

CITY OF
ASHLAND
TRANSPORTATION COMMISSION
Thursday, March 18, 2010
Council Chambers, 1175 East Main Street

Agenda

- I. CALL TO ORDER: 6:00 PM
- II. APPROVAL OF MINUTES: February 18, 2010
- III. PUBLIC FORUM
- IV. ADJUSTMENTS TO THE AGENDA
- V. ACTION ITEMS
 - A. Election of Vice Chair for 2010 (10 minutes)
 - B. Discussion Regarding Extended Meeting Hours (10 minutes)
 - C. Additional Bicycle Parking at North Main Street (Plaza) (15 minutes)
 - D. Grandview Drive Pedestrian Improvements (30 minutes)
 - E. Siskiyou Boulevard Beacon Update (10 minutes)
 - F. Commissioner Sponsorship of Events (Staff) (20 minutes)
- VI. NON ACTION ITEMS
 - A. Transportation System Plan Update (5 minutes)
 - B. Planning Commission Update (John Gaffey) (5 minutes)
 - C. Communication from P. Lang re Towing & Booting Parking Violators (5 minutes)
 - D. Update on SOU Master Plan (Larry Blake) (10 minutes)
- VII. INFORMATIONAL ITEMS
 - A. Transportation Commission Subcommittee Minutes, March 4, 2010
 - B. Goal Setting Retreat Set for April 17, 2010
 - C. Traffic Safety Connection
 - D. Bike & Pedestrian Legal Guides Available @ <http://www.stc-law.com>
 - E. "The Traffic Calmer" Newsletter
- VIII. NEXT MEETING/SUGGESTED AGENDA TOPICS
 - A. Faith Avenue / Highway 66 Intersection
 - B. Signal Detector Retrofits to Accommodate Bike Detection
 - C. Crosswalk on East Main at Campus Way
- IX. COMMISSIONER COMMENTS
- X. ADJOURN: 8:00 PM

Next meeting scheduled for April 15, 2010 @ 6:00 pm

Note to Commissioners: Call Nancy Slocum at 552-2420 or slocumn@ashland.or.us if you can not attend the meeting.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Public Works Office at 488-5587 (TTY phone number 1 800 735 2900). Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title I).

**CITY OF
ASHLAND**
Transportation Commission
Contact List as of October 5, 2009

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
Tom Burnham	Commissioner	482-4467	1344 Apple Way	ntburnham@gmail.com	4/30/2010
John Gaffey	Commissioner	482-2935	637 Oak Street	gaffey@charter.net	4/30/2010
Brent Thompson	Commissioner	488-0407	582 Allison	brentho@mind.net	4/30/2011
Julia Sommer	Commissioner	552-1942	1158 Village Square Drive	juliamsommer@gmail.com	4/30/2011
Colin Swales	Commissioner	488-0939	143 8 th Street	colinswales@gmail.com	4/30/2011
Matt Warshawsky	Commissioner	488-0917	821 Indiana Street	ashland@azcotech.com	4/30/2012
Eric Heesacker	Commissioner	482-6034	2360 Ranch Road	eric.heesacker@gmail.com	4/30/2012
David Young	Commissioner	488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2012
Steve Hauck	Commissioner	878-2702	453 Wightman Street	stephenhauck@yahoo.com	4/30/2010

Non Voting Ex Officio Membership

Mike Faught	Director of Public Works Commission Secretary	488-5587	20 E. Main Street	faughtm@ashland.or.us	
David Chapman	council liaison	488-0152	390 Orchard Street	david@council.ashland.or.us	
Brandon Goldman	Planning	488-5305	20 E. Main Street	goldmanb@ashland.or.us	
Steve MacLennan	Police	552-2809	20 E. Main Street	macledds@ashland.or.us	
Scott Hollingsworth	Fire	552-2932	20 E. Main Street	Hollings@ashland.or.us	
Larry Blake	Southern Oregon University Ashland Schools	482-2564	1250 Siskiyou Bv	blakel@sou.edu	
Dan Dorrell PE	ODOT	774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Nathan Broom	RVTD	608-2411	3200 Crater Lake Av – 04 20 E. Main Street	n.broom@rvtd.org	
Jenna Stanke	Ashland Parks Jackson County Roads		200 Antelope Rd WC 97503 920 W 11 th Street #3 Medford OR 97501	stankeJS@jacksoncounty.org	
Eve Woods	Student Liaison	773-8515		Eve_woods@hotmail.com	

Staff Support

Nancy Slocum	Public Works Clerk	552-2420	20 E Main Street	slocumn@ashland.or.us	
Jim Olson	Engineering Services Manager	488-5347	20 E. Main Street	olsonj@ashland.or.us	
Karl Johnson	Assistant Engineer	552-2415	20 E Main Street	johnsonk@ashland.or.us	

**CITY OF
ASHLAND**
TRANSPORTATION COMMISSION
Thursday, February 18, 2010
Siskiyou Room, 51 Winburn Way

Minutes

Attendees: Tom Burnham, John Gaffey, Eric Heesacker, Julia Sommer (Acting Chair), Brent Thompson, Matt Warshawsky, David Young

Absent: Steve Hauck, Colin Swales

Ex Officio Members: David Chapman, Brandon Goldman, Larry Blake, Kat Smith, Steve MacLennan, Scott Hollingsworth, Jenna Stanke

Staff Present: Mike Faught, Jim Olson, Nancy Slocum

I. CALL TO ORDER: 6:01 PM

II. APPROVAL OF MINUTES:

Minutes of January 21, 2010 were approved as amended with two grammatical errors.

III. PUBLIC FORUM:

Jenna Stanke, Special Projects Manager, Jackson County Roads, announced that May 17 through 21 was "Bike to Work Week." She invited members of the Commission to call her if they would like to participate.

IV. ADJUSTMENTS TO THE AGENDA:

The RVTD Report was moved to follow Commission training so Smith would not have to remain. Setting a date for the Commission Goal Setting Retreat was also added as well as a Transportation System Plan (TSP) Update.

V. ACTION ITEMS:

A. Additional Bicycle Parking at North Main Street

Faught introduced Pieter Smeenk, Ashland Associate Engineer, who gave the staff report. He would also address the concerns outlined in William Barchet's letter dated February 16, 2010 which was distributed to the Commission. Smeenk explained that the area in front of Mix's Sweet Shop was a "pinch point" for pedestrians, publication boxes and sidewalk dining furniture. In addition, the first parking space was dangerous as it backs onto North Main Street (Highway 99). Smeenk proposed relocating the parking space by reducing the width of the adjacent ten parking spaces, add five bicycle racks and reconfigure the island to make it more pedestrian and wheelchair friendly.

Young was generally in favor of the proposal, but wanted to hear from more business owners. He therefore recommended delaying the decision for one month. Gaffey was not in favor of compact parking spaces. Heesacker and Sommer favored the proposal.

Richard Hanson, Owner of Gold and Gems for 30 years, regularly received complaints from tourists that there was not enough parking. He was not in favor of removing even one space. He also noted that the bicycle parking on the plaza was presently not at capacity. He submitted letters

from the owners of American Trails, Inti Import and Rare Earth who all opposed removing a parking space. Hanson called the police department to find preliminary accident data around that parking space and found none.

Eric Brown, owner of Mix Sweet Shop, was in favor of increasing the number of sidewalk dining tables. He observed people having trouble backing out of that first parking space. He said a car backing into a crosswalk was dangerous.

Burnham wondered why the City felt obliged to provide sidewalk dining and publication racks. Faught explained that this proposal was a parking issue only. He was concerned that business owners did not receive notices in time for the meeting.

Heesacker was in favor of the proposal. He thought adding ten bike spots equaled ten additional customers.

Motion:

Thompson moved to table this proposal until the March meeting to allow the business owners more notice. Gaffey seconded the motion and it passed unanimously.

B. Design Review of Interchange @ Exit 14

Tim Fletcher, ODOT Project Manager, introduced Karen Tatman, Quincy Engineering, Inc. Tatman presented an overview of the state highway project. The proposed project is part of the State Bridge Delivery Program which is part of the ODOT's 10 year, \$3 billion Oregon Transportation Investment Act. The proposed project repairs and widens the existing Highway 66 bridge crossing over I-5 to 56 feet. The improved bridge will provide three lanes for vehicles as well as bike lanes and sidewalks on both sides of the bridge. Plans call for repairing the existing deck, replacing non-standard bridge rails, roadway lighting and adding traffic signals at ramp intersections. The design was approved at both the local and state level. Fletcher noted that clearing would begin in April with the main construction beginning in June, 2010.

Egon DuBois, who regularly biked across the bridge, said the design looked logical, but he felt that experienced bicyclist would "take the lane" instead of putting themselves between two lanes of traffic. He thought removing the bike lane and letting cyclists decide was best. Warshawsky agreed. Sommer suggested installing a push button that would ensure that all lanes would stop for bicyclists and pedestrians: an "all red" button. Warshawsky and Young agreed. Fletcher had never seen an "all red" button. He said the designers tried to find a balance between bicycle safety and the need to keep traffic flowing. Young was disappointed with the design and wondered if it could even be revised by the Commission. Burnham liked the wider bridge width in that it allowed for potential striping changes in the future.

Chapman thought the on and off ramps were too wide allowing vehicles to go too fast. He thought there were serious problems with the design and Chapman's alternative design was distributed to the Commission. He remembered asking ODOT to allow the City of Ashland design input two years ago. Faught noted that this issue was scheduled for the March 2, 2010 City Council meeting, but he was asking that it be rescheduled until March 16th. He asked the Commissioners to email Slocum with additional input to add to these comments tonight which will then be forwarded to the City Council.

Fletcher said that ODOT would not redesign the bridge, but striping and signal timing changes could be reviewed. State standards were used in the design, but ODOT was open to comments.

Heesacker wondered if the presented striping design was one that was required by law. Gaffey said Ashland was not unique and wondered how these different ideas worked on bridges across the state.

C. SOU Master Plan Update

Larry Blake, Associate Vice President for Facilities Management and Planning, reported that the few changes to the plan were highlighted. He was pleased that the City applied for grant money to fund improvements to the west side of Walker because SOU had originally planned to make those improvements, but in the very far future.

Thompson wondered if the campus plan added barriers to bicyclists and skateboardists. Blake said what was currently in place will remain. Blake said the next step was a positive recommendation by the Planning Commission on March 9th and approval by the City Council on April 20, 2010.

D. Commissioner Sponsorship of Events

The now dissolved Bicycle and Pedestrian Commission were the main sponsors of the annual Bike Swap and the Parks Department helped. Scott Hollingsworth from the Fire Department heard the plea for help and this year sponsorship was temporarily reassigned to the Fire Department and Parks. How money is accepted was still a question. Dubois, Smith and others thought the Transportation Commission would be best as a permanent sponsor.

Sommer wondered what sponsorship meant and which yearly events the Commission wanted to sponsor. Burnham was in favor of sponsoring the Bike Swap in a "hands off way."

Motion:

Young moved to join the 2010 Bike Swap as a cosponsor lending the City logo. Thompson seconded the motion and it passed six to one (Warshawsky).

Egon Dubois recommended the Bike Swap be adopted as a Commission goal during the upcoming goal setting retreat.

E. RVTD Request for ATC Assistance with SRTS Grant and Speed Education Campaign

Kat Smith thanked Tom Burnham for sitting in on the Safe Routes to School (SRTS) Task Force. Because of this she is keeping the Commission updated as they implement their grant objectives. She asked that a Commissioner meet with the Task Force before March 19th and again in May.

As part of the speed education campaign, Police Officer Steve MacCleanon will give three sets of volunteers instructions on the use of the radar gun. Volunteers will be out May 3rd and 10th between 7:00 am and 8:30 am at three locations. Violators will be mailed a warning letter.

F. Commission Goal Setting Retreat

The date of retreat was set for Saturday, April 17th at 8:30 am in the Siskiyou Room. A consensus wanted to leave this date and time even though the annual Bike Swap was the same day.

VI. NON ACTION ITEMS

A. RVTD Transportation Options Overview

Smith submitted a memo that explained an overview of RVTD's Transportation Options Program and their goals. Both she and Nathan Broom are members of this department.

B. Planning Commission Update

No discussion on this item. Gaffey announced that he was not reapplying for the Transportation Commission. His last meeting would be April, 2010.

C. Grandview Drive Pedestrian Safety Issues

Olson reported that this item was informational only. The Subcommittee reviewed this request in February. Because staff received a petition signed by 19 neighbors, they decided to allow public testimony before the full Commission in March.

D. Transportation System Plan (TSP) Update

(Did we have an update? I don't have anything in my notes.)

VII. INFORMATIONAL ITEMS & COMMISSIONER COMMENTS

VIII. ADJOURN: 8:08 PM

Respectfully submitted,
Nancy Slocum, Accounting Clerk I

Memo

DATE: March 12, 2010
TO: Transportation Commission
FROM: Pieter Smeenk, Associate Engineer
RE: ADDITIONAL BICYCLE PARKING ON NORTH MAIN STREET (PLAZA)

At the last Commission meeting, I proposed creating ten new bicycle parking spaces in an existing parking space I consider dangerous. In order to create the space needed without reducing the total number of vehicle parking spaces, I proposed converting eight of the adjacent standard nine foot wide spaces into eight foot wide "compact" parking spaces. Richard Hansen of Gold 'n' Gems spoke in opposition to the proposal and presented letters from three other merchants expressing opposition to reducing parking. In response, I explained that I did not propose to reduce parking. Mr. Hansen requested that the City pursue creating more spaces and a Commissioner responded that he considered the new bicycle parking to be ten new spaces.

In response to Mr. Hansen's concern and the question of whether other business owners received notices, the Commission continued the discussion to its next meeting and the Public Works Department scheduled a public meeting to receive input regarding the proposal. One downtown merchant came to that meeting and expressed support for the proposal.

Public Works also received a letter from Bill Barchet, a downtown merchant who requested that any parking space removed be replaced with another. He also expressed concern about the proposed location, as well as a general desire for a more comprehensive approach to upgrades and repairs of the Plaza. I met with Mr. Barchet and walked the Plaza with him to review possible alternative locations for bike parking as well as alternative uses for the current parking space. He proposed that the Calle Guanajuato be used to create more parking, in particular for the staff of downtown businesses. He identified locations where two to four bicycle racks might instead be placed and suggested that raised planters would be a significant improvement to the current corner planter locations which are routinely trampled by pedestrians.

With this input, the existing parking layout was reviewed to see if additional spaces could be created, but few opportunities exist. There is potential to locate bike racks in the Calle, but permission from the Parks Commission would be required. *I continue to recommend that the first parking space in front Mix Sweet Shop be used for bicycle racks and that striping be adjusted to create eight compact spots to eliminate one dangerous location without reducing the number of vehicle parking spaces.*



February 16, 2010

William Barchet
189 Granite Street
Ashland, OR 97520

Jim Olson
Transportation Staff Liaison
City of Ashland
Engineering Division
20 E. Main St.
Ashland, OR 97520

RE: Removal of one parking space in the Plaza area

Dear Jim,

This letter is in response to your letter requesting my opinion, dated 2/11/10.

