CITY OF
ASHLAND
TRANSPORTATION COMMISSION
Thursday, December 17, 2009
Council Chambers, 1175 East Main Street
Agenda

I. CALL TO ORDER: 6:00 PM

II. APPROVAL OF MINUTES: November 19, 2009

III. PUBLIC FORUM

IV. ADJUSTMENTS TO THE AGENDA

V. ACTION ITEMS
- A. Commission Training by Barbara Christensen, City Recorder (15 minutes)
- B. Appointment of Traffic Subcommittee (5 minutes)
- C. Croman Master Plan by Brandon Goldman (15 minutes)
- D. Review of Council Goals* (15 minutes)
- E. Transportation Commission Goals* (30 minutes)

* Please develop your comments in advance for presentation at the meeting

VI. NON ACTION ITEMS
- A. Review of Traffic Circle Application at Oak and Hersey (5 minutes)
- B. RVTD Briefing (Nathan Broom) (5 minutes)
- C. Planning Commission Update (John Gaffey) (5 minutes)
- D. Discussion of December 8th Pedestrian Injury on Siskiyou Bv (10 minutes)
- E. Update on Request for East Main Crosswalk at Campus Way (Willow Wind) (5 minutes)

VII. INFORMATIONAL ITEMS
- A. Subcommittee Minutes of December 3, 2009 (Distributed at Meeting)
- B. RVTD Ridership Report for October, 2009
- C. "Improving Safety Features of Local Roads & Streets Workshop", January 20, 2009, 9:00 am to 4:00 pm at the Community Center at 59 Winburn Way
- D. 2010 NW Transportation Safety Conference, February 9-11, OSU Corvallis
- E. City Source: Share the Road
- F. Traffic Safety Connection

VIII. NEXT MEETING/SUGGESTED AGENDA TOPICS
- A. Faith Avenue / Highway 66 Intersection
- B. Commissioner Sponsorship of Events
- C. Signal Detector Retrofits to Accommodate Bike Detection

IX. COMMISSIONER COMMENTS

X. ADJOURN: 8:00 PM

Next meeting scheduled for January 21, 2010 @ 6:00 pm

Please 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 19, 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	brenttho@mind.net	4/30/2011
Julia Sommer	Commissioner	552-1942	1158 Village Square Drive	juliamsommer@gmail.com	4/30/2011
Colin Swales	Commissioner	488-0939	143 8th Street	colinswales@gmail.com	4/30/2011
Matt Warshawsky	Commissioner	488-0917	821 Indiana Street	ashland@azcotech.com	4/30/2012
Eric Heesacker	Commissioner	482-6034	2360 Ranch Road	eric.heesacker@gmail.com	4/30/2012
David Young	Commissioner	488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2012
Steve Huck	Commissioner	878-2702	453 Wightman Street	stephenhauck@yahoo.com	4/30/2010
Non Voting Ex Officio Membership					
Mike Faught	Director of Public Works Commission Secretary	488-5587	20 E. Main Street	faughtm@ashland.or.us	
David Chapman	council liaison	488-0152	390 Orchard Street	david@council.ashland.or.us	
Brandon Goldman	Planning	488-5305	20 E. Main Street	goldmanb@ashland.or.us	
Steve MacLennan	Police	552-2809	20 E. Main Street	maclenns@ashland.or.us	
Scott Hollingsworth	Fire	552-2932	20 E. Main Street	Hollings@ashland.or.us	
Larry Blake	Southern Oregon University Ashland Schools	482-2564	1250 Siskiyou Bv	blakel@sou.edu	
Dan Dorrell PE	ODOT	774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Nathan Broom	RVTD Ashland Parks	608-2411	3200 Crater Lake Av – 04 20 E. Main Street	n.broom@rvtd.org	
Jenna Stanke	Jackson County Roads		200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org	
Eve Woods	Student Liaison	773-8515	920 W 11th 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, November 19, 2009
City Council Chambers, 1175 East Main Street

Minutes

Attendees: John Gaffey, Eric Heesacker, Steve Hauck, Colin Swales (Chair), Brent Thompson, David Young
Absent: Tom Burnham, Julia Sommer, Matt Warshawsky
Ex Officio Members: Larry Blake, Kat Smith, Steve MacLennan
Staff Present: Mike Faught, Nancy Slocum

I. CALL TO ORDER: 6:05 PM

II. APPROVAL OF MINUTES:
Minutes of October 15, 2009 were approved as submitted.

III. PUBLIC FORUM:
Egon Dubois thanked everyone involved in the approval and installation of the "sharrows" on Oak Street. He wondered if the shape of the pavement graphic should be elongated for the benefit of vehicles and the placement should be centered within the lane. Young had the same questions.

Olson noted that since there was no fog line, prevailing standards recommended spacing 11' from curb so it bears a resemblance to a bike lane. Parking strips might be possible at a later date. Kat Smith, RVTD, thought confusion caused from the off-center graphic might act as an unintended traffic calming device. Swales noted that in other cities the graphic was bigger and centered. Faught hoped money could be budgeted for more shared streets next year.

IV. ADJUSTMENTS TO THE AGENDA:
Swales asked that the city goals that were distributed at the meeting be placed on the December agenda.

V. ACTION ITEMS:
A. Downtown Parking Study – Lee Tuneberg
Tuneberg was asked by the Council to present the Downtown Parking Study RFP ($30,000 to $70,000 range) to the Transportation Commission to see if there was support for the study at this time. The Council rejected the request to fund the study on October 20, 2009. Tuneberg thought the study was necessary as there was outdated and/or lack of data to answer questions regarding parking-related issues such as:

- Sufficiency of parking supply including need for more and impact of reductions
- Impact of enforcement in the core, Hargadine and surrounding areas
- Need for new or increased enforcement by Diamond Parking outside the parking district
- Impact of reduced enforcement as decisions are made on elements of the parking code
- Financing and debt payment options on improvements or studies

Parking enforcement was contracted to Diamond Parking in 2001. The fees from the Hargadine parking structure pays for the Diamond contract, maintenance of the structure and the loan to pay for the $900,000 construction costs (annual debt service shared by OSFA). In addition, $4 per car is set aside for parking studies such as the one requested ($150,000 is already accrued). Hargadine is at capacity in the summer and at about 15% capacity in the winter.

Sommer wondered why the rates in the Hargadine structure have not been raised and other parking lots been

made paid parking as well. Tuneberg was waiting for more quantitative data. Young thought there are man people who would never pay for parking and so parking would be forced into adjacent neighborhoods. He also thought staff could answer some of the scope of questions within the RFP. He also suggested using seasonable rates.

Tuneberg had looked at many options including researching other jurisdictions. Even so, he is still missing essential statistics. Swales wondered if the information gained from the study would be too outdated to be incorporated into the TSP update. He thought parking issues were more of a land use issue. If additional downtown parking was needed than the TSP could protect space for a future parking structure. He also recommended an incentive for employees to use the Hargadine structures – perhaps an employee survey.

Sommer would rather spend more money for pedestrian amenities. Does the study only analyze vehicles? She would not support funding the downtown parking study. Thompson agreed. He would rather pay off the structure's debt early. Hauck thought Tuneberg needed the requested data garnered from the study to make intelligent decisions.

Motion
Thompson moved that the Commission not support the Downtown Parking Study RFP at this time and recommended directing staff to investigate parking rates in other cities, report findings to the City Council and that staff investigate other parking revenue sources in the downtown core. Sommer seconded the motion.

Discussion
Young was not comfortable feeling pressured for time and not giving Tuneberg a direct answer. He wondered if it was in the Commission's purview to define a new scope for the study or just make a recommendation to support the study or not. Tuneberg wondered if the commission supported the current scope at this time. Heesacker noted that the 2001 study without a scope or required updates never was completed. He said the new TSP would take 2+ years to complete and therefore there was no time pressure.

Vote
Motion passed 5-2 with Commissioners Gaffey and Hauck voting no.

B. I-5 Exit 14 Interchange Aesthetics Presentation by ODOT
Tim Fletcher, ODOT Project Manager, and John Galbrath, Landscape Architect, presented the plans for the architecture and landscaping for the Exit 14 and 19 reconstructions. People on the aesthetics committee included representatives from the Planning Commission, Arts Commission, Chamber of Commerce, Transportation Commission (David Young) and more. The look was "art deco." The colors would blend with the natural terrain. The south interchange will have more lighting as it is more "urban." There are plans to eventually increase I-5 from two to three lanes. Construction could be complete by summer 2012. Fletcher noted that more information and updates could be found at the ODOT website.

C. Sponsorship of Workshop on Safety Features of Local Streets
Olson reported that Mojie Takallou Ph.D, P.E. of the University of Portland Civil Engineering Department, would like to come to Ashland to present a free one day workshop entitled "Improving Safety Features of Local Roads and Streets." Dr. Takallou is a nationally renowned expert on transportation safety authoring fourteen books and teaching workshops for 22 years. His past workshops had always been well received. Olson asked the Commission to sponsor the event which would entail providing snacks, a venue and publicity.

Commission, through unanimous consensus, agreed to sponsor the event.

D. Oak Street Shared Road Publicity
Olson noted that there will be an educational "learning curve" to educate motorists on the sharrows. Staff

has been interviewed, through the result of a press release, by the Daily Tidings, Mail Tribune, Channel 10 and 12. Burnham volunteered to organize a mass bike ride down Oak to celebrate the event.

E. Letter of Support for Siskiyou Regional Railroad Authority
Slocum explained the SRRA's grant request. Young moved to direct Swales to sign the letter of support. Heesacker seconded the motion and it passed unanimously.

E. Decision on Meeting in December
Commission agreed that there were enough agenda items to warrant meeting in December.

VI. NON ACTION ITEMS

A. RVTD Briefing
Kat Smith reported for Nathan Broom this month. RVTD coordinated with Jackson County Sheriff to conduct a pedestrian enforcement operation approximately ½ mile from Walker school. The "sting" would be aimed at vehicle drivers only. The event was paid for as part of the Safe Routes to School grant.

Hauck commented that Ashland Street especially at Normal is too congested and many children cross the street there as well.

Smith also reported the there are three Priuses currently used for car sharing (ashlandcarsharing.com). She hoped this program would be included in the TSP update.

B. Congratulations to Jim Olson and Kate Smith on ACTS Awards
A round of applause went to both Jim Olson for his community traffic safety award and Kat Smith for her child safety award from the Oregon Alliance for Community Traffic Safety.

C. Planning Commission Update
Gaffey reported that the draft Croman plan was finished being reviewed by the advisory committee. The City Council will receive an update on November 30th, the Planning Commission will review the plan in December, and then the plan will go back to the Council for adoption in January. Swales noted that the Commission wanted to be involved in the review from a transportation standpoint.

F. Shared Road versus Sharrows (Education Video from Portland
Swales asked staff to email Commissioners the links to these videos as there was not time at the meetings to view the videos.

E. Discussion on Motorcycle Endorsement
Gaffey thought there was a lot of misinformation in the public regarding when a motorcycle license was required. It depended on the number of cc's on the moped/motorcycle and the speed. Officer MacLennan does enforce the new law, but Medford enforces it more aggressively and confiscates the bike. No action was taken.

VII. INFORMATIONAL ITEMS & COMMISSIONER COMMENTS:

Young was concerned about unhitched trailers being parked on the street for long periods of time. MacLennan said the police were working on an ordinance.

VIII. ADJOURN: 8:03 PM

Respectfully submitted,
Nancy Slocum, Accounting Clerk I

Memo

CITY OF ASHLAND

Date: December 9, 2009
From: James Olson
To: Transportation Commission
Re: APPOINTMENT OF NEW TRAFFIC SUBCOMMITTEE

QUESTION
Will the Commission Chair appoint three new members and one alternate to the subcommittee to serve fro January 2010 through June 2010?

RECOMMENDATION
Staff recommends Commission Chair appoint three new members and one alternate to the subcommittee to serve from January 2010 through June 2010.

BACKGROUND
AMC Section 2.13.050 paragraphs A, B and C define the purpose, membership and duties respectively of the subcommittee and are reproduced as follows:

2.13.050 Traffic Sub-Committee.

A. Purpose. The purpose of the Traffic Sub-Committee is to enable the Transportation Commission to focus on broad transportation concerns by reducing the number of routine and general non-routine traffic items that come before the full Commission and to insure the Transportation Commission will have sufficient time to devote their full attention to the overall transportation matters at issue.

B. Membership. The Traffic Sub-Committee consists of three regular members of the Transportation Commission who shall sit concurrently on the full Commission. Sub-committee members shall be appointed by the Transportation Commission Chair on a rotating basis until all members have served. Terms are for six month intervals and members may only sit for two consecutive terms at any one time. The Public Works Director shall determine what matters warrant Sub-Committee involvement and meetings shall be convened on an as needed basis. The Public Works Director or designee will serve as staff liaison and recorder for these meetings.

C. Duties. The Traffic Sub-Committee shall consider the following matters:
Forward recommendations to the Transportation Commission and Public Works Director on routine and general non-routine traffic concerns including but not limited to traffic impacts, speed designations, parking, markings, and signage.

ENGINEERING DIVISION
20 E. Main Street
Ashland OR 97520
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Tel: 541/488-5347
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Recommend to the Transportation Commission specific comments, concerns or suggestions for the improvements to the City of Ashland's Transportation System Plan or similar Transportation programs, with the emphasis on long range transportation planning and regional transportation plans.

Such other general or minor transportation matters as the Transportation Commission deems appropriate for the Traffic Sub-Committee format.

The Traffic Sub-Committee or staff liaison may refer any matter before the Traffic Sub-Committee to the Transportation Commission when it becomes apparent the matter involves major policy concerns or potential serious transportation impacts on surrounding areas.

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CITY OF
ASHLAND

To: Mike Faught
Director of Public Works
City of Ashland

RE: Croman Mill District Redevelopment Plan Update

Mr. Faught,

The Transportation Commission has requested an update of the status of the Croman Mill District Redevelopment Plan at their upcoming December 17th meeting. The Planning Commission and the Croman Advisory Committee have been reviewing draft Design Standards for the district, as well as evaluating the proposed land use designations and allowable uses. Transportation Commissioner Matt Warshawsky chaired the Croman Advisory Committee which was comprised of representatives from various commissions, Council, the Chamber of Commerce, and the adjacent neighborhood.

The draft design standards have been developed over the course of 2008 and 2009 including two public workshops, and 15 other public meetings. In February 2009 the Ashland City Council approved the conceptual plan and directed staff to work with the Planning Commission to refine elements of the plan and develop implementing code language. All materials presented at the prior meetings is available online for review at www.ashland.or.us/croman .

Likely of interest to the Transportation Commission, the Design Standards include cross sections for the various street classifications, provisions for maintenance for rail access, and requirements for public transit facilities.

The Planning Commission is scheduled to review the final draft of the Croman Mill Refinement Plan at a public hearing scheduled for January 12th, 2010. Ultimately it is expected that draft ordinances and formal recommendations from the Planning Commission and the Croman Advisory Commission will be presented to Council at a public hearing in February, 2010.

Thank you,
Brandon Goldman, Senior Planner

From the Desk of:
Brandon Goldman
Senior Planner
Department of Community Development
20 East Main Street
Ashland, Oregon 97520
www.ashland.or.us
Tel: 541-488-5305
Fax: 541-488-5311
TTY: 800-735-2900

From: Matt Warshawsky <mwarshawsky@azeotech.com>
To: Nancy Slocum <Nancy@ashland.or.us>, Jim Olson <Jimo@ashland.or.us>, Coli...
Date: 12/8/2009 12:15 PM
Subject: next TC meeting and Croman

Hi guys,

Sorry I haven't been around much. Alas, I will miss December and most likely January meetings. I will also miss July, August and possibly September. For this reason, I chatted with the mayor before leaving in November about whether it would be appropriate for me to step down. I am leaving it up to him, but as of yet have not heard back from him.

Anyhow, it appears that the Croman stuff is coming to a head. The Croman subcommittee basically had its last meeting, which I unfortunately missed. There are two things I was hoping the TC could discuss and move on at the next TC meeting, though I suppose the second one would be discussed once the 1st one was successful:

1) It appears that the TC is largely being bypassed on making recommendations concerning the current Croman plan. I think this is a serious mistake as the PC has largely just taken the design standards recommended by the consultant as acceptable and not spent any real time critiquing them. This is understandable as their expertise is in buildings not roads. The TC's purview however, is road design standards and so I would encourage the TC to really push the question of why they were not asked to critique the current plan. I certainly have one major problem with the existing plan (see below), and likely the trained eyes of the rest of the TC commission will find a few other issues that really should be discussed.

2) as I indicated, I have a particular problem with the recommended two way bike path that is to run along side the "signature" boulevard. I have had repetitive discussions about this and am largely getting nowhere as the road design remains the same. I have not had a chance to discuss with Bill what has been decided in the last month, but I'm guessing nothing is changed. I emailed the TC a few months back concerning this issue and we briefly talked about it in a meeting and decided that the Croman plan should not be so specific, but rather should yield to the overall design standards of the city as determined by the TC and its work on the TSP. Alas, no one is listening it appears.

My concerns are enhanced after my recent visit to Boulder where they have several such two way bike paths. They have been in place for at least 15 years as they were there when I moved there in '95, but one thing that has changed about them in the last five years is that they have added warning signs to motorists that they are about to cross a two-directional bike path. I believe that this just indicates that Boulder has had problems with these two way bike paths along roads. Since the paths are well established, their only solution was to use signage. To me, signage is a poor substitute for proper engineering.

Bill Molnar recently sent me a different design, surprisingly designed by Crandall / Arambula, the same people that did Croman. It is shown here: http://www.portlandmonthlymag.com/health-and-fitness/articles/bike-planning-1009/#. If a separated bike lane (not on the street) is the goal, then I believe

this design is much better for several reasons (and all of the below was emailed to Bill):

a) the cyclists, although separated from the cars, are still going the same direction as traffic. Croman has the bike lane just on one side with 2 directional traffic, which makes it harder for cars as they have to look in yet another direction when turning. A bike lane on one side also creates some serious conflicts at the end points of the path, which are not addressed at all in the plan. At that point, a cyclist in one of the two directions is going to have to cross the street to get onto the roadway in the correct direction to continue past the bike path. Many will cross properly, but I also see many just shooting diagonally across an intersection.
b) as the cyclists approach areas of conflict (intersections), they are brought close to the auto lane and not hidden behind parked cars and trees. This eliminates a major concern, that a 15mph cyclist isn't going to slow down and a car isn't going to see them behind trees, or set back from the corner by 10 feet

Whatever is recommended, I had a few other comments and since I may not be at the TC meeting when this is hopefully discussed, here they are:
1) make it so no driveways are allowed across the separated bike path. This limits the conflict points to the actual intersections, and presumably will fit in well with the active street idea, reducing ped conflict as well. If parking lots are in the back or side, presumably we wouldn't want a driveway coming from the front anyway

2) if you do a separated bike path, whether as drawn, or in with single lanes on each side (like the link you sent), make sure at intersections it is brought to the corner and not set back, or behind trees. Same goes for the sidewalks. Actually, setting it back from the road for most of the length, and then curving the path/sidewalk towards the corner at every intersection would achieve several things:

a) it puts the bike/ped where the car expects it, near the corner
b) it forces the cyclist to slow down, much the way a chicane achieves normal traffic calming
c) it turns the cyclist towards the intersection so they can better see vehicles

You just have to make sure the cyclist can't cut across the ped sidewalk to keep a straight line.

3) if you do a separated bike path in any form, make sure the law is changed to allow cyclists going the general speed of traffic to ride in the street instead of the path. In Colorado at least, if there is a separated bike path running parallel to a road, you are required to use the bike path. I think an experienced cyclist doing 20 -25 mph on a 25mph street is much safer on the road, taking the lane; safer for both for themselves and any other less experienced cyclists on the bike path.

Thanks,
Matt

DRAFT

SECTION VIII
Croman Mill District Standards

Adopted by the Ashland City Council date
Ordinance ###

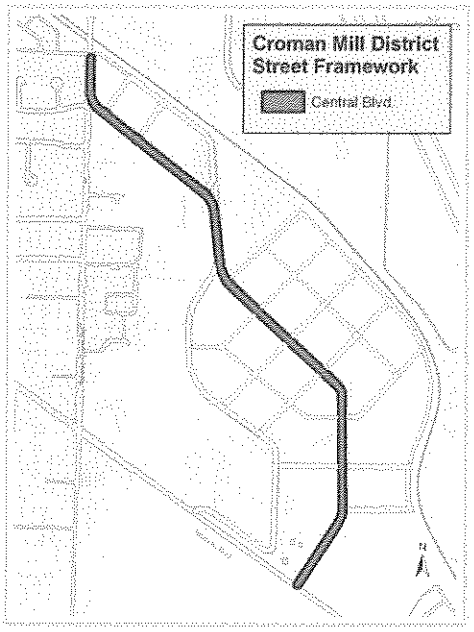
A. Street Standards

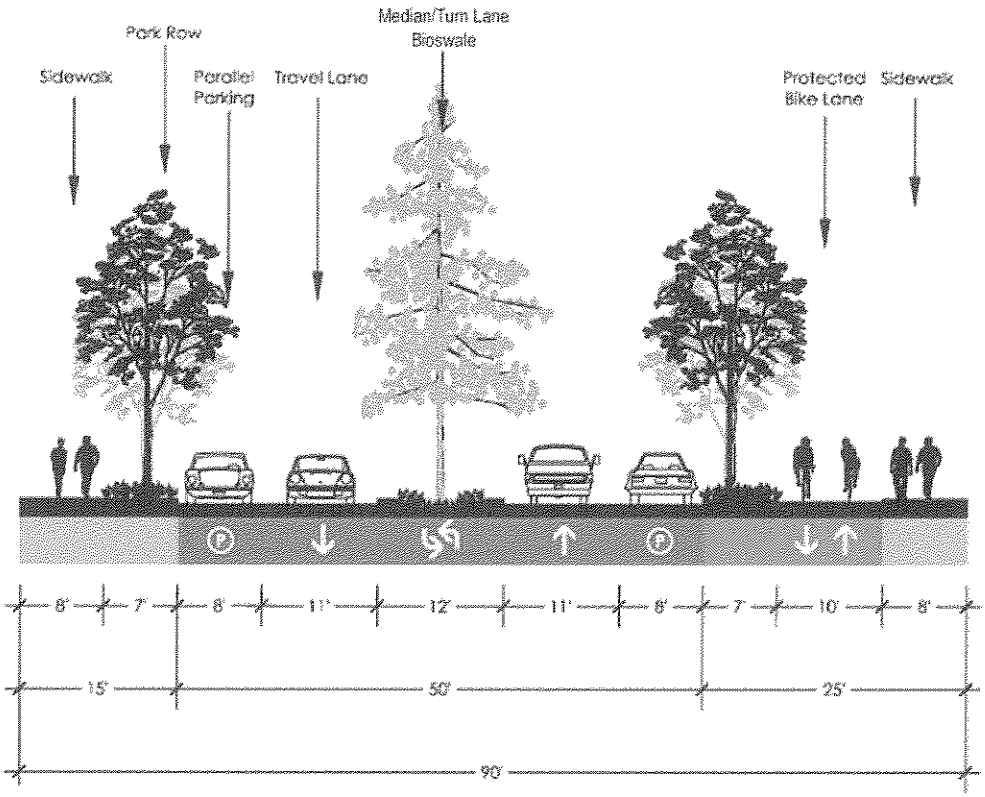
VIII-A-1) Street Design

The design and construction of streets and public improvements shall be in accordance with the Ashland Street Standards, except as otherwise permitted for the following facilities with the Croman Mill District.

1. **Central Boulevard**

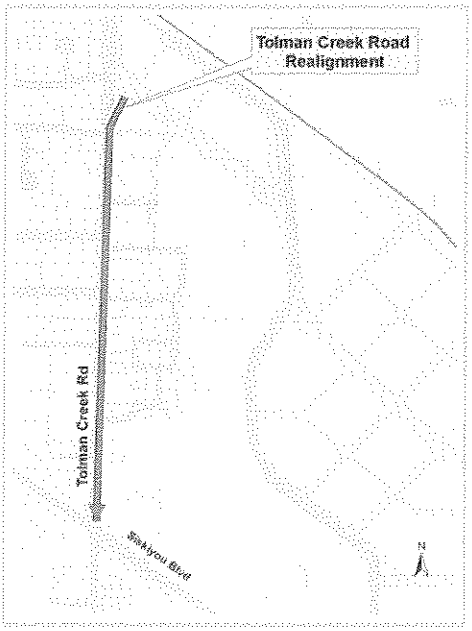
   The tree-lined boulevards that currently exist along Siskiyou Boulevard and Ashland Street are an easily identifiable feature of Ashland's boulevard network. Application of this streetscape design to the Central Boulevard will create a seamless boulevard loop, linking the Croman Mill district with downtown Ashland. The Central Boulevard also serves as the front door to the Croman Mill district, creating a positive first impression when entering the district.

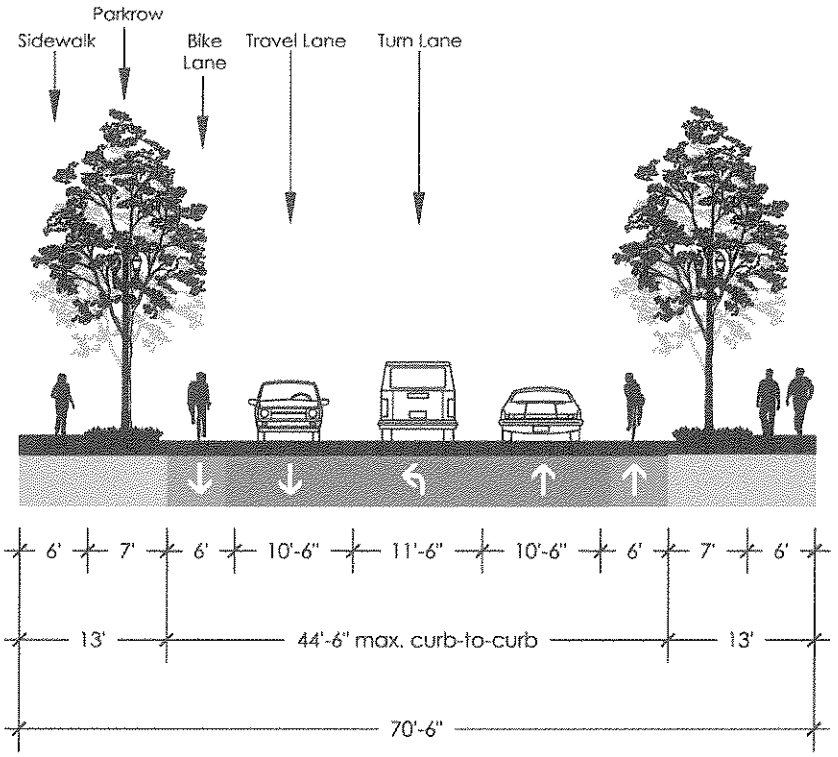




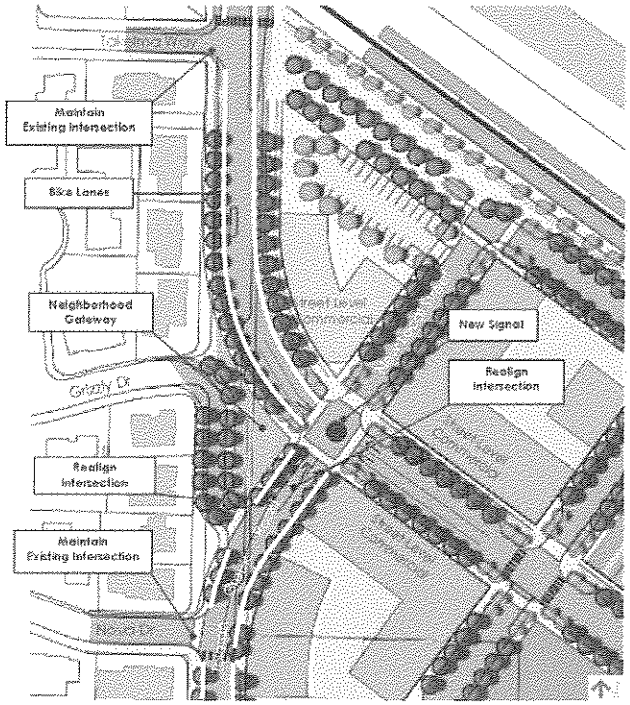
CENTRAL BOULEVARD

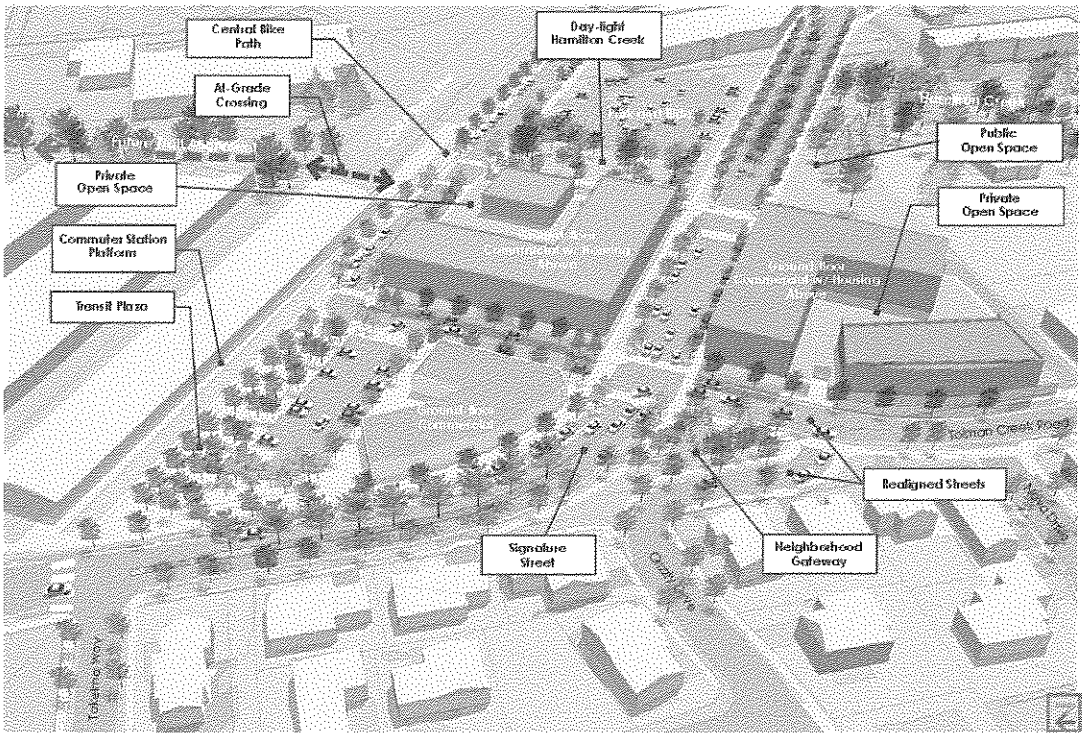
2. **Tolman Creek Road Realignment**
Additional auto traffic will be generated by the redevelopment of the Croman Mill district. The realignment of Tolman Creek Road with the Central Boulevard will address impacts to the neighborhood by directing traffic away from the neighborhood and Bellview School, and toward the Croman Mill district while maintaining access to Tolman Creek Road for neighborhood-generated trips.





