

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

ASHLAND TRANSPORTATION COMMISSION
OCTOBER 24, 2013
AGENDA

- I. **CALL TO ORDER:** 6:00 PM, Civic Center Council Chambers, 1175 E. Main Street
- II. **ANNOUNCEMENTS**
- III. **CONSENT AGENDA**
 - A. Approval of Minutes
 - 1. August 22, 2013
 - 2. September 26, 2013
- IV. **PUBLIC FORUM**
- V. **ACTION ITEMS**
 - A. Faith Avenue Traffic Calming (30 min.)
 - B. Normal Avenue Neighborhood Plan (30 min.)
 - C. November 28th & December 26th meeting dates
- VI. **NON ACTION ITEMS**
 - A. Walker Ave/Hersey St. sidewalk improvements (5 min.)
- VII. **FOLLOW UP ITEMS**
 - A. APS homing sound/inconsistencies
 - B. Indiana St. & Wightman St. crosswalk
 - C. Idling ordinance
- VIII. **INFORMATIONAL ITEMS**
 - A. Action Summary
 - B. Traffic Safety Connection September Newsletter
 - C. Traffic Crash Summary
 - D. Oregon Roads Newsletter
- IX. **COMMISSION OPEN DISCUSSION**
- X. **FUTURE AGENDA TOPICS**
 - A. Orange Ave. corridor discussion
 - B. Transportation Safety Public Outreach
 - C. SOU Multi-Modal Future
 - D. Lithia and 3rd Intersection Analysis
 - E. Iowa St. 20mph zone
- XI. **ADJOURNMENT:** 8:00 PM

Next Meeting Date: November TBD, 2013

CITY OF
ASHLAND



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

Ashland Transportation Commission

Thursday, September 26, 2013

CALL TO ORDER

Chair David Young called the meeting to order at 6:00 PM, Civic Center Council Chambers, 1175 E. Main Street.

Commissioner Present: Craig Anderson, David Chapman, Joseph Graf, Shawn Kampmann, David Young,

Absent Members: Corinne Vieville

Ex officio Present: Officer Steve MacLennan

Staff Present: Scott Fleury, Brandon Goldman, and Mary McClary

Council Liaison Present: Carol Voisin

SOU Student Liaison: Honore Depew

ANNOUNCEMENTS

None stated

CONSENT AGENDA

Approval of Minutes, August 22, 2013

Chairperson Young asked for any additions or corrections to the minutes of August 22, 2013.

There was some discussion among the members about the actual remarks and order of conversation for the *Downtown Study* agenda item.

Chairperson Young requested a review of the minutes under *Downtown Study* and requested more detail to better reflect the discussion and resignation of Commissioner Hammond. He requested staff (Mary McClary) to review that section on the tape and then include more detail in the minutes for August 22 and show the correction on the September 26, 2013 minutes.

Chairperson Young tabled the approval of the August 22 minutes to until the next Commission meeting on October 24, 2013.

From original tape August 22, 2013

A. Downtown Study Advisory Committee

Tape 40:27

Chairperson Young asked which members were interested in being on the Downtown Study Advisory Committee. Commissioner Vieville nominated Commissioner Hammond.

Councilor Voisin asked who would be on the Committee, and Scott Fleury replied two (2) Transportation commission members, a couple Planning Commission members, a few at large appointees by the Mayor, bringing the total to approximately 9-12 members. Councilor Voisin remembered there would also be 2 chamber people and a couple of people who live in the downtown area.

Tape 41:25

Commissioner Vieville asked the Chair if she nominates Commissioner Hammond through the Chair. Chairperson Young asked if anyone else was interested and in addition, he stated concerns about Commissioner Hammond, a member of Ashland Chamber of Commerce, representing the Transportation Commission. Councilor Voisin shared that concern.

Chairperson Young explained the responsibility of the Transportation Commission was to ensure every downtown stakeholder was well represented, including the chamber, business owners and members outside of the Commission, thereby relaying his concern of having Commissioner Hammond who comes to the Commission as a creditable additive member of the Ashland Chamber of Commerce. Commissioner Vieville asked if she would be able to be in the committee as a chamber representative.

Commissioner Hammond stated she had been on the Transportation Commission for one (1) year and has a building and business downtown therefore she felt she had quite a lot of experience with issues involving the downtown area. She stated her opinions would be based without bias. Commissioner Vieville didn't believe there would be a conflict.

Chairperson Young stated she worked on the TSP as a representative of the Chamber, which Commissioner Hammond clarified she was a member of the Advisory Committee. Chairperson Young believed there should be a complete non-stake holder fully representing the Transportation Commission and believed Commissioner Hammond has extension experience, and also represents more than just the Transportation Commission.

Commissioner Graf offered to serve on the Committee explaining he has no other connections except as a representative of the Commission, although he did not feel qualified to participate in the current discussion.

Commissioner Vieville questioned the opposition to Commissioner Hammond participating as a Commission representative. Chairperson Young explained because of her position in the Chamber, her interest holdings in the downtown area, she might in some cases have to excuse herself from voting on particular matters, whereby a representative that did not have that degree of involvement in the downtown area would not. He felt a representative that was not a major stakeholder in the downtown area would be a better representative.

Commissioner Hammond remarked her experience alone; working on the TSP plan, representing the Chamber, being a downtown business representative gave her an advantage of knowledge and wisdom gained that would better serve this Commission as a representative.

Mr. Fleury relayed he understood the City Council would give final approval of the member of the newly formed Committee.

Tape: 48:35

Commissioner Hammond remarked she has been an excellent citizen and representative without bias working with the TSP plan and with this Commission. She felt this reasoning had been an unfair process and decided it would be time for her to resign from this Commission.

Chairperson Young explained he felt Commissioner Hammond represented already a constituency and by being the Transportation Commission representative, it would be like a double representation. She remarked she had not been asked by any other organization to be a representative and is no longer the president of the chamber, just a member. He asked her to re-consider her resignation to the Commission.

She agreed to stay until the end of the meeting so the Commission could retain its quorum.

Tape 52.19

There was a short recess taken at this time.

Commissioner Graf wanted mention of Eleanor's Gottesman last name in them minutes.

(Meeting of September 24, 2013.)

PUBLIC FORUM

Egon Dubois, 381 W Nevada St. spoke to the Commission regarding unnecessary idling, asking the Commission to address the issue and hoped they would considered it an important topic that causes pollution and an unhealthy environment. He explained 31 states have comprehensive ordinances and laws governing idling. Our state level had adopted a law effective in 2012, prohibiting specifically, large trucks that park in truck stops from idling. The DEQ has on their web site a small campaign that only affects

long distant trucks.

He asks the Commission to consider any course of action to help educate and make recommendations to city agencies that operate fleets of vehicles and if possible to other agencies. He stated the largest private fleet of trucks in the world, UPS, has a no idling policy of shutting off their trucks at all stops of delivery. He followed some around town and found their practices to be flawless.

The City of Ashland has an ordinance that effects tour busses and large trucks from idling.

Commissioner Kampmann commented about automotive companies utilizing a stop/start technology where the engine shuts off when stopped and then activates to start up upon utilizing the gas pedal. He believes there is more and more of a movement in this direction.

ACTION ITEMS

A. Normal Avenue Neighborhood Plan

Maria Harris, planning manager for the City of Ashland and Brandon Golden, senior planner for the City of Ashland introduced themselves to the Commission. Brandon presented a PowerPoint presentation outlining detail of a development plan for Normal Avenue and surrounding area. (approximately 94 acres). The presentation evaluates existing conditions of the area, land use framework, transportation framework and code amendments, as active components used to formulate a master plan for the area.

He discussed the Comprehensive Plan outlining different areas designated for major, intermittent, and shared use, displaying different designs and models that were intended for multi-transportation usage. He explained a minor and major amendment process and how things would progress when there were actual developers. The Commission had a hard copy of this presentation in their packets.

They both were present to discuss and answer any questions the Commission may have regarding the tentative design plans. Brandon explained there would be more time for them to review and make recommendations, this presentation was not final, just another draft.

The Commission members asked questions and discussed term definitions, amendments to the TSP plan, general directions from the TSP plans, changing classifications, parking, guest parking, development proposals, capacity, residential isolation, multiuse paths, bike, pedestrian and auto use, speed limits, the city's finance responsibilities, possible residential and developer financial responsibilities, traffic volume, design, and current resident opposition.

Brandon explained they would forward any input this Commission had to the Planning Commission for their review on October 8, 2013. At that review, the Planning Commission will make further suggestions for modifications to the plan and then the plan will go back to this Commission and the Planning Commission to present the alternatives.

Chairperson explained at this time speakers on this topics would be heard and he asked that they limit their comments to 3-5 minutes.

Bryce Anderson, 2092 Creek Dr. passed out a summary of comments from the Meadowbrook Park Estates Homeowners Association, and other residents representing over 10 residents. Tonight he represented three (3) homeowners Associations: Meadowbrook Park Estates, Ashland Meadows and Chautauqua Trace. Their concerns were how their residents would be impacted by the first development of the plan after approval. Any further development would be delayed by years/decades, and the first development would affect them for a long time. He talked about two new major feeder streets intersecting with East Main they felt would need to be re-thought and re-designed. They were urging the Commission to solve this before it becomes a traffic hazard now and well into the future.

Julie Matthews, 2090 Creek Drive spoke to the Commission about the developers considering how traffic goes from the Alley ways to the *Woonerf* type of street. (Creek Drive) She felt it was important how the cars were directed to their homes to protect wild life, reduce traffic increase, speed limits, and congestion. She would like to see the homes turned outward

to help accomplish these issues.

Brett Lutz 1700 East Main St. was concerned about the NW corner area of the Ashland Middle School football field. He lives in the Urban Growth Boundary and has no plans to develop. It seems there were plans to put a road directly into a section of a wetland area, which constitutes adding an additional road. Brandon showed on a map the concern and area that would be developed. Mr. Lutz is concerned about traffic and parking if the road is built and also the preservation of the wetland. He has written comments that were in the Commission packets.

Sue DeMarinis, 145 Normal Ave. showed the Commission on the map which property she owns. She was concerned about the Ashland Middle School turnaround area, and a newly widened street of traffic intermixing with school children who are being picked up and dropped off by parents and school busses. Originally the plans were for a pedestrian walkway and now it has changed to a major collector and changed the zoning.

She stated everyone who lives on Normal Ave. was opposed to this project due to the increased limits of how many homes are permitted per acre. Changing the pathway to a major collector changes and shrinks the wetland area. She was concerned about hidden extra costs to the residents that are not paid by the developer and also changing the classification of the railroad crossing, which right now is a private crossing. She believed this project could be re-designed by not utilizing Normal Ave which would be the preference of all the residents who live in that area. She believed there should be more responses to the public input than just listening to their concerns.

Commissioner Anderson asked if the residents on Normal Ave were informed about the plans from the TSP to change the classifications and design. Sue stated she was not informed, and she has been active in trying to receive information by attending meetings and checking the City's web site.

Chairperson Young clarified the TSP was a general plan, not a specific plan. The TSP gave more of a vision, and the Normal Ave Project was development driven. Commissioner Anderson was surprised that no one realized there were plans by updating the TSP to develop this area. Brandon explained about the different past plans and how they have developed up to this point. Chairperson Young pointed out this was a "marker" set for future development as it came in as a guide, and not designated in the TSP plan as a capitol improvement project.

Brandon clarified the process they were in now, which was creating a comprehensive master plan for a specific area and also a chance for the Commissions and the Council to amend the TSP. If the new plan does not get adopted the original TSP plan that was adopted with the designs and costs would remain in effect.

Commissioner Kampmann remarked he worked on the TSP plan and asked to look at areas that would eventually be developed and needed connectivity. He recalled Normal St. was a likely place since there was no connectivity in that area. It was "when" it was developed; we would need a road in this area, a connection at some point. He felt it was a general outline, not a specific or detailed outline.

Chairperson explained the TSP was a guide for 20 years, looking at current conditions and trends for the future.

Carol Block, 355 Normal stated she was representing approx. 14 acres and 7 residential properties. She stated there were no plans to ever annex these properties and wondered why there would be development if no one was planning to annex. She understood about having a long term plan, but would like the Commission to consider their 14% of the 94 acres and what existed now. They liked the street undeveloped, and would not like to see it widened. She also believed the little league season above the railroad tracks combined with no parking created a very dangerous situation for children including increased traffic. She believed people would take the shortest route and if developed, people would use, thereby creating more traffic. They would like to minimize the traffic in front of their homes as much as they can.

Chairperson Young asked the members if they had anything to discuss and/or recommendations for Brandon and Maria to take to the Planning Commission on October 8th.

Bob Ares, 2090 Creek asked what the intention of the neighborhood collector road and how it would affect the natural habitat and wetlands. Maria explained the city standards would have to accommodate the creek.

Commissioner Kampmann would like to have some time to deliberate before the commission made recommendations.

Commissioner Anderson stated he heard concern for children and would like the planning process to incorporate a careful eye towards the safety of children.

Chairperson Young asked to extend the meeting to 8:30pm.

Brandon asked if the Commission would like them to come to the next Transportation Commission meeting after the Planning Commission meets on October 8th. Scott told the Commission if they had any comments to send them to him and he can provide them for the October 8th meeting.

Chairperson Young asked this item be on the agenda for their next meeting. He also addressed the public input stating the Commission makes recommendations, not decisions and also he wanted them to know their comments had been heard.

Commissioner Kampmann asked if this Commission would have time to make recommendations before the process had moved beyond that point. Brandon remarked this item would go before Council at the end of January or beginning of February, 2014.

Commissioner Graft asked about traffic studies for the roads going into East Main, and Brandon referenced material in their packets.

B. Downtown Study Commission Members

Chairperson Young asked for volunteers to represent this Commission on the Downtown Study Committee. The members discussed the prior meetings discussion regarding Commissioner Hammond and her resignation. Commissioner Kampmann asked in the future; when a member leaves or resigns could the Commission receive a communication. The Chair and Scott remarked they would make efforts to inform the Commission of any further changes with members leaving.

Four (4) members would be willing to volunteer, Commissioners Young, Anderson, Graf, and Kampmann. Each interested member stated their experience and reasoning behind their interest in representing the Commission.

Commissioner Chapman moved to appoint Commissioner Young and Commissioner Anderson to represent the Transportation Commission in the Downtown Study Committee. Commissioner Graf seconded the motion.

Voice Vote: All Ayes. The motion passed with a unanimous vote.

Chairperson Young asked if the City was still collecting data for the Road Diet, and Scott announced we would continue through October.

NON ACTION ITEMS

Miscellaneous Concrete Project

Scott reported the project was wrapping up on C street between 5th and 7th, they have completed a few ramps on B, 2nd, and 1st; the connection on Water Street Inn was complete, and Francis Street had been completed.

Walker Ave sidewalk improvements

Scott remarked they had the advanced plans, with an estimate of \$290,000 from the engineers on the west side of Walker connecting Ashland St. to East Main and include the RR crossing improvement.

Miscellaneous Concrete Improvements

They were finalizing Hersey sidewalk project, meeting with ODOT to scope the project so ODOT could move forward with a "mini" Request for Proposal.

Future overlay projects

The next project to bid in spring was the N. Mountain overlay from Hersey to the I-5 overpass.

FOLLOW UP ITEMS

APS homing sound/inconsistencies

Commissioner Vieville was working on this project.

Crossing at Ray Lane

Set aside. Commissioner Chapman asked staff to contact Dorothy (assistant) at the Senior Center to articulate the problem.

TSP is online @ <http://www.ashland.or.us/Page.asp?NavID=13455>

Commissioner Vieville had asked for the TSP to be put online.

INFORMATIONAL ITEMS—set aside

- A. Action Summary
- B. Traffic Safety Connection August Newsletter
- C. Traffic Crash Summary

COMMISSION OPEN DISCUSSION

Commissioners asked about the difficulty of the bike path crossing at Mountain due to a huge puddle. Scott explained the problem would be addressed in a proposed development project.

Commissioner Chapman was invited up to speak at the Oregon Transportation Research and Education Conference and Scott stated because of his presentation, ODOT agreed to pay all costs for the pilot study analysis.

Chairperson Young discussed for a future agenda item, the timing of the crosswalk at Wightman. SOU utilizing new dorms, 700 new beds and a cafeteria. He spoke to the possibility of discussing a pedestrian overpass. He asked the Commission to observe the area. Commissioner Graf spoke of the heavy traffic causing auto and pedestrians backing up.

FUTURE AGENDA TOPICS

Transportation Safety Public Outreach

SOU Multi-Modal Future

Lithia and 3rd Intersection Analysis

Iowa St. 20mph zone

Timing of crosswalk at Wightman

Commissioner Kampmann wanted to discuss pedestrian education and Chairperson Young suggested that topic be brought up under open discussion.

ADJOURNMENT

Next Meeting Date: October 24, 2013.

The meeting was adjourned at 8:33pm.

Respectfully submitted by:

Mary McClary

*Administrative Assistant for Electric, IT and
the Telecommunication Department.*

Tami DeMille-Campos

From: Scott Fleury [fleurys@ashland.or.us]
Sent: Tuesday, October 15, 2013 1:24 PM
To: Tami DeMille-Campos
Subject: FW: Suggested wording for August minutes

Scott A. Fleury, Engineering Services Manager
City of Ashland, Public Works
20 East Main Street, Ashland OR 97520
(541) 552-2412, TTY 800-735-2900
Fax: (541) 488-6006

This email transmission is official business of the City of Ashland, and it is subject to Oregon Public Records Law for disclosure and retention. If you have received this message in error, please contact me at (541) 552-2412. Thank you.

From: Joseph Graf [mailto:graf@sou.edu]
Sent: Tuesday, October 15, 2013 1:11 PM
To: David Young; Scott Fleury
Subject: Suggested wording for August minutes

David,

I have been giving some thought to the portion of the August minutes that was discussed and then tabled at our last Commission meeting. Here is my suggested wording:

"Commissioners began the process of selecting representatives of the Transportation Commission on the Downtown Study Advisory Committee (two representatives). More than two Commissioners volunteered to serve. Discussion followed regarding the mix of qualities that would best represent the Transportation Commission on this important committee. After considerable discussion, the issue was tabled until the September meeting when more Commissioners would be present."

I think that the above is a reasonable representation of what happened without getting into any details that might raise issues.

See what you think.

Cheers.

Joe

Tami DeMille-Campos

From: Barbara Christensen [christeb@ashland.or.us]
Sent: Tuesday, October 15, 2013 11:22 AM
To: 'David Young'
Cc: 'Scott Fleury'; 'Tami DeMille-Campos'
Subject: RE: Correction to Minutes Question

David, sounds like you had your hands full at your last TC meeting. I spoke to Tami and advised her to generalize the discussion as the following and to use your suggested sentence:

- Commission members voiced their interest in serving on committee.