As an owner of a business located on the plaza, the removal of any parking space is of grave concern to me because there is an urgent need for more parking in the plaza area.

I am also concerned with any attempts to make a band-aid solution, one by one, of every concern that arises, without the benefit of a full evaluation and analysis of the plaza area because there are many significant repairs and upgrades needed, and a more comprehensive plan for the area would make a better final result.

Regarding the specifics of the current proposed changes, I request that any parking space removed be replaced with another one. There are some spaces on the plaza that are reserved for City use only. I recommend removing those restrictions as there are several parking lots nearby that are well suited for government vehicles. There are three more spaces facing Lithia Park across from the community development building that should also be made available to the public, as there is a parking lot on each side of that building.

The City is not allowing business owners or their employees to park in the downtown area, so they should practice what they preach.

The location in question is not the ideal place for a bike rack, because there is one just across the street. Why not put one on Calle Guanajuato instead? Since we don't have enough bike racks downtown, a plan should be established for the entire area, and any future racks should be spread out more evenly throughout the downtown.

If pedestrian safety is a concern (I haven't heard of any accidents associated with that space) then the City can do much more to improve that by increasing the brightness of the City lights along the Boulevard. It is so dim and shadowy, especially on a rainy night, that pedestrians wearing dark clothing are almost impossible to see.

The idea of sidewalk dining is appealing, but again, only in the context of an overall redesign of the Plaza area. Do we want tacky looking chairs and tables out front there? There are many opportunities to make the Plaza a special gathering place, and I welcome a discussion about creating a plan that works for the whole City.

Sincerely,

A handwritten signature in black ink, appearing to be 'C. J. [unclear]', written in a cursive style.



fine jewelry

p: 541.488.2753 f: 541.488.2514
25 N. MAIN, ASHLAND, OR 97520
WWW.GOLDANDGEMS.COM
toll free: 877.917.8477

February 18, 2010

City of Ashland
Transportation Commission

I was made aware of your meeting to discuss eliminating a parking space on the plaza at 4 PM today. Not every one reads the local newspaper. I feel business owners on the plaza should receive notification of such a meeting well in advance.

I have operated Gold & Gems Fine Jewelry on the Plaza for thirty years. Almost on a daily basis, I field complaints from locals and visitors about the lack of parking. I have never had anyone complain about not being able to park his or her bicycle.

A covered bike rack already exists on the plaza and is seldom used. Why do we need another??

Please put your energy into creating desperately needed additional parking and not removing valuable existing space.

Yours truly,

A handwritten signature in black ink, appearing to read "Richard Hansen", with a long horizontal flourish extending to the right.

Richard Hansen



**American
Trails**

*Native American,
Western & Wildlife*

American Trails is against losing a valuable parking spaced in the downtown Plaza for a bike rack. There are plenty of bike racks up and down the sidewalks in the Downtown area. If more are needed add on in the center of the plaza, where it would not affect the parking.

Thank you ,

Aidan Bobb

Aidan Bobb
2/18/10



INTI IMPORTS

Home of world renowned Mantra apparel

February 18, 2010

To: City of Ashland Transportation Commission

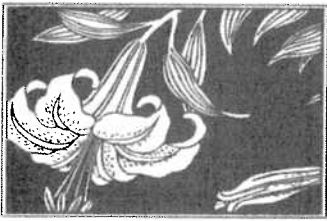
As a business owner in downtown Ashland I am opposed to the proposed elimination of one parking place on the plaza.

The reasons being:

1. There is a bicycle rack with a very nice canopy already existing on the plaza. I work here everyday and have noticed that it is never full.
2. Parking is a premium downtown. There is already a parking problem. It does not make sense to make parking congestion worse.
3. To eliminate a parking place to make room for newspaper racks is absurd. There is nothing wrong with having them on the sidewalk like all other cities in the world.

Sincerely,

Sean Van Ausdall
Inti Imports President



RARE EARTH

33 N. Main Street Ashland, OR 97520

541-482-9501 Fax: 541-488-0715

RareEarthStore.com



February 18, 2010

To: the decision makers

What the heck are you guys thinking....??

No..... don't give up a parking spot in the Plaza....You've got to be kidding.

Can we at least keep the parking that exists? Geeez...

I don't support your idea to kill another parking spot for your new bike rack.

Marcy Frey

Rare Earth

A handwritten signature in cursive script that reads "Marcy".

P.S. How 'bout Focus on some
PARKING?

That would BE appreciated

CITY OF ASHLAND

March 10, 2010

RE: REQUEST TO RECONFIGURE PARKING SPACES TO CONSTRUCT BICYCLE PARKING AND PEDESTRIAN IMPROVEMENTS

Dear Downtown Business Owner:

On Thursday, February 18, 2010 the Ashland Transportation Commission considered a request to add additional bicycle parking at the entrance to the Plaza. This request would reconfigure the parking spaces along the west side of the plaza between Munchies and Gateway Real Estate. In order to keep the number of parking spaces the same, staff proposed converting some of the parking spaces to compact spaces.

These changes remove what staff believes is a potentially dangerous parking space that backs out into a crosswalk and busy East Main Street. Any changes to the parking configuration downtown will need to be re-reviewed by the Transportation Commission and then ultimately the City Council will review the proposal and either approve or deny the request.

The Transportation Commission decided to table this question until after staff met with business owners to hear their concerns. Now that meeting has taken place and you are invited to attend the next Transportation Commission meeting on **Thursday, March 18th at 6:00 PM**. The meeting will be held at the **Council Chambers, 1175 East Main Street**. If you can not attend the meeting you may submit written comments to the address below.

If you wish additional information, please call our office at 541 488-5347.

Sincerely,



James H. Olson
Transportation Commission Staff Liaison

cc: Transportation Commission

Engineering Tel: 541/488-5347
20 E. Main Street Fax: 541-/488-6006
Ashland, Oregon 97520 TTY: 800/735-2900
www.ashland.or.us



KEVIN CHADDOCK
P O BOX 228
TALENT OR 97540

BARBARA CLOER
815 CREEK STONE WY
ASHLAND OR 97520

HENRY & RUTH DAW
785 WALKER ST
ASHLAND OR 97520

MATT FREY
33 N MAIN ST
ASHLAND OR 97520

LLOYD HAINES
96 N MAIN ST STE 202
ASHLAND OR 97520

DAVE LEWIS
800 LISA LN
ASHLAND OR 97520

HILLERY & POKIE ROBERTS
5 N MAIN ST
ASHLAND OR 97520

TUNG WONG
1147 PARK ST
ASHLAND OR 97520

BUSINESS OWNERS

GATEWAY REAL ESTATE
5 N MAIN ST
ASHLAND OR 97520

SMALL CHANGE
5 N MAIN ST
ASHLAND OR 97520

LINDA MATTSON
15 WINBURN WAY
ASHLAND OR 97520

THREAD HYSTERIA
19 N MAIN ST
ASHLAND OR 97520

AMERICAN TRAILS
27 N MAIN ST
ASHLAND OR 97520

HANA SUSHI
29 N MAIN ST
ASHLAND OR 97520

ASHLAND MOUNTAIN SUPPLY
31 N MAIN ST
ASHLAND OR 97520

RARE EARTH
33 N MAIN ST
ASHLAND OR 97520

C & QT LLC
35 N MAIN ST
ASHLAND OR 97520

RENAISSANCE ROSE
37 N MAIN ST
ASHLAND OR 97520

LOUIE'S BAR & GRILL
41 N MAIN ST
ASHLAND OR 97520

INTI IMPORTS MARKET
45 N MAIN ST
ASHLAND OR 97520

ASHLAND GRILLA BITES
47 N MAIN ST
ASHLAND OR 97520

REICHENSHAMMER DESIGN
21 N MAIN ST #1
ASHLAND OR 97520

BJ'S LAST STAND
21 N MAIN ST #2
ASHLAND OR 97520

GOLD N GEMS
25 N MAIN ST
ASHLAND OR 97520

WEBSTERS
11 N MAIN ST
ASHLAND OR 97520

GREENLEAF GROCER
49 N MAIN ST
ASHLAND OR 97520

BLACK SHEEP
51 N MAIN ST
ASHLAND OR 97520

NOAHS RIVER ADVENTURES
53 N MAIN ST
ASHLAND OR 97520

FLOWER THYME
55 N MAIN ST #A
ASHLAND OR 97520

MIX SWEET SHOP
57 MAIN ST
ASHLAND OR 97520

SMART COOKIES
59 N MAIN ST
ASHLAND OR 97520

ALEX'S PLAZA RESTAURANT
35 N MAIN ST
ASHLAND OR 97520

Ashland Chamber of Commerce
110 E Main St
Ashland OR 97520

Memo

Date: March 11, 2010
From: James H. Olson
To: Transportation Commission
Re: PETITION TO CONSTRUCT SIDEWALKS ON GRANDVIEW DRIVE

QUESTION

Will the Transportation Commission review the attached petition and staff findings regarding Grandview Drive and make recommendations for improvement?

STAFF RECOMMENDATION

Staff recommends that the Commission review the attached petition and staff findings and receive testimony from residents and interested parties.

Staff further recommends that the Commission ratify the Subcommittee's earlier recommendation to designate Grandview Drive, from Scenic Drive to Sunnyview Drive, as a shared roadway and erect the required signs and pavement markings (sharrows).

BACKGROUND

In November 2009, the Subcommittee considered a similar request from Jennifer Croyle, 225 Sunnyview Drive, to install speed humps, a "Children at Play" sign and "Watch for Pedestrian" signs. In response to this request, the Subcommittee voted to designate Grandview Drive as a shared roadway; however, before that action was implemented, the attached petition circulated by Mona McArdle MD of 352 Grandview Drive was received.

On February 4, 2010 the Subcommittee considered this request and again confirmed that the shared roadway was the best option, but elected to refer this issue to the full commission so that petitioners and adjacent owners could offer testimony prior to putting the Subcommittee's motion into action.

Speed Study

The Subcommittee also requested that staff conduct an analysis of traffic volumes and speeds on the street. In response to that request, traffic classifiers were installed between Scenic Drive and Alta Avenue and between Waterline Road and Alta Avenue. The results of that study are as follows:

1. Scenic to Alta
ADT = 558 vehicles per day
Peak Flow = 50.7 vehicles per hour
Peak Time = 4:00 to 6:00 PM
Average Speed = 26.6 mph
85% Speed = 31.6 mph



The downhill traffic (eastbound) travels approximately 2.4 mph faster than the uphill (westbound) traffic.

2. Alta to Waterline

ADT = 533 vehicles per day
Peak Flow = 46.9 vehicles per hour
Peak Time = 4:00 PM to 5:00 PM
Average Speed = 26.9 mph
85% Speed = 31.7 mph

In this section the uphill and downhill traffic speeds were nearly identical (see attached report)

Physical Constraints

The right of way of Grandview Drive is not of uniform width and is very narrow; in some places only 23 to 30 feet wide. Any additional widening would require extensive right of way acquisitions. Since Grandview Drive traverses a very steep hillside and widening would require major retaining wall construction which would constitute a large portion of the construction budget. It would also be necessary to construct drainage improvements along the entire street. The existing street surface is a temporary chip seal which would not withstand the construction traffic and would need to be replaced with a standard pavement further increasing the cost. A rough estimate of the cost of adding sidewalks on one side of the street is shown on the attached sheet.

Other Options

- One-Way Designation

Designating Grandview Drive as a one-way traffic pattern would allow a single lane of traffic to be narrowed enough to provide for a pedestrian way to be delineated on one side of the street.

Unfortunately a one-way pattern would not be convenient to most owners since the alternative routes are not closely adjacent. The one-way street may also increase traffic speeds and would be objectionable for emergency vehicle responses

- Shared Roadway

The shared roadway seems to be the least objectionable of the options, but provides the least amount of protection.

CONCLUSION

Because of the extremely high cost of widening the street, it is suggested that the option of designating Grandview Drive as a shared roadway is still the best option.

See attached communications from previous meetings.



TimeMark Incorporated
City of Ashland Public Works/Engineering Department
 Transportation Commission Report

Grandview : -
 Waterline : to
 Alta :

Site: Trans Comm -
 Monday, 3/1/2010, 10:38:43 AM -
 Monday, 3/8/2010, 8:16:14 AM

Volume Grand Totals

Average Hourly Volumes

	west-boun	east-bound	Combined
12:00 AM	1.7	0.4	2.1
1:00 AM	1.1	0.1	1.3
2:00 AM	1.7	0.1	1.9
3:00 AM	1.3	0.4	1.7
4:00 AM	0.0	1.7	1.7
5:00 AM	0.3	1.9	2.1
6:00 AM	2.4	4.9	7.3
7:00 AM	4.4	17.6	22.0
8:00 AM	10.7	19.7	30.4
9:00 AM	15.7	21.7	37.3
10:00 AM	12.3	19.6	31.9
11:00 AM	17.4	21.0	38.4
12:00 PM	18.4	19.3	37.7
1:00 PM	20.3	20.9	41.1
2:00 PM	18.6	18.1	36.7
3:00 PM	20.4	20.1	40.6
4:00 PM	24.9	19.4	44.3
5:00 PM	27.6	19.3	46.9
6:00 PM	20.9	14.6	35.4
7:00 PM	13.9	10.4	24.3
8:00 PM	10.1	5.6	15.7
9:00 PM	11.0	5.1	16.1
10:00 PM	5.9	2.7	8.6
11:00 PM	4.7	2.6	7.3
ADT	265.7	267.2	532.9

Study Grand Totals

west-boun	east-bound	Combined
1844	1849	3693
49.9 %	50.1 %	

TimeMark Incorporated
 City of Ashland Public Works/Engineering Department
 Transportation Commission Report

Site: Trans Comm - 03
 Monday, 3/1/2010, 10:38:43 AM -
 Monday, 3/8/2010, 8:16:14 AM

Grandview : -
 Waterline : to
 Alta :

