

CITY OF
ASHLAND
TRANSPORTATION COMMISSION

Thursday, November 18, 2010
Council Chambers, 1175 East Main Street

Agenda

- I. CALL TO ORDER: 6:00 PM
- II. APPROVAL OF MINUTES: October 21, 2010
- III. PUBLIC FORUM
- IV. ADJUSTMENTS TO THE AGENDA
- V. ACTION ITEMS
 - A. Crosswalk on East Main Street at California Street (15 minutes)
 - B. Mid-Block Crosswalk on South Mountain Avenue (30 minutes)
- VI. NON ACTION ITEMS
 - A. Bike Parking and Rack Design (10 minutes)
 - B. A Street Sharrow Designation (10 minutes)
 - C. Roundabout Video (10 minutes)
 - D. Commission Vacancy
 - E. Truck Parking Ordinance Review (5 minutes)
 - F. MPO Update (Chapman) (5 minutes)
 - G. Planning Commission Update (Sommer) (5 minutes)
- VII. INFORMATIONAL ITEMS
 - A. Action Summary
 - B. Safe Routes to School Grant Application
 - C. City Source Article
- VIII. FUTURE AGENDA TOPICS
 - Bike Parking and Bike Rack Design Policy
 - Truck Route Ordinance Review
 - Petition for Pedestrian Railroad Crossing at Second Street
- IX. COMMISSIONER COMMENTS
- X. ADJOURN: 8:00 PM

Next meeting scheduled for December 16, 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 August 1, 2010

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
Tom Burnham	Commissioner	541 482-4467	1344 Apple Way	ntburnham@gmail.com	4/30/2013
Steve Ryan	Commissioner	541 951-1409	1257 Siskiyou Bv #160	resolutionvideo@yahoo.com	4/30/2013
Brent Thompson	Commissioner	541 488-0407	582 Allison	brentho@mind.net	4/30/2011
Julia Sommer	Commissioner	541 552-1942	1158 Village Square Drive	juliasommer@gmail.com	4/30/2011
Colin Swales	Commissioner	541 488-0939	143 8 th Street	colinswales@gmail.com	4/30/2011
Matt Warshawsky	Commissioner	541 488-0917	821 Indiana Street	ashland@azcotech.com	4/30/2012
Eric Heesacker	Commissioner		2360 Ranch Road	ashtranscomm@gmail.com	4/30/2012
David Young	Commissioner	541 488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2012
Vacant	Commissioner				4/30/2013

Non Voting Ex Officio Membership

Mike Faught	Director of Public Works Commission Secretary	541 488-5587	20 E. Main Street	faughtm@ashland.or.us	
David Chapman	council liaison	541 488-0152	390 Orchard Street	david@council.ashland.or.us	
Brandon Goldman	Planning	541 488-5305	20 E. Main Street	goldmanb@ashland.or.us	
Steve MacLennan	Police	541 552-2809	20 E. Main Street	macleanns@ashland.or.us	
Scott Hollingsworth	Fire	541 552-2932	20 E. Main Street	Hollings@ashland.or.us	
Larry Blake	Southern Oregon University	541 482-2564	1250 Siskiyou Bv	blakel@sou.edu	
Vacant	Ashland Schools				
Dan Dorrell PE	ODOT	541 774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Nathan Broom	RVTD	541 608-2411	3200 Crater Lake Av - 04 20 E. Main Street	n.broom@rvtd.org	
Vacant	Ashland Parks				
Jenna Stanke	Jackson County Roads	541 774-6231	200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org	
David Wolske	Airport Commission			david@davidwolske.com	
Vacant	Student Liaison				

Staff Support

Nancy Slocum	Public Works Clerk	541 552-2420	20 E Main Street	slocumn@ashland.or.us	
Jim Olson	Engineering Serv Manager	541 488-5347	20 E. Main Street	olsonj@ashland.or.us	
Karl Johnson	Assistant Engineer	541 552-2415	20 E Main Street	johnsonk@ashland.or.us	

**CITY OF
ASHLAND**
TRANSPORTATION COMMISSION
Thursday, August 19, 2010
Council Chambers, 1175 East Main Street

Minutes

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

Absent: Brent Thompson

Ex Officio Members: Larry Blake, David Chapman, Brandon Goldman, David Wolske

Staff Present: Mike Faight, Jim Olson, Nancy Slocum

I. CALL TO ORDER: 6:03 PM by Chair Eric Heesacker.

II. APPROVAL OF MINUTES:

Minutes of August 19, 2010 approved as submitted.

III. PUBLIC FORUM:

Sommer asked for an update on the downtown bicycle rack design as discussed in an earlier meeting. Swales noted that the City currently provided bike racks adjacent to downtown businesses. He suggested that businesses could be approach to pay all or part of more art-inspired bike racks. Olson said the process could begin, but would ultimately end with City Council approval of the design.

Young asked the status of the Commission-approved crosswalk on East Main near Campus Way that would serve students at Willow Wind School. Olson said staff was in the process of applying for grant money.

Heesacker introduced Regina Ayars, Chair of the Housing Commission, who was observing the meeting.

IV. ADJUSTMENTS TO THE AGENDA:

Chair Heesacker asked that Action Items B and C be reversed to accommodate Fire Chief Karns.

V. ACTION ITEMS:

A. Election of Vice Chair

Swales nominated Ryan for Vice Chair to replace Steve Hauck. Young seconded the motion and it passed 4 to 0 with 3 abstentions.

B. Fire Apparatus – Street Parking Policy Impacts

Olson sited the Commission's previous action on Bridge Street as an example of a narrower width street with at-capacity parking that potentially impacted the Fire Department's operations. He noted that the Handbook for Planning and Designing Streets was adopted by the City Council in February of 1999 and was amended in July of 2008. The Handbook set standards for on-street parking requirements for all classes of streets in Ashland.

Brandon Goldman noted that the street design standards were developed as part of a three year process with three goals in mind: public safety (reducing speeds), decreasing development costs and the conserve runoff. The Planning Department was in full support of the Fire Department's recommendation to have the standards enforced in regards to parking restriction signage. Planning

would like to review final signage plans for conformance with land use approvals.

Fire Chief John Karns said the recent Oak Knoll Fire gave the Fire Department the opportunity to review several ordinances including the street standards. He noted some development areas within Ashland have streets narrower than may hinder access to these neighborhoods in a timely manner. The department came up with an initial list of 26 streets. These streets could be made passable for fire apparatus with the institution of parking restrictions.

Chief Karns reviewed the actual space needed for fire apparatus:

- Ambulance needed 9 feet for the vehicle and 13 feet with the doors open for staging;
- Fire Engine needed 10 feet for the vehicle and 16 feet with the doors open for staging.

Commission adjourned temporarily to the parking lot to view a fire engine staged as for a fire.

The Commission asked Chief Karns what he needed from the Commission. Ashland Fire and Rescue (AFR) forwarded a preliminary list of 26 narrow streets to Jim Olson for review and additional parking restrictions and signage as appropriate. He asked the Commission for its support.

Faught added that the streets on the list were not currently signed and could be a potential source of disagreement for the affected neighborhoods. These neighbors would need to be noticed to an upcoming Transportation Commission meeting for public hearing and ultimate decision by the Commission.

Motion and Vote:

Burnham/Young m/s to work with the Fire Department and staff in signing streets that needed additional parking restrictions. Motion passed unanimously.

C. A Street Sharrow Designation

Burnham explained his request to install sharrows on A Street from Eighth Street to Oak Street before the Transportation System Plan (TSP) was complete. He cited three reasons: 1) Like Oak Street, this section of 'A' is posted less than 25 mph and has no room for bike lanes; 2) Although there are plans to extend the bike path adjacent to the railroad track, there are many obstacles; in the meantime vehicles needed to be made aware of bicyclists; and 3) Another sharrow road would bring Ashland closer to a higher "Bike Friendly Community" designation. Heesacker noted that installing sharrows on Helman Street had also been tabled.

Faught said that Staff consistently recommended waiting for the TSP update to look at bicycle routes as a whole and recommended proceeding cautiously.

Warshawsky wondered about cost and whether the City really wanted to encourage bicyclists to use A Street as a regular bike route. Olson said the cost for installation would be less than \$1,000. Burnham thought that realistically bicyclists would be unlikely to change a well used route. Swales agreed that bikes should not use A Street, but the solution would be to extend the bike path. Sommer said A Street was already a naturally shared road and unlike Oak Street, A Street had many distractions for both drivers and bicyclists. Currently A Street was a good exercise in sharing streets without sharrows.

Young said the sharrows on Oak Street gave him a sense of security and felt that cars were more accepting of him as a bicyclist. He thought there would be no negative impacts to immediately installing sharrows. He also suggested placing sharrows on North Main Street as it is also dangerous for bicycles.

Ryan noted that some neighbors on B Street were concerned about speed therefore B Street might not be the best option for a marked bicycle route.

Sommer suggested installing chevrons without the corresponding signage. Faught questioned the legality of that suggestion. He noted logic in A Street as a bike route, but noted there was currently no criteria for sharrows. He appreciated the work of traffic engineers and would ask their opinion before November's Commission meeting.

Heesacker suggested as an alternative the installation of yellow signs that say "Bicycles on Roadway." Young remembered the extension of the bike path as an issue for the Bicycle and Pedestrian Commission. Then they were told it was unlikely to happen. He would like to move ahead with the sharrows. Burnham agreed that the use of sharrows should not be overdone.

Motion:

Burnham moved to pursue the installation of sharrows and accompanying signs on A Street from Eighth Street to Oak Street and to forward this recommendation to the TSP consultants for approval. An update would be provided at the November Commission meeting. Ryan seconded the motion.

Warshawsky wondered if installing sharrows on A Street would cause more bicyclists to use A Street instead of Helman Street, the official Safe Routes to School street.

Vote:

Motion passed unanimously.

VI. NON ACTION ITEMS

A. Action Summary

The summary was requested of Staff at a previous meeting. Slocum presented the summary and asked for any comments or changes to the format. The Commission reviewed the contents then asked for the summary to be placed on the City website. They would also like staff to provide more information in the Status column and add the date each action was complete. Sommer asked that "Bike Rack Design" and "Central Business District Bicycle Parking" be added to the summary list.

B. IAMP Review

The TSP consultants, Kittelson & Associates, Inc., reviewed the draft Interchange Area Management Plan (IAMP) for Interchange 14. The Plan required the City to adopt the plan, its policies and ordinances into the TSP including the access plan for Ashland Street between Tolman Creek Road and East Main Street. Faught asked Kittelson to review the potential of installing a signal at Washington Street as desired by Public Works. Although they could not recommend a signal, they did recommend a left in/right in/right out at Washington as opposed to a solid median as proposed in the IAMP.

Kittelson also recommended seeking language in the IAMP that provided greater flexibility in modifying Ashland Street access points, even the possibility of using roundabouts. Lastly, they recommended reducing the long-term infrastructure needs at the Ashland/Tolman Creek intersection.

Faught noted that Staff and Kittleson would meet with ODOT soon to discuss these recommendations and he asked for a Commissioner to also attend. As there was no date set, the Commission asked Staff to email all Commissioners; the first Commissioner to confirm attendance would attend the meeting.

C. TSP Update

Olson announced that the next joint Planning Commission / Transportation Commission meeting was scheduled for Tuesday, October 26th from 7 to 9 pm. The Technical Advisory Committee would meet the morning of October 26th from 10:30 am – 12: 30 pm. In addition a public workshop on Pedestrian Places would take place Wednesday, October 27th from 7 -9 pm at the Ashland Middle School.

D. Metropolitan Policy Organization (MPO) Update

Chapman reviewed the upcoming MPO meeting and would post a link to the agenda and packet for the commission to see. Faught recently attended a RVACT workshop on roundabouts. He viewed a good video and would obtain a copy for the Commission. He was encouraged to see ODOT embracing the use of roundabouts.

E. Planning Commission

Swales attended the last Planning Commission meeting where they discussed the upcoming public workshop on Pedestrian Places (formally called Pedestrian Nodes). He explained that Pedestrian Places were three chosen areas of transit-oriented development with increased density to make it more affordable for transit options.

F. Car Free Day

Ryan reported that Car Free Day was very successful. There were 4,728 Commuter Challenge miles calculated thus far and the Oak Street Mass Ride included many children. He thanked Staff, Kat Smith of RVTD and the Pacific Green Party. The Commission thanked Ryan for his hard work.

G. Audible Signal Project Update

Olson asked Corinne Vieville to update the Commission. Vieville reported that she was working with members of the blind community to prioritize signal installation and identify the most useful paths of travel. The signal at Siskiyou Boulevard and Highway 66 was the highest priority.

VII. INFORMATIONAL ITEMS & COMMISSIONER COMMENTS: None.

VIII. ADJOURN: 8:06 PM

*Respectfully submitted,
Nancy Slocum, Accounting Clerk I*

Memo

Date: November 9, 2010
From: James H. Olson
To: Transportation Commission
Sub: REVIEW OF CROSSWALK ON EAST MAIN STREET AT RAILROAD TRACK

QUESTION:

Will the Transportation Commission consider a suggestion from Regina Ayars of 199 Hillcrest Street to realign the pedestrian crossing on East Main Street at the railroad track (California Street)? (See attached email.)

STAFF RECOMMENDATION:

Staff recommends that, as this crosswalk is an extension of the Central Ashland Bike Path, it should remain in its current location.

BACKGROUND:

Due to the angle of the Central Oregon and Pacific Railroad, the intersection of East Main Street and California Street is skewed approximately 45 degrees. Both the northerly section of California Street and the Central Ashland Bike Path parallel the railroad right of way.

The railroad crossing is equipped with automatic crossing gates so the East Main traffic is not stopped at the crossing except when trains are present. The rail crossing was completely reconstructed two years ago and improved bicycle and pedestrian access were provided. During the project design process the Engineering Staff as well as the OBEC engineers considered the layout of the crosswalks at this intersection. It was ultimately decided that the current crosswalk layout was the best solution for the project for the following reasons:

1. Since the majority of bike and pedestrian traffic is along the bike path, a redirection of the crosswalk in a perpendicular fashion would constitute a longer crossing that would require crossing both California Street and East Main Street. If the crosswalk were relocated, bike traffic would likely continue to use the shortest route.
2. To add another crosswalk on the west side of California Street would add more confusion to the intersection. It would be impossible to effectively close the diagonal crosswalk which would remain in use even if it were not marked. In effect, there would be three crosswalks within a very small area.
3. The additional length of the diagonal crosswalk is compensated by having to cross only one street rather than two.

CONCLUSION:

The crosswalk in its present location functions safety. The crosswalk has a good ratio of vehicle yields to bike and pedestrian users of the crosswalk. No realignment of this crosswalk is warranted.



From: Regina Ayars <reginariley@jeffnet.org>
To: <eric.heesacker@gmail.com>, <olsonj@ashland.or.us>, <faughtm@ashland.or.us>
CC: Regina Ayars <reginariley@jeffnet.org>
Date: 10/30/2010 1:44 PM
Subject: Dangerous Crosswalk

There is a very dangerous crosswalk especially for pedestrians located at E. Main and California Street right at the railroad crossing. The pedestrian crosswalk runs diagonally across the street rather than horizontally. As a driver, it is very difficult to see the person crossing from the left because the entrance is closer to the car that is approaching. I hope that makes sense. I believe that this is the same type of crosswalk design where the SOU student was struck and killed.

I would like the Transportation Commission and the city staff to investigate this particular crosswalk.

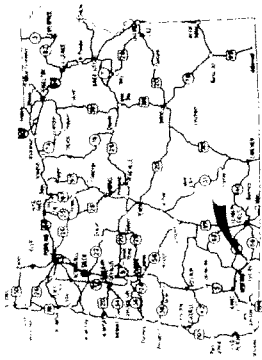
Thank you.

