

Memorandum

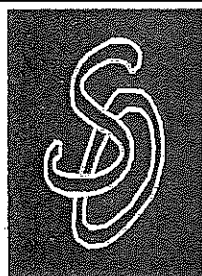
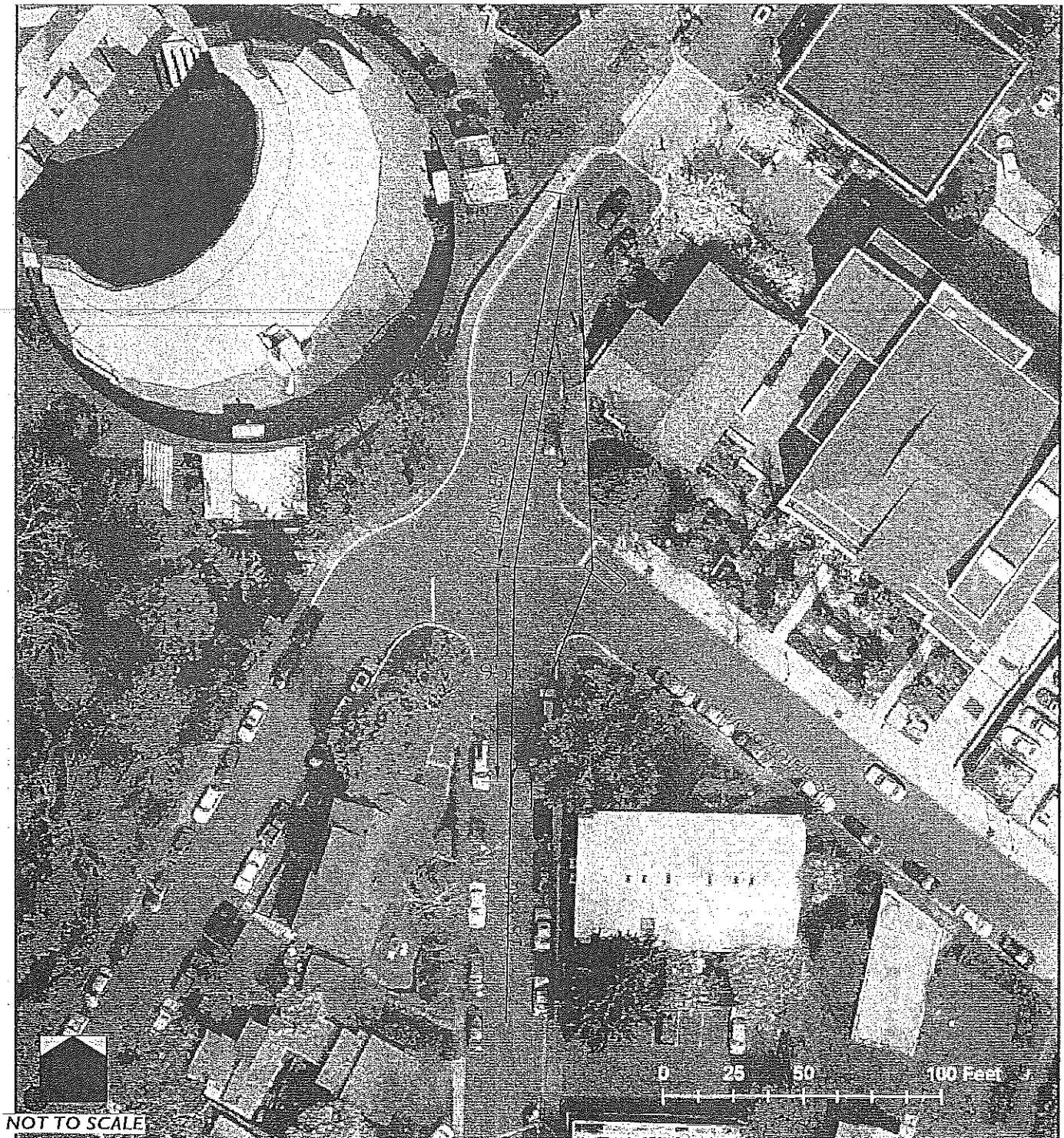
To: Mike Faught, Ashland Public Works Director
From: Kim Parducci, Southern Oregon Transportation Engineering, LLC
CC: Scott Fleury, Engineering Services Manager
Date: 5/23/2013
Re: Pioneer/Hargadine/Fork Intersection

Southern Oregon Transportation Engineering, LLC received questions forwarded from the previous Transportation Commission meeting specifically in regard to the proposed Pioneer/Hargadine/Fork intersection analysis, and have the following responses.

