (at 4th Street) and Gateway Intersections (Oak and 8th Streets) in the 1999 Ashland B Street Transportation Plan. The traffic circle at 4th Street was recommended to be a raised, curbed, and landscaped traffic circle (24 feet in diameter). The traffic circles at Oak and 8th Streets were recommended to be hardscape circles built into the street using pressed concrete or pavers (20 feet in diameter).

Implementation

Lateral shifts, chicanes, and traffic circles could be implemented as pilot projects using temporary materials by City of Ashland staff. However, full implementation may require contractor support.

VERTICAL DEFLECTION

Vertical speed control measures most commonly include speed humps, cushions, or tables, as well as raised crosswalks and intersections.

Speed Humps

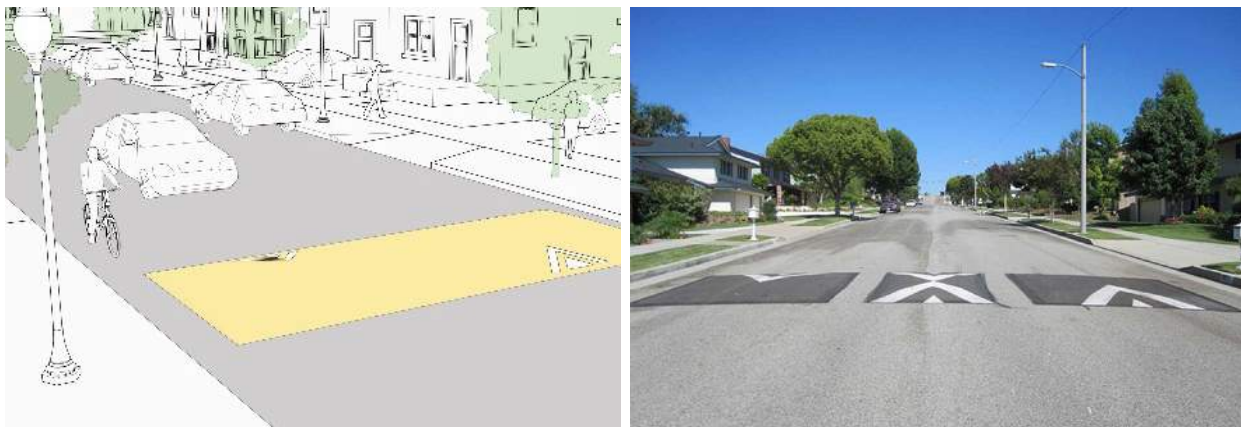
Speed humps are 3 to 4 inches high and 12 to 14 feet long, such that speeds are reduced to 15 to 20 mph. They are often referred to as “bumps” on signage and by the public. While speed humps can be passed by emergency response vehicles at slow speeds, speed humps are likely inappropriate for emergency access routes.

Speed Cushions

Speed cushions are either speed humps or speed tables that include wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger car speeds. They can be offset to allow unimpeded passage by emergency vehicles and may be used on key emergency response routes. This offset can be designed so typical passenger vehicles cannot use both cutouts simultaneously. They also typically include a level area on the top of the speed cushion and a gentle profile designed to be comfortable when traversed at 15 to 20 mph. Speed cushions have been shown to decrease 85th percentile speeds by 5 to 7 mph (see Reference 3). However, larger emergency vehicles (such as fire trucks) using the cutouts should be able to traverse the speed cushion at higher speeds.

Speed cushions are generally placed at midblock locations at least 150 feet away from intersections. Maximum volumes are 3,500 to 4,000 vpd. Spacing of speed cushions should be between 250 feet and 500 feet. Speed humps and speed cushions are shown in Figure 4.

Figure 4. Speed Humps (left) and Speed Cushions (right)



Source: NACTO Urban Street Design Guide; FHWA Traffic Calming ePrimer

Speed Tables

Speed tables are longer than speed humps and flat-topped, with a height of 3 to 3.5 inches and a length of 22 feet. Vehicle operating speeds range from 25 to 35 mph, depending on the spacing, and speed tables may be used on collector streets and/or transit routes. However, they do not include wheel cutouts and thus may cause delay for emergency vehicles.

Split Speed Tables

Split speed tables, or offset speed tables, are also 22 feet long and extend across one travel lane in each direction. A longitudinal gap is provided between the speed tables to allow emergency vehicles to weave around them. While studies have indicated that this treatment does not reduce speeds below 25 mph, it has been found to deter cut-through traffic, particularly by large trucks. As with speed cushions, these are a midblock treatment recommended to be placed at least 150 feet

from the intersection. As B Street has no centerline, implementing this treatment may be less effective as passenger vehicles could also easily weave between the speed tables. However, as part of a series, they may reduce the volume of cut-through traffic. Speed tables and split speed tables are shown in Figure 5.

Figure 5. Speed Tables (left) and Split Speed Tables (right)



Source: FHWA Traffic Calming ePrimer

Raised Crosswalk

A raised crosswalk is a variation of a flat-topped speed table. A raised crosswalk is marked and signed as a pedestrian crossing. The 10-foot flat top on a typical speed table conforms to a desired crosswalk width. A raised crosswalk is typically between 3 and 6 inches above street level. It is common for a raised crosswalk to be level with the street curb. This height increases the visibility of a pedestrian in a crosswalk to a motorist. It also improves the line of sight for a pedestrian toward an oncoming vehicle. Raised crosswalks may be placed at an intersection or a midblock location. Raised crosswalks cause delay for emergency vehicles. Examples are shown in Figure 6.

Figure 6. Raised Crosswalks



Source: FHWA Traffic Calming ePrimer

Raised Intersection

A raised intersection, in which an entire minor intersection is raised, slows vehicle traffic through the intersection and improves safety for pedestrians. It has the advantage of calming two streets at once. This treatment can be implemented on Emergency Access routes due to the wide distance of the raised area. Volume recommendations vary, but some jurisdictions cap volumes to 4,000 ADT per street. They are typically raised to the sidewalk level.

A raised intersection would be most appropriate at the intersection of B Street and another more major street, such as 1st, Oak, or 8th Streets in order to maximize effectiveness and serve as a gateway into the B Street neighborhood greenway. The design of the raised intersection could incorporate art or texture to contribute to placemaking along the corridor. Examples are shown in Figure 7.

Figure 7. Raised Intersection



Source: NACTO Urban Street Design Guide; FHWA Traffic Calming ePrimer

Textured Crosswalk

Finally, a textured crosswalk helps visually highlight a crossing, encouraging vehicles to slow down. A textured crosswalk also adds to the design and feel of an intersection, emphasizing the priority of people walking and biking. Examples are shown in Figure 8.

Figure 8. Textured Crosswalk



Source: StreetPrint; AmericaWalks

Application to B Street

Speed cushions are recommended on blocks with identified speeding issues or near higher-volume intersections. Raised crosswalks could be considered for key gateway and more major intersections, such as 1st Street, Oak Street, 4th Street, and 8th Street. Textured/colored crosswalks were recommended at all intersections, if cost allows, in the 1999 Ashland B Street Transportation Plan.

Implementation

Speed cushions and painted crosswalks could be implemented by City of Ashland staff. However, raised intersections may require additional study and contractor support.

STREET WIDTH REDUCTIONS

There are three primary methods for street width reductions: curb extensions, chokers, and medians. These traffic calming measures help control speed and shorten crossing distances at crossings. They also provide the opportunity to include more landscaping, art, and other placemaking elements.

Curb Extensions

Curb extensions or bulb-outs extend the sidewalk or curb face into the parking lane at an intersection. A curb extension placed at a midblock location is called a choker (see below). When placed on a neighborhood greenway, curb extensions visually narrow the roadway and lower vehicular turning speeds. All curb extensions reduce the crossing distance for pedestrians, improve the visibility of pedestrians, increase the amount of space available for street furniture and trees, and can act as stormwater management features. Figure 9 shows an example of curb extensions.

Figure 9. Curb Extensions



Source: NACTO Urban Street Design Guide; FHWA Traffic Calming ePrimer

Choker

A choker or pinchpoint narrowing, illustrated in Figure 10, includes curb extensions or edge islands placed on either side of the street to narrow the center of the lane such that two drivers have difficulty passing through simultaneously. Pinchpoints should only be used where traffic speeds are

already low. Cut-through passageways can be provided to the outside of the pinchpoint to accommodate bicyclists. Emergency vehicles will be able to pass through the pinchpoint easily.

Figure 10. Pinchpoints



Source: NACTO Urban Bikeway Design Guide; FHWA Traffic Calming ePrimer

Median Island

A median island, illustrated in Figure 11, is a short center island narrowing parallel to the bicycle route that causes a small amount of deflection without blocking driveway access. These treatments help lower speeds and volumes at key locations along neighborhood greenways. Note that a median island is physically different from and serves a different purpose as a standard median on a 4-or-more-lane roadway. The latter provides separation between opposing vehicle travel lanes, an opportunity for landscaping or visual enhancements to a roadway corridor, and a place of refuge for a pedestrian crossing a multi-lane street – all in support of improved and safe traffic flow.

However, a median island is used for the purposes of slowing speeds and visually narrowing the roadway. A median island is most effective when it is defined by a raised curb and landscaped to further reduce the open feel of a street. Median islands often incorporate textured pavement on the island itself, particularly for a median island without a raised concrete curb. However, a median island can also be quickly implemented with paint. Signs, art, and other elements can be placed in the median to serve as a gateway or placemaking feature. Textured pavement and landscaping add to this feel. Median islands can accommodate emergency vehicles if appropriate turning radii are provided.

Figure 11. Median Islands



Source: NACTO Urban Bikeway Design Guide

Application to B Street

Curb extensions were recommended at all intersections in the 1999 Ashland B Street Transportation Plan with curb return radii of 15 feet. The curb extensions would be about the width of the parking lane (with a 1- to 2-foot shy distance). The minimum width of B Street between curb extensions should be 20 feet. The plan recommends that the corners could form small concrete plazas at the confluence of the sidewalks, containing landscaping or other urban design elements such as benches, water fountains, planters, etc.

Implementation

Curb extensions, chokers, and medians could be implemented as pilot projects using temporary materials by City of Ashland staff. However, full implementation may require contractor support.

Chokers and medians could be placed at key locations along B Street with demonstrated high speeds or volumes. On-street parking would be removed at these locations.

TRAFFIC DIVERSION

Traffic diverters help manage access along a neighborhood greenway to help reduce traffic volumes, with a goal of less than 1,500 ADT along the majority of the roadway. Diverters limit some or all movements for vehicles but preserve continuous through access for people walking and biking. There are five types of diversion techniques applicable to B Street, all aiming to restrict motor vehicle traffic to increase bicycle and pedestrian comfort.

Channelized Right In/Right Out

A channelized right-in/right-out diverter typically employs a raised traffic island placed at the mouth of an intersection. It channels traffic to the right and blocks left and through movements. It can constrain traffic entering the intersection on the approach leg with the island, exiting the intersection on the approach leg, or both. This diverter forces motor vehicles to turn right while

bicyclists can continue straight through the intersection. The island can provide a through bike lane or bicycle access to reduce conflicts with right-turning vehicles. A schematic is shown in Figure 12.

Figure 12. Traffic Diversion: Right-in Right-Out Diverter



Source: NACTO Urban Bikeway Design Guide; FHWA Traffic Calming ePrimer

Partial Closure

Partial closures use a physical barrier that blocks vehicle travel in one direction (i.e., creates a one-way street) for a short distance on an otherwise two-way street. Full bicycle passage is allowed while restricting vehicle access to one side only. Motorists on the neighborhood greenway must turn onto the cross street while bicyclists may continue straight along a short contra-flow bike lane past the closure. While typically not appropriate on primary emergency routes, partial closures can be designed so that emergency vehicles can pass through the gap by weaving into the opposing lane, though there may be delay. A schematic and example are shown in Figure 13.

Figure 13. Traffic Diversion: Partial Closure



Source: NACTO Urban Bikeway Design Guide; FHWA Traffic Calming ePrimer

Diagonal Diverter

Diagonal diverters use a physical barrier placed diagonally across a four-legged intersection. The barrier creates two unconnected intersections. Traffic approaching the intersection is restricted to

one receiving leg, rather than three. While all motor vehicle traffic is required to turn, bicyclists and pedestrians can continue through. Emergency vehicles would not be able to pass through this diversion technique, so it is not recommended at key intersections used by emergency vehicles. A schematic and example are shown in Figure 14.

Figure 14. Traffic Diversion: Diagonal Diverters



Source: NACTO Urban Bikeway Design Guide

Full Closure

Full closure diverters create a “T” that blocks motor vehicles from continuing on a neighborhood greenway, while bicycle travel can continue unrestricted. Full closures can be constructed to be permeable to emergency vehicles. A schematic and example are shown in Figure 15.

