

**CITY OF
ASHLAND**
TRANSPORTATION COMMISSION
Thursday, May 20, 2010
Council Chambers, 1175 East Main Street
Agenda

- I. CALL TO ORDER: 6:00 PM. Welcome New Commissioner Steve Ryan!
- II. APPROVAL OF MINUTES: April 15 and April 17, 2010
- III. PUBLIC FORUM
- IV. ADJUSTMENTS TO THE AGENDA
- V. ACTION ITEMS
 - A. Adoption of Meeting Norms (5 minutes)
 - B. Adopt Commission Two Year Goals for 2010 (15 minutes)
 - C. Croman Traffic Impact Analysis Review (30 minutes)
 - D. Additional Bicycle Parking at North Main Street (Plaza) (15 minutes)
 - E. Policy for Establishing Shared Roadways (5 minutes)
- VI. NON ACTION ITEMS
 - A. TSP Update (15 minutes)
 - B. MPO Update (Chapman) (5 minutes)
 - C. CDBG Block Grant Update (15 minutes)
- VII. INFORMATIONAL ITEMS
 - A. Traffic Safety Connection
 - B. SOPAT Meeting Minutes of April 21, 2010
 - C. City Source Message
 - D. B St Transportation Plan Can Be Found at <http://ashland.or.us/Page.asp?NavID=12925>
- VIII. NEXT MEETING/SUGGESTED AGENDA TOPICS
 - A. Faith Avenue / Highway 66 Intersection
 - B. Signal Detector Retrofits to Accommodate Bike Detection
 - C. Policy for Establishing Shared Roadways
- IX. COMMISSIONER COMMENTS
- X. ADJOURN: 8:00 PM

Next meeting scheduled for June 17, 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 May 1, 2010

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
Tom Burnham	Commissioner	482-4467	1344 Apple Way	ntburnham@gmail.com	4/30/2013
Steve Ryan	Commissioner	951-1409	624 ½ Jessica Ln	resolutionvideo@yahoo.com	4/30/2013
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	ashtranscomm@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	4/30/2013

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	macleanns@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				
David Wolske	Jackson County Roads Airport Commission		200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org david@davidwolske.com	
Eve Woods	Student Liaison	773-8515	920 W 11 th Street #3 Medford OR 97501	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, April 15, 2010

Siskiyou Room, 51 Winburn Way

Minutes

Attendees: Tom Burnham, John Gaffey, Eric Heesacker, Steve Hauck, Julia Sommer, Colin Swales, Brent Thompson, Matt Warshawsky, David Young

Absent: None

Ex Officio Members: David Chapman, Larry Blake, Kat Smith

Staff Present: Mike Faught, Jim Olson, Nancy Slocum

I. CALL TO ORDER: 6:00 PM by Chair Colin Swales.

II. APPROVAL OF MINUTES:
Minutes of March 18, 2010 were approved as corrected.

III. PUBLIC FORUM:

Chris Rall, Oregon Field Organizer for T4America, informed the Commission on what the group “Transportation for America” does. More information could be found at www.t4america.org.

Corrine Vieville, Executive Director of Disabled United in Direct Empowerment (DUDE), offered her services as a quasi-ADA consultant to the Commission.

Egon Dubois reminded the Commission that the Bike Swap would be held April 17th from noon to 2:00 pm. He asked for volunteers to help hand out helmets and lights.

Mike Faught, Public Works Director, reported that the agreement with Rogue Valley Transit District (RVTD) would be discussed at the May 4th City Council meeting. The multi year agreement was an annual agreement that would expire June 30, 2010 unless it was administratively extended. Transit ridership dropped 13.82% since the new transit subsidy was implemented in September 2009; however, and staff wanted to report to Council before taking action. Staff was recommending extending the program with RVTD as there could be several reasons for the decline in ridership including insufficient data, higher than normal fuel prices in 2008, and the fact that Route 15 travels in the same direction as Route 10 which was not convenient as riders who use the service to shop then have to ride the entire route back to their original destination. A majority of the Commissioners agreed with Staff’s recommendation. Burnham would have preferred this as an agenda item.

IV. ADJUSTMENTS TO THE AGENDA:
Faught asked that the I5 Exit 14 and 19 update agenda item be moved to first on the agenda. Commission agreed.

VI. NON ACTION ITEMS

A. Interstate 5, Exit 14 and 19 Update

Faught reported that Staff was recommending approval of the state’s revised configuration of the Exit 14 stripping that included shared 12’ pedestrian/bike path with bicycle crossing signals at the

ramp terminals. This concept avoided the bike lane transition across a right-turn lane by moving the bicycle lane to the outside of the turn lanes and on to a shared 12-foot pedestrian/bicycle pathway behind the curb with bicycle crossing signals at the ramp terminals. ODOT's Art Anderson is supportive of the change.

V. ACTION ITEMS:

A. Election of Chair and Vice Chair

Thompson nominated Eric Heesacker as Chair keeping Steve Hauck as Vice Chair. Warshawsky seconded the motion and it passed unanimously.

B. Commission Procedures on Decision Making

Commissioner Young asked that the decision regarding the addition of bicycle parking in the plaza at North Main Street be reconsidered. Young sent an email with comments to staff and they were not read into the record.

Motion:

Hauck moved to reconsider the March 2010 agenda item "Additional Bicycle Parking at North Main Street." Sommer seconded the motion.

Discussion:

Young read his email of March 12, 2010. "I feel that there is good justification for removing the one spot that forces drivers to back into a crosswalk and onto E. Main, however slightly, when exiting. Furthermore, the re-stripping of spaces into legally-conforming compact spaces so that there would be no literal reduction of potential parking spaces while adding several bike spots in the vacated lane, will create a net-positive impact on the overall functioning of the area surrounding the land in question. Despite assertions to the contrary by Mr. Barchet, who in his February 18 letter recommends a comprehensive plan for the plaza as opposed to a perceived "band-aid solution", I feel that incremental progress is both necessary and, as often is the case in congested historic or commercial districts, the only realistic approach.

What is essentially a "gateway" to the plaza district should be safe, and the added bonus of a visible and convenient haven for bicycles, the addition of planters and more outdoor seating for diners, and no net loss of automobile parking capacity (yes, I realize there will be reduced land area dedicated to autos) will be a welcoming feature to this area. I support Mr. Smeenk's recommendation." Young said he read letters received from business owners, spoke to them, walked the site and thought City should not allow vehicles to back into a crosswalk.

Vote:

Heesacker, Hauck, Sommer, Burnham and Young voted yes. Warshawsky, Thompson, Gaffey, Swales voted no. The motion passed five to four.

Motion and Vote:

Gaffey moved to place "Additional Bicycle Parking at North Main Street" on the agenda for May. Hauck seconded the motion and it passed unanimously.

C. Request for a Crosswalk on East Main Street

Olson reported that several months ago the Transportation Subcommittee heard a request to install a marked crosswalk across East Main Street at Campus Way in support of the Willow Wind School. East Main is busy arterial street with 6600 to 7500 vehicles per day with sidewalks and bike lanes on the east side of the street; but few marked crosswalks due to the heavy traffic

volumes. Staff conducted a traffic study on the section of East Main Street from Wightman Street to Walker Avenue. Olson recommended a crosswalk along with five conditions including pedestrian-activated beacons. The cost was estimated at \$24,000; if City donates time then \$12,000. The School District would be contacted to help fund project.

Burnham noted that students do not use the crosswalk at Walker.

Public Testimony:

Lincoln Zeve, 2710 Siskiyou Bv, had two children at Willow Wind. He parked on Campus Way and walked children across East Main to and from school. Parents discussed near misses at this intersection. If beacons were used, they should also face the school driveway and Campus Way and be positioned to allow bicyclists to access buttons.

Kat Smith, RVT, reported that she and Lea Light collected data on how children walk and bike to Willow Wind and Ashland Middle School. She noted that crosswalks by themselves may make the situation worse. The five "Es" should be used including Enforcement, Education and Encouragement.

Eve Woods, SOU Student Liaison, supported the crosswalk and recommended the addition of rumble strips.

Motion:

Young moved to adopt Staff's recommendation to accommodate a marked crosswalk on East Main Street at Campus Way conditioned upon a shortened length of the existing school speed zone from 1,600 feet to 1,000 feet; relocate advance crosswalk signs; install one sidewalk access ramp on the north side of East Main in line with the east sidewalk on Campus Way; mark continental-style crosswalk; and install two dual-head pedestrian-activated beacons, one on each side of East Main Street. Hauck seconded the motion.

Discussion:

Young said, as a substitute teacher at the middle school, he witnessed a large number of students cut through ScienceWorks' property. He recommended crosswalks at both Campus Way and Walker as well as rumble strips. He said most parents encouraged their children to walk or bike to school.

Gaffey thought with two schools in the area the issue was larger than just adding a crosswalk. He thought there was not enough information to make informed decision. Need feedback from School District. Olson said adding this crosswalk, with beacons, would become the primary route. Olson noted this section of East Main appeared more rural. ScienceWorks had not been notified of this meeting. Smith noted that Safe Routes to School grants may be available.

Swales was concerned that young students would either not activate the beacon or activate it and begin to cross without looking. He thought the school had not done enough to make the area appear as a school zone. He thought all of staff's recommendation should be adopted or the Commission should not add the crosswalk.

Zeve noted that young children are more fearful than college students. He did not want to see this issue tabled. Young agreed.

Vote:

Motion, as presented, passed unanimously. Swales asked staff to look into adding rumble strips and audible signals to the beacon.

D. Advance Preparation for Goal Setting

There were no questions regarding the upcoming Goal Setting Retreat on April 17th.

VI. NON ACTION ITEMS

B. Normal Av Neighborhood Refinement Plan

Ashland Senior Planner, Brandon Goldman reported that Community Development recently applied for a Transportation Management Grant. If funded the proposal would help develop a master plan (land use and transportation) for the area outside City limits, but inside the Urban Growth Boundary where earlier 160 apartments had been proposed. Developing this area piecemeal may preclude the most ideal transportation system. Annexation could only occur if there were less than five years of Single Family Residential, the area's current Comprehensive Plan zoning. Multifamily land was needed, however. If funding was not granted then project would not be completed in the short term. Area is privately owned and contains no public railroad crossing.

Hauck noted the importance of developing area master plans. He sighted the North Mountain master plan and resulting area as an example. Swales thanked Goldman for making Commission aware of the application.

C. Planning Commission Update

The SOU Master Plan was recommended for approval by the Planning Commission April 20th.

D. Bike to Work Week

Kat Smith reminded Commissions that "Bike to Work Week" was May 17-21. She invited Commissioners and the City to sponsor Ashland-specific activities next year. Examples included hanging a banner and publicizing the events on the City website.

E. Ordinance No. 3003: Changes to Transportation Commission Ordinance

Staff reminded Commission that the Council made changes to all ordinances relating to commissioners. The revised ordinance was provided in the packet.

VII. INFORMATIONAL ITEMS & COMMISSIONER COMMENTS: None.

Woods reported that she had recruited additional SOU students to help with pedestrian safety tabling. Other safety education events included a parade to the plaza, Take Back the Night and the Pear Blossom Parade.

VIII. ADJOURN: 8:08 PM

Respectfully submitted,
Nancy Slocum, Accounting Clerk I

CITY OF
ASHLAND
TRANSPORTATION COMMISSION
GOAL SETTING

Saturday, April 17, 2010

Siskiyou Room, 51 Winburn Way

8:00 am to 11:30 am

Summary Minutes

Attendees: Tom Burnham, Eric Heesacker, Steve Hauck, Julia Sommer, Colin Swales (Chair), Brent Thompson, Matt Warshawsky, David Young

Absent: John Gaffey (outgoing Commissioner)

Ex Officio Members: David Chapman

Staff Present: Michael Faught, Jim Olson, Nancy Slocum

1. Call to Order: 8:30 AM by Colin Swales.

2. Commission Roles and Responsibilities:

Commissioners represent the City as well as the Community. Sometimes a commission meeting is a member of the public's first contact with city government. Sometimes being on a commission is a commissioner's first contact with government.

Ashland's transportation issues are also region-wide issues. Jackson County Traffic Safety Commission and SOPAT (Southern Oregon Partnership for Active Transportation) would benefit from a Transportation Commission liaison. David Chapman volunteered to provide a Metropolitan Planning Organization (MPO) report at the meeting. The MPO Public Advisory Council (PAC) generally meets bimonthly on the 3rd Tuesday at 5:30 pm at the Smullin Center. Julia Sommer and Steve Hauck volunteered to attend the meetings and represent the Commission. Faught and Chapman are driving to Salem once a month to the League of Oregon City meetings. Among other things, they are lobbying to get the speed limit decreased on "shared roads".

Transportation Issues are closely tied with land use issues. Question as to when the Commission should be involved in Ashland land use issues. The ordinance says Type II (annexations, zone and comp plan changes) and the TSP update process.

A handout on meeting norms was discussed. Commission agreed upon them and will adopt them at their next meeting. They requested that copies of the norms be available to the public at all meetings.

The role of the Chair was discussed. Heesacker asked all Commissioners to help him in his role this year.

Commissioners would like advanced notice on agenda items that require site visits.

Commissioners asked staff to read absent Commissioner's comments into the record. To get comments into the packet, they must be to staff a week before the meeting on that Monday. Commissioners can ask to postpone an agenda item if it is agreed by staff and the Chair that the item is not time sensitive.

Irregularly scheduled study sessions for the purpose of education was acceptable to the Commission. Video links and/or resource links sent by staff were encouraged. One of staff's primary goals was to educate the commissioners so they make the most informed decisions.

3. Goal Setting:

Brainstormed Goal	Category
Complete Safe Routes to School inventory	Current Staff Goal
Continue to work w/ODOT on Exit 14 and 19	Current Staff Goal
Transportation-related public call/action taken record	Staff assignment
Respond to public's traffic and transportation-related concerns	Staff assignment
Work with Southern Oregon Partnership for Active Transportation (SOPAT)	TC Role
Define Commission role in relationship to the City Council and Planning Commission	TC Role
Accomplish more at meetings	TC Role
Update brochure on how City responds to neighborhood traffic issues	5 E's
Develop an educational website with resource links	5 E's
ID realistic traffic safety objectives/projects for the next 2 years	Goal
Support RVTD (improve transit service in Ashland)	Goal
Lobby for law change re: whose at fault at bicycle accidents & 3' Rule	Goal
Lobby Police Dept to hire a full time traffic officer	Goal
Neighborhood speed control program; education on shared roads	Goal
Participate and improved local/regional/state partnerships	Goal
More Engineering/Education/Encouragement/Enforcement/Evaluation integrated solutions	Goal
Cosponsoring of events (eg: Bike to Work, Bike Swap); how much involvement; form a "Sponsorship Subcommittee"?	Goal
Determine use of TC budget; do we want to raise separate funds?; provide TC regular budget reports	Goal
Make Commission actions available on city website	Goal
"Bike Friendly Community" Program - move from Bronze to Platinum	Goal
Improve Will Dodge Way for Bicyclists & Pedestrians	TSP
Improve cyclists ability to get through the downtown core	TSP
Add additional bicycle parking in central business district	TSP
Add additional bicycle links (eg: Clay/Tolman, E Main/66, 66/Siskiyou)	TSP
Improve alleys for bicycle use	TSP
Improve North Main for bike safety	TSP
Decrease speed limit on the bike path	TSP
Improve alleys for bicycle use	TSP
Improve North Main for bike safety	TSP
Add shoulder on upper Tolman Creek above Siskiyou Boulevard	TSP
Construct sidewalk on south side of Siskiyou from Walker to Tolman Creek	TSP
Lower speed limit on Ashland Street (Highway 66)	TSP
Define/require shared roads into street design standards	TSP
Consider plans for trail easements along existing railroad tracks	TSP
Improve Clay Street (Siskiyou to Ashland St)	TSP
Update paving standards	TSP
Make A Street a "shared road"	TSP & 2 Yr
Complete Central Bike Path to Dog Park	TSP & 2 yr
Experiment with "Box Stop"	2 year

Forced Choice Scoring

Settled on Goal	No. of Points
1. TSP	agreed upon as highest priority
2. TC Sponsorship	28
3. TC Budget	very low priority
4. Bike Parking in Central Business District	31
5. Increase local and regional participation	44
6. 5 E's	49
7. Improve Regional Transit Service	43
8. Bike Friendly Community	46
9. More Police Enforcement	22
10. Neighborhood Speed Control Program	30
11. Lobby for Law Change (3' Rule) Bicyclist Accidents	21
12. Identify two year traffic safety projects	59
13. Post Commission Actions on Website	16

Transportation Commission Goals for 2010-2011 (24 months from April, 2010)

1. TSP Update	agreed upon as highest priority
2. Identify two year traffic safety projects	59
3. 5 E's	49
4. Bike Friendly Community Status	46
5. Local/Regional Partnerships	44
6. Regional Transit	43

4. Adjourn at 11:45 am.

Transportation Commission Meeting Norms 2010

We the members and liaisons of the Transportation Commission commit to:

- **Treat everyone with respect:** We will express our opinions responsibly, focusing on the issues and not on personal differences, and speak both honestly and kindly. The rest of the norms are related to this one.
- **Prepare adequately for the meeting and participate fully.** We will have read, reviewed or examined pertinent documents, gathered information or input, or simply assessed our own thoughts and ideas prior to the meeting.
- **Not interrupt each other.** We recognize that we all interrupt at times by mistake or to build on others' statements. However, we will strive to allow each person the space to finish his or her thoughts.
- **Express ourselves completely and concisely.** This norm recognizes the value of each other's input and time.
- **Engage each other's thoughts, ideas and opinions.** We recognize the value and richness of a meeting when everyone has a chance to participate. This norm also includes gracious acceptance of opinions different from our own.
- **Stay focused on the topic under discussion.** We will stay focused on the agreed-upon topics unless the group makes a conscious decision to alter the agenda.
- **Start and end meetings on time and arrive at meetings punctually.** We need to respect each other's time. The people who are present at the announced time should start without waiting for anyone not yet present.
- **The public is entitled to be treated with respect, courtesy and professionalism.** We want to provide an atmosphere that fosters respect, trust, inclusiveness for members of the public.

Memo

CITY OF
ASHLAND

Date: May 12, 2010
From: Nancy Slocum
To: Transportation Commission
Re: ADOPTION OF COMMISSION'S TWO YEAR GOALS

During the recent Commission goal setting retreat, five goals became apparent as the clear frontrunners. Staff attempted to capture the intent of the goals as stated below. Please review them, rewriting them as needed, so they can be finalized and adopted at the May meeting.

Transportation Commission Goals for 2010-2011

1. TSP Update
2. Identify specific transportation safety projects or objectives that could realistically be completed within the next two years.
3. Apply 5 E (Engineering, Education, Encouragement, Enforcement, Evaluation) principles to all transportation projects
4. Achieve "Platinum" status as a "Bike Friendly Community" by April 2012.
5. Actively participate in local and regional partnerships to further multi-modal equity and enhance safety.
6. Assist RVTD in achieving expanded regional transit services.

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



TECHNICAL MEMORANDUM

TO: Maria Harris, City of Ashland
Bill Monlar, City of Ashland

FROM: Alan Snook, AICP
Mat Dolata, EIT

DATE: May 11, 2010

SUBJECT: **Croman Mill Property
Supplemental Traffic Analysis Report**

P100048-000-000

The purpose of this memorandum is to provide supplemental traffic analysis related to the proposed Croman Mill property project located in the City of Ashland, OR. The traffic analysis should be considered an addendum to the Baseline Transportation and Development Transportation Report from January 2009¹. The supplemental analysis includes: future year (2030) analysis of a fourth conceptual development land use scenario, the impacts of a proposed Washington Street connection from the project site north to Highway 66 (Ashland Street), the impacts of Mistletoe Road connectivity alternatives at Tolman Creek Road, and the need to improve Mistletoe Road connecting to the west.

Executive Summary

Based on this analysis, there are a number of improvements necessary by 2030 under the Alternative F land use scenario. However, many of the mitigations needed to reach jurisdictional standards are also necessary in the No-build condition (even without the redevelopment of the Croman Mill site), and the mitigations are fewer than what was identified for the more intense previous land use identified in Alternative D.

Additional mitigations identified for Alternative F that were not included in the No-Build include:

- A westbound right turn lane at the Highway 66 / I-5 Northbound Ramp intersection
- A northbound right turn lane at the Highway 66 / Tolman Creek Road intersection
- Signalization of the "Central Boulevard" roadway with Tolman Road.
- A traffic signal at the Highway 99 / Tolman Creek Road intersection

¹ Croman Mill Property Baseline Transportation and Development Transportation Report, DKS Associates, January 2nd, 2009

Additional mitigations identified for Alternative D that are not included in Alternative F:

- Southbound right and westbound right turn lanes at the Highway 66 / Tolman Creek Road intersection
- An additional turn lane at the Tolman Creek Road / Mistletoe Road intersection

Analysis of the proposed realignment of Tolman Creek Road at Mistletoe Road indicates that it is not needed from an operational perspective, but does provide a more direct route of travel for trips to/from the proposed development. Retaining the existing Mistletoe Road alignment could work with the proposed land uses, it would just slightly modify the improvements at the intersection of Mistletoe Road/Tolman Creek Road. Both options (realignment or retain existing alignment) would require a signal at the intersection and a new turn pocket to meet operational standards.

Regardless of the realignment, Mistletoe Road would need to be improved to a three lane facility when volumes from the proposed development reached a critical point. Mistletoe Road south of the intersection (or east if no realignment occurred) would likely need to be widened to a three lane facility at approximately 85% of the proposed Alternative F development. Tolman Creek Road to the north of the intersection would likely need to be widened to three lanes at approximately 60% of the proposed development. In comparison, two-lane facilities would be adequate for No-Build, while a four or five lane facility was previously identified under Alternative D land uses.

An extension of Washington Street south to the development area would reduce mitigations necessary at the intersection of Highway 66 / Tolman Creek Road, but only if a signal was provided. If an extension was provided with Right-In/Right-Out access at Highway 66 / Washington Street, additional mitigation would be necessary at the Highway 66 / Tolman Creek Road intersection. While a signal at the intersection of Highway 66 / Washington Street provides better operations (and better connectivity with a Washington Street Extension), the signal does not meet ODOT access spacing standards and would require a design exception and approval from the state traffic engineer to install.

Background

The Croman Mill redevelopment project has proposed a set of land uses with revised transportation infrastructure. A variety of land use options have been analyzed through previous alternatives, and a set of potential mitigation strategies have been outlined based on these land uses. This report includes analysis of a new land use scenario referred to as Alternative F².

Assumptions and Methodology

This section describes the assumptions and methodologies used for the proposed land use scenario and associated trip generation and distribution. Unless otherwise noted, assumptions

² The scenario is called Alternative F in reference to Alternatives A-D, which were included in the previous Transportation Report, as well as an interim Alternative E used for internal analysis.

from the previous transportation analysis are carried forward including study area, intersections, future horizon year, and analysis methodology.

Proposed Zoning

Figure 1 illustrates the proposed land uses and sub division of the Croman Mill property and surrounding properties for Alternative F. The proposed land uses include compatible industrial (CI), mixed use (MU), neighborhood center (NC), office employment (OE), open space / conservation (OS), and manufacturing (M-1) zoning.

Table 1 summarizes the proposed land use, acreage and potential associated square footage for the new land use scenario compared to the existing zoning (Alternative A).

**Table 1
Future Land Use Assumptions and Calculated Square Footage**

Land Use Type	Land Use/Floor Area			
	Existing Zoning		Alternative F	
	Acre	1,000 sq. ft.	Acre	1,000 sq. ft.
Mixed Use	N/A	N/A	13.47	147 / 166 du*
Open Space	N/A	N/A	7.68	N/A
Industrial / Manufacturing	63.14	688	26.64	580
Office/Commercial	4.58	100	19.57	512
Retail	N/A	N/A	N/A	N/A
Residential	19.01	125 du	2.56	44 du
Park and Ride	NA	NA	1.16	220 spaces
	86.73		71.07**	

Notes:

FAR = Floor-to-area ratio

du = dwelling units

sq. ft. = square feet

*Assumed to be evenly split between Commercial/Office and Residential land uses.

