

- I. CALL TO ORDER: 6:00 PM
- II. APPROVAL OF MINUTES: June 18, 2009
- III. PUBLIC FORUM
- IV. ADJUSTMENTS TO THE AGENDA
- V. ACTION ITEMS
 - Presentation by SOU on Mountain Meadows transit needs
 - Presentation by the SOU Summer School (Center for Social Ecology and Public Policy) on transportation issues
 - Presentation by RVTB on its long range plan
 - Bike parking in the Central Business District
 - Will Dodge Way traffic review
 - Car Free Day
 - 2009-10 Bicycle and Building Safer Communities mini-grants available
- VI. INFORMATIONAL ITEMS
 - TSP Update
 - Siskiyou Pedestrian Safety project update
 - Oregon crosswalk laws – City of Portland
 - City Source message on pedestrian safety
 - PC/TC workshop August 25, 2009 at 7:00 PM in Council Chambers
- VII. NEXT MEETING/SUGGESTED AGENDA TOPICS
 - Presentation of goals, values and vision – August 20, 2009
- VIII. COMMISSIONER COMMENTS
- IX. ADJOURN: 8:00 PM

Next meeting: August 20, 2009 @ 6:00 pm

Note for Commissioners: Please call Betsy Harshman at 552-2410 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 March 20, 2009

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
Tom Burnham	Commissioner	482-4467	1344 Apple Way	ntburnham@gmail.com	4/30/2010
John Gaffey	Commissioner	482-2935	637 Oak Street	gaffey@charter.net	4/30/2010
Brent Thompson	Commissioner	488-0407	582 Allison	brentho@mind.net	4/30/2011
Julia Sommer	Commissioner	552-1942	1158 Village Square Drive	juliasommer@yahoo.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	670 Berry lane	eric.heesacker@gmail.com	4/30/2012
David Young	Commissioner	488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2012
Mick Church	Commissioner			mickchurch@gmail.com	4/30/2010

Non Voting Ex Officio Membership

Mike Faught	Director of Public Works	488-5587	20 E. Main Street	faughtm@ashland.or.us	
David Chapman	Commission Secretary	488-0152	390 Orchard Street	david@council.ashland.or.us	
Derek Severson	council liaison	488-5305	20 E. Main Street	seversod@ashland.or.us	
Steve MacLennan	Community Development	552-2809	20 E. Main Street	macleanns@ashland.or.us	
Scott Hollingsworth	Police	552-2932	20 E. Main Street	Hollings@ashland.or.us	
Larry Blake	Fire	482-2564	1250 Siskiyou Bv	blakel@sou.edu	
	Southern Oregon University				
	Ashland Schools				
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	n.broom@rvtd.org	
	Ashland Parks		20 E. Main Street		
Jenna Stanke	Jackson County Roads		200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org	
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 16, 2009
Community Development, 51 Winburn Way**

Minutes

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

Absent: John Gaffey, David Young

Ex Officio Members: Derek Severson, Larry Blake, Nathan Broom, Eve Woods, Steve MacLennan

Staff Present: Mike Faught, Jim Olson, Betsy Harshman

I. CALL TO ORDER: 6:00 PM

II. APPROVAL OF MINUTES:

Heesacker moved to approve the minutes of April 16, 2009 as submitted. Larry Blake noted that he did not present the SOU Master Plan, and that it was actually presented by SERA, SOU's architect. Burnham seconded the motion and it passed unanimously.

III. PUBLIC FORUM

Egon Dubois, 381 W Nevada is organizing a bicycle ride as part of the 4th of July Parade, and sought support from the Transportation Commission. Bicyclists often times ride solo, and the group is not seen as a majority. He feels that the group as a whole in the parade would demonstrate the Transportation Commission's support for multi-model transportation.

Tompkins stated that the commission did not have authority to allocate funds, and time is running out. Sommer stated the commission should sponsor and pay for it out of their budget. Warshawsky stated that kids and adults should all be required to wear helmets if the commission sponsors the group. Burnham asked how the word would get out -- Dubois stated that Siskiyou Vello would post the event on their website. Heesacker asked about liability if someone were to fall and break their leg. Faught stated that sponsorship should be contingent on liability. Burnham thinks the idea is great; however, it could reflect poorly the Commission and the City without enough time for proper organization, banners, etc. Swales recommended support. No motion was made.

Dubois also expressed frustration with the lack of bicycle racks in the downtown area. He felt that the City should have had replacement racks ready to install before they took out the old ones. Due to the lack of bicycle racks, some people chained their bikes to trees or light poles and then received a notice from the police department stating that this was improper parking, and could result in a \$250.00 fine. Faught said that the City is working on replacements.

MacLennan reported that there were four traffic stops during the pedestrian sting. The decoy made a lot of passes, and most drivers abided by the law. MacLennan received nine complaints by phone about the project. Callers described the project as a waste of time, money and a loss of parking spaces.

MacLennan was encouraged by the Commission to continue with the project as long as funding remains available.

IV. ADJUSTMENTS TO THE AGENDA:

Item F was tabled due to Slocum's absence. "Safe Routes to School" (E) presentation was moved up in order, prior to the Meeting Cancellation Protocol (B).

V. BUSINESS

A. RVCOC Regional Transportation Plan

Vicky Guarino gave a presentation on the Rogue Valley Metropolitan Planning Organization. Faught pointed out how important the organization is when the City seeks funding for transportation projects. Guarino brought in applications for positions on the Public Advisory Committee. The Ashland area lacks representation, as both spots are vacant.

Swales asked if there were any projects identified in the regional transportation plan for Ashland. Kate Hartzel pointed out that N. Main/Hersey/Wimer is one of the projects on the list that may be eligible for funding if HB2001 passes. The regional transportation plan is updated every four years. Everything that goes into the plan must first be vetted through the TSP process. Guarino stated that the regional plan will need to be amended when the HB2001 is in place.

A. Meeting Cancellation Protocol

Swales stated that it was his decision to cancel the last meeting. By-laws state that commissions must hold 10 sessions per year. Burnham and Heesacker supported Colin's decision. Sommer said that it would be courteous to give the reasons for any meeting cancellations. Eve Woods stated that many pressing issues come up that need attention, and that there should be an easier way of signing off on things. Swales stated that the commission is subject to Oregon records law, and it is difficult to reorganize the schedules for everyone who would need to be present.

B. Appointment of Sub-Committee

Swales, Thompson, and Sommers agreed to be sub-committee members. Burnham offered to be a substitute and Eve Woods offered to be the student liaison.

C. HB 2001 and its effect on Ashland

Faught stated that, once passed, the City would receive an addition \$453,000 in revenue. Ashland's City Council pulled the Street user fee pay analysis from their meeting agenda, and will probably not approve it.

E. Presentation from RVTDC "Safe Routes to School"

Kat Smith would like feedback before the end of July from Commissioners to kick off the fall 2009 school year. Health risks related to sedentary activity include obesity, heart disease and diabetes. Smith reported the percentages of kids walking to school at Walker Elementary: 61% of kids arrived at school via a family vehicle and 13% by school bus. Only kids that live further than 1 mile away from school are allowed to ride the bus. Smith reported that in 2001, SRTS and RVTDC Implemented "Walking Wednesday's" at Walker Elementary School. The number of students involved in this program has doubled, and then tripled since instituted. An Education, Enforcement, Encouragement grant has been applied for to fund a position at Walker Elementary to provide staffing for the program.

Smith has worked collaboratively with City of Ashland GIS, Police, and the Transportation Commission task force. Lea Light, City of Ashland GIS, has been working with Smith in the development of maps detailing safe routes to schools. Light presented the maps and explained that the action plans were not set in stone, and feedback is encouraged.

Thompson stated that Larry Medinger is to thank for an easement he created during development of one his projects for access to Helman Elementary School. Severson reported that there will be a connector on lower Clay, and possibly in the upper area as well, due to the new Clay Street project. Thompson would also like to a connector from Jacquelyn to Clay and stated that there are lots of children walking to

school from those areas.

F. Update on ACTS Oregon Grant

This item has been tabled until the next meeting.

G. Will Dodge Way Traffic Concerns

Discussion centered on whether or not about allowing one-way traffic, no traffic, limited hours of access, foot traffic, etc. Faught will have one-way signs replaced. Olson questioned whether or not one-way was still the right answer.

V. INFORMATIONAL ITEMS & COMMISSIONER COMMENTS:


Faught gave an update on the Siskiyou Blvd crossing project at Garfield. City staff is scrambling to get the work done prior to July 4. Bids were requested, although none were received. Mike will call contractors, but there is a potential that the project may have to be postponed until after July 6th.

VI. ADJOURN: 8:30 PM

Respectfully submitted,
Betsy Harshman, PW Management Assistant

Memo

CITY OF
ASHLAND

To: Transportation Commission
From: James Olson 
Sub: TRAFFIC CONCERNS ON WILL DODGE WAY
AT ISSUE

At last months meeting, the recent traffic problems plaguing Will Dodge Way were introduced and briefly discussed. The commission instructed staff to provide additional research into some of the problems including:

1. Designation of one-way traffic.
2. Possible restrictions to material deliveries in the alley.
3. Other restrictions to relieve vehicle congestion.

The following information is provided as requested.

BACKGROUND

Will Dodge Way is a 12 foot wide public alley which extends from Pioneer Street to Second Street between East Main Street and Lithia Way. The section which is most problematic and which is the subject of this discussion is the block from Pioneer Street to First Street which is approximately 480 feet long. The original 12 foot wide right of way was deeded to the City in 1910. The right of way is unusual in that it is one of the narrowest rights of way of all of Ashland's alleys. Concrete curb and gutter has been constructed along the entire north side of the right of way with the curb back being located a few inches inside the right of way. The purpose of the curb is to control drainage but it also reduces the available usable travel surface to approximately 11 feet.

The 11 foot wide width does not provide enough room for 2 vehicles to pass. This narrow width was one of the conditions that prompted the Traffic Safety Commission to recommend that the first block of Will Dodge Way be designated one-way in a southerly direction in 1990. The recommendation was approved by the Council on Nov 20, 1990 under Resolution no. 90-51. The change to a one-way designation was the result of action by a number of property and business owners along the alley. A copy of a letter from Feb 6, 1990 and signed by 6 business owners is attached as is the March 29, 1990 communication from Steve Hall, former Public Works Director. Some of the conditions that existed in 1990 still exist today, however there are some new elements to be considered including:

1. The vehicle connection between Lithia Way and Will Dodge Way that existed through the City owned parking lot has been eliminated with the sale of the lot.
2. Four new buildings have been constructed since 1990 including the Jasmine Office Condominium which has five private garage openings onto the alley. These garages are oriented in a manner that makes them extremely difficult to access from the present one-way traffic pattern.
3. The alley has several after hours establishments that bring in higher concentrations of late night traffic, both pedestrian and vehicular.
4. The increased number of business that have frontage on the alley also correlates to an increase in the number of vehicle and pedestrian entry ways and access points that open



onto the alley. Those are now nearly 40 access ways, from garbage enclosures, to business entrances to driveways along the length of the alley.

PHYSICAL CHARACTERISTICS

The following physical attributes were measured and/or noted by staff:

1. Right of way width - 12 feet
2. Right of way length - 475 feet
3. Curb to curb length - 485 feet
4. Surface width - 11* feet
5. Public Parking - none
6. Off street parking (private) – 26** spaces
7. Surface - asphalt
8. Surface condition - none
9. Traffic control signs - 2 painted arrow
1 arrow sign
1 do not enter sign
10. Traffic speed, average 11.6 mph
11. Traffic speed, 85% 13.5 mph
12. Max recorded speed 16.6 mph
13. Traffic Volume (16 hour) 66 vehicles
West bound (illegal) 24 vehicles
East bound 42 vehicles

*Areas where the alley width appears wider include private property.

**Includes 5 enclosed garage with access onto the alley and 12 spaces within the former City parking lot. These spaces will eventually be lost entirely.

ONE-WAY DETERMINATION

It has been suggested that the one-way determination should be rescinded and that two-way traffic should be reinstated similar to the remaining block of Will Dodge Way.

Following are arguments for and against making that change:

PRO

1. With the elimination of the City owned parking lot there is no longer an outlet for cars when access is blocked by delivery trucks.
2. There is a high percentage (36%) disobedience of the one way traffic pattern.
3. Owners accessing the five garages on the North side of the alley find it difficult to enter these garages from a southeast bound direction.
4. The alley is straight and short enough that so that traffic entering at either end can see to the opposite end.
5. One way traffic often promotes higher speeds on alleys as the need to anticipate approaching traffic is eliminated.
6. A two way traffic pattern may reduce out-of-direction travel.

CON

1. If two vehicles enter the alley at the same time, one may be forced to back out onto either Pioneer Street or First Street.
2. The one-way designation may reduce cut-through or by pass traffic.
3. The one-way traffic pattern reduces possible vehicle conflict points.