Figure 15. Traffic Diversion: Full Diverter



Source: NACTO Urban Bikeway Design Guide

Application to B Street

Diversion techniques could be applied to key intersections along B Street to minimize cut-through traffic, slow speeds, and reduce overall volumes to create a comfortable neighborhood greenway with appropriate volumes and speeds for people of all ages and abilities to walk or bike. Traffic diverters could be considered in sections where volumes are higher (such as between 2nd and 3rd Street), or included as a long-term recommendation based on future development (such as at Mountain Avenue). However, additional traffic analysis may be required to understand the impact of diverters on the wider street network.

Implementation

Diversion could be implemented as a pilot project on a selected intersection using temporary and/or low-cost materials by City of Ashland staff, including signage, paint, and bollards. However, full implementation may require contractor support.

Temporary diverters made of quick-build materials can be a low-cost and effective way to pilot diversion techniques. If they are ineffective or result in other challenges, they can be easily altered, moved, or removed. Some examples are shown in Figure 16.

Figure 16. Quick-Build Diverters



Diagonal Diverter with Concrete Barrels.
Source: BikePortland



Right-in Right-Out Diverter with Signage & Plastic Wands.
Source: BikePortland

Bicycle and Pedestrian Improvements

Bicycle and pedestrian improvements include signing and pavement markings to help facilitate comfortable and intuitive facilities for people of all ages and abilities.

SIGNAGE AND PAVEMENT MARKINGS

Signing and pavement markings comprise the basic elements of a neighborhood greenway. They signal to motor vehicles that the road is intended to be shared and help reinforce the priority of bicyclists along the route. Signing and pavement markings must be accompanied by other

appropriate design measures such as volume and speed management. There are three key elements of signing and pavement markings on neighborhood greenways:

- **Pavement Markings** identify the street as a neighborhood greenway and can guide users through jogs or offset intersections. These most commonly include the MUTCD-approved share lane marking (Figure 17).
- **Modified Street Signs** identify and brand the route via a bicycle symbol on a standard road sign. The color may also be modified to a color associated with the broader neighborhood greenway network (Figure 18).
- **Wayfinding Signs** guide users through the route, help brand the network, and include information about the route by identifying intersecting bikeways and providing distance/time information to nearby or popular destinations. As the neighborhood greenway on B Street will be located on a local street, guidance towards key destinations downtown and beyond will be important to direct users to important destinations (Figure 19).

Figure 17. Pavement Markings



Source: NACTO Urban Bikeway Design Guide

Figure 18. Modified Street Sign



Source: NACTO Urban Bikeway Design Guide

Figure 19. Wayfinding



Source: NACTO Urban Bikeway Design Guide

Application to B Street

Currently, there is already some signage directing people walking and biking to the Central Ashland Path. Additional signage and pavement markings could complement existing wayfinding. Shared

lane pavement markings would be appropriate on B Street to signify the street as a neighborhood greenway. On B Street, pavement markings would include standard, straight arrows along the majority of the route, with additional arrows pointing to other greenways as they are built. Both signage types would also be appropriate on B Street. Street signs could be modified to include a bicycle symbol and be colored and branded to differentiate B Street from other local corridors. Wayfinding signage at key intersections could direct users to downtown, parks, and other destinations.

Implementation

Pavement markings and wayfinding signage changes could be implemented by City of Ashland Public Works Staff.

Traffic Control Modifications

Traffic control at intersections can include stop control, signals, and roundabouts. The appropriate traffic control method is dependent on the speeds, volumes and classifications of the intersecting roadways.

TWO WAY STOP-CONTROL (TWSC)

Intersections with two-way stop-control (TWSC) include stop signs on two approaches along the same street. National guidance recommends that stop signs be minimized along neighborhood greenways to reduce delay, provide clarity at intersections, and create a continuous travel flow. If an intersection currently has TWSC but has the stop signs facing the neighborhood greenway, the direction of the stop signs can be 'switched' to provide a continuous route for people biking and walking.

ALL-WAY STOP-CONTROL (AWSC)

Intersections with all-way stop-control (AWSC) include stop signs on all approaches. This type of traffic control can be used as an interim step before installing a traffic signal, as a safety measure if certain traffic conditions exist, or to provide adequate capacity for specific movements. AWSC is often used when the two intersecting roadways have similar vehicular volumes and where a traffic signal or roundabout is not needed. AWSC intersections are relatively inexpensive and can be implemented more easily than traffic signals and roundabouts.

On neighborhood greenways, AWSC can be used if there are extenuating circumstances such as higher volumes on both intersecting street or steep grades. However, TWSC is preferred to maintain continuity along the bike route and create uniformity in the control used along the corridor.

The MUTCD contains threshold criteria for AWSC based on crashes or volumes. These are guidelines rather than mandatory requirements. The following criteria should be considered in an engineering study:

- Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- Minimum volumes:

- The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 - The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
 - If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

In addition, the MUTCD states that other criteria that may be considered include:

- The need to control left-turn conflicts;
- The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

ROUNDBABOUTS

Roundabouts are circular intersections where entering vehicles yield to vehicles already in the circle. They are designed to slow vehicle speeds to 20 to 30 mph or less before they enter the intersection, which promotes a more comfortable environment for pedestrians, bicyclists, and other non-motorized users. Roundabouts have fewer conflict-points and have been shown to reduce the severity of crashes, as compared to signalized intersections. Roundabouts can be more costly to design and install when compared to other intersection control types, but they have a lower operating and maintenance cost than traffic signals. Topography must be carefully evaluated in considering a roundabout, given that slope characteristics at an intersection may render a roundabout infeasible.

Roundabouts can make navigating intersections easier for people walking, as the design allows a pedestrian to cross one direction of traffic at all. There is a reduced number of conflicts for people biking. However, roundabouts may be challenging for bicyclists, as the design requires people biking to (a) ride as a vehicle in the lane, and (b) ramp up to the sidewalk and cross as a pedestrian.

Single-lane roundabouts are appropriate for ADTs of up to 25,000. Due to the relatively low volumes on B Street (approximately 2,500 ADT or below), roundabouts are not appropriate.

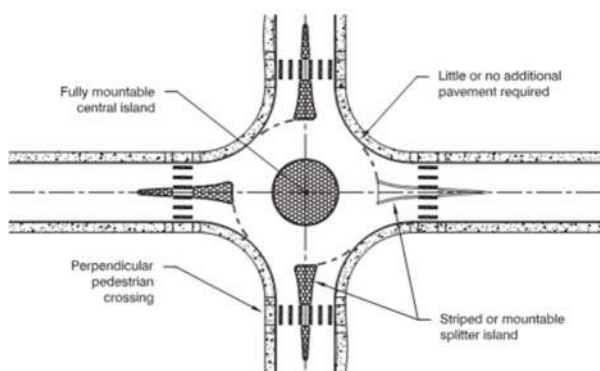
MINI ROUNDABOUTS

Mini-roundabouts are small roundabouts with a fully traversable central island. They are most commonly used in low-speed urban environments with average operating speeds of 30 mph. They can be useful in such environments where conventional roundabout design is precluded by right-of-way constraints. In retrofit applications, mini-roundabouts are relatively inexpensive because they typically require minimal additional pavement at the intersecting roads and minor widening at the corner curbs. They are typically designed for negotiating speeds of 15 mph with inscribed circle diameters generally varying from 45 to 80 ft.

Mini-roundabouts can be appropriate for traffic calming purposes at local street intersections or intersections of minor collectors and local streets. Mini-roundabouts are like traffic circles but require every approach to yield. However, they do not provide a landscaping opportunity and do not obscure the visual corridor along the roadway. Further, motorists may choose to ride through the intersection over the mountable central island.

Mini-roundabouts are suited for ADTs of up to 16,000 and areas with a low number of trucks (Reference 5). B Street has relatively low volumes (approximately 2,500 ADT or below) and limited right-of-way, therefore mini-roundabouts are likely not appropriate for the context.

Figure 20. Mini-Roundabout



Source: Roundabouts, An Informational Guide (Reference 5)

TRAFFIC SIGNALS

Traffic signals allow opposing streams of traffic to proceed through an intersection in alternating patterns. When used, traffic signals can effectively manage high traffic volumes and provide dedicated times in which pedestrians and bicyclists can cross roadways. Because they continuously draw from a power source and must be periodically re-timed, signals typically have higher maintenance costs than other types of intersection control. Signals can also provide a safety benefit

where signal warrants are met, however, they may result in an increase in rear-end crashes compared to other solutions. Signals have a significant range in costs depending on the number of approaches, how many through and turn lanes at each approach, and if it is in an urban or rural area. The MUTCD provides eight warrants for application of traffic signals:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

The satisfaction of a traffic signal warrant does not itself require the installation of a traffic signal. B Street does not meet traffic warrants due to relatively low vehicular volumes and crash thresholds below the Crash Experience warrant.

If a traffic signal is used along a neighborhood greenway, adequate pedestrian and crossing treatments and signal timing should be employed.

Application to B Street

The 1999 Ashland B Street Transportation Plan recommends removing stop signs along B Street and adding stop signs along minor streets for all intersections except for Oak Street. At Oak Street, the Plan recommends that B Street has stop signs and Oak Street does not because of traffic volumes on Oak Street and sight distance concerns on B Street approaching from Water Street. Mini-roundabouts, roundabouts, and traffic signals are not likely appropriate based on the relatively low volumes of B Street and intersecting streets.

Implementation
Stop sign improvements could be implemented by City of Ashland Public Works Staff.

Placemaking Improvements

Placemaking improvements on B Street provide an opportunity to connect to the existing arts and culture scene in Ashland and collaborate with local artists. These improvements could also increase the use and draw of B Street and involve local residents and community members.

LIGHTING

Pedestrian-scale lighting improves the safety and security of all road users. For people walking and biking, lighting provides more visibility of the environment during dark conditions. For drivers, lighting provides more visibility of people walking and biking. Shorter (less than 20 feet) and

smaller poles can be made more easily placed along neighborhood greenways and come in a variety of designs that are aesthetically pleasing. The style and placement of the light poles can help reflect the character of B Street by day, while also providing a safer facility by night.

Figure 21. Pedestrian Scale Lighting



Source: SF Better Streets; Cree Lighting

Application to B Street

The 1999 Ashland B Street Transportation Plan recommends lighting at all four corners of all intersections. Pedestrian scale lighting could add to the character and sense of place of the roadway by day and facilitate bike and pedestrian travel for residents by night.

Implementation

These improvements would likely require contractor support.

LANDSCAPING

Landscaping along neighborhood greenways can consist of trees, shrubs and plants, or bioswales. Landscaping can be incorporated in a landscaping strip as a buffer between the sidewalk and roadway, but can also be used in traffic circles and at curb extensions. Trees provide shade, wind protection, and a more comfortable and separated area for people walking. Trees can also help encourage slow vehicular speeds. Further, green areas help take in water runoff, especially bioswales, which are designed to collect polluted stormwater runoff and filter out pollution.

Figure 22. Landscaping



Source: American Society of Landscape Architects; City of Portland; Greater Greater Washington

Application to B Street

The 1999 Ashland B Street Transportation Plan recommends trees at all intersections. Trees and other landscaping elements could be extended throughout the corridor to provide shade and a more comfortable environment for people walking and biking. Landscaping can be used to call attention to specific key intersections, such as 4th Street, 8th Street, and Oak Street. Specifically, the 1999 B Street Transportation Plan recommended a landscape traffic circle at 4th Street.

Implementation

These improvements would likely require contractor support.

CORNER PLAZAS

Curb extensions help create 'mini plazas' at intersections by expanding space for street furniture, benches, landscaping, and street trees. They can create gathering places with seating or bike parking for residents to meet and mingle, especially at the intersections of more major streets. More 'urban' locations can include art installations, wayfinding signage, trees, and other street furniture. At neighborhood intersections, these curb extensions can include more plantings or community amenities such as little free libraries to emphasize the residential character of the street.

Figure 23. Corner Plazas



Source: NYC Street Design Manual; Urban Street Design Studio; AARP

Application to B Street

The 1999 Ashland B Street Transportation Plan recommends corner plazas at all intersections with curb extensions, with more residential areas of the corridor implementing more residential elements at those intersections. Gateway and focal intersections at 4th Street, 8th Street, and Oak Street could be the primary plazas with landscaping, bike parking, and seating. Other plazas could be more residential in nature with landscaping.

Implementation

These improvements require support from residents to maintain the landscaping.