In regard to taking another look at the proposed stop bar location from the Pioneer Street west approach, I'd be happy to do that. I agree with the observation that vehicles may not see the stop bar in its current location, and I can provide some revisions for you to bring to the next meeting.

In response to where a favorable location for a crosswalk at this intersection would be, it is my opinion that providing a crosswalk is not necessary if the bulb-outs are constructed because the bulb-outs themselves reduce the crossing distance, make pedestrians more visible, and naturally reduce the speed of vehicles on the major street. All of these things make it safer for pedestrians to cross. My concern with adding crosswalks to intersections where they're not needed is that they can provide a false sense of security for pedestrians, which then creates a safety problem.

Figure 1 : Existing Sight Distance from Hargadine

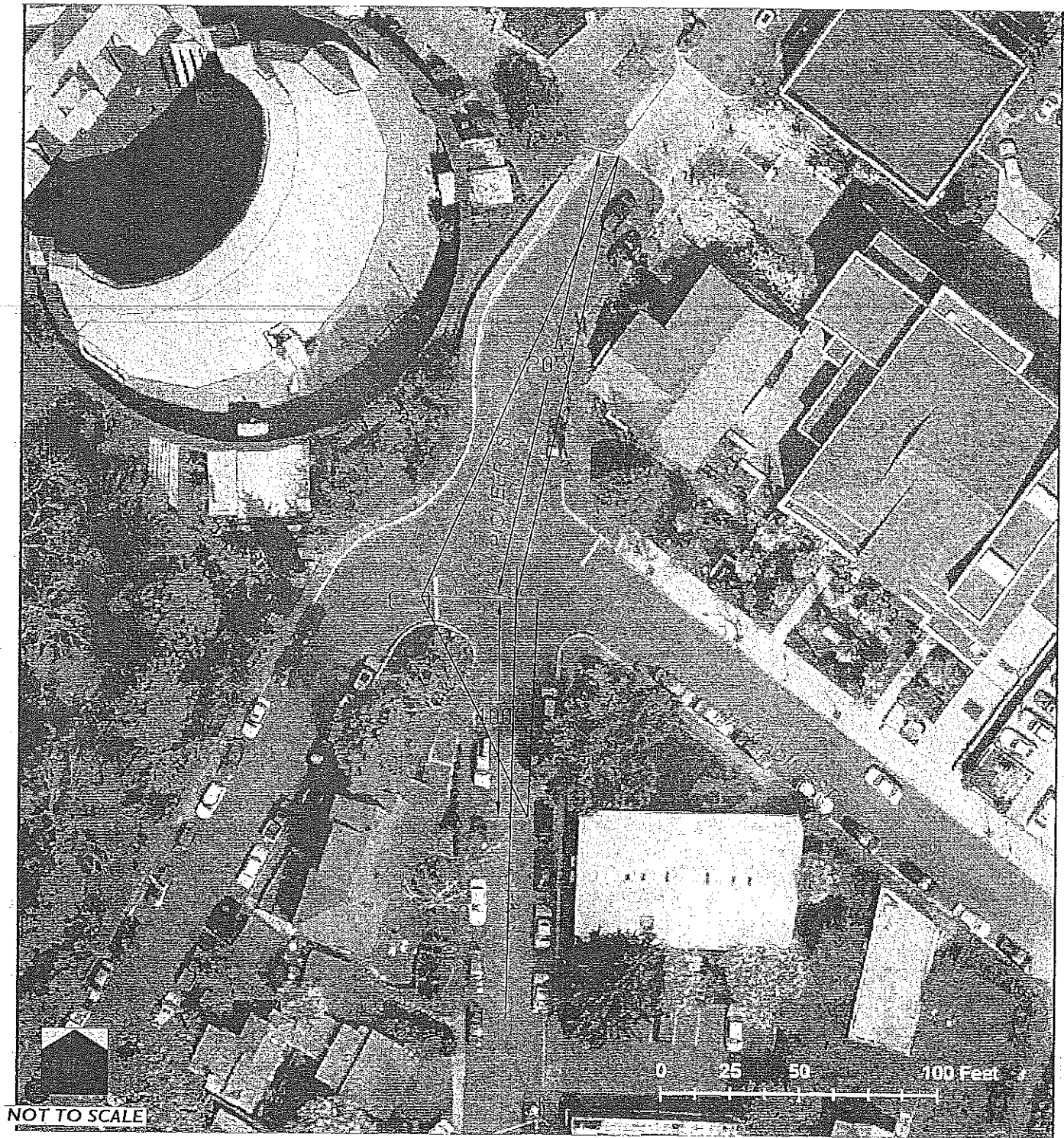


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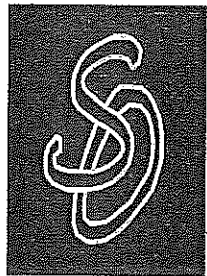
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Hargadine/Fork Intersection
Ashland, Oregon

Figure 2 : Existing Sight Distance from Fork



NOT TO SCALE

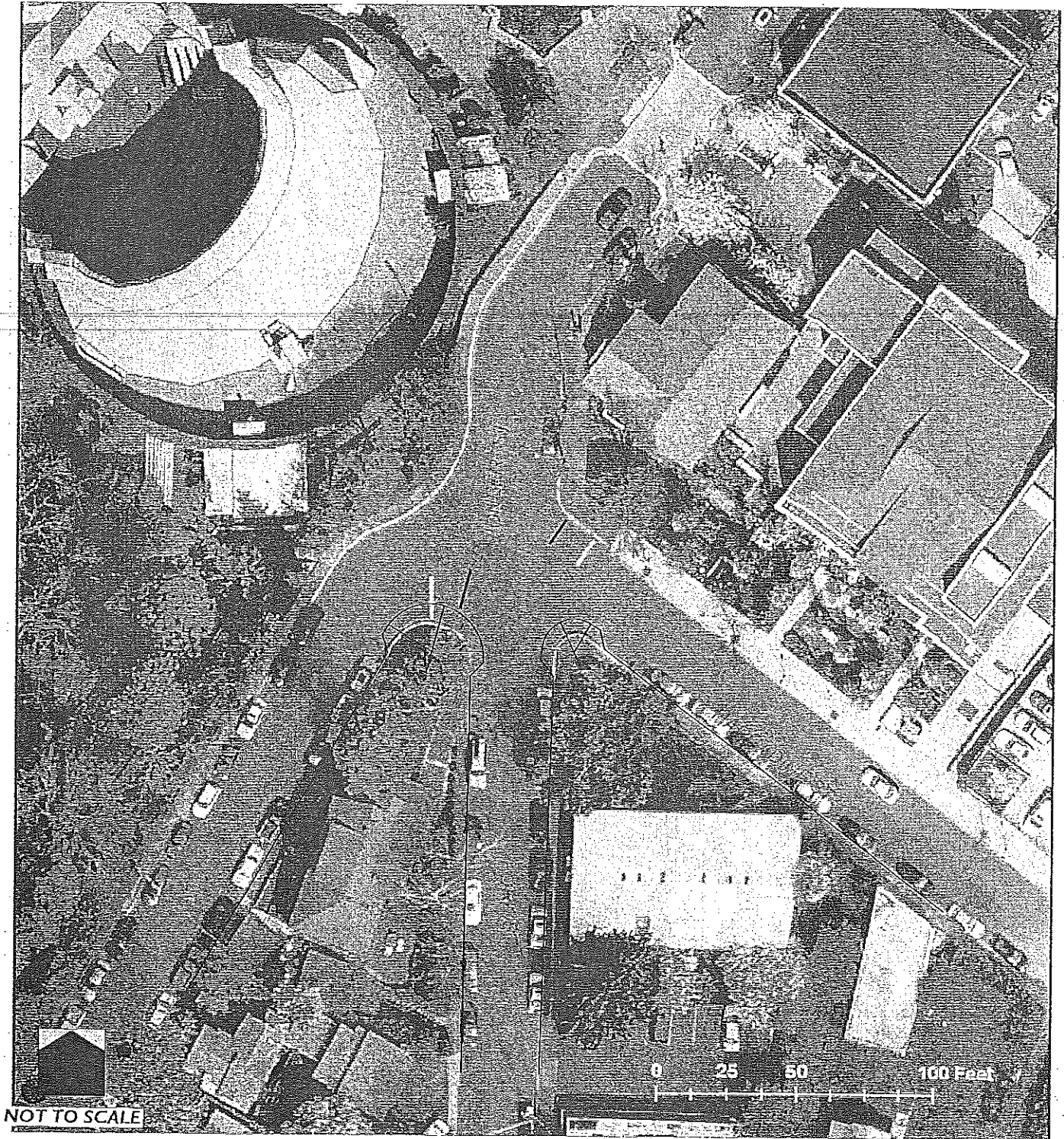


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Figure 3 : Proposed Bulbouts - Hargadine and Fork Street