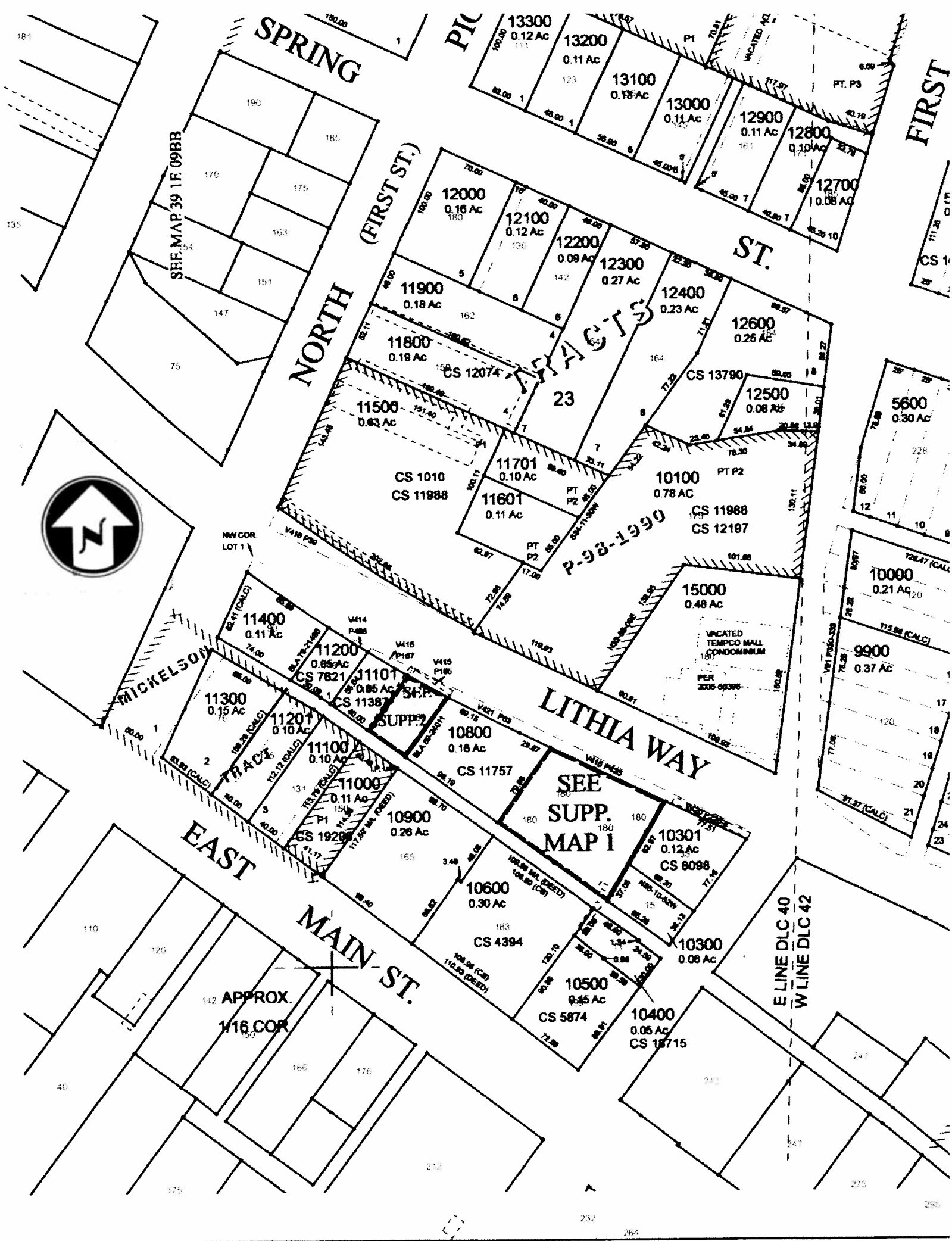
DELIVERY RESTRICTIONS

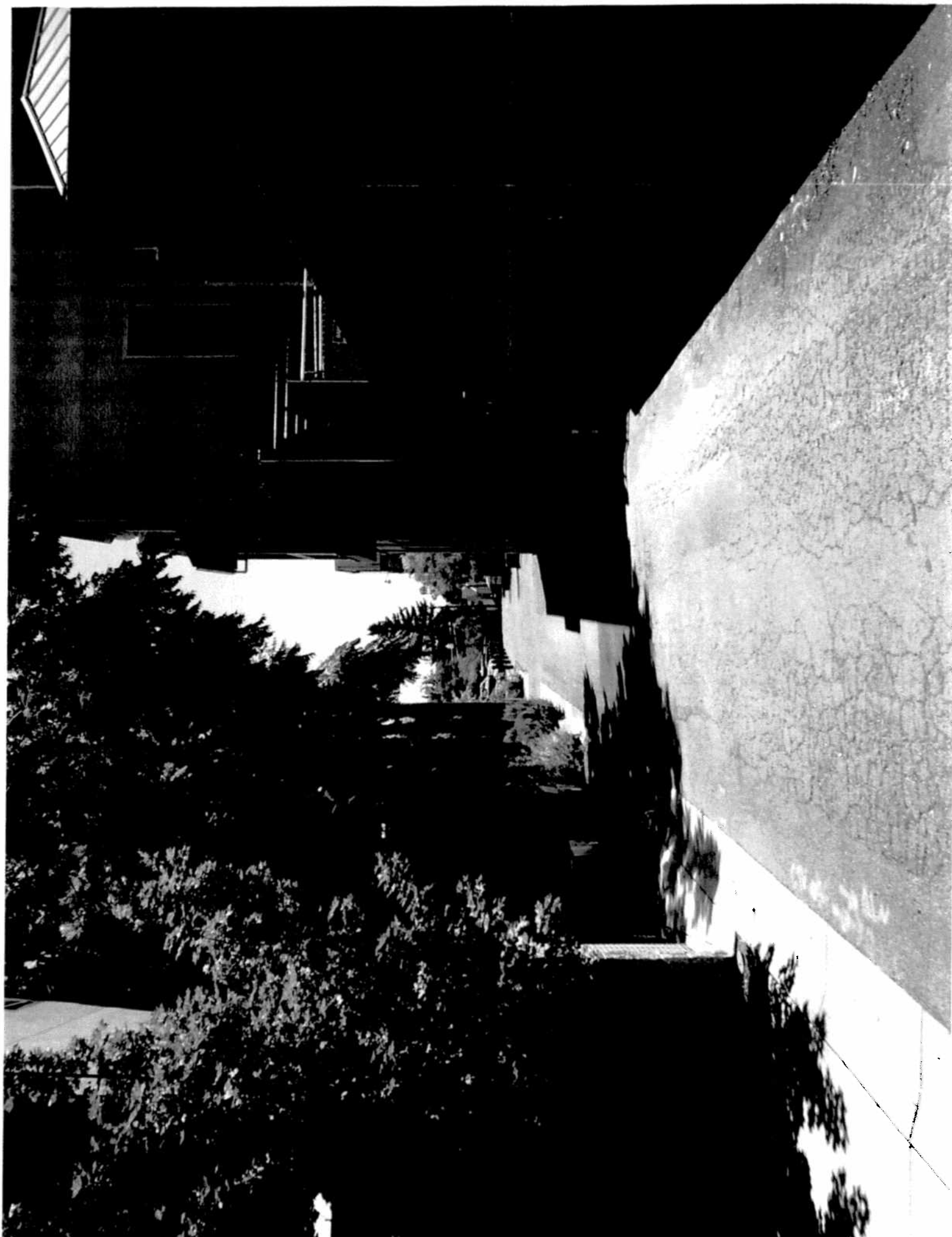
Pam Hammond, in her May 21, 2009 letter (attached) stated that the City Police had placed a restriction on delivery trucks stopping and unloading in Will Dodge Way. This, as Colin points out in his e-mail, (attached) is contrary to Ashland Municipal Code. Prior to the meeting, APD will be contacted to learn more regarding this issue.

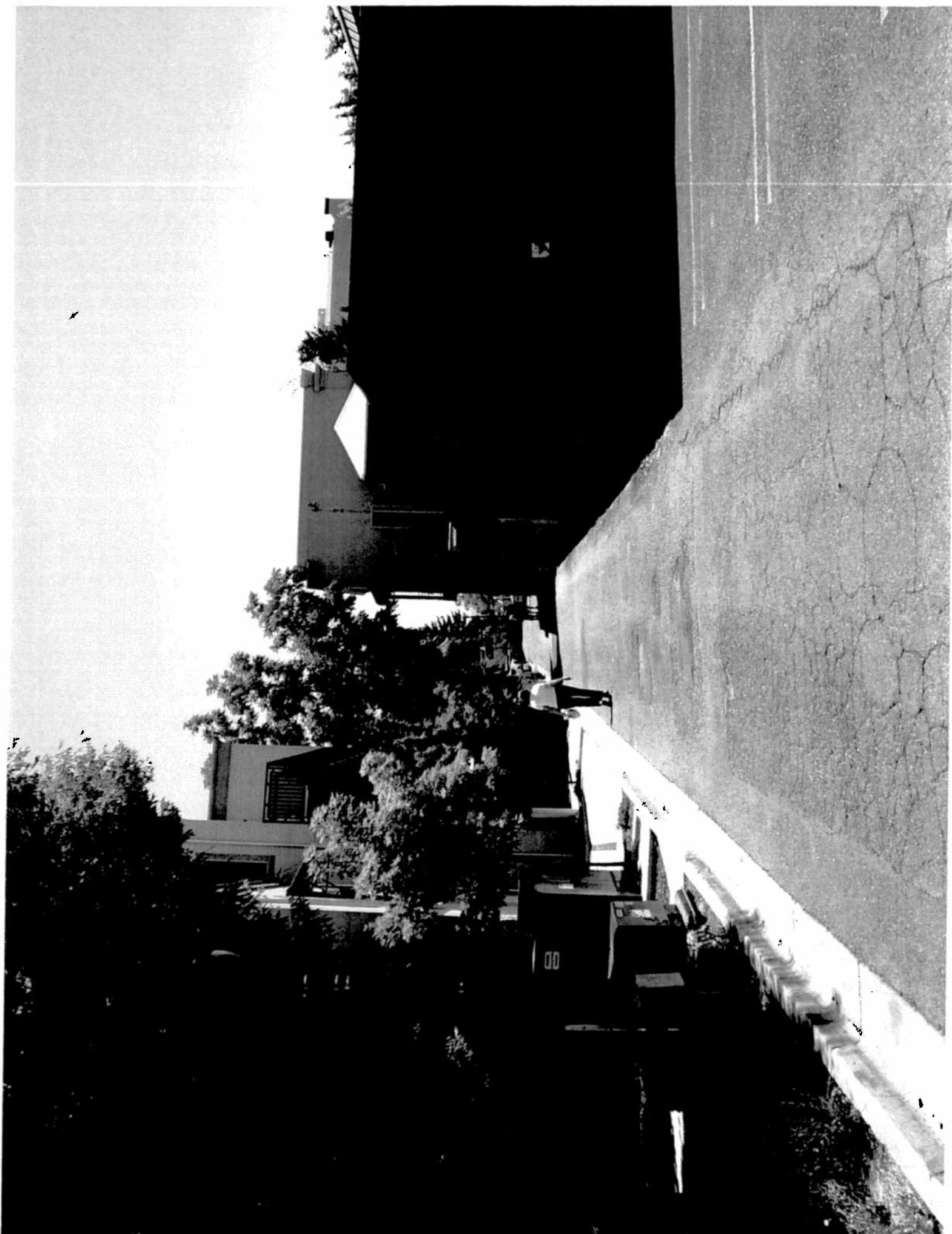
CONCLUSION

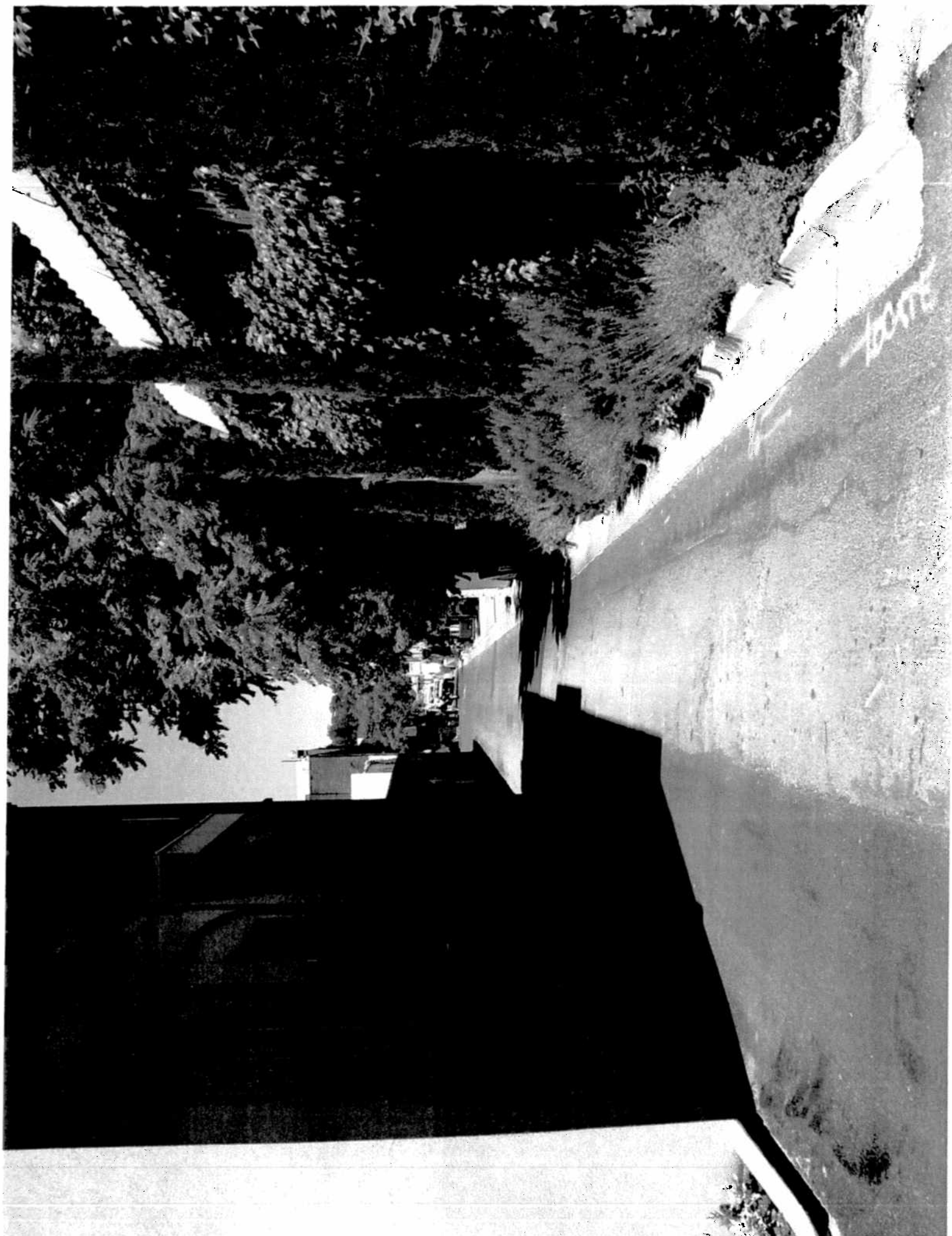
All property owners along the alley have been invited to attend this meeting and voice their opinion regarding these issues. Often, those closest to the problem have the best definition of the problem.

