

- I. CALL TO ORDER: 6:00 PM
- II. APPROVAL OF MINUTES: October 25, 2012
- III. ADJUSTMENTS TO THE AGENDA
- IV. PUBLIC FORUM
- V. ACTION ITEMS
 - A. Request for Removal of the Two Hour Parking Restriction along 'A' St. (15 min.)
 - B. Request for a 15 Minute Parking Space at 222 'A' St. (15 min.)
 - C. Central Ave. Traffic Improvement Request (10 min.)
 - D. Commission Open Discussion (15 min.)
- VI. NON ACTION ITEMS
 - A. N. Main/Hersey/Wimer Intersection Realignment Update (10 min.)
 - B. Walker Ave Rail Crossing Improvements (5 min.)
 - C. Road Diet Striping Project (10 min.)
 - D. Main St. / Winburn Way/ Water St. Intersection Analysis (5 min.)
 - E. Traffic Crash Summary (5 min.)
- VII. INFORMATIONAL ITEMS
 - A. Action Summary
 - B. Traffic Safety Connection October/November Newsletter
 - C. Road Diet Citizen Comments
- VIII. FUTURE AGENDA TOPICS
 - Bike Parking and Bike Rack Design Policy
 - Future Railroad Crossings
 - Audible Pedestrian Signals
- IX. COMMISSIONER COMMENTS
- X. ADJOURN: 8:00 PM

Next meeting: TBD

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 November, 2012

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
Tom Burnham	Commissioner	541-482-4467	1344 Apple Way	ntburnham@gmail.com	4/30/2013
Mike Gardiner	Commissioner	541-890-2487	349 Orange Avenue	mike.gardiner@oakh.com	4/30/2015
Pam Hammond	Commissioner	541-482-1343	632 Walnut Street	hammondpam@yahoo.com	4/30/2014
Shawn Kampmann	Commissioner	541-482-5009	P O Box 459	shawn@polarissurvey.com	4/30/2015
Corinne Vièville	Commissioner	541-488-9300	805 Glendale Avenue	corinne@mind.net	4/30/2013
David Young	Commissioner	541-488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2015
VACANT	Commissioner				4/30/2013
VACANT	Commissioner				4/30/2014
VACANT	Commissioner				4/30/2014

Non Voting Ex Officio Membership

Mike Faught	Director of Public Works	541- 488-5587	20 E. Main Street	faughtm@ashland.or.us	
VACANT	Council Liaison				
Brandon Goldman	Planning Dept	541- 488-5305	20 E. Main Street	goldmanb@ashland.or.us	
Steve MacLennan	Police Dept	541- 552-2809	20 E. Main Street	maclenns@ashland.or.us	
Scott Hollingsworth	Fire Dept	541- 552-2932	20 E. Main Street	hollings@ashland.or.us	
Honorè Depew	SOU Student Liaison	503- 422-6723		honoredepew@gmail.com	
VACANT	Ashland Schools				
Dan Dorrell PE	ODOT	541- 774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Nathan Broom	RVTD	541- 608-2411	3200 Crater Lake Av – 04	n.broom@rvtd.org	
VACANT	Ashland Parks		20 E. Main Street		
Jenna Stanke	Jackson County Roads	541- 774-6231	200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org	
David Wolske	Airport Commission			david@davidwolske.com	

Staff Support

Scott Fleury	Engineering Serv Manager	541- 488-5347	20 E. Main Street	fleury@ashland.or.us	
Karl Johnson	Associate Engineer	541-552-2415	20 E. Main Street	johnsonk@ashland.or.us	
Jodi Vizzini	Public Works Assistant	541-552-2427	20 E. Main Street	vizzinij@ashland.or.us	

ASHLAND TRANSPORTATION COMMISSION
MINUTES
October 25, 2012

These minutes are pending approval from the Transportation Commission.

CALL TO ORDER

Chair David Young called the meeting to order at 6:00 p.m.

Commissioners Present: Tom Burnham, Mike Gardiner, Shawn Kampmann, Corinne Vièville, and David Young

Commissioners Absent: Pam Hammond

Council Liaison: David Chapman

Student Liaison: Honorè Depew

Ex Officio: Steve MacLennan

Staff Present: Scott Fleury and Jodi Vizzini

APPROVAL OF MINUTES

Commissioners Gardiner/Vièville m/s to approve the September 27, 2012 minutes. Voice vote: all AYES. Motion passed 5 – 0.

PUBLIC FORUM

Brent Thompson/582 Allison/Referred to a plan for diagonal parking on 'B' St. that was done unofficially by the engineering department 15 years ago. He stated this design has been successful in other cities and felt that back-in diagonal parking would work on 'B' St. near the Ashland Co-op. He requested the Commission put the idea on a future agenda for discussion.

ACTION ITEMS

Request for Stop Sign at Eighth St. and 'B' St.

Gary Foll/925 'B' St./Voiced concern over the number of accidents and near-misses that have occurred at the corner of Eighth and 'B' streets in the last few years. He stressed the speed at which vehicles travel on 'B' St., the lack of stop signs slowing traffic, and the poor visibility due to trees and where the stop bar is placed on the road were all factors. He requested improvements be made to this intersection. He provided additional photos (attached to minutes).

Staff Report

Scott Fleury reported the recent traffic study indicated a decrease in traffic from the 2006 study. He acknowledged the sight distance was an issue and briefly described the conclusion of a recent sight distance study as the Commissioners reviewed photos of the intersection. Staff recommended removing trees in the sight triangle; installing a new striped crosswalk with a stop for pedestrian sign; and installing a new stop bar in front of the crosswalk.

Commissioner Questions/Comments

- Commissioners discussed whether or not the sight distance/vision clearance was an issue at the intersection. A comment was made that the trees near the intersection could be trimmed.
- Suggestions were made to implement signage and other traffic calming measures to alert motorists of the upcoming intersection.
- Suggestions were made for a uniform set of stop bars in front of the crosswalks along 'B' St.
- Concern was voiced for vision impaired pedestrians at crosswalks where cars will be entering to move up to the sight line.
- Comments were made regarding the speed of vehicles traveling on 'B' St.
- Suggestion was made for some kind of uniformity at intersections along 'B' St. causing traffic to slow, e.g. roundabouts, speed bumps and intersection bump outs.

Commissioners Burnham/Kampmann m/s to approve staff's recommendation to make improvements on the north side of Eighth St. at the 'B' St. intersection as shown in the diagram which would place the stop bar in front of the crosswalk. **DISCUSSION:** Commissioner Gardiner questioned if staff was convinced that traffic heading in the direction illustrated in the diagram was the only problem. He felt traffic coming from both directions on 'B' St. should have consistent crosswalks with stop bars as provided in the diagram.

Commissioners Gardiner/Burnham m/s to amend the motion to include improvements on both sides of the intersection on Eighth St. where it intersects 'B' St. By a show of hands the motion passed unanimously (5 – 0).

Commissioners voted on the main motion. By a show of hands the motion passed unanimously (5 – 0).

'B' St. and Second St. Sight Distance Analysis

Staff Report

Mr. Fleury described his recent site visit of the 'B' and Second St. intersection prompted by Commissioner Vièville's request at a previous meeting. He reported at the time of the site visit a very large vehicle was parked at the ramp of the crossing, making it impossible to see oncoming traffic at the intersection. He recommended installing a new four-way striped crosswalk with the stop bar located in front of the crosswalk; six (6) feet of yellow curb striping adjacent to the ramps to keep cars from parking too close to the crosswalks; and installation of three new handicap ramps.

Commissioners Burnham/Vièville m/s for Public Works staff to do the recommended treatment at 'B' & Second streets as outlined in the Sight Distance Analysis memo. By a show of hands the motion passed unanimously (5 – 0).

Bike Registration

Staff Report

Mr. Fleury provided information on the number of bicycle licenses issued in the past five (5) years. He added the City policy was featured in an article in the City Source. He asked for input from the Commission on what can be done to encourage more people to register their bicycles.

Suggestions from Commissioners included an online registration and removing the \$2.00 fee.

Officer Steve MacLennan reported that an online registration is in the process of being implemented. He added the Police Chief intends to meet with the City Administrator and discuss removing the \$2.00 fee from the Ashland Municipal Code. He felt it is important to issue stickers with the registration as stolen bikes are recovered with the stickers intact, making it easier to identify the owner. He suggested local bike shops be required to register and issue stickers with new bike purchases and repairs.

Honorè DePew suggested framing the issue in terms of self-interest instead of enforcing a municipal code and he felt educating the public and partnering with RVTD would be beneficial.

It was determined a motion was unnecessary for this agenda item.

Ashland Municipal Code 2.10 Update

Staff Report

Mr. Fleury briefly outlined the three options of Ashland Municipal Code 2.10 which were included in the Transportation Commission packet. He added Council and the Legal department were looking for feedback from the various Commissions.

The Commission discussed the importance of being physically present at meetings and the option of attending a meeting via a conference call or other means of technology when available. Disabilities and emergencies were discussed as reasonable options for attending via other means if not physically able to attend. A lengthy discussion took place on determining a reasonable amount of excused absences within six months and over the course of a year, quorum issues and recent Commission vacancies.

Commissioners Gardiner/ Burnham m/s to adopt Option Two, changing the language in paragraph one from “shalls” to “may” similar to paragraph one in Option One; and correct the type-o in the underlined sentence from “unexcused” to “excused.” **DISCUSSION:** Commissioner Vièville questioned the language to include electronic attendance. Commissioner Young replied it would be at the Commission’s discretion acknowledging the potential need to allow this form of attendance based on Commissioner Vièville’s vision impairment. **By a show of hands the motion passed unanimously (5 – 0).**

Commission Open Discussion

Mr. Fleury expressed interest in having an open discussion time on the monthly agenda allowing Commissioners an opportunity to bring up future topics. The Commission was in favor of the idea and shared the following comments/questions:

- Will there be a review and report on the post office intersection? *Answer: Yes, the traffic engineer will be looking at the Lithia Way/First St. intersection along with the Water St./Main St. intersection.*
- Can we include comments/suggestions on the Road Diet in this format? *Answer: Yes.*
- A comment was made that the center striping on Crispin St. needs to be checked out. The quality of the job is poor.
- What is the progress on the Campus Way crosswalk? *Answer: The lights were scheduled for installation today; the crosswalk will follow.*
- A comment was made that the Action Summary indicates the “Crosswalk on ‘A’ St.” project is complete, yet there is no crosswalk on ‘A’ St.
- It was acknowledged that Councilor David Chapman had turned in his resignation from the City Council. Commissioners shared their appreciation for his service in the area of transportation related issues. Commissioners shared their support in his interest of being appointed on the Transportation Commission.

NON ACTION ITEMS

N. Main/Hersey/Wimer Intersection Realignment Update

Mr. Fleury shared the realignment project is ninety-nine percent complete. He briefly covered the issue of large trucks hitting the curb while making a left hand turn onto Hersey and added the solution will be the installation of a 25 foot mountable curb section.

Walker Ave Rail Crossing Improvements

Mr. Fleury reported that engineers started the design of the rail crossing. He added the project is scheduled to start construction in 2014, pending the railroad.

Road Diet Striping Project

Officer MacLennan gave a report on newly restricted left-hand turns onto Van Ness St. following the completion of the road diet striping project. He shared he has received multiple complaints of ongoing left-hand turns on Van Ness St. He added in a two (2) hour time period, there were 38 recorded stops of vehicles making a left-hand turn onto Van Ness St. He stated only warnings were being issued at this point. He felt better signage and/or candlesticks were necessary to get drivers attention to the change.

The Commissioners discussed other troublesome intersections post the new striping on N. Main St.; e.g. Maple St.; and the driveway into Stone Medical (making a left turn heading north). It was noted that vehicles are going faster at the Maple St. intersection to make the light before it turns red. A brief discussion took place on the seemingly lengthy pedestrian crosswalk time at the Maple St. intersection, causing cars to stack. Comment was made on the stack-up at the Laurel St. intersection.

Several Commissioners shared positive comments on the improvements for both bicycles and vehicles.

Main St./ Winburn Way/ Water St. Intersection Analysis

Mr. Fleury reported the contract was finalized with the traffic engineer. He added the traffic analysis will also include the Lithia Way/First St. intersection near the post office.

Traffic Crash Summary

Officer MacLennan gave a report on a bike accident on Walker Ave. at Sterling Bank. He shared the cyclist was in the bike lane but was still at fault. Commissioners asked Officer MacLennan scenario questions with bikes and vehicles at different areas throughout the City. A suggestion was made to include bicycle education information as a topic on a future agenda. Mr. DePew shared the City of Ft. Collins, Colorado has an effective campaign reaching a broad audience, and encouraging cycling courtesy and safety. He added he will send the website link for the campaign to staff.