**This area estimate is exclusive of land to be dedicated as public right of way

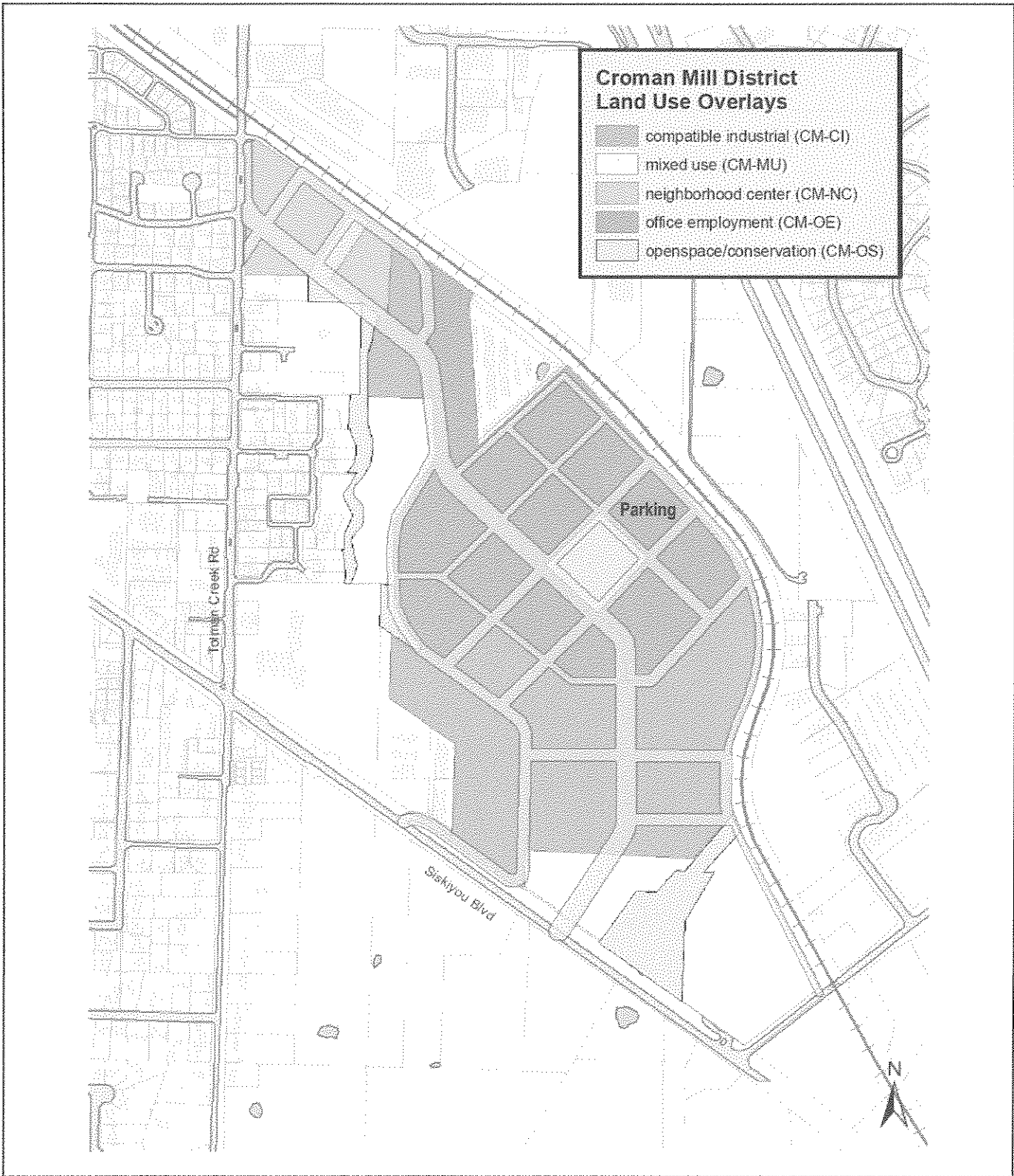
SOURCE: City of Ashland

Trip Generation

With different zoning replacing the currently allowed uses, there may be different motor vehicle trips expected. Using the land use for the proposed alternatives, motor vehicle trips were estimated for Alternative F using the *Institute of Transportation Engineers Trip Generation Manual (7th Edition)*³. These trips were calculated for the AM and PM peak hours, as well as daily trips. Table 2 presents the potential trips that could be made to/from the study area during peak hours of the day (or the entire day). Table 2 also lists the total acreage for each land use and the assumed Floor Area Ratio (FAR) to convert acreage to usable square footage.

Residential units were calculated at 17 units per 1 acre. This would consist of a high density type

³ While there is an 8th Edition available, the 7th edition was used for consistency with the previous analysis. It is estimated that the difference between the 7th and 8th editions for expected trip generation is for PM peak hour trips is 8 (AM peak hour trip difference is 19 and daily trip difference is 11), or less than 1% different. In each case, the 7th edition represents a slightly higher trip generation result and is therefore reflects the larger estimate of trip generation impacts.



LEGEND



Information Sources: City of Ashland

**PROPOSED LAND USE
BY LOCATION**

**FIGURE
1**

of residential land use. As with previous Alternatives B-D, the proposed Alternative includes a park-and-ride in the northwest portion of the study area that would service a potential commuter rail station near the intersection of Tolman Creek Road and the existing Railway (COPR) heavy rail tracks. This alternative also includes a parking garage centrally located in the study area within the Office Employment Area.

Table 2
Zoning, Acreage and Potential Square Footage of Study Area

Land Use	Acres	FAR	Units	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
				In	Out	Total	In	Out	Total	
Industrial	26.6	0.50	580 K sq. ft.	470	64	534	68	500	569	4,044
Office Employment	26.3	0.60	659 K sq. ft.	959	118	1,077	130	799	929	7,070
Residential	9.3*	17 du	160 du	26	62	88	65	42	107	1,075
Open Space	7.7	N/A	8 acres	1	0	1	1	1	2	35
Park and Ride	1.2	N/A	220 spaces	196	39	236	157	118	275	552
TOTALS	71.1			1,651	285	1,936	422	1,460	1,881	12,776

Notes:

FAR = Floor-to-area ratio

du = dwelling units

sq. ft. = square feet

* Includes estimated share of Mixed Use acreage and 1.49 acres reserved for a parking garage.

** Includes estimated share of Mixed Use acreage

Although the AM peak hour has higher trip generation than the PM peak hour in Alternative F, the PM peak hour remains the critical time period for analysis of traffic operations. The study area roadways have significantly higher traffic volumes during the PM peak hour. For example, the Highway 66 / Tolman Creek Road intersection traffic counts show approximately 50% more traffic in the PM peak hour compared to the AM peak hour, representing a difference of several hundred vehicles. In comparison, the 55 vehicle difference between the AM and PM peak hour trip generation represents less than a 3% change.

Table 3 summarizes and compares the number of in, out and total trips for each scenario during the AM, PM, and daily trip periods. Included in this trip generation calculation was a small reduction in potential trip making based on the potential for pass-by trips associated with the retail land uses for each alternative (where applicable).

Table 3
Trip Generation Comparison

		Existing Zoning	Alternative B	Alternative C	Alternative D	Alternative F
AM Peak Hour Trips	In	735	1,055	1,115	1,975	1,651
	Out	165	330	325	430	285
	Total	900	1,385	1,440	2,405	1,936
PM Peak Hour Trips	In	180	645	575	690	422
	Out	775	1,165	1,160	1,810	1,460
	Total	950	1,810	1,735	2,500	1,881
Daily Trips		10,135	14,070	12,944	18,933	12,776

SOURCE: DKS Associates

From Table 3, it can be seen that, of the four scenarios, Alternative D generates the highest traffic volumes, while Alternative C represents the closest match to Alternative F for daily trip generation. The difference in the number of trips generated comes from the different proportioning of land use between the scenarios.

Roadway Network

As was assumed for Alternatives B-D, this alternative includes Tolman Creek Road being realigned to “tee” into the realigned Mistletoe Road occurring just south of the COPR heavy rail alignment. This option is being considered to have Tolman Creek Road perform as more of a neighborhood collector to help reduce the amount of traffic utilizing the roadway. Currently Tolman Creek Road is classified as an Avenue, which is a higher classification than a Neighborhood Collector, indicating the potential for higher volumes. This alternative would include the reclassification of Tolman Creek Road as a Neighborhood Collector and assumes a slightly lower posted speed limit to encourage lower vehicle traffic.

Future Findings

The following section evaluates the future PM peak hour traffic operations associated with Alternative F. Where study area intersections do not meet jurisdictional standards, mitigation measures will be identified to meet those standards. The methodology and assumptions used in the previous transportation report, including analysis period, future year, and trip distribution are maintained for this analysis.


Unmitigated Operations

Table 4 identifies 2030 PM peak hour operations assuming land use and associated trip generation estimated for Alternative F and no roadway mitigations.

Table 4
Alternative F – 2030 PM Peak Hour Unmitigated Traffic Operations

Intersection	Mobility Standard	Delay	PM Peak Hour	
			LOS	V/C
Hwy 66 (Ashland St)/I-5 Northbound Ramps	V/C 0.85	> 80.0	F	> 1.0
Hwy 66 (Ashland St)/I-5 Southbound Ramps	V/C 0.85	> 80.0	F	> 1.0
Hwy 66 (Ashland St)/Washington St	V/C 0.90	> 80.0	F	> 1.0
Hwy 66 (Ashland St)/Tolman Creek Rd	V/C 0.90	60.3	E	> 1.0
Tolman Creek Rd/Mistletoe Road	LOS D	> 80.0	F	0.68
Hwy 99 (Siskiyou Blvd)/Tolman Creek Rd	V/C 0.90	> 80.0	F	> 1.0
Hwy 99 (Siskiyou Blvd)/Mistletoe Mill Rd	V/C 0.90	51.8	F	0.50
Hwy 99 (Siskiyou Blvd)/Crowson Rd	V/C 0.80	11.4	B	0.11

SOURCE: DKS Associates

 - Indicates an intersection that does not meet jurisdictional standard

Based on the findings in Table 4, six total intersections fail to meet jurisdictional standards by the year 2030 during the PM peak hour, and would require some form of mitigation to meet the outlined standard. Five of the intersections are also forecasted to not meet jurisdictional standards in the No-build condition. In addition, the realigned intersection of Tolman Creek Road/Mistletoe Road does not meet jurisdictional standard in Alternative F.

Mitigations

The following summarizes potential mitigation strategies to address deficiencies expected for the Alternative F land use scenario.

- Hwy 66 (Ashland Street)/Interstate 5 northbound – As in the No-build scenario, this intersection has a deficient V/C ratio for the stop controlled side street. The northbound left turning vehicles incur a large amount of delay associated with multiple conflicting heavy vehicle movements at this intersection. Similar mitigation as under the No-build condition (traffic signal) would be necessary; however signalization alone would not meet the jurisdictional standard. In addition, a separate eastbound left turn pocket would be necessary in order to meet the jurisdictional standard. This would provide a protected left turn for the large number of vehicles accessing Interstate 5. This improvement would require the reconstruction of the existing overpass to allow for a three lane cross-section (currently it is a two lane structure). As in Alternatives B-D, a westbound right turn pocket would also be necessary with Alternative F land use.

The intersection does not meet peak hour signal warrants during the PM peak hour. Since this intersection does not meet signal warrants a variance would need to be sought to install a traffic signal and the justification of the traffic signal would need to be documented and then reviewed by ODOT and the State Traffic Engineer for potential approval.

- Hwy 66 (Ashland Street)/Interstate 5 southbound ramp – The stop controlled off-ramp intersection has southbound movements that are over capacity. Similar mitigation that was outlined for the No-build scenario would still be necessary under this alternative. This includes a traffic signal at the intersection and an additional southbound right turn pocket (for dual right turns). The intersection currently meets signal warrants, and would continue to do so in the future.
- Hwy 66 (Ashland Street)/Washington Street – This intersection has stop control in the northbound direction and heavy volumes east/west on Ashland Street which create a delay and capacity constraint for the northbound left movement. This intersection has similar mitigation as would be necessary under the No-build scenario. This includes a traffic signal with a dedicated westbound left turn pocket.

The intersection meets the peak hour signal warrant, however is spaced approximately 350 feet away from the Interstate 5 southbound off-ramp. Because a signal at this location would violate spacing standards, a variance would need to be granted to allow its construction. Additional options related to this intersection are discussed later in this report, including creating a Right-In/Right-Out traffic control. The proposed Right-In/Right-Out traffic control would operate within jurisdictional standards without requiring any additional mitigations (such as additional turn lanes or a traffic signal), but would have impacts to other nearby intersections and limit circulation and access to Washington Street land uses.

- Hwy 66 (Ashland Street)/Tolman Creek Road – Similar to the No-build scenario, an additional (second) westbound left turn at this intersection would help to mitigate the intersection operations. The creation of dual westbound left turns would require two receiving lanes southbound on Tolman Creek Road. The additional receiving lane could taper and merge to one lane further south of this intersection. However, the left turn alone is not enough mitigation to meet the jurisdictional standard. In addition to adding a westbound left turn, a separate northbound right turn would be needed to achieve the jurisdictional standard for V/C ratio. The need for additional southbound right and westbound right turn lanes were identified for Alternative D, but are not necessary in Alternative F.
- Tolman Creek Road/Mistletoe Road (realigned) – The realigned intersection does not meet jurisdictional standard as an unsignalized intersection. Signalizing the intersection allows for adequate intersection operations. The intersection meets peak hour signal warrants under this alternative in the future. The need for an additional northeastbound turn lane to separate right and left turns was identified for Alternative D, but is not necessary in Alternative F.
- Hwy 99 (Siskiyou Boulevard)/Tolman Creek Road – Under Alternative F this intersection is beyond the jurisdictional standard even with expected changes to the peak hour factor through TDM measures outlined in the No-build scenario; additional mitigation is necessary to meet the jurisdictional standard. The northbound left turn movement has delay and capacity constraints due to the stop controlled movement and the uncontrolled (free flow) movement on Siskiyou Boulevard. Adding turn lanes to this approach does not alleviate the delay and/or capacity constraints. A signal at this location would allow for adequate traffic operations; however the intersection does not meet a peak hour signal warrant. If a signal were to be implemented at this location a variance would need to be granted.

Mitigated Operations

Based on the mitigation measures outlined above, Table 5 summarizes the future operations of study area intersections in the 2030 PM peak hour with Alternative F land use. All intersections meet jurisdictional standard with the proposed mitigations. It should be noted that some of the proposed mitigations would require additional review and approval, especially the implementation of new signals at intersections if they do not meet a signal warrant. Meeting a signal warrant is one criterion for implementing a signal, but there are many other criteria that should be evaluated and reviewed before deciding on installing a signal.

Table 5
Alternative F – 2030 PM Peak Hour Mitigated Operations

Intersection	Mobility Standard	Delay	PM Peak Hour	
			LOS	V/C
Hwy 66 (Ashland St)/I-5 Northbound Ramps	V/C 0.85	22.7	C	0.74
Hwy 66 (Ashland St)/I-5 Southbound Ramps	V/C 0.85	18.1	B	0.61
Hwy 66 (Ashland St)/Washington St	V/C 0.90	7.5	A	0.51
Hwy 66 (Ashland St)/Tolman Creek Rd	V/C 0.90	37.0	D	0.88
Tolman Creek Rd/Mistletoe Road (realigned)	LOS D	22.4	C	0.83
Hwy 99 (Siskiyou Blvd)/Tolman Creek Rd	V/C 0.90	19.1	B	0.70
Hwy 99 (Siskiyou Blvd)/Mistletoe Mill Rd	V/C 0.90	51.8	F	0.50
Hwy 99 (Siskiyou Blvd)/Crowson Rd	V/C 0.80	11.4	B	0.11

SOURCE: DKS Associates

Mitigation Triggers

The timeframe for full development of a property can be uncertain. Table 6 lists progressive mitigation measures for each intersection and a trigger point that identifies the approximate level of development (as a percentage of full build-out of Alternative F land uses) where the mitigation would be needed to address PM peak hour deficiencies. Table 6 also identifies which of these measures are included in the No-Build scenario. No-Build mitigations are identified as having a development trigger point of 50%, because the No-Build trip generation is equal to approximately 50% of the proposed Alternative F trip generation. This analysis makes some simplifying assumptions including uniform development of the property across all land use types, but can be used as a rough guide for mitigation priority and timeline for intersection improvements.

Table 6
Alternative F – Mitigation Triggers

Intersection	Mitigation Description	Included in No-Build	Development Trigger Point
Hwy 66 (Ashland St)/I-5 Northbound Ramps	Traffic signal	X	50%
	EBL turn lane (with above)	X	50%
	WBR turn Lane (with above)		50-55%
Hwy 66 (Ashland St)/I-5 Southbound Ramps	Traffic signal with SBR turn lane	X	50%
Hwy 66 (Ashland St)/Washington St	Traffic signal with dedicated WBL turn lane	X	50%
Hwy 66 (Ashland St)/Tolman Creek Rd	WBL turn lane	X	50%
	NBR turn lane (with above)		90-95%
Tolman Creek Rd/Mistletoe Road	Roadway realignment & EBR turn lane*		60-65%
	Roadway realignment & traffic signal		75-80%
Hwy 99 (Siskiyou Blvd)/Tolman Creek Rd	Traffic signal		50-55%
Hwy 99 (Siskiyou Blvd)/Mistletoe Mill Rd	-		
Hwy 99 (Siskiyou Blvd)/Crowson Rd	-		

SOURCE: DKS Associates

Note: Turn lane abbreviations represent cardinal direction (north, south, east, west) and relative movement (left, right, through) e.g. (EBL = eastbound left and NBR = northbound right).

*EBR turn lane is not included in mitigation for full (100%) of Alternative F development, but provides an operational benefit that may serve as an interim solution prior to full build-out.

Roadway Circulation Alternatives

In addition to the land use alternatives being considered, there are some roadway circulation changes worthy of further examination. Three changes from the existing roadway network are analyzed below:

- Realignment of Tolman Creek Road at Mistletoe Road
- Extension of Washington Street (connecting to the proposed development across the existing railroad)
- Right-In-Right-Out operations at the Washington Street / Ashland Street intersection

Mistletoe Road Connection Sensitivity

The proposed realignment of Tolman Creek Road would “tee” into Mistletoe Road and would be classified as a Neighborhood Collector, thus reducing the potential for through trips along Tolman Creek Road. The more “through” route would be created along Mistletoe Road with a new roadway extending from Mistletoe Road to the southeast and connecting to Hwy 99 (Siskiyou Boulevard) farther east of the existing Mistletoe Road. This roadway has the potential to be a three lane. The current plans assume an alignment to the west that is placed within an existing Oregon Department of Transportation(ODOT) maintenance yard. If this property were not available for the proposed realignment of Mistletoe Road, something similar to the current alignment would be retained, with a Mistletoe Road “tee” into Tolman Creek Road.

The proposed realignment of Tolman Creek Road has the potential to divert existing and future trips due to a less direct north/south route to connect to/from Hwy 99 (Siskiyou Boulevard) and Hwy 66 (Ashland Street). The regional travel demand model was used to help estimate the potential for diverted trips. These diverted trips were rerouted in the future forecasts for analysis. Table 5 from the previous transportation report identified the potential for diverted trips from Tolman Creek Road based on the regional travel demand model as approximately 50 peak hour vehicles for alternatives B and C and 50-100 peak hour vehicles for Alternative D.

In terms of intersection operations, the only intersection significantly impacted by the proposed alignment would be the Tolman Creek Road / Mistletoe Road intersection itself. Table 7 summarizes the operations and required mitigations for the intersection with the existing configuration of Mistletoe Road (east/west) intersecting with Toman Creek Road (north/south).

Table 7
Operations Summary – Existing Mistletoe Road Connection

Intersection	Mobility Standard	Alternative F			Mitigation Description	Included in No-Build	Development Trigger Point
		Mitigated Operation					
		Delay	LOS	V/C			
Tolman Creek Rd/Mistletoe Road	LOS D	35.5	D	0.92	WBR turn lane Traffic signal	50-55% 75-80%	

SOURCE: DKS Associates

Table 7 indicates very similar mitigations and operations for the current configuration as were identified for the realigned intersection in Table 5. In both cases an additional turn lane can provide a temporary mitigation. However, before full build-out of Alternative F, a traffic signal would be required to meet jurisdictional standards. The realigned route would make for more direct travel for the proposed development area between Highways 66 and 99, while the current configuration provides more direct travel north and south between the two highways. The overall balance of traffic volumes between approaches is relatively even in either scenario. As a result, traffic operations are similar in each scenario.

The overall traffic volume expected for Mistletoe Road and the realigned Tolman Creek Road may necessitate widening the existing two-lane roadways to three-lane or even four-lane facilities. Typically, 700 vehicles per hour in a single lane is considered a threshold for widening to three lanes and 1200 vehicles per hour would indicate a potential need for four or five lanes. In the Alternative F scenario, portions of Tolman Creek Road (north of the realigned intersection with Mistletoe Road) are forecasted to have over 1000 vehicles in a single lane and portions of Mistletoe Road are projected to have over 800 vehicles in a single lane, indicating the need for three lanes of roadway. The need for three lanes is triggered at approximately 60% of Alternative F development on Tolman Creek Road (north of the Mistletoe Road intersection) and 85% of Alternative F development on Mistletoe Road (south of the Tolman Creek Road intersection.) The No-Build scenario would likely have an approximate lane volume maximum of 650, indicating that a two lane section would be adequate. The higher traffic volumes generated from Alternative D are estimated to be at a maximum of approximately 1200 vehicles on Tolman Creek Road (north of the Mistletoe Road intersection), which may trigger the need for a four or five lane facility if such a land use scenario is pursued.

Washington Street Connection Sensitivity

A proposed extension of Washington Street south would create an additional access point into the study area and would potentially divert traffic demand from Tolman Creek Road and its intersections at the Highway 66 and Mistletoe Road intersections. This is a key intersection because of the high level of mitigation identified in some alternatives, particularly Alternative D which suggested the need for an additional turn lane on each approach. However, two potential difficulties exist for the Washington Street extension. The first is the proposed roadway would need to cross the railroad that borders the north/west portion of the study area. The second issue is that the Washington Street / Highway 66 intersection has been identified by for potential Right-In/Right Out operations, given its proximity to the I-5 / Highway 66 interchange ramps.

Right-In/Right-Out operations would alleviate the left turn delay/capacity constraint, however due to physical constraints with the heavy rail alignment to the south, Washington Street provides the only full connection to access multiple parcels within this area. If a right-in/right-out access were pursued, additional connectivity would need to be provided potentially to Tolman Creek Road to allow for additional ingress/egress for that area. A right-in/right out access may also impact connectivity for land uses located to the north of Ashland Street (primarily retail uses). While both options would allow for adequate traffic operations, a signal may be the preferred mitigation to allow for full access to surrounding land uses.

To analyze the impacts of the proposed Washington Street extension and potential Right-In/Right-Out operations at the Washington Street extension, four separate scenarios were identified:

- Washington Street Extension & Right-In/Right-Out operations at Highway 66
- Washington Street Extension & all turns permitted at Highway 66
- No Washington Street Extension & Right-In/Right-Out operations at Highway 66
- No Washington Street Extension & all turns permitted at Highway 66

All four scenarios are analyzed with Alternative F assumed to be fully built. Figure 2 includes a schematic illustration of each scenario and also identifies 2030 PM peak hour traffic operations for the three study intersections impacted by the alternatives. The following section discusses the operations and mitigations for each of the four scenarios.

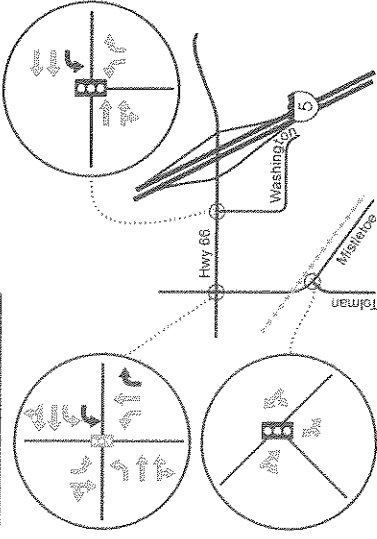
Figure 2 shows the traffic operations expected without a Washington Street extension and with all turns permitted at Washington Street / Highway 66 (similar to the previous Alternative F configuration.) The results match those previously identified in Table 5. The mitigations identified include two additional turn lanes at the Tolman Creek Rd / Highway 66 intersection.

Figure 2 also shows the traffic operations expected with a Washington Street extension constructed and with all turns permitted at Washington Street / Highway 66. The extension removes the need for any mitigations at the Tolman Creek Rd / Highway 66 intersection and also improves operations at the Tolman Creek Rd / Mistletoe Road intersection. However, traffic operations at Washington Street / Highway 66 are degraded from v/c 0.51 to 0.74, but still meet the jurisdictional standard.

The Right-In/Right-Out turn restriction at Washington Street / Highway 66 removes the need for constructing a traffic signal at the Washington Street / Highway 66 intersection. However, traffic operations at Tolman Creek Rd / Highway 66 are degraded and require additional mitigations (southbound left and eastbound right turn lanes) compared to the base scenario for Alternative F. With the Right-In/Right-Out restriction at Washington Street / Highway 66, the mitigations for the Tolman Creek Rd / Highway 66 intersection match what was identified for Alternative D.

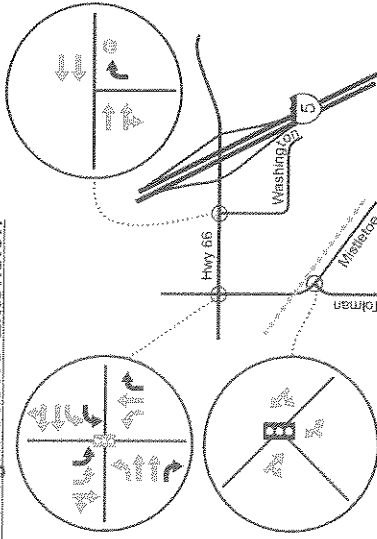
The traffic operations expected with a Washington Street extension constructed and Right-In/Right-Out operations at Washington Street / Highway 66 are also identified in Figure 2. Traffic operations at Tolman Creek Rd / Highway 66 benefit from outbound study area traffic turning right onto Highway 66 from Washington Street extension (instead of from Tolman Creek Road). However, with the turns being restricted, the impacts are relatively small and the mitigation required remains at four additional turn lanes for the Tolman Creek Rd / Highway 66 intersection. As in the previous scenario, the Right-In/Right-Out turn restriction does remove the need for adding a signal at the Washington Street / Highway 66 intersection.

