10. Roll Call

20. Approval or Correction of Minutes

25. Consent Calendar

30. Agenda Items
   30.1 S Oakdale Ave at Monroe St – Parking Restrictions Additional Review
   30.2 Erie St – Sight Triangle Review
   30.3 Lone Pine Rd – Speed Change Request
   30.4 Residential 20mph Ordinance

40. Reports
   40.1 October 2019 Making an Impact

50. Other Business

60. Transportation Commission Liaison Update

70. Next Meeting: January 23, 2020

80. Adjournment
10. Roll Call

20. Approval or Correction of Minutes

    August 22, 2019

    October 24, 2019

25. Consent Calendar

30. Agenda Items
30.1 S Oakdale Ave at Monroe St – Parking Restrictions Additional Review

Jamie Cavener 714 S Oakdale has requested an additional look at the parking restrictions on S Oakdale Ave for sight visibility. Due to a lack of notification of the previous meeting the resident would like to present arguments against these parking restrictions that were put in place last month.

Staff Analysis:

S Oakdale Ave at the intersection of Monroe St is a 30-foot wide minor collector with curb, gutter, sidewalk, on both sides of the Street. There is parking on the east side of the street and street lights on the west side. S Oakdale Ave was found to carry 4100 Average Daily Traffic (ADT).

Public Works has conducted an analysis (See Figure 30.1.1) using the Medford Municipal Code 10.735, Clear View of Intersecting Streets (Figure 30.1.3), which states, “In order to provide a clear view of intersecting streets, there shall be a triangular area of clear vision formed where a street intersects with another street, driveway, or alley.” The analysis found that the 5 parking spaces shown below are within the clear vision triangle (See Figure 30.1.2). During the investigation, Public Works noted that there are existing parking restrictions on Monroe St that are not within a clear vision triangle that may be able to help offset the potential loss of street parking on Oakdale, with street parking nearby.

Public Works polled the neighborhood about placing parking restrictions on S Oakdale Ave and removing parking restrictions on Monroe St. The results are as follows: 53 letters sent, 13 responses, 4 for leaving the existing conditions, 9 for making changes. Of those 9, 9 were for installing the parking restrictions along Oakdale and 8 of the 9 were for removing the restrictions along Monroe St. The City of Medford does not actively monitor parking restrictions outside of the downtown parking district. Restrictions on Oakdale Ave and Monroe St would need to be called in by citizens to be upheld.

The Medford School District is against removing parking restrictions on Monroe St because they are planning changes to the school in the near future that may impact the street parking on Monroe St.

Possible Recommendations:

Do nothing.

Restrict Parking along Oakdale Ave to clear sight triangle,
And/or,
Remove Parking Restrictions on Monroe St
Figure 30.1.2

Proposed Parking Restrictions

Proposed Restriction Removal

Section 30.1
Figure 30.1.3
10.735 Clear View of Intersecting Streets

(a) In order to provide a clear view of intersecting streets, there shall be a triangular area of clear vision formed where a street intersects with another street, driveway, or alley.

(b) The size of the triangular area is a function of traffic control, volume and speed. See Table 10.735-1 below for posted speeds and sight distances.

(c) On any portion of a street that lies within the triangular area described in paragraph (a) of this Section 10.735-1 & 2, below, nothing shall be erected, placed, planted or allowed to grow in such a manner as to obstruct vision between a height of three (3) feet and ten (10) feet above the height of the top of the curb. Where there is no curb, the height shall be measured from the street centerline.

(d) The triangular area of clear vision shall be determined based upon the type of stop control used at the subject intersection.

(e) The clear vision triangular area for an intersection of a street without stop control is shown in Figure 10.735-1. See Table 10.735-2 below for determining all other curb line distances.

(f) The clear vision triangle area for an intersection of a street, alley or driveway with stop control is shown in Figure 10.735-2.

(g) Stop controlled intersections include driveways, alleys, and intersections with signals or stop signs.

Table 10.735-1 Intersection Sight Distance

<table>
<thead>
<tr>
<th>Posted Speed Limit</th>
<th>Intersection Sight Distance (ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>115</td>
</tr>
<tr>
<td>25</td>
<td>115</td>
</tr>
<tr>
<td>30</td>
<td>155</td>
</tr>
<tr>
<td>35</td>
<td>200</td>
</tr>
<tr>
<td>40</td>
<td>250</td>
</tr>
<tr>
<td>45</td>
<td>305</td>
</tr>
<tr>
<td>50</td>
<td>350</td>
</tr>
<tr>
<td>55</td>
<td>405</td>
</tr>
<tr>
<td>60</td>
<td>425</td>
</tr>
<tr>
<td>65</td>
<td>455</td>
</tr>
</tbody>
</table>

(h) On one-way streets, the clear vision triangle may be reduced or deleted along the down-stream side of the intersection with approval of the Director, State of Public Works, or designee.