INFORMATIONAL ITEMS

Action Summary

Did not review. Informational item only.

TC Budget

Did not review. Informational item only.

COMMISSIONER COMMENTS

Commissioners decided to meet on the fifth Thursday in November (29th) due to the Thanksgiving holiday.

ADJOURNMENT

Meeting was adjourned at 8:15 p.m.

Respectfully submitted,

Jodi Vizzini, Public Works Assistant

Memo

CITY OF
ASHLAND

Date: November 20, 2012
From: Scott A. Fleury
To: Transportation Commission
Re: REQUEST FOR 2 HOUR PARKING PROHIBITION REMOVAL ON 'A' ST.

QUESTION:

Will the Commission consider a request to remove the existing two hour parking prohibition along the north side of 'A' St. between Oak St. and the existing parking lot as referenced on enclosed map?

STAFF RECOMMENDATION:

Staff recommends no change to the current parking prohibition along 'A' St.

BACKGROUND:

'A' St. between Oak St. and the s-curve is a commercial 35 foot wide street with sidewalk on both sides of the street. The street section in question has on-street parallel parking along a majority of its length with a two hour limit on spaces on the north side, and within the angled parking bays on the south side. The length of the north side parking prohibition is 186 feet. Marked parallel parking dimensions are generally 22' long by 8' wide, generating eight usable spaces along the frontage (reference enclosed striping diagram). The south side of 'A' St. between Oak St. and N. Pioneer St. has 123 feet of parking frontage with one fifteen minute space. This section of curb parking provides for 5 spaces. The diagonal parking on the south side provides six spaces including one handicap space, and is posted two hour parking.

The last traffic count completed in 2001 showed an ADT of over 3000 vehicles on this section of roadway. This section of 'A' St. provides the only timed parking prohibition between Oak St. and Eighth St. other than one 15 minute space between First and Second streets.

Plexis Health Care Systems, Inc. currently has full use of the 'A' St. Marketplace and the private parking lot of 43 dedicated spaces directly adjacent to the current building. Plexis employs approximately 75 people at the 'A' St. location. Even with Plexis Health Care Systems having full use of the 'A' St. Marketplace there are still numerous additional businesses in the area that are served both through parking lots and curbside parking.

The request for the existing two hour prohibition was approved by the Traffic Safety Commission at the December 8, 2005 meeting. Meeting minutes and staff memo are attached for reference. As discussed before, this area of the City has no enforcement of parking limitations or restrictions by Diamond Parking, our parking enforcement contractor. Currently, and it will



likely remain so until the Diamond Parking contract can be changed. Enforcement by Diamond Parking is by complaint only.

CONCLUSION AND RECOMMENDATION:

Staff recommends no change to the current parking prohibitions. Even with the 'A' St. Marketplace being utilized completely by Plexis Health Care Systems, staff still sees the need for parking prohibitions in the area to generate parking turnover for the local businesses. In addition,, a downtown transportation plan to include parking has been recommended as part of the draft Transportation System Plan and should address parking issues within the downtown corridor and railroad district. Unless the Transportation Commission recommends removal of the prohibition, staff believes that developing and implementing a parking plan can address the overall parking issues within the downtown corridor.





340 Oak Street
Ashland, OR 97520
Phone: 541.494.2500
Fax: 541-488-6157
Toll-free: 877.475.3947
www.plexisweb.com

To whom it may concern,

I am writing on behalf of Plexis Healthcare Systems, Inc., the owner and sole tenant of the building located at 340 Oak Street, in Ashland. This letter is in regards to the 2-Hour parking limit signs posted in front of the building.

First, allow me to offer some background related to the situation. A few years ago our building housed a mix of retail, restaurant, personal service and other businesses as it transitioned from Oak Street Tank & Steel to the A Street Marketplace. My understanding is that the parking time limits were installed to help the businesses inside the A Street Marketplace by protecting them from people parking there and then walking to other areas of town. The 2-Hour parking limit signs were important for their business needs, and are similar to those time limit signs seen downtown and in other retail shopping areas.

Today, the situation is much different. The last tenant moved out in January of 2011, and since that time Plexis has used the entirety of the interior office space, as well as the adjacent parking lot (private property with the building) to serve its business needs. The parking spaces along the front of the building are very important to the daily functions of Plexis' business needs. Plexis employs nearly 100 employees in Ashland, and even with our workforce divided between two buildings, parking continues to be an issue. Employees unable to find parking encounter serious downtime, which affects productivity, by competing with other individuals in the surrounding area for parking spots.

Another result of the recent enforcement of the parking limits in front of our building is a spike in parking tickets. Although I understand that this sort of thing is monitored as accurately as possible, it does not take into account the fact that several individuals move around frequently between buildings, sometimes ending up in the same parking spot as before, or at least somewhere close by. This can result in confusion and I'm sure, sometimes, an unwarranted parking citation. Despite the best efforts of the parking enforcement officers, they cannot expect to remember the exact location of every vehicle within a 2-hour route. Regardless, Plexis employees have been ticketed for violating outdated parking limit signs.



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I am proposing that the 2-Hour parking limit signs in front of the Plexis Healthcare Systems, Inc. headquarters building located at 340 Oak Street, be removed to reflect no time limit. This is similar to many of the streets adjacent to and around the location of the building, and would allow Plexis to continue to be a successful and valuable contributing member of the Ashland economy.

As a supporter of other local businesses, at Plexis we do our part to respect the parking restrictions in place for surrounding businesses. For instance, the various businesses in the old Cantwells Building and Deux Chats, our closest neighbors, each have parking restrictions in place, which we respect to allow for them to be successful. Plexis employees do not use other business' parking lots to park during their time at work. However, with the reduction in parking available for Plexis employees (i.e. in front of the building), this is presenting more problems on a daily basis.

I have spoken to several neighboring business owners and managers in an effort to solicit feedback and gather support. Michelle Furuichi, the owner of Deux Chats voiced support for us taking this action, only asking that Plexis respect their need for the parking placed in front of the business, particularly during their open days/hours (Friday and Saturday, in the Winter). We plan to send out a regular reminder to Plexis employees to make sure and not park there, most importantly on the days they're open. Eric Acevedo, gym manager at SNAP Fitness, noted that they have their own designated parking lot (for business in the old Cantwells Building), and therefore saw no problems with Plexis using the parking spaces across the street (and in front of the Plexis headquarters). Additionally, Scott Carlson, owner of Gathering Glass Studio, said he did not mind, as he offers employee parking behind the building, and has space for customers in front of the building (next to Deux Chats), as well as on Pioneer Street. Overall, it is clear that Plexis' neighbors support this initiative and acknowledge the need for it. Going forward, Plexis will continue to respect the parking needs of neighboring businesses as well.

Your consideration and attention to this matter is greatly appreciated. Please let me know if you have any questions, or if there is any other information I can provide you to help move this along.

Thank you,

Chris Hollewijn

Proposed parking spaces
(in GREEN) to have current
2-Hour time limit signs
removed.

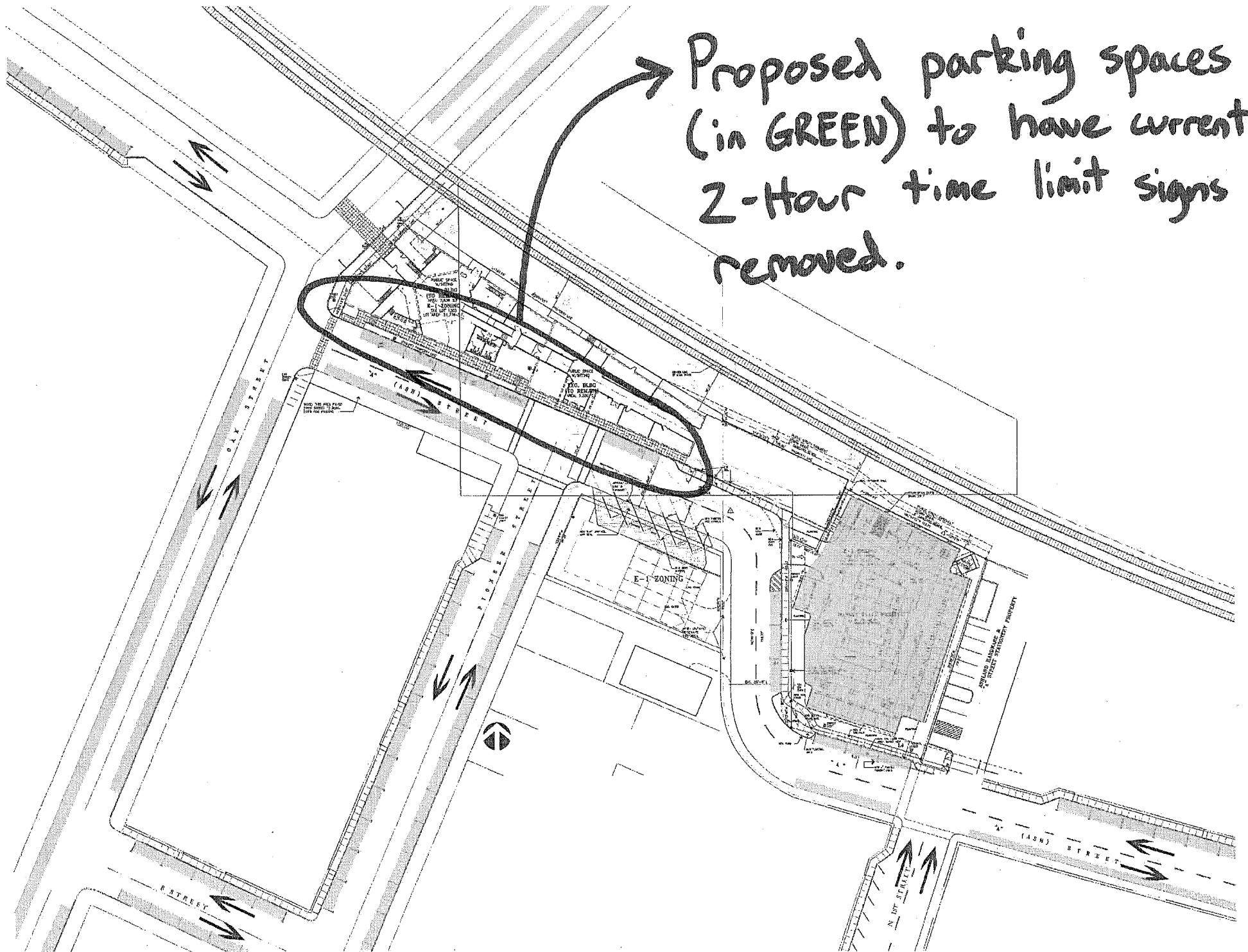
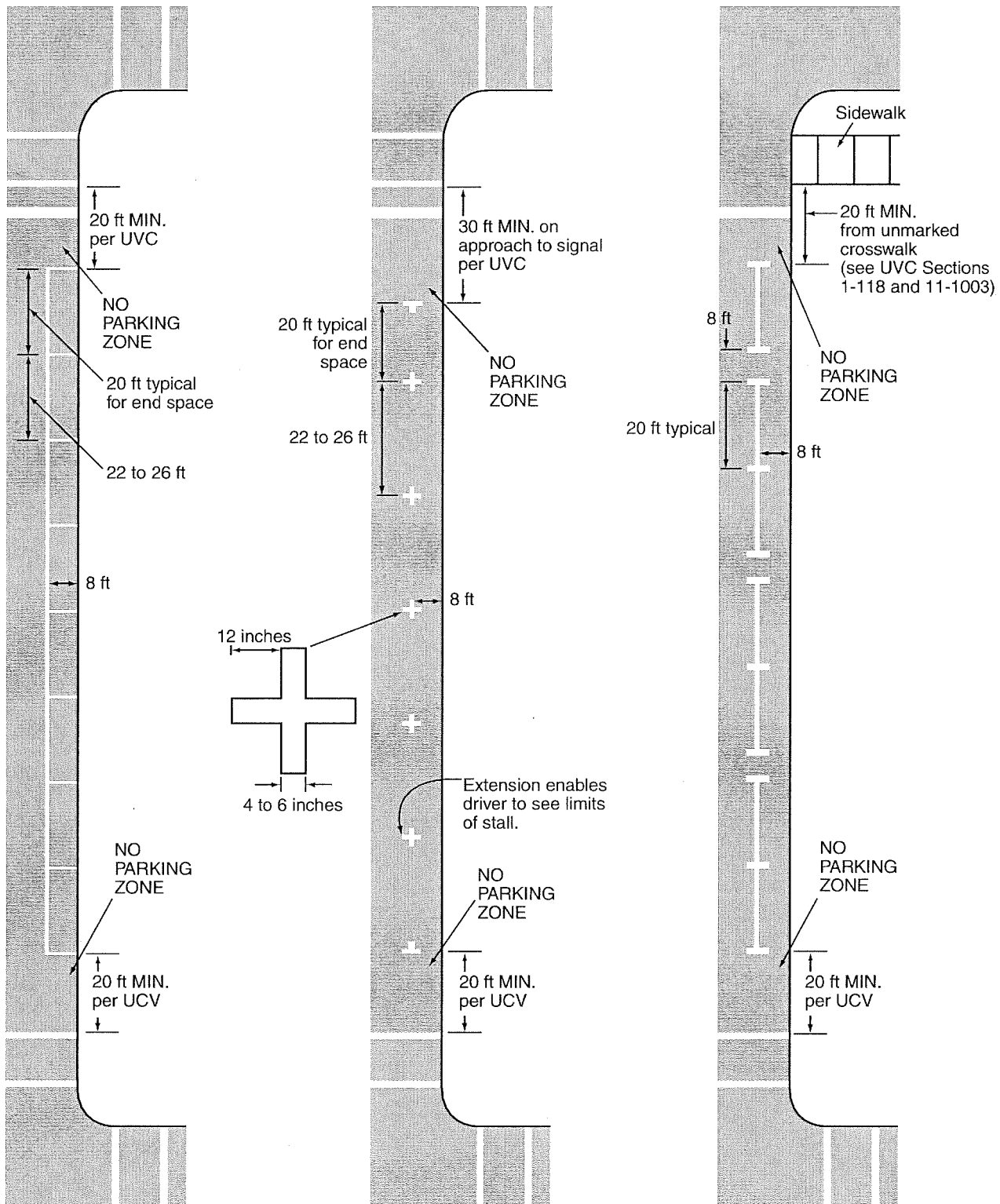


