

North Main Street Reconfiguration

Results from Resident and Business Public Opinion Surveys

Southern Oregon University Research Center (SOURCE)

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Eva Skuratowicz, Ph.D.

Karen Miller-Loessi, Ph.D.

Dru Smith

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Executive Summary

This document reports the results of a stratified random sample public opinion survey commissioned by the City of Ashland and conducted by the Southern Oregon University Research Center (SOURCE) in fall 2013. In 2012, the area on North Main Street from Bush Street to the railroad overpass was reconfigured from four lanes of traffic to two lanes of traffic with bicycle lanes and a center left turning lane. This was a pilot project and the City of Ashland commissioned the public opinion survey of Ashland residents and businesses so that the results could be used to aid in the decision of whether to retain the lane changes or return to the four-lane configuration.

To assess resident opinions, a two-page mail-in survey questionnaire was sent to random samples of a total of 1000 Ashland residents, residing in three key geographical areas: within a few blocks of the reconfigured road section, near but not in that area, and all other Ashland areas. Overall, 552 surveys were returned, for a resident response rate of 55%. To assess the local businesses, a brief phone interview was conducted, using a list of 50 local organizations that are either in the general vicinity of the N. Main Street corridor or are major employers in Ashland. A total of 38 businesses responded for a business response rate of 76%.

The data from these studies do not support a strong mandate regarding the N. Main Street lane changes. The Ashland citizens who responded to our survey have indicated a slight tendency toward a positive opinion of the reconfiguration. In the case of Ashland businesses, the largest proportion of our interviewees (37%) remain neutral on whether or not to continue the reconfiguration. The remaining businesses are evenly split between retaining the lane changes and going back to the four-lane configuration.

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INTRODUCTION

The Southern Oregon University Research Center (SOURCE) was hired by the City of Ashland in the summer of 2013 to conduct a scientific public opinion survey on the reconfiguration of North Main Street, also known as the “Road Diet”. In 2012, the area on North Main Street from Bush Street to the railroad overpass was reconfigured from four lanes of traffic to two lanes of traffic with bicycle lanes and a center left turning lane. This was a pilot project and the City of Ashland commissioned the public opinion survey of Ashland residents and businesses so that the results could be used to aid in the decision of whether to retain the lane changes or return to the four-lane configuration.

In consultation with Mike Faught, Betsy Harshman, Dave Kanner and Tammi DeMille-Campos, SOURCE constructed a two-page mail-in survey questionnaire for Ashland residents. The goal of the survey was to elicit Ashland citizens’ attitudes, perceptions and knowledge regarding the N. Main Street reconfiguration, one year after the changes had been implemented. The survey asked questions about the N. Main corridor, including safety, congestion, speed, flow of traffic, use of alternative routes, and whether the respondent agreed or disagreed with the statement that the changes had improved the route (for the complete questionnaire, see Appendix A).

To assess the local businesses, a brief phone interview was constructed. The questions were created in consultation with Mike Faught, Betsy Harshman and Tammi DeMille-Campos. The same group of people also generated a list of 50 local organizations that are either in the general vicinity of the N. Main Street corridor or are major employers in Ashland. These businesses included restaurants, hotels, manufacturers, grocery stores, delivery services, medical businesses, education, entertainment, real estate, tourism, construction, retail, and transportation. The questions asked about whether the organization’s employees and their customers/clients had talked about the reconfiguration and what they had expressed, the impact the reconfiguration has had on the business, and whether the business supported keeping the reconfiguration (for a list of the complete interview questions, see Appendix B).

The SOURCE research team consisted of Dr. Eva Skuratowicz, director, Dr. Karen Miller-Loessi, senior research associate, and student research assistants Sara Averbek, Jacob Hahn,

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Lia Klugman, and Dru Smith. Dr. Skuratowicz, Dru Smith, and Lia Klugman administered the local business interviews over the phone. Dr. Miller-Loessi oversaw the data entry done by all of the student research assistants. Drs. Miller-Loessi and Skuratowicz did the final data analysis.

RESIDENT SURVEY

METHODOLOGY

We used a probability sampling method to randomly choose a stratified sample of 1,000 Ashland residents from a list of 10,850 Ashland households. The list was generated from the local utilities and was provided by the City of Ashland. All non-Ashland addresses were removed from the list. The addresses were stratified by distance from the N. Main Street corridor. City administrators, as well as the research team at SOURCE, wanted to know if someone's location in Ashland had an effect on their opinions regarding the reconfiguration. City of Ashland staff used Global Information Systems (GIS) to sort the list of Ashland utilities addresses into three groups:

1. Residences within the first few blocks off of the N. Main Street corridor were designated as living in the "target area". These are the people who are perceived as being most impacted by the change.
2. Residences who lived outside of the target area, but still within the general N. Main St part of town were designated as living in the "N. Main nearby area".¹
3. Residences in Ashland but outside of the target area and the N. Main nearby area, were designated as "all other Ashland area".

The sample was randomly selected from the lists of addresses in the three designated areas. Surveys were sent out to 50 households in the target area and we received valid surveys from 33 of those households for a 66% response rate in the target area. For the N. Main Street area, 150 surveys were mailed out and we received valid surveys from 132 households for an 88% response rate for that area. There were 800 households in the all other Ashland area that received surveys and 387 were returned for a 48% response rate.

¹ Specific boundaries for the N. Main Street area: from the overpass it follows the city limits line all along the west boundary to Strawberry Lane, down Strawberry Lane, following Nutley to Granite, following Granite, jogging down to follow Water Street to Hersey, on Hersey going west to Laurel, north on Laurel one block to Ohio, one block west to Orange, one block west to Willow, one block north to Otis, following one block north on Elizabeth to Randy, jumping over and including the Billings subdivision and following the city limits back to the overpass.

We did not ask for name, address or other similar identifying information on the survey, and we did not use any other means to track respondents. We received a total of 552 surveys, which is an overall 55% response rate. We are pleased with this high level of response for a public opinion mail-in survey. It indicates that there is strong community interest in the subject matter. This response rate is particularly notable because we did not send out a second survey to our sample, which is a very common practice to increase returns in a mail-in survey. However, we did mail reminder two postcard to each household in the sample. Since the surveys were anonymous all residents in the sample received these postcards whether they had already responded or not.

Two general/demographic questions were asked on the resident survey. The first was whether the respondent had used N. Main Street since October 2012. Only 4% of the residents had not been on the N. Main corridor in the past year. We also asked how long the respondent had lived at their current address and two-thirds of the respondents reported that they had lived in their current residence for more than five years, 28% indicated they had been there from one to five years and 5% had lived there for less than one year.

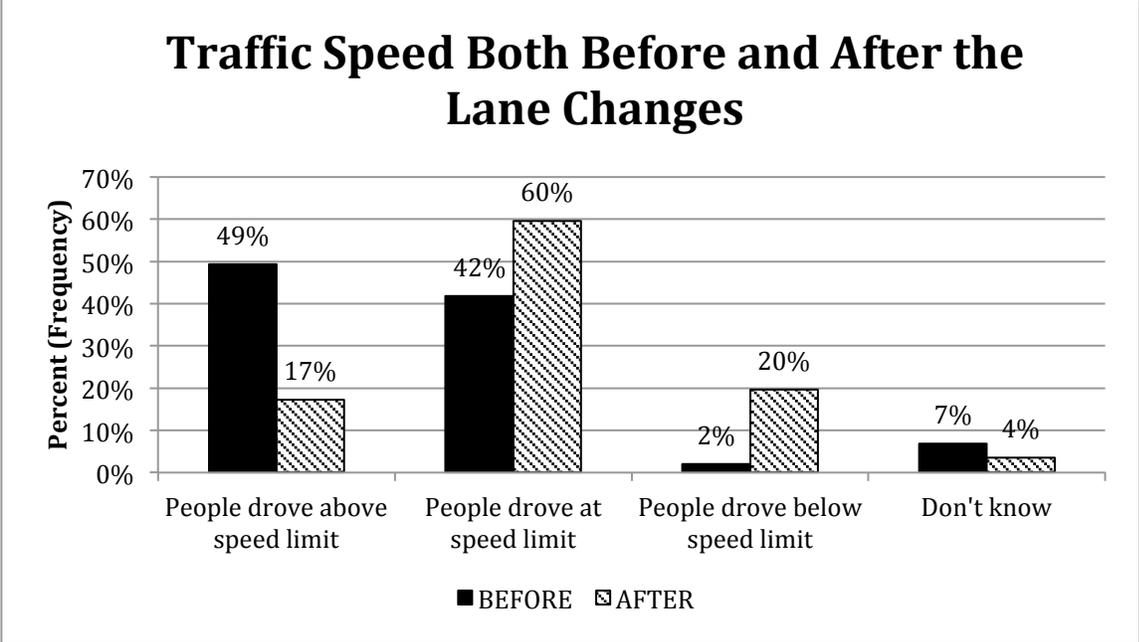
RESULTS

In this section, we will discuss the main findings of the survey, ranging from the specific questions about changes in speed, congestion, traffic flow, and travel time. We will also analyze the general questions on safety and overall perception of the reconfiguration.

Traffic Speed

When queried about traffic speed both before and after the lane changes, the majority of respondents stated that traffic had slowed down since the reconfiguration. As indicated by Chart 1 below, about half of the respondents said that, BEFORE the lane reduction, people drove above the speed limit on the N. Main Street corridor; 42% said that people drove at the speed limit; and only 2% said that people drove below the speed limit. AFTER reconfiguration, respondents observed a general slowdown: 17% said drivers went above the speed limit, 60% said that people drove at the speed limit and 20% indicated that cars traveled below the speed limit. We were curious whether a respondent's residential area made a difference in their observations about traffic speed. However, when we looked at this question and separated out the responses by area, we did not find significant differences.

Chart 1

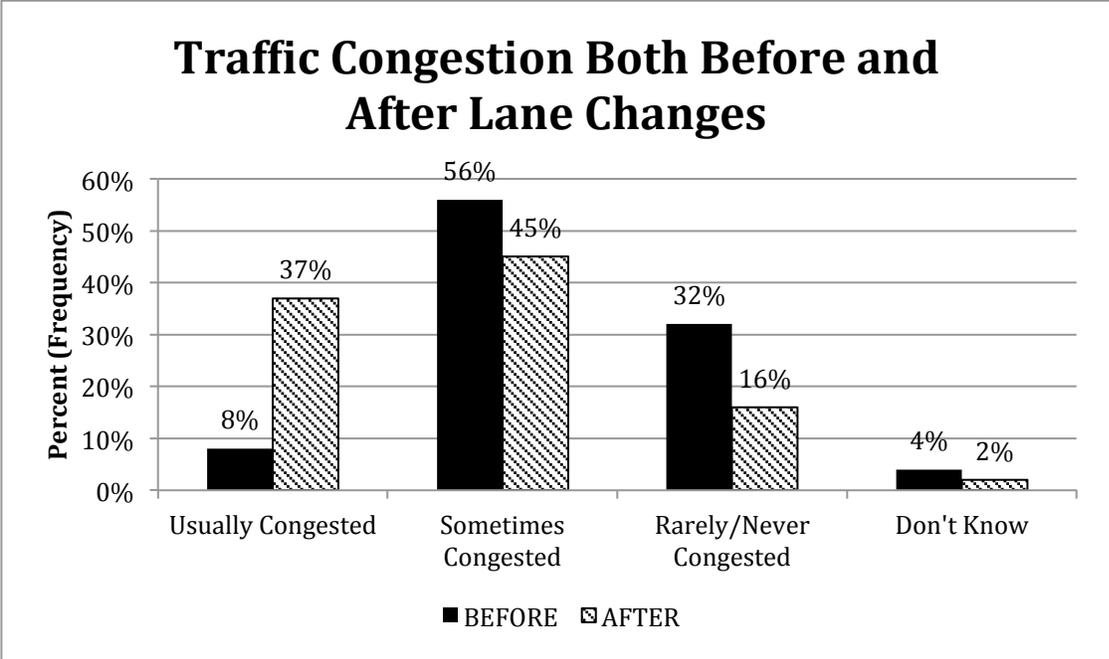


Total valid cases = 509 Before and 500 After.

