

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

August 15, 2024

AGENDA

CALL TO ORDER: 6:00 PM: Meeting held virtually via Zoom.

Link: <https://zoom.us/j/96073919566>

- I. ANNOUNCEMENTS**
- II. CONSENT AGENDA**
 - A.** Approval of July 18, 2024 Minutes
- III. PUBLIC FORUM** (6:05–6:20)
- IV. REPORTS FROM OTHER CITY COMMITTEES** (6:20–6:30)
- V. NEW BUSINESS**
 - A.** None
- VI. UNFINISHED BUSINESS**
 - A.** Crash Analysis (6::30–7:30, action required, discussion crash and near miss data, determine any appropriate actions if necessary for moving forward)
 - B.** Bike Parking (7:30–7:40, action required, discuss next steps for bike parking inventory and improvement plan)
- VII. INFORMATIONAL ITEMS**
 - A.** Ashland Transportation System Plan Update
 - B.** Bike Boxes
 - C.** RVTD Letter of Support
- VIII. AGENDA BUILDING – Future Meetings**
- IX. ADJOURNMENT: 8:00 PM**

Next Meeting Date: September 19, 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

July 18, 2024

CALL TO ORDER: 6:02pm

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

Members Not Present:

Staff Present: Scott Fleury, Elizabeth Beckerich

Council Liaison Present: Eric Hansen

Guests Present: Edem Gomez, Gary Schaff

ANNOUNCEMENTS

Fire danger has been upgraded to the "Extreme" category.

The sidewalk in front of Pioneer Hall and the Community Center (59 Winburn Way) will be closed from July 19, 2024 to March of 2025 for a rehabilitation project.

CONSENT AGENDA

Sommer requested revision to the section of the June minutes on the 3rd page regarding bike parking. She suggested that it be changed to:

"Fleury presented the draft GIS bike parking map put together by Mark, Holly, Julia, and Jaime B. showing current bike parking. He suggested moving on to heat mapping bike parking and noting where we need more.

Per Sommer's comment that we need bike parking in Lithia Park, Fleury said he would initiate a conversation about this with the new parks director once he is on board in preparation for discussion with Parks and Rec regarding bike parking in the parks."

Peterson-Adams stated that in the section "Reports From Other City Committees" in the 3rd paragraph, it should say "she and Fleury", not "her and Fleury".

Additionally, under the Clay Street Annexation section, it should say CFEC instead of CPEC.

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

PUBLIC FORUM

- Ember Richards spoke in favor of bicycle safety improvements and expressed that she feels unsafe on her bicycle on Van Ness Ave between Helman St and Oak Street due to there being so many cars and no clear place for bikes to go.
- Nancy Boyer spoke about the improvements to Ashland Street, stating that she was awakened at 3am to a bad smell and it turned out to be the green paint that the workers were using. She stated that she would like to know what exactly is in that green paint and how much it costs, and that there should have been a warning to residents. Also, cars are turning through the bike box on Walker and ignoring the "No right turn" sign. Additionally, she stated that forcing drivers to turn right when coming out of the Starbucks drive through requires further planning as there is no good place for them to go from there. Accessing the TAC meetings on Zoom is difficult. She does not like the idea of bringing back the Food and Beverage Tax.
- Dave Kahn with SOU spoke about reinvigorating the SOU Free Ride Program that would offer every student a free used bike. He also spoke about expanding accessibility and implementing a dedicated bike lane in the downtown area.
- Gary Schaff spoke about the county's plan to chip seal E Main Street. He stated that the lanes are exceptionally wide, and are inconsistent with the Municipal Code, specifically the bike lane in front of City Hall. He was hopeful that when the striping is complete the inconsistencies will be resolved. Additionally, he rode his bike through the Walker Ave and Ashland Street intersection and saw multiple cars pull into the bike box and stop there. He suggested another stop line in advance of the green bike box to resolve the issue.

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REPORTS FROM OTHER CITY COMMITTEES

Edem Gomez with RVTB reported on the possibility for an opportunity through STIP for RVTB to obtain a discretionary grant for the expansion of Route 17. The expansion would lengthen the hours of operation to 7am to 7pm every 30 minutes with Saturday service. Gomez requested that the TAC write a letter of support for RVTB to be awarded the grant. The letter is due by September 5th. All TAC members consented to Peterson-Adams writing the letter of support on behalf of the group. Gomez also mentioned that RVTB is working on integrating tap-to-pay.

Peterson-Adams presented the TAC work plan to City Council.

Sommer wrote an article about the artistic crosswalk that was recently put in at the entrance to Lithia Park on Winburn Way. It can be read on Ashland.news.

The Historic Preservation Advisory Committee voted in a new Chair. Brouillard explained that the rocks surrounding the new ADA curb ramps were discussed at the last meeting, and it was noted that Ashland is the only city in the Rogue Valley that has that particular design of rock.

The Public Arts Advisory Committee approved an MOU with ODOT for art on traffic controllers.

The Housing and Human Services Advisory Committee received a Wildfire Community Risk Reduction Protection Plan presentation from Wildfire Division Chief Chris Chambers. That committee will also soon be discussing the timeline for the new Homeless Services Master Plan.

Gary Schaff with the Climate and Environment Policy Advisory Committee reported that the city applied to the Department of Energy for a grant to continue a subsidy program for home energy scoring to help people identify cost effective improvements to their home. The program is helpful for homeowners and prospective buyers.

Christiansen reported on the Social Equity and Racial Justice Advisory Committee. Findings from the City DEI Assessment were presented to SERJAC, and it was found that women and gender/sexual minority employees expressed concern of being targets of micro-aggressions and had concerns about equity, inclusivity, and accessibility. As a result, the City Manager recommended a series of organizational training courses for anti-harassment, implicit bias, succession planning, and micro-aggressions. Additionally, SERJAC is looking for new committee members.

Fleury spoke about the MPO PAC Policy Committee approving reallocating funding to Central Point for a transportation project. There is still additional MPO funding to be reallocated, and Ashland is still in line to receive funding for the middle Clay Street project. Additionally, the City is close to finalizing the intergovernmental agreement to start the acquisition phase for the Clay Street project. The agreement would be that the City would take control of the project area from the county once it's been improved. Improvements will include a new park row, curb, gutter, sidewalk, storm drain treatments, street lights, a 20 mph speed limit, and possibly safety crossing improvements like rapid flashing beacons.

UNFINISHED BUSINESS

B Street Corridor Safety Analysis

Kittleson and Associates presented to the TAC their proposed plans and options for the B Street Corridor project.

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Purpose for the project:

- Improve B Street Corridor safety and livability through traffic calming and other means.
- Make the corridor more attractive.
- Address parking impacts from downtown.

Background:

There is a long-standing interest in rehabilitating the B Street Corridor. From the 1990s to now, there have been multiple safety analyses done. The TSP includes a high-priority plan to make B Street a bike boulevard, highlighting the need for a walking and biking corridor with lower speeds. B Street residents have applied for the Traffic Calming Program.

Timeline:

- July to August – Draft concept design and cost estimate.
- August – Virtual open house.
- September – Final concept design and cost estimate.

The focus of the B Street project is the area from Oak Street to N Mountain Avenue. The area is part of the Historic District and is zoned mostly for residential with a few commercial properties on the west end. It's also identified as a potentially climate friendly area.

Existing Conditions:

- Varied corridor width, ranging from 36-46 feet wide in some locations.
- Well utilized parking on both sides.
- Continuous sidewalk on both sides except for one small gap.
- Bicyclists generally share the road.
- Posted speed of 25mph, with the average speed being 18-25mph.
- Traffic volume ranges from 1400-1800 depending on the location.
- 22 reported crashes from 2018-2022, mostly angle crashes, except for the intersection of B Street and 8th Street where residents have experienced cars crashing onto their property.

Key Themes:

- Width and context variance.
- Treatments are not consistent.
- Residents support traffic calming treatments with strong interest in improving the consistency of sign placement and parking restrictions, as well as the addition of speed bumps, stop signs, traffic circles, and continental crosswalks.