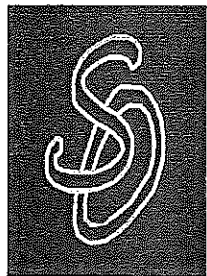
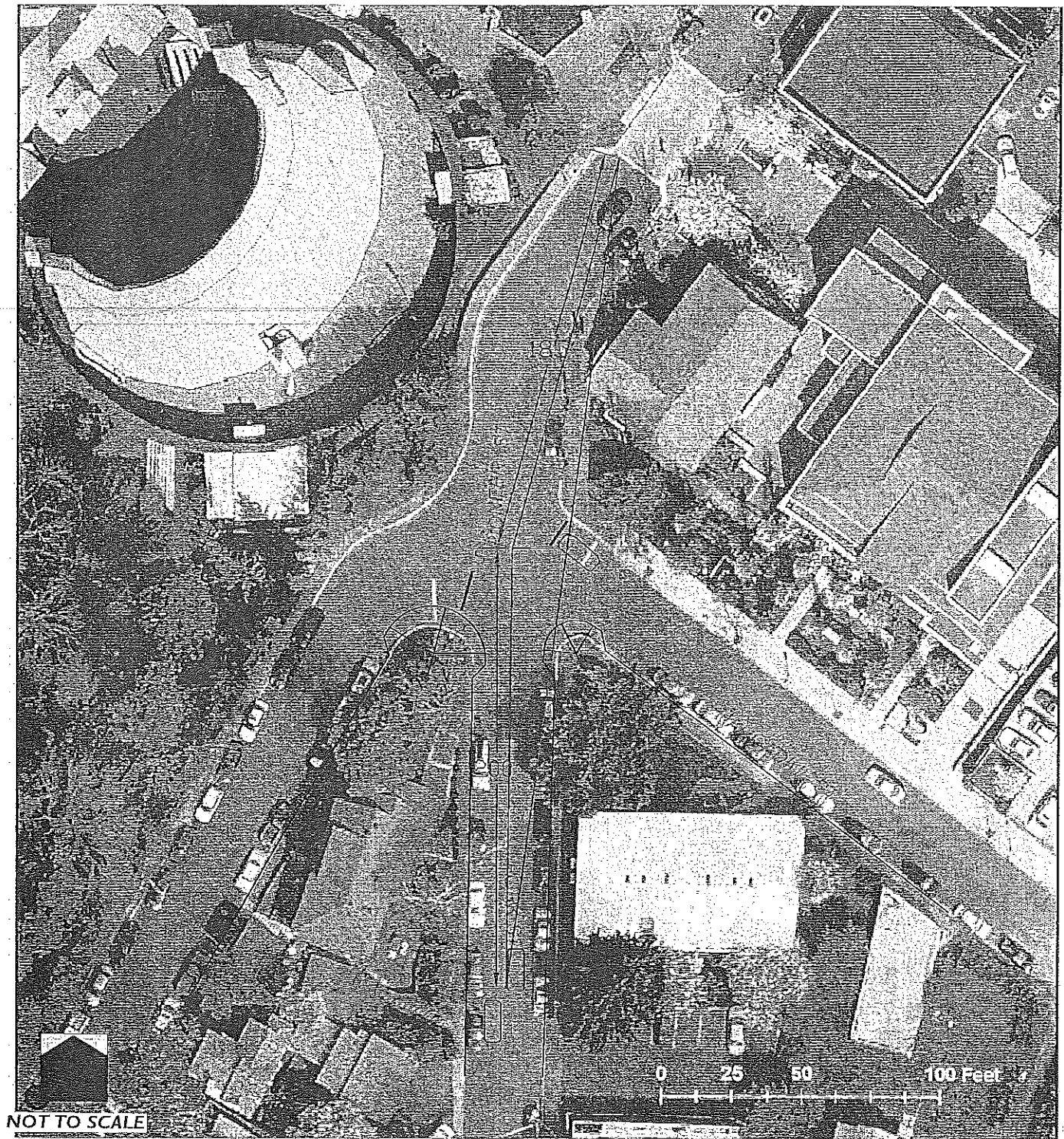