(i) For alleys and streets with no curb in place, the anticipated location of the curb at street build-out as per the current City of February Transportation System Plan (CFTSP) shall be used. Table 10.735-2 specifies the distance the curb would be expected from the right-of-way line.

Table 10.735-2 Planned Distance from the Right-of-Way Line to Curb Line for Different Street Classifications

<table>
<thead>
<tr>
<th>Street Type</th>
<th>Right-of-Way Width (ft.)</th>
<th>Distance Curb is to be located from edge of right-of-way (ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Arterial</td>
<td>100 ft.</td>
<td>15 ft.</td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>75 ft.</td>
<td>15 ft.</td>
</tr>
<tr>
<td>Major Collector</td>
<td>75 ft.</td>
<td>15 ft.</td>
</tr>
<tr>
<td>Minor Collector</td>
<td>75 ft.</td>
<td>15 ft.</td>
</tr>
<tr>
<td>Commercial</td>
<td>60 ft.</td>
<td>13.5 ft.</td>
</tr>
<tr>
<td>Industrial</td>
<td>60 ft.</td>
<td>13.5 ft.</td>
</tr>
<tr>
<td>Standard Residential</td>
<td>60 ft.</td>
<td>13.5 ft.</td>
</tr>
<tr>
<td>Minor Residential</td>
<td>55 ft.</td>
<td>13.5 ft.</td>
</tr>
<tr>
<td>Residential Lane</td>
<td>30 ft.</td>
<td>15 ft.</td>
</tr>
<tr>
<td>Alley</td>
<td>30 ft.</td>
<td>15 ft.</td>
</tr>
<tr>
<td>Varied</td>
<td>Varies</td>
<td>Varies</td>
</tr>
</tbody>
</table>

(j) The preceding provisions (i) through (k) of this Section shall not apply to the following:

(a) A public utility pole;

(b) A tree trimmed to the trunk to a line at least eight feet above the level of the intersection;

(c) Another plant species, other than trees of open growth habit, that is not planted in the form of a hedge, and which is so planted and trimmed as to leave, at all seasons, a clear and unobstructed cross-view;

(d) A supporting member or appurtenance to a permanent building lawfully existing on the site this standard became effective;

(e) An official warning sign or signal;

(f) A place where the natural contour of the ground is such that there can be no cross visibility at the intersection.

Figure 10.735-1 Clear Vision Triangle for an Intersection without Stop Control

Figure 10.735-2 Clear Vision Triangle for an Intersection with Stop Control

\[1\] The clear vision triangle for intersections with stop control shall be determined using Table 10.735-1.
30.2 Erie St – Sight Triangle Review

David Smith at 241 Saginaw Dr. has requested a review of the sight triangle for a fence between properties. (Figure 30.2.3)

Staff Analysis:

Erie St is a 12-foot wide unimproved street with no curb and gutter. Erie St Right of Way (ROW) currently goes from Jackson Dr to Capital Ave. (See figure 30.2.2) currently the pavement ends at the south property line of 241 Saginaw. (See figure 30.2.1) Public Works upon initial investigation determined that due to the lack of traffic that would be using the ROW for other than accessing the rear of 241 Saginaw in only a single direction that this property would be exempt for the sight triangle code.

Possible Recommendations:

Do nothing

Restrict Fence to meet Sight Triangle
Figure 30.2.2
Figure 30.2.3

![Medford Public Works Logo]

**CITIZEN REQUEST FORM**

This request form will be reviewed by the City of Medford Traffic Engineering Division for appropriate action, which may include a review by the City's Traffic Coordinating Committee. This committee is governed by Medford Municipal Code 2.457.

Please include your name, address and phone number below so you can be contacted for questions if necessary. A written response will be sent to the address below once an investigation has been completed.

<table>
<thead>
<tr>
<th>Name</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>David J. Smith</td>
<td>9-2-19</td>
</tr>
</tbody>
</table>

Street Address
241 Saginaw Dr

City, State, Zip
Medford OR 97504

Please provide a description of the problem, location, cross street and possible solutions to correct the problem. (Attach a sketch if necessary to clearly illustrate your concern).