The Near Miss Data has not yet been considered regarding this project.

Improvement Options for Safety:

- Vertical deflection in the form of speed humps. It was noted that these can impact emergency response times.
- Raised crosswalks and intersections. These also slow emergency response time but are more comfortable for pedestrians.
- Textured crosswalks.
- Horizontal deflection in the form of lateral shifts, where drivers need to shift over and slow down.
- Chicanes.

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- Flex post bollards.
- Traffic circles – temporary and/or permanent. Traffic circles can also be used as somewhere to display landscaping or art.
- Traffic diverters in the form of partial closures, full closures, right-in/right-out diverters, and diagonal diverters.
- Street width reductions in the form of curb extensions to narrow the road and decrease crossing distance, or median islands and chokers.
- Wayfinding improvements in the form of pavement markings, modified street signs, and wayfinding signs.
- Placemaking improvements such as lighting, landscaping, corner plazas, and art.
- 2-way or all-way stops.
- Driver awareness and education.

Parking Improvement Options:

- Time limits
- Area parking permit programs.
- Parking enforcement.
- ADA parking.
- Bicycle parking.

Draft Improvements Timeline:

- Near Term
 - o Low cost.
 - o Unanimously supported.
 - o City staff can implement strategies independent of grants or contractor support.
- Medium Term
 - o Temporary tactical urbanism installation to test projects that are more controversial.
 - o May require grant funding or contractor support to implement.
- Long Term
 - o Permanent versions of temporary installations.
 - o Projects are more costly and likely to require grant funding.

Considerations for the TSP:

- Projects that require broader planning.
 - o One-way street conversions.
 - o Functional classification update. It's currently classified as an avenue.

The traffic count has significantly reduced since the 1990s by multiple hundreds of vehicles per day. The counts were generally taken when school was in session and during tourist season.

Draft Improvements:

- Near Term (1-2 years)
 - o 20 mph speed limit.
 - o Yellow paint on No-Parking areas.
 - o Wayfinding sharrows and signage.
 - o Stop signs to include "all-way" or "cross traffic does not stop".
 - o Consistent stop sign placement relative to intersections.
 - o Continental crosswalks on all crossing locations.

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- Ensure landscaping and parked vehicles do not block sight lines.
 - Art-painted or textured crosswalks.
- Medium to Long Term Improvements
 - Fill sidewalk gaps.
 - ADA Improvements.
 - Install pedestrian scale lighting.
 - Traffic circles (temporary and/or permanent) at 1st St and 8th St.
 - Curb extensions at Oak St and Pioneer St.
 - Roadway narrowing or median splitter islands between 2nd and 3rd Streets.
 - Splitter island at 7th Street.
 - Traffic diverters for Mountain Ave and/or 3rd St. This would need an increase in traffic volume to justify. Spillover traffic onto surrounding streets is not expected. This is recommended on a temporary basis to see how traffic ends up re-diverting.

Public Comment:

- Sue DeMarinis stated that there is too much traffic, more than there used to be, so when and where the traffic counting is done is important. Additionally, she has seen more semi-truck traffic due to semi-truck drivers trying to avoid the downtown area and get to the co-op. She also reported that traffic is too fast, and recommended all-way stops all the way down B Street. She also requested that anything that takes away parking be avoided.
- Julie Stacy stated that she was curious if there was money in the budget for these improvements, and if so how much. Also, it takes too long to report things using the Near Miss App. She also said city workers drive too fast, and that the lights on Main Street aren't timed properly and as a result people use B Street to avoid them. She requested a new traffic study be done.
- Gary Schaff stated that Kittleson and Associates didn't pay attention to the Climate Friendly and Equitable Communities rules that need to be used in all planning activities for the TSP. The explicit requirements include a bike network for people of all ages and abilities, and that should be the standard that is aimed for on B Street. Additionally, pedestrian improvements need to be completed and ADA compliant.

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

The TAC discussed the options presented by Kittleson and Associates and the public comment given. Graf stated that the only way to make all modes of transportation efficient and to retain parking is to make B Street a one-way. Brouillard agreed and also suggested a roundabout at 4th Street as there are more commercial businesses in that area.

Fleury stated that the project is currently in the CIP budget for a bike boulevard, but he wants the group to look at what else could be added for overall improvement as ground markings and signs aren't going to produce a significant change. He also wants the group to consider what the city can implement themselves, decide on and implement those changes, and then get feedback from residents before going forward with full-scale implementation. Fleury is hoping to have the money to spend to make these improvements by spring, and then potentially budget for additional improvements for the next biennium. There is also possibly help through Safe Streets for Everyone for some funding. Additionally, Fleury explained that he wants to use the development of this plan as a resource tool for other locations in the city so that there doesn't need to be a new plan made for every roadway.

Richards told the TAC about his experience with speed humps on Oak Street and how they've diverted traffic to Helman Street but there does seem to be less traffic on Oak Street now. He stated that speed humps on B Street

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may help the residents of B Street and reduce the trips per day. Peterson-Adams suggested that the Fire Department be consulted as speed humps slow down emergency response times. Christiansen stated that the speed humps produce a lot of noise from cars on Oak Street. David also expressed concern about delays speed humps could cause.

David expressed support for B Street signage becoming more consistent along the corridor and noted that Portland makes every other intersection a 2 way stop. Fleury agreed and expressed that he would like for all users to have a consistent environment to make things less confusing for everyone, especially visitors.

Graf inquired if any of the intersections along the B Street corridor meet the requirements for a 4-way stop. Fleury stated that from a traffic volume standpoint it's hard to validate a 4-way stop where traffic volumes are the same for all four lanes, but that there have been circumstances where 4-way stops have been validated for safety reasons such as vision clearance. Graf stated that "through traffic does not stop" signs and vision clearance measures can be done now by the city. David suggested larger stop signs, and Peterson-Adams added that flashing red lights would also be helpful. Fleury also mentioned the possibility of permanent speed feedback signs.

ADJOURNMENT: @ 8:15

Respectfully submitted,

Elizabeth Beckerich, Administrative Assistant

From: [daniel deroux](#)
To: [Scott Fleury](#)
Subject: For the Transportation Advisory Committee regarding the Kestrel Park emergency evacuation
Date: Tuesday, August 06, 2024 1:06:31 PM

[EXTERNAL SENDER]

Hello,

My name is Daniel DeRoux and I live in Julian Square in the Mt. Meadows area adjacent to the proposed hillside

development at Kestrel Park. A group of residents has been meeting for a couple of years to monitor the proposed development.

We have concerns regarding the density of proposed new structures and the traffic congestion which will be created during an

emergency evacuation, caused by over- building, narrow alleys, on-street parking. We have the support of the Mt. Meadows Board

and have circulated a petition garnering well over a hundred signatures from residents stating our concern regarding emergency

evacuation. Currently it is the City's view that there is no need for the Transportation Committee to be involved... but we, the residents,

believe this is of the utmost concern, especially in light of the recent Alameda fire and the mayhem witnessed in the traffic gridlock.

The emergency evacuation route on North Mountain is the exit for the population extending to the top of the hill across town. Near

the terminus, the retirement home and Skylark Memory Care Facility will be evacuating en-masse, merging with Kestrel park and the upper half of Ashland.

The existing Plum Ridge alleys are sub-par for the movement of the refuse vehicles and delivery trucks which regularly need to back down alleys and cannot

navigate the turns.... having instead to pull back out and approach from the opposite direction, unable to make the turns. In an emergency, fire trucks will

be hamstrung in the evacuating traffic, which will be bottlenecked at the merging traffic outlets.

I personally know 2 people who tried to escape the Alameda fire who were stopped in traffic and rolled their windows down so they could asphyxiate themselves so they would not be burned to death. This is a frightening new paradigm in which we find ourselves and we hope that the Kestrel development will be

tempered, less densely built than in the current proposal.

We sincerely hope that the Transportation Committee will realize their role and address this very real threat to public safety.

We feel that this is a life threatening situation which faces us and want to have the City know of our concern.