Traffic Congestion

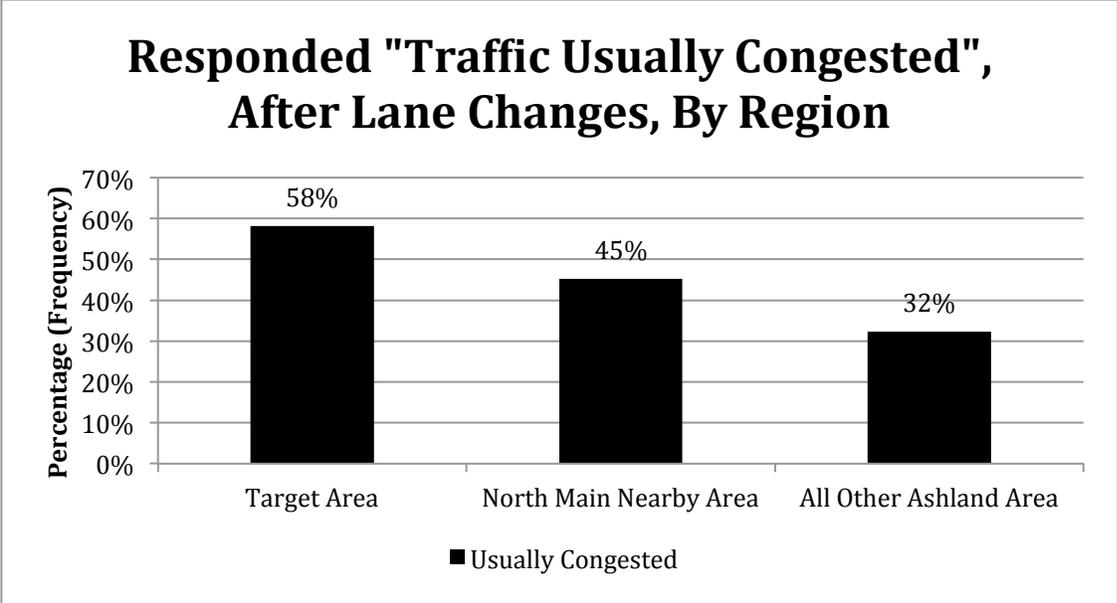
The respondents reported that traffic congestion has increased with lane reconfiguration (see Chart 2). Before the lane changes, only 8% of the respondents judged the traffic as usually congested, 56% felt it was sometimes congested, and 32% indicated that it was rarely or never congested. There was a noticeable shift after the lanes were changed, with 37% noting that the traffic is usually congested, 45% that it is sometimes congested, and only 16% pronouncing that it was rarely or never congested. When we looked at these responses by area, we found that there was a significant difference, depending on where the respondent lived, for the perceived congestion after the lanes had been changed (see Chart 3). Respondents in the target area were much more likely to perceive high levels of congestion after the lane changes (58%) than those who lived either nearby (45%) or in other parts of Ashland (32%).

Chart 2



Total valid cases = 519 Before and 513 After.

Chart 3



Total valid cases = 513.

Changes in Frequency of Travel on N. Main Street

We had heard some anecdotal information about drivers not using N. Main Street as frequently after the reconfiguration, so we asked about this on the survey. It turns out that 73% of the respondents noted that their frequency of use of N. Main Street was the same. We had thought that those people who lived in the target area or the N. Main nearby area were more likely to

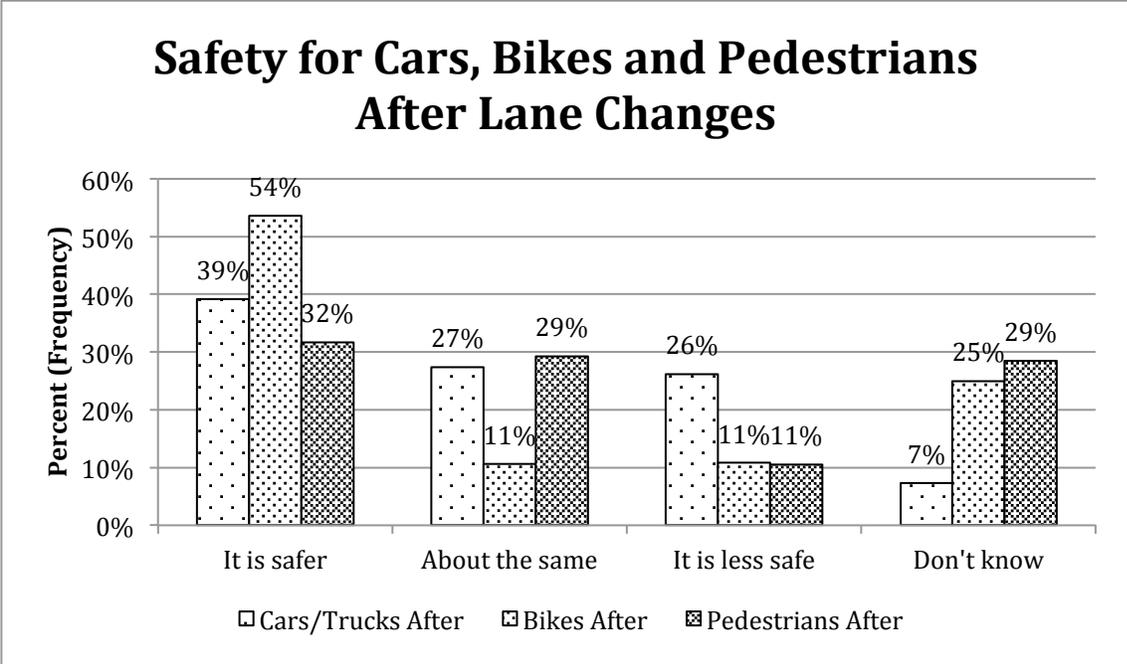
change their frequency of use after the lane changes. When we analyzed the responses by area, we found that where people lived did not significantly affect their before/after usage patterns of N. Main Street – most respondents maintained the same frequency of use before and after the reconfiguration.

As indicated above, a little more than one-quarter of our respondents have changed how frequently they use the N. Main Street corridor. In the survey, we asked the respondents to explain why they are traveling more or less on N. Main Street, and 52 people included specific examples of the changes they have made in their utilization. We categorized those comments to get a larger sense of the alternates respondents are using. Twenty-two respondents described using N. Main Street less frequently, but did not give specifics. For example, one person wrote, “It is too congested. I avoid that part of town. I no longer frequent businesses on it either.” Another stated, “I can’t avoid it, but go a different way whenever I can.” Other respondents were more specific. Fourteen people took some sort of combination of Oak/Eagle Mill/Hersey/Valley View. Examples of their comments include: “I prefer to go up to Eagle Mill Road to get to the freeway and bypass North Main entirely” and “I much more often use Oak Street and Valley View to get to the freeway.” Nine people wrote on the survey that they use the freeway rather than travel on N. Main Street. Those routes are described like this: “More often using I-5 past Tolman Creek” and “Less time to take interstate from S. Ashland to N. Ashland.” Seven respondents explained that they are using N. Main Street more frequently, and all but one of those people attribute this to being able to bike more often on the road, for example, “Same amount of driving, but a bit more bicycle travel because I do not have to use back streets on most of the route to downtown.”

Safety

Since one of the goals of the reconfiguration was to increase bicycle and pedestrian safety, we asked respondents how they thought safety for cars, bicycles and pedestrians had been affected by the change. The response for bicycle safety was very positive: 54% of the respondents thought it was safer for bicycles, whereas only 11% thought it was less safe. Respondents also were more likely to believe that the reconfiguration resulted in greater rather than less safety for both pedestrians and cars, although the trend was not as strong as for bicycles (see Chart 4).

Chart 4



Total valid cases = Cars 508/Bikes 509/Pedestrians 505.

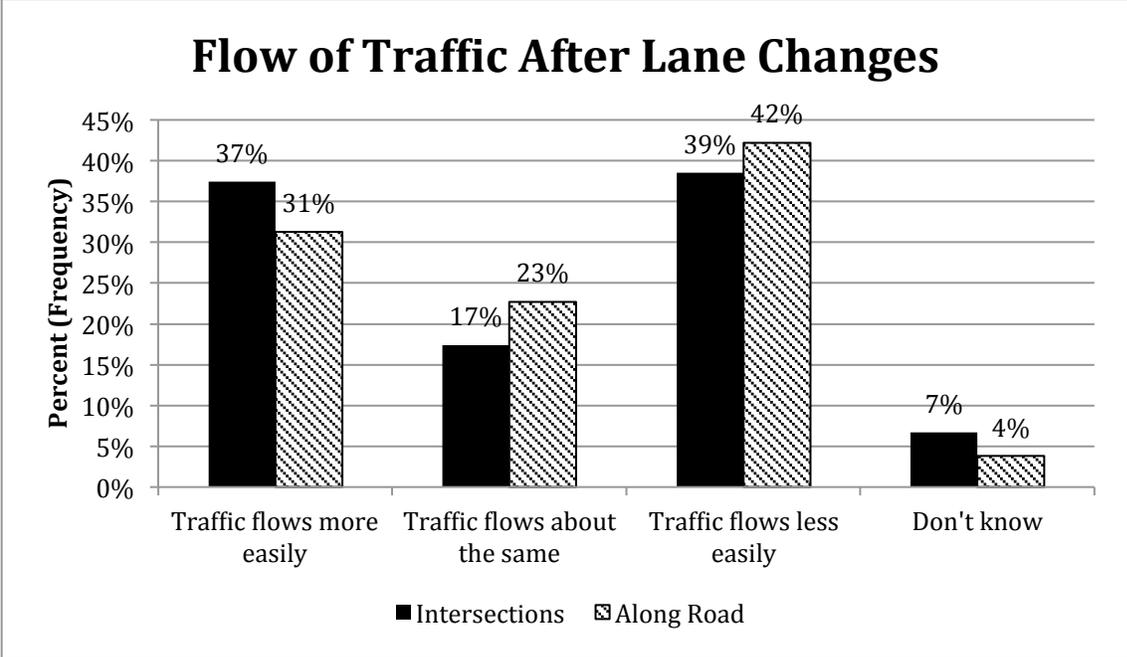
Since the belief in increased bicycle safety due to the N. Main Street reconfiguration was particularly pronounced among our respondents, we looked at how bicyclists themselves experienced the road change. Of the 115 respondents who had bicycled along the N Main Street corridor before the reconfiguration, 76% said the reconfiguration was now safer for bicyclists. Of the 386 respondents who had never bicycled along the N Main Street corridor before the reconfiguration, only 47% believed it was now safer for bicyclists. Although all respondents were asked to make the judgment about safety, in this case the opinions of respondents who actually bicycled the route reinforce the overall perception that bicyclists are safer after the reconfiguration.

Traffic Flow

Traffic flow along the road and at intersections has been another point of discussion in the community regarding the lane changes. Answers to the question regarding traffic flow at intersections are particularly interesting. The percentage of respondents who noted that the traffic flows more easily at intersections after the reconfiguration (37%) is very close to the percentage of respondents who indicated that it flows less easily at intersections (39%). So respondents are quite evenly divided on this question. This was not the case for respondents' experience with traffic flow *along the road*: 31% indicated that traffic flows more easily and 42%

said it flows less easily. Traffic flow along the road is thus more likely to be perceived more problematic than not (see Chart 5).

Chart 5

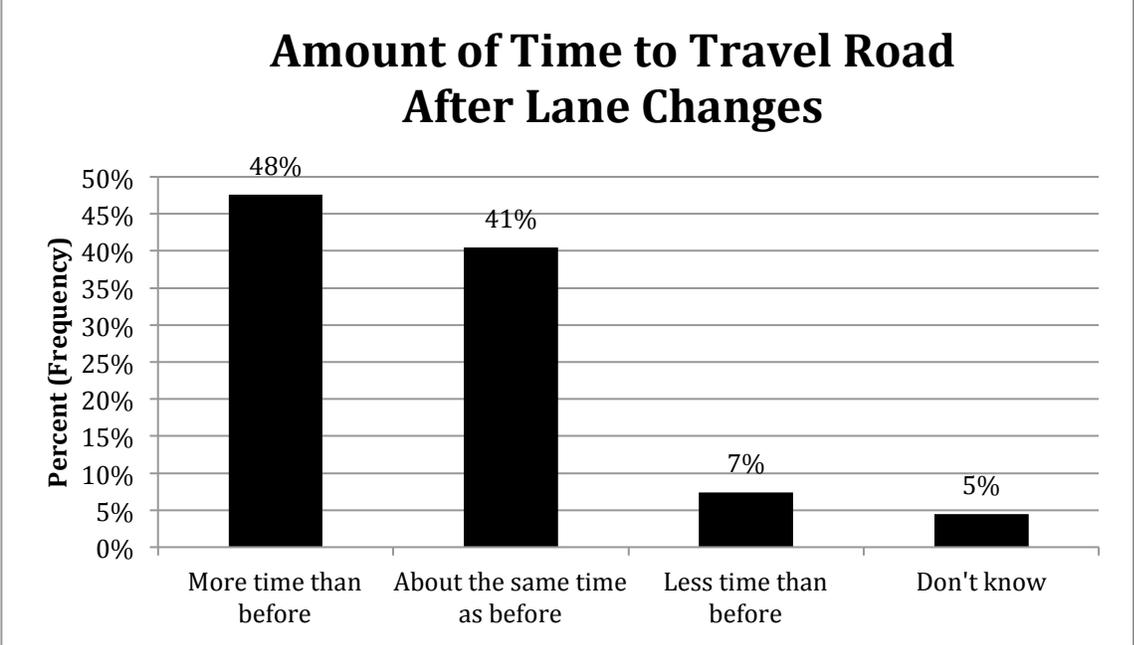


Total valid cases = 506 Intersections and 502 Along Road

Travel Time

The issue of travel time is of course related to traffic flow, both along the road and at intersections. When asked how they think the changes on N. Main Street have affected the amount of time it takes to travel that section of the road by car or truck, 48% said that it takes more time than before, 41% about the same time as before, and only 7% less time than before. Thus, almost half the respondents perceive that travel takes longer on the reconfigured portion of the road.