ART

Ashland is known for its art, culture, and entertainment, with various art galleries; the Ashland Independent Film Festival; the Oregon Cabaret Theater; Ashland New Plays festival; and the world-famous Oregon Shakespeare Festival. B Street has the opportunity to incorporate this artistic flair in the design of the roadway, with:

- **Painted crosswalks** to create a central theme along the corridor with bright colors and designs emphasizing Ashland's art, mountain, and theater scene (Figure 24).
- **Murals** at key intersections could create de-facto plazas and be commissioned by local residents. Themes could again echo Ashlan's arts and cultural spirit (Figure 25).

Figure 24. Painted Crosswalks



Source: Walk Bike Cupertino; KGUN 9

Figure 25. Intersection Murals



Source: City of Seattle; Fat Pencil Studio

- **Sidewalk art** could include sculptures, plantings, and design elements that add to a quirky and unique sense of place along B Street. These elements could be placed in the buffer strip or at corner plazas, as well as in traffic circles. Further, paint, landscaping, and art can be used to make quick-build temporary traffic circles. These pieces could also be created in tandem with local artists, galleries, or even schools (Figure 26).
- **Bike parking** at key corner plazas could look beyond traditional racks and to more unique and fun objects that double as art pieces (Figure 27).

Figure 26. Sidewalk Art



Source: Urban Hiker SF; City of Tucson

Figure 27. Bike Parking



Source: ArtWorks Cincinnati; Gear Junkie

Application to B Street

Key intersections identified in the 1999 B Street Transportation Plan (4th Street, 8th Street, and Oak Street) could be the focal areas for art installations and intersection murals, as well as painted crosswalks and bike racks. Other intersections could have art inspired by or created in tandem with the local community.

Implementation

These improvements could be installed in collaboration with local artists and residents. More complex items such as permanent sculpture may require more time and capital.

Parking Management

There is currently on-street parking on both sides of B Street. The parking is free of cost and not time-restricted and the spaces are unmarked. Due to B Street's proximity to the OR 99 couplet that runs through downtown Ashland, there may be parking spillover to B Street from downtown destinations. There are a variety of parking management strategies that can help mitigate parking impacts.

TIME LIMITS

Time limits effectively limit the amount of time a vehicle can remain in a parking space. Shorter time limits (15-minute, 30-minute, and 1-hour) should be used sparingly and only in areas where adjacent land uses require high levels of turnover; otherwise, these time limits do not provide sufficient time for visitors and patrons of local businesses. Time limits may be most effective in downtown areas and adjacent residential neighborhoods where parking is being used by employees and those visiting and parking for extended periods of time.

AREA PARKING PERMIT PROGRAMS

Area parking permit programs can help allocate parking resources between users. Area parking permit programs are intended to make on-street parking spaces remain available for priority users (e.g., residents within a specific "permit district boundary") and may restrict or limit parking for

visitors, employees or “non-residents” during certain or all hours of the day and night. Parking permit programs provide licenses that aid in the search for street parking, but do not guarantee finding street parking for residents or employees. In other words, permits do not guarantee an on-street space in front of a specific residence or business, but the entitlement to park within the permit district boundary. Providing this program for residents of B Street and surrounding areas can help ensure that spots are open for residents, while offering a limited number of time limited spots for visitors.

PARKING PRICING

On-street parking pricing encompasses both static and dynamic pricing strategies to manage urban parking spaces effectively. Static pricing sets a fixed rate for parking that doesn't change based on demand or time, providing simplicity and predictability for drivers. This approach is often used in areas with consistent demand throughout the day. Conversely, dynamic pricing adjusts rates in real-time or periodically based on current demand, location, and time of day. Higher rates during peak periods encourage turnover and ensure availability for short-term parkers, while lower rates during off-peak times make use of otherwise underutilized spaces.

Both pricing strategies aim to optimize the availability of parking spots, reduce traffic congestion, and encourage the use of alternative transportation methods like public transit, cycling, or walking. Effective implementation of on-street parking pricing requires a balance between these strategies, taking into account local conditions and ensuring clear communication with the public to maintain fairness and transparency.

PARKING ENFORCEMENT

Almost all parking management strategies require enforcement to be effective. Parking enforcement often carries a negative connotation, but when performed properly it can be a component of a program that manages demand, deters habitual or repeat offenders, and improves the efficiency of an entire parking system. Proper enforcement should be focused on education and promoting a change in behavior, rather than the generation of additional revenues for the parking program.

ADA PARKING

On-street ADA parking stalls play a crucial role in creating an accessible, inclusive, and efficient urban environment. They provide significant benefits for individuals with disabilities by improving accessibility, safety, and convenience. At the same time, they offer broader community advantages, including promoting equality, enhancing public image, and ensuring compliance with legal standards. Overall, on-street ADA parking is a vital component of a well-planned and inclusive urban infrastructure.

BIKE PARKING

Bike parking can be included at key intersections, especially at the 'mini-plazas' created by curb extensions.

Application to B Street

The 2016 Downtown Strategic Parking Management Plan recommends expanding the bike parking network and implementing on-street pricing for vehicular parking. Maintaining parking throughout the entire corridor may preclude some traffic calming treatments, such as chicanes. Traffic calming treatments such as curb extensions would ensure a clear zone around the intersection where parking is prohibited, improving sight distances.

Implementation

These improvements could be installed by the City of Ashland. Strategies like dynamic pricing would require more coordination and consideration.

References

1. NACTO (2011) *Urban Bikeway Design Guide*
2. FHWA and ITE (2017) *Traffic Calming ePrimer*
3. AASHTO (2012) *Guide for the Development of Bicycle Facilities, 4th Edition*
4. Oregon Department of Transportation (2024) *Highway Design Manual*
5. NCHRP (2010) *Roundabouts, An Informational Guide, 2nd Edition*

PUBLIC INVOLVEMENT SUMMARY

APPENDIX

Summary

Kittelsohn and the City of Ashland staff hosted an in-person walking tour and community charette for the B Street Corridor Safety Plan on June 6, 2024.

- The purpose of the walking tour was for the consultant team to learn about the corridor directly from residents and observe roadway characteristics, traffic behavior, and user experience.
- The purpose of the community charette was to introduce the study to the public and solicit feedback on existing conditions and safety improvement opportunities.

The consultant team will develop a draft concept layout of B Street improvements based on input received as part of the walking tour and community charette. This appendix summarizes the feedback received from public outreach event #1.

STUDY AREA WALKING TOUR

City of Ashland Staff, the consultant team, and residents of B Street attended the Study Area walking tour. Approximately 10-15 people participated in the walking tour. Key themes and input voiced during the walking tour is described below:

- B Street varies in width across the corridor. Selected treatments should vary based on context.
 - B Street transitions from approximately 36 feet wide to approximately 46 feet wide at 2nd Street.
 - B Street transitions from approximately 46 feet wide to 30 feet wide at 5th Street.

Figure 1. Study Area Walking Tour



- Residents mentioned poor compliance with stop signs. They think adding “Cross Traffic Does Not Stop” signs would help people be aware of which streets are two-way stop-controlled (TWSC) versus all-way stop-controlled (AWSC).
- Residents want to maintain the calm, residential feel of the streets. Some residents mentioned that they have observed significant speeding on B Street. Others mentioned that they like speed feedback signs and feel like people drive slower when they see them.
- Residents had mixed feedback on curb extensions and narrowing the roadway: some were interested in the traffic calming aspects and others feel that the roadway is already too narrow in some sections and want to limit parking to one side to reduce conflicts.
 - Residents on B Street between 5th Street and 6th Street agreed to only park on one side of the street. They mentioned that they started doing this because of instances where people lost their mirrors from sideswiping.
- Street parking is highly utilized, but residents mentioned that they can generally find parking. Some homes have off-street parking but allow their tenants to use it.
- Residents like the landscaped corners but mentioned that they can be burdensome for the homeowners that have to maintain them.
- Residents want more consistency with treatments, including yellow striping for no-parking zones, stop sign placement relative to the intersection, crosswalk markings, and traffic control (e.g. AWSC vs TWSC).
- Residents were interested in traffic calming circles, especially at the intersection of B Street/4th Street where it is wide and B Street/8th Street where there have been run-off-the-road

Figure 2. Cross Traffic Does Not Stop Sign



Figure 3. Landscaped Corners and Paved Crosswalks at C Street/6th Street



Figure 4. Run-off-the-road Crash at 8th and B Street, 2023



crashes. Residents were also interested in chicanes, speed humps, and other traffic calming treatments.

- Residents mentioned that 3rd Street seems busier than other side streets due to traffic from the Grange, especially heavy vehicle traffic. They have observed noncompliance with the posted stop signs at this location.
- B Street has a mix of local people using it and others using it as a thoroughfare, including City maintenance vehicles.

COMMUNITY CHARETTE

The community charette was held at 5:00pm on June 6 at the Grove on E Main Street. The informational boards and survey were also available online between June 6 and June 13. The charette consisted of several stations, including:

- Boards presenting a project background and process.
- Boards presenting traffic calming improvements, wayfinding improvements, and placemaking improvements where people could provide input on desired treatments.
- A roll plot of the study corridor where people could provide location-specific comments about existing conditions or recommendations for safety improvements.
- A survey asking participants about safety concerns, desired improvements, and general feedback.

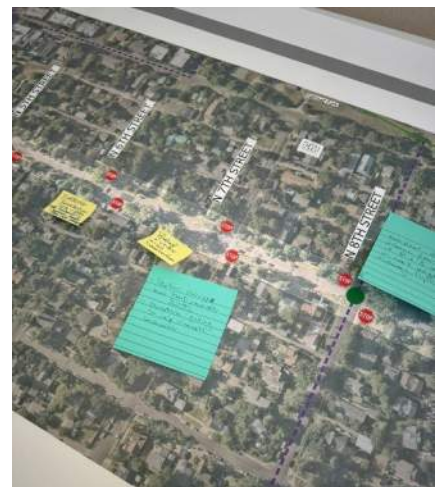
Approximately 10 people (including staff and consultants) attended the community charette in-person and interacted with the stations, one person completed the in-person survey, and five people completed the online survey.

Input Summary

This section summarizes the input from the boards, roll plots, and survey stations from the community charette.

- The community identified the following safety concerns:
 - Limited visibility from side-streets due to vegetation
 - Poor compliance with stop signs
 - Drivers running off the road into yards, especially at B Street/8th Street
 - Aggressive or distracted driving behaviors
 - Difficulty walking the corridor at night due to poor sidewalk quality and lack of lighting
- The community identified the following desired safety improvements:
 - Converting intersections to AWSC (including at B Street/3rd Street and B Street/4th Street)

Figure 5. Study Area Roll Plot



- Traffic circles (including at B Street/8th Street, B Street/4th Street, and B Street/7th Street)
- Chicanes (including at B Street/4th Street)
- Consistency with stop sign distance from B Street, crossing markings, and parking restrictions
- Improving sight lines for motorists (prohibiting parking close to the intersection and trimming vegetation)
- Installing bold crosswalks throughout the corridor (for example using brick pavers or more paint)
- Flashing pedestrian crossing signs at busy crosswalks
- Improving pedestrian lighting
- Wider sidewalks
- Curb extensions (including at B Street/3rd Street, B Street/4th Street)
- Median islands
- Speed bumps, speed cushions, raised crosswalks, or raised intersections
- Speed reduction to 20 mph
- Speed enforcement
- Landscaping and art placemaking opportunities, including painted intersections
- Bicycle parking
- Benches
- Traffic diverters preventing right turns from motorists traveling southbound on Mountain Avenue to westbound on B Street
- Prohibiting commercial trucks and City vehicles using B Street as a through street
- Converting the roadways to a one-way grid (A Street, B Street, and C Street)
- Centerline stripe
- Split roundabout at B Street/3rd Street

One respondent identified a concern that traffic calming on B Street would cause traffic spillover onto A Street and other residential streets in the vicinity.

Memo

CITY OF
ASHLAND

Date: July 10, 2024
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Crash Summary and Near Miss Analysis

BACKGROUND:

Staff has previously discussed performing a comprehensive review of the Crash Summary and Near Miss data every six months with the Committee. The goal of this review is to categorize the crashes and near misses into a comprehensive list of crashes/near misses that potentially can be resolved through some level of engineering/construction related improvements. The last review occurred in February of 2024.

This summary review and data partitioning process is meant to show visual hot spots where crashes/near misses occur along the network corridors. Typical crashes that should be cataloged for future reference in development of projects include angle crashes at intersection, bike/ped crashes from turn movements, crashes because of a lack of safety improvements (signage, striping, crosswalks, etc.). Crashes that should not be included generally are those associated with distracted driving (rear end and fixed vehicle object crashes).

