

City of Ashland
TRANSPORTATION COMMISSION
Subcommittee Meeting
June 3, 2010
Lithia Room, 51 Winburn Way

Agenda

- I. CALL TO ORDER: 9:00 AM
- II. APPROVAL OF MINUTES
- III. PUBLIC FORUM: 3 Minutes Per Person, 10 minutes Total
- IV. ACTION ITEMS
 - A. Special Vehicle Permit for BackRoads Wine Tours
 - B. Bicycle Transportation Alliance Funding Request (Information Only)
- III. ADJOURN:

Note for sub-committee members: Please contact 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
SUBCOMMITTEE MEETING
Thursday, March 4, 2010
Siskiyou Room, 51 Winburn Way

Summary Minutes

- I. CALL TO ORDER: 9:06 AM
Members: Tom Burnham, Julia Sommer, Colin Swales (Chair)
Staff: Jim Olson, Nancy Slocum
Attendees: David Chapman, Brent Thompson
- II. APPROVAL OF MINUTES: Minutes of February 4, 2010 were approved as submitted.
- III. PUBLIC FORUM: No one spoke.
- IV. ACTION ITEMS
- A. Response to Brent Thompson's Requests
1. Status of Oak Street crosswalk at A Street - This action was approved by the Traffic Safety Commission (TSC) and has been on hold until the ADA work could be completed as part of the Miscellaneous Concrete Project which will be constructed this month. After the curb is made ADA compliant, the crosswalk will be installed.
 2. Parking length credit for on-street parking - Olson spoke with Brandon Goldman and will follow up with an official memo. Swales asked to be copied on the memo.
 3. Recommendation to acquire additional rail crossings - Staff reported that the consultant hired to draft the Transportation System Plan (TSP) will look at both official and unofficial railroad crossings including above and below grade crossing possibilities. Burnham thought it prudent to wait until there is a decision about whether the railroad line will ever reopen.

B. Install Diagonal Parking on 'B' Street (Brent Thompson)

Thompson tabled this item to allow input from Ashland Food Coop. He thought the Coop did not have adequate parking, but conceded that diagonal parking may not be the only solution. He suggested a median strip at some intersections with compact parking along both sides of median.

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

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

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

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

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

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

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

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

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

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

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

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

E. Share the Road Educational Campaign Suggestion (Slocum)

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

V. OTHER

III. ADJOURN: approximately 10:20 am

Application for Special Vehicle Permit 5/21/10

S.25.10

Misty Rose Santos, Sole Proprietor of BackRoads Wine Tours of Southern Oregon is requesting a Special Vehicle Permit to operate a local wine tour business from the City of Ashland.

Thank you for taking the time to review my application for this permit. Working in customer service and the hospitality business for the last twenty years and the wine industry over the last three years, I enjoy treating guests to a wonderful experience every time they visit. Sharing my wine knowledge with guests in the tasting room is something that I have had the great pleasure of. I have a new unique opportunity to expand my knowledge and share with guests about the growing wineries in our valley. I plan to do so, by taking guests on an intimate tour to visit Southern Oregon's boutique wineries.

Vehicle

The tour will be given by myself in my white eight passenger 2004 Toyota Sequoia. Each tour will carry two to six guests and will originate from where guests are residing. Each tour will include three to four tasting room visits, a catered lunch and a private winery tour. Tours will begin between ten o'clock AM and twelve noon and be over no later than six o'clock PM. Tours will general take be between three and five hours long. One tour a day will be given.

A. Route vs. traffic congestion and privacy

The route the vehicle will travel will not interfere with the traffic congestion or the privacy of a residential neighborhoods in Ashland or surrounding areas. The driver of the vehicle will follow the same general rules of the road that other passenger vehicles operate under. See B and E.