Speed Grand Totals
 Combined

	0- <15	15- <20	20- <25	25- <30	30- <35	35- <40	40- <45	45- <50	50- <55	55- <60	60- <65	65- <70	70- <200
Total	2.1	0.0	0.0	1.3	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.3	0.0	0.3	0.9	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.9	0.0	0.0	0.7	0.9	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.7	0.1	0.7	0.4	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.7	0.0	0.0	0.6	0.7	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	2.1	0.0	1.1	0.6	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	7.3	0.0	1.1	2.9	1.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	22.0	0.1	4.9	9.7	4.4	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	30.4	0.3	1.6	14.9	7.4	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	37.3	0.3	3.2	15.3	8.2	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	31.9	0.1	2.0	13.6	8.4	0.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	38.4	0.1	1.4	14.4	9.1	1.6	0.0	0.3	0.0	0.0	0.0	0.0	0.0
12:00 PM	37.7	0.0	3.3	15.7	6.9	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	41.1	0.4	3.6	19.1	7.0	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	36.7	0.6	2.1	16.9	7.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	40.6	0.0	2.3	15.4	8.7	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	44.3	0.7	2.1	18.4	10.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	46.9	0.3	3.6	19.9	8.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	35.4	0.3	2.6	16.4	7.4	0.6	0.1	0.1	0.0	0.0	0.0	0.0	0.0
7:00 PM	24.3	0.0	0.9	10.4	5.4	0.6	0.1	0.0	0.0	0.1	0.0	0.0	0.0
8:00 PM	15.7	0.0	0.3	7.7	4.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	16.1	0.1	1.7	7.1	2.7	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	8.6	0.0	0.4	3.3	1.9	0.4	0.0	0.1	0.0	0.0	0.0	0.0	0.0
11:00 PM	7.3	0.1	0.3	3.1	1.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	532.9	3.8	34.7	228.8	112.6	17.5	0.9	0.9	0.0	0.1	0.0	0.0	0.0

Percentile Speeds
 (mph) 10.0% 15.0% 50.0% 85.0% 90.0%
 20.8 22.2 27.1 31.7 32.5

10 mph Pace Speed
 Number in pace 22.7 - 32.7
 2719 (73.6%)
 Average Minimum Maximum
 26.9 mph
 10.7 mph
 57.1 mph

Speeds Exceeded
 15.0 mph 25.0 mph 35.0 mph
 99.3% 67.7% 3.6%
 3667 2500 134

	0- <15	15- <20	20- <25	25- <30	30- <35	35- <40	40- <45	45- <50	50- <55	55- <60	60- <65	65- <70	70- <200
Total	1844	12	100	472	839	60	3	5	0	1	0	0	0
west-bound	1849	0.7%	5.4%	25.6%	45.5%	3.3%	0.2%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%
east-bound	3693	0.8%	7.6%	24.6%	40.4%	3.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Combined		0.7%	6.5%	25.1%	42.9%	3.3%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

TimeMark Incorporated

City of Ashland Public Works/Engineering Department Transportation Commission Report

Site: Trans Comm - 03
Monday, 3/1/2010, 10:38:43 AM -
Monday, 3/8/2010, 8:16:14 AM

Grandview : :
Waterline : to
Alta : :

Speed Grand Totals west-bound

	Hourly Averages												
	0 - <15	15 - <20	20 - <25	25 - <30	30 - <35	35 - <40	40 - <45	45 - <50	50 - <55	55 - <60	60 - <65	65 - <70	70 - <200
Total	1.7	0.0	0.0	1.1	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.0	0.0	0.3	0.7	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.0	0.0	0.0	0.6	0.9	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.1	0.0	0.7	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	0.0	0.4	0.1	0.7	1.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	0.0	0.6	1.4	1.0	0.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	0.3	1.1	2.6	5.1	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	0.2	1.7	3.8	6.5	2.8	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	0.0	0.9	2.7	6.1	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	0.0	0.3	6.0	7.1	3.6	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
12:00 PM	0.0	1.3	4.7	8.3	3.3	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	0.3	1.6	4.4	10.7	3.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	0.3	0.9	3.7	9.7	3.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	0.0	0.6	7.0	7.6	4.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	0.1	0.9	6.6	11.4	4.7	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	0.1	1.0	8.0	12.7	4.6	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	0.1	1.6	3.9	10.4	4.3	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0
7:00 PM	0.0	0.3	4.1	5.7	3.1	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	0.0	0.1	2.4	4.9	2.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	0.0	1.0	2.3	5.6	1.9	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	0.0	0.1	1.7	2.6	1.0	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
11:00 PM	0.1	0.1	1.4	2.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	1.7	14.5	68.0	120.8	50.7	8.7	0.4	0.7	0.0	0.1	0.0	0.0	0.0

Percentile Speeds
(mph) 10.0% 15.0% 50.0% 85.0% 90.0%
21.4 22.5 27.1 31.2 32.3

10 mph Pace Speed
Number in pace 22.1 - 32.1
1410 (76.5%)

Speeds Exceeded
Count 15.0 mph 25.0 mph 35.0 mph
49.6% 34.1% 1.9%
1832 1260 69

	Study Grand Totals												
	0 - <15	15 - <20	20 - <25	25 - <30	30 - <35	35 - <40	40 - <45	45 - <50	50 - <55	55 - <60	60 - <65	65 - <70	70 - <200
Total	1844	100	472	839	352	60	3	5	0	1	0	0	0
west-bound	0.7%	5.4%	25.6%	45.5%	19.1%	3.3%	0.2%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%

TimeMark Incorporated
 City of Ashland Public Works/Engineering Department
 Transportation Commission Report

Site: Trans Comm - 03
 Monday, 3/1/2010, 10:38:43 AM -
 Monday, 3/8/2010, 8:16:14 AM

Grandview
 Wateline
 Alta

Speed Grand Totals
 east-bound

	Hourly Averages												
	0 - <15	15 - <20	20 - <25	25 - <30	30 - <35	35 - <40	40 - <45	45 - <50	50 - <55	55 - <60	60 - <65	65 - <70	70 - <200
Total	0.4	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 AM	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.4	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.7	0.0	0.0	0.6	0.7	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	1.9	0.0	0.0	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	4.9	0.0	0.7	2.1	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	17.6	0.1	3.4	8.7	3.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	19.7	0.0	0.4	3.0	9.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	21.7	0.2	1.5	4.8	5.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	19.6	0.1	1.1	4.1	5.9	0.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	21.0	0.1	1.1	5.4	7.3	1.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
12:00 PM	19.3	0.0	2.0	5.1	7.4	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	20.9	0.1	2.0	8.4	3.9	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	18.1	0.3	1.3	5.4	7.1	3.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	20.1	0.0	1.7	5.3	7.9	4.7	0.6	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	19.4	0.6	1.3	4.6	7.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	19.3	0.1	2.6	5.9	7.1	3.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	14.6	0.1	1.0	4.0	3.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	10.4	0.0	0.6	2.6	4.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	5.6	0.0	0.1	0.9	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	5.1	0.1	0.7	1.7	1.6	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	2.7	0.0	0.3	0.7	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.6	0.0	0.1	0.7	1.1	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0
ADT	267.2	2.0	20.2	108.0	61.9	8.9	0.4	0.1	0.0	0.0	0.0	0.0	0.0

Percentile Speeds
 (mph) 10.0% 20.5 15.0% 21.8 50.0% 27.1 85.0% 31.8 90.0% 32.7

10 mph Pace Speed
 Number in pace 22.8 - 32.8
 1316 (71.2%)

Speeds Exceeded
 Count 15.0 mph 25.0 mph 35.0 mph
 49.7% 33.6% 1.8%
 1835 1240 65

Study Grand Totals
 40 - 45 45 - 50 50 - 55 55 - 60 60 - 65 65 - 70 70 -
 0.2% 0.1% 0.0% 0.0% 0.0% 0.0% 0.0%
 3 1
 61 428
 3.3% 23.1%
 7.6% 24.6% 40.4% 23.1% 3.3% 0.2% 0.1%

TimeMark Incorporated
City of Ashland Public Works/Engineering Department
 Transportation Commission Report

Grandview D : -
 Alta : to
 Scenic :

Site: Trans Comm -
 Thursday, 2/18/2010, 8:58:11 AM -
 Thursday, 2/25/2010, 1:17:17 PM

Volume Grand Totals

Average Hourly Volumes			
	east-bound	west-boun	Combined
12:00 AM	1.9	5.9	7.7
1:00 AM	0.7	3.4	4.1
2:00 AM	0.9	1.6	2.4
3:00 AM	0.4	0.3	0.7
4:00 AM	0.3	0.3	0.6
5:00 AM	2.1	0.1	2.3
6:00 AM	1.6	0.1	1.7
7:00 AM	4.1	1.4	5.6
8:00 AM	15.0	4.4	19.4
9:00 AM	24.2	11.5	35.8
10:00 AM	21.2	15.4	36.6
11:00 AM	20.4	14.6	35.0
12:00 PM	21.1	21.2	42.4
1:00 PM	19.4	18.1	37.5
2:00 PM	20.7	18.7	39.4
3:00 PM	19.7	21.0	40.7
4:00 PM	24.9	25.3	50.1
5:00 PM	16.7	27.3	44.0
6:00 PM	20.4	30.3	50.7
7:00 PM	16.0	21.7	37.7
8:00 PM	10.1	13.3	23.4
9:00 PM	6.1	12.1	18.3
10:00 PM	3.9	9.3	13.1
11:00 PM	2.4	6.0	8.4
ADT	274.4	283.4	557.8

Study Grand Totals		
east-bound	west-boun	Combined
2042	2069	4111
49.7 %	50.3 %	

TimeMark Incorporated
 City of Ashland Public Works/Engineering Department
 Transportation Commission Report

Site: Trans Comm - 02
 Thursday, 2/18/2010, 8:58:11 AM -
 Thursday, 2/25/2010, 1:17:17 PM

Grandview Dr : -
 Alta : to
 Scenic : :

Speed Grand Totals
 Combined

	0 -	15 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -
	< 15	< 20	< 25	< 30	< 35	< 40	< 45	< 50	< 55	< 60	< 65	< 70	< 200
Total	7.7	0.4	2.7	2.7	1.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 AM	0.3	0.6	1.0	1.9	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	4.1	0.0	0.9	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	2.4	0.1	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.7	0.0	0.1	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.6	0.1	0.1	0.4	0.6	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	2.3	0.1	0.3	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	1.7	0.0	0.6	0.9	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	5.6	0.0	1.6	2.1	1.3	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	19.4	0.0	4.0	6.4	6.0	1.0	0.4	0.1	0.0	0.0	0.0	0.0	0.0
9:00 AM	35.8	0.1	7.2	15.1	8.8	1.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	36.6	0.2	10.1	14.9	7.9	1.5	0.0	0.2	0.0	0.0	0.0	0.0	0.0
11:00 AM	35.0	0.1	8.2	14.4	8.2	2.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	42.4	1.4	11.1	15.8	8.0	2.4	0.4	0.1	0.0	0.0	0.0	0.0	0.0
1:00 PM	37.5	0.4	10.1	14.8	6.5	2.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	39.4	0.4	11.4	15.4	7.3	1.6	0.4	0.1	0.0	0.0	0.0	0.0	0.0
3:00 PM	40.7	0.3	13.1	16.3	6.4	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	50.1	0.6	15.9	18.3	8.7	2.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	44.0	0.8	14.3	14.7	7.7	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	50.7	0.1	3.3	21.0	8.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	37.7	0.1	3.0	14.1	6.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	23.4	0.1	1.6	9.3	4.1	1.9	0.0	0.1	0.0	0.0	0.0	0.0	0.0
9:00 PM	18.3	0.1	0.6	6.0	2.0	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	13.1	0.1	1.0	4.3	2.9	0.4	0.1	0.1	0.0	0.0	0.0	0.0	0.0
11:00 PM	8.4	0.0	0.8	4.0	1.9	0.4	0.1	0.1	0.0	0.0	0.0	0.0	0.0
ADT	557.8	5.7	41.2	213.7	106.1	23.6	2.7	1.4	0.1	0.0	0.0	0.0	0.0

Percentile Speeds (mph)
 10.0% 20.5
 15.0% 21.7
 50.0% 26.3
 85.0% 31.6
 90.0% 32.9

10 mph Pace Speed
 Number in pace
 21.6 - 31.6
 2920 (71.0 %)

Speeds Exceeded
 Count
 15.0 mph 4069
 25.0 mph 2573
 35.0 mph 208
 5.1 %

Average Minimum Maximum
 26.6 mph
 7.7 mph
 50.6 mph

Study Grand Totals
 40 - 45 18
 45 - 50 4
 50 - 55 1
 55 - 60 0
 60 - 65 0
 65 - 70 0
 70 - 200 0

TimeMark Incorporated
 City of Ashland Public Works/Engineering Department
 Transportation Commission Report

Site: Trans Comm - 02
 Thursday, 2/18/2010, 8:58:11 AM -
 Thursday, 2/25/2010, 1:17:17 PM

Grandview Dr : -
 Alta : to
 Scenic :

Speed Grand Totals
 east-bound

	Hourly Averages												
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1.9	0.1	0.4	0.6	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 AM	0.0	0.1	0.4	0.6	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.0	0.1	0.0	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.0	0.0	0.1	0.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.3	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	2.1	0.1	0.1	0.4	0.6	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	1.6	0.0	0.4	0.9	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	4.1	0.0	1.0	2.0	0.9	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	15.0	0.0	2.5	5.1	5.2	1.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	24.2	0.0	1.1	2.9	10.8	7.6	1.6	0.2	0.0	0.0	0.0	0.0	0.0
10:00 AM	21.2	0.0	0.9	4.5	8.6	6.1	0.9	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	20.4	0.0	1.0	3.1	8.9	5.6	1.6	0.1	0.0	0.0	0.0	0.0	0.0
12:00 PM	21.1	0.1	1.5	4.0	7.1	5.9	2.1	0.2	0.1	0.0	0.0	0.0	0.0
1:00 PM	19.4	0.2	1.0	4.6	7.1	4.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	20.7	0.1	1.1	5.0	7.3	5.1	1.4	0.4	0.0	0.1	0.0	0.0	0.0
3:00 PM	19.7	0.1	1.9	5.1	7.7	4.6	0.1	0.1	0.0	0.0	0.0	0.0	0.0
4:00 PM	24.9	0.1	2.6	6.4	8.7	4.9	1.6	0.6	0.0	0.0	0.0	0.0	0.0
5:00 PM	16.7	0.1	2.3	5.1	4.4	4.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	20.4	0.0	1.1	5.9	8.6	3.6	1.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	16.0	0.0	0.9	3.9	5.7	4.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	10.1	0.0	0.1	2.0	3.9	2.6	1.6	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	6.1	0.0	0.3	2.4	1.4	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	3.9	0.0	0.1	0.6	1.3	1.6	0.1	0.1	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.4	0.0	0.1	0.3	0.7	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
ADT	274.4	1.1	17.1	60.8	102.3	70.9	19.1	2.4	0.5	0.1	0.0	0.0	0.0

Percentile Speeds
 (mph) 10.0% 15.0% 22.5 50.0% 27.6 85.0% 33.0 90.0% 34.4

10 mph Pace Speed
 Number in pace 23.0 - 33.0
 1389 (68.0 %)

Speeds Exceeded
 15.0 mph 25.0 mph 35.0 mph
 49.5 % 35.5 % 4.0 %
 Count 2034 1461 166

Study Grand Totals
 40 - 45 45 - 50 50 - 55 55 - 60 60 - 65 65 - 70 70 - 200
 0.9% 0.2% 0.0% 0.0% 0.0% 0.0% 0.0%