On behalf of the Mt. Meadows Community and Julian Square community,

Daniel DeRoux

Memo

CITY OF
ASHLAND

Date: August 7, 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).

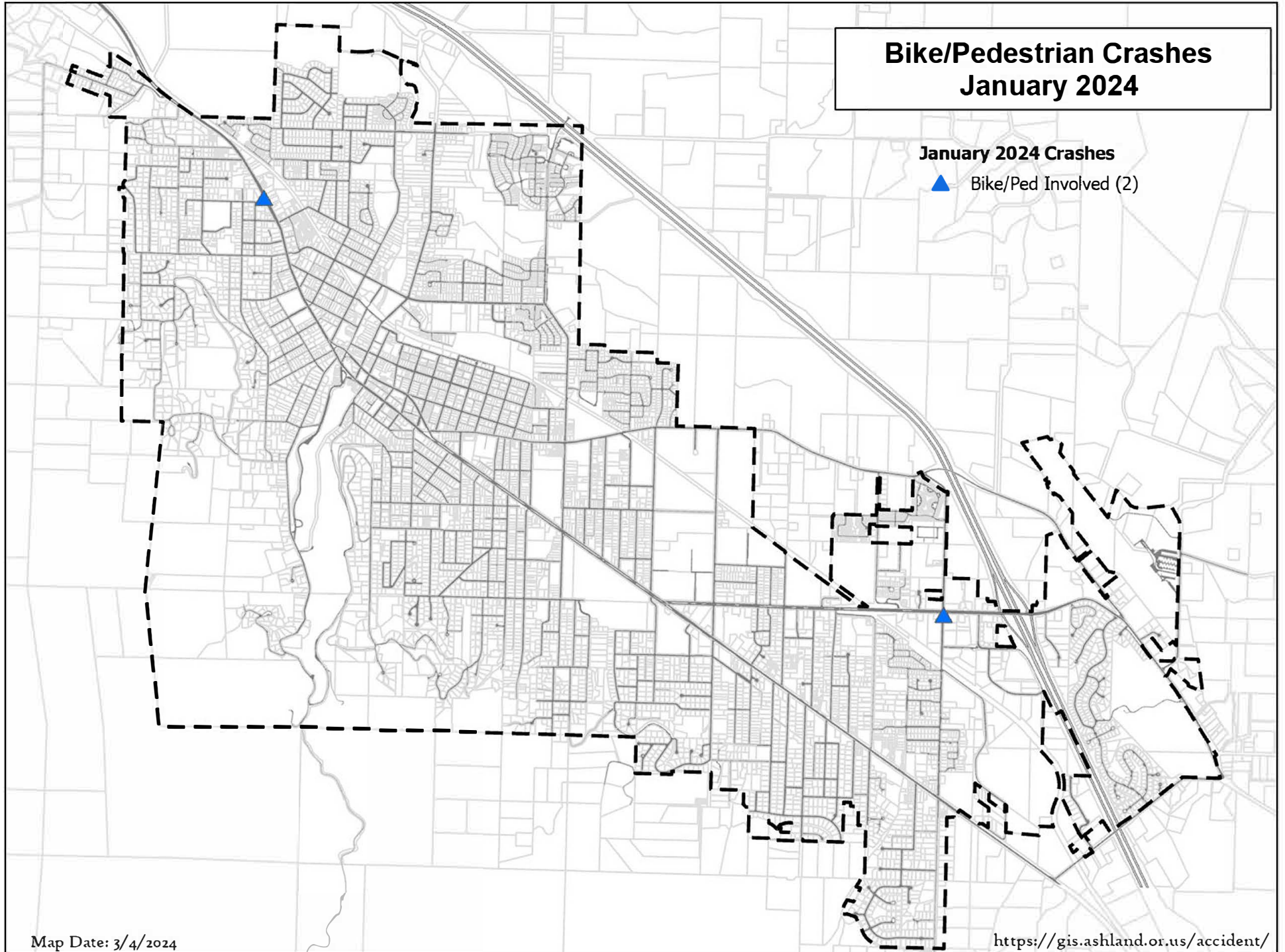
CONCLUSION:

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	

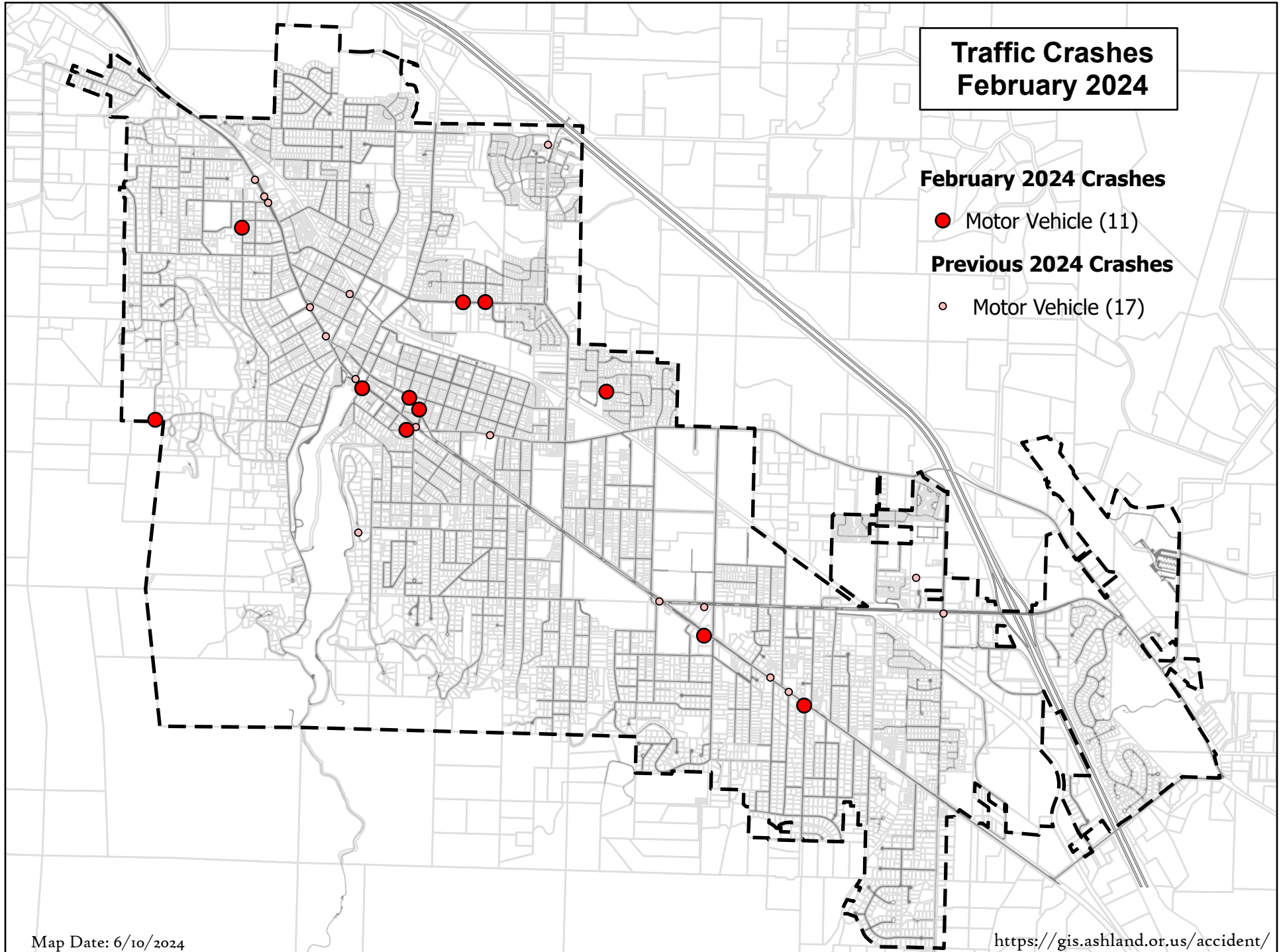
Traffic Crashes February 2024

February 2024 Crashes

● Motor Vehicle (11)