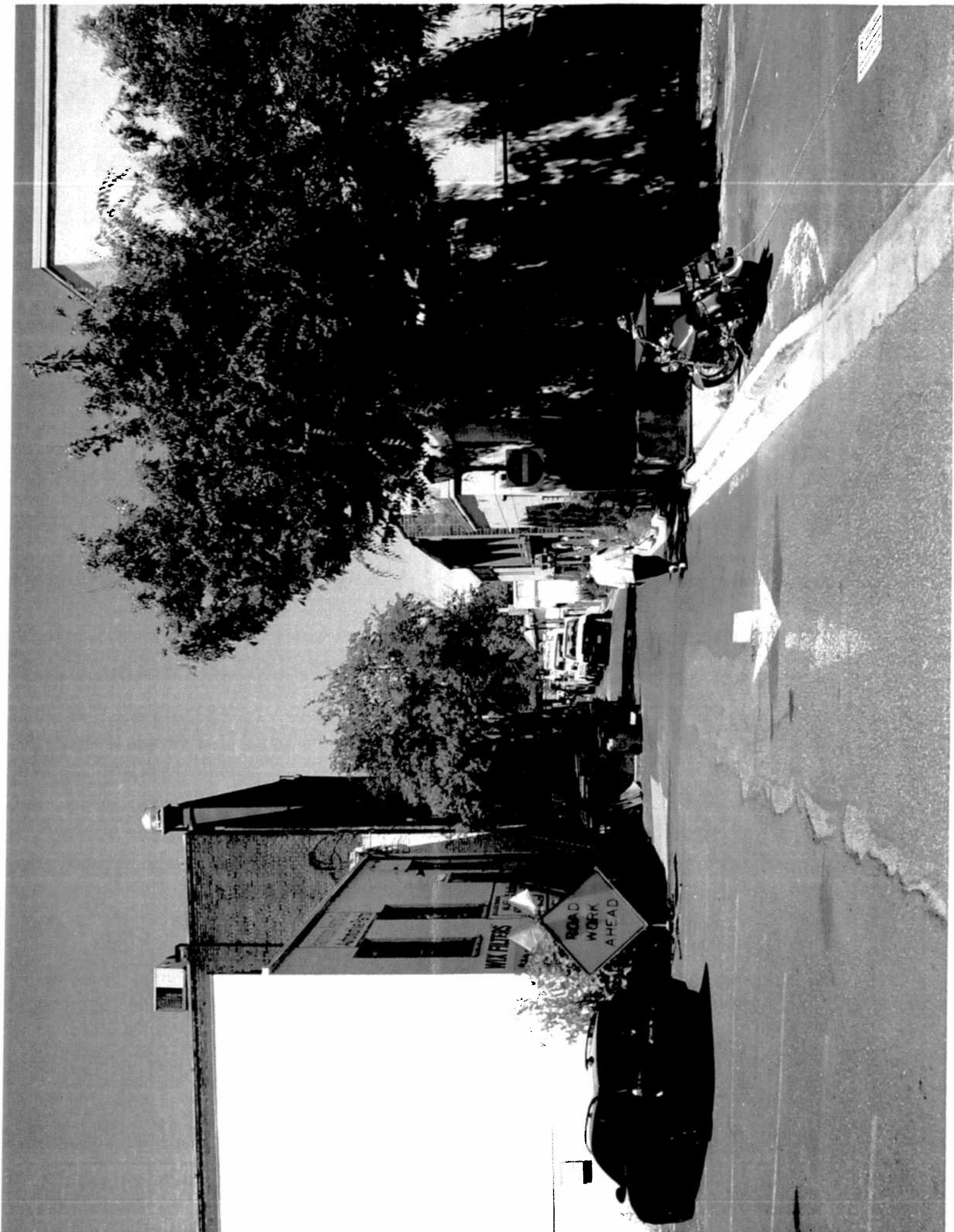












TimeMark Incorporated

City of Ashland Public Works/Engineering Department
Transportation Commission Report

Site: Trans Comm - 07
Tuesday, 7/7/2009, 7:18:27 AM -
Wednesday, 7/8/2009, 9:02:03 AM

Vlll Dodge Way : between
ioneer : &
irst :

Speed Grand Totals west-bound

	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DT	24.0	22.6	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds
mph) 10.0% 15.0% 50.0% 85.0% 90.0%
8.4 9.7 10.8 13.5 14.1

10 mph Pace Speed
Number in pace 8.4 - 18.4
17 (100.0 %)

Speeds Exceeded
15.0 mph 25.0 mph 35.0 mph
2.1 % 0.0 % 0.0 %
Count 1 0 0

	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	17	16	1	0	0	0	0	0	0	0	0	0	0
est-bound	94.1%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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City of Ashland Public Works/Engineering Department
Transportation Commission Report

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Tuesday, 7/7/2009, 7:18:27 AM -
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1/11 Dodge Way : between
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Speed Grand Totals Combined

	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
00 AM	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
00 AM	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
00 PM	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
00 PM	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
00 PM	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
00 PM	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
00 PM	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
00 PM	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
00 PM	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
00 PM	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DT	66.4	63.5	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds 10.0% 15.0% 50.0% 85.0% 90.0%
mph) 8.4 9.0 10.8 13.5 14.1

10 mph Pace Speed 6.3 - 16.3
Number in pace 46 (97.9%)
Average Minimum Maximum
11.2 mph
6.3 mph
16.6 mph

Speeds Exceeded 15.0 mph 25.0 mph 35.0 mph
Count 4.3% 0.0% 0.0%
2 0 0

	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	17	16	1	0	0	0	0	0	0	0	0	0	0
est-bound	94.1%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
ast-bound	30	29	1	0	0	0	0	0	0	0	0	0	0
combined	47	45	2	0	0	0	0	0	0	0	0	0	0
	95.7%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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

Will Dodge : between
Pioneer : &
First :

Site: Trans Comm -
Tuesday, 7/7/2009, 7:18:27 AM -
Wednesday, 7/8/2009, 9:02:03 AM

Volume Grand Totals

Average Hourly Volumes

	west-boun	east-bound	Combined
7:00 AM	0.0	1.0	1.0
8:00 AM	3.0	2.0	5.0
9:00 AM	3.0	1.0	4.0
10:00 AM	2.0	1.0	3.0
11:00 AM	0.0	1.0	1.0
12:00 PM	1.0	2.0	3.0
1:00 PM	0.0	5.0	5.0
2:00 PM	0.0	3.0	3.0
3:00 PM	0.0	0.0	0.0
4:00 PM	2.0	1.0	3.0
5:00 PM	1.0	3.0	4.0
6:00 PM	2.0	4.0	6.0
7:00 PM	1.0	3.0	4.0
8:00 PM	0.0	2.0	2.0
9:00 PM	2.0	0.0	2.0
10:00 PM	0.0	0.0	0.0
11:00 PM	0.0	1.0	1.0
ADT	24.0	42.4	66.4

Study Grand Totals

west-boun	east-bound	Combined
17	30	47
36.2 %	63.8 %	

18 June 2009

Re: Item V 6
Will Dodge Way

In the thinking regarding Will Dodge Way an easement needs to be retained where the City Parking lot was.

Because of the construction where ~~the old~~ Will Dodge Way comes into 1st Street, the alley has had irregular usage for many months. Thus, the clear need to retain another outlet for the alley was not so noticeable.

But Will Dodge Way is a long narrow road, and therefore we must try to alleviate potential problems by retaining an easement thru the prospective building where the city lot was.

I believe that a density bonus should be given in exchange for passage beneath the building.

There used to be 3 ways out other than the ends of Will Dodge Way. To be left with none would be a mistake.

Dr. Thompson

From: Colin Swales <colinswales@gmail.com>
To: Mike Faught <faughtm@ashland.or.us>
CC: Jim Olson <olsonj@ashland.or.us>, David Chapman <davidchapman@ashlandhom...>
Date: 6/17/2009 9:57 AM
Subject: Will Dodge

Mike,
(cc Jim, David)

Although it is unlikely that any decision will be made on the TC's Will Dodge Way agenda item, I wanted to share some thoughts and background information in advance of tomorrow's meeting.

Downtown Plan adopted in 1988

Will Dodge Way is identified as a Pedestrian area and the Plan urges the development of the area to enhance this potential:

"Will Dodge Way, where more businesses front and where more land is available for development holds the greatest potential. The proposed development plan map shows the alley closed to traffic for the peak pedestrian times of the day, from 11:30am to 10:00pm. All new buildings and some of the existing merchandising can flourish. A central courtyard, about fifty feet square, draws pedestrians down the alley. Buildings at least two stories in height are required along Lithia Way in order to enclose the alley and give it an intimate atmosphere." (pg 37 Downtown Plan)

In spite of 2 unanimous votes by the Planning Commission to enact legislation to ban private residential garages in E-1 and C-1 zones, this never took place .

see e.g. 2/24/04

<http://www.ashland.or.us/Agendas.asp?AMID=1591><<http://www.ashland.or.us/Agendas.asp?AMID=1591>>

*McLaughlin said they originally thought people would put small apartments over commercial buildings and share the commercial parking with the parking in the back. Now people want garages in the commercial buildings where they live. Is that the intent of the ordinance? This may be a bigger issue.

5/11/04

**<http://www.ashland.or.us/Agendas.asp?AMID=1700>*<<http://www.ashland.or.us/Agendas.asp?AMID=1700>>

* Fields/Chapman m/s to adopt the ordinance amendment and send to the Council with the following wording: Private garages are not permitted in the E-1 and C-1 zone for the purposes of satisfying the off-street parking requirement. Voice Vote: The motion passed . *

**

Subsequently, recent mixed use condo development along the alley has resulted in at least 5 residential garages which now makes the vision of the 1988 Plan somewhat moot as are the references to enhancing Will Dodge Way contained in the un-adopted Downtown Plan Phase II<http://www.ashland.or.us/files/Downtown_Plan_PhaseII.pdf>

I think the plan for the ex-City Parking lot required a mid-block pedestrian link (shared with Jasmine building) between Lithia Way and the alley. But I would assume that access management and ODOT requirements for vehicular access to the State hwy (Lithia Way) would ban auto-access to Lithia Way from that Lot ?

Although the alley (and City parking) has been frequently blocked recently due to construction on the adjacent lot it would seem that this is over for the time being. I do not know under what authority the APD banned deliveries, but this seems to fly in the face of the designated use of alleys in our Street Standards: [see Page 38
<<http://www.ashland.or.us/Files/Street%20Standards%20March%201999.pdf>>
"...provide rear yard access and delivery..". To ensure that access is not unduly blocked, there is however a time limit

*11.24.020 Prohibited parking

B. A vehicle in an alley except to load and unload persons or materials not to exceed twenty (20) consecutive minutes in any two (2) hour period; *

Although the pavement seems in poor condition and has had many utility cuts, it is no worse than other areas of downtown and with the low traffic volumes it would seem not of high priority to repair.

In answer to Pam Hammond's question "Why was it not put up for bid when it was sold" I would reference my own
comment-to-Council.<http://list.ashland.or.us/pipermail/comment_to_the_council/2008-November/000760.html>on
this matter, prior to the swap decision being made.

As part of the subsequent Council decision on the land swap, Ms. Hammond (on behalf of the Chamber of Commerce) secured a promise from Council that the \$500,000 swap price would be applied to
Transportation<<http://www.ashland.or.us/Agendas.asp?Display=Minutes&AMID=3622>>
and Parking in
Downtown..<<http://www.ashland.or.us/Agendas.asp?Display=Minutes&AMID=3622>>

Will the recently awarded Housing Grant funds for the Clay St. project now allow the City to spend this 1/2 million on Transportation?

One Way?

When the new building, recently constructed on the corner of Will Doge/1st St., went through the planning approval, much was made about the need for "vision clearance" at the alley - especially with so narrow a sidewalk on 1st St.. This is especially important when considering the huge delivery trucks and garbage trucks etc. exiting there. So the building was made to comply, somewhat, by stepping it back and vision clearance is now much better from a pedestrian safety point of view than for the buildings at the opposite (Pioneer) end. So although I am not generally in favor of one-way streets, when also taking into consideration the narrowness of that alley, I feel the present 1-way arrangement is probably best.

Colin

**

**

May 21, 2009

Will Dodge Way

Attached are several photographs taken in and around Will Dodge Way this week. As you know, Will Dodge Way (WDW) is a one-way alley which runs between Pioneer and First Streets parallel to East Main. It is surrounded by many businesses (retail, restaurants, bars, offices, service establishments and more recently, residences). We all share a very narrow and worn alley, which we use for many different tasks. The general public also accesses WDW and frequently uses it as an alternative to East Main.

I have presented various issues to Jim Olsen on several prior occasions. However, recent events have occurred which the Transportation Commission should be aware of.

1. On Sunday, May 10, Officer DeSilva verbally notified open businesses on East Main that WDW was no longer to be used as a temporary stop for delivery trucks while making their rounds. Oddly, it did not occur to her to so inform Lithia Way businesses of this fact. The alley had been posted as a 15-minute loading and unloading zone. This parking signs have been removed, and this has produced confusion. We feel it is much safer to unload freight in the alley than on Main Street.
2. The one-way signs also have mysteriously disappeared, with the exception of one in the former city parking lot, probably overlooked because it is essentially invisible, hidden by tree branches and facing into a lot now closed. Is it a one-way alley or not? Does the removal of a few signs suddenly change the long accepted status of a street? This is more than just confusing; it is downright dangerous. In some spots WDW is no more than ten feet wide. Speeding often occurs, frequently in the wrong direction.
3. The pavement is in very poor condition. Asphalt problems, insufficient lighting, nonexistent signage and bad housekeeping all exist side by side.