Regina Ayars
199 Hillcrest
Ashland

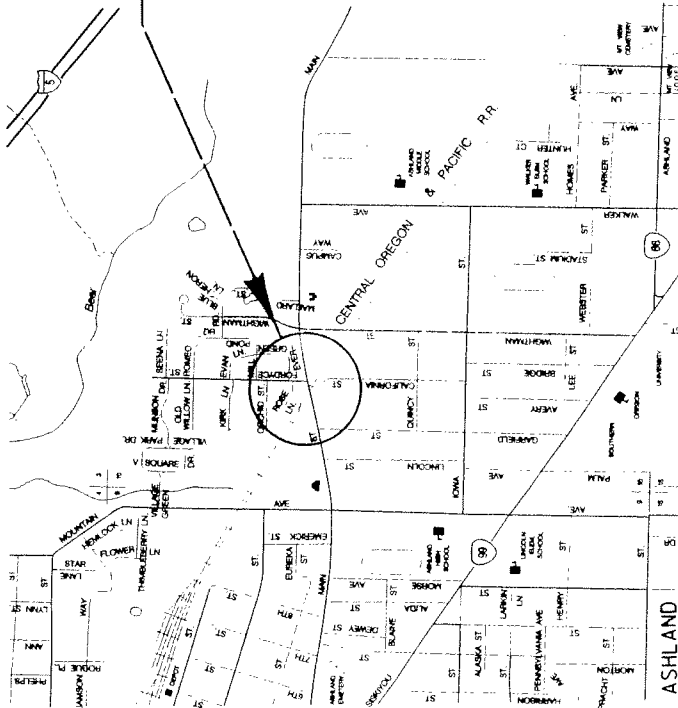
CITY OF ASHLAND
PUBLIC WORKS DEPT.
 PLANS FOR PROPOSED PROJECT
GRADING, DRAINAGE, PAVING & SIGNING
EAST MAIN STREET
RAILROAD CROSSING

ASHLAND
JACKSON COUNTY
MARCH 2008
PROJECT NO. 2005-015A

Overall Length Of Project - 0.02 Miles



PROJECT LOCATION
RAILROAD CROSSING
@ EAST MAIN STREET



INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Details
2A	Traffic Control
3	General Construction Railroad Crossing
3A	Construction Notes
3B	Drainage & Utilities Railroad Crossing
GA-1	Erosion Control
SS-1	Signaling & Stripping
GC-1	Retaining Wall
GC-2	Retaining Wall Detail

City Of Ashland Standard Drp. Nos.

- CD115 - Manumnt Case Detail
- CD302 - Pipe Trench
- CD336, CD344, CD360 - Manhole
- CD370, CD372 - Conc. Curb And Gutter
- CD700 - Sidewalk Detail
- CD750, CD755 - Sidewalk Ramp Details

Oregon Standard Drp. Nos.

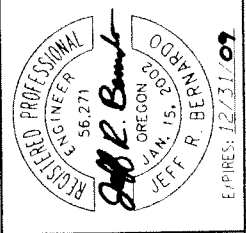
- RD336 - Storm Sewer Manhole
- RD348 - Manhole With Inlet
- RD356 - Manhole Covers And Frames
- RD370 - Ditch Inlet Type D
- RD400, RD405, RD445 - Guardrail Installation
- RD700 - Curbs
- RD1015 - Inlet Protection
- RD1040 - Sediment Fence
- BR246 - Standard Pedestrian Rail
- BR250 - Pedestrian Rail On Sidewalk
- TM200 - Sign Installation Details

See
 Special
 Provisions

REVISED COMPLETED BY
[Signature]
 DATE: 4/14/08

CONSULTING ENGINEER
 JEFF R. BEARNBOD
 1000 S. BROADWAY, SUITE 200
 ASTORIA, OREGON 97103
 PHONE: 503-325-1111
 FAX: 503-325-1112
 WWW: WWW.JEFFREYBEARNBOD.COM

EAST MAIN STREET RAILROAD CROSSING
 CITY OF ASHLAND
 JACKSON COUNTY
 Design Team Leader: Jeffery Lane
 Checked By: Rodney Odeh
 Drafted By: Rodney Odeh



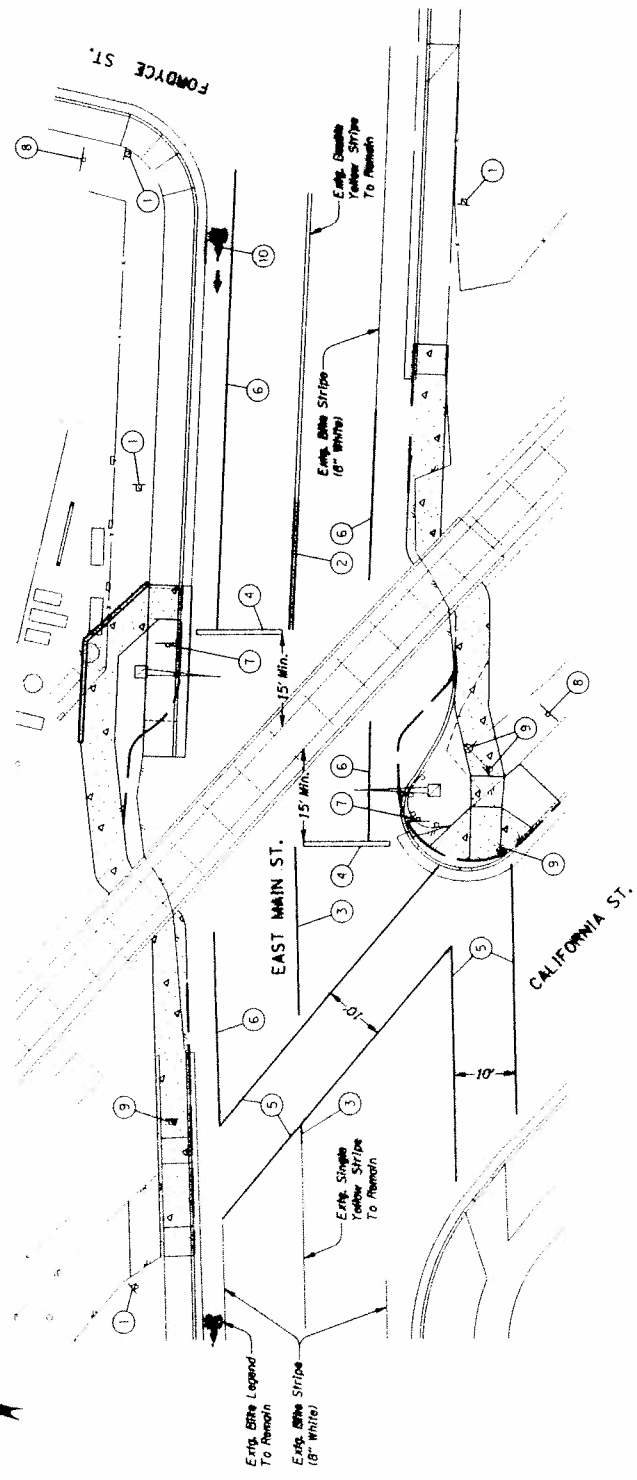
TITLE SHEET
 SHEET NO. 1

P. R. No. 18417

2-29-2008 08:02 AM

W: PROJECT 440-549-0000 P: 503-325-1111 F: 503-325-1112

- ① Protect In Place
- ② Convst. Double Yellow Stripes - 20' (4" Wide)
- ③ Convst. Single Yellow Stripes - 30' (4" Wide)
- ④ Convst. White Stop Bar - 30' (2" Wide, Thermoplastic)
- ⑤ Convst. White Crosswalk - 195' (12" W/8", Thermoplastic)
- ⑥ Convst. White Lane Stripes - 155' (8" Wide)
- ⑦ Inst. 24"x30" "Do Not Stop On Tracks" (R8-8) Sign On 2" Black Powder Coated Pipe - 2 Inst. W/ Breakaway Round Sign Post Coupler Per Special Provisions (See Dwg. Nos. T18200)
- ⑧ Inst. 48"x48" "Advanced Warning" (W10-4) Sign On 2" Black Powder Coated Pipe - 2 Inst. W/ Breakaway Round Sign Post Coupler Per Special Provisions
- ⑨ Remove Exst. Signs Removst. Signs On 2" Black Powder Coated Pipe - 4 Inst. W/ Breakaway Round Sign Post Coupler Per Special Provisions (Field Locate By Engineer)
- ⑩ Convst. Btts Legend - 1 (White Thermoplastic)



Scale: 1" = 20'

REGISTERED PROFESSIONAL ENGINEER
 56,271
 OREGON
 JEFF R. BEHRNDT
 JAN. 15, 2002
 EXPIRES: 12/31/07

- NOTES:
- Advance Warning Pavement Markers To Remain On Each Approaching Leg Of East Main Street.
 - Exst. W10-1 Signs On Each Leg Of East Main Street To Remain.
 - Exst. Crossing Arms With Crossbucks To Remain.

EAST MAIN STREET RAILROAD CROSSING
 CITY OF ASHLAND
 JACKSON COUNTY

Design Team Leader - Jerry Lane
 Designed By - Rodney Osborn
 Drafted By - Rodney Osborn

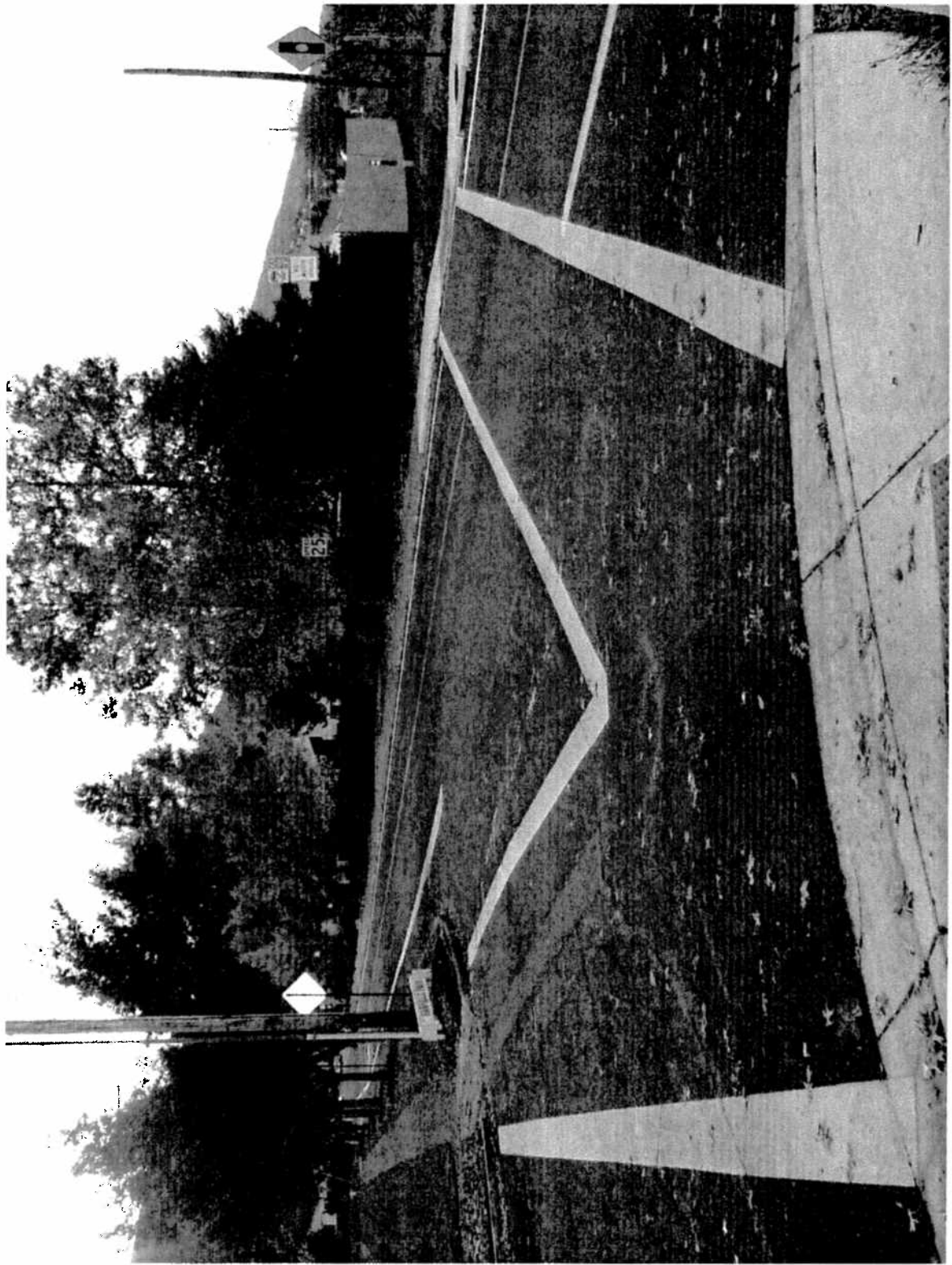
SHEET NO. SS-1

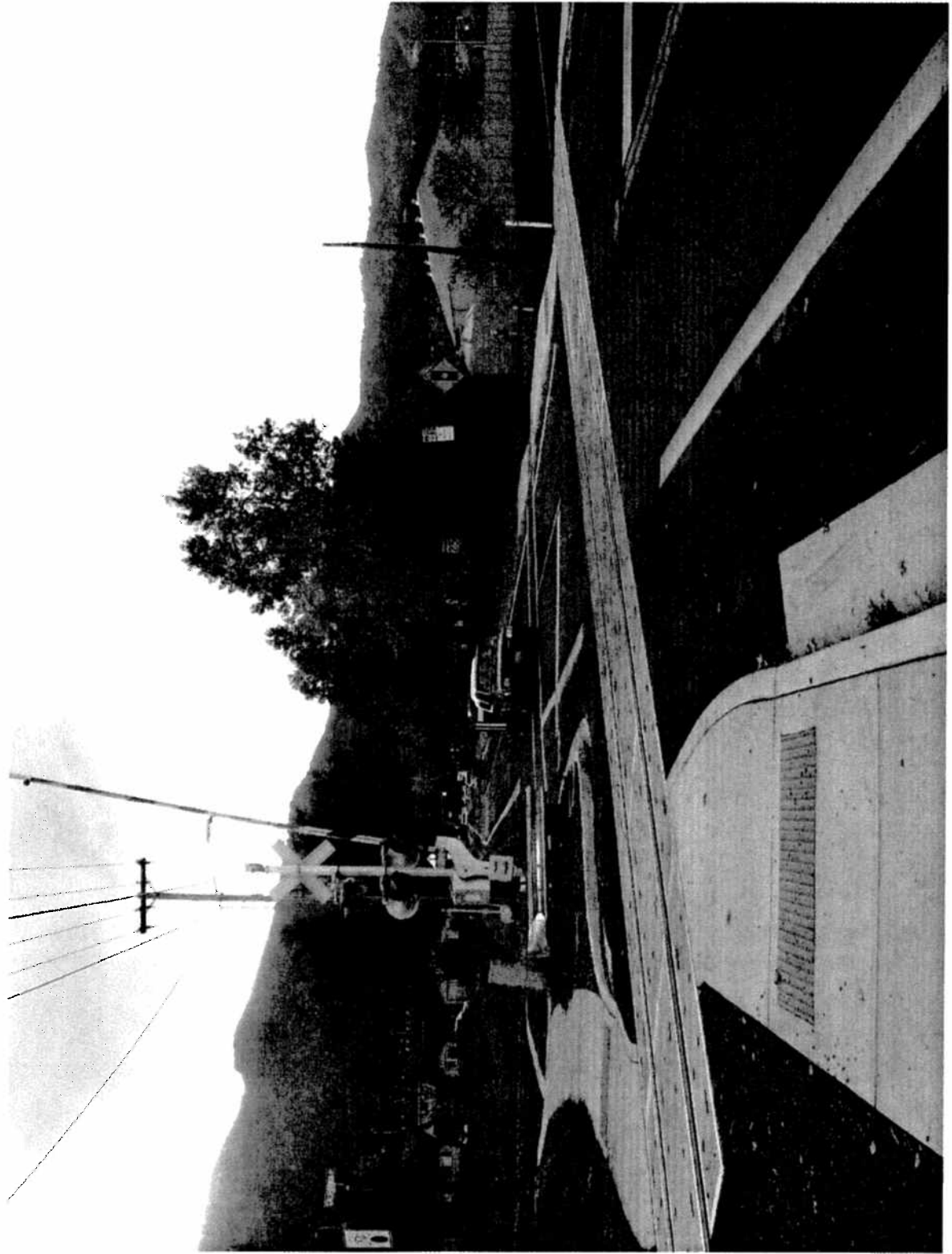
FIN No. 18487

08:02 AM

2/29/2008

M:\PROJECTS\649\649-001\Roadway\649001_EastMain_Tp3









Memo

CITY OF
ASHLAND

Date: November 9, 2010
From: James H. Olson
To: Transportation Commission
Sub: REQUEST FOR A MARKED MID-BLOCK CROSSWALK ON
SOUTH MOUNTAIN AVENUE AT S.O.U.