Recess at 6:57 pm
Back at 7:07 pm

After a discussion about criteria for, and individual interest in, selecting of the two TC representatives this agenda item was scheduled for the next meeting when more members are present.

I hope this helps. We try to follow an approved policy for minute taking but it can be challenging at time. Please let me know if I can assist. Barbara

Barbara Christensen
City Recorder/Treasurer
City of Ashland
Ashland OR 97520
(541) 488-5307

PUBLIC RECORDS LAW DISCLOSURE

This is a public document and is subject to the Oregon Public Records Law. Messages to and from this email may be available to the public.

From: David Young [mailto:dyoung@jeffnet.org]
Sent: Monday, October 14, 2013 12:17 PM
To: Barbara Christensen
Cc: smithda@ashland.or.us
Subject: Re: Correction to Minutes Question

Barbara,
Perhaps you don't understand....There was a difference of opinion/recollection regarding what actually took place at the meeting in question by the 2 commissioners present last meeting who were also present at the previous meeting. The minutes presented for approval did not accurately reflect what occurred and staff was directed to review the tape in order to clear up the discrepancy, then present an accurate description of that item at this month's meeting. We had a large community presence in the room and, rather than get bogged down with minutia over this item, I chose to defer to the next meeting. I felt it was both prudent at the time, as well as within the bounds of propriety.

I hope this clarifies the issue somewhat.

Regards,

D

*David Young, Chair
Ashland Transportation Commission*

On Oct 14, 2013, at 11:56 AM, Barbara Christensen wrote:

The minutes can only include what actually happens at the meeting. If additional detail needs to be included those details are included in the meeting where the details were outlined, not the prior meeting. The minutes should have just been approved with the noted corrections. It is not necessary to "bring minutes back" to be approved once any changes or corrections are noted.

If this commission is having difficulty approving minutes, let me know and I can come visit to make clarification. Thank you.

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

From: "Dana Smith" <smithda@ashland.or.us>
To: "Barbara Christensen" <christeb@ashland.or.us>
Sent: Monday, October 14, 2013 8:33:55 AM
Subject: Correction to Minutes Question

Hi Barb,

Tami emailed and said the Transportation Minutes for 8-22-2013 had corrections or additional detail requested by the Commission. The Commission did not approve them but would review them next meeting. That said, do the changes go on the minutes of the current meeting or does staff actually update the 8-22-13 minutes and resubmit for approval? Thanks!

Dana Smith, Assistant to the City Recorder City Hall, Recorder's Office 20 East Main St Ashland OR 97520

Phone: 541-488-5307

TTY: 800-735-2900

Fax: 541-552-2059

This email transmission is official business of the City of Ashland, and it is subject to Oregon Public Records Law for disclosure and retention. If you have received this message in error, please contact me at (541) 488-5307. Thank you.

**ASHLAND TRANSPORTATION COMMISSION
MINUTES
AUGUST 22, 2013**

These minutes are pending approval by the Transportation Commission.

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

Commissioners Present: Joe Graf, Corinne Viéville, Pam Hammond and David Young
Absent Members: Shawn Kampmann, Craig Anderson, and David Chapman
Ex officio Present: Steve MacLennan
Staff Present: Scott Fleury and Tami De Mille-Campos
Council Liaison Present: Carol Voisin

ANNOUNCEMENTS

The commission welcomed Joe Graf as the newest Commissioner.

CONSENT AGENDA

A. Approval of Minutes, June 27, 2013

The minutes of June 27, 2013 were approved as presented. Graf abstained.

PUBLIC FORUM

No one came forward to speak.

ACTION ITEMS

A. N. Mountain Ave.

Eleanor, resident of 769 N. Mountain Ave. spoke about the visibility issues which are now an increasing problem as the traffic has grown in that area, specifically up and down the hill. She is requesting a 4 way stop at Fair Oaks and N. Mountain to slow down traffic.

Staff Report

Mr. Fleury stated that he had spent a few hours out there during the morning and afternoon and he did notice a high level pedestrian traffic in that area especially when the Nature Center had an activity going on. Staff provides the Commission with a general overview of the area. There is sidewalk, parkrow and a center median with two travel lanes and bike lanes in each direction. The parkrow and center median have trees spaced approximately every 15 feet. There are six crosswalks between Hersey and Fair Oaks. A speed and count study was conducted drivers are increasing their speed as they head north on Mountain Ave out of town. Staff stood on all crosswalks and in order to verify sight distances for pedestrians crossing. There are a couple crosswalk ramps that provide limited pedestrian visibility for drivers as they approach the crosswalks. One is at the NW Corner of Mountain Meadow Drive & Fair Oaks /North Mountain. If someone is not in the ramp then it is very difficult to see them. Staff also spoke to the planning department regarding the trees that impede sight distance. The accident data shows a majority of the crashes single car fixed object crashes. There are a few signs in the corridor that you can't see due to the growing vegetation.

Commission Discussion

- Commissioner Graf drove up and down the area. He thought that the majority of the crosswalks were visible during the day but he could see how the hill could cause speed to increase and the signs were visible if you were really looking for them.
- Commissioners thought that a few options would be to request that a few trees and vegetation be removed. Adding stop signs would be a last resort. Rumble strips might be a good option to help slow the traffic (heading up the hill on the rise). Also, adding more pedestrian warning signs.

- Staff stated that they have been switching to bright green pedestrian signs and change crosswalk striping to the continental design. Staff stated that rumble strips could be used in the rise area (about 150' out of the crosswalk) and the rumble strips in that area would provide an advance warning for drivers and last approximately 5 years.
- The Police department stated that they don't generally see much speeding in that area.
- A suggestion was made to look into signs with a senior citizen symbol or a LED lighted sign.
- Staff noted that striping, signage and rumble strips would be the most cost effective solution.

Commissioners Hammond/Viéville m/s to add rumble strip on the uphill side at Fair Oaks, clean vegetation & maintain it, remove a tree where necessary, re-stripe crosswalks to continental crosswalks, change the signs to green for better visibility & add advanced warning signs. Discussion: Fleury stated that Mike Faught will look at the request and determine what is needed and whether it needs further review by our consultant working on the road diet. Voice vote: all AYES. Motion passed.

B. Downtown Study Advisory Committee

Commission Discussion

- Commission members voiced their interest in serving on committee.

Recess at 6:57 pm

Back at 7:07 pm

After a discussion about criteria for, and individual interest in, selecting of the two TC representatives was scheduled for the next meeting when more members are present.

NON ACTION ITEMS

A. Audible Pedestrian Signals Update

Mr. Fleury stated that SOU has all of their APS buttons in and ODOT has installed all of the APS buttons that were purchased with the CDBG Grant. The homing sound is now activated. The diagonal crosswalk at Indiana is in. So far 21K has been spent on our buttons and the ODOT installation. There is 7K left to spend by November for the Polera buttons and the ODOT installation of them. He will need to talk to ODOT first and then see how the last of the money can be best spent. Commissioner Viéville will put together a list and get with Mr. Fleury to discuss issues that she has heard about regarding the APS buttons.

B. Miscellaneous Concrete Project

Mr. Fleury reported that the concrete contractors have done all the work on C Street between 6th and 8th street, filled in gaps, and they are working on sections of B Street. They are also on Francis Street right now connecting a new section of the sidewalk and should be done within the next three weeks.. Another miscellaneous concrete project will include the Hargadine fork/Pioneer intersection bumpouts; the engineering design has been completed and is now awaiting the traffic engineer's approval on the design.

C. Attendance Review

The commission reviewed the attendance list per the code.

D. Oak St. Rail Crossing Improvement

Mr. Fleury reported that the project is now back on track. The person in charge of the project with ODOT retired. ODOT stated that CORP is expecting trains to start coming through in 2015 and now they are moving on with the project. Staff expects it being 2014 before CORP gets their work completed. Once the CORP work is completed the City can make the final sidewalk connection.

E. Bollards

Mr. Fleury stated that after the motion was approved to remove the bollards was made Risk talked to Fleury about it and they feel good with the removal of them. If there are issues after the removal then they will need to look at

another solution. They most likely will be removed in fall.

FOLLOW UP ITEMS

A. Downtown Study

Mr. Fleury stated that it has been approved by the Council and they are now moving forward with it. U of O is ready to go. Staff is currently working through some issues with the scope and the agreement.

B. Crisping Striping

Mr. Fleury reported that it is there and more visible than before.

C. Crossing at Senior Center and Ray Lane

Mr. Fleury stated that Commissioner Chapman had brought this up at the last meeting but isn't present to speak to it further. Fleury did report that there is no sidewalk there to connect a crosswalk to.

INFORMATIONAL ITEMS

A. Action Summary- No comments

B. Traffic Safety Connection June/July Newsletter- No comments

C. Traffic Crash Summary- No comments

D. Road Diet Analysis- Mr. Fleury stated that this is what was presented at the last Council meeting and there are still 2 more months of analysis to be completed.

A concern was brought up regarding traffic backing up at the turn onto North Main from Valley View. The Commission & staff agreed that it was probably due to the work on the new traffic signal being done by the County.

COMMISSION OPEN DISCUSSION

Concern was voiced about the Ashland Street/Siskiyou crosswalk & if that is going to be enough for over 700 students to cross & how that is going to impact the traffic. The new cafeteria isn't going to be ready yet which means that there will be quite a number of students crossing. It was stated that this is one of the high priorities in the TSP. There is a lot of concern regarding the corridor around SOU and the pedestrian impact on that area.

Officer MacLennan was asked what Oregon's jay walking law is. MacLennan stated that generally pedestrians aren't ticketed in Ashland as long as they aren't impeding traffic. Ashland does have an ordinance that states that you are required to use a crosswalk if it is within a certain distance.

Mr. Fleury stated that Brandon Goldman from our Planning department asked that next month we have an agenda item with public comment for the Normal Ave. neighborhood plan. The commission asked if they could get the information on this agenda item a little ahead of time so they are prepared.

A comment was made that the new Open City Hall tool that is being used for the road diet can be a dangerous tool. Staff stated that the Open City Hall tool isn't scientific and there will be further analysis of the comments by the traffic engineer and staff.

It was requested that staff look into our SOU liaison since they haven't attended in awhile.

A concern was brought up regarding pedestrian issues in the downtown area. There are great concerns with the Lithia/3rd intersection. Concern was also raised regarding the Irvine development and the closure of alleys and sidewalks.

ADJOURNMENT

Meeting adjourned at 8:00 p.m.

Respectfully submitted,

Tami De Mille-Campos, Administrative Assistant

Memo

CITY OF
ASHLAND

Date: October 16, 2013
From: Scott A. Fleury
To: Transportation Commission
RE: Faith Ave. Traffic Concerns

BACKGROUND:

The Public Works Engineering Department has received a request to investigate traffic concerns on Faith Ave. The Faith Ave. corridor has been previously analyzed and discussed in 2005/2006 and 2007. A speed and volume study conducted in 2007. The Engineering Department conducted a new speed and volume study in October 2013 to compare with previous data. The 2013 speed study data will be presented at the meeting. The corridor does have 25 mph speed limit signs posted in both directions. Faith Ave. is a residential street with no sidewalks and a curb to curb width of 29 feet that allows for parking on both sides. Faith Ave. connects Ashland St. and Siskiyou Blvd.

The speed study in 2007 was broken into three sections and shown in the table below.

Table 1:

Street Section	ADT	Average Speed	85 th Percentile Speed
Faith (Siskiyou to Wine)	652	24.3	29.4
Faith (Clay to Mae)	931	24.7	29.6
Faith (Mae to Wine)	662	25.0	30.1

The residents would like to see additional traffic calming measures installed along Faith Ave. to reduce overall speeds and make the corridor safer for pedestrians and bicyclists.

The recently adopted TSP has numerous recommendations for improvements along Faith Ave. These improvements include installation of sidewalk on Faith Ave. from Siskiyou Blvd. to Ashland St. Installation of sidewalk on Clay St. from Faith Ave. to Siskiyou Blvd. Realignment of the Terra and Faith Ave intersection.

Staff has enclosed all previous discussion regarding Faith Ave. for the Commissions reference.

Shown below in table 2 are traffic calming options:

Table 2:

Descriptions and Pictures of Traffic Calming Devices and Techniques		
Devices and Techniques	Descriptions	Pictures
Bike Lanes	A portion of a roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.	
Bulbouts/Neckdowns/ Chokers	Curb extensions at intersections that reduce curb-to-curb roadway travel lane widths.	
Center Islands	Raised islands located along the centerline of a roadway that narrow the width at that location.	
Chicanes/Lateral Shifts	Curb extensions that alternate from one side of the roadway to the other, forming s-shaped curves.	
Closures (Cul-de-sacs)	Barriers placed across roadways to completely close through vehicle traffic.	

<p>Diverters</p>	<p>Barriers placed diagonally across an intersection, blocking certain movements.</p>	
<p>Education</p>	<p>Instructions given to the residents on safe on-street vehicle travel.</p>	
<p>Forced Turn Lanes</p>	<p>Raised islands located on approaches to an intersection that block certain movements.</p>	
<p>Median Barriers</p>	<p>Raised islands located along the centerline of a roadway and continuing through an intersection to block cross traffic.</p>	
<p>Police Enforcement</p>	<p>Involve employing the services of law enforcement agencies to impose the local safe vehicle laws, including those for posted speeds and traffic signal/signs.</p>	
<p>Realigned Intersections</p>	<p>Changes in alignments that convert T-intersections with straight approaches into curving roadways meeting at right angles.</p>	

<p>Roundabouts</p>	<p>Barriers placed in the middle of an intersection, directing all traffic in the same direction.</p>	
<p>Speed Humps</p>	<p>Rounded raised pavement devices placed across roadways to slow and/or discourage traffic</p>	
<p>Speed Tables/ Textured Pavement/ Raised Crossings</p>	<p>Flat-topped speed humps often constructed with a brick or other textured material to slow traffic</p>	
<p>Traffic Circles</p>	<p>Barriers placed in the middle of an intersection, directing all traffic in the same direction. Usually larger than roundabouts.</p>	

Scott Fleury

From: Mike Faught [faughtm@ashland.or.us]
Sent: Friday, August 23, 2013 1:29 PM
To: 'Kat Smith'
Cc: 'Scott Fleury'
Subject: RE: Traffic Calming on Faith Ave

Hi Kat... It is good to hear from you... I'll forward your email to Scott Fleury and he will add it to the Transportation Commissions agenda...

Michael R. Faught
Public Works Director
City of Ashland
51 Winburn Way
Ashland, OR 97520
faughtm@ashland.or.us
541/552-2411
541/488-6006 Fax
800/735-2900 TTY

This email is official business of the City of Ashland, and it is subject to Oregon public records law for disclosure and retention. If you have received this message in error, please let me know.

From: Kat Smith [mailto:ladybikesafety@gmail.com]
Sent: Friday, August 23, 2013 12:15 PM
To: Jodi Vizzini; Michael Faught
Subject: Traffic Calming on Faith Ave

Good afternoon -

My neighbors and I on Faith Ave, and surrounding side streets, are concerned about the high speed and high volume of car traffic in our neighborhood. Faith Avenue connects Siskiyou Blvd and Ashland St. People often exceed the 25 m.p.h. speed limit creating a safety issue for other road users.

Our street is used by a high number of youth and adult bicyclists, pedestrians and skate boarders. We would like to see our road become more multi modal transportation friendly. I believe our road is too narrow for bike lanes but sharrows would work nicely. Speed bumps or humps have also been identified by some as a useful way to slow down the traffic. We currently do not have sidewalks on most of the street and I don't think we're interested in getting them.

Please let me know what steps I need to take to bring this issue before the Ashland Transportation Commission.

Sincerely,

Kat Smith
541.326.7517
770 Faith Ave
Ashland, OR

Ashland Transportation Commission

RE: Faith Ave Traffic Calming

Dear Transportation Commissioners,

Thank you for taking the time to address the transportation safety concerns on Faith Avenue. I recognize that your duty as a commission is to address transportation concerns throughout Ashland. As a pedestrian, bicyclist, bus rider and car driver, I consider myself to be a multi-modal transportation user. I would like to see Faith Avenue become multi-modal transportation friendly.

What I've experienced:

Faith Avenue connects Siskiyou Boulevard (Highway 99) to Ashland Street (Highway 66). If you are traveling north from the south end of town, it is the first street, after Tolman Creek Road, to connect these to two highways. It seems to be used as a thoroughfare by pedestrians, bicyclists and vehicle drivers and the high traffic volume and high speeds attest to that. I've noticed the traffic counting strips and am so curious as to what the results are.

I appreciate the traffic calming efforts on Tolman Creek Road, A Street, Oak Street and N. Main Street. I feel much safer traveling by bicycle and on foot on these roads with my young daughter. I would like to feel safer in my own neighborhood. Our neighborhood is truly multi-generational with a large number of people who utilize the road everyday to get to school, work, the store, the park, etc. One of my neighbors is in his 90's and still rides his trike almost everyday. Another neighbor is in her late 80's and enjoys walking to the store. There are also a large number of children of varying ages who also walk and bike to school, play and live on this street.

My safety concerns on Faith Avenue are as follows:

High speed and high volume of traffic in a residential multi-generational neighborhood

Dangerous intersection at Faith Ave, Clay St and Ashland St

Possible solutions:

Speed humps or bumps – this would help reduce the speed of traffic thereby making our street safer to walk, ride or drive on

Sharrows – this would offer a visual reminder to share the road with bicyclists

“Share the Road” signs – this would offer a visual reminder to share the road with bicyclists

Intersection repair at the intersection of Faith Ave and Wine St – to learn more about this visit: www.cityrepair.org

Please let me know if you have any questions and thank you again for taking our safety concerns into consideration and helping us find solutions to make our street safer for everyone.

Sincerely,

Kat Smith, Stuart O’Neill and Sadie Luna O’Neill
770 Faith Ave
Ashland, OR

Scott Fleury

From: Mike Faught [faughtm@ashland.or.us]
Sent: Tuesday, September 24, 2013 10:14 AM
To: 'Scott Fleury'
Subject: FW: Faith Ave

Michael R. Faught
Public Works Director
City of Ashland
51 Winburn Way
Ashland, OR 97520
faughtm@ashland.or.us
541/552-2411
541/488-6006 Fax
800/735-2900 TTY

This email is official business of the City of Ashland, and it is subject to Oregon public records law for disclosure and retention. If you have received this message in error, please let me know.