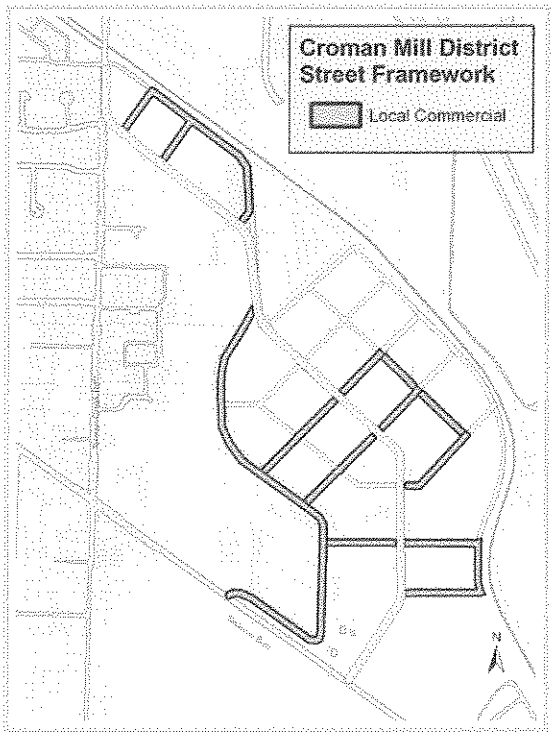
Tolman Creek Road Realignment

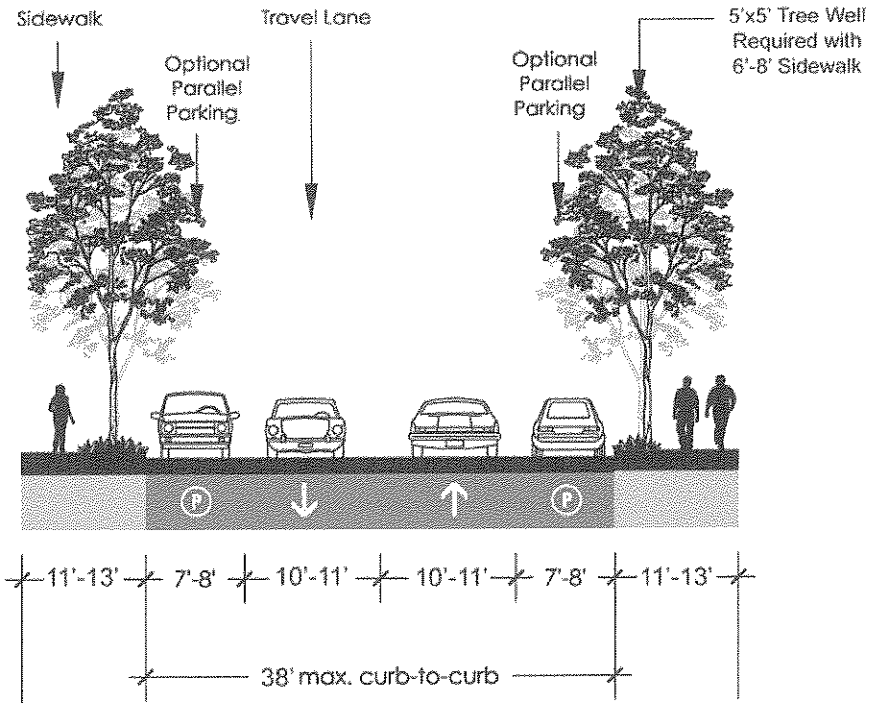




Neighborhood Center

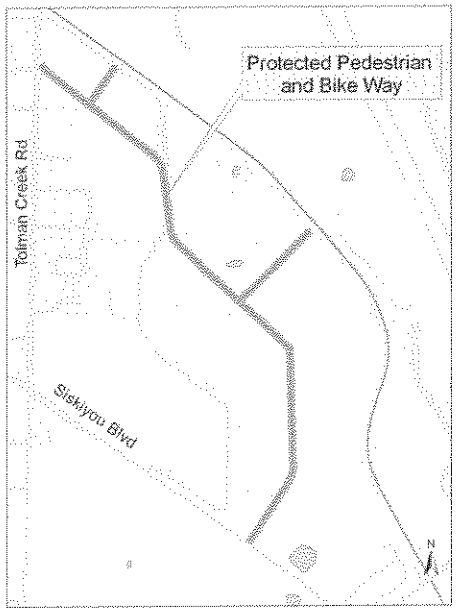
3. **Local Commercial Streets**
   Local Commercial Streets provide district circulation to and from employment uses, the Central Park and the neighborhood center.



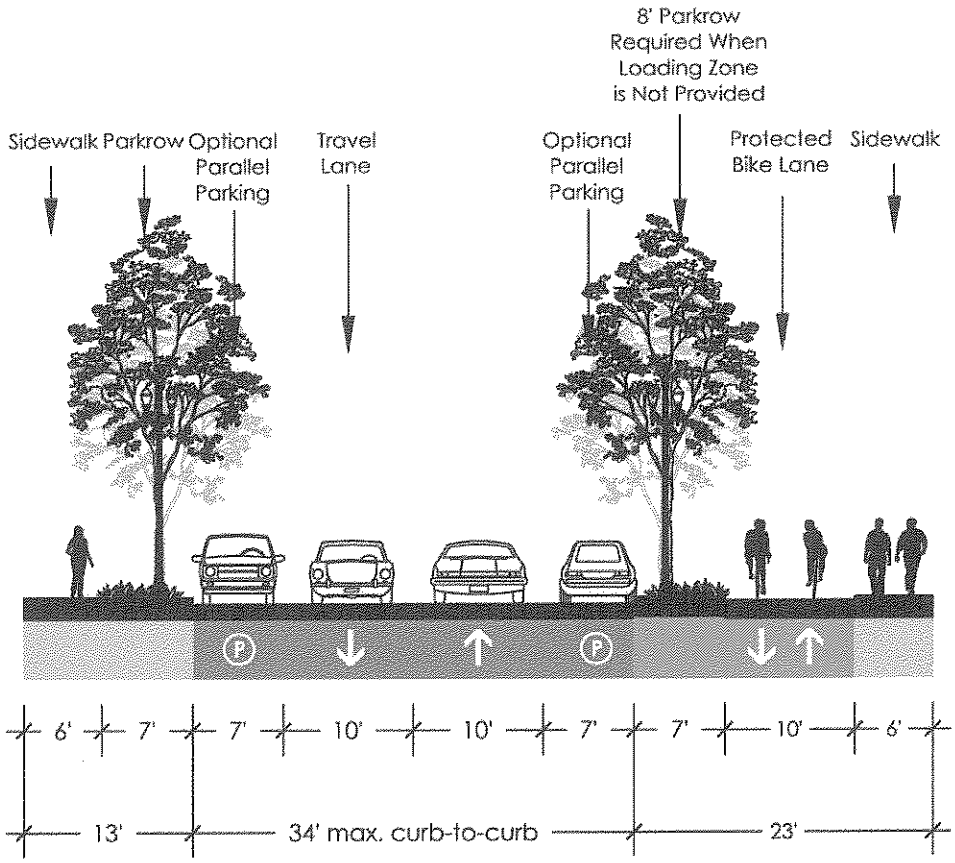


Local Commercial Street

4. **Protected Bikeway and Pedestrian Path**
The Protected Bikeway and Pedestrian Path runs parallel to the Central Boulevard and connects with the City's existing Central Bike Path in two locations – adjacent to the Central Park and adjacent to the day-lighted section of Hamilton Creek.



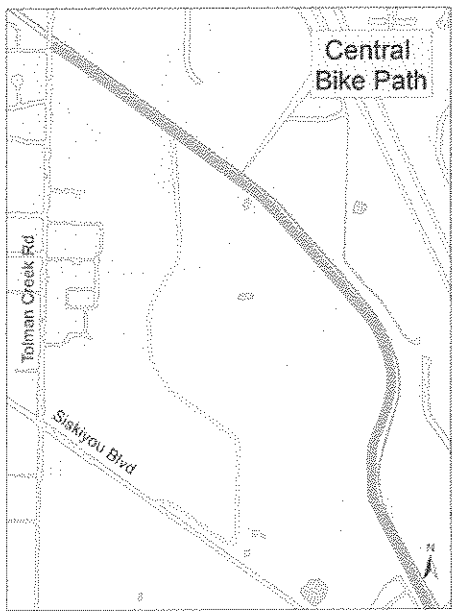
The design of the protected bikeway should include the following elements.
1. A grade-separated two-way colored bicycle path buffered from on-street parking by landscaping.
2. A sidewalk separated form the bicycle path by striping, bollard or a grade separation.
3. Tabled intersections.
4. Elimination of auto right turns on red at intersections.
5. Incorporate rumble strips along the bike path at the approaches to all intersections.
6. Signage to alert drivers, pedestrians and riders approaching intersections.
7. Consideration of a bikes-only signal phase at signalized intersections.

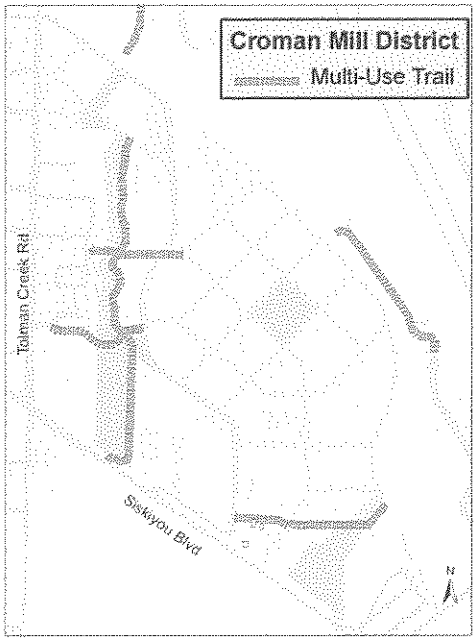


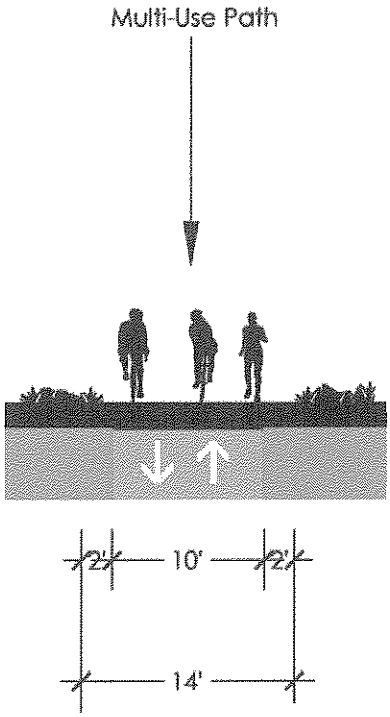
Local Commercial Street with Protected Bike Lane

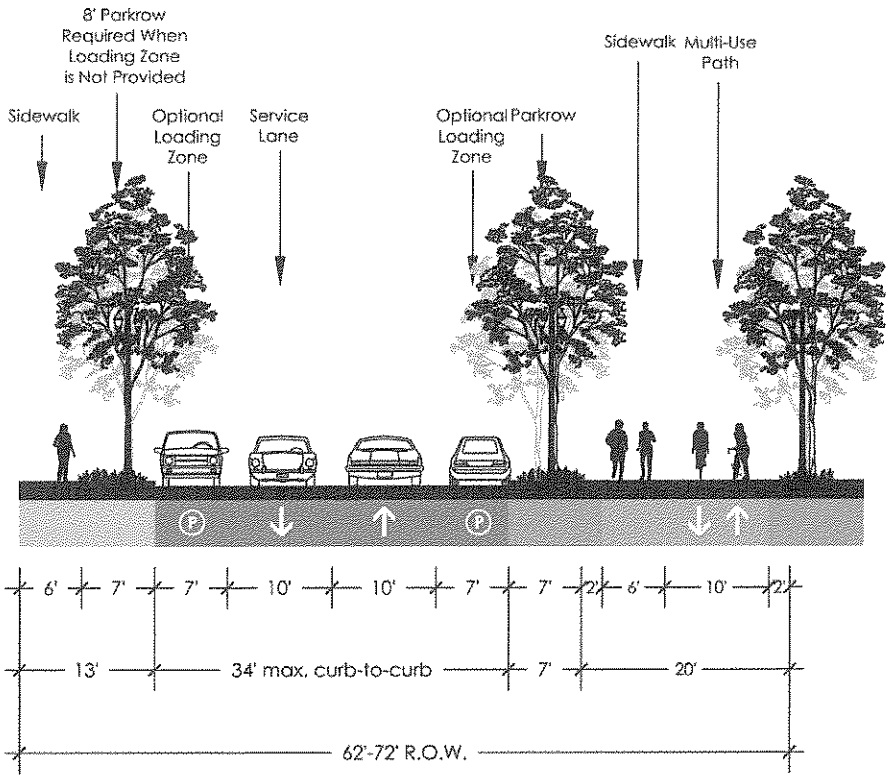
5. **Multi-use Paths**

The multi-use paths provide pedestrian and bicycle connections between the district and adjacent neighborhood, employment and commercial areas. The plan includes the extension of the Central Bike Path and the Hamilton Creek Greenway trail. The Central Bike Path extends the existing multi-use path along the southern edge of the CORP rail line within a 20-foot wide dedicated easement, and serves as a viable commuter route and link to the downtown. The Hamilton Creek Greenway trail provides access to the neighborhood center and an east/west connection across the creek.





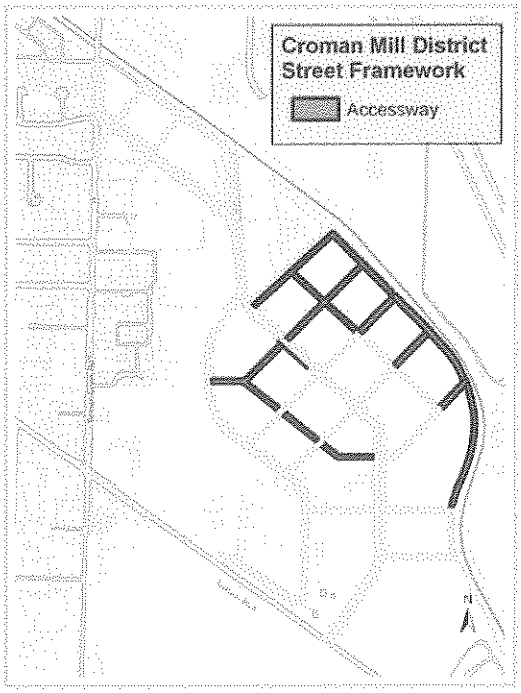


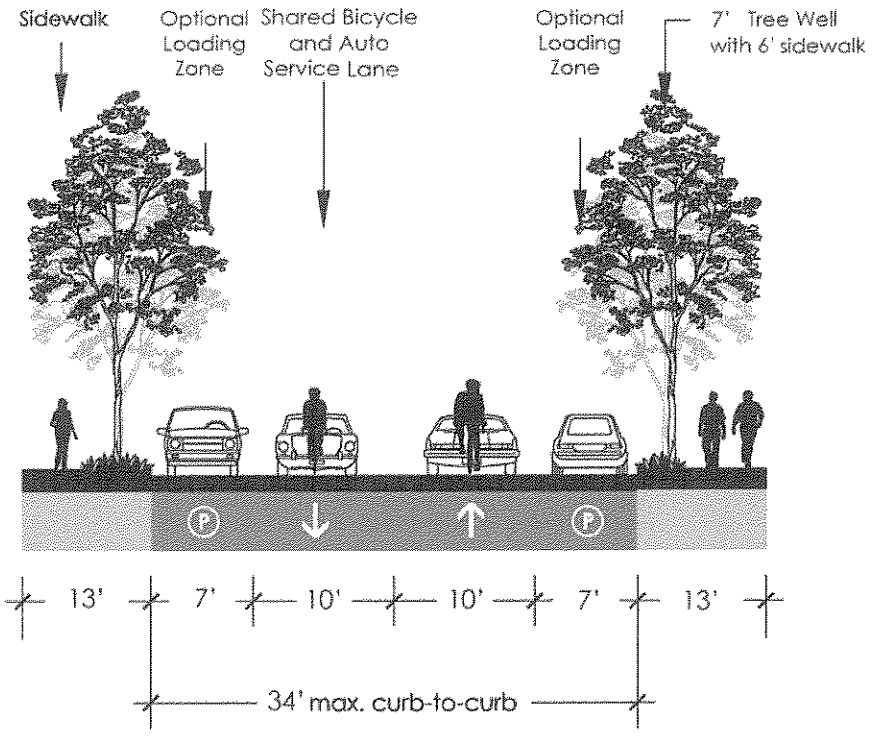


Central Bike Path at Accessway

6. **Accesssways**

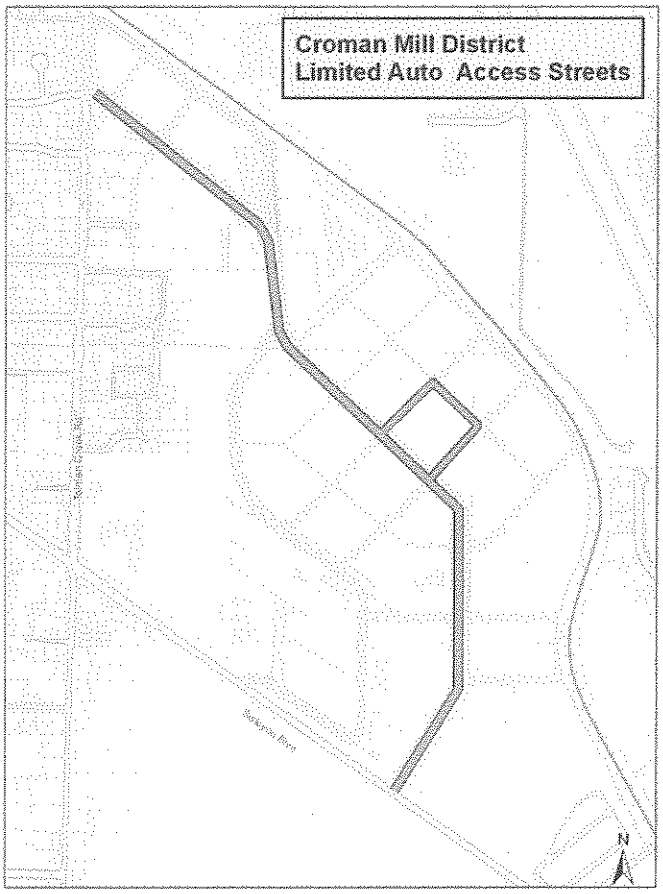
The accessways are intended to provide circulation primarily for pedestrian and bikes to preserve the grid that dictates the form of the land uses. The accessways would connect the Central Boulevard to the Central Bike Path and allow for shared bicycle, travel lanes and temporary loading zones as necessary to serve development sites.





VIII-A-2) Limited Auto Access Streets

Developments abutting the Central Boulevard and local streets surrounding the Central Park shall limit the number of curb cuts to one per block as indicated on the Limited Access Streets map.



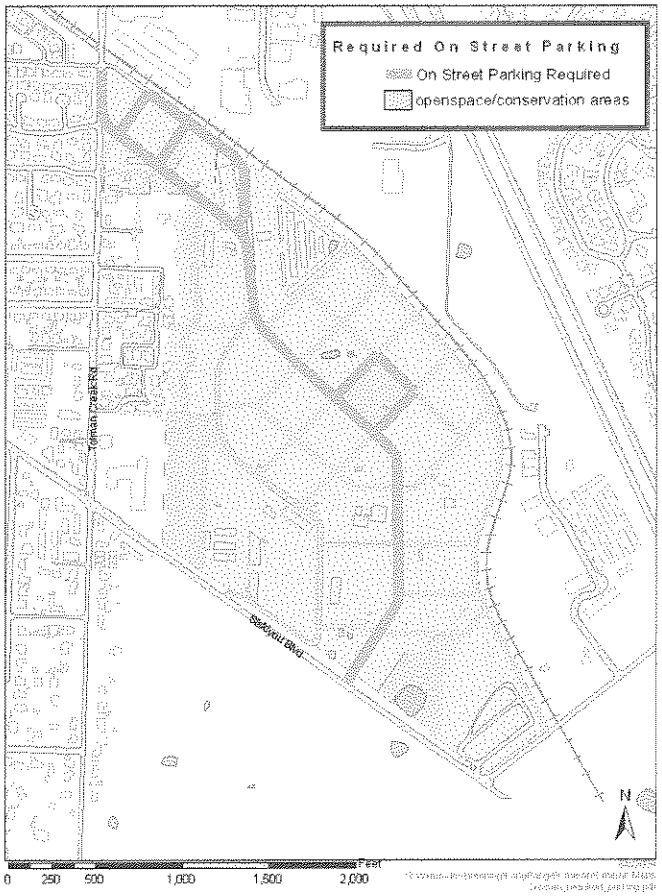
VIII-A-3) Access

1. Street and driveway access points in the Croman overlay zones shall be limited to the following.
    a Distance Between Driveways.
    On Central Boulevard – 100 feet
    On Collector Streets – 75 feet
    On Local Streets and Accessways – 50 feet
    b. Distance from Intersections
    On Central Boulevard – 100 feet
    On Collector Streets – 50 feet
    On Local Streets and Accessways – 35 feet

2. Shared Access. All lots shall provide an access connection to abutting parking areas that is at least 20 feet in width. The applicant shall grant a common access easement across the lot. If the site is served by a shared access or alley, access for motor vehicles must be from the shared access or alley and note from the street frontage.

VIII-A-4) Required On-Street Parking

On-street parking in a curb-side parallel parking configuration shall be provided along the Central Boulevard and local streets as indicated on the Required On-Street Parking map. Angled parking and loading zones are prohibited on these streets.



B. Design Standards

The Croman Mill District Design Standards provide specific requirements for the physical orientation, uses and arrangement of buildings; the management of parking; and access to development parcels. Development shall be designed and constructed consistent with the following Design Standards.

VIII-B-1) Orientation and Scale

1. Buildings shall have their primary orientation toward the street rather than the parking area. Building entrances shall be oriented toward the street and shall be accessed from a public sidewalk. Where buildings are located on a corner lot, the entrance shall be oriented toward the higher order street or to the lot corner at the intersection of the streets. Public sidewalks shall be provided adjacent to a public street along the street frontage. Buildings shall be located as close to the intersection corner as practicable.
2. With the exception of the areas along Active Edges, building entrances shall be located within 10 feet of the public right of way to which they are required to be oriented. Exceptions may be granted for topographic constraints, lot configuration, designs where a greater setback results in an improved access or for sites with multiple buildings, such as shopping centers, where this standard is met by other buildings. Automobile circulation or parking shall not be allowed between the building and the right-of-way. The entrance shall be designed to be clearly visible, functional, and shall be open to the public during all business hours.
3. These requirements may be waived if the building is not along an active edge and is not accessed by pedestrians, such as warehouses and industrial buildings without attached offices, and automotive service stations.
4. Building frontages greater than 100 feet in length shall have offsets, jogs, or have other distinctive changes in the building façade.
5. With the exception of the areas along Active Edges, any wall which is within 30 feet of the street, plaza or other public open space shall contain at least 20% of the wall area facing the street in display areas, windows, or doorways. Windows must allow view into working areas or lobbies, pedestrian entrances or displays areas. Blank walls within 30 feet of the street are prohibited. Up to 40% of the length of the building perimeter can be exempted for this standard if oriented toward loading or service areas.
6. Buildings shall incorporate lighting and changes in mass, surface or finish giving emphasis to entrances.
7. Buildings shall incorporate arcades, roofs, alcoves, porticoes, and awnings that protect pedestrians from the rain and sun.

VIII-B-2) Parking and On-site Circulation

1. Parking areas shall be located behind buildings or on one or both sides.
2. Parking areas shall be shaded by deciduous trees, buffered from adjacent non-residential uses and screened from non-residential uses.

3. Protected raised walkways shall be installed through parking areas of 50 or more spaces or more than 100 feet in average width or depth.
4. Parking lots with 50 spaces or more shall be divided into separate areas and divided by landscaped areas or walkways at least 10 feet in width, or by a building or group of buildings.
5. Developments of one acre or more must provide a pedestrian and bicycle circulation plan for the site. One site pedestrian walkways must be lighted to a level where the system can be used at night by employees, residents and customers. Pedestrian walkways shall be directly linked to entrances and to the internal circulation of the building.
6. Parking areas shall meet the Parking Lot Landscaping and Screening Standards of Section II-D of the Site Design and Use Standards.

VIII-B-3) Automobile Parking

With the exception of the standards described below, automobile parking shall be provided in accordance with the Off-Street Parking chapter 18.92 and Section II–D Parking Lot Landscaping and Screening Standards.

1. **Neighborhood Commercial (NC) Overlay On-Street Parking**. In the Neighborhood Commercial (NC) overlay, all uses are required to provide off-street parking in accordance with the Off-Street Parking chapter, except that the parking required may be reduced by up to 50% through implementation of an alternative parking management strategy that reduces demand by an equal; percentage.
2. **Office Employment (OE) Overlay Surface and Structured Parking**. A maximum of 50 percent of the required off-street parking can be constructed as surface parking on any development site. The remaining parking requirement can be met either within an on-site structure or through payment of in-lieu-of-parking fees to the City to fund public parking structure(s) serving the district.

VIII-B-4) Streetscape

1. One street tree chosen from the street tree list shall be placed for each 30 feet of frontage for that portion of the development fronting the street. Street trees shall meet the Street Tree Standards in Section II-E of the Site Design and Use Standards.
2. Hardscape (paving material) shall be utilized to designate "people" areas. Sample materials could be unit masonry, scored and colored concrete, pavers, or combinations of the above.
3. With the exception of the areas along Active Edges, a building shall be setback not more than 20 feet from a public sidewalk unless the area is used for pedestrian activities such as plazas or outside eating areas. This standard shall apply to both street frontages on corner lots. If more than one structure is proposed for a site, at least 65% of the aggregate building frontage shall be within 20 feet of the sidewalk.

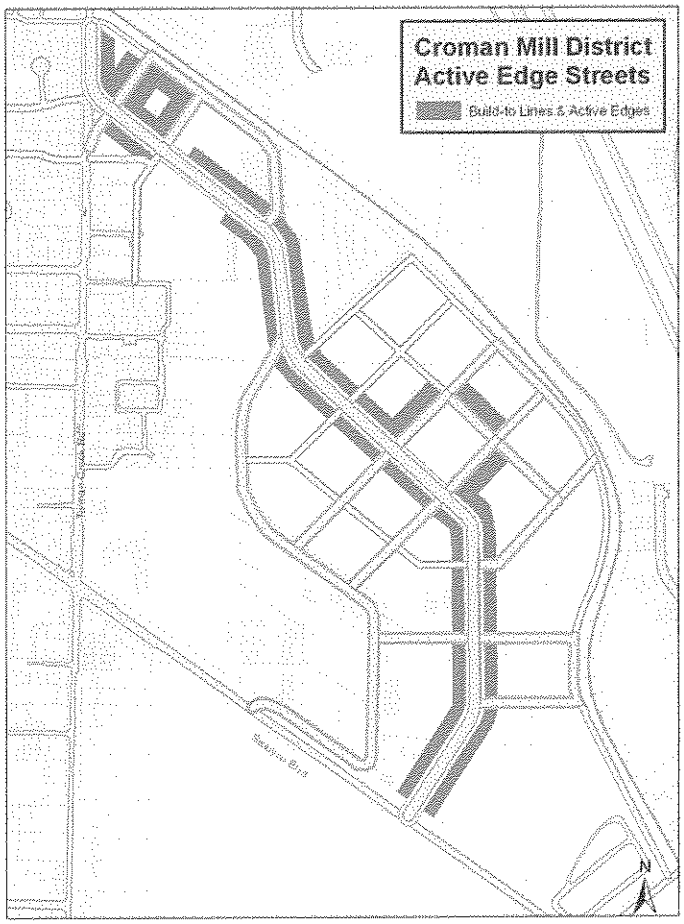
VIII-B-5) Building Materials

1. Bright or neon paint colors used extensively to attract attention to the building or use are prohibited. Buildings may not incorporate glass as a majority of the building skin.