QUESTION:

Will the Transportation Commission consider a request by Larry Blake on behalf of SOU to install a marked mid-block crosswalk on South Mountain Avenue between Ashland Street and Henry Street? The crosswalk would be an extension at the main walkway servicing the SOU theater and music buildings.

STAFF RECOMMENDATION:

Staff recommends approval of the request only if passive pedestrian protections such as curb bump-outs can be constructed on each side of the street.

BACKGROUND:

The block of South Mountain Avenue between Ashland Street and Henry Street is 720 feet long. The Ashland Street intersection is a 4-leg intersection with 4-way stop; crosswalks are not marked at this intersection. The Henry Street intersection is a Tee intersection with a marked crosswalk on the south side. Traffic is stopped on Henry Street, but not on Mountain Avenue.

The requested crosswalk is 375 feet south of Henry Street. On-street parking is allowed on the west side of Mountain Avenue from just south of Siskiyou Boulevard to Ashland Street. Parking is also allowed on the east side with the exception of a 425 foot length beginning at Henry Street and extending southerly past the Music Building and the adjacent driveways.

HISTORY:

In 2004 the Traffic Safety Commission considered a similar request from Dr. Paul French, SOU Music Department Chairman, to mark a mid-block crosswalk approximately 175 feet north of this requested location opposite the rear entrance to the Music Building. The staff report and meeting minutes are attached. The 2004 request was not approved for the following reasons:

1. The crossing was within 200 feet of the Henry Street marked crosswalk.
2. Pedestrian crossings from the west side parking lots were not channeled into one location and tended to be scattered throughout the length of the street.
3. Improvement costs were to be born by the City only.



CONCLUSION:

The location recommended for this crossing is more centrally located than the previous request, being an extension of the main pedestrian way between the Music and Theater buildings. The proposed crossing is within 70 feet of a street light located on the west side of the street. There is a no parking zone on the east side of the street where the crosswalk would connect to the existing sidewalk. Unfortunately the east side of the street is generally densely parked during school hours and parked vehicles would tend to block the view of any pedestrian entering the crosswalk. Additional efforts would be needed to compensate for this.

RECOMMENDATION:

Staff recommends approval of the crosswalk under the following conditions:

1. The crosswalk include curb bump-outs on both sides of the street, which would include standard access ramps. This has the effect of placing a waiting pedestrian at the outer edge of parked vehicle and more visible to approaching traffic. A curb bump-out should also be installed on the east side to make the crosswalk more visible and to add a minor traffic calming element.
2. The crosswalk should be a full 10 feet wide and marked with thermoplastic material in the continental style.
3. Standard crosswalk signing be installed.
4. Cost Sharing. The estimated cost of this work is approximately \$4,000. SOU should be able share in the cost of this work.



From: "Larry Blake" <BlakeL@sou.edu>
To: <faughtm@ashland.or.us>
CC: "Chris Sackett" <Sackett@sou.edu>
Date: 10/26/2010 5:17 PM
Subject: Request for mid-block crosswalk on S. Mountain Avenue
Attachments: SOU-MPlan-illustrative-FINAL_woNotesPL.pdf

Mike,

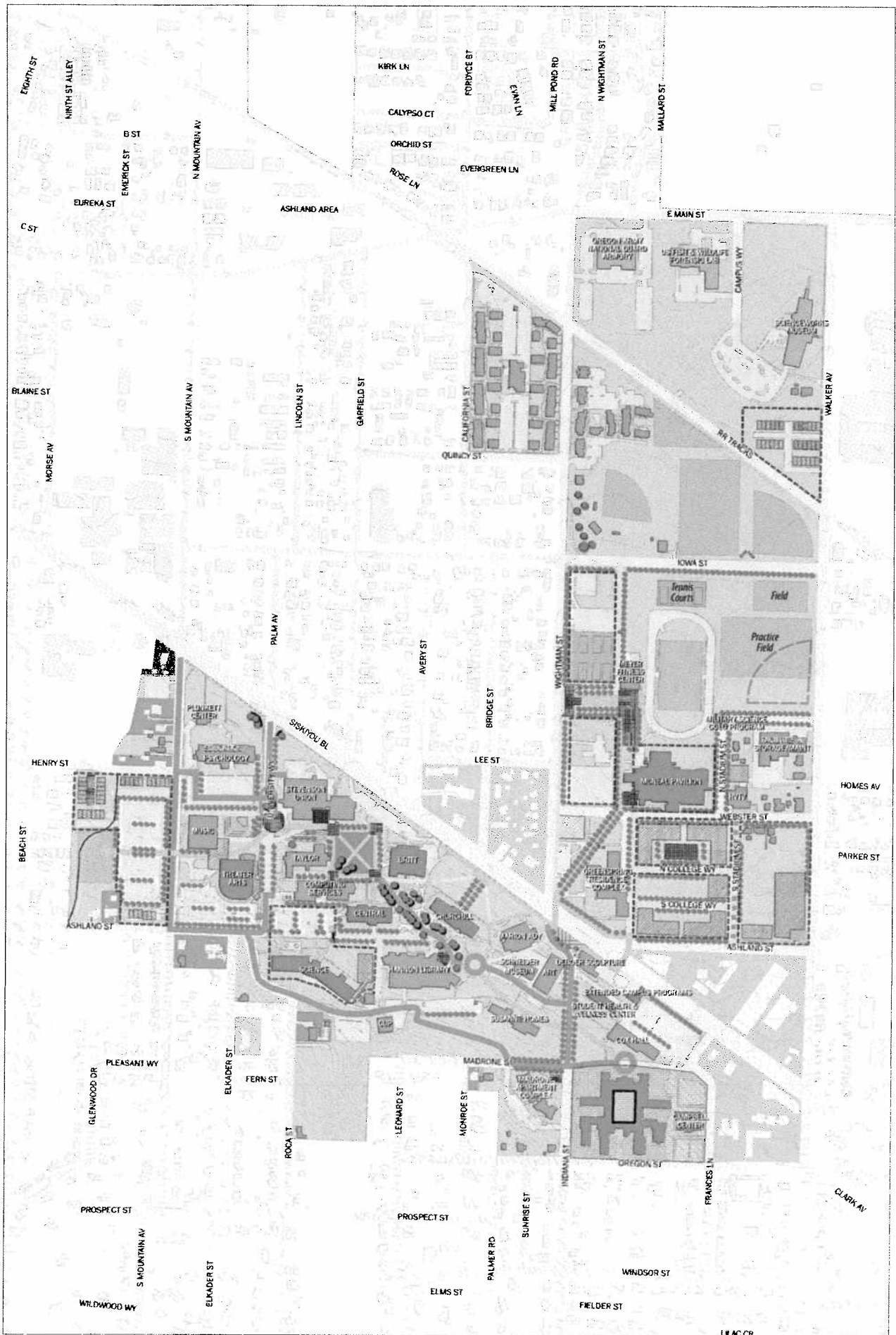
As we discussed today at the Transportation Advisory Committee meeting, SOU would like to request a mid-block crosswalk on S. Mountain Avenue as shown on the attached PDF of the Campus Master Plan. The proposed crosswalk would serve both students and patrons of the University's Theatre and Music productions, who park in our largest parking lot (west of S. Mountain Avenue). As you will note on the attached drawing, there is a considerable distance between Henry and Ashland Streets that is not served by a crosswalk. Also, many of the patrons of the University's Theatre and Music productions are elderly and would benefit from being able to use a crosswalk.

Bill Molnar suggested that "bump-outs" be considered at the proposed crosswalk for pedestrian safety. The University is amenable to bump-outs and would welcome any grant funding opportunities for their construction.

I would be happy to present this request to the Transportation Commission.

Larry

Laurence Blake
Director, Campus Planning & Sustainability
Southern Oregon University
1250 Siskiyou Blvd., Churchill 170
Ashland, OR 97520
(541) 552-6585



SOUTHERN OREGON UNIVERSITY
MASTER PLAN UPDATE
 12-April-2010 Approved Final

- SOU buildings
- SOU campus boundary
- renovations
- building additions
- new buildings
- opportunity site
- university district
- SO zone (City)

- pedestrian path system
- primary pedestrian routes
- square/plaza
- SOU parking and paths

-
-

0 400 Feet



Memo

CITY OF
ASHLAND

Date: January 22, 2004
From: James H. Olson
To: Traffic Safety Commission
Re: REQUEST FOR A MID-BLOCK CROSSWALK ON MOUNTAIN AVENUE

REQUEST

Dr. Paul French, Chairman of the SOU Music Department, has requested that a mid-block crosswalk be considered on Mountain Avenue opposite the entrance to the Music Building. His reason for requesting the crosswalk is to aid concert-goers who are generally required to cross the street from the parking lot to the music building at night. He feels that pedestrians, especially seniors, are at risk when crossing the street in the dark.

BACKGROUND

Mountain Avenue, south of Henry Street, is 36 feet wide with numerous parking lot entrances and driveways on both sides of the street. The street has sidewalks on both sides and parking is also permitted on both sides. There is one marked crosswalk across Mountain Avenue at Henry Street. South of Henry Street there are three entrances to the west parking lot and five drive entrances on the west side of the street. On the east side of Mountain Avenue there are four parking lot entrances and several pedestrian access points. The diversity of destinations and access point on this section of Mountain Avenue has provided a very broad avenue of pedestrian crossing opportunities. There are few areas where the pedestrian traffic is concentrated.

Ashland's policy in the past has been to limit crosswalk markings to intersections unless a definite and measurable need exists. ODOT has set a guideline of 20 pedestrians per 24-hour period as a minimum requirement for crosswalk marking at intersections. Midblock usage should be much higher, at least double that to gain consideration.

Another element of ODOT's consideration for crosswalk marking is to conduct a gap analysis of the traffic flow. This determines the amount of time between cars that could be used by pedestrians to cross the street. This becomes more critical as speeds and traffic volumes increase. Attached are several pages from ODOT's guidelines for establishing crosswalks which detail the inherent problems and potential risks of installing crosswalks.

CONCLUSION

We are well aware of the documented studies showing that marked crosswalks, in some instances, may actually increase the risk to pedestrians by creating a false sense of security. From the pedestrian's point of view the crosswalk is large and clearly marked. At the distance a driver needs to begin braking to safely stop for pedestrians the crosswalk is for less visible to the

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



drivers than to the pedestrians. It is a common reaction to assume that all drivers are aware of the crosswalk and can see the markings on the pavement and the pedestrian waiting to use the walk. Often times this assumption reduces that amount of caution that a pedestrian must exhibit when crossing a busy street.

RECOMMENDATION

Staff recommends that a marked crosswalk not be constructed at the location requested for the following reasons:

1. Pedestrian usage is not heavy enough to warrant a crosswalk since the pedestrian access points are widely separated.
2. Construction of the crosswalk would also require construction of handicap access ramps on both sides of the street. The estimated cost of this work is approximately \$2,500.00.
3. The use of mid-block crosswalks should be reserved for special needs areas such as at a school entrance where additional safety features (crossing guards) can be provided.



signage and encourage the police to do some more enforcement. Hammond asked Olson what the future was for the unimproved section of Grandview with all the growth was there a plan for this section. Olson commented that the physical constraints in the area and the lack of right of way make it nearly impossible to improve this section with asphalt or sidewalks. Massie asked if installing a stop on unimproved Granite and on Sunnyview would create an inconvenience to drivers and unconsciously make them chose a new direction that is less impaired. Olson will consider this possibility. The barrier or a stop will make people consider other less impeded routes. The only drawback would be stopping a major flow and that encourages people to not use the stop at Skycrest as it is the weaker leg of the intersection and it is awfully steep to stop vehicles on.

Snell supported Massie's idea. Laws felt that a stop would encourage drivers to do a California stop and roll through the intersection which is more dangerous because of the grades they can't see one another. One consideration that was made a few years back was to close the top of Grandview. Carr reminded commission that this idea was not followed through because Grandview is the route of the Fire Department in an emergency especially in winter. The truck can not make some of the angles otherwise. Champman sees similar problem at the intersections of Wrights Creek and Orchard where the yield sign is not enforced. He felt it was wrong to stop people coming up Grandview and then have them shoot across the intersection. This is a speeding problem in the area and he drives this area to get to his house. He stays around 10-15 MPH when driving in the area and has avoided accidents because of it. Suggested swapping the yield signs onto the other legs of the intersection. Green did not support the stop on unimproved Grandview because the corner and the steepness. There will be more rear end accidents and we've created more of a hazard. Green supported getting the trees trimmed and then consider some kind of signage.

Adler asked if the reader board could be requested for the area and commission asked her to call in and request the volunteers to run the board. There could be location problems on the narrower parts.

Decision:

Massie moved to have increased police enforcement, request the radar reader board be set up on Sunnyview, have the tree trimming completed and have Olson bring back more holistic options on Grandview for the next meeting in February. Seconded by Snell and commission voted unanimously in support of the motion.

5. Request for Mid-Block Crossing on Mountain Avenue at SOU

Dr. Paul French, Chairman of the SOU Music Department, requested a mid-block crosswalk be considered on Mountain Avenue opposite the entrance to the Music Building. His reason is to aid concert-goers who are generally required to cross the street from the parking lot to the music building at night. He feels that pedestrians, especially seniors, are at risk when crossing the street in the dark.

Mountain Avenue, south of Henry Street, is 36 feet wide with numerous parking lot entrances and driveways on both sides of the street. The street has sidewalks and allowable parking on both sides. There is one marked crosswalk across Mountain Avenue at Henry Street. South of Henry Street there are three entrances to the west parking lot and five drive entrances on the west side. On the east side of Mountain Avenue there are four parking lot entrances and several pedestrian access points. The diversity of destinations and access point on this section of Mountain Avenue has provided a very broad avenue of pedestrian crossing opportunities. There are few areas where the pedestrian traffic is concentrated.

Ashland's policy in the past has been to limit crosswalk markings to intersections unless a definite and measurable need exists. ODOT has set a guideline of 20 pedestrians per 24-hour period as a minimum requirement for crosswalk marking at intersections. Midblock usage should be much higher, at least double that to gain consideration.

Another element of ODOT's consideration for crosswalk marking is to conduct a gap analysis of the traffic flow. This determines the amount of time between cars that could be used by pedestrians to cross the street. This becomes more critical as speeds and traffic volumes increase. We are well aware of the documented studies showing that marked crosswalks, in some instances, may actually increase the risk to pedestrians by creating a false sense of security. From the pedestrian's point of view the crosswalk is large and clearly marked. At the distance a driver needs to begin braking to safely stop for pedestrians the crosswalk is for less visible to the drivers than to the pedestrians. It is a common reaction to assume that all drivers are aware of the crosswalk and can see the markings on the pavement and the pedestrian waiting to use the walk. Often times this assumption reduces that amount of caution that a pedestrian must exhibit when crossing a busy street.