Option: Full Access NO Extension



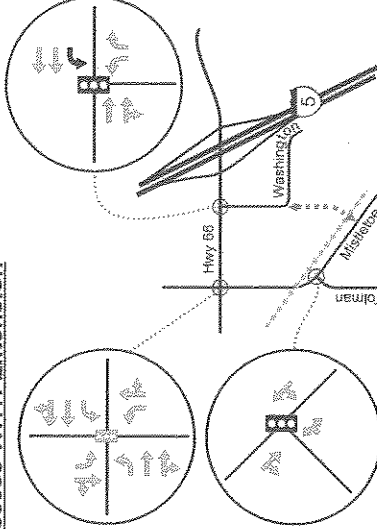
Intersection	Delay	LOS	V/C
Washington St/Hwy 66	7.5	A	0.51
Tolman Creek Road/Hwy 66	37.0	D	0.88
Tolman Creek Road/Mistletoe Rd	22.4	C	0.83

Option: Right-in/Right-out NO Extension



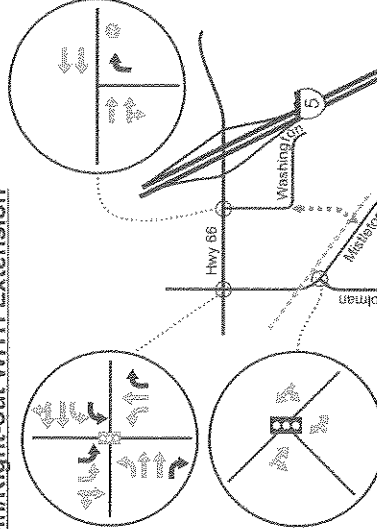
Intersection	Delay	LOS	V/C
Washington St/Hwy 66	15.0	B	0.14
Tolman Creek Road/Hwy 66	41.0	D	0.80
Tolman Creek Road/Mistletoe Rd	24.4	C	0.88

Option: Full Access WITH Extension



Intersection	Delay	LOS	V/C
Washington St/Hwy 66	23.2	C	0.74
Tolman Creek Road/Hwy 66	34.6	C	0.81
Tolman Creek Road/Mistletoe Rd	15.2	B	0.50

Option: Right-in/Right-out WITH Extension



Intersection	Delay	LOS	V/C
Washington St/Hwy 66	20.9	C	0.56
Tolman Creek Road/Hwy 66	40.2	D	0.78
Tolman Creek Road/Mistletoe Rd	19.6	B	0.78

LEGEND

- Existing Lane Geometry
- Existing Signal
- Existing Stop Control
- Proposed/Mitigated Lane Geometry
- New Road Connection/Extension
- New Signal

Information Sources: DKS Associates



WASHINGTON STREET EXTENSION OPERATIONS/MITIGATION SENSITIVITY

In summary, the proposed Right-In/Right-Out operations at Washington Street / Highway 66 remove the need to locate a traffic signal at the intersection. However, the Right-In/Right-Out restriction places more demand on the Tolman Creek Road / Highway 66 intersection and will necessitate additional mitigations at that intersection. In addition, the proposed signal at Washington Street is spaced approximately 350 feet away from the Interstate 5 southbound off-ramp. A signal in this location would not meet spacing standards. If a signal were pursued at this location a variance would need to be granted.

The proposed Washington Street extension would reduce demand on Tolman Creek Road intersections. However, the mitigations are only significantly affected if there are no turn restrictions at Washington Street / Highway 66. Combining the Washington Street Extension with Right-In/Right-Out operations at the Highway 66 intersection would provide little benefit from an operational perspective, although the extension would improve circulation and access for both the study area and land uses located along the existing Washington Street alignment. The improvements identified at Tolman Creek Road/Highway 66 are not immediately needed and have been identified to be needed at approximately 50% of the proposed development if access is restricted to right-in/right-out at Washington Street/Highway 66 and no extension of Washington Street in place. If the Washington Street extension and/or a signal at Washington Street/Highway 66 were to be pursued by the City based on the potential need for improvements on the surrounding roadway network and the implications those improvements may have, there is time based on the sensitivity analysis to weigh the benefit-cost analysis of that improvement to other improvements identified in the surrounding roadway network.

A summary of the proposed mitigation strategies and comparison of those mitigations to previous alternatives and their mitigation strategies are summarized in Figure 3 following this page.

Alternative F

Alternative D

No-Build

Intersection	Alternative F		Alternative D		No-Build	
	Unmitigated	Mitigated	Unmitigated	Mitigated	Unmitigated	Mitigated
Hwy 66 (Ashland Street)/Interstate 5 northbound						
Hwy 66 (Ashland Street)/Interstate 5 southbound						
Hwy 66 (Ashland Street)/Washington Street						
Hwy 66 (Ashland Street)/Tolman Creek Road						
Tolman Creek Road/Mistletoe Road						
Hwy 99 (Siskiyou Boulevard)/Tolman Creek Road						

DKS ASSOCIATES

Information Sources: DKS Associates

N



LEGEND

- Existing Signal
- Proposed Signal
- Existing Lane and/or Lane Geometry
- Proposed Lane and/or Lane Geometry

PROPOSED MITIGATION COMPARISON BY ALTERNATIVE

Memo

DATE: May 12, 2010
TO: Transportation Commission
FROM: Pieter Smeenk, P.E., S.E.
RE: REVISED PARKING ANGLE ON THE PLAZA

At the March Transportation Commission meeting, I proposed using the first parking space in front of Mix Sweet Shop for bicycle parking. My primary reason for proposing this was to eliminate what I consider a hazardous backing out condition, and a second reason was to create more space for the publication boxes that pinch pedestrian traffic. My proposal was to convert eight of the adjacent standard nine foot wide spaces into "compact" 8 foot wide parking spaces. Several commissioners voiced concerns regarding the spaces being too narrow. Opposition to adding bike parking in that location was also voiced. (See attached memos from the February and March Commission meetings)

In response to these concerns, and after further consideration of the crosswalk safety and backing out required into the intersection, I am revising my proposal to instead change the angle of entry into the parking spaces from 60 degrees to 75 degrees, as well as to eliminate the first two parking spaces. A 75 degree layout is often used because it is more efficient geometrically (see attached design tables). This new proposal would have the net effect of adding two more parking spaces to the Plaza, as well as eliminating two hazardous backing out conditions. All of the spaces would remain full sized 9' wide spaces.

I have also attached a map showing the revised parking layout (shown dashed) over the top of the existing layout shown as solid grey lines. The space created by removing the two hazardous back-out conditions in front of Mix could be used for several different purposes, including additional bike parking, seating, landscaping, and sidewalk dining. The most cost-effective use would be to use it for sidewalk dining, since the sidewalk dining yields a \$4.00 per square foot annual revenue. The payback for the concrete work required would be less than three years.

I have reviewed the proposed layout with Rich and Ron Hansen from Gold'nGems, as well as Jaime North and Eric Brown from Mix Sweet Shop. They have all indicated general support. Please review this proposal and provide any comments or suggestions. Thank you.



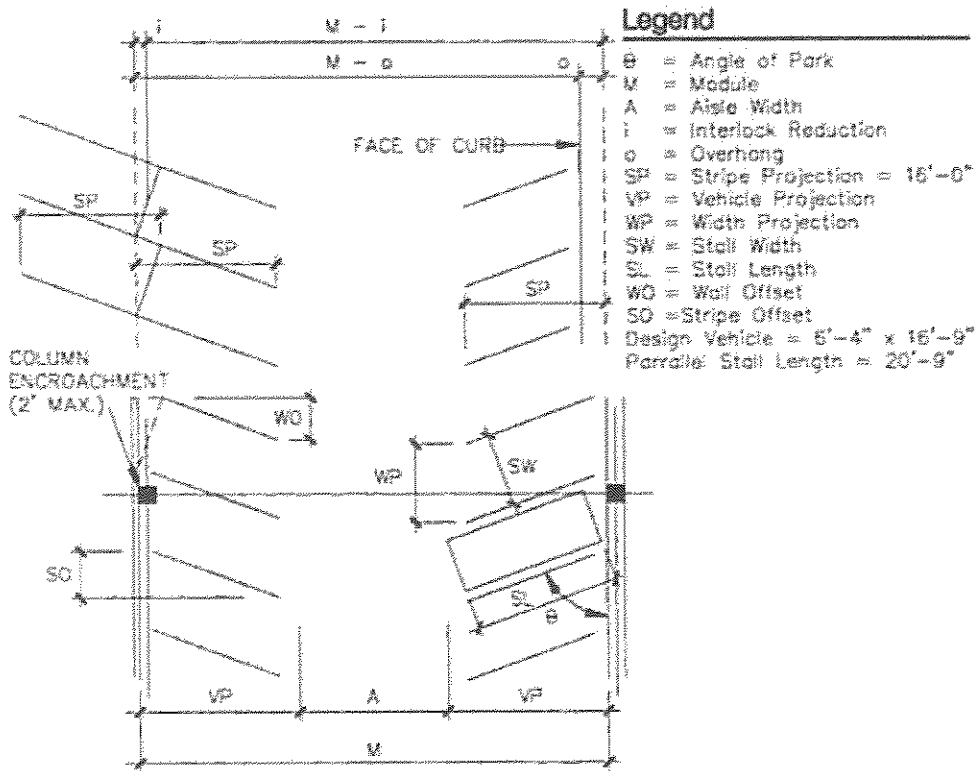
Table 3-7. Parking Layout Dimensions (North America)

All Levels of Service					Design Vehicle = 6'-7" x 17'-1" Stripe Projection = 16'-6" Parallel Stall Length = 21'-6"
θ	VP	WO	O	SO	
45	17'-5"	10'-8"	1'-9"	16'-6"	
50	18'-0"	9'-4"	1'-11"	13'-10"	
55	18'-5"	8'-3"	2'-1"	11'-7"	
60	18'-9"	7'-2"	2'-2"	9'-6"	
65	18'-11"	6'-1"	2'-3"	7'-8"	
70	19'-0"	5'-0"	2'-4"	6'-0"	
75	18'-10"	3'-10"	2'-5"	4'-5"	
90	17'-9"	1'-0"	2'-6"	0'-0"	

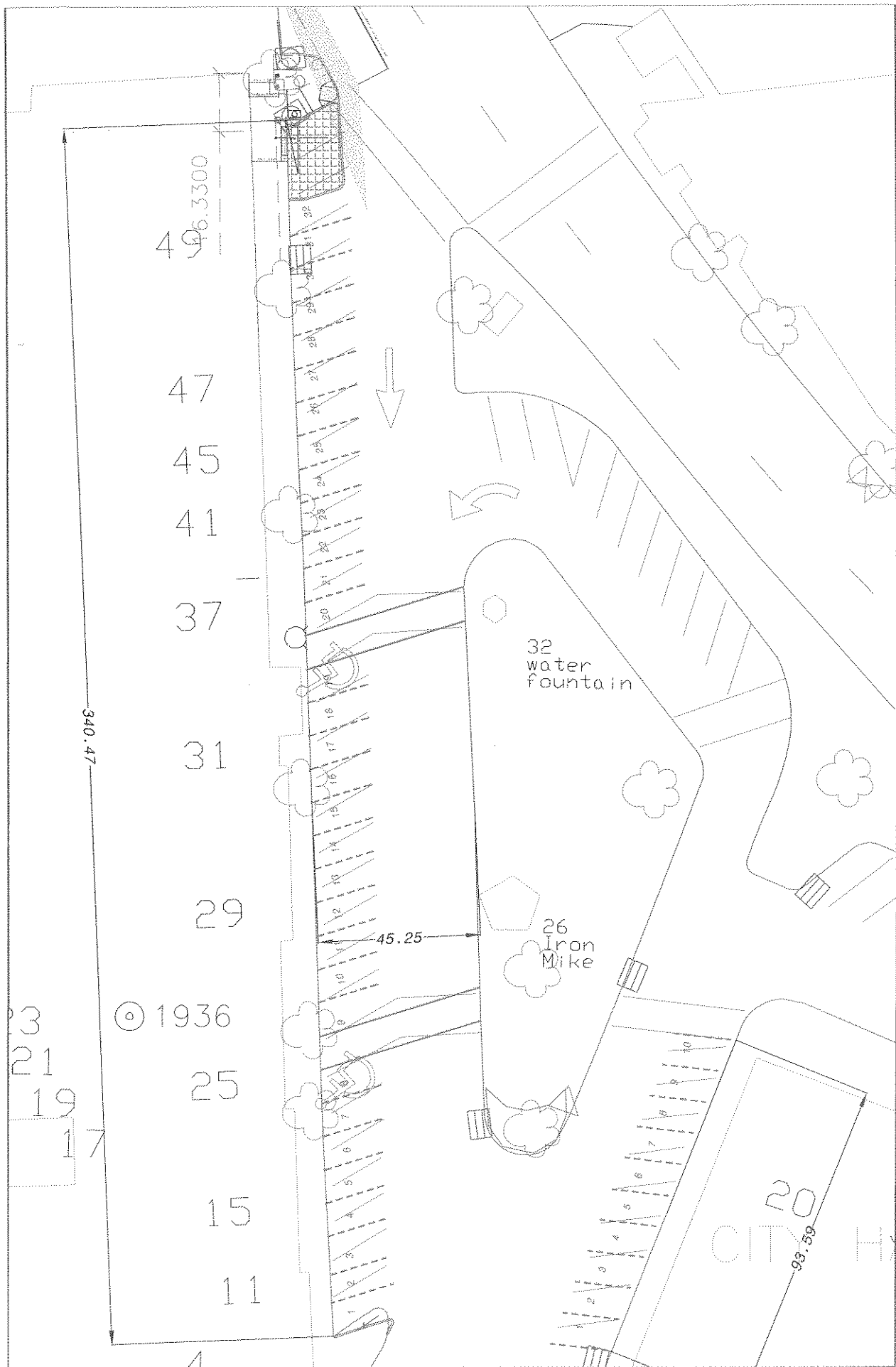
θ	WP	M	A	I	θ	WP	M	A	I
Level of Service A					Level of Service B				
45	12'-9"	49'-6"	14'-8"	3'-2"	45	12'-4"	48'-6"	13'-8"	3'-10"
50	11'-9"	51'-3"	15'-3"	2'-11"	50	11'-5"	50'-3"	14'-3"	2'-10"
55	11'-0"	52'-6"	15'-8"	2'-7"	55	10'-8"	51'-6"	14'-8"	2'-6"
60	10'-5"	54'-0"	16'-6"	2'-3"	60	10'-1"	53'-0"	15'-6"	2'-2"
65	9'-11"	55'-3"	17'-5"	1'-11"	65	9'-8"	54'-3"	16'-5"	1'-10"
70	9'-7"	56'-6"	18'-6"	1'-6"	70	9'-4"	55'-6"	17'-6"	1'-6"
75	9'-4"	57'-6"	19'-10"	1'-2"	75	9'-1"	56'-6"	18'-10"	1'-2"
90	9'-0"	61'-6"	26'-0"	0'-0"	90	8'-9"	60'-6"	25'-0"	0'-0"
Level of Service C					Level of Service D				
45	12'-0"	47'-6"	12'-8"	3'-0"	45	11'-8"	46'-6"	11'-8"	2'-11"
50	11'-1"	49'-3"	13'-3"	2'-9"	50	10'-9"	48'-3"	12'-3"	2'-8"
55	10'-5"	50'-6"	13'-8"	2'-5"	55	10'-1"	49'-6"	12'-8"	2'-4"
60	9'-10"	52'-0"	14'-6"	2'-2"	60	9'-6"	51'-0"	13'-6"	2'-1"
65	9'-5"	53'-3"	16'-5"	1'-10"	65	9'-1"	52'-3"	14'-5"	1'-9"
70	9'-1"	54'-6"	16'-6"	1'-5"	70	8'-9"	53'-6"	15'-6"	1'-5"
75	8'-10"	55'-6"	17'-10"	1'-1"	75	8'-6"	54'-6"	16'-10"	1'-1"
90	8'-6"	59'-6"	24'-0"	0'-0"	90	8'-3"	58'-6"	23'-0"	0'-0"

Notes:

1. All dimensions rounded to nearest inch.
2. Add 1 ft. to module for surface parking bays without curbs or other parking guides (frequent poles, columns or walls) in areas with frequent snow cover.
3. Angles between 76 degrees and 89 degrees not recommended because these angles permit drivers of smaller cars to back out an exit the wrong way.
4. To maintain the same level of service with wider stalls, reduce the module (M) by 3 in. for each 1 in. additional stall width.
5. Columns and light poles may protrude into the parking module a combined maximum of 2 ft as long as they do not affect more than 25% of the stalls in that bay.
6. Small car only stalls 7'-6" wide by 15'-0" long should only be used at constrained locations or in remnants of space. The number of these stalls should not exceed 15% of the total capacity.



Source: Parking Structures: Planning, Design, Construction, Maintenance, and Repair, Anthony P Crest et al., third edition, 2001 ISBN 0-7923-7213-1
http://books.google.com/books?id=fs68ZmTwtSMC&pg=PA82&lpg=PA82&dq=75+degree+parking+layout&source=bl&ots=yppcTqma5P&sig=8EReWzJC6uAvwZTypdhLYqsCKUU&hl=en&ei=7X_MS_C1PJDusQOdtaypAw&sa=X&oi=book_result&ct=result&resnum=8&ved=0CCcQ6AEwBw#v=onepage&q=75%20degree%20parking%20layout&f=false



Revised Parking from 60 degree to 75 degree angle (2 spaces added)

From: Tom and Nancy Burnham <ntburnham@gmail.com>
To: Nancy Slocum <Nancy@ashland.or.us>
Date: 2/22/2010 2:20 PM
Subject: Additional Bicycle Parking in Plaza

Hi Nancy,

Would you please pass along some thoughts to Mike Faught regarding the Plaza bike parking plan presented at our 2/18/10 TC meeting.

1. Several people I have talked to regarding the proposed parking space removal feel that it is a good idea - backing out of it is a problem and dangerous. It becomes difficult as one backs over the crosswalk and into incoming traffic. This blocks vehicle access into the plaza. Local people do not like to park in this space.
2. The concern of losing a parking space is an important issue even though you showed that none could be reduced by tightening the width. These compact only spaces are a concern as it limits the kind of vehicle that can park there.
3. Is there a need for more bicycle parking in the Plaza? Mixed answers came out at the meeting. If no more cycle parking is needed, then the new space is not needed?? Or do we need it for the news racks and sidewalk dining? How can we determine if more bike parking is needed?
4. AN IDEA!! Eliminate only half the parking space(4.5'). This gives a bit more space to safely back out.
 Configure the space for fewer bikes to park.
 Reduce the widths of the spaces to 8' 6" - a compromise that will allow most vehicles to park and not reduce the total number of spaces. Can this be laid (drawn) out to see if it might work?
5. Will this make most everyone happy and solve the issues??

Thank you for considering this.

Tom Burnham

PS Should this be sent to all the TC members?

From: Tom and Nancy Burnham <ntburnham@gmail.com>
To: Nancy Slocum <Nancy@ashland.or.us>
Date: 4/25/2010 8:02 PM
Subject: Plaza parking

To Transportation Commission:

Plaza Parking.

I will be out of the country beginning May 1st and plan to return on May 25th. I will be unable to attend the Transportation Commission meeting scheduled in May (20th). I would like to voice my opinion regarding the Plaza Parking proposal as presented at the last 2 previous meetings.

The plan presented by Public Works makes some good sense. Safety is an important issue in the Plaza. Removing the parking space is important in preventing parked vehicles from backing out onto a main street (North Main) and backing out over a marked crosswalk. Several people I know, including my wife refuse to park in this space as visibility is poor while backing out and this becomes a safety issue for them, not to mention pedestrians and vehicles on the main road (East main?).

Providing more cycle parking does not appear to be an important issue as there are presently a good many parking spaces for bikes in the Plaza area. But it never hurts to provide more cycle parking to encourage additional bike use. And providing more outside dining areas makes the Plaza a more vibrant area.

I understand that close-in parking is an important issue for local businesses. I would hope that the Plaza merchants do not just rely on customers that park in front of and close to their establishments. It would be my guess that they could not survive with only the customers that park within the Plaza.

It makes some sense for Plaza merchants to increase foot traffic. Why? If I park in the City lots or parking structure and walk to the Plaza I am usually passing and being exposed to any merchant I happen to walk by and thus become a potential customer for a shop/restuarant while on my way to my destination.

As the new proposal keeps the same number of parking spaces in the Plaza, (although making "compact cars only" for some of the spaces) makes the case for fewer parking spaces a non-issue.

I presented an alternate idea a while back that never made it to the Commission - A compromise the might possibly work at this time. Remove half the width of the parking space (4ft+). This makes backing out much safer, but cuts down on the number of cycle parking spaces, and still allows for the dining area as proposed. Doing this allows for wider width parking spaces. Example would be having 7'6" wide spaces (8) which could accommodate many regular size vehicles.

CITY OF ASHLAND

May 10, 2010

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

Dear Downtown Business Owner:

In February of this year the Ashland Transportation Commission considered a request to add additional bicycle parking at the entrance to the Plaza. This proposal reconfigured 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, staff recommended converting some of the parking spaces to compact spaces.

These changes, if approved, would remove a potentially dangerous parking space where cars back out into a crosswalk and East Main Street. Any changes to the parking configuration downtown will ultimately go before the City Council who will then make the final decision.

At the March 18, 2010 meeting, the Transportation Commission voted not to change the parking configuration; then on April 15, 2010 the Commission decided to reconsider the March decision. Therefore, you are invited to attend the **Thursday, May 20th Transportation Commission meeting beginning at 6:00 PM**. The meeting will be held at the **Council Chambers at 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



Memo

DATE: March 18, 2010
TO: Transportation Commission
FROM: Pieter Smeenk, Associate Engineer
RE: ADDITIONAL BICYCLE PARKING ON NORTH MAIN STREET (PLAZA)

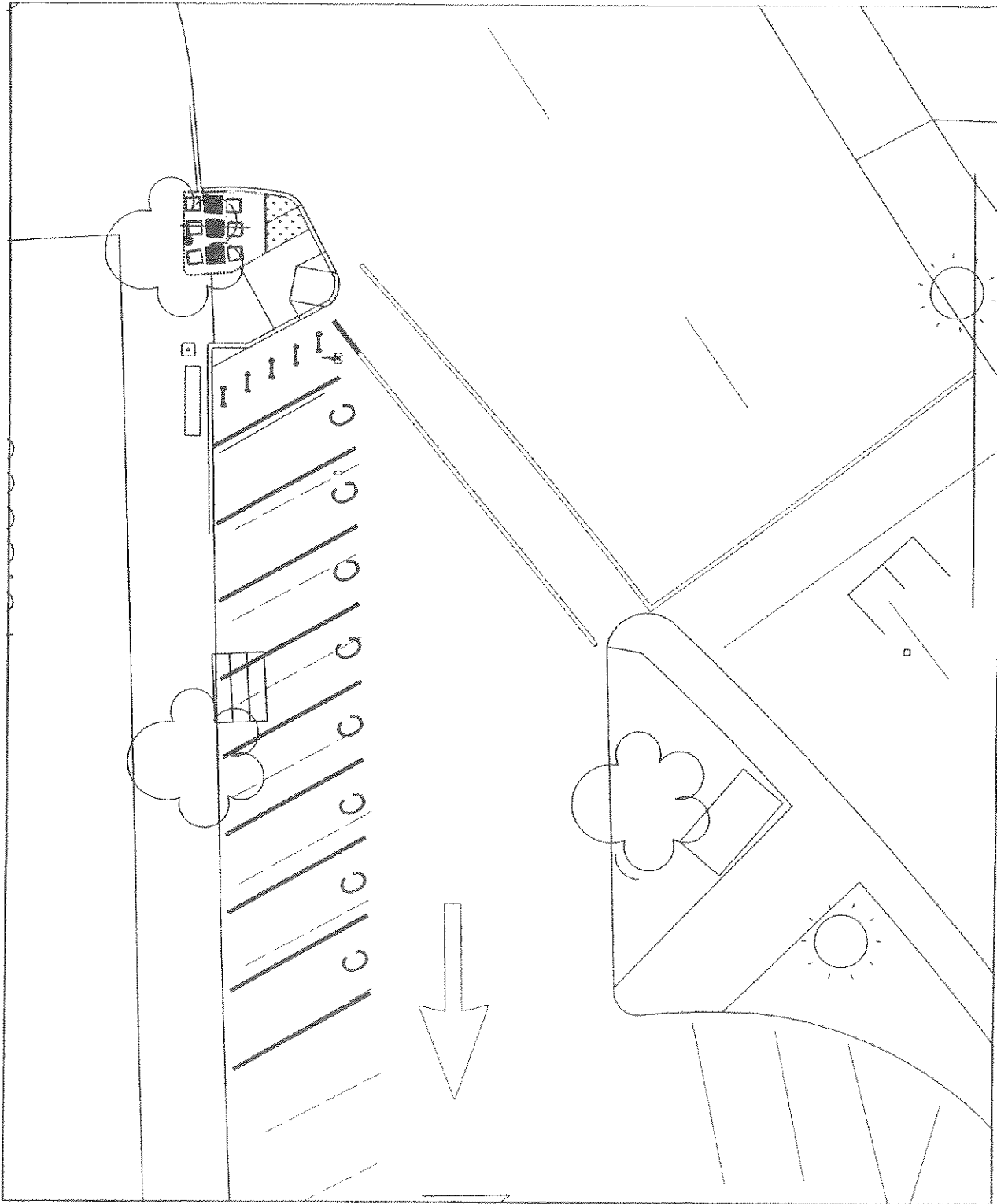
At the last Commission meeting, I proposed creating ten new bicycle parking spaces in an existing parking space I consider dangerous. In order to create the space needed without reducing the total number of vehicle parking spaces, I proposed converting eight of the adjacent standard nine foot wide spaces 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.