Chart 6



Total valid cases = 511

Comments from Respondents on Other Topics

We left space for open-ended responses on the survey, knowing that people may want to refer to components of the reconfiguration that are not covered in the survey questions. Two main themes dominated the open-ended comments. The first was the problems with merging from two lanes into one lane. The second was making turns either onto N. Main Street or off of the street.

Merging

There were 39 open-ended responses that indicated problems with merging into one lane; there were no positive comments regarding merging. Some examples of the difficulties with merging are represented in these four quotes from different respondents. “My difficulty with the road diet is the initial merge from two lanes to one lane going north. The merge occurs at the top of a rise and you can't see the markings until you get there. I know there is a sign advising of the merge but just watching the lane markings you get a surprise.” “The merging in front of Bard's is tricky, possibly a little dangerous.” “The problem is at the intersections where cars are merging into the single lanes of N. Main. Toss in a bus and a truck or two, and it quickly becomes a mess.” “The lane change from two to one is dangerous, with people trying to scramble to get ahead of other cars!”

Turning

The second theme was turning on and off of N. Main Street. There were 76 comments that referred to problems with turning after reconfiguration and 41 comments regarding positive changes for turning after the lane changes. Examples of positive comments about turning: “Center/left turn lanes are the best improvement from the change” and “Eliminating one lane to create a turn lane proved a positive safety measure right where it was needed.” Negative comments included: “The change has made left & right turns onto N. Main from side streets much more hazardous during busy traffic periods” and “Wait times for turning left onto N. Main are sometimes extreme. Wait times for turning right onto N. Main are also very difficult. Because of the wait many drivers turn when it is not completely clear. I have to go to Maple Street to turn left. Maple Street is very narrow.”

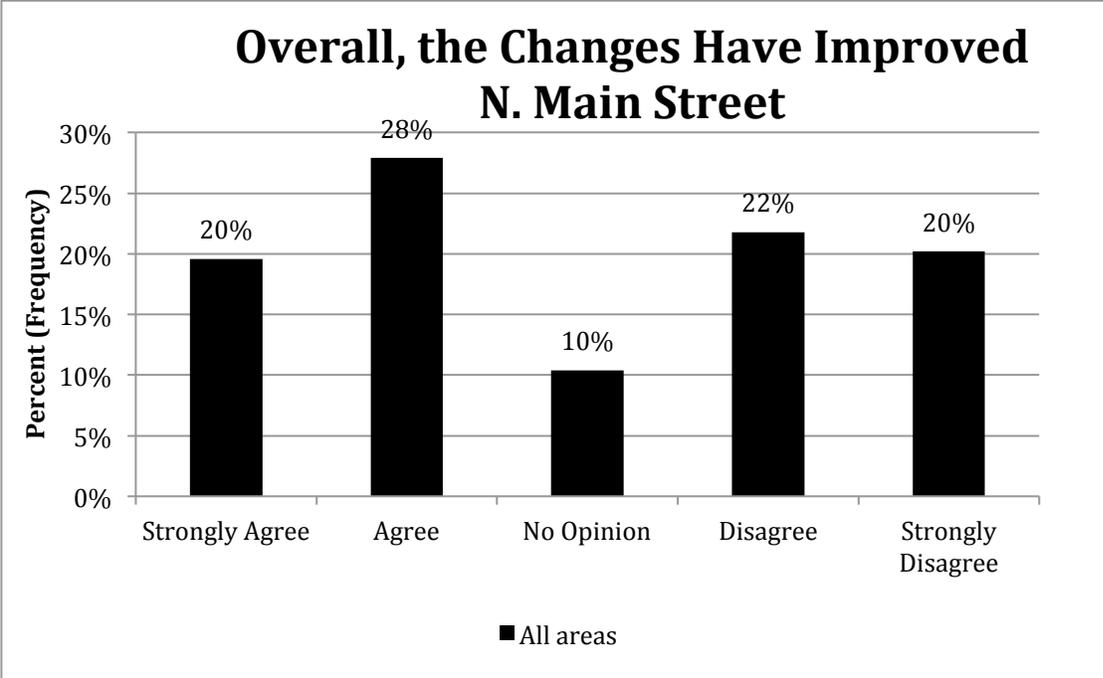
Overall Assessment by Respondents

The final question in the survey was an overall assessment of the reconfiguration. Respondents were asked to indicate whether they agreed or disagreed with the following statement: “Overall the changes have improved N. Main Street.”

Among all respondents, the proportion strongly agreeing and strongly disagreeing was the same, at 20% for each opposing view. However, the proportion who agreed that the changes were an improvement was 28%, whereas 22% disagreed. Ten percent had no opinion. Among all respondents, then, there is a very weak tendency toward a positive overall opinion of the reconfiguration, but not a ringing endorsement (see Chart 7).

Two examples of overall positive comments from the survey respondents are: “This project transformed my ability to walk, bike, and drive on the roads near my house. I feel safer cycling to that end of town, walking my dog on N. Main and turning onto side streets. Don't change it back! Those of us who live near it LOVE it!” and “Changes have resulted in more civil, safe, and efficient travel.” Two examples of overall negative comments from the survey respondents: “The reconfiguration must be aborted. It was a dense notion, which has only served to interfere with the proper traffic flow of a roadway. It is rather foolish to bottle-neck a heavily traveled roadway under the pretense of safety when such bottle-necking only serves to increase hazards by interfering with sensible traffic flow” and “It has made this stretch of N. Main less functional for everyone but cyclists. And it has NOT noticeably increased the use of N. Main by cyclists.” These comments give a flavor of some of the stronger views on both sides of the issues. For the complete listing of open-ended comments, please see Appendix D.

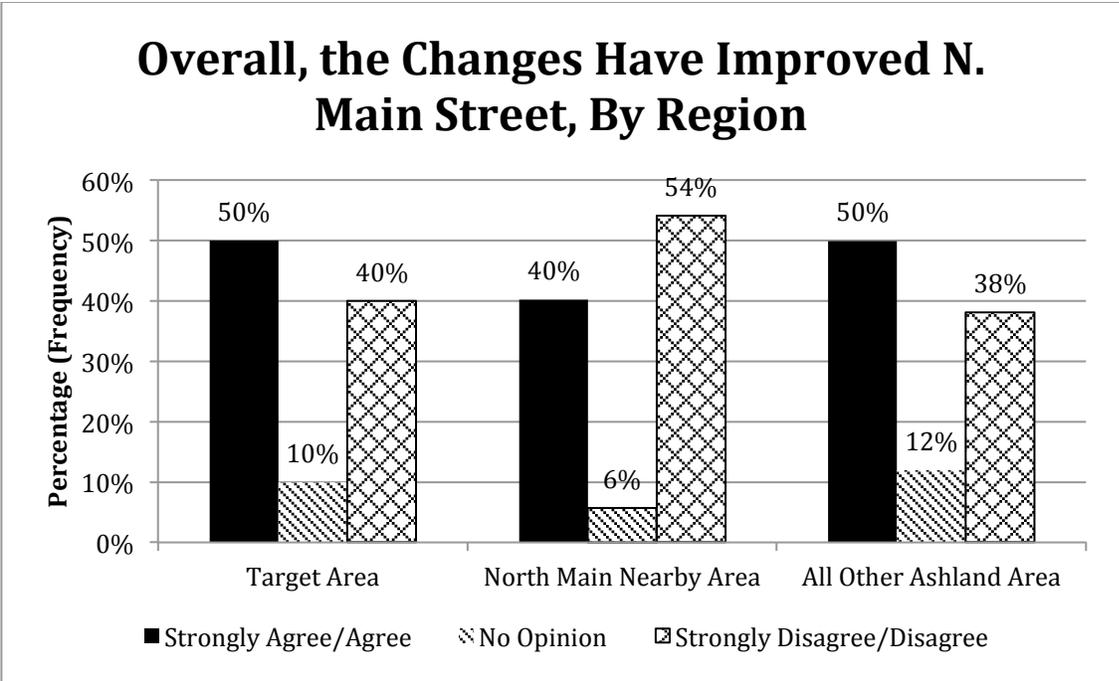
Chart 7



Total valid cases = 509

When we examined the overall assessment question by where respondents lived (target area, N. Main nearby area, and all other Ashland areas), we found substantial differences of opinion. The residents of the target area and the residents of other parts of Ashland tended to be positive. The residents who lived near N. Main Street were more likely to be negative. However, the differences were not statistically significant. When we collapsed the responses into three categories (Strongly Agree/Agree, No Opinion, and Strongly Disagree/Disagree), the results were clearer, and the differences were statistically significant (see Chart 8). Half the respondents in the N. Main target area and half the respondents in other areas of Ashland were positive. Only 40 percent of the respondents in the N. Main nearby area were positive, and 54% were negative.

Chart 8



Total valid cases=509.

BUSINESS INTERVIEWS

Methodology

We were able to successfully interview 38 of the 50 businesses. For a list of the businesses we interviewed that have given us permission to use the organization name, please see Appendix C. The non-responding businesses were predominantly restaurants, financial institutions, a grocery store, and an entertainment organization. After repeated phone calls, we found that managers at one of the grocery stores and all of the financial institutions did not want to speak for their organizations. In the remaining businesses, we were unable to contact a manager or owner despite at least four phone/email attempts.

Phone interviews were conducted by Dr. Skuratowicz, Dru Smith and Lia Klugman, in October and November 2013. The interview schedule included questions on whether employees at the organization had made comments regarding the lane reconfiguration and a summary of those comments, whether customers/clients had made comments about the lane reconfiguration and a summary of those comments, a question about the overall effect of the lane reconfiguration on the business, and whether or not the business supports the current lane configuration or would like to return to the previous four lanes (for the complete interview schedule, see Appendix B).

RESULTS

Employees

Employees of the businesses had a diverse response to the lane changes, ranging from no comments to numerous complaints. In one-third of the businesses we talked to, the manager or owner was not aware of any employee discussion of changes to the N. Main Street corridor. For the remaining 24 organizations, 15 of the interviewees said that their employees had talked about negative experiences with the lane reconfiguration. These comments primarily centered on the slower traffic speed and problems with congestion and turns. One real estate organization representative told us “Employees complain about it. They get stuck in it. They drive from Medford and complain that it is the most ridiculous thing ever.” This reaction was echoed in comments from the owner of a company that is tourist-oriented, “The consensus is that it is poor for getting through town. It takes longer because the speed is slower. People on bikes who ride to our work take the bike path – they don’t ride on N. Main.” Six organizations have employees who are positive about the change, such as this real estate office owner who told us, “Three employees like the road diet.” The remaining four businesses said that it is both

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positive and negative for their employees. A local restaurant owner stated, “It’s a mixed bag. Two people who come from Talent in their cars say that traffic is slower. People who walk and bike love it. They have a safer feeling.”

Customers

Customers are less likely than employees to make comments about the reconfiguration: only 30% of the businesses said they had heard from their customers on this subject. In eight of those businesses, the customer comments indicated problems with the lane changes. Five of these eight businesses are right along or very close to the N. Main Street corridor. Perhaps the most troubling example is the ACH Center for Family Medicine, which has lost an estimated ten patients due to the parking lot and traffic problems. Similarly, the Siskiyou Eye Center reported that their patients are elderly and “they are scared to make turns onto North Main.” Two businesses told us that their customers were positive about the change and the remaining two businesses said that customer complaints were very fleeting.