Figure 3B-21. Examples of Parking Space Markings



Memo

CITY OF
ASHLAND

Date: December 1, 2005
From: James H. Olson
To: Traffic Safety Commission
Re: REQUEST FOR A TWO HOUR PARKING LIMITATION ON "A" STREET

REQUEST

Alan Sandler, developer of the A Street Marketplace, has requested that a two hour parking limitation be implemented along the north side of "A" Street adjacent to his building.

BACKGROUND

The "A" Street Marketplace has been in operation for several years now and its use and popularity continues to grow. The development also includes a 43 space parking lot dedicated to the Marketplace. In addition, parking is available along "A" Street adjacent to the building. Currently there are no time limits for the on-street parking and all day parking is permissible. To provide better access to the Marketplace, Mr. Sandler is requesting that parking along the north side of "A" Street adjacent to the building be marked as two hour parking.

There is approximately 284 feet of affected frontage which relates to 12 parking spaces. The westerly end of "A" Street is predominately commercial and is in fact zoned E-1 with a residential overlay.

DISCUSSION

We are again faced with the problem of enacting rules and regulations where there is no enforcement to back it up. We have considered a similar request on Third Street, Second Street and Oak Street. Although there may be a logical need, here we are in the same position as previously discussed.



Ashland Traffic Safety Commission

Minutes

December 8, 2005

Members Present: Patti Busse, , Pam Hammond, Doris Mannion, Alan Bender, Colin Swales, Keith Massie

Staff Present: Jim Olson, Dawn Lamb, Tom Cook

Members Absent: Terry Doyle, Russ Silbiger, Noal Preslar

I. CALL TO ORDER --

II. APPROVAL OF MINUTES: October 27, 2005 Minutes approved as written.

III. ITEMS FOR DISCUSSION:

A. PUBLIC FORUM ITEMS:

Nancy Seward, 115 Church Street, reported that she and Alan Bender had met to discuss how to approach the neighbors. Seward had talked to several neighbors and most favored the installation of speed bumps. Seward felt she was successful in relaying the cons of installing speed bumps. Setting a date for a meeting with all the neighbors seems to be more advantageous after the holidays are over. Seward has found several recommendations in the literature that would be fairly inexpensive to initiate, but needs to know if they would be acceptable to the City. Some of the ideas include doing flags along the street by putting in PVC pipes and doing inexpensive flags, or hanging a banner across the street. Olson would like to see a list of suggestions prepared by the neighbors that could be run through some of the departments to ensure they would not be in any violation. There are some funds available that the commission could designate for this project. The Church Street neighborhood will be considered a pilot project for some of the traffic calming features.

Church Street could be a template for other neighborhoods and recommendations from the neighbors would be routed through the public works and planning departments for any violations. Seward and Bender will try to meet in January and bring back recommendations.

B. REVIEW OF TRAFFIC REQUESTS / PROJECTS PENDING/ACTION REQUIRED

1. Request for Parking Limitations on A Street

Allan Sandler, developer of the A Street Marketplace, requested that a two hour parking limitation be implemented along the north side of A Street adjacent to his building.

The A Street Marketplace has operated for several years and its use and popularity continue to grow. The development also includes a 43 space parking lot dedicated to the Marketplace. In addition, parking is available along A Street adjacent to the building. Currently there are no time limits for the on-street parking and all day parking is permissible. To provide better access to the Marketplace it is requested that parking along the north side of A Street adjacent to the building be marked as two hour parking.

There is approximately 284 feet (12 parking spaces) of frontage. The westerly end of A Street is predominately commercial and is in fact zoned E-1 with a residential overlay.

We are again faced with the problem of enacting rules and regulations where there is no enforcement to back it up. We have considered a similar request on Third Street, Second Street and Oak Street. Although there may be a logical need, here we are in the same position as previously discussed.

Discussion:

Allan Sandler, 1260 Prospect Street and owner of the A Street Marketplace, was approached by 16 of his tenants for help with the parking situation. The problem is a hardship for the businesses.

Employees of the area park for extended amounts of time leaving little available parking for shoppers who are making quick trips into the stores. The Marketplace has an adjacent parking lot and Sandler has hired an attendant to ensure that parking remains for customers and is not all filled by the employees of the area. Sandler discussed the situation with Olson and understands A Street is beyond the parking patrol, but would still like to try and see if the signs help the situation. He is willing to help pay for the expanded area if the signs are not enough and enforcement becomes necessary. He sees a real benefit to having both sides of A Street marked as 2 hour parking. The parking restriction would be in effect for the same time limits that are in the downtown area; 9 AM to 5 PM, whatever would be consistent. The attendant is only in the parking lot from 8 AM to around 4 PM and Sandler has been staggering his schedule to keep the enforcement unpredictable. Bender asked how the Food Co-Op was enforcing their two hour limits, and Olson informed him that the Co Op was not enforced.

Gary Smith, 37 A Street, Ploughman's Wine and Cheese Buffet (?), agrees with the installation of the two hour parking limits. All the cars parked there is beneficial because the stores look busy and full, but one problem is that the large trucks like UPS and other delivery drivers have a hard time negotiating the narrow street and sharp corners like at Pioneer Street. If the cars are moving around and switching out it may help with the maneuvering of the large trucks. Smith notices that day visitors are usually in and out of the stores and feels that having the limit lifted at night would be beneficial because in the evenings he likes to encourage customers to linger. He feels sorry for the employees at the hardware store and other places. This area is part of the downtown though, not part of A Street or the Railroad District and hope that the City will bring them in to the enforcement area. Sandler has been very supportive of the businesses and the parking lot is a required parking place for the A Street Marketplace employees.

Alan Carlson (?), Glass blowing business, wanted to reiterate that they would like parking on both sides of A Street from Oak to First, this was misstated in the request. He agrees that parking is taken by mostly employees and customer parking is scarce.

Smith commented that some employees of the Ace Hardware store will move to the new store when it is complete, but only a small number. He is very thankful to Sandler for his efforts in freeing up the parking. He is very fair to the customers. It is frustrating to see campers in the parking lot overnight and Sandler has put a lot of effort in to being a good neighbor to all businesses along A Street.

Massie recalled that several months ago or longer, Olson was going to approach Finance about expanding the Diamond Parking area. It is hard to deny someone when parking sign are so close to their area. How likely is it that the boundaries can be reconsidered by Finance. Olson reported that Finance does the administration of the contract and has along with that inherited all the problems of complaints and court issues. They are not very receptive to expanding the area. Massie felt that if the signs are put in without enforcement, people will quickly ignore the signs. Massie made a motion.

Bender asked how the parking areas around town were installed if there was no enforcement. Back a few years ago all parking was enforced by the police department who had little "golf carts" to travel around town in. The City then decided to outsource the enforcement and to limit it to an area referred to as the Central Business core. Since then, other parking areas have been neglected unless the police officers are noticed about particular areas. Massie felt since this area is so close to existing enforced areas, it should not be a burden to do a sweep of the area once or twice a day. Olson commented that Smith was correct in saying that A Street Marketplace is part of the downtown area. That was a designation during the planning process. Swales felt this was reasonable to approve since we approved a similar commercial request just up the street for Brent Thompson a few months ago.

Mannion felt this should not be approved when other similar requests have been denied because there would be no enforcement. Bender felt that A Street is becoming a major shopping destination and thinks it is of a similar scale as the Co Op or same ballpark. It is of a magnitude that it requires our paying attention even if in the past we have denied other requests. Busse agreed that this is part of downtown like Olson said and the commercial aspect is strong.

Decision:

Massie motioned for the TSC to direct staff to ask for the boundaries of the downtown region to be reconsidered in the Diamond Parking contract. Bender seconded the motion. Vote carried four in favor and two opposed; Hammond and Mannion.

Swales motioned to approve the request for two hour parking installed along both sides of A Street from Oak Street to First Street. Seconded by Massie. Vote passed four in favor and two opposed, Hammond and Mannion.

2. Traffic Concerns on Faith Avenue and Clay Street

Greg and Liz Jones and Joanie Keller-Hand expressed concern regarding traffic on Faith Avenue and Clay Streets and requests that the TSC review the area particularly as to their following six listed areas of concerns:

1. Faith Avenue carries more traffic than normal streets and traffic moves faster than 25 mph.
2. Traffic speeds on Ashland Street increase from 30 to 35 mph at or near the Faith Avenue intersection.
3. West bound traffic on Ashland also speeds up at this intersection and the vegetation in the median blocks views of oncoming traffic.
4. The median does not provide a merge area for traffic entering Ashland Street and there is no crosswalk at Faith.
5. The intersection of Clay and Faith is poorly designed.
6. Vegetation at the northwest corner of the Faith / Ashland intersection blocks views.

As indicated in the letter, this commission reviewed this intersection in August of 2002. Site observations show that most of the original problems that existed in 2002 are still prevalent including:

1. A general disregard of the stop sign on Clay Street. A brief count of 20 vehicles approaching the stop indicated that only 8 vehicles came to a complete stop while 12 merely slowed down or completely ignored the sign.
2. A large number of the vehicles turning onto Faith Avenue from the westbound lane on Ashland St cut the corner encroaching into the stop position (when not occupied) at Faith Ave.
3. A majority of the southbound Faith Avenue traffic turning into Clay Street also sharply cut the corner encroaching into the northbound traffic lane.

Although Jones and Keller-Hand do make some good points in their letter, not all can be supported. Following is a response to each of the six specific concerns:

1. The traffic volume on Faith Avenue in 2002 was 1054 VPD. A current count shows 1086 VPD, a 3% increase. The Clay Street traffic went from 1325 VPD in 2002 to 1189 VPD, a 10% decrease. Neither of these volumes is unusually high and in fact are average for neighborhood collectors.
- 2 & 3.

The speed limit actually changes near Normal Avenue, not at Faith, so the speed through the intersection is 35 mph. Speeds are expectantly harder to control on the steep approach grade of the railroad overpass structure. Additional police enforcement may help to slow the faster moving traffic.

4. The median was specifically designed to eliminate the long oblique merging of traffic that is so common in unbroken center medians. The purpose of the median is to provide a temporary refuge for vehicles making turn movements and should never be allowed to be used as a merge lane.
5. There is virtually nothing that could be done to revise the configuration of the intersection of Faith and Clay that would not involve the acquisition and possible condemning of several residences and Park's land.
6. The Cedar tree at the southwest (not northwest) corner of the intersection again needs to be trimmed of some of the lower branches; however, the center median does not appear to present a vision obstruction.

As pointed out in the letter, some of the directed changes from 2002 were never implemented and the centerline stripe that was installed on Faith Avenue was obliterated with the recent street overlay. It is recommended that the solutions identified in 2002 be completed as soon as possible.