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

From: Daniel Rowe [mailto:danielrowe62@gmail.com]
Sent: Monday, September 23, 2013 5:37 PM
To: faughtm@ashland.or.us
Subject: Faith Ave

Dear Mr. Faught,

I appreciate your willingness to consider "street calming" approaches to Faith Ave. I am a new resident of Faith Ave and given the general lack of sidewalks pedestrians can be intimidated by vehicles. There also are a number of young children who play in the area and often cross the street.

Thank you,
Daniel Rowe
810 Faith ave

Sent from my iPad

Scott Fleury

From: Lea Light [lea.light@ashland.or.us]
Sent: Wednesday, October 02, 2013 9:44 AM
To: Scott Fleury
Subject: Re: accident data

For the length of Faith Av between Ashland St and Siskiyou Blvd, between the dates of 1/1/1998 and 8/31/2013:

4/20/1999, Tuesday. Time Unknown. On Faith, near intersection with Clay St. Hit and Run, fixed object.

1/4/2005, Sunday. Time: 17:23. On Faith at intersection with Ashland St. Single vehicle hit pedestrian that was crossing in the crosswalk. Ped injured.

4/12/2013, Friday. Time: 22:35. On Faith, just south of intersection with Mae St. Driver hit a parked car, cited DUII.

That is all.

Lea Light, GIS Analyst
City of Ashland,
Public Works Dept.
Engineering Div.
20 E Main St, Ashland, Oregon 97520
(541) 552-2418
(541) 488-5347
TTY 800-735-2900
fax: (541) 488-6006

This email transmission is official business of the City of Ashland, and it is subject to Oregon Public Records Law for disclosure and retention. If you have received this message in error, please contact me at (541) 552-2418. Thank you

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

From: "Scott Fleury" <fleury@ashland.or.us>
To: "Lea Light" <lea.light@ashland.or.us>
Sent: Wednesday, October 2, 2013 7:40:22 AM
Subject: accident data

Lea,

I am looking for a complete accident data breakdown for Faith St. between Ashland St. and Siskiyou Blvd.

Thanks,

TimeMark Incorporated
 City of Ashland Public Works/Engineering Department
 Transportation Commission Report

Faith Ave : Between
 Siskiyou Blvd : &
 Wine St :

Site: TSC - 10-2007
 Wednesday, 10/10/2007, 10:42:45 AM -
 Wednesday, 10/17/2007, 12:18:16 PM

Speed Grand Totals
 South-bound

	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	3.7	0.0	0.1	0.9	1.7	0.7	0.1	0.0	0.1	0.0	0.0	0.0	0.0
12:00 AM	0.0	0.0	0.1	0.9	1.7	0.7	0.1	0.0	0.1	0.0	0.0	0.0	0.0
1:00 AM	0.0	0.0	0.1	0.4	1.4	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.0	0.0	0.1	0.7	0.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.4	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.0	0.0	0.0	0.4	1.0	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	0.0	0.4	1.0	0.6	1.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	0.4	0.7	2.1	3.7	1.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	1.1	2.1	6.7	6.3	2.9	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	1.7	1.6	7.9	11.4	2.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	0.8	2.2	6.1	7.0	1.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	1.6	2.5	7.9	7.0	1.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	2.0	1.9	6.9	7.6	2.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	1.4	5.1	10.9	9.9	3.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	1.4	2.1	10.9	8.1	2.7	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	0.7	2.7	9.9	9.6	3.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	0.7	2.9	8.4	12.0	3.1	0.4	0.0	0.1	0.0	0.0	0.0	0.0	0.0
5:00 PM	1.1	3.7	8.3	12.3	3.0	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	0.6	3.3	8.4	10.3	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	1.3	1.4	6.6	6.6	2.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	0.4	1.4	4.7	4.7	2.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	0.3	0.6	3.7	5.0	2.3	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
10:00 PM	0.3	0.9	3.6	2.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	0.3	0.1	1.1	1.9	0.6	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
ADT	17.1	37.3	118.7	133.2	41.6	5.5	0.4	0.4	0.0	0.0	0.0	0.0	0.0

Percentile Speeds
 (mph)

10 mph Pace Speed
 Number in pace

Speeds Exceeded
 Count

Average
 Minimum
 Maximum

Study Grand Totals

10.0%	15.0%	50.0%	85.0%	90.0%
18.1	19.8	25.1	29.7	30.9
15.0 mph	25.0 mph	35.0 mph		
51.0 %	27.1 %	1.0 %		
2391	1271	45		
19.9 - 29.9				
1792 (71.3 %)				
24.8 mph				
6.9 mph				
49.5 mph				
0 -	15 -	20 -	25 -	30 -
< 15	< 20	< 25	< 30	< 35
4.9%	10.6%	33.5%	37.6%	11.7%
124	268	852	954	297
2540				
South-bound				
0 -	15 -	20 -	25 -	30 -
< 15	< 20	< 25	< 30	< 35
4.9%	10.6%	33.5%	37.6%	11.7%
124	268	852	954	297
2540				
Study Grand Totals				
0 -	15 -	20 -	25 -	30 -
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124	268	852	954	297
2540				
Study Grand Totals				
0 -	15 -	20 -	25 -	30 -
< 15	< 20	< 25	< 30	< 35
4.9%	10.6%	33.5%		

TimeMark Incorporated
 City of Ashland Public Works/Engineering Department
 Transportation Commission Report

Faith Ave : Between
 Siskiyou Blvd : &
 Wine St :

Site: TSC - 10-2007
 Wednesday, 10/10/2007, 10:42:45 AM -
 Wednesday, 10/17/2007, 12:18:16 PM

Speed Grand Totals
 North-bound

	Hourly Averages										ADT				
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60		60 - < 65	65 - < 70	70 - < 200	
Total	2.6	0.1	0.0	0.7	1.6	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	298.2
12:00 AM	1.6	0.0	0.1	0.7	1.6	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
1:00 AM	2.7	0.1	0.1	1.0	1.7	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
2:00 AM	1.3	0.0	0.0	0.3	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
3:00 AM	0.6	0.0	0.1	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
4:00 AM	4.1	0.0	0.3	1.3	2.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
5:00 AM	6.9	0.1	0.3	1.7	3.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
6:00 AM	12.1	0.3	1.3	4.4	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
7:00 AM	18.3	0.4	1.7	8.6	5.7	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
8:00 AM	16.8	1.1	2.1	7.1	4.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
9:00 AM	16.1	1.2	2.6	4.9	5.6	1.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
10:00 AM	21.2	2.9	3.2	7.4	5.9	1.8	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	19.4
11:00 AM	20.0	1.6	4.0	6.4	6.4	1.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
12:00 PM	19.9	1.1	4.9	8.3	3.9	1.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
1:00 PM	22.9	1.7	3.7	9.3	6.6	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
2:00 PM	23.7	1.7	3.4	8.4	7.9	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
3:00 PM	22.4	0.6	3.0	9.0	7.3	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
4:00 PM	20.3	1.3	2.1	8.4	7.6	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
5:00 PM	19.4	1.1	4.0	6.9	6.0	1.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
6:00 PM	14.0	0.4	2.6	5.6	4.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
7:00 PM	10.7	0.0	0.7	4.0	5.1	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
8:00 PM	7.9	0.1	0.7	3.3	3.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
9:00 PM	7.0	0.3	0.6	2.7	2.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
10:00 PM	5.7	0.0	0.7	2.0	1.9	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
11:00 PM	5.7	0.0	0.7	2.0	1.9	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
ADT	16.5	42.4	111.8	99.6	25.9	1.7	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	298.2

Percentile Speeds
 (mph) 10.0% 15.0% 50.0% 85.0% 90.0%
 17.3 18.9 24.2 26.7 29.8

10 mph Pace Speed
 Number in pace 1533 (71.5%)
 Average 23.8 mph
 Minimum 6.2 mph
 Maximum 42.7 mph

Speeds Exceeded
 15.0 mph 25.0 mph 35.0 mph
 43.2% 19.6% 0.3%
 Count 2024 916 15

	Study Grand Totals												
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	121	307	801	715	186	12	3	0	0	0	0	0	0
North-bound	5.6%	14.3%	37.3%	33.3%	8.7%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

TimeMark Incorporated
 City of Ashland Public Works/Engineering Department
 Transportation Commission Report

Faith Ave : Between
 Siskiyou Blvd : &
 Wine St :

Site: TSC - 10-2007
 Wednesday, 10/10/2007, 10:42:45 AM -
 Wednesday, 10/17/2007, 12:18:16 PM

Speed Grand Totals
 Combined

	0 - <15	15 - <20	20 - <25	25 - <30	30 - <35	35 - <40	40 - <45	45 - <50	50 - <55	55 - <60	60 - <65	65 - <70	70 - <200
Total	6.3	0.1	1.6	3.3	0.7	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
12:00 AM	6.3	0.1	1.6	3.3	0.7	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
1:00 AM	5.6	0.1	1.6	2.1	1.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	5.0	0.1	1.7	1.9	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.7	0.1	0.7	1.1	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.9	0.0	0.1	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	6.9	0.1	0.6	1.7	3.4	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	10.6	0.6	1.3	2.3	4.7	1.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	20.3	0.7	2.0	6.6	8.3	2.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	37.9	1.6	3.9	15.3	12.0	4.7	0.4	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	41.9	2.9	3.7	15.0	16.1	4.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	34.0	2.0	4.9	11.0	12.6	3.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	42.2	4.5	5.8	15.2	12.9	3.6	0.1	0.1	0.0	0.0	0.0	0.0	0.0
12:00 PM	41.4	3.6	5.9	13.2	14.2	4.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	50.6	2.6	10.0	19.1	13.7	4.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	48.7	3.1	5.9	20.1	14.7	4.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	50.6	2.4	6.1	18.3	17.4	5.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	50.1	1.3	5.9	17.4	19.3	5.7	0.4	0.0	0.1	0.0	0.0	0.0	0.0
5:00 PM	49.4	2.4	5.9	16.7	19.9	3.9	0.6	0.1	0.0	0.0	0.0	0.0	0.0
6:00 PM	44.4	1.7	7.3	15.3	16.3	3.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	32.1	1.7	4.0	12.1	11.3	2.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	24.7	0.4	2.1	8.7	9.9	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	20.0	0.4	1.3	7.0	9.0	3.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
10:00 PM	16.1	0.6	1.4	6.3	5.6	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	10.1	0.3	0.9	3.1	3.7	1.4	0.4	0.3	0.0	0.0	0.0	0.0	0.0
ADT	652.5	33.6	79.8	230.5	232.8	67.5	7.2	0.8	0.4	0.0	0.0	0.0	0.0

Percentile Speeds
 (mph) 10.0% 15.0% 50.0% 85.0% 90.0%
 17.7 19.4 24.6 29.4 30.4

10 mph Pace Speed
 Number in pace 3316 (71.2%)
 Average 24.3 mph
 Minimum 6.2 mph
 Maximum 49.5 mph

Speeds Exceeded
 15.0 mph 25.0 mph 35.0 mph
 94.2% 46.7% 1.3%
 4415 2187 60

	0 - <15	15 - <20	20 - <25	25 - <30	30 - <35	35 - <40	40 - <45	45 - <50	50 - <55	55 - <60	60 - <65	65 - <70	70 - <200
Total	2540	124	268	852	954	297	39	3	0	0	0	0	0
South-bound	4.9%	10.6%	33.5%	37.6%	11.7%	1.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
North-bound	121	307	801	715	186	12	3	0	0	0	0	0	0
Combined	245	575	1653	1669	483	51	6	3	0	0	0	0	0
	5.2%	12.3%	35.3%	35.6%	10.3%	1.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

TimeMark Incorporated
 City of Ashland Public Works/Engineering Department
 Transportation Commission Report

Faith Ave : Between
 Clay St : &
 Mae St :

Site: TSC 10-2007
 Wednesday, 10/10/2007, 10:40:18 AM -
 Wednesday, 10/17/2007, 12:29:45 PM

Speed Grand Totals
 South-bound

	Hourly Averages												
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	5.0	0.1	1.3	2.3	1.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
12:00 AM	0.0	0.1	1.3	2.3	1.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	4.1	0.1	0.9	1.7	1.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
2:00 AM	3.0	0.1	0.7	1.4	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.0	0.0	0.3	0.3	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.4	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	3.4	0.1	1.0	1.4	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	4.0	0.6	1.6	1.4	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	9.3	0.1	3.6	3.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	23.1	0.4	11.7	7.1	1.4	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	25.7	0.9	11.0	9.3	1.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	24.2	1.9	9.5	6.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	28.2	1.4	3.5	7.8	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	30.0	2.2	4.4	11.1	2.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	39.0	1.4	6.0	17.1	2.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	34.7	1.7	5.4	13.9	11.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	38.3	1.9	5.9	16.4	11.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	45.6	1.6	4.6	18.9	16.1	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	43.6	1.3	5.9	18.0	14.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	37.0	1.0	5.4	14.1	3.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	28.3	0.6	4.6	11.0	8.6	3.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	22.3	1.3	2.3	8.3	7.9	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	19.9	0.1	1.6	6.9	7.1	4.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	13.0	0.4	0.6	4.6	4.7	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	7.4	0.1	0.7	2.4	3.1	0.9	0.0	0.1	0.0	0.0	0.0	0.0	0.0
ADT	490.6	18.8	63.1	197.6	162.6	43.4	3.4	1.4	0.3	0.0	0.0	0.0	0.0

Percentile Speeds
 (mph)

10 mph Pace Speed
 Number in pace

Speeds Exceeded
 Count

Study Grand Totals

10.0%	15.0%	50.0%	85.0%	90.0%
18.1	19.5	24.2	28.6	29.9
Average				
24.1 mph				
Minimum				
6.8 mph				
Maximum				
46.1 mph				
Speeds Exceeded				
15.0 mph	25.0 mph	35.0 mph		
50.5 %	22.5 %	0.5 %		
3380	1508	36		
Total				
0 -	15 -	20 -	25 -	30 -
< 15	< 20	< 25	< 30	< 35
137	454	1418	1162	310
3.9%	12.9%	40.3%	33.0%	8.8%
South-bound				
40 -	45 -	50 -	55 -	60 -
< 45	< 50	< 55	< 60	< 65
10	2	0	0	0
0.3%	0.1%	0.0%	0.0%	0.0%
70 -				
< 200				
0				
0.0%				

TimeMark Incorporated
 City of Ashland Public Works/Engineering Department
 Transportation Commission Report

Faith Ave : Between
 Clay St : &
 Mae St :

Site: TSC 10-2007
 Wednesday, 10/10/2007, 10:40:18 AM -
 Wednesday, 10/17/2007, 12:29:45 PM

Speed Grand Totals
 North-bound

	Hourly Averages											ADT		
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65		65 - < 70	70 - < 200
Total	2.1	0.0	0.0	0.4	0.9	0.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 AM	1.7	0.0	0.0	0.4	0.6	0.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.9	0.0	0.0	0.1	0.6	0.9	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.1	0.0	0.0	0.1	0.7	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.9	0.0	0.1	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	5.7	0.1	0.3	1.7	2.1	1.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	12.0	0.0	0.6	2.6	5.3	2.9	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	20.3	0.1	1.3	5.7	7.3	5.1	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	31.1	0.6	1.9	12.0	13.4	3.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	28.7	1.0	3.7	8.6	11.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	26.0	0.9	3.1	7.5	10.1	3.6	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	32.5	1.6	4.0	9.6	11.6	5.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	27.9	2.4	3.1	8.5	9.5	4.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	30.4	2.4	3.1	10.9	10.6	3.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	33.4	0.9	5.1	10.1	12.9	3.4	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	35.4	1.9	4.0	10.4	13.7	5.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	33.3	1.4	3.7	11.7	10.3	5.4	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	32.4	1.1	3.7	11.7	11.4	4.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	24.4	0.4	3.7	7.3	8.4	4.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	19.3	0.4	1.6	7.0	7.4	2.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	14.4	0.4	1.1	3.6	6.7	2.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	10.4	0.3	0.9	2.7	4.0	2.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	8.4	0.0	0.4	1.4	4.1	2.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	6.7	0.0	0.1	1.4	3.3	1.3	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	440.7	16.0	45.7	135.9	166.2	67.0	8.9	0.8	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds
 (mph) 10.0% 15.0% 50.0% 85.0% 90.0%
 18.4 20.1 25.6 30.4 31.6

10 mph Pace Speed
 Number in pace 21.4 - 31.4
 2205 (69.5%)

Speeds Exceeded
 15.0 mph 25.0 mph 35.0 mph
 45.7% 26.1% 1.0%
 Count 3054 1747 70

	Study Grand Totals												
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	3171	117	330	977	1195	482	64	6	0	0	0	0	0
North-bound	3.7%	10.4%	30.8%	37.7%	15.2%	2.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

TimeMark Incorporated
 City of Ashland Public Works/Engineering Department
 Transportation Commission Report

Faith Ave : Between
 Clay St : &
 Mae St :

Site: TSC 10-2007
 Wednesday, 10/10/2007, 10:40:18 AM -
 Wednesday, 10/17/2007, 12:29:45 PM

Speed Grand Totals
 Combined

	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	7.1	0.1	1.7	3.1	1.7	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
12:00 AM	0.0	0.1	1.7	3.1	1.7	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	5.9	0.1	1.3	2.3	1.4	0.4	0.0	0.1	0.0	0.0	0.0	0.0	0.0
2:00 AM	4.9	0.1	0.9	2.0	1.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.1	0.0	0.4	1.0	0.4	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.3	0.0	0.6	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	9.1	0.3	1.3	3.1	2.9	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	16.0	0.0	1.1	4.1	3.1	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	29.6	0.3	2.4	9.3	11.0	5.9	0.7	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	54.3	1.0	3.7	23.7	20.6	4.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	64.4	1.9	6.9	19.6	20.3	5.7	0.0	0.1	0.0	0.0	0.0	0.0	0.0
10:00 AM	50.2	2.8	7.5	17.0	16.5	5.4	0.9	0.2	0.0	0.0	0.0	0.0	0.0
11:00 AM	60.8	3.0	7.5	23.5	19.4	6.8	0.6	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	57.9	4.6	7.5	19.6	19.2	6.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	69.4	3.9	9.1	28.0	22.3	5.7	0.4	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	66.1	2.6	10.6	24.0	24.3	5.6	1.0	0.1	0.0	0.0	0.0	0.0	0.0
3:00 PM	73.7	3.7	9.9	26.9	25.1	7.3	0.9	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	78.9	3.0	8.3	30.6	26.4	9.3	0.9	0.4	0.0	0.0	0.0	0.0	0.0
5:00 PM	76.0	2.4	9.6	29.7	25.7	7.9	0.4	0.3	0.0	0.0	0.0	0.0	0.0
6:00 PM	61.4	1.4	9.1	20.3	22.6	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	47.6	1.0	6.1	18.0	16.0	6.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0
8:00 PM	36.7	1.7	3.4	11.9	14.6	4.4	0.6	0.1	0.0	0.0	0.0	0.0	0.0
9:00 PM	30.3	0.4	2.4	9.6	11.1	6.1	0.6	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	21.4	0.4	1.0	6.0	8.9	4.4	0.6	0.0	0.1	0.0	0.0	0.0	0.0
11:00 PM	14.1	0.1	0.9	3.9	6.4	2.1	0.4	0.3	0.0	0.0	0.0	0.0	0.0
ADT	931.3	34.8	108.8	333.6	328.8	110.5	12.3	2.3	0.3	0.0	0.0	0.0	0.0