Overall Effect on Business

Each interviewee was asked whether the road changes affect how their business runs. Three-quarters of the businesses said that reconfiguration did not impact the operation of their organizations. For the remaining one-quarter of the businesses, most explained that deliveries to their location have been negatively affected. Ashland Lumber stated that it is difficult for the “semis to deliver to us” and explained that Hersey Street is “too tight for a commercial entrance.”

We spoke with five organizations that heavily utilize the roadways of Ashland for the main function of what they do: Recology, Rogue Valley Transportation District (RVTD), the transportation department of the Ashland School District (ASD) and two delivery organizations that were able to provide data but, due to company policy, are unable to have their business name used in the report. One of the five organizations described positive changes while the other four had seen negative impacts. Recology said that their drivers have “decided it’s a benefit because it’s easier to get to some of the stops” and people “aren’t getting backed up behind them” because of the extra space provided by the bike lane. RVTD told us that the lane reconfiguration did not impact them exactly as they thought, “It slowed us down somewhat. However, we have a hard time staying on time on our routes and that is due to the congestion in general in Ashland.” The RVTD representative went on to say, “When we have to stop for pick-up and drop-off, we have to stop in the lane and all the traffic stops behind us. When we’re stopped, if there are left turn lanes available, cars will use them to pass buses, which creates a

lane sharing issue.” The transportation supervisor of the ASD said that the two or three bus routes that are impacted by the reconfiguration can run late by as much as five minutes. She explained, “With one lane, the driver has said that often he can’t make a left on Manzanita until a car coming from the opposite lane stops and lets him make the left.” One of the delivery services told us, “It takes more time due to congestion (on N. Main) and the impact is causing us to scramble more to make our time commitments.” The other delivery service said that deliveries in certain parts of the N. Main Street corridor are difficult in the afternoon because it is harder “to cross in that area.”

Support for Continuing the Reconfiguration

All of the interviewees were asked whether their business was in favor of keeping the lane reconfiguration of N. Main Street. The findings for this question do not indicate a clear mandate for the City: 14 of the businesses are neutral, 11 want to retain the lane changes and 11 want to return to four lanes. The largest group stated that their organization was neutral on whether or not to keep the changes. A restaurant owner stated, “It doesn’t make a difference either way.” A hotel manager told us, “No opinion either way,” but went on to qualify that comment by saying, “It is dangerous at the merge for people not familiar with it (tourists).” There were 11 businesses that stated they were in favor of the reconfiguration. A company owner said the changes have made N. Main Street safer because “people are driving slower.” The owner of a restaurant explained, “It’s good for all the businesses downtown. All sorts of bikers come in from Medford. Making it safer for bikes will bring in more business.” Eleven organizations wanted to return back to the four-lane configuration. A storeowner explained, “We are not in favor. It is not effective for bikers or drivers.” The business manager of a medical office stated, “The owners have felt that the Road Diet is a mistake. If it’s kept, let’s make it safer for our patients so they don’t worry about getting into a head-on collision coming in and out of the business. An extension of the center lane island of safety would help a lot.” Two of the businesses were not able to make an official comment on this question.

CONCLUSION

The results of the resident survey and the business interviews have identified both negatives and positives associated with the lane reconfiguration of North Main Street. The City of Ashland Transportation Commission and the City Council need to be aware of both the concerns about the reconfiguration and the advantages of it, as understood by Ashland citizens and Ashland businesses. There are some important trends in our survey data. Respondents indicated that

the driving speed on N. Main Street has been reduced. They also reported more congestion on N. Main Street, and those who live in the target area perceive an even greater degree of traffic congestion. Three-quarters of the respondents continue to use N. Main Street with the same frequency that they did before the reconfiguration. The corridor is generally understood to be safer for cars, bicycles and pedestrians, although one-quarter of the respondents believe it is less safe for cars. There is mixed results on traffic flow at intersections after the reconfiguration: about the same proportion of people indicated that traffic flows more easily as those who checked off that it flows less easily. The traffic flow along the road is perceived to be worse than before the lanes were changed. Almost half of the respondents said it takes more time to travel on the N. Main corridor.

The businesses that were interviewed told us that when their employees talked about reconfiguration, it was generally perceived as negative. Overall, customers did not talk about the lane changes, however there were a few important exceptions. Those businesses that utilized N. Main Street for delivery and transportation had a number of concerns about how the reduction of lanes has affected their schedules and increased road congestion. Overall, three-quarters of the organizations we interviewed said the reconfiguration has not had an impact on their operations.

The data from our studies do not support a strong mandate regarding the N. Main Street lane changes. The Ashland citizens who responded to our survey have indicated a slight tendency toward a positive opinion of the reconfiguration. In the case of Ashland businesses, the largest proportion of our interviewees (37%) remain neutral on whether or not to continue the reconfiguration. The remaining businesses are evenly split between retaining the lane changes and going back to the four-lane configuration.

APPENDIX A

City of Ashland North Main Street Re-Configuration Questionnaire

Please answer the questions below regarding your experience with the changes to North Main Street. The re-configuration of N. Main Street is the section from Bush Street (near the Bard's Inn) to the railroad overpass.

1. Have you driven, walked, or biked on the stretch of North Main Street from Bush Street to the railroad overpass since October 2012 when the road was re-configured (also known as the "road diet")? Please check the appropriate box below.

- Yes (please continue) No (if no, thank you for your time and please **MAKE SURE TO RETURN THE SURVEY** in the enclosed envelope)

2. For demographic purposes, where do you live?

- I live within 2 blocks of the reconfigured North Main Street corridor (Bush St. to the railroad overpass)
 I live elsewhere in Ashland
 I do not live in Ashland

3. How long have you lived at your current residence?

- Less than 1 year 1 to 5 years More than 5 years

4. BEFORE the lanes were changed, how would you characterize the **speed** on that part of N. Main Street?

- People generally drove above the speed limit
 People generally drove at the speed limit
 People generally drove below the speed limit
 Don't know

5. AFTER the lanes were changed, how would you characterize the **speed** on that part of N. Main Street?

- People generally drive above the speed limit
 People generally drive at the speed limit
 People generally drive below the speed limit
 Don't know

6. BEFORE the lanes were changed on North Main Street, how would you characterize the **amount** of car and truck traffic on that part of the road?

- Usually congested
 Sometimes congested
 Rarely/Never congested
 Don't know

7. AFTER the lanes were changed, how would you characterize the **amount** of car and truck traffic on that part of the road?

- Usually congested
 Sometimes congested
 Rarely/Never congested
 Don't know

8. BEFORE the markings were changed, how often did you usually travel this part of N. Main Street?
Please **check** one box for every type of transportation.

Mode of transportation	Many times per week	Once or twice a week	One to three times a month	Rarely	Never
By car, truck or motorcycle					
On foot					
By bicycle					
By bus					

PLEASE TURN OVER

9. AFTER the markings were changed, how often do you usually travel this part of N. Main Street?
Please **check** one box for every type of transportation.

Mode of transportation	Many times per week	Once or twice a week	One to three times a month	Rarely	Never
By car, truck or motorcycle					
On foot					
By bicycle					
By bus					

10. If you are traveling more or less frequently on N. Main Street after the reconfiguration, please explain why:

11. AFTER the lanes were changed, how do you think safety for cars, bikes and pedestrians has been affected? Please check off one box for each category below.

Mode of transportation	It is safer	About the same	It is less safe	Don't know
Cars/Trucks				
Bikes				
Pedestrians				

12. AFTER the markings were changed, how has the **flow** of traffic on N. Main Street been affected?
Please check one box for intersection flow and one box for road flow.

- Traffic flows more easily at **intersections**
 Traffic flows about the same at **intersections**
 Traffic flows less easily at **intersections**
 Don't know

- Traffic flows more easily along the **road**
 Traffic flows about the same along the **road**
 Traffic flows less easily along the **road**
 Don't know

13. How do you think the changes on N. Main Street have affected the amount of time it takes to travel this section of road by car or truck?

- Travel on this section takes more time than before
 Travel on this section takes about the same time as before
 Travel on this section takes less time than before
 Don't know

14. Please indicate whether you agree or disagree with the following statement: Overall, the changes have improved N. Main Street.

- Strongly agree Agree No opinion Disagree Strongly disagree

15. Any additional comments that you would like to make regarding the reconfiguration of N. Main Street:

APPENDIX B

N. Main St. Road Configuration Business Questions

All of this information is confidential, unless you would like us to specifically use your name or business name.

1. Name

2. Phone

3. Business

4. SOURCE can use personal name Yes No

5. SOURCE can use business name Yes No

6. Are you familiar with the lane reconfiguration of N. Main Street in Ashland, also known as the Road Diet?

Yes No

7. Have your employees talked about the reconfiguration of N. Main?

Yes No

8. What are your employees saying about the changes?

9. Have your customers said anything about the reconfiguration of N. Main?

Yes No

What are your customers saying about the changes?

10. Has the reconfiguration had any affect on your business?

Prompts: deliveries, being early or late for appointments

11. Is your business in favor of keeping the lane reconfiguration of N. Main Street?

APPENDIX C

Adroit Construction
Amuse
Anonymous business
Anonymous café
Anonymous delivery service
Anonymous delivery service
Anonymous hotel
Anonymous hotel
Anonymous hotel
Anonymous inn
Anonymous market
Anonymous medical
Anonymous real estate office
Anonymous real estate office
Anonymous restaurant
Anonymous restaurant
Anonymous restaurant
Anonymous retail store
Anonymous retail store
Asante Ashland Community Hospital (still awaiting responses)
Ashland Christian Fellowship
Ashland Community Hospital Center for Family Medicine
Ashland Cycle Sport
Ashland Hostel
Ashland Lumber
Ashland School District
Ashland Springs Hotel
Bayberry Inn
Cropper Medical
Darex
Mix Sweet Shop
Noah's Rafting
Oregon Shakespeare Festival
Recology
Rogue Valley Transportation District
Siskiyou Eye Center
SOU Facilities
Standing Stone Brewery
Ticor Title Insurance

APPENDIX D
Open-Ended Comments Categorized by Response to Question 14:
Whether Respondent Agreed or Disagreed with N. Main Street
Reconfiguration

Did Not Answer Question 14:

The "road diet" was presented to the public poorly. Proponents argued that it was being done to help cyclists and pedestrians. It should have been promoted as a safety measure to improve traffic flow.

Some things are better -(Left hand turns, better bicycle lanes in some places) and some things are worse (crossing into N. Main from side st. = longer wait now; and slower traffic overall; some bicycle lanes are way too thick. More traffic being diverted into the neighborhoods.

It has neither reduced speed nor improved safety (except for safety in turning left in the designated areas but it has created other safety issues.)

Cars speed up often at Helman Street to merge into 1 lane. I have NEVER seen anyone on a bicycle on that road and I've lived here for 37 years.

Once you are on Main Street, it flows well. It is difficult to get on, more congested at street lights, particularly at Maple St., and might be dangerous for those folks. I would suggest a traffic light at Wimer St. at the very least and perhaps at Grant to increase safety for Main, and neighborhoods above and below.

Before the reconfiguration very few bicycles were noticed on that road... The number appears to depend on the season -- spring & summer have bicycle trekkers. It does seem amazing that the road would be reconfigured so that a City official could more easily ride his bicycle to work daily.

Don't drive

Don't drive

I see pros and cons. Too much wait for turns off and on N Main from/to Hersey, used as a bypass of downtown Ashland by many.

Answered "Strongly Agree":

Bicyclists need to feel safe. We have only lived here for 7 months. However, we believe that the twin lanes make it safer for everyone. It would be a waste of money to undo them.

the merging of lanes near Helman is dangerous because cars are not always willing to alternate. The L lane doesn't give way to traffic merging from R

Before the markings were changed I felt this stretch of road was unsafe: Narrow traffic lanes, no bike lanes - and yet there were bicyclists trying to navigate through all the traffic. There seemed to be a lack of turning lanes. The lanes were so narrow that one time a car in the neighboring

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lane almost forced me into the curb. Now the traffic lanes seem wider than before, and there are bike lanes & a turning lane throughout the entire stretch of road. Much safer! Traffic moves more smoothly.

I really appreciate the bike lanes.

Eliminating one lane to create a turn lane proved a positive safety measure right where it was needed --

Thanks!