Neighbor, Georgene Easley, caused a fence to be built at a height of 7 feet where my driveway intersects with Erie St. My lot and Easleys are both through lots between Erie and Saginaw Dr.
30.3  Lone Pine Rd – Speed Change Request

Greg Stone of 3232 Lone Pine Rd has requested the speed to be lowered to 25mph. (Figure 30.3.1)

Staff Analysis:

Lone Pine Rd is a 30 foot wide major collector street with curb and gutter, sidewalks, street lighting, and bicycle lanes on both sides. From Larue Dr to Inverness Dr, Lone Pine widens to 44ft wide section adding a center turn lane. East of Thrasher to Lone Pine Square the roadway is a 40ft wide section with a parking lane on the south side. Lone Pine was found to carry 3200 vehicles per day (vpd) west of Brookdale Ave and 1800 vpd east of Brookdale Ave. The current speed is set at 35 mph and there is a 20 mph school zone from Inverness Dr to Larue Dr and another one at the crossing at the intersection of Modoc Ave.

The Police department has recently put the speed trailer on the east end of Lone Pine outside of the school zone and found that the 85th percentile speed was 31mph. Additionally, on the last 3 (4hr) speed van deployments on Lone Pine there has only been 1 citation issued.

Possible Recommendations:

Do nothing.

Request a Speed zone Investigation from ODOT with the Speed Recommendation of ______
This request form will be reviewed by the City of Medford for appropriate action. Traffic related requests may include a review by
the City’s Traffic Coordinating Committee, which is governed by Medford Municipal Code 2.457.

Please include your name, address and phone number below so you can be contacted for questions if necessary. A written
response will be sent to the address below once an investigation has been completed.

<table>
<thead>
<tr>
<th>Name</th>
<th>Greg Stone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
<td>June 26, 2019</td>
</tr>
<tr>
<td>Street Address</td>
<td>3232 Lone Pine Rd</td>
</tr>
<tr>
<td>City, State, Zip</td>
<td>Medford, Or, 97504</td>
</tr>
</tbody>
</table>

Please provide a description of the problem, location, cross street and possible solutions to correct the problem. (Attach a sketch if
necessary to clearly illustrate your concern).

Lone Pine Road is currently a 35mph zone for its entire length.
It is straight with no stop signs or traffic controls other than a stop sign at each end.
People are using Lone Pine Road as a passthrough/shortcut to Foothills Blvd because they get to
bypass the interchange on McAndrews and the stop lights at McAndrews/Springbrook and
McAndrews/Brookdale.
In the process many of which speed through the neighborhood at well more than 35mph.

Lone Pine is heavily used by pedestrians and bicyclists but does not have sidewalks down both sides.
Due to the location of Lone Pine Elementary and the Lone Pine Spray Park there is also lots of children
and families travelling down and crossing the road. I dont believe it is properly equipped to support a
35mph speed limit.

A study published by ProPublica used data from the AAA Safety Foundation to determine the rate of
mortality based on the rate of speed of the vehicle. From that information you can conclude that a
child hit crossing the road at the current speed limit, 35mph, would have only a 50% chance of
survival vs 75% at 25mph. This is considering the car striking the child is doing the posted speed limit and
not the typical 5-10 mph over that we see consistently up here.

Considering the ODOT guidelines for speed zones and the information above, I believe that it would be
fair to consider lowering the speed limit to a residential speed of 25mph on Lone Pine Rd and maybe
consider installing a stop sign at the intersection of Lone Pine Rd and Brookdale to help slow traffic and
encourage people to use McAndrews for through traffic. Encouraging people to use McAndrews would
also help with all the accidents that occur at the intersection of Lone Pine Rd and Foothills.

I am certain that the people that live on this road would appreciate a lower speed limit as well.
30.4 Residential 20mph Ordinance

In 2019, the state legislature passed Senate Bill 558 (effective date January 1, 2020), which states that “A city may establish by ordinance a designated speed for a highway under the jurisdiction of the city that is five miles per hour lower than the statutory speed. The following apply to the authority granted under this subsection:

(a) The highway is located in a residence district.
(b) The highway is not an arterial highway.
(c) The city shall post a sign giving notice of the designated speed at each end of the portion of highway where the designated speed is imposed and at such other places on the highway as may be necessary to inform the public. The designated speed shall be effective when signs giving notice of the designated speed are posted.”