B. Pick up and delivery location

The door-to-door service that this business will provide is designed to pick up guests at there residing location such as, a bed and breakfast, hotel or private residence. The vehicle will use and park in the designated parking lot or driveway at such, and at the wineries visited. The vehicle will not interfere, create or contribute to any parking problem.

C. The speed the vehicle will travel

The vehicle will travel the same speed limits required through town, on the highways and freeway as other passenger vehicles are required.

D. Utilization of streets

This vehicle is a standard size Sports Utility Vehicle and will not contribute to any traffic, or pedestrian safety problems in the streets.

E. Tour Route

Guests will be picked up and dropped off as specified under "B" this will not include Lithia park. Various routes will include wineries in the Rogue and Applegate Valleys off of Interstate Five, Highway 62, 238, and 99.

F. Daily inspection of the vehicle

In addition to routine maintenance of this vehicle, each day prior to the operation of this vehicle, I will inspect it and find it to be safe and in operating condition before a tour is given. This includes, but will not be limited to brakes, parking brake, lights, signals, reflectors, steering system, mirrors, tires, and horn.

Again thank you for your time,


Misty Santos

Application for Insurance

Please review, sign where indicated, and return

Policy number: 04718829-0
 Named Insured: MISTY SANTOS
 DBA: BACK RDS WINE TOURS OF S
 May 21, 2010
 Page 1 of 6

Policy and premium information for policy number 04718829-0

Insurance company: Artisan and Truckers Casualty Co
 P.O. BOX 94739
 Cleveland, OH 44101

Agent: JULIE ASHER
 ASHLAND INS INC
 PO BOX 880
 ASHLAND, OR 97520
 07794
 1-541-482-0831

Named Insured: F S
 @GMAIL.COM
 8

Financial responsibility vendor: EXPERIAN
 1-888-397-3742

Policy period: May 21, 2010 - Nov 21, 2010

Effective date and time: May 21, 2010 at 06:31 p.m.

Total policy premium: \$817.00

Initial payment required: \$817.00

Initial payment received: \$817.00

Payment plan: 1 payment

Rated drivers

Failure to accurately and completely report all driver information may result in premium differences and service delays.

Name	Driver's license number	State	Points	Additional information	CDL	Original year CDL issued
MISTY SANTOS	1600	OR	0		No	

Outline of coverage

Description	Deductible	Premium
Liability To Others		\$413
Bodily Injury and Property Damage Liability	\$1,000,000 combined single limit	
Uninsured Motorist Bodily Injury	\$1,000,000 combined single limit	62
Personal Injury Protection	\$25,000 each person	58
Comprehensive		75
See Auto Coverage Schedule	Limit of liability less deductible	
Collision		183
See Auto Coverage Schedule	Limit of liability less deductible	
Rental Reimbursement		19
See Auto Coverage Schedule		

Roadside Assistance 7
 See Auto Coverage Schedule

Total 6 month policy premium **\$817**

Auto coverage schedule

1. **2004 TOYOTA SEQUOIA LIMITED** Stated Amount: \$24,000
 VIN: **5TDZT38A94F232676** Garaging Zip Code: 97520 Territory: 16 Radius: 200 miles
 Personal use: Y Body type: SUV Use class: S

Liability Premium	Liability	UM/UIM BI	PIP		
	\$413	\$62	\$58		
Physical Damage Premium	Comp Deductible	Comp Premium	Collision Deductible	Collision Premium	
	\$250	\$75	\$500	\$183	
Other Coverages Premium	Rental Limit	Rental Premium	Roadside Limit	Roadside Premium	Auto Total
	\$40 per day Max \$1200	\$19	Selected	\$7	\$817

Vehicle questions

1. Is this vehicle used for business, personal or both? Business/Personal

Financial responsibility information

Name	Home address	Age	Date of birth
MISTY SANTOS	95 BROOKS LANE ASHLAND, OR 97520-0000	36	05/23/1973

Business information

Business type	Sub business type	Other
Passenger Transportation (Not For Hire)	Amish Taxis	
Applicant	Employer ID number	
Individual/Sole Proprietor		