Staff recommends that a marked crosswalk not be constructed at the location requested for the following reasons:

1. Pedestrian usage is not heavy enough to warrant a crosswalk since the pedestrian access points are widely separated.
2. Construction of the crosswalk would also require construction of handicap access ramps on both sides of the street. The estimated cost of this work is approximately \$2,500.00.

The use of mid-block crosswalks should be reserved for special needs areas such as at a school entrance where additional safety features (crossing guards) can be provided.

Discussion:

Hammond asked where the nearest wheelchair ramp was for crossing Mountain. Chapman said the one that is on the Henry intersection is blocked by a guy wire. The area gets very hectic at night when a concert is ending.

Dr. French addressed the commission and thanked Olson for the material on mid-block crossings. He wanted to make a couple of points to the commission about this area. There are few people who use the crosswalk because it is inconvenient to walk down to Henry than back up to the front of the music building. There are 116 music majors and this parking lot is one of the largest on campus. The concerts run all year, there are 50 concerts and 120 other events that happen in this building. The recital hall holds 450 people. He believes they can easily meet the 40 pedestrians crossing in an 24 hour period that ODOT supports for warrants. The crosswalk could be a way to channel the jaywalkers into a more concentrated area and it could solve some of the problems. This is a school entrance of sorts and he feels this is a hazard and has thought so since 1990 when he started working in the building.

Busse asked if traffic counts had been done recently. Olson does not have new counts. Mountain at this area is used for residents and students going to this parking lot. Mannion commented that the timing of the light at the intersection of Mountain and Siskiyou is slow and it creates a backup of cars. Busse asked if a traffic count could be done to help commission make a decision. The older count showed 5000 VPD north of Henry Street. Green asked if the college would be willing to help pay for the ADA ramps or share the cost at all. Olson will contact Facility Department if the request is approved. Massie asked if crosswalk signs could also be installed to help with directing pedestrians. French commented that the area is a place where pedestrians are expected because of the campus atmosphere. Laws commented that the mid-block crossing on Siskiyou in front of the college was a needed improvement. There was no way to stop the pedestrians from crossing without putting up physical barriers. He himself crossed midway when he worked at the university and parked at that lot. The people crossing will come out and find the easiest quickest way to cross and they are not going to use the crosswalk, even a mid-block if it is out of their way. They will cross in mass after an event and if a driver is stopped at the crossing they will accelerate more when they pass the crosswalk and be a danger to those not using the crosswalk. Hammond did feel we need to offer residents a safe place to cross. Chapman went to the area for a site visit. He noted that Mountain is too wide and Ashland Street is too far from the parking lot so Henry is the next logical place for wheelchair access. The use

of the ramp is impaired by the guy wire and the crossing lines are worn out. He also noted that four of the street lights are out and no one was stopping for pedestrians trying to cross. If a crosswalk is done he suggests closing one of the entrances on Mountain from the lot.

Rosalee Sigler, ODOT Traffic, spoke concerning the false security offered by crosswalks. People feel safe when they are in them and that cars and drivers will stop. The responsibility is on BOTH the driver and the pedestrian. Massie asked if there were any pedestrian vehicle studies at this location.

Decision:

Busse motioned to support staff recommendation for not installing the mid-block crossing and to have campus and electric department notified of the lights that are burnt out. Vote passed unanimously in favor. Commission is open to working with SOU in coming up with a way to solve/help this problem area to make it safer.

6. Council Goals

Postponed until next month's meeting due to time constraints.

C. Follow-Up On Previous Actions:

D. Traffic Safety Education

1. Planning & Designing for Pedestrians, February 3-4, OSU
2. Uniform Traffic Control Devices, March 10-12, OSU

E. Development Review

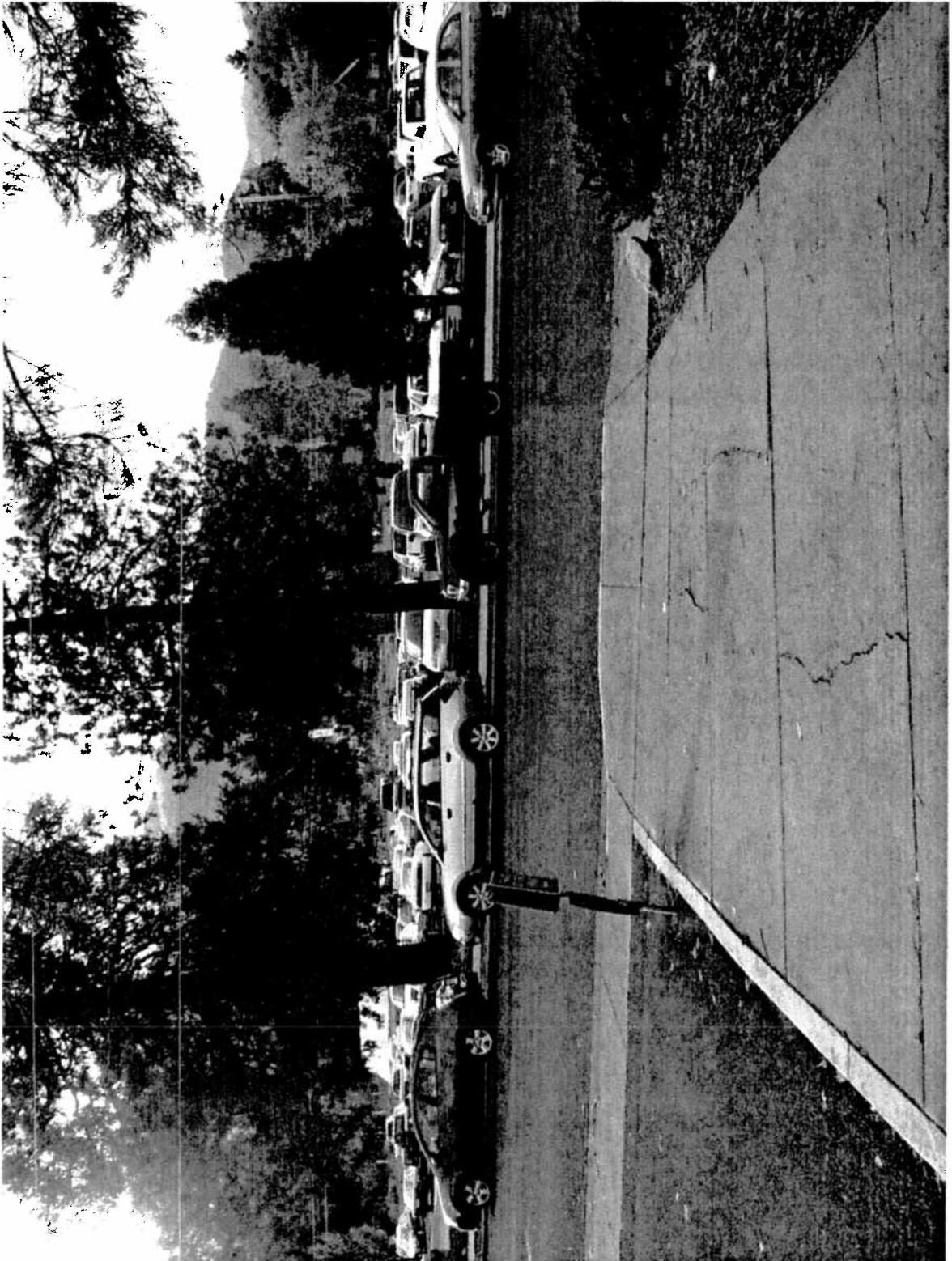
1. Bike & Ped Commission Agenda
2. Planning Commission Agendas
3. Hearings Board Agenda