Percentile Speeds
 (mph) 10.0% 15.0% 50.0% 85.0% 90.0%
 18.2 19.8 24.9 29.6 30.8

10 mph Pace Speed
 Number in pace 19.9 - 29.9
 4777 (71.4%)
 Average Minimum Maximum
 24.7 mph
 6.8 mph
 46.1 mph

Speeds Exceeded
 15.0 mph 25.0 mph 35.0 mph
 96.2% 48.7% 1.6%
 6434 3255 106

	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	3517	454	1418	1162	310	24	10	2	0	0	0	0	0
South-bound	137	454	1418	1162	310	24	10	2	0	0	0	0	0
North-bound	3171	117	330	977	882	64	6	0	0	0	0	0	0
Combined	6688	254	784	2357	792	88	16	2	0	0	0	0	0
	3.8%	11.7%	35.8%	35.2%	11.8%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

TimeMark Incorporated
 City of Ashland Public Works/Engineering Department
 Transportation Commission Report

Faith Ave : between
 Mae St : &
 Wine St :

Site: TSC - 11-2007
 Monday, 11/26/2007, 12:04:38 PM -
 Tuesday, 12/4/2007, 10:21:26 AM

Speed Grand Totals
 south-bound

	Hourly Averages											ADT			
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65		65 - < 70	70 - < 200	
Total	6.0	0.4	0.5	1.8	1.9	1.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	368.7
12:00 AM	6.0	0.4	0.5	1.8	1.9	1.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	3.2	0.1	0.2	0.9	1.1	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	2.8	0.4	0.2	0.2	1.5	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	1.8	0.0	0.1	0.2	0.9	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	1.4	0.0	0.1	0.5	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	1.0	0.1	0.1	0.4	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	1.0	0.0	0.1	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	2.0	0.5	0.4	0.2	0.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	6.8	0.2	1.1	2.6	1.9	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	18.2	0.9	3.4	6.2	6.0	1.2	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	18.4	0.6	3.4	5.9	6.2	1.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	17.6	1.1	2.4	6.6	4.6	2.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 PM	21.9	1.6	2.1	5.6	7.9	3.9	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	29.6	1.2	3.9	9.6	9.5	4.8	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	29.1	1.5	3.4	9.8	9.5	4.4	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	26.6	1.6	2.9	7.5	8.9	4.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	30.4	0.5	3.0	7.2	13.2	5.8	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	31.9	2.0	3.4	10.0	12.2	4.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 PM	33.8	1.5	3.0	10.6	13.8	4.5	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	26.6	0.6	3.6	9.5	9.1	3.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	20.9	1.1	1.9	6.8	6.6	2.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	14.9	0.8	2.0	5.2	5.8	0.9	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	13.6	0.1	1.2	5.0	4.8	1.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	9.4	0.1	0.6	3.9	3.1	1.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	17.1	43.2	116.7	132.7	50.4	7.8	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	

Percentile Speeds
 (mph) 10.0% 15.0% 50.0% 85.0% 90.0%
 18.0 19.6 25.2 30.2 31.7

10 mph Pace Speed
 Number in pace 20.8 - 30.8
 2015 (68.7%)

Speeds Exceeded
 15.0 mph 25.0 mph 35.0 mph
 53.1% 29.0% 1.3%
 2796 1526 68

Study Grand Totals
 40 - < 45 0.0%
 45 - < 50 0.0%
 50 - < 55 0.0%
 55 - < 60 0.0%
 60 - < 65 0.0%
 65 - < 70 0.0%
 70 - < 200 0.0%

TimeMark Incorporated
 City of Ashland Public Works/Engineering Department
 Transportation Commission Report

Faith Ave : between
 Mae St : &
 Wine St :

Site: TSC - 11-2007
 Monday, 11/26/2007, 12:04:38 PM -
 Tuesday, 12/4/2007, 10:21:26 AM

**Speed Grand Totals
 Combined**

	Hourly Averages											ADT			
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65		65 - < 70	70 - < 200	
Total	9.1	1.1	2.6	2.9	1.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	662.3
12:00 AM	0.5	1.1	2.6	2.9	1.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	4.4	0.2	1.0	1.8	0.9	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	4.6	0.4	0.9	2.2	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	3.2	0.0	0.2	0.9	1.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	2.4	0.0	0.1	0.6	1.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	2.0	0.2	0.4	0.4	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	4.8	0.0	1.1	2.4	1.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	8.9	0.6	0.5	4.2	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	20.9	0.2	4.0	5.8	8.1	2.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	40.0	2.1	6.1	14.6	11.8	4.5	0.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	34.2	1.8	4.9	11.4	12.0	3.6	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	36.1	1.9	4.3	12.1	12.3	4.7	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	42.8	2.8	5.1	12.0	15.5	6.2	1.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	51.1	1.6	5.6	16.0	19.5	7.5	0.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	51.2	3.0	5.8	16.9	18.1	6.4	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	50.7	3.2	4.6	15.1	16.8	9.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	54.8	1.0	5.4	15.1	23.0	8.8	1.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	49.8	2.6	6.5	16.2	18.1	5.8	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	53.5	2.5	5.2	16.0	21.9	7.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	44.9	1.6	6.0	16.2	15.8	4.4	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	31.4	1.4	2.8	10.8	12.4	3.5	0.4	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	26.1	1.1	3.8	7.9	9.9	2.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	21.6	0.4	1.9	8.1	7.2	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	14.5	0.4	1.2	5.9	4.4	2.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	662.3	29.7	76.3	210.1	243.9	87.5	13.3	1.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds
 (mph) 10.0% 15.0% 50.0% 85.0% 90.0%
 18.1 19.8 25.2 30.1 31.3

10 mph Pace Speed
 Number in pace 20.3 - 30.3
 3638 (69.1%)
 Average Minimum Maximum
 25.0 mph
 6.0 mph
 49.5 mph

Speeds Exceeded
 15.0 mph 25.0 mph 35.0 mph
 95.5% 52.3% 2.2%
 Count 5026 2751 117

	Study Grand Totals												
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
south-bound	2932	136	343	927	1057	401	62	1	0	0	0	0	0
north-bound	2330	4.6%	11.7%	31.6%	36.1%	13.7%	2.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
Combined	5262	4.3%	11.3%	31.8%	37.9%	12.6%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

The planned network reflects projects identified based on the crash analysis summarized in Section 3 and technical memorandum #3 and #4. The planned network also prioritizes projects that are located on designated Safe Routes to School, streets with higher street functional classifications (indicating higher traffic volumes and speed), and adjacent to land use destinations. Detailed information regarding project extent, priority designation and planning level cost estimates for each pedestrian project is provided in Table 7-1 below. Note the multi-use path projects are documented in Section 6 Bicycle Plan. *Appendix A contains the project prospectus sheets for the pedestrian related projects.*

Table 7-1 Pedestrian Projects

(Project #) Name	Description	Safe Routes to School? ¹	Reasons for the Project	Priority (Timeline)	Cost ²
(O1) Create TravelSmart Education Program	Invest in individualized, targeted marketing materials to be distributed to interested individuals for the purpose of informing and encouraging travel as a pedestrian or by bicycle	-	Encourage and facilitate pedestrian and bicycle travel	High (0-5 Years)	\$45,000
(P1) N Main Street/Highway 99	From N Main Street to Schofield Street	-	Fill gap in existing sidewalk network	High (0-5 Years)	\$50,000
(P4) Laurel Street	From Nevada Street to Orange Avenue	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$500,000
(P5) Glenn Street/Orange Avenue	From N Main Street to 175' east of Willow Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$200,000
(P6) Orange Avenue	175' west of Drager Street to Helman Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$250,000
(P7) Hersey Street	From N Main Street to Oak Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$750,000
(P8) Wimer Street	From Thornton Way to N Main Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$800,000
(P9) Maple Street	From Chestnut Street to 150' east of Rock Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$100,000
(P10) Scenic Drive	From Maple Street to Wimer Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$250,000
	From Wimer Street to Grandview Drive	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	\$300,000
(P17) Beaver Slide	From Water Street to Lithia Way	-	Fill gap in existing sidewalk network	High (0-5 Years)	\$50,000
(P18) A Street	From Oak Street to 100' west of 6 th Street	-	Fill gap in existing sidewalk network	High (0-5 Years)	\$250,000
(P22) N Mountain Avenue	From 100' south of Village Green Way to Iowa Street	-	Fill gap in existing sidewalk network	High (0-5 Years)	\$450,000
(P23) Wightman Street	From 200' north of E Main Street to 625' south of E Main Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$400,000
(P25) Walker Avenue	950' north of Iowa Street to Ashland Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$750,000
(P27) Walker Avenue	From Oregon Street to Woodland Drive	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$200,000
	From Woodland Drive to Peachey Road	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	\$150,000
(P28) Ashland Street	From S Mountain Avenue to Morton Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$450,000
	From Morton Street to Guthrie Street	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	\$500,000
(P37) Clay Street	From Faith Avenue to Siskiyou	Yes	Fill gap in existing	Medium	\$1,000,000



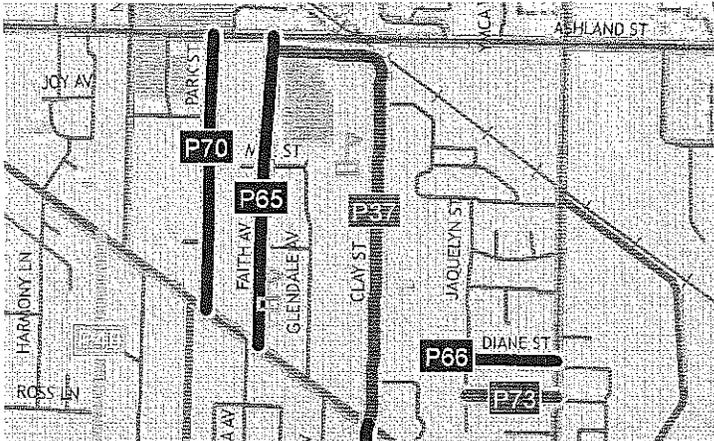
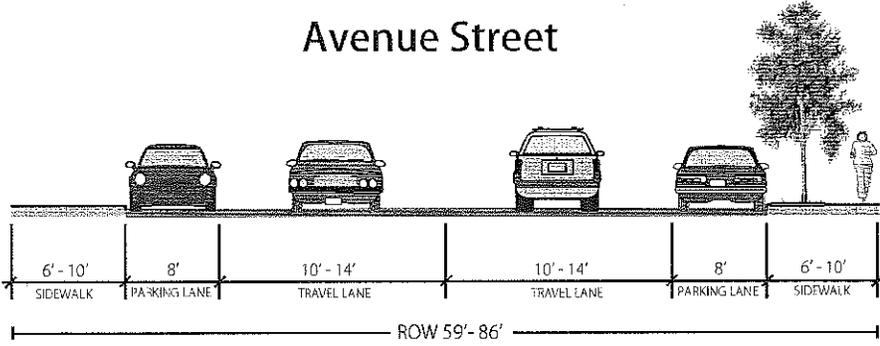
(Project #) Name	Description	Safe Routes to School? ¹	Reasons for the Project	Priority (Timeline)	Cost ²
	Boulevard		sidewalk network	(5-15 Years)	
(P38) Clay Street	From Siskiyou Boulevard to Mohawk Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$300,000
	From Mohawk Street to southern terminus	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	\$300,000
(P40) Hillview Drive	From Siskiyou Boulevard to Peachey Road	-	Fill gap in existing sidewalk network	Low (15-25 Years)	\$250,000
(P42) S Mountain Avenue	From Ashland Street to Prospect Street	-	Fill gap in existing sidewalk network	Low (15-25 Years)	\$400,000
(P54) Iowa Street	From Terrace Street to Auburn Street	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	\$350,000
(P57) Tolman Creek Road	From Siskiyou Boulevard to City Limits (west side)	-	Fill gap in existing sidewalk network	High (0-5 Years)	\$425,000
	From Siskiyou Boulevard to City Limits (east side)	-	Fill gap in existing sidewalk network	Low (15-25 Years)	\$425,000
(P58) Helman Street	From Hersey Street to Van Ness Avenue	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$100,000
	From 1500' north of Orange Avenue to Orange Avenue	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	\$200,000
(P59) Garfield Street	From E Main Street to Siskiyou Boulevard	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$750,000
(P60) Lincoln Street	From E Main Street to Iowa Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$450,000
(P61) California Street	From E Main Street to Iowa Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$500,000
(P62) Quincy Street	From Garfield Street to Wightman Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$150,000
(P63) Liberty Street	From Siskiyou Boulevard to Ashland Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$650,000
(P64) Water Street	From Van Ness Avenue to B Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$250,000
(P65) Faith Avenue	From Ashland Street to Siskiyou Boulevard	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$350,000
(P66) Diane Street	From Jaquelyn Street to Tolman Creek Road	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$20,000
(P67) Frances Lane	From Siskiyou Boulevard to Oregon Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$10,000
(P68) Carol Street	From Patterson Street to Hersey Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$150,000
(P70) Park Street	From Ashland Street to Siskiyou Boulevard	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$650,000
(P71) Orchard Street	From Sunnyview Drive to Westwood Street	Yes	Fill gap in existing sidewalk network	Low (15-15 Years)	\$100,000
(P72) C Street	From Fourth Street to Fifth Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$100,000
(P73) Barbara Street	From Jaquelyn Street to Tolman Creek Road	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$100,000
(P74) Roca Street	From Ashland Street to Prospect Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$250,000
(P75) Blaine Street	From Morton Street to Morse Avenue	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$100,000
(P78) Patterson Street	From Crispin Street to Carol Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$100,000
(P79) Harrison Street	From Iowa Street to Holly Street	Yes	Fill gap in existing	Medium	\$100,000

Table 10-3 Preferred Plan Intersection and Roadway Projects

Project # Name	Description	Reasons for the Project	Priority (Timeline)	Cost ²
(R2) N Main Street (OR 99)/Wimer Street-Hersey Street Intersection Improvements	Install a traffic signal at the intersection once MUTCD traffic volume or MUTCD crash warrants are met	Improve Safety, Improve Operations	Low (15-25 Years)	\$300,000
(R5) Lithia Way (OR 99 NB)/E Main Street Intersection Improvements	Improve visibility of signal heads. Identify and install treatments to slow vehicles on northbound approach	Improve Safety	High (0-5 Years)	\$50,000
(R6) Siskiyou Boulevard (OR 99)/Tolman Creek Road Intersection Improvements	Conduct a speed study. Identify and install speed reduction treatments on northbound approach	Improve Safety	High (0-5 Years)	\$61,000
(R8) Ashland Street (OR 66)/Oak Knoll Drive-E Main Street Intersection Improvements	Realign E Main Street approach to eliminate offset and install speed reduction treatments	Improve Safety	High (0-5 Years)	\$706,000
(R9) Ashland Street (OR 66)/Oak Knoll Drive-E Main Street Intersection Improvements	Install a roundabout ¹	Improve Safety, Gateway to Urban Area	Low (15-25 Years)	\$3,150,000
(R11) Lithia Way (OR 99 NB)/Oak Street Intersection Improvements	Install a traffic signal	Improve Operations	Low (15-25 Years)	\$200,000
(R12) Siskiyou Boulevard (OR 99)/Sherman Street Intersection Improvements	Realign Sherman Street approach to eliminate offset	Improve Street Continuity	Development Driven	\$391,000
(R13) Siskiyou Boulevard (OR 99)/Park Street Intersection Improvements	Realign Park Street approach to eliminate offset	Reduce Conflicts, Improve Street Continuity	Development Driven	\$296,000
(R14) Siskiyou Boulevard (OR 99)/Terra Avenue-Faith Avenue Intersection Improvements	Realign Terra Avenue approach to eliminate offset	Reduce Conflicts, Improve Street Continuity	Development Driven	\$216,000
(R17) East Nevada Street Extension	Extend Nevada Street from Bear Creek to Kestrel Parkway	Balance Mobility and Access	High (0-5 Years)	\$2,261,000
(R19) Normal Avenue Extension	Extend Normal Avenue to E Main Street consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66); Coordinate with Project X3.	Balance Mobility and Access	Medium (5-15 Years)	\$2,705,000
(R20) Creek Drive Extension	Extend Creek Drive from Meadow Drive to Normal Avenue consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66)	Balance Mobility and Access	Development & Access Management Driven	Developer Responsibility
(R22) New Roadway (B)	Construct a New Roadway from Clay Street to Tolman Creek Road consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66) if and when Tolman Creek Manufactured Park is redeveloped. The location of the connection shall be determined at the time of redevelopment of the manufactured home park.	Facilitate Economic Growth Balance Mobility and Access	Development & Access Management Driven	Developer Responsibility
(R23) New Roadway (C)	Construct a New Roadway from McCall Drive to Engle Street	Facilitate Economic Growth Balance Mobility and Access	Development & Access Management Driven	Developer Responsibility
(R24) Clear Creek Drive Extension	Construct a New Roadway to connect the two existing segments of Clear Creek Drive providing a continuous east-west roadway between Oak Street and N	Facilitate Economic Growth Balance Mobility and Access	Development & Access Management Driven	\$2,505,000