VIII-B-6) Build-to-Lines and Active Edges

Buildings developed along an Active Edge Street as identified in the Croman Master Plan shall be built so that:

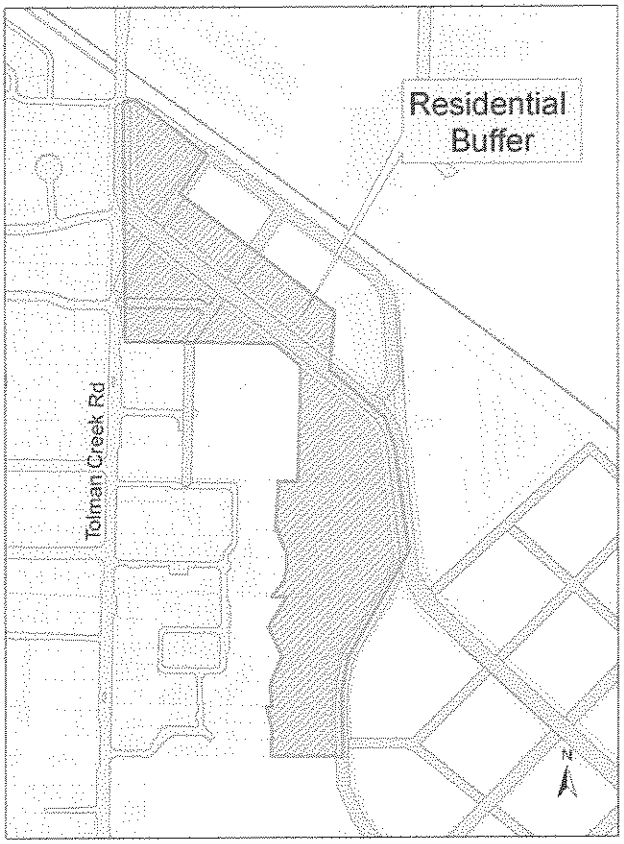
1. At least 65% of the total linear feet of the building's façade is built within two feet of the sidewalk.
2. All front doors must face streets and walkways.
3. At least 50% of the first-floor façade is comprised of transparent openings (clear glass) between 3 and 8 feet above grade.
4. No blank walls (without doors or windows) longer than 40% of a façade, or more than 50 feet occur along sidewalks, whichever is less.



VIII-B-7) Building Height Requirements

All buildings shall have a minimum height as indicated in the Building Height Requirements Map and Dimensional Standards Table, and shall not exceed the maximum height except as provided for a sustainable development height bonus.

1. **Street Wall Height:** Maximum street wall façade height for the Croman Mill district for all structures that are not within one full city block of a residential zone is 50 feet.
2. **Upper-floor Setback:** Buildings taller than 50 feet must step back upper stories, beginning with the third story, by at least 10 feet measured from the façade of the street wall facing the street, alleyway, public park or open space.
3. **Residential Buffer Zone:** All buildings in the Croman Mill District within the Residential Buffer Zoneshall meet the following height standards:
   a. Maximum Height: The maximum height allowance for all structures within the Residential Buffer is Zone 40 feet.
   b. Upper Floor Setback Requirements: Buildings taller than 35 feet must step back upper stories by at least 10 feet measured from the façade facing the street, alleyway, public park or open space.



4. **Architectural Standards for Large Scale Buildings:** The following architectural standards will apply to all buildings with a gross floor area greater than 10,000 square feet, a façade length in excess of 100 feet, or a height taller than 45 feet.
   a. On upper floors use windows and/or architectural features that provide interest on all four sides of the building.

b. Abrupt changes in building heights and/or roof orientation should be diminished by offsets of building form and mass.
c. Use recesses and projections to visually divide building surfaces into smaller scale elements.
d. Use color or materials to visually reduce the size, bulk and scale of the building.
e. Divide large building masses into heights and sizes that relate to human scale by incorporating changes in building masses or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.
f. On-site circulation systems shall incorporate a streetscape which includes curbs, sidewalks, pedestrian scale light standards and street trees.

VIII-B-8) Landscaping

1. Landscaping shall be designed so that 50% coverage occurs after one year and 90% coverage occurs after 5 years.
2. Landscaping design shall utilize a variety of low water use and deciduous and evergreen trees and shrubs and flowering plant species as described in Section III – Water Conserving Landscaping Guidelines and Policies.
3. Buildings adjacent to streets shall be buffered by landscaped areas at least 10 feet in width. Loading facilities shall be screened and buffered when adjacent to residentially zoned land.
4. Irrigation systems shall be installed to assure landscaping success.
5. Efforts shall be made to save as many existing healthy trees and shrubs on the site as possible.

VIII-B-9) Lighting

1. Lighting shall include adequate lights that are scaled for pedestrians by including light standards or placements of no greater than 14 feet in height along pedestrian pathways.

VIII-B-10) Screening Mechanical Equipment

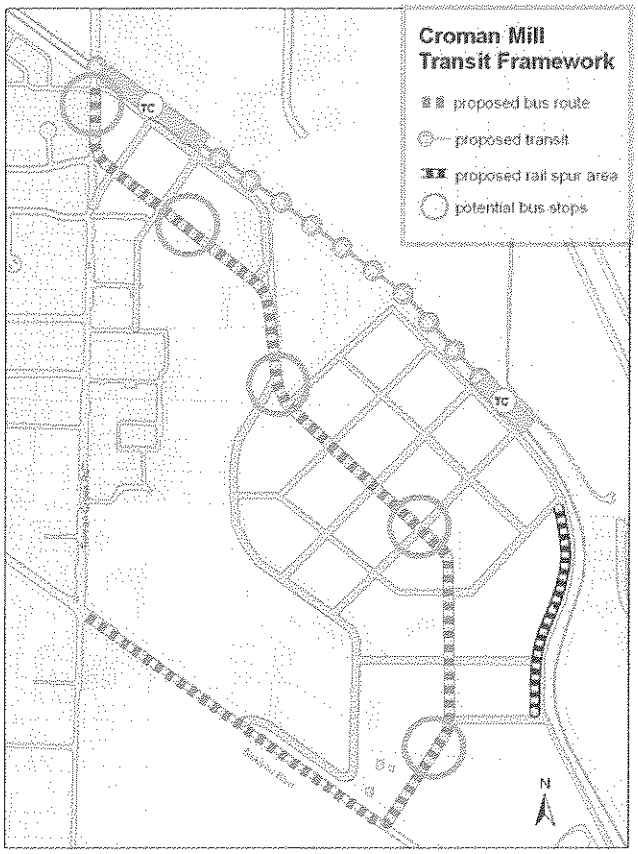
Screen rooftop mechanical equipment through extended parapets or other roof forms that are integrated into the overall composition of the building. Screen ground floor mechanical equipment. Renewable energy generation devices may be exempt from screening subject to Site Review approval by a hearings body.

VIII-B-11) Transit Facilities Standards

The location of planned transit routes within the Croman Mill District shall be defined according to the Croman Mill District Transit Framework map in collaboration with the local transit authority. Transit service facilities such as shelters and pullouts shall be integrated into the development application consistent with the following standards.

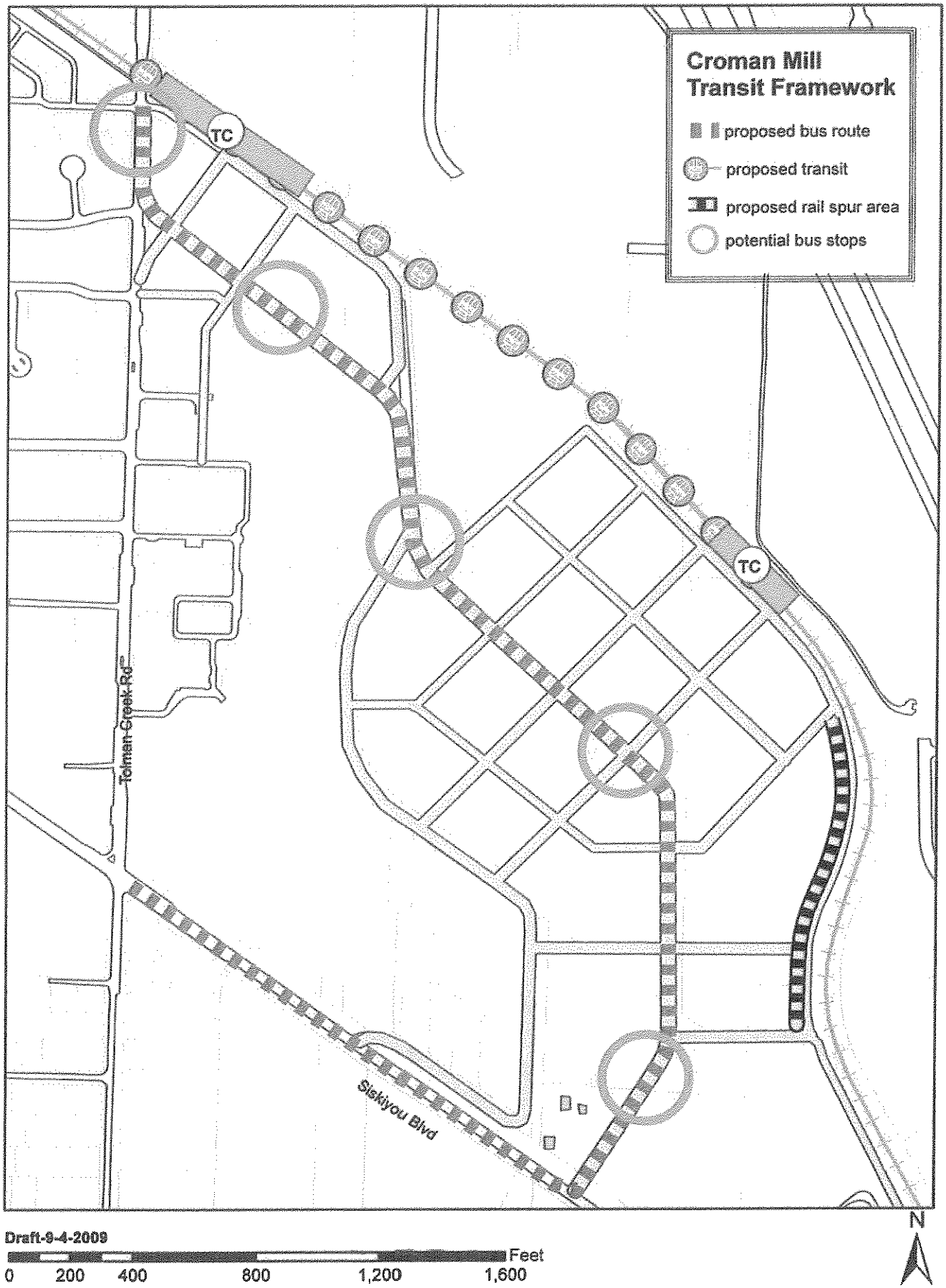
1. All Large Scale development located on an existing or planned transit route shall accommodate a transit stop and other associated transit facilities unless the Director of Community Development determines that adequate transit facilities already exist to serve the needs of the development, or

2. Escrowing funds in order to enable the City or its agents to construct the transit facilities at the time transit service is provided to the development.



VIII-B-12) Freight Rail Spur Easement – Compatible Industrial (CI)

1. A Rail Spur easement a minimum of 500 feet in length by 25 feet in width shall be set aside at the approximate location presented on the Croman Mill District Transit Plan Map.
2. No buildings or permanent structures can be established within the spur easement so not to preclude installation of a rail spur for freight loading and unloading.
3. Buildings adjacent to the reserve strip shall be designed and configured to permit loading and unloading.


Croman Mill
Transit Framework
proposed bus route
proposed transit
proposed rail spur area
potential bus stops
TC
TC
Tolman Creek Rd
Siskiyou Blvd
N
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0
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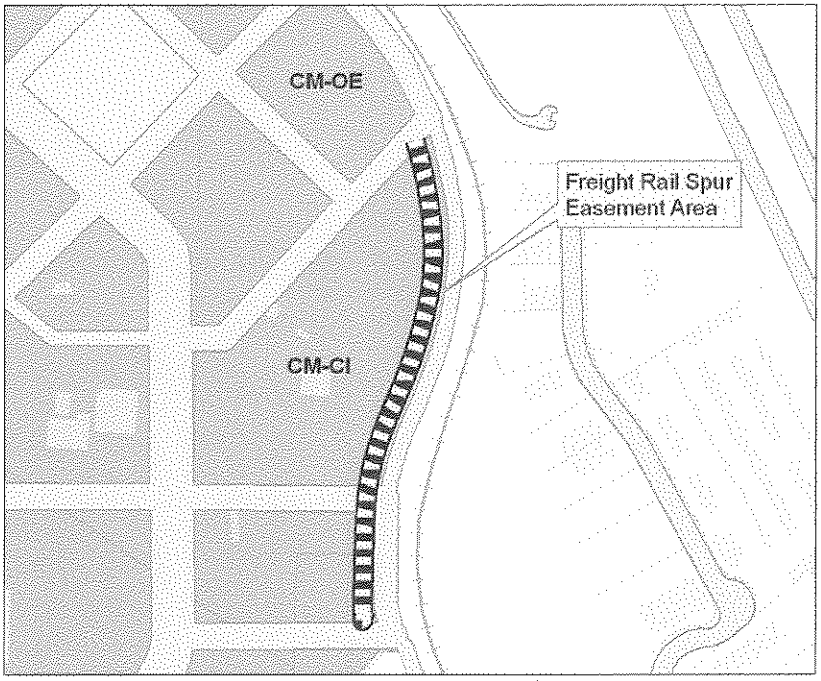
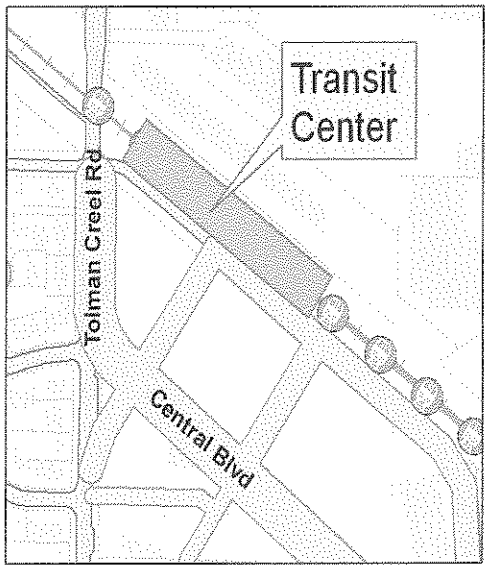


Transit Plan Map Detail

VIII-B-13) Commuter Rail Platform Easement – Neighborhood Commercial (NC)

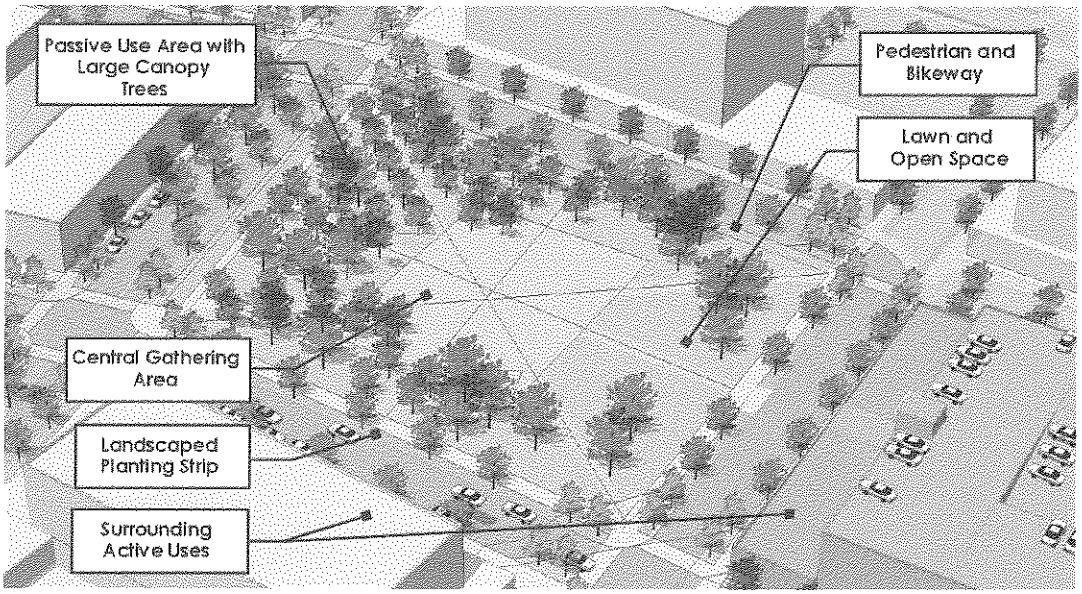
1. A Commuter Rail Platform easement or designated rail road right-of-way a minimum of 400 feet in length and 25 feet in width shall be set aside at the approximate location presented on the Croman Mill District Transit Plan Map.
2. No buildings or permanent structures can be established within the platform easement so as not to preclude installation of a commuter rail platform for loading and unloading.
3. Buildings adjacent to the reserve strip shall be designed and configured to permit loading and unloading.



VIII-B-14) Open Spaces

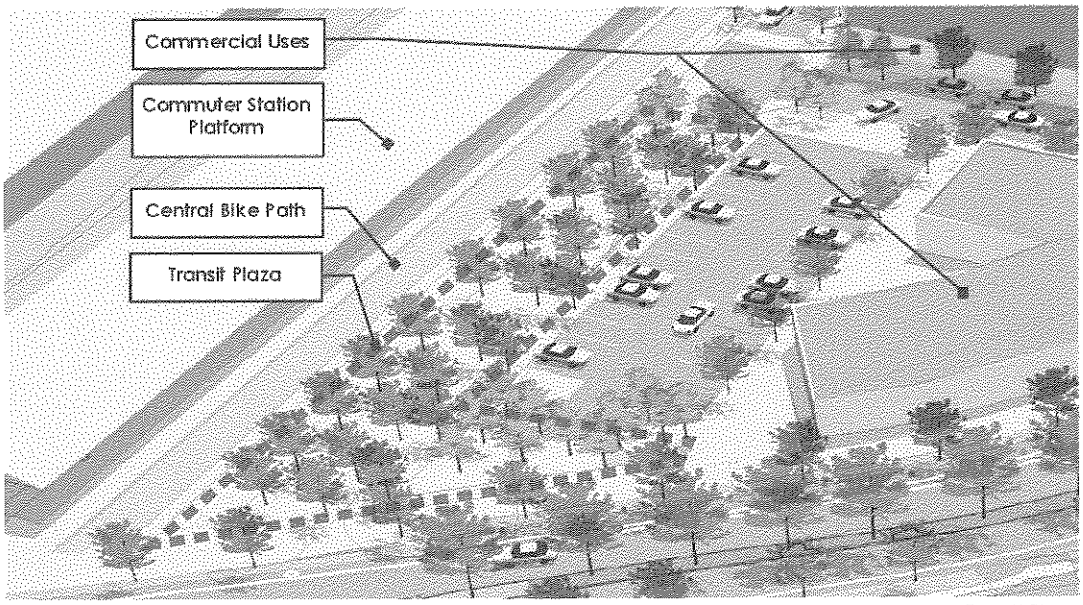
1. **Central Park.** The purpose of the Central Park is to serve as a public amenity and accommodate the daily needs of employees (e.g. breaks, lunch time) as well as for special events that will attract residents citywide. The Central Park design shall provide a minimum of the following elements.
    a. Circulation through and around the park.

b. A centrally located flexible hardscape area to accommodate large gatherings.
c. Street furniture, including lighting, benches, low walls and trash receptacles along walkways and the park perimeter.
d. Simple and durable materials.
e. Trees and landscaping that provide visual interest with a diversity of plant materials.
f. Irregular placement of large-canopy trees within passive areas adjacent to the Central Boulevard.
g. 8-ft. minimum sidewalk width and 7-ft. minimum parkrow width.
h. A central hard surface gathering space of no more than 50% of the total park area.



Central Park

2. **Transit Plaza.** A location for the transit plaza shall be reserved between the commuter rail platform and commercial uses along the Central Boulevard. The design of the plaza shall include the following elements.
   a. Provide a waiting, loading and unloading area for commuter passengers.
   b. Include outdoor gathering space adjacent to commercial uses.
   c. Accommodate the central bike path.
   d. Include conveniently located and secure bike parking.



Transit Plaza

VIII-B-15) Compact Development

The site layout is compact, and enables future intensification of development and changes to land use over time. The following measures shall be used to demonstrate compliance with this standard.

1. The development achieves the required minimum floor area ratio (FAR) and minimum number of stories, or shall provide a shadow plan that demonstrates how development may be intensified over time for more efficient use of land and to meet the required (FAR) and minimum number of stories.; and
2. Opportunities for shared parking are utilized.; and/or
3. The proposal contains an equally good or superior way to achieve the above criterion.

C. Sustainable Development Standards

VIII-C-1) Conserve Natural Areas

Preserve water quality, natural hydrology and habitat, and preserve biodiversity through protection of streams and wetlands. Conserving natural water systems shall be considered in the site design through application of the following standards.

1. Designated creek and wetland protection areas shall be considered positive design elements and incorporated in the overall design of a given project.
2. Native riparian plan materials shall be planted in and adjacent to the creek to enhance habitat.
3. Create a long-term management plan for on-site wetlands, streams, associated habitats and their buffers.

VIII-C-2) Create Diverse Neighborhoods

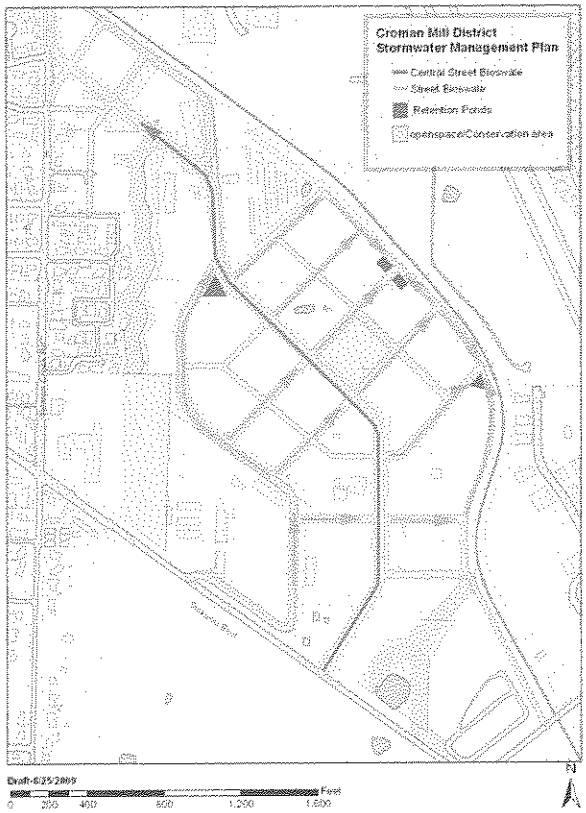
Using the following measures to encourage diversity in the neighborhood by providing a balanced range of housing types, land uses and employment opportunities is recommended.

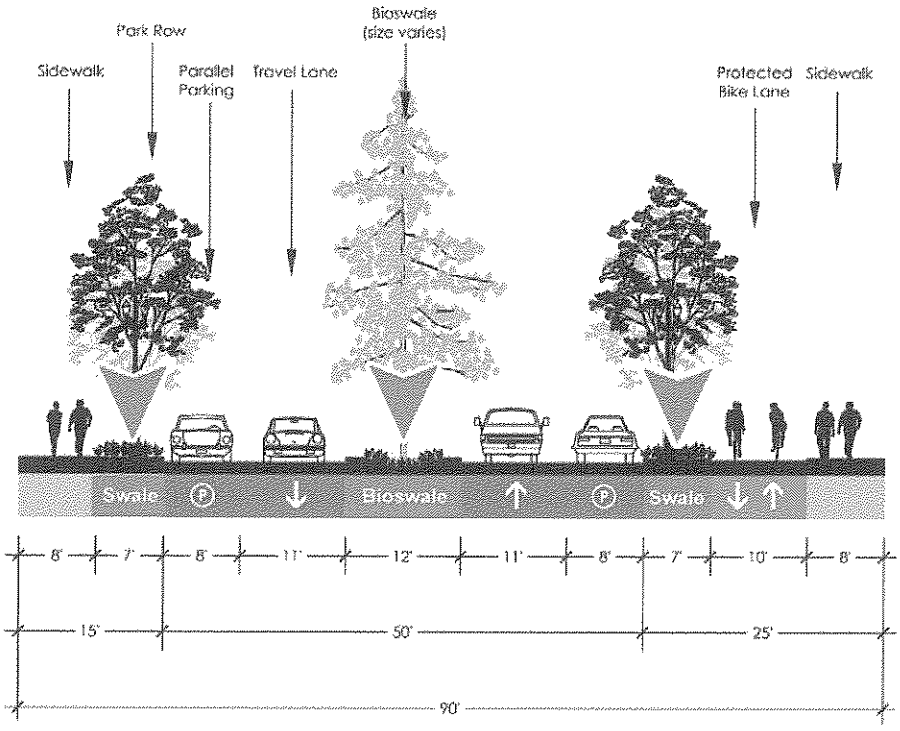
1. Provide a diversity of housing types.
2. Differentiate units by size and number of bedrooms.
3. Provide rental and for purchase housing.

VIII-C-3) Design Green Streets

Green Streets are public streets that have been built or retrofitted to include landscape areas that increase stormwater infiltration, reduce and slow the rate of runoff, and use bio-filtration to remove pollutants.

1. New streets shall be developed to capture and treat stormwater in a manner consistent with the Croman Mill District Stormwater Management Plan Map, the City of Ashland Stormwater Master Plan, and Ashland Green Streets Engineering Standards.
2. All development served by planned Green Streets as designated on the Croman Mill District Green Street Map shall accommodate said facilities by including the same in the development plan; and/or
3. Escrow funds in order to enable the city or its agents to construct the Green Street at the time full street network improvements are provided to serve the development.





Green Streets

VIII-C-4) Design Green Surface Parking

Parking areas shall be designed to minimize the adverse environmental and microclimatic impacts of surface parking through design and material selection. All parking areas shall meet the following standards, and shall comply with the Off-Street Parking chapter and the Site Review chapter.

1. Use less than 20% of the lot area for surface parking.
2. Surface lots shall not exceed two acres in area, including landscape, circulation and ingress/egress.
3. Use paving materials with a high solar reflectance reduce heat absorption.
4. Provide porous solid surfacing on a least 50% of the parking area surface.
5. Provide at least 50% shade cover over the surface lot within five years of project occupancy.

VIII-C-5) Manage Stormwater Run-Off

Reduce the public infrastructure costs and adverse environmental effects of stormwater run-off by managing run-off from building roofs, driveways, parking areas, sidewalks and other hard surfaces through implementation of the following standards.

1. Design grading and site plans to capture and slow runoff.
2. Design parking lots and other hard surface areas in a way that captures and treats runoff with landscaped medians and swales.

3. Use pervious or semi-pervious surfaces that allow water to infiltrate the soil.
4. Retain rainfall on-site through infiltration, evapotranspiration or through capture and reuse techniques.
5. Direct discharge storm water runoff into a designated green street and neighborhood storm water treatment facilities.

VIII-C-5) Recycling Areas

All developments in the Croman Mill District shall provide an opportunity-to-recy6el site for use of the project occupants.

1. Commercial. Commercial developments having a solid waste receptacle shall provide a site of equal or greater size adjacent to or with access comparable to the solid waste receptacle to accommodate materials collected by the local solid waste franchisee under its on-route collection program for purposes of recycling. Both the opportunity-to-recycle site and the common solid waste receptacle shall be screened by fencing or landscaping such as to limit the view from adjacent properties or public rights-of-way.
2. Multi-Family Residential. All newly constructed multi-family units, either as part of an existing development or as a new development, shall provide an opportunity-to-recycle site in accord with the following standards:
   a. Multi-family developments not sharing a common solid waste receptacle shall provide an individual curbside recycling container for each dwelling unit in the development.
   b. Multi-family developments sharing a common solid waste receptacle shall provide a site of equal or greater size adjacent to or with access comparable to the common solid waste receptacle to accommodate materials collected by the local solid waste franchisee under its residential on-route collection program for purposes of recycling. Both the opportunity-to-recycle site and the common solid waste receptacle shall be screened by fencing or landscaping such as to limit the view from adjacent properties or public rights-of-way.
3. Screening refuse and recycle areas. Refuse and recycle areas shall be screened from view by placement of a solid wood or masonry wall from five to eight feet in height. All refuse and recycle materials shall be contained within the refuse area.

VIII-C-6) Minimize Construction Impacts

Minimize pollution and waste generation resulting from construction activity through the following measures.

1. Construction Activity Pollution Prevention. Develop and implement an erosion and sediment control plan to reduce pollution from construction activities by controlling soil erosion, waterway sedimentation and airborne dust generation in accordance with Ashland Public Works Standards. The erosion and sediment control plan shall be submitted with the final engineering for public improvements and building permit.
2. Construction Waste Management. Recycle and/or salvage non-hazardous construction and demolition debris in accordance with the Building Demolition Debris Diversion requirements in 15.04.216.C.

VIII-C-7) Practice Low-Impact Site Development

Using the following low-impact site design, construction and management practices to reduce the environmental impacts of site development is recommended.

1. Use harvested rainwater or reclaimed water for the irrigation of at least 25 percent of a project's landscaped areas.
2. Incorporate passive and active solar strategies in the design of in the design and orientation of buildings and public spaces.
3. Specify energy-efficient infrastructure systems, including traffic lights, street lights, water and wastewater pumps and treatment systems.
4. Utilize recycled materials in the construction of roadways, parking lots, sidewalks and curbs.
5. Minimize light pollution from the project to improve nighttime visibility, increase night sky access and to reduce development impact on nocturnal environments by using down-shielded light fixtures that do not allow light to emit above the 90 degree plane of the fixture.

VIII-C-8) Performance Standards for Sustainable Development Bonuses

Green buildings improve air and water quality, reduce solid waste, conserve natural resources, reduce operation costs, optimize life-cycle economic performance and minimize the strain on local infrastructure. Given that buildings are responsible for a large portion energy and resource use, the provisions of this section are intended to promote sustainable developments that reduce the impact of the built environment in the City of Ashland.

Projects that achieve a high performance green building standard and significantly improve energy performance beyond the current minimum Oregon requirements are eligible for a sustainable development bonus as follows.

1. **Height Bonus**

   In the event that a building or structure is determined to be meet the standard for LEED Certified building, the building height may exceed the maximum height specified for the CM overlay districts within the Dimensional Standards Table, through application of a sustainable development bonus as follows:

   a. A building obtaining LEED Certification as meeting the LEED Silver Standard may be increased in height by up to one (1) story.

   b. A building obtaining LEED Certification as meeting the LEED Gold Standard may be increased in height by up to two (2) stories.

   c. A building obtaining LEED Certification as meeting the LEED Platinum Standard may be increased in height by up to four (4) stories.

   d. Increases in building height exceeding the maximum permitted height through the application of a Sustainable Development Height Bonus shall demonstrate compliance with Federal Aviation Administration standards for airport approach zones.

   e. Developments in the Residential Buffer overlay are not eligible for increases in building height in excess the maximum permitted for the overlay district.

f. Not withstanding the bonuses permitted through this section, no building may exceed the Sustainable Development Bonus maximum height per the Dimensional Standards Table.