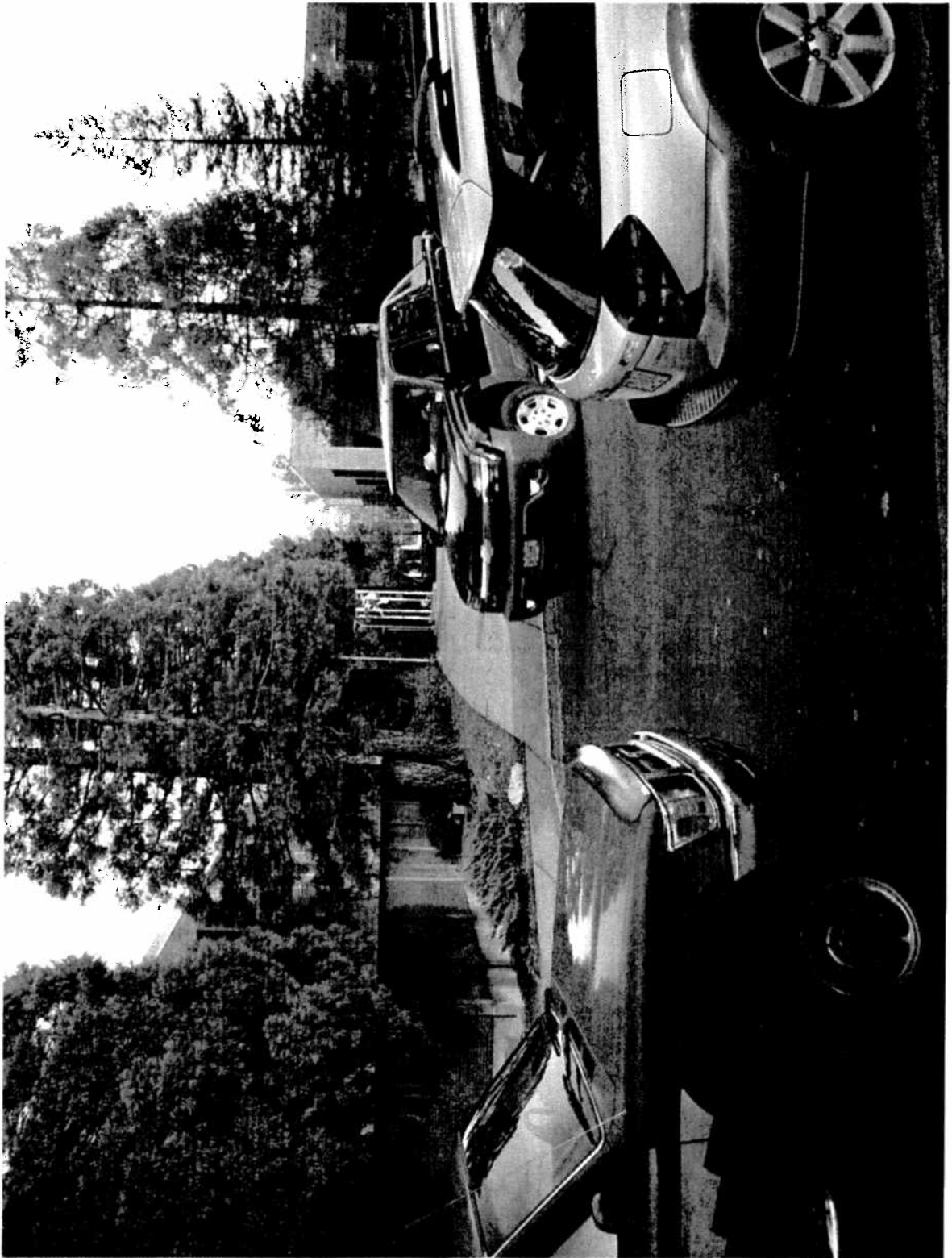
F. Capital Projects Update –

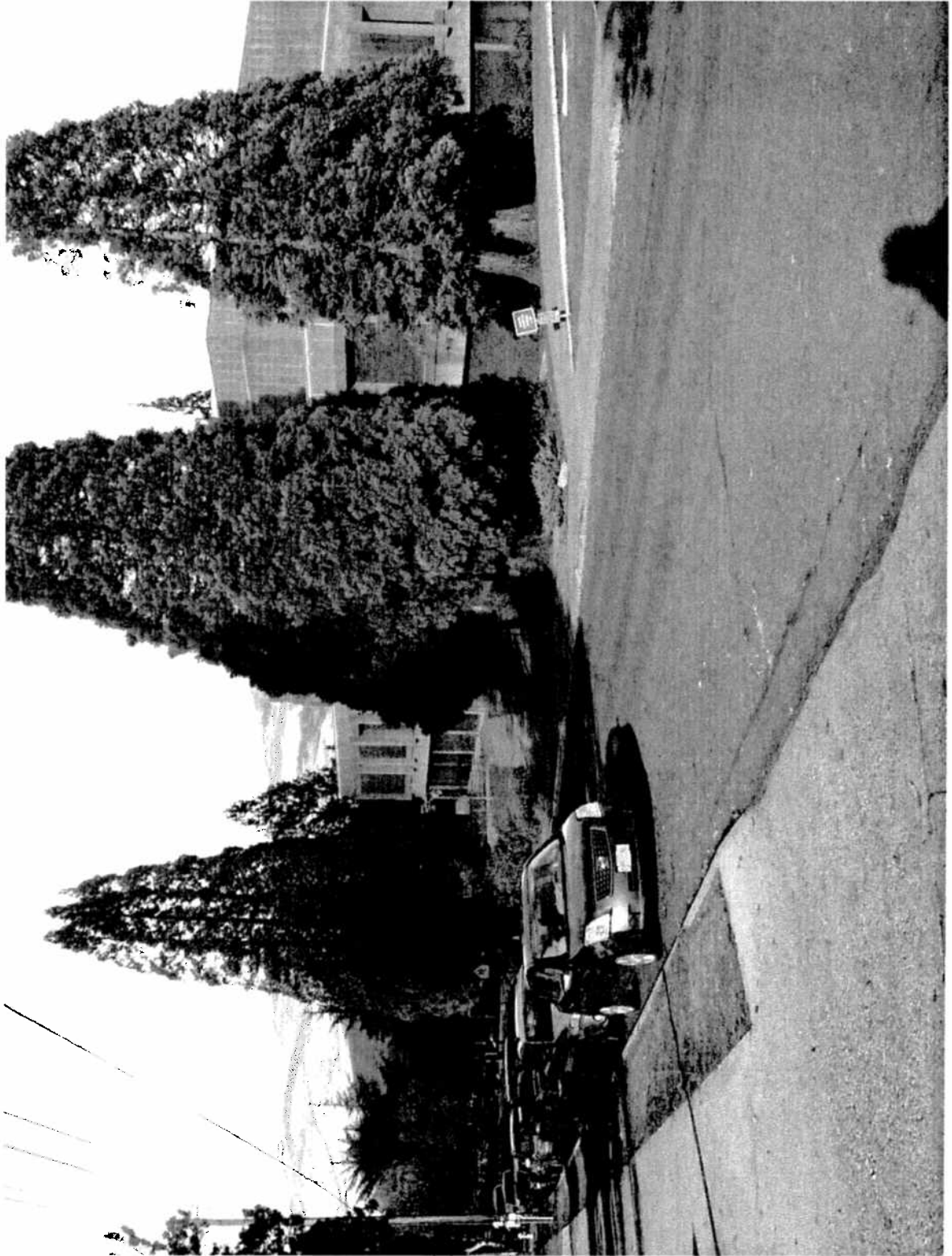
G. Other

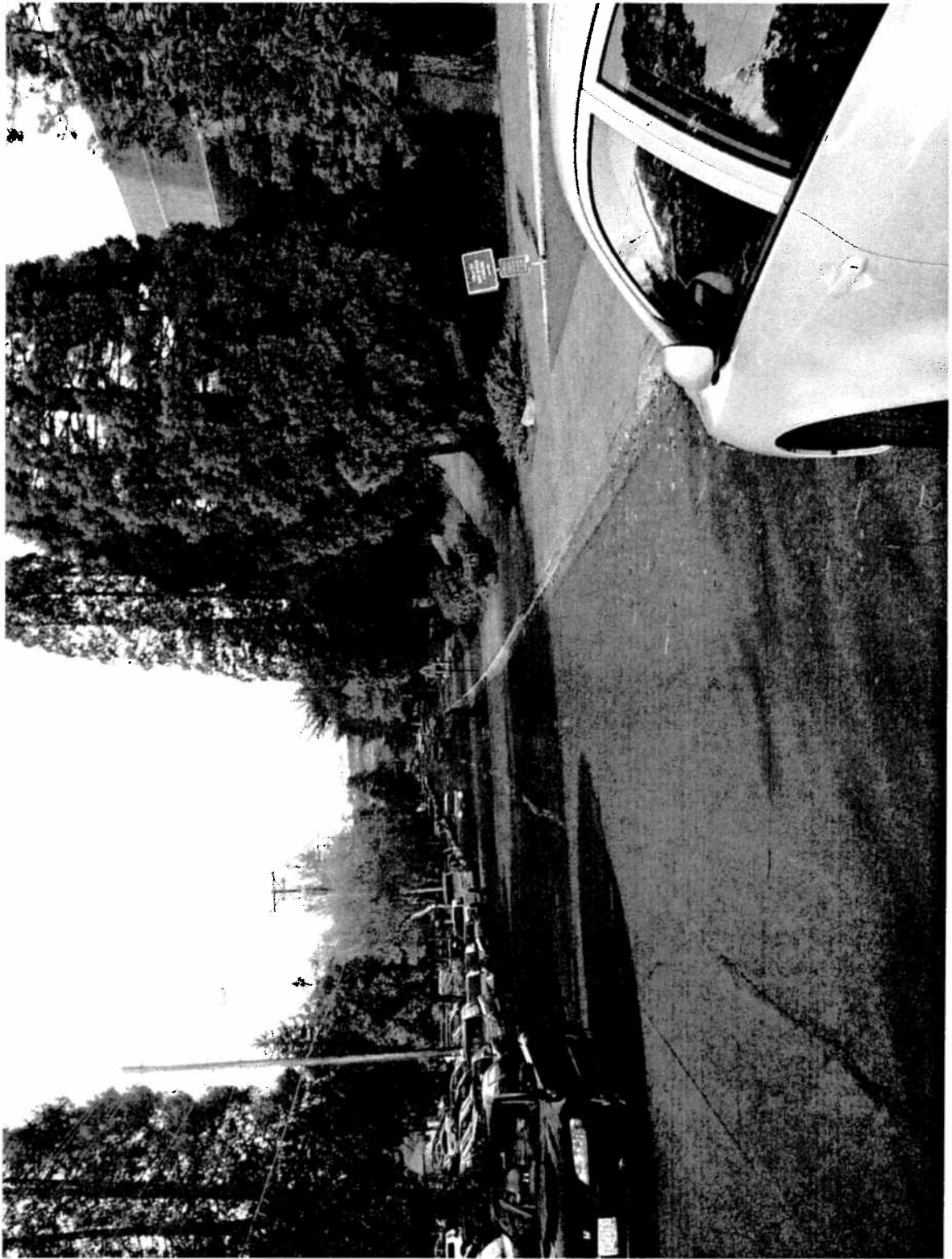
1. Child Passenger Safety Week, February 8th – 14th, 2004
2. City Source Message
3. Miscellaneous Communication

IV. Adjourned 9:50 PM











From: Mike Faught
To: MBUTORAC@kittelton.com
CC: Jim Olson, Nancy Slocum
Date: 11/5/2010 7:53 AM
Subject: RE: FW: NCHRP Case Study Cities

Hi Marc... I don't need additional information, I'll just have Jim include a copy of this email for the packet...

Michael R. Faught, Public Works Director
City of Ashland
20 E. Main Street
Ashland, OR 97520
Phone: (541) 488-5587
Fax: (541) 488-6006
Email faughtm@ashland.or.us
www.ashland.or.us

This email 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 notify me.

>>> "Marc Butorac" <MBUTORAC@kittelton.com> 11/04/10 10:42 PM >>>

Mike,

We reviewed this concept last week while we were in Ashland and have the following initial thoughts:

1) In general it is doable; however, there are a few things that need to be more carefully considered prior to moving forward, including:

- a) What is the ultimate recommended bicycle system comprised of and do these facilities fit into that system?
- b) Should Van Ness to Helman, Oak (sharrows) to Hersey (bike lanes) to Helman, Oak (sharrows) to Nevada, or all of these streets provide the connection from A Street to the Bear Creek Greenway?
- c) If Helman is selected, it may be desirable to remove parking along the westside and stripe bike lanes between Nevada and Van Ness.

2) If we did develop the proposed bicycle sharrows connection, we would also want to explore left-turn bike lanes on Oak between A Street and Van Ness to address the offset intersection issue.

3) Given that Alta will be developing the proposed bike system plan over the next few months, we would recommend delaying the final decision to make sure we have fully evaluated the system aspects prior to making any improvements over the winter time. The current TSP schedule would allow the TC and PC to review the proposed bicycle system plan in the 1st quarter of 2011 and still allow the city to implement improvements specifically addressing the TC's concerns prior to next summer and the adoption of the TSP.

Please let me know if you would like to further discuss this issue prior to the next TC meeting.

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

From: Mike Faught [mailto:faughtm@ashland.or.us]
Sent: Thursday, November 04, 2010 3:33 PM
To: Marc Butorac
Cc: Nancy Slocum
Subject: Re: FW: NCHRP Case Study Cities

Hi Marc... Our next Transportation Commission meeting is coming up on the third Thursday of this month and I was wondering if you would be able to send your written recommendations on the bike sharrow question for A Street, Van Nees Avenue, and Helman Street by next week when the packets are due to go out to the commissionaires.

Michael R. Faught, Public Works Director
City of Ashland
20 E. Main Street
Ashland, OR 97520
Phone: (541) 488-5587
Fax: (541) 488-6006
Email faughtm@ashland.or.us
www.ashland.or.us

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>>> "Marc Butorac" <MBUTORAC@kittelson.com> 10/26/2010 6:44 PM >>>
Can you get us a letter (using the attached form letter) by 10 am Thursday?

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

From: Mike Faught <faughtm@ashland.or.us>
To: Marc Butorac
Sent: Tue Oct 26 16:53:37 2010
Subject: Re: FW: NCHRP Case Study Cities

Yes...

Michael R. Faught, Public Works Director
City of Ashland
20 E. Main Street
Ashland, OR 97520
Phone: (541) 488-5587
Fax: (541) 488-6006
Email faughtm@ashland.or.us
www.ashland.or.us

This email 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 notify me.

ORDINANCE NO. 3032

AN ORDINANCE CREATING CHAPTER 11.34 RELATING TO PROHIBITED STORAGE OF PERSONAL VEHICLES AND OVERSIZED VEHICLES, INCLUDING RECREATIONAL VEHICLES AND AMENDING AMC 11.24.020 AND AMC 11.60.010.

Annotated to show ~~deletions~~ and additions to the code sections being modified. Deletions are **bold lined through** and additions are **bold underlined**.

WHEREAS, Article 2. Section 1 of the Ashland City Charter provides:

Powers of the City The City shall have all powers which the constitutions, statutes, and common law of the United States and of this State expressly or impliedly grant or allow municipalities, as fully as though this Charter specifically enumerated each of those powers, as well as all powers not inconsistent with the foregoing; and, in addition thereto, shall possess all powers hereinafter specifically granted. All the authority thereof shall have perpetual succession;

WHEREAS, the above referenced grant of power has been interpreted as affording all legislative powers home rule constitutional provisions reserved to Oregon Cities. City of Beaverton v. International Ass'n of Firefighters, Local 1660, Beaverton Shop, 20 Or. App. 293, 531 P 2d 730, 734 (1975);

WHEREAS, the code provisions regulating the storage of personal vehicles was revised in 2009 to be compliant with the City's use of the Law Enforcement Data System (LEDS); and

WHEREAS, the city would like to establish a procedure for abating the nuisance of stored personal vehicles and oversized vehicles in the public rights of way that is consistent with the City's LEDS contract; and

WHEREAS, the city would like to clarify its prohibitions against storing personal and oversized vehicles, including recreational vehicles, on the City's right of way.

THE PEOPLE OF THE CITY OF ASHLAND DO ORDAIN AS FOLLOWS:

SECTION 1. Sections 11.34.010 [Definitions] through 11.34.040 [Exception for Recreational Vehicles] are hereby added to read as follows:

11.34 Stored Vehicles

11.34.010 Purpose

The city has jurisdiction and exercises regulatory control over each public right-of-way whether the City has a fee, easement, or other legal interest in the right-of-way. The use of the City's right of way is generally prohibited pursuant to AMC

13.02.040, which states that “no person or entity may occupy or encroach on a public right-of-way without the permission of the city.” The purpose of this chapter is to regulate parking on the City’s right of way to prevent the right of way from being used to store personal vehicles and oversized vehicles, including recreational vehicles. Oversized vehicles should be stored at outdoor and indoor storage facilities properly zoned and permitted for such storage use, and not in public right of way.

11.34.020 Definitions

“In front of or contiguous to the vehicle owner’s dwelling” – For purposes of this ordinance “in front of” means the right of way directly in front of and on the same side of the street as the owner’s dwelling and between the lot lines of the property on which the dwelling is located. For purposes of this ordinance “contiguous to” means touching either one of the owner’s lot lines on the same side of the street at the point where the lot line intersects the right of way and extending away from the lot line in either direction in the right of way not more than 22 feet. For purposes of this ordinance “contiguous to” also means in the nearest parking bay in the right-of-way in either direction and on either side of the street from the vehicle owner’s residence.

“Oversized vehicle”: an oversized vehicle is any vehicle, whether motorized or non-motorized, that exceeds 22 feet in length, or 94 inches in width or 92 inches in height. Any extension caused by any accessory, with the exception of side view mirrors, trailer hitches or roof racks, attached to such vehicle shall be considered part of the measured distance. Oversized vehicles shall also include all buses, tractors, semi-trailers, motor coaches, trailers, campers, camper-trailers, house-cars, trailer coaches, trailer houses, motor homes, boats horse trailers, mobile homes, utility trailers, and other equipment or machinery, or other recreational vehicles regardless of width, length or height. Automobiles, pickup trucks, sport utility vehicles and passenger vans that are over 92 inches in height will not be considered oversized vehicles when they exceed the height limit solely due to the modification of the suspension system or the addition of oversized tires.

“Personal Vehicle”: motorized vehicles that are owned and used by households for personal transportation, such vehicles include automobiles, station wagons, passenger vans, cargo vans, pickup trucks, jeeps, motorcycles, and similar vehicles.

11.34.030 Stored Personal Vehicles Prohibited

It is unlawful for any person to park or store any personal vehicle on any public right-of-way:

- A. For more than seventy-two (72) hours, and
- B. In a manner that results in the accumulation of debris around or under the vehicle or in a condition that prevents it from being driven, including flat tires; [or]
- C. For more than seventy two hours, and

- D. The personal vehicle is being used primarily as a container for the storage of personal items in or on the vehicle.
- E. It shall constitute prima facie evidence of storage of a vehicle if the vehicle meets the criteria in paragraphs A & B or C & D above. Any vehicle parked on the right-of-way within the City in violation of this section may be treated as an abandoned vehicle pursuant to AMC 11.32 or abated pursuant to AMC 2.31. Violation of AMC 11.34.030 [Stored Personal Vehicles Prohibited] is a Class II violation.

11.34.040 Stored Oversized Vehicles Prohibited

It is unlawful for any person to park or store any Oversized Vehicle on any public right-of-way except as provided in this chapter. It shall constitute prima facie evidence of storage of a Oversized Vehicle if the Oversized Vehicle is not within the exception in AMC 11.34.050. Any Oversized Vehicle parked on the right-of-way within the City in violation of this section may be treated as an abandoned vehicle pursuant to AMC 11.32 or abated pursuant to AMC 2.31. Violation of AMC 11.34.040 [Stored Oversized Vehicles Prohibited] is a Class II violation.

11.34.050 Exceptions for Oversized Vehicles

An Oversized vehicle may be legally parked on the public right-of-way in front of or contiguous to the vehicle owner's dwelling, provided it meets all of the following criteria:

- A. Is not parked for more than seventy-two (72) hours;
- B. Does not constitute a hazard to traffic on the public streets;
- C. Does not restrict vision of motorists on the public street;
- D. Does not obstruct view from any other property;
- E. Has a currently valid license or registration;
- F. Is operable, including adequate tires; and
- G. Is attached to a vehicle if required for movement of the Oversized vehicle.

To comply with the seventy-two (72) hour time restriction, an Oversized vehicle must be moved more than one hundred (100) feet from the parked location in which the seventy-two (72) hour time period has expired.

SECTION 2. Section 11.24.020 [Prohibited parking] is hereby amended to read as follows:

11.24.020 Prohibited parking

In addition to the provisions of the motor vehicle laws of Oregon prohibiting parking, no person shall park:

- A. A vehicle upon a bridge, viaduct, or other elevated structure used as a street or within a street tunnel in this City, unless marked or indicated otherwise;
- 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;

- C. A vehicle upon a street for the principal purpose of:
1. Displaying the vehicle for sale;
 2. Washing, greasing, or repairing the vehicle except repairs necessitated by an emergency; **or**
 3. Selling merchandise from the vehicle except in an established marked place or when so authorized or licensed under the ordinance of this City;
 - ~~4. Storage, or as junkage or dead storage for more than seventy-two (72) hours.~~
- D. A vehicle upon any parkway except where specifically authorized;
- E. A vehicle upon private property without the consent of the owner or person in charge of the private property;
- F. A vehicle within any area marked off by yellow paint upon the street or upon the curb, except where specifically authorized by a traffic sign, (Ord. 1557 S13, 1968)
- G. A vehicle or any part thereof upon a sidewalk or bicycle path. (Ord. 1971 S1, 1978)
- H. Or stand or stop a truck or bus on a public street or in a public parking area with its engine running, if such engine emits exhaust fumes into the air. Vehicle engines shall be turned off when loading and unloading passengers or merchandise. This subsection H shall not apply to:
1. An engine running for less than five minutes.
 2. A vehicle in the moving traffic lane waiting to move with the normal flow of traffic.
 3. An engine needed to operate equipment used to load or unload merchandise,
 4. Trucks under 12,000 GVW and buses with a carrying capacity of fifteen passengers or less, or
 5. Emergency vehicles, utility company, construction and maintenance vehicles, the engines of which must run to perform needed work.

SECTION 3. Section 11.60.010 [Regulations] is hereby amended to read as follows:

11.60.010. Regulations

~~Based on ORS 483.542,~~ U. S. Highway 99 and Oregon State Highway 66 are hereby designated as truck routes within the City of Ashland and motor vehicles having a licensed gross vehicle weight of over 19,999 pounds, shall not use, travel, or be parked upon any other streets in the City of Ashland except where such motor vehicles are using said streets for the purpose of making a delivery or picking up a load, or traveling to and from a fueling facility in the City of Ashland, by the most direct route possible. Nothing contained herein shall prevent an owner or operator from taking a motor vehicle to the residence of such owner or operator so long as the motor vehicle is not left there for a period longer than is reasonably necessary for normal maintenance and overnight and weekend rest periods for the owner or operator.

SECTION 4. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

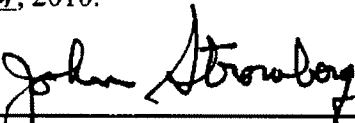
SECTION 5. Savings. Notwithstanding this amendment/repeal, the City ordinances in existence at the time any criminal or civil enforcement actions were commenced, shall remain valid and in full force and effect for purposes of all cases filed or commenced during the times said ordinance(s) or portions thereof were operative. This section simply clarifies the existing situation that nothing in this Ordinance affects the validity of prosecutions commenced and continued under the laws in effect at the time the matters were originally filed.