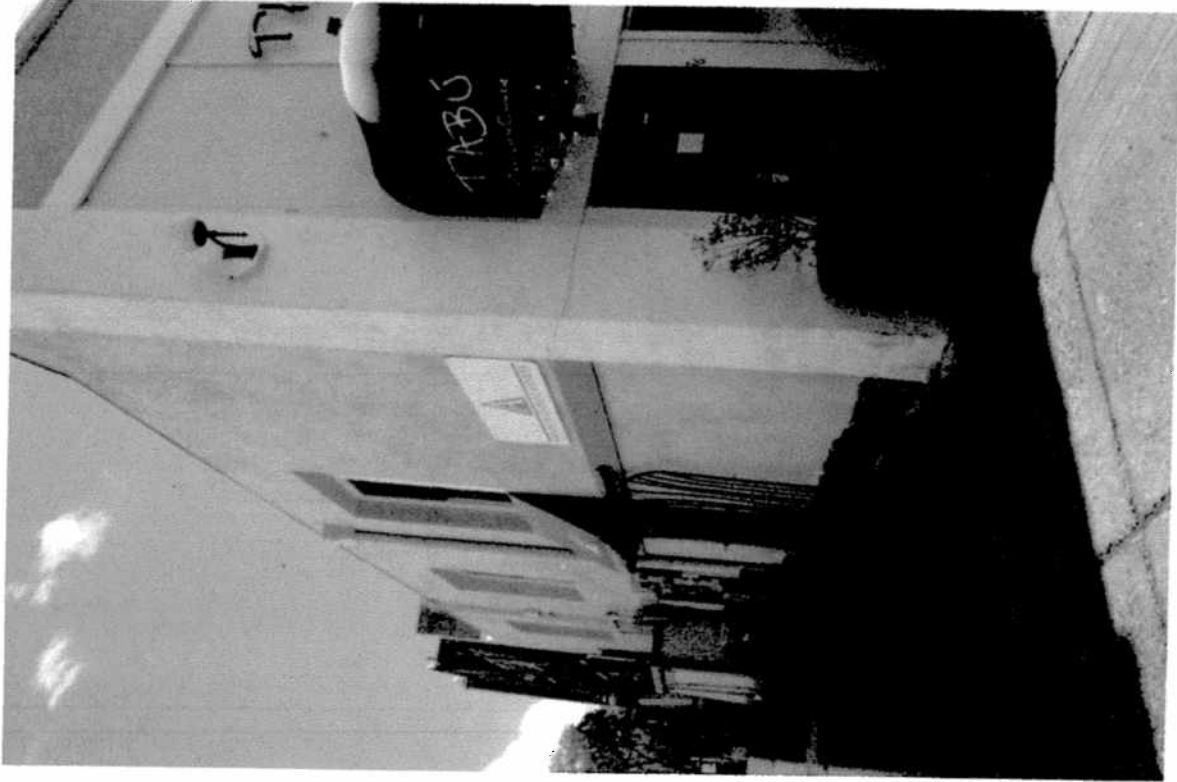
With the recent closure of the former city parking lot our problems have increased and will get even worse when the inevitable construction project begins in the lot. Because of service and work truck parking, randomly

parked cars, vehicle deliveries and construction work blocking the only alley exit, tempers have flared. Access by emergency vehicles could be hampered, with potentially disastrous results. The lot, now closed, always provided an alternative quick entrance or exit when it was needed. I certainly don't pretend to have the answers but it is evident that WDW needs to be studied carefully and a comprehensive policy needs to be implemented. All parties with a legitimate need for access to the alley need to be heard. I feel that this problem needs to be addressed right away.

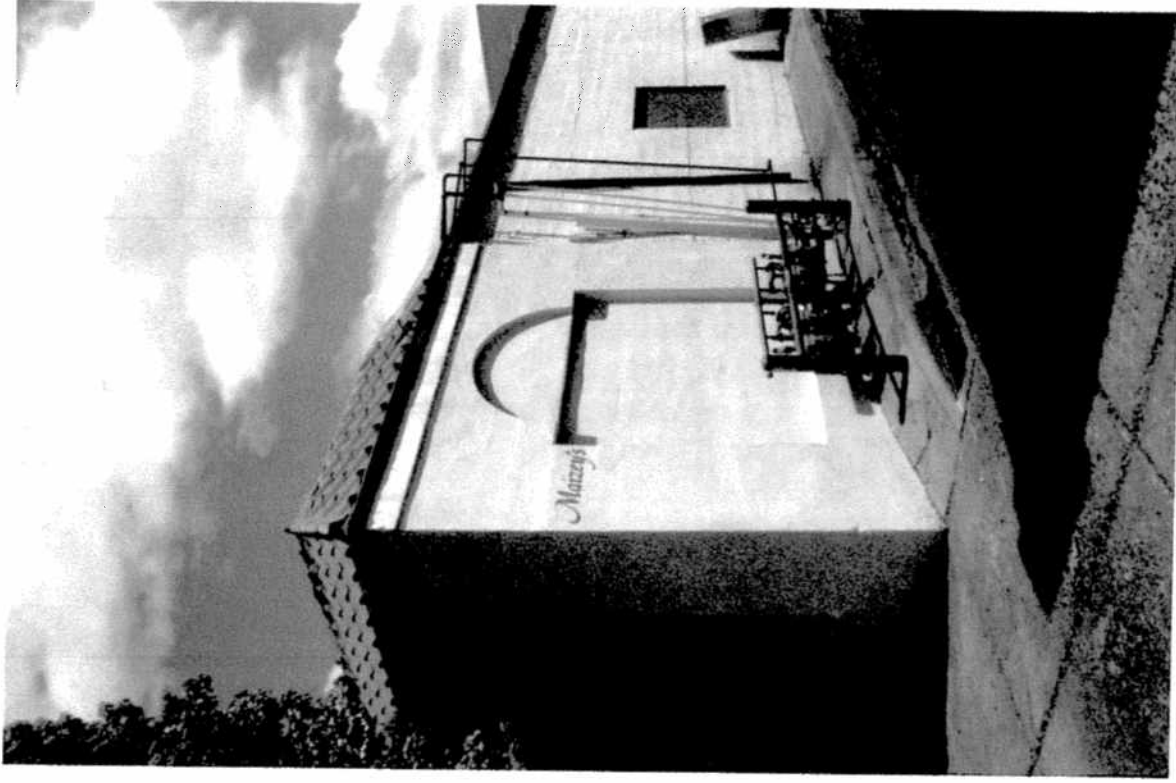
Sincerely,
Pam Hammond
Paddington Station
125 E. Main/120 Will Dodge Way
Ashland, Oregon

P.S. A few final questions:

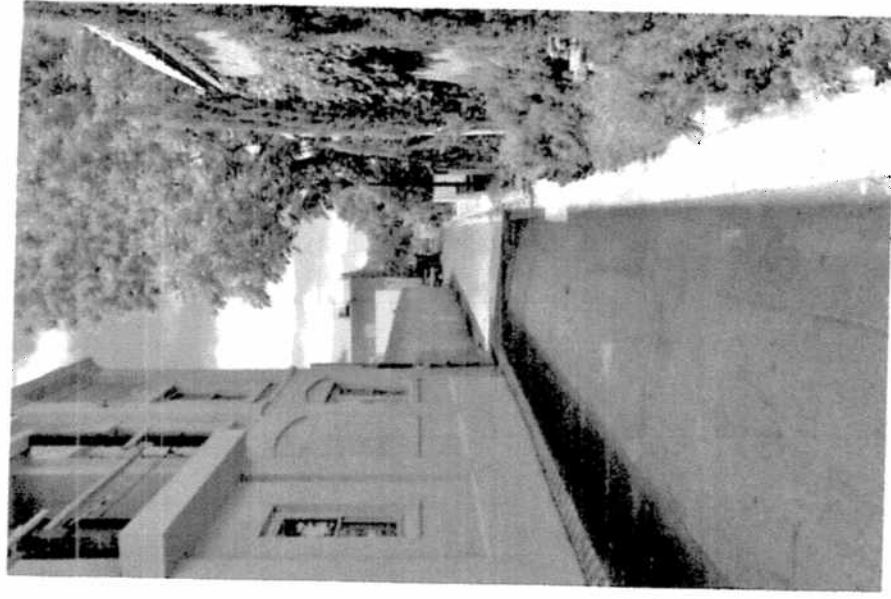
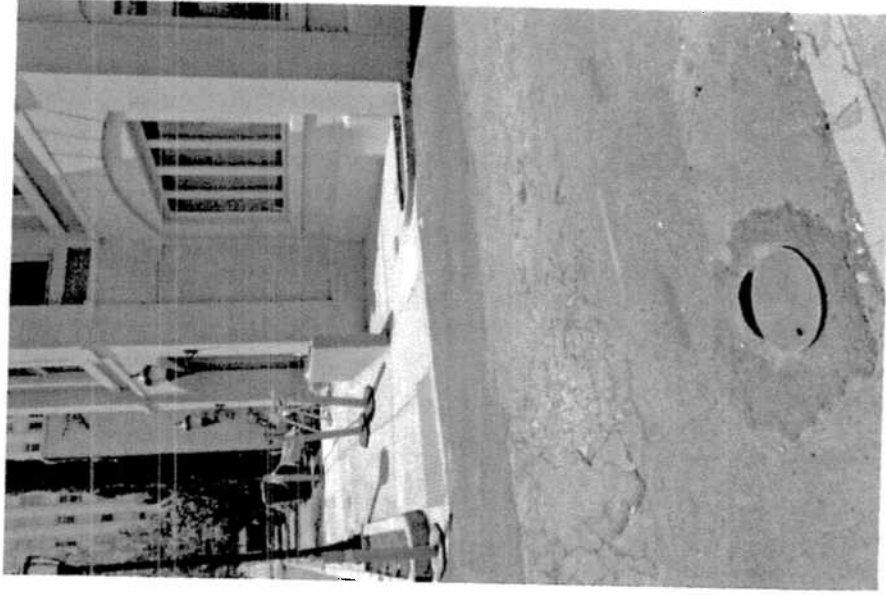
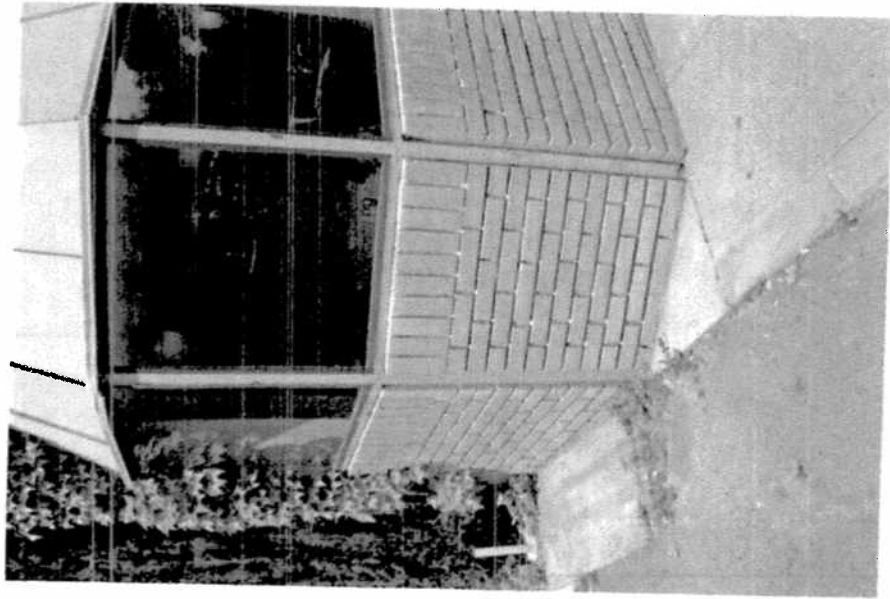
1. How did the city come to own this parking lot?
2. Why was it not put up for bid when it was sold?
3. Can an easement be obtained as an outlet exit for alley traffic?



Entrance from Pioneer onto Will Dodge way
No one way markings

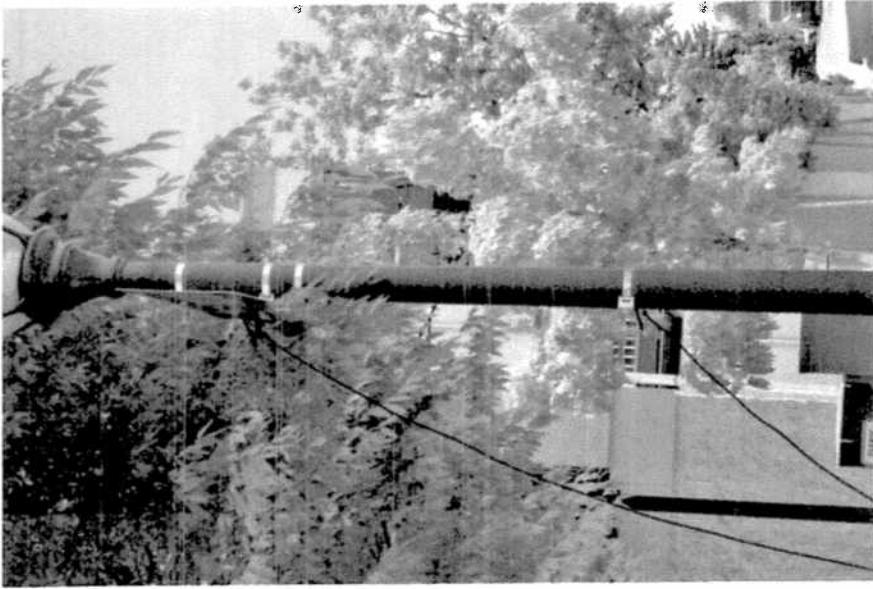


Will Dodge way

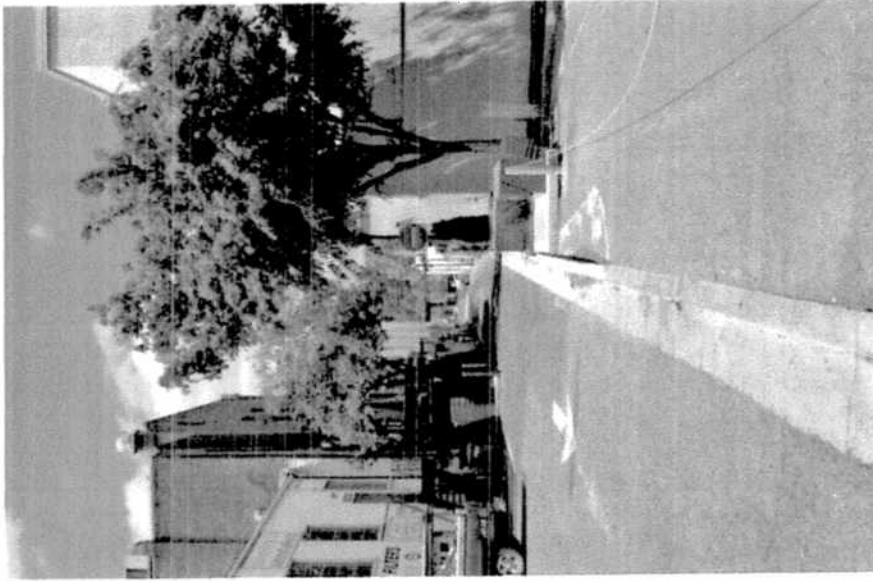


Entrance from 1st St. onto Will Dodge Way
No one way markings or Do Not Enter signs

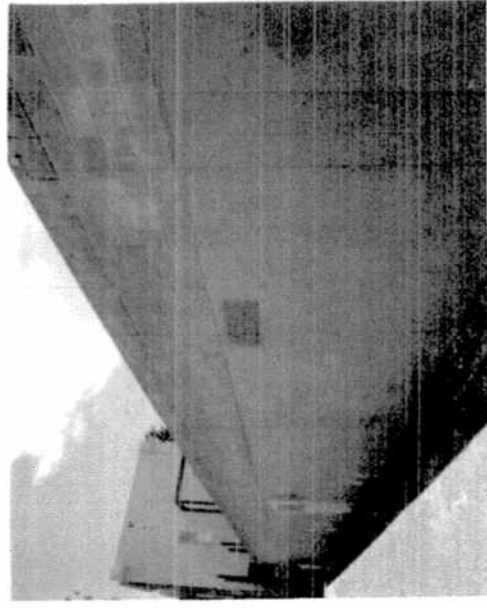
↗ Can not see Do Not Enter sign!