The installation of a stop sign on Faith at Clay may have some benefit to help eliminate some queuing at the Ashland Street stop, but it may also introduce some additional safety problems especially with the high incidence of disregard of the stop sign on Clay Street.

Discussion:

Olson told commission that the persons who requested this action could not attend tonight's meeting and asked if the commission would mind delaying the decision until more people are able to attend the meeting next month.

Zoe Abel, 566 Faith Avenue (?), can see the intersection from her house. The stop sign is often disregarded and this is very unsafe because you are not confident the other vehicle will stop. Vehicles appear to be speeding down the street and this is a challenge because many children cross the street to go to Clay Street Park. Traffic has increased since the Waldorf School has moved into the area and there are also a number of new developments off of Takelma Way. She is in support of the crosswalk across Hwy 66 to Faith, but feels it should be considered further down Hwy 66 by Sherwood Road. That way cars would not be stopping on the downside of the overpass lessening the chance of someone being rear ended because they could not see over the rise and it surprised the driver.

Ruth Goldberg, 566 Faith Avenue, sees the intersection differently because she is a pedestrian and bus rider not a driver. She appreciates having the median refuges along Hwy 66. Before the improvements crossing Hwy 66 was like crossing the freeway. She asked if the signage about reduced speed could be moved before the overpass to give drivers a visual cue that they were about to enter an area where pedestrians were. She also asked if the speed could be reviewed again. Olson said that a speed study was conducted by ODOT at the Commission's request a few years ago and the speeds had been reduced at that time. Goldberg appreciates the flashing light at Hwy 66 and feels that the crosswalk being down by Sherwood would be acceptable. The bus stop is on the other side of the street along with the bike path and the middle school. These are pedestrian generators and attract children too. Drivers tend to still be in freeway driving mode when they come over the overpass and she would appreciate at least the signage being installed to alert the drivers sooner.

Busse concurred with the freeway driving mode and finds herself speeding down Hwy 66 and has to consciously make herself slow down. Mannion felt that it would be prudent to ask ODOT to look at the speeds again after the Ace Hardware and the development on Clay Street is built out.

Massie asked if the intersection of Faith and Clay could be looked at for the possibility of moving the curb into the intersection by a couple feet to narrow up the travel lanes. It would have a slowing affect. Maybe Ray Smith could do a mock up to see if it would work. Olson thought the minimum radius would be too close but he will look into it. Massie also suggested putting some kind of tactile

warning in the middle of the intersection to keep cars from angling across the intersection. Olson said that may be a consideration because the S curve is not held too. Before the street was overlaid there was a middle lane stripe that was not repainted. The actions that were taken a few years ago need to be revisited.

Decision:

Commission will look into this matter further next month when more public can be present.

3. Status of School Zones on Beach Street and Siskiyou Boulevard

The Engineering Division received several requests to remove the school zones on Beach Street and on Siskiyou Boulevard, which formally supported Lincoln School.

Beach Street

Beach Street is a local street with a 25 mph speed limit and therefore the school zone adjacent to Lincoln School is 20 mph at all times. The zone extends from Henry Street to Siskiyou Boulevard, a distance of 425 feet. Lincoln School is no longer an active public or private school and no longer be designated as a school zone. Unless there is some compelling reason to the contrary, the speed zone signs should be removed.

Siskiyou Boulevard

A school zone, approximately 450 to 500 feet in length exists on Siskiyou Boulevard between Beach / Morse and Mountain Avenue. The school zone was installed to protect the mid-block crosswalk at that location and the crosswalk was established as a protection for students crossing between Lincoln School and Ashland High School. The crossing was mostly used by high school students using the Lincoln School cafeteria. An overhead sign and flashing beacon was also installed. Since the Lincoln School building is no longer used as a school, the crosswalk is seldom used and the beacon has been turned off although it will remain in place.

The primary reason for the existence of the school zone is no longer viable and since high schools do not generally require school zones, it is recommended that the Siskiyou Boulevard school zone also be removed.

Discussion:

Olson spoke with Juli DiChiro, School Superintendent and she had no strong opposition or favor to keeping or losing the school zone. The mid-block crossing was more for the grade school not the highschoolers. They are trying to discourage the highschoolers from using the Lincoln parking lot and crossing Siskiyou. Massie commented that the school sign on Manzanita had not been removed yet either.

Jan Craighey, 689 Beach Street, rides her brakes all the way down Beach Street because of the 20 MPH. It is a great inconvenience. She finds it extremely frustrating when the school is empty and she has to drive 20 MPH. She made three calls to the City to no obvious avail. She is so frustrated with driving through town she wishes she could get straight onto the freeway and not have to drive through town at all. When she does have to go to town, she prefers to walk although that limits how many things she can carry home up the hill. She is sorry this has taken so long to be taken care of.

Busse commented that the speed on the residential streets would increase to 25 MPH and the speed on Siskiyou would then be increased to 30 MPH.

Decision:

Massie moved to eliminate the school zone signs on Beach and Siskiyou Blvd. Seconded by Bender and passed unanimously.

4. Proposed Use of Sheriff's Department Volunteers to Help Enforce Handicap Parking (Tom Cook)
The Ashland Police Department requested that the commission review and discuss the pros and cons of using the Jackson County Sheriff's Department volunteers to patrol and enforce handicap parking on streets and public areas.

Officer Cook reported that the County Sheriff's department offered this service to Ashland free of charge. The volunteers have the power to issue tickets to offenders. The handicap zone has to be legally marked and up to current standards for the court to be able to enforce the ticket. They would enforce any handicap parking spot on public land. Busse asked why this service was never taken before and Cook said that the Administration did not move forward on accepting the offer before. Massie asked if a six month trial could be done. The City of Ashland may not be receptive to Sheriff's cars issuing tickets in town. Busse felt some publicity should be done if this is accepted. Olson will do press release before program begins.

Decision:

Massie motioned to take the opportunity offered by the Sheriff's Department to have volunteers enforce handicap spaces in Ashland for a six month trial and have Officer Cook report in six months to report back to the commission on the results. Seconded by Swales, passed unanimously.

5. Final Recommendation from the North Mountain Avenue Subcommittee
Doyle was not present at the meeting and Olson felt he should report next month on the results.

6. Bike & Pedestrian Commission Issues and Concerns
Swales reported that the Mayor had assigned David Young to the Bike and Ped commission and not Swales. Swales will continue to attend the meetings and report back with any concerns.

C. Follow-Up on Previous Actions – No discussion.

D.

E. Development Review:

1. Planning Commission Agenda
2. Hearings Board Agenda

F. Capital Projects Update: No discussion.

G. Other:

1. Council Goal Setting

Massie was talking with Councilor Chapman and they were discussing making a goal of traffic safety. This has been a goal but there is no plan for traffic calming and Massie thought it would be beneficial to propose a program similar to the sidewalk goal. The City should make a commitment. Massie suggests having Traffic Safety hire a consultant to look at the older residential areas of town for engineering recommendations. The major arterials seem to be done; Oak Street, Tolman Creek Road, but the older areas where the streets are wide or steep are the ones we hear from repeatedly. If a consultant was hired to suggest 2 to 5 areas of problems that would be better than doing spot check fixes. Oak Street seems to be a great success even though it was such a pain in the beginning.

Olson commented that this has been a goal for three years and he has argued for a related budget line item to do some work each year to no success. Most projects are funded through LIDs or through grant money. Oak Street was a grant and Nevada Street is an LID. The Council will be evaluating the LID system in April and there is some fear that those projects will not be funded now. Busse asked if Olson felt a study would be supported. Olson will try and

have it added to the budget for next year. He estimates the projects will run about \$50,000 to do engineered physical changes to the older streets. The new developments are being designed and built with more traffic calming in mind.

Decision:

Massie motioned for the Traffic Safety Commission to recommend that a neighborhood traffic calming be a priority and that money be allocated for a consultant for neighborhood studies. Seconded by Busse. Passed unanimously.

IV. Adjourned 8:30 PM

Memo

CITY OF
ASHLAND

Date: November 20, 2012
From: Scott A. Fleury
To: Transportation Commission
Re: REQUEST FOR A 15 MINUTE PARKING SPACE AT 222 'A' ST.

QUESTION:

Will the commission consider a request to install a 15 minute parking space adjacent to 222 'A' St. at Deux Chats Bakery?

STAFF RECOMMENDATION:

Staff recommends no additional 15 minute space be installed adjacent to 222 'A' St.

BACKGROUND:

'A' St. is a commercial street extending from Oak St. to Eighth St. The section between Oak St. and the s-curve has on-street parallel parking along a majority of its length with a two hour limit on spaces on the north side, and within the angled parking bays on the south side. The length of the north side parking prohibition is 186 feet. Marked parallel parking dimensions are generally 22' long by 8' wide, generating eight usable spaces along the north side frontage. The south side of 'A' St. between Oak St. and N. Pioneer St. has 123 feet of parking frontage with one fifteen minute space. This section of curb parking provides for 5 spaces. The diagonal parking on the south side provides six spaces including one handicap space. Deux Chats Bakery has requested that one of the diagonal spaces be marked as a 15 minute space.

The last traffic count completed in 2001 showed an ADT of over 3000 vehicles on this section of roadway. This section of 'A' St. provides the only timed parking prohibition between Oak St. and Eighth St. other than one 15 minute space between First and Second streets.

The request for the existing two hour prohibition was approved by the Traffic Safety Commission at the December 8, 2005 meeting. Meeting minutes and staff memo are attached for reference. The request for the 15 minute zone between Oak St. and Pioneer was approved at the May 22, 2008 Traffic Safety Commission Meeting. Meeting minutes and staff memo are attached for reference.

As discussed before, this area of the City has no enforcement of parking limitations or restrictions by Diamond Parking, our parking enforcement contractor. Currently, and it will likely remain so until the Diamond Parking contract can be changed. Enforcement by Diamond Parking is by complaint only.



CONCLUSION AND RECOMMENDATION:

Staff recommends no change to the current parking prohibitions. A downtown transportation plan to include parking has been recommended as part of the draft Transportation System Plan and should address parking issues within the downtown corridor and railroad district. Unless the Transportation Commission recommends removal of the prohibition, staff believes that developing and implementing a parking plan can address the overall parking issues within the downtown corridor.



Scott Fleury

From: Garrett [gf@deuxchats.com]
Sent: Wednesday, September 05, 2012 3:14 PM
To: fleury@ashland.or.us
Cc: acamail@charter.net
Subject: 15 minute zone at 222 A Street

Hi Scott,

Please accept this email as our formal request for one (1) 15 minute zone on A Street immediately in front of 222 A Street. We are a small bakery with limited hours. Since, the area has 2 hour parking with no enforcement people have been parking in any space for much longer than 2 hours. We have recorded many Plexis and Co-op employees parking longer than 2 hours. Many times our customers report having to circle the block because they cannot find parking. We have spoken to the managers and the employees about parking in the spaces. Most have been considerate, however one manager told me that there was nothing he could do. We should post signs and notes on the vehicles.

I have requested that Parking enforcement begin to serve our area. However, I am not certain when it will start and if it is random and outside of business hours they may not find any violators.

A 15 minute zone will give our customers a better chance of finding parking.

Thank you for considering this request.

Garrett Furuichi
Deux Chats Bakery
222 A Street
Ashland

541-646-0575

Memo

CITY OF
ASHLAND

Date: May 15, 2008
From: James H. Olson
To: Traffic Safety Commission
Re: REQUEST FOR 15 MINUTE LOADING ZONE ON 'A' STREET

REQUEST:

Engineering staff recently noticed a green painted section of curb on the south side of 'A' Street near Pioneer Street. We discovered that the painting was done by Brent Thompson. When contacted about the matter, Mr. Thompson apologized for not getting permission prior to painting the curb and offered to remove the paint if necessary.

The reconstruction of 'A' Street has just recently been completed, but the pavement and curb markings have not yet been installed. This would be an ideal opportunity to look at the project as a whole to determine, not only the need for a 15 minute loading zone, but for any other parking restrictions as well.

Prior to removing the green paint, the Commission and staff should determine if there is a need for the loading zone and if it is in the most desirable location.

BACKGROUND

This past winter 'A' Street between Oak Street and First Street was reconstructed. The rebuilt included replacement of water, sewer and storm drain lines, pavement surface and construction of sidewalks and curbs where none previously existed. Due to the need for dry warmer weather, the pavement marking and painting has not yet been done.