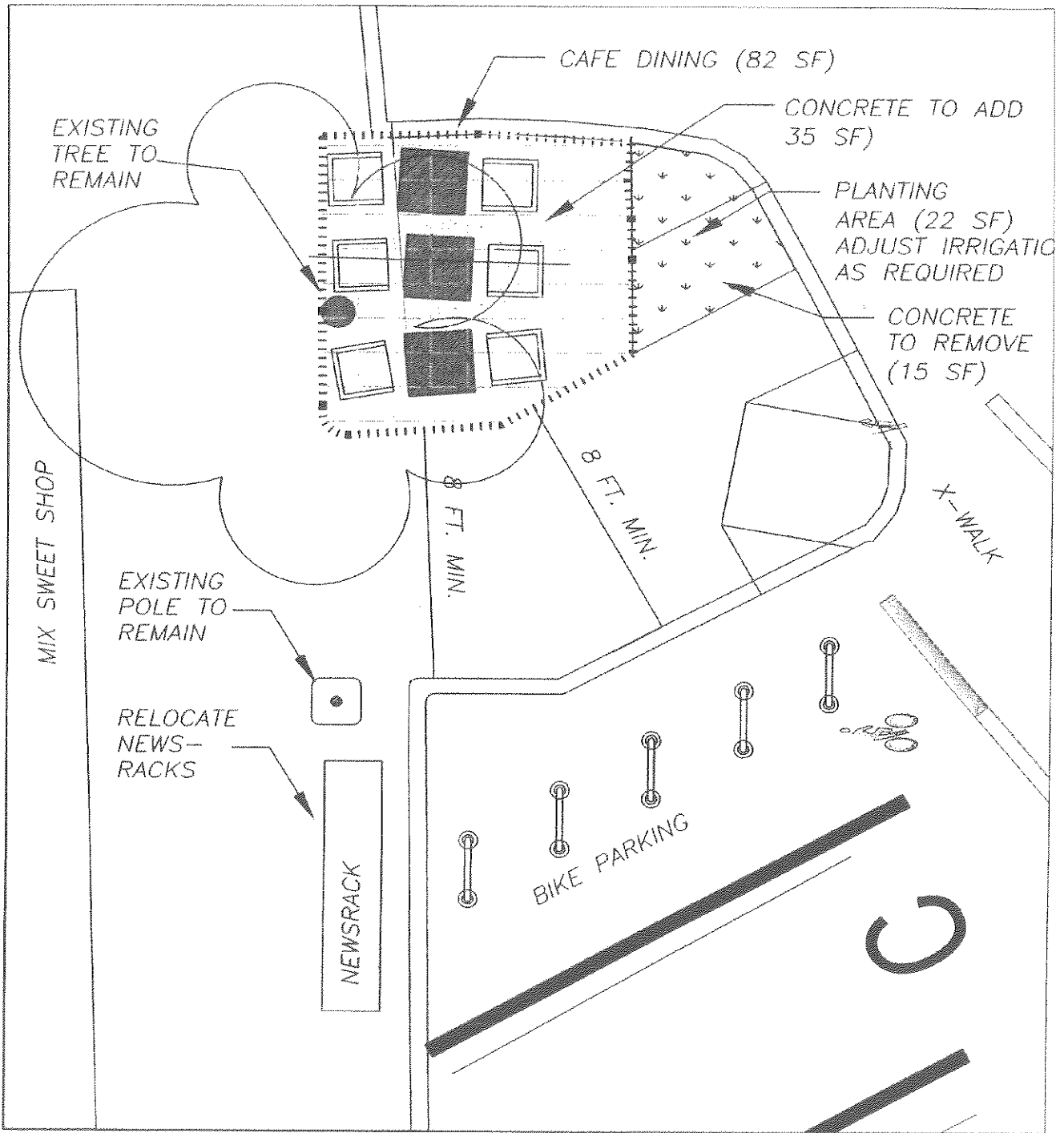
With this input, the existing parking layout was reviewed to see if additional spaces could be created, but few opportunities exist. There is potential to locate bike racks in the Calle, but permission from the Parks Commission would be required. *I continue to recommend that the first parking space 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.*



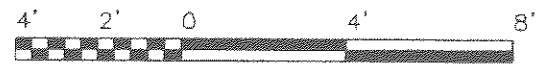


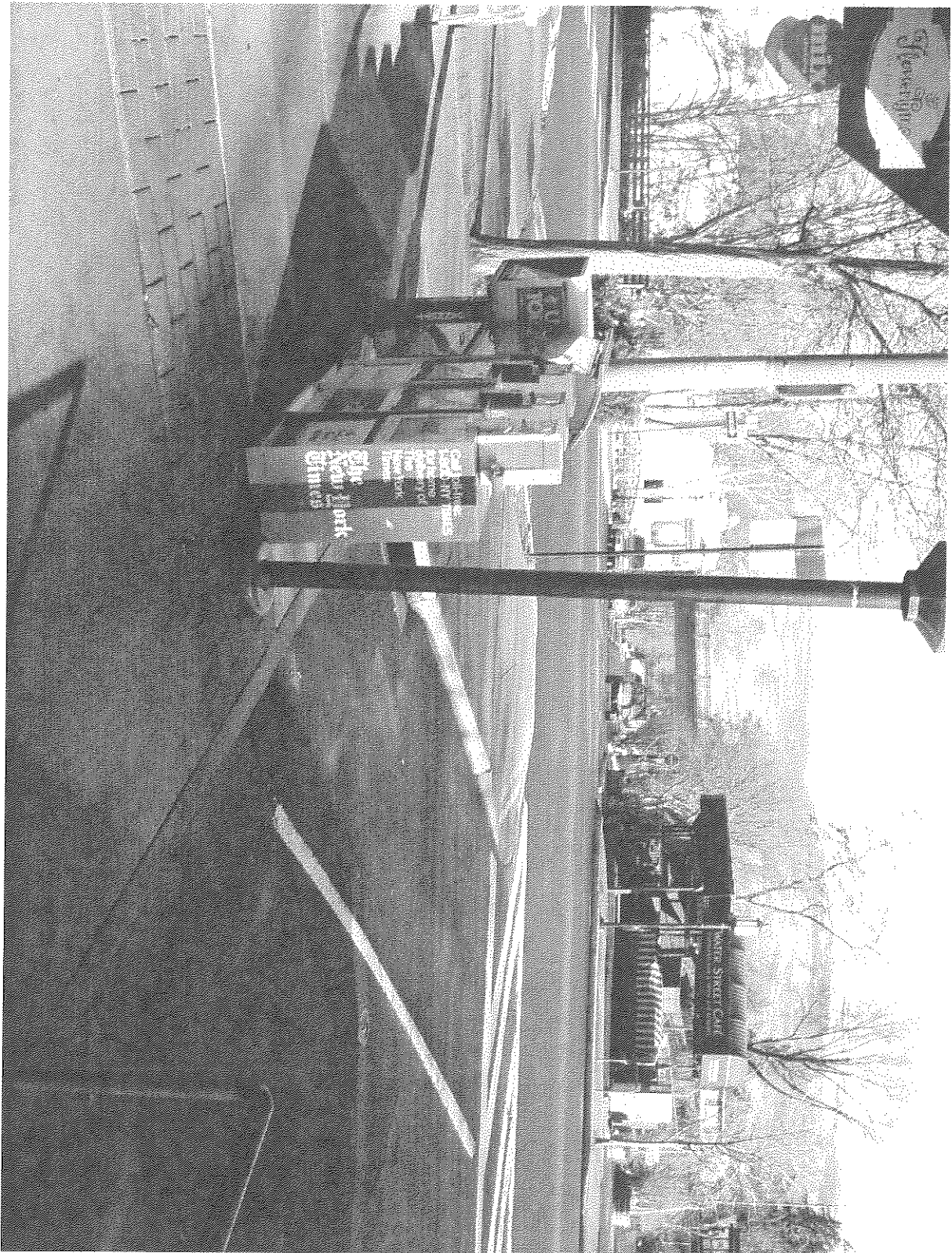
SITE PLAN

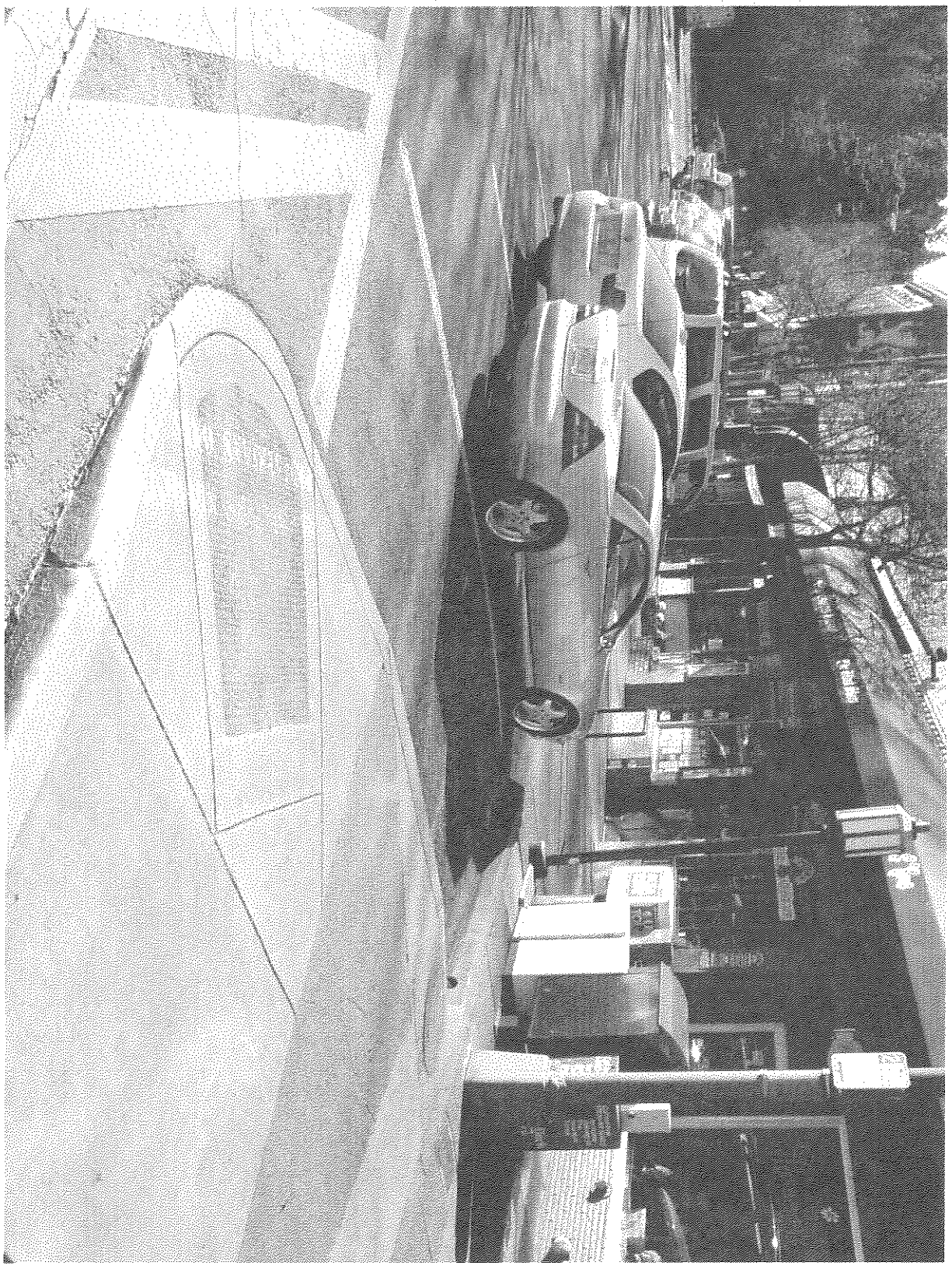


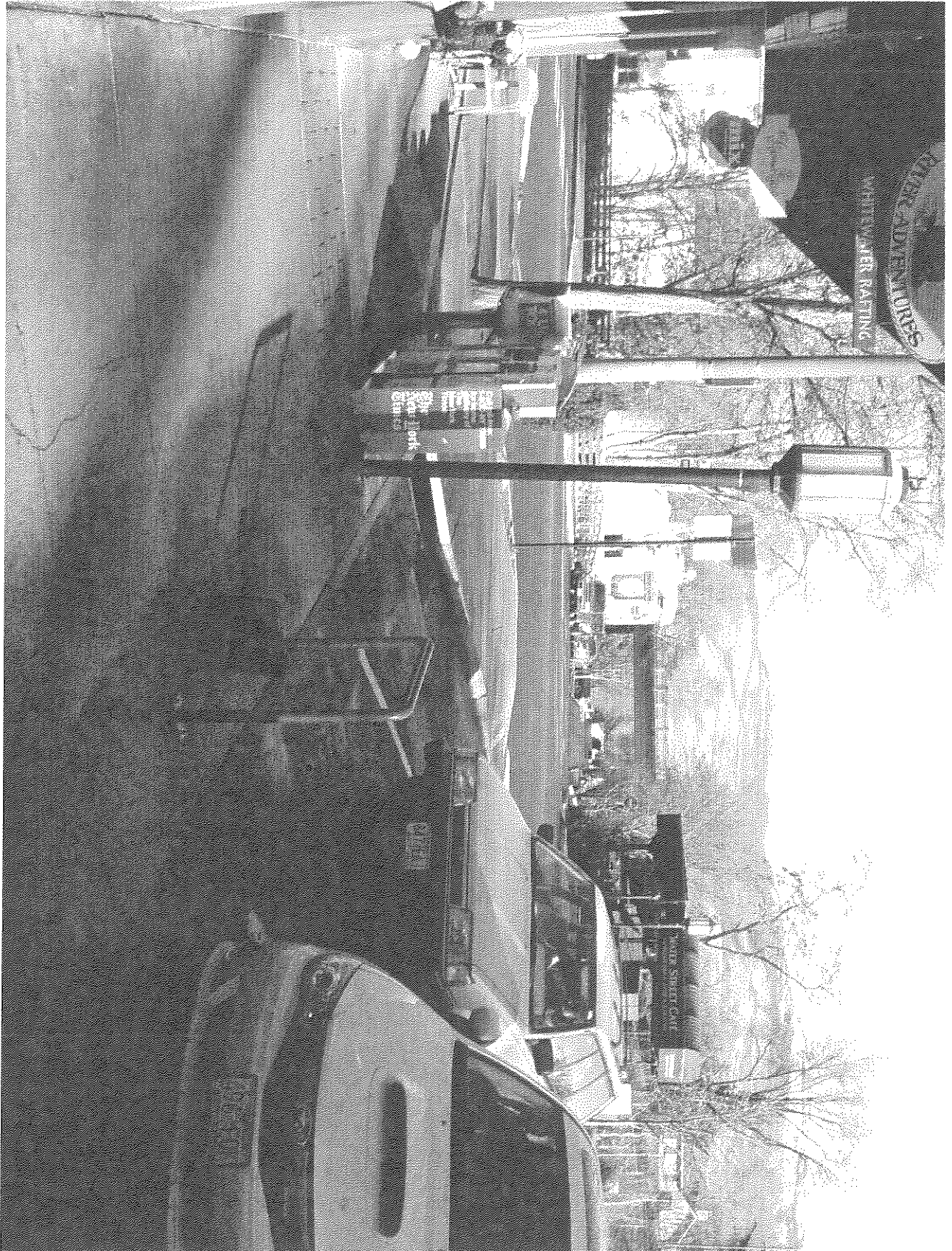


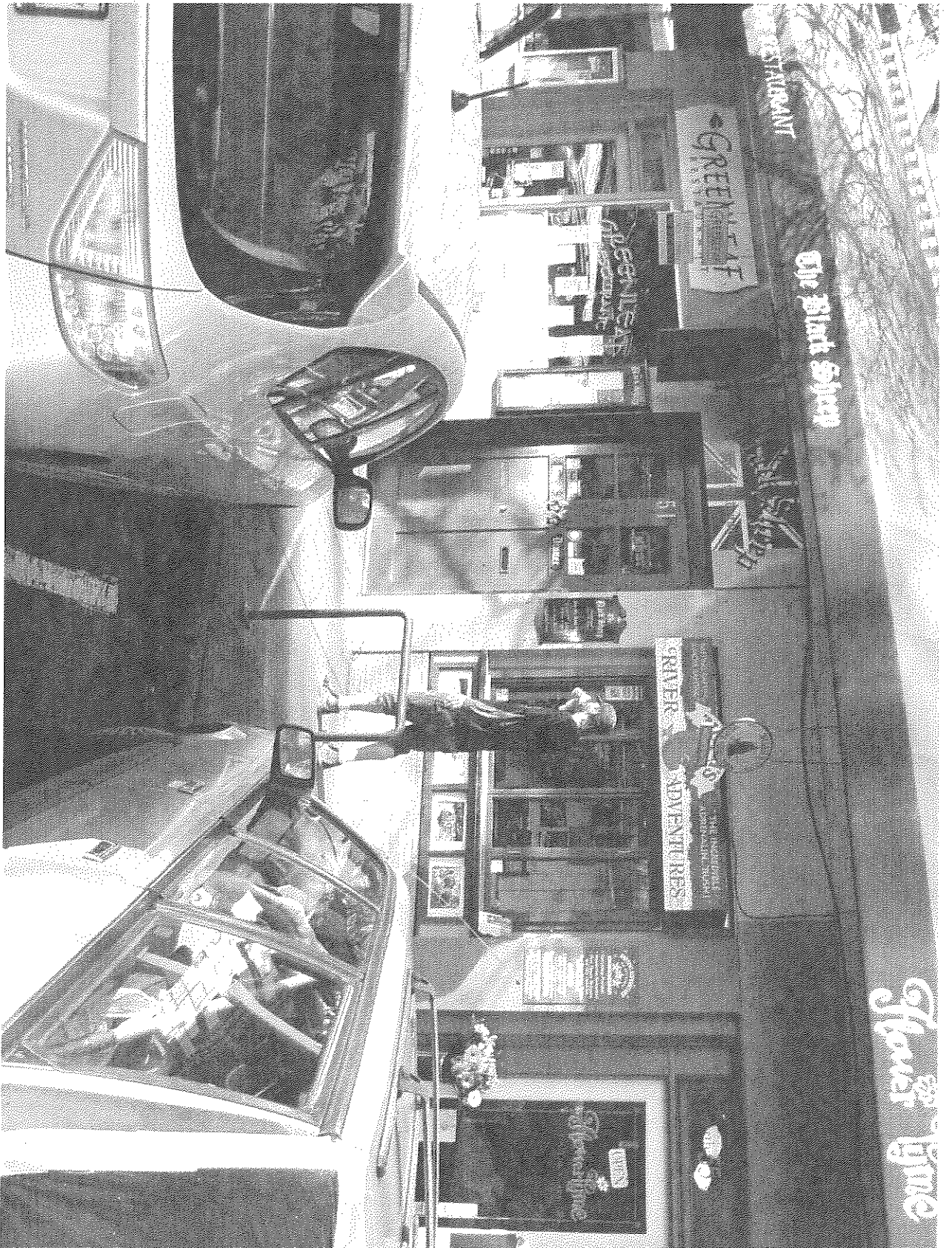
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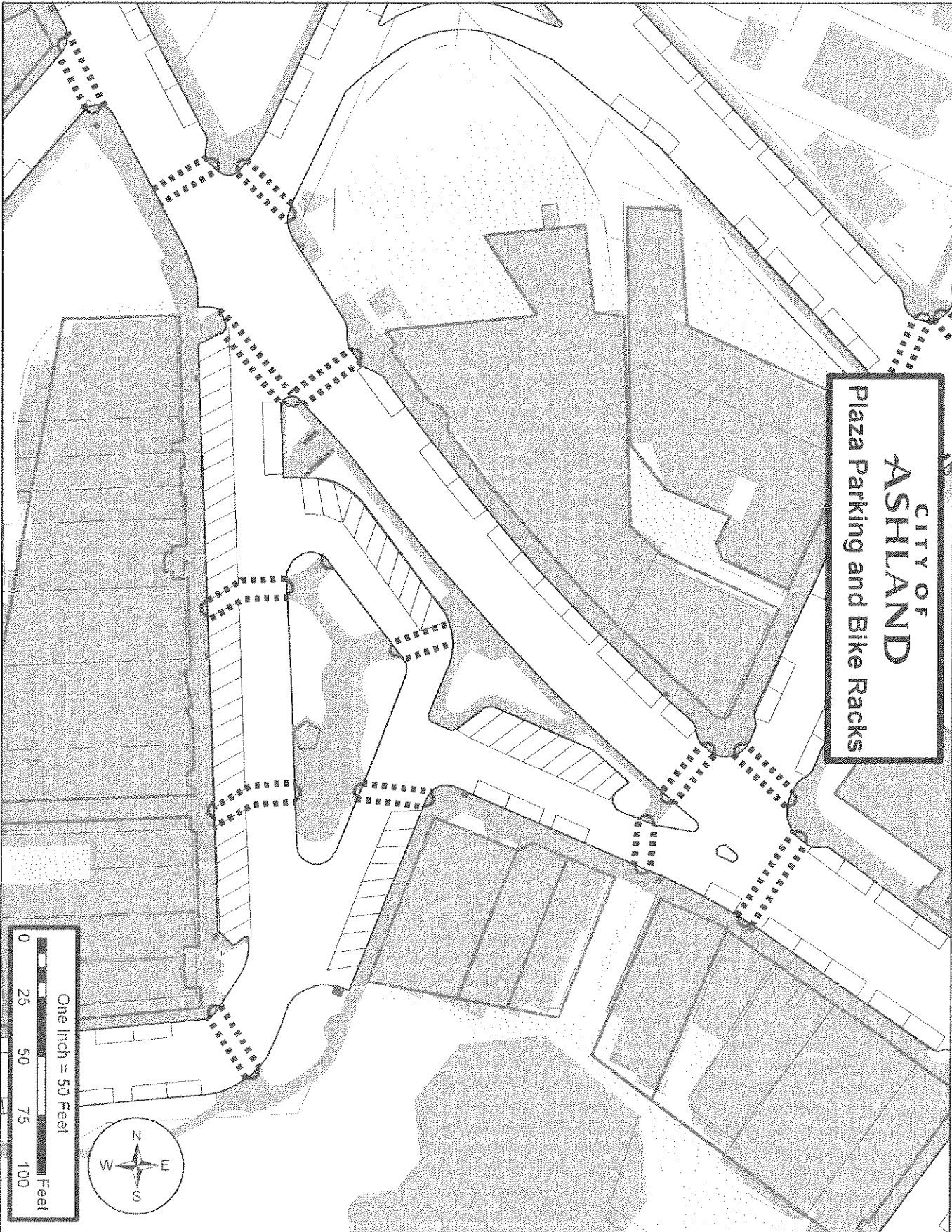








CITY OF
ASHLAND
Plaza Parking and Bike Racks



Memo

CITY OF
ASHLAND

Date: February 11, 2010
From: James Olson
To: Transportation Commission
Re: ADDITIONAL BICYCLE PARKING ON NORTH MAIN STREET (PLAZA)

Question:

Will the Transportation Commission approve a recommendation to alter the island at the entrance to the Plaza in order to eliminate one vehicle parking space, add bicycle parking and accommodate newsracks and sidewalk dining?

Staff Recommendation:

Staff recommends approval of this proposal. The plan has several positive aspects including:

1. Eliminates the vehicle parking space nearest the concrete island which is difficult to enter into and exit from and which backs directly into the crosswalk.
2. Provides parking for ten or more bicycles.
3. Allows the use of a portion of the island for sidewalk dining.
4. Provides a convenient location to install newsracks and publication boxes.

Background:

With the adoption of Ordinance No. 2009, the new sidewalk encroachment standards, it is more difficult to find adequate room in the Central Business District to place publication boxes and sidewalk dining areas and staff has had to look at reconfiguring some of the existing sidewalk furniture. One such problem area is directly in front of Mix Sweet Shop. In years past they have used a portion of the adjacent concrete bumpout for sidewalk dining. The new ordinance establishes dimensions that preclude that option. Additionally, staff is looking for a location in the vicinity to install twelve feet of newsracks.

To accomplish these goals staff proposes that the first parking space adjacent to the bumpout be converted to bike parking. This parking space is problematic as it is difficult for motorists to enter and exit, it requires vehicles to back into the traffic stream on North Main Street, and it adversely impacts the crosswalk. In addition, the interior of the bumpout needs be reconfigured and the existing landscaping relocated and replaced with a low profile ground cover.

The downside of this proposal is that one much needed parking space would be lost. This loss could be mitigated, however, by reducing the width of each of the eight adjacent parking spaces (currently 9' wide) by one foot (to 8' wide). An 8' wide space is defined as a "compact" space.



Memo

CITY OF
ASHLAND

Date: May 12, 2010
From: James Olson
To: Transportation Commission
Re: PROPOSED POLICY FOR THE ESTABLISHMENT OF SHARED ROADWAY DESIGNATIONS

QUESTION

Will the Commission consider the adoption of a policy for the designation of shared roadways?

STAFF RECOMMENDATION

Staff recommends that the Commission, over the ensuing two months, adopt a policy to be used in defining and designating City streets as “shared roadways.”

BACKGROUND

To date, the Commission had designated Oak Street and Grandview Drive as shared roadways. We have recently received a request that Helman Street also be designated as such. A suggestion was also made to mark ‘A’ Street in a similar fashion. As the shared roadway concept becomes more popular, we will likely see many more requests for the shared road designation. While the designation seems to be effective in alerting drivers to the presence of bikes and pedestrians, it can become a commonplace occurrence thereby lessening its impact and effectiveness.

Currently there is no established scientific or analytical process for determining which streets should be designated as shared roads and which streets may not benefit from that designation. The Commission may wish to adopt a set of parameters which can be applied equally to all applications. Staff suggests the Commission create, over the next meeting or two, an understandable, defensible and intuitive policy for the designation of shared roadways with the goal being to designate only those facilities where a true need can be identified. Some parameters that might be considered include:

- Traffic Volume - Is the traffic volume high enough to present a danger to bicyclists and pedestrians?
- Bike & Pedestrian Volume - Does the street carry a significant amount of bike and pedestrian traffic?
- Street Attributes - Are there special conditions on the street which create hazards for bicyclists and pedestrians such as:
 - Narrow street width
 - Lack of sidewalks, shoulders or bike lanes
 - Posted speed
 - Steep grades
 - Alignment issues
 - Vision problems

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



- Street Classifications - Should the designation of a shared roadway be limited to neighborhood or collector streets?

Research has shown the most successful way to increase bicycling and walking is through a comprehensive approach that included the “5 E’s” directly or indirectly. The Commission underscored the importance of the 5 E’s in their goal setting activity. Aside from designating a street as a shared roadway, the Commission may want to define a shared roadway in regards to the five “Es” of transportation safety:

- Engineering
- Education
- Enforcement
- Encouragement
- Evaluation



From: "Eric Heesacker" <eheesacker@rvcog.org>
To: "Jim Olson" <Jimo@ashland.or.us>
Date: 5/6/2010 2:32 PM
Subject: FW: sharrows on Helman

Hey Jim: Here you go with the request for sharrows on Helman St. Let me know if you need anything else.

Eric Heesacker, RVMPO
eheesacker@rvcog.org
541-423-1364

I reside at 384 Helman Street (13 years). Vehicle traffic has increased and most drivers appear to exceed the 25 MPH speed limit. I am concerned for the safety of kids walking to Helman School, other pedestrians, joggers, and the bicyclists that use Helman Street as a major bike route to the Bear Creek Greenway. Even the herd of deer that graze around the neighborhood are in danger of getting hit by cars.