2. **Demonstration of Achieving LEED or an Equivalent Program Rating**
Projects awarded a sustainable development bonus, pursuant to this section , shall provide the City with satisfactory evidence of having completed the following steps in the process toward demonstrating achievement of LEED certification:

a. Hiring and retaining a LEED Accredited Professional as part of the project team throughout design and construction of the project.

b. Developments seeking a Sustainable Development bonus shall provide documentation with the planning application, and prior to issuance of a building permit, that the proposed development as designed and constructed will meet or exceed the equivalent LEED standard relating to the sustainable development bonus awarded.

c. A final report shall be prepared by the LEED Accredited Professional and presented to the City upon completion of the project verifying that the project has met, or exceeded, the LEED standard relating to the sustainability bonus awarded.

d. The report shall produce a LEED compliant energy model following the methodology outlined in the LEED rating system. The energy analysis done for the building performance rating method shall include all energy costs associated with the building project.

e. The project developer shall be required to provide a lien or performance bond to the City of Ashland in an amount equal to the value of the bonus.

   i. This lien or performance bond shall be calculated on the square footage of the additional space provided by the bonus multiplied by one hundred dollars ($100.00) per square foot.

   ii. This lien or performance bond shall be released by the City at such time that the project attains LEED Certification.

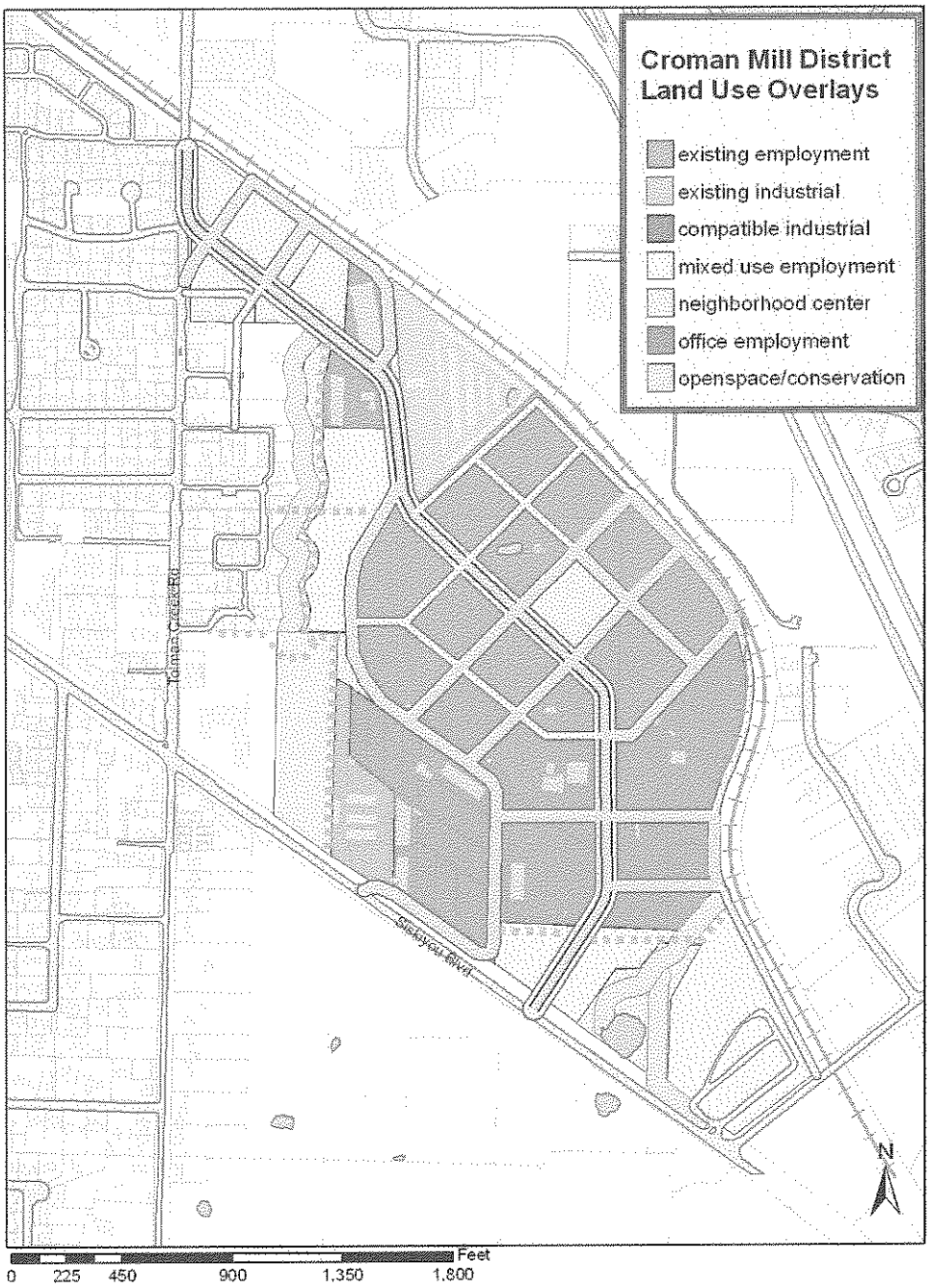
3. **Sustainable Development Bonus Penalty Section**
If the project fails to attain LEED certificationwithin three years of receiving its initial Certificate of Occupancy, then the Developer shall be subject to a fine equal to the higher of:

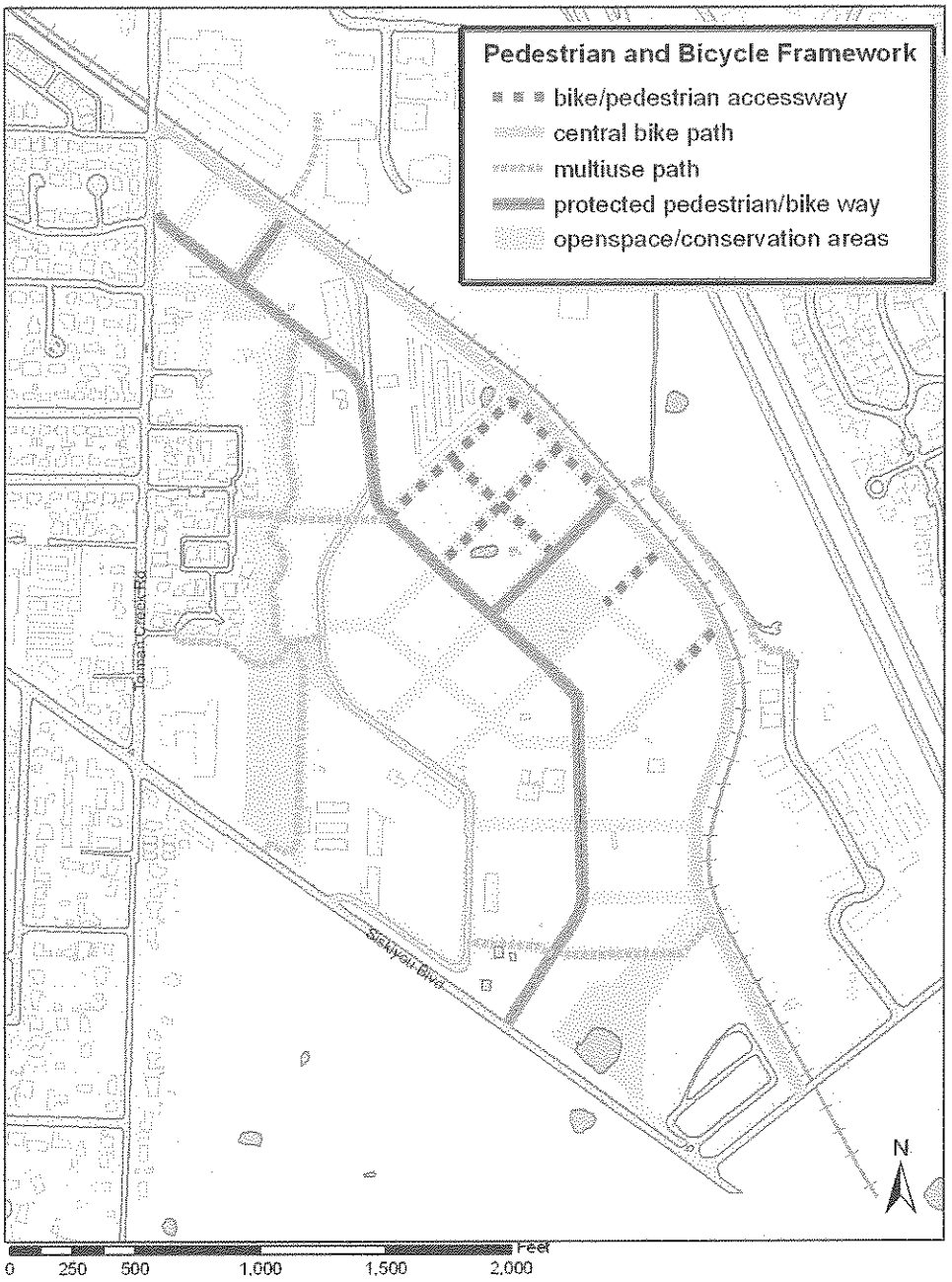
a. 1% of the total construction costs, or

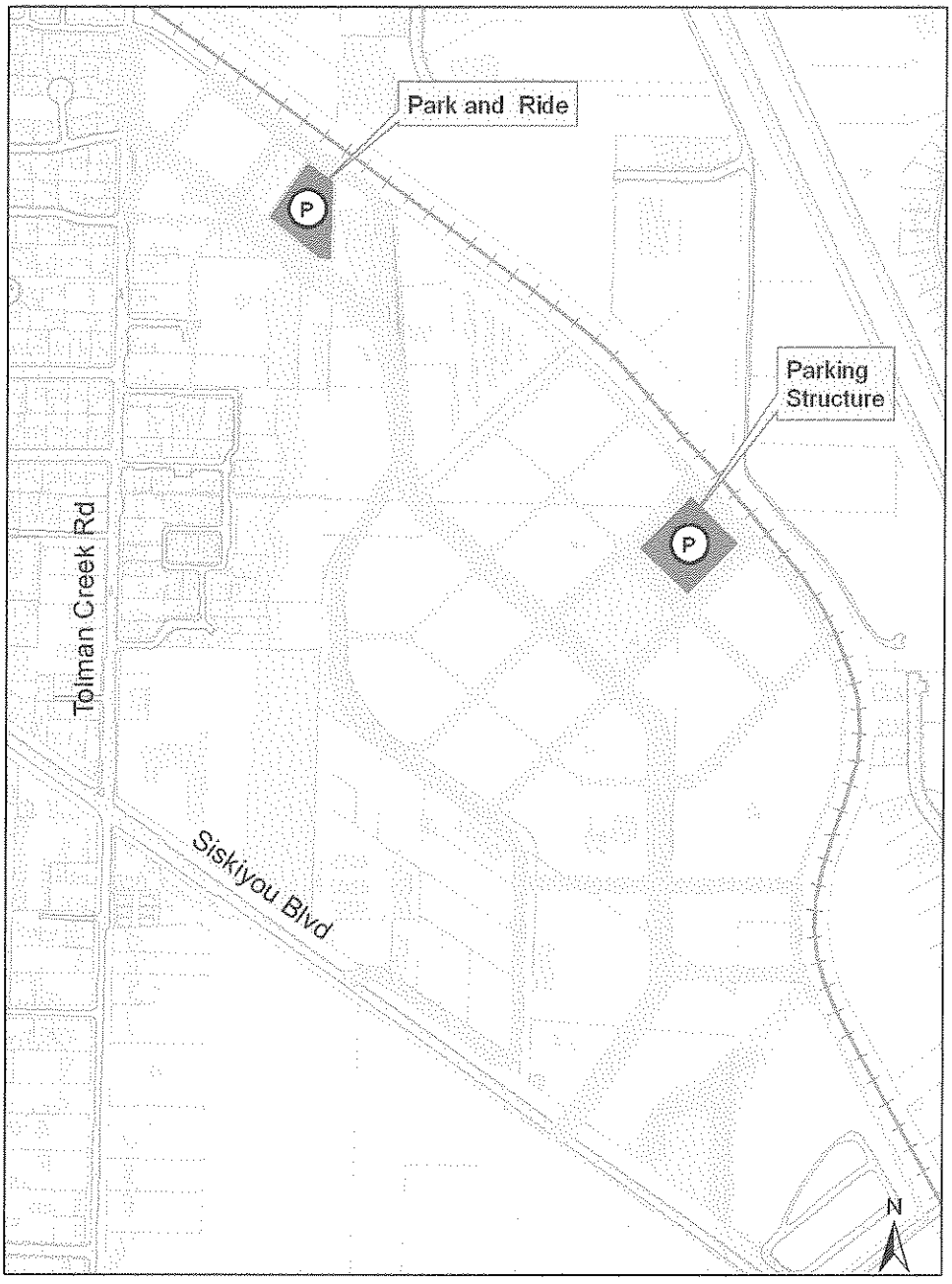
b. The amount of the Lien/ Performance Bond provided pursuant to section VII-C-7.2.e.

c. If the fine is not paid within thirty (30) days of the date it is imposed, then the City shall have the authority to revoke the Certificate of Occupancy for the building.

D. Additional Plan Maps




Pedestrian and Bicycle Framework
bike/pedestrian accessway
central bike path
multiuse path
protected pedestrian/bike way
openspace/conservation areas
Tolman Creek Rd
Siskiyou Blvd
N
Feet
0
250
500
1,000
1,500
2,000


Park and Ride
P
Parking
Structure
P
Tolman Creek Rd
Siskiyou Blvd
N

Memo

CITY OF ASHLAND

Date: December 9, 2009
From: James Olson
To: Transportation Commission
Re: REVIEW OF COUNCIL GOALS FOR 2009-2010

QUESTION
Will the Transportation Commission review the City Council goals for 2009-1010 and offer suggestions, additions, deletions or revisions?

BACKGROUND
The Ashland City Council has asked that each of the City Commissions critically review and offer suggestions for changes, additions or deletions to the attached 2009-2010 goals.

The Ashland City Council goals are scheduled for adoption on January 19, 2010. Prior to January 15th, the Council wishes to receive input from the various City Commissions and Committees regarding the appropriateness of the attached draft goals. The Council wishes to receive feedback on each of the six categories listed in the goals:

1. Is the list complete? Are there other elements which should be added or considered?
2. Are the goals still applicable? Should any elements be removed from the list?
3. Is the focus of the elements within each category correct and accurate? Are changes needed in direction or focus of the goal element?

DESIRED OUTCOME
The Council has received individual comments regarding the draft goals and is now requesting that the Commissions present comments representing the common concerns of the *Commission as a whole*. Each offered suggestion should represent the majority of the Commission membership.

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2009-2010 CITY COUNCIL GOALS

OVERVIEW

The City Council has set goals for the next 12 to 24 months to continue Ashland's history as a community that focuses on sustaining itself and its people. To us, sustainability means using, developing and protecting resources at a rate and in a manner that enables people to meet their current needs and also provides that future generations can meet their own needs. The City of Ashland has a responsibility towards sustainability in six primary areas:

- Economy
- Environment
- Social Equity
- Municipal Organization
- Public Facilities
- Partnerships

ECONOMY
Goal Proposed for Adoption
Develop and implement a comprehensive economic development strategy for the purpose of: o Diversifying the economic base of the community o Supporting creation and growth of businesses that use and provide local and regional products o Increasing the number of family-wage jobs in the community o Leveraging the strengths of Ashland's tourism and repeat visitors
Complete Croman Mill Master Plan and develop an implementing strategy for funding and infrastructure for Croman.
Increase the clarity, responsiveness, and certainty of the development process.

ENVIRONMENT
Goal Proposed for Adoption
Develop an integrated land use and transportation plan to increase the viability of transit, bicycles, walking and other alternative modes of transportation; reduce per capita automobile vehicle miles traveled; provide safe walking and bicycling routes to home, work, shopping and schools; implement environmentally responsible design standards, and minimize new automobile-related infrastructure.
Adopt an integrated Water Master Plan that addresses long-term water supply including climate change issues, security and redundancy, watershed health, conservation and reuse, and stream health.
Implement specific capital projects and operational programs to ensure that City facilities and operations are a model of efficient use of water, energy, land, and other key resources.
Adopt land use codes, building codes, and fee structures that creates strong incentives for new development that is energy, water, and land efficient and supports a multi-modal transportation system.
Develop a strategy to use conservation and local renewable sources to meet Tier 2 power demands by 2014.

ORGANIZATION
Goal Proposed for Adoption
Develop plan for fiscal stability, manage costs, prioritize services, and insure key revenue streams for the City and Parks & Recreation.
Address issues the stability of the organization including employee recruitment and retention; succession planning; and effective and increased use of citizen volunteers.

PUBLIC FACILITIES
Goal Proposed for Adoption
Develop a plan to replace Fire Station #2.
Refine a long term strategy for the Ashland Fiber Network that improves its financial viability, provides high quality services to residents, and promotes healthy economic development.

PARTNERSHIPS
Goal Proposed for Adoption
Foster strong collaboration of the local community, City, State and Federal leaders in efforts to improve the health of the Ashland watershed through reducing fire hazards and restoring forest health.
Restore rail service to and through Ashland.

SOCIAL EQUITY
Goal Proposed for Adoption
Complete the development of affordable housing on the Clay Street property.
Conduct a comprehensive study of Ashland's homeless.

Memo

CITY OF ASHLAND

Date: December 10, 2009
From: James Olson
To: Transportation Commission
Re: ADOPTION OF GOALS FOR THE TRANSPORTATION COMMISSION

QUESTION
Will the Transportation Commission identify and adopt a set of transportation-related goals for the upcoming 12 to 24 months?

BACKGROUND
The Ashland City Council each year adopts a set of goals to direct the City in the upcoming year or two. The Council strives to identify goals that are representative of the entire population of Ashland. One way to organize these goals is to consider the stated objectives of all the various citizen commissions and committees.

The Council recently requested that each commission establish a set of goals that represent the direction they wish to proceed for the upcoming 12 to 24 months.

DESIRED OUTCOME
The Commission should identify transportation-related goals and submit the goals to Council to assist in the development of the current (2009-2010) goals as well as future goals.

One goal that may occupy the number one position on the list would be to develop and adopt a comprehensive Transportation System Plan. This important project will occupy much of the Commission's time for the upcoming two years.

Other suggestions might include:

1. Provide enhanced bike detection capabilities at several Ashland signalized intersections
2. Adopt a neighborhood speed watch program
3. Provide improved pedestrian crosswalks safety by …

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EXAMPLE OF 3 YEAR GOAL SETTING

Ashland Forest Lands Commission
Three Year Goals
February 2008

Priority	Goal	Objectives	Timeline	Lead Commissioner(s)	Status
1	**Complete Winburn Management Plan**	Final AFLC vote Council approval Implement non-commercial work Balance of project on hold until budget permits	Summer, 2008	AFLC/ Main	Subcommittee doing final review (Maymar, Rice, Breece)
2	**Develop monitoring plan on city-owned forestlands**	Develop monitoring questions, particularly those related to the response/effects of our treatments. Determine best methods for obtaining data to answer monitoring questions. Determine monitoring schedule report format and periodicity. What will be done with the data? Integrate monitoring with Forest Service efforts Develop a "strong volunteer" community	Summer, 2009	Rice, Main and others TBD	Use Darren Borgias' strategy as a template Obtain final Reeder Reservoir study
3	**Implement Monitoring Plan**	Maintain existing organon plots	Ongoing	TBD	
4	**Update Ashland Forest Plan**	Review existing document (Kerwin) Develop scope of work Develop community participation plan with consultant	Begin April, 2008	Kerwin	
5	**Develop Community Outreach Plan**	Define scope (noxious weeds, etc.) Create plan (newsletter, hike, etc.) Obtain funding (if necessary) Create 45 min Power Point public presentation Brochure, hikes	Fall 2008	Gorse Iverson	Brainstorming to begin March, 2008
6	**Implement Community Outreach Plan**	Schedule events (hikes, Earth Day, Rotary, etc.) Distribute brochures	Ongoing beginning Fall 2008	TBD	

7	**Continue Collaboration with others in watershed projects in the City (and beyond)**	Develop list of opportunities for SOU Internships, Senior Projects, EE thesis projects - formalize Create list of possible interested groups (service organization, scientists, N Mountain Park, Parks Dept.) Design a structure for communication of activities, methods and problems with Parks Dept. Trail restoration and trail management work with Forest Service Winburn Parcel trails? Incorporate goal within the updated Ashland Forest Plan	Ongoing	TBD	
8	**Create Riparian Management Strategy/Plan** to use in future management projects	Obtain existing fish studies (Maiyo, 2000) Determine scope (includes Parks and Forest Service?) Inventory of resources (Winburn is done, need below dam) Determine management goals (canopy closure, coarse wood, minimal sediment) Identify values Develop plan to attain goals Map, Goals, Design	January, 2010	Gorse and others TBD	

EXAMPLE OF 2 YEAR GOAL SETTING

City of Ashland
Mayor and City Council — 2005 - 2007 Goals

ADMINISTRATION

1. Implement no-cost and low-cost strategies within the Health and Human Services Plan in partnership with service providers that aid in the delivery of services to people most in need.

ADMINISTRATION/COMMUNITY DEVELOPMENT

2. Produce a working economic development plan

3. Continue to provide information to the community and foster discussion on growth and planning issues, with an emphasis on historic preservation, annexation requirements, State land use law, infill policy and impacts related to density, rate of growth, development standards, and processes

- Refine and create program to educate the public about state land use laws and what the City has done to slow growth.
- Review in-fill program as it relates to already densely populated neighborhoods.

4. Establish formal public involvement policy by '06

- Increase the level of effectiveness with which Council and Commissions influence planning policies and challenges and increased public acceptance and engagement in directing the City's urban landscape.
- Results in a process that meets LCDC Goal 1 Participation Goal Requirement to increase public acceptance and engagement in directing the City's urban landscape.

COMMUNITY DEVELOPMENT

5. Complete revision of Downtown Plan

6. Complete Riparian Ordinance

7. Adopt Dark Sky Ordinance to reduce light pollution on public and private property

8. Develop Urban Forestry Plan

9. Develop planning framework for future development of North Normal Area

10. Plan and implement a 6-12 month citywide/community visioning process

11. Identify at least 25 units of affordable housing; have online for construction in '06

12. Develop process improvements that result in the completion of land-use planning projects

- Annexation and rezoning
- Industrial land development white papers
- Downtown plan revision
- Process improvements
- Code enforcement
- Be proactive in the planning of large undeveloped properties

13. Improve public trails system by developing a comprehensive trails plan that addresses minimizing public and private conflicts in cooperation with the Parks Commission.

- Include Bear Creek Greenway (Dog Park to Mountain Ave. Park). Plan should discuss range of tools to obtain access and ways to estimate construction costs and costs to obtain easements.
- Secure a method of maintaining the current level of access, natural beauty and value of Bear Creek Greenway.

COMMUNITY DEVELOPMENT/PUBLIC WORKS

14. Develop a comprehensive public transportation, traffic, and parking plan to reduce pollution and congestion, and to improve Ashland's quality of life

- Secure expanded bus service in Ashland in evenings and/or weekends.
- Evaluate TTPC Plan and develop action plan for items adopted.

15. Identify and acquire land for transit station

PUBLIC WORKS

16. Enhance water supply and conservation to meet targets

- Develop citywide focus "the right water for the right use"
- Explore and potentially develop 3-year plan to improve and extend our current TID system
- Negotiate for other water supply options
- Support effluent reuse option for WWTP effluent
- Complete pre-design plan for future extension of TAP water line, including priority for conservation.
- Pursue water quality and temperature improvements.

17. Improve pedestrian and traffic safety

18. Increase the safety at Wimer Street/North Main/Hersey Street intersection

19. Increase safety at rail crossing (bike/pedestrian)

20. Evaluate and create plan for remodel/replacement of City Council Chamber (seating, sound, design, web access)

21. Develop a five-year plan to identify, fund and fully integrate all information technology functions within the organization

FIRE DEPARTMENT/PUBLIC WORKS

22. Establish stronger, formalized role for City in stewardship of entire Ashland Watershed

- Pursue ways to reduce risk of stand-replacing fire in watershed (municipal and federal lands)
- Improve the overall management of the Ashland Watershed by working with the Forest Service and continue efforts to reduce the wildfire threat in the watershed:
    - Lobby for $$$
    - Collect water quality/quantity source data
    - Continue community wildfire protection plan
    - Review relationship with Mt. Ashland/Ski Ashland QAQC
    - Promote and support, with City resources, the implementation of the Ashland Forest resiliency Community Alternative in collaboration with Ashland Ranger District of the Rogue River National Forest

ELECTRIC

23. Enhance revenue and services from AFN to strengthen its viability

- Increase AFNs level of marketing and outreach to achieve financial goals linked to City's overall economic development strategy.
- Explore options for low-level investment in AFN, until finances stabilize.
- Have a plan in place if AFN cannot meet its financial goals by 6/05.

24. Identify 25,000 watts of new renewable energy resources and have online by the end of 2006.

FINANCE

25. Develop performance measures program for all city departments

PARKING LOT ITEMS DESIGNATED FOR FUTURE STUDY SESSIONS

1. Homeless issues.
   - Conduct a community forum discussion to help guide a decision on what Council wants to implement (if anything) regarding the homeless.

2. Growth and infill issues.

3. Design and build fire station #2
   - Decide on funding mechanism by 6/06.

4. Review and evaluate City Boards and Commissions.
   - Consider establishment of a new Transportation Commission, not ad hoc, incorporating the Bicycle and Pedestrian and the Traffic Safety Commission, as well as the general public.

5. Act on a resolution requiring that all future City-sponsored construction projects meet LEED-equivalent standards.

6. Study and adopt a funding plan for Open Space Fund and Housing Trust Fund.
   - Secure public support; initiate long-term funding mechanisms; identify funding sources.

7. Evaluate the benefits, advisability, and feasibility of the creation of a downtown police storefront substation.
   - Include panhandling issue in the discussion.

8. Identify and adopt policies and methods to increase the tree vegetation canopy cover inside the City limits annually
   - Plan to conserve energy and protect the environment through carbon sequestration.
   - Begin with feasibility study and putting in place a monitoring system.

9. Proactively analyze Measure 37s potential effects both within the City and on adjacent land in the County.
   - Consider strategies and options for planning, services, and infrastructure.

10. Think globally, act locally, work regionally.
    - Cooperate to address regional problems: worker housing, water supply, transit development, regional planning and transportation, industrial/commercial development, Measure 37.

11. Review L.I.D. process, especially financing methods and streets selected for improvements.
    - Reduce public controversy.
    - Reduce Council and staff time spent on appeals.

12. Support and promote all forms of cultural and arts activities, especially off-season.
    - Expand public arts commission into a cultural commission.

13. Promote highly energy efficient automobiles.
    - Example: Hybrid-only parking space on every block in downtown district (Review with Conservation and Traffic Safety Commissions.)

14. Explore with Railroad on purchasing and securing control of property north of railroad district.
    - Consider for public uses, transit station, affordable housing, etc.

15. Secure a method of maintaining the current level of access, natural beauty, and value of the Bear Creek Greenway.

INTERNAL COUNCIL GOALS

- Discourage councilors, commissioners, and committee members from using disposable beverage containers in Council Chambers (in particular, disposable water bottles).
- Revise the goal setting process to engage more public input.
- Assess and coordinate City participation in the state and valley venues to ensure adequate representation and use of opportunities to collaborate to meet the City's goals.
- Discuss and clarify roles of Council and staff in the visioning process.
- Direct Conservation Commission to explore funding of installation and ongoing service of recycling containers throughout heavy pedestrian areas of Ashland, and to forward its recommendation to Council.
- Mayor Morrison and Councilor Jackson will obtain and study the Oregon Mayors' Association resolution on sustainability and report back to Council.

Memo

CITY OF ASHLAND

Date: December 9, 2009
From: James Olson
To: Transportation Commission
Re: ROUNDABOUT / TRAFFIC CIRCLE APPLICATION AT THE OAK / HERSEY STREET INTERSECTION

At the October meeting's discussion regarding the removal of the Oak / Hersey islands, the possible application of a traffic island or full scale roundabout was suggested.

Staff researched this idea and found a number of conditions that combine to make this intersection an unlikely candidate for placement for either a traffic circle or roundabout including:

1. alignment of the intersection
2. narrow right-of-way width
3. steep grades on the west side of the intersection
4. proximity of residences and commercial buildings within the possible right-of-way acquisition areas.
5. high volumes of traffic
6. high cost of the right of way acquisition and construction

A schematic of a typical roundabout has been superimposed over the intersection to demonstrate some of the difficulties encountered in applying a roundabout to this intersection. Because of the acute angle for several turning movements, the radii needed to accommodate a bus, WB-20 or WB-40 truck are very large as is the width of the travel lanes. The needed width around the circle is 40 feet and the radius of the outside curb line is 60 feet. To accommodate this large a circle would require additional right-of-way from all four corners of the intersection, three of which are occupied by buildings. It is estimated that the right of way acquisition costs could exceed $1,000,000. The total cost for the roundabout may well exceed $2,000,000.

The grade along the west side of Oak Street would also cause problems not only in the construction and the amount of needed right-of-way, but would also cause site problems through the intersection. The roundabout is a yield controlled intersection and can operate only when all legs of the intersection are visible to a driver as he enters the intersection.

Although staff does not have the software needed to analyze the traffic flow under the conditions of a roundabout, it is possible that the high traffic volumes may cause unacceptable delays as vehicles enter through the intersection.

It is staff's opinion that this intersection would function best as a standard signalized intersection.

