

Note: Anyone wishing to speak at any Transportation Commission meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

**ASHLAND TRANSPORTATION COMMISSION  
MARCH 21, 2013  
AGENDA**

- I. **CALL TO ORDER:** 6:00 PM, Siskiyou Room, 51 Winburn Way
- II. **ANNOUNCEMENTS**
- III. **CONSENT AGENDA**
  - A. Approval of Minutes
    - 1. January 24, 2013
    - 2. February 28, 2013
- IV. **PUBLIC FORUM**
- V. **ACTION ITEMS**
  - A. Hargadine-Pioneer-Fork Intersection Analysis (30 min.)
  - B. Bike Parking and Bike Rack Design Policy (30 min.)
- VI. **NON ACTION ITEMS**
  - A. Audible Pedestrian Signals Update (10 min.)
  - B. Road Diet Post Construction Analysis (10 min.)
- VII. **COMMISSION OPEN DISCUSSION**
- VIII. **INFORMATIONAL ITEMS**
  - A. Oregon Active Transportation Summit
  - B. Action Summary
  - C. Traffic Crash Summary
  - D. Mojie Takallou Thank You Letter
- IX. **FUTURE AGENDA TOPICS**
  - A. Future Railroad Crossings
  - B. Crosswalk Illumination
  - C. One-way Roads with Crosswalks
  - D. Pedestrian Education
- X. **ADJOURNMENT:** 8:00 PM

**Next Meeting Date: April 25, 2013**

**CITY OF  
ASHLAND**



*In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Public Works Office at 488-5587 (TTY phone number 1 800 735 2900). Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title I).*

**CITY OF  
ASHLAND**  
**Transportation Commission**  
Contact List as of March, 2013

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
Craig Anderson	Commissioner	541-488-0418	575 Elizabeth Avenue	craig.ashland@gmail.com	4/20/2014
Tom Burnham	Commissioner	541-482-4467	1344 Apple Way	ntburnham@gmail.com	4/30/2013
VACANT	Commissioner				4/30/2015
Pam Hammond	Commissioner	541-482-1343	642 Vasant 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

**Non Voting Ex Officio Membership**

Mike Faught	Director of Public Works	541- 488-5587	20 E. Main Street	faughtm@ashland.or.us	
Carol Voisin	Council Liaison	541-482-3559	20 E. Main Street	carol@council.ashland.or.us	
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 97504	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	fleurys@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  
January 24, 2013**

These minutes are pending approval by the Transportation Commission.

**CALL TO ORDER**

Chair David Young called the meeting to order at 6:00 p.m. in the Siskiyou Room, 51 Winburn Way.

**Commissioners Present:** Craig Anderson, Tom Burnham, Mike Gardiner, Pam Hammond, Corinne Viéville and David Young

**Absent Members:** Shawn Kampmann

**Ex Officio Present:** Brandon Goldman and Steve MacLennan

**Staff Present:** Mike Faught, Scott Fleury and Jodi Vizzini

**SOU Student Liaison:** Honoré Depew

**ANNOUNCEMENTS**

The Commissioners and staff welcomed new member Craig Anderson. Commissioner Anderson provided a brief background of his experience in the transportation field which was followed by a round of introductions.

**CONSENT AGENDA**

**A. Approval of Minutes**

1. November 29, 2012 Meeting

**Commissioners Gardiner/Viéville m/s to approve the consent agenda. By show of hands, the motion passed 5 – 0. [Commissioner Anderson abstained.]**

**PUBLIC FORUM**

No one came forward to speak.

**ACTION ITEMS**

**A. Election of Officers**

Mike Faught directed attention to Ashland Municipal Code 2.10.050 and read the first two sentences regarding election of officers and term length.

**Commissioners Viéville/Gardiner m/s to elect David Young as Transportation Commission chair for the term beginning May 1, 2013 and ending April 30, 2014. By show of hands, the motion passed 5 – 0. [Commissioner Young abstained.]**

**Commissioners Burnham/Young m/s to elect Corinne Viéville as Transportation Commission vice chair for the term beginning May 1, 2013 and ending April 30, 2014. By show of hands, the motion passed 5 – 0. [Commissioner Viéville abstained.]**

**B. E. Main St @ Water St. Intersection Analysis**

This agenda item was combined with non-action item **C. Road Diet Post Construction Analysis.**

**C. Audible Pedestrian Signals**

**Staff Report**

Scott Fleury gave an overview of the Community Development Block Grant (CDBG) awarded for \$28,000 for installation of audible pedestrian signals. He explained the City has a signal maintenance agreement with Oregon Department of Transportation (ODOT) on specific roads in the downtown corridor. He directed attention to information provided on the Polara brand pedestrian signal system. The Commission and staff discussed the features, cost and desired locations of installation. Corinne Viéville shared recommended locations as prioritized by the visually impaired community.

Brandon Goldman, Senior Planner, clarified the CDBG funds are designated to low-income neighborhoods and confirmed the downtown qualifies as such area. Mr. Goldman explained that locations outside of the downtown area will need to be approved by the CDBG funding agency, Housing and Urban Development (HUD), as the grant was specific to this area. He added an amendment can be submitted to HUD with a map of the desired audible signal locations with an explanation of how they will provide a presumed benefit to a protected class.

**Commissioners Vièville/Burnham m/s to use the \$28,000 in funds provided by the CDBG for purchase of Polara audible signals consistent with the terms of the grant requirements. DISCUSSION:** Commissioner Burnham stressed the importance of utilizing the funds within the guidelines of the grant timeline. Mr. Fleury confirmed the purchase of the signals will be made before the deadline date of June 30, 2013. **By show of hands, the motion passed 6 – 0.**

**Commissioner Vièville/Burnham m/s for Senior Planner, Brandon Goldman, to contact HUD regarding the possibility of changing the location of the audible signals as recommended by the Commission for the Blind and the blind community, and seek approval of the locations by ODOT, while meeting the time constraints of the grant. DISCUSSION:** Commissioners discussed the benefit of audible signals to other protected classes, not just specifically the blind community. Commissioner Vièville explained her experience with audible signals in other communities, and how the recorded message can provide information for anyone who may be disoriented. Commissioners discussed other difficult pedestrian crossing locations throughout the City. **By show of hands, the motion passed 6 – 0.**

#### **NON-ACTION ITEMS**

##### **A. Traffic Safety Workshop**

Mr. Fleury encouraged Commissioners to attend the Traffic Safety Workshop scheduled for February 27, 2013 in Pioneer Hall to be presented by Mojie Takallou, Ph.D., P.E. from the University of Portland, Department of Civil Engineering.

##### **B. Pedestrian Beacons-SOU Project**

Mr. Fleury gave a report on the high-intensity pedestrian beacon scheduled for installation the following week at the Palm Ave. /Siskiyou Blvd. intersection. He explained that Southern Oregon University will be installing more beacons throughout the corridor.

##### **C. E. Main St. /Water St. Intersection Analysis and Road Diet Post Construction Analysis**

###### **Consultant Report – E. Main St. /Water St. Intersection**

Mr. Faught introduced Kim Parducci, Southern Oregon Transportation Engineering, LLC, who was hired as a consultant to look at the E. Main St. /Water St. intersection following the pedestrian fatality last summer. She provided an analysis of the geometry, signage and pavement markings, sight distance, crash history and intersection operations as illustrated in the handout titled "Water St./N. Main St. Intersection Analysis."

###### **Commissioners Questions/Comments**

Commissioners and staff discussed parking issues for trucks in this area and offered various solutions. It was determined this intersection will be analyzed as part of the future downtown parking and multi-modal circulation study.

###### **Consultant Report – Road Diet Post Construction Analysis**

Ms. Parducci explained her role of gathering post road diet data as outlined in her handout titled "Post Road Diet Analysis." She added that volunteers will be conducting pedestrian/bike counts throughout the trial period which will be used as supplemental data included in the collective pre and post findings and conclusions to be presented in September.

###### **Commissioners Questions/Comments**

- Question: If the road diet proves successful will the City keep it in a temporary manner for another season as this seems more cost effective? Answer: Staff feels repainting the current configuration will be the most cost effective way to make it permanent, along with adding reflective raised pavement markers to the road.

- Question: Was there a pre-traffic volume count performed on Oak Street? *Answer: Yes, traffic counters were placed on Oak St. and other surrounding side streets prior to the road diet and will be placed on the same streets on a quarterly basis.*
- Question: Has the City conducted video traffic studies on the road diet? *Answer: ODOT conducted 24-hour videos of some intersections. Travel times will be included in the road diet analysis.*
- A comment was made that getting on and off side streets takes longer and at times can seem dangerous with no gaps in the travel lane. Staff replied with information from an informal two-hour traffic count at Hersey/Wimer and added this intersection will be the focus of a delay study. Mr. Faught emphasized the reason for hiring Ms. Parducci was to gather consistent data throughout the road diet trial period.
- Other Commissioner comments included peak travel times and the upcoming tourist season.

#### **D. Downtown Parking and Multimodal Circulation Study**

Mr. Faught reported an application was submitted to the University of Oregon (U of O) to conduct the study which will result in a reduced cost if the project is accepted. He added the original cost of the study will still be added to the budget as a back-up in case U of O does not approve the application.

#### **E. Bicycle Friendly Community Application**

Mr. Fleury reported the progress of assembling information to be included in the application. He stated it was a collective effort with members from the cycling community, Ashland Police, Planning and Public Works staff. He directed attention to a list of remaining questions and encouraged Commissioners to e-mail information that could be used in the final application.

#### **COMMISSION OPEN DISCUSSION**

- Mr. Faught encouraged Commissioners to attend the City Council goal setting session scheduled for February 2, 2013.
- Mr. Faught gave an update on the progress of the Transportation System Plan and the upcoming presentation to Council on February 5, 2013.
- Mr. Fleury reported the Street Division will be striping intersections appropriately in the coming year as illustrated in the memo included in the packet.
- Mr. Fleury shared information on a grant award received from Cycle Oregon for \$3,500 which will be used to support the Bicycle Safety Education program.

#### **INFORMATIONAL ITEMS**

##### **A. Action Summary**

Did not review. Informational item only.

##### **B. Traffic Safety Connection December/January Newsletter**

Did not review. Informational item only.

##### **C. Traffic Crash Summary**

Commissioner Burnham pointed out the low number of bike/pedestrian accidents in a three month period.

#### **ADJOURNMENT**

Meeting was adjourned at 8:00 p.m.

*Respectfully submitted,  
Jodi Vizzini, Public Works Assistant*

# ASHLAND TRANSPORTATION COMMISSION

## MINUTES

February 28, 2013

These minutes are pending approval by the Transportation Commission.

### CALL TO ORDER

Chair David Young called the meeting to order at 6:00 p.m. in the Civic Center Council Chambers, 1175 E. Main St.