↑
 lamp post in
 former parking lot -
 clips from removed sign?
 only remaining one way sign
 (not visible from alley)

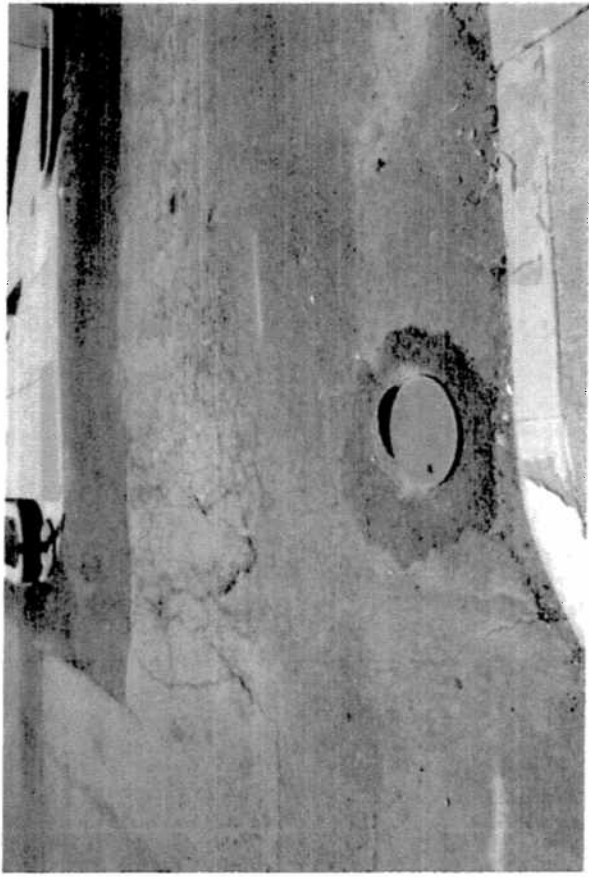


↑
 former
 only do not
 parking lot
 visible from



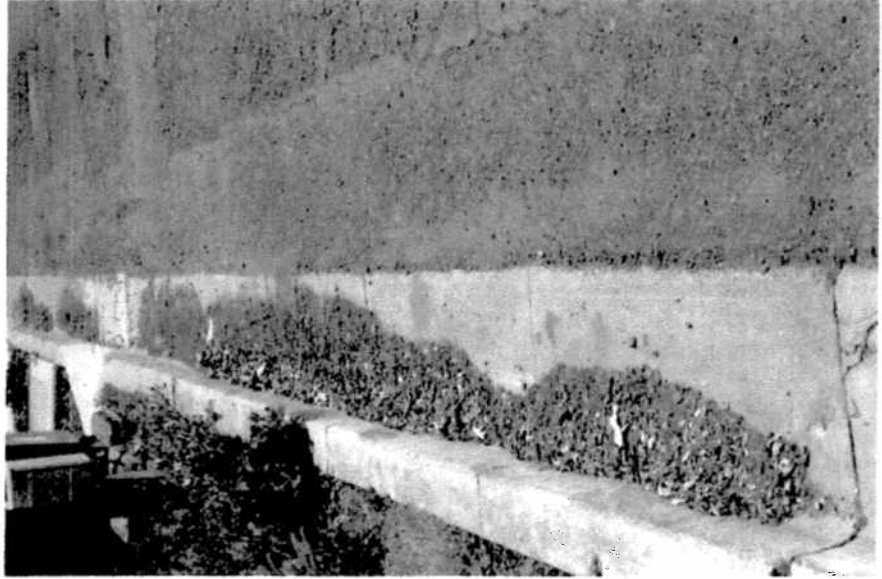
spot where
 one way sign
 used to exist.
 (back of Key
 Bank parking lot)

↑
 former parking lot
 enter sign
 1st st.



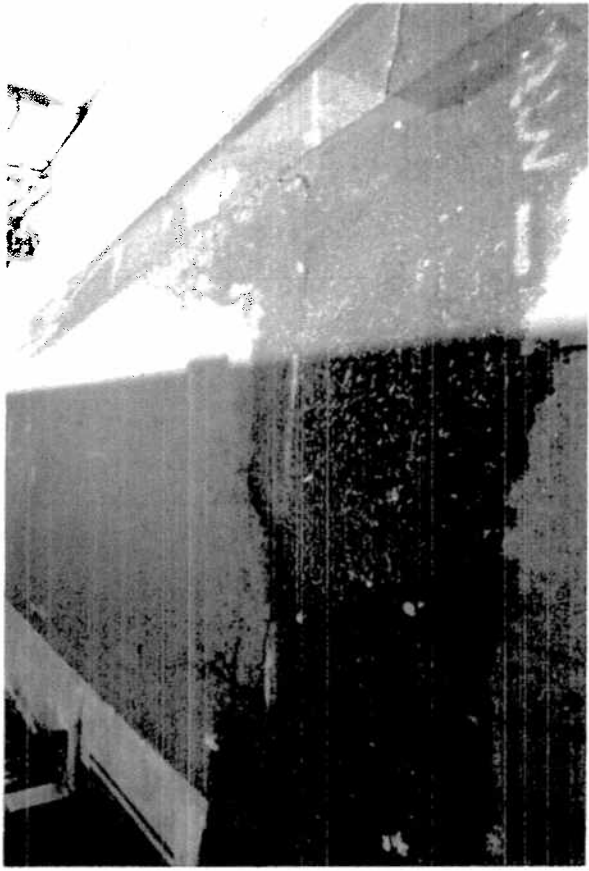
an will Dodge way ↑
at 1st

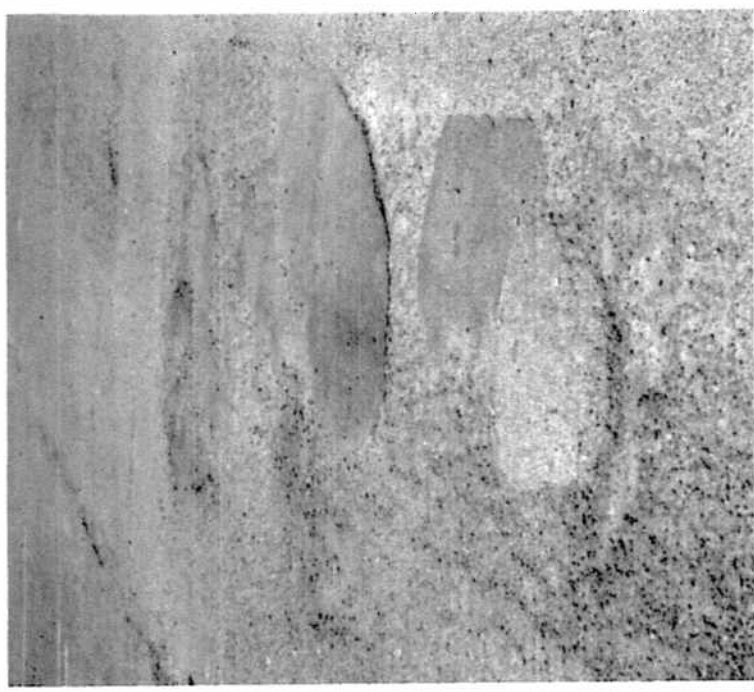
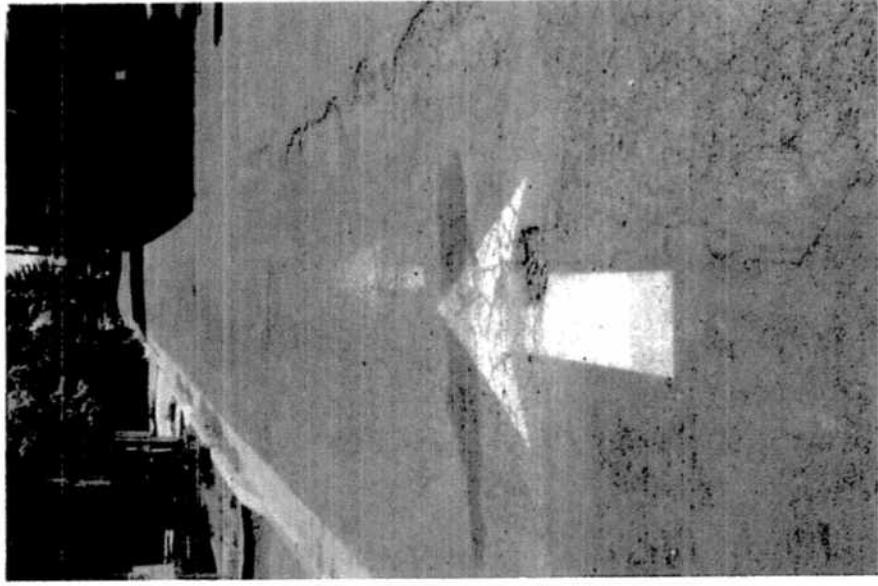
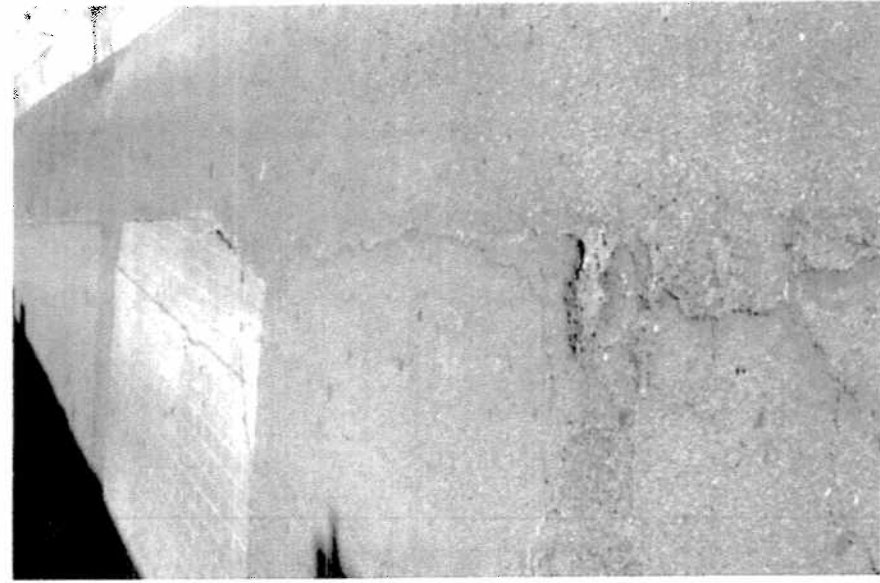
I have been
pushing this back
each day for
the last year.
Big safety issue



↑
Opera House
perma-
drainage -

→ are we
being street
swept weekly
as promised
by Jim? -





poor paving issues
only remaining arrows in middle
of alley.



Memorandum

March 29, 1990

To: Traffic Safety Commission

From: Steven Hall, Public Works Director *SMH*

Subject: Public Hearing -- Will Dodge Way

ACTION REQUESTED

- + Traffic Safety Commission hold a public hearing on changing Will Dodge Way (an alley) from two way to one way between Pioneer and Second Street.
- + Traffic Safety Commission direct staff to prepare necessary documentation to present request for Council consideration/action.

BACKGROUND

At their March meeting, TSC received a letter and petition requesting two actions:

- + Change Will Dodge Way to a one-way alley between Pioneer and First Street.
- + Provide 5-minute loading zone behind Harrison Auto Parts.

Staff noted that a parking space could not be provided as Will Dodge Way in this area is only 12 feet wide. All of the parking is private.

After consideration, TSC opted to explore making the entire two block section one-way.

Will Dodge Way is a public alley with a 12 foot right-of-way paved to full width. Currently, it is a two-way alley with parking and commercial use. Some businesses have public entrances from the alley such as the Underground Deli and the rear entrance to the Key of C Coffee Shop on Lithia Way.

Will Dodge Way
March 29, 1990
Page Two

In addition, there are several parking lots which will soon include the City Parking Lot between Lithia Way, Will Dodge Way, Pioneer and First Street.

Will Dodge Way has continuous parking on the north side between Second and Third Streets.

Sight distance is limited exiting the alley at Pioneer and First although Pioneer is more restricted.

There are two options available for consideration:

- + Make Will Dodge Way one way easterly from Pioneer to Second Street.
- + Make Will Dodge Way one way easterly from Pioneer to First Street and one way westerly from Second to First Streets.

The second option would eliminate the possibility of using Will Dodge Way as a "short cut" between the two blocks, although I am not aware of this being a problem.

The first option would minimize "backtracking" by delivery vans who might enter the wrong block for deliveries to local businesses.

Staff recommends option one, making Will Dodge Way one way easterly, although testimony at the hearing may counter that recommendation if the businesses feel there are a lot of vehicles using the alley as a "shortcut".

All businesses on Will Dodge Way have been notified of the Public Hearing.

cc: Petitioners
Jim Olson, Assistant City Engineer

encl: Friedman letter/petition
Map
Notice of Hearing



CITY OF ASHLAND

RECEIVED

DATE FEB 5 1990

P.O. Box 1303

160 Helman Street

Ashland, OR 97520

(503) 482-2292

February 6, 1990.