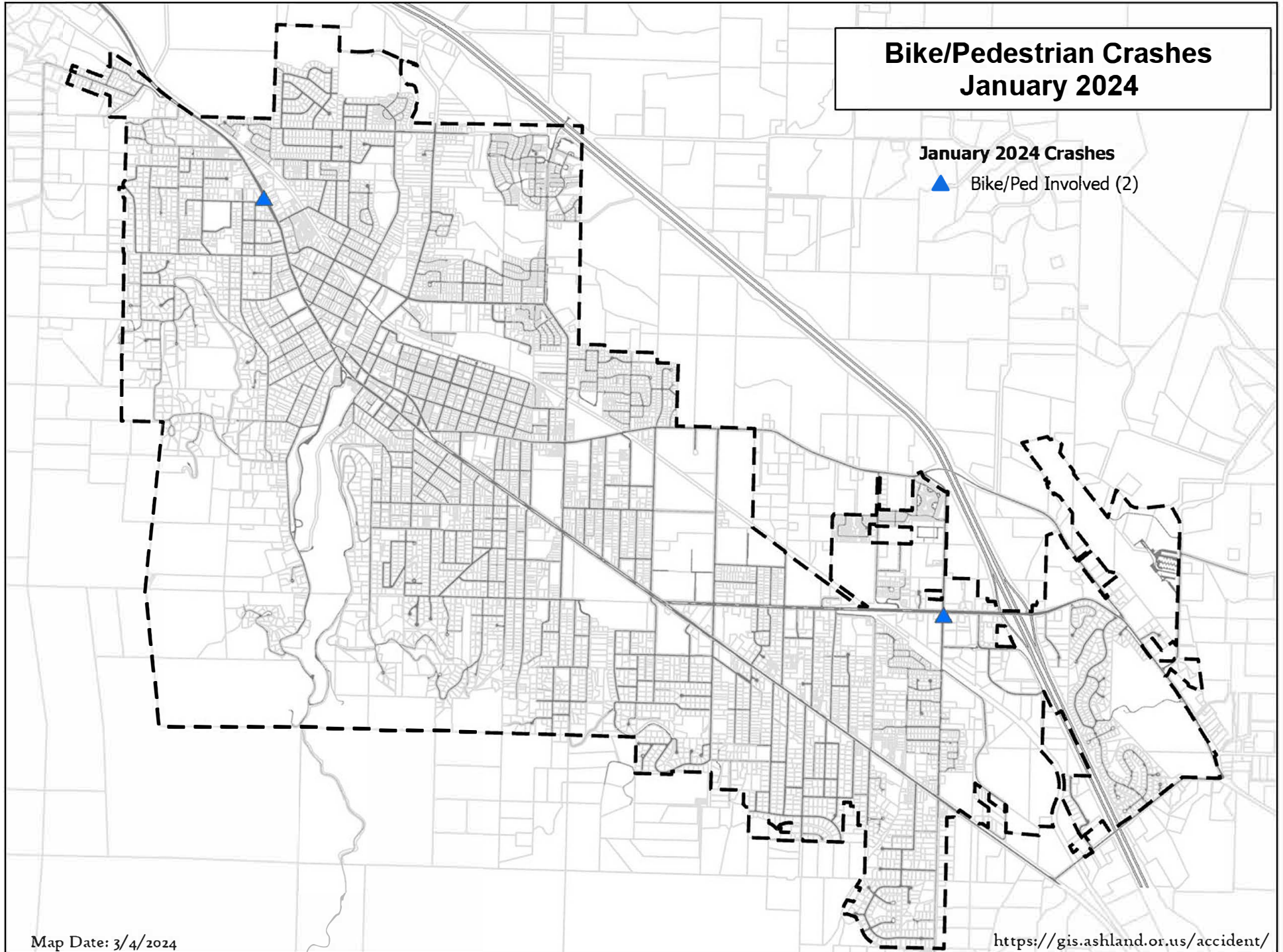
CONCLUSION:

Action required, the Committee is to review the Crash Summary and Near Miss Data and compile a comprehensive list of crashes/near misses that should be compiled into a new data base that can be used moving forward for the Transportation System Plan Update and also future grant/capital projects to improve safety along corridors and at intersections.

Bike/Pedestrian Crashes January 2024

January 2024 Crashes

▲ Bike/Ped Involved (2)



MOTOR VEHICLE CRASH SUMMARY

MONTH: JANUARY

NO. OF CRASHES: 17

YEAR: 2024

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	1	6:38	MON	VAN NESS AVE & HELMAN ST	2	N	N	U	N	N	Y	Y	Y	N	V1 was parked legally on side street when V2 struck V1 and drove off. V2 was later located and reported stolen.
R	1	21:36	MON	N MAIN ST & MAPLE ST	1	Y	N	Y	N	Y	Y	N	N	N	V1 was mergeing into the right turn lane when it struck pedestrian walking in bike lane. Pedestrian cited for improperly proceeding long a highway.
R	2	10:32	TUE	ASHLAND ST & WALKER AVE	1	N	N	Y	N	N	Y	Y	N	N	V1 was parking in front of building when gas pedal got stuck and drove into railing and front of the building then V1 went into reverse and jumped the curb and middle divider then ended up in vacant field on SOU campus.
R	2	14:41	TUE	N MAIN ST & LAUREL ST	2	N	N	N	N	N	Y	Y	N	N	D2 of V2 having possible seizure which caused them to press gas pedal and rear end V1. V2 continued to push V1 through intersection. P2 of V2 eventually got car stopped.
R	6	12:07	SAT	E MAIN ST & GRESHAM ST	2	N	N	N	N	Y	Y	Y	N	N	V1 veered into V2 due to possible stroke. D1 sent to RRMC by AFR.
NR	13	UNK	SAT	RIDGE RD & GLENVIEW DR	2	N	N	N	N	N	N	N	Y	N	V1 was parked when it was side swiped by another unknown vehicle.
R	14	14:49	SUN	E MAIN ST & HELMAN ST	3	N	N	Y	Y	Y	Y	Y	N	N	V1 rear ended V2 at a high speed that was stopped at a stoplight. V2 was pushed forward by the hit from V1 and hit V3. D1 was arrested for DUII and Reckless Driving.
R	15	13:45	MON	E MAIN & OAK ST	2	N	N	N	N	N	Y	Y	N	N	V1 was attempting to turn left at the same time V2 was already turning left in front of him and the two collided.
R	16	10:50	TUE	SISKIYOU BLVD & HILLVIEW DRIVE	2	N	N	Y	N	Y	Y	Y	N	N	V2 pulled into the lane V1 was traveling and struck V2. D2 was cited for failure of driver entering roadway to yield right of way.
NR	20	10:36	SAT	TOLMAN CREEK RD & ASHLAND STREET	1	N	Y	N	N	N	Y	N	N	N	Bicycle entered crosswalk abruptly and without making eye contact with V1. Front tire of bike struck by V1, no injuries.

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	24	11:17	WED	E. MAIN ST & SEVENTH ST	2	N	N	Y	N	Y	Y	Y	N	N	V1 pulled over to the side of the road when V2 struck the side of vehicle D2 was seen to be looking down at phone. D2 was cited for Careless Driving.
R	24	14:40	WED	YMCA WAY PARKING LOT	1	N	N	N	N	N	Y	Y	N	N	Brakes gave out and crashed into trees in the parking lot. Car was totalled and towed away.
R	26	15:00	FRI	N MAIN STREET	2	N	N	Y	N	N	Y	Y	N	N	V1 rear ended V2 at a high speed. D1 believe they fell asleep at the wheel.
R	27	15:15	SAT	N MAIN ST & MAPLE ST	2	N	N	N	N	Y	Y	Y	N	N	D1 looked down which caused V1 to rear-end collide into V2. D1 cited for driving while having a suspended license.
NR	29	14:07	MON	E. NEVADA ST & N MOUNTAIN AVE	2	N	N	N	N	N	Y	N	N	N	V1 backed into V2 (parked). Unknown reason why.
R	29	15:30	MON	SISKIYOU BLVD & ASHLAND ST	2	N	N	Y	N	N	N	N	N	N	V1 at stoplight waiting for the light to change when they were struck by V2.
R	30	18:43	TUE	SISKIYOU BLVD & BESWICK WAY	2	N	N	N	N	N	Y	Y	N	N	V1 was stopping for a ball that appeared in the road when V2 rear ended V1.
Totals						1	1	7	1	6	15	12	2	0	

Traffic Crashes January 2024

January 2024 Accidents

● Motor Vehicle (17)

MOTOR VEHICLE CRASH SUMMARY

MONTH: FEBRUARY

NO. OF CRASHES: 11

YEAR: 2024

NO. OF PREVIOUS ACCIDENTS: 17

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	1	17:36	THR	LITHIA WAY & N SECOND ST	3	N	N	Y	N	N	Y	N	N	N	V2 struck V1 after pulling out of a parking stall. V1 then struck V3.
R	9	8:22	THR	SISKIYOU BLVD	1	N	N	N	N	N	Y	Y	N	N	V1 struck a street sign after accidentally hitting the accelerator.
R	12	18:21	MON	KIRK LANE	2	N	N	N	N	N	Y	Y	N	N	D1 of V1 was adjusting seat while driving when it struck V2 that was parked.
R	13	18:31	TUE	E HERSEY ST & CAROL ST	2	N	N	N	N	Y	Y	Y	N	N	V1 turned left into a driveway which caused a front end crash into V2. V1 failed to yield right of way to V2.
NR	13	19:14	TUE	E HERSEY ST & PHELPS ST	2	N	N	N	N	N	Y	N	N	N	V1 was turning left when they collided with V2. V1 did not see V2. Extra traffic due to previous traffic accident on E Hersey St.
R	16	13:31	FRI	LITHIA WAY & THRID ST	1	N	Y	Y	N	N	Y	Y	N	N	V2 was backing into a parking stall when it hit. V1 (electric bike). V1 did not see signals that V2 gave for backing into space.
NR	20	13:55	TUE	1522 SISKIYOU BLVD PARKING LOT	2	N	N	N	N	N	N	N	N	N	V1 was parked in parking lot and was sideswipped by V2. V2 was not aware of V1 being there.
R	23	16:45	FRI	HARGADINE ST & GRESHAM ST	2	N	N	N	N	N	Y	Y	N	N	V2 was legally parked on the side of the road when V1 sideswipped V2 when pulling over for a downhill vehicle.
NR	26	9:29	MON	SCENIC DR & NURSERY ST	2	N	N	N	N	N	Y	N	N	N	V1 was backing up and hit parked V2's side mirror.
NR	29	9:00	THR	STRAWBERRY LANE & WESTWOOD ST	2	N	N	N	N	N	Y	N	N	Y	V2 pulled halfway into a driveway/road. V1 (city vehicle) was going around V2 when it decided to back up into V1.

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
NR	29	19:04	THR	S PIONEER ST & E MAIN ST	2	N	N	N	N	N	Y	N	N	N	V1 pulled in front of V2, making D2 angry. While both were stopped at a stop light, D2 bumped the back of V1's bumper. Warnings given to both parties.
Totals:						0	1	2	0	1	10	5	0	1	