TimeMark Incorporated
 City of Ashland Public Works/Engineering Department
 Transportation Commission Report

Site: Trans Comm - 02
 Thursday, 2/18/2010, 8:58:11 AM -
 Thursday, 2/25/2010, 1:17:17 PM

Grandview Dr : - to
 Allia : :
 Scenic : :

Speed Grand Totals
 west-bound

	Hourly Averages											ADT	
	0 - <15	15 - <20	20 - <25	25 - <30	30 - <35	35 - <40	40 - <45	45 - <50	50 - <55	55 - <60	60 - <65		65 - <70
Total	5.9	0.3	2.3	2.1	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 AM	3.4	0.4	1.0	1.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.6	0.1	0.7	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.3	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.3	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	1.4	0.0	0.6	0.1	0.4	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
8:00 AM	1.4	0.0	1.2	0.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	11.5	0.1	4.4	4.4	1.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	15.4	0.2	5.6	6.2	1.8	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	14.6	0.1	0.9	5.1	2.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	21.2	1.2	1.8	7.1	2.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	18.1	0.1	5.5	7.6	2.5	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	18.7	0.3	1.4	8.1	2.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	21.0	0.1	2.1	8.0	1.9	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	25.3	0.4	1.6	9.6	3.9	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	27.3	0.7	3.4	9.1	10.3	3.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	30.3	0.1	2.1	10.7	4.4	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
7:00 PM	21.7	0.1	1.4	8.9	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	13.3	0.1	1.4	5.4	1.6	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
9:00 PM	12.1	0.1	0.3	6.3	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	6.0	0.1	0.9	3.0	1.3	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
11:00 PM	6.0	0.0	0.4	1.6	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	283.4	4.6	24.1	102.5	35.2	4.6	0.2	0.8	0.0	0.0	0.0	0.0	0.0

Percentile Speeds
 (mph) 10.0% 20.0 15.0% 21.1 50.0% 25.4 85.0% 29.8 90.0% 30.9

10 mph Pace Speed
 Number in pace 1583 (76.5%)
 Average Minimum Maximum
 25.4 mph
 7.7 mph
 49.5 mph

Speeds Exceeded
 Count 15.0 mph 25.0 mph 35.0 mph
 49.5% 27.0% 1.0%
 2035 1112 42

Study Grand Totals

	0 - <15	15 - <20	20 - <25	25 - <30	30 - <35	35 - <40	40 - <45	45 - <50	50 - <55	55 - <60	60 - <65	65 - <70	70 - <200
Total	34	176	747	813	257	34	2	6	0	0	0	0	0
west-bound	1.6%	8.5%	36.1%	39.3%	12.4%	1.6%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%

Memo

CITY OF
ASHLAND

Date: January 27, 2010
From: James Olson
To: Transportation Commission Subcommittee
Re: PETITION TO CONSTRUCT SIDEWALKS ON GRANDVIEW DRIVE

QUESTION

Will the sub-committee review the attached petition calling for the construction of a pedestrian way on Grandview and make a recommendation to the Transportation Commission?

STAFF RECOMMENDATION

To provide the action requested on the attached petition would require a major construction effort which would most likely involve the formation of a Local Improvement District (LID) to fund the construction. Staff recommends that this issue be submitted to the full commission and that all petitioners and owners be notified by mail of the meeting.

BACKGROUND

Previous Actions

In November 2009, the subcommittee considered a similar request and elected to designate Grandview Drive as a shared roadway to provide a safer area for pedestrians.

Some area owners feel that this is not adequate and that sidewalks or paths must be constructed to provide the necessary protection. The information from the November meeting is attached.

Physical Constraints

The right of way of Grandview Drive is not of uniform width and is very narrow; in some places only 23 to 30 feet wide. Any additional widening would require extensive right of way acquisitions. Since Grandview Drive traverses a very steep hillside and widening would require major retaining wall construction which would constitute a large portion of the construction budget. It would also be necessary to construct drainage improvements along the entire street. The existing street surface is a temporary chip seal which would not withstand the construction traffic and would need to be replaced with a standard pavement further increasing the cost. A rough estimate of the cost of adding sidewalks on one side of the street is shown on the attached sheet.

Other Options

- One-Way Designation

Designating Grandview Drive as a one-way traffic pattern would allow a single lane of traffic to be narrowed enough to provide for a pedestrian way to be delineated on one side of the street.



Unfortunately a one-way pattern would not be convenient to most owners since the alternative routes are not closely adjacent. The one-way street may also increase traffic speeds and would be objectionable for emergency vehicle responses

- Shared Roadway

The shared roadway seems to be the least objectionable of the options, but provides the least amount of protection.

CONCLUSION

Due to the number of the petition signatures and the widespread interest this issue might best be presented to the full commission where a large audience can be accommodated.



**GRANDVIEW DRIVE SIDEWALK CONSTRUCTION
PRELIMINARY ESTIMATE
January 26, 2010**

Item No.	Item Description	Quantity	Unit Cost	Amount
1	Mobilization	Lump Sum	\$ 45,000.00	\$ 45,000.00
2	Clearing	Lump Sum	\$ 25,000.00	\$ 25,000.00
3	Excavation	1200 CY	\$ 25.00	\$ 30,000.00
6	Construct concrete curb (one side)	2200 LF	\$ 12.00	\$ 26,400.00
7	Construct 12" storm drain	1700 SF	\$ 45.00	\$ 76,500.00
8	Construct curb inlets	8 EA	\$ 1,000.00	\$ 8,000.00
9	Aggregate Base	2000 CY	\$ 65.00	\$ 130,000.00
10	A.C. Pavement	1200 Tons	\$ 125.00	\$ 150,000.00
11	Concrete Sidewalk	11000 SF	\$ 7.00	\$ 77,000.00
12	Retaining walls	12000 SF	\$ 30.00	\$ 360,000.00
13	Utility adjustments	Lump Sum	\$ 10,000.00	\$ 10,000.00
15	Traffic control	Lump Sum	\$ 20,000.00	\$ 20,000.00
16	Erosion control	Lump Sum	\$ 5,000.00	\$ 5,000.00
TOTAL				\$ 962,900.00
10% Contingency				\$ 96,290.00
Engineering				\$ 175,000.00
ROW Acquisition				\$ 75,000.00
PROJECT TOTAL				\$ 1,309,190.00

January 13, 2010

Attn: Mike Faught
City of Ashland Director of Public Works
Fax 541-488-6006
Fax 3 pages total

Re: Grandview Drive pedestrian safety

From Mona McArdle
352 Grandview Drive
Ashland, OR 97520
Home 541 -- 488 -- 5208
Cell 541-531-9321

Petition Of Interest Regarding Pedestrian Safety On Grandview Drive.

We the undersigned are residents of the neighborhood above Grandview Drive are concerned about pedestrian safety on Grandview Dr. between Sunnyview, and Scenic. Of the three streets that provide access to this neighborhood (Strawberry, Grandview, and Wimer), Grandview is the most heavily used by pedestrians because it is less steep, and it is a more direct route up and down the hill. Increased neighborhood development and traffic, and increased pedestrian use by residents within and outside of the neighborhood, is creating a pedestrian safety problem on Grandview. We would like to see if sidewalks or a pedestrian safe shoulder could be added.

This form was circulated by Mona McArdle 352 Grandview Drive, 488-5208, and Jennifer Croyle, 225 Sunnyview Dr. 488-2422

Name (Print)	Address	Phone	Signature
MONA McArdle	352 Grandview Dr	488-5208	<i>Mona McArdle</i>
Dan Fellman	352 Grandview Dr	488-5208	<i>Dan Fellman</i>
Phillip Newman	270 Sunnyview st	488-7795	<i>Phillip H. Newman</i>
Jay DeL Carlo	400 Sunshine Circle	488-4910	<i>Jay DeL Carlo</i>
Dave EVANS	430 SANSHINE CIRCLE	482-5748	<i>D. A. Evans</i>
Karen Evans	430 Sunshine Circle	482-5748	<i>Karen</i>
Steve Daneman	250 Sunnyview St	488-2232	<i>Steve</i>
Travis Cook	230 Sunnyview st	941-1954	<i>Travis</i>
Petar Croyle	225 Sunnyview Dr	488-2422	<i>Jennifer Croyle</i>
Jennifer Croyle	225 Sunnyview	488-2422	<i>Jennifer Croyle</i>
Nicola D. Stroob	300 Skycrest Drive	488-3583	<i>Nicola D. Stroob</i>
Richard Anderson	315 Skycrest Dr	552-9104	<i>Richard Anderson</i>

Thank You

Jennifer Croyle

From: jen [mailto:jen@petesgourmet.com]
Sent: Sunday, July 12, 2009 5:39 PM
To: 'olsonj@ashland.or.us'
Subject: Grandview Safety

Dear Mr. Olson,

My name is Jennifer Croyle. My address is: 225 Sunnyview, Ashland.

I stopped by the City Works building the other day to discuss my serious safety concerns regarding Grandview Drive and was asked to e-mail you with those concerns.

As you know, Ashland is very much a walking community. My family and neighbors and I imagine many of the residents in our area, have major safety concerns while walking on Grandview either on our way to or back from anywhere in Ashland.

I would like to take this opportunity to list all of my safety concerns and some suggestions I have to minimize those concerns.

*Grandview Dr. is a very narrow road with no side walks.

*It is very curvy, with blind curves.

*There is a steep hill up on one side of the street and a steep drop on the other, making it almost impossible to get out of the way of an on-coming car.

*It is not uncommon for cars to be going approx 40-45 MPH up and down Grandview.

This road is the only way down when traveling north. It is used by people of all ages; older people, families and young teens, especially in the summer time. I frequently see 10 to 15 year olds walking to the (i.e.) reservoir via Grandview.

First off, I would like to propose that 2 to 3 low profile (to not impede bicyclists) speed bumps be placed throughout Grandview Drive. This would have the most dramatic safety affect for the pedestrians using Grandview Drive. The other suggestions I have are to place signs, not necessarily in order of importance, along Grandview: Posted speed signs (there are none)

Watch for Pedestrians

Watch for Children/Children at Play

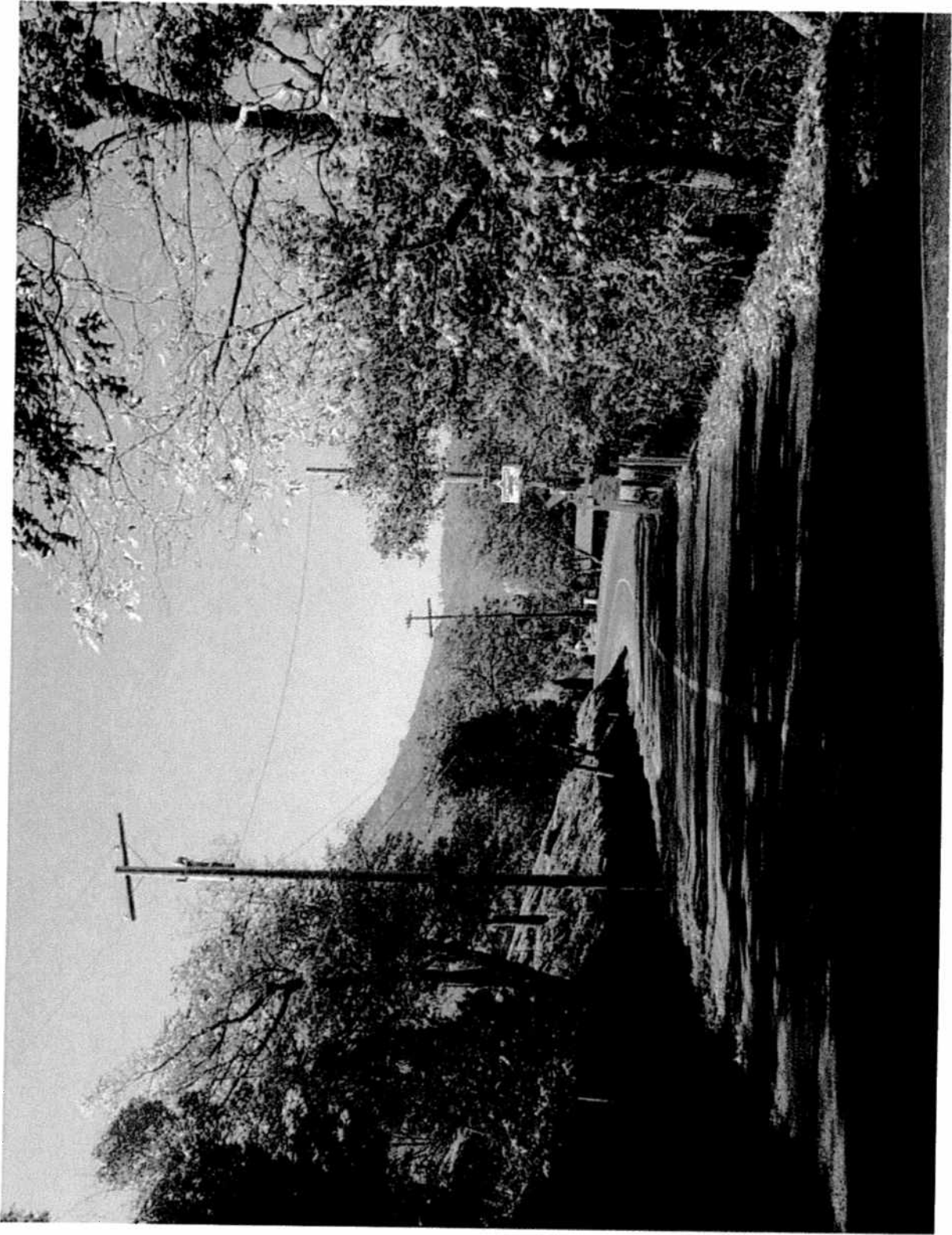
Due to the fact that the street design does not give a pedestrian any way of getting out of harms way, I feel it is important to act before there is a life threatening incident.

Thank you very much for your time and I look forward to hearing from you.