In reviewing the project there are several areas where parking should be prohibited to provide a safer travel path and to provide better visibility at corners. Even though the creation of a 15 minutes loading zone was not authorized, it may well be beneficial to the project as a whole.

CONCLUSION AND RECOMMENDATION

Staff recommends that parking prohibitions be created by yellow painted curb at the following locations:

1. South side of 'A', 30' east from the curb face on Oak street (paint 18' beyond access ramp)
2. South side of 'A', 20' west from the curb face on Pioneer Street (paint 8' beyond access ramp)
3. West side of Pioneer Street, 20' south of curb face on 'A' Street (paint 8' beyond access ramp)

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4. East side of Pioneer Street, 20' south of curb face on 'A' Street (paint 8' beyond access ramp at fire hydrant)
5. South and west side of 'A' Street at the inside of the curve (paint 25' along curve)
6. South side of 'A', 20' west of curb face on First Street (paint 8' beyond access ramp)

The existing green painted curb is 45.5' long on the south side of 'A' Street near Pioneer Street. This length constitutes two parking spaces. There are no signs currently accompanying the curb painting and there are no other loading zones designated in this area of 'A' Street.

As we have discussed before, this area of the City has no enforcement of parking limitations or restrictions by Diamond Parking, our parking enforcement contractor. Currently, and it will likely remain so until the Diamond Parking contract can be changed, enforcement is by complaint only. With the understanding that parking enforcement is minimal in mind, staff would have no objections to the creation of a 15 minute loading zone and would make the following recommendations:

1. The loading zone should end at the proposed yellow zone at the corner of Pioneer and 'A' Street so that the first parking space is the loading zone.
2. The loading zone be limited to 25' (one parking space) unless neighborhood needs require a second space.

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Ashland Traffic Safety Commission

Minutes

May 22, 2008

Members Present: Colin Swales (Chair), Alan Bender, Terry Doyle, Cate Hartzell, Eric Heesacker, Matt Warshawsky
Members Absent: Greg Lemhouse, Doris Mannion, Terry Doyle, Larry Blake
Staff Present: Jim Olson, Nancy Slocum, Officer Steve MacClennan

I. CALL TO ORDER – Chair Colin Swales called the meeting to order at 7:03 PM at the Grove, 1155 East Main Street. April 24, 2008 minutes were approved with one spelling error.

II. ITEMS FOR DISCUSSION:

A. PUBLIC FORUM

Brent Thompson, 582 Allison, asked the Commission to consider making a recommendation to the Planning Commission and City Council to shorten regarding the length of curb needed for an on-street parking credit. Swales recommended that staff study the issue further and bring it before the future Transportation Commission (if approved).

Eve Woods, 920 W Eleventh #3 Medford and student at SOU, invited the Commission to participate in the “Siskiyou Safety Education Days” on May 27, 28 and 29 from 11:00 AM to 3:00 PM in the courtyard in front of the Stevenson Union.

B. REVIEW OF TRAFFIC REQUESTS/PROJECTS PENDING/ACTION REQUIRED

1. Request for Loading Zone on A Street

Jim Olson presented the staff report.

Brent Thompson, 582 Allison Street, said the loading zone was needed for delivery trucks and the bakery that will soon be occupying 310 Oak St.

Decision:

Warshawsky / Bender m/s to accept staff’s recommendation that parking prohibitions be created by yellow painted curb at the following locations: south side of ‘A’, 30’ east from the curb face on Oak street (paint 18’ beyond access ramp); south side of ‘A’, 20’ west from the curb face on Pioneer Street (paint 8’ beyond access ramp); west side of Pioneer Street, 20’ south of curb face on ‘A’ Street (paint 8’ beyond access ramp); east side of Pioneer Street, 20’ south of curb face on ‘A’ Street (paint 8’ beyond access ramp at fire hydrant); south and west side of ‘A’ Street at the inside of the curve (paint 25’ along curve); south side of ‘A’, 20’ west of curb face on First Street (paint 8’ beyond access ramp); creation of a 15 minute loading zone from 8 AM to 5:30 PM ending at the proposed yellow zone at the corner of Pioneer and ‘A’ Street so that the first parking space is the loading zone and be limited to 25’ (one parking space) unless neighborhood needs require a second space.

2. Siskiyou Bv Pedestrian Safety Update

Olson reported that ODOT approved the City’s request to lower the speed limit south of Gresham to Harmony Lane from 30 mph to 25 mph. Staff concurred with ODOT. The process took a rapid 30 days. Olson reviewed the location of the pedestrian activated flashing beacons. The question of timing of flashing beacons and the need for median activators was discussed, but no decision was made. Warshawsky asked staff to provide an update on pedestrian scale lighting installation from SOU at the next meeting. Doyle suggested installing a temporary or permanent reader board on Siskiyou.

The first Siskiyou Safety Ad Hoc Committee meeting was scheduled for June 4th beginning at 5:30 PM in the Council Chambers.

Decision:

For Commission information only, no decision needed.

3. Creation of an Ashland Transportation Commission

Olson distributed a draft Council Communication that included a draft of the ordinance creating a Transportation Commission, a combination of the Traffic Safety and Bicycle & Pedestrian Commissions. He read an email from Lemhouse who supported the formation, but was against its role as an advocate for alternative transportation. Lemhouse recommended a second Transportation Commission subcommittee (along with interested persons) for this purpose. Commission made no decision on this issue. Commission agreed on nine members with the recommendation, not requirement, of one member actively involved with the Bicycle Transportation Alliance. Ordinance should make clear whether or not the Commission would recommend/advise the Planning Commission on appropriate land use applications.

Decision:

Staff would make the recommended changes and forward to the City Council.

4. Bus Parking Issue

Joan Drager was concerned about a parked bus blocking her visibility as she backed out of her driveway on Helman. The Commission reviewed bus parking in 2002 and decided to ask drivers for voluntary cooperation from drivers to park in specified areas.

Decision:

Swales / Heesacker m/s to direct staff to send a reminder letter and map to the Oregon Shakespeare Festival, the hostel and downtown hotels and send a copy to Ms. Drager. Motion passed unanimously.

5. Bicycle & Pedestrian Issues

Warshawsky reported that the Bike Swap was successful. Also said "Kidical Mass," a two mile walk promoting walking for children, will be held once per month. Olson noted that the Bicycle and Pedestrian Commission suggested ten items to improve safety.

6. Agenda Items for Next Month

Commission asked that pedestrian safety at the intersection of Oak Street / A Street / Van Ness Avenue and an update of the formation of the Transportation Commission be placed on the agenda for June. Olson said the Montessori school located at Lincoln School may ask to reinstate the school zone.

C. OTHER – None.

NEXT MEETING DATE: June 26, 2008

III. Adjourned 9:00 PM

Memo

CITY OF
ASHLAND

Date: November 20, 2012
From: Scott A. Fleury
To: Transportation Commission
Re: REQUEST FOR PARKING PROHIBITION ALONG CENTRAL AVE.

QUESTION:

Will the Commission consider the request from Jim Risser to install a no parking zone along Central Ave. as shown on the attached map?

STAFF RECOMMENDATION:

Staff recommends 20 feet of additional curb striping for Central Ave.

BACKGROUND:

Central Ave. is a neighborhood street extending from East Main Street to Water Street. The section of Central Ave. in question is located between Helman St. and Water St. The curb to curb width is 29 feet and there is sidewalk on both sides of the street. The adopted street design standards for the City of Ashland allow parking on both sides of a neighborhood street with a curb to curb width of 29 feet.

A review of traffic accident data for this section of roadway revealed two accidents between 2011 and 2012. One of the accidents was a side collision near the crest of the hill. Reference attached traffic accident map. The closest roadway traffic count data of 234 ADT was counted on Central Ave. between Laurel St. and Helman St.

The parking prohibition recommended by Mr. Riser would eliminate 150 feet of curb side parking along Central Ave. Large vehicles parked on either side of the road at the crest of the hill can shift drivers across the centerline. Drivers traveling downhill cannot see vehicles traveling uphill until they are at the driveway location for the hotel. Vehicles traveling uphill cannot see drivers in the oncoming lane until they reach the crest of the hill. Reference inserted pictures for the sight distance conflict created by vehicles parking at the crest of the hill.

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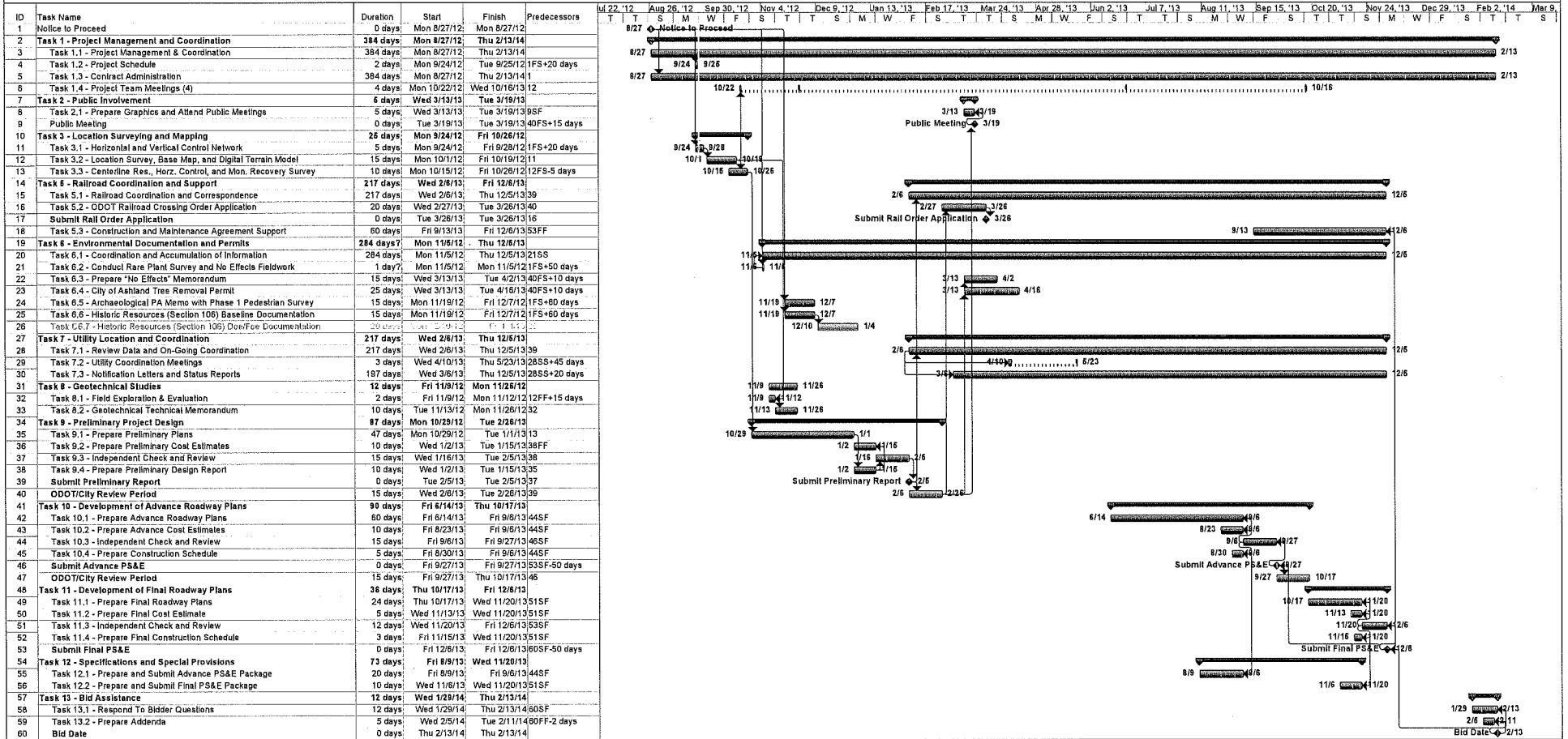


CONCLUSION AND RECOMMENDATION:

Staff recommends 20 feet of additional curb striping to Central Ave along the downhill side extending from the existing yellow curb. This will eliminate vehicles from parking on the crest of the hill and allow drivers headed downhill to see vehicles traveling uphill without crossing the centerline at the crest of the hill. Giving drivers traveling downhill additional lane width with the parking restriction will allow lane queuing as intended for residential roads with parking on both sides.