Additional policy questions

1. Year the current business was established: 2010
 2. Does the insured currently have General Liability Insurance or a Business Owners Policy? None
 3. Premise type your tow business operates from: Unknown

Premium discount

Policy	Paid in Full
04718829-0	

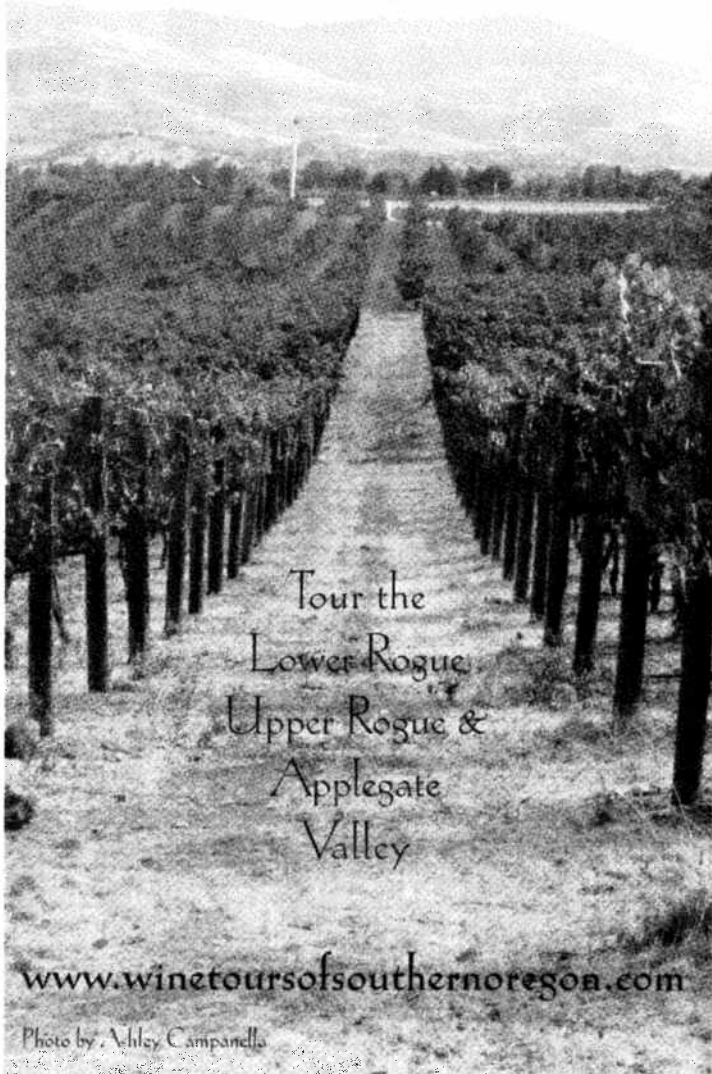
Prior insurance questions

Prior insurance: No

BackRoads

wine tours of southern Oregon

An all inclusive quality wine tour



Tour the
Lower Rogue
Upper Rogue &
Applegate
Valley

www.winetoursofsouthernoregon.com

Photo by Ashley Campanella

BackRoads Wine Tours of Southern Oregon

Your quality
wine tour experience

- All inclusive tours:
- ~Door-to-door service
 - ~An intimate wine trail tour in the Lower Rogue, Upper Rogue, or Applegate Valley
 - ~Three to four tasting rooms visits including tasting fees
 - ~Exclusive winery tour
 - ~Gourmet lunch in the vineyard



Packages starting at \$125

These are private tours

Seating is limited

For more information, or to make reservations:

541.324.0288

www.winetoursofsouthernoregon.com

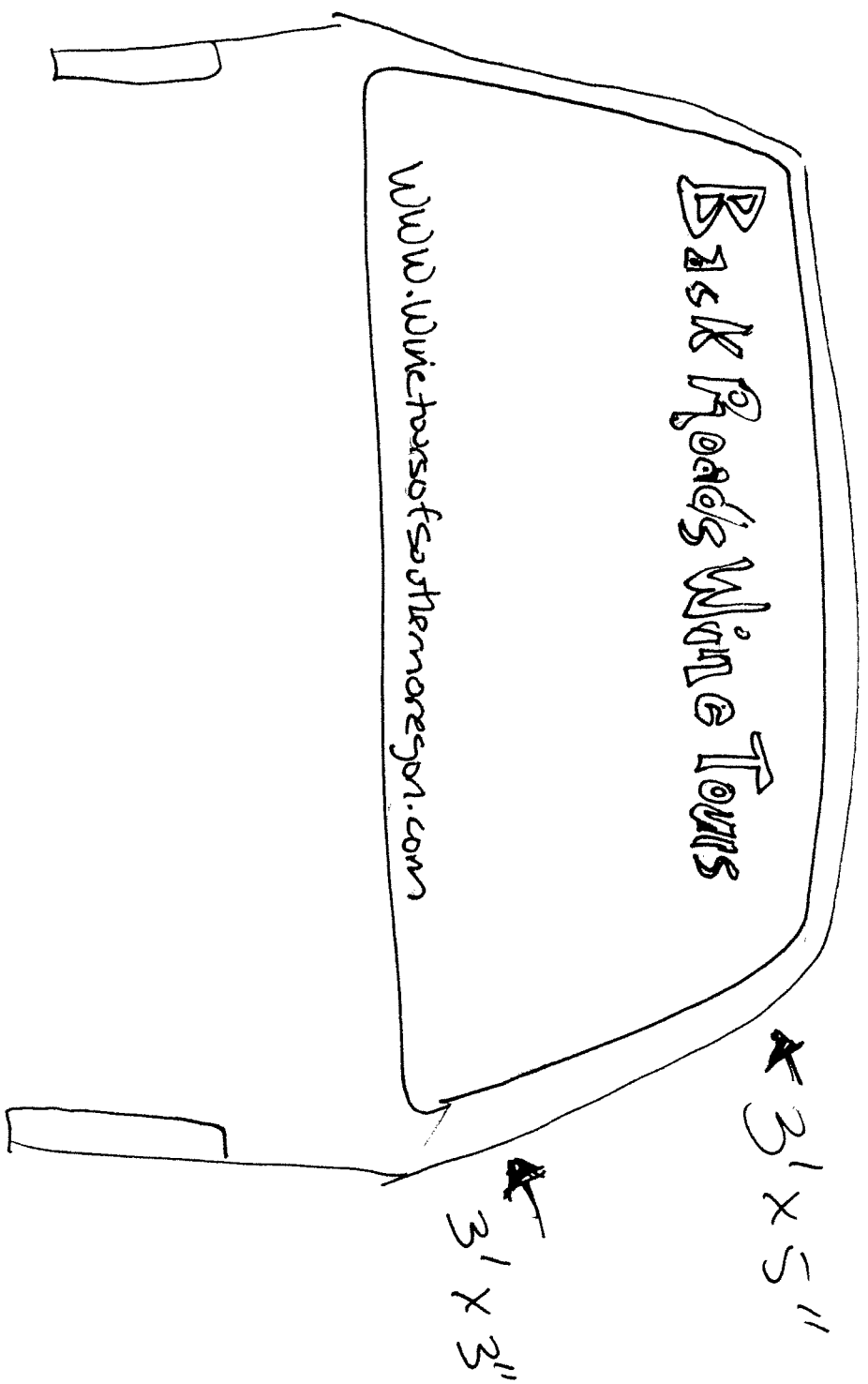
info@winetoursofsouthernoregon.com

PO Box 3231 Ashland, Oregon 97520



If and when I do get a sign - it will be something like this.