Sincerely,

Jennifer Croyle
541 488 2422 home
541 326 2822 cell

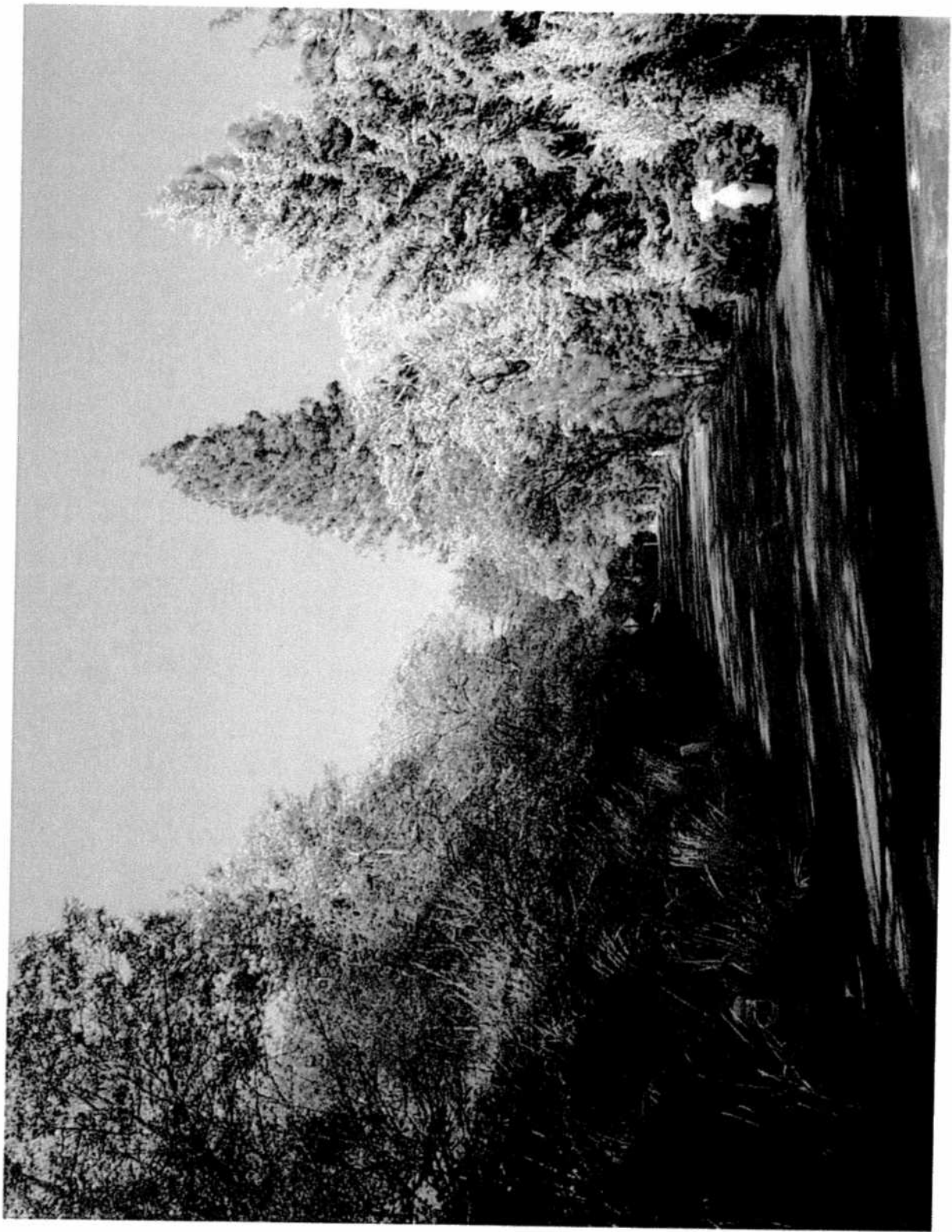
No virus found in this outgoing message.
Checked by AVG - www.avg.com
Version: 8.5.409 / Virus Database: 270.13.101/2376 - Release Date: 09/21/09
05:51:00

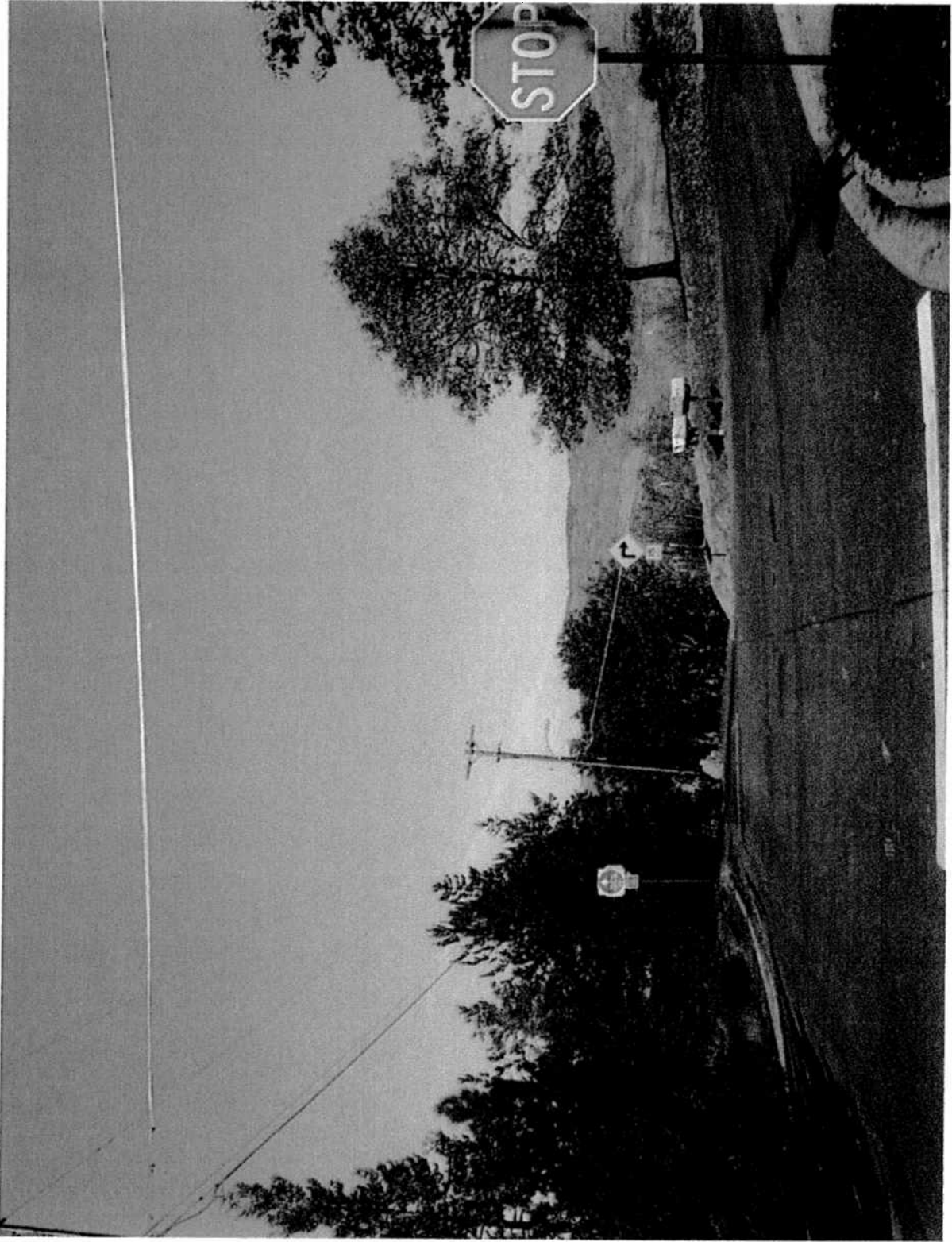


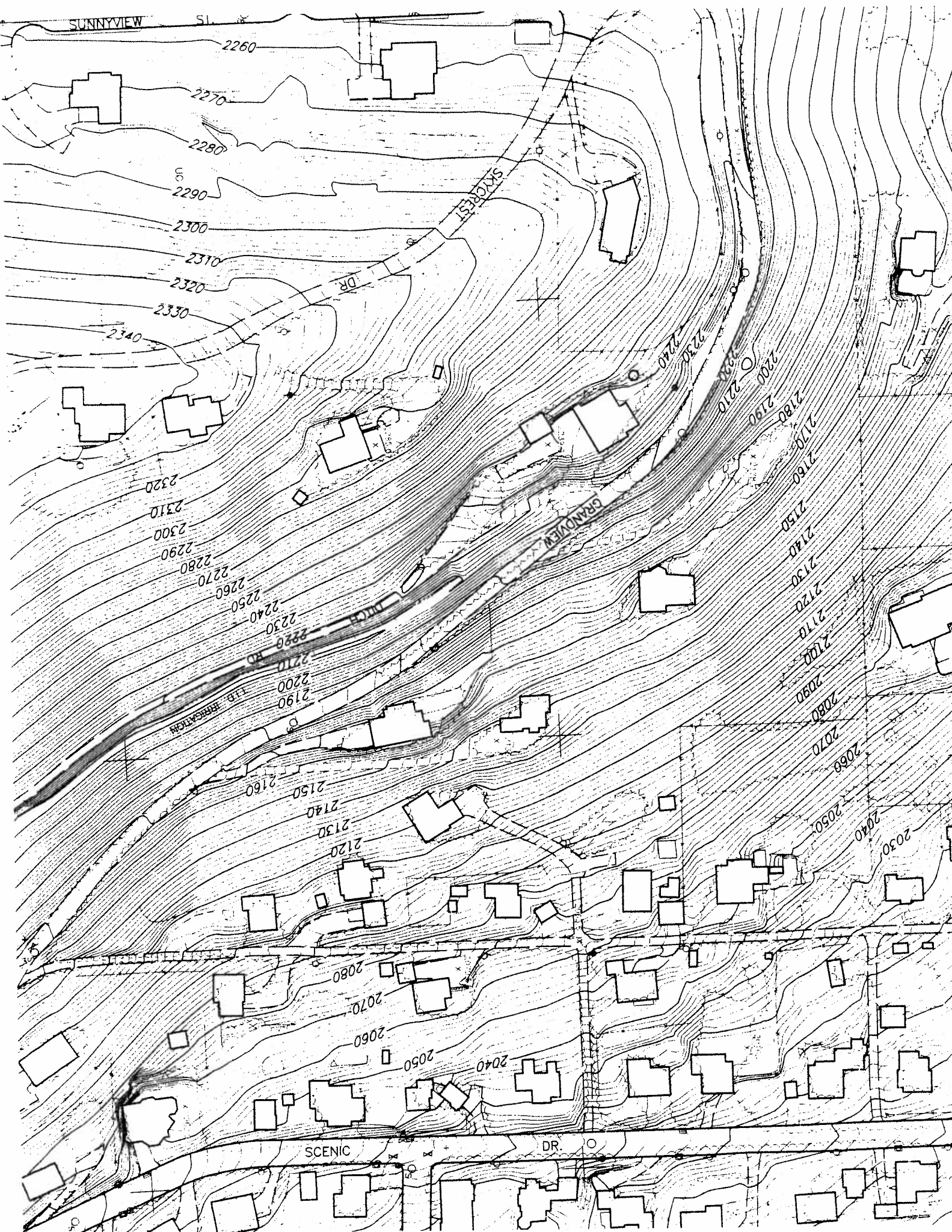












CITY OF ASHLAND

March 10, 2010

RE: REQUEST FOR PEDESTRIAN IMPROVEMENTS

Dear Grandview Drive Neighbor:

In January of this year, the Public Works Department received a petition signed by 19 of your neighbors. The petition voiced concern about pedestrian safety on Grandview between Sunnyview and Scenic. On Thursday, March 18, 2010 the Ashland Transportation Commission will consider this request. If this issue is of interest to you and you would like to share your opinion or concerns, please feel free to attend the meeting beginning at 6:00 PM at the City Council Chambers located at 1175 East Main Street.

If you wish additional information, please call our office at 541 488-5347.

Sincerely,



James H. Olson
Transportation Commission Staff Liaison

cc: Transportation Commission

Engineering
20 E. Main Street
Ashland, Oregon 97520
www.ashland.or.us

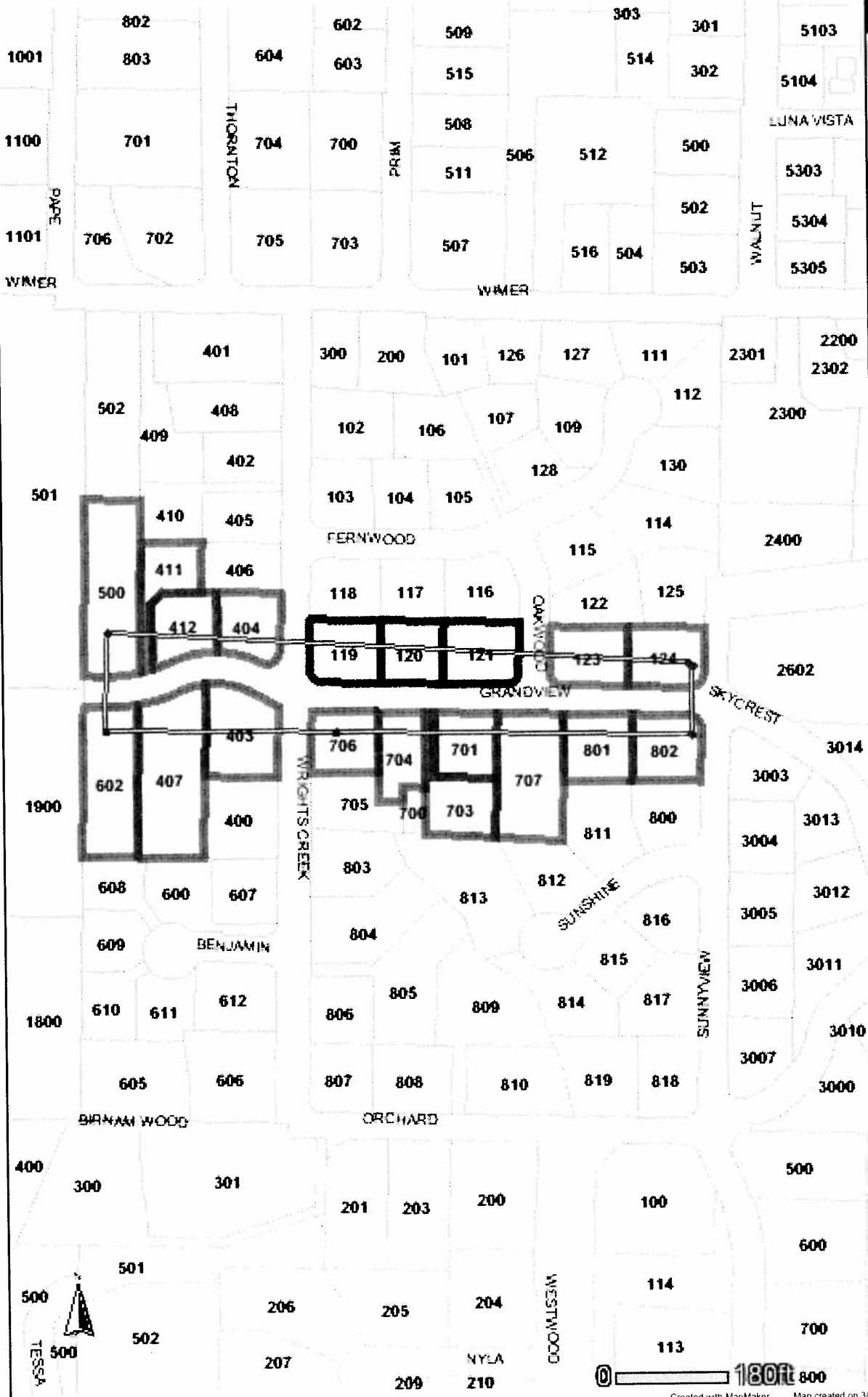
Tel: 541/488-5347
Fax: 541-/488-6006
TTY: 800/735-2900



Map Maker Application

Front Counter Legend

- Selected Features
- Tax Lot Outlines
- Tax Lot Numbers



JACKSON COUNTY
Oregon

This map is based on a digital database compiled by Jackson County From a variety of sources. Jackson County cannot accept responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied.