Change the location of the merge near the Bards Inn. Or put up better signs. That curve is deadly for bikes and cars with the merge. Either move it closer to the Laurel intersection or on the Water St. bridge, but get it away from the curve! Oh, and please open Van Ness again...

I live on Wimer St and feel much safer turning onto the street from N. Main. I hope the changes remain.

Much better than 2 lanes each way, which only facilitated thoughtless or aggressive auto drivers -- Turn lane is great, especially for L turns

The changes with the left turn lane has been a real convenience for me because I no longer fear a rear end collision when I turn left also turning left out of my driveway gives me a shorter wait because I can use the middle lane

I'm pleasantly surprised at the results!

When you're in the new turn lane waiting to turn left, it's easy to forget how long the waits used to be. Before the re-configuration, I was in the right lane going north. All traffic came to a stop for at least a minute-a bus stopped us the right lane ahead of me and a car stopped us the left lane to wait for incoming traffic in two lanes to go by. Now this never happens. Also, complainers who can't possibly take a minute or 2 longer for their trip see nothing wrong with suggesting cyclists go 10 min out of their way to use Bear Creek greenway. It may be interesting to see what people think, but there are object ways to know in front whether amount of traffic + speeds have changed.

Please leave the "Road Diet" as it is! The street is so much safer with the two lanes instead of the four. Instead use the money/funds towards needed improvements around town!

Everything has been a vast improvement in my opinion.

Highly recommend another Freeway (#16) entrance/exit into Ashland -- on or near N. Mountain Overpass. Too much traffic onto N. Main.

Bikes are a big part of Ashland, it is SO much safer!

KEEP THE "ROAD DIET" PLEASE.

Please keep the road diet.

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It used to be much more stressful driving down N. Main. You never knew if the car in front of you was going to stop to turn. Then, you'd have to either sit and wait or risk a lane change. I think this is a big improvement for through traffic.

Safety comes first for pedestrians and it is safer for them. The bike lane runs out & therefore it is not safe. It takes longer to make a left turn -- but I don't care.

I did change my driving habits on neighborhood roads. It's a positive change for our family. We definitely need either a light of some kind or a crosswalk @ Wimer & Hersey. There could be problems at Maple with the Medical Complex traffic at peak hours (to deal with in future).

If there have been fewer accidents then keep the reconfiguration for sure!

The intersection N. Main / Hersey / Wimer are much safer. I'm in favor of keeping the changes.

Driving on N. Main St. before the changes, I used to be very nervous about making a left turn onto Wimer, always afraid someone would rear end me. The left turning lane is a big improvement! I was very skeptical about the "road diet" before implementation but although there might be slightly more congestion, it is over all a big improvement. I speed less :)

I miss being able to turn from N. Main to Van Ness! Now I usually drive through town instead, en route to RR district.

Much safer with elimination of lane changes.

This project transformed my ability to walk, bike, and drive on the roads near my house. I feel safer cycling to that end of town, walking my dog on N. Main and turning onto side streets. Don't change it back! Those of us who live near it LOVE it!

Streets are for EVERYONE-not just cars. I've traveled to Europe every year for the past 20 years-pedestrians, bikes, and cars SHARE the road with each other with respect. The USA is CAR-CENTRIC to a fault, tragically so. The traffic "diet" is a step in the right direction. A small step-but a good beginning.

Thanks!

Our family APPLAUDS the road diet! We all feel safer, especially on our bikes. Overall, traffic is actually going the correct speed. It's much easier to make a left hand turn. You can actually see on-coming traffic and no one is trying to swing by you.

I believe the changes make it safer. In the past one had to worry about cars directly behind left-turners swerving to the right to get around them.

Give bikes a break :)

Love it. Much safer to make turns.

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I feel the safety of pedestrians/cyclists is greatly improved. A stop light should be added at Hersey to increase traffic safety there and alleviate traffic at Maple St. I like that the traffic slows as you head into Ashland it changes your pace and prepares you for the Ped crossing at the Plaza.

It makes turning onto cross streets better, easier, safer.

I can't imagine the danger of not having the center turning lane available on this stretch of road. It is safer for cars turning from N. Main onto a side street and far safer for cars from side streets to have this buffer to pull into. Please don't restore the road to its old configuration!

From a safety standpoint, I believe the road diet has made this section of N. Main safer to travel on. I do think it takes a little more time to get in and out of town, but not significantly more.

Thanks!! :)

The reconfiguration solved the most dangerous problem on this stretch of road: cars darting in and out to avoid cars stopped waiting to make turns, especially left turns. Also . . . Hooray! More safety for those riding bicycles.

It is easier to cross Main by car/bike/ped with the road diet - half the traffic to watch out for (4 lanes to 2 lanes)

promotes safety for cars, bikes, and pedestrians now that the road takes more than cars into consideration, although many feel its slower for cars it is debatable and even if it is slower it is worth it to have less injuries and accidents for cars, bikes, everyone.

Helman school neighborhood is much better served! (We have other routes to town). If we return to 4 lanes, I'll have cars speeding past me when I'm going the speed limit. I don't like that. Glenn Street has always needed a left turn lane. New 'diet' safer for cars, safer for bikes, safer for pedestrians

I love that I don't have to dodge bikes. It's so much safer!

I live on B St. between 2nd and 4th, where cars speed up, so I empathize, to some degree, with Main St. residents who expect the peace and quiet of yesteryear. However, change is a necessary part of life. The road diet has worked!!!

I would use the bike lane more frequently if it continued north beyond the railroad overpass.

I have sat on my front porch and watched 50 cars a minute drive by -- This was before the road diet -- Now the cars are single file driving slower -- A lot safer --

Love the road diet Keep it!!

Blockage by left hand turns greatly reduced by new greatly reduced

Some problems with turns onto N. Main at busy times (early morning) but traffic flows smooth & so much safer.

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I do bike that area more (though it doesn't show the way question 9 was asked) because it's much safer with a complete bike lane. You should have asked about improved areas from side streets, and improved turn lanes.

There needs to be a refuge lane for cars pulling out to turn left on N. Main Ashland Mine Rd.

As traffic leaves Ashland and the two lanes become one, sometimes traffic on the right speeds up to try and get ahead, this creates a very dangerous situation.

I feel the road is much safer for everyone. I'm glad the change was made.

110% safer. Before cars in 1 lane drove 5-10 mph over the speed limit and if you were driving the speed limit, the faster car would go around you un-safely.

I very, very much appreciate that people have slowed down. Any inconvenience people complain about is far outweighed by benefit. I love the road diet as a railroad district resident tired of speeding drivers.

Although I've stated above that travel time is about the same, it "feels" slower (travelling south) too soon (way back almost to the Ford place). It does feel much safer to turn up Wimer and Manzanita when traveling North. Because of the increased safety at the intersections I can deal with the lower speed & slower traffic. Coming down Wimer & turning left to go North is still a struggle.

It feels safer. It feels slower more leisurely.

Before, it was unsafe with people stopping to make left turns and then others reacting by quick lane changes. Driving now is calmer, more relaxed & therefore safer. Thank you for asking!

I think there are many roads in Ashland and throughout the Rogue Valley that could be reconfigured to calm and make them safer for vehicles, bikes & pedestrians.

Good questionnaire!

It's too bad the bike lane ends before Helman St. I feel really vulnerable there on my bike, especially with my son in the bike trailer.

Please leave N. Main the way it is. I like the changes very much.

It is hard to imagine how anyone who travels this stretch has not seen the improvements. One note: the approach from downtown (northbound) where the lane merges. You need to extend the "merge" section because some drivers race ahead in order to beat the other person. High risk for an accident. Thank you!

While it is sometimes a longer wait to make right turns onto main street, I feel it is easier and safer to make left turns to and from main street because only one lane must be crossed and the turn lane provides refuge.

No increase in pedestrians. Insignificant increase in bikes. Ironically, if there ultimately is a significant increase in bikes, there will be more traffic congestion because of delays turning into

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& off N. Main. Traffic turning left from N. Main onto Maple should have a longer "green arrow" before changing to flashing yellow. Bikes are generally safer, but casual, family, kid bike traffic should be discouraged. This corridor should be for serious bike commuters, others are a danger to themselves.

Slower is safer & better. Regular users will learn to allow an extra few minutes for traveling that part of the route.

(1) It would be great if a pedestrian walkway were striped on Main at Wimer to cross Main. (2) More/better warning of merging of traffic at Bush.

Great job -- don't change it back!!

I believe it has reduced the number of commuting bikers on the Ashland section of the Greenway. That is a good thing as they traveled way beyond the speed limit of 15 mph on the Greenway, which made the Greenway unsafe.

Turn lanes on Main are essential for safety and to lessen accidents. Please keep the road diet.

Our household has been pleased with the North Main Street revision and hope it becomes permanent.

I feel it is much safer -- better for left turns more visibility!

Changes have resulted in more civil, safe, and efficient travel.

I was impressed by how quickly the implementation occurred. WELL DONE.

"I like how relaxed I drive and feel that the traffic moves steadily. Before I was always trying to pass the car ahead in one lane or the other - and frustrated if two "chess pieces" were blocking me. Now my competitive attitude is gone." JW you can quote me

I love the road diet. I think it is progressive and far sighted to prepare & develop an infrastructure that encourages biking vs. cars. I spend MUCH less time idling & stuck behind cars that are trying to turn left. Traffic flows more smoothly, the only cars stopped & idling are the ones actually turning left. My commute time has decreased about 3-5 minutes (I live on Clay & work on Maple)

The turning lane has greatly improved safety when turning into traffic in the opposite lane.

Glad it's safer for cyclists. That's good for everyone. And left turn lanes are such a good idea.

Answered "Agree":

The only bad part is the short merge after the light. And no bike lane at the merge (when leaving Ashland)

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The problem with the changes to N. Main are that it is much harder to enter the road from all of the side streets along the road. Often you have to wait a long time to turn onto the road or cross the road. Can be dangerous. How do we fix this? Do not go back to four lanes! Thank you for the opportunity to respond.

I expected to dislike the change intensely, but it has been quite bearable.

One big problem not addressed is getting across N. Main at Wimer to Hersey - you can sit waiting on Wimer 15 - 20 min. at certain times of the day & give up, go down to Laurel to turn left & get to Hersey. Need a light!!

Having turn lanes helps keep traffic flowing. It all seems better now that we're used to it. but we don't live at that end of town!!

Strongly opposed when first proposed. After driving it, realized it's much safer & doesn't take any more time. Has some downsides, but overall much better & safer. Good Job!

Overall traffic seems to flow more smoothly. I feel safer when riding a bicycle.

I do have to use the lights to easily access the road when turning across traffic, sometimes people don't follow lane rules and that causes problems.

Need more merging arrows north bound at Helman

NONE :)

It feels safer but traffic does seem to be more congested

I answered these questions as a driver, but these answers may not be the same as a bike or pedestrian.

It has reduced the left turn blues a lot...feels much safer

cross traffic is the issue -- long wait as the stacked up cars travel on main -- No gaps -- and only 1 lane but still think -- Probably safer

After the Road Diet those cars desiring to speed notably do not yield to RVTD re-entering traffic stream creating near collisions. Why can't they figure out that all vehicles, small, large, SUV or Bus obey same speed limit.

Safety trumps all and other inconveniences!

The left turn lanes make turning off N. Main much easier, especially at Wimer. The alignment of Wimer and Hersey is good. Traffic is much slower and often backed up at Maple and flashing yellow arrow not safe. I miss turning onto Van Ness.

I drive almost exclusively during day light hours but seldom see many cyclists, but that had been the case prior to road diet.

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For bike safety, yes / It would be nice for the intersection of N. Main & Laurel to have arrow lights @ the turning lanes. Sometimes I have to wait 2 light cycles to get a turn during traffic hours. Thanks

I like the change I can turn to Dr.'s office more easily.

the merge after getting through downtown is the hardest part. Everything else is perfect.

Need to put pedestrian "bridges or overpasses" where the University is. That is an accident waiting to happen. Pedestrian's tie up traffic a lot!! Especially crossing while talking on cell phones. **Would have liked to have seen that money spent on "overpass bridges" for student crossing instead of "road diet".

I live 1 block up from N. Main on Maple St. There is a lot more traffic up and down Maple, more trucks and more "backup" than before. The intersection is used more because of the traffic light and it makes it easier to get on N. Main than on other intersections.

I think you should address the feeder streets. For instance, I live on Van Ness. Because of the no left turn from N. Main, I think traffic may be less. I think other feeder streets may be adversely affected.