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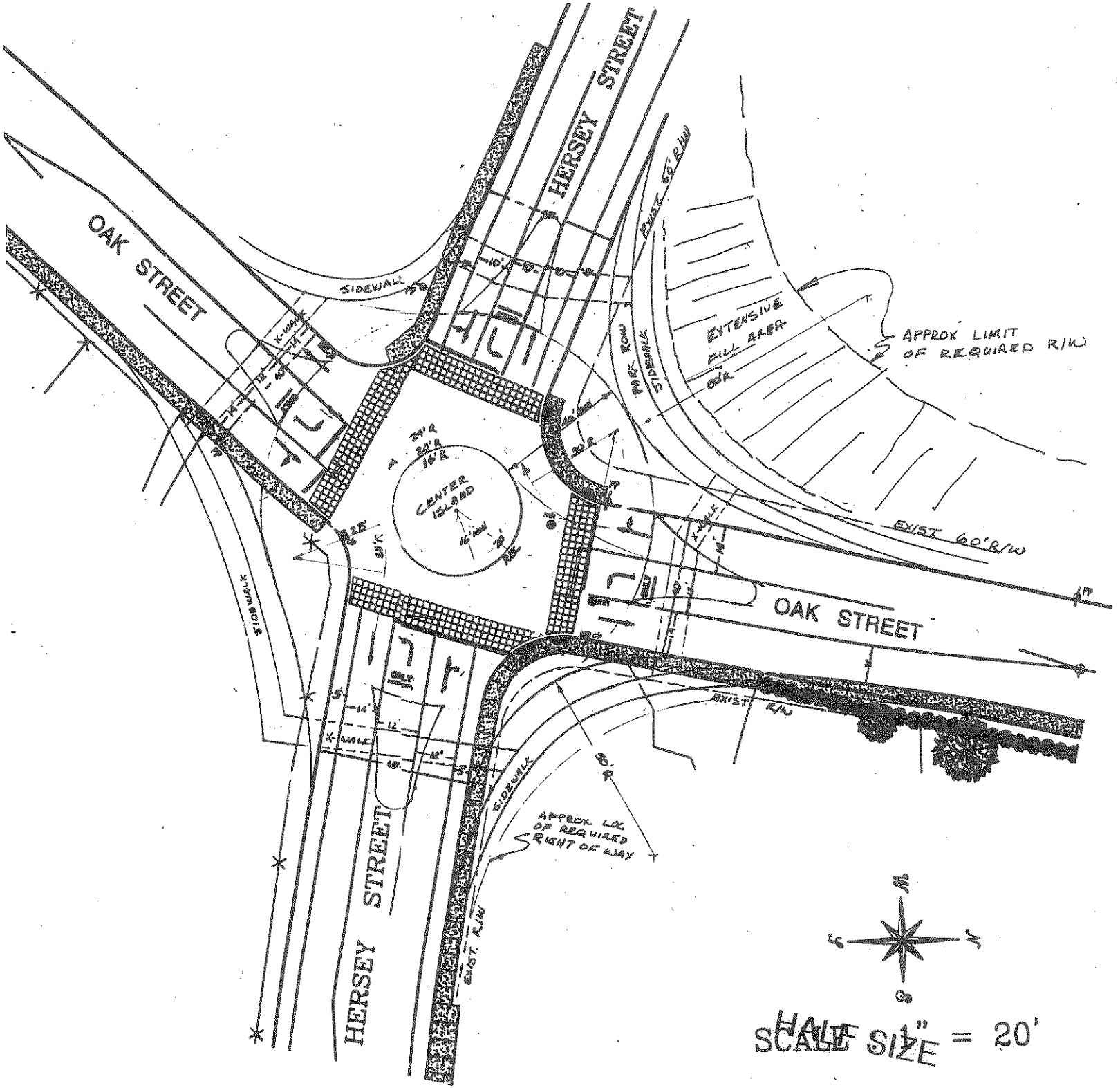

OAK STREET
HERSEY STREET
SIDEWALK
EXIST 66'R/W
PARK ROW
SIDEWALK
EXTENSIVE FILL AREA
APPROX LIMIT OF REQUIRED R/W
CENTER ISLAND
EXIST 66'R/W
OAK STREET
EXIST R/W
SIDEWALK
APPROX LOC OF REQUIRED RIGHT OF WAY
HERSEY STREET
EXIST. R/W
SIDEWALK
SCALE 1" = 20'

5.0 GEOMETRIC DESIGN OF ROUNDABOUTS

According to the capacity study of roundabouts in the UK, geometric elements of roundabouts play an important part in the efficiency of roundabout operational performance. Good design will improve not only capacity but also safety, which is a major concern for road design. Basic elements for design considerations of roundabouts are:

- Design Vehicles
- Design Speed
- Sight Distance
- Deflection
- Central Island
- Circulating Width
- Inscribed Circle Diameter
- Entry and Exit Design
- Splitter Island
- Superelevation and Drainage
- Pavement Markings
- Signing
- Lighting
- Landscaping

Figure 5.1 illustrates the major geometrical features of a modern roundabout.

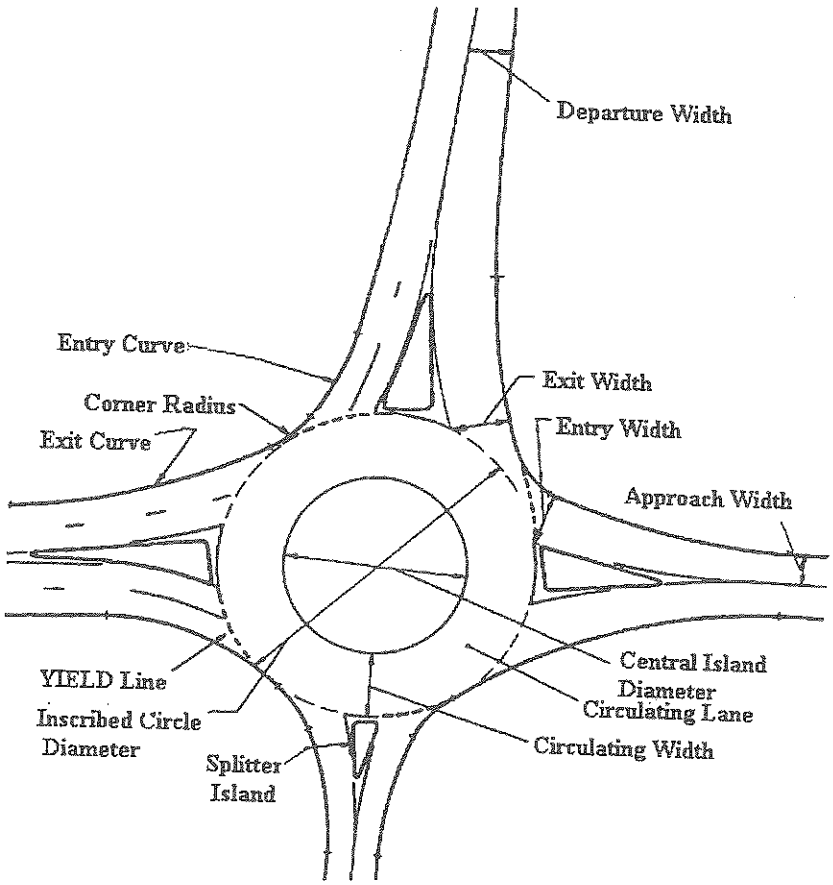


Figure 5.1: Geometric Elements of a Roundabout *(Adapted from Austroad 1993)*

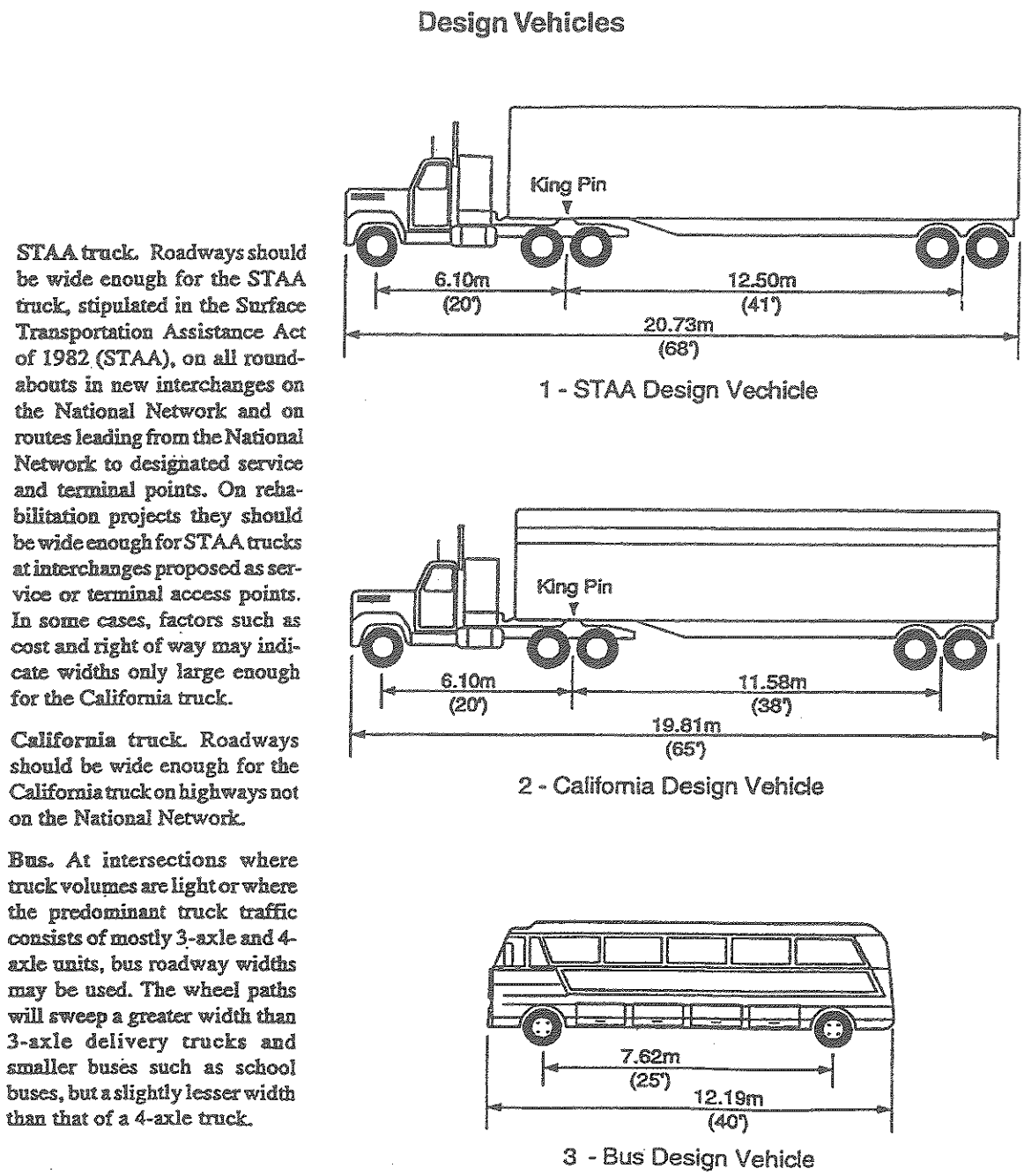
This chapter summarizes and compares the geometric details of modern roundabouts in some existing design guidelines. For the purpose of this report, three US design guidelines (Florida, Maryland and California), and the Australian design guideline are discussed. Austroad is included because it is the most complete design guideline to date, and many parts are used as a reference within the three state design guidelines. Table 5.1 compares the four guidelines for some of the roundabout elements and further details are explained in the next sections *(Florida 1996; Maryland 1995; Ourston and Doctors 1995; Austroad 1993)*. Additional excerpts from French design guideline are also included in the discussion *(CETRA 1996)*.

Table 5.1: Comparison of Design Guidelines

	Maryland	Florida	California	Austroad 1993
Design Vehicle	WB 50	WB 15	See Figure 5.2	N/A
Design Speed	25-30 mph (40-50 km/h)	40-50 km/h	Varied	50 km/h
Sight Distance	Achieving 3 criteria (see text)	-Stopping Sight Distance -Gap Acceptance Sight Distance	-Stopping Sight Distance -Approaching Sight Distance	Achieving 3 criteria (see text)
Maximum radius of Curvature	430 ft (130 m)	100 m (330 ft)	100 m (330 ft)	100 m (330 ft)
Circulating Width	1.0-1.2 times the maximum entry width	1.0-1.2 times the maximum entry width	1.0-1.2 times the maximum entry width with maximum width at 15 m (or 49 ft)	See Table 5.6
Maximum Inscribed Circle Diameter	100 ft (30 m)	30 m (100 ft)	29-91.4 m (95-300 ft)	N/A
Entry width	11-15 ft (3.5-4.5 m)	4.2 m (14 ft)	> 3 m (10 ft)	3.4-4.0 m (11-13 ft)
Splitter Island -Width at Crossing -Area	N/A N/A	1.8 m (6 ft) 10 m² (108 ft²)	N/A N/A	2.4 m (8 ft) 8-10 m² (86 to 108 ft²).
Cross slope	0.025 to 0.03	0.02	0.02	0.025 to 0.03
Yield line (width-length-gap)	8" or 16"-3'-3' 200 or 400-900-900 mm	200-450-450 mm (8"-18"-18")	300 mm-1 m-1 m (12"-39"-39")	300-600-600 mm (12"-24"-24")

5.1 DESIGN VEHICLE

Roundabouts should provide a turning path for the largest vehicles expected to use the facility in significant numbers. Special designs such as truck aprons should be used as appropriate. Design vehicles of special size or purpose, such as emergency vehicles, must also be taken into consideration. Special care must be taken to ensure that existing or anticipated bus routes are accommodated in the design of a roundabout on state or local roads.



STAA truck. Roadways should be wide enough for the STAA truck, stipulated in the Surface Transportation Assistance Act of 1982 (STAA), on all roundabouts in new interchanges on the National Network and on routes leading from the National Network to designated service and terminal points. On rehabilitation projects they should be wide enough for STAA trucks at interchanges proposed as service or terminal access points. In some cases, factors such as cost and right of way may indicate widths only large enough for the California truck.

California truck. Roadways should be wide enough for the California truck on highways not on the National Network.

Bus. At intersections where truck volumes are light or where the predominant truck traffic consists of mostly 3-axle and 4-axle units, bus roadway widths may be used. The wheel paths will sweep a greater width than 3-axle delivery trucks and smaller buses such as school buses, but a slightly lesser width than that of a 4-axle truck.

Figure 5.2: Design Vehicles for California *(Ourston 1995)*

5.2 DESIGN SPEED

One of the keys to the demonstrated success of roundabouts is the improvement in safety. Roundabouts have very low accident and injury rates. This is because roundabouts are inherently designed for low speeds. The design speed of roundabouts should be around 40-50 km/h (25-30 mph).

5.4.3 French Recommendation for Deflection[2]

The overall geometric design should not allow the most "stretched out" trajectories to be taken at speeds in excess of 50 km/h (30 mph). A trajectory's deflection is the radius of the arc that passes at a 1.5m distance away from the edge of the central island and at 2 m from the edges of the entry and exit lanes. The radius of such an arc should be less than 100 m.

If this radius turns out to be too great on a particular project, it should be reduced by modifying the radius of the central island, or, depending on the layout of the various legs, those of the entry or exit lanes. But one should avoid creating too abrupt an inflection at the exit lanes. The position of the intersecting legs around the ring road and the shape of the splitter islands can also be improved to create sufficient deflection.

5.5 CENTRAL ISLAND

A central island consists of a raised, often landscaped, non-traversable area and, if applicable, a truck apron. The size of the central island is determined principally by the space available and the need to obtain sufficient deflection to control through vehicle speed while providing adequate radii for required turning movements. The size is influenced by:

- The need to obtain sufficient deflection to control through vehicle speed. Where speeds can be reduced by other means (e.g. approach alignment), there is no limit for size of the island.
- The ability of drivers to recognize the presence of a roundabout.
- The need to provide sufficient time for drivers entering the roundabout to determine whether vehicles on the roundabout are turning right or passing the entry point.

The shape of larger islands can be non-circular to suit a particular site, with the long side of the island oriented for the major flow. However, islands less than the nominal 5 m (16 ft) radius should be circular. Larger central islands are also necessary for roundabouts in high-speed areas and at intersections with more than four legs. Larger central islands improve drivers' recognition of the form of intersection treatment. In areas where drivers are likely to be unfamiliar with roundabout operation, Austroad recommends the central island diameter be at least 5 m (16 ft) and preferably greater than 10 m (33 ft).

In the Florida guidelines, the central island for the state highway system should have a minimum radius of 7.5 m (25 ft) to the inside edge of the circulating roadway. For local roads, the use of a smaller design vehicle reduces the minimum radius. Single lane roundabouts designed for high-speed rural areas where two-way roads intersect would typically have central islands with radii in the range of 10 to 15 m (33 to 49 ft). Roundabouts on divided roads are generally larger than those on undivided roads.

Additional width required to accommodate the turning paths of larger vehicles, semi-trailers, and buses can be provided by designing the outer portion (truck apron) of the central island for encroachment. This is done by placing mountable curbs along the central island radius for deflection of through vehicles. The encroachment area, between this curb and the raised portion

[2] This section is based on a translation of the French guidelines by Michael Ronkin, ODOT.

of the central island, must be designed as load bearing pavement. It should be raised between 50 and 75 mm (2 and 3 in).

5.6 CIRCULATING WIDTH

Circulating width depends on the swept paths, and the layout and width of exits and entries. Generally, consistent width throughout the roadway is preferable. The three state guidelines recommend that the width should be 1 to 1.2 times the maximum entry width. California recommends that the width should not exceed 15 m (49 ft).

Short lengths of reverse curve between entry and exits should be avoided. It is difficult to achieve this on three-legged roundabouts or roundabouts with skewed entries. Austroad gives a table for the required width of one, two, or three vehicles in any group turning simultaneously. These widths assume there is only one articulated vehicle in any group turning simultaneously (see Table 5.6 and Figure 5.8).

Table 5.6: Widths Required for Vehicles to Turn One, Two or Three Abreast *(Austroad 1993)*

Turning Radius R (m)	One Articulated Vehicle (m)	One Articulated Vehicle plus One Passenger Car (m)	One Articulated Vehicle plus Two Passenger Cars (m)
5	7.6		
8	7.1		
10	6.7		
12	6.5	10.3	
14	6.2	10.1	
16	6.0	9.9	
18	5.9	9.7	
20	5.7	9.6	13.5
22	5.6	9.5	13.4
24	5.5	9.4	13.3
26	5.4	9.3	13.2
28	5.4	9.2	13.0
30	5.3	9.1	12.9
50	5.0	8.8	12.6
100	4.6	8.4	12.2

Note: To convert from meters to feet, multiply by 3.3.

5.7 INSCRIBED CIRCLE DIAMETER (ICD)

The decision about the size of a roundabout is a compromise between making it small enough to provide adequate deflection and making it large enough to provide for the appropriate design vehicles. Therefore, the Inscribed Circle Diameter (ICD) depends on the type of vehicle and deflection required for safe speed.

In the Florida guidelines, the minimum ICD for a single lane roundabout on the state highway system should be 30 m (100 ft), based on a WB-15 design vehicle. The layout of a roundabout should be verified by a turning template or software program. Maryland has determined that the smallest ICD for a single lane roundabout is 100 ft on a state highway based on a WB-50 design vehicle. California gives a varied range of ICD from 29 m (95 ft) to 91.4 m (300 ft) for three types of design vehicles. Design values are given in Table 5.7.

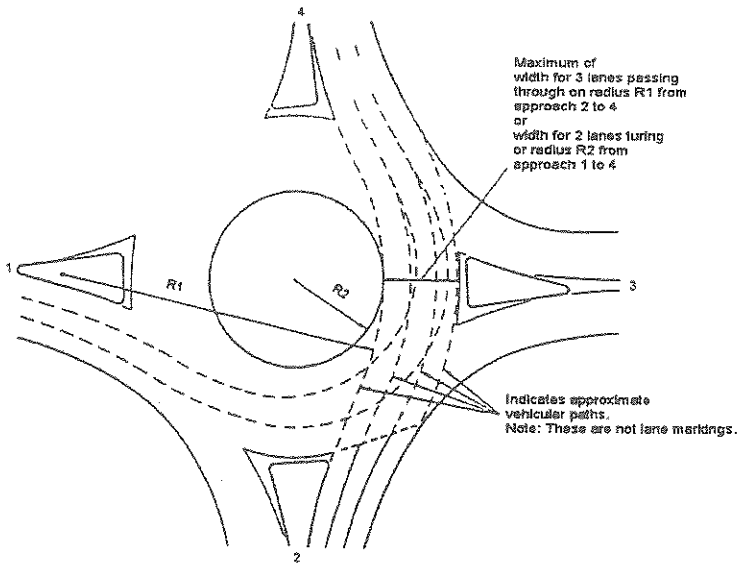


Figure 5.8: Circulating Roadwidths for Roundabouts *(Adapted from: Austroads 1993)*

5.8 ENTRY DESIGN

According to the UK, entry width is one of the most significant factors in the capacity of a roundabout. The entry width should be designed to accommodate the design vehicle while ensuring adequate deflection. Figure 5.9 shows the typical roundabout entrance, exit, and splitter island geometric configuration.

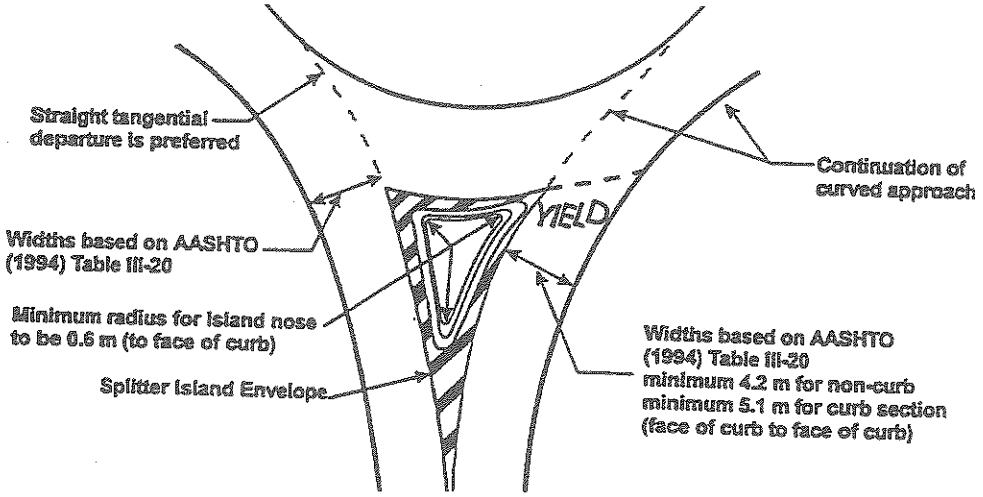
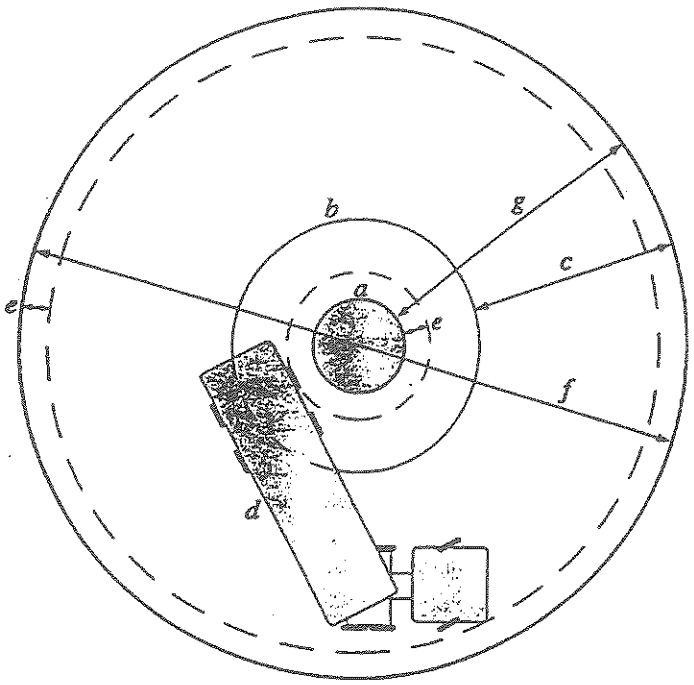


Figure 5.9: Typical Roundabout Entrance, Exit, and Splitter Island Geometric Configuration *(Florida)*

Florida guidelines specify that values for the entry width should be based on AASHTO Table III-20 (Table 5.8). However, as a minimum, the width for a single lane entrance on a state facility should be 4.2 m (14 ft). When a curb is present on both sides of the entering lane, and the splitter island is longer than 10 m (33 ft), the minimum width should be 5.1 m (17 ft) from face of curb to face of curb, based on criteria for passing a stalled vehicle.

Where there is an approach curve leading to the entry curve, it should have the same or a slightly larger radius than the radius of the curved path that a vehicle would be expected to travel through. The approach curve speed should be no more than 15 km/h (10 mph) faster than the maximum negotiation speed through the roundabout.

Table 5.7: Turning Widths Required for Normal Roundabouts *(Ourston 1995)*



LEGEND

- *a* Raised central island.
- *b* Low profile mountable apron.
- *c* Remaining circulatory roadway width, 1.0-1.2 times the maximum entry width.
- *d* Design vehicle.
- *e* 1 meter clearance minimum.
- *f* Inscribed circle diameter (ICD).
- *g* Width between curbs.

NOTE: Splitter islands should not protrude into the inscribed circle if the roundabout is designed tightly as illustrated here, allowing only the minimum width g.

Turning Widths Required for Normal Roundabouts							
Meters				Feet			
Inscribed Circle Diameter f	Design Vehicle			Inscribed Circle Diameter f	Design Vehicle		
	STAA Min. g	Calif. Min. g	Bus Min. g		STAA Min. g	Calif. Min. g	Bus Min. g
91.4	6.7	6.6	5.2	300	22.0	21.5	17.0
85.3	6.9	6.6	5.2	280	22.5	21.5	17.0
79.2	7.2	6.9	5.2	260	23.5	22.5	17.0
73.2	7.5	7.0	5.3	240	24.5	23.0	17.5
67.1	7.8	7.3	5.3	220	25.5	24.0	17.5
61.0	8.1	7.6	5.5	200	26.5	25.0	18.0
57.9	8.4	7.8	5.5	190	27.5	25.5	18.0
54.9	8.7	8.1	5.6	180	28.5	26.5	18.5
51.8	9.0	8.4	5.8	170	29.5	27.5	19.0
48.8	9.3	8.7	5.8	160	30.5	28.5	19.0
45.7	9.8	9.1	5.9	150	32.0	30.0	19.5
42.7	10.1	9.6	6.1	140	33.0	31.5	20.0
39.6	11.1	10.2	6.2	130	36.5	33.5	20.5
36.6	12.2	11.1	6.4	120	40.0	36.5	21.0
33.5	13.7	12.3	6.7	110	45.0	40.5	22.0
30.5	*	*	7.0	100	*	*	23.0
29.0	*	*	7.2	95	*	*	23.5

* Design vehicle requires a larger ICD (inscribed circle diameter).

News

Ashland High student hit by car in Siskiyou Blvd. crosswalk

Eldon Tobrock, 18, rushed to hospital, injuries do not appear to be life threatening

By Hannah Guzik
Ashland Daily Tidings
December 08, 2009 1:10 PM

An Ashland High School student was hit by a car in a Siskiyou Boulevard crosswalk just after noon today.

Eldon Tobrock, 18, was rushed to the hospital. He was conscious and communicating with school officials at the scene, as he lay on the ground in front of the Subaru that hit him in front of Ashland High School.

His injuries did not appear to be life threatening.

The driver, Anthony Martin, is in police custody and will likely be charged with a crime, police said. Officers declined to comment further in the minutes immediately following the crash, because they are still completing the investigation.

Martin, a Southern Oregon University student, said he didn't see Tobrock until about "a second and a half" before the crash, which occurred on the northbound side of Siskiyou Boulevard.

"I tried (to stop)," he said. "I slammed on the brakes as hard as I could. I even pulled the emergency brake."

As he lay on the ground, Tobrock told school officials, including Ashland High School Principal Jeff Schlecht and Superintendent Juli Di Chiro, he had assumed the car would stop because the car next to it, in the left-hand lane, had stopped.

"The guy just kept going 25," Tobrock said. "There wasn't anything I could do. I was walking one second and the other second I was on the ground."

Ashland High School student Adam Pavlich, 17, had crossed the crosswalk seconds before Tobrock and turned around when he heard tires screech, he said.

"I just saw him get hit — go up into the windshield and fly off," he said.

Adam ran over to Tobrock, who was yelling in pain, made sure he was stable and called 9-1-1, he said.

"The fire truck and ambulance were there within about three minutes," he said, pointing to the paramedics lifting Tobrock on a stretcher. "They're the ones who are the real heroes."

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

Ashland High student released from hospital after being struck

By Hannah Guzik
for the Mail Tribune
December 09, 2009 5:00 AM

ASHLAND — An Ashland High School student was hit by a car in a Siskiyou Boulevard crosswalk at about noon Tuesday, not far from the site where a college student was struck and killed two years ago.

Eldon Tobrock, 18, was knocked into the air, but was not seriously injured and was released in the afternoon from Ashland Community Hospital.

"I'm doing good though, no broken bones, no internal bleeding, already back home," read a message on Tobrock's MySpace page, posted at about 3:30 p.m. Tuesday.

Police charged the driver, Anthony Martin, 21, with careless driving, failing to yield to a pedestrian in a crosswalk and passing a stopped vehicle at a crosswalk, charges that carry fines and potentially other penalties, said Officer John Peronne with the Ashland Police Department.

Martin, a Southern Oregon University student and Jacksonville resident, said he didn't see Tobrock until just before the crash, which occurred on the northbound side of Siskiyou Boulevard, in the lane closest to the high school.

"I tried (to stop)," he said. "I slammed on the brakes as hard as I could. I even pulled the emergency brake.

"But there's no excuse for what I did," he said.

As he lay on the ground after being struck, Tobrock told school officials, including Ashland High School Principal Jeff Schlecht and Superintendent Juli Di Chiro, he had assumed the car would stop because the car next to it, in the left-hand lane, had stopped.

"The guy just kept going 25 (mph)," Tobrock said. "There wasn't anything I could do. I was walking one second and the other second I was on the ground."

Tobrock was struck while students were returning to campus as the school's lunch period was about to end minutes later, at 12:05 p.m.