Walker Ave: Ashland St. to East Main St. Design Schedule



Transportation Commission
Action Summary
as of September 2012

Month Year	Item Description	Status	Date Complete
October 12 TC	B St. and Eighth St. sight distance	Approved, TR 2012-04	
October 12 TC	B St. and Second crosswalk sight distance	Approved, TR 2012-05	
September 12 TC	B St. and Second sight distance analysis	Staff report complete	
September 12 TC	Lithia/First Intesection Analysis	Traffic Engineer under contract to perform services	
August 12 TC	Centerline marking on Takelma Way	Approved, TR 2012-03	9/12
March 12	Sharrow markings on Maple St.	approved, TR 2012-01	10/12
March 12	Centerline marking on Crispin St.	approved, TR 2012-02	10/12
March 12	Loading zone on Lithia Way	not approved	
November 11 TC	Parking prohibitions on Highwood Dr.	approved, TR 2011-09	2/26/12
October 11 TC	Crosswalk on A Street	approved TR 2011-08	12/11/11
August 11 TC	Parking prohibitions on Almond	approved TR 2011-07	✓
August 11 TC	Stop sign at 4th and A Streets	not approved	
Jul 11 TC	Parking Prohibitions on E. Nevada	approved; TR 2011-04	3/6/12
Jul 11 TC	Stop Sign at Starflower	approved yield; TR 2011-05	11/17/11
Jul 11 TC	A' Shared Road	approved; TR 2011-06	10/28/11
June 11 TC	N. Main Road Diet	TC recommend implementation asap, approved 8/2/11	
June 11 TC	Parking prohibition on Central	TR 2011-03, install painted centerline, only	✓
May 11 TC	Stop sign on Homes	Stop sign not approved, other improvements implemented.	
May 11 TC	Stop sign on Pinecrest	not approved	
May 11 TC	Left turn signal at Wightman	recommended review by traffic engineer	
May 11 TC	Memorial Sign Request	recommended development of a policy, approved by Legal/Planning. Approved by Council	1/27/12
Apr 11 TC	N. Main Road Diet Pilot	Approved by Council 8/2/11	
Feb 11 TC	Parking Prohibitions Meadowbrook	TR 2011-02 order sent to Street Div.	✓
Feb 11 TC	Parking Prohibitions on Liberty St	TR 2011-01 order sent to Street Div.	✓
Feb 11 TC	Bike Corral on Third Street	Completed & installed	✓
Dec 10 TC	Petition for ped. rail crossing	referred to TSP process	
Dec 10 TC	Siskiyou Blvd x-walk at Frances	no action required	12/16/10
Nov 10 TC	S Mountain Mid Block Crosswalk	Approved to be installed in cooperation with SOU	
Nov 10 TC	E Main @ RR Crosswalk Review	Commission asked stop sign replaced	
Oct 10 TC	A St Sharrow Designation	Commission asked for Kittleson review	
Oct 10 TSC	Safety Sleeve for Bollard @ RR Park	replaced	✓
Oct 10 TSC	Storm Drain on Bike Path @ N Mtn	staff is researching	
Oct 10 TSC	Additional Vehicle Parking Downtown	Contacted ODOT	
Oct 10 TSC	Crosswalk at Lithia and E Main	TR 2010-06, order sent to Street Division	✓
Oct 10 TSC	Stop Sign at Helman & Nevada	not approved	✓
Oct 10 TSC	Stop Sign on 'B' @ Third	not approved	✓
Oct 10 TSC	Crosswalk on Siskiyou @ Morton	not approved	✓
Aug 10 TSC	Grandview/Sunnyview/Orchard/ Wrights	vegetation clearance referred to street dept for implementation	
Aug 10 TSC	15 Minute Parking on A Street	TR 2010-05, order sent to Street Division	
Aug 10 TSC	First St Parking Prohibition Change	TR 2010-04, order sent to Street Division	
Aug 10 TSC	Granite St Parking Prohibition Change	not approved, Swales will resubmit request	✓
Aug 10 TSC	Hargadine St Parking Prohibition Change	review as part of TSP update	
Aug 10 TC Jul 10 TSC	Bridge Street Parking Prohibition Change	Memo received from Fire Dept recommending against change	✓
Aug 10 TC	Truck Route Ordinance Review	Staff researching, Nov 2010 agenda item	
Jun 10 TC	2 Year Project List Goal Setting	3 goals selected	✓
Jul 10 TC	Audible Crosswalk Signals for Downtown	Vieville working w/staff to develop priority list for \$27K budget	
Jul 10 TC	Shared Road Policy	review as part of TSP update	
Mar 10 TSC	Yield Sign at Terrace @ Holly	TR 2010-02	✓
Mar 10 TSC	Ashland St @ YMCA Crosswalk	not approved by ODOT	✓
Mar 10 TSC	Oak St Crosswalk at A St	included in Misc Concrete Project; bids due 11/17/10	
Jul 09 TC	Additional Downtown Bike Parking	Implementation list complete, will be installed as budget permits	
Nov 09 TC & TSC	Crosswalk for East Main @ Campus Way	Staff applying for funding through grant application	
Nov 09 TC & TSC	Grandview Shared Road Improvements	TR 2010-03, other improvements likely in future	
Aug 09 TC	Oak Street Sharrows	TR 2010-01	✓
Jul 09 TC	Will Dodge Way Improvements	Complete	9/2010
Apr 09 TC	Siskiyou Bv Pedestrian Improvements	complete	✓
Aug 09 TSC	Union/Allison and Fairview Intersection	not approved	✓
Nov 09 TSC	Yield Sign at Palmer Rd	not approved	✓
Nov 09 TSC	Stop Sign at Indiana St	not approved	✓
Dec 09 TSC	Terrace St Traffic Calming	not approved	✓
Dec 09 TSC	Ashland Village Traffic Calming	not approved	✓

TRAFFIC SAFETY *Connection*



October/November

Connecting Oregon's Community Traffic & Child Passenger Safety Advocates

Volume 11, Number 1

2012 Annual Meeting

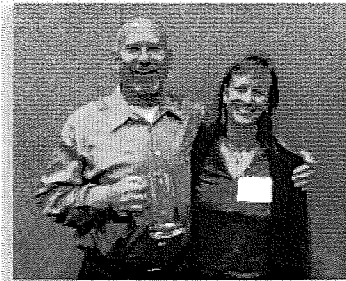
On Tuesday, October 16th, ACTS Oregon Board members, associates, and staff attended our Annual Meeting. Guests observed a general session highlighting activities from the 2011-2012 fiscal year.

During the general session 2012-2013 Board Members were announced.

Congratulations to those who were re-elected: Lucie Drum - American Medical Response

And a warm welcome goes to: Ben Hoffman - Doernbecher Children's Hospital / Tom Sargent Safety Center, and Robert Tibbetts - La Grande Fire Department.

Outgoing Board Members Dan Marcisz and Lynne Mutrie were recognized for their years serving on the Board. Thanks to both of you for all of your great contributions to ACTS Oregon!



Dan Marcisz and Tammy Franks



Lynne Mutrie

The 2011-2012 Annual Report is available at the following link: www.actsoregon.org/pdf/EmailNews

Executive Director's Message

By Todd Hinchliffe

It's never a good feeling to have to use the "F" word but here it goes... Fall is here. Rain is probably falling as you read this message. With the arrival of Fall comes all of the hazards and added dangers of traveling on the interstate and highways.

At ACTS Oregon we work to save lives on our state's roadways. That includes doing everything we can to keep our children safe on the road. Although we may lead the effort, you are the key to protecting your family. We are here to help.

The best advice for driving in harsh weather is not to drive at all, if you can avoid it.

- Don't go out until the snow plows and sanding trucks have had a chance to do their work.
- Allow yourself extra time to reach your destination.
- If you must drive in snowy conditions, make sure your car is prepared and that you know how to handle road conditions.

Driving in harsh weather can lead to slower traffic, hazardous road conditions, hot tempers and unforeseen dangers.

To help you make it safely through the season, here is some suggestions from the National Safety Council to make sure that you and your vehicle are prepared.

Driving safely on icy roads

- Decrease your speed and leave yourself plenty of room to stop.
- Brake gently to avoid skidding. If your wheels start to lock up, ease off the brake.
- Turn on your lights to increase your visibility to other motorists.
- Use low gears to keep traction, especially on hills. Don't use cruise control or overdrive on icy roads. Be especially careful on bridges and overpasses, which will freeze first. Even

at temperatures above freezing, if the conditions are wet, you might encounter ice in shady areas or on exposed roadways like bridges.

- Don't pass snow plows and sanding trucks. The drivers have limited visibility, and you're likely to find the road in front of

them worse than the road behind

- Don't assume your vehicle can handle all conditions. Even four-wheel and front-wheel drive vehicles can encounter trouble on winter roads.

Winterize Your Car

Prepare your car for winter. Your car should

have a tune-up (check the owner's manual for the recommended interval) to ensure better gas mileage, quicker starts and faster response on pick-up and passing power.

Necessary Equipment

An emergency situation on the road can arise at any time and you must be prepared. In addition to making sure you have the tune-up, a full tank of gas, and fresh anti-freeze, you should carry the following items in your trunk:

- Properly inflated spare tire, wheel wrench and tripod-type jack
- Shovel
- Jumper cables
- Tow and tire chains
- Bag of salt or cat litter
- Tool kit

Essential Supplies

Be prepared with a "survival kit" that should always remain in the car. Replenish after use.

Essential supplies include:

- Working flashlight and extra batteries
- Reflective triangles and brightly-colored cloth
- Compass
- First aid kit
- Exterior windshield cleaner
- Ice scraper and snow brush
- Wooden stick matches in a waterproof

Continued on Page 4

ACTS Oregon

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*Funded through a grant from ODOT
Transportation Safety Division.*

Bundling Can Be Dangerous

During cold weather it seems like common sense to bundle up before getting into the car. However, safety belts, child safety seats and booster seats provide the best protection when they contact the strongest parts of the body. Thick coats and bulky blankets may make this impossible.

Children in Car Seats

Avoid placing thick winter coats or blankets on a child before strapping them into their child safety seat with harness straps. During a crash the coat or blanket can compress causing the harness straps to be too loose. They also make it difficult to place the harness straps on the shoulders and over the hips and the retainer clip level with the arm pits.

Option 1: Strap child in car seat in lighter coat, then add blanket or coat over the child once they are secure. **Option 2:** Zip around the straps by placing jacket on child. Open front of jacket and pull it out of the way on both sides; buckle straps and chest clip. Once harness is tight, zip or snap jacket closed over harness straps.

Older Children in Booster Seats

While seated in the booster seat, the safety belt needs to be snug across the child's hips and collarbone to provide the best protection. Thick winter coats can interfere with correct fit and allow the safety belt to be too loose or not contact the strongest parts of the body. Loose fit can result in injury or ejection.

Light Up the Night



As Fall weather is upon us and the nights are getting longer drivers need to think

about some basic safety tips while driving at night. In the Pacific Northwest many of us will be commuting both to and from work in dark or low light conditions.

While driving in darkness we often have a compromised peripheral vision and depth perception. Additionally, color recognition becomes difficult in low light conditions. Older drivers are at an increased risk of these dangers. A driver at age 50 may need nearly double the light that a 30 year old driver would need to see as well.

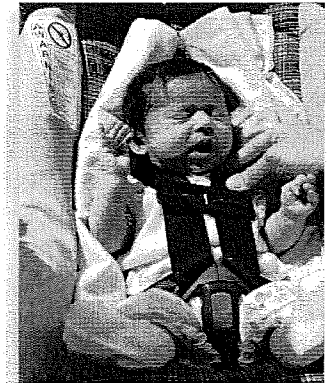
How can you stay safe while driving at night?

- Lights – Make sure your headlights and all vehicle lights are in working order.
- Slow Down – Reduce your speed to allow

Option: Buckle the child into their booster seat then add their jacket by inserting their arms into the sleeves and wearing it backwards. Or cover them with a blanket, poncho or 'wearable blanket' (a blanket with sleeves).

Drivers and Older Passengers

Safety belts need to be snug across the hips and collarbone to provide the best protection. Heavy coats can interfere with correct fit



Add blanket after adjusting

and allow the safety belt to be too loose or not contact the strongest parts of the body. Loose fit can result in injury or ejection.

Option: Wear a lighter coat in the vehicle and put the heavier one on when leaving the vehicle.

Warming up the car before a trip can help. Passengers can wear coats but be sure that the child is secured in the harness system, or safety belt before you add heavy coats or blankets. A little creativity can help protect drivers and passengers in winter driving.

more reaction time.

- Space Out – Give yourself more room between you and the car in front of you.
- Clear View – Keep vehicle windows clean both inside and out and be sure windshield wipers are in good working order.
- Stay Alert – Make frequent stops to rest and give yourself breaks. If you are feeling tired pull over and rest.

In addition to being sure you can see well use your lights to be seen by others. Other drivers can see you easier during twilight hours with headlights on.