Previous 2024 Crashes

○ Motor Vehicle (17)



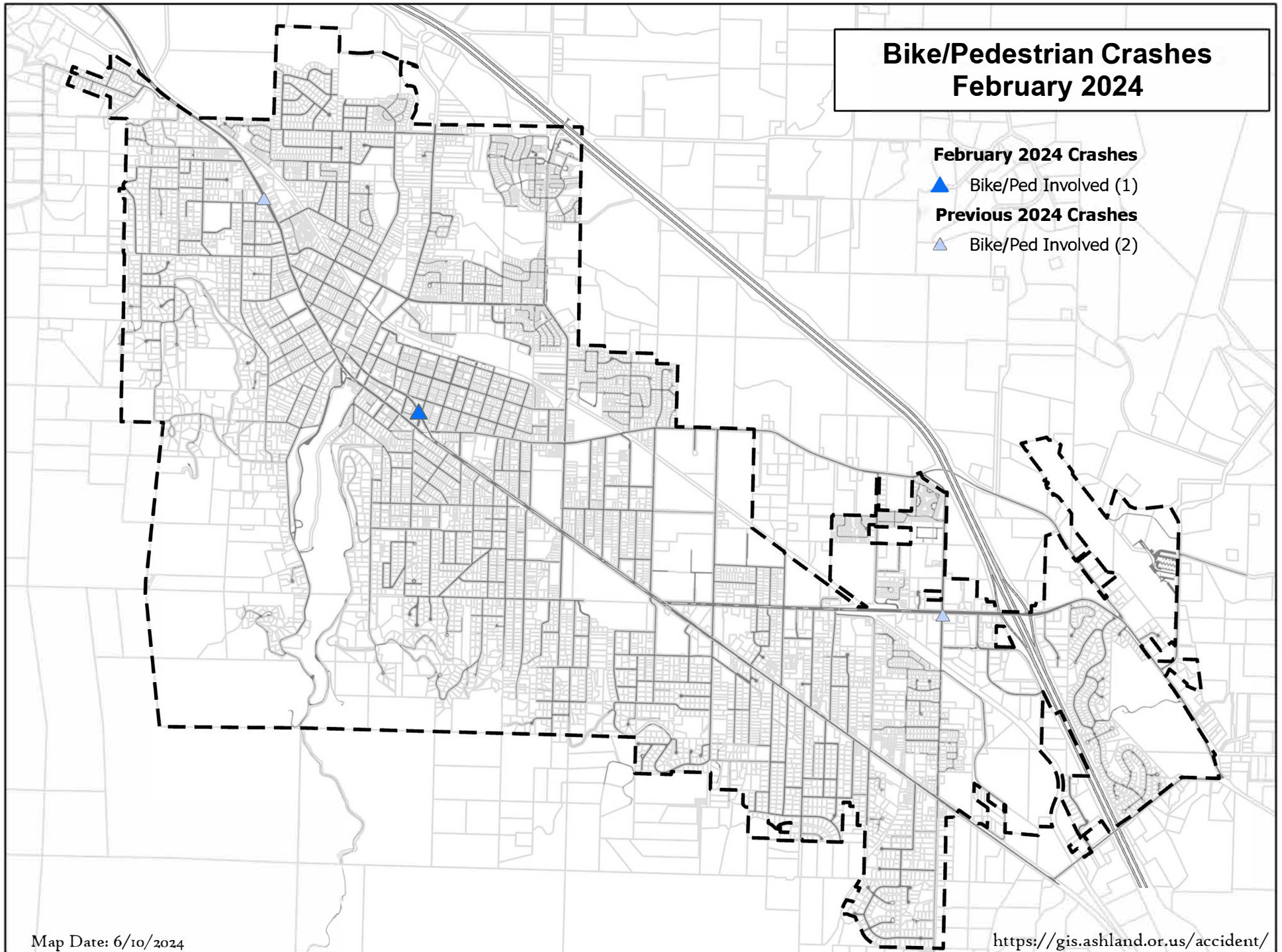
Bike/Pedestrian Crashes February 2024

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)