ANDERSON GERALDINE
435 GRANDVIEW DR
ASHLAND OR 97520

OWEN JOHN F TRUSTEE
500 GRANDVIEW
ASHLAND OR 97520

BALDWIN P THOMAS TRUSTEE ET AL
391 GRANDVIEW DR
ASHLAND OR 97520

PRESICCI ELIZABETH
550 GRANDVIEW DR
ASHLAND OR 97520

BARNARD JOHN/KATHLEEN
525 GRANDVIEW DR
ASHLAND OR 97520

RICHARDS JOHN B/MEL-WEN
590 GRANDVIEW DR
ASHLAND OR 97520

BUSER KURT TRUSTEE ET AL
509 GRANDVIEW DR
ASHLAND OR 97520

ROBBINS EUGENE
635 WRIGHTS CREEK DR
ASHLAND OR 97520

CARR JENIFER L
388 GRANDVIEW DR
ASHLAND OR 97520

ROBBINS EUGENE K/BRODERSEN BONNIE
635 WRIGHTS CREEK RD
ASHLAND OR 97520

CATALDO PAUL F
535 GRANDVIEW DR
ASHLAND OR 97520

ROBBINS EUGENE/BONNIE L B
635 WRIGHTS CREEK DR
ASHLAND OR 97520

CROSS W J/PAULA P GREIST
715 GRANDVIEW DR
ASHLAND OR 97520

ROSTYKUS PAUL/JANICE TACCON
436 GRANDVIEW DR
ASHLAND OR 97520

FINKLEA EDWARD A
2362 BERING DR J
HOUSTON TX 77057

SENDAR PAULA BETH
804 ACORN CIR
ASHLAND OR 97520

GOLDMAN LOUIS ET AL
705 GRANDVIEW DR
ASHLAND OR 97520

TIEFER HILLARY A
565 WRIGHTS CREEK DR
ASHLAND OR 97520

MC DONALD WILLIAM J JR ET AL
8621 OAK BRANCH AVE
BAKERSFIELD CA 93311

RON BOLSTAD
481 THORNTON WAY
ASHLAND OR 97520

MOLLY MCKISSID
509 GRANDVIEW DR
ASHLAND OR 97520

PHILIP NEWMAN
270 SUNNYVIEW ST
ASHLAND OR 97520

STEVE DANEMAN
250 SUNNYVIEW ST
ASHLAND OR 97520

NICOLA STROO
300 SKYCREST DR
ASHLAND OR 97520

ERICA BARTON/GERALDINE
435 GRANDVIEW DR
ASHLAND OR 97520

JOHN OWEN
500 GRANDVIEW DR
ASHLAND OR 97520

JAYE DELCARLO
400 SUNSHINE CR
ASHLAND OR 97520

TRAVIS COOLEY
236 SUNNYVIEW ST
ASHLAND OR 97520

RICHARD ANDERSON
315 SKYCREST DR
ASHLAND OR 97520

JANICE TACCOUI &
PAUL ROSTYKUS
436 GRANDVIEW DR
ASHLAND OR 97520

MONA MCARDLE &
DAN FELLMAN
352 GRANDVIEW DR
ASHLAND OR 97520

DAVE & KAREN EVANS
430 SUNSHINE CR
ASHLAND OR 97520

PETER & JENNIFER CROYLE
225 SUNNYVIEW ST
ASHLAND OR 97520

Memo

CITY OF
ASHLAND

Date: March 11, 2010
From: Karl J. Johnson
To: Transportation Commission
Re: **SISKIYOU BOULEVARD FLASHING BEACONS UPDATE**

BACKGROUND

In 2008 the City of Ashland installed flashing beacons at three intersections along Siskiyou Boulevard - Palm Avenue, Avery Street and Bridge Street. During the winter of 2008-09 three of the beacons began to show operational issues and eventually ceased to function. It was thought that extensive fog for multiple weeks in a row, had contributed to the failure. To repair the systems, the City replaced the Energy Management Systems (EMS) in the three beacons in the hopes that the winter of 2009-10 would not lead to the same issues. Unfortunately, this was not the case.

UPDATE

The City of Ashland has ordered new EMS boards and will replace the non-functioning ones within the week. In the hopes of avoiding the same failure in the future, the City is also going to install a backup power system. The beacons will be connected to the existing street lights which will allow the batteries to charge during the nighttime hours when those lights are on. The solar panels should still charge the beacon batteries in spring, summer and autumn, but during the winter months the backup system should eliminate future failures.



Valley & State

MAJOR MALFUNCTION

Crossing lights go dark

Batteries in three flashing beacons lose their charge during winter months due to a lack of solar power

By Myles Murphy
Ashland Daily Tidings
March 05, 2010 2:00 AM

The city of Ashland is working to bring the crossing lights on Siskiyou Boulevard in front of Southern Oregon University back to life after the failure of three electronic "brains" darkened the flashing devices.

"We've been having some problems," said Jim Olson, engineering services manager. "Especially at Bridge Street, which is unfortunate because that's one of the busiest crossings."

The lights were installed in August 2009 through a joint effort by the city and SOU to make the crossings safer.

In February 2008, 22-year-old SOU student Gladys Jimenez was struck by a car as she walked across the busy Garfield Street intersection crosswalk, just as night was falling. She died from her injuries a week later.

Angered by the incident, students and officials at SOU called on the city to fix the intersection, which was then a long diagonal crosswalk with minimal lighting.

At the time, the city's Traffic Safety Commission, now called the Transportation Commission, considered installing traffic lights — the safest crossing option — but ruled them out as too costly and not in keeping with Ashland's small-town character.

SOU split the cost of the flashing beacons with the city and the city covered the rest of the improvements.

Ashland officials estimated that the entire project cost between \$50,000 and \$60,000, including the cost of labor from city employees.

The cost of fixing the lights is unknown because the city is hoping the manufacturer, Canada-based Carmanah Technologies Corp., will provide the parts needed at no cost.

The problem with the flashing lights stems from their reliance on solar power.

In the summer when days are long and sunlight is plentiful, the batteries in the devices are generally charged up well enough so that the lights can flash and the units can communicate with each other by radio waves.

But even in the summer, there was some trouble keeping the batteries charged, Olson said.

"It's been ongoing since a few months after they were installed," he said. "We had some problems initially and had some components replaced. They worked fine for a while but then it started again. Especially in the wintertime, it's problematic."

When the batteries run down, the energy management systems in each light system continue to try to transmit to each other until the units burn out.

To solve the problem, the city is looking at larger solar panels and connecting the units into the city's power supply for low sunlight times.

"We need new EMS units and we're going to work on tying the three that had problems to our power," said Assistant Engineer Karl Johnson. "We'll hook them up so that in winter they'll charge when the streetlights go on at night."

City officials don't have an estimate on when drivers should expect to see the flashing lights up and running again.

"It's slow, but we are still working on it," Johnson said.

In the meantime, SOU campus safety officials have placed signs at the intersection advising pedestrians of the malfunction and reminding them to take care when crossing the busy boulevard.

Reach reporter and editor Myles Murphy at 482-3456 ext. 222 or mmurphy@dailytidings.com.

PHILIP C LANG, ACSW, LCSW



ORE. LCSW1141 • CAL. LCSW-5500

RECEIVED

MAR 09 2010

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March 9, 2010

To: John Stromberg, Mayor
City Council

Re.: Recent decision to tow and boot cars

Dear John:

We can discuss (I hope) the increasing alienation in this City and its causes at some later time. It is palpable, and it is getting noticeably worse, due in large (but not total) part to actions like towing and booting cars

In what follows I will focus only on the problem - AND WHAT WAS - AND IS, THE OBVIOUS AND COMMUNITY FRIENDLY (as well as decent and "enlightened" course to pursue).

I was cheered by your concern about this, but disappointed that its inspiration came not from a concern for the real and working people affected - but the businesses. I am sure you got many calls from the "right" people in town - namely, certain businesses, the Chamber, and OSF.

Nevertheless - your conclusion is correct, but your concern for outcomes is limited by not seeing "the big picture". No one is seeing "outside the box" - or should I say "outside the boot"!

First off - the less important issue of (unintended) consequences. Cate Jackson's attributed comments (ADT 3/5/10) that only "the most egregious violators face the risk of having their vehicles towed and booted". This is a real howler!! "Mistakes" will inevitably be made as they always are, especially when you have outside/contracted and probably underpaid uncaring, hostile people enforcing parking. But let's assume that this is not the case. Let's look at what seems to be the most important element to you and the economic "elites": the tourist. Tourists often come to town for a series of plays - a series of days. They drive into, park, and drive around/out of town multiple times during their stay. Therefore, it is possible that in the course of just one, slightly extended visit, they could accrue 5 or more tickets and thus join the ranks of the "egregious violators". Next time or visit, they get towed, booted, etc! This is not unlikely given: (1) the "rush" of events and time tourists experience, (2) distractions that keep them from obeying parking limits to the letter, (3) an increasingly older age group which in the welter and confusion of events can forget about parking rules and limits. So they get a bunch of tickets - which probably get buried in the stack of tourist literature and/or receipts

from the trip. Do you expect people to stop in the middle of their vacation activities, write out a check and mail it in for their fine?! So they get a demand letter some months later. No attention/response. On their next trip - voila - they are towed/booted!

The preceding scenario is not only possible, but with the large number of tourists coming in cars - very, very likely - and many times!

So even on the most selfish of grounds - this is a rotten idea! (Mo visiting professor friend from Calgary, who comes annually to lecture on Shakespeare at OSF said: "Even in Calgary (population 1 million plus) they don't boot cars!. They do boot them in London, though"!)

Frankly, I care far more about the real, working people who will be affected.

The major employment in Ashland is underpaid (minimum and lower than living wage jobs) as store clerks, busboys, waiters, janitors, motel maids, etc. Now, because there is no affordable/worker housing they are forced to purchase tin boxes to get to work. Because there is no affordable housing they cannot walk or bike to work (the arcadian illusory dream of Ashland). There is no public transportation for many of the shifts/hours they work either. So they park - and get multiple tickets, and ultimately comprise the majority of citizens who really suffer the burden of this oppressive and ill-conceived legislation.

THE ANSWER

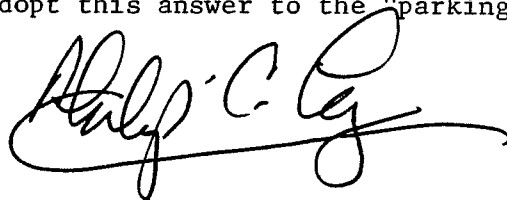
Obvious, simple, and decent, as follows:

Our concrete monolith, affectionately known as "Pelican Bay" - commonly called the parking garage, is, as far as I can tell, underused, even during tourist season. Allocate space - a ½ or entire floor perhaps (it can be the most undesirable one) for worker parking. Workers get a mirror hanger and a card. The card gets them access to the parking lot - the mirror hanger identifies them to avoid tickets for unpaid parking. Upon termination they are required to turn in the mirror hanger and the card.

Not only is this decent - it makes for good business (cuts down employee lateness and grumpiness - builds goodwill, etc.)

I strongly suggest you consider and adopt this answer to the "parking problem".

PHILIP C. LANG, LCSW, ACSW, Ph.D.



cc: Transportation Committee
Ashland Chamber of Commerce
Ashland Daily Tidings

City of Ashland
TRANSPORTATION COMMISSION
SUBCOMMITTEE MEETING
Thursday, March 4, 2010
Siskiyou Room, 51 Winburn Way

Summary Minutes

- I. CALL TO ORDER: 9:06 AM
Members: Tom Burnham, Julia Sommer, Colin Swales (Chair)
Staff: Jim Olson, Nancy Slocum
Attendees: David Chapman, Brent Thompson
- II. APPROVAL OF MINUTES: Minutes of February 4, 2010 were approved as submitted.
- III. PUBLIC FORUM: No one spoke.
- IV. ACTION ITEMS
- A. Response to Brent Thompson's Requests
1. Status of Oak Street crosswalk at A Street - This action was approved by the Traffic Safety Commission (TSC) and has been on hold until the ADA work could be completed as part of the Miscellaneous Concrete Project which will be constructed this month. After the curb is made ADA compliant, the crosswalk will be installed.
 2. Parking length credit for on-street parking - Olson spoke with Brandon Goldman and will follow up with an official memo. Swales asked to be copied on the memo.
 3. Recommendation to acquire additional rail crossings - Staff reported that the consultant hired to draft the Transportation System Plan (TSP) will look at both official and unofficial railroad crossings including above and below grade crossing possibilities. Burnham thought it prudent to wait until there is a decision about whether the railroad line will ever reopen.
- B. Install Diagonal Parking on 'B' Street (Brent Thompson)
Thompson tabled this item to allow input from Ashland Food Coop. He thought the Coop did not have adequate parking, but conceded that diagonal parking may not be the only solution. He suggested a median strip at some intersections with compact parking along both sides of median.

In his staff report, Olson reviewed the September, 2005 TSC meeting minutes where neighbors spoke overwhelmingly against diagonal parking. Olson also noted insufficient street width to accommodate backing vehicles.

Burnham suggested marking the on-street parking spaces on First Street, Lithia Way and B Street. Swales disagreed and thought more cars could be accommodated without marking. Olson noted that marking put additional strain on paint crews. Chapman said it would be an easy study to determine who was accurate. He also noted that cyclists used B Street because it was so wide with good visibility. Sommers said B Street also attracted more vehicles for the same reason. She suggested instead installing wider sidewalks, bike lanes and a planted

median in widest four blocks. She thought the neighborhood could be involved in a beautification project. Olson reported that a \$300,000 improvement project for B Street (storm drains, water line, curb and gutter) was on the Capital Improvement Project list, but was currently on hold for lack of funding. The installation of medians would require a full street rebuild with an irrigation system. He said the first step is to talk to the Historic Commission. Subcommittee agreed. Chapman said a CMAQ grant might be possible.

Thompson withdrew his request for diagonal parking as he was satisfied with the discussion.

Swales moved to have staff request the Historic Commission discuss possible aesthetic changes to B Street including a median for traffic safety and pedestrian amenities. Staff will write a memo to the Historic Commission and Swales and Thompson volunteered to attend the meeting. Burnham seconded the motion and it passed unanimously.