How can you stay safe on your bike or walking at night?

- Always use lights and reflectors on bikes
- Wear reflective clothing
- While walking wear a flashing light or use a cell phone as a light so drivers can see you easier.
- Be predictable. Ride on the right side of the road, cross at corners and be aware of vehicles around you.

Get out and enjoy the beauty of Fall in Oregon but keep these tips in mind to keep us all safe.

National Certified Child Passenger Safety Technician Training in Lincoln City

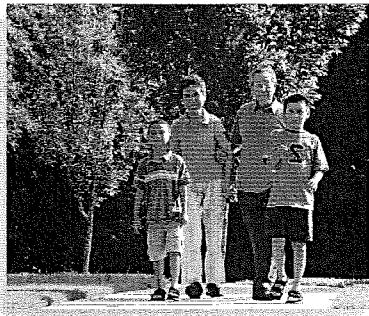
North Lincoln Fire and Rescue hosted the September CPS Certification class in Lincoln City. This cozy class may have been small, but the outcome will make a huge impact in Lincoln and Tillamook Counties.

Welcome to Oregon's team of CPS Technicians!

Crystal Heckel – CARE Inc., Dan Lancaster – Lincoln City Police Department, Richard Giles – Newport Fire Department, Brad Purdom – Newport Police Department, Maria Diaz and Amy Hollett – Tillamook County Health Department.



2012 / 2013 Mini-Grants Building Safer Communities



ACTS Oregon is gearing up for next year with Building Safer Communities Mini-Grants.

These grants are for projects from \$1,000 to \$5,000 for education based non-infrastructure projects.

Is there a traffic safety need in your community that one of these grants could assist with?

For more information about this program please contact Charity Sturgeon at charityts@actsoregon.org. To download a Building Safer Communities Mini-Grant application please visit our Grants page: <http://www.actsoregon.org/grants.html>

Region 1 Child Seat Distribution

ACTS Oregon is pleased to announce that Mini-grant applications for the Community Level Child Passenger Safety program in Region 1 are now available.

These grants are open to non-profit and government agencies in Multnomah, Clackamas, Washington, and Hood River Counties.

This is a reimbursement grant up to \$3,000. The funds can be used to purchase seats for distribution to families who otherwise could not afford them and for the equipment necessary to host a fitting station.

The application is available at: <http://www.actsoregon.org/grants.html> For more information please contact Charity Sturgeon at charityts@actsoregon.org



Transportation Improvement Program - Applications Open

Earlier this month ODOT announced the opening of the new Enhance application solicitation process for the 2015-2018 Statewide Transportation Improvement Program (STIP).

Visit the following website for information on the process and to review the application: <http://tinyurl.com/9gdn3d8> or paste the following URL into your internet browser's address bar: http://www.oregon.gov/ODOT/TD/TP/pages/stip_guide.aspx

Applicants must be Oregon public agencies, including: cities, counties, tribes, metropolitan planning organizations, school districts, transit districts, port districts, other



special districts, colleges and universities, public airports, and state agencies, etc.

All completed applications must be received by the respective ODOT region prior to noon on Tuesday November 27, 2012. Refer to the application instructions and application form posted on the information website (*link posted in second paragraph of this article*) for more details. Completed

applications will be used to develop the list of recommended transportation investments for the 2015-2018 STIP.

Questions should be directed to the ODOT region representative listed for your region.

ODOT Region Representatives

- **Region 1 - Jeff Flowers** 503-731-8235
Jeffrey.A.Flowers@odot.state.or.us
- **Region 2 - Terry Cole** 503-986-2674
Terry.D.Cole@odot.state.or.us
- **Region 3 - Lisa Cortes** 541-957-3643
Lisa.Cortes@odot.state.or.us
- **Region 4 - Katie Parlette** 541-388-6037
Katie.M.Parlette@odot.state.or.us
- **Region 5 - Dawn Hubble** 541-963-1325
Dawn.L.Hubble@odot.state.or.us

Date	City	Location	Address	Time
10/24/12	Bend	Bend Fire	1212 SW Simpson	10am - 1pm
10/25/12	Eugene	Eugene Fire	1725 W 2nd Ave	5pm - 7pm
11/1/12	Redmond	Redmond Fire	341 Dogwood Ave	11am - 2pm
11/1/12	Newberg	Newberg Fire	414 E 2nd St	5pm - 7pm
11/3/12	Lake Oswego	Lake Oswego Fire	300 B St	10am - 2pm
11/7/12	Coos Bay	Coos Bay Fire	450 Elrod Ave	11am - 1pm
11/8/12	Woodburn	Woodburn Fire	1776 Newberg Hwy	1pm - 4pm
11/8/12	Ontario	Ontario Fire	444 SW 4th	4pm - 6pm
11/8/12	St. Helens	St. Helens Fire	105 S 12th St	4pm - 6pm
11/10/12	Hillsboro	Tuality Health	334 SE 8th Ave	9am - 11am
11/15/12	Madras	Jefferson County Fire	765 SE Adams Dr	11am - 1pm
11/17/12	Beaverton	Kuni Auto Center	3725 SW Cedar Hills Blvd	9am - 12:30pm
11/17/12	Keizer	Keizer Police	930 Chemawa Rd NE	12:30pm - 3pm
11/21/12	Prineville	Crook County Fire	500 NE Belknap	3pm - 6pm

AAPA Car Seat Guide for Families

AAPA's website features the current version of their helpful car seat guide for families. To read the guide click on this link: <http://tinyurl.com/3nn34j3> or paste the following URL into your internet browser's address bar: <http://www.healthychildren.org/english/safety-prevention/on-the-go/pages/car-safety-seats-information-for-families.aspx>

container

- Scissors and string/cord
- Non-perishable, high-energy foods like unsalted canned nuts, dried fruits, and hard candy.

In addition, if you are driving long distances under cold, snowy, and icy conditions, you should also carry supplies to keep you warm such as heavy woolen mittens, socks, a cap and blankets.

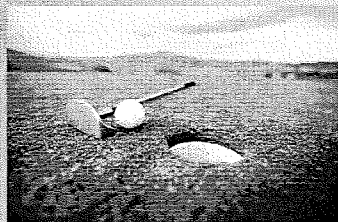
If You Become Stranded...

- Do not leave your car unless you know exactly where you are, how far it is to possible help, and are certain you will improve your situation.
- To attract attention, light two flares and place one at each end of the car a safe distance away. Hang a brightly colored cloth from your antenna.
- If you are sure the car's exhaust pipe is not blocked, run the engine and heater for about 10 minutes every hour or so depending upon the amount of gas in the tank.
- To protect yourself from frostbite and hypothermia use the woolen items and blankets to keep warm.
- Keep at least one window open slightly. Heavy snow and ice can seal a car shut.

ACTS Oregon 2013 Charity Golf Tournament

Save the Date!

Join us Friday, June 14, 2013 for a charity golf tournament to benefit ACTS Oregon. The tournament will be held at lovely Langdon Farms Golf Course in Aurora, OR.



Become a Sponsor. Contact Todd Hinchliffe, Executive Director at toddh@actsoregon.org or call (503) 643-5620 x 102 or (877) 793-2608.

As the event date draws near, stay posted for updates, including event registration. Updates will be announced on our website and in upcoming newsletter issues. *We look forward to your support!*

Sponsorship Opportunities

The following sponsorship opportunities are available for this exclusive golf event to benefit the Alliance for Community Traffic Safety. This is an excellent opportunity to support a worthwhile cause and enjoy an incredible golf course.

- **Premier Sponsor** - \$3,000
- **Dinner Sponsor** - \$2,000
- **Player Cart Sponsor** - \$1,500
- **Gold Sponsor** - \$1,000
- **Silver Sponsor** - \$500
- **Tee Box Sponsor** - \$150

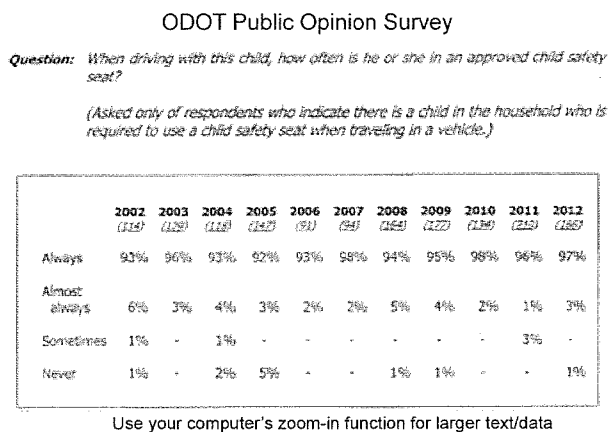
ODOT Public Opinion Survey

ODOT Transportation Safety Division reported findings of a recent survey conducted regarding Child Safety Seat Message and Child Safety Seats/Booster Seats usage.

ACTS Oregon is happy to report that 99% of people surveyed report that the child is "always", or "almost always", in an approved child safety seat when traveling in a vehicle. We are still after that 1% that report never

having their child in an approved child safety seat. If you see them please do not attempt to apprehend them yourself. Direct them if possible to the nearest fitting station.

Over the past year we have seen an increase in the number of people aware of the criteria for moving a child to an adult belt of 6% in knowing the height and 11% knowing the age requirements stating children must use a booster seat until they are 4'9" tall OR age 8.



ROAD DIET COMMENTS

From: "Chris Bolender" <dcbolender@gmail.com>
To: john@ashland.or.us
Sent: Wednesday, November 14, 2012 5:11:02 PM
Subject: North Main Road Diet complaint

Dear council-

I have reviewed all of the documentation on the city of Ashland website, regarding the North Main St Diet. I understand the desire to solve some of the issues that this project is supposed to address. Unfortunately, as a resident of the neighborhoods up Wimer Street, the changes that have been made to North Main street have been extremely disappointing.

- 1) Consistently, I have to wait MUCH longer to turn right at the bottom of Wimer St; I don't even bother to try to turn left anymore. With only one lane of traffic in each direction, it is basically a constant stream flowing into downtown, with very few breaks (especially at peak hours).
- 2) The effort to try to reduce travel speed with a single lane of traffic is noble, but more often it seems to backfire. One slow driver creates a snail line that only grows longer as regular speed traffic catches up to it. For example: Yesterday, I had to travel at 12 miles an hour (literally) from Wimer to downtown, as I got behind a slow driver. Although the distance doesn't seem that far, the annoyance factor is large. With two travel lanes, this would be a non issue.
- 3) The marking of lane merges when leaving the downtown area are backwards. The arrows are in the right lane pointing to the left lane, but the left lane actually merges into the right lane.
- 4) The intent to make this change to the traffic pattern was NOT well communicated to residents who are now subjected to it. I have yet to speak to a single neighborhood resident who knew it was happening before it happened. As a tax payer, this is one of the most disappointing factors.

I sincerely hope that any discussion of the success/failure of the one year test will be open to public participation. If the facts show that the test succeeded in making the street safer, I hope that there can be discussion of the option of installing traffic lights at the Wimer/Hersey and North Main intersection.

Living the nightmare,

Chris Bolender
DCBolender@gmail.com

From: David Young [<mailto:dyoung@jeffnet.org>]
Sent: Thursday, November 15, 2012 6:11 PM
To: John Stromberg
Cc: Mike Faught; Dave Kanner; Diana Shiplet
Subject: Re: North Main Road Diet complaint

Dear Chris,

Thank you for your thoughtful and articulate description of your experience with the road diet, and I'm sorry that you are inconvenienced by aspects of it.

In responding to you points, first I will tell you (as you must know by now) that you always have the option of using either Maple St. or Laurel St. in order to make a controlled, signalized left or right turn. With that said, I will tell you that I have spent many hours observing the intersections in question, including Wimer/Hersey, as a driver, cyclist, pedestrian AND by standing there for long periods simply observing. I agree with you that left turns from Wimer or Hersey are difficult at times, compounded by the times there is a queue on either street. That said, I have also hear from many others in your neighborhood that their experience is IMPROVED and they are very thankful for the improvements. This doesn't say that your experience is not valid but, rather, that they have somehow had very different experiences than you in terms of moving about their lives from the same neighborhood where you reside.