City of Ashland
Traffic Commission
City Hall
Ashland, OR 97520

Subject: One Way Street for *Will Dodge Way*

To Whom it May Concern:

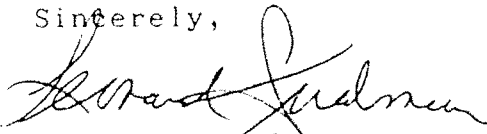
Will Dodge Way is a narrow street which runs east-west between *Pioneer Street* and *First Street*. 50% of the "one-block" street is just wide enough to accommodate one vehicle. ~~*Will Dodge Way* is just wide enough to accommodate one vehicle.~~ *Will Dodge Way* is extensively used by commercial vehicles.

The purpose of making *Will Dodge Way* a One-Way Street is to avoid congestion caused by two vehicles proceeding in opposite directions. When this occurs, one of the vehicles, (sometimes a delivery truck), must back-up either onto *Pioneer Street* or into a business's private parking lot. The One-Way street should be directed from west to east.

Because *Will Dodge Way* is used for commercial deliveries, I suggest a 15 minute loading zone sign be installed near the rear entrance to Harrison Parts.

Attached please find signatures of approval for this proposal.

Sincerely,


Leonard Friedman

SIGNATURES OF APPROVALS

FOR

ONE WAY STREET FOR WILL DODGE WAY

NAME	BUSINESS	ADDRESS
Sue A. Christie	Nail Salon	72 N. Pioneer
Richard G. Smith	Bessys Restaurants	131 1/2 Will Dodge way
Pick John Zee	HARRISON PARTS CO	145 E. MAIN
Richard M. Lewis	Underground Deli	170 Will Dodge way -
Bob Smith	Kacholofen Institute	116 Lithua Way
Robert A. Johnson	First Interstate Bank	67 E. Main

From: Betsy Harshman
To: colinswales@gmail.com
CC: Jim Olson
Date: 6/30/2009 3:36 PM
Subject: Fwd: Ashland's Car Free Day 2009

Hi Colin,
Nancy will be out on leave for a while (hopefully not too long). I'll be working on Transportation Commission items until she returns.
Kat Smith with RVTD sent us the following email.

Betsy Harshman
Management Assistant
Ashland Public Works
(541) 552-2410
www.ashland.or.us
TTY: 1-800-735-2900

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

>>> "Kat Smith" <k.smith@rvtd.org> 6/29/2009 1:11 PM >>>
Nancy-

Can you add Ashland's Car Free Day to July's agenda please?

Steve Ryan, former Bike and Ped. Commissioner, would like to inquire about the Transportation Commission's involvement this year. Nathan will offer RVTD's coordinating status. And hopefully Derrick, Julia, David and Tom will share the Bike and Ped. involvement from year's past.

Thanks much,

Kat Smith
Transportation Options Coordinator
RVTD
541.608.2423
541.326.7517

"Nothing compares to the simple pleasure of a bike ride."
JFK



2009 - 2010 BICYCLE SAFETY MINI-GRANT PROGRAM

APPLICATION GUIDELINES

ABOUT THE PROGRAM

Alliance for Community Traffic Safety in Oregon (ACTS Oregon) Bicyclist Safety Mini-Grant program provides funding to promote the safety of bicyclists in Oregon. Funding is available statewide through a grant to ACTS Oregon from the Oregon Department of Transportation's (ODOT) Transportation Safety Division. Please be aware that **this is a reimbursement-based grant**. This means that funds initially come from your agency/organization's resources and are reimbursed based on the claims and source documents submitted with reports.

HOW MUCH CAN WE APPLY FOR?

Applicants may apply for up to \$5,000.

WHO CAN APPLY?

Funding is available to public entities and non-profit 501(c)(3) organizations. You are encouraged to seek local support through Traffic Safety Committees/Commissions, Neighborhood Associations, or Safe Communities. Information on local traffic safety committees/commissions is available from ACTS Oregon. Partnering with an umbrella organization or a partner who fits these requirements is an option as well.

PROJECT RESTRICTIONS

- All funded projects must adhere to ODOT's federal financial and project guidelines and reporting schedules
- Proposals can come from agencies funded in the past, but projects must be new (funding requests for past projects will not be considered due to federal requirements)
- Funding is not intended to sustain programs beyond grant year

TIMELINE

September 11, 2009
November 2009
June 30, 2010
September 30, 2010

Applications must be received by 5:00 PM (*postmarks accepted*)
Grantees will be notified
Progress Report and Claim due (report period: Start – 06/30/10)
Final Evaluation and Final Claim due (report period: 07/01/10 – 09/30/10)

FUNDING, DOCUMENTATION, AND EQUIPMENT PURCHASE RESTRICTIONS

All projects must be completed and all records, reports, receipts, and invoices must be submitted to ACTS Oregon by September 30, 2010.

Because the grant is funded from a federal source, there are a number of requirements that must be adhered to:

- Detailed records of the project must be maintained (e.g., employee timesheets) and copies of receipts and invoices provided to ACTS Oregon.
- Claims and reports must be submitted using official formats.
- Any promotional materials developed must acknowledge ODOT's Transportation Safety Division.
- Grant funds cannot be used for lobbying.
- Any proposed changes in project objectives, key project personnel, time period, budget, or mailing address must be requested in writing and receive approval in writing.

Please note the funding source does not allow for the following: purchase of vehicles, purchase of furniture or office structures, video equipment, signs, advertising, mechanical pedestrians and similar safety equipment, lobbying, repair or upgrade of existing equipment, paying to free up an employee already conducting safety work (supplanting), cash prizes, and vouchers redeemable for cash.



2009 - 2010 BICYCLE SAFETY MINI-GRANT PROGRAM

CLAIMS AND REPORTING PROCEDURES

Claims and reports must be received by the following dates:

Progress Report and 1st Claim report due June 30, 2010 by 5pm

Final Evaluation and Final Claim report due September 30, 2010 by 5pm

Claims and reports are to be submitted in a standard form, which will be provided to the grantee. Claims and reports are to be delivered to ACTS Oregon by the deadline. Grantees must sign an agreement that they will comply with financial and project guidelines and will adhere to reporting schedules.

Reimbursements will be made within a month following claim due dates.

WHAT GETS FUNDED?

We encourage the development of projects that:

- Promote safe riding behaviors and influence bicycling safety habits
- Educate the community on safe cycling
- Are sustainable
- Are hands-on, experiential, and encourage participants to truly learn the information
- Form new or utilize existing community partnerships
- Target underserved communities
- Target youth (innovative projects that target adults will also be considered)
- Are implemented by individuals or organizations that can demonstrate ability to adhere to reporting requirements
- Projects with specific, measurable goals and objectives

WHAT DOES NOT GET FUNDED?

- Projects that currently receive ODOT funding
- Existing projects that have been funded by a mini-grant in the past
- Projects that do not have a significant educational component
- Projects that cannot demonstrate an ability to fulfill reporting requirements

APPLICATION MATERIALS

Please submit one copy of the application **and** attach support letters from other agencies involved in the project.

Application deadline is September 11, 2009 (postmarks accepted)

MORE INFORMATION

For more information or help developing your proposal, please contact Kate Murphy, Community Traffic Safety Program Coordinator, katem@actsoregon.org or 503-643-5620.



2009 - 2010
BICYCLE SAFETY MINI-GRANT PROGRAM

APPLICATION FOR FUNDING

Proposed Project Name:

Grant Funds Requested: _____ **Matching Funds:** _____

Agency Name: _____

Agency Address: _____

Telephone: _____ **Fax:** _____

Project Director*: _____ **Title:** _____

*** Project Directors must have agency authority to sign contracts to receive funds.**

E-mail Address: **Phone #:** _____

Contact Person Responsible For Grant Activities:

Title: _____ **E-mail Address:**

Phone #:

ABOUT THE PROJECT:

Please attach separate page with responses.

1. Provide a project description.
2. What bicycling safety need does the project address and how will it help prevent traffic crashes, injuries or death?
(Please provide any available crash statistics or appropriate data).
3. What activities are being planned to educate residents of your community about bicycling safety?
4. How is this project innovative for your community?
5. Does this project partner with a local Traffic Safety Committee/Commission (TSC)?
 - a. If so how does it support the goals and objectives of the TSC?
 - b. If not would this project present an opportunity to form a TSC?
6. List community partners and describe their contribution to this project. Letter(s) of support are encouraged and should be included with application.
7. List types of data or information that will be collected to illustrate grant activities and accomplishments, i.e. number of events held, projections of attendance at events, number of helmets distributed.



2009 - 2010 BICYCLE SAFETY MINI-GRANT PROGRAM

Budget

List project expenses to be paid for with the mini-grant and local matching funds that will be raised.

Mini-Grant Funds		Local Matching Funds*	
Personnel*	_____	Volunteers****	_____
Equipment**	_____	In-kind Staff	_____
Supplies***	_____	Equipment	_____
Printing	_____	Supplies	_____
Other: _____	_____	Other: _____	_____
TOTAL	\$ _____	TOTAL	\$ _____

*Must be new or overtime

** items that will continue to be used after the end of the grant ie. bike rodeo signs

*** items that will be used during the grant ie. bike helmets

**** Value volunteer hours at \$25.00. If your agency or organization uses a different value, please indicate the value.

Mini-Grant Funds:

Itemize the budget, describing in more detail - Personnel, Equipment and Supplies. For example: number of hours/rate of pay, price per helmet, list of prizes...ect.

Matching Funds: Describe sources of other support both financial and in-kind:

Please submit one copy of the application to:

ACTS Oregon 8059 SW Cirrus Dr. Beaverton, OR 97008

QUESTIONS: E-mail Kate Murphy; katem@actsoregon.org.

If you do not have access to e-mail, please call Kate at 503- 643-5620; 1-800-772-1315; Fax: 503-643-5680



2009 - 2010 BUILDING SAFER COMMUNITIES MINI-GRANT PROGRAM

APPLICATION GUIDELINES

ABOUT THE PROGRAM

Alliance for Community Traffic Safety in Oregon (ACTS Oregon) Building Safer Communities Mini-Grant program provides funding to promote traffic safety in Oregon. Funding is available statewide through a grant to ACTS Oregon from the Oregon Department of Transportation's (ODOT) Transportation Safety Division. Please be aware that **this is a reimbursement-based grant**. This means that funds initially come from your agency/organization's resources and are reimbursed based on the claims and source documents submitted with reports.

HOW MUCH CAN WE APPLY FOR?

Applicants may apply for up to \$5,000.

WHO CAN APPLY?

Funding is available to public entities and non-profit 501(c)(3) organizations. You are encouraged to seek local support through Traffic Safety Committees/Commissions, Neighborhood Associations, or Safe Communities. Information on local traffic safety committee/commissions is available from ACTS Oregon. Partnering with an umbrella organization or a partner who fits these requirements is an option as well.

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2009 - 2010 BUILDING SAFER COMMUNITIES MINI-GRANT PROGRAM

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Final Evaluation and Final Claim report due September 30, 2010 by 5pm

Claims and reports are to be submitted in a standard form, which will be provided to the grantee. Claims and reports are to be delivered to ACTS Oregon by the deadline. Grantees must sign an agreement that they will comply with financial and project guidelines and will adhere to reporting schedules.

Reimbursements will be made within a month following claim due dates.

WHAT WE FUND

Use of funds must have a direct correlation to helping promote traffic safety. We encourage sustainable innovative programs, buy-in from participants, and formation of new or utilization of existing partnerships. Eligible grant expenses include: office supplies, new part-time or overtime staff, specific training, creating public service announcements and specific project costs including small equipment purchase consistent with grant objectives.

The following are examples of project ideas:

- Motorcycle Safety
- Teen girls becoming an increased driver risk group
- Increase involvement of youth in promoting traffic safety through membership on traffic safety committees/commissions, activities with local law enforcement, or other projects.
- Promote pedestrian, school zone laws, and/or safe crossing practices through the use of equipment, enforcement and media.
- Promote compliance with speed laws and educate citizens through the use of a display board and radar operated by trained citizens and officers.
- Conduct safety audits using surveys, community meetings and data to identify local traffic safety problems and develop community-specific projects.

WHAT DOES NOT GET FUNDED?

- Projects that currently receive ODOT funding
- Existing projects that have been funded by a mini-grant in the past
- Projects that do not have a significant educational component
- Projects that cannot demonstrate an ability to fulfill reporting requirements

APPLICATION MATERIALS

Please submit one copy of the application **and** attach support letters from other agencies involved in the project.

Application deadline is September 11, 2009 (postmarks accepted)

MORE INFORMATION

For more information or help developing your proposal, please contact Kate Murphy, Community Traffic Safety Program Coordinator, katem@actsoregon.org or 503-643-5620.



2009 - 2010 BUILDING SAFER COMMUNITIES MINI-GRANT PROGRAM

APPLICATION FOR FUNDING

Proposed Project Name: _____

Grant Funds Requested: _____ Matching Funds: _____

Agency Name: _____

Agency Address: _____

Telephone: _____ Fax: _____

Project Director*: _____ Title: _____

*** Project Directors must have agency authority to sign contracts to receive funds.**

E-mail Address: _____ Phone #: _____

Contact Person Responsible For Grant Activities: _____

Title: _____ E-mail Address: _____

Phone #: _____

ABOUT THE PROJECT:

Please attach separate page with responses.

1. Provide a project description.
2. What traffic safety need does the project address and how will it help prevent traffic crashes, injuries or death? (Please provide any available documentation).
3. What activities are being planned to educate residents of your community about traffic safety?
4. How is this project innovative for your community?
5. Does this project partner with a local Traffic Safety Committee/Commission (TSC)?
 - a. If so how does it support the goals and objectives of the TSC?
 - b. If not would this project present an opportunity to form a TSC?
6. List community partners and describe their contribution to this project. Letter(s) of support are encouraged and should be included with application.
7. List types of data or information that will be collected to illustrate grant activities and accomplishments, i.e. # of events held, projections of attendance at events, # of helmets distributed.



2009 - 2010 BUILDING SAFER COMMUNITIES MINI-GRANT PROGRAM

Budget

List project expenses to be paid for with the mini-grant and local matching funds that will be raised.

Mini-Grant Funds		Local Matching Funds*	
Personnel*	_____	Volunteers****	_____
Equipment**	_____	In-kind Staff	_____
Supplies***	_____	Equipment	_____
Printing	_____	Supplies	_____
Other: _____	_____	Other: _____	_____
TOTAL	\$ _____	TOTAL	\$ _____

*Must be new or overtime

** items that will continue to be used after the end of the grant ie. bike rodeo signs, cones, tables

*** items that will be used during the grant ie. bike helmets, pens, awards

**** Value volunteer hours at \$25.00. If your agency or organization uses a different value, please indicate the value.

Mini-Grant Funds:

Itemize the budget, describing in more detail - Personnel, Equipment and Supplies. For example:
number of hours/rate of pay, price per helmet, list of prizes...ect.