I recall signing a petition several years ago that was circulated by Helman Street resident Rick Landt asking the City to develop a traffic calming plan for our street. I believe that petition was presented to former Public Works Director, Paula Brown. I do not know what action the City took on the petition. I would like to see some kind of traffic calming put into place on Helman Street and I think sharrows would be a good start.

Dan Moore
384 Helman Street
Ashland, OR 97520

-----Original Message-----

From: Jim Olson [mailto:Jimo@ashland.or.us]
Sent: Wednesday, May 05, 2010 6:15 AM
To: Eric Heesacker
Subject: RE: sharrows

Hi Eric

It would be great if you had the names of the persons making the request and any justification that they might have put forth....JO

This email transmission is official business of the City of Ashland, and is subject to the Oregon Public Records Law for disclosure and retention. If you have received this message in error, please contact me at 541-488-5347. Thank you.

James Olson
Engineering Services Manager
20 East Main Street
Ashland, OR 97520
Phone: 541-488-5347
Fax: 541-488-6006

Celeste Gilman and Robert Gilman

3rd Urban Street Symposium

June 24-27, 2007 Seattle, Washington

Shared-Use Streets – An Application of “Shared Space” to an American Small Town

Submission Date: May 7, 2007

Word Count: 6,618 (including three figures)

Authors:

Celeste Gilman (corresponding author)

IBI Group

506 Second Avenue, Suite 600

Seattle, Washington 98104

Phone: 206.521.9091

Fax: 206.521.9095

cgilman@ibigroup.com

Robert Gilman

Mayor Pro Tem

City of Langley

112 Second Street

Langley, WA 98260

Phone: 360.221.6095

Fax: 360.221.6045

rgilman@context.org

ABSTRACT

Langley, Washington, a semi-rural town of 1,050 people, is expected to grow by 40 to 100 percent over the next 20 years. One of the town's biggest assets is its pedestrian-friendly character, which is currently supported by low traffic volumes.

Anticipating this growth, the City is developing new street design standards to support all users and modes. One of the new street types is "shared-use," which mixes pedestrians, bicyclists, and drivers in a low-speed environment that emphasizes the community function of the street. Several streets already operate in this way; by codifying standards, the benefits can be preserved and distributed to more areas.

Precedent for shared-use streets comes from the European "shared space" movement, which differentiates between the traffic world (the highway) and the social world (streets within a town). Traffic-world features (traffic signals, lane markings, etc.) are removed within the town. Streets are instead designed as public spaces, providing strong contextual cues to drive slowly and carefully while implementing features that support safe and enjoyable use by walkers, bikers, and others. Shared space has a history of over 20 years, successfully demonstrating improvements in safety and livability.

Adapting shared space to a semi-rural American setting requires a combination of place-sensitive solutions. Emerging designs encourage slow speeds through the use of innovative, community-based traffic calming elements on designated shared-use roadways. This paper represents proposed shared-use street design standards, which will be further refined throughout the planning and implementation process.

INTRODUCTION

Langley, Washington is a small town on Whidbey Island, north of Seattle. It is already an unusually walkable town. This paper describes an initiative by Langley's city government to enhance that walkability and expand the "public space" character of its low traffic-volume streets.

The town is located about four miles from the nearest highway. The city limits encompass approximately 640 acres within a 4.0 mile by 2.5 mile area. The historic core is laid out in a grid pattern of approximately 300 to 600 foot (91 to 183 meter) blocks. Primarily residential development has been constructed along the roads radiating from the town center. An aerial view of Langley is provided in Figure 1.



FIGURE 1 Langley, Washington.

The total population of the town is about 1,050 people. Langley is one of the designated urban growth areas for Island County. The town is expected to attract anywhere from 400 to 1,000 new residents over the next 20 years.

With the concentrated grid pattern, and a central core of shops and services, Langley is the type of town where people walk to the post office and run into friends and neighbors along the way. Many people also walk for pleasure and exercise along the town's quiet country lanes. Currently, only a few streets in the town have sidewalks, or even asphalt walkways constructed as part of the roadway. Most streets are shared by pedestrians, bicyclists, and cars. Traffic volumes are sufficiently low that this arrangement has been successful. However, the anticipated growth in the town could jeopardize the current balance between modes. In anticipation of this issue, the town is in the process of developing a new set of street standards. These standards are being guided by Goal 2 and its Policy 1, which were added to the Transportation Element of Langley's Comprehensive Plan in 2006. "Goal 2: Design, regulate, and maintain Langley's roads

and streets in a way that balances the needs of all uses and users, recognizes the streets' role as public spaces, retains Langley's small-town character, and minimizes impervious surfaces. Policy 1: The city should develop and implement a set of street types (designs and associated regulations) to achieve this goal that can be used in different parts of the city depending on traffic volumes, anticipated future use characteristics, and existing or planned surrounding land uses" (1).

The intention of the new street standards is to meet the circulation needs of the community while also furthering social and environmental objectives by sensitively applying tailored solutions that meet the needs of a particular situation, rather than a one-size-fits-all approach. Some streets will warrant separate facilities for pedestrians, bicycles, and motorized vehicles, while on other streets it will be possible for all modes to continue to share the same roadway.

The concept of complete streets, with separate facilities for different modes, has been well developed (even if there is a strong ongoing need for application of the concept to many existing streets). See for example, the Institute of Transportation Engineers' *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*. The merits of, and strategies for, developing complete streets will not be repeated here. This paper will focus on the concept and design of shared-use streets.

Examples of Existing De Facto Shared-Use Streets in Langley

While many of the residential streets in Langley are currently, in practice, already shared use, there are two streets that serve as inspiration for the effort to formalize shared-use streets. These two well-loved walking streets are Edgecliff Drive (about 1.5 miles/2.4 kilometers long and mostly 18 feet/5.5 meters wide) and Al Anderson Avenue (about 1.25 miles/2.0 kilometers long and between 18 and 22 feet/5.5 and 6.7 meters wide). The width of the street allows strolling pedestrians to group and regroup according to the flow of conversation, while also permitting them to easily get out of the way if vehicles need to pass. Both have 25 mile per hour (mph) speed limits (40 kilometers per hour (km/h)). Measured peak traffic volume is 52 vehicles per hour on Al Anderson. While data is not available for Edgecliff, it is likely similar. Both have 1- to 2- foot-wide (0.3 to 0.6 meter) gravel and grass shoulders. Edgecliff has homes with driveways all along its length. Al Anderson has long stretches without driveways and serves as a collector for other local access roads. Figure 2 shows a view of Al Anderson Avenue.



FIGURE 2 Al Anderson Avenue.

Generalizing from the current characteristics of Edgecliff and Al Anderson, the starting point for the characteristics of shared-use streets is that they are relatively narrow, low traffic-volume, low speed streets that serve a variety of uses and users.

BENEFITS AND CHALLENGES – AN OVERVIEW

The initial motivation for shared-use streets comes from the social benefits of using streets as multipurpose public spaces, not just corridors for motor vehicles. The innovative Dutch traffic engineer Hans Monderman makes a distinction between the world of the highway (the traffic world) and the world of the settlement (the social world). In this European view, the traffic world is appropriately oriented to vehicles, speed, predictability, and uniformity. Correspondingly, the social world of public spaces in towns and cities is appropriately oriented to people, the variable pace of pedestrians, diversity, spontaneity, and the unpredictability that comes with these. In Monderman's view, vehicles find their place in the social world by accommodating to the social life of the street – the social life of the street should not be modified to accommodate vehicles. In these terms, shared-use streets are definitely part of the social world. As such, they are public spaces that connect the buildings on either side of the street, rather than dividing them. They are places for the kind of spontaneous interactions among neighbors that are vital to building the fabric of community.

There are also other significant benefits that come primarily from the narrowness of the area devoted to circulation:

- Reduced impervious surface serves the environmental goals of Low Impact Development by generating less stormwater runoff (2).

- Less pavement width allows more efficient use of land, thus reducing housing costs.
- Less cost for road construction (and eventual maintenance) also reduces housing costs and saves taxpayer funds.

While so far there have been no significant accidents on Langley's de facto shared-use streets, the primary concern raised about shared-use streets has been about the safety of mixing multiple uses and users in the same space. The central design challenge in formalizing shared-use streets is to optimize the social, environmental, and economic benefits while minimizing the safety risks.

PRECEDENT FOR SHARED-USE STREETS

Beyond the informal sharing of streets between different modes in settings such as those described in Langley, there are examples of streets created with the explicit intention to mix pedestrians, bicyclists, and drivers in a way that puts all modes on a more even footing.

The concept of “shared space” has been gaining momentum in Europe, taking inspiration from pioneers such as Hans Monderman and Ben Hamilton-Baillie, a British urban planner and transport specialist who has been promoting shared space in the UK. Shared space recognizes that streets are the most accessible, pervasive, and numerous public spaces in communities and “strives towards a design and layout of public spaces where traffic, human exchange and other spatial functions are in balance” (3). Instead of being a monoculture of traffic, streets are reclaimed as a fully functioning ecosystem of human interaction, commerce, play, natural processes, and all modes of transportation. Vehicles are not banished, but the streets are designed foremost as public spaces, which cues drivers to act as civil, social beings rather than focused, speeding human-machine hybrids. Often the most striking feature of shared space streets is the lack of conventional signage and traffic control devices. This is coupled with an overall design treatment that creates streets and intersections that look more like plazas and pedestrian routes than roads. One of the main premises of shared space is that the instruments of traditional traffic engineering create a barrier that inhibits drivers’ abilities to read contextual clues. Remove the devices that tell drivers they are in a predictable environment where everything will happen according to the signs, and drivers slow down and pay attention to what is happening around them. In this environment, the question of who has the right of way is negotiated through eye contact and social interaction between all road users.

The first project using this approach to street design was constructed in Oudehaske, Netherlands in 1985. By creating a square-like quality through replacing the asphalt roadway with clinker bricks and emphasizing the village church and village pub through urban design, speed reductions of 50% were achieved for a roadway with an average daily traffic (ADT) count of 8,000 vehicles (4).

Since then, a growing number of projects have been completed in the Netherlands and several other European countries. One of the best-known projects is the Laweiplein intersection in Drachten, Netherlands. This intersection handles approximately 22,000 vehicles per day (5). Traffic signals were removed and the intersection redesigned to more closely resemble a public plaza, featuring large fountains integrated into the corners of the intersection. The Noordelijke Hogeschool Leeuwarden (NHL) University of Applied Sciences conducted a comprehensive before and after evaluation of the

intersection. They found significant safety improvements. In the nine years preceding the reconfiguration of the intersection in 2003, there were between four and 13 accidents per year, with a mean of 8.3 accidents. Four of those were serious accidents. In the two years following the redesign for which complete data is available (2004 and 2005), there was one accident per year – one damage only accident in 2004 and one non-serious injury accident in 2005 (6).

Shared space has been tried and proven to provide both social and safety benefits in a variety of successful applications. Shared space has been applied to streets with ADT volumes of 3,000 to over 20,000 vehicles. It has been applied specifically at intersections and along whole corridors. At intersections, all modes mix freely. On some streets, all modes mix freely along the whole length of the street as well, while on others, distinct sidewalks are provided but the expectation is maintained that pedestrians could be in the roadway in any place at any time. However, these examples of shared space streets from Europe differ from the streets in Langley in several key ways. Most significantly they are streets in comparatively urban environments, with significant use by pedestrians and bicyclists. The streets in Langley are much more rural in character with low demand from all modes. One of the challenges of implementing shared-use streets in Langley will be maintaining the expectation that they are a “people place” when people are not always around.

STRATEGIES FOR ENHANCING SAFETY

Langley's de-facto shared-use streets have so far been accident free and well loved, which shows that pedestrians, bicyclists, and vehicles can successfully mix in a low traffic volume, low speed environment. However, in formalizing the concept of shared-use streets it is necessary to look more closely at what makes them work and how they could be designed to work even better. Much of the guidance for the good design of shared-use streets can be gained by looking at what makes the current streets safe and how safety could be further enhanced. There are four primary safety factors: speed, visibility, attentiveness, and pedestrian escape.

Speed

Probably the most important factor in successfully mixing multiple uses and users is to keep everyone's speed relatively low. The critical question is: how low does it need to be?

Research by Great Britain's Department of Transportation, and used in the United States by the Federal Highway Administration and others, shows that the probability of death in a pedestrian-car collision goes from 5% at 20 mph (32 km/h) to 45% at 30 mph (48 km/h), 85% at 40 mph (64 km/h), and 96% at 50 mph (80 km/h) (7). Figure 3 illustrates this relationship.

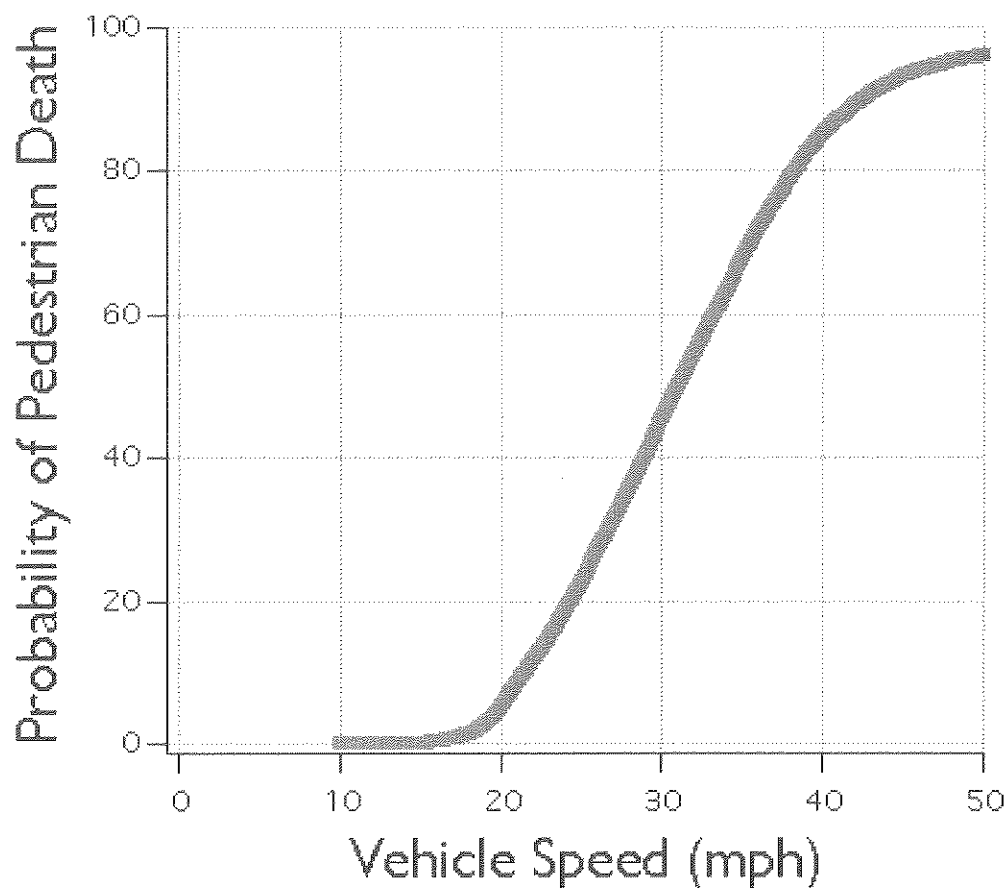


FIGURE 3 Probability of Pedestrian Death Relative to Vehicle Speed.

Obviously, the slower the speed, the safer the street. However, setting the speed limit too low runs the risk of frustrating and alienating drivers, especially during those times when there are no other users on the street. Nevertheless, the difference between 20 mph and 25 mph (32 to 40 km/h) is significant. Twenty miles per hour seems to be a “sweet spot” for the maximum speed on shared-use streets. This correlates well with 20 mph School Zones. It is also the lowest allowable speed limit under the Revised Code of Washington (8). It is important that cyclists stay below this speed as well.

For successful implementation, it is important that this speed limit be designed into the roadway and not just regulated through signage. An objective of the street design is to not only ensure drivers stay within the speed limit, but to create an environment that makes it feel natural to even drive below the speed limit. The street should be designed to actually feel unsafe at speeds approaching and above 20 mph (32 km/h). Shared space recognizes the reality of risk compensation and capitalizes on it by creating places that are made safer by feeling less safe. “When a situation feels unsafe, people are more alert and there are fewer accidents” (3). Drivers slow down and all road users keep sharply aware of what is happening around them. A successful design will encourage drivers and

bicyclists to go slowly while creating an environment that is comfortable for pedestrians. A balance must be struck between encouraging walking through prioritizing the social life of the street, without giving pedestrians a false sense of security.

Design Strategies

Design strategies for encouraging slow speeds consist of physical constraints and psychological cues. Key physical constraints include roadway width and curves. The faster a car is traveling, the greater the lane width required for comfortable and safe travel. Correspondingly, the narrower the lane, the greater the pressure on the driver to drive slowly. Shared-use streets should have a paved width that corresponds to the minimum width that still allows two cars to pass safely at slow speeds. A width of 18 feet (5.5 meters) seems to strike a good balance. This allows 9 feet (2.7 meters) per car when two vehicles pass, which is wider than the typical parking lane width (7 feet/2.1 meters) but narrower than typical travel lanes (11 feet/ 3.4 meters) (9). Curves do affect driving speed, but are more difficult to add to an existing road. Curves should be considered a positive feature and curvature can be accentuated to reduce the “runway” effect of long, straight stretches of road. Psychological cues will be dealt with later in the section on attentiveness.

Visibility

Along with ensuring slow speeds, maintaining good visibility is critical to achieving a safe facility. Sight distances should allow drivers ample time to react even if they are exceeding the speed limit. However, care should be taken when designing for ample sight distance to not send a cue to drivers that it is acceptable and safe to drive above the speed limit.

Design Strategies

Minimum sight distances on shared-use streets should be approximately 125 feet (38 meters). This distance is based on a driver perception time of 2 seconds and a coefficient of friction of 0.4 for a vehicle traveling at 25 mph (40 km/h). While it is impractical to set a maximum sight distance, longer is not necessarily better. Shorter sight distances reinforce the message that the street is an unpredictable environment and one should drive slowly and with care.

The greatest challenge regarding visibility is visibility at night. Many of the candidate shared-use streets in Langley do not currently have streetlights. Consideration should be given to providing some level of lighting. This could potentially be provided by pedestrian-scaled solar-powered lights. Another potential tool for increasing visibility is to provide flashing red or yellow lights to area residents that can be clipped to clothing and worn while walking. In Sweden, where it can be dark for around 20 hours per day in the winter, people typically wear plastic reflectors, routinely carrying them in their pockets and then taking them out when they go walking.

Attentiveness

Speed and visibility deal more with the external conditions, while attentiveness addresses a driver’s internal ability to notice and avoid a potential conflict with other road users. The role of inattentiveness in collisions is hard to quantify accurately, since it is an

internal state and most drivers involved in a collision do not want to admit to being inattentive. However, research by the National Highway Traffic Safety Administration and Virginia Tech Transportation Institute published in 2006 found that 65 percent of near crashes and almost 80 percent of crashes involve driver inattention (10). While attentiveness is an internal state, the environment can encourage attentiveness or subtly suggest that it is unnecessary. This concept is central to shared space and the idea of “mental speed bumps” put forth by David Engwicht. A social inventor and street philosopher from Australia, David Engwicht has identified three mental speed bumps: intrigue, uncertainty, and humor (11). These “speed bumps” engage drivers with the environment around them, causing them to drive more slowly, attentively, and courteously.

Design Strategies

Encouraging attentiveness involves both negative and positive strategies. The first strategy is to avoid sending signals that attentiveness is not required. The second strategy is to engage drivers with the environment around them.

As the experience of shared space shows, signs and standard traffic engineering devices can act as a barrier between drivers and their environment. These devices should be minimized. There should be no lane markings. Lane markings imply a regulated roadway to drivers. They are a cue that it is safe to go faster and that there will be minimal unexpected occurrences (such as pedestrians on the roadway). This is the opposite of the message that the design of shared-use streets should convey. The shared space approach is to have no regulatory signs whatsoever. It may be appropriate to have one 20 mph speed limit sign at the entrance to each shared-use street to provide people with a clear understanding of speed expectations. The speed limit could be painted on the roadway rather than posted on a standard speed limit sign. Graz, Austria has a citywide 30 km/h (18.6 mph) speed limit on all streets except a few major streets (where the speed limit is 50 km/h(31 mph)) (12). They paint the speed limit in large letters on the street at the entrance to each 30 km/h zone.

Engaging drivers with the environment around them can be done through using “mental speed bumps” and by creating an environment that is human scale and speaks to the social use of the space.

The first opportunity to implement these objectives is to provide a distinctive gateway at the entrances to shared-use streets. Ideally, this should be a creative element developed with the local neighbors actively participating in the design and implementation. A creative, grassroots approach can help develop a sense of neighborhood identity and pride. The roadway can be painted at the entrance to the shared-use streets zone by the neighbors, similar to an intersection repair, as pioneered by the City Repair Project in Portland, Oregon (13). A gateway arch or banners could also be built as a neighborhood project. Engaging the creativity of the neighbors helps generate commitment to shared-use streets among residents, and the physical results are likely to be more intriguing and humorous than a more formal effort would produce. The community activity is a way of claiming the street as community space, and it leaves a lasting reminder to visitors and residents that they are guests in that community space when they are using the street.

Intersections along the shared-use street are another opportunity for creative and engaging treatments. The crossroads of two streets is a natural miniature square or plaza. Where two shared-use streets intersect, this function can be fully supported. Neighbor initiated amenities can be provided at the corners of an intersection, such as benches, tea stations, chalk board drawing stations, and community bookshelves (13). A mural can be painted on the intersection to claim it as a “place” and not just a space to pass through. Intersections are demanding of road users, requiring navigation of a safe route through multiple potentially conflicting movements of other users. Enhancing the intersection with art and amenities reinforces the message to expect the unexpected and travel slowly and with caution.

Where a shared-use street intersects a complete street, the other street typology proposed for Langley, the gateway treatments discussed previously provide a clear delineation of the two zones. One aspect that needs to be treated with additional care is the transition for pedestrians. Pedestrians will go from being able to occupy a significant portion of the width of the roadway to being channeled onto sidewalks along the edge of the roadway. The sidewalks need to ramp down to the shared-use street, providing accessibility for pedestrians in wheelchairs and providing a smooth transition. This ramping needs to be done in such a way as to not increase the perceived turning radius of the corner. Materials with different colors and textures, as well as paint, can be used to differentiate the ramped sidewalk from the road surface.

One of the challenges of the de facto shared-use streets examples in Langley provided earlier is the fact that they are both relatively long, straight streets. To minimize the effect of “being on the open road,” where it is easy to look far into the distance and pick up speed while driving, a finer-grain definition should be brought to the street, creating the impression of a series of rooms rather than a long corridor. Street trees can be planted along the side of the shared-use streets, with a different species every few hundred feet. The trees will literally give the sense of a room, providing walls and ceiling to the street, while the varying species will give distinction to different sections of the street. Trees also help keep speeds low by increasing the “visual friction” of the street.

The final recommendation for increasing attentiveness is to encourage property owners to use the edge of their property (and/or the adjacent right-of-way that is set aside for potential future expansion but is not currently used as part of the street) for interesting installations, such as gardens, art, lemonade stands, or benches. This may seem counterintuitive – encouraging driver attentiveness by giving drivers, and others, interesting features to look at – but intriguing drivers, signaling to them that they should expect the unexpected, and introducing humor encourages more attention to the environment and slower speeds. Interesting installations along the street edge enhance the pedestrian environment and remind drivers that they are guests in a community space.

Pedestrian Escape

With low traffic volumes, slow speeds, adequate visibility, and an environment that encourages driver attentiveness, pedestrians and cars should be able to comfortably share the same roadway most of the time. However, there may be times when two cars are passing, a driver does not seem to be sufficiently attentive, or an approaching car is moving uncomfortably fast, that a pedestrian may feel more comfortable temporarily stepping off of the roadway. The focus on speed, visibility, and attentiveness is about

managing driver behavior to minimize the risk to other road users. Providing an easy route of escape for pedestrians gives them a fallback that is in their own control if the other measures to assure safety do not seem adequate in a particular situation.

Design Strategies

Beyond the road surface there should be a strip of unpaved shoulder that provides a refuge area for pedestrians who want to step off the road surface when cars pass. This shoulder could be low grass or other material. Two of the challenges for this portion of the street will be to ensure that this area does not increase the perceived width of the road and to ensure that neither drivers nor pedestrians view this as a segregated facility that pedestrians should use instead of the roadway.

Parallel parking is a valuable tool for traffic calming and buffering pedestrians from the roadway when separate pedestrian facilities are provided. However, on the shared-use streets discussed here, on-street parking would present an obstruction and a hazard. Having cars parked along the side of the road would block the path of pedestrians to the shoulder in the situation when passing vehicles made it feel uncomfortable to be on the roadway.

In the highly unlikely situation of a vehicle leaving the roadway and endangering a pedestrian, the street trees proposed earlier may provide a level of physical barrier between the vehicle and pedestrian.

SHARED-USE STREET DESIGN SUMMARY

Recognizing that shared-use streets are an appropriate solution for a particular situation, and that changing situations may call for different solutions, adequate city right-of-way should be secured and maintained to allow for future street expansion. A right-of-way of approximately 56 feet (17 meters) should comfortably accommodate future potential demand for sidewalks, planting strip/natural stormwater infrastructure, parking, and vehicle travel lanes (9).

Within that right-of-way, the following elements are proposed for shared-use streets:

- Narrow paved roadway (18 feet/5.5 meters wide)
- Level grass shoulders available for pedestrians to step off the road temporarily (5 feet/1.5 meters wide on each side)
- Creative gateway treatment
- Creative intersection treatments
- Street trees of varying species
- Pedestrian scale street lights
- Minimum sight distances of 125 feet (38 meters)
- No on-street parking
- Signage limited to one 20 mph sign (free-standing or painted on the roadway) at the shared-use street entrance

Natural stormwater management can also be a part of the initial shared-use street design. With an 18-foot roadway and approximately 5 feet of shoulder on each side, there would be approximately 28 feet (8.5 meters) of right-of-way not dedicated to transportation functions within the 56-foot (17 meter) right-of-way. Part of this width could be used for natural stormwater management. Depending on the character of the

surrounding soils, this area could provide the functions of detention, retention, infiltration, bio-filtration, and/or interception.