In addition, in planning this pilot project, we all understood that there would be an adjustment period where residents would, in essence, *field test* the new project by finding their personal bottlenecks and subsequently finding alternate routes to move around that would produce less frustration on a regular basis. This, in fact, has been happening, including with myself, and I avoid certain intersections for certain movements that I used to take. Yes, it is a change, but things DO change in life, and this project was the only feasible way a large group of citizens and staff and professional planners could conceive in order to accomplish the safety and multi-modal transportation goals that have been a source of major concern for decades in the N. Main corridor. As a pilot we are constantly monitoring and "tweaking" problems that arise, and the evaluation process is ongoing. It is comments such as yours that are appreciated and that will be considered when we review the project in approximately 10 months and decide whether or not to make it permanent. While the Wimer/Hersey intersection do not meet the current warrants established by ODOT to put in a signal, it is certainly worthy of consideration based on anecdotal evidence such as you. That doesn't mean it can happen, or inexpensively, or even quickly, if at all, but it will be considered if it, in fact, presents a compelling and satisfactory solution to a problem that is agreed upon at the end of the pilot phase. In the meantime, I trust that you, too, will find an alternate route for making left turns that will become more-or-less a new pattern for you and, thus, avoid future frustration.

Regarding your point about the 12 mph snake line into town, while I believe you, and stuff does happen, I have observed a very smooth flow nearly 99% of the time, including all the times I've driven in or out of town, and I've received scores of glowing comments about that aspect from citizens, many of whom, by the way, were either skeptics OR opposed the project before its implementation. I'd chalk your experience up to a bad moment and I ask you to look at all the other moments you've observed a smooth flow of traffic (especially in the area of Wimer/Hersey!) where it used to be tenuous. In fact, my personal experience as a driver AND observer is that, if anything, traffic is moving FASTER since the implementation, but that's just my assessment at this early stage.

And finally, as for your stated lack of fore-knowledge of the project prior to implementation, I can only express surprise and befuddlement. It was plastered around town, in the Tidings, Mail Tribune, Sneak Preview, City Source (in utility bills), there were public hearings about it at the Ashland Transportation Commission and joint meetings of Planning Commission/Transportation Commission, and a candidate for

mayor based his campaign on opposing it. So, while I'm sorry you felt blind-sided, I feel very satisfied that the city and residents (including the citizens mentioned in John Stromberg's reply to you) did their due diligence in involving as many affected residents as possible. I would encourage you to stay in touch with media as well as the city website (www.ashland.or.us) so that you can be involved in civic life BEFORE things are implemented. The Transportation Commission meets on the 4th Thursday monthly at Council Chambers at 6pm. There is a public forum at the beginning of each meeting where citizens can speak for 5 minutes on transportation-related issues of any nature that they wish. **Because of Thanksgiving holiday, the commission will meet on November 30th.** Hope to see you there sometime.

I look forward to hearing more about your experiences in the future, and I am very grateful for you taking the time to write. Please don't hesitate to keep in touch.

Sincerely,

David

David Young, Chair, Ashland Transportation Commission

541-488-4188

From: "Chad" <chadn50@aol.com>

To: john@council.ashland.or.us

Sent: Monday, November 12, 2012 11:40:02 AM

Subject: Re: Council Contact Form - Chad Neff - 11/12/2012

Thanks for the quick response. I guess the specific problem is that this so-called Road Diet is "a solution in search of a problem." The few cyclists who benefit from the nice bike lanes inconvenience the majority of residents and commuters who drive motor vehicles. I know commuters (and Ashland has many) who have complained to me that it now takes them far longer to exit the city using North Main but there is no good alternative so they are stuck with it. Sad.

I don't buy the slow down traffic argument one bit either. It's never been a problem. I still see far more motorists speeding through downtown Ashland than I ever did on North Main.

You don't need to respond further, but if I notice other specific problems I'll pass them along.

Thanks.

Chad

From: Renee Rickert <r.valliere@hotmail.com>

Date: November 10, 2012, 8:48:19 AM PST

To: "johnstromberg@council.ashland.or.us" <johnstromberg@council.ashland.or.us>

Subject: Road diet

Hi!

I have lived in Ashland since 1985. The increase in traffic with population growth has made North Main crowded and not cycling friendly. In the mid 80's I commuted by bicycle to work in Medford. Until the road diet I hadn't ridden up there in a long time.

I walked up to take a look at the traffic situation the first Monday of the new pattern. It was beautiful! The flow of traffic without a bunch of bottlenecks from cars making turns was great. The size of the bike lane is good. I used the center lane to cross the street as a safe place between cars. I have walked, ridden my bike and driven the car on it and it works great. We've rejoined the 21st century on traffic solutions.

Ashland is the wrong place to live anyway if you want to drive fast around town.

Thanks,

Renee Rickert

Sent from my iPod

From: Jodi Vizzini [<mailto:vizzinij@ashland.or.us>]

Sent: Thursday, November 08, 2012 9:33 AM

To: faughtm@ashland.or.us

Subject: Road Diet Comment

Hello,

A resident called to comment on the N. Main traffic flow. She likes the left turn refuge lane which has made traveling easier when taking her granddaughter to school. She commented on the long line of traffic in the southbound lane on Tuesday backed up past the railroad trestle (she was traveling northbound). She was not aware of the paint crew on the scene that morning.

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

From: Kate Jackson [<mailto:katharinejackson@me.com>]

Sent: Sunday, November 04, 2012 9:14 PM

To: Mike Faught

Subject: road diet and siskiyou blvd

Mike,

just want to let you know that i like the way the road diet works for North Main. i commute to Medford in a car every day and have not experienced any slow down since you finished re-striping the road.

it occurs to me that you may not be familiar with the turning movement restrictions put on Siskiyou blvd 12 years ago when the City took ownership from ODOT of the segment from the fire station to the Ashland st stoplight at the triangle and SOU. the stoplight at Sherman street dates from that project. so does the center island at East Main and Lithia in front of the fire station. we extended the landscaped median in at least

3 maybe 4 places to prevent left turns (Harrison, Liberty/Iowa/Triangle Park, Palm and Avery). this caused a lot of complaints about lack of access to neighborhoods etc. it was done for safety: to reduce conflicts on turning

movements, to prevent left turns coming out from smaller side streets. it didn't take long for people to change their driving patterns. to me, this project caused far more change in traffic than does the North Main road diet.

Liberty and Triangle Park was one of the biggest changes. Iowa street used to intersect Beach at Siskiyou in a five-way light! not being able to turn left from Liberty to go downtown is one of the biggest impacts. people have learned to go over to Beach or to Morton. I don't any such big changes from the North Main project.

And while it is important to have bike lanes on North Main (i've been using them myself on the weekend), the primary reason for the project is vehicle safety and i would continue to emphasize that. The most accident prone intersection in town at Hersey/Wimer is now realigned. there are left turn lanes at each turn, often a right turn lane as well, so no unexpected slowing in a travel lane by the car in front of you.
thank you for getting this project implemented.

check with the planning staff (Bill, Maria, Brandon) and Adam Hanks about the Siskiyou Blvd project. i could be a helpful reminder for others that we've made these kinds of changes before.

yours,
Kate Jackson

Date: Mon, 29 Oct 2012 19:56:41 -0400 (EDT)
From: Vicki Bamman <thrdage@aol.com>
To: comment_to_the_council@list.ashland.or.us
Subject: Re: [Comment_to_the_council] Comment_to_the_council Digest,
Vol 74, Issue 15
Message-ID: <8CF84482D8022B8-C98-4CE5F@webmail-m168.sysops.aol.com>
Content-Type: text/plain; charset="us-ascii"

Mea Culpa...after pissing & moaning over the late night road construction, I'm now a believer. For the first time, we now have a left turn lane enabling safe left turns onto Glenn Street. Also, I had anticipated significant traffic backups--nada! And, (altho' I haven't been on Main at actual commute times), I haven't observed any traffic congestion at all.
OK, all you bike riders (& Noel), I'm convinced.

Vicki Bamman
541.201.0487 or 864.9170

Dear council members and mayor,

I trust you all considered that, after aligning Wimer with Hersey, and then narrowing the road, right-hand turns from Wimer onto N Main have become

virtually impossible at heavily-trafficked times of day because motorists on N Main cannot move to the (missing) left lane to allow merging traffic flow. It's already extremely difficult to make a LEFT from Wimer and you'd be smart to either prohibit left turns during peak hours (and route traffic down to Maple) or put a traffic light at Wimer, which would be a lot better investment of road funds than the restriping.

In my opinion, this road diet is the most heavy-handed, ridiculous public works project I have seen in any place I've ever lived. This is a town that depends on tourists, and narrowing a major arterial to one lane in both directions is anything but forward thinking. If you want to encourage bicycling, provide a city tax rebate of \$50/yr for those who register bicycles. I'm sure there are other options, too.

I am not only against this, but voting against the council members (and mayor) who advocated this and lobbying my friends to do the same. As progressive as I am, sometimes practicality has to trump idealism.

Scott Calamar
322 Wimer

On Oct 30, 2012, at 5:23 PM, Mike Faught wrote:

Hi Mr. Calamar... Thanks for taking the time to provide your input on the Road Diet. Once I read the concerns listed in your email, I personally went out to observe peak traffic at Hersey/Wimer/Main from 3:30 to 5:30 pm on Monday October 29, 2012.

Over the two hour period there were six cars that either turned left or went straight across at Hersey and 14 cars either turning left or going straight across at Wimer. As to your concern about right turns, I did not see any problems with people having to wait to turn right onto North Main from either Wimer or Hersey. During the peak 15-30 minute period vehicles were waiting to turn left there were two to three cars behind them on Wimer and at one point six cars on Hersey (other than this one time there was never more than three cars waiting at Hersey). Once the left hand turn movements were completed, the remaining cars cleared quickly.

Based on my observations, I am not recommending prohibiting left hand turn movements during this peak demand period as the left hand movement are feasible and they are not creating backups into the neighborhood. The second observation is that the peak period is fairly short.

Our traffic engineer confirmed that a traffic signal could not be installed at Hersey/Wimer/North Main at this time because this intersection does not meet signal warrants.

In addition, I observed 45 bicyclists on North Main during the two hour period.

If you have additional questions please feel free to contact me.

Michael R. Faught
Public Works Director

City of Ashland
51 Winburn Way
Ashland, OR 97520
faughtm@ashland.or.us

From: Scott Calamar [<mailto:scott@earthshine.com>]
Sent: Wednesday, October 31, 2012 10:10 AM
To: Mike Faught
Cc: 'Dave Kanner'; City Council
Subject: Re: Council Contact Form - Scott Calamar - 10/28/2012

Hi Michael,

Thanks very much for taking the time to check it out. I do appreciate your responsiveness.

I guess all I can say is that my experience, as a resident who enters and exits N Main from Wimer Street, is very different. I do about two round-trips a day, generally one in mid-afternoon and then, often, one in late evening. First, and please understand I have nothing against bicyclists, I don't think I've seen a dozen on this stretch of road (from the railroad overpass to Wimer) since the striping changed and I have traveled it. And absolutely, certainly, there are more than six cars per two hour period turning left. Yes, left-hand turns are "feasible" but I find them to be dangerous and to impede the flow of traffic on Wimer. I wouldn't have contacted the council in the first place if I--and my neighbors--didn't feel this wasn't a problem.

Thanks again for your time, though.

Best,

Scott Calamar

322 Wimer

From: "Trever Coster" <trevercoster@gmail.com>

To: john@council.ashland.or.us

Sent: Friday, October 26, 2012 9:53:23 AM

Subject: Road Diet's unintended consequences

We live on Oak St and since the road diet here is what has happened.

Significant increase in traffic with higher speeds, passing of cars traveling 20-25mph, commuters and students not sharing the road w/ cyclists.

With three kids under 6 years old who walk and Bike to Helman school and Rail Road park regularly, the road diet has made Oak street more dangerous.

I don't blame the drivers but the folks who pushed for the diet. It is rather obvious this would be the outcome, either they did not care or their ideology kept them from thinking it through thoroughly.

North Main needs to be a four lane road with a speed limit of 30 mph. This is what it was designed for and will keep traffic off neighborhood streets which in turn keeps people and pets safer.

Thanks, Trever Coster

Date: Sun, 28 Oct 2012 13:47:11 -0700

From: Gerry Cavanaugh <gjcav@jeffnet.org>

To: Colin <colinswales@gmail.com>

Cc: David Chapman <davidchapman@ashlandhome.net>, Ashland City Council
<comment_to_the_council@list.ashland.or.us>

Subject: Re: [Comment_to_the_council] Every Cloud...

Message-ID: <986FF9EB-EF55-4338-B204-07F9E3957348@jeffnet.org>

Content-Type: text/plain; charset="us-ascii"

To All--- As a (daily) driver on that North Main route I find that the "Road

Diet' has made the drive safer and more easier for turns left and right. It seems to me that it has forced drivers to slow down as well, to the speed limit

that is. (See below) And it clearly has made bike riding safer. The change appears to be of benefit to all.

Gerald Cavanaugh