(ID #) Name	Description	Reasons for the Program, Study or Project	Cost
(P22) Mountain Avenue	From 100' south of Village Green Way to Iowa Street	Fill gap in existing sidewalk network	\$450,000
(P23) Wightman Street	From 200' north of E Main Street to 625' south of E Main Street	Fill gap in existing sidewalk network	\$400,000
(P25) Walker Avenue	950' north of Iowa Street to Ashland Street	Fill gap in existing sidewalk network	\$750,000
(P27) Walker Avenue	From Oregon Street to Woodland Drive	Fill gap in existing sidewalk network	\$200,000
(P28) Ashland Street	From S Mountain Avenue to Morton Street	Fill gap in existing sidewalk network	\$450,000
(P38) Clay Street	From Siskiyou Boulevard to Mohawk Street	Fill gap in existing sidewalk network	\$300,000
(P57) Tolman Creek Road	From Siskiyou Boulevard to City Limits (west side)	Fill gap in existing sidewalk network	\$425,000
(P58) Helman Street	From Hersey Street to Van Ness Avenue	Fill gap in existing sidewalk network	\$100,000
(P59) Garfield Street	From E Main Street to Siskiyou Boulevard	Fill gap in existing sidewalk network	\$750,000
(P60) Lincoln Street	From E Main Street to Iowa Street	Fill gap in existing sidewalk network	\$450,000
(P61) California Street	From E Main Street to Iowa Street	Fill gap in existing sidewalk network	\$500,000
(P63) Liberty Street	From Siskiyou Boulevard to Ashland Street	Fill gap in existing sidewalk network	\$650,000
(P65) Faith Avenue	From Ashland Street to Siskiyou Boulevard	Fill gap in existing sidewalk network	\$350,000
(P66) Diane Street	From Jaquelyn Street to Tolman Creek Road	Fill gap in existing sidewalk network	\$20,000
(P67) Frances Lane	From Siskiyou Boulevard to Oregon Street	Fill gap in existing sidewalk network	\$10,000
(P68) Carol Street	From Patterson Street to Hersey Street	Fill gap in existing sidewalk network	\$150,000
(P70) Park Street	From Ashland Street to Siskiyou Boulevard	Fill gap in existing sidewalk network	\$650,000
(B2) Wimer Street	Bicycle Boulevard - From Scenic Drive to N Main Street.	Upgrade of existing bikeway to encourage greater use	\$20,000
(B5) Maple/Scenic Drive/Nutley Street	Bicycle Boulevard - From N Main Street to Winburn Way	Fill gap in existing bicycle network	\$110,000
(B7) Iowa Street	Bike Lane - From Terrace Street to road terminus and from N Mountain Avenue to Walker Avenue	Fill gap in existing bicycle network	\$240,000
(B10) S Mountain Avenue	Bike Lane - From Ashland Street to E Main Street	Fill gap in existing bicycle network	\$120,000
(B11) Wightman Street	Bicycle Boulevard - E Main Street to Siskiyou Boulevard	Fill gap in existing bicycle network	\$60,000
(B13) B Street	Bicycle Boulevard - From Oak Street to N Mountain Avenue	Fill gap in existing bicycle network	\$80,000
(B16) Lithia Way	Bicycle Boulevard - From Oak Street to Helman Street	Fill gap in existing bicycle network	\$110,000
(B17) Main Street	Bicycle Boulevard - From Helman Street to Siskiyou Boulevard.	Fill gap in existing bicycle network	\$50,000
(B19) Helman Street	Bicycle Boulevard - From Nevada Street to N Main Street	Fill gap in existing bicycle network	\$80,000

(ID-#) Name	Description	Reasons for the Program, Study or Project	Cost
	Management on Ashland Street (OR 66). This is a City funded project; not developer driven.		
(R35) N Main Street Temporary Road Diet	Implement a temporary road diet on N Main Street. Temporary road diet includes converting N Main Street to a two-lane roadway with a two-way center turn lane and bicycle lanes in both directions	Improve Safety, Balance Mobility and Access, Creating Space for Bikes	\$160,000
(R40) Walker Avenue Festival Street (Siskiyou Boulevard to Ashland Street)	Street reconstruction with flush curbs and scored concrete roadway surface. Sidewalk treatments to include decorative bollards to delineated pedestrian space, street trees, LID storm water facilities and ornamental lighting.	Support Pedestrian Places Planning	\$780,000
High Priority Sub Total			\$17,988,000
Medium Priority Programs, Studies, and Projects			
<i>General Studies</i>			
(S1) Funding Sources Feasibility Study	Study to identify and evaluate the feasibility of additional funding sources to support transportation programs, studies, and projects.	Enable the City to Implement more Programs, Studies, and Projects to Achieve Goals	\$30,000
<i>Active Transportation Plan Projects</i>			
(P4) Laurel Street	From Nevada Street to Orange Avenue	Fill gap in existing sidewalk network	\$500,000
(P8) Wimer Street	From Thornton Way to N Main Street	Fill gap in existing sidewalk network	\$800,000
(P37) Clay Street	From Faith Avenue to Siskiyou Boulevard	Fill gap in existing sidewalk network	\$1,000,000
(P62) Quincy Street	From Garfield Street to Wightman Street	Fill gap in existing sidewalk network	\$150,000
(P64) Water Street	From Van Ness Avenue to B Street	Fill gap in existing sidewalk network	\$250,000
(P72) C Street	From Fourth Street to Fifth Street	Fill gap in existing sidewalk network	\$100,000
(P73) Barbara Street	From Jaquelyn Street to Tolman Creek Road	Fill gap in existing sidewalk network	\$100,000
(P74) Roca Street	From Ashland Street to Prospect Street	Fill gap in existing sidewalk network	\$250,000
(P75) Blaine Street	From Morton Street to Morse Avenue	Fill gap in existing sidewalk network	\$100,000
(P78) Patterson Street	From Crispin Street to Carol Street	Fill gap in existing sidewalk network	\$100,000
(P79) Harrison Street	From Iowa Street to Holly Street	Fill gap in existing sidewalk network	\$100,000
(P80) Spring Creek Drive	From Oak Knoll Drive to road end	Fill gap in existing sidewalk network	\$350,000
(P81) Bellview Avenue	From Greenmeadows Way to Siskiyou Boulevard	Fill gap in existing sidewalk network	\$250,000
(B3) Nevada Street	Bike Lane - From Vansant Street to N Mountain Avenue. Coordinate with Project R17.	Fill gap in existing bicycle network	\$230,000

Project #: P37		Clay Street Sidewalk Infill	
<p>Description: Construct new sidewalks from Faith Ave to Siskiyou Blvd. Entire length of street lacks sidewalk and a school is located in the center of this stretch. Jackson County Right-of-way.</p>			
Category: Sidewalk	Functional Classification: Avenue	Priority: Medium	Total Cost: \$1,000,000
Project Goals Met:			
Create a Green Template <input checked="" type="checkbox"/>	Improve Safety <input checked="" type="checkbox"/>	Facilitate Economic Growth and Maintain Small Town Character <input checked="" type="checkbox"/>	Balance Mobility and Access <input checked="" type="checkbox"/>
Project Location: 			Safe Routes to School <input checked="" type="checkbox"/>
Project Image: <div style="text-align: center;"> <h3>Avenue Street</h3>  </div>			

Project #: P65		Faith Avenue Sidewalk Infill		
Description: Construct new sidewalks from Ashland St to Siskiyou Blvd on the east side only.				
Category: Sidewalk	Functional Classification: Local	Priority High	Total Cost: \$350,000	
Project Goals Met:				
Create a Green Template <input checked="" type="checkbox"/>	Improve Safety <input checked="" type="checkbox"/>	Facilitate Economic Growth and Maintain Small Town Character <input checked="" type="checkbox"/>		Balance Mobility and Access <input checked="" type="checkbox"/>
Project Location:				Safe Routes to School <input checked="" type="checkbox"/>
Project Image:				
<h3>Local Street</h3>				

Project #: R14		Siskiyou Boulevard (OR 99)/Terra Avenue-Faith Avenue Intersection Improvements	
Description: Realign Terra Avenue approach to eliminate offset. Right-of-way costs are not included in the cost estimate.			
Category: Roadway	Functional Classification: Boulevard/Neighborhood	Time Frame: Development Driven	Engineering and Construction Cost: \$216,000
Project Goals Met:			
Create a Green Template <input type="checkbox"/>	Improve Safety <input checked="" type="checkbox"/>	Facilitate Economic Growth and Maintain Small Town Character <input type="checkbox"/>	Balance Mobility and Access <input checked="" type="checkbox"/>
Project Location:			
Project Image:			

Table 1: City of Ashland Street Design Standards

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"	5'-8' ¹	6'-10' ²
3-Lane Boulevard	30,000	73'-99'	46'	11'	12'	2 at 6' each	in 8' bays	6"	5'-8' ¹	6'-10' ²
5-Lane Boulevard	ADT	95'-121'	68'	11'	12'	2 at 6' each	in 8' bays	6"	5'-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"	5'-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"	5'-8' ¹	6'-10' ²
Neighborhood Collector, Residential	1,500 to				NA	NA ³				
No Parking	5,000	49'-51'	22'	11'			none	6"	8'	5'-6'
Parking One Side	ADT	50'-56'	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'
Neighborhood Collector, Commercial										
Parallel Parking One Side		55'-65'	28'	10'			one 8' lane	6"	5'-8' ¹	6'-10' ²
Parallel Parking Both Sides		63'-73'	36'	10'			two 8' lanes	6"	5'-8' ¹	6'-10' ²
Diagonal Parking One Side		65'-74'	37'	10'			one 17' lane	6"	5'-8' ¹	6'-10' ²
Diagonal Parking Both Sides		81'-91'	54'	10'			two 17' lanes	6"	5'-8' ¹	6'-10' ²
Neighborhood Street, Residential	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	16'	12' paved width, 2' strips on both sides	NA	NA	NA	none	none	none	none
Multi-Use Path	NA	10'-18'	6'-10' paved width, 2'-4" strips on both sides	NA	NA	NA	none	none	none	none

¹ 7' – 8' landscape parkrow shall be installed in residential areas, a 5' hardscape parkrow with tree wells shall be 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 specific range based upon intensity of land use, existing and projected traffic and pedestrian volumes or when supported through other applicable standards. The approval authority may approve dimensions and ranges greater than those shown when volunteered by the applicant.

Memo

CITY OF
ASHLAND

Date: December 1, 2005
From: James H. Olson
To: Traffic Safety Commission
Re: TRAFFIC CONCERNS ON FAITH AVENUE AND CLAY STREET

REQUEST

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

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

BACKGROUND

As indicated in the letter, this commission reviewed this intersection in August of 2002. A copy of the memo and supporting documentation is attached. Site observations have shown that most of the original problems that existed in 2002 are still prevalent including:

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

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

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



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

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

CONCLUSION

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

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







Ashland Traffic Safety Commission

Minutes

December 8, 2005

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

Staff Present: Jim Olson, Dawn Lamb, Tom Cook

Members Absent: Terry Doyle, Russ Silbiger, Noal Preslar

I. CALL TO ORDER –

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

III. ITEMS FOR DISCUSSION:

A. PUBLIC FORUM ITEMS:

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

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

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

1. Request for Parking Limitations on A Street

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

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

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

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

Discussion:

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

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

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

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

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

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

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

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

Decision:

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

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

2. Traffic Concerns on Faith Avenue and Clay Street

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

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

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

1. A general disregard of the stop sign on Clay Street. A brief count of 20 vehicles approaching the stop indicated that only 8 vehicles came to a complete stop while 12 merely slowed down or completely ignored the sign.
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- 2 & 3. The speed limit actually changes near Normal Avenue, not at Faith, so the speed through the intersection is 35 mph. Speeds are expectantly harder to control on the steep approach grade of the railroad overpass structure. Additional police enforcement may help to slow the faster moving traffic.

4. The median was specifically designed to eliminate the long oblique merging of traffic that is so common in unbroken center medians. The purpose of the median is to provide a temporary refuge for vehicles making turn movements and should never be allowed to be used as a merge lane.
5. There is virtually nothing that could be done to revise the configuration of the intersection of Faith and Clay that would not involve the acquisition and possible condemning of several residences and Park's land.
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As pointed out in the letter, some of the directed changes from 2002 were never implemented and the centerline stripe that was installed on Faith Avenue was obliterated with the recent street overlay. It is recommended that the solutions identified in 2002 be completed as soon as possible.

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

Discussion:

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

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

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

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

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

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

Decision:

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

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

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

Beach Street

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

Siskiyou Boulevard

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

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

Discussion:

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

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

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

Decision:

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

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

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

Decision:

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

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

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

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

D.

E. Development Review:

1. Planning Commission Agenda
2. Hearings Board Agenda

F. Capital Projects Update: No discussion.

G. Other:

1. Council Goal Setting

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

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

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

Decision:

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

IV. Adjourned 8:30 PM

Ashland Traffic Safety Commission

Minutes

January 26, 2006

Members Present: Patti Busse, Doris Mannion, Colin Swales, Terry Doyle, Noal Preslar

Staff Present: Jim Olson, Dawn Lamb

Members Absent: Russ Silbiger, Keith Massie, Alan Bender, Pam Hammond

I. CALL TO ORDER –

II. APPROVAL OF MINUTES: December 8th, 2005 Minutes approved as written.

III. ITEMS FOR DISCUSSION:

A. PUBLIC FORUM ITEMS:

Nancy Seward, 115 Church Street, reported that a community meeting had been held on January 14th at the Ashland Library. Six residents were in attendance and Seward went over many of the background items that had already been discussed regarding why many of the physical changes would not be an option on the narrow, steep and financial constraints. The Church Street neighbors considered many of the ideas presented in the David Engwitsch book, Mental Speed Humps and looked at other programs that supported neighborhood interaction to improve speeds and perceptions of roads. Seward asked how several of these items should be implemented and what approval process she should investigate. The idea of a banner and signage was strongly supported but would require physical attachments on both sides of the street. There are only electric poles on one side of Church Street. Would it be possible to install some kind of pole to attach to on the other side? What are the limitations for signs and banners? The Church Street neighbors also like the idea of painting patterned crosswalks similar to the brickwork crosswalks in Central Point. The crosswalks requested would be at the intersections of Almond, Baum and High Streets. The other idea included adding a welcoming sign for the neighborhood. There would need to be consideration to visibility and location.

Olson will forward information on signage and banner use to Seward and suggested she talk to the Planning Department for background on approvals of this nature. The banner would need to be high enough to not hinder emergency vehicles or other tall vehicles. Signage of any kind needs to follow the Planning Department ordinances which are online. Olson did have some hesitation on the painting of the crosswalks where no curb or sidewalk exist. The neighborhood has done a wonderful job of researching ways to make the neighborhood safer. Their efforts are greatly appreciated. The Commission will include Church Street on the next agenda and asked Seward to come forward with a packet of suggestions that the Commission would then be able to support. The Commission would like to sponsor neighborhood projects of this nature and would like to have examples to take to the Council for financial support.

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

1. Traffic Concerns on Faith Avenue and Clay Street

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

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

6. Vegetation at the northwest corner of the Faith / Ashland intersection blocks views.

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

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

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

1. The traffic volume on Faith Ave. in 2002 was 1054 VPD. A current count shows 1086 VPD, a 3% increase. The Clay St. traffic went from 1325 VPD in 2002 to 1189 VPD, a 10% decrease. Neither of these volumes is unusually high and in fact are average for neighborhood collectors.
- 2 & 3. The speed limit actually changes near Normal Ave., not at Faith, so the speed through the intersection is 35 mph. Speeds are expectantly harder to control on the steep approach grade of the railroad overpass structure. Additional police enforcement may help to slow the faster moving traffic.
4. The median was specifically designed to eliminate the long oblique merging of traffic that is so common in unbroken center medians. The purpose of the median is to provide a temporary refuge for vehicles making turn movements and should never be allowed to be used as a merge lane.
5. There is virtually nothing that could be done to revise the configuration of the intersection of Faith and Clay that would not involve the acquisition and possible condemning of several residences and Park's land.
6. The Cedar tree at the southwest (not northwest) corner of the intersection again needs to be trimmed of some of the lower branches; however, the center median does not appear to present a vision obstruction.

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

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

Discussion:

Olson will follow up on items that were not implemented in 2002 and have the items that were inadvertently removed during the overlay process reestablished. The volume changes are not out of line for the residential neighborhood. The speeds on Ashland Street were lowered because of a request by the Commission during the Ashland Street construction project. The speed does decrease at Normal Avenue. We may want to have ODOT revisit the speeds now that more development on Ashland Street is in process. The medians on Ashland Street were specifically placed there to stop drivers from using the center lane as a merge lane. That practice is illegal and has been discouraged by the medians. The Parks Department maintains the vegetation in the medians and we can suggest they do more aggressive pruning within the medians. The design of the intersection is awkward and has been since it was first constructed along with the overpass. To reconfigure the intersection would mean the City would need to acquire several of the properties near the intersection. Olson recommends installing an extra large 36 inch stop sign and moving the stop bar back from the

intersection and painting it wider, up to 24 inches. Olson also suggests putting in a yellow centerline double-line that carries through the intersection and carries on an extra 100 hundred feet south down Clay Street.

Doyle asked if the installation of a mounted curb instead of a yellow line would be a possibility. Olson felt this would hinder large trucks from negotiating the turn. Busse asked if a stop ahead sign or a stop ahead road painting could be installed prior to the stop sign.

Joanie Keller-Hand, 652 Faith Avenue has witnessed the change in traffic as further development has been constructed on Clay Street. There are many traffic generators along Clay; the Takelma development has increased traffic, the church and the school and affordable housing along with the established offices and the apartment contribute to traffic. She was surprised the study showed less traffic on Clay Street with all these generators. She was impressed with the items she overheard Nancy Seward talking about.

Greg Jones, 641 Faith Avenue, reported several accidents that have occurred along Faith and even recalled a pedestrian death about ten years back. The intersection of Ashland and Faith Avenue is particularly dangerous because vehicles are coming down the grade of the overpass and are not expecting cross traffic to be pulling out. The grade lends to an increase of speed and hinders visibility of both the driver on Ashland Street and the driver queued at the Faith intersection. The medians make it hard to decipher which lane of traffic the driver on Ashland Street is in. The children on Faith cross Ashland Street at this spot to get to the school and bikepath. He is glad to hear the Commission made site visits and witnessed some of the problems. We need to change the habits of the drivers but this does not happen quickly.

Keller-Hand agrees that the children crossing should have more protection. They cross to get to Walker School and the park. There needs to be crosswalks. She avoids using the Faith/ Ashland intersection because it makes her nervous. Drivers hesitate pulling out onto Ashland Street because of the visibility problems and then cars stack up and if enough cars stack up vehicles trying to turn from Ashland Street onto Clay Street can not make it through.

Jones realizes that large changes can't be made because of the physical constraints, but what changes are feasible? Keller-Hand felt the few changes that were made in 2002 helped while they existed and would like to see them reestablished. Jones reported that there is a meeting once a week that happens at the property located at 1970 Ashland Street, which is the corner of Faith and Ashland and across from Clay Street, where vehicles park up and down the street. This worsens the visibility issue immensely. Could the yellow curb for this property be extended past the driveway closer to the property at 575 Faith Avenue to help mitigate the congestion.

Olson would like to ask ODOT to reexamine the speeds along Ashland Street. The Commission agreed that traffic traveling over the overpass towards town has a tendency to speed up and can see where the risk for vehicles trying to pull out onto Ashland could be a problem. Olson felt he could reasonably ask for 30 MPH before the overpass.