SECTION 6. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", "chapter" or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions (i.e. Sections 4-6) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

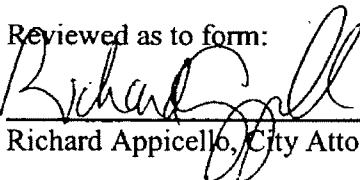
The foregoing ordinance was first read by title only in accordance with Article X, Section 2(C) of the City Charter on the 3 day of August, 2010 and duly PASSED and ADOPTED this 17 day of August, 2010.


Barbara M. Christensen, City Recorder

SIGNED and APPROVED this 18 day of August, 2010.


John Stromberg, Mayor

Reviewed as to form:


Richard Appicello, City Attorney

CITY OF ASHLAND

November 8, 2010

Mr. David A. Galati
ODOT
Safe Routes to School Program
3930 Fairview Industrial Dr. SE, MS #2
Salem, OR 97302-1166

RE: NOTICE OF INTENT TO APPLY FOR A SAFE ROUTES TO SCHOOL
INFRASTRUCTURE GRANT.

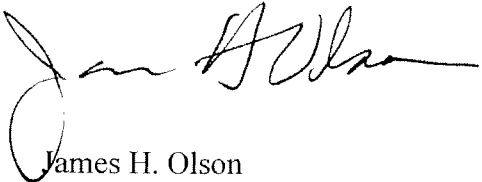
Dear Mr. Galati;

The City of Ashland hopes to apply for funding under the Safe Routes to School Program to establish an improved pedestrian crosswalk utilizing the HAWK signal system. The following supporting documentation is included for your review:

1. Notice of Intent
2. Program Narrative
3. Vicinity map
4. Detail map
5. Photos

If you require further information please feel free to contact me at 541-488-5347 or e-mail at olsonj@ashland.or.us. Thank you for the opportunity to compete for this funding.

Sincerely,



James H. Olson
Engineering Services Manager

Cc: Mike Faught
Betsy Harshman
Karl Johnson



NOTICE OF INTENT

This Notice is required for all applicants. FAX to: (503) 986-3290 or mail to:
 ODOT Safe Routes to School Program, 3930 Fairview Industrial Dr. SE – MS#2 Salem OR 97302-1166
Due: 16 November 2010

INSTRUCTIONS: (1) Enter project information in boxes below. (2) Attach letter or narrative (1 page max.) explaining need for project, type and extent of proposed work, property ownership status, funds requested, matching funds available, and role of any co-applicants or partners. (3) Attach vicinity map and site map or other appropriate graphics—1 or 2 pages.

APPLICANT	
Agency City of Ashland	Contact James H. Olson
Address 20 E. Main Street Ashland, OR 97520	Title Engineering Services Mgr.
	Telephone 541-488-5347
	Email olsonj@ashland.or.us
CO-APPLICANT (if any)	
Name	Contact
Address	Title
	Telephone
PROJECT (name, location, and one-line description) East Main Street Crosswalk Improvement	
COST SUMMARY	RIGHT-OF-WAY ISSUES
Total Project Cost (\$) 115,000	Property to be purchased?
Non-SRTS costs included above (\$) 0	<input type="checkbox"/> yes <input checked="" type="checkbox"/> no <input type="checkbox"/> don't know yet
Matching funds (\$) 15,000	Easements or donated property?
SRTS Request (\$) 100,000	<input type="checkbox"/> yes <input checked="" type="checkbox"/> no <input type="checkbox"/> don't know yet
(Total minus non-SRTS & match) 100,000	
COORDINATION ISSUES (mark all that apply)	
<input checked="" type="checkbox"/> Project located in MPO jurisdiction (metropolitan area with population >50,000)	<input type="checkbox"/> Project on railroad property
	<input type="checkbox"/> Project within 500 ft. of railroad crossing
<input type="checkbox"/> Project within state highway right-of-way	<input type="checkbox"/> Contribution from other than applicant
<input type="checkbox"/> Use of land owned by another agency	<input type="checkbox"/> Maintenance by other than applicant

ODOT Response:

- APPROVED TO PROCEED with application for FY 2012-2013 funding
- Application requires advance coordination or endorsements - see '**Part 2 Checklist**' on page 15
- Contact Dave Galati (SRTS Program Manager) at (503) 986-3441 to discuss proposal
- NOT APPROVED TO APPLY project not eligible applicant not eligible

CITY OF ASHLAND

Department of Public Works

EAST MAIN STREET CROSSWALK IMPROVEMENT

PROJECT NARATIVE

A. PROJECT DESCRIPTION

The City of Ashland has included, in its capital improvement plan, a project to construct an improved pedestrian crosswalk across East Main Street at Campus Way. East Main Street is a major City arterial street with an average daily traffic volume of 7500 vehicles per day. The street section includes two 12 foot wide travel lanes, two 6 foot wide bike lanes and two 5 foot wide sidewalks located on a 60 foot right of way. The need for a pedestrian crossing at this location has been established by an engineering study. Since there is insufficient right of way to create a center pedestrian median, curb extensions or other passive crossing safety measures, the City has elected to install a High intensity Activated crossWalk (HAWK) at this location.

B. PROJECT NEED

The East Main Street crosswalk at Campus Way is vitally positioned to support several pedestrian generators including:

- Ashland Middle School
- Walker Elementary School
- Willow Wind Community Education Facility
- Science Works (hands-on museum)
- Garfield Park (neighborhood park)
- The Grove (public activity center)
- Central Ashland Bike Path

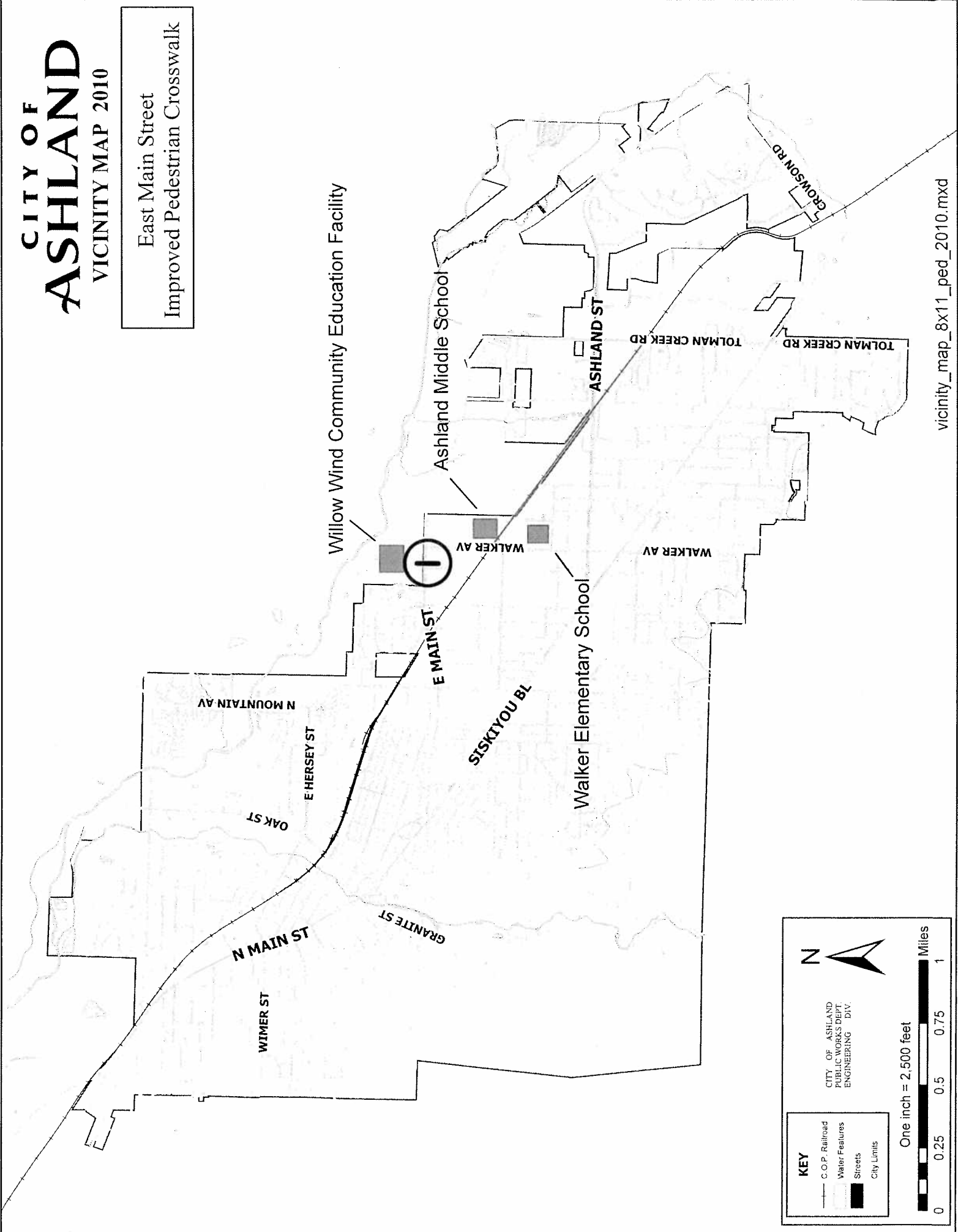
The crosswalk improvements were requested by the Ashland School District who owns and operates the three listed schools. The City Engineering Division assisted by JRH Traffic Engineering Inc. conducted a crosswalk study which was reviewed and approved by the Ashland Transportation Commission on April 8, 2010. The study concluded that due to the heavy traffic on East Main Street a crosswalk could only be established if it included a pedestrian activated signal such as a HAWK system.

East Main Street is a City owned right of way as is Campus Way. No additional right of way, easements or other property will be needed for this project.

CITY OF ASHLAND

VICINITY MAP 2010

East Main Street
Improved Pedestrian Crosswalk



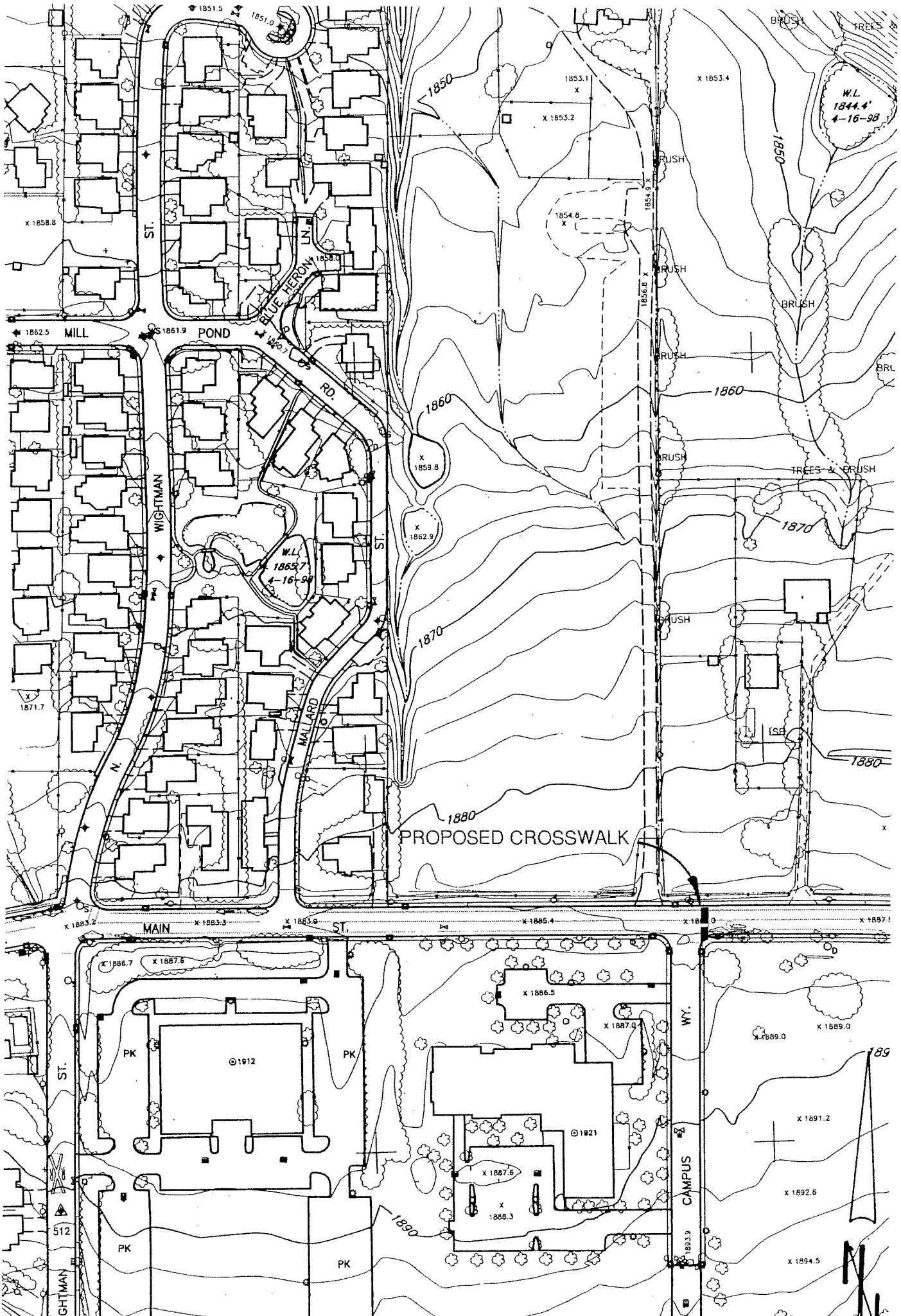
KEY

- C.O.P. Railroad
- Water Features
- Streets
- City Limits

CITY OF ASHLAND
PUBLIC WORKS DEPT.
ENGINEERING DIV.