--

Matching Funds: Describe sources of other support both financial and in-kind:

--

Please submit one copy of the application to:

ACTS Oregon 8059 SW Cirrus Dr. Beaverton, OR 97008

QUESTIONS: E-mail Kate Murphy; katem@actsoregon.org.

If you do not have access to e-mail, please call Kate at 503- 643-5620; 1-800-772-1315; Fax: 503-643-5680



Oregon

Theodore R. Kulongoski, Governor

Transportation & Growth Management Program

555 13th Street, Suite 2

Salem, OR 97301-4178

(503) 986-4121

Fax: (503) 986-4174

Web Address: <http://www.oregon.gov/lcd>

June 30, 2009

Michael Faught
City of Ashland
20 East Main Street
Ashland, OR 97520

Re: City of Ashland
Transportation System Plan Update

RECEIVED

JUL 02 2009

City of Ashland

A Joint Program
of the
Department of
Transportation
and the
Department of
Land Conservation
and
Development

Dear Mr. Faught:

Congratulations! Your proposed Transportation System Plan Update project has been selected to move forward to the statement of work (SOW) negotiation stage of the Transportation and Growth Management (TGM) grant award process.

Timeline

Our TGM grant manager for the project will contact you within the next two weeks to get the project underway and set a date for a first meeting. Your grant manager is Lisa Cortes (541-957-3643; lisa.cortes@odot.state.or.us).

Lisa will work with you over the next few months to:

- Resolve any specific issues identified from our review of your application (below); in order to meet TGM program deadlines, agreement on these issues should be completed by early September 2009
- Negotiate a project statement of work (SOW) sufficiently detailed to select a consultant or, if there is no consultant, to prepare an intergovernmental agreement (IGA). These negotiations will likely involve other state interests so that the project is coordinated with other planning efforts. **As stated in the application packet, these negotiations must be completed by December 2009 or the grant award will be withdrawn**
- Select a consultant and negotiate a final SOW
- Execute the IGA.

Please keep in mind that, with a few exceptions, projects are expected to complete all work by June 30, 2011. Therefore, it is very important to complete the SOW and the rest of the negotiation process as quickly as possible in order to leave sufficient time for the project itself.

Conditions of Award

We asked for only a general approach in your grant application so that our staff can work directly with you to work out the project details. To aid in these discussions, here are the specific concerns we have:



TGM Grant Project Basics

There are a number of important points common to all projects.

Project Management: The grantee will need to provide a local project manager. The local project manager will serve as principal local contact person, monitor and coordinate work (including work by a consultant), work with the TGM grant manager to ensure completion of all work on time and within budget, review consultant work products and payment requests, and prepare progress reports and reimbursement requests. Given the tight timelines and significant coordination and review responsibilities required, it is very important that the local project manager have sufficient time to dedicate to this project.

Intergovernmental Agreements: Awards will be made through intergovernmental agreements (IGAs) between ODOT and your jurisdiction (the IGA will also need to include any other local governments that will provide local funds or contribute match to the project). To expedite IGA approval the TGM Program uses a standard-language IGA for *all* TGM grant projects.

Consultant Contracts: In order to meet federal contracting requirements, consultants for TGM projects will contract through ODOT. While you will not be a party to the contract, you will have a primary role in selecting the consultant for your project and in reviewing and approving consultant work. In order to maintain a fair and open consultant selection process, we ask that you limit contact with interested consultants. If a consultant contacts you about your project you may advise them you have been offered a grant and provide public documents. However, you should defer discussion of project details to the formal consultant selection process so that all interested consultants have an equal opportunity to learn about and compete to work on your project. Anyone who may be involved in the consultant selection process will need to keep a log of these contacts – a form to do this is attached; an official form based on the log will be required of all evaluators during consultant selection.

Match

The match you provide will be used to support federal funds for your TGM grants. You will need to provide a match of at least 11% of the total cost of the project. Based on your application we understand that your grant is solely to provide for a consultant to complete the work of this project. To meet your match requirement you must either provide a cash match, or on a bimonthly basis, submit match reports detailing your eligible participating costs (see attached list of eligible participating costs). **Please note that you can not use a consultant you currently have under contract as match.**

ELIGIBLE PARTICIPATING COST
DESCRIPTION
PERSONNEL SERVICES
<i>Salaries</i> - Straight time pay for regular working hours in a monthly period. Includes standard labor distributions like Social Security Taxes, Workers' Compensation Assessments and Medical, Dental, Life Insurance. Excludes mass transit tax, vacation leave, sick leave and compensatory time taken.
<i>Overtime</i> - Payments to employees for work performed in excess of their regular work shift.
<i>Shift Differential</i> - Payments to employees, in addition to regular pay, for shift differential work as described in labor contracts or Personnel Rules.
<i>Travel Differential</i> - Payments to employees, in addition to regular pay, for travel time to and from work on projects in excess and beyond an 8 hour day as described in labor contracts or Personnel Rules.
SERVICES AND SUPPLIES
In-State Travel - Per Rates Identified in State Travel Handbook
<i>Meals & Misc.</i> - Payment for meals incurred while traveling within the State of Oregon.
<i>Lodging & Room Tax</i> - Payment for lodging, including room taxes, incurred while traveling within the State of Oregon.
Fares, Taxi, Bus, Air, Etc.
<i>Per Diem</i> - Payment for per diem, incurred while traveling within the State of Oregon.
<i>Other</i> - Payment for other miscellaneous expense, incurred while traveling within the State of Oregon.
<i>Private Car Mileage</i> - Payment for private car mileage while traveling within the State of Oregon.
Office Expense
<i>Direct Project Expenses Including :</i>
<i>Photo, Video & Microfilm Supplies</i> - Payment for photography, video and microfilm supplies such as film for cameras, blank video tapes, storage folders, etc.
<i>Printing, Reproduction & Duplication</i> - Expenditures for services to copy, print, reproduce and/or duplicate documents.
<i>Postage</i> - Payment for direct project postage.
<i>Freight & Express Mail</i> - Payment for direct project freight services on outgoing shipments.
Telecommunications
<i>Phone Toll Charges (long-distance)</i> - Payment for telephone long distance charges.
Publicity & Publication
<i>Publish & Print Photos</i> - Payment for printing and publishing photographs to development of publicity and publications.
<i>Conferences</i> (costs to put on conference or seminars)
Equipment \$250 - \$4,999
NOT ELIGIBLE
Employee Training, Excluding Travel
NOT ELIGIBLE
Training In-State Travel
NOT ELIGIBLE
CAPITOL OUTLAY
NOT ELIGIBLE

Memo

CITY OF
ASHLAND

Date: July 8, 2009
From: James Olson 
To: Transportation Commission
Sub: UPDATE OF SISKIYOU/GARFIELD PEDESTRIAN SAFET IMPROVEMENTS

Work on the Siskiyou / Garfield Pedestrian safety improvements commenced on June 22, 2009, as City crews began setting up traffic control and erosion control measures. During the remainder of the week, the asphalt was cut and removed from the refuge island location, conduits, control boxes and light bases installed and forms set for the concrete island.

The improvement plan calls for the construction of a concrete island which includes a median luminaire (cobra head light) and pedestrian activated flashing beacons. The usual support base for the 20 foot tall luminaries is a concrete base at least 24 inches in diameter and 8 feet deep. Existing utilities precluded the use of the deep base so the island itself was designed as part of the pole supporting system. The median is heavily reinforced and is over 12 inch thick which provides the necessary support to counteract wind loading on the pole.

The new crossing will be marked later this week and the old crossing markings removed. The poles will be erected by the electric dept. a week later to allow the concrete to attain full strength.

We look forward to a completely new and much safer pedestrian crossing within the next few weeks.



Valley & State

Deadly Ashland intersection gets makeover

Changes come more than a year after student died from crosswalk collision

By Hannah Guzik
Ashland Daily Tidings
June 23, 2009 3:50 PM

More than a year since a Southern Oregon University student died after being struck by a car while crossing Siskiyou Boulevard at Garfield Street, city officials are finally making the intersection safer.

In February of 2008, a car slammed into Gladys Jimenez, 22, as she walked across the busy street in the intersection's crosswalk, just as night was falling. Critically injured, a week later she died.

Angered by the crash, SOU students and officials called on the city to fix the intersection, which features minimal lighting and a long crosswalk that cuts across the intersection diagonally.

That crosswalk, and its unique perils, will soon be a thing of the past, said Larry Blake, SOU's director of campus planning and sustainability and a member of Ashland's Planning Commission.

"It's sort of the end result of the city and Traffic Safety Commission's response to the death of Gladys Jimenez," he said. "The city had a pedestrian and bicycle consultant make recommendations early this year, so we've really just been waiting for good weather to implement them."

The city began construction on the intersection Monday, blocking of the left lanes on Siskiyou Boulevard, Ashland's main thoroughfare, near Garfield Street — creating a temporary headache for drivers.

The intersection will soon mirror others on Siskiyou Boulevard.

The crosswalk will start on the northeast corner of Garfield Street, so it will be perpendicular to Siskiyou Boulevard, instead of diagonal, reducing the distance walkers have to travel to cross the street. A median will be installed in the center of the street, so that walkers can stop and make sure it's safe to cross the remainder of the street. Flashing beacons and another streetlight will also be put in.

"It's a much safer option," Blake said. "It's just got so many more safety features than we had before."

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

"The only thing I think we could do beyond this would be actual traffic signals at every intersection

and that would be cost-prohibitive and might be more signalization than the city would prefer," he said.

As it has done in the past, SOU will split the cost of the flashing beacons with the city. The city will pay for the rest of the improvements.

Ashland officials have estimated that the entire project will cost between \$50,000 and \$60,000, including the cost of labor from city employees, which the city pays anyway, said Jim Olson, the city's engineering services manager. It will take about three weeks to complete, he said.

Last week, SOU also improved pedestrian safety on the campus-side of Siskiyou Boulevard, between University Way and Indiana Street, by installing eight new streetlights, Blake said.

He hopes the improvements on Siskiyou Boulevard will result in fewer tragedies like the one last year, he said.

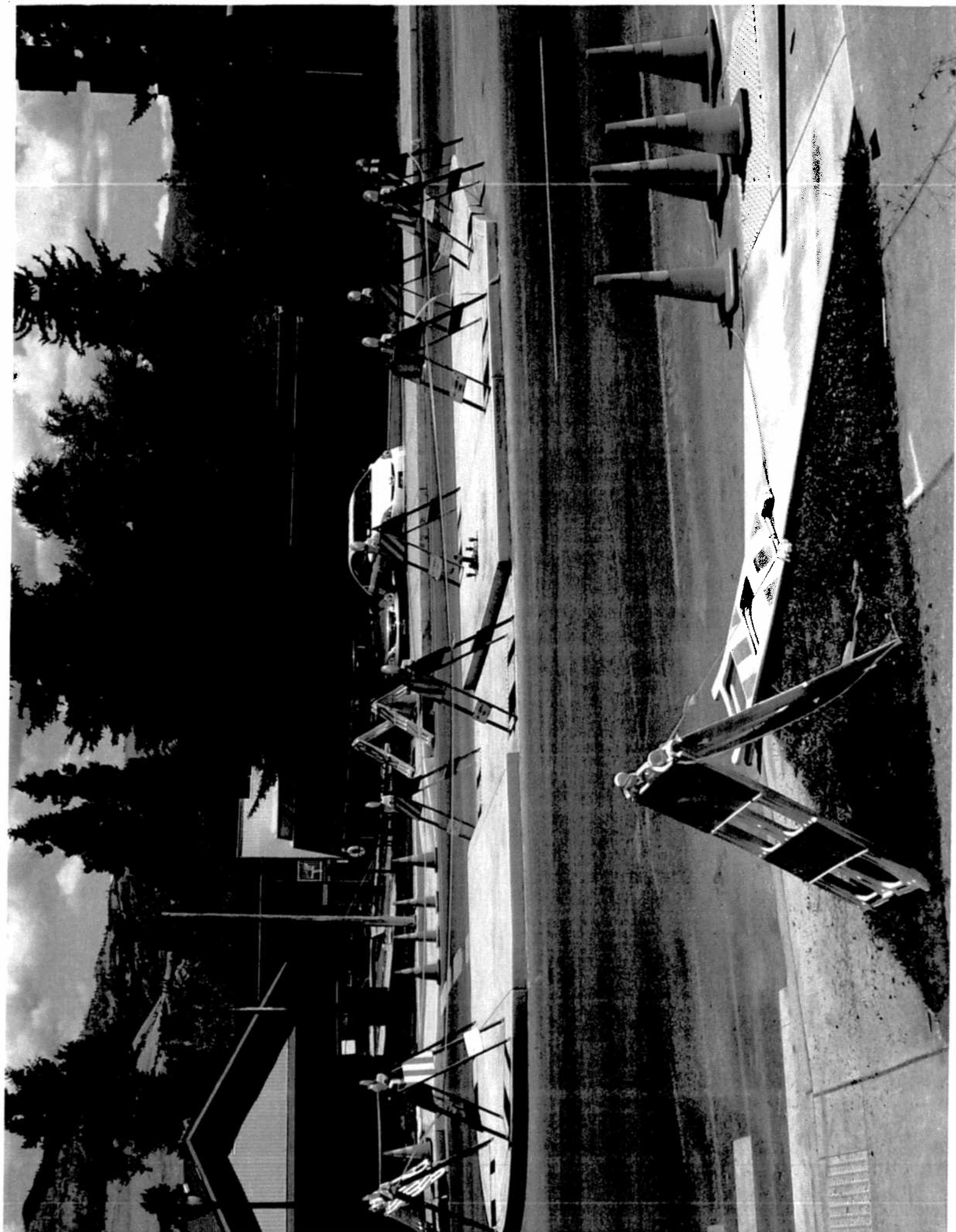
"We're trying to do everything we can to make the crosswalks as safe as they can be," Blake said. "But ultimately the safety of pedestrians is always going to be dependent on how observant and watchful the motorists are."