A crossing guard is scheduled to flag students through the crosswalk during the five minutes before the lunch period ends. The crossing guard was not at the crosswalk when Tobrock was struck, because it was not quite noon, Di Chiro said.

The crash occurred almost two years after Southern Oregon University student Gladys Jimenez, 22, died after being hit by a car while crossing Siskiyou Boulevard.

Hannah Guzik is a reporter for the Ashland Daily Tidings. She can be reached at 482-3456 ext. 226, or hguzik@dailytidings.com.

Memo

CITY OF ASHLAND

Date: December 9, 2009
From: James Olson
To: Transportation Commission
Re: REQUEST FOR A MARKED CROSSWALK ON EAST MAIN STREET AT CAMPUS WAY – UPDATE ONLY

NO ACTION REQUIRED AT THIS TIME

The Public Works Department has received a request to establish a marked crosswalk across East Main Street in support of the Willow Winds Learning Center.

In 2002 the Traffic Safety Commission acted on a similar request to install a crosswalk, establish a school zone on East Main Street, and install a stop sign on East Main at Walker Avenue. Following an extensive investigation, the school zone was established, but the other two requests were denied.

The request for a crosswalk is before us again and conditions have changed significantly to where that request should be considered. Staff is in the process of collecting data to make a recommendation for the crosswalk creation but, as of this date we have not completed that work.

Attached is a compilation of the data collected thus far.

ENGINEERING DIVISION
20 E. Main Street
Ashland OR 97520
www.ashland.or.us

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

From: lincoln zeve <lincolnzeve@gmail.com>
To: <Olsonj@ashland.or.us>
Date: 10/1/2009 12:02 PM
Subject: crosswalk at willow wind

hi jim,

thanks for putting the possibility of a crosswalk at willow wind back on your list of things to be working on.

as mentioned to you, i'm the parent of two children that go to the school, which now numbers almost 250 students. my impression of the ingress/ egress is as follows. many children choose to cross directly across from the walking path that accesses willow wind, just west and parallel to the driveway. that pathway is across the street from the road that goes to scienceworks.

the two crosswalks that are supposedly for willow wind use are a almost 200 feet away to the east, and probobly almost 500 feet to the west. many students now go from the middle school around the back of scienceworks, and cross at campus way, without the use of a crosswalk.

in my opinion, the extended school zone actually minimizes its importance, as rarely do drivers slow or stop to allow children to cross from campus drive across to willow wind. i believe the best spot for a crosswalk is right at willow wind.

i hope you can take a look at it in the near future and examine whether the crosswalks are adequate or if some tweaking might be in order, so that the kids are gettting adequate protection nd ilogical designs, in crossing this busy street..

thanks so much for the consideration.

regards,

lincoln zeve

--
Lincoln Zeve
2710 Siskiyou Blvd
Ashland, OR 97520
541/621-7192

From: "Kat Smith" <k.smith@rvtd.org>
To: "Mike Faught" <faughtm@ashland.or.us>
Date: 11/11/2009 1:12 PM
Subject: Willow Wind Ped./Bike Enhancements

Hello Mike-

Thanks again for taking the time to meet at Willow Wind and Walker last week.

Additional thoughts:

1) According to some parents of students at Willow Wind, a fair amount of students walk to the Tues. Grower's Market at the National Guard Armory April- Nov. for lunch. It may be beneficial to take this into consideration when discussing the placement of crosswalks, beacons, etc.

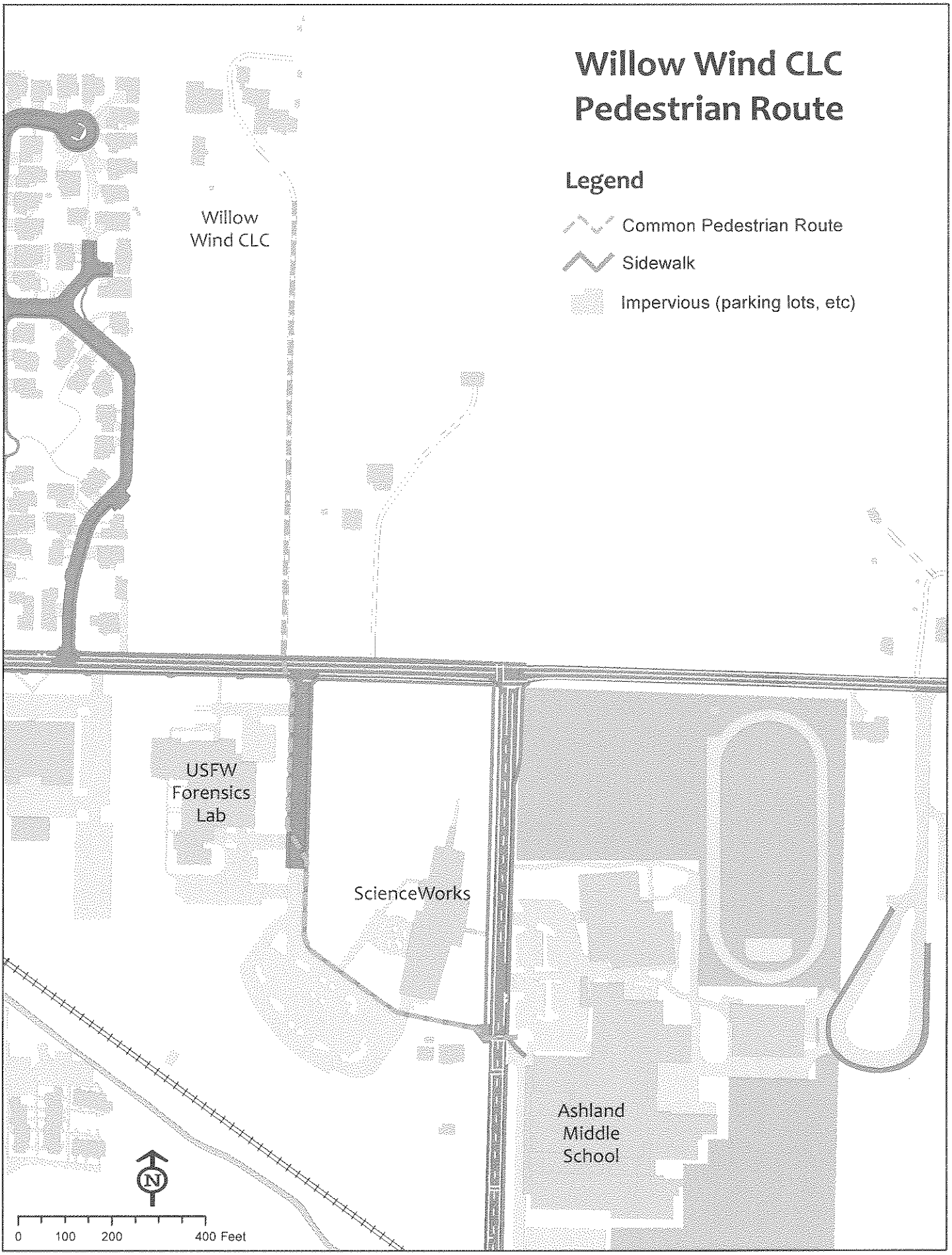
2) The dirt bike path that runs adjacent to the driveway has goat-heads which discourages bicycles to use this route, some bicyclists are choosing to use the car driveway to avoid them. Besides paving the path, what can be done?

3) There is a concern about bike/ped/skateboard access through the newly constructed parking lot as well.

Let me know how else I can be of assistance.

Be well,

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


Willow Wind CLC Pedestrian Route
Legend
Common Pedestrian Route
Sidewalk
Impervious (parking lots, etc)
Willow Wind CLC
USFW Forensics Lab
ScienceWorks
Ashland Middle School
N
0
100
200
400 Feet

E Main
Willow Wind

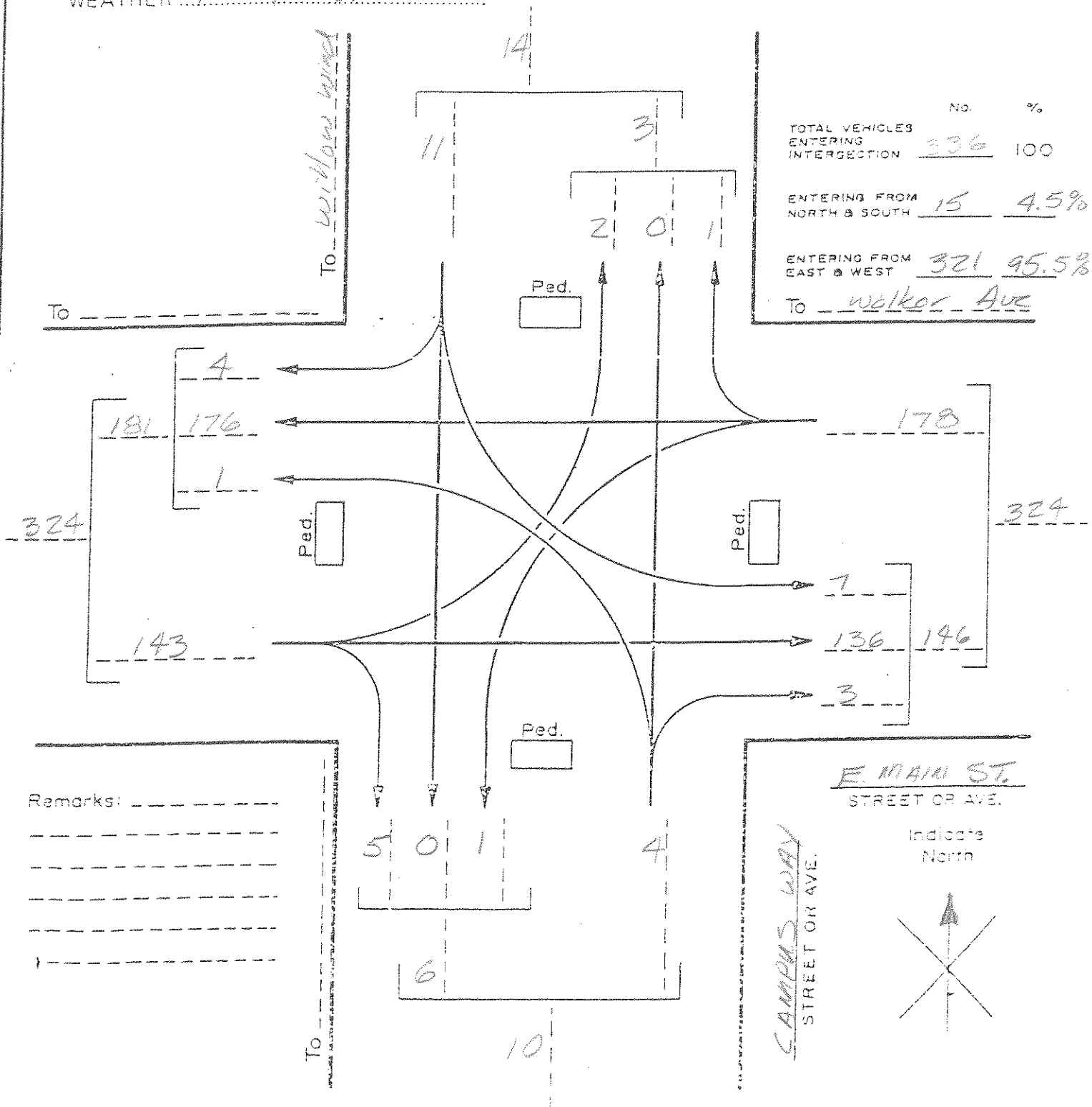

AHEAD

CITY OF ASHLAND, ENGINEERING DIVISION

TURN MOVEMENT VOLUMES

DATE Nov. 12, 2009
DAY OF WEEK Thurs.
ACTUAL COUNT (VEH.) 0.5 HRS.
HOURS COUNTED 11:30 to 12:00
PEDESTRIAN COUNT ..... HRS.
HOURS COUNTED .....
WEATHER Fair, clear

CITY OR COUNTY Ashland
INTERSECTION OF E. Main St. / Campus Way / Wilkins Wiaduct
MILE POST N.A.
CLASSIFICATION .....



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	336	100
ENTERING FROM NORTH & SOUTH	15	4.5%
ENTERING FROM EAST & WEST	321	95.5%

To Walker Ave

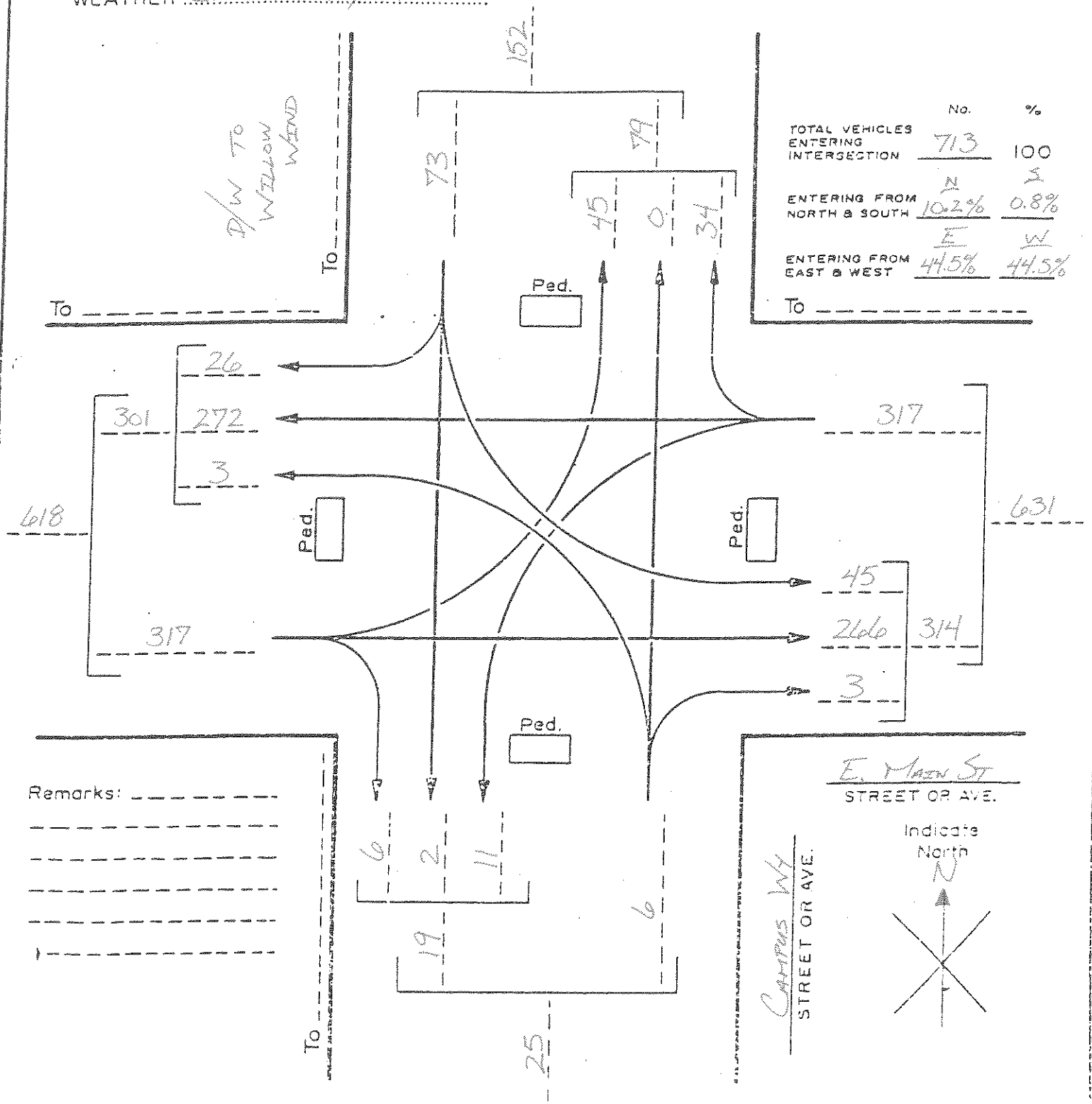
Remarks:

CITY OF ASHLAND, ENGINEERING DIVISION

TURN MOVEMENT VOLUMES

DATE: NOVEMBER 17, 2009
DAY OF WEEK: TUESDAY
ACTUAL COUNT (VEH.) ..... HRS.
HOURS COUNTED: 8:30AM - 9:30AM
PEDESTRIAN COUNT ..... HRS.
HOURS COUNTED .....
WEATHER: COLD @ 40°F, RAIN

CITY OR COUNTY .....
INTERSECTION OF: E. MAIN ST. / CAMPUS WAY /
DRIVEWAY TO WILLOW WIND
MILE POST .....
CLASSIFICATION .....



Remarks:

TimeMark Incorporated

City of Ashland Public Works/Engineering Department

Transportation Commission Report

Willow Wind : -
N. of E. Main :
:

Site: Trans Comm
Wednesday, 11/18/2009, 8:13:52 AM -
Monday, 11/30/2009, 11:02:58 AM

Volume Grand Totals

Average Hourly Volumes

	Driveway
12:00 AM	0.0
1:00 AM	0.0
2:00 AM	0.0
3:00 AM	0.0
4:00 AM	0.0
5:00 AM	0.0
6:00 AM	0.1
7:00 AM	1.6
8:00 AM	36.6
9:00 AM	59.9
10:00 AM	22.8
11:00 AM	14.7
12:00 PM	27.5
1:00 PM	21.6
2:00 PM	44.9
3:00 PM	26.1
4:00 PM	8.5
5:00 PM	2.2
6:00 PM	0.8
7:00 PM	0.0
8:00 PM	0.0
9:00 PM	0.0
10:00 PM	0.0
11:00 PM	0.0
ADT	267.2

Study Grand Totals

Driveway
3341

TimeMark Incorporated

City of Ashland Public Works/Engineering Department

Transportation Commission Report

E. Main St : -
Campus : to
Walker :

Site: Trans Comm -
Wednesday, 11/18/2009, 9:07:10 AM -
Monday, 11/30/2009, 11:57:45 AM

Volume Grand Totals

Average Hourly Volumes

	east-bound	west-boun	Combined
12:00 AM	30.8	22.3	53.2
1:00 AM	18.7	12.0	30.7
2:00 AM	11.7	7.0	18.7
3:00 AM	10.0	5.0	15.0
4:00 AM	4.9	2.6	7.5
5:00 AM	5.2	3.4	8.7
6:00 AM	11.3	7.3	18.7
7:00 AM	37.0	27.0	64.0
8:00 AM	96.8	94.5	191.2
9:00 AM	207.0	186.1	393.1
10:00 AM	217.6	187.2	404.8
11:00 AM	248.2	212.4	460.5
12:00 PM	291.7	237.0	528.7
1:00 PM	326.7	265.5	592.2
2:00 PM	298.2	262.8	561.0
3:00 PM	328.5	255.5	584.0
4:00 PM	335.6	275.9	611.5
5:00 PM	327.8	246.8	574.5
6:00 PM	263.2	214.8	478.1
7:00 PM	196.0	158.9	354.9
8:00 PM	111.2	112.9	224.2
9:00 PM	95.7	81.9	177.6
10:00 PM	73.8	62.1	135.8
11:00 PM	49.9	36.8	86.8
ADT	3597.4	2977.7	6575.1

Study Grand Totals

east-bound	west-boun	Combined
43842	36318	80160
54.7 %	45.3 %	

TimeMark Incorporated

City of Ashland Public Works/Engineering Department

Transportation Commission Report

E. Main St : -
Campus : to
Walker :

Site: Trans Comm - 11
Wednesday, 11/18/2009, 9:07:10 AM -
Monday, 11/30/2009, 11:57:45 AM

Speed Grand Totals
east-bound

Hourly Averages

	Total	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
12:00 AM	30.8	0.1	0.2	2.0	15.4	10.8	1.9	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	18.7	0.1	0.2	1.0	7.2	7.8	2.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	11.7	0.0	0.1	0.8	5.5	3.4	1.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	10.0	0.0	0.3	1.1	3.6	4.0	0.6	0.3	0.0	0.0	0.1	0.0	0.0	0.0
4:00 AM	4.9	0.0	0.0	0.2	2.3	1.7	0.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.2	0.0	0.2	0.9	2.2	1.6	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	11.3	0.0	0.0	1.3	4.3	3.6	1.6	0.4	0.1	0.0	0.0	0.0	0.0	0.0
7:00 AM	37.0	0.0	0.4	3.8	18.5	10.2	3.5	0.5	0.1	0.0	0.0	0.0	0.0	0.0
8:00 AM	96.8	0.4	3.6	25.6	40.5	21.3	4.7	0.6	0.0	0.1	0.0	0.0	0.0	0.0
9:00 AM	207.0	2.7	7.7	63.4	91.3	33.9	6.9	0.8	0.1	0.2	0.0	0.0	0.0	0.1
10:00 AM	217.6	2.5	6.1	52.5	94.6	49.8	11.1	0.8	0.2	0.0	0.0	0.0	0.0	0.0
11:00 AM	248.2	2.1	4.5	44.8	115.1	68.4	10.8	2.2	0.2	0.0	0.0	0.0	0.0	0.2
12:00 PM	291.7	2.7	7.3	53.5	132.8	80.3	13.7	0.9	0.2	0.1	0.0	0.1	0.1	0.1
1:00 PM	326.7	3.2	9.9	62.9	152.7	85.2	12.0	0.7	0.2	0.0	0.0	0.0	0.0	0.0
2:00 PM	298.2	2.8	7.8	52.3	138.2	83.0	12.2	1.4	0.2	0.2	0.1	0.0	0.1	0.1
3:00 PM	328.5	3.6	10.9	67.7	153.5	79.4	11.8	1.2	0.2	0.1	0.1	0.0	0.1	0.1
4:00 PM	335.6	5.2	14.2	74.0	156.9	74.8	9.8	0.4	0.1	0.0	0.0	0.1	0.0	0.0
5:00 PM	327.8	3.2	11.6	53.2	162.8	85.1	10.6	0.6	0.2	0.1	0.1	0.2	0.0	0.1
6:00 PM	263.2	1.3	6.0	34.8	146.3	67.2	6.7	0.5	0.2	0.1	0.0	0.0	0.0	0.1
7:00 PM	196.0	0.9	2.8	22.2	110.1	51.6	7.4	0.7	0.2	0.0	0.1	0.0	0.0	0.0
8:00 PM	111.2	0.1	1.1	9.6	56.0	37.7	6.2	0.7	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	95.7	0.1	0.7	7.1	48.2	33.0	6.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	73.8	0.2	0.9	4.1	38.0	24.9	4.8	0.8	0.0	0.1	0.0	0.0	0.0	0.0
11:00 PM	49.9	0.1	0.3	4.2	26.3	14.4	3.4	1.0	0.2	0.0	0.0	0.0	0.0	0.0
ADT	3597.4	31.2	96.9	642.9	1722.4	933.3	150.4	15.8	2.0	0.8	0.4	0.3	0.2	0.6

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	22.8	23.9	28.0	32.1	33.2

10 mph Pace Speed 23.2 - 33.2
Number in pace 34454 (78.6 %)

Average 28.0 mph
Minimum 5.0 mph
Maximum 97.0 mph

Speeds Exceeded	15.0 mph	25.0 mph	35.0 mph
	54.2 %	42.9 %	2.6 %
Count	43460	34403	2081

Study Grand Totals

	Total	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
east-bound	43842	382	1181	7876	20970	11352	1834	193	24	10	5	4	3	8
		0.9%	2.7%	18.0%	47.8%	25.9%	4.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

TimeMark Incorporated

City of Ashland Public Works/Engineering Department

Transportation Commission Report

E. Main St : -
Campus : to
Walker :

Site: Trans Comm - 11
Wednesday, 11/18/2009, 9:07:10 AM -
Monday, 11/30/2009, 11:57:45 AM

Speed Grand Totals
west-bound

Hourly Averages

	Total	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
12:00 AM	22.3	0.1	0.1	3.0	11.2	6.4	1.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	12.0	0.0	0.0	1.8	6.4	3.4	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	7.0	0.2	0.2	0.8	3.9	1.4	0.4	0.1	0.0	0.0	0.1	0.0	0.0	0.0
3:00 AM	5.0	0.1	0.2	0.9	1.6	1.5	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	2.6	0.1	0.2	0.2	1.1	0.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	3.4	0.0	0.0	0.2	1.8	1.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	6.8	0.0	0.2	0.6	2.8	2.8	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	27.0	0.0	1.8	4.5	12.9	6.4	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	94.5	0.8	4.3	36.5	38.6	11.1	2.6	0.5	0.1	0.0	0.0	0.0	0.0	0.0
9:00 AM	186.1	2.5	10.5	68.5	78.1	22.3	3.4	0.5	0.1	0.1	0.0	0.0	0.1	0.1
10:00 AM	187.2	2.5	8.5	59.0	75.8	32.2	7.2	1.5	0.2	0.0	0.2	0.0	0.0	0.0
11:00 AM	212.4	3.1	6.2	52.1	94.6	44.7	9.8	1.8	0.2	0.0	0.0	0.0	0.0	0.1
12:00 PM	237.0	2.3	6.2	53.4	104.0	57.2	11.8	1.6	0.3	0.0	0.1	0.0	0.1	0.1
1:00 PM	265.5	4.2	8.2	61.2	114.2	62.8	12.6	1.9	0.2	0.1	0.0	0.0	0.0	0.0
2:00 PM	262.8	2.8	6.0	56.3	120.8	62.9	11.3	2.2	0.1	0.2	0.0	0.0	0.0	0.1
3:00 PM	255.5	3.4	6.8	60.2	109.0	61.0	12.4	2.1	0.4	0.2	0.0	0.0	0.0	0.0
4:00 PM	275.9	4.7	7.5	70.8	126.2	56.8	8.8	0.8	0.2	0.1	0.0	0.0	0.1	0.0
5:00 PM	246.8	2.9	4.7	50.1	123.3	55.3	8.5	1.3	0.2	0.0	0.1	0.0	0.2	0.2
6:00 PM	214.8	1.3	1.8	35.4	121.7	46.7	7.0	0.6	0.2	0.0	0.1	0.0	0.1	0.0
7:00 PM	158.9	0.4	1.8	25.6	85.8	37.8	7.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	112.9	0.0	0.8	15.5	60.9	30.4	5.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	81.9	0.0	0.7	10.1	41.6	23.2	5.6	0.6	0.2	0.0	0.0	0.0	0.0	0.0
10:00 PM	62.1	0.0	0.2	8.9	32.9	15.3	4.2	0.5	0.0	0.1	0.0	0.0	0.0	0.0
11:00 PM	36.8	0.1	0.2	5.1	20.3	9.6	1.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0
ADT	2977.1	31.6	76.7	680.5	1389.7	653.5	122.9	17.8	2.4	0.7	0.5	0.0	0.5	0.5

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	22.4	23.4	27.4	31.9	33.1

10 mph Pace Speed 22.3 - 32.3
Number in pace 28138 (77.5 %)

Average 27.5 mph
Minimum 5.0 mph
Maximum 96.0 mph

Speeds Exceeded	15.0 mph	25.0 mph	35.0 mph
	44.8 %	33.2 %	2.2 %
Count	35931	26639	1767

Study Grand Totals

	Total	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
west-bound	36318	387	946	8346	16928	7944	1495	217	29	8	6	0	6	6
		1.1%	2.6%	23.0%	46.6%	21.9%	4.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

TimeMark Incorporated

City of Ashland Public Works/Engineering Department

Transportation Commission Report

E. Main St : -
Campus : to
Walker :

Site: Trans Comm - 11
Wednesday, 11/18/2009, 9:07:10 AM -
Monday, 11/30/2009, 11:57:45 AM

Speed Grand Totals
Combined

Hourly Averages

	Total	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
12:00 AM	53.2	0.2	0.3	5.0	26.6	17.2	3.2	0.7	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	30.7	0.1	0.2	2.8	13.6	11.2	2.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	18.7	0.2	0.2	1.6	9.4	4.8	2.1	0.2	0.0	0.0	0.1	0.0	0.0	0.0
3:00 AM	15.0	0.1	0.5	2.0	5.2	5.5	1.1	0.6	0.0	0.0	0.1	0.0	0.0	0.0
4:00 AM	7.5	0.1	0.2	0.3	3.4	2.5	0.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	8.7	0.0	0.2	1.1	3.9	2.9	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	18.7	0.0	0.2	2.0	7.4	6.6	1.9	0.5	0.1	0.0	0.0	0.0	0.0	0.0
7:00 AM	64.0	0.0	2.2	8.2	31.4	16.7	4.5	0.8	0.1	0.0	0.0	0.0	0.0	0.0
8:00 AM	191.2	1.2	7.9	62.1	79.1	32.4	7.2	1.1	0.1	0.1	0.0	0.0	0.0	0.0
9:00 AM	393.1	5.2	18.2	131.8	169.4	56.2	10.3	1.3	0.2	0.2	0.0	0.0	0.1	0.2
10:00 AM	404.8	5.1	14.5	111.5	170.5	82.1	18.2	2.4	0.4	0.0	0.2	0.0	0.0	0.0
11:00 AM	460.5	5.2	10.7	96.8	209.7	113.1	20.5	4.0	0.3	0.0	0.0	0.0	0.0	0.2
12:00 PM	528.7	5.0	13.5	106.9	236.8	137.5	25.4	2.5	0.5	0.1	0.1	0.1	0.2	0.2
1:00 PM	592.2	7.4	18.1	124.1	266.9	148.0	24.6	2.6	0.4	0.1	0.0	0.0	0.0	0.0
2:00 PM	561.0	5.6	13.8	108.7	259.1	145.9	23.5	3.6	0.2	0.3	0.1	0.0	0.1	0.2
3:00 PM	584.0	7.0	17.7	127.9	262.5	140.4	24.2	3.2	0.6	0.2	0.1	0.0	0.1	0.1
4:00 PM	611.5	9.9	21.8	144.8	283.2	131.6	18.5	1.2	0.3	0.1	0.0	0.1	0.1	0.0
5:00 PM	574.5	6.2	16.2	103.3	286.2	140.4	19.1	1.9	0.3	0.1	0.2	0.2	0.2	0.2
6:00 PM	478.1	2.7	7.8	70.2	268.0	113.9	13.7	1.1	0.3	0.1	0.1	0.0	0.1	0.1
7:00 PM	354.9	1.3	4.6	47.8	195.9	89.4	14.6	1.0	0.2	0.0	0.1	0.0	0.0	0.0
8:00 PM	224.2	0.1	1.8	25.1	116.9	68.1	11.3	0.8	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	177.6	0.1	1.3	17.2	89.8	56.2	11.8	1.0	0.2	0.0	0.0	0.0	0.0	0.0
10:00 PM	135.8	0.2	1.1	13.0	70.9	40.2	9.0	1.2	0.0	0.2	0.0	0.0	0.0	0.0
11:00 PM	86.8	0.2	0.5	9.2	46.7	24.0	4.8	1.2	0.2	0.0	0.0	0.0	0.0	0.0
ADT	6575.1	62.8	173.6	1323.5	3112.4	1587.1	273.3	33.5	4.3	1.5	0.9	0.3	0.7	1.1

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	22.6	23.6	27.8	32.0	33.1

10 mph Pace Speed 22.8 - 32.8
Number in pace 62425 (77.9 %)

Average 27.8 mph
Minimum 5.0 mph
Maximum 97.0 mph

Speeds Exceeded	15.0 mph	25.0 mph	35.0 mph
	99.0 %	76.2 %	4.8 %
Count	79391	61042	3848

Study Grand Totals

	Total	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
east-bound	43842	382	1181	7876	20970	11352	1834	193	24	10	5	4	3	8
		0.9%	2.7%	18.0%	47.8%	25.9%	4.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
west-bound	36318	387	946	8346	16928	7944	1495	217	29	8	6	0	6	6
		1.1%	2.6%	23.0%	46.6%	21.9%	4.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Combined	80160	769	2127	16222	37898	19296	3329	410	53	18	11	4	9	14
		1.0%	2.7%	20.2%	47.3%	24.1%	4.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

Memo

CITY OF ASHLAND

Date: January 16, 2002

From: James H. Olson

To: Traffic Safety Commission

Re: REQUEST TO ESTABLISH A SCHOOL ZONE FOR THE WILLOW WIND COMMUNITY LEARNING CENTER

REQUEST:

A little over a year ago the Ashland School District purchased the property which previously housed the Waldorf Private School on E. Main Street. The Waldorf School had operated for several years at that location.