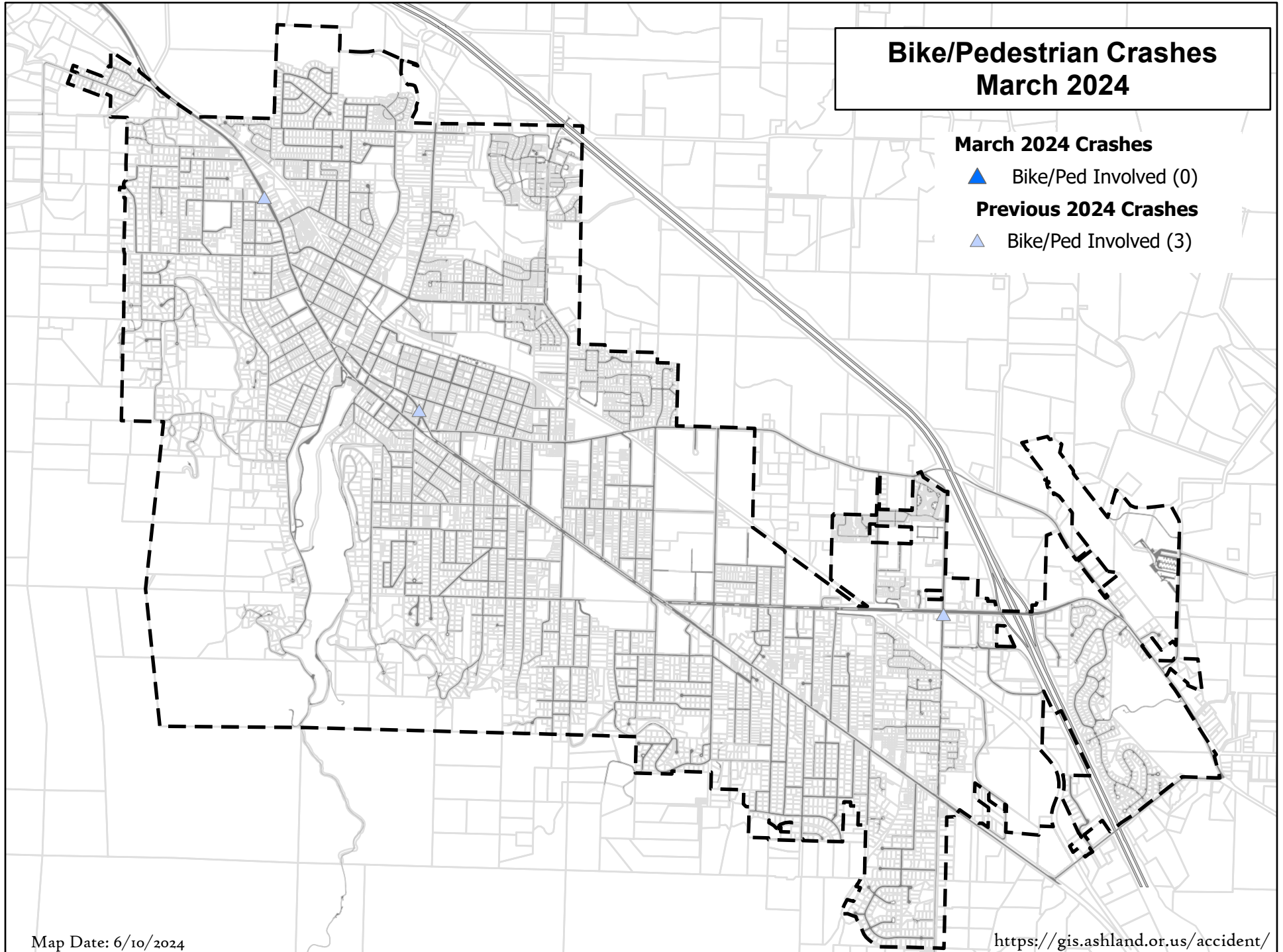
Bike/Pedestrian Crashes March 2024

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	

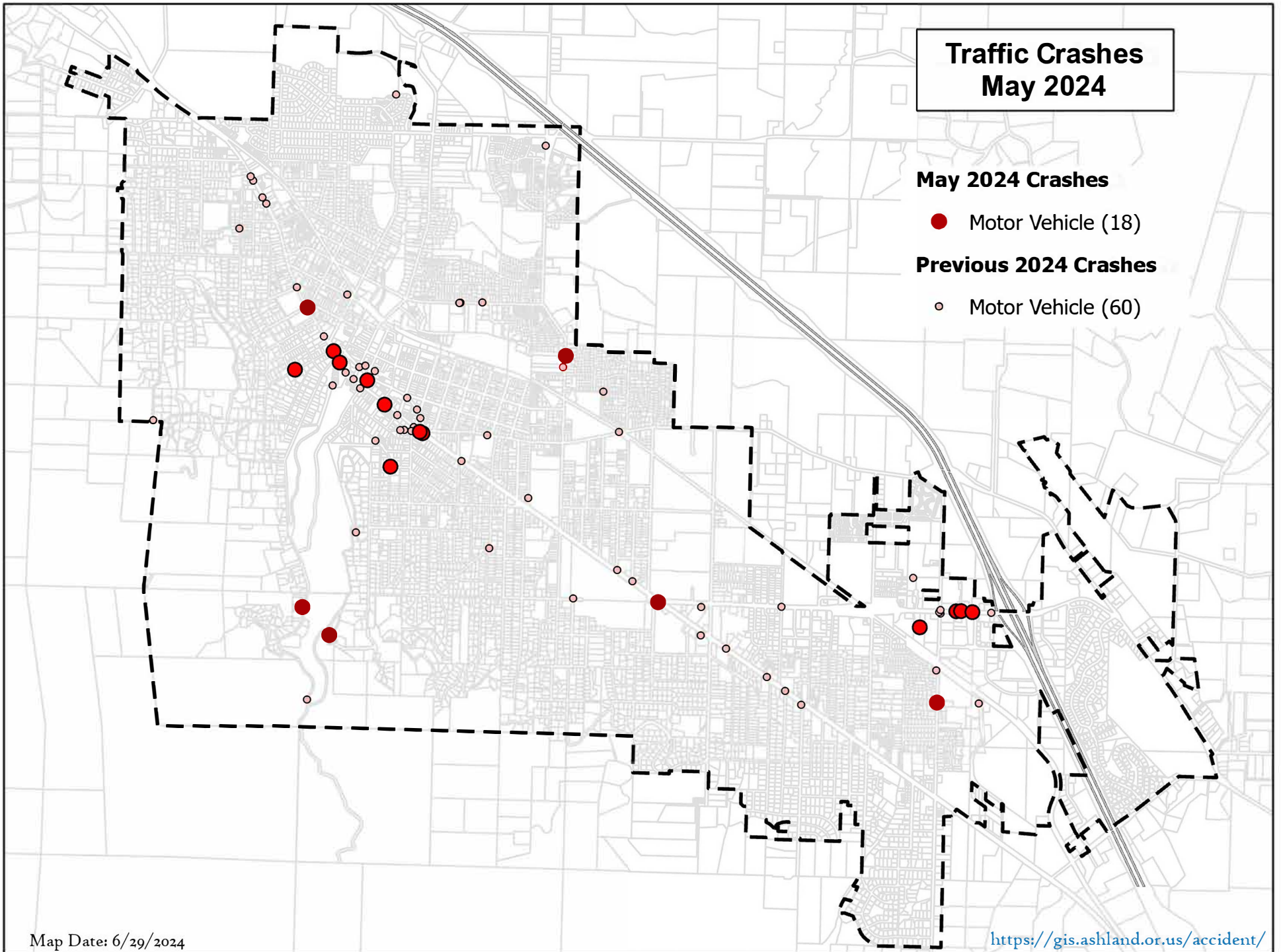
Traffic Crashes May 2024

May 2024 Crashes

● Motor Vehicle (18)

Previous 2024 Crashes

○ Motor Vehicle (60)



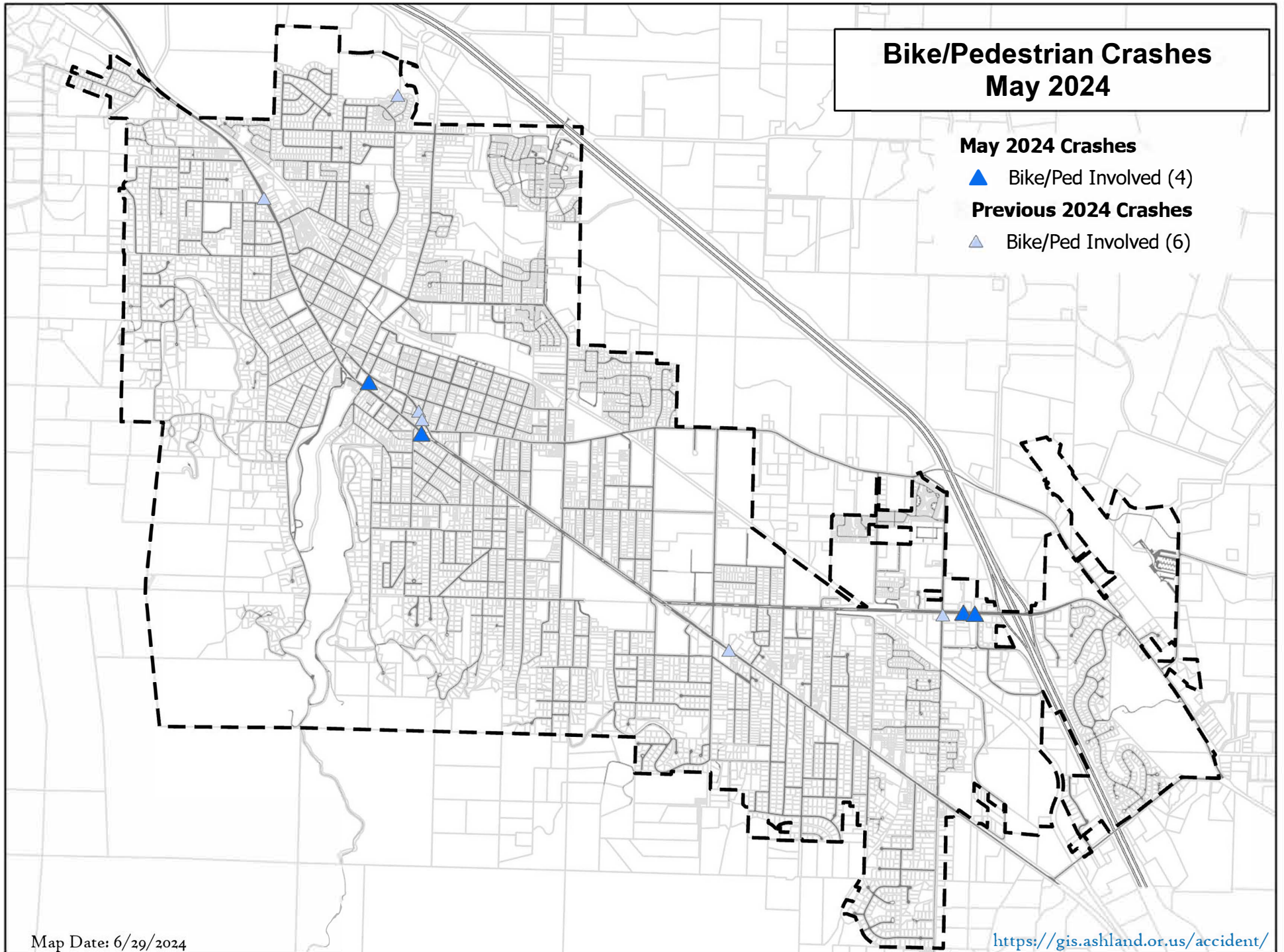
Bike/Pedestrian Crashes May 2024

May 2024 Crashes

▲ Bike/Ped Involved (4)