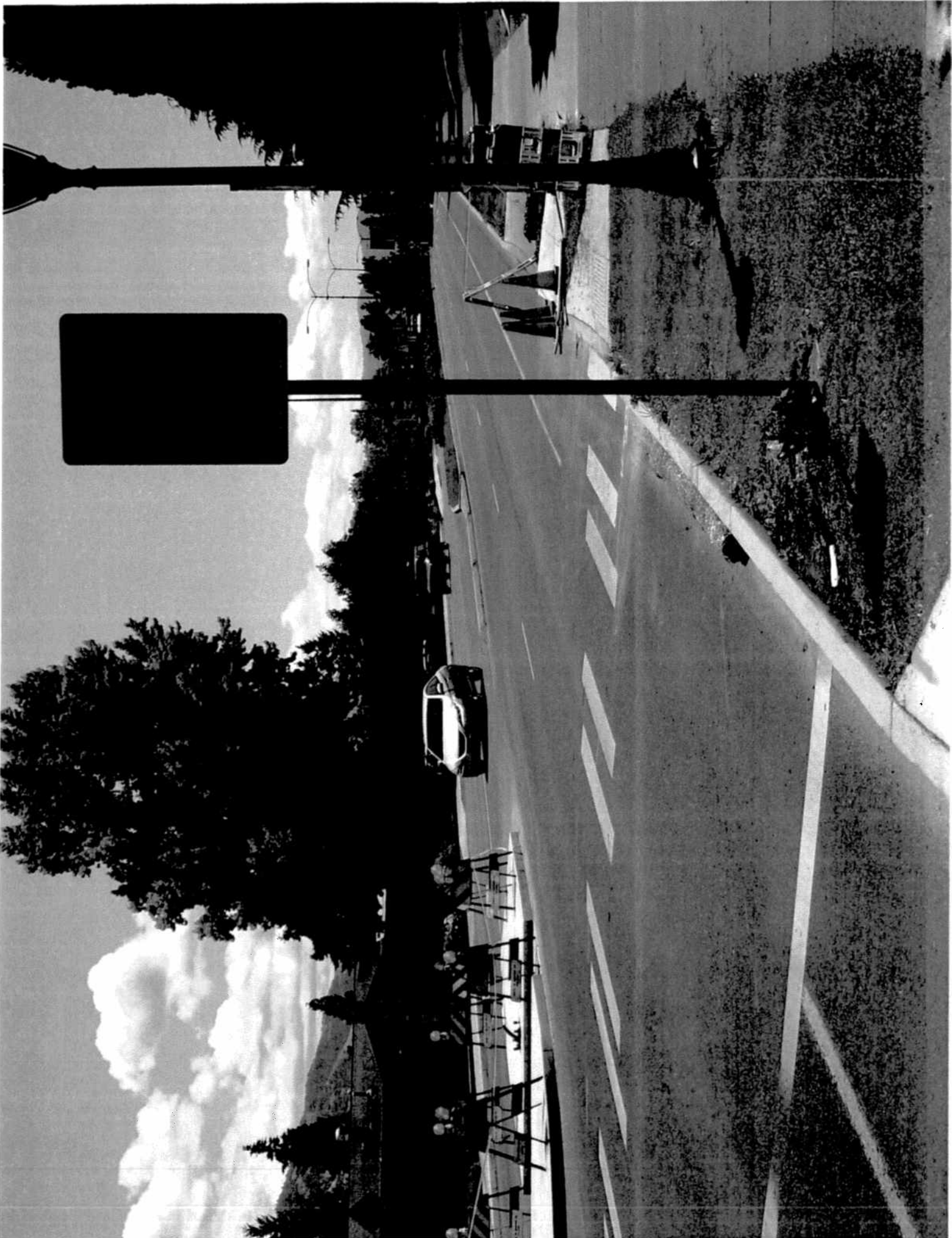
Contact staff writer Hannah Guzik at 482-3456 ext. 226 or hguzik@dailytidings.com.











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**Oregon Crosswalk Laws - Every Corner is a Crosswalk**

By Paul Peterson

WED, JUNE 3, 2009 1:55PM

More » in [Home & Local](#)

The City of Portland Bureau of Transportation has released a short animated film on Oregon crosswalk laws. From the Bureau of Transportation press release:

The City of Portland Bureau of Transportation, Portland Police and local pedestrian and bicycle groups are announcing the release of a new 3.5 minute animated film about Oregon crosswalk laws. The film, "Every Corner Is A Crosswalk", graphically illustrates responsibilities that both drivers and pedestrians have to make our roadway safer for everyone.

Pedestrian safety has long been a concern for the City. In downtown Portland, 72% of pedestrian collisions are a result of driver error. Citywide, 49% of pedestrian injuries happen in a crosswalk. One out of three traffic fatalities is a pedestrian or a bicyclist (Portland 1985 - 2000), and pedestrian injuries are the third leading cause of unintentional injury-related death among children.

According to Oregon law, ORS 811.028, drivers must stop and remain stopped until pedestrians crossing the street clear the driver's lane plus the lane before and the lane after the driver's lane. If the driver is at an intersection with a traffic control device, the driver must stop and remain stopped until pedestrians crossing the street clear the driver's lane plus 6' on either side of the driver's lane. If the person is blind and using a white cane or seeing eye dog, the driver must wait for the pedestrian to cross curb to curb regardless of the length of the crossing.

Intersections and pedestrian crossings are frequently busy places with a variety of distractions competing for the attention of drivers. This new video is a light-hearted tool to teach and inform Portlanders about Oregon crosswalk laws. "As pedestrians and drivers we need to all be more cautious and courteous and work collaboratively to keep Portland the wonderful city that it is," says Mayor Adams. "By working together we will lower pedestrian injuries and fatalities and make our transportation system safer for all modes."

Using animated characters, accentuated pedestrian and driver movements, and music as reinforcement, the film demonstrates drivers properly stopping for pedestrians at an unmarked, a mid-block, and a traffic controlled intersection with a marked crossing. The pedestrians in the film appropriately put one foot into the crossing to indicate their intent to cross. For safety, they always look before crossing and continue to look while they cross. Before passing each lane of traffic, they correctly stop and look to ensure that oncoming traffic has stopped before they proceed forward.

NOW HIRING!Transportation
Public Advocate[More Info >>](#)[Watch larger](#)[More Videos >](#)**Calendar****Thursday, June 25**6:30pm Climate Action Plan Town Hall:
Northeast**Monday, June 29**6:30pm Climate Action Plan Town Hall:
Downtown/Central Westside**Tuesday, July 7**

6:30pm Climate Action Plan: North

[More events >](#)**meet with sam?**[CLICK HERE](#)

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PORTLANDISBETTERTOGETHER

Funding for the animated film was provided by ODOT and the National Highway Traffic Safety Administration. In addition, Animated Traffic Law Center provided a significant amount of pro bono work to complete the project. Community partners that supported this film include Willamette Pedestrian Coalition, Bicycle Transportation Alliance, Elders In Action, Legacy Emanuel Hospital Trauma Nurses Talk Tough, ODOT, TriMet, City of Portland and others.

The animated film will be shown this summer before Portland Park & Recreation's "Movies in the Park" film showings, at specific DMV offices, facilities that serve the needs of recent immigrants and other community facilities.

For more information about the film or to schedule a viewing of the film for your group or organization, please contact Sharon White, City of Portland Bureau of Transportation, (503) 823-7100 or sharon.white@pdxtrans.org.

Comments

Please review our Code of Conduct rules before posting a comment to this site. Report Abuse, please include specific topic and comment for the fastest response/resolution.

Posted by: ped - June 03, 2009 05:43 PM

I can't tell you how many times we walk across Hawthorne Blvd, only to watch vehicle traffic stop, but then wait in the vehicle lane to watch not even one single bicyclist stop for us.

Bicyclists need to be aware of laws as well as everyone else.

Posted by: Gari Johnson - June 04, 2009 10:17 AM

I think that all PPS students should see this before school is out for the summer!

Posted by: grw - June 04, 2009 11:02 AM

Great video! I'd like to see the same approach used to raise awareness of basic traffic rules for all road users: pedestrians, autos, motorcycles and scooters, and bicycles.
Keep up the good work!

Posted by: SE_PDX - June 11, 2009 02:03 PM

Thank you for this video. It is a much better policy of driver and pedestrian education and outreach than setting up "operations" (aka: Entrapping motorists) and giving them a ticket with an option to take a class in order to get the fine dropped.
This video and the outreach with it is a much better policy and should have been done when the law (ORS ORS 811.028) passed. Thank you.

Post a Comment

Name

E-mail

(visible to admins only)

Remember Info ☐ Yes ☒ No

Comments

Spam Prevention

In order to prevent blog spam from automated scripts,
please answer the following question.

In the Pacific Northwest, what state is Portland in?

Post

1221 SW 4TH AVE ROOM 340 - (503) 823-4120 - SITE MAP

City

SOURCE

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

Sister City Anniversary

April marks the 40th anniversary of Ashland's sister city relationship with Guanajuato, Mexico. More than eighty guests from Guanajuato representing government, university, public schools, service clubs and more will be visiting Ashland the week of April 11. They will be touring the city, meeting with their local counter parts, and joining in on celebrations through out the week to affirm the ongoing sister city commitment. Please join the City in offering a warm welcome to our Guanajuato guests. ▼

Pedestrian Safety

Ashland prides itself on being a pedestrian friendly city with a substantial yearly budget allocated toward improving and building additional sidewalks, bikeways, crosswalks, and other pedestrian and bicycle facilities. Sadly, each year pedestrians are hurt or even killed on Ashland's streets.



Here are a few tips for keeping Ashland pedestrian friendly, from the University of North Carolina Highway Safety Research Center:

Safety Tips for Drivers

☐ You can encounter pedestrians anytime and anywhere — even in places where they are not supposed to be found. (See *Pedestrian Safety*, Page 2)

Free CERT Training

Deepen your disaster response skills and volunteer with Ashland's Community Emergency Response Team (CERT). Over two weekends, May 1-2 and May 8-9, learn and practice disaster medical operations, fire suppression, emergency radio communications, Incident Command System, and more. All medical, fire, and search & rescue operations will be taught by Ashland Firefighter Paramedics.

Classes meet two Friday evenings and two full Saturdays, May 1-2 and 8-9. Attendance required both weekends. Pre-register at Ashland Fire and Rescue located at 455 Siskiyou Blvd. For more information please call 541-552-2226 or www.ashlandcert.org. ▼

Pedestrian Safety

Continued from Page 1

- ☐ Pedestrians can be very hard to see — especially in bad weather or at night. You must keep a lookout and slow down if you can't see clearly.
- ☐ When entering a crosswalk area, drive slowly and be prepared to stop.
- ☐ Stop for pedestrians who are in a crosswalk, even if it is not marked. When you stop for a pedestrian in a crosswalk, stop well back so that drivers in the other lanes can also see the pedestrian in time to stop.
- ☐ Do not overtake and pass other vehicles stopped for pedestrians.
- ☐ When you are turning, you often will have to wait for a "gap" in traffic. Beware that while you are watching for that "gap," pedestrians may have moved into your intended path.
- ☐ Be especially attentive around schools and in neighborhoods where children are active.

Safety Tips for Pedestrians

- ☐ Be predictable. Use sidewalks where provided. Cross or enter streets where it is legal to do so.
- ☐ Where no sidewalks are provided,

it is usually safer to walk facing road traffic.

- ☐ Make it easy for drivers to see you — dress in light colors and wear retro-reflective material. It might be wise to carry a flashlight in very dark areas.
- ☐ Be wary. Most drivers are nice people, but don't count on them paying attention. Watch out — make eye contact to be sure they see you!
- ☐ Alcohol and drugs can impair your ability to walk safely, just like they do a person's ability to drive.
- ☐ Use extra caution when crossing multiple-lane, higher speed streets.

Welcome to the new Mayor and Council Members

On January 5th the newest members of our Ashland City Council were sworn in. In part three of our series, we introduce Council Member, Greg Lemhouse:

Greg is a native Oregonian, born and raised in Salem and is

married to an Ashland High School Alumni. Together they have 3 children young children who are enrolled in the Ashland School District.

Greg worked for the City of Ashland as a police officer from 1995 to 1997. During that time he worked closely with the community, experiencing first hand the "New Years Day Flood" of 1997. He has worked for the Medford Police Department since 1997 and is currently the supervisor of the department's Special Services Section, which deals primarily with addressing community livability issues through neighborhood watch programs, citizen volunteer programs, traffic enforcement and code enforcement.

Greg also supervises police security at the Medford Airport and leads the Medford Police Honor Guard and the multi-agency Serious Traffic Accident Reconstruction team that responds to and investigates serious and fatal motor vehicle collisions throughout Jackson County. Greg is an instructor for public safety related topics, teaching throughout the state as well.

Volunteer Opportunity

The Ashland Police Department is taking applications for volunteers in their Downtown Patrol. This is a uniform unit, no enforcement involved. The Downtown Patrol Volunteers are the eyes and ears of the Ashland Police Department and are available to anyone needing information about the community. Training will be provided.

Please contact Volunteer Coordinator, Frank diEntremont, at 541-552-2121 for more information.

CITY OF ASHLAND

June 2009

Dear City of Ashland Commission,

The City Council recently approved a draft set of values, a draft vision statement and 15 two-year goals. Now it is interested in your feedback on all three.

The values are supposed to represent what is most important to us as a community.

The vision statement describes the long term direction towards which Ashland should be moving.

And the two-year goals are concrete policy actions the Council expects to focus on through July of 2011.

Ideally all three (values, goals, vision) would be completely consistent with each other. In the real world, however, there are often tensions among the three. It is the purpose of our community dialogue to refine, clarify and better align these three elements.

We expect to review a revised list of values and a revised vision statement to the Council in November. Input regarding the goals will feed into the Council's goal setting process for Fiscal 2011, which begins next January.

Your Council liaison will meet with you soon for a group discussion of the values, goals and vision AND we would appreciate your individual opinions as well.

We're interested in hearing from you about the draft values statement, the draft vision statement and the two-year goals.

We're also interested in more subtle points about how a particular idea could be better expressed or formulated.

If you have any questions about this process, please contact Ann Seltzer at 552 2106.

Thank you for your help. We're looking forward to your response.

Sincerely,

The City Council and Mayor

PS The Council is seeking broad citizen input via a number of channels including on-line response forms, speakers' bureaus etc. Please help spread the word to your friends and neighbors and encourage their participation in this important work.