One inch = 2,500 feet

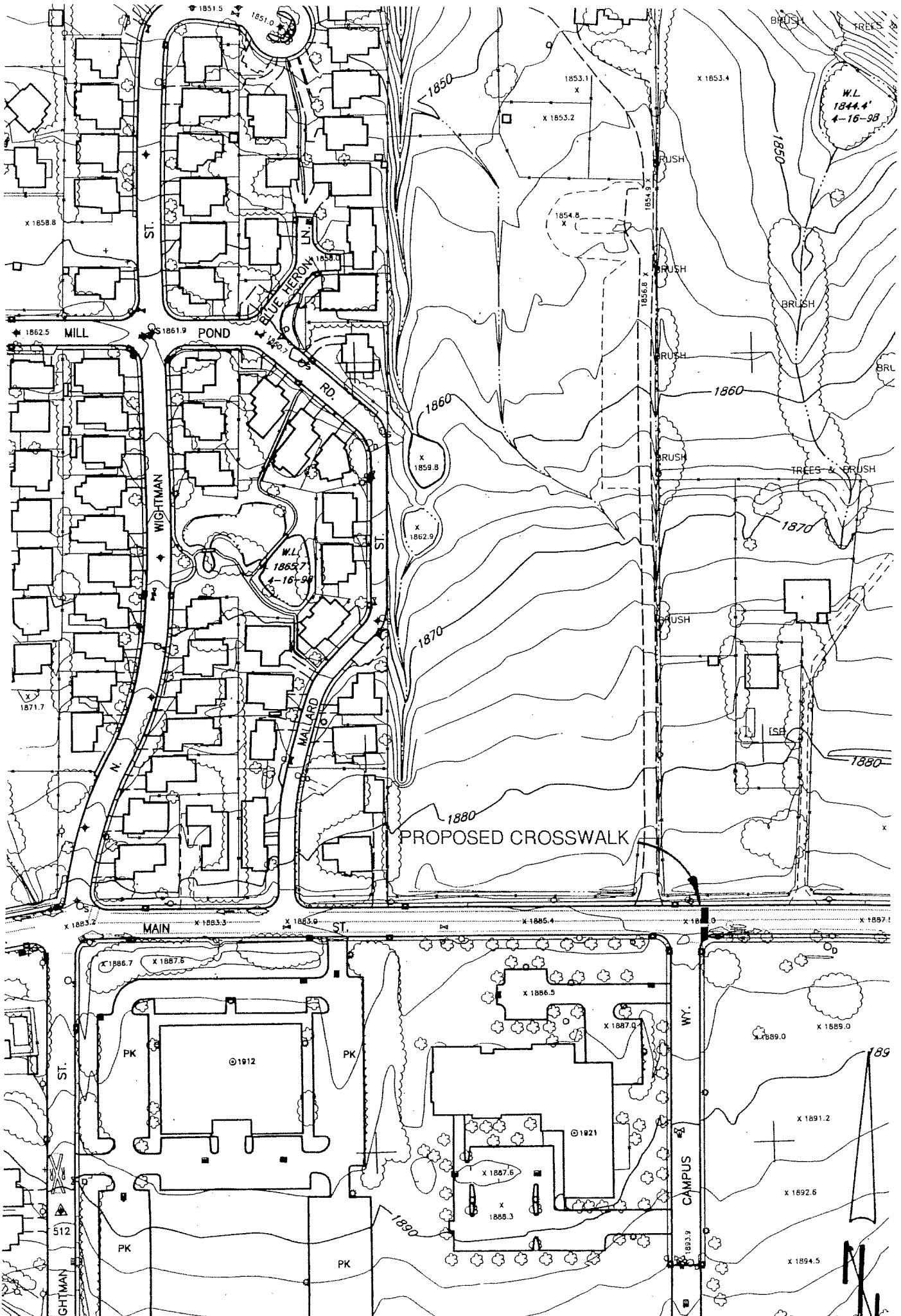
Miles
0 0.25 0.5 0.75 1



W.L.
1844.4
4-16-98

W.L.
1865.7
4-16-98

PROPOSED CROSSWALK

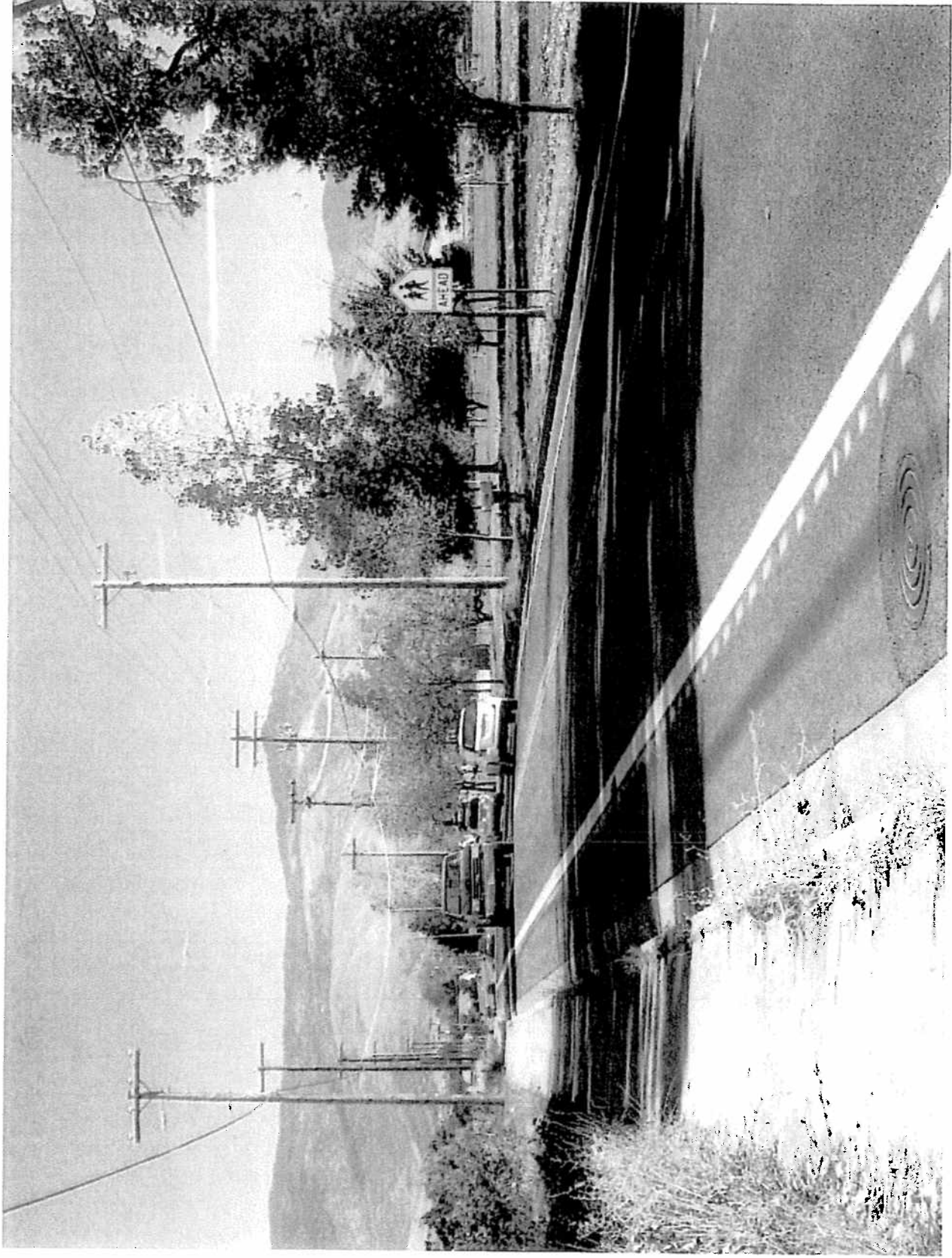


W.L.
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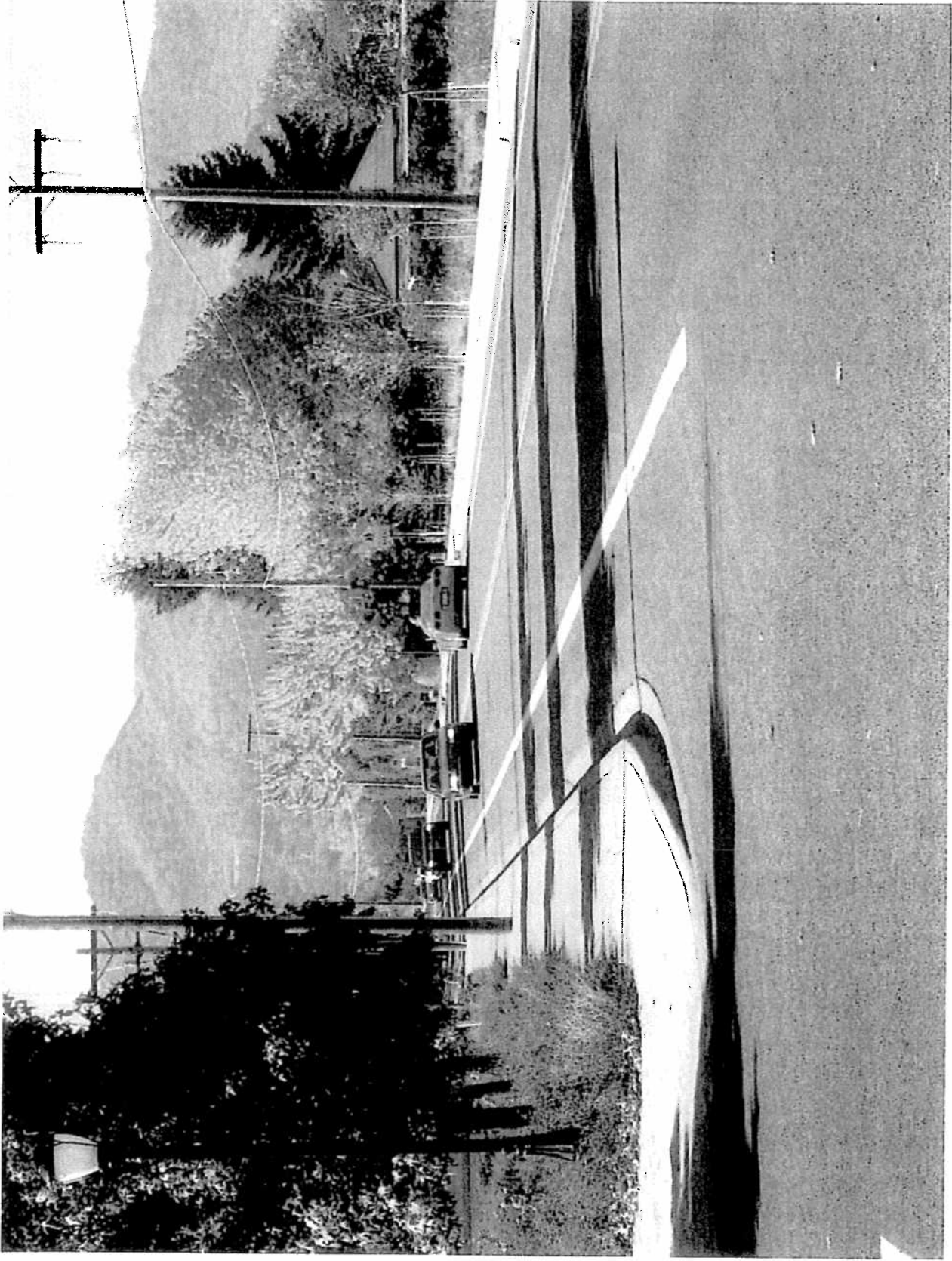
W.L.
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4-16-98

PROPOSED CROSSWALK

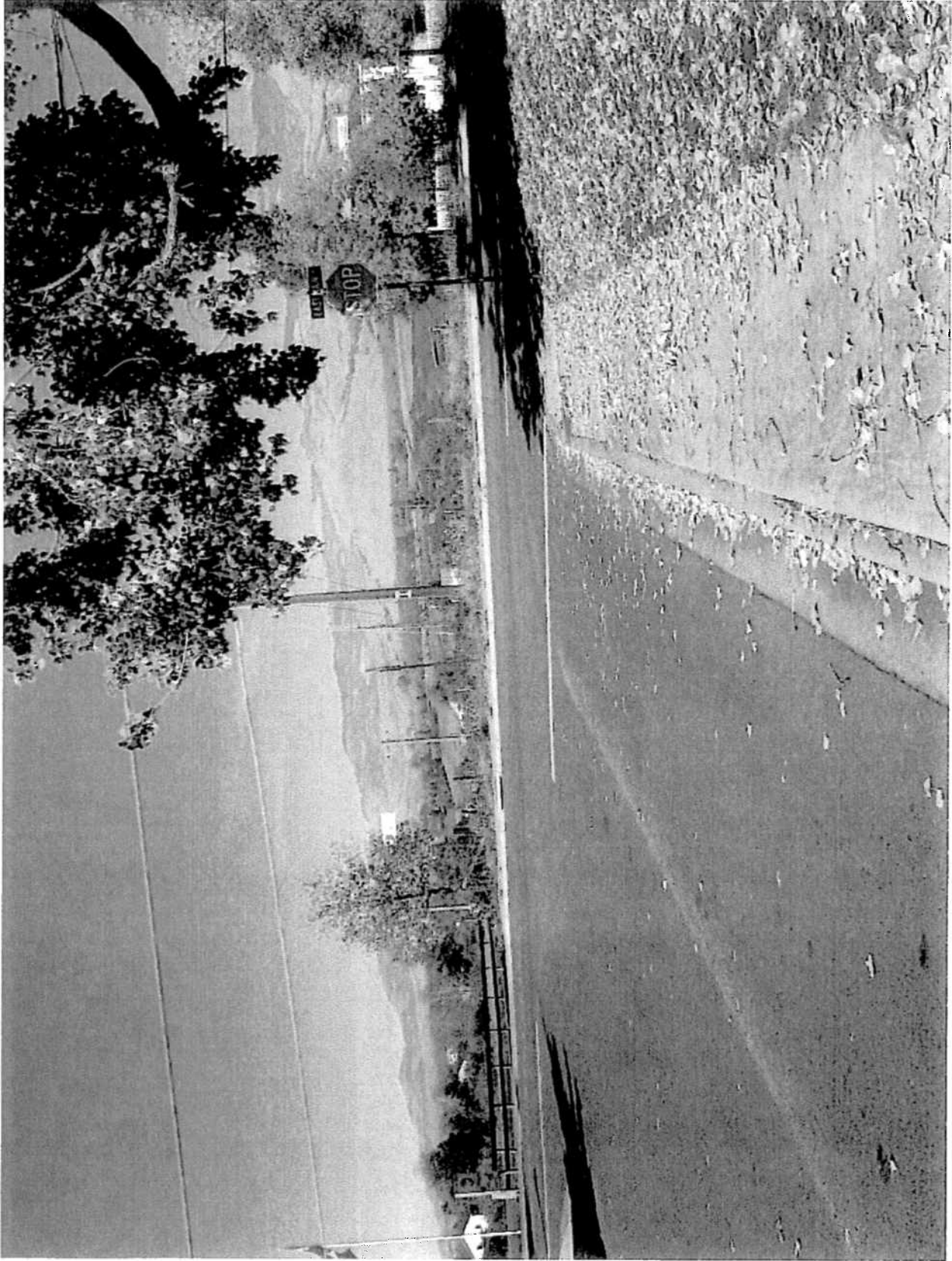




LOOKING EAST ON E. MAIN FROM CAMPUS WY.



LOOKING WEST ON E. MAIN FROM CAMPUS WY.



LOOKING NORTH ON CAMPUS WAY

City

SOURCE

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

Help Us Help You-- Addresses

Ashland Fire and Rescue commits a great deal of effort and resources into minimizing our response time to emergency service requests. However, as the saying goes, "if we can't find you we can't help you." Many residences and businesses in Ashland have missing or obscure address numbers. The inability to quickly identify an address dramatically slows our response times. Seconds count in fire emergencies and many medical situations. Please, take a moment and walk in front of your home or business, approaching the building from both directions.

(See *Help Us Help You--Addresses*, Page 3)



Tree of the Year Ballot

The Tree Commission's ballot for the 23rd Tree of the Year contest will be available on the City of Ashland website, www.ashland.or.us. The ballots will also be available at the Community Development office located at 51 Winburn Way, the City Utility office located at 20 E. Main Street and in local print publications. VOTE for your favorite tree. Ballots are due November 1 for the winner announcement at the November 16 City Council meeting. ▼

Low Income Assistance

Once again, the City of Ashland has set aside money during the budget process for the Ashland Low Income Energy Assistance Program to assist low-income residents with electric bill costs during the cold winter months.

Eligible Ashland residents include those whose income is at or below 60 percent of Oregon's median income. These levels are based on household income and household size. Qualified recipients will receive a credit on their electric utility charges. Credits of up to 50 percent will be given to seniors and disabled persons for up to six months and credits of 50 percent to other qualified residents for up to three months. The Maximum allowed credit is \$300.00 for either group.

Beginning October 1 applicants may call the request line at 541-552-2038 to request a Low Income Assistance application packet be sent to them.

If you know of someone who might qualify and needs assistance, please let them know about this program. ▼



City SOURCE

Where does Ashland get electricity?