Previous 2024 Crashes

▲ Bike/Ped Involved (6)



MOTOR VEHICLE CRASH SUMMARY

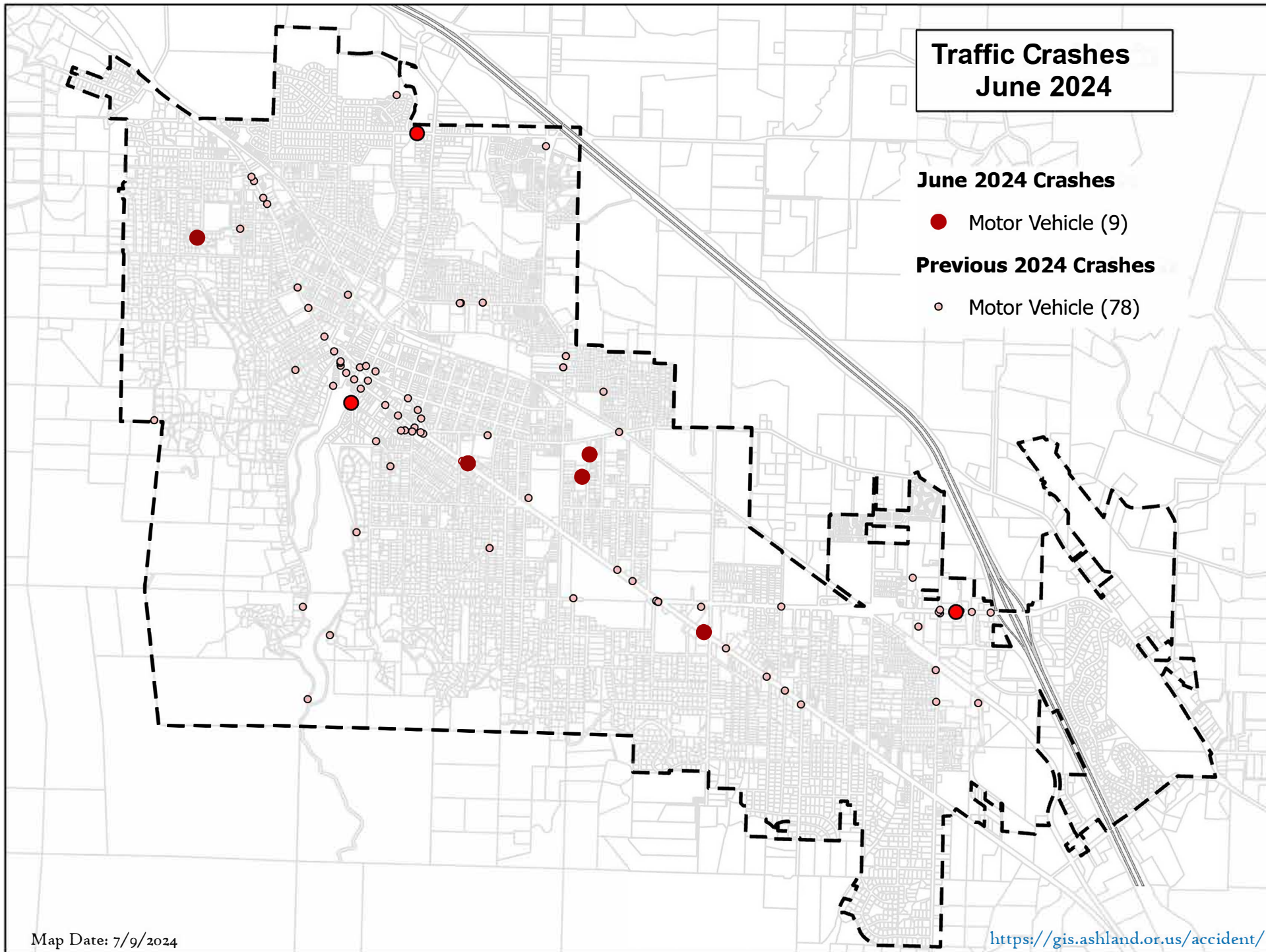
MONTH: JUNE

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	



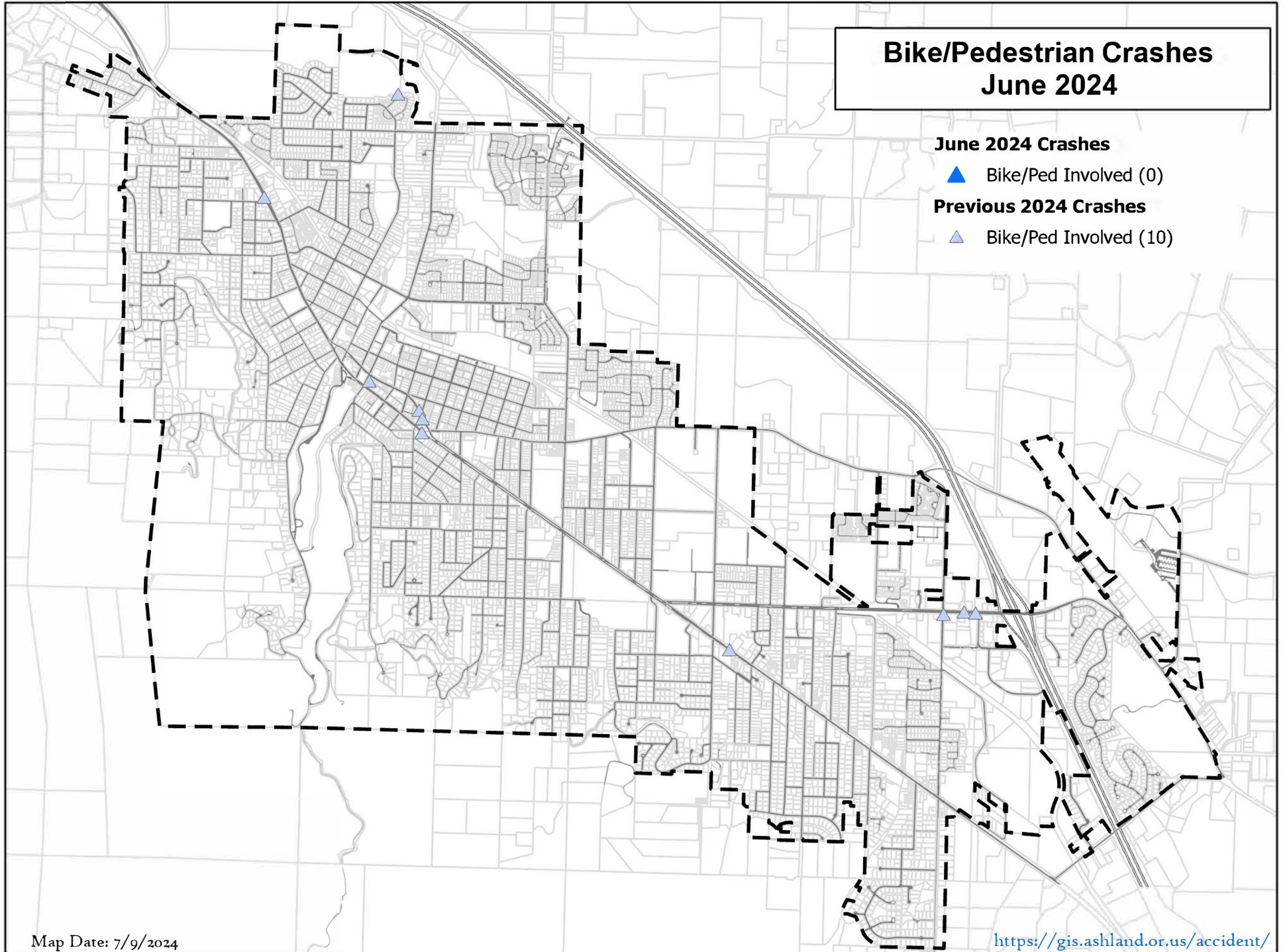
Bike/Pedestrian Crashes June 2024

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				

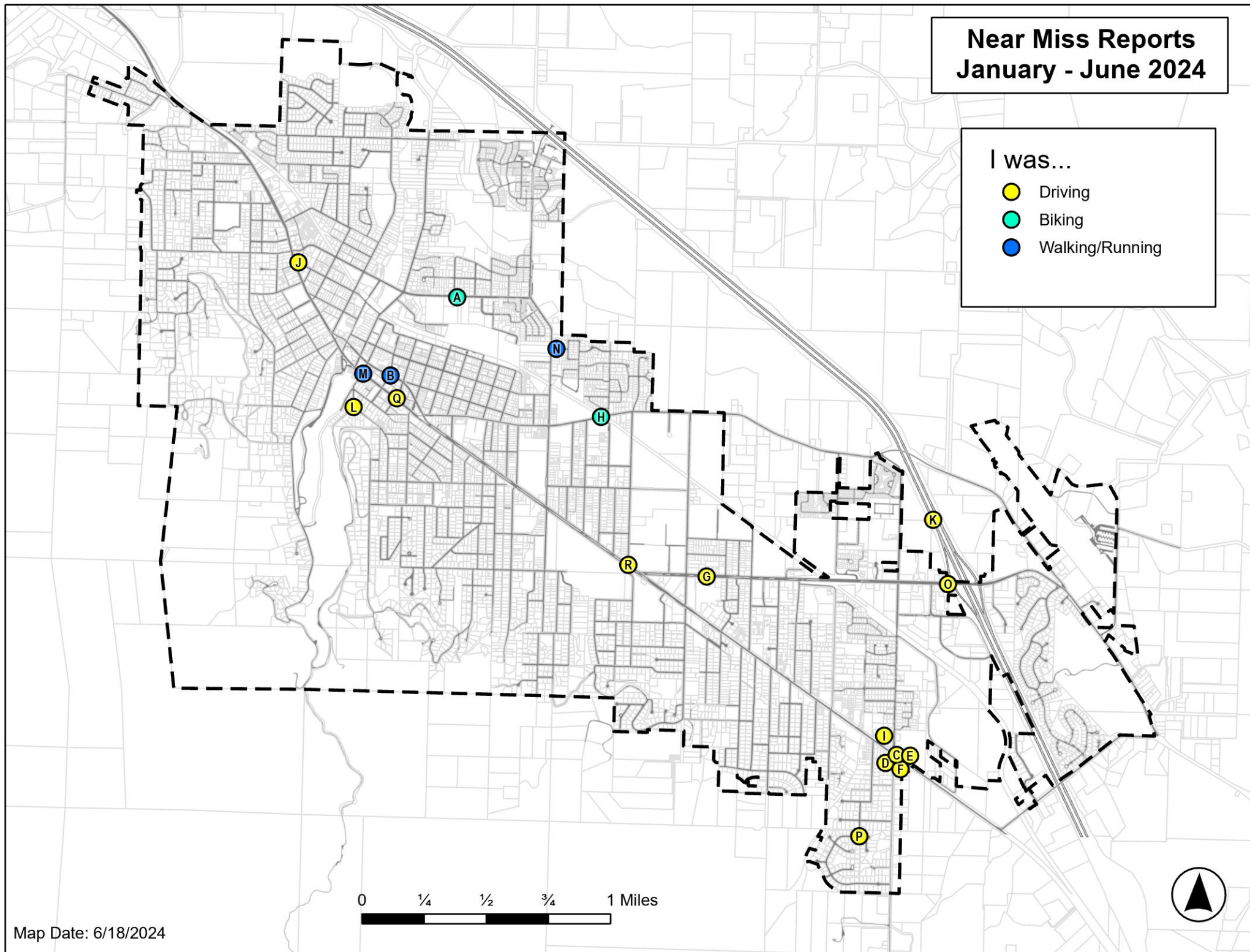
Near Miss Reports January - June 2024

I was...

- Driving
- Biking
- Walking/Running

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

Map Date: 6/18/2024



Memo

CITY OF
ASHLAND

Date: August 7, 2024
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Bicycle Parking Inventory - City Wide

BACKGROUND:

The Committee has been discussing the bike parking inventory and improvement process over numerous meetings. Previously TAC volunteers did an inventory of downtown bike parking and then expanded the inventory process to the whole city. In order to move on to next steps and begin some level of implementation, staff recommends the following:

1. Schedule and post a subcommittee meeting with the inventory members along with City staff (PW and GIS) to develop a formal set of recommendations and information to come before the full body in September/October.
2. Meeting to be scheduled in late August or early September.
3. Subcommittee meetings require formal noticing (agenda)
4. Host meeting in Siskiyou Room for 1-2 hours \

PW staff still needs to discuss additional bike rack implementation within City Parks with the new Parks Director.

CONCLUSION:

Action required, does the Committee support a subcommittee meeting in order to develop a final outline and recommendations to be presented to the full body at the September/October meeting?

Memo

CITY OF
ASHLAND

Date: August 7, 2024
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Bike Box Layout Questions

BACKGROUND:

There have been questions surrounding the layout of the bike boxes on Ashland Street at the Walker Avenue intersection as part of the Ashland Street rehabilitation project.

As an information item staff placed the following article on the City's website, see below. In addition, a similar article was placed in the Sneak Preview educating the public on how the new feature works.

Article:

New Intersection Design on Ashland Street – Bike Boxes & Lanes



Residents of Ashland should take note of the new paint markings at the Ashland Street and Walker Avenue intersection. Green "bike boxes" have been installed to enhance safety for bicyclists.

A bike box is a designated area at the front of a traffic lane at signalized intersections. It allows bicyclists to wait in a safe and visible position ahead of vehicles during red lights.

- **For Drivers:** If you reach a red light, please stop and wait behind the bike box. Remember, right turns on red are not allowed. When the light turns green, allow bicyclists using the bike box to proceed through the intersection before you continue.
- **For Bicyclists:** If you're in the bike lane and the light is red, enter the bike box behind the crosswalk. If you're going straight, position yourself in the center of the right-hand travel lane. You may turn right on red after stopping. When the light turns green, move through the intersection and merge back into the bike lane in your direction of travel.
- **For Everyone:** Both motorists and bicyclists must yield to pedestrians crossing the street.

A short video on how to use bike boxes is available [here](#).

Bike Box Questions-Left Hand Turn Lane

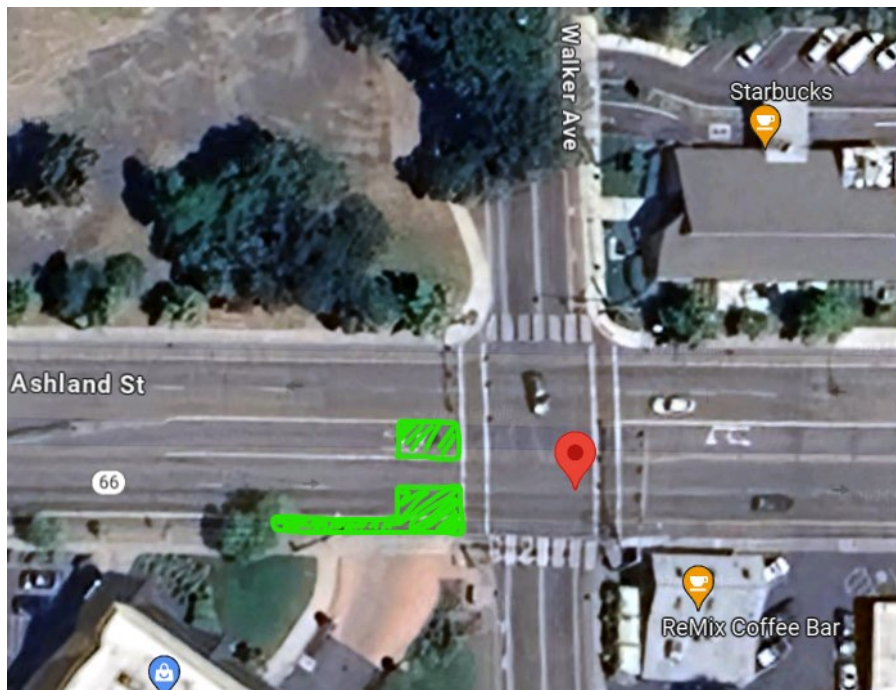
Staff discussed the layout at length with DKS Associates, the sub consultant traffic engineering firm for the project charged with the striping and signage layout.