Jones asked if school zone signs could be installed in this area and Olson informed him that ODOT has strict criteria for where the signs are placed and Ashland Street is not within the criteria. Jones said the speed of traffic and disregard for the traffic signs makes people afraid of leaving their houses. Olson suggested looking through some of the items that Mental Speed Bumps suggests for reclaiming your street. The City does still have the KKAD 25 signs and suggested Jones try some of the signs. Jones asked if a restriping similar to Walker Street, which included bike lanes and the narrowing of the traffic lanes might be reasonable. Olson informed him that improvements along Clay Street are scheduled in the Capital Improvements Plan and that is hopefully beginning next fiscal year. The

improvement includes construction of sidewalks and traffic calming features similar to Tolman Creek Road. The plan should impact the intersection of Faith and Clay Streets.

Sherman Peters, Napa Store Manager, 1952 Ashland Street, feels the installation of the medians in Ashland Street at the corner of Faith have caused serious maneuvering issues for vehicles leaving Faith and for large delivery trucks trying to access his property for delivery. He would like to see the planter removed. He understands that the medians make a good refuge for pedestrians, but for drivers along Faith and Ashland Street are hindered. This is a dangerous situation.

Jones agrees that the median closes options for drivers and keeps the visibility blocked not working as a traffic calming device at all. He feels that a small segment of the median should be removed also.

Keller-Hand feels drivers don't recognize that they have entered the City until they are at the Siskiyou Blvd. intersection. The addition of a gateway sign similar to the one on Hwy 99 at the north end of town would help people realize they are in Ashland when they cross over the overpass. A welcoming sign has been made but there has been opposition by ODOT on installing it in their right of way and staff has been considering putting the signs on City right of way to avoid the conflict.

Doyle asked that the vegetation be trimmed by the Parks Department and that the 35 MPH speed zone be moved back to the south side of the overpass. Olson would like to recommend the ODOT speed study from Tolman Creek to Siskiyou Boulevard. If the request is to specifically slow the speed to 30 MPH from Tolman Creek to Normal Avenue in both directions ODOT might consider. They will not consider a reduction to 25 MPH, that is too low for the street. Preslar asked if the median could be removed or altered. Olson would want to present that recommendation to Council for consideration because of the lengthy and extensive review process that the street went through during the Siskiyou Boulevard Redesign process.

Preslar asked for staff to look into the median and see if any modification could be made and bring the results to the Commission for further study.

Decision:

Busse moved to:

- 1) Change the stop sign on Clay to a larger 36 inch sign;
- 2) Make the existing stop bar on Clay Street 24 inches wide;
- 3) Paint a yellow double line on Faith and Clay Streets delineating the turn movement and extend the line 200 hundred feet down Clay Street;
- 4) Request the cedar tree on the southwest corner be trimmed up for visibility;
- 5) Recommend that staff apply to ODOT for a speed study to reduce speeds on Ashland Street from 35 MPH to 30 MPH from Tolman Creek Road to Normal Avenue in both directions.

Mannion seconded the motion.

Doyle amended the motion by adding a stop ahead sign be placed prior to the stop on Clay. Amendment accepted and seconded by Mannion.

Vote passed unanimously.

2. Traffic Concerns on Meade Street

The Engineering Staff occasionally receives requests for traffic studies from the Police Department (as passed along from private citizens) and sometimes directly from citizens.

Many requests are from residents who feel that traffic is "barreling" on their street and that something should be done to slow the traffic. The first step is to verify that there is, in fact, a speeding problem.

The most accurate measurement is by use of traffic classifiers, which can determine not only the volume of traffic, but the speed and composition of the traffic as well.

Results Of Study

A classifier study concluded on January 11, 2006 showed traffic on Meade Street between Vista Street and Iowa Street to be traveling at an average of 23.5 mph with an 85th percentile speed of 29.4 mph.

The results of the speed study indicate that traffic is well within acceptable ranges for a residential zone. No further action is suggested for this street.

Discussion:

Olson reiterated that the speed study reflected no problem and that this may be a perception of speeding on the small street because of the close feel of vehicles. Swales commented that the street has no sidewalks and pedestrians walk in the street which causes vehicles and walkers to be in very close proximity.

Decision:

Doyle moved to accept staff recommendation of no further action; seconded by Swales, vote passed unanimously.

3. Bike and Pedestrian Issues and Concerns (Bike & Ped Agenda w/minutes)
No members attended the Bike and Pedestrian meeting.

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

D. Traffic Safety Education

1. "Designing Streets for Bicycles", February 17 OSU
2. "Designing Streets for Pedestrians", March 16 & 17, OSU

E. Development Review:

1. Planning Commission Agenda
2. Hearings Board Agenda

F. Capital Projects Update: No discussion.

G. Other:

1. Results of Radar Speed Display Sign
2. Miscellaneous Communications
3. Railroad Crossing Upgrade Update:

Olson received a response letter from ODOT Rail Division offering the following recommendations.

Glenn Street: offer a safety upgrade of Oak Street in exchange for the closure of Glenn Street. Glenn would be converted to a multi-use path allowing pedestrian/bicycle access.

Laurel/Hersey Streets: making the intersection into a T closing off the south approach of Laurel Street. It would allow automatic gate signal in the southwest quadrant to bring the safety device closer to the tracks. The railroad offered \$100,000 toward the cost of signalization at the Laurel/ Hersey intersection if the south approach of Laurel is closed off.

Olson application asked for improvements to Laurel and Hersey, Main Street and Glenn Street crossings. The ODOT Rail Division has a goal to close all at grade crossings throughout Oregon and they do not make a consideration for any other modal operation other than trains. Olson is not willing to accept the offered changes and would like input from the commission on moving forward with other recommendations. Doyle asked if they really looked at the Laurel Street closing; he commented that they obviously didn't

live here. Olson will need to go to Council with recommendations, but would like to have some other options to present. Olson would like to go further and use recommendations from the HDR R/R Safety report and offer two other closures. He considered Glenn and Wightman because they have the least traffic volume or a better gain. Glenn is very isolated without a lot of interconnectivity. Wightman doesn't have a high volume but does offer some connectivity. Wightman could be continued as a pedestrian crossing. Olson would like to go back to ODOT and say that we won't consider closing Glenn or Laurel, but would consider Wightman.

Olson felt that the campus housing could be supportive of the closure to help with speed, which they have complained about, and making it a safer neighborhood for children. Doyle was supportive of Wightman over any other crossing. Olson will need to begin research with the emergency departments, the neighborhood and with the armory who would also be impacted. Doyle suggested getting input soon from the neighborhood.

Swales asked what the cost implication of the improvements means to the City. Olson confirmed that funds have not been secured. If the Glenn and Wightman are upgraded to passive controls with stopping gates the cost would be around \$150,000 for the pair. For the Hersey and Laurel intersection it would require four gate installations at \$150,000 each. The costs make funding hard to secure. Preslar felt that closing Wightman down would cause the Mill Pond neighborhood area to zig zag into the south end of town.

Olson ensured the Commission that any closure will cause opposition. This is not an easy decision. Swales commented that the offer of pedestrian paths is a better than a complete closure for all modes of traffic. He is in favor of exploring the possibility of the closure. He also asked if knock down bollards could be used at the closures to help with emergency vehicle access. Olson felt there would be no room to create a turn around, but a hammer head end may be feasible at the rail road property.

Commission was in support of exploring the possibility of closing Wightman.

IV. Adjourned 8:40 PM

652 Faith Avenue
Ashland, OR 97520

May 23, 2006

Dear Traffic Safety Commission Members,

At the January 26, 2006 Traffic Safety Committee meeting, Greg Jones and I expressed our concerns about the Faith Avenue/Clay Street/Ashland Street intersection. After much discussion, a decision was made to do the following:

- 1) Change the stop sign on Clay to a larger 36" sign
- 2) Make the existing stop bar on Clay Street 24 inches wide;
- 3) Paint a yellow double line on Faith and Clay Streets delineating the turn movement and extend the line 200 hundred feet down Clay Street;
- 4) Request the cedar tree on the southwest corner be trimmed up for visibility;
- 5) Recommend that staff apply to ODOT for a speed study to reduce speeds on Ashland Street from 35 MPH to 30 MPH from Tolman Creek Road to Normal Avenue in both directions.
- 6) There was also a discussion about painting crosswalks on Ashland Street at Faith, but a definitive decision was not made about this.

As of this writing, the stop sign has been changed to a larger sign, and moved forward on Clay Street. The stop bar on Clay was moved forward and repainted, but is only 12" wide, not the recommended 24". In addition, the stop bar has been moved so far forward on Clay that cars stick out slightly onto Faith when they stop, *if* they bother to stop at all. The recommended yellow double lines on Faith and Clay have not been painted. It does not appear that the cedar tree on the southwest corner has been trimmed. Has a request been made to ODOT about lowering the speed on Ashland Street from 35 MPH to 30 MPH, or about the painting of crosswalks?

This is not the first time that concerns about this intersection have come before you. After a meeting in 2002, directed changes were never implemented which has contributed to the continued safety issues at this intersection. Just last week while approaching the intersection on my bicycle, I was almost hit (and had to swerve) by a car that did not stop on Clay.

At the May 9th Planning Commission meeting, the commissioners discussed and approved Planning Action 2006-00284. The conditional use permit and site review was requested to expand the use of a property on Clay Street for use as a private elementary school. It is estimated that this action will increase traffic trips by 230 per day. This will only exasperate an already dangerous traffic problem at this intersection.

Did the Planning Commission consult with the Traffic Commission to fully understand the impact of this decision? It is frustrating that an action like this could be approved when there is already an unsolved problem. My fear, of course, is that this intersection will only get worse. My hope is that the recommended changes to this intersection will be implemented immediately. I also ask that the Traffic Safety Commissioners study ways of 'fixing' this intersection, especially in light of the school's approval and the increased traffic this action will undoubtedly generate. In addition, I ask that you consider the following changes:

1. All curbs at this intersection are repainted yellow, and the yellow curb on the southeast corner be extended up to the driveway at 366 Faith Avenue. This would greatly increase visibility between cars/bikes coming down Faith and cars stopped (or rolling) on Clay.
2. The possibility of adding a tactile warning, traffic moguls or mounted curb instead of a painted yellow centerline to keep cars from angling across the intersection.

Thank you for your prompt attention to this continual problem.

Respectfully yours,

Joanie Keller-Hand

cc: Planning Commission

Memo

CITY OF
ASHLAND

Date: October 17, 2007
From: Karl J. Johnson
To: Traffic Safety Commission
Re: TRAFFIC CONCERNS ON FAITH AVENUE

REQUEST

The Traffic Safety Commission has been asked to review the concerns of residents along Faith Avenue between Siskiyou Boulevard and Ashland Street. Below are the major concerns that have been brought to the attention of staff.

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

BACKGROUND

This commission reviewed this intersection in August of 2002 as well as December of 2005. A copy of the memo's and supporting documentation are attached. Site observations have shown that most of the original problems that existed in 2002 and 2005 are still prevalent including:

1. A general disregard of the stop sign on Clay Street. This situation has improved since the double width stop was installed as per TSC recommendation.
2. A majority of the vehicles turning onto Faith Avenue from the westbound lane of Ashland Street cut the corner encroaching into the stop position (when not occupied) at Faith Avenue.
3. A majority of the southbound Faith Avenue traffic turning into Clay Street also sharply cut the corner encroaching into the northbound traffic lane.

Below are some responses to concerns that have been voiced about some of the situations that are summarized above.

1. The traffic volume on Faith Avenue in 2002 was 1054 ADT and in 2005 was 1086 ADT. A current count shows 931 ADT, a 14% decrease from 2005. The Clay Street traffic went from 1325 VPD in 2002 to 1189 VPD in 2005. A current count shows a 6% increase from 2005. The volumes collected are average for neighborhood collectors and are not

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



unusually high. Recently performed speed studies between Clay Street and Mae Street and Wine Street and Siskiyou Boulevard, show average speeds of 25.3 mph and 23.8 mph respectively. 85th percentile for the section from Clay Street to Mae Street was 30.4 mph and Wine to Siskiyou Boulevard was 28.7 mph.

2. The speed limit actually changes near Normal Avenue, not at Faith, so the speed through the intersection is 35 mph. Speeds are expectantly harder to control on the steep approach grade of the railroad overpass structure.
3. Speeds would also be harder to control on the steep grade traveling off of the railroad overpass structure.
4. The median was specifically designed to eliminate the long oblique merging of traffic that is so common in unbroken center medians. The purpose of the median is to provide a temporary refuge for vehicles making turn movements and should never be allowed to be used as a merge lane.
5. There is virtually nothing that could be done to revise the configuration of the intersection of Faith and Clay that would not involve the acquisition and possible condemnation of several residences and Park's land.
6. The Cedar tree at the southwest corner of the intersection again needs to be trimmed of some of the lower branches along with some of the shrubs in this area as well

CONCLUSION

Some ideas that Traffic Safety Commission could consider would be:

An in depth intersection study of the Faith Avenue - Clay Street - Ashland Street intersection, by a Professional Traffic Engineering consultant. This study could provide feedback to help identify ways to improve the safety of this intersection. The City has made some small low cost improvements in this intersection, but other modifications such as a left turn restriction from Faith Avenue onto Ashland Street, or other median revisions will involve a larger budget and considerable public input.

Transfer of jurisdiction of Clay Street from Jackson County to City of Ashland. This would need to include a sizable payment from Jackson County which might help to provide some funding for improvements but may also lead to the need for property acquisition on the south-side of Clay Street.









Ashland Traffic Safety Commission

Minutes

October 25, 2007

Members Present: Patti Busse, Matt Warshawsky, Greg Lemhouse, Doris Mannion, Colin Swales, Kate Jackson, Eric Heesacker
Staff Present: Jim Olson, Nancy Slocum, Officer Steve MacClennan
Members Absent: Alan Bender, Terry Doyle

I. CALL TO ORDER – 7:00 PM

APPROVAL OF MINUTES: July 26, 2007 minutes were approved as amended. Eric Heesacker had been officially appointed as the replacement commissioner for Keith Massie.

II. ITEMS FOR DISCUSSION:

A. PUBLIC FORUM

No one spoke.

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

1. Request for Extension of School Zone on North Laurel Street

Jim Olson, Staff Liaison, gave the staff report. Drew Bailey, 455 N. Laurel Street, had suggested that the Helman school zone be extended on Laurel Street between Orange Avenue and Mountain View Drive. Olson noted that there were ODOT established guidelines for school zones that included the need for an engineering study. School zones are not traffic calming devices and are only used to protect crosswalks for the safety of children. There are currently no crosswalks on Laurel between Otis and Orange. The City is currently attempting to get funding for sidewalks from Otis to the RR tracks with grant money or through the formation of an LID. At that time safety measures would be installed as part of the project.

The result of a February, 2007 traffic study showed an average hourly volume of 1204 cars and 85% percentile speeds are below speed limits except the section of Laurel between Orange and Otis Streets where the speed reached 29.6 mph. Staff recommended waiting for the upcoming improvements described above and not extending the school zone.

Discussion:

Lemhouse wondered when the improvement project might take place. Olson was uncertain. The project was listed in the current Capital Improvement Project list and was dependent upon funding. Swales asked if striped ladder crosswalks could be installed right way.

Drew Bailey, 455 N Laurel Street, disagreed with staff although acknowledged ODOT guidelines for school zones. He noted that between 8:15 and 8:30 parents are speeding late children to school. He did not support an LID if Oak Street and Helman Street improvements weren't funded through an LID. (Staff noted Oak Street was funded with a bike and ped grant and private donations and Helman was funded

through an LID.) Bailey would like to see more police enforcement. He handed in a petition with 42 signatures encouraging more police presence.

Lemhouse thought extending the school zone would help to slow down cars as they approached the existing school zone signs.

Bill Snell, 478 N Laurel and former Traffic Safety Commissioner, agreed with Bailey's comments. He also thought sidewalks were the priority.

Patricia Aulik, 456 N Laurel, said there was one 20 mph sign and cars driving up Laurel have no sign – thought better signage was needed. She noted that there were a lot of children on N Laurel.

Susan Vaughn, 536 Parkside, wanted the expanded school zone, not as a traffic calming device, but for the safety of children.

Warshawsky asked why a school zone shouldn't be used as traffic calming device? Olson said that to be effective, school zones should not be overused. He thought the problem might be in sign placement or pavement marking.

Bruce McLean, 425 N Laurel, witnessed cars running the stop sign at Laurel and Orange and thought anything would help.

Mike Skidmore, student at 475 N Laurel, rides the bus to school. While he waits for the bus he sees speeding cars. He knew they were speeding because he could see the radar sign display before it was removed.

Officer Steve McClendon did his own traffic study between Parkside and Orange. He found the average speed to be 27 mph and the 85th percentile at 33 mph. One car was going between 55 -59 mph and 12 cars were doing 45-50 mph. Two police officers have been assigned to that area. He has already requested additional speed limit signs.

Jackson noted that according to the City Council, improvements to Laurel were scheduled for this year. She asked what staff recommended. Olson noted that Laurel is a main route to Quiet Village. He said while Education was important, all three "Es" were needed (Education, Engineering, Enforcement) as well as neighborhood support. One new idea he had heard of was two neighborhoods creating a cross contract where signers promised to slow down in each others neighborhoods.

Busse wondered how much distance is recommended between signs. Heesacker wondered if a sign could be painted on the pavement.

Lemhouse knew that ODOT had rules, but thought the commission could make an independent decision. He saw no harm in extending school zone. Olson reiterated that a long school zone without drivers seeing a school would not be effective.

Decision:

Lemhouse moved to extend school zone to Orange and to place more signs and appropriate pavement markings. Busse seconded the motion.

Vote: 4 yes, 1 no and 2 abstentions.

Swales asked if a neighborhood could organize and install their own sidewalks less expensively. Olson said the contract price would be less expensive per owner. Jackson suggested that neighbors begin the process of gathering signatures in favor of an LID.

2. Faith Avenue Traffic Concerns

The Traffic Safety Commission had been asked to review the concerns of residents along Faith Avenue between Siskiyou Boulevard and Ashland Street. The major concerns that have been brought to the attention of staff include: 1) Faith Avenue carried more traffic than normal streets (1189 VPD in 2005) and traffic moved faster than 25 mph; 2) the speed limit on Ashland Street increased from 30 to 35 mph at or near the Faith Avenue intersection; 3) west bound traffic on Ashland Street also sped up at this intersection and the vegetation in the median blocked views of oncoming traffic; 4) the median did not provide a merge area for traffic entering Ashland Street turning left; 5) there was no crosswalk at Faith; 6) the intersection of Clay Street and Faith Avenue was poorly designed; and 7) vegetation at the southwest corner of the Faith Avenue and Ashland Street intersection blocked views.