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Figure 4 : Proposed Sight Distance from Hargadine Street

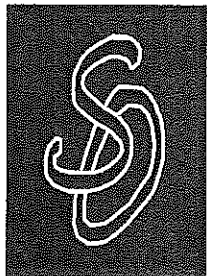
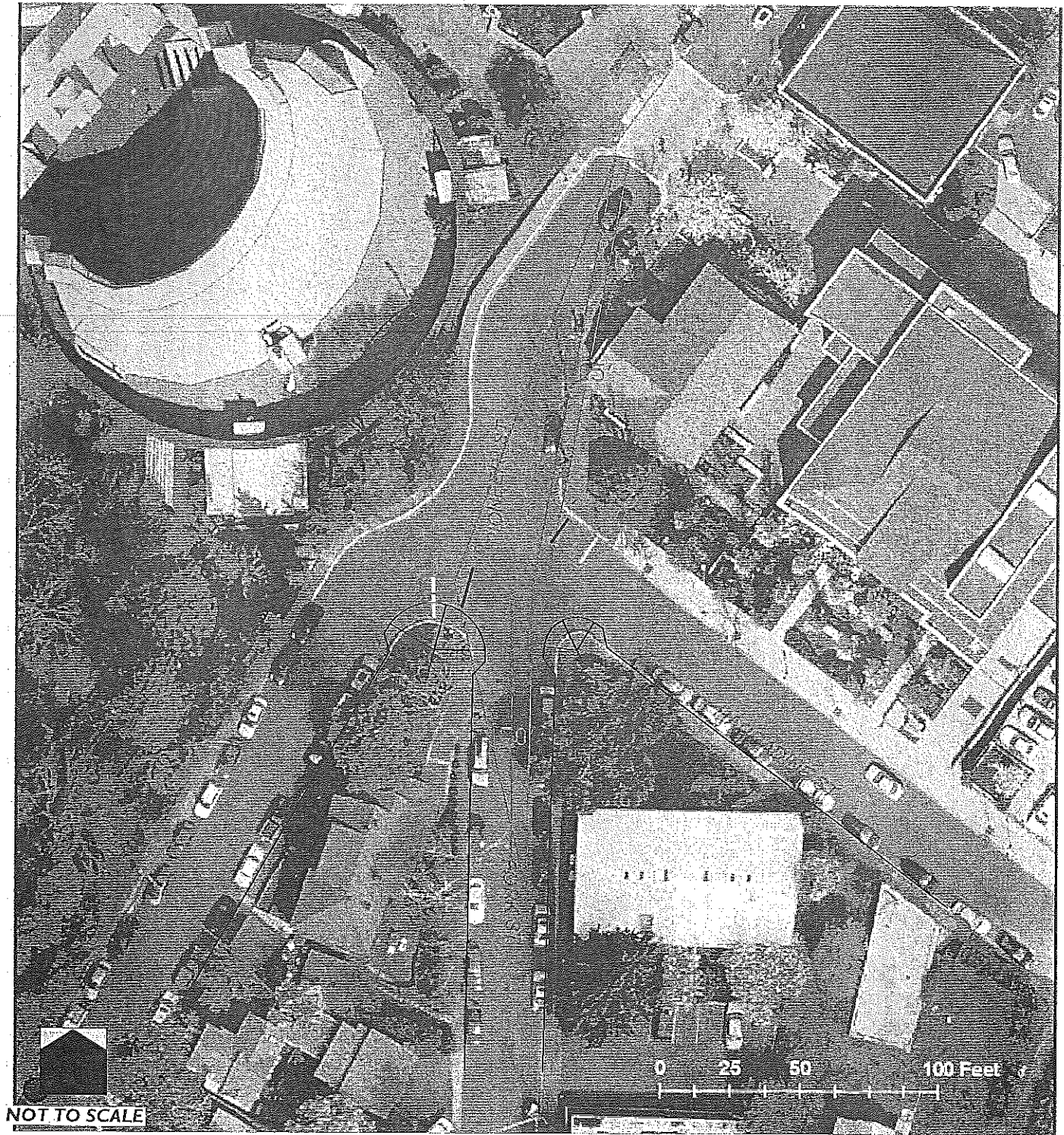


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Figure 5 : Proposed Sight Distance from Fork



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