C. Establishment of a Crosswalk on Ashland Street @ YMCA Way (Brent Thompson)

Because this is ODOT's jurisdiction, Olson spoke with Dan Dorrell who agreed to conduct a pedestrian and traffic analysis. Sommer said the counts would be inaccurate as the intersection is dangerous as it stands. Staff noted that both Lisa Molnar, Executive Director for the YMCA, and Pam Marsh, Planning Commissioner, submitted letters in support of a crosswalk. Olson said a crosswalk was unlikely because of the site distance from the west, the current speed of traffic, proximity to an existing signalized crosswalk (Tolman Creek) and the lack of pedestrian island refuges. One option would be to take jurisdiction of this section of Highway 66; however, the Public Works Director was against the potential liability and assuming maintenance costs. Thompson suggested at least a landscaped median. Sommer wondered if a jurisdictional change could be explored during the TSP update. Swales noted the needed balance between accepting financial liability and having no say in the design. He thought the speed of this section should be reduced.

Sommer moved to officially request ODOT do a warrant study for a crosswalk at the intersection of YMCA Way and Highway 66. Swales seconded the motion and it passed unanimously.

D. Request for Stop or Yield Sign on Terrace Street at Holly Street

Robert Bestor, resident of Ridge Road, reported a near accident at the Holly / Terrace intersection and thought that a stop or yield sign should be placed at that intersection to define the proper right of way assignment. A turn movement study confirmed that Terrace Street carried the majority traffic flow at the intersection. The through, or north-south traffic movement constituted 86% of the traffic while Holly Street carried the remaining 14%. The total traffic volume on Terrace Street was approximately twice that of Holly Street with counts showing 500 VPD on Terrace and 220 VPD on Holly Street. At those volumes and the low turn movement counts, warrants were not met for the placement of a stop sign.

The 18% approach grade on Holly Street, however, provided a special drawback. To most drivers, Terrace Street traffic appeared to have the right of way, however, the steep grade of Holly made stopping and starting difficult. In addition, the adjacent intersection of Terrace and Iowa Streets had a reverse right of way assignment. At that intersection, both directions of travel on Terrace Street stopped and the Iowa Street traffic assumed the right of way. This was designed this way because the grade on Iowa Street was even steeper than Holly and the turn movements to and from Iowa carried the majority of traffic. Olson recommended a yield sign be installed. The applicant, via email, agreed with staff's recommendation.

Sommer moved to approve staff's recommendation that a yield sign be installed on Holly Street at Terrace Street and paint yellow in two places on Iowa Street.

E. Share the Road Educational Campaign Suggestion (Slocum)

Slocum came upon a City of Portland "Share the Road" education campaign that she thought could be adapted for Ashland. The "I Share the Road Pledge" campaign consisted of a brochure containing educational information and a pledge that students and parents could read and send back to Slocum who would then send them an "I Share the Road" -type bumper sticker. The cost of staff time and financial commitment would be minimal. The Subcommittee members suggested Slocum contact Egon DuBois, Kat Smith and the principals of the local elementary schools for their feedback on the campaign.

V. OTHER

III. ADJOURN: approximately 10:20 am

CTRAFFIC SAFETY Connection



March 2010

Connecting Oregon's Community Traffic Safety Advocates

Volume 8, Number 4

What's That? Driving Diminishes Listening



You can drive while you talk, and talk while you drive, but you will perform worse at both.

It's long been proven that having a conversation, whether on the phone or with a passenger, while driving, can make you a worse driver. But now researchers from the University of Illinois have found that the opposite is also true—that driving can make you a worse listener.

"Someone who is driving has a harder time understanding conversation and analyzing language," said Gary Dell, a psychology professor and co-author of the study published in the *Psychonomic Bulletin and Review*.

Previous research on the topic had failed to link driving to impaired listening, which surprised Dell. The Illinois researchers used driving simulators to test their theory. In the experiment, a driver would try to remember conversations with a passenger in the car or with a person on the phone, using a hands-free headset.

Continued on Page 3

2010 Oregon Transportation Safety Conference

We look forward to opening the 2010 Oregon Transportation Safety Conference with this year's keynote speaker, Gordon Graham, Graham Research Consultants. As we enter the 21st century, the public sector is being analyzed like never before. Customer service has always been important, but now the survival of any public sector organization is dependant on maximizing this concept on each and every contact. Gordon will discuss the "Who, What, Why, When, Where, How and How Often" of this important topic.

Gordon will also be presenting two workshops. The first is titled, "Ethical Decision Making". Many people have never been taught how to make a decision and what needs to be considered in the process. Gordon



will share his ten-step process and rules for improving decision making and demonstrate a technique to make better, ethical decisions.

Gordon will also present a workshop titled, "The Top Ten Things that get Cops in Trouble". This title speaks for itself. The program will identify the top ten things that get department personnel in trouble.

The 2010 Oregon Transportation Safety Conference will be October 12-14 at the Salem Conference Center. Conference registration will be opening in May 2010 with an early registration of \$135 until September 10, 2010. Lodging is at the Grand Hotel for \$70 per night, plus tax. To make reservations call 1-877-540-7800 and identify yourself with the Oregon Transportation Safety Conference.

Building Safer Communities Mini-Grants Awarded

This year twenty-six applications requesting over \$88,500 were received. With \$36,000 in funds available the decision on who to fund was tackled by a review committee consisting of ACTS Oregon board members, a community member and staff. A total of twelve projects were funded.

Beaverton Police Department

Project—Motor Unit Speed Reduction/Enforcement Program

Purchase radar units for motorcycles to increase traffic safety enforcement in school and construction work zones. Attend Neighborhood Association Meetings to discuss project.

Bend Metropolitan Planning Organization

Project—The "Business Brown-Bag" Bicycle Commuter Safety Project

Host bike commuter safety lecture series at local businesses.

The Children's Hospital at Legacy Emanuel

Project—The Safety Store at the Children's Hospital at Legacy Emanuel

Purchase wheeled sport safety products for the safety store.

All proceeds go to purchasing more items for the store.

Commute Options for Central Oregon

Project—Bicycle Safety Education 'Roadshow' Enhancements Support to outfit a second "Bikemobile" traveling safety trailer to expand program throughout Central Oregon.

Keizer Police Department

Project—'TASTE' Traffic Accident Safety Team

The relatives and friends of a victim of a drunk driving collision, will recount the terrible incident for educational purposes, along with high school arts class students who will perform a re-enactment. A short film is also planned.

Continued on Page 2



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Graphic Design by Melissa Gannon

Congratulations!

On February 22nd, North Clackamas Chamber of Commerce held their annual Community Safety Appreciation Luncheon to recognize those who go above and beyond. ACTS Oregon would like to congratulate Police Officer Jeff Oliver for the recognition he received at this event for his Child Passenger Safety (CPS) efforts.

The Lake Oswego Police Department began their CPS Program in 2001 and has maintained a partnership with ACTS Oregon since that time. In the 9 years that Lake Oswego Police Department has had a CPS program over 1,300 child safety seats have been inspected. These families have been educated on proper use of car seats preventing serious injury and death.

In 2004, Motor Officer Jeff Oliver became certified as a CPS Technician and took lead of the program. In 2006, he furthered his commitment becoming a certified CPS Technician Instructor.

During this time Jeff has played a significant role in educating the community on the importance of transporting children safely. As a CPS Instructor he has been involved in certifying over 200 CPS Technicians and has mentored 5 individuals to become CPS Instructors in Oregon. His knowledge and assistance in writing CPS presentations, workshops, and curriculum has been invaluable to CPS programs and to the CPS technicians across the state.

Again furthering his commitment to keeping children safe, Jeff developed a diversion program through the court system for citizens who are issued first time citations for endangering a child passenger. This program is designed not only to have the violator's citation dismissed, but most importantly it is designed to educate families on child passenger safety. Parents who have participated in this program have become CPS advocates in the community promoting positive police contact. Other police agencies around Oregon are using this program as a model to develop their own.

2010 will bring new challenges to Jeff as he has been reassigned from the traffic unit to patrol, and Child Passenger Safety will no longer be a part of his duties. Respected by fellow CPS instructors, technicians and colleagues for his integrity, dependability and willingness to support others in any way he can, Jeff will be missed in the CPS community.



Back row—Lt. Scott Thran, Chief Dan Duncan, Police Officer Jeff Oliver, Captain Don Forman, Lt. Doug Treat—Lake Oswego Police Department.
Front row—Lucie Drum—American Medical Response, Ruth Harshfield and Sandy Holt—ACTS Oregon

Building Safer Communities Mini-Grants Awarded

Continued from Page 1

Lake Oswego Parks and Recreation

Project—Lake Oswego Safety Town
Each day will feature a different theme, including: Pedestrian Safety, Traffic Signals, Child Passenger Safety, Emergency Vehicles on the Road and Crash Awareness.

Malheur County Fair Board

Project—2010 Kids Safety Fairs
Fair Coordinator will oversee Malheur County Kids' Safety Fair, support Nyssa's Kids Fair and work with Jordan Valley to host their first safety fair.

Stella Mayfield Parent Teacher Organization

Project—Stella Mayfield Safety Fair
Host a safety fair at the elementary school that includes various elements of safety. This grant would specifically support a bike safety booth.

Umatilla County Commission on Children and Families

Project—SAFE KIDS Umatilla Morrow Traffic Safety Emphasis

This grant will fund promotion of car seat, bicycle, and horse safety education via local events.

City of Union

Project—Union Fire Department Bike Rodeo
The city will host a bike rodeo and purchase helmets, safety flags, bike locks, and spare bike parts to distribute to the community.

Union County Commission on Children and Families

Project—Union County Walk to School
Hire a Walk and Bike to School coordinator to work with six school districts in Union County, educating students and parents, assessing safe walk and bike routes, and partnering with law enforcement to educate vehicle road users.

Continued on Page 4

CPS Training

**Tech Class Lake Oswego Certification Class
February 1, 2, 3 & 6, 2010**

Lake Oswego kicked off ACTS Oregon's first certification class in 2010. This was a cozy class with lots of laughter. Thank you, Phil Sample, Gert Zoutendijk and Lake Oswego Fire Department for being such wonderful hosts and keeping us warm and dry.

Congratulations to Oregon's newest CPS Technicians!

Kalila Tallman—Community Volunteer, Sharon Hartong—Forest Grove Police Department, Melissa Moog—Itsabelly, Scott Thran, Gary Anderson, Denton Veach—Lake Oswego Police Department, Les Hall—Milwaukie Police Department, Patricia Ortiz—Morrow County Health Department, Judy O'Regan and Jessica Marsh—OHSU, Shannon Baird—Organic Baby Doula Services, Karena Norton—The Relief Nursery, and Roberto Varona—Virginia Garcia Clinic.

Thank You to the Marvelous Instructor Team!

Technician Assistant—Dea Boldt—American Medical Response. Instructors—Doris Girt—Clark County SAFE KIDS, Cindy Storlie and Jeff Oliver—Lake Oswego Police Department, Sandy Holt—ACTS Oregon.

The Lake Oswego class ended bittersweet. This was instructor Jeff Oliver's last official class representing Lake Oswego Police Department due to his reassignment into patrol. Students and instructors enjoyed an extended lunch before a long afternoon of testing to celebrate and thank Jeff for his dedication to CPS and the legacy he leaves behind.



Networking & Collaboration— Fostering a Coalition Approach to Injury Prevention

By Lucie Drum, Community Education Manager
SAFE KIDS Portland Metro, American Medical
Response and ACTS Oregon Board Secretary

Members of the Portland area Metro Injury Prevention Professionals (MIPP) & SAFE KIDS Portland Metro are from more than thirty EMS and fire agencies, hospitals, law enforcement, traffic safety organizations and others that have collaborated since the early 1990's on health and safety initiatives. SAFE KIDS Portland Metro (approved in 2004) serves Multnomah, Washington and Clackamas Counties.

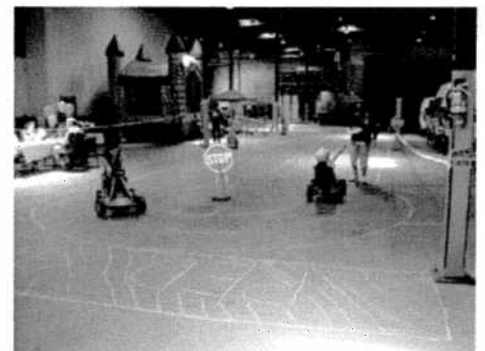
Since 1984, SAFE KIDS Worldwide has supported a grassroots network of organizations whose shared mission is to prevent unintentional childhood injury for children ages 0–14. In Oregon, the State Office for SAFE KIDS supports five localbody for Child Passenger Safety Technicians.

Per the 2009 Oregon State Injury report, unintentional injuries (especially motor vehicle crashes) are the leading cause of death for persons under 44 years of age in Oregon—responsible for more years of potential life lost than cancer, heart disease, or stroke. SAFE KIDS Portland Metro/

MIPP utilizes the Community Coalition Model to impact the issue of reducing unintentional injuries by: using data to identify top injury areas, developing strategic plans and action plans and by conducting annual coalition assessments.

Functions of the SAFE KIDS & Coalitions include:

- Provide community leadership in reducing injury
- Spur community action
- Distribute lifesaving products
- Serve as a catalyst for institutional change
- Develop public policy, regulatory changes and legislative initiatives to improve safety
- Raise community awareness about injury & prevention through media and public education



Catalyst for Institutional Change: AMR turned ambulance bay into 'Safety Street' during their 2009 EMS Week Kick Off event. Families also received bike helmets for \$2

The Coalition approach allows us to share best practice, build infrastructure, share professional development opportunities, coordinate efforts, and collaborate—thus enhancing our ability to succeed.

Through the collective efforts of all of us working in injury prevention, since 1995, unintentional injuries to children ages 1–14 have decreased by 54% in Oregon.

Building and maintaining a dynamic, sustainable, interconnected, and interdependent network of community-based coalitions that utilize a systematic approach to identifying and addressing unintentional injuries to children in their community will ensure our continued success.

What's That?

Driving Diminishes Listening

Continued from Page 1

The driver would be asked to listen to four stories, half while sitting in the car but not operating it, and the other half while navigating through simulated busy city traffic.

Then the driver was asked to retell the stories. Their ability to remember details and repeat what they heard improved if they were not driving when they heard the story.

"Drivers remembered 20 percent less of the stories they heard when they were driving compared with when they were sitting still and listening." Dell said.

—St. Louis Post-Dispatch



Child Safety Seat Check Up Clinics and Fitting Stations

RESOURCE CENTER

Please check www.childsafetyseat.org under Child Passenger Safety/Calendar for current list, specific dates, locations and times.