Question:

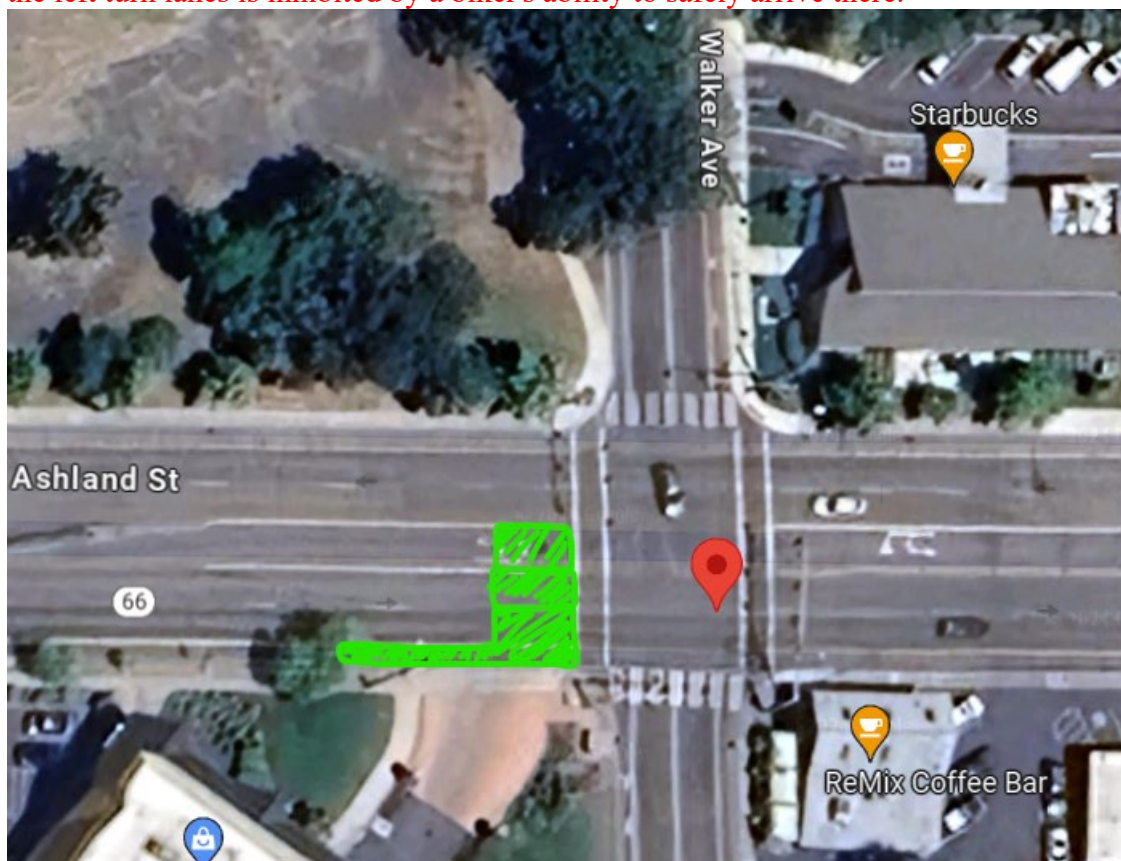
The bike boxes only extend into the slow through lanes on Ashland Street and the City was expecting to see the bike boxes in the turn lanes as well. Is that something that is typically seen and can be done or is this something that is not recommended?

Answer:

Nate and I discussed this and I did a little follow up research on the topic, and we found that the usability of a bike box that is only in the turn lane and the far right lane (without extending into the left through lane) may create a difficult environment for cyclists to actually navigate to the left turn bike box. See sketch below for how I am interpreting this scenario. In this case, a cyclist would probably have to enter the general purpose (GP) lanes upstream of the intersection and then either get in the box from the left GP lane or they could enter the left turn lane like a regular Auto would and then bypass the queue, probably by splitting lanes. Performing this maneuver would take a really confident cyclist, that is just as likely to use the intersection to turn left like a regular Auto would than they may be to use the bike box anyways, so there may not be too much to gain here. This configuration also runs the risk of a biker in the bike box connected to the bike lane getting the false sense of confidence that they can hop over to the bike box in the left turn lane and that no vehicles will conflict with them, but in reality the left turning vehicles will have green arrows at times where the adjacent through movements have red. We would not recommend this configuration, and generally struggled with finding any examples of this being built nor guidance indicating best practice to design such a configuration.



Now, if the above schematic was not what was meant, and it was instead more like the sketch below, then our thoughts change a bit but ultimately the conclusion remains the same. In this case, the main issue we see is that there will be difficulty for a left turning cyclist to actually navigate to the left turn lane to execute a left turn, primarily due to the fact that Ashland St is the mainline of this signal and is set to recall in the signal timing. The only time that a biker is able to navigate "across" the bike box lanes to get to the left turn lane is during phases 4 and 8, whenever *both* the Ashland St through/right phases (2/6) and the Ashland St protected left turn phases (1/5) are red. Since the signal is timed to recall on phases 2/6, and that there are higher volumes on Ashland St that would call those phases, the actual time in the cycle where Ashland St is resting on red is pretty small as a result. In order to make this an effective and safe maneuver for bicycles, more involved signal retiming would probably need to take place, and depending on what changes are needed, may have negative effects on motor vehicle operations. I am not a signal timing specialist, but I think the most likely outcome here would be that the signal would need to run split phasing. We looked into some examples where bike boxes extend to protected left turn lanes like on Ashland St, and we found a few, but these still appeared to be on the minor streets of the intersection, so arriving on red for a biker is more likely. There is also this example, where the bike box extending across a left turn lane is installed, and now appears to have been replaced with a different treatment for bikes to make a left turn (you can see the new design in the aerial, and the old design in google streetview, also by looking in detail at some of the streetview images, it appears this signal runs split phase on the approaches with bike boxes). Overall, we would not recommend that bike boxes be installed across all three lanes, because its utility in allowing a bike to be in front of autos in the left turn lanes is inhibited by a biker's ability to safely arrive there.



CONCLUSION:

This is currently informational and if the TAC would like a more formal discussion can be put on a future agenda for discussion.

Staff believes that updates most likely should occur after consultation with DKS regarding “stop here” or “what here” markings to alert drivers of the correct location to stop behind the green box area.

Oregon Transportation Commission

355 Capitol Street NE, MS #11

Salem, OR 97501

Commissioner Brown,

The City of Ashland's Transportation Advisory Committee is writing to express support of Rogue Valley Transportation District's (RVTD) grant application for the ODOT Statewide Transportation Improvement Fund (STIF) Discretionary funding to expand service on the Route 17 Ashland Circulator.

The Route 17 Ashland Circulator is vital to providing transit access to previously underserved areas of Ashland and connecting residents to jobs, healthcare, shopping and essential services. Currently, the service on this route is limited to weekday service between the hours of 9:00AM to 4:00PM with buses running only once per hour. If awarded, RVTD will expand hours of operation, improve frequency to 30 minutes and add Saturday service. An increase in transit service frequency on Route 17 will enhance accessibility and connectivity for many residents who rely on public transit.

The Ashland Transportation Advisory Committee supports an increase to transit service on Route 17 as it aligns with our goals of proactively planning for a transportation system that is integrated into the community and enhances Ashland's livability, character and natural environment.

We respectfully urge your strong consideration to approve RVTD's STIF Discretionary Grant application for the Route 17 Ashland Circulator expansion. Your support will play a crucial role in enhancing the quality of life for many Ashland residents.

Sincerely,

Linda Peterson Adams

Transportation Advisory Committee Chair

City of Ashland