**Commissioners Present:** Craig Anderson, Pam Hammond, Shawn Kampmann, Corinne Viéville and David Young

**Absent Members:** Tom Burnham

**Ex Officio Present:** Steve MacLennan

**Staff Present:** Brenda Barker, Mike Faight, Scott Fleury and John Peterson

### ANNOUNCEMENTS

No announcements.

### PUBLIC FORUM

No one came forward to speak.

### ACTION ITEMS

*Non-action item A. SOU Student Presentation took place before the first action item. Minutes of that item can be found in the non-action item section.*

#### **A. 'B' Street Parking Improvements**

##### **Staff Report**

Scott Fleury gave an overview of a 1997 diagonal parking proposal on 'B' Street between First and Fifth Streets as presented at a prior meeting for consideration. Staff recommended including this information to the consultant(s) who will perform the downtown parking and multi-modal circulation study.

**Commissioners Viéville /Kampmann m/s to incorporate the 'B' Street diagonal parking proposal into the comprehensive downtown plan study. DISCUSSION:** Commissioner Kampmann conveyed the importance of addressing parking in the entire downtown. Commissioner Viéville emphasized the need for a comprehensive plan study and was not in favor of addressing individual streets. **Voice vote: all AYES. Motion passed.**

#### **B. East main St. Crosswalk Signage**

##### **Staff Report**

Mr. Fleury briefly described a concern brought to Public Works attention by a resident who was involved in a near miss of a pedestrian while crossing the midblock crosswalk during the evening at E. Main and Eight St. He described the location and other crosswalks along E. Main., some of which have poor night visibility due to vegetation growth and lack of overhead street lights. Mr. Fleury added that staff's recommendation is to add pedestrian crossing signs to the crosswalks at Sherman, Sixth and Eighth Streets.

### **Commissioners Questions/Comments**

- A suggestion was made for community-wide pedestrian education.
  
- A comment was made about the amount of existing sign pollution in the city resulting in ineffective results.
  
- Question: Can street lights be installed at each crosswalk? Answer: *The existing poles are offset with the crosswalks; ground based lighting would be necessary.*

Commissioners Hammond/ Viéville m/s to approve the staff recommendation for pedestrian crossing signage at crosswalks located at E. Main/Sherman St.; E. Main/Sixth St.; and E. Main/Eighth St. **DISCUSSION:** Commissioner Hammond agreed over-signage creates complacency, but felt flashing lights in a residential area was not a good recommendation. Commissioner Viéville felt trying the signage first to see if there is an improvement would be a better option than flashing lights. Commissioner Young agreed with others on the sign pollution, but felt reflective signs may serve to alert some drivers at night. Commissioner Anderson commented he was not opposed to signage but felt consistent striping throughout the city would be an improvement. Mr. Fleury described alternative striping and lighting for crosswalks. He agreed to research alternative lighting sources and bring results to a future meeting. **By show of hands in favor of the motion: Commissioners Anderson, Hammond, Viéville and Young, YES. Commissioner Kampmann, NO. Motion passed 4 – 1.**

Commissioners Kampmann/ Viéville m/s to recommend staff research area lighting and reflective striping alternatives at the E. Main/Sherman St.; E. Main/Sixth St.; and E. Main/Eighth St. intersections. **DISCUSSION:** Mike Faught explained the process and potential cost of removing and replacing striping. **By show of hands the motion passed 5 – 0.**

### **C. Fair Oaks Median Staff Report**

Mr. Fleury briefly outlined the need for improved alley access off of Fair Oaks Drive which was brought to staff's attention by Ashland Police. He reviewed the staff memo and photos with the Commission as well as a report submitted by Ashland Fire. Staff was seeking recommendation(s) from the Commission to improve the alley access. He added the difficulty of removing the median as it entails moving utilities and irrigation lines. Officer Steve MacLennan felt the best solution would be to cut through the center of the median allowing left hand turns.

### **Commissioners Questions/Comments**

Question: Was there was a traffic related reason as to why the median extended beyond the two alleyways?

Answer: *No. It was based more on design; not traffic.*

Commissioners Kampmann/ Viéville m/s to follow staff recommendations to apply curb painting; install no parking signage; install appropriate traffic signage at median; and work with Planning, Police and Fire Department staff on appropriate engineering for access improvements. **By show of hands the motion passed 5 – 0.**

### **NON-ACTION ITEMS**

#### **A. SOU Student Presentation**

SOU students Gabriel Lanetsky and Cooper Langdahl urged the Transportation Commission to improve the City's infrastructure resulting in a safer environment for cyclists which would significantly increase bike riding and address global climate change.

#### **B. Audible Pedestrian Signals Update**

Mr. Faught commended Commissioner Viéville on her tireless work on the project. Commissioner Viéville gave an update on the progress of working with Oregon Department of Transportation (ODOT), the Community for the Blind, and the Polara vendor on the location, cost and features of the new audible signals. Mr. Fleury explained the technical aspects of the signal functions and installation.

#### **C. Traffic Safety Workshop**

Mr. Fleury gave an update on the workshop that took place on February 27, 2013.

#### **D. Road Diet Post Construction Analysis**

Kim Parducci, Southern Oregon Transportation Engineering, LLC, provided an update on the current road diet traffic monitoring data collection. She explained that data collection is ongoing month to month and will be used for the overall comparison in September 2013. Mr. Faught reported on the progress of realigning the offset driveway entrance to the Stone Medical parking lot near the Maple St. intersection.

#### **E. Bicycle Friendly Community Application**

Mr. Fleury reported the Bicycle Friendly Community application was submitted February 26, 2013. He acknowledged the collective effort by staff and members of the cycling community who worked on the comprehensive application. Mr. Faught added that staff is confident with the outcome of the application and expect to hear results from the League of American Bicyclists in May 2013.

#### **COMMISSION OPEN DISCUSSION**

- Commissioner Young acknowledged Mike Gardiner's resignation from the Transportation Commission and his lateral transition to the Ashland Parks & Recreation Commission thus creating a vacancy. He discussed the current Commissioner renewals and the steps necessary to reapply.
- Mr. Faught provided an update on the progress of the future comprehensive downtown parking and multi-modal circulation study.
- Mr. Faught praised Commissioner Young's presentation of the Transportation System Plan to Council February 5, 2013. He added the second reading will take place on March 5, 2013.
- Commissioners and staff discussed newly appointed Council liaisons.
- Commissioners asked about the process involved with adding audible signals to additional intersections. Mr. Fleury explained the process and how it is connected with the signal maintenance agreement with ODOT.
- Commissioners discussed moving the next meeting date up one week to accommodate scheduled vacations and ensure a quorum. **Commissioners / Viéville Hammond m/s to reschedule the next meeting date to the third Thursday in March (March 21, 2013). Voice vote: all AYES. Motion passed 5 – 0.**

#### **INFORMATIONAL ITEMS**

##### **A. Action Summary**

Did not review. Informational item only.

##### **B. Traffic Safety Connection February Newsletter**

Did not review. Informational item only.

##### **C. Traffic Crash Summary**

Did not review. Informational item only.

##### **D. Water St. & N. Main St. Intersection Analysis**

Did not review. Informational item only.

#### **ADJOURNMENT**

Meeting was adjourned at 8:00 p.m.

*Respectfully submitted,  
Jodi Vizzini, Public Works Assistant*



# Memo

CITY OF  
ASHLAND

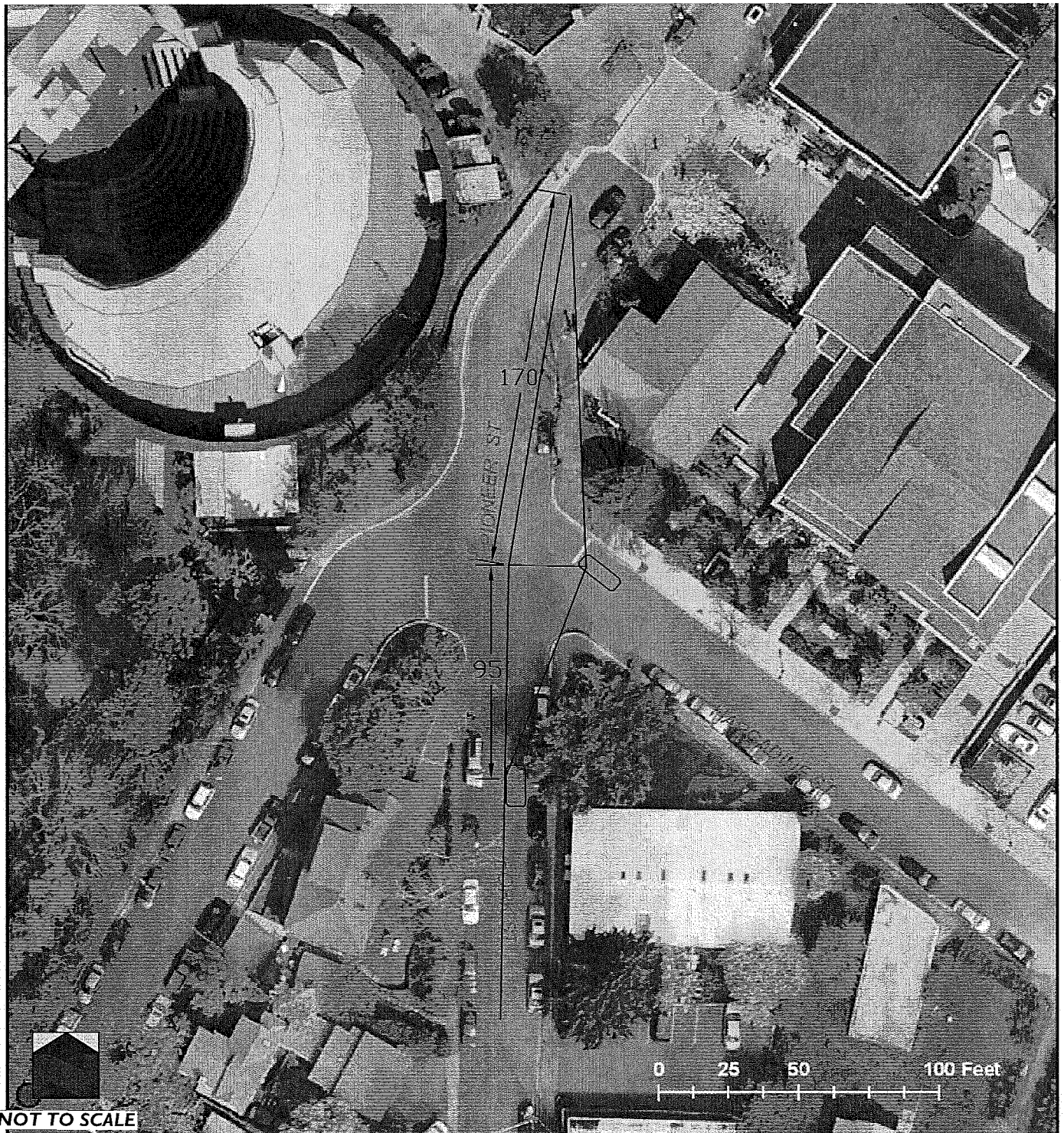
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Date: March 13, 2013  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Hargadine-Pioneer-Fork Intersection Analysis

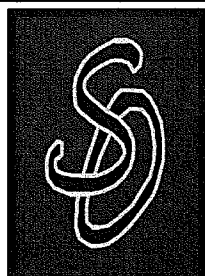
**BACKGROUND:**

Kim Parducci of Southern Oregon Transportation Engineering will provide her analysis of the intersection and recommend possible improvements for vehicle and pedestrian sight distance.

**Figure 1 : Existing Sight Distance from Hargadine**



NOT TO SCALE



**SOUTHERN OREGON  
TRANSPORTATION ENGINEERING, LLC**

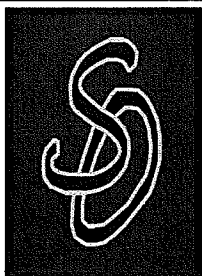
Medford, Oregon 97504  
ph 541.608.9923 fax 541.535.6873  
email: kwkp1@q.com

**City of Ashland  
Hargadine/Fork Intersection  
Ashland, Oregon**

**Figure 2 : Existing Sight Distance from Fork**



NOT TO SCALE

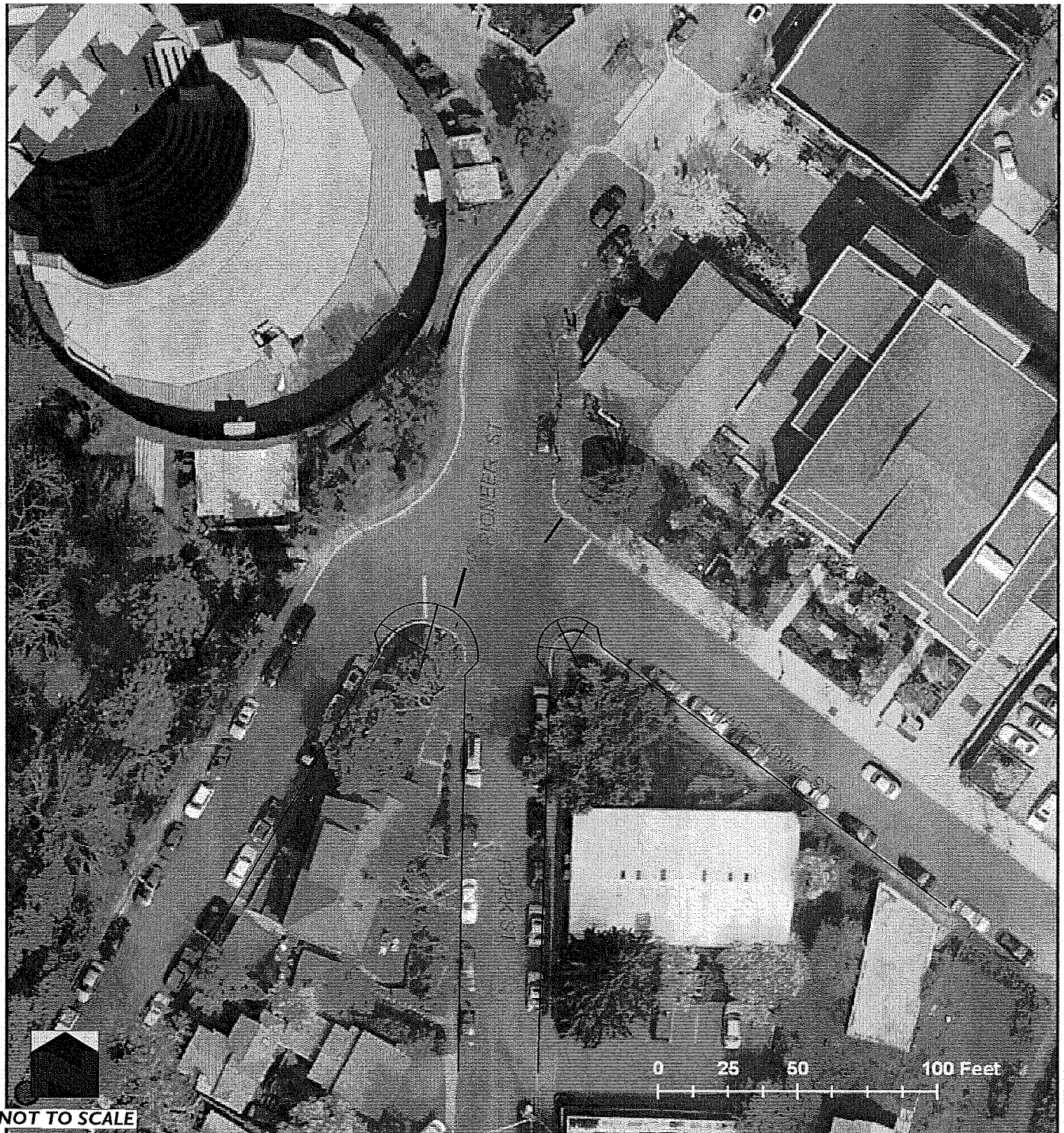


**SOUTHERN OREGON  
TRANSPORTATION ENGINEERING, LLC**

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ph 541.608.9923 fax 541.535.6873  
email: kwkp1@q.com

**City of Ashland  
Hargadine/Fork Intersection  
Ashland, Oregon**

**Figure 3 : Proposed Bulbouts - Hargadine and Fork Street**

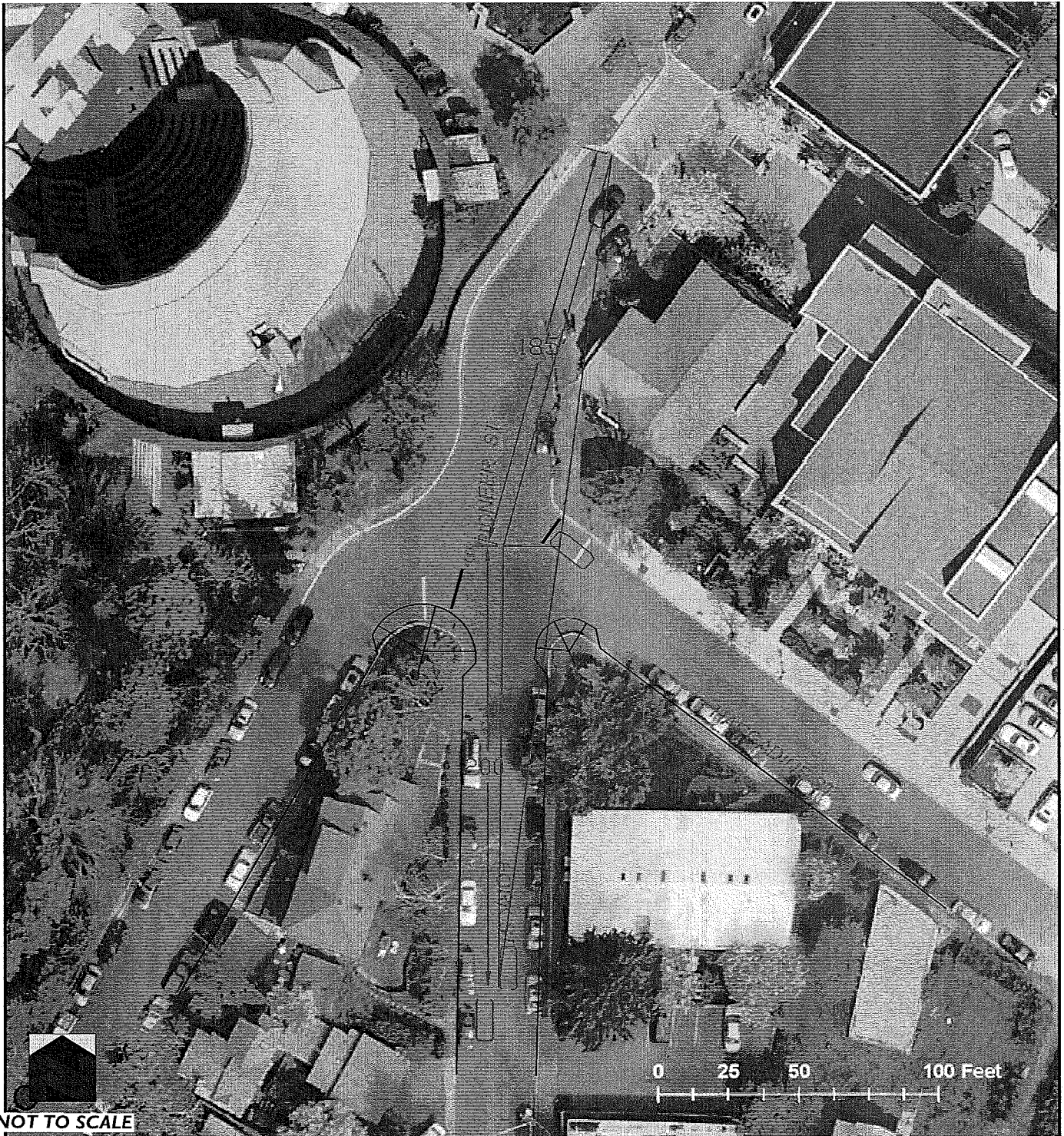


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TRANSPORTATION ENGINEERING, LLC**

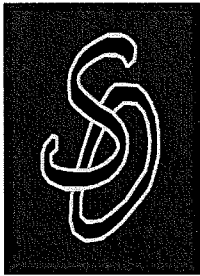
Medford, Oregon 97504  
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email: kwkp1@q.com

**City of Ashland  
Hargadine/Fork Intersection  
Ashland, Oregon**

**Figure 4 : Proposed Sight Distance from Hargadine Street**



NOT TO SCALE

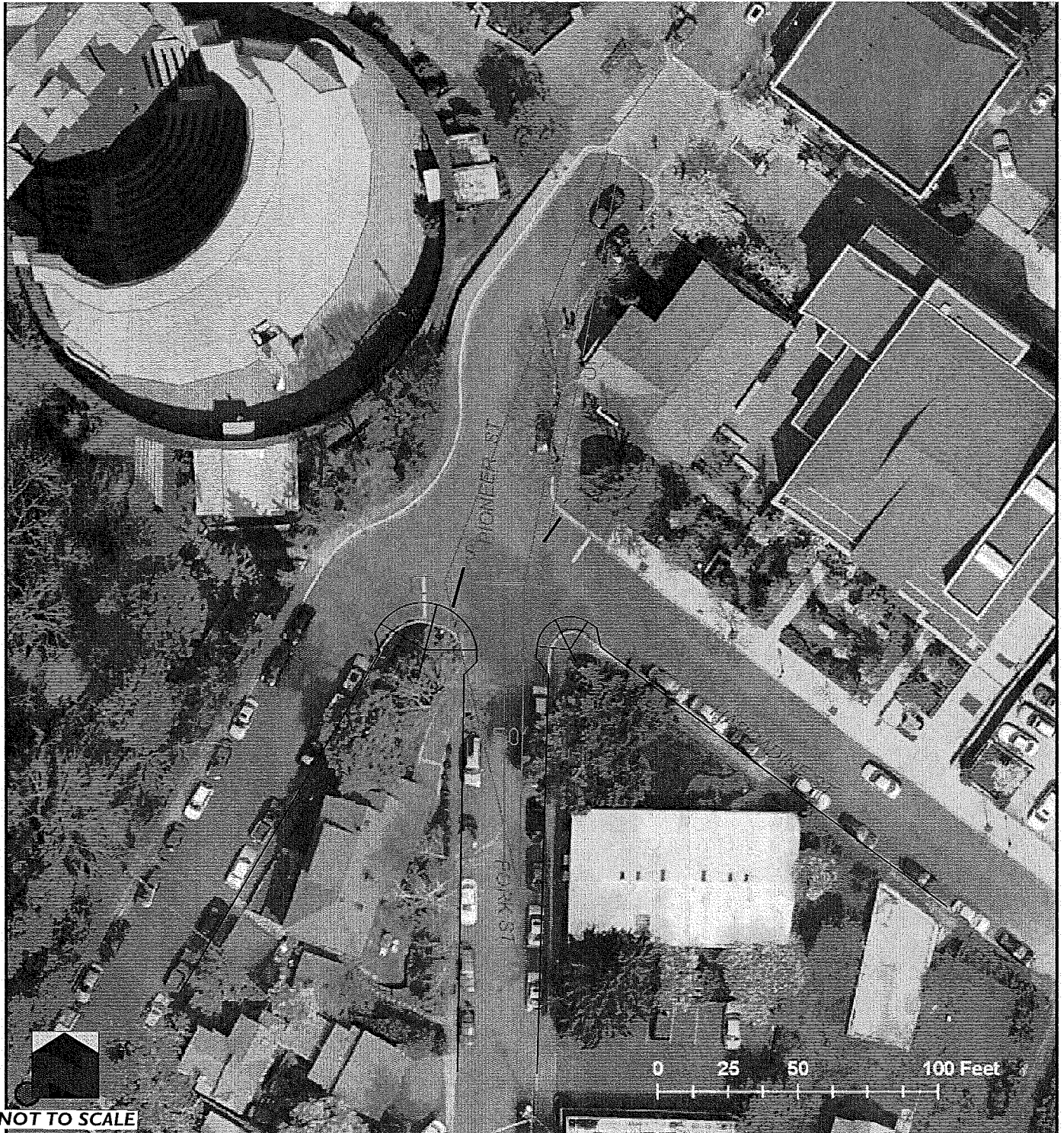


**SOUTHERN OREGON  
TRANSPORTATION ENGINEERING, LLC**

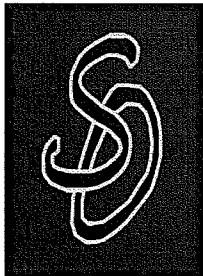
Medford, Oregon 97504  
ph 541.608.9923 fax 541.535.6873  
email: kwkp1@q.com

**City of Ashland  
Hargadine/Fork Intersection  
Ashland, Oregon**

**Figure 5 : Proposed Sight Distance from Fork**



NOT TO SCALE



**SOUTHERN OREGON  
TRANSPORTATION ENGINEERING, LLC**

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**City of Ashland  
Hargadine/Fork Intersection  
Ashland, Oregon**

# Memo

CITY OF  
ASHLAND

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Date: March 13, 2013  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Bike Racks and Parking

**QUESTION:**

Staff is looking for input on the existing bike rack design and bike parking issues within the City.

**BACKGROUND:**

Staff is looking to have an open discuss regarding bike rack design and parking with the Commission in order to make system improvements. Reference attached Central Business District bike parking summary, City bike rack specification and bike parking guidelines generated by the Association of Pedestrian and Bicycle Professionals.

# CITY OF ASHLAND

## CENTRAL BUSINESS DISTRICT BICYCLE PARKING SUMMARY AUGUST 2010

No.	LOCATION	STATUS	No. of Racks	POSITION
1.	@ curb extension south of City Hall in Plaza	Existing	3	On concrete pad
2.	@ curb extension south of City Hall in Plaza	Recommended	3	Pour 8x9 concrete pad
3.	@ #5 N. Main St. (opp. Small Change)	Existing	1	S/W
4.	@ #31 N. Main St. (opp. Mountain Supply)	Existing	1	S/W
5.	@ #51 N. Main St. (opp. Black Sheep)	Existing	1	S/W
6.	@ #57 N. Main St. (opp. Mix Sweet Shop)	Recommended	3	On new curb extension
7.	@ N. Main St. Bridge, South side near Granite St.	Existing	1	S/W
8.	@ N. Main St. Bridge, South side near Granite St.	Recommended	1	Add rack next to exist
9.	@ #75 N. Main St. (opp. Big Town Hero)	Existing	1	S/W
10.	@ #99 N. Main St. (opp. Patricia Sprague Realty)	Existing	1	S/W
11.	@ N. Main St. Bridge (opp. Blue Bird Park)	Recommended	1	S/W
12.	@ #60 E. Main St. (opp. Water St. Café)	Existing	1	S/W
13.	@ #40 E. Main St. (opp. Bugaboo)	Recommended	1	S/W
14.	@ #37 E. Main St. (opp. Art Fix)	Existing	1	S/W
15.	@ #20 E. Main St. (opp. City Hall)	Existing	1	S/W
16.	@ #42 E. Main St. (opp. Reds Threads)	Recommended	1	S/W
17.	@ #50 E. Main St. (opp. Chateulin Restaurant)	Existing	1	S/W
18.	@ #58 E. Main St. (opp. Macaronis Ristorante)	Existing	1	S/W
19.	@ #67 E. Main St. (opp. Wells Fargo Bank)	Recommended	1	S/W
20.	@ #131 E. Main St. (opp. Horsefeathers of Ashland)	Existing	1	S/W
21.	@ #161 E. Main St. (opp. Rogue Valley Runners)	Existing	1	S/W
22.	@ #167 E. Main St. (opp. Martin H. Levine CPA)	Existing	1	S/W
23.	@ #199 E. Main St. (opp. Soundpeace)	Existing	1	S/W
24.	@ # 130 E. Main St. (opp. The Crown Jewel)	Existing	1	S/W
25.	@ #166 E. Main St. (opp. Varsity Theater)	Recommended	1	S/W
26.	@ # 176 E. Main St. (opp. Christian Science Reading Rm)	Existing	1	S/W
27.	@ #243 E. Main St. (opp. Chase Bank)	Existing	1	S/W
28.	@ #275 E. Main St. (opp. Ashland Drug)	Existing	1	S/W
29.	@ #295 E. Main St. (opp. Well Spring)	Recommended	1	S/W
30.	@ #268 E. Main St. (opp. Sister Moon)	Existing	1	S/W
31.	@ #343 E. Main St. (opp. CD or not CD)	Existing	1	S/W
32.	@ #345 E. Main St. (opp. Geppetto's)	Existing	1	S/W
33.	@ #353 E. Main St. (opp. Cripple Creek Music)	Recommended	1	S/W
34.	@ # 383 E. Main St. (opp. Aedion)	Existing	1	S/W
35.	@ #395 E. Main St. (@ planter end)	Existing	1	S/W
36.	@ #344 E. Main St. (opp. Glass Art)	Recommended	1	S/W
37.	@ #346 E. Main St. (opp. Amerititle)	Existing	1	S/W
38.	@ #358 E. Main St. (opp. Pasta Piatti)	Existing	1	S/W
39.	@ #376 E. Main St. (opp. Evo's parking lot)	Recommended	1	S/W
40.	@ #33 Third St. (opp. Underground Market Place)	Recommended	1	S/W
41.	@ #37 Third St. (opp. Outdoor Store)	Existing	1	S/W
42.	@ curb extension @ Third St. and Lithia Way	Recommended	3	Pour 6'x9' concrete pad
43.	@ Library – mark curb side auto parking (4-20's	Recommended	3	Pour 6'x8' concrete pad





	spaces and 1-8 maneuvering space) pour pad in park row area			
44.	@ Library - @ east end of marked parking area reserve 16' length for on street bike parking	Recommended	3	On street
45.	@ #110 Lithia Way (opp. Stone sculpture)	Recommended	3	Pour 6'x9' concrete pad
46.	@ #116 Lithia Way (opp. Key of C)	Existing	1	S/W
47.	@ #116 Lithia Way (opp. Atomica)	Existing	1	S/W
48.	@ #180 Lithia Way (opp. John L. Scott Realty)	Existing	1	S/W
49.	@ #75 Lithia Way (opp. Ashland Auto Repair)	Recommended	3	On asphalt park row @ yellow X
50.	@ #77 Oak Street (opp. Paris Green)	Existing	1	S/W
51.	@ #93 Oak Street (opp. Emz Blendz Soap Co.)	Existing	1	S/W
52.	@ #101 Oak St (opp. Standing Stone Brewing Co.)	Existing	6	On Street
53.	@ #101 Oak St (opp. Standing Stone Brewing Co.)	Existing	1	S/W
54.	@ Water St Parking Lot (under Lithia Way bridge)	Existing	15	Under bridge
55.	@ parking structure (lower level)	Recommended	1	In hatched area adjacent to pay station
56.	@ parking structure (lower level)	Recommended	2	In hatched area adjacent to fence enclosure
57.	@ parking structure (lower level)	Existing	4	Steel bike lockers
58.	@ parking structure (mid level)	Recommended	2	In hatched area adjacent to pay station
59.	@ parking structure (upper level)	Recommended	2	In hatched area adjacent to pay station
60.	@ Pioneer Street (opp. Shakespeare Theater, west side above cross walk)	Recommended	6	On street multi-parking (CD 173)
61.	@ courtyard north of parking structure	Recommended	2	Place 2 racks on sidewalk adjacent to planters
62.	@ courtyard north of parking structure	Existing	4	Sidewalk
63.	@ Plaza Island	Existing	8	5 covered, 3 open

**TOTAL 120**

TOTALS

- EXISTING RACKS 69  
BICYCLE ACCOMMODATION ----- 138
- EXISTING LOCKERS - 4  
BICYCLE ACCOMMODATION ----- 4
- RECOMMENDED RACKS 47  
BICYCLE ACCOMMODATION ----- 94

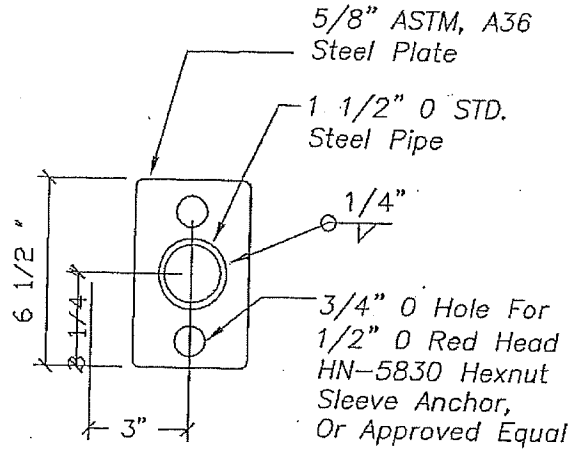
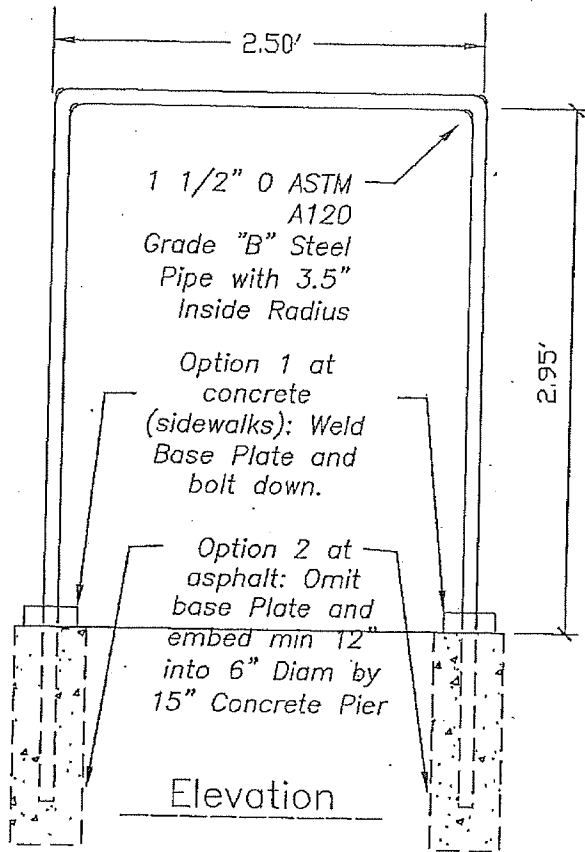
**TOTAL 120 236**



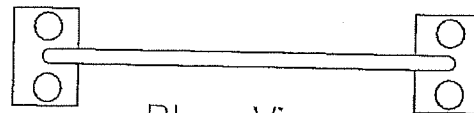
G:\pub-wrks\eng\09-25 ROW Encroachment Ord\B\_Eng\2009-10-14\CD171-188.dwg, CD179, 10/14/2009 1:49:37 PM

### APPENDIX A

PRE-APPROVED MODELS : City of Ashland Hitching Post Type  
 Finish: Sandblast to Bare Metal, Powder Coat Forest Green.

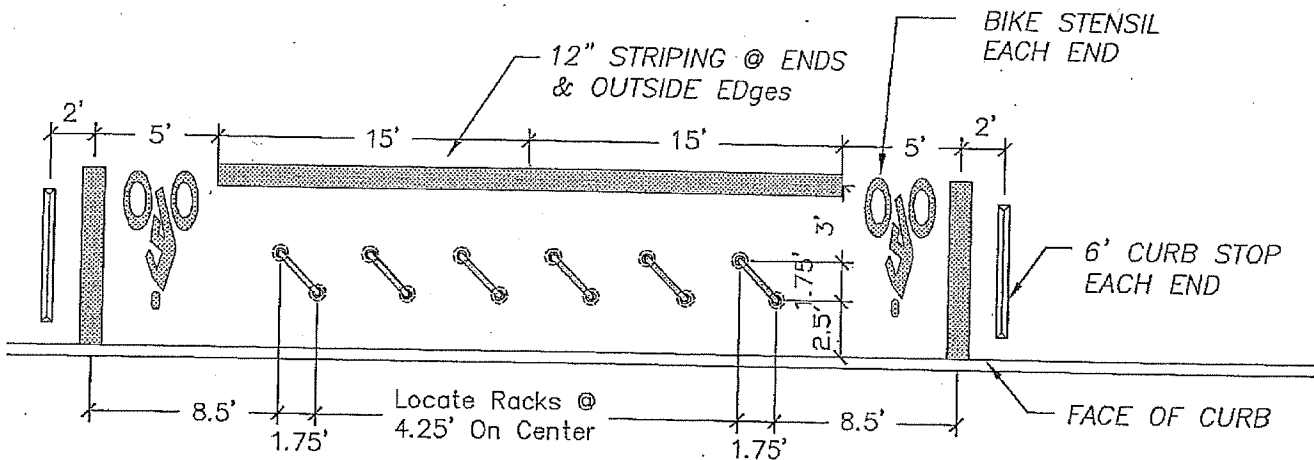


Base Plate Detail



### BICYCLE RACK

REV 10/20/09



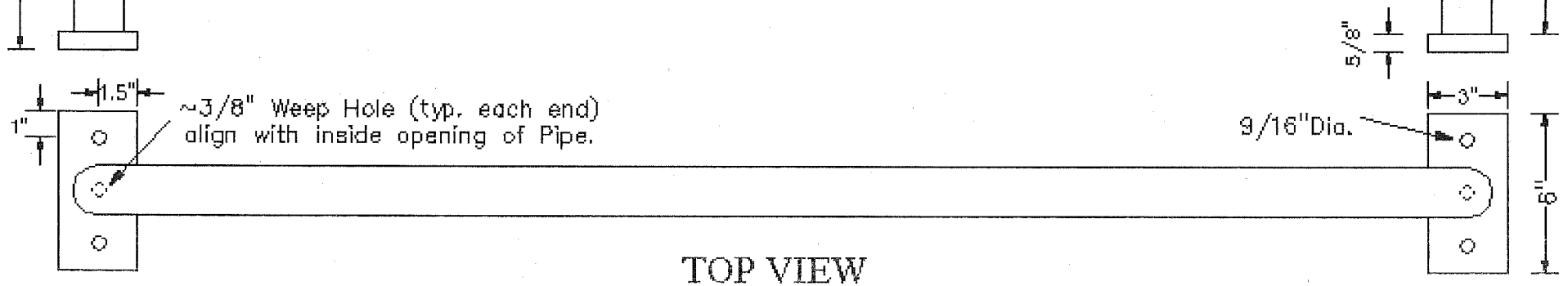
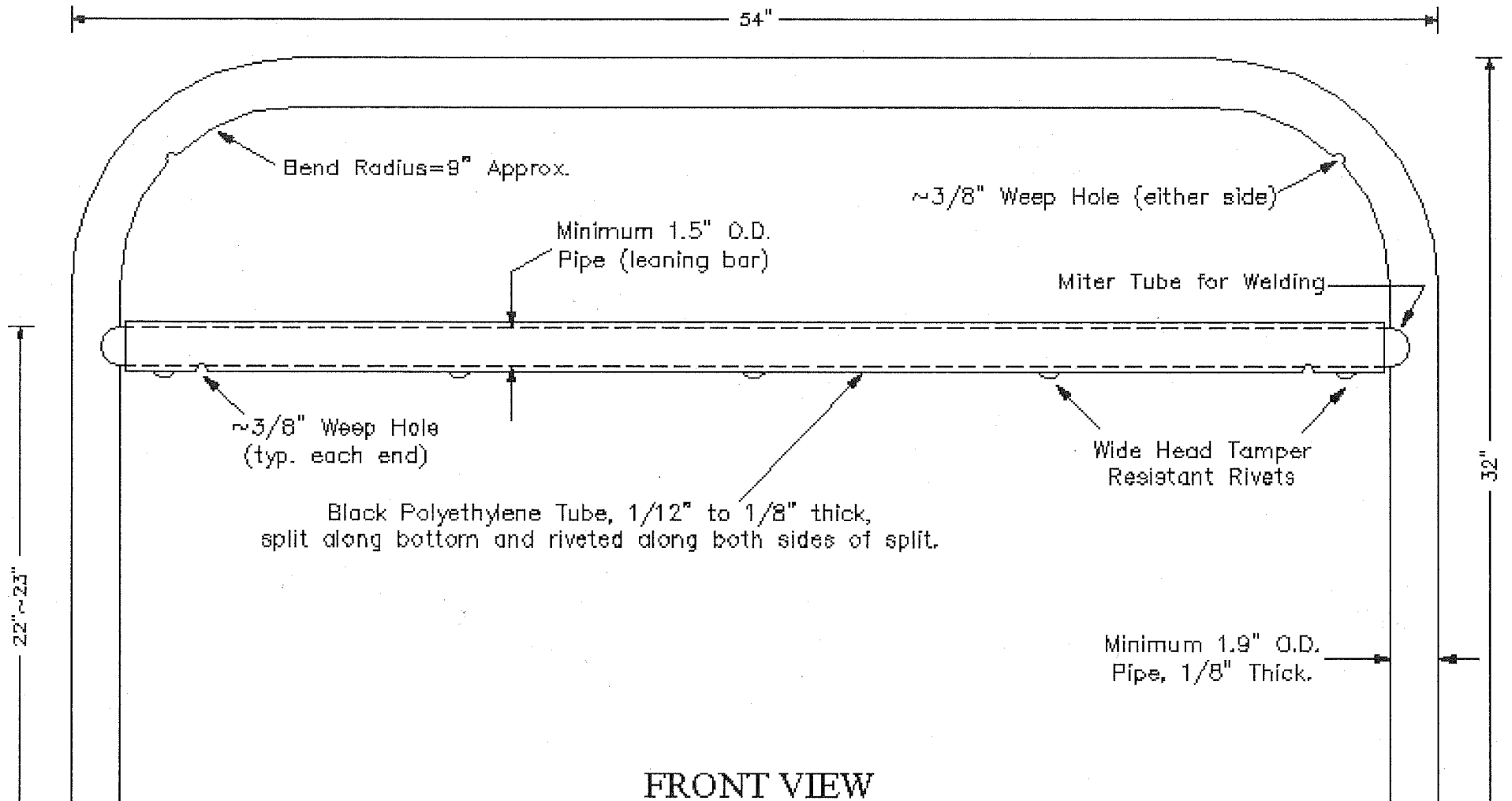
### ON-STREET MULTIPLE PARKING

REV 10/20/09

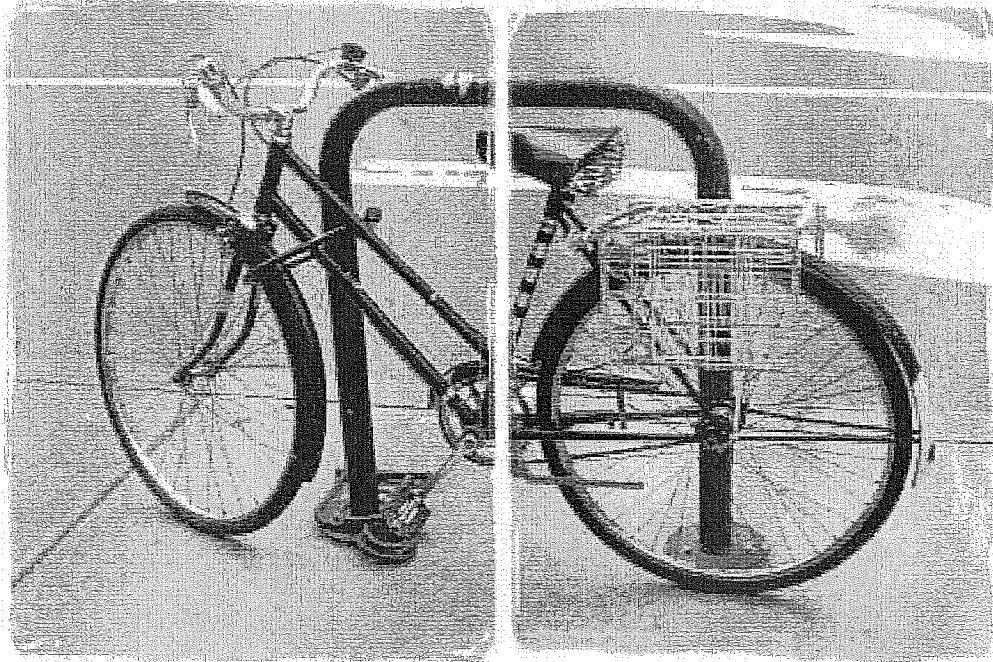
	<b>PUBLIC WORKS ENGINEERING</b> www.ashland.or.us 541-488-5587 fax 488-6006	DRAWING NO.
		CD173 OF



# RAIL-TYPE BIKE RACK

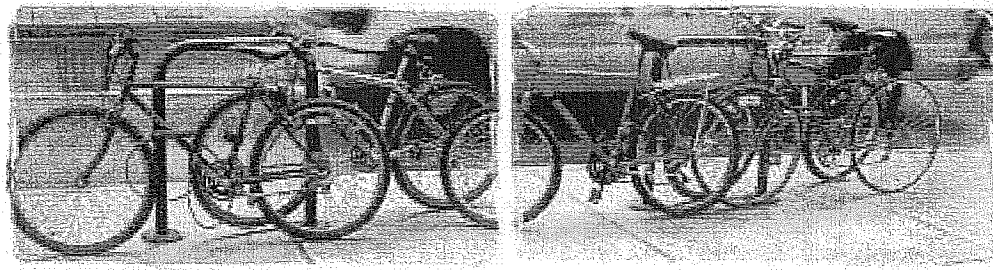


# BICYCLE PARKING



# GUIDELINES

*A set of recommendations from the Association of Pedestrian and Bicycle Professionals [apbp]*



"I would ride to work if there was a safe place to lock my bike."

# INTRODUCTION

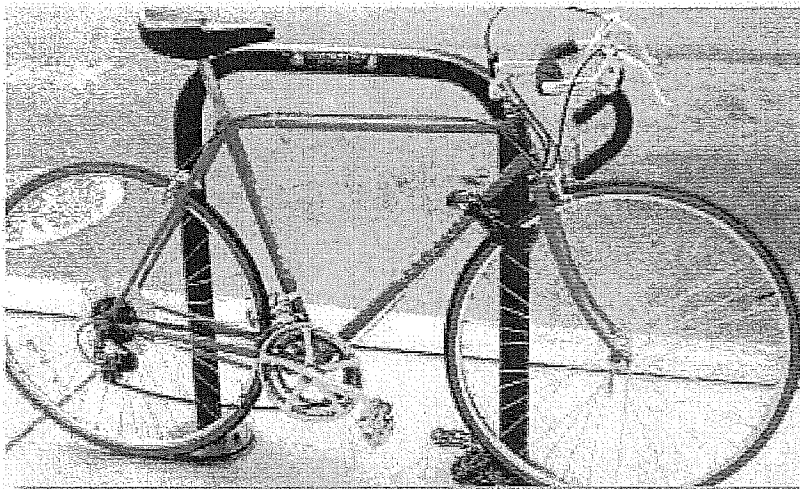
The lack of a secure parking space keeps many people from using their bikes for basic transportation. Leaving a bicycle unattended, even for short periods, can easily result in damage or theft. Finding a bike rack that doesn't work or isn't conveniently located makes for a frustrating experience.

The purpose of this document is to assist with the selection and placement of appropriate bicycle racks for short-term parking. Four major components will be discussed.

1. The rack element. This device supports the bicycle.
2. The rack. It is important to understand how bikes interact with each other when rack elements are assembled together.
3. Combining of multiple racks into a bicycle parking lot.
4. Locating the rack, and the relationship of the rack to the building entrance it serves and the cyclists' approach to that entrance.

The discussion will focus on outdoor installations. The racks are intended to accommodate conventional, upright, single-rider bicycles. It is assumed the cyclist will use a solid, U-shaped lock, or a cable lock, or a combination of the two.

The apbp Task Force that developed this guide is also developing recommendations for other important bicycle parking-related issues including:



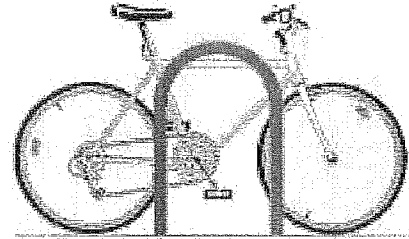
- a. Assessing the appropriate number of bicycle parking spaces for different buildings and land uses, including the use of bicycle parking ordinances.
- b. Long-term bicycle storage facilities such as lockers and bicycle parking garages.
- c. Indoor bicycle parking and the carriage of bicycles in transit vehicles.

# 1. THE RACK ELEMENT

**Definition:** the rack element is the part of the bike rack that supports one bicycle.

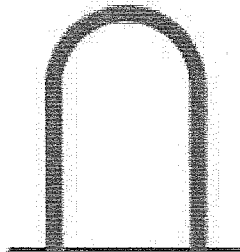
The rack element should:

- Support the bicycle upright by its frame in two places
- Prevent the wheel of the bicycle from tipping over
- Enable the frame and one or both wheels to be secured
- Support bicycles without a diamond-shaped frame with a horizontal top tube (e.g. a mixte frame)
- Allow front-in parking: a U-lock should be able to lock the front wheel and the down tube of an upright bicycle
- Allow back-in parking: a U-lock should be able to lock the rear wheel and seat tube of the bicycle



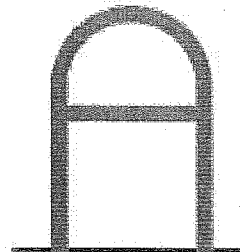
Comb, toast, school-yard, and other wheel-bending racks that provide no support for the bicycle frame are NOT recommended.

The rack element should resist being cut or detached using common hand tools, especially those that can be concealed in a backpack. Such tools include bolt cutters, pipe cutters, wrenches, and pry bars.



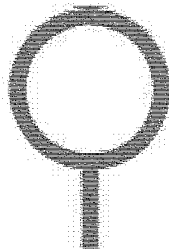
**INVERTED "U"**

One rack element supports two bikes.



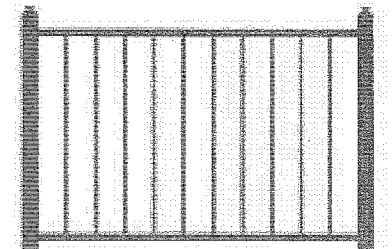
**"A"**

One rack element supports two bikes.



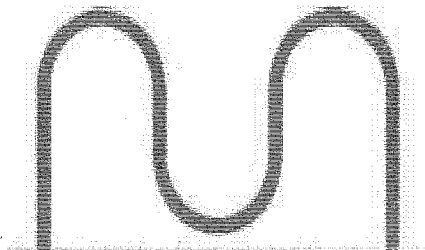
**POST AND LOOP**

One rack element supports two bikes.



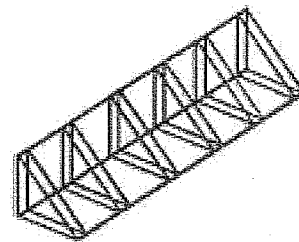
**COMB**

One rack element is a vertical segment of the rack.



**WAVE**

One rack element is a vertical segment of the rack.



**TOAST**

One rack element holds one wheel of a bike.

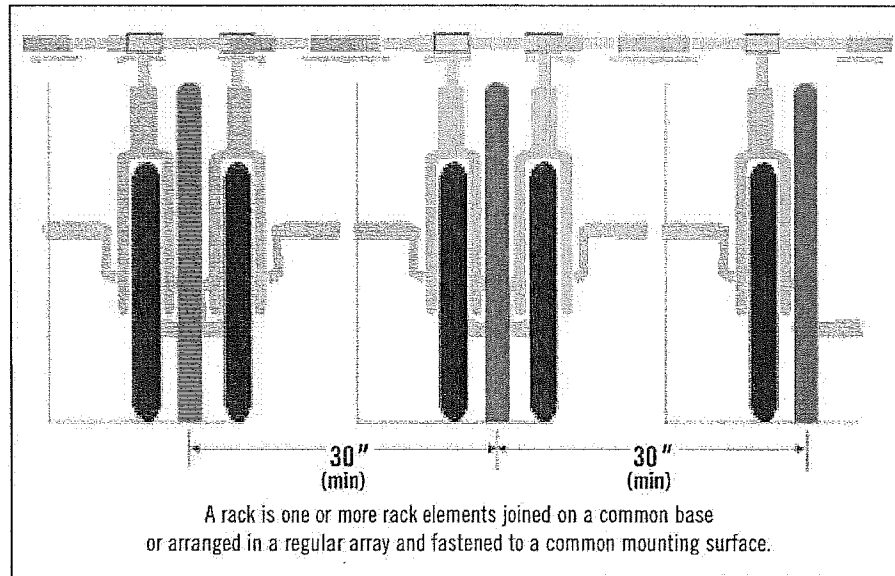
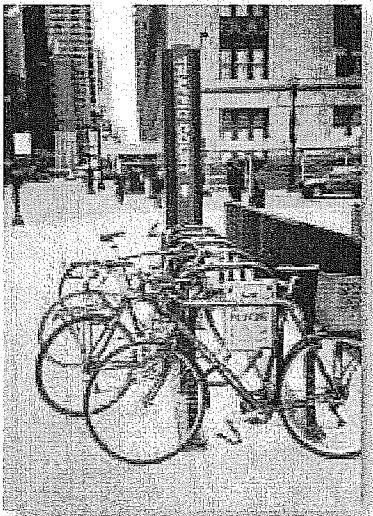
## 2. THE RACK

**Definition:** a rack is one or more rack elements joined on any common base or arranged in a regular array and fastened to a common mounting surface.

The rack should consist of a grouping of rack element. The rack elements may be attached to a single frame or remain single elements mounted within close proximity to each other. The rack elements should not be easily detachable from the rack frame or easily removed from the mounting surface. The rack should be anchored so that it cannot be stolen with the bikes attached—vandal-resistant fasteners can

be used to anchor a rack in the ground. An exception is a rack that is so large and heavy that it cannot be easily moved or lifted with the bicycles attached.

The rack should provide easy, independent bike access. Inverted “U” rack elements mounted in a row should be placed on 30” centers. This allows enough room for two bicycles to be secured to each rack element. Normally, the handlebar and seat heights will allow two bicycles to line up side-by-side if one of them is reversed. When there is a conflict, the bikes can be placed slightly offset from one another as shown. If the elements are placed too close together, it becomes difficult to attach two bikes to the same element. If it is too inconvenient and time consuming to squeeze the bikes into the space and attach a lock, cyclists will look for an alternative place to park or use one rack element per bike and reduce the projected parking capacity by 50 percent.



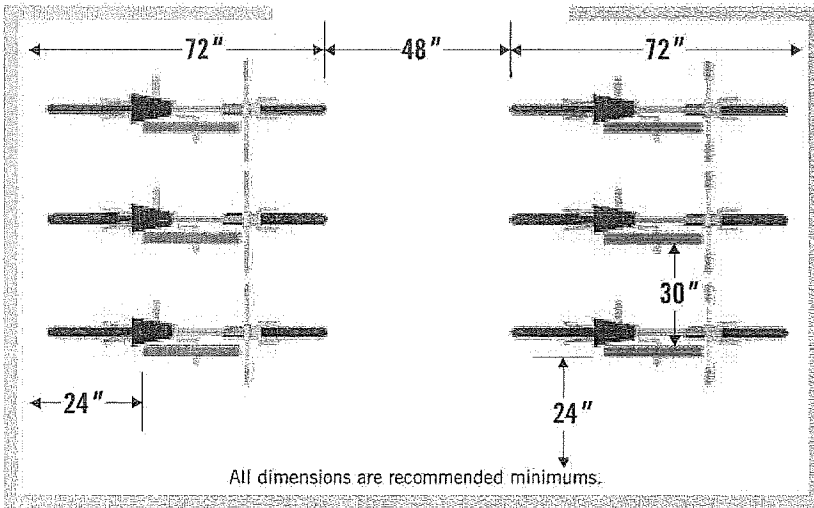
Wave style racks are not recommended. Bicyclists commonly use a “wave” rack as if it were a single inverted “U.” This limits the actual capacity of the rack to two bikes regardless of the potential or stated capacity. Bicycles parked perpendicular to a wave rack (as intended by the manufacturer) are not supported in two places and are more likely to fall over in the rack. The advertised capacity of a wave rack is usually much higher than the practical capacity.

An empty rack should not create a tripping hazard for visually impaired individuals.



### 3. THE RACK AREA

Definition: the rack area is a bicycle parking lot where racks are separated by aisles.



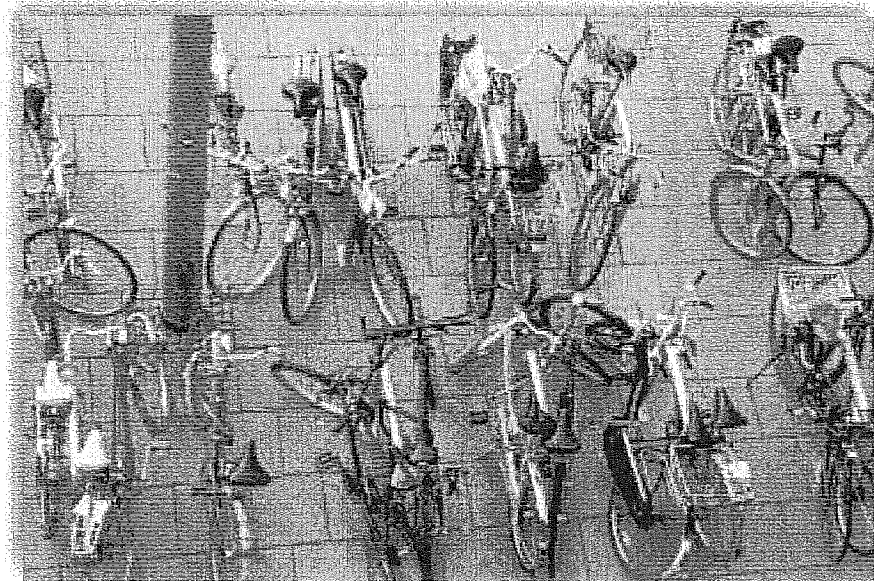
A rack area or "bicycle parking lot" is an area where more than one rack is installed. Aisles separate the racks. The aisle is measured from tip to tip of bike tires across the space between racks. The minimum separation between aisles should be 48 inches. This provides enough space for one person to walk one bike. In high traffic areas where many users park or retrieve bikes at the same time, such as a college classroom, the recommended minimum aisle width is 72 inches.

The rack area is a bicycle parking lot where racks are separated by aisles.

72 inches (six feet) of depth should be allowed for each row of parked bicycles. Conventional upright bicycles are just less than 72 inches long and can easily be accommodated in that space. Some rack types will allow the racks to be mounted closer to the wall. This will not change the space required by the bicycles or the aisles.

Large rack areas with a high turnover rate should have more than one entrance. This will help facilitate the arriving and departing of cyclists and pedestrians.

If possible, the rack area should be protected from the elements. Racks along building walls can be sheltered by an awning. Even though cyclists are exposed to sun, rain, and snow while en route, covering the rack area keeps the cyclist more comfortable while parking, locking the bike, and loading or unloading cargo. An awning will also help keep the bicycle dry, especially the saddle.



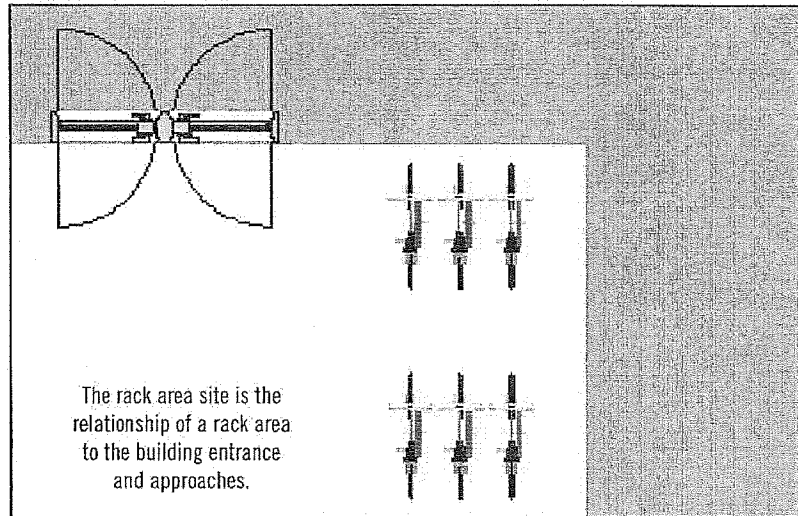
## 4. THE RACK AREA SITE

**Definition:** the rack area site is the relationship of the rack area to a building entrance and approach.

The location of a rack area in relationship to the building it serves is very important. The best location for a rack area is immediately adjacent to the entrance it serves. Racks should not be placed so that they block the entrance or inhibit pedestrian flow in or out of the building. Racks that are far from the entrance, hard to find, or perceived to be vulnerable to vandalism will not be used by most cyclists.

It is important to understand the transition a cyclist makes from vehicle to pedestrian. The cyclist

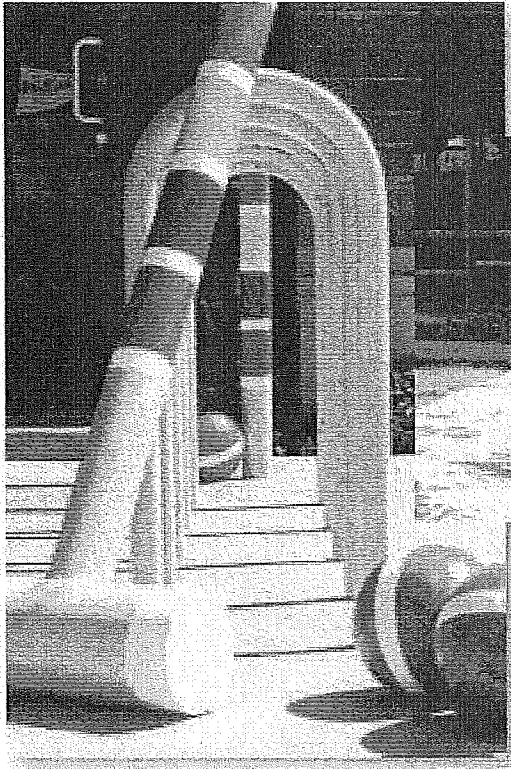
approaches the building mounted on the bicycle. At some point, the cyclist stops, dismounts, and walks the bike to a rack. The bicycle is attached to the rack and any cargo is removed. The cyclist now walks into the building carrying the cargo. Adequate space must be provided to allow for this transition.



The rack area should be located along a major building approach line and clearly visible from the approach. The rack area should be no more than a 30-second walk (120 feet) from the entrance it serves and should preferably be within 50 feet.

A rack area should be as close or closer than the nearest car parking space. A rack area should be clearly visible from the entrance it serves. A rack area should be provided near each actively used entrance. In general, multiple buildings should not be served with a combined, distant rack area. It is preferred to place smaller rack areas in locations that are more convenient.

## 5. CREATIVE DESIGNS



The recommended practices above are not intended to stifle creativity. There are many creative, three-dimensional bicycle parking racks that work very well. Whether the rack is a type of “hanger”, “helix” or another

configuration, the critical issue is that the rack element supports the bike in two places and allows the bicycle to be securely locked.

Creative designs should carefully balance form with function. For example, the distinctive “croquet

set” rack shown here likely has a smaller effective capacity than might be immediately apparent because one or more of the rack elements is not accessible. Similarly, the “hanger” racks shown below must be carefully manufactured and maintained to prevent weaknesses at the joints of the hanger and rack—such weakness might compromise the security of bicycles locked to the rack. In addition, the “coat hanger” elements should be spaced at least 30” apart.

## CONCLUSION

More information about bicycle parking is available from a wide variety of sources. Visit [www.bicyclinginfo.org](http://www.bicyclinginfo.org) to access many of those sources, and to find a list of bicycle parking manufacturers.

More information about the Association of Pedestrian and Bicycle Professionals is available at [www.apbp.org](http://www.apbp.org).



# BICYCLE PARKING GUIDELINES

Adopted by the Association of Pedestrian and Bicycle Professionals  
Spring 2002

## ACKNOWLEDGMENTS

apbp wishes to acknowledge and thank Reed Kempton, Bicycle/Multi-modal Planner with the Maricopa County Department of Transportation, for his work as the primary author of the recommended practice. Members of the Best Practices Task Force ably assisted Reed in this task.

John Ciccarelli, Bicycle Facilities Consultant  
TransSight LLC/Bicycle Solutions

Michelle DeRobertis, P.E. Assistant Traffic engineer  
City of Alameda, CA

Joe Gallagher, Transportation Planner

Daphne Hope, Program Manager—Cycling/Walking  
City of Ottawa, Canada

Christopher Johnson, Assistant Deputy Secretary  
Pennsylvania Department of Transportation

Jim Lazar  
Microdesign Northwest

James Mackay, P.E. Bicycle Planner  
City of Denver, CO

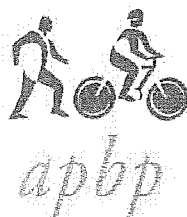
Heath Maddox, Transportation Planner  
Santa Cruz County Regional Transportation Commission

Arthur Ross, Pedestrian/Bicycle Coordinator  
City of Madison, WI

Timothy Witten, Transportation Planner

For additional information contact:

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Executive Director, apbp  
P.O. Box 23576  
Washington, DC 20026  
pedbike@aol.com



ASSOCIATION OF PEDESTRIAN  
AND BICYCLE PROFESSIONALS

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E-mail: [info@apbp.org](mailto:info@apbp.org)  
Web site: [www.apbp.org](http://www.apbp.org)
5. Send us a copy of your final document or a link to your Web site.

The Guide will be revised and updated in 2009. If you have questions about the information presented in the Guide, please contact us.

***Association of Pedestrian and Bicycle Professionals  
PO Box 93 • Cedarburg, WI • 53012  
P 262-375-6180 • F 866-720-3611 • [info@apbp.org](mailto:info@apbp.org)***



Disabled United in Direct Empowerment  
258 A Street, Ashland, OR 97520  
[www.dudesrus.org](http://www.dudesrus.org)  
541-944-9600

February 27, 2013

Dan W. Dorrell  
ODOT District 8  
Traffic Operations Engineer

Dear Dan,

Thank you for your help with the Audible Pedestrian Signal Project in Ashland. The blind community has been working toward this project for several years. We are very happy that it will soon be a reality!

In 2011 the City of Ashland set aside approximately \$28,000 from a Community Development Block Grant. The deadline for spending the money is June of 2013.

DUDE, (Disabled United in Direct Empowerment), is a local non-profit organization, whose mission is to enhance quality of life and human dignity for people with disabilities, promoting access to social and economic justice through advocacy and education. DUDE took on this project and worked with the City of Ashland, the Blind Community and the local Orientation and Mobility instructor from the Commission for the Blind to prioritize a list of the most important intersections. They were chosen because of their difficulty to cross safely and also by their location to shopping, housing and public transportation.

Six intersections were chosen, requiring the installation of 18 buttons. Some of the intersections only require one crossing, either because only one crosswalk is marked in that intersection, or the other crossings in a particular intersection don't pose difficulty.

We have done extensive research on types of audible signals used by blind people in cities across the country. There is unanimous agreement among the Blind Community of Ashland to install the Polara Navigator buttons, with a voice message that speaks the wait and walk signs with the name of the parallel and perpendicular streets including the count down timer. We found the other sounds that are also available to be intrusive and distracting while making a crossing.

The six intersections that have been agreed upon by the blind community in order of priority are:

1. Siskiyou at Sherman, 1 crosswalk on the Safeway store side of the intersection.
2. Ashland St. at Toleman, all 4 crosswalks
3. Lithia at East Main, 1 crosswalk on the Fire station side of East Main
4. North Main at Maple, 1 crosswalk on the North side of Maple where there is a sidewalk
5. Siskiyou at Mountain, 1 crosswalk on the high school side of Mountain
6. Lithia at 2<sup>nd</sup> St, 1 crosswalk on the down town side of 2<sup>nd</sup> St

We are encouraged that the City of Ashland has made this commitment and will continue to install audible signals throughout Ashland. Audible signals make it possible for people with visual impairments to have equal Access to Intersection Identification and Traffic Control information as the sighted population, including when the light changes and how many seconds are left to cross. This audible information is one more piece that helps to judge when to make a safe crossing.

We appreciate the time and attention you have given to this project. We are also very pleased with the cooperation of the City and all who have contributed to making pedestrian access safer for the community.

Cordially,

Corinne Viéville  
Executive Director, (DUDE)  
Disabled United in Direct Empowerment



[Home](#) [Agenda](#) [Registration](#) [Contact Us](#)

[Sponsors/Exhibitors](#) [Venue/Lodging](#) [Advocacy Resources](#) [Accomplishments](#)

## Agenda

### Wednesday, April 24

7 – 8 a.m.	Registration open and continental breakfast
8:15 a.m.	Welcome
8:30 a.m.	Keynote speaker: Mark Gorton, Executive Director, OpenPlans
9:30 a.m.	BREAK
9:45 a.m.	Breakout session I Legislative Issues Economics: Saving and Spending Transportation Funding
11:15 a.m.	BREAK
11:30 a.m.	Lunch
12 p.m.	Lunchtime panel
1 p.m.	Break
1:15 p.m.	Breakout session II Health and Equity Active Transportation: Potential for Macro Benefits A network greater than the sum of its parts: Transit + Active Transportation
2:45 p.m.	BREAK- Snacks available in the Foyer
3:15 p.m.	Breakout session III Fix it First Mapping Tools Trails, tourism and rural travel
4:45 p.m.	BREAK
5 p.m.	Closing remarks
5:30 p.m.	Networking reception



### 2013 Registration

Registration for the 2013 Oregon Active Transportation Summit will open February 25, 2013.

[Register Today](#)

### Thursday, April 25

7 – 8 a.m.	Continental breakfast
8 a.m.	Opening session
9 a.m. – 12 p.m.	NACTO Urban Bikeway Design Guide Training- part 1
9 a.m. – 3 p.m.	Committee meeting, TBA
9 a.m. – 3 p.m.	Meeting with state legislators at the Capitol Building
12 p.m.	Lunch on your own
1 – 3 p.m.	NACTO Urban Bikeway Design Guide Training- part 2

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## Event Venue

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### Salem Convention Center

200 Commercial St. SE  
Salem, Oregon 97301  
503-589-1715  
[www.salemconventioncenter.org](http://www.salemconventioncenter.org)

## Event Lodging

Grand Hotel (attached to Salem Conference Center)  
201 Liberty St. SE  
Salem, Oregon 97301  
877-540-7800  
[www.grandhotelsalem.com](http://www.grandhotelsalem.com)

The standard room rate is \$119 per night (one person). When you make a reservation, please reference the group name (Oregon Active Transportation Summit) at the time of booking. This will allow you to book into the block and secure the negotiated rate. Call 877-540-7800 to book a room.

## Oregon Active Transportation Summit - Welcome

---

### 2013 Active Transportation Summit April 24-25, Salem

Now in its third year encompassing all of active transportation, the Active Transportation Summit is taking a two-pronged approach to shaping our transportation future. On Day One of the conference we'll hear from influential and inspiring speakers, and expand our knowledge in breakout sessions. On Day Two everyone will gather for a motivational meeting, and then some attendees will take issues directly to legislators in the State Capitol, while others attend committee meetings and breakout sessions.

**Transportation Commission  
Action Summary  
as of March 2013**

Month Year	Item Description	Status	Date Complete
February 28 TC	Fair Oaks No Parking Restriction	TR13-03	
February 28 TC	East Main Crosswalk Signage	TR 13-04	
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	12/1/11
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 Sharow 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	Bridge Street Parking Prohibition Change	Memo received from Fire Dept recommending against change	✓
Jul 10 TSC	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	Viewille 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 Sharrow	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	✓

# MOTOR VEHICLE CRASH SUMMARY

MONTH: FEBRUARY, 2013

NO. OF ACCIDENTS: 8

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
2	19:28	Sat	Siskiyou Blvd SE of Walker	2	N	N	P	N	Y	Y	N	N	v1 was rearended by v2 while waiting to make a left turn. Dv2 was cited for following too close and driving uninsured.
3	20:10	Sun	Iowa St at Bridge St	2	N	N	N	Y	Y	Y	Y	N	Intoxicated driver slammed into parked vehicle knocking it on its side, then driver fled on foot. Was found and arrested on multiple counts.
9	21:25	Sat	Lithia Way near E Main crossing	1	N	N	U	U	N	Y	Y	N	Driver ran off road, struck light pole damaging it and the landscaping. Driver fled on foot, leaving behind vehicle. Has not been found.
20	09:01	Wed	B St at Seventh St intersection	2	N	N	N	N	Y	Y	N	N	Driver v1, travelling south on Seventh St, pulled out to cross B Street and struck v2. Cited for failure to obey traffic control device.
22	14:49	Fri	E Nevada west of Oak St	2	N	N	Y	N	N	Y	N	N	Driver V1 struck v2 that was parked on side of street, and v1 tipped over on side. No citation, but driver referred for DMV evaluation.
23	02:23	Sat	Fordyce at E Main St	2	N	N	N	Y	Y	Y	Y	Y	Police chase of intoxicated driver ended in an intended crash to get driver to stop. Driver arrested on multiple counts.
25	08:44	Mon	Liberty St north of Henry	2	N	N	N	N	Y	Y	N	N	Driver v1 struck v2 while backing from a driveway onto Liberty. Driver v1 cited for illegal backing.
27	21:12	Wed	Siskiyou Blvd at Morton St	2	N	N	N	N	Y	Y	N	N	Driver v1 pulled out from Morton striking v2. Driver of v1 cited for failing to yield to traffic while entering the roadway.



March 4, 2013

Mr. Scott Fleury  
City of Ashland Public Works Dept.  
20 E. Main St.  
Ashland, OR 97520

Dear Scott,

I really appreciate the time and effort that you put into arranging our workshop titled, "Improving Safety Features of Local Roads & Streets" in Ashland, Oregon on February 27, 2013. Working with a very professional, dedicated and organized person such as yourself and Ms. Jodi Vizzini was a real pleasure and very rewarding.

Thank you for your wonderful cooperation in making the local arrangements which made our workshop successful. We are hoping to make Oregon's roadways among the safest in the country. Your faith in support of traffic related issues is really appreciated.

Sincerely,

A handwritten signature in cursive script that reads "Mojie Takallou".

Mojie Takallou, Ph.D., P.E.  
Associate Professor of Civil Engineering  
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(503) 943-7292 (message)  
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