Staff reviewed traffic studies done in 2002 and 2005 and found that volumes were average for a neighborhood collector such as Faith. Traffic speed is expectedly highest on the steep grade traveling off the railroad overpass structure at approximately 35 mph. Nonetheless, the average speed was 25 mph on the rest of the street. Staff also found that nothing could be done to revise the configuration of the intersection of Faith and Clay without land and home acquisition. Olson also reported that Dean Walker, the City's Code Compliance Officer, had been monitoring median areas and vegetation on private property.

Olson recommended hiring a profession traffic engineering consultant to do an in depth intersection study as well as study the rest of Faith. Another option was to restrict left turns onto Ashland Street.

Discussion:

Greg Jones, 641 Faith, gathered 37 signatures regarding excessive speed and volume on Faith and the dangers of the Faith / Ashland intersection. He disagreed with staff's conclusions. He thought 15% or less of those that use Faith actually live on Faith (they live mostly on Clay). He thought recent October counts measured slowdown and speed up zones. Counts should be taken in the middle of Faith. Although the City said there was no vision clearance problem, he noted that depending upon the height of a car, there could be a problem. Jones would like to see a traffic calming device like speed bumps.

Joanne Keller-Hand, 652 Faith, thought that attempts to fix the problems had been band aids only. She also agreed with Greg Jones that the recent study was not reflective of the true traffic patterns. Her suggestions included: speed bumps, stop signs at Faith and Mae and Faith and Wine, rerouting Clay Street, removing the southwest corner vegetation, lowering the speed limits on Ashland Street. Keller-

Hand thought closing the intersection at Faith and Ashland would simply relocate the problems to another street. She thought a crosswalk on Ashland Street was needed to access the bus stop although acknowledged that the median had vision issues. She also supported the profession engineering study.

Joanne Navickas, 711 Faith, said her cat was recently hit by a car. She noticed that cars slowed down whenever the police were parked on the street.

Larry Buchanan, 720 Faith, thought that the problem of the intersection was secondary to the speeding issue. He thought a speed study was needed in the center of Faith. He also thought the narrow street with cars parked on both sides made it difficult for cars to pass each other.

Ruth Abel, 566 Faith, did not own a car and walked everywhere. She said many of her neighbors walk or bike. She thought there was no where to cross Highway 66 (Ashland Street) conveniently. The medians provided safety for pedestrians, but traffic on the highway needed to be slowed down. She noted that a study must include Clay, Ashland, Faith and any proposed development.

Barbara Massey, 787 Faith, noted there were no sidewalks on Faith; a narrow street with parking on both sides. She was concerned about speeding traffic.

Michael Donohue, 805 Faith, said the neighborhood had become more transient. The renting to SOU students meant more cars and faster traffic.

Olson noted that no matter what the speed, the volume of traffic has actually dropped since 2005. Jackson recommended relocating the 30 mph sign on the other side of the overpass and perhaps putting a sign on Faith to direct people to the nearby bike path.

Decision:

Warshawsky/Lemhouse m/s to follow staff's recommendation to hire a profession traffic engineering consultant. Motion passed unanimously.

3. Revisit Traffic Control Sign Request at Terra and Nezla

At last month's meeting the Commission requested that the neighbors be renoticed in order to gather more citizen input. Since last meeting Dean Walker, Code Compliance Officer, sent letters to three owners requesting them to trim their vegetation within the vision clearance area. Another traffic study was complete with results showing VTD at less than 100 cars. Staff did not see a problem with safety and still believed that no signs were necessary.

Discussion:

Swales and Heesacker wondered if more vision clearance was necessary.

Linda Nemanny, 1980 Nezla, was again the only neighbor at the meeting. She had called many neighbors with no consensus about the need for signs. She agreed with the need to trim the vegetation.

Decision:

Lemhouse / Swales m/s to accept staff's recommendation. Motion passed unanimously.

4. Need for Improved Pedestrian Safety on Siskiyou Boulevard

Recent pedestrian injuries prompted a more in-depth look at pedestrian safety on Siskiyou Boulevard. It was surprising to learn that since 1998, the following pedestrian or bicycle related accidents have been reported:

1. Pedestrian Related Crashes	64
a. Injuries	51
b. Fatalities	3
2. Bicycle Related Crashes	111
a. Injuries	80
b. Fatalities	0
3. Skateboard Related Crashes	4
a. Injuries	2
b. Fatalities	1

Siskiyou Boulevard had a long history of pedestrian / automobile conflicts due mostly to the presence of Southern Oregon University. The SOU campus was split by the main highway. For that reason, special attention was paid to pedestrian safety features on Siskiyou Boulevard. When the boulevard was rebuilt three years ago, the following amenities were included at unsignalized intersections:

1. Continental-style crosswalk marking were used to provide more visibility and more reflectivity.
2. Advance stop clearance lines were installed to require that vehicles stop further from the crosswalk providing better visibility around stopped vehicles.
3. Advance warning signs and "Stop Here for Pedestrians" signs were installed.
4. Pedestrian refuges were provided in the medians to allow pedestrians to cross north and south bound lanes separately.
5. Handicap access ramps were provided at all crosswalk locations.

Olson was perplexed as to why the engineering fixes were not working. The only other engineering design he would recommend was in-pavement LED lights, but the cost was \$20,000 per crosswalk. He said perhaps increasing education and enforcement opportunities. He mentioned a crosswalk sting was planned for sometime soon. The upcoming utility flyer dealt with this issue directly. In addition the SOU student newspaper ran an article regarding pedestrian safety.

Busse suggested a subcommittee on this issue.

Steve Ryan, 657 C Street and Bike and Pedestrian Commission Liaison to the commission, crosses Siskiyou approximately five times per day. He noticed that large Fed Ex trucks and school buses regularly park on Siskiyou. In addition, cars do not tend to stop for pedestrians after dark.

Swales noted no lights on Siskiyou especially on rainy evenings. He suggested shrouded lights at the crosswalks and perhaps some "Shared Space" signs.

Decision:

Lemhouse, Warshawsky and Heesacker volunteered to form a subcommittee to brainstorm this issue and bring the commission a report at the next meeting.

6. Bike and Pedestrian Issues

Olson reported that there had been a recommendation from City Council to implement a transportation commission as a standing commission. The Council directed Paula Brown to formulate recommendations for this new commission.

Busse was opposed to combining commission as that would make the meetings too long. Swales would like to volunteer for the new commission.

Jackson promised that staff would keep the commission informed.

7. Agenda Items for Next Month

There was a recommendation to paint a centerline on Wightman near the Indian intersection going west.

C. OTHER

Jackson reminded the commission that there will be a RVTD open house on November 9th from 10:00 AM to 12 noon and again from 5:00 to 7:00 PM at Pioneer Hall.

Swales appreciated the inclusion of the monthly Crash Summary in the packet and hoped it would become a regular part of the packet.

NEXT MEETING DATE: December 6, 2007

III. Adjourned 9:33 PM

Memo

Transportation Commission 10/24/2013

TO: Ashland Transportation Commission

FROM: Brandon Goldman, Senior Planner
Brandon.Goldman@ashland.or.us

RE: Normal Avenue Neighborhood Plan
Continuation of September 26th, 2013 Transportation Commission Discussion.

Summary

On September 26th the Transportation Commission took public testimony and reviewed the Final Draft Neighborhood Plan for the 94 acre north Normal Avenue area. Following the close of public comments the Transportation Commission asked Staff questions about the draft plan and continued their discussion to October 24th, 2013.

Background

The Planning Commission held a meeting on October 8th to discuss the Final Draft Plan and identified a number of transportation related areas to be further evaluated in the preparation on the Final Plan.

- Ensure street locations to protect existing buildings: The GIS map provided in the packet shows proposed road locations that avoid all existing residences with the notable exception of a residence in the south east portion of the project area (along the railroad tracks east of the RR crossing). The proposed road leading from the mini-roundabout to the Wingspread mobile home park would necessitate the removal of the existing home as proposed. In this particular case the property owner has indicated to the City that upon future development of their property it is their intention to remove the existing house in favor of more efficient development.
- Consideration of property lines in relation to road placement: Existing property lines have been considered as a factor in road placement, as well as the presence of natural areas, and the objective of providing for an interconnected block pattern meeting street spacing standards.
- Review of Capital Improvements Plan
 - Planning Staff has met with the Public Works director to discuss E. Main Street improvements, the RR Crossing, and the potential to review and amend the Transportation System Plan to identify the street classifications and improvements needed.
- An evaluation of future traffic impacts at Clay Street @ Ashland St., and an evaluation of the feasibility of a new road connection at Gracepoint Church and East Main.



- The City has spoken with the traffic engineer from SCJ Alliance (Anne Sylvester) about the concerns raised regarding these intersections and have requested she provide a scope of work and cost estimates and a to further examine these intersections.
- Revisions to the Draft Future Traffic Analysis prepared by SCJ Alliance and presented to the Transportation Commission on September 26th are anticipated to be completed in advance of the public hearings on the final plan for the neighborhood.
- Access Frontage requirements in relation to alleys and woonerfs (Shared Streets): Planning Commissioners questioned whether the opportunity to allow direct driveway /parking access off of woonerf's should be further explored.
 - Planning Staff has met with the Fire Department regarding woonerfs and access requirements. They are presently evaluating issues involved with addressing new units off of an alley or woonerf and examining what measure of fire apparatus access and protection would be recommended.
 - The Transportation Commission raised the issue of shared streets as an alternative to woonerfs as an existing street type identified in the TSP. Shared Streets could potentially meet the objective of a woonerf provided a menu of design elements is included that furthers the objectives of prioritizing pedestrian and bicycle use for the shared space.

NEXT STEPS

The Planning Commission will hold a study session on November 26th to be introduced to the final plan before holding the formal public hearing on December 10th, 2013. The City Council is scheduled to review the plan at a study session on December 2nd, followed by a public hearing tentatively scheduled for January 7th, 2014.

Ultimately adoption of a neighborhood plan for the area will require amendments to the City's Transportation System Plan's Street Dedication, Existing and Planned Bicycle Network, and Planned Pedestrian Network maps to incorporate the proposed multi-modal transportation network and street classifications.

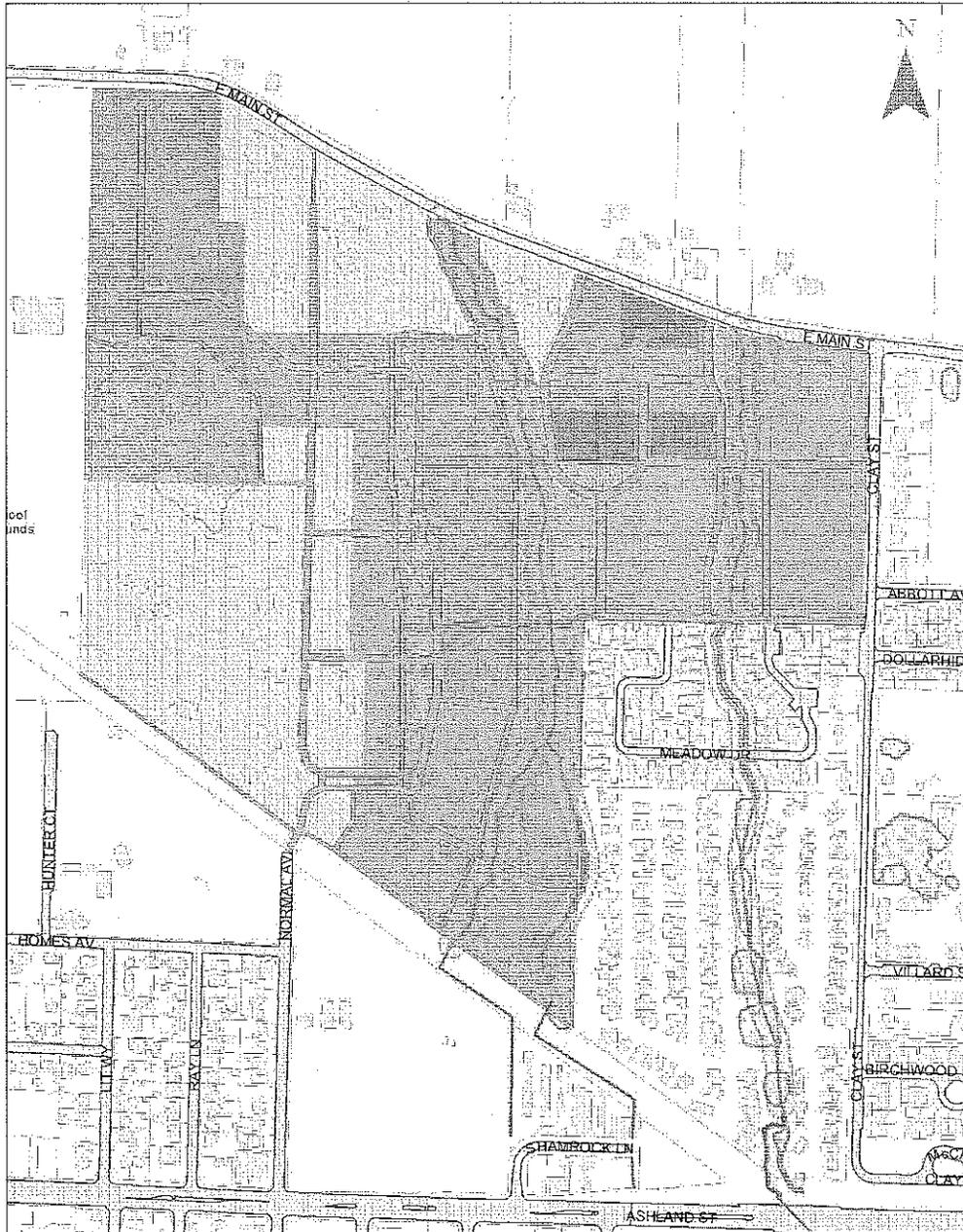


ATTACHMENTS:

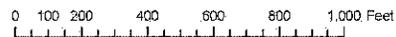
- **Packet materials provided on 9/26/2013**
 - Normal Avenue Neighborhood Plan
 - Draft Final Plan
 - Land Use Zoning Map
 - Street and Open space Network
 - Pedestrian and Bicycle Network
 - Draft Future Traffic Conditions Report - Technical Memorandum (SCJ Alliance Consulting)
 - Transportation Existing Conditions Memo
- **Letters Submitted to Planning Commission 10/08/2013**
 - DeMarinis letter and exhibits
 - Meadowbrook Home Owners (Anderson) letter and exhibits
 - Ashland Meadows (Skuratowicz) letter
 - Koopman letter and exhibits



CITY OF ASHLAND



Normal Ave. Neighborhood Plan
Sept. 24, 2013, Discussion Draft



-  NA-01
-  NA-02
-  NA-03
-  NA-03-C
-  Park

Zone	gross acreage	net buildable
NA-01	28.06	13.29
NA-02	37.46	29.95
NA-03	2.79	2.79
NA-03-C	2.96	2.96
Openspace	22.25	0



**Ashland Meadows
Homeowners Associations**

Paula Skuratowicz, President
October 8, 2013

Troy Brown Jr
Michael Dawkins
Richard Kaplan
Debora Miller
Melanie Mindlin
Bill Molnar
Michael Morris
Tracy Peddicord

Re: Normal Avenue Plan

Dear Commissioners,

Thank you for the considerable progress that has been made in addressing a number of the issues raised by our neighborhoods. One of our remaining major concerns is the decision indicated in the final draft to postpone the public transportation consideration to some point in the future.

We find it irresponsible to talk about decreasing our reliance on the use of automobiles without also addressing the issues of inadequate public transportation in our area. It is noted in the plan that the existing transit route alignment makes the distance to our closest bus stops greater than what is considered a reasonable walking distance of one quarter mile. This is made worse by the fact that our closest bus stops are at Albertson's and Bi-Mart and the stops at Albertson's are infrequent except for in the early morning and late afternoon. Moreover, the bus line does not go up East Main as it had in the past. This makes transportation by bus particularly difficult for working parents and the elderly.

We already know that the development of the Baptist Church property will approximately double the population in the immediate area. This means that unless there are substantial changes in both the number of stops and the route of the bus service, people in the new development will be forced into using automobiles. It is very clear these changes needs to occur at the time of development, not at some future time. That is just passing the buck for someone else to address the problem.

This issue of public transportation is further complicated by the prospect that the Baptist Church property may well be the only property developed for quite a while. Unfortunately, most of the connecting roads and pathways may not be constructed until years later when other areas of the Normal Neighborhood are developed. This further increases the need for increased and closer access to bus transit to be available at the beginning of the project not at some unknown future time. In the High Density Housing and Transportation White Paper prepared in 2011 for the City of Ashland's Planning and Transportation Commission, it was stated that "residential units are the most important land use factor in increasing ridership." Generally agreed on densities for transit service as applied to our zoning would require 1 bus per hour for low density land use, 1 bus every 30 minutes for medium, and 1 bus every 10 minutes for high density use. This definitely applies to the Baptist Church property.

(over)

To: City of Ashland Planning Commission
From: Ashland Meadows HOA

October 8, 2013
Page 2

I have personally had experience with this problem. One holiday season I worked at a temporary job in Medford and rode on the early #10 bus. After my first day at work, I realized the cold and distance to walk to the bus stop made it too difficult for me. My husband ended up driving me every morning to the Safeway stop-which had the additional advantage of a covered place to sit while waiting for the bus. Without a person with access to a car dropping me off, I would never have been able to continue working. If there was a bus stop on East Main, I could have easily walked without the necessity of using a car.

April Lucas

From: Sue D. [suedem@charter.net]
Sent: Thursday, October 03, 2013 5:40 PM
To: april.lucas@ashland.or.us; tbrownpc@gmail.com; rpkaplan46@gmail.com; Howard Miller; sassetta@mind.net; molnarb@ashland.or.us; mike@council.ashland.or.us; tmpeddicord@gmail.com; carol@council.ashland.or.us; craig.ashland@gmail.com; davidchapman@ashlandhome.net; faughtm@ashland.or.us; graf@sou.edu; shawn@polarissurvey.com; corinne@mind.net; dyoung@jeffnet.org
Subject: Normal Ave Neighborhood Plan Concerns
Attachments: Scan0006.jpg; Scan0007.jpg; Scan0008.jpg; Scan0009.jpg

Dear Commissioners,

I am a concerned resident in the Normal Ave. neighborhood of Ashland. My concerns involve 3 categories: traffic/pedestrian safety, development density, and wetlands preservation.