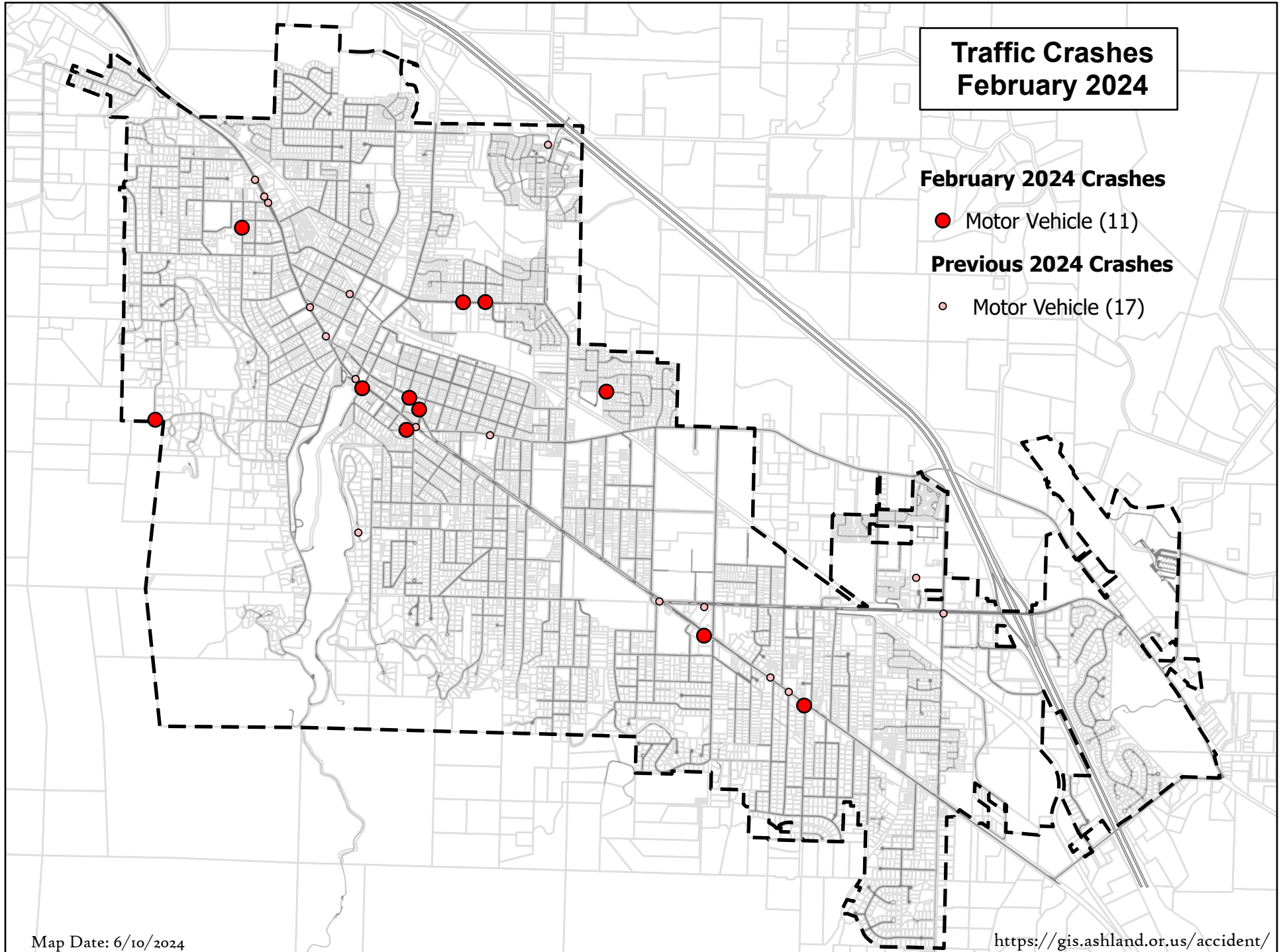
Traffic Crashes February 2024

February 2024 Crashes

● Motor Vehicle (11)

Previous 2024 Crashes

○ Motor Vehicle (17)



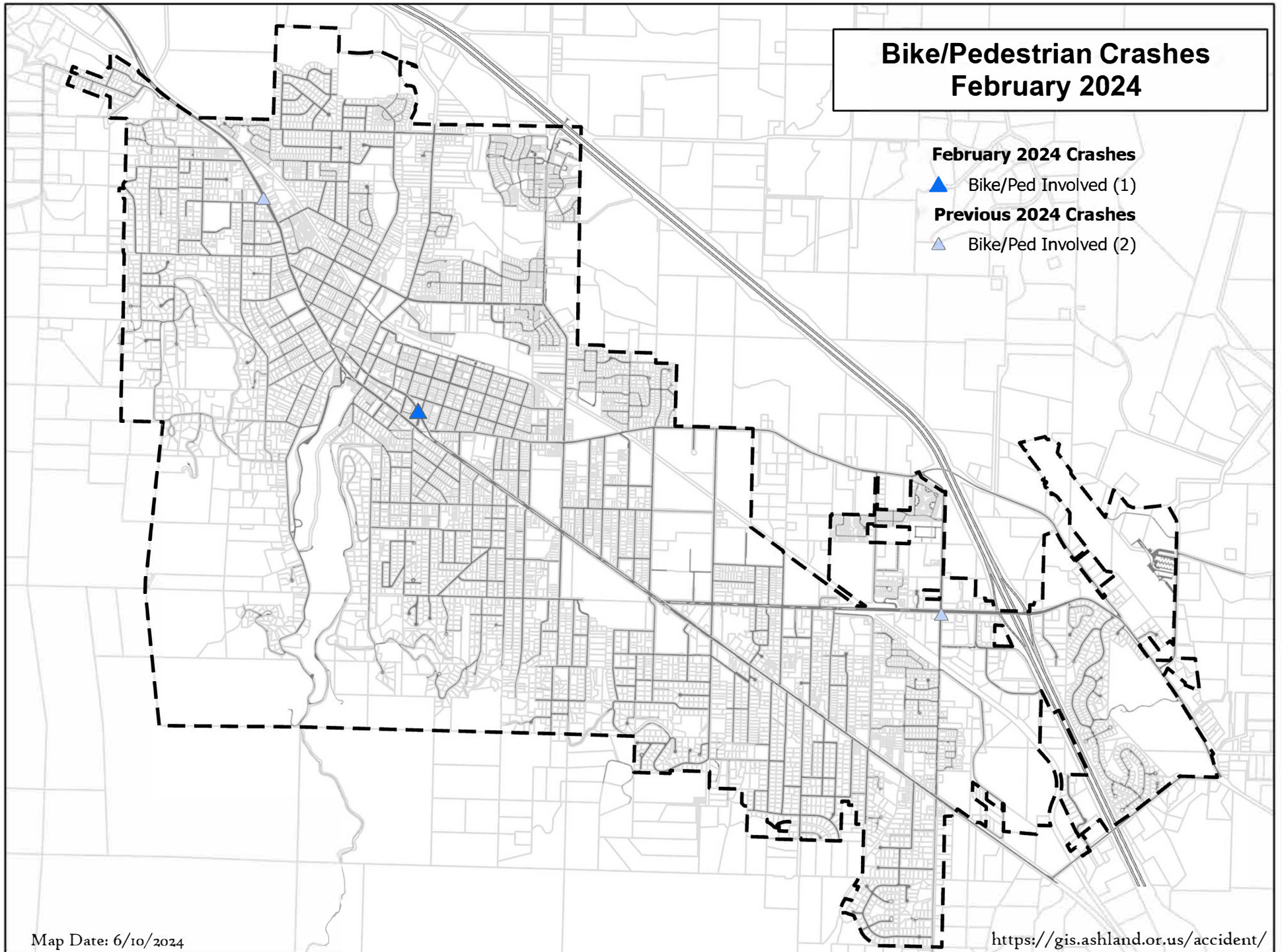
Bike/Pedestrian Crashes February 2024

February 2024 Crashes

▲ Bike/Ped Involved (1)

Previous 2024 Crashes

▲ Bike/Ped Involved (2)



MOTOR VEHICLE CRASH SUMMARY

MONTH: MARCH

NO. OF CRASHES: 11

YEAR: 2024

NO. OF PREVIOUS CRASHES: 28

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
NR	3	1:50	SUN	VISTA DR & HILLCREST RD	1	N	N	N	N	N	Y	N	N	N	V1 lost control of vehicle and crashed into shrubs and light fixture in yard.
R	5	8:18	TUE	ASHLAND ST & TOLMAN CREEK RD	2	N	N	N	N	Y	Y	N	N	N	V1 went through possible red left turning arrow onto Tolmon Creek Rd when V2 proceeded straight on green light and struck V1. V2 cited for driving uninsured.
R	6	18:35	WED	SISKIYOU BLVD	2	N	N	N	N	Y	Y	Y	Y	N	V2 backed into V1. V2 drove off. A witness got car description and gave to D1. D2 cited for failure to perform duties of a driver.
R	7	15:39	THR	SISKIYOU BLVD & AVERY ST	2	N	N	N	N	N	Y	Y	N	N	V3 made an unsafe lane change causing V1 to slam breaks and V2 to collide with V1.
R	15	15:00	TUE	ASHLAND ST & NORMAL AVE	2	N	N	N	N	N	Y	Y	N	N	V1 attempted to pass V2 on the left as V2 was turning left.
R	16	16:40	SAT	E MAIN ST & CALIFORNIA ST	2	N	N	N	N	N	Y	Y	N	N	V1 stopped with traffic when V2 struck V1 from behind.
R	17	20:37	SUN	E MAIN ST & 2ND ST	1	N	N	N	N	N	Y	Y	N	N	V1 turned too sharply and collided with a city owned retaining wall.
R	22	14:52	FRI	N MAIN ST & SKIDMORE ST	2	N	N	Y	N	Y	Y	Y	N	N	V2 was turning left when they were rear ended by V1. V1 took off and was tracked later and cited for failure to perform duties of a driver, no operators lic., and no insurance.
R	26	16:40	TUE	SISKIYOU BLVD	2	N	N	N	N	N	Y	Y	N	N	V1 merged into left turning lane when it collided with V2.
R	27	11:06	WED	N MAIN ST	3	N	N	N	N	N	Y	Y	N	N	V2 and V3 were stopped waiting for traffic when V1 struck the back of V2 which caused it to collide with V3.
R	27	13:29	WED	ASHLAND ST	1	N	N	N	N	N	Y	Y	N	N	D1 blacked out while driving and hit curb.
Totals						0	0	1	0	3	11	9	1	0	

Traffic Crashes March 2024

March 2024 Crashes

● Motor Vehicle (11)

Previous 2024 Crashes

○ Motor Vehicle (28)

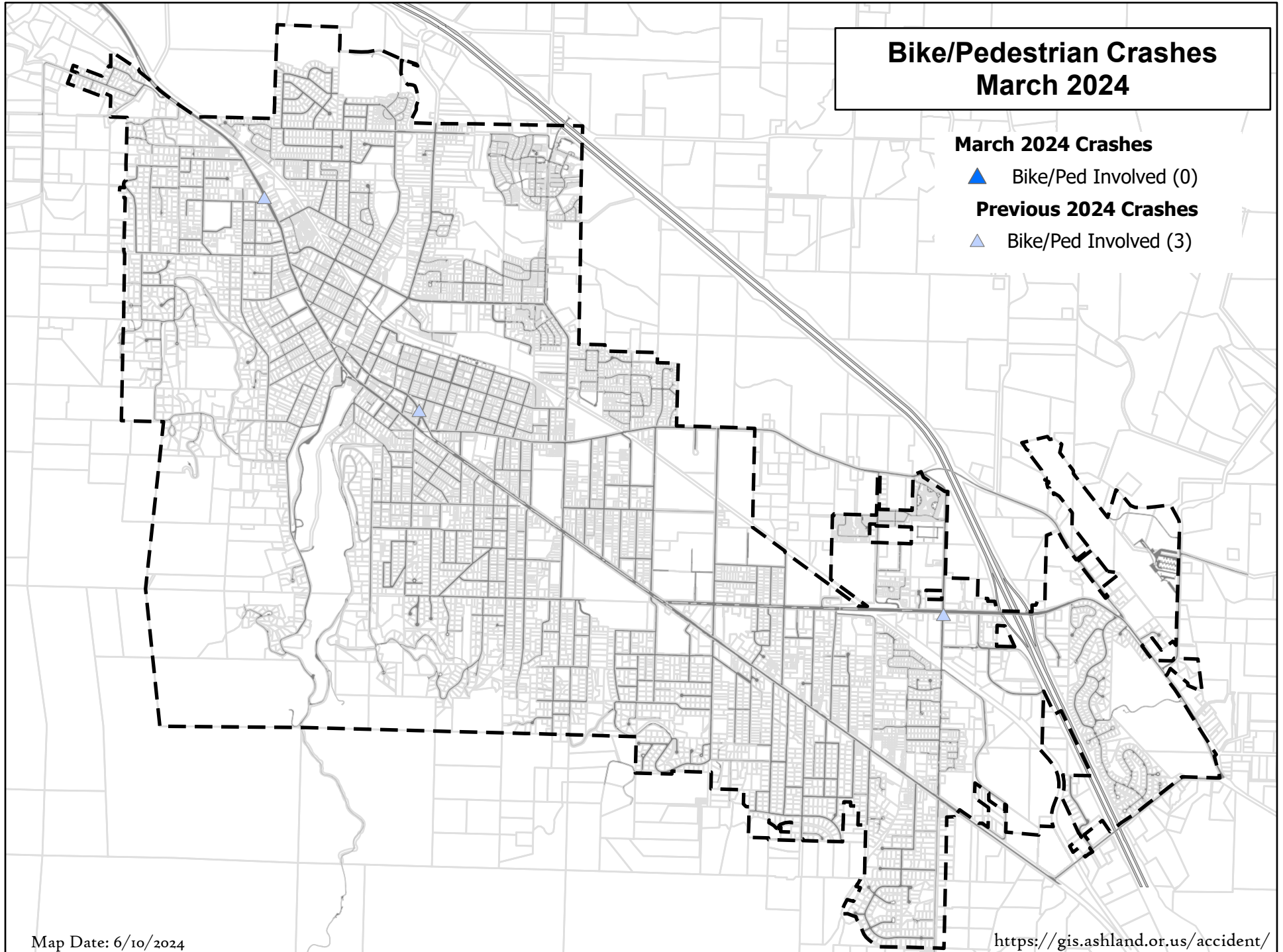
Bike/Pedestrian Crashes March 2024

March 2024 Crashes

▲ Bike/Ped Involved (0)