Van Ness intersection was a major turn to get to A St. businesses. Now the way is circuitous.

The challenge is entering North Main from a side street-especially turning left-because the traffic is so constant and comes so fast.

Left turn lane is big improvement.

Thank you!

Need a light at Wimer/Hersey and people need to learn the proper way to merge.

Safety improved. Traffic flow - worse (Trying to get on N. Main from a side street is difficult unless on Laurel.

It is very hard to merge onto N. Main at uncontrolled intersections. It is extremely difficult to turn left onto N. Main at uncontrolled intersections.

Keep the bike lanes.

People park on Grant St. to go to the Breadboard even if there is some parking space at the restaurant. I have seen mothers' holding a small baby in one arm and holding a toddler's hand with the other run across the street. This was going on before the Road Diet and still continues. I consider this to be very dangerous!

I really think the turn-lane to Glenn St. Improved the intersection. The cars slow down and are safer.

I believe the simplest fix is to raise the speed limit.

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Keep it. We will adapt.

Don't change it. It works fine & would be too costly to reverse.

Living in the south end of town, I appreciate how little I use this route. Slow moving traffic + high pedestrian traffic downtown are factors that encourage by pass. Traffic on N. Main seems smoother/slower.

It seems like we could find a better way to merge traffic after Helman St. light. There is always bottleneck. Perhaps merge signs further up No. Main before Helman Light.

You should have asked us before you took this action -- not after!

The city needs to make a decision on how the road diet affects traffic & safety overall, not just residents who live near it & feel inconvenienced. Ex: If your driveway is on N. Main St. & you are inconvenienced by road diet but road diet is better for traffic and safety overall it should stay!

Safer making left turns A little slower going straight

If the changes have made it safer for pedestrians and bicyclists, we need to accept them even if it slows car traffic down and makes some turns take a lot longer. I would like to see statistics on accidents for North Main before and after the changes.

Although traffic is safer it is also slower and sometimes that causes congestion and more slowdowns.

The changes have made entering & exiting off street much easier and safer, thanks P.S. I live on Granite St -- is there anything you can do to slow car/truck traffic down!

(1) I think a lot depends on time of day. I generally don't travel in "commuter" traffic. (2) I thought there would be a lot more congestion during summer months -- Does not seem to be the case though...

I appreciate that it is much safer for bike riders even though I don't bike there now. I've seen more bikes on the road since the Road Diet has been in place.

I'm fine with the change, would rather it stay how it is now than see the time & money spent/wasted to change it back.

The best way to make this experiment work is to install a traffic light at Wimer. This will allow other vehicles to exit and enter the driveways and side streets between Maple and Laurel in a timely way. It will also allow pedestrians a better chance to cross.

Less accidents?

The traffic flows especially at busiest times like huge tunnel. It is difficult to make a right turn off Hersey onto N. Main at busiest times.

Takes a little more time but safer and less stressful.

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It makes for more car traffic and is more congested, but safer. I'd vote to keep it.

The spot where 2 lanes becomes one, northbound in front of the Bard's Inn, is very dangerous, being on an uphill slope with poor visibility and a very short merge zone. I would like to see a longer merge zone. Maybe another stop light or two to ease the flow for those turning on or off N. Main? Probably wouldn't be popular ... but it would help ease that particular complaint.

Perhaps a traffic light at Wimer St. and Hersey will eventually be needed.

It's an improvement for sure.

All changes in favor of bikes/peds are ultimately going to make our community more resilient.

It is an imperfect solution.

Intersections like Grant and N. Main require either a signal or a decreased speed limit. Cars can sit at these intersections attempting to get out North or N. Main for as long as 15 minutes as the N. Main traffic follows to close and is often speeding creating no gaps to get out. I have a full sized truck and have had to accelerate too fast just to get into the center lane across S. bound traffic nearly getting hit by S. bound traffic. Decrease the speed limit before Sheridan.

The merging lane by Bards Inn is too close to the lights and on a corner-hard to see for cars in the right lane.

After getting off the freeway I was never able to drive the speed limit on N. Main. the road diet slows me down. Also walking along N Main was scary because the cars were moving quickly very close to you. And biking felt like a death sentence. I don't care about the turning lane

For intersections start roundabouts

Even though it takes a little longer, it seems much safer for cars, bicycles and pedestrians. It does seem inconvenient for the people who live nearby to turn right or left onto N. Main St. That is the only drawback we see.

I feel the changes have made it MUCH SAFER, especially when someone was making a left turn and cars behind it try to pull around it can and would cause accidents. (old configuration)

Center/left turn lanes are the best improvement from the change.

I think it's better now. Would be even better with the medians landscaped as on Siskiyou Blvd.

Originally we didn't like the changes, it was much slower to get home. Then, as we drove it more, we realized that it really was much "calmer". Cars don't seem to "race" each other to get through that stretch of the road. Now we're okay with the change.

I'm glad that there is a safer place for bicycles now.

Increased congestion has lowered what was dangerous average speed as well as extreme speeds. Central turn lane is a safe haven with only one, not 2+ 1 or 2 to clear when entering &

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exiting. It is far WORSE for pedestrians - cross at lights (signals) or risk your life, or wait forever. The bike lane is scary, especially @ "right turn" lanes.

All in all it's safer, except for one section, at the merge of Bush St. Bush St needs to turn into a street with no turns going north on N.Main at the merge. Very dangerous. I like it. You don't have to stop for people. It's a good plan.

I think there is less sudden braking than there used to be when there was a left lane. It's good to show community support for bicycle transportation -- bike commuting used to be very dangerous on that stretch of Main St, and it was probably discouraging.

Answered "Neither Agree or Disagree"

The current configuration is more than adequate for current traffic demands during most of the year. Should we assume increased traffic demands in the future due to population and/or tourist increase current configuration will likely become inadequate. For now it is fine and likely will be for another 3-5 years

None

leave it through Christmas, New Years time.

The best thing was re-alignment of a certain intersection. The "City" has poor public relations from Plaza (horrid) to the "Road Diet" it has been a failure. If the proposal was termed as something other than "diet" it may have played better. Whoever is in charge of PR for the city should be FIRED.

The change has made left & right turns onto N. Main from side streets much more hazardous during busy traffic periods.

I think the changes were not essential. At this point rather than spend more money to reconfigure, please put those \$ toward changing the color of the plaza pavers.

There is now a long line of cars waiting to turn onto Maple St -- sometimes you have to wait for the light to change 2x's to get through. However -- making turns onto streets like Glenn & Hershey is much safer.

The slowdown seems only slightly greater.

I am nervous driving with bike lanes when I have to make turns around them. Give me more to worry about.

Changing it back again would just create more confusion for all users.

I know there are some very strong opinions regarding this change, unfortunately I travel on it infrequently, and it's hard for me to have an opinion about it.

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From the quiet village neighborhood it is harder to get onto N. Main heading either direction unless you go to a light. It depends on the intersection. It flows better on N. Main but it can be hard to turn onto N. Main because there is only 1 lane to get into.

I think it was a neutral change. Also, I very seldom see a biker on that section of N. Main.

Although I don't travel this section of N. Main St. all that often as I indicated above, I rarely see a bicycle on the roadway.

Not asked and important is -- what about commute times? Then traffic is backed up.

Not very helpful - I'm pretty neutral -- I just don't use N. Main that much.

My difficulty with the road diet is the initial merge from two lanes to one lane going North. The merge occurs at the top of a rise and you can't see the markings until you get there. I know there is a sign advising of the merge but just watching the lane markings you get a surprise.

The only thing I have noticed is that trying to cross N. Main is more difficult. When traffic is heavy it is basically impossible to cross so I turn right and take a different route.

Harder for those with driveways on Main St to back out at times

No help for walking pedestrians. There are no crosswalks to get across N. Main (compared to near the university) It is totally frustrating to not have easier ways to walk across main in this area.

Traffic is improved going N & turning left. It is not if you are going S & trying to turn left out of a side St. It is not if you are going N & trying to turn left out of a side St. Bike lane should go through downtown.

Just a little bit.

I like the bike lanes & being able to ride there.

I have only lived in Ashland for a few months not sure how traffic was before the improvements.

Seems to be a waste of roadway surface that is not used much for wheeled travel. And that's a lot of paint on the road!

It's fine. The merging in front of Bard's is tricky, possibly a little dangerous. Traffic is slower but not less than speed limit, just less easy for people to speed.

Answered "Disagree"

The alignment of Hersey & Wimer helped, the constriction of traffic flow has created congestion.

Hersey has now much more traffic. I live on Hersey and walk this street with my dog. This street is now the only option to use as an alternative to using N. Main through the plaza. You can't go left now onto Van Ness heading south into town. Hersey also has speeding cars and I never see a cop car.

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I rarely see cyclists. The diet has added traffic volumes to Eagle Mill. Eagle Mill needed repair and still does to handle traffic, no shoulder.

Ashland drivers are poor and inattentive drivers. Many un-wise maneuvers are made, especially by older drivers. I have seen more than once drivers stopped in traffic lanes waiting to turn after Diet was put in place. 4 lane much better in emergency situations. I am retired truck driver.

I am a bike + car driver / rider + I do not like the changes

1 lane narrowing coming in from the south can be confusing! & north

There are many bicyclists who choose to ride on the sidewalk

Church St. and N. Main St. is worse than it was. Really bad when going North

NONE!

Wait times for turning left onto N. Main are sometimes extreme. Wait times for turning right onto N. Main are also very difficult. Because of the wait many drivers turn when it is not completely clear. I have to go to Maple St. to turn left. Maple Street is very narrow.

I thought it was an unnecessary expense -- a solution to a non-existing problem -- But to change back would be another expense -- Not worth the \$.

Put 2 lanes back, leave some turn lanes -- too much traffic on alternative routes We avoid using N. Main now

Please return to us the safety of North Main St below Maple Ave (i.e. North)

1. Need to extend center refuge lane from Bush St to intersection of Lithia Way, N. Main. 2. Need to extend center refuge lane from Railroad bridge North to beginning Highway 99 center refuge lane.

Somehow the "rules of the road" for cyclists needs to be addressed. If I physically could, I'd bike, but physical limitations make it impossible. Bikers (some, not all) seem to look down on car traffic - they need to share the road!

One problem has been added & one problem has been taken away. Waiting for a left turn used to divert traffic into the right lane. Now, with only one traffic lane merged to make the left turn lane, traffic is slower on N. Main St. Of course, it depends upon what time of day one travels.

more difficult to enter N. Main from side streets

Merge at Helman St. is problematic. No left turn onto Van Ness.

Most residents that I have talk to about this feel that the advantages of the ROAD DIET are negligible. But MOST IMPORTANTLY, it was a "problem" that didn't need fixing in the first place and all RESENT the spending of our tax dollars for this project and the fact that the citizens DIDN'T EVEN GET TO VOTE FOR IT IN THE FIRST PLACE!!! (LIKEWISE FOR THE "RENOVATION" OF THE PLAZA DOWNTOWN.)

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New reconfiguration seems dangerous especially for bikers.

I came here close to the time of the change, so had very little experience with the "before" and my travel there is more like "once a week" rather than "twice". I don't feel I'm a very good subject for this survey.

Bring back 4 lanes!

I work in Medford in the a.m. and I'm noticing that drivers are far less patient and considerate than they used to be towards each other because of the lack of "flow" in the traffic.

Northbound by the Bards hotel where two lanes (Lithia) go to one, visibility is poor and it's hard to see the convergence in time. This is the really problematic spot for me.

Off streets are harder to access on to N. Main

I posted my comments online to the city of Ashland

During the past week, I have twice seen different people w/dogs in areas w/long stretches between signals waiting to cross the street while I was in lines of cars w/about 20 vehicles in front of me and 20 behind.

The merging into one lane & then back makes it puzzling & thus more tricky to drive. Not enough bikers to make it worthwhile.

I rarely see bikes using this road. Turns onto this road from businesses are more difficult.

Driving that section is more complicated with the change - nervous making to try to follow lane changes, arrows & turnouts.

"[diagram of lanes] traffic has long line let's face the future. What will be in 3 yrs. about 5 yrs. about 10 yr we will have more traffic coming through. So one lane hazard for transport to get on the takes longer or to get is the same story. We should do without 1 lane. In traffic 2 lanes then into 1 lane - into 2 lanes. No to one way traffic.

Though we do not live in the affected area, we have friends in this area who have difficulty entering the flow of traffic. Especially trying to turn left from their streets.

Traffic is back up during the rush hours.