IMPLEMENTATION

In many ways, what makes a street a shared-use street has more to do with the way people use it than what it looks like. Therefore, the social aspects of implementation are particularly critical. The City may initiate designation of a street as a shared-use street, but the residents along that street should be involved in the process. At a minimum, an informational pamphlet should be sent to each household and a public meeting held. Better yet, it could be a requirement for implementation that 50% of the households sign a petition in favor of the new designation. The better people understand the concept, and the more they are invested in supporting it, the more successful shared-use streets will be. There are also opportunities for local residents to be involved in the design and physical implementation of the shared-use street, such as gateway treatments, interesting amenities along the street, and creating and maintaining landscaped natural stormwater treatment facilities.

Implementation of the physical improvements need not happen all at once. The new speed limit can be implemented first, following public education and approval of the shared-use street designation. Artistic gateways and intersection painting can occur as there is community interest and commitment to design and implement the projects. Modification to existing roadways, such as reducing street width and installing level grass shoulders, can be implemented as funding becomes available and if concerns have been raised over the existing conditions.

One aspect of implementation is the phased implementation of the full shared-use street design recommendations, but the ongoing evolution of the street should also be considered. It is anticipated that shared-use streets are most suitable at very low traffic volumes. For non-motorized road users to have a relaxed experience, there should be extended stretches when no vehicles pass. Translating this qualitative criterion into a quantitative threshold, vehicles should pass no more frequently than an average of one vehicle every 30 seconds. In other words, peak traffic volumes should be no more than 120 vehicles per hour. A recent traffic count on Al Anderson Avenue found traffic volumes of 52 vehicles per hour between 4PM and 6PM. This traffic volume threshold may be adjusted upwards if it is found that pedestrians continue to feel comfortable sharing the roadway even with higher traffic volumes following the shared-use street improvements. Traffic volumes on most streets in Langley that would be suitable shared-use streets are largely a function of the catchment area of households that use that street to travel to other destinations and the trip making patterns of those households (including mode split). It is not a given that increasing the number of households must increase vehicle traffic by a set and steady rate. If transportation demand management is paired with increases in density, more growth can occur before the threshold for effective functioning of shared-use streets is exceeded.

As the city grows, some streets that functioned as shared-use streets may eventually warrant separate facilities for pedestrians. The experience from Europe shows that streets can be claimed foremost as social spaces with much higher traffic volumes than those in Langley. However, over a certain threshold, which is a combination of traffic volume and speed (as well as relative pedestrian volumes), it is safer and more

comfortable for pedestrians to have sidewalks. In this scenario, sidewalks are provided as a courtesy, but the expectation remains that pedestrians are free to enter the roadway at any point, not just at intersections.

The City of Langley may consider requiring a development fee that goes into a fund for future sidewalks and other multimodal facilities. The City can also encourage minimal car use through a variety of means to support the continued successful sharing of the street by multiple modes.

A continual evolutionary process is anticipated, from the current de facto shared-use streets, through implementation of recommended measures to maintain and enhance the shared-use function of those streets as the city grows, and potentially to street designs that more closely mirror the European shared space streets. By establishing the intention to enhance the community, ecological, and economic functions of Langley's streets as the city grows, and bringing resources to bear to implement that intention, it is hoped that the changes brought by development can be harnessed to increase quality of life rather than erode it.

CONCLUSION

Langley is pursuing the development of shared-use streets based on the belief that they hold the promise for improved community, environmental, and economic performance compared to conventional street-use approaches. The development and implementation of shared-use streets is still in the early stages. Having streets that are shared by pedestrians, bicycles, and vehicles is not a new concept. However, prioritizing non-motorized modes and the community function of the street is not yet established practice. Part of the implementation of shared-use streets should be an ongoing process of assessment and refinement. Questions such as the following should be asked on a periodic basis. Are the streets more or less safe? Are more or fewer people walking? What are the community reactions? As Langley implements shared-use streets it is hoped that the success of shared space projects in Europe can be replicated in this American setting and that lessons from Langley can serve as a model for other American communities.

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INTERGOVERNMENTAL AGREEMENT
City of Ashland, Transportation System Plan Update

THIS INTERGOVERNMENTAL AGREEMENT (“Agreement”) is made and entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation (“ODOT” or “Agency”), and City of Ashland (“City”).

RECITALS

1. The Transportation and Growth Management (“TGM”) Program is a joint program of ODOT and the Oregon Department of Land Conservation and Development.
2. The TGM Program includes a program of grants for local governments for planning projects. The objective of these projects is to better integrate transportation and land use planning and develop new ways to manage growth in order to achieve compact pedestrian, bicycle, and transit friendly urban development.
3. This TGM Grant (as defined below) is financed with federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (“SAFETEA-LU”) funds. Local funds are used as match for SAFETEA-LU funds.
4. By authority granted in ORS 190.110, state agencies may enter into agreements with units of local government or other state agencies to perform any functions and activities that the parties to the agreement or their officers or agents have the duty or authority to perform.
5. City has been awarded a TGM Grant which is conditional upon the execution of this Agreement.
6. The parties desire to enter into this Agreement for their mutual benefit.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

SECTION 1. DEFINITIONS

Unless the context requires otherwise, the following terms, when used in this Agreement, shall have the meanings assigned to them below:

- A. “City's Amount” means the portion of the Grant Amount payable by ODOT to City for performing the tasks indicated in Exhibit A as being the responsibility of City.

B. "City's Matching Amount" means the amount of matching funds which City is required to expend to fund the Project.

C. "City's Project Manager" means the individual designated by City as its project manager for the Project.

D. "Consultant" means the personal services contractor(s) (if any) hired by ODOT to do the tasks indicated in Exhibit A as being the responsibility of such contractor(s).

E. "Consultant's Amount" means the portion of the Grant Amount payable by ODOT to the Consultant for the deliverables described in Exhibit A for which the Consultant is responsible.

F. "Direct Project Costs" means those costs which are directly associated with the Project. These may include the salaries and benefits of personnel assigned to the Project and the cost of supplies, postage, travel, and printing. General administrative costs, capital costs, and overhead are not Direct Project Costs. Any jurisdiction or metropolitan planning organization that has federally approved indirect cost plans may treat such indirect costs as Direct Project Costs.

G. "Federally Eligible Costs" means those costs which are Direct Project Costs of the type listed in Exhibit D incurred by City and Consultant during the term of this Agreement.

H. "Grant Amount" or "Grant" means the total amount of financial assistance (including City's Matching Amount) disbursed under this Agreement, which disbursements consist of the City's Amount and the Consultant's Amount.

I. "ODOT's Contract Administrator" means the individual designated by ODOT to be its contract administrator for this Agreement.

J. "PSK" means the personal services contract(s) executed between ODOT and the Consultant related to the portion of the Project that is the responsibility of the Consultant.

K. "Project" means the project described in Exhibit A.

L. "Termination Date" has the meaning set forth in Section 2.A below.

M. "Total Project Costs" means the total amount of money required to complete the Project.

N. "Work Product" has the meaning set forth in Section 5.J below.

SECTION 2. TERMS OF AGREEMENT

A. Term. This Agreement becomes effective on the date on which all parties have signed this Agreement and all approvals (if any) required to be obtained by ODOT have been received. Further, ODOT's obligation to make any disbursements under this Agreement is subject to payment of the City's Matching Amount by City to ODOT. This Agreement terminates on October 31, 2012 ("Termination Date"). The Agency's payments of amounts under this Agreement attributed to work performed after June 30, 2011, are limited to a maximum of \$170,000.

B. Grant Amount. The Grant Amount which includes City's Matching Amount of \$241,740 shall not exceed \$416,740.

C. City's Amount. The City's Amount shall not exceed \$0.

D. Consultant's Amount. The Consultant's Amount shall not exceed \$416,740.

E. City's Matching Amount. The City's Matching Amount is \$241,740. City shall pay ODOT \$25,000 at time of the signing of this Agreement, \$125,000 prior to Task 7 and \$91,740 prior to Task 10.

SECTION 3.

[RESERVED]

SECTION 4. CITY'S REPRESENTATIONS, WARRANTIES, AND CERTIFICATION

A. City represents and warrants to ODOT as follows:

1. It is a municipality duly organized and existing under the laws of the State of Oregon.

2. It has full legal right and authority to execute and deliver this Agreement and to observe and perform its duties, obligations, covenants and agreements hereunder and to undertake and complete the Project.

3. All official action required to be taken to authorize this Agreement has been taken, adopted and authorized in accordance with applicable state law and the organizational documents of City.

4. This Agreement has been executed and delivered by an authorized officer(s) of City and constitutes the legal, valid and binding obligation of City enforceable against it in accordance with its terms.

5. The authorization, execution and delivery of this Agreement by City, the observation and performance of its duties, obligations, covenants and agreements hereunder, and the undertaking and completion of the Project do not and will not contravene any existing law, rule or regulation or any existing order, injunction, judgment, or decree of any court or governmental or administrative agency, authority or person having jurisdiction over it or its property or violate or breach any provision of any agreement, instrument or indenture by which City or its property is bound.

6. The statement of work attached to this Agreement as Exhibit A has been reviewed and approved by the necessary official(s) of City.

B. As federal funds are involved in this Grant, City, by execution of this Agreement, makes the certifications set forth in Exhibits B and C.

SECTION 5. GENERAL COVENANTS OF CITY

A. City shall be responsible for the portion of the Total Project Costs in excess of the Grant Amount. City shall complete the Project; provided, however, that City shall not be liable for the quality or completion of that part of the Project which Exhibit A describes as the responsibility of the Consultant.

B. City shall, in a good and workmanlike manner, perform the work, and provide the deliverables, for which City is identified in Exhibit A as being responsible.

C. City shall perform such work identified in Exhibit A as City's responsibility as an independent contractor and shall be exclusively responsible for all costs and expenses related to its employment of individuals to perform such work. City shall also be responsible for providing for employment-related benefits and deductions that are required by law, including, but not limited to, federal and state income tax withholdings, unemployment taxes, workers' compensation coverage, and contributions to any retirement system.

D. All employers, including City, that employ subject workers as defined in ORS 656.027, shall comply with ORS 656.017 and shall provide workers' compensation insurance coverage for those workers, unless they meet the requirement for an exemption under ORS 656.126(2). City shall require and ensure that each of its subcontractors complies with these requirements.

E. City shall be responsible, to the extent permitted by the Oregon Tort Claims Act, ORS 30.260-30.300, only for the acts, omissions or negligence of its own officers, employees or agents.

F. City shall not enter into any subcontracts to accomplish any of the work described in Exhibit A, unless it first obtains written approval from ODOT.

G. City agrees to cooperate with ODOT's Contract Administrator. At the request of ODOT's Contract Administrator, City agrees to:

- (1) Meet with the ODOT's Contract Administrator; and
- (2) Form a project steering committee (which shall include ODOT's Contract Administrator) to oversee the Project.

H. City shall comply with all federal, state and local laws, regulations, executive orders and ordinances applicable to the work under this Agreement, including, without limitation, applicable provisions of the Oregon Public Contracting Code. Without limiting the generality of the foregoing, City expressly agrees to comply with: (1) Title VI of Civil Rights Act of 1964; (2) Title V and Section 504 of the Rehabilitation Act of 1973; (3) the Americans with Disabilities Act of 1990 and ORS 659A.142; (4) all regulations and administrative rules established pursuant to the foregoing laws; and (5) all other applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations.

I. City shall maintain all fiscal records relating to this Agreement in accordance with generally accepted accounting principles. In addition, City shall maintain any other records pertinent to this Agreement in such a manner as to clearly document City's performance. City acknowledges and agrees that ODOT, the Oregon Secretary of State's Office and the federal government and their duly authorized representatives shall have access to such fiscal records and other books, documents, papers, plans, and writings of City that are pertinent to this Agreement to perform examinations and audits and make copies, excerpts and transcripts.

City shall retain and keep accessible all such fiscal records, books, documents, papers, plans, and writings for a minimum of six (6) years, or such longer period as may

be required by applicable law, following final payment and termination of this Agreement, or until the conclusion of any audit, controversy or litigation arising out of or related to this Agreement, whichever date is later.

J. (1) All of City's work product related to the Project that results from this Agreement ("Work Product") is the exclusive property of ODOT. ODOT and City intend that such Work Product be deemed "work made for hire" of which ODOT shall be deemed the author. If, for any reason, such Work Product is not deemed "work made for hire", City hereby irrevocably assigns to ODOT all of its rights, title, and interest in and to any and all of the Work Product, whether arising from copyright, patent, trademark, trade secret, or any other state or federal intellectual property law or doctrine. City shall execute such further documents and instruments as ODOT may reasonably request in order to fully vest such rights in ODOT. City forever waives any and all rights relating to the Work Product, including without limitation, any and all rights arising under 17 USC §106A or any other rights of identification of authorship or rights of approval, restriction or limitation on use or subsequent modifications.

(2) ODOT hereby grants to City a royalty free, non-exclusive license to reproduce any Work Product for distribution upon request to members of the public.

(3) City shall ensure that any work products produced pursuant to this Agreement include the following statement:

"This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), local government, and State of Oregon funds.

The contents of this document do not necessarily reflect views or policies of the State of Oregon."

(4) The Oregon Department of Land Conservation and Development and ODOT may each display appropriate products on its "home page".

K. Unless otherwise specified in Exhibit A, City shall submit all final products produced in accordance with this Agreement to ODOT's Contract Administrator in the following form:

(1) two hard copies; and

(2) in electronic form using generally available word processing or graphics programs for personal computers via e-mail or on compact diskettes.

L. City shall

(1) pay to ODOT City's Matching Amount. ODOT may use any funds paid to it under this Section 5.L (1) to substitute for an equal amount of federal SAFETEA-LU funds used for the Project or use such funds as matching funds; and

(2) within 30 days after the Termination Date, provide to ODOT's Contract Administrator, in a format provided by ODOT, a completion report. This completion report shall contain:

- (a) The permanent location of Project records (which may be subject to audit);
- (b) A summary of the Total Project Costs, including a breakdown of those Project costs that are reimbursable hereunder and those costs which are being treated by City as City's Matching Amount; and
- (c) A list of final deliverables.

SECTION 6. CONSULTANT

If the Grant provided pursuant to this Agreement includes a Consultant's Amount, ODOT shall enter into a PSK with the Consultant to accomplish the work described in Exhibit A as being the responsibility of the Consultant. In such a case, even though ODOT, rather than City is the party to the PSK with the Consultant, ODOT and City agree that as between themselves:

- A. Selection of the Consultant will be conducted by ODOT in accordance with ODOT procedures with the participation and input of City;
- B. ODOT will review and approve Consultant's work, billings and progress reports after having obtained input from City;
- C. City shall be responsible for prompt communication to ODOT's Contract Administrator of its comments regarding (A) and (B) above; and
- D. City will appoint a Project Manager to:

- (1) be City's principal contact person for ODOT's Contract Administrator and the Consultant on all matters dealing with the Project;
- (2) monitor the work of the Consultant and coordinate the work of the Consultant with ODOT's Contract Administrator and City personnel, as necessary;
- (3) review any deliverables produced by the Consultant and communicate any concerns it may have to ODOT's Contract Administrator; and
- (4) review disbursement requests and advise ODOT's Contract Administrator regarding payments to Consultant.

SECTION 7. ODOT'S REPRESENTATIONS AND COVENANTS

- A. ODOT certifies that, at the time this Agreement is executed, sufficient funds are authorized and available for expenditure to finance ODOT's portion of this Agreement within the appropriation or limitation of its current biennial budget.
- B. ODOT represents that the statement of work attached to this Agreement as Exhibit A has been reviewed and approved by the necessary official(s) of ODOT.
- C. ODOT will assign a Contract Administrator for this Agreement who will be ODOT's principal contact person regarding administration of this Agreement and will participate in the selection of the Consultant, the monitoring of the Consultant's work, and the review and approval of the Consultant's work, billings and progress reports.
- D. If the Grant provided pursuant to this Agreement includes a Consultant's Amount, ODOT shall enter into a PSK with the Consultant to perform the work described in Exhibit A designated as being the responsibility of the Consultant, and in such a case ODOT agrees to pay the Consultant in accordance with the terms of the PSK up to the Consultant's Amount.

SECTION 8. TERMINATION

This Agreement may be terminated by mutual written consent of all parties. ODOT may terminate this Agreement effective upon delivery of written notice to City, or at such later date as may be established by ODOT under, but not limited to, any of the following conditions:

- A. City fails to complete work specified in Exhibit A within the time specified in this Agreement, including any extensions thereof, or fails to perform any of the provisions of this Agreement and does not correct any such failure

within 10 days of receipt of written notice or the date specified by ODOT in such written notice.

B. Consultant fails to complete work specified in Exhibit A within the time specified in this Agreement, including any extensions thereof, and does not correct any such failure within 10 days of receipt of written notice or the date specified by ODOT in such written notice.

C. If federal or state laws, regulations or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or ODOT is prohibited from paying for such work from the planned funding source.

D. If ODOT fails to receive funding, appropriations, limitations or other expenditure authority sufficient to allow ODOT, in the exercise of its reasonable administrative discretion, to continue to make payments for performance of this Agreement.

In the case of termination pursuant to A, B, C or D above, ODOT shall have any remedy at law or in equity, including but not limited to termination of any further disbursements hereunder. Any termination of this Agreement shall not prejudice any right or obligations accrued to the parties prior to termination.

SECTION 9. GENERAL PROVISIONS

A. Time is of the essence of this Agreement.

B. Except as otherwise expressly provided in this Agreement, any notices to be given hereunder shall be given in writing by personal delivery, facsimile, or mailing the same, postage prepaid, to ODOT or City at the address or number set forth on the signature page of this Agreement, or to such other addresses or numbers as either party may hereafter indicate pursuant to this Section. Any communication or notice so addressed and mailed is in effect five (5) days after the date postmarked. Any communication or notice delivered by facsimile shall be deemed to be given when receipt of the transmission is generated by the transmitting machine. To be effective against ODOT, such facsimile transmission must be confirmed by telephone notice to ODOT's Contract Administrator. Any communication or notice by personal delivery shall be deemed to be given when actually delivered.

C. ODOT and City are the only parties to this Agreement and are the only parties entitled to enforce the terms of this Agreement. Nothing in this Agreement gives, is intended to give, or shall be construed to give or provide any benefit or right not held by or

made generally available to the public, whether directly, indirectly or otherwise, to third persons (including but not limited to any Consultant) unless such third persons are individually identified by name herein and expressly described as intended beneficiaries of the terms of this Agreement.

D. Sections 5(I), 5(J), and 9 of this Agreement and any other provision which by its terms is intended to survive termination of this Agreement shall survive.

E. (a) The laws of the State of Oregon (without giving effect to its conflicts of law principles) govern all matters arising out of or relating to this Agreement, including, without limitation, its validity, interpretation, construction, performance, and enforcement.

(b) Any party bringing a legal action or proceeding against any other party arising out of or relating to this Agreement shall bring the legal action or proceeding in the Circuit Court of the State of Oregon for Marion County (unless Oregon law requires that it be brought and conducted in another county). Each party hereby consents to the exclusive jurisdiction of such court, waives any objection to venue, and waives any claim that such forum is an inconvenient forum.

(c) Notwithstanding Section 9.E.(b) if a claim must be brought in a federal forum, then it must be brought and adjudicated solely and exclusively within the United States District Court for the District of Oregon. This Section applies to a claim brought against the State of Oregon only to the extent Congress has appropriately abrogated the State of Oregon's sovereign immunity and is not consent by the State of Oregon to be sued in federal court. This Section is also not a waiver by the State of Oregon of any form of defense or immunity, including but not limited to sovereign immunity and immunity based on the Eleventh Amendment to the Constitution of the United States.

F. This Agreement and attached Exhibits (which are by this reference incorporated herein) constitute the entire agreement between the parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No modification or change of terms of this Agreement shall bind either party unless in writing and signed by all parties and all necessary approvals have been obtained. Budget modifications and adjustments from the work described in Exhibit A must be processed as an amendment(s) to this Agreement and the PSK. No waiver or consent shall be effective unless in writing and signed by the party against whom such waiver or consent is asserted. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of ODOT to enforce any provision of this Agreement shall not constitute a waiver by ODOT of that or any other provision.

G. This Agreement may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all

parties, notwithstanding that all parties are not signatories to the same counterpart. Each copy of this Agreement so executed shall constitute an original.

On December 29, 2008, the Oregon Transportation Commission (“Commission”) approved Delegation Order No. 2, which authorizes the Director of ODOT to approve and execute agreements for day-to-day operations when the work is related to a project included in the Statewide Transportation Improvement Program (“STIP”) or a line item in the biennial budget approved by the Commission.

On September 15, 2006, the Director of the Oregon Department of Transportation approved Subdelegation Order No. 2, Paragraph 1, in which authority is delegated to the Deputy Director, Highways; Deputy Director, Central Services and the Chief of Staff, to approve and sign agreements over \$75,000 when the work is related to a project included in the Statewide Transportation Improvement Program or in other system plans approved by the Oregon Transportation Commission such as the Oregon Traffic Safety Performance Plan, or in a line item in the biennial budget approved by the Director. The Director may also delegate to other Administrators the authority to execute intergovernmental agreements over \$75,000 for specific programs such as transportation safety, growth management and public transit.

City

City of Ashland

By: _____
(Official’s Signature)

(Printed Name and Title of Official)

Date: _____

ODOT

STATE OF OREGON, by and through
its Department of Transportation

By: _____
Jerri Bohard, Division Administrator
Transportation Development Division

Date: _____

ATTORNEY GENERAL'S OFFICE

Approved as to legal sufficiency by the
Attorney General's office.

By: Approved by Lynn Nagasako
(Official's Signature)

Date: via e-mail dated May 10, 2010

Contact Names:
Michael Faught
City of Ashland
City Hall, 20 East Main Street
Ashland, OR 97520-1849
Phone: 541-488-6002
Fax: 541-488-5311
E-Mail: faughtm@ashland.or.us

John McDonald, Contract Administrator
Transportation and Growth Management Program
3500 NW Stewart Parkway
Roseburg, OR 97470
Phone: 541-957-3688
Fax: 541-957-3547
E-Mail: John.McDonald@odot.state.or.us

Memo

CITY OF
ASHLAND

Date: May 12, 2010
From: James Olson
To: Transportation Commission
Re: PROPOSED USE OF CDBG FUNDS

Several months ago the Public Works Department received authorization to spend \$27,623 from Community Development Block Grant (CDBG) funds to construct updated ADA sidewalk ramps on Iowa Street. This work was to be done following the street surface overlay on the same portion of Iowa Street under the ARRA program. That project was completed last summer at a cost of approximately \$23,000 less than the full allocation. ARRA funds are very tightly controlled and must be used with strict guidelines placed on the purpose and calendar of its use. Rather than losing these funds, the City was able to do a fund exchange agreement with Josephine County to exchange Ashland's remaining ARRA funds for Josephine County's general funds.

The CDBG funds were turned back to the City's housing program. However, at the April 20th Council meeting, Councilor Chapman moved that these funds should remain in Public Works for development of an alternate ADA project or projects. (See attached Council minutes.) The motion passed with a 4 to 3 vote.

Councilor Chapman suggested the following two projects:

1. Audible traffic signals in the central business district. This project would retrofit the seven traffic signals in the central business district with audible signals that could be detected by the blind community.
2. Completion of landscaping at the Northlight Development (Lithia Way). This project would provide street trees, irrigation and tree grates along the Northlight frontage on Lithia Way.

Both of these projects could be developed with the available funds if they can fully meet the guidelines of the CDBG funds usage as outlined in the attached memo of May 12, 2010. Both of these projects will be submitted to the City Council for consideration.



Memo

DATE: May 12, 2010
TO: Transportation Commission
FROM: Housing Department
RE: CDBG Requirements for Public Facilities Improvements

Under the CDBG Program, grantees may use funds to undertake a variety of public facilities and public improvement projects. In general, public facilities and public improvements are interpreted to include all facilities and improvements that are publicly owned, or that are owned by a non-profit and open to the general public. (Code of Federal Regulations (CFR) Citations: 570.201(c), 570.207, 570.208.

Eligible Public Facilities Activities:

- The acquisition, construction, reconstruction, rehabilitation, or installation of public facilities and improvements owned by the grantee or a non-profit.

Eligible types of facilities and improvements include:

- Infrastructure improvements (construction or installation) including, but not limited to streets, curbs, and water and sewer lines;
- Neighborhood facilities including, but not limited to public schools; libraries, recreational facilities, parks, playgrounds; and facilities for persons with special needs such as facilities for the homeless or domestic violence shelters, nursing homes, or group homes for the disabled;

Eligible costs associated with eligible activities may include:

- Energy efficiency improvements;
- Handicapped accessibility improvements (including improvements to buildings used for general conduct of government)

Ineligible activities,



- The maintenance and repair of public facilities and improvements is generally ineligible (e.g., filling potholes, repairing cracks in sidewalks, mowing grass at public recreational areas or replacing street light bulbs).
- Operating costs associated with public facilities or improvements are ineligible unless part of a CDBG-assisted public service activity or eligible as an interim assistance activity.

National Objective:

All CDBG funded activities must meet a national objective. Typically public facilities improvements will be categorized under the Low to Moderate-income (LMI) benefit national objective as an area wide benefit.

Under the area benefit criteria, the public facility/improvement must benefit all residents of an area where at least 51% of the residents are Low to Moderate-Income. The service area need not have coterminous boundaries with Census tract borders or other officially recognized boundaries, but must be primarily residential in nature.

The City of Ashland is an Upper quartile exception community meaning that census block groups that of 49% low to moderate income can qualify for CDBG assistance under a low to moderate income area benefit definition. The City of Ashland contains 17 census block groups, 8 of those block groups qualify under the LMI area benefit criteria, (see census block group map attached).