Previous 2024 Crashes

▲ Bike/Ped Involved (3)



MOTOR VEHICLE CRASH SUMMARY

MONTH: APRIL

NO. OF Crashes: 21

YEAR: 2024

NO. OF PREVIOUS CRASHES: 39

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
NR	1	12:00	MON	E HERSEY ST & CAROL ST	2	N	N	N	N	N	Y	N	N	N	V2 was turning left onto E Hersey when it collided with V1.
R	2	13:09	TUE	LITHIA WAY	2	Y	N	Y	N	Y	Y	Y	N	N	D1 stopped for pedestrian at a crosswalk when it was rear ended by V2. D2 cited for driving to close and driving uninsured.
R	4	8:30	THR	N MOUNTAIN AVE	1	N	N	Y	N	N	Y	Y	N	N	V1 was traveling north when it hit the curb and struck a tree.
R	4	10:28	THR	SISKIYOU BLVD	1	N	Y	Y	N	Y	Y	N	N	N	Bike was traveling opposite way of traffic down the bike lane when Bike crashed into V2.
R	4	16:57	THR	MORTON ST & PENNSILVANIA AVE	2	N	N	N	N	Y	Y	Y	N	N	V1 proceeded across the intersection without yielding the right to V2; causing the collision. D1 received citation for failure to yield.
R	6	UNK	SAT	WATER ST	2	N	N	N	N	N	Y	Y	Y	N	V1 was turning out of parking spot when struck a parked V2. V1 proceeded to drive off.
R	6	21:00	SAT	PEROZZI ST	1	Y	N	Y	N	N	Y	N	N	N	V1 was turning out of the Ashland Dog Park when it struck a pedestrian and then drove pedestrian to the hospital.
R	8	15:07	MON	MORSE AVE	3	N	N	N	N	Y	Y	Y	N	N	V1 was driving southbound when it unsafely passed V2 on the left side while V2 was stopped waiting for a school bus. V2 was pushed into a parked V3 when V1 collided with V2. V1 cited for unsafe passing on left.

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
NR	10	19:00	WED	TAKELMA WAY	1	N	N	N	N	N	Y	N	N	N	V1 side swiped the side of V2 along with knocking over a stop sign
R	15	8:26	MON	MISTLETOE RD	1	N	N	N	N	N	Y	Y	N	N	V1 rolled back and collided with utility pole and caused extensive damage.
NR	20	10:15	SAT	N PIONEER ST	2	N	N	N	N	N	N	N	N	N	V1 was backing out of parking spot when it collided with V2
NR	20	15:56	SAT	WINBURN WAY	2	N	N	N	N	N	Y	N	N	N	V1 was backing out of a parallel parking spot when it hit the bumper of a parked V2.
R	24	15:30	WED	GRANITE ST	1	N	N	Y	N	N	Y	Y	N	N	V1 was driving along Granite St when a deer jumped in front. They swirled to avoid hitting and caused them to collide with retaining wall and bridge.
R	25	10:56	THR	GRESHAM ST	2	N	N	N	N	Y	Y	Y	N	N	V1 collided with V2 while making a left hand turn. D1 didn't see V2 when turning. V1 at fault for failure to obey traffic control device.
NR	25	15:09	THR	HARGADINE ST	2	N	N	N	N	N	Y	N	N	N	V1 was attempting to turn from an alley when it collided with V2.
R	25	19:09	THR	ASHLAND ST & TOLMAN CREEK RD	2	N	N	N	N	Y	Y	Y	N	N	V1 turned left when V2 had a green light causing a collision. V1 was cited.
R	26	12:25	FRI	N MAIN ST	2	N	N	N	N	Y	Y	Y	N	N	V2's (parked) door was hit by V1 when opening door. V1 at fault.
R	27	14:57	SAT	LITHIA WAY & OAK ST	2	N	N	N	N	N	N	N	N	N	V1 struck a parked V2.
NR	27	15:03	SAT	ASHLAND ST	2	N	N	N	N	N	Y	N	N	N	V1 was stopped when V2 collided with V1.
R	29	11:55	MON	WATER ST & N MAIN ST	2	N	N	N	N	Y	Y	Y	N	N	V1 failed to stop at a posted stop sign and collided with V2. D1 cited.
R	29	14:45	MON	LITHIA WAY & OAK ST	2	N	N	Y	N	N	Y	Y	N	N	Both vehicles merging into the same lane when collision occurred.
Totals:						2	1	6	0	8	19	12	1	0	

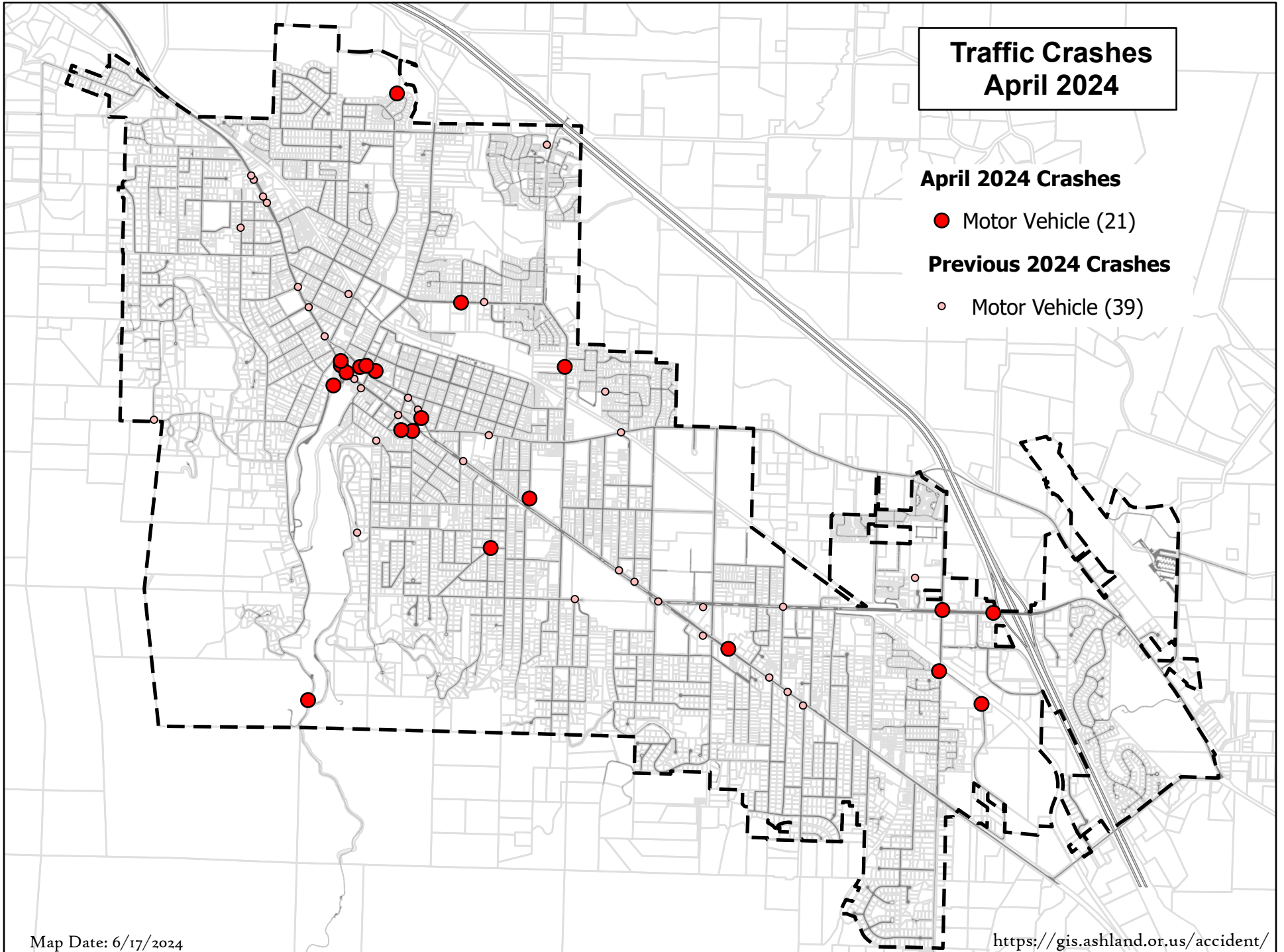
Traffic Crashes April 2024

April 2024 Crashes

● Motor Vehicle (21)

Previous 2024 Crashes

○ Motor Vehicle (39)



MOTOR VEHICLE CRASH SUMMARY

MONTH: MAY

NO. OF CRASHES: 18

YEAR: 2024

NO. OF PREVIOUS CRASHES: 60

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	1	12:38	WED	ASHLAND ST	2	N	N	N	N	N	Y	Y	N	N	V2 was turning left onto Tolman Creek Rd and did not see V1 going straight when the two collided.
R	2	17:22	THR	ASHLAND ST	2	N	N	N	N	Y	Y	Y	Y	N	V1 backed into V2 and then fled the scene. Officers were able to make contact with D1 who was then cited for driving while suspended, no insurance, and expired registration.
NR	7	12:08	TUE	SISKIYOU BLVD	2	N	N	N	N	N	Y	N	N	N	V2 merged into lane that V1 was in and they collided.
R	7	15:16	TUE	E MAIN ST	2	N	N	N	N	N	Y	Y	N	N	V1 opened door of parked vehicle and V2 collided with it. V1 at fault for improper opening of vehicle door.
R	7	21:05	TUE	WILL DODGE WAY	1	Y	N	Y	N	N	N	N	N	N	V1 struck P1 in a driveway. P1 under influence of alcohol.
R	10	18:32	FRI	N MAIN ST	3	N	N	N	N	Y	Y	Y	N	N	D1 fell asleep while driving and collided with parked V2 which then parked V2 hit parked V3.
R	11	11:10	SAT	N MAIN ST	2	N	N	N	N	N	Y	Y	N	N	V2 was rear ended by V1 while waiting at a traffic light
R	14	17:33	TUE	ASHLAND ST	1	Y	N	Y	N	N	Y	N	N	N	V1 was driving on Ashland St when out of no where the pedestrian was running into the side of vehicle 1 and sliding under the tires. V1 ran over P2's leg. P2 is a known transient and was attempted to be contacted with no luck. P2 at fault for failing to yield to a vehicle
R	14	22:49	TUE	SISKIYOU BLVD	1	N	N	Y	Y	Y	Y	Y	Y	N	V2 failed to make a turn and drove onto median and collided with a city owned tree. Arrested for DUII and Hit and Run.

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	16	13:32	THR	N MAIN ST	2	N	N	N	N	Y	Y	Y	Y	N	V1 failed to stop at stop sign when it collided with V2. V1 drove off and was later contacted. V1 cited for at fault for failure to obey traffic control device.
R	16	17:51	THR	CHURCH ST	3	N	N	N	Y	Y	Y	Y	N	N	V1 sideswipped V2 and backed into V3. D1 arrested for DUII.
NR	18	18:00	SAT	PEARL ST	2	N	N	N	N	N	Y	N	N	N	V1 cut corner while turning onto Pearl street and struck V2.
R	18	20:51	SAT	GRANITE ST	1	N	N	U	N	N	Y	N	Y	N	V1 seen driving away after colliding with utility pole.
R	21	13:46	TUE	ASHLAND LOOP RD	1	N	N	Y	N	Y	Y	Y	N	N	V1 driving to fast swirved off road/cliff
R	23	21:31	THR	ASHLAND ST	1	Y	N	Y	N	Y	Y	N	N	N	V1 struck pedestrian crossing in marked crosswalk. D1 says they did not see the pedestrian. P1 was struck by driver side rear view mirror. D1 cited.
R	29	15:55	WED	SISKIYOU BLVD	3	Y	N	Y	N	Y	Y	Y	N	N	V1 and V2 were stopped for a pedestrian crossing when V3 rear ended V2 which then hit V1
R	31	8:15	FRI	TOLMAN CREEK RD & NOVA DR	2	N	N	N	N	Y	Y	Y	N	N	V2 collided with V1 when D2's foot slipped off the brake and hit the gas. D2 cited.
R	31	15:43	FRI	N MOUNTAIN AVE	1	N	N	N	Y	Y	Y	Y	N	N	V1 crashed into a utility pole. D1 was arrested for DUI & Reckless driving
Totals						4	0	6	3	10	17	12	4	0	

Traffic Crashes May 2024

May 2024 Crashes

● Motor Vehicle (18)

Previous 2024 Crashes

○ Motor Vehicle (60)