From Maple & Rock, it's easier to take Hersey to Mountain to E. Main to get to So. Ashland. Sometimes even easier to go even farther north to Valley View and take I-5 to get to So. Ashland.

This adds stress for little or no gain.

The corner (turn lane) at Maple & North Main is an accident waiting to happen. Striping not very visible at night. Lanes seem to shift (merge). P.S. I am happy to see that the city of Ashland is working with SOU on this survey. Normally, the city has an overabundance of funds & pay top \$ to have surveys done by Co's or colleges in Eugene or Portland.

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Because of the changes I seldom travel this section of roadway. I know people who live in Medford & Talent who work in Ashland who drive to the south Ashland exit for work rather than drive this section of North Main. I think if a study was done that traffic has increased at the south exit during rush hour times.

Costly experiment that didn't seem justified or a priority.

#2 question should have had a greater than "2 block" minimum as to where you live. That short distance does not reflect the impact to local residents, eg. jct. of Wrights Cr. Rd & Wimer.

Coming into Ashland has not changed much but leaving Ashland is much more congested & takes a lot more time. Northbound needs 2 lanes.

Not a big difference, still bottlenecks and slow downs, hard to turn up Wimer St and to get off Wimer onto N. Main. Lots of near accidents near the Hostel/Bush St area traffic coming from south where road changes to one lane. Overall it seems like a waste of money -- not a big improvement.

Changes on North Main have provided bicyclists with a dedicated lane so presumably this is safer for them and "better" - The changes have done nothing to improve the sense of safety for pedestrians and the changes have increased the congestion of vehicles.

The addition of the left turn lane at Orange St. was a big improvement.

Coming from any side street going East or West between 3p and 6p try to take a left turn. Than you tell me what you think about Road diet. You might be on the missed dinner diet.

Isn't there a designated bike path?! I never see anyone use the new bike lane on N. Main. Whoever decided to do this, did not think it out too well.

Left turns are ridiculous.

I'm old. Live on a hill. So will never bike. Live in SE Ashland, so will never walk on N. Main Car will take me to ER, ACH - in a timely fashion? Just as quick to RVMC?

The problem is at the intersections where cars are merging into the single lanes of N. Main. Toss in a bus and a truck or two, and it quickly becomes a mess.

It's not a good idea to try to lessen car traffic by making roads less hospitable to car travel. A better idea would be to make other forms of travel (bus, bike, foot) MORE easily done.

Wimer & Hersey are greatly improved but all others are not.

Questions #2 - defining the demographic as "2 blocks" does a great disservice to people who live all up & down the intersecting streets. If you live 6 blocks up Wimer, for example, you have the same conditions as someone who lives 2 blocks up Wimer. I live on the other side of town. No Road Diet on Siskiyou!!

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Condensing the lanes of traffic each way from 2 to 1 has increased traffic greatly!!

The lane change from two to one is dangerous, with people trying to scramble to get ahead of other cars!

If safety were the only concern then it is good but one or two crosswalks should be added. If flow were the only concern then it is bad. Especially in the late afternoon (commute) I see very few bikes less than one each time I drive on the road. I drive the road 3 to 5 times a week. Late mornings to early evenings.

The bike lanes are rarely used. We have lost a full lane of traffic Northbound on N. Main. Cars pile up at stop light at Maple, Laurel St intersections. Center turn lane otherwise is an improvement. Wimer St. for left turn/Hersey is better but still can be congested

The merger of the two lanes into one lane at Bush St. and also before the Rail overpass is now a traffic hazard. Now some drivers, coming from behind, speed up and pass recklessly just to get ahead of you before the single lane.

Why in the world was the left hand turn unto Van Ness St changed? Many of us used it to avoid the downtown congestion, also for direct access to the A St businesses, the Railroad district.

I always enjoyed entering and leaving Ashland on N. Main. It's a beautiful drive but now, being in one long line for all those miles is tedious. People usually drive at speed limit or 5 mph over (hasn't changed) and it was easy for people to use left lane to go a little faster or to make a left turn. Please change back. And starting the 25 mph so early on the route in is counter-productive. It's a crawl. It should be 35 until Maple, 30 until Laurel then 25.

I would just like to say that the reconfiguration has made it even more difficult to cross N. Main St. as a pedestrian because there is a constant stream of traffic unless I go to the Helman light crossing. The Laurel crossing is set way too short for pedestrians to cross safely and forget crossing anywhere north of Laurel.

Trying to get through North Ashland is very slow. I try to avoid it all together.

I agree that it has made bike travel safer, which is positive, but it has had a detrimental effect on car travel, especially for cars trying to turn right on N. Main from Orange, Hersey, or Van Ness. During peak commuter times it is nearly impossible to get a break in traffic to turn on N. Main. Most days (as I pick up my kids from Helman and turn right on N. Main and then left on Maple) someone stops to let me in. I have also witnessed several near accidents. Not sure what recommendations I would give for this other than another light? Thanks.

Depends on time of day you travel. Rush hour A.M & P.M the traffic flows slow & difficult to make left or right turns. See hardly any bicycle or foot traffic regardless of time of day N. Main is traveled.

This consultation -- too little, too late. Perception v. much that city is being led by its managers (not it's citizens reps), and that they are pushing an (not legible) agenda. "Consult" was waste of our money. Need a "gov't diet", not a road diet.

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Have only seen 3 or 4 bicyclists using the bike lanes.

Wished we hadn't wasted the money on this plan. The flow out of town should be two lanes. The flow into town is slow anyways.

I've seen a lot more "near" accidents, especially at intersections & neck-down at north end of Lithia Way, than before reconfiguration. Also, more difficult to turn onto N. Main with long delays (air pollution) - especially left turns. Bus stops a problem having to swing out into left turn lane now.

The merge by Bards Inn freaks me out. That sign is not easily seen and I suspect it's harder for tourists, people don't merge correctly. I live on W. Hersey, and making a right to go out of town is more time. Making a left is harder & scarier. I use the stoplight at Laurel. I did before the reconfiguration and after. Coming into town by the railroad tracks is annoying. People don't merge right. There are a lot of scary drivers out there. I don't know what the right solution is, but I do know this one doesn't seem to be working.

I didn't know the city had endless funds for traffic reconfigurations; maybe that money should be used instead for helping the homeless on the plaza!

It has made this stretch of N. Main less functional for everyone but cyclists. And it has NOT noticeably increased the use of N. Main by cyclists.

There seems to be little use by cyclists. Hardly worth the merging issues caused at both ends.

You blocked off my left turn home! down Van Ness. Now I have to make an awkward turn at the Minute Market & often wait for an endless stream of traffic. Also, my boyfriend lives on High Street & his turn onto N. Main is at Bush Street, which is ANOTHER unending stream of traffic. Now that everyone is squeezed into a single lane. Since there's maybe one bike to every hundred cars, may we have it back, please?

Since the road diet, I feel like turning onto N. Main St. is far more hazardous. Let's go back to the way it was, please.

It's much slower both ways. Please don't do any more. At the same time it makes no sense to go back. It isn't that bad and is probably safer.

Different times of the day are different for congestion. Flow of traffic not at peak times, generally there isn't much traffic. Going to work or going back home is a real nuisance. It seems to be more congested on Saturday. Worst aspect is making a left heading north towards hospital and medical offices. My 90 yr old mother got scared making a left, had to turn around.

Bikes still ride in roadway or sidewalk. Bike travel has not increased.

Answered "Strongly Disagree"

Put it back as it was. You wasted a lot of money on an idiotic idea.

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Please change it to the way it was. I am an avid bike rider & live at that end of town, and have always found it easy - and prettier - to take the side streets. I've only seen 1 bike on that section in the year since it's been changed.

Lane vergers, especially South bound are dangerous. Pedestrians & bikes are exposed to a continuous single lane of congested traffic. It's extremely difficult for pedestrians to cross North of Maple St.

Due to bad traffic flow and hard parking, avoid downtown as much as possible. take nearly all business to Medford. The N. Main changes have made things worse.

I think we need to remember it is a highway, technically, and not a neighborhood street and we should look to the future not backwards.

Safety and inconvenience are two major issues!

Making a left hand turn onto Bush St. has become positively frightening! Long lines of cars make right turns from Bush hard.

This was one of the stupidest traffic "improvements" ever! Merging 2 lanes into 1 always slowing things down; makes drivers more susceptible to blind spots, etc and takes driver's attention away from what's going on the road. I think traffic speed in Ashland is ridiculously slow already and this change made it worse. P.S.-I've been driving since I got my license in 1968 and have never had an accident.

Change it back!! One should not bike next to car exhaust anyway (toxic) -- work on small personal vehicles w/no emissions for us. Very few people in this town will ever switch to bikes (age, time, etc.) more dangerous now!!

The merging portion is terrible. Traffic is always backed up. I sincerely hope they change it back.

I find where the lanes converge down to one more hazardous as cars try to pass and get ahead. In general, I dislike this change -- harder to turn where I need to & traffic flow is jammed.

Put it back the way it was!!!

Wonderful waste of taxpayers' money.

I rarely see bikes using the bike lanes. Meanwhile, the cars pile up into long lines. I like bike riders and I'm sure it's pleasant for them. I'm just not sure the choke up is worth the few bikes using that much space. Thank you for asking.

As said above, I live off of Wimer and have to take Scenic to Maple to turn left. I think this was a waste of money and prefer the old layout.

There is way too much a wait to turn onto Main from Wimer or Nursery. I have actually backed up on Wimer to take the side street after waiting over 5 minutes to make a turn onto Main. These long waits create concentrations of Auto Emissions in particular locales. In my opinion, residents in vulnerable locales should be surveyed & medically followed for increased rate of

disease -- such as leukemia, idiopathic thrombocytopenic purpura "ITP", anemias + other blood - related diseases and cancers. (There was 2 German study + others that linked auto exhaust to childhood leukemias.) The biggest problem is probably the "invisible" one. Where vast amounts of auto fumes accumulate due to merging bog-down + to cars on the side streets having to wait a very long time to turn onto the main road (Main St.) Those clouds of fumes surely affect the health of residents in such vicinities. Exhaust fumes have been linked to Leukemia.

I am very frustrated with the congestion of traffic. I wait several minutes before I am able to pull out into the turn lanes of traffic then wait for an opening looking in my rear view mirror. How is this safe? There are streets all over the Valley that have sidewalks close to traffic and it seems to me like an unreasonable motive to cause such congestions of traffic. Ashland is growing and the congestion is only going to get worse, people will get more frustrated and could cause more accidents with only a two lane highway. It was originally a two lane highway and it was widen to a four lane highway for a good reason many years ago. Isn't it obvious that a "road diet" is NOT a logical step forward for the future of Ashland? Please change it back to four lanes.

Please STOP changing things. I have to pay for it. Also, less of these expensive surveys.

Read in an article or comment in Sneak Preview from a man who said he was an engineer. His feedback was that since the City studies showed an average speed of 32 mph in a 25 mph zone indicates a need to raise speed limit to 30 mph. It does not indicate a need for less space especially on a major hwy and only access into the City of Ashland from the north. This was an ill thought out plan, one that did not take input from the majority who were against it at the City Council meetings. And the City admits their mistake by not adding a signal at Wimer. Traffic would be backed up even more so you had to change that decision.

The reconfiguration must be aborted. It was a dense notion which has only served to interfere with the proper traffic flow of a roadway. It is rather foolish to bottle-neck a heavily traveled roadway under the pretense of safety when such bottle-necking only serves to increase hazards by interfering with sensible traffic flow. Increase traffic flow should not be jamming up said flow because such damming results in overspill in the form of increased impatience, and domino-effect repercussions from unsafe, unskilled drivers. It wasn't broke, so it shouldn't have been "fixed". An utter waste of revenue!

I don't think it makes any sense to create more traffic issues at intersections near a hospital zone. What were they thinking? If this is designed to help bicyclists - why not do this near SOU, so that students, who ride bikes a lot, can benefit? In addition - why not survey us BEFORE doing it?

Please change the Road Diet back to 2 lanes!

Only seen 2 bicyclists using bike lanes. Cars coming Main St. from up above have to wait for at least 15 cars in each direction to turn North unless they have the red light on the street for making the turn.

Our home is on Ashland Mine Road-with approx. 120 homes in the area. (Ashland Mine, Fox St., and the end of North Main). North Main is the ONLY EXIT from our area. Morning, evening

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and rush traffic we have seen traffic back up trying to exit from North Main. This seems like a big inconvenience to all of us for a few bikers. Something needs to be done to relieve this situation as it stands-it would be a disaster if we had an emergency evacuation. We NEED A TRAFFIC LIGHT- or at least a left turn out in the island for drivers who need to drive to Medford or freeway entrance.