White letters - stickers, decals?



Bike Swap 2009	Bike Swap 2010
183 pieces of equipment sold	196 pieces of equipment sold
Equipment Sales: \$11,962.99	71 pieces of equipment did not sell
Total Bike Donation Sales: \$1570	Equipment Sales (revenue-including donation bikes) : \$17,604.00
Total Sales(revenue): \$14,621.75	Total Sales(revenue): \$18,073.65
Expenses: \$1954.63	Expenses(including payouts to sellers): \$14,726.62
Bikes Registered with Police Dept: 23	Bikes Registered with Police Dept: 30

**Total Funds Available for Bicycle Safety Education
after 2010 Bike Swap: \$3347.03**

**Note: Parks will be donating \$1600 to the BTA on
behalf of the Bike Swap Committee.**



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About the Bicycle Transportation Alliance

The Bicycle Transportation Alliance (BTA) is a non-profit membership organization working to promote bicycling and improve bicycling conditions in Oregon and SW Washington. Since 1990, the BTA has worked in partnership with citizens, businesses, community groups, government agencies and elected officials to create communities where people can meet their daily transportation needs on a bike.

Mission

The BTA creates healthy, sustainable communities by making bicycling safer, more convenient and more accessible.

Vision

Bicycling transforms communities by reinventing transportation and offering solutions to the universal challenges of health, livability and the environment.

BTA History and Programs

Since 1990, the Bicycle Transportation Alliance has grown from a group of activists sitting around a kitchen table to an organization with over 5000 members, a staff of nineteen, and hundreds of community volunteers.



The joy of learning to ride a bike is forever



You might also be interested in:

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BTA Programs

The BTA's programs are a huge part of what we do, and we'd love your help -- get involved in a BTA program, and get on your bike!

Safe Routes to School

Safe Routes to School is an international effort to increase the number of kids walking and bicycling to school. The result: healthier kids and safer, more vital communities.

For more information about the Safe Routes to School concept and program visit our program [website](#).

In partnership with the Willamette Pedestrian Coalition, the BTA develops, coordinates, and promotes the elements of the Safe Routes to School program and provides technical advice and assistance for Oregon communities.

Bike Safety Education Classes

The BTA teaches courses in 4th-7th grade classrooms, meeting numerous curriculum benchmarks mandated by the state of Oregon. The Bicycle Safety Education Program brings resources into schools including a trained instructor, a fleet of 30 bikes, helmets, brochures and ...



More bikes. More often.
 That's the BTA.



You might also be interested in:

- Safe Routes to School
- Walk and Bike to School Day
- Bike Safety Education
- Legal Clinics
- BTA Events

BIKE WEATHER CONTACT THE BTA JOIN US

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Bike Shop Discounts

Other Discounts

Business Membership

Event and Program Sponsorship

Special Occasions and Memorial Gifts

Planned Giving

Car Donations

Current BTA Sponsors

Event and Program Sponsorship

Companies can sponsor specific events and programs. Sponsoring companies are recognized on event or program materials and listed in the BTA newsletter, Annual Report, and on our website.

Programs to sponsor include:

The **Alice Awards & Auction** recognizes activists and companies working to make their communities better for bicycling. Over 500 people attended the party in 2005, including dozens of business leaders and elected officials. Sponsors are recognized on event materials and the BTA website.

The **Bike Commute Challenge** is a September competition among businesses to achieve the highest levels of bicycle ridership among employees. In 2005, over 530 workplaces participated. Graduated levels of sponsorship include recognition on event materials, benefits for participating companies, and opportunities to sponsor event segments.

Since 1998, the BTA's nationally recognized **Bicycle Safety Education Program** has been taught to more than 5,000 schoolchildren in Oregon and SW Washington each year. The two-week, on-bike program is supported by contributions from



Help the BTA get more kids and adults on bikes by sponsoring our work!



You might also be interested in:

Corporate sponsorship

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