Staff Analysis:

In 2017 legislation was passed that gave this allowance to only the City of Portland. The City of Portland made this change to all streets that meet the residential district requirements.

Public Works has discussed these possible changes and is concerned that changing the speed on all residential streets will not slow down the people who are speeding and may actually increase speed differentials by slowing down the people who do drive the speed limit. Public works is seeking input from the TCC on criteria for the implementation of 20mph zones.

1. Areas that would not be allowed to be posted 20mph:

   a. Collectors or arterials (arterials are excluded by ORS 810.180 and 811.111)
   b. Streets that are bounded by SFR-00 zoning
   c. Streets that do not have residential development on both sides of the street
   d. Streets where the speed differential is likely to be increased by reducing the posted speed limit

2. Areas where 20mph zones are allowed:

   a. The cross-section of a local residential street is narrower than the cross section called out in the Transportation System Plan
b. Local residential streets that are designated as bicycle routes, including associated signage

**Possible Motions:**

I recommend that we forward the criteria to the Transportation Commission as presented.

I recommend that we forward the criteria to the Transportation Commission with these changes _______
40. Reports

40.1 October 2019 Making an Impact
Safe Transportation for Every Pedestrian

In 2018, an estimated 6,227 pedestrians died in the United States, according to the Governors Highway Safety Association— the highest total number of pedestrian fatalities since 1990. Pedestrian fatalities increased by 35 percent between 2008 and 2017, while other traffic fatalities decreased by six percent. The Safe Transportation for Every Pedestrian (STEP) program promotes proven countermeasures at pedestrian crossings to reduce growing numbers of pedestrian fatalities. The seven countermeasures include: crosswalk visibility enhancements, raised crosswalks, refuge islands, Rectangular Rapid-Flashing Beacons (RRFBs), Pedestrian Hybrid Beacons (PHBs), Road Diets, and Leading Pedestrian Intervals (LPIs).

Over the next four weeks, we will look at four features of implementing STEP. They include the system—considering all pedestrian crossings and the risk factors that contribute to crashes and fatalities; the tools—countermeasures selected to increase pedestrian safety at a given location; evaluation—verified results in areas implementing STEP can lead to further implementation, and people—partnerships formed between agencies and the integration of law enforcement and public education into your pedestrian safety efforts.

Pedestrian fatalities increased 35% from 2008-2017, while all other traffic deaths decreased by 6%.

Clackamas County Drive with a Cop

Clackamas County Sheriff’s department put on its annual “Drive with a Cop” day at Portland International Raceway, pairing teens with police officers for training emphasizing safety. Your Oregon Impact team was there to talk to parents about ways to keep their teens safe and to show teens the affects of driving intoxicated and distracted.
AAA LAUNCHES NEW TEEN DRIVING WEBSITE TO COINCIDE WITH TEEN DRIVER SAFETY WEEK

Portland, ORE. – “Mom, Dad, can I have the keys?” This can be one of the scariest phrases to parents of a teenage driver. Thoughts of your teenager behind the wheel can make you feel worried, excited and anxious. AAA empowers parents to get involved with their teens’ learning-to-drive process with the launch of its new teen driver safety website, TeenDriving.AAA.com. The website is being launched to coincide with National Teen Driver Safety Week, which runs Oct. 17 through 23.

There’s so much information about teen driving that it can be difficult to find clear answers to your questions and concerns.

At TeenDriving.AAA.com, you’ll find useful information and recommendations for every step of the way. We’ll help you understand the facts and risks related to your teen getting behind the wheel. The interactive site provides users with specific information based on where they live and where they are in the learning process – from preparing to drive (pre-permit) through the learner’s permit and solo driving.

“Having parents involved is critical in developing safe and prepared teen drivers,” says AAA Oregon/Idaho Public Affairs Director Marie Dodds. “As a parent of a teen driver, you can make a huge difference in keeping your teen safe behind the wheel. Research shows that teens value the opinions of their parents, even if it doesn’t always seem like it! That’s why understanding the facts and risks associated with teen driving, and sharing your knowledge with your teen are so important as your teen starts to drive.”
As you may know, the Gervais Police Department is co-hosting D.A.R.E. Officer Training at the Department of Public Safety Standards and Training. This class will be held from Monday, January 13th to Friday, January 24th, 2020. The best news of all is this training is tuition free. Furthermore, if you are staying at the academy, the lodging may also be free.

This is a great time to let others know about this training as well. If they start a new D.A.R.E. program, then D.A.R.E. America will provide free workbooks for the first year. This reduces the costs for the agency and helps with new program implementation. There is still more good news: The new D.A.R.E. program is “keepin’ it REAL!”