See #11.

I am a cyclist and love the concept we are trying to achieve but not in favor of the road diet due to problems it has created for auto traffic. I am willing to use the bike path instead. Thanks!

I have lived in Ashland for 68 years and this configuration does not work for me. I have been caught in very slow traffic often 5 to 10 mph below speed limit. This happens more than once a day. Have been back up past Glen by 1/2 block many times. Very slow to dead stopped at Maple many times. Considerable trouble finding space to enter N. Main from side streets. I see very little bike traffic, no more than 1 per day and I travel this 4 to 10 times daily. Most days I see no bikes. Very congested merging at Helman.

Very few bikes but more slow bumper to bumper traffic. The reconfiguration was a big mistake. Bicycles are few, why not let them use the sidewalks along w/people. But designate the direction?

Rarely see bikes in the area so don't understand why there's a need for a bike lane.

Drivers entering Main St. from side streets are having to take chances, by darting out into the continuous cars. This makes for much more aggressive driving incidents, which makes more danger for both pedestrians and bikes.

I have found that to even make a right turn on to N. Main is a long wait, because of now a single lane of car traffic. For the amount of bicycles on N. Main it is not worth the congestion caused to autos. I dislike the re-configuration. It inconvenience the majority of car traffic for a very few bicycle traffic on N. Main.

Bikes are still scofflaws... they don't stop for red lights they don't signal they don't follow rules of the road. Difficult to turn onto N. Main in car or motorcycle. Bring back 4 lanes!

Seriously, what city would ever make less lanes, most cities make roads with more lanes it is better for the flow of traffic. It is more safe to have more lanes. The Road Diet is a waste of taxpayer money!! We need a foot bridge at SOU!!

I hate it.

I hate it. Please undo this nonsense. The sooner the better. There are not enough bicyclists & pedestrians ever on No. Main to justify the inconvenience to all of the drivers all of the time.

I drive N. Main Street 1-3 times per day and rarely see bikes. The road is less safe, more congested. Left turns are dangerous as cars are rushing through gaps to turn or driving on residential streets to get to easier left turns. Please change it back.

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Apparently 90% of drivers do not understand how to use the center turn lane. I often see people passing slow cars in the turn lane (been tempted myself). With one lane, the bus stopping is a detriment. I seldom see bikes using the bike lane -- Seems a waste.

You fucked all the workers trying to turn left on Van Ness to get to lumber & hardware stores. Thanks, you Prius driving asshats. WTF -- this goes against Oregon Bicyclist Manual re: swerving & biking in straight line (drawing of biking lane).

Change it back! Bike lanes also don't need to be as big as a truck lane...

The difficulty entering N. Main St. due to the road diet makes drivers impatient and causes them to take chances. They dart out in front of approaching traffic. I have had to jam on my brakes often when this happens and each time I fear being rear-ended. I think this road diet was probably the stupidest thing Ashland has ever done.

North Main should have been kept the way it was originally intended - 4 lanes.

"the 5th graders said this project was absolutely the waste OF TAX PAYERS money"

I do not believe the street is noticeably safer. I live on N. Main, have not witnessed any increase in bicycle traffic, and drivers daily ignore the no left turn onto Van Ness St. Further, traffic has increased (and speeded up) dramatically from Van Ness onto N. Main.

Have not noticed any increase in bicycle traffic, maybe even less. It is more difficult turning on to N. Main from side streets.

it is an utter failure. I have seen accidents and almost accidents many more times than before, slow buses and trucks make it a nightmare. Turning is more difficult and dangerous. Bike access has been done in a horrible way. I Never see bicyclists. IMO [in my opinion] this is a fiasco and waste.

For a town that depends on tourism as its primary source of commerce, you've made it more difficult for people who are coming here from elsewhere.

As traffic inevitably increases the accident rate will increase. As it already has at the Maple St. intersection. Drivers entering from side streets already take more chances to enter the often continuous flow of traffic. This is especially evident at intersection where cars attempt to cross both directions of traffic. As for bicycles, I have twice encountered bikes riding in the wrong lane against traffic. In one instance, the cyclist make a fast left turn in front of me just as I cleared the traffic right and left and was about to leave Wimer to enter the traffic flow. Another second or two and I likely would have hit him-- VERY dangerous. As the driver's view is often restricted left or right by shrubbery or stop lines set behind pedestrian crossing lanes. Buses stopping to load or unload passengers have no room to clear the main traffic even when pulling as far as possible to the curb. If this happens just before a left turn lane that is occupied, or about to be occupied, traffic following the bus must stop further lengthening the single line of traffic and causing that line of traffic to stop. I have seen this happen several times. In one case a driver pulled out to pass the bus at the same time a car from the other direction was jus turning to enter the left turn lane. An accident was narrowly avoided. Another consideration is the fact that

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the wildfire escape route requires entering the flow of traffic along Hi Way 99. It's impossible to predict what difficulties that might entail of a serious fire was threatening the area. The road diet may seem like a good idea to many, but it is a short-term solution to a non-existent problem. The problems created by the road diet will exacerbate over the next few years and cause much congestion and probably create a fair number of road-rage drivers. Not a good idea. I drive the road diet twice a day six days a week and have to enter the flow of traffic from Wimer.

No observable increase in cyclist traffic!! Crossing/turning from cross-streets more difficult!

How many people take an alternate route to avoid that stretch since the change?

The changes have made it more difficult to enter and leave town. Also during peak times it is hard to enter from a side street. I think it was a bad move.

Blocking the entrance to Van Ness did not help traffic flow and instead kept more traffic on Main St. Where the lanes converge at Bush St heading north - left turns onto Bush have become more hazardous.

Please change it back! I actually AVOID driving this stretch if I have to now. more congestion. more frustration/ drivers cutting each other off.

I travel it daily but haven't seen a bicycle yet.

(1) Turning onto N Main from side streets more difficult (2) Turning left onto N. Main from N. Main (Fox / Ashland Mine Rd.) and Schofield is now very challenging. I see drivers taking dangerous chances to cross through steady stream of traffic (3) Merge in front of Bards Inn heading north is very poorly thought out - Traffic should merge to the right and create a turn lane to turn left onto Bush - currently very confusing. (4) I travel from Ashland Mine Rd to town at least daily for business. The very steady stream of traffic in 1 lane makes it difficult to merge into traffic or to cross traffic to head north. (5) Often traffic is backed up from the light at Maple St to past Breadboard, and from the light at Laurel nearly to Maple St. This makes turning onto N. Main from any side St. very challenging. Fortunately, there are many considerate drivers who will let you into traffic lane. (6) I do not see a noticeable increase in bike traffic, which was supposedly the whole reason for road diet. (7) The single improvement of the entire project is the re alignment of Hersey & Wimer. (8) I now often travel side streets like High; Scenic to get to a light to cross traffic on N. Main. These neighborhood streets are narrow and not designed for increased traffic.

Especially difficult in the summer with increased tourist traffic - I have lived in Ashland for 30 years - as a motorist I thought the reconfiguration was foolish - as a cyclist I felt no safer - in fact at times, less safe. good intent - poor outcome. Allow traffic to flow -

Please go back to the original configuration. Having the main route into town being only one lane is absurd. There is far too little bicycle traffic to warrant this! Thank you.

(1) Both before and since the change there are thousands of cars traveling N. Main St. and about ten bikes. (2) Ashland never had traffic jams before the change; now every morning and evening it's like going to Costco.

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It is of the opinion of some people that all these changes were made for the benefit of a "few" vocal "squeaky wheel" complaining bikers many of which are seen constantly breaking the rules of the road for bikers. These are speeding, going the wrong direction in traffic, not stopping for stop signs, not crossing the street in a proper manner, etc., as if there are no rules for them. Therefore, it would be appreciated if the city would go back to the previous road configuration!!!!

Any positive changes were due only to realignment @ Wimer/Hersey. No other benefits.

Where are all the bicyclists that the "road diet" was built for? Even in the summer I have never seen more than 2-3 cyclist per day -- at the most ... If that. Most days there are none.

We live on street with stop light, the traffic has increased a lot.

(1) Widen the street for bike lanes and (2) Put it back to 4 lanes (3) The city is in danger of losing state provided maintenance to this part of Hwy 99. This town cannot afford the cost of additional street maintenance. (4) Speed limit (25) is artificially too slow -- Put it back to 30.

Glad to see you asking for feedback. It is a bad idea put into intolerable reality! Diet is Die with At.

Much harder to turn onto Main.

One slow car backs up everything. I'll always avoid and go residential back streets (which is not what should be) the way it is now.

I lived for years on north end of town and did not have a problem with pre-road diet travel. Post-road diet, I am thankful I no longer live on that side of town. It is a commute and safety debacle that should be reversed.

Despite the theoretically improved safety of cyclists & pedestrians expected from "The Road Diet," the extremely low volume of non-motorized travelers (3-4 cyclists in 1 yr. by my observation) it is an inefficient bottle neck for cars and more dangerous driving conditions at intersections & driveways: commercial & residential.

Hate it!

I think it is one of the least intelligent things the city has done. It gives Ashland a bad name. Looks like Ashland is run by total nincompoops. I choose alternate routes whenever possible. It's a completely inhospitable way to have people enter & exit town. The difficulty of pulling onto that road from a side street makes Ashland a less friendly more hostile environment.

Please change it back. Bike lanes could be put close to curbs as there is wasted space for roadway. It would increase more space for a 4 lane entrance to Ashland. N. Main was the main arterial to access downtown area and rest of Ashland.

For those living in this area & trying to access N. Main St from a side street, the wait can be very lengthy & frustrating.

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Trying to get across the street into the bike lane is often very difficult. The bike lane merges with the traffic lane near the Bards Inn. (very dangerous)! Also leaving town going up and around the corner (at Bard's Inn) the bike lane is in the traffic lane!!! Very dangerous!! A bicyclist is going to be killed there!!

A times coming onto the street it is so backed up people seem to get upset & will attempt to enter the street in an unsafe manner

Maple Intersection has become very dangerous.

At many times, it is nearly impossible to merge in either direction. I understand how to use a "center lane" but people are afraid to use it (me included) with such congestion as we know it frightens the cars' drivers with whom we are trying to merge. Also, it has killed the sweet "Welcome to Ashland" feel. The whole thing makes me sad. I emailed in about it long ago. Thank you for asking, though.

It became more difficult & now more traffic on Eagle Mill where I have observed more accidents -- It is terrible.

The change from 2 lanes to 1 going North is dangerous. People are squeezing in or changing lanes quickly to avoid being behind slower vehicles. Again, I have NEVER seen any bicycles using the bike lanes. It is rude for bike advocates to mandate these lanes to the detriment of the vast majority of drivers when so very few make use the bike lanes. I will vote you out.

What a waste of time and money

What evidence did you have to decide this is safer to make everyone stop and go behind someone?

"I'd like to see the markings back to the previous way. A street light needs to be implemented at Wimer & North Main."

Traffic is too congested. Can take a very long time to enter Main Street, whether turning right or left & cars are stacking up to wait to enter. The most beneficial change was to the Wimer/Hersey intersection, but all the rest of it is working worse, not better. Thank you for sending out this survey!

See attached. I do not feel that the re-configuration of N. Main Street has been a good experience. This survey looks at several aspects of the change and I will comment on each one separately. I have correlated them with the questions asked. Questions 4 and 5: As to the issue speed, I do agree that a lot of people exceeded the posted 25mph speed limit prior to the re-configuration however I do not feel that it has improved. People still want to go faster but now they just tailgate those that are driving 25mph. Questions 6 and 7: Regarding the amount of traffic, I feel that it is more congested as there are the same amount of vehicles however the amount of space they have to travel in has been reduced by half. This is especially noticeable in the section between Hellman and Bush as you are leaving downtown.

The reconfiguration has caused many problems for motorists entering or exiting parking lots for businesses on N. Main Street.

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We avoid it because of the time it now takes in addition to wild mergings because it doesn't make sense / is not intuitive. We now generally only shop on the south side of town.

Merging into peak-time traffic can be very difficult. Left turn lanes are good. People still speeding. People still making illegal, unsafe left turns.

It is very difficult to enter Main from a non-light-controlled side street due to more congestion on Main, especially if have to cross lanes. Also, the indecisive tourist holds everybody up. A light @ the Wimer/Hersey intersection would be very helpful.

Keep it! Make Ashland better for bikes!