Date	City	Location	Address	Time
3/11/10	St. Helens	Legacy Medical	500 Columbia River Hwy	4:00 P.M. to 6:00 P.M.
3/13/10	Beaverton	City Hall	4755 SW Griffith Drive	9:30 A.M. to 12:30 P.M.
3/17/10	Corvallis	Corvallis Fire	400 NW Harrison Street	8:00 A.M. to 11:30 A.M.
3/17/10	Bend	Bend Fire	1212 SW Simpson Bend	10:00 A.M. to 1:00 P.M.
3/18/10	Independence	Polk County Fire	1800 Monmouth	12:30 P.M. to 2:30 P.M.
3/18/10	Redmond	Redmond Fire	341 Dogwood Avenue	4:00 P.M. to 6:00 P.M.*
		*By appointment only 541-504-5000		
3/20/10	Milwaukie	Clackamas County Fire	2930 SE Oak Grove Boulevard	10:00 A.M. to 12:00 P.M.
3/20/10	Salem	Salem Hospital	Mission & Capitol	11:00 A.M. to 3:00 P.M.
3/25/10	Eugene	Eugene Fire	1725 W 2nd Avenue	5:00 P.M. to 7:00 P.M.
3/27/10	Portland	American Medical Response	1 SE 2nd Avenue	10:00 A.M. to 1:00 P.M.
3/31/10	Forest Grove	Forest Grove Fire	1919 Ash Street	3:00 P.M. to 5:00 P.M.

Building Safer Communities Mini-Grants Awarded

Continued from Page 2

Warrenton Police Department Project—DUII Prevention, Awareness, and Education Program

This project will focus on the creation of a DUII presentation kit. Everything would be portable. The target audience will be high school and college-aged drivers which statistically are our highest risk road users.

GUIDE TO CONDUCTING CHILD PASSENGER SAFETY CHECK-UP EVENTS



Guide to Conducting Child Passenger Safety Check Up Events

Child Passenger Safety (CPS) Check Up Events are a valuable community resource designed to increase the percent of car seats used correctly; educate participants about safely transporting their children; evaluating all passengers under 13 years of age to make sure they ride safely; and to raise awareness of local, community traffic safety efforts. With support from Carla Levinski, ODOT—Transportation Safety Division this publication was compiled to provide guidelines and best practice recommendations for holding events in Oregon. Those collaborating in the development include Sandy Holt, Gayle Watts and Ruth Harshfield—ACTS Oregon, Adrienne Greene and Tam Peterson—SAFE KIDS Oregon and Lucie Drum and Dea Bolt—Portland Metro SAFE KIDS. This guide is available at www.childsafetyseat.org/educationMaterial.html.

Save the Date!

**2010 Oregon Transportation Safety Conference
October 12–14 at the Salem Conference Center.**

From: "Kat Smith" <k.smith@rvtd.org>
To: "Mike Faught" <faughtm@ashland.or.us>, "Colin Swales" <colinswales@gmail...>
Date: 3/10/2010 12:14 PM
Subject: Pedal Power and Pedestrian Rights

Hello all-

Just a reminder that both "Pedal Power: A Legal Guide for Oregon Cyclists" and "Oregon Pedestrian Rights: A Legal Guide for Person's on Foot" are available at:

<http://www.stc-law.com/>

Click on Bicycle Law and Pedestrian Law to print.

Let me know if you have any questions.

Officer Steve MacLennan with Ashland Police Department has received the updated versions already.

Be well,

Kat Smith
Transportation Options Coordinator
RVTD
541.608.2423
541.326.7517
"Nothing compares to the simple pleasure of a bike ride."
JFK

Swanson Thomas & Coon

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Welcome to Swanson, Thomas & Coon! We are a Portland, Oregon law firm that represents injured and disabled people in litigation. We use our legal work and community activism to improve the lives of working and injured people by advocating for safe communities and work practices, fair benefits and full compensation. Click for info and brochure.



In the News



Family Asks For Help In Homicide
Swanson, Thomas & Coon is helping the family of Kipp Daniel Crawford who died when run over by two drunken drivers after an apparent assault while riding his bicycle on November 4th, 2009, in Portland.



Pedestrian Safety News
Pedestrian advocates call for caution, safety improvements in the wake of a recent string of accidents.



The Portland Twilight Criterium
Swanson, Thomas & Coon was proud to be a major sponsor of the 2009 Portland Twilight Criterium this year



The Oregon Bike Law Blog
Swanson, Thomas & Coon is happy to announce the creation of the Oregon Bike Law Blog. You can find the blog here and follow us on Twitter.



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Workers Comp. and Job Injuries
- Learn about your rights
- Answers to your medical questions



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Pedal Power: Bicycle Legal Guide and Resource Manual

- Action Pamphlet: Citizen Initiated Violation Proceedings. Use the courts yourself to prosecute dangerous drivers
- 2010 Report: Vehicular Homicide Legislative Effort by Oregon Bicycle Advocates



Social Security

- What it takes to qualify
- Appeal your case
- Rules for claimants



Personal Injury

- What to do if you are hurt
- Personal injury resources



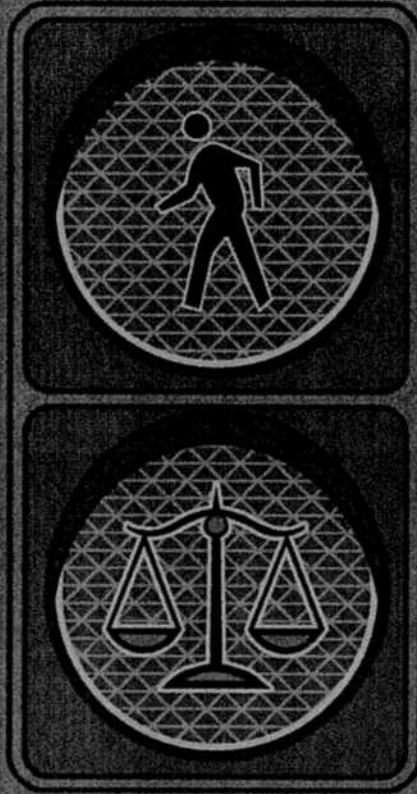
Pedestrian Law

A legal guide for persons on foot



Medical Provider Information

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- Workers Compensation
- Social Security



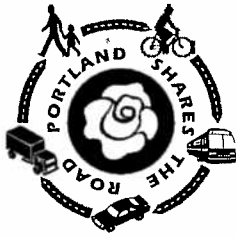
**OREGON PEDESTRIAN RIGHTS:
A Legal Guide
for
Persons on Foot**

by Ray Thomas

FIRST EDITION



A PROJECT OF THE WILLAMETTE PEDESTRIAN COALITION



Community and School Traffic Safety Partnership

RESOURCES FOR WALKING IN PORTLAND

Maps & Guidebooks

Neighborhood maps for N, NE, SE and SW Portland

..... www.GettingAroundPortland.org

Classes & Trainings

Share The Road Safety Class

..... (503) 413-2672

Portland Walks — Be Safe!

Group Training (503) 823-7100

Film www.portlandonline.com/transportation/index.cfm?c=40554

Pedestrian Safety

City of Portland Office of Transportation Traffic Safety and Neighborhood Livability Hotline

..... (503) 823-SAFE (7233)

..... (503) 823-6868 (TDD)

..... SAFE@pdxtrans.org

I Brake For People Bumper Sticker

..... (503) 823-SAFE (7233)

I Share The Road Bumper Sticker

..... www.portlandonline.com/transportation/index.cfm?c=40554

I Share The Road Pledge Forms

..... www.portlandonline.com/transportation/index.cfm?c=40513

Neighborhood Yard Signs

..... www.portlandonline.com/transportation/index.cfm?c=40513

Portable Speed Reader Board

..... www.portlandonline.com/transportation/index.cfm?c=40513

Transit

TriMet Public Transportation for Bus, MAX Lighttrail,

WES Commuter Rail and Portland Streetcar (503) 238-RIDE (7433)

..... trimet.org



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**PEDAL POWER:
A Legal Guide
for
Oregon Bicyclists**

by Ray Thomas

SEVENTH EDITION



A PROJECT OF THE BICYCLE TRANSPORTATION ALLIANCE

OPTIONS

OPTIONS FOR PORTLAND TRANSPORTATION

RESOURCES FOR BICYCLING IN PORTLAND

Maps & Guidebooks

(503) 823-CYCL (press 2)

- Portland citywide bike map
- Neighborhood maps for N, NE, NW, SE, Outer SE and SW Portland
- Oregon Bicyclist's Manual
- Portland By Cycle: A Guide to Your Ride

Bicycle Repair and Maintenance Classes

- | | |
|---------------------------|----------------|
| Bike Gallery | (503) 281-9800 |
| Community Cycling Center | (503) 228-8864 |
| North Portland Bike Works | (503) 287-1098 |
| River City Bicycles | (503) 233-5973 |

Street Maintenance Requests (City; 24 hours)

(503) 823-1700

Bicycle Parking

- | | |
|------------------------------------|--------------------------|
| Locker rental – downtown | (503) 823-CYCL (press 3) |
| Locker rental – transit/MAX | (503) 962-2104 |
| Bicycle Rack installation requests | (503) 823-CYCL (press 3) |

Bikes on Transit

- | | |
|---------------------------|----------------|
| TriMet Bikes on Buses/MAX | (503) 962-7644 |
|---------------------------|----------------|

Going somewhere? Visit our website at
www.GettingAroundPortland.org
for more information on transportation
in and around Portland!



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The Traffic Calmer

A monthly newsletter for the Traffic Logix community



March 10

Protecting our Most Valuable Resources

What's at Risk

All of us want to protect what means the most to us: our children, our environment, and our homes. Here's what's at stake, and what Traffic Logix is doing to help.

Children's Safety: According to the World Health Organization (WHO), more than 3,000 people die on the world's roads every year. Tens of millions more are injured or disabled. Children are among the most vulnerable.

The US Center for Disease Control (CDC) reports that motor vehicle injuries are the leading cause of death among children in the US. The WHO additionally reports that speeding is the single most common traffic rule violation and that it contributes to one third of all traffic crashes.

The environment: Approximately 240 million tires are discarded in the United States each year according to the Biocycle Guide to Maximum Recycling. Less than 7% of them are recycled. Most of the remaining ones are abandoned or sent to landfills, creating hazardous waste and polluting our environment. Tires are among the largest and most problematic sources of waste, due to the large volume produced and their long life expectancy.

Home value: Given the choice, people prefer to live on streets with low traffic volume and safe vehicle speeds. A study that compared property values in a Michigan residential neighborhood found that traffic volume reductions of a few hundred cars per day increased property value by 5-25%. Another study found that homes in a traffic calmed neighborhood typically sold for more than comparable homes in non calmed areas. A recent study conducted by Transportation Alternatives, entitled Streets to Live By, found that traffic calming can raise home value by one third.

The Best Insurance Policy

The American Journal of Public Health reports that traffic calming has proven more effective in preventing child pedestrian injuries than road safety education, which has been unable to exert meaningful changes in the behavior of

In this issue:

What's at Risk

The Best Insurance Policy

Being Mindful of our Environment

Real and Emotional Home Value

On the Streets

Premiering

Did you know?

Traffic Logix Tidbits

On the Streets



Traffic accidents drop 35% in Chandler, AZ due to traffic calming.

Premiering



We are proud to announce the launch of our new European website in partnership with Intercodam. Visit the new site at www.trafficlogix.eu

children. Another study published by the Journal concluded that speed humps make children’s living environments safer, lowering the odds of them being injured or struck by a vehicle. Installing solutions to slow traffic down, such as speed cushions, humps, tables, or radar speed signs is the best protection you can offer to protect the lives of children and pedestrians in your neighborhood.

and learn why Traffic Logix is the fastest growing traffic calming provider around!

Being Mindful of our Environment

Traffic Logix salvages thousands of tires from landfills across the US each year. Each rubber unit used to create our speed humps, cushions, and tables is constructed of five recycled truck tires. Our radar speed signs conserve energy as well. Despite being the most brilliant signs the market, they use only 30% of the LED power with a unique patented optical system. The signs are equipped with optional solar panels, and can also operate for extended periods of time autonomously. Many states have tax breaks available for municipalities that purchase environmentally friendly products, making our solutions a good choice for your budget as well.

Did you know?The NHTSA reports that 3 in 4 children is not properly restrained in their car seats, causing unnecessary injuries and deaths each year.

Real and Emotional Home Value

The value of your home has two integral aspects- the real, or actual value, and the emotional value it has to you. Actual home value has been shown to increase when traffic is calmer and streets are safer.

Traffic Logix Tidbits

  We will be exhibiting in Amsterdam and Savannah this month at the Intertraffic (booth 529) and ITE (booth 407) shows. See you there!

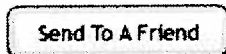
Incorporating traffic calming solutions that promote lower speeds, reduced volume, and more livable streets also goes hand in hand with boosting economic growth. The emotional value of homes increases as well with safer roads as property becomes more valuable to its owners with the knowledge that they and their families are safe.

Questions? Comments? Give us a call or email us at:

Traffic Logix
3 Harriett Lane
Spring Valley, NY 10977
866-915-6449
info@trafficlogix.com



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New Report: Smart Streets Boost Foot-Traffic, Retail, Property Values

August 7, 2008

Shin-pei Tsay 1 646-873-6023

With financial concerns weighing heavily on New Yorkers, a new report points to the value of pedestrian-friendly streets as a way to boost local economies. "Streets to Live By" compiles information gathered at cities across the country and around the world, on pedestrian zones, bike lanes, parks, street trees, transit access and parking—in short, many of the street designs unfolding in New York City today. The data show the latent potential of city streets to raise property values and invigorate storefront retail. The report finds:

- Quiet streets with no thru-traffic can boost property values up to 9%.
- Pedestrian zones can boost foot traffic by 20% and retail sales by 10%.
- Every decibel decrease in noise level raises property values .4%.
- Nearby community gardens increase the value of apartments by up to 7%.
- Traffic-calming can raise the value of homes by one-third.

"What makes sense for walkable, healthy, people-friendly streets is also good for the bottom line of businesses and home owners," says Paul Steely White, Executive Director of Transportation Alternatives. "Fighting congestion, air pollution and all the problems of sedentary living goes hand in hand with boosting economic growth." Many of the "livable street" treatments examined in the report, from pedestrian plazas to traffic-calming, are being rolled out by the NYC Department of Transportation as part of its Sustainable Streets strategic plan. To build on these efforts, and reap the full benefits of "livable streets" in New York City and around the country, Transportation Alternatives recommends:

- Reduce traffic levels through parking reform and greater access to biking, walking and transit.
- Increase the percentage of trips taken on foot 10% by 2015.
- Incorporate better walking conditions into new zonings, street reconstruction and private development.
- Educate businesses and community boards on the economic value of livable streets.

The full report is available for download at:
transalt.org/files/newsroom/reports/streets_to_live_by.pdf (PDF)

###

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New York, NY 10001
Phone: 212-629-8080 Fax: 212-629-8334

We will have to work in stages to get the recreational motorists off the road.

Initially, we may have to provide separated areas for them to drive.

Something like this:

