

CITY OF
ASHLAND
TRANSPORTATION COMMISSION

Thursday, October 21, 2010
Council Chambers, 1175 East Main Street

Agenda

- I. CALL TO ORDER: 6:00 PM
 - II. MOMENT OF SILENCE: Former Transportation Commissioner Steve Hauck
 - III. APPROVAL OF MINUTES: August 19, 2010
 - IV. PUBLIC FORUM
 - V. ADJUSTMENTS TO THE AGENDA
 - VI. ACTION ITEMS
 - A. Election of Vice Chair (2 minutes)
 - B. A Street Sharrow Designation (Burnham) (10 minutes)
 - C. Fire Apparatus - Street Parking Policy Impacts (Fire Dept) (30 minutes)
 - VII. NON ACTION ITEMS
 - A. IAMP Review (Faught) (10 minutes)
 - B. MPO Update (Chapman) (5 minutes)
 - C. Planning Commission Update (Sommer) (5 minutes)
 - D. Car Free Day Report (Ryan) (5 minutes)
 - E. Audible Signal Project Update (5 minutes)
 - VIII. INFORMATIONAL ITEMS
 - A. TSP Technical Memorandum #4 (http://www.ashlandtsp.com/statics/draft_documents)
 - B. Action Summary
 - C. Subcommittee Minutes, October 7, 2010
 - D. City Source Message (TSP Related)
 - E. TNTT Straight Talk
 - IX. FUTURE AGENDA TOPICS
 - Truck Route Ordinance Review
 - X. COMMISSIONER COMMENTS
- a. ADJOURN: 8:00 PM

Next meeting scheduled for November 18, 2010 @ 6:00 pm

Note to Commissioners: Call Nancy Slocum at 552-2420 or slocumn@ashland.or.us if you can not attend the meeting.

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

CITY OF ASHLAND

Transportation Commission

Contact List as of August 1, 2010

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

Non Voting Ex Officio Membership

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

Staff Support

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

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

Minutes

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

Absent: Brent Thompson, Matt Warshawsky, David Young

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

Staff Present: Mike Faught, Jim Olson, Nancy Slocum

I. CALL TO ORDER: 6:04 PM by Chair Eric Heesacker.

II. APPROVAL OF MINUTES:

Minutes of July 15, 2010 were approved as corrected.

III. PUBLIC FORUM:

Nat Broom, TDM Planner for RVT, reminded the Commission of the International Walk + Bike School day on Wednesday, October 6, 2010 and the first ever Southern Oregon Walk + Bike Summit to be held October 15, 2010 at the Rogue Valley Country Club. The Summit will include lunch and transportation-related sessions. Kat Smith will follow up with an email. At the next Commission meeting Smith will update the Commission on the Safe Routes to School grant funding. Lastly, Broom told the Commission that Route 24 to RVMC had new extended hours running from 6:00 AM to 6:00 PM.

IV. ADJUSTMENTS TO THE AGENDA:

Sommer recommended that the Election of the Vice Chair be tabled until more Commission members were present. Commission agreed. Heesacker added "Commission Emails from Ryan and Swales" to the agenda.

V. ACTION ITEMS:

A. Transportation System Plan (TSP) Update

Faught referred to a recent phone conference with Planning Commissioner Chair Pam Marsh as well as Heesacker. It was decided that the Chairs for each Commission would rotate (beginning with Marsh) at the joint meetings. The upcoming joint meeting (August 24th) would include an overview of the TSP including Task 7 deliverables and timelines. Faught encouraged all Commissioners to attend.

Sommer asked about the transportation-related Comprehensive Plan Goal: Commercial Freight and Passenger Section. She noted the mention of air, water and pipeline movement of goods. Faught said this was standard language but that air, via the airport, was a very important mode of transportation as evidenced by David Wolske's (liaison to the Airport Commission) presence at our meetings.

Swales noted the mention of Alta Planning and Design and OTAK as additional consultants. Faught said they were Kittelson & Associate's subconsultants and more information would be given at the joint meeting. Swales asked who would reply to citizen comments submitted via the website and wondered about the lack of Survey Monkey. Kittelson would respond to email comments and the survey was delayed until October so that more citizens would be back from vacations.

B. Interchange Area Management Plan (IAMP)

Faught reported that the work on the Exit 14 Bridge had begun. As a rule the IAMP would be finished before construction began; however, ODOT extended the deadline to September 30th so the City could

submit its response to ODOT's proposal to eventually extend a median on Ashland Street from Exit 14 to Tolman Creek Road. The draft IAMP proposed to extend the median from the southbound ramp terminals to Tolman Creek Road when either the average daily traffic exceeds 28,000 vpd or the annual accident rate in the area exceeds the statewide average rate for similar roadways. Staff agreed with the proposal to erect a median from Exit 14 to Washington Street (currently being constructed as part of the bridge project); however, the proposed extended median would limit access to Washington Street and the Croman site. Faught asked Kittelson to review the technical aspects of the proposal as an extended median would impact Ashland's transportation system long term.

Swales suggested researching a road diet and the use of roundabouts. John McDonald, ODOT TGM Project Manager, noted that roundabouts worked when all four legs of an intersection had a similar amount of use; Washington Street travelers would have a difficult time merging with the steady traffic on Ashland Street.

Safety was the main reason for the median. McDonald said that currently this section of Ashland Street was considered the worse in the state. He added that the trigger figure of 28,000 vpd doubled the existing volume and, with Ashland's low growth policies, therefore may not happen for 20+ years or ever. Swales noted a decrease in volume in the last six years and recently learned that two lanes could in theory accommodate 20,000 vpd.

Faught added that DKS Associates, consultants who wrote the Croman Site traffic impact analysis, noted that if Washington Street was signalized, no improvements would be necessary for Tolman Creek Road. Staff would like to avoid a major expansion of the Ashland / Tolman Creek intersection. McDonald said any request for a signal at Washington would not be approved. The location of the Tolman Creek signal currently does not meet ODOT standards. A signal at Washington Street would result in three signals within a ¼ mile.

Sommer asked if Kittelson's review would come to the Commission before the City Council. Faught said yes, if time permits. ODOT would have to extend their deadline to October 5th to allow for both Commission and Council approval. She asked if affected business owners signed off on the current median extension to Washington Street. McDonald said that although some owners did not like it, they accepted it. He added that when the IAMP was ultimately adopted by the Oregon Transportation Commission (OTC), the City's planned improvements must then be consistent with the plan. Mike Baker, ODOT planner, said that the IAMP could be amended in the future as conditions change.

Sommer asked if the median would be landscaped. McDonald said the median was too narrow. Burnham asked if the City could oppose the expansion of the median to Tolman Creek Road. Faught said the City Council could direct the Commission to directly lobby the OTC; however, the need to lobby would be dependent upon whether Kittelson agreed with Staff's opposition to the median expansion. He added that thus far ODOT had been agreeable to work with.

C. Two Year Project List Feasibility Discussion

Olson, per the Commission's request, prioritized the results of the forced vote process and recommended decreasing the number of goals. He reviewed each goal.

1. Audible Signals - Budget money had been found for downtown signals. Burnham heard complaints about the loud noises they make. Corinne Vieville, was researching different sound options.
2. Adding Bike Path Elements to Highway 66 Overpass - Olson thought this goal could be planned and designed, but not constructed in the two year timeframe. Sommers said currently many people walk and bike to the YMCA against traffic. Burnham thought the challenge was to cross the railroad tracks. Ryan reminded Commissioners that there was a pedestrian refuge across from the tire station for a planned crosswalk. Olson noted that crosswalk would have to be installed with beacons and other features to make pedestrians visible at the overpass.

3. Pros and Cons of Relocating Bike Racks - Staff and the Subcommittee finished an inventory of existing and recommended bike racks. Only one on-street option was considered safe that is in front of the library on Siskiyou. Olson suggested changing the goal to "Increasing Bike Parking in Downtown Core." Swales noted that Arts Commission had ideas for artistic bike racks. Faught agreed and would ask the Arts Commission for suggestions.
4. Research Signal Detector Retrofits to Accommodate Bike Detection - Olson reported that high density, concentrated loops were expensive and would need to be phased in. He suggested purchasing one as an experiment.
5. Faith Avenue / Ashland Street Intersection Improvements - All agreed this was an important goal.
6. Make Will Dodge Way More Multi-Modal - This goal was in process and includes meeting with business owners, replacing broken curb sections, crosswalk along First Street, ADA ramp on First Street, paving overlay, pavement markings and signage. Swales thought that with the sale of the parking lot, Will Dodge way could be beautified as a courtyard. Olson reported this project was initiated by the Police Department. Their goal was to reduce crime and increase safety. Faught added that colored slurry seal could be considered at a latter date. Project cost is \$75,000 using city crews. Some stamped concrete would be used at the yogurt shop.
7. Evaluate Delivery Vehicle Patterns in the Downtown Core - Olson suggested the Commission take the lead on this goal by contracting owners and suppliers for feedback. Swales wondered if the truck idling ordinance was being enforced.

Motion:

Burnham moved to accept staff's recommendation. Ryan seconded the motion.

Discussion:

Sommer suggested combining 5 and 2 and reworking 3. Ryan thought the Faith / Ashland intersection project too big for a two year goal. Sommer doubted Commissioners would take the lead on Goal 7.

Ryan withdrew second. Burnham withdrew motion.

Motion:

Sommer moved to adopt three goals: 1) Connect Bike Path to Highway 66 Overpass (including feasibility of crossing railroad tracks; 2) Faith Av /Ashland St Intersection Improvements; and 3) Increasing Bike Parking in the Downtown Core (including reviewing design options with the Art Commission). Burnham seconded the motion and it passed unanimously.

D. Status of Sub-Committee Recommendations of 8/5/10

Olson presented the staff report apologizing for any hurt feelings over the wording of his memo. He reminded the Commission of their role and the veto / call up power of the Public Works Director. The Director then asked the full Commission to reconsider the Subcommittee's recommendation to remove the parking restriction on Bridge Street. Olson reported that Faught vetoed the recommendation to change the parking on Hargadine and tabled a final decision until the appropriate time within the TSP update. Faught accepted the First Street parking changes as specified in the Subcommittee minutes as well as the no change decision on Granite Street parking.

Olson received more than the usual public response for parking changes on Bridge Street which supports 570 vpd on the weekend and 940 vpd on weekdays. He noted that skinny street standards are only effective with adequate queuing space. He reviewed the Subcommittee's decision: "remove the west side parking prohibition (8:00 AM to 4:30 PM except Sundays and holidays) from June 15 to September 15 and create one or more two hour spaces near the south end of the block adjacent to any commercial properties." Faught asked for reconsideration because the action would set a precedent, cause extra work for the eight person street crew and had Fire Department opposition both presently as well as back in 1990. Olson reminded the Commission that no one would be available to enforce the

recommended two hour parking.

Chapman asked if, because the prohibition ended at 4:30 PM, the Fire Department opposed any west side parking. Olson said that after hours parking was less dense so Fire Department had no issue. Sommer agreed with Staff's reasoning.

Swales said conditions on Bridge Street had changed as recreational vehicles were now prohibited to park on the street and no fireworks were allowed. He thought other streets felt the impact of parking congestion due to their location (park, SOU, library, etc.) and that drafting a citywide policy would be the best way to avoid discrimination.

Ryan, a Subcommittee member, gave the rationale for his vote. He thought his decision could be vetoed and felt safe in that knowledge. A citizen sought relief and he took his duty as a citizen advocate seriously. The removal of some parking restrictions could be a one year experiment. Similar streets had parking on both sides and he was attempting a compromise. He thought the sample size of up to 15 people was too small to say stakeholders were against the request to relax the parking restriction.

Chapman asked why Garfield had parking on both sides. Olson noted that Garfield Street was 1.5' wider than Bridge Street.

Motion:

Swales moved not to reconsider the Subcommittee's recommendation regarding Bridge Street letting the Subcommittee's recommendation stand.

Discussion:

Burnham agreed with the need for a citywide policy to use when similar requests come before the Commission.

Ryan would like to see a letter or memo confirming the Fire Department's recommendation.

Amended motion:

Swales moved to amend the motion to include "...unless a recommendation against removing the parking prohibition from the Fire Department was received." Ryan seconded the amended motion.

Discussion:

Sommer favored residential permit parking and suggested leaving the parking prohibition as is until such a program was in place.

Burnham, the Chair of the Subcommittee, heard the testimony of property owners, the recommendation from the Fire Department as stated by staff and voted no. He was also in favor of a citywide street parking policy. Heesacker recommended further amending the motion to include the development of a citywide policy.

Swales thought that the speculative issues addressed in the testimony of property owners should not be used in making decisions. Chapman suggested tabling this issue until a representative from the Fire Department could address the Committee.

Vote on Amendment:

Commission voted for the motion four votes to one. Amended motion passed.

Vote on Motion:

The motion not to reconsider the Subcommittee's recommendation regarding Bridge Street and letting the Subcommittee's recommendation stand unless a recommendation against removing the parking

prohibition was received from the Fire Department passed three votes to two.

E. Truck Route Designations

The Council recently directed the Commission to review AMC 11.60 Truck Routes ordinance noting that the reference to state code was outdated. Swales noted the ordinance was similar to the truck idling ordinance that came before the Traffic Safety Commission. Staff recommended tabling this agenda item for further research. Commission agreed.

VI. NON ACTION ITEMS

A. MPO Update (Chapman)

Report tabled.

B. Planning Commission Update (Sommer)

Sommer reported that at the Planning Commission reviewed the portion of Task 6 (TSP update) on the topic of pedestrian nodes. The fourth site was eliminated (Bridge and Siskiyou) leaving East Main / North Mountain, Walker / Ashland Street and Tolman Creek / Ashland Street. Public workshops regarding the pedestrian nodes would be held in October and December preceded by a private stakeholders meeting. A subcommittee was chosen to work with staff to plan the workshops and ensure accurate minutes.

Burnham expressed frustration that the Transportation Commission was not involved in the selection of pedestrian nodes. Faught explained the history of how the idea developed as part of two separate Transportation Enhancement grant applications. Swales added that the Planning Commission's emphasis was on land use on private property. These nodes would be denser in population allowing for more public transit.

C. Additional Bicycle Parking on Main Street Update

Update tabled.

D. Car Free Day (Ryan)

Ryan reported on the status of Car Free Day planning. He now had the help of three members of the Jackson County Pacific Greens, a non-profit political organization and asked the Commission for ideas to recognize them. Commission had no objection to recognizing them. Slocum reported that the parade permit was approved. Ryan would like the police escort to be a bicycle escort. The event will be advertised on the City website however the planning committee missed the deadline for inclusion in the City Source.

E. Commissioner Emails - Ryan and Swales

Heesacker responded to Ryan's letter to Mayor Stromberg dated August 18th. Ryan was offended by the staff memo to reconsider the Bridge Street parking prohibition. Heesacker thought there was a miscommunication between Staff and Commissioner Ryan.

Chapman suggested that next time Ryan contact Staff directly then come to the meeting to correct the record.

Ryan announced that he had no further issues with Staff.

VII. INFORMATIONAL ITEMS & COMMISSIONER COMMENTS: None.

VIII. ADJOURN: 8:33 PM

*Respectfully submitted,
Nancy Slocum, Accounting Clerk I*

Memo

Date: October 13, 2010
From: James Olson
To: Transportation Commission
Re: FIRE APPARATUS - STREET PARKING POLICY IMPACTS

QUESTION

Will the Commission consider a request by the Fire Department to review current on-street policies and their impacts to fire apparatus deployment on narrow streets?

STAFF RECOMMENDATION

Staff recommends Commission consider a presentation by the Fire Department regarding the actual space needed to deploy a fire engine and how that need could be impacted by on-street parking on narrower streets.

BACKGROUND

The Handbook for Planning and Designing Streets, adopted by the City Council on February 2, 1999 and amended in July 1, 2008 (Ordinance No. 2959) (copy attached), sets standards for on-street parking requirements for all classes of streets in Ashland.

On neighborhood or local streets the following conditions are permitted:

Street Width	Parking Lane Width	Parking Lane(s)	Travel Lanes	Travel Lane Width
20'	0	0	2	10'
22'	7'	1	1	15'
25'-28'	7'	2	1	11'-14'

On local residential streets with adequate off-street parking, a single 14' wide traffic lane may be permitted for both directions of vehicle traffic. The single traffic lane is extended to create a "queuing street" such that when opposing vehicles meet, one of the vehicles must yield by pulling into a vacant portion of the adjacent parking lane. This queuing effect has been found to be an effective and safe method to reduce speeds and non-local traffic.

On some of the very low volume narrow streets "no parking" signs have not been installed where on-street parking demand is very low and on-street parking is sporadic. This practice can temporarily pose problems as residential construction can cause a temporary parking overload or when special events such as parties or yard sales bring in additional traffic and parking volumes.

The Fire Department would like the opportunity to discuss current parking policy impacts on their operations.



Council Communication

Preliminary,
subject to change.

Title: Discussion of Potential Future Fire Safety Legislation

Meeting Date:	10/5/2010	Primary Staff Contact:	John Karns
Department:	Fire Department	E-Mail:	karnsj@ashland.or.us
Secondary Dept.:	Administration	Secondary Contact:	John Karns
Approval:	Martha Bennett	Estimated Time:	25minutes

Question:

What options are available for the Council to consider regarding fire safety legislation for building construction, vegetation management and general fire safety?

Background:

The recent Washington and Oak Knoll fires give Ashland an opportunity to evaluate its current position regarding regulating building construction, vegetation management, and providing fire department response capabilities. A number of factors that exist in Southern Oregon generally and the Ashland area specifically, create conditions that yield an extreme level of vulnerability to fire ignition, intensity, and spread. Ashland is listed as a *Community at Risk* by the Oregon Department of Forestry.

While the wildland urban interface (WUI) has received much attention in terms of fire vulnerability recently, we need to understand that all of the 6.5 square miles of Ashland, as well as the area around Ashland, needs to be prepared and the residents mindful of the severe fire behavior influences we live with every day. The Oak Knoll fire demonstrated how several factors caused a vegetation fire to develop into the worst structure fire loss in Ashland in over 100 years. These conditions weren't an anomaly and exist many times each year.

However, these conditions aren't inimitable. There are a number of communities that have recognized their vulnerability to fire and have brought together a comprehensive effort to manage the risk. There are existing codes, standards, and cooperative management models in place throughout the country that has brought awareness to this issue. Ashland Fire and Rescue asks that the Council consider the following as the beginning steps in increasing community fire safety and public involvement.

Recommendations:

- **Roofing Material Ordinance**
 - While Ashland regulates roofing material in the Wildfire Zone allowing only a Class A or B roof, it doesn't in the remainder of the community. The proposal would be a two-part process. First, restricting new construction and 25% or greater remodels to non-wood Class A roofing materials. Second, requiring that all roof coverings in Ashland be of non-wood Class A materials within 10 years. This would be an amendment to the Oregon Building Code.
 - A number of residents have voiced interest in replacing their roofs and have inquired about the possibility of securing a low or no interest loan. This will likely encourage others to replace their roofs.

Preliminary,
subject to change.



- **Vegetation Ordinance**

- We regulate vegetation in the WUI through new construction regulations as well as the enforcement by the State of SB 360. Other than weed abatement, there are no vegetation regulations in the remainder of the City.
- It is recognized that the landscape profile of many homes in Ashland consist of a variety of very mature species that dramatically promote fire intensity and spread.
- Alternatives to the prevalent landscape profiles have been promoted by Ashland Fire and Rescue for many years but not regulated by ordinance.
- Ashland Fire and Rescue recommends an approach similar to SB360 but tailored more specifically to the needs of the non-WUI areas of the community.
- The Council would need to decide the term given for compliance similar to the roof ordinance proposal.

- **Fire Department Access**

- Some development areas within Ashland have been with streets that are narrower than are ideal for fire department access. This was done with approval by the fire department and can be accommodated with some parking restriction. Currently this is not well regulated in the City and has created impassible streets for fire apparatus.
- Ashland Fire and Rescue is recommending a review of this situation and the implementation of appropriate parking restrictions.

- **Cooperative Agreements with Jackson County, Railroad Property Managers, and ODOT**

- **Firewise Board**

- The requirements of the national Firewise program call for the formation of a citizen board.
- Ashland Fire and Rescue recognizes the importance of the Firewise program in creating a community based approach to wildfire safety and accountability.
- Ashland Fire and Rescue recommends the creation of a City Firewise Committee or Commission to ensure the long range success of the Firewise Communities program.

- **Hazard Tree Removal Exemption**

- Amend AMC 18.62.040 to include all areas of the City. AMC 18.62.040 currently states *“Tree removal, in areas identified as Hillside Land and Severe Constraint land, except that a permit need not be obtained for tree removal that is not associated with development, and done for the purposes of wildfire management and carried out in accord with a Fire Prevention and Control Plan approved by the Fire Chief. “*

- **Residential Sprinkler Ordinance**

- Fires in residences have taken a high toll of life and property. In 2006 there were
 - 412,500 residential fires
 - 2,620 residential fire deaths
 - 12,925 residential fire injuries



- \$7.0 billion in residential property damage
- Studies by the U.S. Fire Administration indicate that the installation of residential fire sprinkler systems could have saved thousands of lives; prevented a large portion of those injuries; and eliminated hundreds of millions of dollars in property losses.
- The technology has evolved for residential fire sprinklers allowing for low-cost, effective installations. The United States Fire Administration estimates that the cost of residential fire sprinklers in new construction at \$1.61 per square foot. Over 90% of residential fires in sprinklered homes are stopped by a single sprinkler head.
- This would be an amendment to the Oregon Building Code.

Council Options:

- Council can direct staff to:
 - Move forward with the suggestions offered
 - Table the proposal
 - Amend the proposal

Attachments:

None



Streets Needing Signage

Evergreen	22.0' WIDE , NO SIGNS
Evan	22.0' WIDE , SIGNED "PARKING IN BAYS ONLY"
Senna Ln	17.0' to 20.0' WIDE , 1/2 STR. IMPR. , NO SIGNS
Old Willow	24.7' WIDE , SIGNED "NO PARKING THIS SIDE"
River Rock	21.5' WIDE , NO SIGNS
Meadow Lark	23.7' WIDE , NO SIGNS
Stoney Point	PRIVATE RD. 19.0 to 27.0' WIDE , SOME PARKING
Camelot	21.8' WIDE , PARKING BAYS (29.0' IN BAYS)
Patton	21.8' WIDE , NO SIGNS
Overlook	21.7' WIDE , NO SIGNS
Stoneridge	21.9' WIDE , " "
Quinn	alley , NO PARKING
Monte Vista	NOT IMPROVED, WILL BE SIGNED FOR "NO PARKING"
Hitt Rd	20.0' WIDE , NO SIGNS
Strawberry	21.5' WIDE , NO SIGNS , WILL SIGN ONE SIDE
Westwood	20.5 to 22 , NO SIGNS
Spring Hill Dr	20.0' WIDE , WITH PARKING BAYS
Drew	21.8' WIDE , NO SIGNS
Creek Dr	20.0' to 21.0' , SIGNED "NO PARKING THIS SIDE"

Skycrest, Orchard, Sunnyview and Schofield have parking bays but no signage directing people to park there(or not park on the street)

ORDINANCE NO. 2959

**AN ORDINANCE AMENDING THE ASHLAND MUNICIPAL CODE,
LAND USE ORDINANCE CONCERNING SPECIAL [ARTERIAL] SETBACKS AND
ASSOCIATED STREET STANDARDS ADOPTED IN ORDINANCE 2836**

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

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

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

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

WHEREAS, Section 18.68.050 of the City of Ashland Municipal Code currently provides for a special 20 foot setback on Arterial Streets; and

WHEREAS, Planning staff sent notice to the DLCDD in accordance with ORS 197.610 on February 22, 2008; and

WHEREAS, the Planning Commission considered the proposed amendment at a duly advertised hearing on April 8, 2008 and recommended approval of the ordinance; and

WHEREAS, the City Council considered the proposed amendment at a duly advertised hearing on May 20, 2008 and following review of the staff report, and after considering public input and the evidence in the record as a whole, the Council conducted first reading of the Ordinance and moved the Ordinance to Second Reading; and

WHEREAS, on July 01, 2008 the City Council conducted Second Reading of the Ordinance and approved adoption of the Ordinance; and

WHEREAS, the City Council of the City of Ashland has determined that in order to protect and benefit the health, safety and welfare of existing and future residents of the City, it is necessary to modify this setback as regards certain arterial streets; namely Lithia Way, and

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

SECTION 1. Section 18.68.050 of the Ashland Municipal Code is amended to read as follows:

18.68.050 Arterial Street Special-Setback Requirements.

To permit or afford better light, air and vision on more heavily traveled streets and on streets of substandard width, to protect arterial streets, and to permit the eventual widening of hereinafter named streets, every yard abutting a street, or portion thereof, shall be measured from the special base line setbacks listed below instead of the lot line separating the lot from the street.

<u>Street</u>	<u>Setback</u>
East Main Street, between City limits and Lithia Way	35 feet
Ashland Street (Highway 66) between City limits and Siskiyou Boulevard	65 feet

Also, front yards for properties abutting all arterial streets shall be no less than twenty (20) feet, with the exception of the C-1-D district **and properties abutting Lithia Way in the C-1 district.**

SECTION 2. Section 18.88.020. K [Definitions – Street Standards] of the Ashland Municipal Code is amended to read as follows:

K. Street Standards. **All standards under 18.88.050 and all All standards in the City of Ashland Street Standards Handbook as adopted in Ordinance 2836 and as amended by Ordinance 2959 [July 01, 2008] are specifically incorporated herein and made a part hereof by this reference. and standards under 18.88.050.**

SECTION 3. The Ashland Street Standards Handbook, Table 1 on page 20, as adopted by Ordinance 2836 is hereby amended to read as follows:

7 5'-8' 1

Table 1: City of Ashland Street Design Standards⁴

TYPE OF STREET	ADT	R.O.W. WIDTH	CURB-TO-CURB PAVEMENT WIDTH	WITHIN CURB-TO-CURB AREA				CURB on both sides	PARK-ROW on both sides	SIDE-WALKS on both sides
				MOTOR VEHICLE TRAVEL LANES	MEDIAN AND/OR CENTER TURN LANE	BIKE LANES on both sides	PARK-ING in 8' bays			
2-Lane Boulevard	8,000 to	61'-87'	34'	11'	none	2 at 6' each	in 8' bays	6"	7 5'-8' 1	6'-10' 2

3-Lane Boulevard	30,000	73'-99'	48'	11'	12'	2 at 6' each	in 8' bays	6"	75'-8' ¹	6'-10' ²
5-Lane Boulevard	ADT	95'-121'	68'	11'	12'	2 at 6' each	in 8' bays	6"	75'-8' ¹	6'-10' ²
2-Lane Avenue	3,000 to	59'-86'	32'-33'	10'-10.5'	none	2 at 6' each	in 8' bays	6"	75'-8' ¹	6'-10' ²
3-Lane Avenue	10,000 ADT	70.5'-97.5'	43.5'-44.5'	10'-10.5'	11.5'	2 at 6' each	in 8' bays	6"	75'-8' ¹	6'-10' ²
<i>Neighborhood Collector, Residential</i>	1,500 to				NA	NA ³				
No Parking	5,000	49'-51'	22'	11'			none	6"	8'	5'-8'
Parking One Side	ADT	50'-58'	25'-27'	9'-10'			one 7' lane	6"	7'-8'	5'-6'
Parking Both Sides		57'-63'	32'-34'	9'-10'			two 7' lanes	6"	7'-8'	5'-6'
<i>Neighborhood Collector, Commercial</i>										
Parallel Parking One Side		55'-65'	28'	10'			one 8' lane	6"	75'-8' ¹	6'-10' ²
Parallel Parking Both Sides		63'-73'	36'	10'			two 8' lanes	6"	75'-8' ¹	6'-10' ²
Diagonal Parking One Side		65'-74'	37'	10'			one 17' lane	6"	75'-8' ¹	6'-10' ²
Diagonal Parking Both Sides		81'-91'	54'	10'			two 17' lanes	6"	75'-8' ¹	6'-10' ²
<i>Neighborhood Street, Residential</i>	less than				NA	NA ³				
Parking One Side	1,500	47'-51'	22'	15' Queuing			one 7' lane	6"	7'-8'	5'-6'
Parking Both Sides	ADT	50'-57'	25'-28'	11'-14' Queuing			two 7' lanes	6"	7'-8'	5'-6'
Alley	NA	18'	12' paved width, 2' strips on both sides	NA	NA	NA	none	none	none	none
Multi-Use Path	NA	10'-48'	8'-10' paved width, 2'-4' strips on both sides	NA	NA	NA	none	none	none	none

¹ hard scape parkrow with tree wells shall be used in commercial areas

² 6' sidewalk shall be installed in residential areas, 8'-10' sidewalk shall be installed in commercial areas

³ bike lanes are generally not needed on low volume (less than 3,000 ADT) and/or low travel speed (Less than 25mph) streets

¹ 7'- 8' landscape parkrow shall be installed in residential areas, A 5' hardscape parkrow with tree wells shall be used installed in commercial areas.

² 6' sidewalk shall be installed in residential areas, 8'-10' sidewalk shall be installed in commercial areas. **A 10' sidewalk shall be required on Boulevards (arterial) streets in the Downtown Design Standards Zone.**

³ bike lanes are generally not needed on low volume (less than 3,000 ADT) and/or low travel speed (Less than 25mph) streets

⁴ **All dimensions and ranges in the City of Ashland Street Design Standards represent minimum standards or ranges for the improvements shown. The approval authority may require a dimension within a specified range based upon intensity of land use, existing and projected traffic and pedestrian volumes or when supported through other applicable approval standards. The approval authority may approve dimensions and ranges greater than those shown when volunteered by the applicant.**

SECTION 4. The Ashland Street Standards Handbook, Street Design Standards, (pages 21 to 30), as adopted by Ordinance 2836, are hereby amended to read as follows:

Street Design Standards

A description of street design standards for each street classification follows. For an abbreviated presentation of the street right-of-way standards, see Table 1. All elements listed are required unless specifically noted. **All dimensions and ranges in the City of Ashland Street Design Standards represent minimum standards or ranges for the improvements shown. The approval authority may require a dimension within a specified range based upon intensity of land use, existing and projected traffic and pedestrian volumes or when supported through other applicable approval standards. The approval authority may approve dimensions and ranges greater than those shown when volunteered by the applicant.**

Approval Standards: New and reconstructed streets shall conform to the following design standards.

Boulevard

Boulevards are major thoroughfares filled with both human and vehicular activity. Design should provide an environment where walking, bicycling, using transit and driving are equally convenient and should facilitate the boulevard's use as a public space. Design should start with the assumption that the busy nature of a boulevard is a positive factor and incorporate it to enhance the street scape and setting. A 2-lane, 3-

lane, or 5-lane configuration can be used depending on the number of trips generated by surrounding existing and future land uses.

Street Function: Provide access to major urban activity centers and provide connections to regional traffic ways such as Interstate 5. Traffic without a destination in Ashland should be encouraged to use regional traffic ways and discouraged from using boulevards.

Connectivity: Connects neighborhoods to urban activity centers and to regional traffic ways such as Interstate 5.

Average Daily Traffic: 8,000 - 30,000 motor vehicle trips per day

Managed Speed: 25 mph - 35 mph

Right-of-Way Width:

- 61' - 87' for 2-Lane
- 73' - 99' for 3-Lane
- 95' - 121' for 5-Lane

Curb-to-Curb Width:

- 34' for 2-Lane
- 46' for 3-Lane
- 68' for 5-Lane

Motor Vehicle Travel Lanes:

- Two 11' travel lanes for 2-Lane
- Two 11' travel lanes, one 12' median/center turn lane for 3-Lane
- Four 11' travel lanes, one 12' median/center turn lane for 5-Lane

Bike Lanes: Two 6' bike lanes, one on each side of the street moving in the same direction as motor vehicle traffic.

Parking: In 8' - 9' bays

Curb and Gutter: Yes 6" vertical/barrier curb

Parkrow: ~~7' - 8' on both sides. Hardscape parkrow with street trees planted in wells shall be used in commercial areas.~~

- 7' – 8' landscape parkrow shall be installed in residential areas. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.
- 5' hardscape parkrow shall be used in commercial areas with on-street parking and where the street corridor has or will have a hardscape parkrow in place. Landscape parkrows may be appropriate in some commercial areas without on-street parking, or where the overall design concept for the street corridor includes a landscape parkrow. The minimum width of a landscaped parkrow in commercial areas shall be 7'. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.

Sidewalks: ~~6' on both sides in residential areas, 8' – 10' on both sides in commercial areas~~

- 6' on both sides in residential areas.
- 8' – 10' on both sides in commercial areas. A 10' sidewalk shall be required on Boulevards in the Downtown Design Standards Zone.

Avenue

Avenues provide concentrated pedestrian, bicycle, transit and motor vehicle access from neighborhoods to neighborhood activity centers and boulevards. Avenues are similar to boulevards, but are designed on a smaller scale. Design should provide an environment where walking, bicycling, using transit and driving are equally convenient and should facilitate the avenue's use as a public space. A 2-lane, or 3-lane configuration can be used depending on the number of trips generated by surrounding existing and future land uses.

Street Function: Provide access from neighborhoods to neighborhood activity centers and boulevards.

Connectivity: Connects neighborhoods to neighborhood activity centers and boulevards.

Average Daily Traffic: 3,000 - 10,000 motor vehicle trips per day

Managed Speed: 20 mph - 25 mph

Right-of-Way

- Width:**
- 59' - 86' for 2-Lane
 - 70.5' - 97.5' for 3-Lane

Curb-to-Curb

- Width:**
- 32' - 33' for 2-Lane
 - 43.5' - 44.5' for 3-Lane

Motor Vehicle

- Travel Lanes:**
- Two 10' - 10.5' travel lanes for 2-Lane
 - Two 10' - 10.5' travel lanes, one 11.5' median/center turn lane for 3-Lane

Bike Lanes: Two 6' bike lanes, one on each side of the street moving in the same direction as motor vehicle traffic

Parking: In 8' - 9' bays

Curb and Gutter: Yes, 6" vertical/barrier curb

Parkrow: ~~7' - 8' on both sides. Hardscape parkrow with street trees planted in wells shall be used in commercial areas.~~

- 7' - 8' landscape parkrow shall be installed in residential areas. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.
- 5' hardscape parkrow shall be used in commercial areas with on-street parking and where the street corridor has or will have a hardscape parkrow in place. Landscape parkrows may be appropriate in some commercial areas without on-street parking, or where the overall design concept for the street corridor includes a landscape parkrow. The minimum width of a landscaped parkrow in commercial areas shall be 7'. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.

Sidewalks: ~~6' on both sides in residential areas, 8' - 10' on both sides in commercial areas~~

- 6' on both sides in residential areas.
- 8' - 10' on both sides in commercial areas.

Neighborhood Collector

Neighborhood Collectors provide access to neighborhood cores and gather traffic from various parts of the neighborhood and distribute it to the major street system. Different configurations with several on-street parking options are provided for residential and commercial areas.

Residential Neighborhood Collector

Street Function: Provide access in and out of the neighborhood.

Connectivity: Collects traffic from within residential areas and connects these areas with the major street network.

Average Daily Traffic: 1,500 to 5,000 motor vehicle trips per day

Managed Speed: 15 mph - 20 mph

Right-of-Way Width:

- 49' - 51' for No On-Street Parking
- 50' - 56' for Parking One Side
- 57' - 63' for Parking Both Sides

Curb-to-Curb Width:

- 22' for No On-Street Parking
- 25' - 27' for Parking One Side
- 32' - 34' for Parking Both Sides

Motor Vehicle Travel Lanes:

- Two 11' travel lanes for No On-Street Parking
- Two 9' - 10' travel lanes' for Parking One Side and Parking Both Sides

Bike Lanes: Generally not needed on low volume/low travel speed streets. If motor vehicle trips per day exceed 3,000, and/or actual motor vehicle travel speeds exceed 25 mph, a bike lane shall be required.

Parking:

- One 7' lane for Parking One Side
- Two 7' lanes for Parking Both Sides

Parking may be provided in 7' bays rather than a continuous on-street parking lane.

Curb and Gutter: Yes, 6" vertical/barrier curb

Parkrow:

- 8' parkrow on both sides for No On-Street Parking
- 7' - 8' parkrows on both sides for Parking One and Both Sides

Sidewalks: 5' - 6' on both sides, use 6' in high pedestrian volume areas with frequent 2-way foot traffic

Commercial Neighborhood Collector

Street Function: Provide access in and out of neighborhoods and to neighborhood core with shopping and services.

Connectivity: Collects traffic from within residential areas. Provides neighborhood shopping opportunities and connects these areas with the major street network.

Average Daily Traffic: 1,500 to 5,000 motor vehicle trips per day

Managed Speed: 15 mph - 20 mph

Right-of-Way

Width:

- 55' - 65' for Parallel Parking One Side
- 63' - 73' for Parallel Parking Both Sides
- 65' - 74' for Diagonal Parking One Side
- 81' - 91' for Diagonal Parking Both Sides

Curb-to-Curb

Width:

- 28' for Parallel Parking One Side
- 36' for Parallel Parking Both Sides
- 37' for Diagonal Parking One Side
- 54' for Diagonal Parking Both Sides

Motor Vehicle**Travel Lanes:** Two 10' travel lanes**Bike Lanes:** Generally not needed on low volume/low travel speed streets. If motor vehicle trips per day exceed 3,000, and/or actual motor vehicle travel speeds exceed 25 mph, a bike lane may be needed.**Parking:**

- One 8' lane for Parallel Parking One Side
- Two 8' lanes for Parallel Parking Both Sides
- One 17' lanes for Diagonal Parking One Side
- Two 17' lanes for Diagonal Parking Both Sides

Parking may be provided in 7' bays rather than a continuous on-street parking lane.

Curb and Gutter: Yes, 6" vertical/barrier curb**Parkrow:** ~~7' - 8' on both sides. Hardscape parkrow with street trees planted in wells shall be used in commercial areas.~~

5' hardscape parkrow shall be used in commercial areas with on-street parking and where the street corridor has or will have a hardscape parkrow in place. Landscape parkrows may be appropriate in some commercial areas without on-street parking, or where the overall design concept for the street corridor includes a landscape parkrow. The minimum width of a landscaped parkrow in commercial areas shall be 7'. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.

Sidewalks: ~~6' - 10' on both sides~~

8' - 10' on both sides

Neighborhood Street

Neighborhood Streets provide access to individual residential units and neighborhood commercial areas. Different configurations with several on-street parking options are provided for residential and commercial areas.

Neighborhood Street: For use in the following single-family residential zones - WR (Woodland Residential), RR - 1 and RR - .5 (Low Density Residential, and R-1-3.5, R-1-5, R-1-7.5 and R-1-10 (Single-Family Residential) unless specifically noted.

Street Function: Provide access to individual residential units and commercial areas.

Connectivity: Connects to higher order streets.

Average Daily Traffic: 1,500 or less motor vehicle trips per day

Managed Speed: 10 mph - 20 mph

Right-of-Way Width:

- 47' - 51' for Parking One Side
- 50' - 57' for Parking Both Sides

Curb-to-Curb Width:

- 22' for Parking One Side
- 25' - 28' for Parking Both Sides

Motor Vehicle Travel Lanes:

- One 15' queuing lane for Parking One Side
- One 11' queuing lane for Parking Both Sides in the R-1 zone, One 14' queuing lane for Parking Both Sides in higher density residential areas (i.e. R-1-3.5, R-2 and R-3)

On local residential streets with adequate off-street parking, a single 14' wide traffic lane may be permitted for both directions of vehicle traffic. The single traffic lane is intended to create a "queuing street" such that when opposing vehicles meet, one of the vehicles must yield by pulling into a vacant portion of the adjacent parking lane. This queuing effect has been found to be an effective and safe method to reduce speeds and non-local traffic.

Bike Lanes: Generally not needed on low volume/low travel speed streets.

Parking:

- One 7' lane for Parking One Side
- Two 7' lanes for Parking Both Sides

Parking may be provided in 7' bays rather than a continuous on-street parking lane.

Curb and Gutter: Yes, 6" vertical/barrier curb

- Parkrow:**
- 8' parkrow **in residential areas** on both sides for No On-Street Parking. **Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.**
 - 7' - 8' parkrows **in residential areas** on both sides for Parking One and Both Sides. **Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.**
 - **5' hardscape parkrow shall be used in commercial areas with on-street parking and where the street corridor has or will have a hardscape parkrow in place. Landscape parkrows may be appropriate in some commercial areas without on-street parking, or where the overall design concept for the street corridor includes a landscape parkrow. The minimum width of a landscaped parkrow in commercial areas shall be 7'. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.**

Sidewalks: 5' - 6' on both sides, use 6' in high pedestrian volume areas with frequent 2-way foot traffic

Alley

The alley is a semi-public neighborhood space that provides access via the rear of the property. The use of alleys eliminates the need for front yard driveways and provides the opportunity for a more positive front yard street scape, allows the street located adjacent to the front of properties to be designed using a narrow width with limited on-street parking, and creates the opportunity for the use of narrower lots to increase residential densities. Alleys are appropriate in all residential areas and in some commercial areas for business frontage. Alleys provide access and delivery depending on the circulation pattern of the area.

Street Function: Provide rear yard access and delivery to individual residential and commercial properties, and an alternative utility placement area.

Connectivity: Connects to all types of streets.
Average Daily

Traffic:	Not applicable
Managed Speed:	Not applicable, motor vehicle travel speeds should be below 10 mph
Right-of-Way Width:	16'
Pavement Width:	12' with 2' graveled or planted strips on side
Motor Vehicle Travel Lanes:	Not applicable
Bike Lanes:	Not applicable, bicyclists can easily negotiate these low use areas
Parking:	No parking within the right-of-way
Curb and Gutter:	Not curb, use inverse crown
Parkrow:	Not applicable
Sidewalks:	Not applicable, pedestrians can easily negotiate these low use areas

Multi-use Path

Multi-use paths are off-street facilities used primarily for walking and bicycling. These paths can be relatively short connections between neighborhoods (neighborhood connections), or longer paths adjacent to rivers, creeks, railroad tracks and open space.

Function:	For pedestrians and bicyclists, provide short connections between destinations and longer paths in situations where a similar route is not provided on the street network.
Connectivity:	Enhances route options and shorten distances traveled for pedestrians and bicyclists.
Right-of-Way Width:	12' - 18'
Pavement Width:	6' - 10' with 2' - 4' graveled or planted strips on side
Curb and Gutter:	No curb

SECTION 5. The Ashland Site Design and Use Standards Handbook, Street Tree Standards, (pages 29 to 30), as adopted by Ordinance 2690, as amended, and authorized in Section 18.72.080, are hereby amended to read as follows:

E. Street Tree Standards

Approval Standard: All development fronting on public or private streets shall be required to plant street trees in accordance with the following standards and chosen from the recommended list of street trees.

II-E-1) Location for Street Trees

Street trees shall be located behind the sidewalk except in cases where there is a designated planting strip in the right-of-way, or the sidewalk is greater than 8 feet wide. Street trees shall include irrigation, root barriers, and generally conform to the standards established by the Department of Community Development.

II-E-2) Spacing, Placement, and Pruning of Street Trees

All tree spacing may be made subject to special site conditions which may, for reasons such as safety, affect the decision. Any such proposed special condition shall be subject to the Staff Advisor's review and approval. The placement, spacing, and pruning of street trees shall be as follow:

- 1) Street trees shall be placed at the rate of one tree for every 30 feet of street frontage. Trees shall be evenly spaced, with variations to the spacing permitted for specific site limitations, such as driveway approaches.
- 2) Trees shall not be planted closer than 25 feet from the curb line of intersections of streets or alleys, and not closer than 10 feet from private driveways (measured at the back edge of the sidewalk), fire hydrants, or utility poles.
- 3) Street trees shall not be planted closer than 20 feet to light standards. Except for public safety no new light standard location shall be positioned closer than 10 feet to any existing street tree, and preferably such locations will be at least 20 feet distant.
- 4) Trees shall not be planted closer than 2 ½ feet from the face of the curb except at intersections where it shall be 5 feet from the curb, in a curb return area.

- 5) Where there are overhead power lines, tree species are to be chosen that will not interfere with those lines.
- 6) Trees shall not be planted within 2 feet of any permanent hard surface paving or walkway. Sidewalk cuts in concrete for trees, **or tree wells**, shall be at least **10 25** square feet; however, larger cuts are encouraged because they allow additional air and water into the root system and add to the health of the tree. ~~Space between the tree and such hard surface be covered by permeable non-permanent hard surfaces such as grates, bricks on sand, or paver blocks.~~ **Tree wells shall be covered by tree grates in accordance with city specifications.**
- 7) Trees, as they grow, shall be pruned to provide at least 8 feet of clearance above sidewalks and 12 feet above street roadway surfaces.
- 8) Existing trees may be used as street trees if there will no damage from the development which will kill or weaken the tree. Sidewalks of variable width and elevation may be utilized to save existing street trees, subject to approval by the Staff Advisor.

II-E-3) Replacement of Street Trees

Existing street trees removed by development projects shall be replaced by the developer with those from the approved street tree list. The replacement trees shall be of size and species similar to the trees that are approved by the Staff Advisor.

II-E-4) Recommended Street Trees

Street trees shall conform to the street tree list approved by the Ashland Tree Commission.

SECTION 6 Severability. If any section, provision, clause, sentence, or paragraph of this Ordinance or the application thereof to any person or circumstances shall be held invalid, such invalidity shall not affect the other sections, provisions, clauses, or paragraphs of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared to be severable.

SECTION 7. Savings Clause. Notwithstanding this amendment/repeal, the City ordinances in existence at the time any criminal or civil enforcement or other land use actions were commenced, shall remain valid and in full force and effect for purposes of

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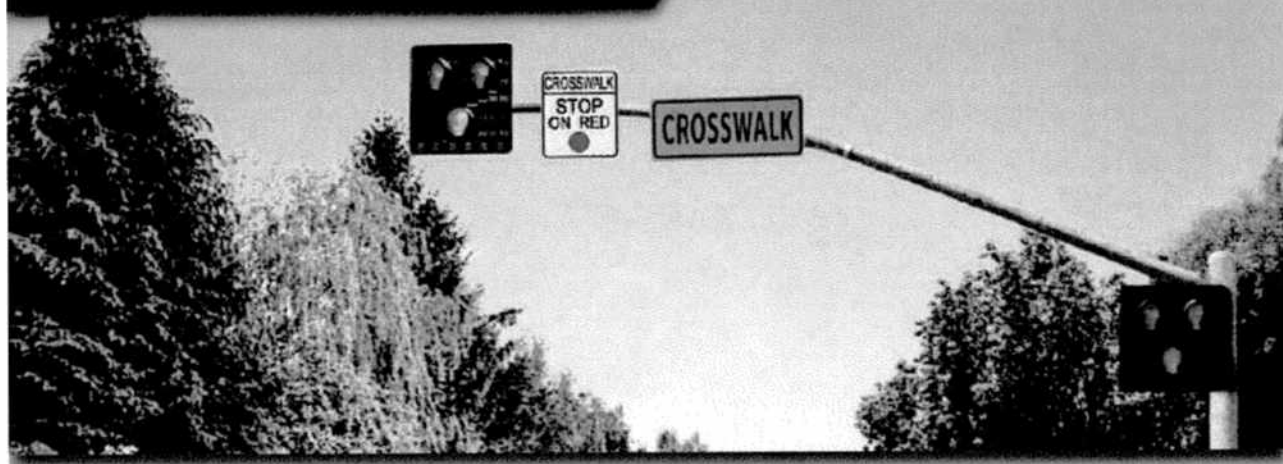
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Pedestrian Hybrid Beacon Crosswalk System



Description

The **Pedestrian Hybrid Beacon System** combines industry-leading durability and brightness with the **Spot Devices System Infrastructure Management Applications (SIMA)** suite, a set of secure Web-based tools for remote, enterprise-wide supervision of all Spot Devices systems.

Operation

Installed on roadside poles and mast arms, the **Pedestrian Hybrid Beacon** remains dark until a pedestrian activates the system by pressing a pushbutton. Once the system is activated, a sequence of amber and red beacon lights provides a bright warning to motorists. The system also provides a signal to the pedestrian via the industry-standard SB450 Pedestrian Signal Head that gives a clear "walk/don't walk" indication.

Highlights

- Optional synchronization with adjacent signalized intersections to maintain traffic flow
- Optional audible announcements assist sight-impaired pedestrians
- Wireless cross-street communication eliminates the need for trenching in the street
- Pole-mount controller simplifies installation
- High-efficiency, bright 8" or 12" LED balls
- SIMA-enabled (see back)
- AC or solar powered
- 2 year warranty

System Components

- [SC320 controller](#)
- [Hybrid beacon head](#)
- [Pedestrian signal head](#)
- Crosswalk signage

Applications

- Crosswalks



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Quarterly Newsletter

Featured Product



HAWK Signal or Pedestrian Hybrid Beacon

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Greetings,

In this Fall edition of our newsletter we take a closer look at how new federal policies and MUTCD changes are affecting the design of crosswalks. I hope this article inspires you to review pedestrian safety priorities in your community or facility, and make crosswalks safer for those that use them.

Best,

- Mike Young, National Marketing Manager

Addressing Safety at Crosswalks

Pedestrian mobility and safety has become a top-priority for communities both large and small throughout the United States. In fact, Ray LaHood, Secretary of Transportation, said in a recent policy statement signed on March 11, 2010,

"Because of the benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design."¹

If pedestrians and bicycles are to be given the same priority as other transportation modes, it's imperative that crosswalks be made safer for them. So how can crosswalks be made safer?

Striping and marking crosswalks is one option. But according to the 2009 Federal MUTCD, marking crosswalks alone is not sufficient in many situations. For example, the MUTCD states that on roadways that lack median islands and have a posted speed limit of 40 mph, four or more lanes of travel, and an ADT of 12,000 or more, other safety enhancements are required. Examples of such enhancements include shortening crossing distances, adding measures designed to reduce traffic speeds or installing warning devices to warn drivers of pedestrians' presence.²

Safety enhancement treatments fall into two categories: static treatments and active treatments.

Static treatments, so-called because they are always in place, can help to improve safety at crosswalks by reducing motorists' speeds and bringing attention to pedestrians crossing the road. For example, refuge islands can provide valuable protection for the pedestrian, and have been shown to reduce pedestrian/vehicle crashes by 40 percent.³ Overhead illumination, though only effective at night, has also been shown to increase safety.³ Bulb-outs, or extensions of the curb into the roadway, reduce the crossing distance for the pedestrian,

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limiting the amount of time they are exposed to road traffic.⁴

Active treatments are warning devices that light only when pedestrians are present. The Pedestrian Hybrid Beacon, or HAWK, which was approved by the 2009 Federal MUTCD, is an example of an active treatment. The HAWK boasts a compliance rate of 97%, rivaling the compliance rate of a full signal.⁵ However, the HAWK is less expensive and provides the added benefit of increasing motorist mobility and traffic flow when compared to a full signal.

The Rectangular Rapid Flashing Beacon, or RRFB, is another active treatment garnering attention for its compliance rates. RRFBs emit a rapid "emergency vehicle" type flashing pattern to oncoming motorists, warning them to slow down for pedestrians in the crosswalk. With a cost of under \$10,000 and compliance rates of over 80 percent⁶, many agencies are installing RRFBs as a cost-effective crosswalk safety treatment. RRFB systems can be solar or AC powered, can be installed quickly on standard poles and can communicate across the roadway using radio frequency signals, thus avoiding the need for trenching or conduit.

A balanced combination of static and active crosswalk treatments will help assure that pedestrians and bicyclists can safely navigate our roadways - an outcome with environmental, social and health benefits that all can agree on.

¹United States Department of Transportation. Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations, Signed on March 11, 2010

² Manual on Uniform Traffic Control Devices, 2009 edition

³ Safety Effects of Marked vs Unmarked Crosswalks at Uncontrolled Locations, Final Report and Recommended Guidelines, Charlie Zegeer, et al, August 2005

⁴ Treatments at Unsignalized Pedestrian Crossings Webinar, Charlie Zegeer, Peter Eun, August 2010

⁵ TCRP Report 112, NCHRP Report 562, Kay Fitzpatrick, et al, 2006

⁶ An Analysis of the Efficacy of Rectangular-shaped Rapid-Flash LED Beacons to Increase Yielding to Pedestrians Using Crosswalks on Multilane Roadways in the City of St. Petersburg, FL., Dr. Ron Van Houten, Dr. J.E. Louis Malenfant, 2008

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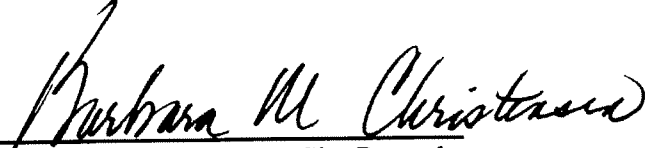
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all cases filed or actions commenced during the times said ordinance(s) or portions thereof were operative.

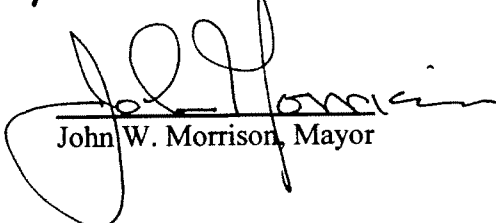
SECTION 8. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions (i.e. Sections 6-8) need not be codified.

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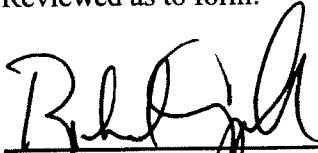
The foregoing ordinance was first read by title only in accordance with Article X, Section 2(C) of the City Charter on the 20 day of May, 2008, and duly PASSED and ADOPTED this 1 day of July, 2008.


Barbara M. Christensen, City Recorder

SIGNED and APPROVED this 1 day of July, 2008


John W. Morrison, Mayor

Reviewed as to form:


Richard Appicello, City Attorney



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

610 SW Alder Street, Suite 700, Portland, OR 97205 · 503.228.5230 · 503.273.8169

MEMORANDUM

Date: October 13, 2010 Project #: 11310.01
To: Mike Faught
City of Ashland
51 Winburn Way
Ashland, OR 97520
From: Susan Wright, P.E.
Project: Ashland Flex Services
Subject: Interchange 14 IAMP Review

In consideration of the City's current on-going TSP update we have reviewed the Draft Interchange Area Management Plan for Interchange 14 we would like to offer the following comments and recommendations.

The Implementation Plan (Section 7) for the Draft Interchange Area Management Plan for Interchange 14 states that future investments by the State to increase capacity within the IAMP 14 study area shall require the City to adopt IAMP 14, the IAMP policies, and ordinances prior to the project's inclusion in the Statewide Transportation Improvement Program (STIP). The IAMP 14 Implementation Plan states that the elements that must be locally adopted and incorporated into the City's Transportation System Plan (TSP) include the Enhanced Local Street Network (see attached Figure 6-2) and goals and objectives that express the city's support of key IAMP actions including supporting ODOT's efforts to implement an Access Management Plan (also provided in Figure 6-2) on Ashland Street (OR 66) between Tolman Creek Road and East Main Street. The following provides comments and recommendations to both the Enhanced Local Street Network and Access Management Plan that should be considered prior to adopting goals in support of their implementation.

ENHANCED LOCAL STREET NETWORK (FIGURE 6-2):

Currently only the proposed Normal Avenue Extension is in the City's TSP. Upon preliminary review, each of the local street network enhancements identified in the IAMP appear to provide system benefits and should be considered as part of the TSP update. One local street network enhancement that requires refinement or that may not be feasible is the southernmost extension of Connection #2 which would need to either connect to McCall Drive or simply end at the proposed east-west roadway.

Adoption of the Enhanced Local Street Network into the TSP requires a public hearing process and public input that may ultimately modify the alignments. It is recommended that the IAMP language be modified to request that each of these connections be "considered" as part of the

update process and that the TSP “provide a local street network plan for the IAMP area that identifies long-term access for all new development without frontage along Ashland Street to gain access to the local street network and provides potential opportunities for properties fronting along Ashland Street to have alternative access where feasible”.

TSP GOALS AND OBJECTIVES

Prior to adopting goals into the TSP that “support ODOT’s efforts to implement an access management plan on Ashland Street (OR 66) between Tolman Creek Road and East Main Street,” it is recommended that the following amendments to the Access Management Plan in Figure 6-2 be explored with ODOT:

Left-in/Right-in/Right-Out at Washington

The proposed median on Ashland Street, once extended west past Washington Street to Tolman Creek Road, will have a significant impact on site access to businesses along Ashland Street as well as to existing and future development along Washington Street. In addition, the closure of Washington Street as a full access is anticipated to increase demands at the Ashland Street/Tolman Creek Road intersection such that significant capacity enhancements are forecast to be necessary with no mutually agreeable solution identified. It is anticipated that dual eastbound left-turns will be necessary along with widening of Tolman Creek Road southbound (to receive dual turn lanes) as well potential widening in the northbound direction in addition in order to meet ODOT’s mobility standards for this intersection. While adequate mobility is necessary to support this area targeted for significant economic development, this type of significant vehicle capacity improvement is in contradiction to the city’s goals for the Transportation System Plan update which include balancing safety, mobility, and access for all modes of travel.

The potential for maintaining a left-in/right-in/right-out at Washington Street was not a documented alternative in either the IAMP or the Croman Mill Traffic Impact Study. This access configuration would provide significant system benefits by greatly reducing the extent of the required Ashland Street/Tolman Creek Road improvements while providing improved local access while still greatly improving the safety of the Washington Street intersection. The most significant safety benefits of access management come from limiting minor street through and left-turn egress movements. Providing a left-in at Washington Street would reduce the number of u-turns at Tolman Creek Road and would thus provide more capacity for standard left-turns at Tolman Creek Road. This would likely result in a single westbound left-turn being able to provide adequate long-term capacity for the Croman Mill site. It is anticipated that the signal at Tolman Creek Road will provide adequate gaps and capacity for the left-ins to occur at Washington Street.

U-TURNS

The short-term access management strategy includes constructing a raised median from Washington Street to the I-5 southbound ramp terminal and the IAMP states that this will “undoubtedly impact the corridor”. While westbound u-turns would presumably be permitted at Washington Street in the near-term, providing access to the businesses on the south side of Ashland Street from westbound traffic, and provide the ability to travel eastbound for vehicles exiting the access points on the north side of Ashland Street, the IAMP does not mention any provision for u-turns in the near-term for eastbound traffic. To provide access both in and out of the driveways on the north and south sides of Ashland Street impacted by the median, u-turn provisions will be necessary in both directions.

U-turns are also of concern with the long-term access management plan. Interchange 14 is located on an interstate highway and there are highway oriented land uses such as fuel stations and hotels that will have restricted access on both sides of the highway. Long-term, adequate u-turn provision for the types of design vehicles attracted by the surrounding land uses is necessary. The IAMP should identify what design vehicle could make a u-turn at the Tolman Creek Road intersection and needs to provide for a larger design vehicle than “passenger vehicles and small trucks” on the east side of the interchange at Sutton Place. Passenger vehicles and small trucks are insufficient design vehicles at this location. When drivers exit an interstate to use advertised land uses there is an expectation that one can get back on the freeway without significant out of direction travel. Even if truck drivers learn that they can not use this location, invariably there will be delivery trucks, RVs, passenger vehicles and small trucks towing trailers/boats, etc. that will get off and then essentially get stuck since there is no return route. Unfortunately geography, topography and built environment at this interchange make finding an alternative route back to the freeway over a 2-mile trip and will result in many large vehicles utilizing Sutton Place (a residential loop street) to make the turn around. The feasibility of a roundabout or other provisions to accommodate u-turns at Sutton Place, as well as at Tolman Creek Road, needs to be evaluated further.

In summary, we recommend the following as it relates to the City’s approval of the Interchange 14 IAMP:

- Seek language in the IAMP that provides greater flexibility to modify the proposed local street network through the public review and adoption process while still meeting the intent of the IAMP local street network plan of identifying access for new development that is directed towards the local street network and reduces reliance of existing development on their Ashland Street access points.
- Request that ODOT identify Washington Street as a left-in/right-in/right-out access in the long-term because it would:
 - reduce the u-turn demand at Tolman Creek Road;
 - provide more capacity for standard left-turns at Tolman Creek Road;

- reduce the long-term infrastructure needs at the Ashland/Tolman Creek intersection; and
- enhance local property access while still addressing the primary safety issues with the intersection (i.e., the minor street through and left-turn egress movements).
- Request that ODOT identify the design vehicle that will be accommodated for westbound u-turns in the near-term at Washington Street and in the long-term at Tolman Creek Road (assuming the existing configuration) and develop a plan for eastbound u-turns for the in the near- and long-term access management plans that accommodate appropriate design vehicles for an interstate interchange.

If you have any questions regarding our review and recommendations, please do not hesitate to call either Marc Butorac or me at (503) 228-5230.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Susan Wright, P.E.
Senior Engineer

Marc Butorac, P.E., P.T.O.E
Principal Engineer

Access Management Measures:

- A. Extend non-traversable median barrier to east of Tolman Creek Road intersection, permit U-turns at Ashland Street/Tolman Creek Road intersection, and consolidate/close driveways along Ashland Street as properties redevelop
- B. Construct capacity improvements at the Ashland Street/Tolman Creek Road intersection
- C. Install non-traversable median barrier west of Sutton Place, widen Ashland Street to accommodate U-turns at the Sutton Place intersection, and consolidate/close driveways along Ashland Street as properties redevelop
- D. No new access to Ashland Street between Sutton Place and Oak Knoll Drive/East Main Street

Enhance Local Street Network:

- 1. Improve and extend Normal Avenue north of the UPRR rail line to E. Main Street and connect Normal Avenue to Creek Drive
- 2. Develop a network of new north-south and east-west local streets north of Ashland Street and west of Tolman Creek Road that provide access to undeveloped parcels as well as developed parcel adjacent to Ashland Street
- 3. New developments in the vicinity north of Ashland Street and east of Tolman Creek Road should be accessed via a network of new streets linked to Tolman Creek Road
- 4. Construct a local street connection westward from E. Main Street that could provide secondary access into developed property along Ashland Street as well as serve adjacent undeveloped property along E. Main Street
- 5. Extend and reroute the existing east-west segment of Washington Street to connect with Tolman Creek Road. Either close direct access onto Ashland Street or limit right-in right-out access
- 6. Extend and connect streets where possible in the vicinity of the Croman Mill site



Figure 6-2
Access Management Plan and
Enhanced Local Street Network
 Interchange 14
 Area Management Plan

Legend

- Non-Traversable Median Barrier
- Access Consolidation/Closure
- ◻ Intersection Improvements
- ◻ No New Direct Access
- ➔ Potential New Street Connections



GIS Data Source: Jackson County



**CITY OF
ASHLAND** TSP Update

Upcoming Meetings

Joint Planning Commission/Transportation Commission Study Session #2

Tuesday, October 26th, 2010 from 7:00 to 9:00 PM

Civic Center
1175 E. Main Street
Ashland, OR

Joint Planning Commission/Transportation Commission Meeting #2 related to the TSP Update

Draft Agenda:

- Review Draft Technical Memorandum #3: Existing Transportation System Inventory
- Review Draft Technical Memorandum #4: Existing Transportation Conditions

Public Workshop #1 - Pedestrian Places

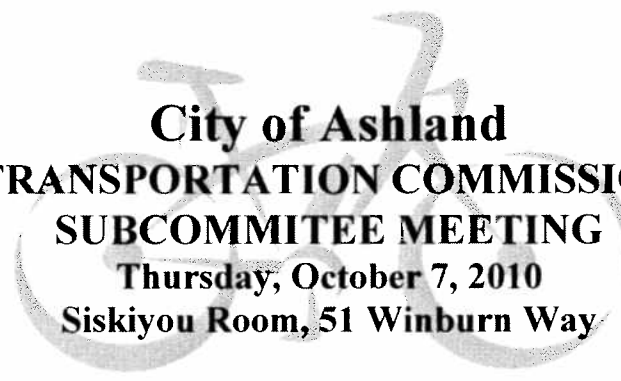
Wednesday, October 27th, 2010 from 7:00 to 9:00 PM

Ashland Middle School
100 Walker Avenue
Ashland, OR

City of Ashland residents, business owners and community members are invited and encouraged to attend Public Workshop #1 of the TSP update which will be focused on Pedestrian Places.

This workshop is your opportunity to help develop ideas for pedestrian places along some of our busiest streets. While relatively small in size, these new places can become “crossroads” for walking, biking, and transit trips in our community. Planning for street improvements, safe and comfortable movement for pedestrians, and complimentary land uses and buildings can thoughtfully integrate green, sustainable land use and transportation policies while maintaining a thriving economy and small town character.

The workshop is being hosted by the City of Ashland Planning Commission as part of the City of Ashland Transportation System Plan (TSP) update. It is one of several public workshops to be held over the course of the TSP update.



City of Ashland
TRANSPORTATION COMMISSION
SUBCOMMITTEE MEETING
Thursday, October 7, 2010
Siskiyou Room, 51 Winburn Way

Summary Minutes

- I. **CALL TO ORDER: 9:03 AM**
Members: Steve Ryan, Brent Thompson (Acting Chair)
Absent: Tom Burnham
Staff: Mike Faught, Jim Olson, Nancy Slocum
Attendees: David Chapman, Jane Babbitt, Margery Carson, George Psomas
- II. **APPROVAL OF MINUTES:** Minutes of August 5, 2010 were approved as amended.
- III. **PUBLIC FORUM:**
No one spoke.
- IV. **ACTION ITEMS**
- A. Critique of Action Summary Form**
Staff explained the new form that outlined the status of traffic safety-related agenda items. The Subcommittee appreciated the information and need copies of the Traffic Regulations. Thompson praised staff for the Will Dodge Way project.
- B. Request for Stop Sign on 'B' Street at Third Street**
Thompson disclosed that he drove by this as well as all the sites on the agenda. Olson reviewed the staff report. The purpose of a 4-way stop was to assign the right of way at a four leg intersection where traffic volumes were nearly equal. Third Street carried a traffic volume of 750 vpd while B Street carried 2400 vpd. Olson noted a four-way stop would not work well at this intersection. History showed two accidents in the last five years. Stop signs should not be used to slow traffic.
- Jane Babbitt, 366 B Street, asked about warrants. Olson explained that the Manual on Uniform Traffic Control Devices (MUTCD) and the City set criteria or warrants for the placement of four-way stops. The four warrants include:
1. Installation of a 4-way stop as an interim to the installation of a traffic signal;
 2. A crash history of 5 or more crashes within a 12 month period;
 3. Traffic volumes of 300 vph on the major leg or a combination of 200 units (vehicles, bikes and pedestrians) per hour on the minor leg;
 4. A combination of the above criteria.
- Babbitt understood that this intersection did not meet warrants; however, she was concerned about local pets and the nearby school bus stop. She witnessed driver confusion as non residents often slow down or stop while traveling B Street, then are passed by other drivers. Some drivers on Third stop, then move forward, assuming a four way stop. She noted the need for traffic calming measures, enforcement and education. Babbitt spoke to neighbors who agreed, but who could not attend the meeting because of other commitments.

Olson suggested a sign under the stop sign that read “2 way stop” and a traffic study to see if drivers were speeding. Babbitt said the sign was already there and agreed that the study should be conducted on ‘B’ Street between both Third and Fourth and Fourth and Fifth. She also noted a number of large vehicles that parked on Third near the intersection thus blocking visibility.

Margery Carson, 455 B Street, was a daily pedestrian in the neighborhood and was concerned about toddlers. She thought it unsafe to cross B Street at this intersection. She was in favor of a stop sign, but understood about warrants. Carson did request a marked crosswalk.

George Psomas, 385 B Street, was against a stop sign. He noted an additional stop would increase noise and pollution near his home. He agreed that warrants were not met, but did favor traffic calming efforts.

Discussion:

Thompson asked Olson if a marked crosswalk typically slowed traffic. Olson said crosswalks were unsafe at uncontrolled intersections. Thompson remembered a 1999 B Street plan that included pedestrian refuges (medians). Olson said there was a plan to rebuild B Street; however, there was currently no funding. The plan was 90% complete and did not include any traffic calming features. He thought pedestrian refuges could be included however.

Chapman suggested pedestrians look and wave at drivers when they want to cross an intersection. He also encouraged neighbors to call the police when they see a “pattern” of speeding violators.

Ryan addressed neighbors, educating them on the current TSP update and the need for continued public input. Faught agreed. Ryan also noted that warrants could be overwritten by staff.

Thompson would like to see median and other traffic calming features incorporated into the planned B Street reconstruction. He also suggested painting this intersection’s curbs yellow if needed for vision clearance.

Motion and Vote:

Ryan moved to accept staff’s recommendation for no change at this intersection. Thompson seconded the motion and it passed unanimously. Subcommittee asked staff to proceed with the traffic study.

C. Request for Crosswalk on Siskiyou at Morton Street

Olson spoke to Reverend Sheppard who spearheaded this request to support her growing congregation. As there was only limited parking available at the church, parishioners were parking on the opposite side of Siskiyou. Olson explained his reasons against adding a crosswalk at this intersection: an alternative crossing location within 350 feet of either side; no raised median possible as recommended by ODOT; distance across is over 90’; and pedestrians would be required to cross five lanes of traffic. He said this location was very similar to the Garfield situation and he recommended against a crosswalk.

Motion and vote:

Ryan moved to accept staff’s recommendation to take no action at this intersection. Thompson seconded the motion and it passed unanimously.

D. Request for Stop sign at Helman Street and Nevada Street

Olson noted that the intersection functioned well with Nevada Street having the obvious right-of-way. There were no reported crashes within the last five years and low traffic volumes. Since the northerly leg of this intersection only provides access to the dog park, this intersection functions more as a “T” intersection rather than a four way intersection. Some safety improvements were completed with the 2007 Nevada Street Sidewalk LID project. He recommended no changes.

Chapman reminded Subcommittee that the bike path would eventually be relocated and the intersection rebuilt.

Motion and vote:

Ryan moved to accept staff’s recommendation to take no action at this intersection. Thompson seconded the motion and it passed unanimously.

E. Request for Crosswalk Closure at Lithia Way and East Main Street

Olson explained that westbound traffic on East Main was currently forced to turn right at the signal-controlled intersection at Lithia Way. This right turn conflicted with the pedestrian walk signal and put pedestrians in conflict with turning traffic. To close this crosswalk would force pedestrians to cross East Main to the southerly crosswalk, then cross Lithia Way and again cross East Main depending upon their destination. This would add two additional conflict points and require out of direction travel by the pedestrian which would not likely be utilized. Staff recommended placement of a MUTCD sign saying: “Turning Traffic Must Yield to Pedestrians.”

Thompson did not see another option. Ryan did not want to add sign pollution, however, saw the obvious limitations of the intersection.

Motion and vote:

Ryan moved to accept staff’s recommendation to add a “Turning Traffic Must Yield to Pedestrian” sign at this intersection. Thompson seconded the motion and it passed unanimously.

V. OTHER

Chapman reminded staff to investigate the possibility of adding parallel parking to the west side of the first block of East Main directly adjacent to the covered bicycle rack. He also noted that as the bike path crosses North Mountain Avenue, there is a need for a storm drain as rainwater builds up and bicyclists are force to go out of their way. Staff will move forward on both these suggestions.

Ryan noted that the bollard on Fourth Street at the Railroad Park, lost it’s safely sleeve. Chapman said there was a need to research and improve the visibility of bollards.

III. ADJOURN: 10:38 am

*Respectfully submitted by:
Nancy Slocum, Accounting Clerk I*

City

SOURCE

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

Help Us Help You--
Addresses

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

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



Tree of the Year Ballot

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

Low Income Assistance

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

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

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

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



Help Us Help You-- Addresses

Continued from Page 1

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

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

Back to School Safety Checklist

With the new school year starting teachers, students, parents, and school buses will be all back on the road so we need to think of safety as we move throughout school zones.

If your mode of transportation includes a car, bike, or travel by foot this safety checklist applies to you:

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

out from between parked cars.

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

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

Bear Creek Festival

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

The Self-Sustaining Garden

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



Bicycle Safety



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

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

News Notes

Green & Solar Tour

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

Reclaim the Rain

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

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



City Calendar

- City Council* meets on the first and third Tuesdays at 7:00 p.m. Study sessions occur on the day before at 5:30 p.m.
- Planning Commission* meets on the second Tuesday 7:00 p.m. Study sessions occur on the fourth Tuesday at 7:00 p.m.
- Airport Commission* meets on the first Tuesday at 9:30 a.m.
- Conservation Commission* meets on the fourth Wednesday at 6:00 p.m.
- Forest Lands Commission* meets on the second Tuesday at 5:30 p.m.
- Historic Commission* meets on the first Wednesday at 7:00 p.m. (the Wednesday prior to the Tuesday Planning Commission)
- Housing Commission* meets on the fourth Thursday at 4:30 p.m.
- Parks and Recreation Commission* meets on the fourth Monday at 7:00 p.m. Study session occurs on the third Monday.
- Public Art Commission* meets on the third Friday at 8:15 a.m.
- Transportation Commission* meets on third Thursday at 6:00 p.m.
- Tree Commission* meets on the Thursday before the Tuesday Planning Commission Meeting

◆ Many of the above meetings are cablecast live on channel 9 and replayed on channel 30. ◆ Meetings are held at Council Chambers, 1175 East Main or at 51 Winburn Way. ◆ For information about all City meetings please call City Administration at 488-6002. ◆ Back issues of the City Source are posted under "Documents" on the City's Website, www.ashland.or.us. ◆ TTY 1-800-735-2900



Public Workshop and Travel Questionnaire: Shape the Future of Life in Ashland

All City of Ashland residents, business owners and community members are **invited and encouraged to attend** a public workshop on **Wednesday, December 8th from 7pm to 9pm** located at Ashland Middle School Commons. The workshop is being hosted by the City of Ashland Planning Commission and City of Ashland staff. The purpose of the workshop is to continue to develop and assess alternatives for creating pedestrian activity centers in Ashland. This workshop will present the draft concepts and ideas contributed at the first public workshop conducted on October 27th. Both of these workshops are part of the City of Ashland Transportation System Plan (TSP) update which will have additional public workshops throughout 2011.

Developing and assessing alternative concepts for pedestrian activity centers in Ashland is part of one of the over arching principles in the TSP update to create a plan that integrates land use and transportation. Integrating land use and transportation will enable Ashland to reach its goals of being a regional, state, and national leader in implementing green, sustainable land use and transportation policies while maintaining a thriving economy and small town character. You can find out more about the TSP update and upcoming public workshop at the project website: <http://ashlandtsp.com>.

In addition to contributing to the project via the public workshops, you can **submit comments and ideas** via the project website. There is also a travel questionnaire posted on the website. We encourage you to fill out the questionnaire. The information collected will begin to help us identify and prioritize our near - and long - term transportation needs as well as determine how best to serve those needs in the future.

Fill out a travel questionnaire at <http://ashlandtsp.com>!

For a hard copy of the survey, please visit City Hall or contact Betsy Harshman at 541-552-2410 to have a hard copy mailed to you. General questions, comments or thoughts about the project maybe submitted via the website or directed to Jim Olson at 541-488-5437.

Trauma Nurses Talk Tough



Straight talk about prevention and saving lives from Legacy Health

Fall 2010

Inside this issue

Child safety
around vehicles... 2

TNTT year-to-date
highlights..... 4

Study reveals traffic safety skills need improvement

By Cathy Bowles, TNTT Family Education Coordinator

According to the National Highway Traffic Safety Administration "Traffic Safety Facts" for April 2010, both teen and elderly drivers have specific physical limitations that restrict their ability for maximum performance behind the wheel. The good news — there are techniques both groups can practice to become better drivers.

Due to the early developmental stage of the teenage brain's pre-frontal cortex, teen drivers lack adequate observation, anticipation, interpretation and perception skills. Meaning, in short, if and when a teen sees a problem, he or she reacts more quickly. Most teens think their driving environment includes only the vehicle and its close surroundings, and rarely give any consideration to what is several yards or hundreds of feet in front of, to the side of or behind the vehicle.

The solution to this problem is to encourage teen drivers to expand their driving environment and extend their vision farther ahead. If you are a parent of a teen driver, while you are driving ask your teen why you are positioning the car in a certain way, if he saw the vehicle ahead signaling one maneuver but doing another, if he saw the children playing up ahead, etc.

In addition to this finding, a teen driver is more likely than an adult to glance inside a vehicle for extended periods. While it's important to teach teen drivers to look at vehicle dials and conduct a mirror sweep, be sure to train them to do this more frequently for shorter periods of time.

Regarding older drivers, researchers are beginning to develop cognitive screening tests



to help physicians determine competency. Research results will be an important piece of the National Highway Traffic Safety Administration's review and revision of the Physician's Guide. Although no specific tests have been identified as conclusive, one test has indicated that six out of seven participants who could not complete a rapid-pace walk in less than 10 seconds also failed behind-the-wheel testing.

What does this indicate? If possible, invest in good athletic shoes and commit yourself to a briskly paced daily walk. This may be one of the best ways to keep fit for driving safely as you age.

Visit www.legacyhealth.org/tntt to download the complete guide, "How to Utilize GDL Laws Effectively."

Resource: National Highway Traffic Safety Administration

Keeping children safe in and around motor vehicles

By Shelley Campbell, R.N., Injury Prevention Coordinator, TNTT, Trauma Services

The National Highway Traffic Safety Administration has identified six areas of concern that can cause severe injury and even death to children. Those concerns, and tips on how to keep children safe, are listed below.

Backovers

- Teach children not to play in or around cars.
- Supervise children carefully when in and around vehicles.
- Always walk around your vehicle and survey the area before backing up.
- Be aware of small children — the smaller the child, the more likely you will not see him.
- Teach children to move away from a vehicle when a driver gets in or starts the engine.
- Have children in an area around a vehicle stand to the side of the driveway or sidewalk so they will be easily visible to a driver backing up.
- Make sure to look behind you while backing up, and back up slowly in case a child dashes behind your vehicle unexpectedly.
- Take extra care when driving a large vehicle because of bigger blind zones. Roll down your windows while backing out so you can hear what is happening outside.
- Teach children to keep toys and bikes out of driveways.
- Because kids can move unpredictably, actively check mirrors while backing up.
- Many cars are equipped with detection devices like back-up cameras or warning sounds, but they cannot take the place of walking around such a car to make sure children are safely out of the way.



Once she is in the driver's seat, it will be impossible for this driver to see the children who are playing behind her truck. She should always walk around the truck before backing up.

Hypothermia and heatstroke

- Never leave a child unattended in a vehicle.
- Do not let children play in an unattended vehicle.
- Never leave infants or children in a parked vehicle, even if the windows are partially open.
- Make a habit of looking in the vehicle — front and back — before locking the door and walking away.
- If you are dropping your child off at childcare, and normally it's your spouse or partner who drops him or her off, have your spouse or partner call you to make sure the drop went according to plan.
- Ask your childcare provider to call you if your child does not show.
- Do things to remind yourself that a child is in the vehicle, such as:
 - Write yourself a note and place it where you will see it when you leave the vehicle.
 - Place your purse, briefcase or something you need in the back seat so you will have to check that area when you leave the vehicle.
 - Keep an object in a car seat, such as a stuffed toy. When a child is buckled in, place the

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Keeping children safe in and around motor vehicles

continued from page 2

object where the driver will notice it when he or she leaves the vehicle.

- Always lock vehicle doors and trunks and keep keys out of children's reach. If a child is missing, check the vehicle first, including the trunk.
- If you see a child alone in a hot vehicle, call the police. If he or she is in distress due to heat, remove the child from the vehicle as quickly as possible. Cool the child rapidly. Call 911 or your local emergency number immediately.

Remember: Vehicles heat up quickly, even with a window rolled down two inches. If the outside temperature is in the low 80s, the temperature inside a vehicle can reach deadly levels in only 10 minutes.

Power windows

- Never leave children alone in a vehicle for any reason.
- Teach children not to play with window switches.
- Teach children not to stand on passenger door arm rests.
- Children should be properly restrained in car seats or seat belts to prevent accidental activation of power windows.
- Make sure kids' hands, feet and heads are clear before raising windows.
- Never leave a key in an ignition or in the on or accessory position when walking away from a car.
- If available, activate the power-window-lock switch so that children cannot play with windows.

Vehicle roll-away

- Teach children never to play in or around cars.
- Supervise children carefully when in and around vehicles.
- Keep vehicles locked when unattended.
- Never leave keys in a car.
- Engage your emergency brake every time you park.

- Verify whether your vehicle has a brake transmission safety interlock (BTSI). BTSI is a safety technology that is intended to prevent children from accidentally putting a vehicle into gear. The technology forces the driver to have a foot on the brake, in all key positions, when shifting out of park. Visit <http://tinyurl.com/6afxja> to find BTSI-equipped vehicles.

Seat belt entanglement

- Always ensure children are properly restrained.
- Teach children that seat belts are not toys.
- Be aware that some seat belts have a retractor that locks if pulled all the way out.
- If a child has an unused seat belt within reach:
 - Buckle unused seat belts and pull out all the way to the end without yanking, then feed the excess webbing back into the retractor.
 - If a child seat is installed with LATCH, visit www.nhtsa.gov/Safety/LATCH and consider completing the steps above before you install the child seat. Always consult your child-seat and vehicle-owners manuals for installation instructions.

Trunk entrapment

- Teach children that vehicle trunks are for cargo, not playing.
- Check the trunk immediately if your child is missing.
- Lock your car doors and trunk, and be sure keys and remote-entry devices are out of sight and out of the reach of children.
- Keep rear fold-down seats closed and locked to prevent children from climbing into the trunk from inside a car.



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(about saving your life)



Trauma Nurses Talk Tough YTD highlights

From July 1, 2009, to June 30, 2010, the Legacy Emanuel TNTT program:

- Gave 533 presentations at 217 schools
- Held more than 90 community events, most of which included selling helmets for a subsidized price of \$5
- Gave 50 presentations for parents or for parents and youth together
- Gave 80 presentations for college-age or high-risk youth
- Led 36 Victim's Impact panels
- Taught more than 100 classes for people cited for not wearing seat belts, including 12 in Spanish
- Taught 24 High-risk Drivers classes
- Taught 24 Share the Road classes
- Taught 18 Minor in Possession classes
- Taught 12 Young Driver Improvement classes
- Acted as a resource in the community for injury-prevention education.
- Whew!