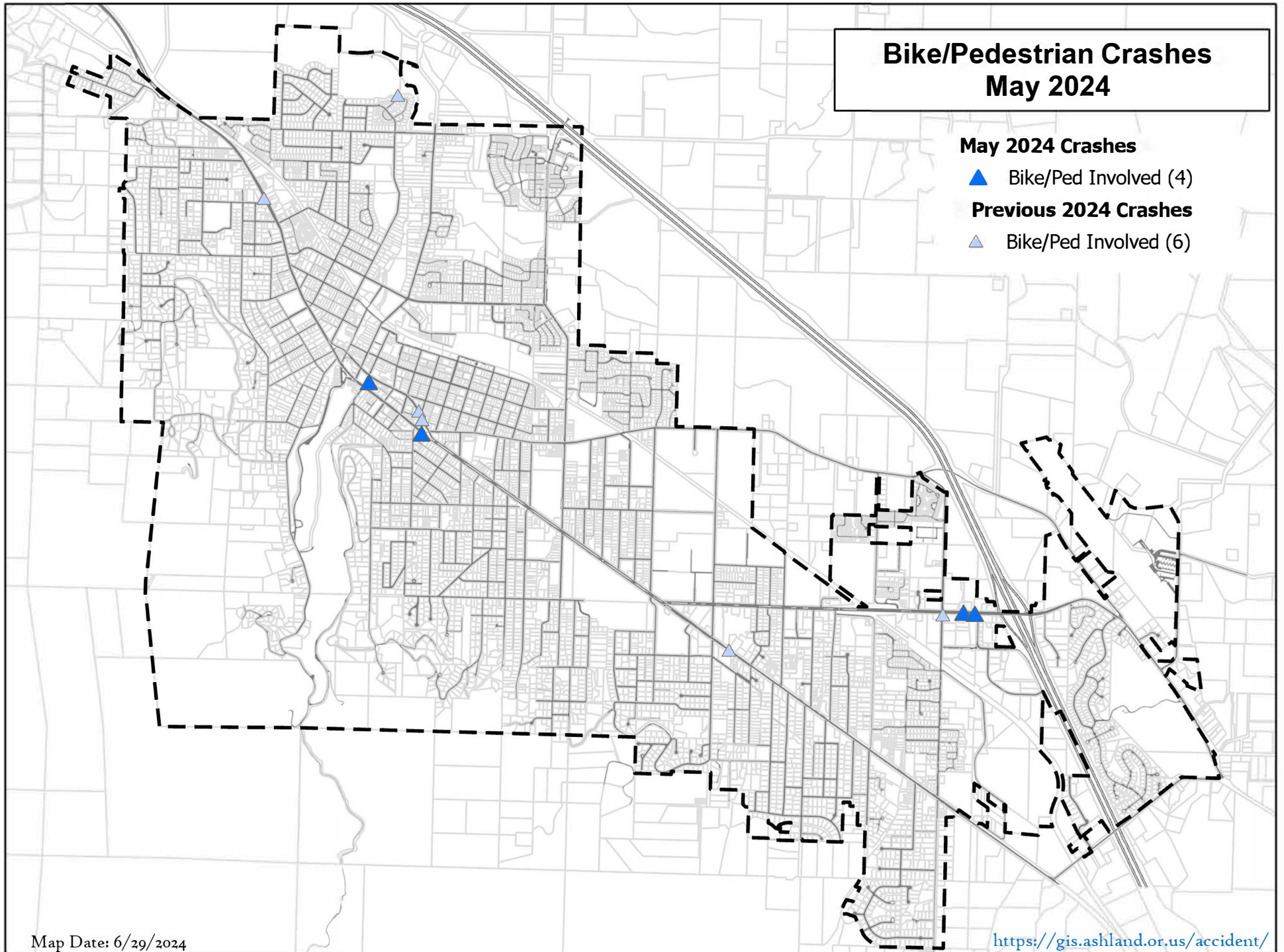
Bike/Pedestrian Crashes May 2024

May 2024 Crashes

▲ Bike/Ped Involved (4)

Previous 2024 Crashes

▲ Bike/Ped Involved (6)



MOTOR VEHICLE CRASH SUMMARY

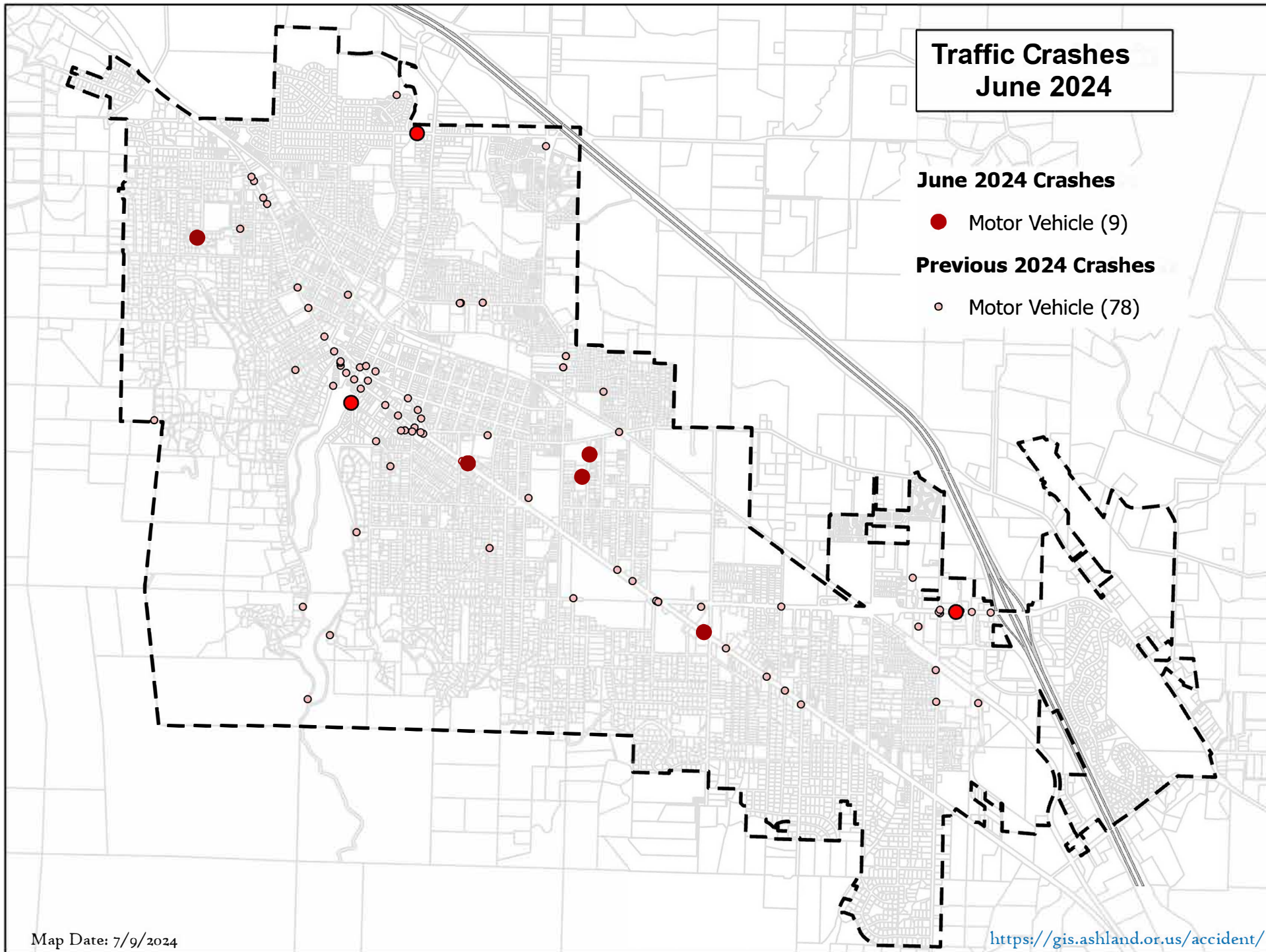
MONTH: JUNE

NO. OF CRASHES: 9

YEAR: 2024

NO. OF PREVIOUS CRASHES: 78

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	1	12:55	SAT	LINCOLN ST APT PARKING LOT	1	N	N	U	U	N	Y	Y	Y	N	D1 made a U-turn and collided with an apt. Video footage caught incident.
NR	1	16:06	SAT	SISKIYOU BLVD	2	N	N	N	N	N	Y	N	N	N	V1 rear ended V2 when V2 was slowing down to turn right.
R	5	12:35	WED	ASHLAND ST	2	N	N	N	N	N	Y	Y	N	N	V1 pulled out onto the special left turning lane when colliding with V2
R	10	10:19	MON	SISKIYOU BLVD	3	N	N	Y	U	N	Y	Y	Y	N	V1 rear ended V2 at a high speed causing V2 to hit V3. V1 drove off.
R	12	3:00	WED	LINCOLN ST	2	N	N	U	U	N	N	Y	Y	N	V1 crashed into a parked V2. V1 left scene.
R	15	16:09	SAT	S PIONEER ST	1	N	N	Y	N	Y	Y	Y	N	N	V1's brakes malfunctioned causing D1 to veer towards a set of trees in hope it would stop their vehicle. V1 struck a tree and rolled over and caused structural damage to Elizabeth theater.
R	19	2:41	WED	CHESTNUT ST	1	N	N	U	U	N	Y	N	Y	N	V1 struck retaining wall and fled in a different vehicle.
R	19	2:42	WED	CHESTNUT ST	2	N	N	U	U	N	Y	N	Y	N	V1 struck a parked V2 while attempting to flee previous collision.
R	22	21:47	SAT	E NEVADA ST	2	N	N	N	N	N	N	Y	N	N	V1 was avoiding a collision with a deer and sideswiped V2.
Totals:						0	0	2	0	1	7	6	5	0	



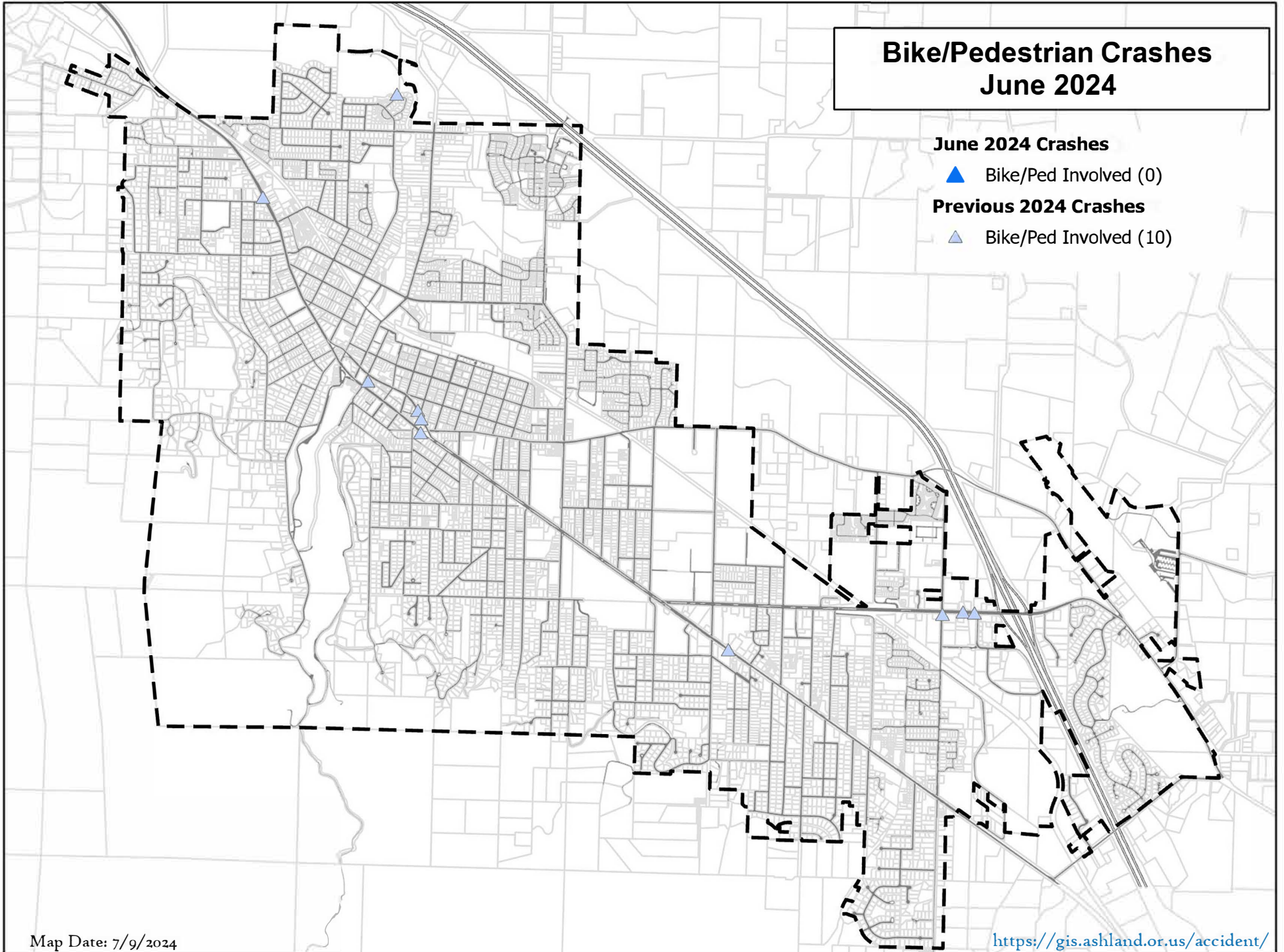
Bike/Pedestrian Crashes June 2024

June 2024 Crashes

▲ Bike/Ped Involved (0)