Keepin’ it REAL is on the National Registry of Evidence Based Programs and Practices. Keepin’ it REAL meets national Common Core educational standards. Keepin’ it REAL offers multiple years of intervention (Elementary, Middle, and High School).

The curricula is comprehensive and includes: responding to bullying, internet safety, teen suicide prevention and more.

Please take a look at the attached training announcement. Let me know if you have any questions. I am here to h-e-l-p!

Thank you,
Ofc. Craig Seibel
Oregon D.A.R.E. Coordinator
Gervais Police Department
592 4th Street / PO Box 329
Gervais OR 97026
cseibel@cityofgervais.com

TRAINING ANNOUNCEMENT

WHAT: D.A.R.E. Officer Training (DOT)

WHEN: Monday, January 13 to Friday, January 24, 2020

WHERE: The Department of Public Safety Standards and Training
4190 Aumsville Hwy SE
Salem, OR 97317

WHO: This is the initial two week, 80 hour course for all Police Officers, Deputies, and School Resource Officers to be certified to teach the new D.A.R.E. program known as keepin’ it REAL!

COST: This training is TUTION FREE!

LODGING: Lodging is available at D.P.S.S.T. at no cost for anyone who lives more than 75 miles away from the training site

CONTACT: For more information or to register please contact Dennis Osborn, Western Region Director for D.A.R.E America.
Email: Dennis_Osborn@dare.org
Phone: (424)227-2346
This is the only D.A.R.E. Officer Training course offered in the Pacific Northwest. D.A.R.E. America is helping to pay for this course. It is the most affordable training available for your agency. Please do not wait to register for this class as space is limited.

## Car Seat Check Up Events

<table>
<thead>
<tr>
<th>Date and Time</th>
<th>Location</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>10/31/2019 3:00pm - 5:00pm</td>
<td>Forest Grove Fire Department</td>
<td>1919 Ash Street</td>
</tr>
<tr>
<td>10/31/2019 4:00pm - 6:00pm</td>
<td>Eugene Fire Department</td>
<td>1705 West 2nd Avenue</td>
</tr>
<tr>
<td>11/02/2019 10:00am - 1:30pm</td>
<td>Lake Oswego Fire Department</td>
<td>300 B Street</td>
</tr>
<tr>
<td>11/07/2019 11:00am - 2:00pm</td>
<td>Redmond Fire and Rescue</td>
<td>341 Northwest Dogwood Ave.</td>
</tr>
<tr>
<td>11/07/2019 4:00pm - 7:00pm</td>
<td>Dallas - Bambinos</td>
<td>322 Main Street</td>
</tr>
<tr>
<td>11/09/2019 9:00am - 11:30am</td>
<td>Tuality Health Education Center</td>
<td>334 SE 8th Avenue, Hillsboro</td>
</tr>
<tr>
<td>11/12/2019 8:30am - 11:00am</td>
<td>Corvallis Fire Department</td>
<td>400 NW Harrison Blvd</td>
</tr>
<tr>
<td>11/14/2019 4:00pm - 6:00pm</td>
<td>Ontario Fire</td>
<td>444 SW 4th St</td>
</tr>
<tr>
<td>11/16/2019 8:45am - 2:15pm</td>
<td>Vancouver Peace Health</td>
<td>400 NE Mother Joseph PI</td>
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<tr>
<td>11/16/2019 9:00am - 11:30am</td>
<td>Beaverton Kuni Auto Center</td>
<td>3725 SW Cedar Hills Blvd</td>
</tr>
<tr>
<td>11/16/2019 11:00am - 2:00pm</td>
<td>Keizer Fire Department</td>
<td>661 Chemawa Road NE</td>
</tr>
<tr>
<td>11/18/2019 11:30am - 2:30pm</td>
<td>Bend Fire Department</td>
<td>63377 Jamison Street</td>
</tr>
<tr>
<td>11/23/2019 10:00am - 12:30pm</td>
<td>Clackamas AMR</td>
<td>12438 SE Capps Rd</td>
</tr>
<tr>
<td>11/28/2019 4:00pm - 6:00pm</td>
<td>Eugene Fire</td>
<td>1705 West 2nd Avenue</td>
</tr>
</tbody>
</table>
50. **Other Business**

60. **Transportation Commission Liaison Update**

70. **Next Meeting:** January 23, 2020

80. **Adjournment**