If qualifying an activity under the Area Benefit criteria the grantee must show:

- The boundaries of the service area;
- Documentation that the area is primarily residential (e.g., zoning map);
- Income characteristics of households in the services area (Census data).

Public facilities funded by CDBG may sometimes qualify under the Limited Clientele criteria of the LMI national objective. The regulation stipulates that the facility benefit a specific targeted group of persons, of which at least 51% must be Low to Moderate-Income. This can be achieved by meeting one of the following criteria:

- Serving a group primarily presumed to be LMI such as abused children, battered spouses, elderly persons, severely disabled adults, homeless persons, illiterate adults, persons living with AIDS, and migrant workers;
- Being of such a nature and location that it may be concluded that the activity's clientele are LMI.

Examples of past public facilities improvements funded by CDBG include; sidewalk improvements on 8th street, the installation of a wheel chair ramp on the Pioneer building, and a bus shelter on Siskiyou Blvd in front of an complex for peoples with disabilities.



Federal Labor Standards

Construction work that is financed in whole or in part with CDBG funds must adhere to certain Federal labor standards requirements. The labor laws that may apply to CDBG funded construction work include the Davis-Bacon Act and the Copeland Anti-Kickback act.

The Davis-Bacon Act is triggered when construction work over \$2,000 is financed in whole or in part with CDBG funds. It requires that workers receive no less than the prevailing wages being paid for similar work in the same area. Davis-Bacon does not apply to the rehabilitation of residential structures containing less than eight units or force account labor (construction carried out by employees of the grantee).

The Copeland Anti-Kickback Act requires that workers be paid weekly, that deductions from workers' pay be permissible, and that contractors maintain and submit weekly payrolls.

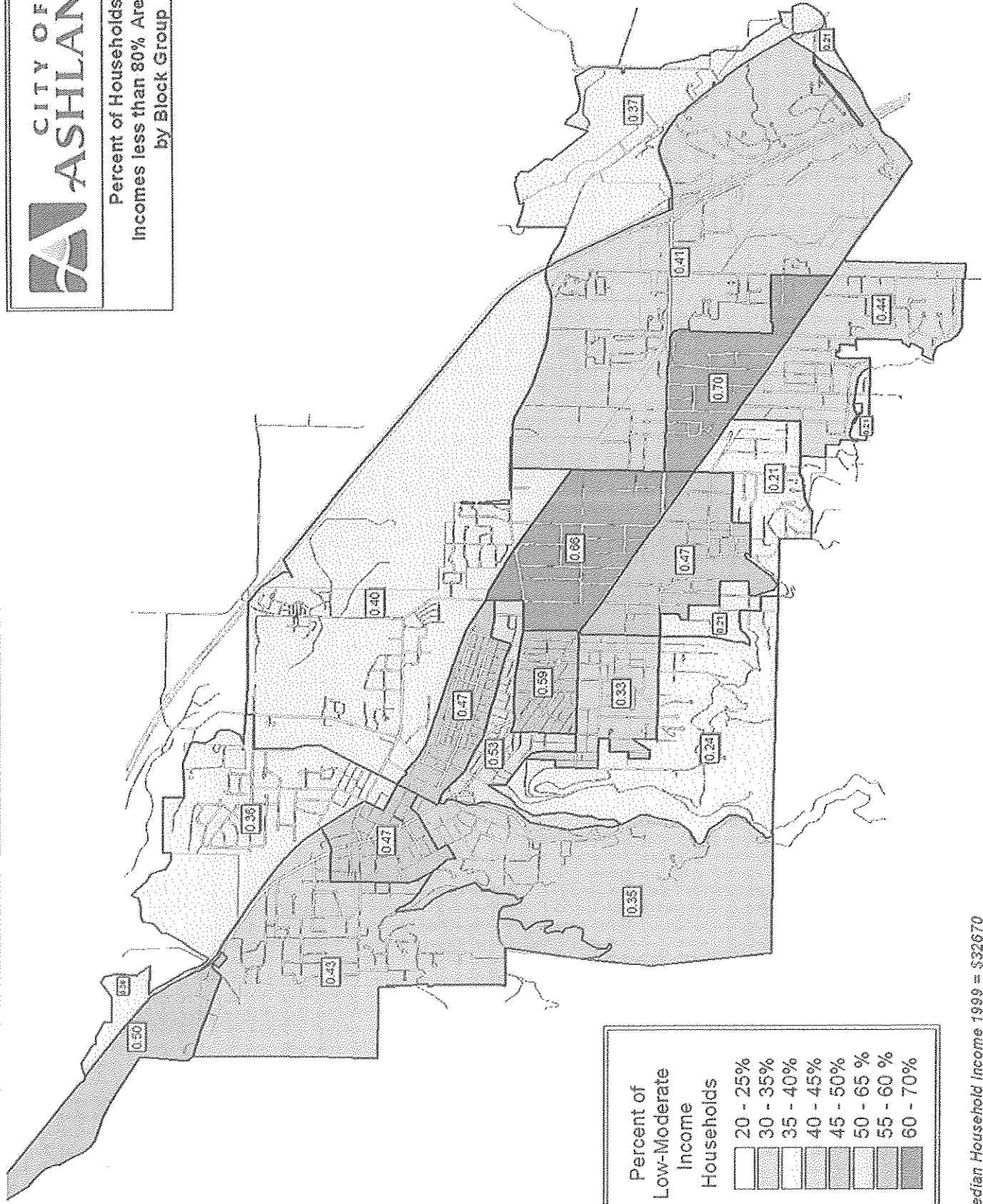
Environmental Review

All projects funded with CDBG funds are subject to Environmental Review prior to commitment of funds. The purpose of the environmental review process is to analyze the effect a proposed project will have on the people and the natural environment within a designated project area and the effect the material and social environment may have on a project. The provisions of the National Environmental Policy Act (NEPA), some Council on Environmental Quality (CEQ) regulations, and a myriad of other Federal and state laws and regulations also apply depending upon the type of project and level of review required.





**Percent of Households with
Incomes less than 80% Area Median
by Block Group**



Percent of Low-Moderate Income Households

20 - 25%
30 - 35%
35 - 40%
40 - 45%
45 - 50%
50 - 65%
55 - 60%
60 - 70%

City of Ashland, Oregon / City Council

**City Council - Minutes
Tuesday, April 20, 2010**

**MINUTES FOR THE REGULAR MEETING
ASHLAND CITY COUNCIL
April 20, 2010
Council Chambers
1175 E. Main Street**

CALL TO ORDER

Mayor Stromberg called the meeting to order at 7:00 p.m. in the Civic Center Council Chambers.

ROLL CALL

Councilor Voisin, Navickas, Lemhouse, Jackson, Silbiger and Chapman were present.

MAYOR'S ANNOUNCEMENTS

Mayor Stromberg announced the Demobilization Ceremony for the 41st Brigade Combat Team of the Oregon National Guard (1/186) would occur April 24, 2010 at the Spiegelberg Stadium in Medford. The troops were currently in Washington State reuniting with their families, managing their finances and making education arrangements as they return to society. Approximately 60% of the 1/186 returning will be unemployed.

Annual Appointments to various Commissions were completed this meeting and vacancies on the Historic, Housing, Planning and Tree Commission were announced.

Mayor Stromberg noted that agenda item number 3. **Should Council approve Second Reading of an ordinance amending AMC Chapter 14.06 relating to water curtailment?** under **ORDINANCES, RESOLUTIONS AND CONTRACTS** would move to the end of the ordinances to accommodate the ordinances regarding classification of offenses.

SHOULD THE COUNCIL APPROVE THE MINUTES OF THESE MEETINGS?

The minutes of the Study Session of April 5, 2010 and Regular Meeting of April 6, 2010 were approved as presented.

SPECIAL PRESENTATIONS & AWARDS

Mayor Stromberg presented the Ragland Ward to the "Ashland Food Project," and introduced Paul Giancarlo and John Javna who shared the Ashland Food Project's mission and described the program.

Division Chief Fire Marshal Margueritte Hickman introduced the new Community Emergency Response Team (CERT) Coordinator Richard Randelman.

CONSENT AGENDA

1. Will Council approve the minutes of Boards, Commissions, and Committees?
2. Does Council wish to approve the Mayor's recommendations for the Annual Appointments to the various Commissions, Committees, and Boards?
3. Should Council approve a resolution authorizing the City Administrator, Finance Director, or designee to enter into a Full Faith & Credit financing agreement to refinance the DEQ loan that was used to construct the Wastewater Treatment Plant and to dedicate ongoing Food & Beverage Tax proceeds allocated to the Wastewater Fund to pay annual debt service?

4. Does Council wish to appoint Donna Rhee, Southern Oregon Land Conservancy, to the Ashland Water Advisory Committee (AWAC) for the Water Master Plan update?
5. Will Council approve a contract with StreamFix in an amount not to exceed \$75,000 to design and facilitate the development of the Ashland Creek Bank Restoration Project near Water Street?
6. Should the Council accept the 2010-2011 Certified Local Government grant of \$15,360 from the Oregon State Historic Preservation Office for historic preservation activities?
7. Should Council re-allocate \$16,500 in unused Community Development Block Grant - Recovery Act Funds, previously awarded to the Public Works Department for ADA accessibility improvements along Iowa Street, to the Conservation Division for Weatherization and Energy Efficiency upgrades to homes occupied by low-income homeowners?

City Recorder Barbara Christensen and Councilor Chapman requested that Consent Agenda items #2 and #7 be pulled for discussion.

Councilor Navickas/Jackson m/s to approve Consent agenda items 1 and 3-6. Voice Vote: all AYES. Motion passed.

Ms. Christensen explained the Audit Committee appointment was included in the annual appointment in error and Council would receive a separate communication regarding appointment to that Committee at a future meeting.

Councilor Jackson/Chapman m/s to approve Consent Agenda item #2 minus the Audit Committee appointment. Voice Vote: all AYES. Motion passed.

Councilor Chapman suggested moving the \$16,500 unused CDBG-R funds to the Adult Disability Act (ADA) improvements throughout the City by placing the funds in Community Development Block Grants (CDBG). Staff explained the \$16,500 was stimulus funds and a timeline was involved.

Councilor Chapman/Voisin m/s to approve Consent Agenda item #7. Voice Vote: all AYES. Motion passed.

PUBLIC HEARINGS

1. **Should Council adopt the Draft 2010-2014 Consolidated Plan for the use of the City's allocation of Community Development Block Grant Funds? [30 Minutes]**

Senior Planner Brandon Goldman provided the staff report and explained the plan would set spending priorities for future years. Housing Program Specialist Linda Reid further explained the five-year plan would prioritize the spending of the CDBG funds through goals. Each objective had to benefit low to moderate-income people, aid in the prevention or elimination of slums or blight and meet a need having a particular urgency. Council could allocate funds to Adult Disability Act (ADA) projects in the 5-year plan as well.

Public Hearing open: 7:25 p.m.

Public Hearing closed: 7:25 p.m.

Councilor Jackson/Lemhouse m/s to approve revised Consolidated Plan for CDBG Funds.

DISCUSSION: Councilor Jackson and Voisin expressed appreciation to staff for their efforts in creating the plan. Councilor Chapman opposed the plan, thought the overhead was too high, and did not have enough public participation. **Roll Call Vote: Councilor Voisin, Jackson, Silbiger, Navickas and Lemhouse, YES; Councilor Chapman, NO. Motion passed 5-1.**

2. **Will Council award \$168,484 in Community Development Block Grant funds as recommended by the Housing Commission and Staff?**

Senior Planner Brandon Goldman explained staff received uncontested applications from Ashland Supportive Housing and St. Vincent de Paul with a combined total less than the full award. Housing Program Specialist Linda Reid explained St. Vincent de Paul Home Visitation Program applied for the grant to fund emergency rental and utility assistance and counseling to households to prevent homelessness. Ashland Supportive Housing applied to receive funds to repair an existing unit to be used as a respite home to serve 416 special needs developmentally disabled individuals annually.

Public Hearing open: 7:32 p.m.

Rich Hansen/585 Pierce Road, Medford/St. Vincent de Paul/Applied for the \$30,000 Services Grant to help expand the St. Vincent de Paul Visitation Program. The goal is to help low-income families in crisis with rent, utilities and other essentials to avoid homelessness. The Outreach Program assisted 590 families last year and they anticipate helping 620 this year. Of the groups helped, 60% live within Ashland City limits. He went on to describe how the program works.

Sue Crader/79 Nutley Street/Ashland Supportive Housing (ASH)/Explained ASH has provided services to adults with developmental disabilities since 1982. She shared history on the property, the need for respite care and described what would be rehabilitated in order to open for services. Additionally, the project would create nine jobs.

Public Hearing closed: 7:39 p.m.

Councilor Chapman supported both proposals but wanted to divert the remaining \$27,623 to ADA improvements instead of weatherization. Staff could provide a project list and determine low and moderate-income areas where the improvements would apply.

Councilor Navickas/Voisin m/s to approve award of \$30,000 to the St. Vincent de Paul Home Visitation Program for emergency rental and utility assistance and \$110,861 to Ashland Supportive Housing for rehabilitation of an existing dwelling to be used as a respite home for people with disabilities. DISCUSSION: Councilor Navickas thanked both organizations for submitting applications and commented on the valuable services they provide. Councilor Voisin noted the Society of St. Vincent De Paul was a Ragland award recipient.
Roll Call Vote: Councilor Navickas, Chapman, Voisin, Silbiger, Lemhouse and Jackson, YES. Motion passed.

Councilor Chapman/Lemhouse m/s to direct Public Works staff to work with Housing staff on an immediate need list for ADA requirements that have not been addressed in the City and spend the remaining \$27,623 for that list. DISCUSSION: Councilor Navickas was sympathetic to providing ADA accessibility but weatherization would address the Council goal of Tier Two Power needs as well as the regressive and excessive nature of the Electric Users Tax. Councilor Jackson acknowledged the need for ADA improvements but supported using the funds for weatherization. Councilor Voisin would not support the motion because it was important to provide some of the citizens with the ability to weatherize houses to keep energy bills low and there were few sources to assist those in need of various forms of weatherization. Councilor Lemhouse supported using the funds for ADA accessibility improvements. Staff explained the total allocation for weatherization was \$50,000 and would affect 17 households on the Ashland Low Income Energy Assistance Program and save approximately \$400 per house annually in energy costs. The additional \$27,623 would add another 9 or 10 houses for weatherization. Councilor Chapman provided an example of an immediate need for an ADA improvement that entailed adding tree grates to enable easier access. Councilor Navickas commented on administrative efficiency. **Roll Call Vote: Councilor Chapman, Silbiger and Lemhouse, YES; Councilor Navickas, Voisin and Jackson, NO; Mayor Stromberg broke the tie with a YES vote. Motion passed 4-3.**

TRAFFIC SAFETY *Connection*



May 2010

Connecting Oregon's Community Traffic Safety Advocates

Volume 8, Number 6

2010 Oregon Transportation SAFETY CONFERENCE
History of Success—Challenges of Zero

Stephen Bargatzke Returns

Stephen Bargatzke, Director of The Right Team, a program of the Tennessee Secondary School Athletic Association, uses his magical talent to entertain students and adults alike. His programs focus on teens as individuals and the dangers of reckless behavior at home, at school and on the road. His message to adults includes emphasizing our important role in preventing teens from getting involved with activities that could harm them. Once he has earned the respect of his audience through magic, Stephen has the opportunity to discuss the dangers of drugs, alcohol and tobacco, the importance of seat belts and the importance of following the rules of the road.

Stephen has performed magic for over 25 years and received numerous awards.

As a presenter at the 2006 Oregon Transportation Safety Conference Stephen received glowing reviews with comments including "Absolutely Great!", "Excellent, I don't have the words, he was awesome with everything",

Continued on Page 2

Encouraging Safe Driving for Teens

by Charity Sturgeon

Recently, while dining out for dinner, I saw a group of teenagers dressed up for their prom. It made me think back to my high school years. For my senior prom my boyfriend & I rode in his best friend's 1966 Chevelle SS. However, so many young drivers never have the chance to attend a prom or graduation because of carelessness behind the wheel. Or, these celebrations turn tragic when they get behind the wheel impaired.

In Oregon approximately 13% of all licensed drivers are between the ages of 16-24, yet nearly 30% of all crashes had a young driver behind the wheel. All too often young drivers get behind the wheel inexperienced or impaired, or have too many distractions like cell phones, MP3 players and too many passengers.



In 2000, Oregon passed graduated licensing laws for drivers under 18. Since this law went into effect, crashes with young drivers are down 30%. While we are making positive changes, there are still too many young people being injured and killed on Oregon's roads.

I recently attended a crash reenactment hosted by Oregon Impact at Colton High School in Colton. A crash scene was played out in front of the student body and they demonstrated the response from police, medical and fire response teams in real time. Oregon Impact volunteers who are DUII crash survivors were present to tell their story

to the students. It was an impactful program and something that will leave a lasting memory with those students.

For information on teen driving and the Graduated License Law refer to www.oregon.gov/ODOT/DMV/TEEN/index.shtml.

Where Is the Safest Place to Ride?

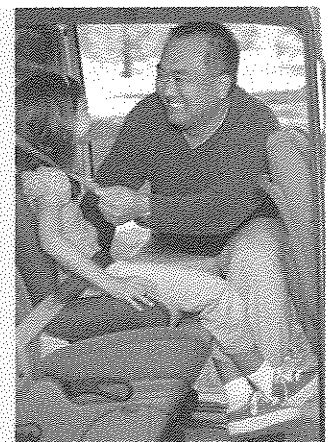
Finding the safest place for all occupants riding in a vehicle can be a challenge, prompting questions such as: Front or back seat? Air bag or no air bag? Lap-and-shoulder safety belt or Lap-only? All of these factors and more need to be considered when placing passengers in the safest location.

The center, rear seating position is the safest place for all passengers to ride since it is the furthest away from any point of impact. Unfortunately, only one passenger can occupy that space. It is recommended by the American Academy of Pediatrics that all children 12 years and younger ride in the back seat in a child restraint that is appropriate for their age, weight, height and developmental needs.

Air bags when used correctly and combined with a lap and shoulder safety belt can save lives.

Air bags can also be dangerous if the occupant is in the deployment zone. Children in rear facing child restraints should NEVER be transported in front of a frontal air bag. If a child must be transported in the passenger seat with a frontal air bag, it should be the child who can be kept furthest away from the air bag deployment zone. Typically, that would be a child in a forward facing seat with an internal harness system with the vehicle seat moved as far away as possible. Vehicle owners manual and child restraint system manufacturer's instructions should be consulted whenever placing a child near any type of air bag.

Continued on Page 3



ACTS Oregon

STAFF

Ruth Harshfield
Executive Director
ruthh@actsoregon.org

Gayle Watts
Child Passenger Safety
Program Coordinator
gaylew@actsoregon.org

Sandy Holt
Child Passenger
Safety Training and
Certification Coordinator
sandyh@actsoregon.org

Charity Sturgeon
Community Traffic Safety
Program Coordinator
charitys@actsoregon.org

Ava Leeper
Finance Assistant
ava@actsoregon.org

Amber Husted
Administrative Assistant
safety@actsoregon.org

BOARD MEMBERS

Tammy Franks, President
Hillsboro
TFranks@LHS.ORG

Stephen J. Manning
Vice President
Keizer
stephen687@q.com

Lucie Drum, Secretary
Portland
lucie_drum@amr-ems.com

Daniel Marcisz, Treasurer
Medford
MarcisDE@jacksoncounty.org

Ralph Browning
Medford
ralph.browning@ci.medford.or.us

Larry Christianson
McMinnville
dejaceo@msn.com

Lynne Mutrie
Lake Oswego
lynnemutrie@comcast.net

John Naccarato
Oregon City
johnnac@co.clackamas.or.us

Jan Robertson
Portland
jan.robertson@aaaoregon.com

Mike Stupfel
Salem
recon652@comcast.net

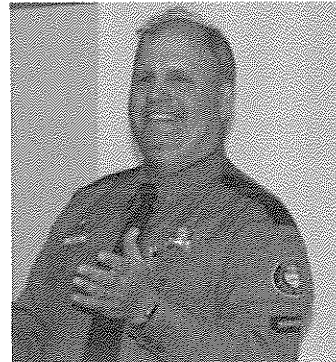
Graphic Design by Melissa Gannon

Transitions

By Michael Stupfel, ACTS Oregon Board

At the April Board of Directors meeting I was asked to make a contribution to the May newsletter. While thinking about what to write, it occurred to me that life is a series of transitions. We are constantly in a state of change, growth, development, or any other word you would care to insert here that describes our journey through life and its challenges.

Working with the Board of Directors, I am pleased with the efforts toward developing, changing and growing this organization to continue as the leader in Community Traffic Safety. As for me, my latest transition was from public servant to civilian. After 25 plus years as a member of the Oregon State Police I decided to retire on April 1st ... (no joke).



I enjoyed a great career that gave me experiences few have the chance to partake. I worked with some of the most dedicated people to be found in state government, all with the goal of serving the people of Oregon with the stated mission to deliver the finest law enforcement services. The OSP command staff even found time in their busy schedules to attend my retirement function.

I was flattered, humbled and honored by those who remembered stories about how we worked together throughout my career. I will miss the daily challenge that the OSP offered but, most importantly, I will miss the people that meant so much to me on my journey through my career as a Trooper.

Mini-Grant Activities



Mini-Grantee Breakfast

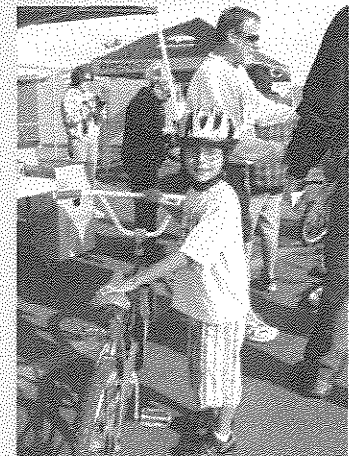
On Friday, April 9th, Charity Sturgeon, Community Traffic Safety Program Coordinator—ACTS Oregon, hosted a pancake breakfast for the 2009–2010 Building Safer Communities and Bicycle Safety Mini-Grant recipients. The breakfast was hosted at ACTS Oregon's office in lovely Beaverton with staff members pitching in to keep the griddle going and coffee cups filled!

18 guests were in attendance, including grantees and traffic safety advocates from many regions of Oregon. The function was a nice opportunity for grantees to meet and discuss individual projects and learn more about other grant projects.

Keizer Police Department, St. Helens Bike and Pedestrian Commission, Albany Police Department, The Children's Hospital at Legacy Emanuel, Lake Oswego Parks and Recreation, Newberg Public Library, Clackamas County Safe Communities, Tillamook Traffic Safety Committee and ODOT—Transportation Safety Division were represented. Guests participated in lively discussions related to innovative and successful components of their grant projects, and brainstormed various ways in which they might support one another in each of their endeavors.

Bicycle Round Up in Madras

Thanks goes out to the volunteers who supported the Bicycle Round Up in Madras on Saturday, April 24th. With the help of 25 volunteers, 104 bikes were repaired, and 145 helmets were given to children in Jefferson County. Jefferson County does not have a bicycle repair shop, so this annual event brings in bicycle mechanics to do repairs for free for the children and families of Jefferson County.

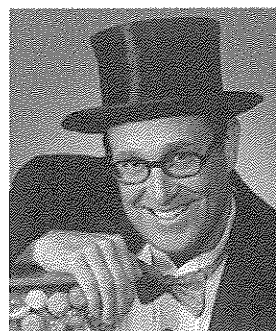


Stephen Bargatze Returns

Continued from Page 1

"What an inspiration—what a gift—thank you!" and, "I am glad I stuck around to see this great lunch presentation".

This year, Stephen will share his message with us during lunch on Thursday,



October 14th, so plan to stay through his performance! He is also scheduled to present an assembly at Whitaker Middle School first thing in the morning. Attendees are welcome to attend the assembly to hear his message to the students.



Law Enforcement—National CPS Certification Class in Beaverton

The 5th Law Enforcement Only CPS Certification Class was held in Beaverton April 20th to the 22nd. Twelve eager to learn officers attended and helped make this a very successful class.

Congratulations to Oregon's Newest Techs—

Anthony Rose—Albany Police Department, Scott Reilly—Aurora Police Department, Bryan Dalton and Matt Kingsbury—Beaverton Police Department, Brent Iverson—Benton County Sheriff's Office, Mike Martin—Hood River Police Department, Mark McDougal—Oregon State Police, Colin Drummond and Sean Perry—Sherwood Police Department, Dave Marizilli and Brian Upton—Washington County Sheriff's Office, Jorge Gaspar—Woodburn Police Department.

Thank you Gregg Magnus and Brian McNeil—Beaverton Police Department for hosting the check up event at the end of the class!

Kudos goes out to the outstanding instructor team—Bret Barnum and Brian Hunzeker—Portland Police Bureau, Ron Rose—Vancouver Police Department and Sandy Holt—ACTS Oregon.

Oregon Three Flags Campaign

May 24—June 6, 2010



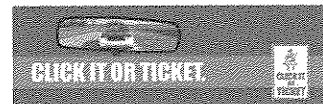
Lack of belt use was a major factor in half of all Oregon motor vehicle occupant deaths last year. Speeding and driver impairment were the other most common causes of injury crashes.

This campaign is committed to reducing traffic crash injuries and deaths by promoting safety belt use and discouraging speeding and driver impairment.

Probably the greatest dangers to unbelted or improperly belted occupants are the likelihood and consequences of ejection. Unbelted or improperly belted occupants are 5 times more likely to be ejected in a crash. Odds of surviving ejection are estimated at 1 in 4. This is why Oregon requires children over forty pounds but under 4'9" in height to be restrained in a booster seat. It is also why Oregon law prohibits minors from riding in an open bed of a pickup truck.

Since the 1990 passage of the adult belt law, observed belt use has doubled from 50% to 96% while crash fatality and injury rates have both decreased by 43%.

OSP Patrol Division, 29 Sheriff Offices and 67 Police Departments will be participating in joint, statewide enforcement saturations during this blitz.