The facility was purchased by the school district as a resource center to aid the home schooling program. The facility has been named the Willow Wind Community Learning Center and is under the administration of Andy Bayless. Mr. Bayless has requested that a school zone be created on E. Main Street to improve safety for those using the center.

BACKGROUND:

The learning center supports approximately 200 families or about 250 students. The center operates weekdays with staggered hours. There is no school bus service in support of this facility so all transportation of students is by private auto or by walking. The single entrance to the center is on E. Main Street opposite Campus Way. E. Main Street is a 36 foot wide arterial street. There are sidewalks on both sides with bikelanes adjacent to the curbs on both sides. The approximate average daily traffic is over 6500 vehicles per day.

Traffic control in school areas is a highly sensitive subject. If all the demands of parents and others were met, there would have to be a tremendous increase in police and adult guards for school duties; many more traffic signals, signs and markings. Such demands, however, are not always in line with actual needs. It is important to stress that regardless of school location, safe and effective traffic control can best be obtained through the uniform applications of realistic policies, practices and standards.

Pedestrian safety depends in large measure upon public understanding of accepted methods for efficient traffic control. This principle is never more important than in the control of pedestrians and vehicles in the vicinity of schools.

A school speed zone is a specific section of roadway within a school area where a reduced speed of 20 MPH is in force when children are present or when lights flash. It begins at the SCHOOL

SPEED 20 MPH sign and ends at the END SCHOOL ZONE sign or other posted speed sign. A school speed zone in normally contiguous to the school property.

ODOT has established a guideline for the creation and management of school zones. The guide recommends that the following conditions should exist for the establishment of school zones:

A. The posted speed does not exceed 35 MPH
B. The roadway is contiguous to the school property
C. There is at least one marked school pedestrian crossing within the proposed 20 MPH zone
D. That the pedestrian crossing be supported by the schools "Safe Route to School Plan"
E. The property houses a full time public or private school
F. The school level (K-8)
G. The establishment of a school speed zone is supported by an engineering study. The engineering study should include but not be limited to the following:
   - Crash history
   - Traffic history
   - Gap study
   - Number of bicyclists riding to school
   - Number of pedestrians utilizing the school crossing
   - Speed study for all directions of travel
   - Examination of conditions adversely affecting pedestrian and bike safety
   - Examination of the school's "Safe Route to School Plan"
   - Input and participation by school district, traffic safety commission and other community representatives

There are a number of conditions which combine to make this area difficult to designate as a school speed zone including:

A. It is not immediately clear that this center is a school. There is no sign nor any outward appearance of a school. It looks more like a farm than a school.
B. There is no designated or posted school crosswalk to support the center.
C. Site visits have not shown a high pedestrian concentration.
D. Since the hours are staggered with no definite and set beginning and ending hours, pedestrian traffic is not significantly higher than at any other time.
E. An engineering study for this request has not yet been done.

The alternative to establishing a school speed zone is the use of the Standard Advance Sign (S1-1).

There are currently School Advance Warning Signs (S1-1) and the new lime green crosswalk warning signs in advance of Wightman Street and Walker Avenue (both direction) There are eight advance warning signs currently in place in this vicinity.

RECOMMENDATION:

Staff recommends that a school zone not be established at this time.

CONCLUSIONS:

STOP SIGNS

Requests for stop signs are perhaps the most commonly suggested remedies for a variety of traffic safety ailments. It is commonly perceived that these items will always improve pedestrian safety. We have learned from experience and from case studies that this is certainly not the case.

Some guidelines for stop sign placement are as follows:

1. Stop signs should not be used for speed control
2. Stop signs should be installed in a manner that minimizes the number of vehicles having to stop
3. A stop sign should not be installed on the major street unless justified by a traffic study
4. Stop signs should be considered only if high speeds, restricted view or crash records indicate the need of a stop sign.

The MUTCD suggests that the following conditions should be present to warrant a multi-way stop:

1. A stop can be installed as a temporary measure if warrants are met for installation of a traffic signal.
2. A crash problem, as indicated by five or more reported crashes in a twelve month period, may indicate the need for a multi-stop if the crashes might be correctable by the use of the stop. Examples of correctable crashes include right or left turn collisions (T-bone collisions)
3. The following minimum traffic volumes and conditions way indicate the need for a multi-way stop: a) Major street traffic volume of 300 vehicles per hour over an eight hour period
   b) The combined vehicular, pedestrian and bicycle volume of 200 units per hour with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle.
4. The need to control left-turn conflicts exists.
5. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes exist.
6. Locations where a driver, after stopping, cannot see conflicting traffic and is not able to safely negotiate the intersection unless conflicting cross traffic is stopped might require a stop.

Of the above conditions, only traffic volume is met. The intersection is very open and visible, there is no record of excessive crashes, pedestrian traffic is not high and the traffic volume ratio is to unbalanced to support an all-way stop. At 7800 vehicles per day, E. Main carries nearly three times as much traffic as does Walker Avenue (2800 vpd). It is obvious, not only from the observable traffic, but from the intersection configuration that E. Main Street is the major street. The decision to stop the traffic on the major street must be supported by some other special condition , need or safety issues. There do not appear to be any special conditions at this intersection that would warrant an all-way stop.

CROSSWALK AT CAMPUS WAY:

During numerous site visits no pedestrian crossings at this location were noted. A very basic premise of pedestrian safety is to provide marked cross-walks only where they are required by

SPEED 20 MPH sign and ends at the END SCHOOL ZONE sign or other posted speed sign. A school speed zone in normally contiguous to the school property.

ODOT has established a guideline for the creation and management of school zones. The guide recommends that the following conditions should exist for the establishment of school zones:

A. The posted speed does not exceed 35 MPH
B. The roadway is contiguous to the school property
C. There is at least one marked school pedestrian crossing within the proposed 20 MPH zone
D. That the pedestrian crossing be supported by the schools "Safe Route to School Plan"
E. The property houses a full time public or private school
F. The school level (K-8)
G. The establishment of a school speed zone is supported by an engineering study. The engineering study should include but not be limited to the following:
   - Crash history
   - Traffic history
   - Gap study
   - Number of bicyclists riding to school
   - Number of pedestrians utilizing the school crossing
   - Speed study for all directions of travel
   - Examination of conditions adversely affecting pedestrian and bike safety
   - Examination of the school's "Safe Route to School Plan"
   - Input and participation by school district, traffic safety commission and other community representatives

The primary objective of establishing any school speed zone is to make a designated pedestrian crosswalk(s) safer for school children to use.

OBSERVATIONS:

The Engineering Staff has spent several hours observing the intersections of E. Main Street and Campus Way and Walker Avenue to determine if there are problems within the current traffic control scheme, intersection layout, crosswalk locations and signage.

The observations included traffic volume and speed studies, intersection turn movement, and intersection delay analysis. Following is a summary of the results of these studies:

A. Traffic Volume

E. Main Street	West of Walker Avenue	7780 VPD
E. Main Street	East of Walker Avenue	5884 VPD
E. Main Street	West of Wightman Street	8016 VPD
Walker Avenue	South of E. Main Street	2870 VPD
Wightman Street	South of E. Main Street	1013 VPD

B. E. Main / Walker Intersection Delay

Non-peak average delay = 7.2 seconds
PM Peak average delay = 9.5 seconds

C. E. Main / Walker Turn Movement Analysis

Non-Peak Traffic

1	Entering Intersection from E. Main St	81%
2	Entering Intersection from Walker Ave.	19%
3	No. 1 Traffic movement – west bound, no turn	36%
4	No. 2 Traffic movement – east bound, no turn	33%
5	No. 3 Traffic movement – left turn onto E. Main	17%
6	No. 4 Traffic movement – right turn onto Walker Ave	13%

PM Peak Traffic

1	Entering Intersection from E. Main St	80%
2	Entering Intersection from Walker Ave.	20%
3	No. 1 Traffic movement – west bound, no turn	30%
4	No. 2 Traffic movement – east bound, no turn	29%
5	No. 3 Traffic movement – right turn onto Walker Ave	15%
6	No. 4 Traffic movement – left turn onto E. Main	12%

D. Percent of Traffic Delayed Greater Than 30 Seconds

Non-Peak = 3.3%

PM Peak = 5.0%

E. Noted Near Crashes During Observations

None

F. Noted Traffic Violations

None

G. Pedestrians Crossing at E. Main Street

@ Walker Avenue = 8

@ Campus Way = 0

@ Wightman = 4

H. 10 Year Accident History

E. Main/ Walker = 2

E. Main/ Campus = 0

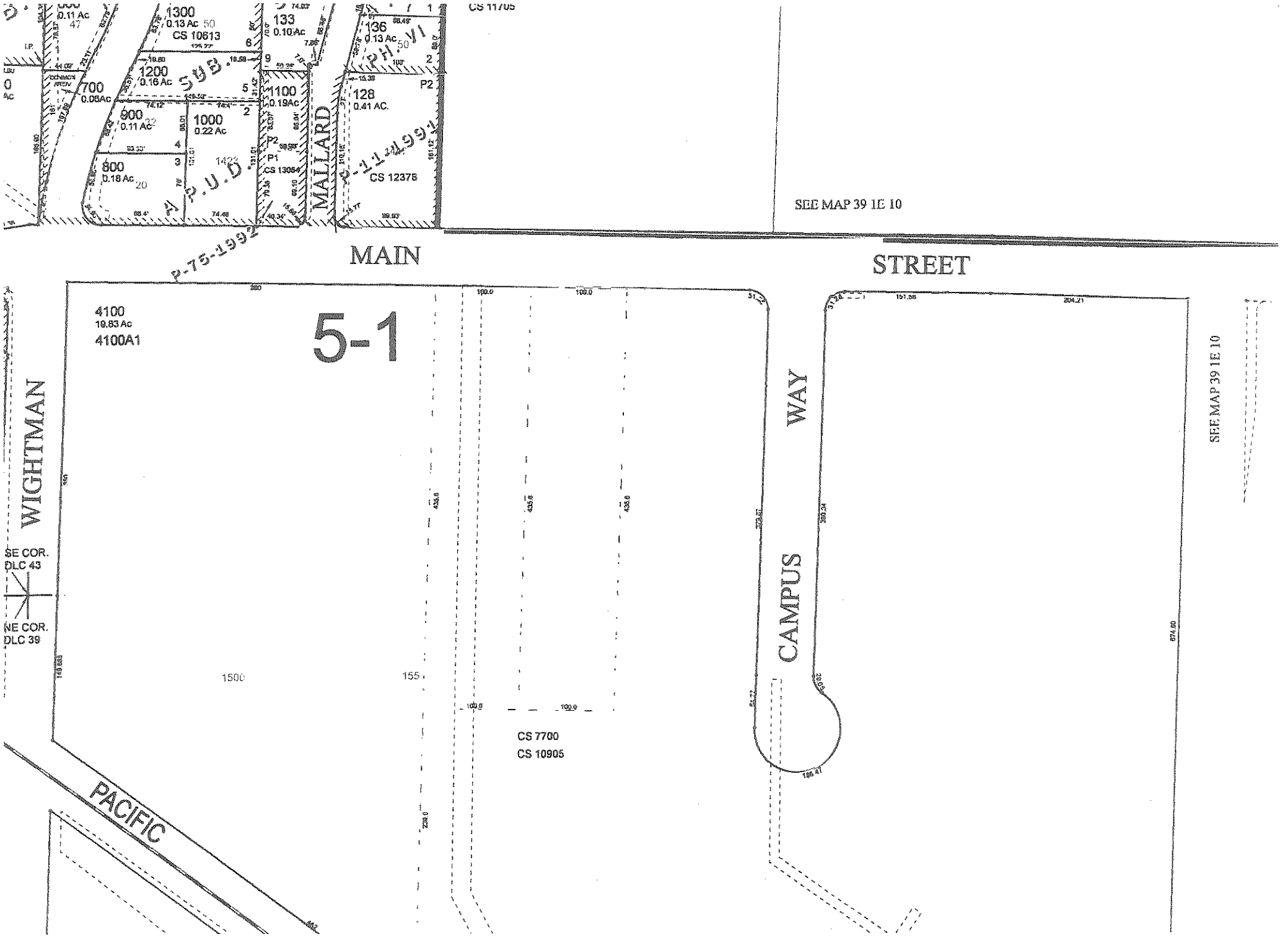
E. Main/ Wightman = 6

I. Noted Defects in Intersection Lay-out

E. Main/ Walker = none

E. Main/ Campus = none

E. Main/ Wightman = Staggered intersection can cause problems in turning movements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0.41 AC.
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CS 13084
P-11-491
P-75-1592
SUB.
A.P.U.D.
PH. VI
MALLARD
CS 11705
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MAIN
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CAMPUS
WAY
SEE MAP 39 1E 10
SE COR.
DLC 43
NE COR.
DLC 39
1500
155
CS 7700
CS 10905
PACIFIC

Memo

CITY OF ASHLAND

Date: April 18, 2002

From: James H. Olson

To: Traffic Safety Commission

Re: REQUEST TO ESTABLISH A SCHOOL ZONE FOR THE WILLOW WIND COMMUNITY LEARNING CENTER

REQUEST:

A little over a year ago the Ashland School District purchased the property which previously housed the Waldorf Private School on E. Main Street. The Waldorf School had operated for several years at that location.

The facility was purchased by the school district as a resource center to aid the home schooling program. The facility has been named the Willow Wind Community Learning Center and is under the administration of the Ashland School District. Mr. Bayless, who is a teacher at the school has requested that a school zone be created on E. Main Street to improve safety for those using the center. Additionally a partition was presented which requested that further measures be considered including 3-way stop at E. Main and Walker and a crosswalk at Campus Way.

BACKGROUND:

The learning center supports approximately 200 families or about 250 students. The center operates weekdays with staggered hours. There is no school bus service in support of this facility so all transportation of students is by private auto or by walking or biking. The single entrance to the center is on E. Main Street opposite Campus Way. E. Main Street is a 36 foot wide arterial street. There are sidewalks on both sides with bikelanes adjacent to the curbs on both sides. The approximate average daily traffic is over 7800 vehicles per day.

Traffic control in school areas is a highly sensitive subject. If all the demands of parents and others were met, there would have to be a tremendous increase in police and adult guards for school duties; many more traffic signals, signs and markings. Such demands, however, are not always in line with actual needs. It is important to stress that regardless of school location, safe and effective traffic control can best be obtained through the uniform applications of realistic policies, practices and standards.

Pedestrian safety depends in large measure upon public understanding of accepted methods for efficient traffic control. This principle is never more important than in the control of pedestrians and vehicles in the vicinity of schools.

A school speed zone is a specific section of roadway within a school area where a reduced speed of 20 MPH is in force when children are present or when lights flash. It begins at the SCHOOL

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

constant pedestrian demand and usage. To MARK A CROSSWALK DOES NOT MAKE IT SAFER. The slight advantage of marking a crosswalk is completely overcome by the lessened awareness and caution exhibited by the pedestrians in the crosswalk. Most crosswalk users feel safer in the crosswalk knowing they have the legal right of way and that drivers are expected to yield. It is because of this false sense of security that the pedestrian fatality rate in unsignalized marked crosswalks is higher than is unsignalized, unmarked crosswalks.

Because of the lack of a set starting and ending time for the Willow Wind School the crosswalk usage would be sporadic. It is not anticipated that an adult crossing guard would be considered for this location.

Staff feels that to mark a crosswalk across E. Main Street at Campus without benefit of a crossing guard or a signal (which is not warranted) would decrease the safety of any pedestrians crossing at that location.

SCHOOL SPEED ZONE:

Over studies have indicated that the establishment of a school speed zone that encompasses the crosswalks at Walker Avenue and at Wightman Street would be beneficial to both the Willow Wind Learning Center and the Middle School.

The 20 MPH speed zone is in effect when children are present, or expected to be present. Presently there is nothing in this section of E. Main that would indicate the presence of a public or even a private school. It is imperative that a sign be displayed identifying the presence of Willow Wind Learning Center so that drivers can anticipate the presence of school children in the area.

RECOMMENDATION:

Staff recommends the following actions be considered for this area:

1. The requested stop sign at E. Main / Walker Ave. should not be approved. Stopping traffic on an arterial street at a T-intersection with a minor street would decrease the safety of the intersection.
2. The requested crosswalk across E. Main at Campus Way should not be approved. A marked crosswalk at this location without the use of a crossing guard would be more hazardous to pedestrians.
3. A school speed zone should be established on E. Main Street between Walker Avenue and Wightman Street with the following stipulations:
   a. A sign identifying the Willow Wind Learning Center should be erected prior to establishing the school speed zone.
   b. The existing speed zones on this section of E. Main Street must be modified since there can be no contradictory speed limit signs within the school zone. The existing 25 MPH zone should be extended to the east from Campus Way to the 40 MPH zone east of Walker Avenue. The 30 MPH zone should be eliminated. This change will require approval of the State Speed Board.

CITY OF
ASHLAND

May 2, 2002

Ms. Juli DiChiro
Superintendent, Ashland Public Schools
885 Siskiyou Bv
Ashland OR 97520

RE: REQUEST FOR TRAFFIC SAFETY IMPROVEMENTS FOR WILLOW WINDS COMMUNITY LEARNING CENTER

Dear Juli:

Thank you for your remarks and support for additional traffic safety features to benefit the Willow Winds Community Learning Center.

On April 25th the Traffic Safety Commission considered your request to:

1. Install a 3-way stop at East Main Street and Walker Avenue
2. Create a "School Speed Zone" on East Main Street
3. Install a crosswalk across East Main Street at Campus Way.

Of these three requests, the Commission approved only the creation of the school speed zone. Please see my attached memo of April 18th and the supporting documentation that might help explain the reasons behind the commission's decision.

A very basic premise of traffic safety is to provide safety features in relation to what the driver expects to see. Generally when a driver passes a school, it is expected that a school speed zone will be in effect. In the case of the Willow Winds Center there is nothing to indicate to a driver that there is a school in this area.

The commission moved to establish a school speed zone on East Main Street from Walker Avenue to Wightman Street. It was further moved that the zone should not be signed on the street until a sign or signs identifying the Willow Winds Community Learning Center could be erected. Do you have plans to erect a sign for the Willow Winds Center? If you would like to discuss this further, please feel free to call me at 488-5347.

Sincerely,

James H. Olson
City Surveyor / Project Manager

cc: Paula Brown
Ray Smith
Traffic Safety Commission

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

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

Workshop Location:

This workshop will be held at:
Ashland Community Center
(Across from Lithia Park)
59 Winburn Way
Ashland, OR 97520

Continuing Education Units (CEUs)

This workshop satisfies the Oregon State Board of Examiners continuing professional development requirements for registered civil engineers.

About the University

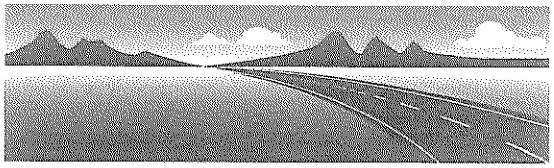
Founded in 1901, the University of Portland is an independent Catholic university of 2,600 students. The University offers 56 undergraduate and graduate programs in the arts, sciences, humanities, nursing, engineering, business, and education. In its education policies, programs, and procedures, the University provides equal opportunity for all its students without regard to race, color, religion, sex, age, nationality, or ethnic origin. For more information contact Dr. Mojie Takallou or Jamie Strohecker at (503) 943-7292 or stroheck@up.edu.

Special thanks to: Mr. James Olson, City of Ashland Engineering Services Manager, for all the local arrangements.

The University of Portland
Department of Civil Engineering
5000 North Willamette Blvd.
Portland, OR 97203-5798

Improving Safety Features of Local Roads & Streets

Free workshop offered in Ashland, Oregon on January 20, 2010



Taught by Mojie Takallou, Ph.D., P.E.
Department of Civil Engineering
University of Portland

Sponsored by:
Oregon Department of Transportation
Transportation Safety Division
and
U.S. Dept. of Transportation
National Highway Traffic Safety Administration
With the cooperation of
City of Ashland Public Works Dept
And the
Ashland Transportation Commission

Enrollment Form

Workshop enrollment is limited. Please reserve your place now. You can register directly through:

Jamie Strohecker
University of Portland
School of Engineering
5000 N. Willamette Blvd
Portland, OR 97203-5798
TEL: 503-943-7292
FAX: 503-943-7316
EMAIL: stroheck@up.edu

Name: _____

Title: _____

Agency: _____

Type of Work: _____

Address: _____

City: _____

State: _____ Zip: _____

Telephone: _____

E-mail: _____

Please submit one application per person, per course.

Or Contact:
Ms. Nancy Slocum
City of Ashland
Public Works Administration
Ph: (541) 552-2420
Email: slocumn@ashland.or.us

Workshop Objectives

This workshop will provide assistance and road safety information for the best safety & maintenance practices in Oregon to people who work with local roads. Common road hazards in Oregon are reviewed along with practical ways to improve road safety.

Who Should Attend

The workshop will be of value to city engineers, city planners, maintenance personnel, technicians, street superintendents, elected officials, city councilors and traffic safety committee members. The workshop introduces latest developments in the field and is an opportunity for all local road officials to exchange up-to-date information. Common road and street hazards are reviewed along with practical ways to improve road and street safety.

What Will I Learn?

Those attending the workshop will learn:

- to recognize potential problems and be able to suggest appropriate remedies
- to identify factors that will affect the performance of safety features on local roads and streets
- how to select the most promising safety improvements
- proper procedures for installation and maintenance of highway safety features and devices
- Best safety & maintenance practices in Oregon

What Will I Receive?

A certificate of attendance for completing the workshop.

What Other Workshops are Offered?

For further information about other workshops offered in your area, please visit us at:
http://orgs.up.edu/highwaysafety

Schedule

Wednesday, January 20, 2010

9:00	Introduction to highway safety
10:00	Break
10:15	Proper use of traffic control devices
11:00	Break
11:15	Proper use of traffic calming
12:00	Lunch
1:00	Pedestrian safety, school crossings and speed management
2:00	Break
2:15	Best road & street safety practices in Oregon
3:00	Break
3:15	Traffic impact analysis
4:00	Adjourn

Memo

CITY OF ASHLAND

Date: December 2, 2009

To: Sonja Ackerman, Administration

From: James H. Olson

Re: CITY SOURCE MESSAGE REGARDING AN UPCOMING TRAFFIC SAFETY WORKSHOP

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

CC: Transportation Commission

ENGINEERING DIVISION
20 E. Main Street
Ashland OR 97520
www.ashland.or.us

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

FREE TRAFFIC SAFETY WORKSHOP JANUARY 20TH

On January 20, 2010, the Oregon Department of Transportation Safety Division and the Ashland Transportation Commission will host a free one-day workshop entitled "Improving Safety Features of Local Roads and Streets." The workshop will take place at the Ashland Community Center, 59 Winburn Way, from 9:00 am to 4:00 pm.

This all day workshop will be facilitated by Dr. Mojie Takallou Ph.D., P.E. of the University of Portland Department of Civil Engineering. Dr. Takallou is a nationally renowned expert on transportation safety authoring fourteen books and teaching workshops for 22 years.

Motor vehicle traffic crashes are the leading cause of death for every age from 3 through 34 in the United States. Last year 37,261 persons were killed, 2,346,000 persons were injured and 5,777,000 motor vehicle crashes occurred with the total economic cost of 257.7 billion dollars! The workshop introduces the latest information in the field of highway safety and focuses on the cause of traffic crashes and how they can be prevented. Some of the topics of the workshop include: introduction to roads and streets safety in Oregon, proper use of traffic control devices, traffic calming, pedestrian safety, speed management and low cost roadway safety improvements. This workshop will be of particular value to elected officials, traffic safety committee members, road supervisors, public works personnel and concerned citizens. This workshop also satisfies the requirements for continuing education units (CEUs) for registered civil engineers.

"I have attended several of Mojie's classes and have always found them interesting and productive. Besides learning the latest in traffic safety technology, it provides an excellent opportunity to connect with others local professionals who have experienced similar problems or successes. Dr. Takallou has a knack of incorporating regional situations into his presentations." Jim Olson, Engineering Services Manager, City of Ashland.

To register for this free workshop contact:

Jamie Strohecker
University of Portland School of Engineering
Email: stroheck@up.edu
Telephone: 503 943-7292
Fax: 503 943-7316

Or

Nancy Slocum
City of Ashland Public Works
Email: slocumn@ashland.or.us
Telephone: 541 552-2420

CITY OF ASHLAND

News Release

FOR IMMEDIATE RELEASE, PLEASE

DATE: December 2, 2009

CONTACT: Jim Olson, 541 488-5347

FREE TRAFFIC SAFETY WORKSHOP JANUARY 20TH

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City of Ashland
20 East Main Street
Ashland, Oregon 97520
www.ashland.or.us

Tel: 541-488-6002
Fax: 541-488-5311
TTY: 800-735-2900

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To register for this free workshop contact:

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Or

Nancy Slocum
City of Ashland Public Works
Email: slocumn@ashland.or.us
Telephone: 541 552-2420
Fax: 541 488-6006

-end-

City of Ashland Ridership 2009-10

	($1. effec. 9/8/09) Route 10 Fares ($1.)	($2. effec. 9/8/09) $2. Valley Lift Fares		Route 10 Ridership	(Svc. Began 9/8/2009) Route 15 Fares ($1.)
July	6,271	848	*revised*	38,952	0
Aug	5,811	843		36,670	0
Sep	1,028	180	(9/1 thru 4)	38,502	0
Sep	3,203	635	(9/8 thru 30)		935
Oct	4,474	810		41,411	1533
Nov				0	
Dec				0	
Jan				0	
Feb				0	
Mar				0	
Apr				0	
May				0	
Jun				0	
TOTAL	20,787	3,316		155,535	2468

Monthly Total in Ashland*	Monthly % change
6,271	
5,811	-7.3%
5,166	-11.1%
6,007	16.3%

*All $1 rides on Routes 10 and 15

THE FUTURE OF TRANSPORTATION IS HERE

and

ITS Oregon Annual Meeting

February 9-11, 2010

Oregon State University

CH2M-HILL Alumni Center

Corvallis, Oregon

Sponsored by:

- **Association of Oregon Counties**
- **American Society of Civil Engineers, Oregon Chapter**
- **Benton County Public Works**
- **Federal Highway Administration**
- **ITS Oregon**
- **Oregon Department of Transportation**
  - Oregon Technology Transfer Center
  - Research Section
- **Oregon State University**
  - Institute for Natural Resources
  - Kiewit Center for Infrastructure & Transportation
- **Portland State University**
  - Oregon Transportation and Research Consortium

Conference Information

The 2010 Northwest Transportation Conference (NWTC) will be held at the Oregon State University CH2M-HILL Alumni Center. This year's theme is ***"The Future of Transportation is Here."*** The theme acknowledges that events of the last two years have brought about a major shift nationally and within Oregon, with regard to energy, climate change and transportation technology. In line with that theme, there will be sessions on sustainable infrastructure and climate change as well as demand management techniques and smart growth. We have recruited nationally recognized speakers to address these topics.

The conference will also include vendor displays open Tuesday and Wednesday with hosted breaks as well as ***free*** Professional Development Hours. One hour of instruction equals 1-PDH.

Directions: From I-5, take Hwy. 34 exit to Corvallis, heading west. Follow Hwy. 20/34 'Ocean Beaches' sign (left turn-at traffic signal before crossing the Willamette River). Turn right on 26th St., left on Western Blvd. Your first right turn off Western is the Reser Stadium parking lot.

- **Parking:** Parking is $5/day at Reser Stadium, which is adjacent to the CH2M-HILL Alumni Center. Cars with government E-plates do not require permits and are entitled to park in any regular student or staff parking space (not in coin metered spaces). Alternatively, a parking garage at the intersection of Washington Way and 26th Street is open and can be accessed from 26th just north of the Alumni Center. There are Pay & Display Kiosks on each floor near the elevator.

Register Early!

Several blocks of lodging rooms are being held for NWTC attendees. When you make reservations, identify yourself with NWTC to receive a special rate.