Previous 2024 Crashes

▲ Bike/Ped Involved (10)



NEAR MISS CRASH SUMMARY January - June 2024									
Entry Letter	Time and date incident occurred:	Location details:	I was a...	The other party was a...	Nature of Incident:	Details:	Contributing factors:	Additional information about contributing factors:	Describe any unreported injury, fall or crash that occurred:
A	1/3/2024, 10:57:00 PM	This happened to a friend's son. He was riding bicycle easterly down Hersey street approaching the driveway of 280 E Hersey st when a vehicle pulled out and he was barely able to brake and skid behind the vehicle. There are often large vehicles parked uphill of the 280 e driveway which makes it really hard to see East bound oncoming traffic. I work in one of these buildings and frequently have a hard time pulling out wshile being able to see the bike lane. There is a huge amount of traffic in and out of this driveway. I recommend painting the curb yellow uphill of driveway to the large metal power pole to allow sightlines for cars leaving the driveway of 280 E Hersey.	Bicyclist	Motorist	Turning through an active cross		Obstructed view	There are often large vehicles parked uphill of the 280 e driveway which makes it really hard to see East bound oncoming traffic. I work in one of these buildings and frequently have a hard time pulling out while being able to see the bike lane. There is a huge amount of traffic in and out of this driveway. I recommend painting the curb yellow uphill of driveway to the large metal power pole to allow sightlines for cars leaving the driveway of 280 E Hersey.	
B	1/4/2024, 8:45:00 PM	I walked down 1st St toward the post office and used the crosswalk to get across Lithia Way. The Driver of the involved auto was traveling north on Lithia Way towards First St.	Pedestrian	Motorist	Failure to yield to a person in	I was walking in the crosswalk 1/2 way across Lithia Way heading towards the post office. A line of cars closest to me (on the mailbox side of Lithia Way) stopped to allow me to cross. When i was 1/2 way across the street I caught sight of a small older model white car speeding in the far lane (closest to Post office). I stopped in the middle of Lithia Way and she continued through the crosswalk. Since I had the right of way, another car took advantage of the moment to also cross Lithia Way heading towards the Post office. Both cars came within 5 ft of colliding. The license plate number of the car that sped through the crosswalk was OR plate XXXXXX. Older female driver, short blondish grey hair. This is the 3rd incident in the last 10 days.	Excessive speed		

C	1/6/2024, 5:48:00 PM	This incident occurred at 6:30pm on Saturday 1/6/24. My family was at the stop sign on Tolman Creek Rd (facing east), preparing to turn left (north). When a black Kia soul blew through the stop sign on Siskiyou, heading north. I had to swerve out of the way in order to miss the collision.	Motorist	Motorist	Ran a red light or stop sign	There are too many folks blowing through this intersection!! It must be addressed with traffic lights or flashing/illuminating stop signs. There is an elementary school on the corner for goodness sakes! And it is a very high foot traffic area. PLEASE ADDRESS THIS ISSUE before some is killed or seriously injured.	Excessive speed		
D	1/9/2024, 5:20:00 PM	I am coming from Upper Tolman trying to turn onto Siskiyou.	Motorist	Motorist	Ran a red light or stop sign	People on Siskiyou coming from the freeway constantly blow through the four-way stop at high speeds and people on Siskiyou coming from town often don't seem to notice people stopped on Upper Tolman (to their right) who are waiting to proceed on Tolman or turn onto Siskiyou so there are many near misses on that side too. This intersection needs some major safety work because there are also kids crossing here before and after school. A light almost seems like the best idea.	Obstructed view,Excessive speed	For some reason people coming from the highway on Siskiyou do not notice the stop sign even though there is speed tracking sign and a flashing light. It is so freaky how fast they blow through it. And also freaky how often I am turning left onto Siskiyou from Upper Tolman and the person in the town-side stop on Siskiyou comes out of their stop prematurely and I have to honk at them to slam on their brakes. I am not going super slow or being unaware myself. The only thing that has made it so I haven't gotten hit at that intersection is my own defensive driving.	
E	1/10/2024, 2:49:00 PM	This morning (1/10/24) at 6:49am a semi truck on Siskiyou blvd, facing north, blew through the stop sign. I was east facing on Tolman Creek Rd, preparing to turn left. I saw the semi driver slide (snowy conditions) and nearly miss slamming into the art gallery on the corner. Thank GOD I saw it unfold and did not pull out. THIS INTERSECTION NEEDS TO BE ADDRESSED NOW!!!!	Motorist	Motorist	Ran a red light or stop sign		Weather conditions, No street lighting,Excessive speed		
F	1/10/2024, 3:02:00 PM	Intersection of Siskiyou and Tolman Creek Toad - a car blew through the stop sign on Siskiyou.	Motorist	Motorist	Ran a red light or stop sign		other		
G	1/11/2024, 10:35:00 PM	While driving Ashland St south bound, a bicyclist came from the Ashland/Shopping/Wendy's area, jumped onto the st , beyond the bike lane, into the auto lane, almost hitting myself and causing me and another car to swerve to prevent hitting him!	Motorist	Bicyclist	other				

H	1/24/2024, 8:02:00 PM	The crosswalk of the Central Bike Path at Main St. I was heading NW on the bike path, I stopped at Main St, looked both ways and traffic on my right slowed and stopped; traffic on my left just kept going. I waited until it was clear both ways and started out slowly, but then a white BMW SUV with California plates came up fast on my right, heading W on Main St. I brakes and they cut in front of me while I was in the crosswalk, and waved at me in apology as they passed by me.	Bicyclist	Motorist	Distracted Driver,Failure to yield to a person in		Excessive speed,other	No Stop Sign on Main St at the Central Bike Lane	
I	1/27/2024, 5:20:00 PM	I was trying to make a left turn out of my driveway, headed East,crossing the West bound lane and the other vehicle was coming from the West. To make any turn I have to drive into the bicycle lane before I see any of the roadway to my left (hence a safety hazard continually for bicyclists). The vehicle heading East came within 2 ft. of hitting me. This is due to the fact that I have no visibility out of the driveway due to a line of vehicles always parked there and a tall row of bushes above the shortened fence. I think this parking alcove was meant to be a Bus Stop, but someone removed the sign (post still there) and the bus doesn't try to stop till the other side of the driveway. This driveway is used by 2 houses and a total of 4 vehicles. Please help! This is dangerous for us 4, pedestrians, bicyclists and other motorists. I have tried to get help from the police department but they say the vehicles are legally parked there.	Motorist	Motorist	Blocked vision from continually parked cars.	Perhaps this was a 'near miss/crash' because vehicle heading West was speeding down Tolman Creek, but it likely could happen anytime and it is even dangerous that I have to enter (or cut across) a bike lane to see anything at all. I need ideas on what to do or to change things. I had recently bought the house when this occurred in August.	Obstructed view,Excessive speed		

J	2/8/2024, 9:19:00 PM	Lori Lane alley and Van Ness Street. Was pulling out of the Lori Lane (west) alley to turn left onto Van Ness (south) when a monster sized truck (plate 21002) decided to turn left onto Van Ness from North Main (where it says no left turn). He almost hit the rear of my vehicle as I was traveling slowly and not expecting a vehicle going 30+ to make an illegal turn. The driver of said truck went ballistic and started honking, waving an object around (not sure what it was) and showing some nice finger gestures.	Motorist	Motorist	Illegally turning down a street that says No Left Turn		other	Lack of care of rules, I pulled over as to avoid a confrontation as was not sure the mental stability of the driver.	
K	2/10/2024, 12:13:00 AM	Heading south on I5 heading to Ashland exit (Ashland St). Older man passed from the left lane when they saw an upcoming semi by speeding up and almost clipping my car in the right lane. I had 2 children in the car he could have killed all of us!	Motorist	Motorist	Passing too close	Oregon license plate XXXXXX Older man passed from the right lane when they saw an upcoming semi by speeding up and almost clipping my car in the left lane. I had 2 children in the car he could have killed all of us!	Excessive speed		
L	2/16/2024, 1:40:00 AM	We were headed down the hill on Vista Street and the mountain bike rider was headed down the hill on Fork Street.	Motorist	Bicyclist	Bike rider disregarded Yield sign on Fork	It was near dusk and raining. As we approached the intersection of Vista and Fork, a mountain bike rider wearing dark clothing and with no light rode straight through the Yield sign on Fork and almost collided with our car. We were headed downhill on Vista to turn right onto Fork/Pioneer and on down to Main street. Fortunately, we were travelling slowly and turning and were able to avoid him, but the nearness took our breath away.	Low visibility clothing	Disregarding traffic signs - Yield, no light on bike when it was nearly dark	
M	2/16/2024, 10:20:00 PM	I witnessed a near miss. A pedestrian was crossing E. Main at Pioneer St. (from the Black Swan to Threepenny.) A driver in a large SUV turned left and came about an inch from hitting her. There was a loud scream and screeching brakes. The pedestrian was visibly shaken and verbally upset. Both pedestrian and driver had the light in their favor. There needs to be a dedicated pedestrian signal at that intersection, with turns only on arrows (from all directions.)	Pedestrian	Motorist	Turning through an active cross,Failure to yield to a person in			There were NO contributing factors. This was in broad daylight. That intersection is poorly designed for pedestrian safety.	The pedestrian stumbled but did not fall. It appeared to me that she was missed by inches, but the car might actually have grazed her.

N	4/8/2024, 3:35:00 PM	I was crossing Village Green, heading towards N. Mountain Motorist was turning left onto Village Green from N. Mountain, speeding and running over traffic island at Village Green and N. Mountain.	Pedestrian	Motorist	Speeding driver almost ran me down	Crossing the street, I gave the hand signal for slow down, the driver stopped, rolled down his passenger window, and yelled at me to "Mind my god-damn business." Children play in this street, the speed limit is 20.	Excessive speed		
O	4/19/2024, 4:56:00 PM	On Ashland Street on the approach to the southbound I5 onramp	Motorist	Motorist	Passing on the right using a right-turn only lane.	The pickup driver passed a long queue of drivers proceeding straight at the signal at the I5 southbound / I5 off-ramp using the right-turn only lane and then aggressively merged into the through travel lane once on the I5 bridge.	Excessive speed		
P	5/14/2024, 8:13:00 PM	Intersection of Green Meadows and Apple Way where the road turns. Other cars go too fast around the turn and because they're going too fast they swing out and almost hit people stopped at the intersection.	Motorist	Motorist	Passing too close	People speed and don't slow down on the big curve and almost hit people who are stopped to turn onto Green Meadows from Apple Way. Has happened several times.	Excessive speed		
Q	6/1/2024, 12:00:00 AM	Main and Second St. left hand lane turning from Main left onto Second	Motorist	Bicyclist	other	As I was about to turn left onto Second, two bicyclists passed me on the left in the intersection..	other	Not following the laws	
R	6/4/2024, 3:18:00 PM	At the intersection of Siskiyou and Indiana/Wightman. I was traveling straight through the intersection on a green light (from Indiana to Wightman). Other vehicle was turning left onto Siskiyou from Wightman. Turning vehicle did not yield to oncoming traffic and nearly hit me, requiring me (and the other driver) to brake suddenly. I drive this intersection about 4-6 times a day, 5 days a week. I very often (daily) have to yield to traffic that is turning left (when I am going straight) to avoid an accident. Please post signage at the intersection next to the traffic signals that say "left turn yield to oncoming traffic." It's a very busy intersection at certain times of day, with a lot of students, perhaps out of state drivers, and a reminder to yield would really increase the safety of the intersection.	Motorist	Motorist	Distracted Driver, Failing to yield to oncoming traffic when making a left-hand turn				

Near Miss Reports January - June 2024

I was...

- Driving
- Biking
- Walking/Running

0 1/4 1/2 3/4 1 Miles

Map Date: 6/18/2024