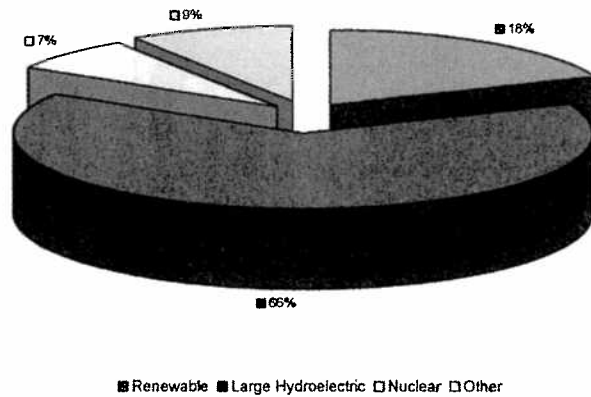
Ashland purchases electricity from the Bonneville Power Administration (BPA). The BPA relies on a variety of fuels to generate electricity including biomass and waste, small and large hydroelectric, nuclear, solar and wind.

99.6% of our electricity comes from the Bonneville Power Administration the remaining 0.4% is generated in Ashland from solar panels and at the small hydro plant on Ashland Creek at the Water Treatment Plant. In 2009, the small hydro plant in Ashland was off line for a number of months to allow crews to make repairs and improvements. When running at full power, the small plant generates enough electricity to light the City's street lights. ▼

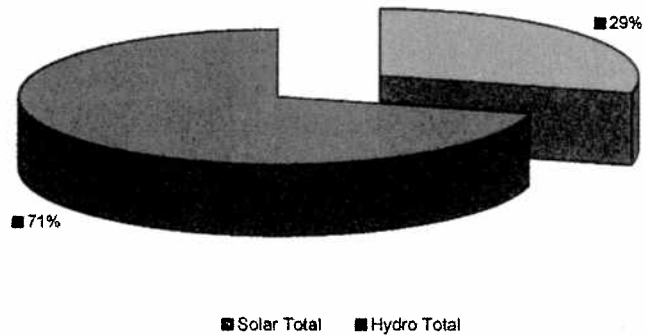
Oak Knoll Golf Course

3070 Hwy 66, Ashland
Whether you are a beginner or an experienced golfer looking to fine-tune your swing, Oak Knoll's professional teachers are here to help you. For more information call us at 541-482-4311, or visit us on the web at www.oakknollgolf.org. We hope to see you soon! Oak Knoll Golf Course, Great Course—Good Times. ▼

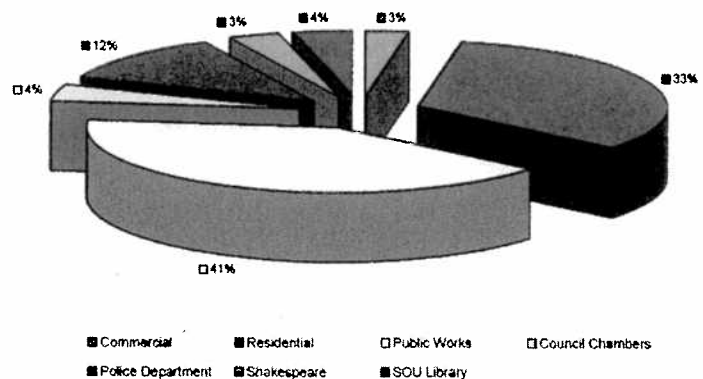
BPA Fuels 2009



Total Solar and Hydro Generated in the City of Ashland 2009



Total Solar Generated in City of Ashland 2009



Help Us Help You-- Addresses

Continued from Page 1

The State of Oregon Fire and Building Codes require that all buildings have a minimum of 4 inch tall address numbers with a 1/2 inch stroke and be visible from the street. If your building has a long setback from the street, the numbers may need to be larger. These numbers should contrast with the background color. If you reside on a flag lot please contact Ashland Fire and Rescue or the building department for those requirements.

Ashland Fire and Rescue thanks you for taking the time to evaluate your address numbering. Help us help you! ▼

Back to School Safety Checklist

With the new school year starting teachers, students, parents, and school buses will be all back on the road so we need to think of safety as we move throughout school zones. If your mode of transportation includes a car, bike, or travel by foot this safety checklist applies to you:

- Drive the speed limit — 20 miles per hour in all school zones.
- Drive or ride with lights on or wear reflective clothing — be visible.
- Travel without distractions — cell phones, food, grooming, changing the radio station or CD are all distractions.
- Watch for people crossing the street, getting out of cars or coming

out from between parked cars.

- For bike and pedestrian commuters, keep your head up and avoid large hats or hoods in addition to your helmet as they can limit your side vision.
- Be a positive role model, wear your seat belt or helmet every time.

While the start of a new school year can be exciting, it is also an adjustment for the people who travel in and around school zones each day. Remember this safety checklist and keep school zones safe for everyone. ▼

Bear Creek Festival

On Saturday, October 2, the North Mountain Park Nature Center will host the 2nd Annual Bear Creek Festival from 11:00 am to 4:00 pm at 620 North Mountain Avenue in Ashland. Formerly celebrated as the Bear Creek Salmon Festival, this free event will include hands-on experiences offered by many local and regional organizations and sustainable farms. Discover the natural and cultural significance of Bear Creek and its tributary streams! Engage in a variety of fun outdoor activities and learn to become a better steward of the local watershed. Live entertainment will take place throughout the day and Grilla Bites restaurant will provide a wholesome and delicious food concession. Exhibitors and participants are asked to help make the Bear Creek Festival a Zero Waste event. More information is available at <http://www.BearCreekFestival.net> or by calling the Nature Center at 541-488-6606. ▼

The Self-Sustaining Garden

Wouldn't it be nice to relax and enjoy your garden more? Plan now for easier gardening in the spring. On Monday, October 25 from 7:00 - 8:30 pm explore methods for increasing garden vitality, creating a system that uses a self-sustaining cycle of nutrients, eliminating the need for purchasing soil or amendments. Plan to discuss which edible plants are easiest to grow and how to manage weeds in an environmentally sustainable way. Participants will receive recipes for pest management as well. This class costs \$15 and is for ages 8 and up. Class will be held at North Mountain Park. Registration is required — Please register online at www.ashland.or.us/parks or call 541-488-6606.



Bicycle Safety

Did you know that bicyclists on public roadways have all the same rights and responsibilities as motorists and must obey the same state and local laws? Cyclists are part of the normal traffic flow and are entitled to share the road with other drivers. Here are some tips for bicycle safety:

- Always wear a helmet
- Obey all traffic controls
- Ride in the same direction as other traffic, not against it
- Ride your bicycle near the right-hand edge of the road
- Never carry another person on your bicycle
- Always use hand signals when turning or stopping
- Look out for cars at cross streets, driveways and parking places
- Be careful when checking traffic and don't swerve when looking over your shoulder
- Give pedestrians the right of way
- Always ride carefully. ▼

News Notes

Green & Solar Tour

On Saturday, October 9, 2010 from 9:00 am - 3:00 pm find out how solar energy can be used to power and heat your home and water and how homes can be more energy and water efficient, healthier and better for the environment. Participants will visit homes that exhibit innovative products, materials and systems to be more sustainable. Join us to learn about current sustainable technologies, and financial incentive programs to implement them. All tour participants will travel by bus to five home sites, with a bring-your-own lunch stop along the way. This event costs \$10 and is for ages 16 and up. Registration is required — Please register online at www.ashland.or.us/parks or call 541-488-6606.

Reclaim the Rain

Did you know that less than 1% of treated drinking water delivered to your home is actually consumed? The other 99% is used for landscape watering, toilet flushing, personal hygiene, and more. Climate change, demand, and water quality issues require us to use water differently. Learn about putting water to beneficial use as close as possible to where it falls—your personal watershed. This overview covers a variety of active and passive techniques for collection and storage and ways to use rainwater as an alternative and supplemental source for home and garden. For more information visit

www.valleyrainharvesting.com. This class will be held on Wednesday, October 20, 2010 from 7:00 - 8:30 pm at North Mountain Park. Class costs \$5 and is for ages 15 and up. Registration is required — Please register online at www.ashland.or.us/parks or call 541-488-6606. ▼

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 488-6002. ◆ Back issues of the City Source are posted under "Documents" on the City's Website, www.ashland.or.us. ◆ TTY 1-800-735-2900



Ashland City Council

Request that the City Council assist in a Pedestrian crossing of the railroad tracks at the foot of 2nd St.

We, the undersigned all work and/or live on Clear Creek Dr. or on Hersey St. We are owners of businesses, are employees of businesses and/or are residents on Clear Creek Dr. or Hersey St.

If there was a pedestrian crossing of the railroad tracks at the foot of 2nd Street, that would **decrease vehicle traffic on Clear Creek Dr. and encourage more people to walk to and from Clear Creek Dr. and or Hersey St. to A Street businesses and downtown.** Recently Clear Creek Dr. has become more congested.

With train box cars being seemingly permanently "parked" on the tracks between Oak St. and Mountain, it is impossible to cross the tracks without climbing up onto the trains, which many people do. We realize this is somewhat dangerous and is also illegal.

Many of the undersigned are Healthcare professionals. Many of our patients would walk to our offices from the downtown area, rather than driving, if they could safely cross the train tracks at 2nd Street. Many of our patients take the bus for transportation and have limited distance they can walk. Having a crossing at 2nd Street will make it possible for some of those people to reach us without relying on others to transport them to us.

We request the City's assistance in communicating with the Railroad and obtaining a right of way for a crossing. We also request that the City build the crossing. The crossing could be either a bridge, a tunnel, or a very simple and inexpensive ground level crossing for pedestrians and bicycles.

This crossing would also ease the congestion on "A" street for cyclists who are now left on the narrow street to make their connection to Oak Street, since the Bear Creek Greenway has no designated lanes on A street.

We urge you to enter into rigorous dialogue with the railroad about these concerns, and to form a task force from the City Planning Department to resolve this problem and to meet with us to explore this issue so that we can work together for a safer and more pedestrian/bike friendly city.

Signature pages are attached.

We, the undersigned, request that the Ashland City Council assist in a Pedestrian crossing of the railroad tracks at the foot of 2nd St.

Name	Address
Ted Sundin, MD	149 Clear Creek Dr suite 102 Ashland, OR 97520
Janet Rieger, LL	149 Clear Creek Dr. #105 Ashland, OR 97520
Karen A. McClintock PhD	149 Clear Creek Dr. #101 Ashland OR 97520
Judy Sanford LMT CST	149 Clear Creek Dr #111 Ashland OR 97520
Vand Russell	149 Clear Creek Dr #102 Ashland OR 97520
Ann DeBor	149 Clear Creek Dr #106 Ashland, OR 97520
Claudia Steins, LCSW	149 Clear Creek Dr #103 Ashland, OR 97520
Michael Balocca	Ashland, OR 97520 #
Heika Wierenga	149 Clear Creek Dr 102
Shanon Halvorsen	149 Clear Creek Dr. Suite 106
Melinda Thomson	149 Clear Creek Dr. #2
Darius Phusius, PhD	149 Clear Cr. Dr #110
Kerri Epifanio	149 Clear Cr. Dr #102
M.J. Feld	1211 Hiawatha Pl.

We, the undersigned, request that the Ashland City Council assist in a Pedestrian crossing of the railroad tracks at the foot of 2nd St.

Name

Address

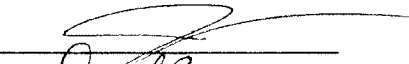

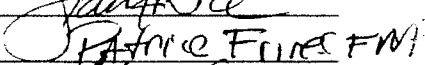
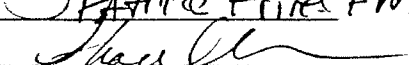
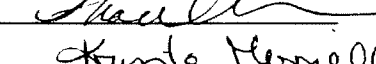
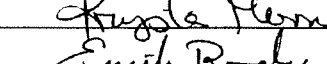
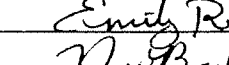

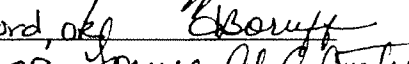
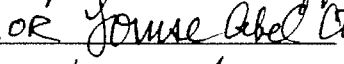
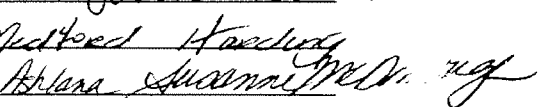
Joni Tully	125 Clear Creek Dr.
Cisti Land	125 Clear Creek Dr.
Janda Jo Stupace	125 Clear Creek Dr.
Hayde Verve	125 Clear Creek Dr.
del Smach	125 Clear Creek Dr.
LISA WOLFE	125 Clear Creek Dr.
Andrea Lu chese	125 clear creek Dr.
Shawn Freeman	125 Clear Creek Dr.
Marigny Goodyear	125 Clear Creek Dr.
[Signature]	125 Clear Creek Dr.
Amber Wiley	125 Clear Creek Dr.
Jennifer Franco	125 Clear Creek Dr.
[Signature]	125 Clear Creek Dr.

We, the undersigned, request that the Ashland City Council assist in a Pedestrian crossing of the railroad tracks at the foot of 2nd St.

We are all employees at 148 E. Hersey St.

Name

Address

JAN DECAUD	148 E HERSEY ST.	
Tara Frazier Rice	148 E Hersey St.	
Patrice Fines FNP	92 Dewey St.	
Shanee Barnes	148 E. Hersey Street.	
Krysta Merrill	148 E Hersey St.	
Emily Rocha	575 Tucker St.	
Nicki Briggs	105 Nicoya St. Talent, OR	
DOREEN L. BORUFF	P.O. Box 981 Medford, OR	
LOUISE ABEL-CURTIS	1541 JASPER ST. MEDFORD, OR	
Terne Handing	310 Charlotte Anne, Medford	
Susanne McLaughlin	151 Clear Creek Dr #201, Ashland	

We, the undersigned, request that the Ashland City Council assist in a Pedestrian crossing of the railroad tracks at the foot of 2nd St.

We are all employees at 210 E. Hersey St.

Name	Address
Joseph Zachariassen	WORK @ 210-E HERSEY 210 E HERSEY HWY 99 S. ASHLAND
Steve Minor	406 Merrill Circle, Ashland / 210 E Hersey St.
Mark Hamilton	96 Coolidge St, Ashland 97520
Dennis Spodyk	1280 Timberline Ter, Ashland, 97520
John Wilbraut	4781 Cornum Creek Rd Medford 97501
Kuang Forstad	259 Garfield St. ASHLAND, OR 97520
McLain	15457 Hwy 62 Eagle Point, OR 97524
Elsam LOBECK	3880 Ave E, White City, OR 97703
Elizabeth Hoffmann	470 CLINTON ST., ASHLAND (210 E HERSEY)
Kerstin Erhard	310 Candis DR, Eagle Point (work @ 210 Hersey)
Vonda Allen	3750 Ave G #37 White City OR 97503 work 210 E Hersey
Betty L. Slaten	318 S Buckman St Eagle Point, OR 97524 (work @ Ashland Hersey)
Christina Bragayaw	235 Twin Cr. Phoenix 97535 (work @ Hersey)
Robert Gilmore	482 LIT WAY, ASHLAND OR 97520 (210 E Hersey)
Jan Hvit	651 Helton Rd. Talent, OR 97540
Brian Johnson	Work @ 210 E. Hersey / 482 Lit Way Ashland 97520
John Johnson	" " "
Christy Brumma	Work @ 210 E HERSEY ST, ASHLAND, OR
Mary Ann	" " "
Paulena Corbett	WORK @ 210 E. Hersey St., Ashland, OR 97520
Robert Lytties	302 Candis Drive Eagle Point, OR 97524
John Golling	1650 TYLER CREEK RD. ASHLAND 97520

We, the undersigned, request that the Ashland City Council assist in a Pedestrian crossing of the railroad tracks at the foot of 2nd St.

Name	Address
<i>Flora Maclean Augeris</i>	
FLORA MACLEAN AUGERIS	149 CLEAR CREEK DR SUITE 106
BRUCE RICHEY	149 CLEAR CREEK DR. SUITE 201
<i>Ernest W. Wilkey</i>	