	RATE	RATES HELD UNTIL:	RESERVATION LINE	LOCAL PHONE
Days Inn	$55 Single	February 1	1-800-329-7466	541-754-7474
Hilton	$99	January 18	1-800-HILTONS	541-752-5000
Holiday Inn	$79	January 18	1-800-465-4329	541-752-0800
Super 8 Motel	$70.88	February 8	1-800-800-8000	541-758-8088

Additional accommodations can be perused at *www.visitcorvallis.com*

Public Transit: *http://www.ci.corvallis.or.us/downloads/pw/ctsRt3.pdf*
Route Number 3 includes the Alumni Center area. The cost is $0.75.

Visit our web site at http://kiewit.oregonstate.edu/nwtc
For additional information on the conference program contact Barnie Jones, (503) 986-2845.
For registration information contact Nancy Brickman, (541) 737-4273.

Conference Program

Opening Plenary Session

The conference opens at 10:00 AM on February 9 with a plenary session. In keeping with the conference theme, this session features Glen Hiemstra, a distinguished speaker on the topic **"Reflections on Transportation Futures - Yesterday, Today, and Tomorrow"**. Glen will explore questions like: what will be the impact of climate change issues, how will we integrate land use and transportation, what will drive housing and employment choices, will the transportation system electrify and if so, how fast, how will transportation be impacted by population dynamics, and how will next generation technology impact transportation infrastructure. Glen will provide a glimpse of the future as seen by Northwest entrepreneurs in such fields as nanobatteries, small scale electricity generation, and electric re-fitting for large fleets. He will also take a look at the more distant future - what is beyond our normal planning horizon that we can learn from?

Breakout Sessions

During the afternoon of February 9, all day on February 10, and the morning of February 11, breakout sessions are scheduled. There will be 22 breakout sessions with over 100 presenters.

ITS Oregon is a co-sponsor of the conference, and has organized **four** sessions on ITS topics. Sessions are planned to address the following topics:

- **Climate Change**
- **Integrating Planning and Operations**
- **Innovations in Planning**
- **Intercity Passenger Rail**
- **Pavement Preservation Methods**
- **Measuring Arterial Performance**
- **Freight Movement within Urban Areas**
- **Active Transportation**
- **Traffic Calming**
- **Infrastructure and Energy**
- **Recent Bridge Research**
- **Congestion Pricing**
- **Multimodal Safety and Mobility**
- **Transportation Finance**
- **Public Transit Operations**
- **Multi-Agency Operations**
- **Low Volume Roads**
- **Context Sensitive Design**
- **Innovative Operations**
- **Coastal Tsunami Vulnerability**

Luncheons and Receptions

The conference will include a sit-down luncheon at the CH2M Hill Alumni Center Ballroom on Tuesday and Wednesday. Tuesday's lunch will feature Carlos Schwantes from the University of Missouri, St Louis, with a presentation titled, "High Speed Trains for America? Reality versus Illusion". Wednesday's lunch will highlight Scott Belcher, President and CEO of ITS America.

Closing Plenary Session

For the last session, conference attendees will come back together at 10:15 AM on February 11 for an exciting closing plenary. This session titled, "Transit Oriented Developments: Two Views", will feature two opposing transportation policy perspectives regarding the success of transit oriented developments (TOD) along the Westside Max line.

Registration Form

Register online at: *http://kiewit.oregonstate.edu/nwtc* .
For information contact Nancy Brickman, (541)737-4273, FAX (541)737-3052

Please make your checks or purchase orders payable to
Oregon State University - The Kiewit Center
and return with registration by January 29, 2010 to:

Northwest Transportation Conference
Oregon State University, The Kiewit Center
220 Owen Hall, Corvallis, OR 97331

Please send a separate form for each registrant, indicating your selections below and on the following page.

☐ *Member of ITS Oregon* ☐ *Presenter* ☐ *Student*

_____
First (Name used on badge) *Last*

_____
Agency

_____
Agency Address

_____
City, *State,* *Zip*

_____ _____ *Telephone*
Email

_____
Accessibility needs?

TOTAL PAYMENT.....$_____

☐ Visa ☐ MasterCard Expiration Date _____

Cardholder Name _____ Card Number _____

Billing Address _____

- Student registration is no charge; however $10 covers lunch and handouts.
- Session moderators and presenters may register at no charge if attending only for their day on the program.
- Cancellation of registration received by January 22, 2010 will be reimbursed 50%. No refunds will be given after January 22, 2010. Substitute attendees encouraged.

Free Professional Development Hours are available; one hour of instruction equals one PDH. Forms will be available at the conference registration table.

Please indicate appropriate categories below.

General Registration	
Full Conference, 3-days	☐ $300
• *after January 29, 2010*	☐ $325
Daily:	
Tuesday & **Thursday** *only*	☐ $175
Wednesday *only*	☐ $175
Wednesday & **Thursday** *only*	☐ $175

Student Registration *(Any full-time, currently enrolled student)*	
Tuesday	☐ $10
Wednesday	☐ $10
Thursday	☐ $10

Moderator & Speaker Registration		
Full Conference, 3-days		☐ $150
• *after January 29, 2010*		☐ $175
When do you present? Please mark all that apply.		
☐ Tues, 2/9	☐ Wed, 2/10	☐ Thurs, 2/11
Free registration the day you present. Attend an additional day?		
• Tuesday		☐ $100
• Wednesday		☐ $100
• Thursday		☐ $75

We look forward to seeing you at the conference!

2010 NW Transportation Conference

The Future of Transportation is Here

TUESDAY, February 9, 2010 Registration, CH2M-HILL Alumni Center, 9:00 am

Vendor Fair - Exhibits Open

10:00 to 12:00

Opening Plenary Session

Welcome and Introductions-CH2M-HILL Alumni Center Ballroom

- Gail Achterman, *Chair, Oregon Transportation Commission*
- James M. Lundy, *Executive Associate Dean of Engineering, Oregon State University*

Keynote Speaker Glen Hiemstra - "Reflections on Transportation Futures - Yesterday, Today, and Tomorrow".

Luncheon, 12:00-1:30pm
Carlos Schwantes, Professor of Transportation Studies, University of Missouri, St. Louis

	Room A	Room B	Room C	Room D
1:30 to 3:00	1A. Infrastructure and Energy	1B. Freight Movement within Urban Areas	1C. Public Transit Operations	1D. Innovations in Planning
	Break, 3:00 - 3:30			
3:30 to 5:00	2A. Green Highways	2B. Multimodal Safety and Mobility	2C. Congestion Pricing	2D. Context Sensitive Design

WEDNESDAY, February 10, 2010 Registration, CH2M-HILL Alumni Center, 9:00 am

Vendor Fair - Exhibits Open

	Room A	Room B	Room C
8:30 to 10:00	3A. Integrating Planning and Operations	3B. Structures	3C. Climate Change
	Break, 10:00 - 10:30		
10:30 to 12:00	4A. Innovations for Measuring Arterial Performance	4B. Continuing and Emerging Issues for Managing Low Volume Roads	4C. Traffic Calming
	Luncheon, 12:00-1:30pm Scott Belcher, President and CEO of ITS America		
1:30 to 3:00	5A. Improving Multi-Agency Operations and Communication	5B. Roadway Safety	5C. Active Transportation
	Break, 3:00 - 3:30		
3:30 to 5:00	6A. Innovative Operations: Looking Ahead	6B. Innovations in Preservation	6C. Communication Between Tribal Communities and Transportation Agencies

THURSDAY, February 11, 2010 Registration, CH2M-HILL Alumni Center, 9:00 am

	Room A	Room B
8:30 to 10:00	7A. Intercity Passenger Rail	7B. Vulnerability of Oregon Coastal Infrastructure To Tsunami
	Break, 10:00 - 10:15	
10:30 to 12:00	**Closing Plenary Session** "Transit-Oriented Development: Two Views" • John Charles, *Cascade Policy Institute and* Richard Willson, *California Polytechnic University, Pomona, CA*	

CITY OF ASHLAND

City SOURCE

NOVEMBER, 2009

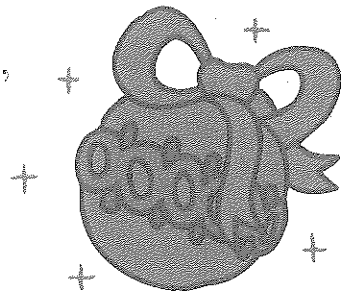
Youth Ice Hockey

Starting December 1, 2009 and running through January 31, 2009 from 5:30 - 6:30 p.m. on Tuesdays and 8:30 - 10:00 a.m. on Sundays (no practice or games during school holidays) there will be one practice per week, emphasizing skill development with fun games and drills. A game will be played one day per week, with a referee. Local adult and/or high school hockey players will serve as bench coaches. Teams will be re-chosen every week to

(See *Youth Ice Hockey* , Back Page)

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

Celebrate the Season with a Unique Gift



The holidays are a special time, a time for celebrating family, friends, traditions and giving. Ashland Community Hospital Foundation's Lights For Life is a unique program that combines all of the special ingredients of the season into a heartfelt tradition that supports the work of Ashland Community Hospital.

The Lights For Life program is a meaningful way to honor or remember someone special. It was first introduced in 1987 as a way to combine the spirit of the holidays with Ashland's extraordinary sense of community. Over the past 22 years, it has become a

(See *Celebrate the Season with a Unique Gift*, Page 2)

Share the Road

Ashland's streets and alleys are important public spaces to be shared by all modes of transportation including pedestrians, bicycles and motor vehicles. Each mode has its own distinct set of needs and requirements, but to function safely each use must respect and accommodate the right of others. Here are some resources for cyclists and drivers on sharing the road.

Sharing the Road: Cyclists

While riding on the road, remember the same laws that apply to motorists apply to cyclists. Obey all traffic control devices, and use hand signals to indicate stops and turns other users. Always wear a properly fitting helmet, no matter how short the trip. Always ride in the same direction as traffic, use the furthest right lane that heads to your destination. Also, slower moving cyclists and motorists need to stay to the right.

Cyclists need to remember to ride predictably. Ride in a straight line, don't swerve in the road or between

(See *Share the Road,* Page 2)

Celebrate the Season with a Unique Gift

Continued from Page 1

cherished tradition of remembrance, love and thanks.

Honoring an individual or family through Lights For Life is the perfect holiday gift, guaranteed to warm their hearts. Your contribution can be given in memory or in honor of your family, friends, neighbors, coworkers, physicians and caregivers, just to name a few. We will notify the person or family that you designate promptly.

Gifts to Lights For Life support the work of Ashland Community Hospital in Ashland and Talent. Your contribution can be designated to meet the Greatest Needs of Ashland Community Hospital, provide charity care to uninsured patients or support the department that is most important to you.

Your Lights For Life gift will be symbolized by lights on two trees. In Ashland, the Lights For Life tree is located on Siskiyou Boulevard near the Ashland Library. In Talent, the tree is located near the Talent Community Center. All donors and honorees will be recognized in December in the Ashland Daily Tidings and Talent News and Review, unless you indicate that your gift is anonymous.

ACH has been our hometown hospital for more than 100 years. Your generous contributions help the hospital provide exceptional care for exceptional people. Thank you for supporting our community hospital!

Share the Road

Continued from Page 1

parked cars, check for traffic before entering street or intersection, and anticipate hazards and adjust your position accordingly.

Cyclists should also be visible by wearing brightly colored clothing that provides contrast, using a white front light in low light conditions, a red rear light in low light conditions and a reflector or reflective tape or clothing anytime. Be sure to announce yourself by making eye contact with motorists.

Sharing the Road: Motorists

While driving on the road remember to drive cautiously. Reduce speed when encountering cyclists, don't

Let Your Lights for Life Shine — Lights for Life Contribution Form

I wish to light:

_____An Angel ($1000 each)
_____A Star ($500 each)
_____White Light ($250 each)
_____Red Light ($100 each)
_____Blue Light ($50 each)
_____Green Light ($25 each)

Other:_____ My total contribution is: $_____

Please designate my gift for: Greatest Needs of ACH _____ Charity Care _____ Other _____

My contribution:

Please make my contribution In Memory of_____ or In Honor of _____

Please send a notification of my gift to:_____

Address, State, & Zip: _____

Email:_____ ❑ I do not wish to have public acknowledgement

My contact information:

Name: _____

Please list name as you wish to be recognized:_____

Address:_____ Email:_____

❑ Enclosed is my check payable to ACH Foundation PO Box 98, Ashland, OR 97520

tailgate, especially in bad weather, and recognize hazards cyclists may face and give them space. Be sure to yield to cyclists, remember bicycles are considered vehicles. Cyclists should be given the appropriate right of way and please allow extra time for cyclists to traverse intersections.

Motorists should be considerate. Scan for cyclists in traffic and at intersections, do not blast your horn in close proximity to cyclists, and look for cyclists when opening car doors.

Motorists should always pass with care. When passing, leave four feet between you and a cyclist, wait for safe road and traffic conditions before you pass, and check over your shoulder before moving back into your lane.

Motorists should particularly watch for children. Children on bicycles are often unpredictable so expect the unexpected and slow down. Don't expect children to know traffic laws. Additionally, remember that because of their size children can be harder to see. ▼

Consolidated Plan Update

The City of Ashland is currently undertaking an update of the five year Consolidated Plan, for spending Community Development Block Grant (CDBG) funds. The development of the plan takes place every five years to establish goals and spending priorities based upon the needs of the City's low to moderate income residents. The City of Ashland receives approximately $200,000 annually from the U.S. Department of Housing and Urban Development in CDBC funding. These funds can be used for a variety of housing and community development activities that benefit low and moderate income persons. As part of the Consolidated Planning process three public hearings to encourage public input on the uses of the funds will be held.

Currently, the City is conducting a survey to gather feedback regarding the housing and community development needs in the City of Ashland. As a resident of the City of Ashland the information you provide is vital to accurately assessing and prioritizing community needs. The survey information you provide will be used in the update and the survey results will be discussed at the first public hearing scheduled to be held on December 17, 2009 from 4:00 PM to 6:00 PM at Pioneer Hall located at 73 Winburn Way.

The survey can be found online at the City of Ashland website at: http://www.ashland.or.us/surveys.asp

For more information, or to request a hardcopy of the survey please contact Linda Reid, Housing Program Specialist, at (541) 552-2043 or reidl@ashland.or.us. ▼

Senior Bus Passes

The corect phone number is 488-5342. ▼

CITY OF ASHLAND

Ice Rink Opening

The Ashland Rotary Centennial Ice Rink in Lithia park will be operational (weather permitting) Nov. 20, 2009— Feb. 28, 2010. The rink is located just off downtown in Ashland, around the corner from the Plaza and directly across from Lithia Park, at 95 Winburn Way. Bring the whole family; our skate rentals accommodate toddler size 9 to adult size 13. We also rent adjustable skate trainers for first time skaters or those needing a little support. Come prepared to skate, there are no changing rooms. Hot chocolate, coffee and water are available for sale. For more information, prices, daily schedule and extended holiday schedules go to www.ashland.or.us/icerink.

Traffic Safety Connection

Oct./Nov. 2009

Connecting Oregon's Community Traffic Safety Advocates

Volume 8, Number 1

Free Workshops

The University of Portland conducts a series of Highway, Local Road and Street Safety workshops in your area free of charge. These workshops are designed for persons throughout Oregon with responsibilities related to traffic and highway safety. These workshops focus mainly on the types, causes and costs of traffic crashes and the importance of Engineering, Enforcement and Education. The workshops also review proper use of traffic control devices, traffic calming, low cost highway safety improvements and best roadway safety practices in your region. Overall, the workshops will answer many of the questions that engineers, maintenance personnel, decision makers, traffic safety committee members, law enforcement agencies and public agency personnel may have regarding roadway safety.

For additional information, please visit: *http://orgs.up.edu/highwaysafety/* or contact Dr. Mojie Takallou 503-943-7437 or *email takallou@up.edu.*

2009 Oregon Traffic Safety Conference

This year's conference was yet another successful venture; trainings, workshops, tours, and a biker themed annual meeting abound. All the Intensive Training Opportunities were well received. Standardized Field Sobriety Testing Refresher Training, Introduction to AASHTO Highway Safety Manual for engineers; Airbags: History, Science, Mechanics and Effects on People and CPS 101: Concept, Design, Manufacture, Testing, Costs and Marketing. The deployment of air bags was an added bonus provided by Mike James, Alabama Statewide CPS Coordinator. Attendees earned DPSST Training Credits, Profession Development Hours and Continuing Education Credits.

Nine workshops were offered including Lindsey Selser sharing Help Your Community See "Eye to Eye" on Traffic Safety, Bob Reichenberg presenting Motorcycle Safety—A View from the Saddle, Dr. John Tongue and John Diehl focusing on Speed Task Force—Addressing the Issue and Bill Warner sharing Driver Education: A Matter of Priority for the ~~Future~~ NOW.

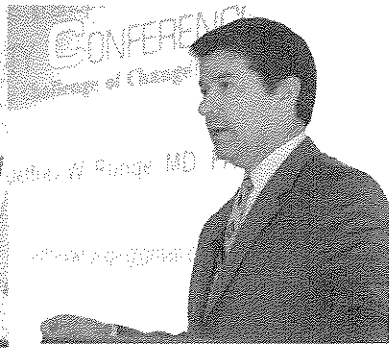
Another workshop that took place on the final day of the conference was University Student Research Presentations. Seven students were selected to present their research: Raul Avelar, Neil Kopper and Jon Mueller represented OSU while Todd Johnson and Kristie Gladhill appeared for PSU and Andrea Rose and Chelsea McNeil made the trip from OIT. Neil Kopper (MSCE 10) was selected by a panel of ACTS Oregon board members as best student presentation and will receive a $400 award from OTREC—Oregon Tranportation Research and Education Consortium.

The tour of the Historic Columbia Gorge Highway and Bridges was a great success, providing people with an understanding of the history and future of this beautiful roadway. The tour of the Cascade Locks Port of Entry was also very educational although the cooler weather kept a lot of people at the conference center.

The ACTS Oregon annual meeting was filled with fun festivities and excellent networking opportunities. There were several activity stations to accompany the motorcycle theme. One could receive a tattoo—temporary of course, or be photographed on a motorcycle, and there was even a poster contest. ACTS Oregon thanks everyone for their enthusiastic participation and support.

We can't forget the awards luncheon. Many efforts were recognized and well deserved. To see who won visit *www.actsoregon.org/conference.html.*

We are already planning next year's conference and can't wait to see everyone again!



ACTS Oregon

Graphic Design by Melissa Gannon
Edited by Kate Murphy

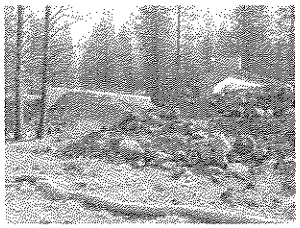
How Do You Get Wildlife to Cross a Highway...Safely? With an Undercrossing, of Course!

In a unique investment in motorist and wildlife safety, the ODOT Region 4 team is building a wildlife under-crossing on U.S. 97, just south of Bend. In fact, ODOT is investing in two such under-crossings as part of a construction project to add two new northbound lanes to the busy highway in central Oregon.

Each year, ODOT records a dozen serious collisions with deer on that stretch of highway and many more unfortunate deer are found and removed from the side of the highway. Given this number of vehicle vs. deer collisions, ODOT designers teamed up with the Oregon Department of Fish and Wildlife and the U.S. Forest Service to devise a plan to keep drivers safe by diverting deer and elk from the highway.

Traffic Volume Doubles
Traffic volume on this stretch of U.S. 97 has more than doubled in the past ten years, from about 10,000 vehicles per day in the mid-1990s, to over 26,000 per day during the height of summer. Those motorists find themselves sharing the lanes with deer herds, migrating in the spring and fall. It's a losing proposition for both.

The result of the agency collaboration is a plan to build the two under-crossings and erect a four mile eight-foot tall fence on both sides of the highway. Biologists will make the under-crossings "deer friendly" by baiting the structures with salt, trees and shrubs to attract the animals with food sources and cover to help them feel isolated from the highway.



One of the under-crossings will be "animal only," for deer and the occasional elk that migrate across the highway. The other will be for cars and animals with the expectation that the deer will cross at dusk and dawn when few, if any, vehicles are in the area. The idea of mingling a vehicle crossing and a deer crossing is new, but has great potential.

More Opportunities for Animal Crossings
"If we can combine both human traffic and animal movement, then we can make more opportunities for animals to cross highways," said Forest Service Biologist Sandra Jacobson. "And if we can figure that out, we're making some major progress."

There's also a plan to install diversion devices at the on and off ramps to prevent access to wildlife where vehicles enter and exit the highway.

Funding for the entire highway project is about $20 million, nearly $12 million of which has been provided by the American Recovery and Reinvestment Act. About $1.5 million has been set aside for the fencing, bridge building and re-vegetation of the under-crossings. U.S. Forest Service analysis shows that such an investment will return a cash equivalent of $1.85 per $1.00 spent in terms of reduced collisions and motorist injury. Saving lives, saving money: what a worthy effort!

Boosters to Fit the Child and the Vehicle

Quite frequently the Child Safety Seat Resource Center receives calls pertaining to child restraint selection. Parents and caregivers will ask if we have any recommendations, or which one is the best. Our answer always is, "The best child restraint is the one that fits the child and the vehicle properly." We often recommend that they go to a retail store where they can try installing the seat in their vehicle in the parking lot.

Safe Ride News recently compiled measurement information from booster seat manufacturers, and composed a summary chart. This chart is an excellent tool to help consumers find the right booster seat for their child and vehicle.
Parents and caregivers should keep in mind:

- Before purchasing a booster consider ALL family vehicles in which the booster will be used.
- Know how to determine correct belt fit while using a booster seat and when the child is too big for a booster.
- Check the booster seat instructions to see if the vehicle seat may be slightly reclined or if it must be in the upright position at all times.

- Consult manufacturer instructions regarding use of LATCH (lower attachments or the tether strap) to anchor the booster itself, if attachments are provided, or storage, if LATCH attachments are not being used.
- Know that weight limits on LATCH anchors do not apply when used for a belt-positioning booster as the seat belt bears the crash forces, not the anchors.
- ALWAYS secure an unoccupied booster seat either by buckling the seat belt across it or using the lower LATCH attachments as stated in the booster manufacturer instructions.

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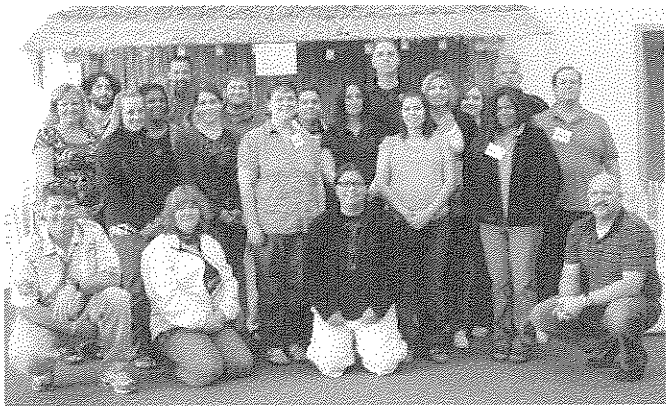
North Bend CPS Technician Certification Course

A CPS Technician Class at the Mall? That's right! ACTS Oregon partnered with John Gibson State Farm Insurance and held a technician class at the Pony Village Mall in North Bend. The classroom was spacious and there was plenty of parking. Thank you to State Farm, John Gibson and the Pony Village Mall for making this class possible.

Congratulations to Oregon's newest CPS Technicians: Dana Sallee—**Ashland Fire and Rescue,** Susan Cabrera and Amy Maine—**Bay Area Hospital,** Melissa Van Pelt and Fabian Spencer—**Cay-Uma-Wa Head Start Program,** Tamara Bailey—**Clark County Fire & Rescue,** Dennis Knudson—**Depoe Bay Fire,** Whitney Mortenson and Dan Surina—**DHS Child Welfare Services,** Carrie Huff—**John Gibson State Farm Insurance,** James Mason—**Josephine County Sheriff's Office,** Tiffany Crutchfield—**Oregon State Police,** Levi Easlon—**Port Orford Police,** Kim Trotter and Carlyn Wein—**Portland Adventist Medical Center.**



Welcome to Oregon's Instructor Team Clint Foley—**The Relief Nursery** in Eugene and Kevin Watt—**Medford Fire Department!** You both did an excellent job and were a pleasure to work with. Jeff Oliver—**Lake Oswego Police Department,** Scott Downing—**Medford Fire/Jackson County Sheriff's Office** and Sandy Holt—**ACTS Oregon** completed the instructor team. And as always, found the fun wherever it was to be had.

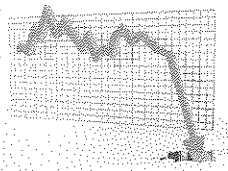
Oregon Statistics

What an amazing year. Oregon is posting a 13% decline, over 40 lives saved, when compared to last year. Last year we were 6% down from the year prior. The reduction in traffic fatalities also represents over 3,000 fewer injuries.

Oregon Daily Traffic Toll Report

Fatalities Through Midnight	10/20 2009	10/20 2008	** % Change
Total Deaths to Date	296	340	-13%
Pedestrians to Date	26	36	-28%
Deaths this Month	12	35	-66%
Pedestrians this Month	2	4	-50%
Fatalities Last 24 Hours	0	2	-100%

** If base year = "0", % change is not applicable (N/A)
If current year = "0" and base year is equal to or greater than "1", % change = "-100%"



Current Year data reported on this form is preliminary and subject to change pending cause of death determination or if death occurs after 30 days from date of crash. Prior year figures are final.

Source: ODOT/Transportation Data Section/Crash Analysis & Reporting Unit—Fatals Desk 503-986-4253
10/21/2009

Boosters to Fit the Child and the Vehicle

Continued from Page 2

Check seat belt fit with the booster when the child sits with buttocks against the booster or seat back:

- Lap belt should go across the top of the thighs, not up on the belly.
- Shoulder belt should cross the center of the shoulder and contact the body.
- Check these points as the child grows, to make sure the belt still fits well.

To fit the vehicle, a booster must:

- Always be used in a seating position with a lap-shoulder belt.
- Position the lap-shoulder belt correctly when child is seated.
- Not hang over the edge of the vehicle seat.
- Not rock or tilt due to contoured or uneven vehicle seats.
- Fit between the lap belt insertion points of that seating position.
- Fit with its back against the vehicle seatback.

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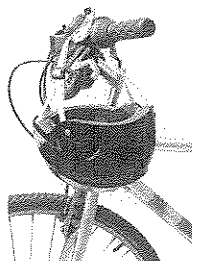
Teen Bicyclist's Head Run Over By SUV



Deputies Say Helmet Saved Salem Teen
November 6, 2009
SALEM, Ore.—Marion County deputies said a bike helmet saved the life of a teenage bicyclist whose head was run over by an SUV on Wednesday night. An SUV driven by 30-year-old Brandon Steinke was beginning to turn south onto Lancaster Driver from a Wendy's restaurant driveway when 18-year-old bicyclist Heather Wolff approached on the sidewalk, said Lt. Sheila Lorance in a sheriff's office news release.

Lorance said Wolff came to a sudden stop to avoid hitting the SUV and she went airborne over the handlebars. When she hit the ground, her head was run over by the rear tire of the SUV.

The helmet was crushed, but it prevented Wolff from suffering serious injuries, according to the sheriff's office.

Deputy Ron Chereghino said he considers Wolff lucky that she was not seriously injured. State law requires children under the age of 16 to wear a helmet when riding a bicycle, but deputies suggested all bicyclists wear a helmet. "It's just a helmet (but) it saved her life," said Sunny Singh, who witnessed the crash. "It's better to have a helmet when you ride a bicycle, so that's going to save your life." Wolff has been released from Salem Hospital.

Check Up Clinics and Fitting Stations

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

Date	City	Location	Address	Time
12/03/09	Redmond	Fire Department	341 Dogwood Avenue	10:00 A.M. to 1:00 P.M.
12/05/09	Beaverton	City Hall	4755 SW Griffith Drive	9:30 A.M. to 12:30 P.M.
12/10/09	Ontario	Fire Department	444 NW 4th Street	4:00 P.M. to 6:00 P.M.
12/10/09	St. Helens	Fire Station	105 S 12th Street	4:00 P.M. to 6:00 P.M.
12/12/09	Albany	Fire Department Station #12	120 SE 34th Street	8:00 A.M. to 10:00 A.M.
12/12/09	Milwaukie	Clackamas County Fire District #1	2930 SE Oak Grove Boulevard	9:00 A.M. to 12:00 P.M.
12/16/09	Corvallis	Fire Department	400 NW Harrison Street	8:00 A.M. to 11:30 A.M.
12/17/09	Redmond	Fire Department	Call 541-504-5000 for Appointment	
12/17/09	Eugene	Fire Department	1725 SW 2nd Avenue	5:00 P.M. to 7:00 P.M.
12/19/09	Portland	Fire Department #23	2915 SE 13th Place	10:00 A.M. to 1:00 P.M.
12/19/09	Salem	Hospital	Corner of Mission & Capitol Street	11:00 A.M. to 3:00 P.M.
12/30/09	Forest Grove	Fire & Rescue	1919 Ash Street	3:00 P.M. to 5:00 P.M.

Training Opportunity

The 2010 Northwest Transportation Conference will be held in Corvallis February 9–11. The theme this year is "The Future of Transportation is Here" in recognition of the fact that events of the last two years have brought about a major shift nationally and within Oregon with regard to energy, climate change and transportation technology.

Visit *http://kiewit.oregonstate.edu/nwtc/* for agenda and registration information.

Boosters to Fit the Child and the Vehicle

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- Not obstruct access to other occupants' seat belts.
- Be used with the vehicle seat in an upright position unless otherwise stated in the booster manufacturer instructions.

Other selection considerations:

- Inner width of the booster for the particular child—booster capacity for a child's shoulders and hips varies considerably and growth must be taken into account.
- If the vehicle seatback is low, a few high-back booster models cannot be used when the child's head (ears or center of head) is above the vehicle seatback, as the booster headrest may not provide adequate support.
- If three child restraints and/or boosters are to be installed on one bench seat, check the entire outer width of the booster.

To view the summary chart visit *www.saferidenews.com*, or *www.actsoregon.org/boosterSeats.html*.