Where Is the Safest Place to Ride?

Continued from Page 1

Lap only belts can be used for installing child restraint systems, but do not offer any upper body support for older children or an adult passenger. Booster seats require a lap and shoulder belt system for this same reason. In addition, more serious injuries may occur to a child in a booster seat using a lap only belt than using the lap only belt by itself, because the child's center of gravity is raised.

Attending a Child Passenger Safety (CPS) check up event to work with a certified CPS technician is the best way to determine the safest way for everyone in a vehicle to travel. Please visit www.childsafetyseat.org/calendar.html to find an event in your area.

RV Travel

Traveling safely in an RV can be challenging and is rarely ideal for transporting children. Lack of seating positions with safety belts or seating positions that face rearward or side facing can create problems. Child Restraint Systems should never be installed in vehicle seats that do not face the front of the vehicle. Here are a few tips to consider:

- Check the driving compartment for vehicle seats appropriate for installing a child restraint system (CRS). Unlike Class A's, the smaller Class B and Class C RV's are built on a conventional truck/van chassis, so the cockpit shares the structural and safety features of those vehicles.

- Consider using a trailer instead of an RV. The CRS has a better chance of being properly installed in the conventional vehicle that is towing the trailer.
- If the family is towing a passenger vehicle behind the RC for jaunts around destination areas, consider driving this vehicle separately instead and transporting children in it.
- Make sure that all occupants stay buckled up while the RV is moving and that there is enough seating to properly accommodate all occupants.

Resource: RV Consumer Group, <http://rv.org/index.html>.

Callers often tell us they struggle to find the Child Safety Seat Resource Center. Please help us get the word out. This card prompts caregivers to call for information on free child safety seat events and for answers to questions about child passenger safety.

Cards can be displayed in the convenient holder on office counters or just handed out.

Let's Get The Word Out!

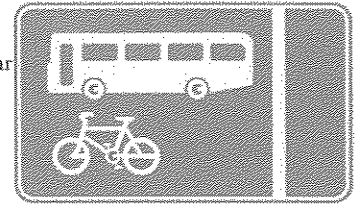


Get Your Calling Cards at www.ChildSafetySeat.org/Store



Child Safety Seat Check Up Clinics and Fitting Stations

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



Date	City	Location	Address	Time
5/13/10	Ontario	Ontario Fire	444 SW 4th	4:00 P.M. to 6:00 P.M.
5/13/10	Vernonia	Vernonia Fire	555 E Bridge Street	4:00 P.M. to 6:00 P.M.
5/15/10	Molalla	Molalla Fire	320 N Molalla Avenue	10:00 A.M. to 1:00 P.M.
5/15/10	Salem	Salem Hospital	Mission & Capitol	11:00 A.M. to 3:00 P.M.
5/19/10	Bend	Bend Fire	1212 SW Simpson	10:00 A.M. to 1:00 P.M.
5/20/10	John Day	Grant County Health	528 E Main Street	1:30 P.M. to 3:30 P.M.
5/22/10	Beaverton	City Hall	4755 SW Griffith Drive	9:30 A.M. to 12:30 P.M.
5/22/10	Gresham	Gresham Fire	1333 NW Eastman Parkway	10:00 A.M. to 1:00 P.M.
5/26/10	Forest Grove	Forest Grove Fire	1919 Ash Street	3:00 P.M. to 5:00 P.M.
5/27/10	Eugene	Eugene Fire	1725 W 2nd Avenue	5:00 P.M. to 7:00 P.M.

Transportation Safety Month

This May, Transportation safety advocates around Oregon have geared up for "Transportation Safety Month." Governor Kulongoski has proclaimed it so, stating, "I encourage all Oregonians to join in this observation now, and use safe traveling practices year-round." A variety of events are scheduled, including child safety seat check-up events, rallies, safety fairs, work zone awareness efforts, and more.

To get involved, view Transportation Safety Month related events by visiting www.oregon.gov/ODOT/COMM/tsmonthevents.shtml.

Community Safety Events

Date	Event	City	Location	Time
5/16/10	Sunday Parkways	Portland	NE Portland	10:00 A.M. to 3:00 P.M.
More info: www.portlandsundayparkways.com/				
5/19/10	EMS & Children's EMS Day	Salem	Capitol Mall Park	10:00 A.M. to 3:00 P.M.
6/05/10	Ontario Kids Fair	Ontario	Malheur County Fairgrounds	10:00 A.M. to 4:00 P.M.
6/12/10	Oregon Impact Night with Portland Beavers	Portland	PGE Park	7:00 P.M.
For tickets: www.oregonimpact.org/events.cfm				
6/19/10	Albany Bike Rodeo	Albany	Target Parking Lot	10:00 A.M. to 1:00 P.M.
6/26/10	Books & Bikes	Newberg	Newberg Public Library	10:00 A.M. to 12:00 P.M.



Save the Date!

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

Southern Oregon Partnership for Active Transportation

Consortium of Jackson & Josephine County bicycle/pedestrian groups

Minutes of 5th Meeting

April 21st, 2010; 5:30 – 7:30pm; RVCOG, Central Point

In attendance (10)

Darcy Englen, Grants Pass Bikeways/Walkways Committee
Eric Heesacker, RVCOG, Ashland Transportation Commission
Mike Smith, Siskiyou Velo
Jenna Stanke, Jackson County
Kat Smith, Rogue Valley Transportation District, BTA, LAB
Gail Frank, Rogue River Greenway
Tim Garr, Medford Police
Phil Eastman, Medford Police
Chris Olivier, Medford Planning
Susan Peithman, Bicycle Transportation Alliance

Meeting Minutes

- I. Jenna Stanke welcomed the group and initiated introductions around the room. The group reviewed the stellar (as always) minutes provided by Mr. Broom and Stanke told everyone to lower their standards for next month.
- II. Mission, Goals & Objectives- Peithman facilitated a discussion about SOPAT's purpose- Why are we here? Where do we want to take the group? What are we?
 - a. Reasons we exist:
 - i. Promotion of infrastructure & facility improvements
 1. Visibility and clout from Salem/outside the area- we're putting Southern OR on the map
 - ii. Networking- bringing everyone to the table
 1. Idea sharing- sounding board
 2. Resource sharing- find partners and support, funding opportunities, existing information (training, etc.)
 3. Liaison between groups
 4. Connection to Salem & feds.
 5. Consistent messages in promotion and education
 - iii. Promoting walking & biking- strength in numbers
 1. Recreation riding as well as utilitarian
 2. Education of motorists, cyclists, & pedestrians
 3. Learning and taking back to jurisdictions

4. Ability to form ad-hoc working groups
 5. More publicity because larger group
- b. Goals:
- i. Connect Grants Pass & Rogue River (and Ashland?) with Hwy 99 bike lanes
 - ii. Consistent message during B2WW- collaboration
 - iii. Encourage biking and walking as transportation options
 - iv. Further efforts to make cycling safer in the area by supporting projects that improve infrastructure and working on a campaign to increase driver awareness
 - v. Advocate for regional projects
 - vi. Help create a readiness plan for the region
 - vii. Continue!
 - viii. Promote infrastructure improvements
 - ix. Develop a blog for our organization with discussion forums- would be internal based, but open to the public.
- c. What are we? Stanke brought up the question based on requests for letters of support from the group. How do we decide what to support? Do we become more formal and adopt by-laws and have official membership? Do we remain informal but agree to write letters for causes we can all support? What if the issue is not supported by the entire group? Stanke voiced concern that an emotionally-charged topic such as a helmet law could divide the group. Garr responded that issues that aren't cut and dry would not be supported, and that those on either end of a topic should make a pact to not get feelings hurt. The group agreed.

III. Updates from groups in attendance

- a. **Ashland Transportation Commission** – Heesacker reported about the bike signals ODOT plans on incorporating as part of their Exit 14 reconstruction project. The ATC plans to petition ODOT for a signal on the east side of the interchange as well. This will be the first and only bike-specific signal installed outside of the Portland area. Eric was asked to bring up a Jackson County project- Blackwell Road realignment. There has been a lot of communication between the County and Velo members about the project. Stanke distributed maps and spoke about the project, which will straighten a series of curves that have had a very high accident rate over the years. Stanke clarified that the project was funded by grant dollars specifically aimed at issues like this (high accident rate), and was selected amongst many other competing projects. The project includes 5' paved shoulders (although the rest of Blackwell has 3' shoulders). One interesting idea that was proposed was to include wider shoulders on the downhill side, since cyclists traveling downhill are likely to be going much faster than those going uphill. After Stanke's clarification, the group agreed that the project is worthwhile and necessary.

- b. **Medford Bicycle and Pedestrian Advisory Committee** – Olivier shared the committee's plans for B2WW- there will be 2 people-powered fueling stations in Medford, one sponsored by the City in front of City Hall and the other on the Greenway near Bad Ass coffee. The Friday fair will not take place this year due to lack of attendance last year. BPAC is working with MURA and RVTD to install 13 bike racks in the downtown area.
- c. **Jackson County Bicycle Committee** – The JaCo committee will be coordinating the Ride with the Leaders during B2WW again this year. The event will take place Monday the 17th at 4p. Stanke will send out invitations to all. JaCo is also working on a prioritization list of roads for widening projects, and reviewing Bicycle Friendly Community criteria in hopes of an eventual application.
- d. **Grants Pass Bikeways/Walkways Committee** – Englen reported that the committee reviewed and approved a request that will expand the area prohibiting biking & skateboarding on downtown sidewalks, they are promoting sharrows in this area. Colorized (bright green) bike lanes have been installed in turn lanes near Redwood Ave. They are working on a map of family-friendly routes. They are also working on promoting RWTL and B2WW with PSA's and KJO Radio and are interested in promoting the events across county lines.
- e. **Oregon Bicycle Pedestrian Advisory Committee**- Stanke reported OBPAC's encouragement about Ray LaHood's policy statements, and their work on the upcoming bike/ped. grant cycle, which was recently announced. The next meeting will be May 20th and 21st in Klamath Falls, all are encouraged to attend if interested.
- f. **Rogue Valley Transportation District** – Smith handed out fliers for the RVTD B2WW pledge- www.rvtd.org/biketowork. RVTD will also be working on print/radio/tv PSA's. Smith also spoke about the Rogue Valley (Southern Oregon?) Bike + Walk Summit which will take place on October 15th of this year. The topics covered will include issues pertaining to the E's- education (Kristin Aird & Julie Yip from SR2S), enforcement (Garr- field course and Ray Thomas- the laws pertaining to bikes/peds), engineering (Sheila Lyons), planning (TBD), and a economic/tourism/business session tbd. Keynote lunch speaker will likely be Jonathon Nicholas, who co-founded Cycle Oregon and spoke in the Rogue Valley before CO last year. Disclaimer- sessions and speakers are still tentative. Smith also mentioned an upcoming "Break Out Your Bike" maintenance class in preparation for B2WW on May 15th. Safe Routes to School- mapping work is being completed by the City of Medford as well as Ashland (as part of their TSP, the info. will be gathered from teachers, parents, and students). May is the bike to school challenge- info. on the BTA website. RVTD will be incorporating bus driver training- a share the road video from Chicago. http://www.chicagobikes.org/video/index.php?loadVideo=buses_and_bicycles Peithman mentioned that federal 402 Safety dollars were used to produce the video and are an untapped resource. Smith also said the Ashland Bike Swap was a huge success- they sold many helmets and lights and raised funds for the school program.

- g. **Bicycle Transportation Alliance** – Peithman said 3 grant programs have recently opened up- the Transportation Enhancements, Bicycle/Pedestrian, and Safe Routes to School non-infrastructure. The Oregon Bike Summit will be June 4th in Portland, the BTA is coordinating host housing for the event and the BTA Alice Awards, which is the following evening. Peithman said there is a lot going on at the federal level- there is a lot of enthusiasm behind increasing funds for active transportation in the transportation reauthorization bill. Peithman is on the Oregon Health Improvement Plan committee, which will be holding a meeting in Medford on May 13th, she asked for folks to send her any contacts they might have relating to public health. More details to follow. Please send Susan pictures and articles about events (not rides) here in Southern Oregon that she might post on the BTA blog.
- h. **Medford Police Department** – Garr introduced Sgt. Phil Eastman, his supervisor (and also a cyclist). They both will attend the 20th annual PMBA this year. MPD is also working with the Velo on the Ride of Silence, May 19th (Hawthorne Park?), and the County on Ride with the Leaders on May 17th. There will be several greenway camping/trash sweeps this year. Garr has been asked to hold a workshop on bike maintenance as part of an effort to reach the Hispanic community. Englen mentioned a video from Portland that the PD and BTA put together- <http://www.youtube.com/watch?v=xKmwKP5ZRtQ>
- i. **Siskiyou Velo** – Mike Smith reported that the Velo has supported the BTA and the Bear Creek and Rogue River Greenways through proceeds from the Mountain Lakes Challenge, which is in June 19th this year. <http://www.mountainlakeschallenge.com/> Smith reported that prior year's funds have gone toward signage on the Bear Creek Greenway, and that the Velo's intention this year is to work on signage directing users to the trail.
- j. **League of American Bicyclists**- continues to offer the bicycling classes every other month, and is still working with Judge Pam Turner on diversion classes, with a vision to expand to include pedestrians and drivers. The LAB has driving safely with cyclists curriculum for road crews.
- k. **RV Council of Governments** – No reports. Thanks again to Heesacker and the COG for hosting the group!
- l. **Rogue River Greenway** – Frank reported that there are several grants in the works. Ride the Rogue will take place in September- <http://ridetherogue.org/> The RRGF will host the Bear Creek Greenway Foundation on a tour at the end of the month.
- m. **ODOT**- no attendees

IV. Next SOPAT Meetings: July 21st; October 20th

V. Other dates to put on the calendar:

- a. May 15th- Break out your Bike maintenance class- contact Kat
- b. May 17th- 4p- Ride with the Leaders- Alba Park, contact Jenna
 - i. 3p?- Grants Pass, contact Darcy

- c. May 19th- noon-1p- APBP Webinar- *Involving Law Enforcement in bicycle and pedestrian safety programs*
- d. May 19th- Ride of Silence
- e. May 20th-21st- OBPAC in Klamath Falls
- f. June 4th- Oregon Bike Summit- Portland
- g. June 5th- BTA Alice Awards- Portland
- h. June 19th- Mountain Lakes Challenge

Memo

CITY OF
ASHLAND

Date: May 12, 2010
To: Administration
From: James H. Olson
Re: CITY SOURCE MESSAGE REGARDING WORK ZONE SAFETY

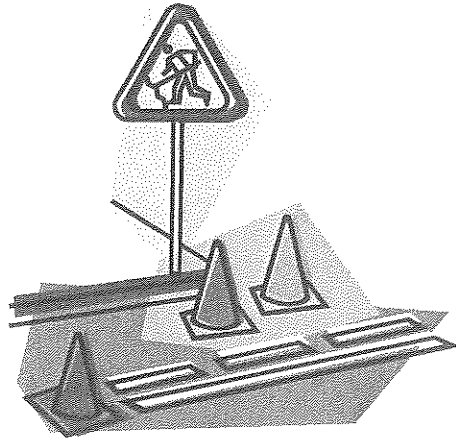
Please consider the attached information for inclusion in the next available City Source.

CC: Transportation Commission

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



Work Zone Safety Tips for Drivers



With construction work picking up this summer, the Ashland Transportation Commission would like to remind drivers to be extra careful when traveling through work zones. The Oregon Department of Transportation offers the following tips for safe summer traveling:

- Pay complete attention to the driving task, especially in the transition zone before the work area.
- “Orange is your clue.” Slow down when you see orange signs, barrels and barricades.
- Don’t tailgate. Double your following distance.
- Get in the correct lane well in advance, do not suddenly change lanes.
- Remember, work zone traffic lanes often are narrow, without shoulders or emergency lanes.
- Be aware of temporary entrances to the roadway from the median.
- Expect delays – plan for them and be patient.
- Call 511 for the latest traffic, weather and highway conditions by route or mountain pass.

Visit www.TripCheck.com to check routes, snags, work zones or bad road conditions before you hit the road.

City

SOURCE

THE CITIZEN'S SOURCE OF INFORMATION ABOUT THE CITY OF ASHLAND

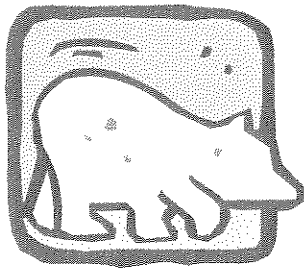
Fireworks

The use of fireworks is no longer permitted inside the city limits of Ashland. The Council passed this ordinance to reduce the risk of injury and fire. Fire danger is highest during the dry, hot summer months. Ashland citizens are encouraged to enjoy the official fireworks display sponsored by the Ashland Chamber of Commerce. For more information on how to support the fireworks display, go to www.ashlandchamber.com. ▼

Wildlife

This is the time of the year when bear or other wildlife

may be seen in or around parks and the forest interface neighborhoods.



Take the time now to wildlife proof your yard and neighborhoods to avoid potentially dangerous encounters. The Oregon Department of Fish and Wildlife (ODFE) recommend the following:

- ❑ Keep pet food indoors. Feed pets in the house, garage or enclosed kennel.
- ❑ Do not feed any wildlife including birds or deer: they are prey for cougars.
- ❑ If you do have bird feeders, hang them at least ten feet off the ground and keep the area under the

(See *Wildlife*, Page 2)

Volunteer Spirit

The City of Ashland recently presented the Ashland Food Project with the James M. Ragland Memorial "Volunteer Spirit" Community Service Award to acknowledge their contributions to the Ashland Community.

Once every two months, on the second Saturday of the month, neighborhood volunteers with the Ashland Food Project collect food set out by households who have agreed to support, on a regular basis, local meal programs (including the Ashland Food Bank, Food Angels, Uncle Food's Diner, the Ashland Senior Center, the First Congregational United Church of Christ's Monday Morning Breakfast, and the Talent Food Pantry.) This reliable, easy way to donate has meant a substantial increase in donations to the Ashland Emergency Food Bank. If you would like more information about the Ashland Food Project go to <http://www.ashlandfoodproject.com> or call 541-488-6976.

(See *Volunteer Spirit*, Page 2)



City SOURCE

Wildlife

Continued from Page 1

bird feeders clean.

- Remove fruit that has fallen from trees.
- Add lime to compost piles to reduce odors. Do not compost meat, bones, fruit, dairy products or grease.
- Secure garbage cans in a garage, shed or behind a chain link or electric fence.
- Put garbage cans out just before pick-up time, not the night before.
- Purchase bear-proof garbage cans if necessary. (contact Ashland Sanitary for more information)
- Take garbage with you when leaving your vacation home.
- Clean garbage containers regularly with bleach or moth balls to reduce odors.
- Use electric fencing to keep bears from orchards, gardens, compost, beehives and berries.
- Store livestock food in a secure place.

- Don't leave scented candles, soap or suntan lotions outdoors or near open windows.
- Talk to neighbors to encourage everyone in the neighborhood to remove attractants.
- Keep barbecues clean. Store them in a shed or garage.

Other precautions:

- Do not hike alone.
- Do not approach a mountain lion, give them room to escape.
- Do not run from a mountain lion. Stand and face the animal, make eye contact.
- Do all you can to appear larger, open your jacket, throw stones, raise your arms slowly.
- Do not run from a bear. Do not make eye contact. Back away slowly and speak softly to let the bear discover your presence.

More tips and information are available from the ODFW, www.dfw.state.or.us. Please notify ODFW if you see a bear or cougar or 826-8778 ext. 227. ▼

Volunteer Spirit

Continued from Page 1

The Mayor and City Council found selecting this year's James M. Ragland "Volunteer Spirit" Community Service Award winner particularly challenging, as we had so many deserving nominees. We appreciate every person who took the time to submit a nominee for consideration and hope they will consider resubmitting next year. We continue to be honored by the dedication, hard work, and on-going volunteer efforts of each nominee to make Ashland the best possible community. Keep up the good work! ▼

Signs on Lamp Posts

As the warmer weather approaches our thoughts turn to garage sales. A friendly reminder that signs are not to be posted on lampposts or traffic signs. Not only is it distracting for motorists, but it is also against the law, AMC 9.08.180.

Electric Utility Boxes

Residents are reminded not to plant flowers and plants close to the green electrical utility boxes located around town. There are times when electric crews need to access those units and plantings risk being damaged.



Avoid Aggressive Drivers

Dangerous driving habits are a serious threat on the nation's roads. According to AAA, aggressive driving can double your chances of getting into a collision, leading to injuries and even death. What can you do?

Behave behind the wheel:

- Don't block or drive under speed limits in passing lanes.
- Keep away from erratic drivers.
- Don't fill more than one parking space.
- Avoid yelling out the window or stopping on the road to argue.
- Don't speed up with someone tries to merge into your lane.
- Always buckle up in case of a crash.

Back off from aggressive drivers:

- Give way to bullish drivers. Why battle?
- Don't challenge them by racing, flashing lights or honking horns.
- Avoid eye contact with the driver.
- Ignore gestures and don't gesture back.
- Report unsafe driving to authorities
- If the aggressive driver is in a crash, stop safely nearby and act as a witness to the driver's behavior.

Keeping your cool on the road can be challenging. You can't control how other drivers act, but you can make your driving safer for everyone. ▼

Economic Development Strategy Update

Over the past several months, community members appointed by Mayor Stromberg have been meeting to guide the development of an economic strategy for the City. Two separate committees were formed to provide an assessment of Ashland's current economic condition, our strengths and weaknesses and existing and anticipated local and national trends. This information forms the baseline for the creation of an economic vision for the City supported by specific goals, strategies and actions to make that vision a reality over the next 10 to 15 years.

Over the course of each of the committees' six meetings, a wide variety of viewpoints and ideas have surfaced and have been compiled. The committees are now working on grouping and sorting the potential goals, strategies and actions to develop a draft document for targeted public review and comment in the coming months. For more information on the topic, check the City website at www.ashland.or.us/econdev or contact Adam Hanks, Project Manager at 541-552-2046 or adam@ashland.or.us. ▼

Senior Volunteer Opportunity

The Ashland Police Department is taking applications for their House Check Patrol. This is a uniform unit, no enforcement involved. Volunteers must be seniors, have a valid drivers license, and must agree to a background check. Training will be provided. Please contact Volunteer Coordinator, Frank d'Entremont, at 541-552-2121 for more information.



News Notes

Airport Day!

Come to the Ashland Municipal Airport, 403 Dead Indian Memorial Road, on May 22, 2010 from 8:00 a.m. to 4:00 p.m. to celebrate Airport Day. There will be a pancake breakfast, a BBQ lunch and numerous activities for children. More information call 541-488-5587 or www.ashland.or.us.

Weed Day "Let's Pull Together!"

The Jackson Cooperative Weed Management Area Group is sponsoring a valley-wide effort to control invasive weeds that disrupt our native ecosystems. Gloves and tools will be provided for volunteers to engage in two to three hours of manual weed removal at numerous locations around the Rogue Valley. On Saturday, June 19, North Mountain Park will host a Yellow Star Thistle pull from 9:00am to 11:00am along the bike path above the North Mountain Park softball fields. Other locations include Valley of the Rogue State Park, Denman Wildlife Area and Prescott Park on Roxy Anne in Medford. Following weed pull, volunteers will enjoy a free picnic, music, meet other volunteers, and browse educational booths at a location to be determined. For more information call the North Mountain Park Nature Center at 541-488-6606.

Daniel Meyer Pool

Daniel Meyer Pool, located in Hunter Park, 1705 Homes Ave., is outdoors and will be open to the public June 21 through September 6, 2010. To register for a class visit www.ashland.or.us or call the Ashland Parks & Recreation office at 541-488-5340. For more information about the pool visit www.ashland.or.us/swim.

Ashland Parks & Recreation

Registration for Ashland Parks & Recreation summer programs is underway! The Parks Department publishes three recreation guides per year: fall, winter/spring and summer. The guides are delivered to every Ashland and Talent household. Did you get your summer recreation guide in the mail? If not, please call the Parks office at 541-488-5340 or view the summer guide online at www.ashland.or.us/recguide. The current guide includes programs through September 2010 and is full of activities for all ages and abilities, from sports and fitness to art to summer camps! For more information visit or to register for a summer program go to www.ashland.or.us. Remember, online

registration helps to reduce costs and it's easy to do! If you need assistance, please call 541-488-5340, or stop by the Parks office in Lithia Park, 340 S Pioneer St in Ashland. "We'll see you in the Park!" ♡

CITY OF ASHLAND City Calendar

- ❑ **City Council** meets on the first and third Tuesdays at 7:00 p.m. Study sessions occur on the day before at 5:30 p.m.
- ❑ **Planning Commission** meets on the second Tuesday 7:00 p.m. Study sessions occur on the fourth Tuesday at 7:00 p.m.
- ❑ **Airport Commission** meets on the first Tuesday at 9:30 a.m.
- ❑ **Conservation Commission** meets on the fourth Wednesday at 6:00 p.m.
- ❑ **Forest Lands Commission** meets on the second Tuesday at 5:30 p.m.
- ❑ **Historic Commission** meets on the first Wednesday at 7:00 p.m. (the Wednesday prior to the Tuesday Planning Commission)
- ❑ **Housing Commission** meets on the fourth Thursday at 4:30 p.m.
- ❑ **Parks and Recreation Commission** meets on the fourth Monday at 7:00 p.m. Study session occurs on the third Monday.
- ❑ **Public Art Commission** meets on the third Friday at 8:15 a.m.
- ❑ **Transportation Commission** meets on third Thursday at 6:00 p.m.
- ❑ **Tree Commission** meets on the Thursday before the Tuesday Planning Commission Meeting

◆ Many of the above meetings are cablecast live on channel 9 and replayed on channel 30. ◆ Meetings are held at Council Chambers, 1175 East Main or at 51 Winburn Way. ◆ For information about all City meetings please call City Administration at 488-0002. ◆ Back issues of the City Source are posted under "Documents" on the City's Website, www.ashland.or.us. ◆ TTY 1-800-735-2900