Pedestrian/Traffic Safety Concerns

Vehicular circulation through the Normal Ave Plan area has shifted dramatically from the original design charrette in Oct. 2012 which showed a pedestrian/bike path connection for access to the Middle School. The current transportation Street Network shows a major Connector Road linking the original Normal Ave to the curve of the Ashland Middle School bus drop off. Attached scans #0008 (8:37am) and #0006 (6:33pm) show how busy this area is with school buses, children and families during the day. This is exactly where the Collector Road has been designed to empty all the new westward (heading to downtown) traffic from the neighborhood developments. Scan #0007 shows the *limited visibility* of the connection of the Collector Road onto E. Main St. (adjacent to an incoming curve/blindsight on E. Main).

If most of the development density was to be concentrated in the middle of the 94 acre area (as was discussed at the Charrette Process), then the design for the two new egresses onto E. Main St. (around the Baptist Church property, west of Clay St.) would serve the new residential development population adequately and without traffic *safety concerns for visibility and pedestrian/student congestion* from a Major Connector Road going through to the Ashland Middle School.

Development Density/ Land Use Zoning Concerns

The housing types within the Normal Ave Neighborhood Plan are supposed to be distributed in such a manner as to locate similar densities of development across from established neighborhoods. The area along the existing Normal Ave. has single family detached dwellings, usually with at least one or more acres/homesite. The current staff design does NOT follow development standards to preserve and promote single-dwelling neighborhood character around the *existing neighborhood* with a zone of NA-02 (as defined as multi-family low density) cutting a swath across the north end of Normal Ave. to the Ashland Middle School. Also, adjacent to the designated wetlands in the Normal Ave Plan area, the staff design has abutted an NA-02 zoning density, where a reduction in density, possibly NA-01, should be considered to accommodate the natural hydrologic features and ecosystem (see Wetlands Concerns below). If such non-compatible zoning density is allowed, it will adversely affect this established community's quality of life, increase noise level with traffic congestion/air pollution, and negatively affect the local natural habitat/environment.

The undeveloped land in the middle of the 94 acres, just west of Cemetery Creek & east of the proposed new Normal Ave., should be re-designated from NA-02 to NA-03 with multiple compact attached dwellings to easily accommodate the required 90% maximum density for the entire area to be annexed into the City. This area currently doesn't have an established neighborhood to be affected by such increased developmental impact.

Wetlands Concerns

There is a large section of the Normal Ave Neighborhood Plan that has been identified and designated by the Oregon Dept. of State Lands on their City of Ashland 2001 Local Wetlands Inventory Map (scan #0009). This 1.68 acre Designated Wetland #12 is seasonally saturated with water with no designated outlet for runoff or drainage. It provides a role in local flood control, groundwater regulation/purification, and replenishment of local aquifers for neighborhood domestic well water. Additionally, a distinct ecosystem has developed around this Wetland to support the biodiversity of the specific plants and animals that depend on it. As a neighboring resident to this natural water feature, I have observed red tail hawks, quail, doves, owls, as well as families of deer & gray fox.

The original charrette map, as well as the original Normal Neighborhood Master Plan map/Phase 2, have shown this Wetland to extend from the Ashland Middle School bus turnaround/soccer fields and behind Grace Point Church, and across almost to the existing Normal Ave. The *current* zoning map shows a shrunken down version of the Wetland, and a MAJOR Connector Road going right through the north end of the Wetland!

As City Commissioners, I would hope that you have reviewed an *Environmental Impact Report* on this Ashland Wetland #12 prior to allowing its boundaries to be manipulated for development and transportation plans. Has anyone requested such a report or information regarding this sensitive significant water feature? Please consider the impact of changing this Wetland Ecosystem, as well as the potential educational opportunities it could provide (especially adjacent to the Ashland Middle School) if left intact and buffered by lower density development.

I would appreciate your inclusion of my concerns in your discussions and decisions regarding the Normal Ave Neighborhood Plan.

Thank you for you time and service,

Susan DeMarinis
145 Normal Ave.
Ashland, OR 97520
suedem@charter.net

City of Ashland 2011 Buildable Lands Inventory

The primary indicator of future residential land needs is projected population growth. The BLI, compiled by the City of Ashland, stated that the buildable lands WITHIN the City Limits could accommodate approximately 1,883 units. With an average household size of 2.03 people, 1,604 units would be needed over the next 20 years. That's 279 more units available than are needed, already WITHIN City Limits.

Outside the City Limits, yet within the UGB, approximately 970 additional units could be accommodated. The net buildable lands within the UGB could accommodate up to 5,791 new residents, which according to the City Comprehensive Plan population projection, is not expected to be reached for approximately 32 more years!

Potential growth within the UGB, as shown on the zoning densities of the Normal Ave Neighborhood Plan, is **EXCESSIVE** to the 20-year supply of needed buildable lands required by the state.

The housing types according to the Normal Ave Neighborhood Plan (Ch.18 code Amendmts-18.3.x.010) are supposed to be distributed in such a manner as to locate similar densities of development across from established neighborhoods. The area along the existing Normal Ave. has single family detached dwellings, usually with at least one or more acres/homesite. The current staff design does NOT follow development standards to preserve and promote single-dwelling neighborhood character around the existing neighborhood with a zone of NA-02 (as defined as multi-family low density) cutting a swath across the north end of Normal Ave. to the Ashland Middle School.

Buildable Land, as defined in City of Ashland's 2011 BLI, means residentially vacant, partially vacant, & re-developable land within the UGB that is NOT severely constrained by natural hazards or subject to natural resource protection measures. Residential annexations ultimately have a required 90% max. density UNLESS reduction in total # of units is necessary to accommodate significant natural features, e.g. wetlands.

The designated wetland in the Normal Ave Plan area (Wetlands #9 on the City of Ashland/DSL Local Wetlands Inventory Map) has been cut down in size. A WETLAND DELINEATION Site Map, prepared by a natural resource professional, is required for activities/uses in a Wet.Protc.Zone(Code 18.63.110).

Since the BLI doesn't require such a high density due to the available buildable lands within the City Limits, a reduction in density, adjacent to the wetlands (not thru them), possibly NA-01 single family dwellings, should be considered to accommodate (see City of Ashland Wetlands Regulations Code 18.63.070) the natural hydrologic features and ecosystem, as well as maintaining the single-family dwelling neighborhood character.

Traffic and Pedestrian Safety

Even if the Designated Wetland #9 is allowed to be manipulated and minimized for development in the Normal Ave Neighborhood Plan, there is still a very real concern regarding traffic and pedestrian safety.

If a major connector road is allowed to route the new development traffic toward the Ashland Middle School bus turnaround and subsequently feed out onto E. Main St., there will be hazardous conditions for the students and families with the increased usage. Photos were sent to commissioners showing morning and evening congestion of students, buses, & cars. There's limited visibility by an incoming blind curve with the egress to the south. To see to the west, a vehicle must pull almost into the traffic lane.

Public health, safety, and quality of life should be considered when crafting a Master Plan for an area to be annexed into the City for future development. Among the costs of growth, infrastructure needs, environmental and social costs, especially to the residents of the local neighborhood, can produce the following negative impacts:

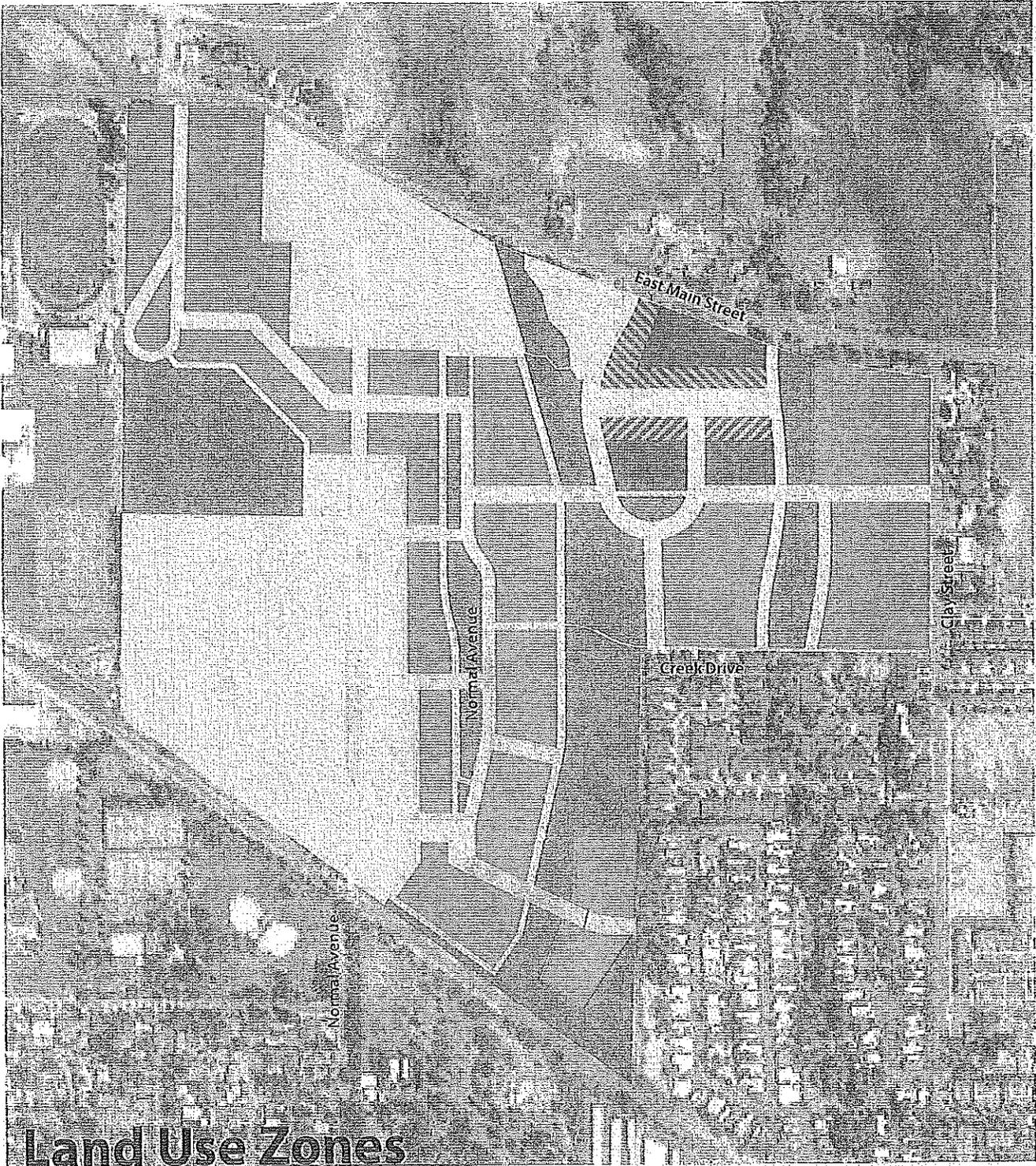
- Decreased Air Quality
- Decreased Water Quality – possible aquifer depletion
- Lost Open Space
- Lost Resource Lands : Wetlands, Agricultural Land
- Lost Visual & other amenity values
- Lost Wildlife Habitat
- Traffic congestion/dangers
- Increased noise pollution
- Increased light pollution
- Lost sense of neighborhood community

By Fodor & Assoc., 2002 "Assessmt of Statewide Growth Subsidies in Oregon"

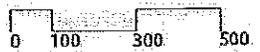
The costs of such increased housing densities should be evaluated in a Quality of Life and Fiscal Impact Analysis. There are hidden costs to the City's taxpayers created by such unnecessary dense growth. The adequacy of existing fire, ambulance, police, water, sewer and sewage treatment, street infrastructure, student/teacher ratios and school facilities will be tested and proportionately need to increase with such growth.

A Fiscal Impact/Cost of Community Services Analysis should show annexation and development will pay for its own growth! These hidden costs are not covered by the Systems Development Charges that the developers will pay. Will Ashland taxpayers be required to "subsidize" these costs of increased housing densities with new bonds, or increased property taxes? (For example, when Strawberry Lane had an uphill development that required paving the whole road and downhill residents were each charged a massive \$4140 LID tax bill).

****PLEASE ADDRESS THESE CONCERNS WHEN MAKING YOUR DECISION!**



Land Use Zones



- NA-01 5 DU/AC
- NA-02: 10 DU/AC
- NA-03: 15 DU/AC
- NA-04: Open Space
- Neighborhood Commercial Allowed

9/24/13

Water Resource Protection Zones Requirements

Stream Bank Protection Zones

Stream Corridor (Ord. 5 Resolution)
 Prohibits excavation of stream bank and construction of any structure within 100 feet of stream bank. Subsequent to this Ordinance, the City shall require a permit for any excavation or construction within 100 feet of stream bank.

Land Use
 Prohibits any new construction, including residential, commercial, industrial, or agricultural, within 100 feet of stream bank. This Ordinance shall not apply to existing structures.

Impervious Surface
 Prohibits any new impervious surface, including residential, commercial, industrial, or agricultural, within 100 feet of stream bank. This Ordinance shall not apply to existing structures.

Wetland Protection Zones

Wetland Protection Zone (Ord. 5 Resolution)
 Prohibits any new construction, including residential, commercial, industrial, or agricultural, within 100 feet of wetland. This Ordinance shall not apply to existing structures.

Wetland Protection Zone
 Prohibits any new construction, including residential, commercial, industrial, or agricultural, within 100 feet of wetland. This Ordinance shall not apply to existing structures.

Wetland Protection Zone
 Prohibits any new construction, including residential, commercial, industrial, or agricultural, within 100 feet of wetland. This Ordinance shall not apply to existing structures.

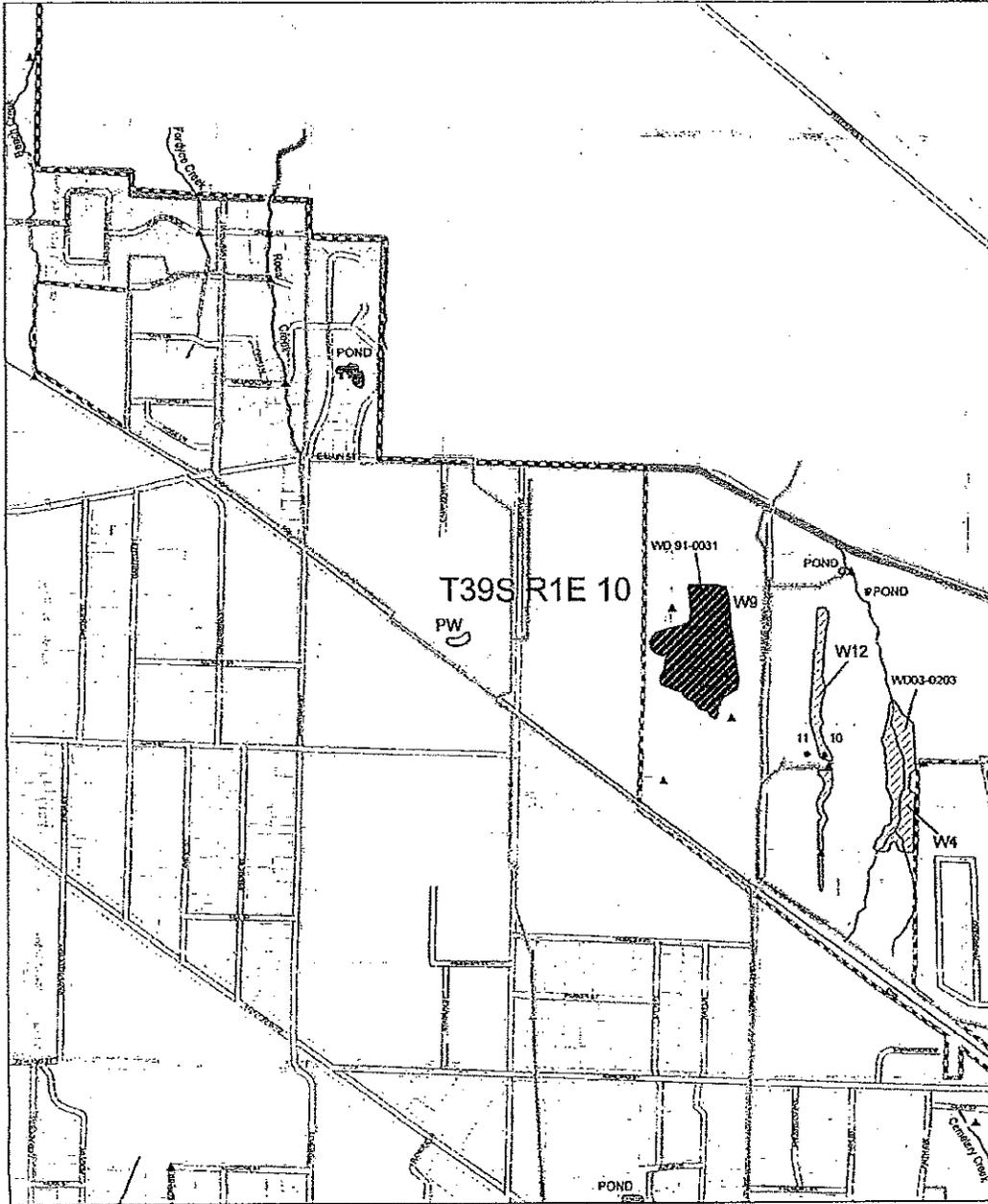
- Other Wetland Zones:**
- 100-Year Flood Zone (FEMA)
 - 100-Year Flood Zone
 - Other Water Features
 - Piped or Covered Stream (North)
 - Archeological Flood Zone



This is a map of the City of Los Angeles, California, showing the locations of the various water resource protection zones. The map is based on the City of Los Angeles Department of Public Works, Division of Water Resources, and is subject to change without notice.



City of Ashland
Local Wetlands Inventory
T39S R1E 10



Legend

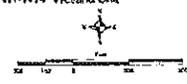
- | | | |
|---|-----------------------|--|
| Wetlands, field verified | Taxlots | Streams, intermittent drainages, and ditches |
| Wetlands, not field verified | Urban Growth Boundary | Laterals |
| Possible Wetlands | City Limits | Talent Irrigation District Canal |
| Pond | Sections | Culverted Streams |
| Riparian Corridor Safe Harbor (50 feet) | Streets | WI-W14 Wetland Unit |
| Sample Plot | Railroad | |
| Observation Point | | |

Fishman
 Environmental Services
 A Division of
SWCA
 Environmental Consultants, Inc.
 www.swca.com
 124120 4th Ave., Suite 304
 Portland, OR 97209-3200
 503-274-6773

Information shown on this map is for planning purposes only and wetland boundaries are subject to change. There may be unapproved wetlands subject to regulation and all wetland boundary markings are approximate. In all cases, actual field conditions determine wetland boundaries. You are advised to contact the Oregon Department of State Lands and the U.S. Army Corps of Engineers with any regulatory questions.

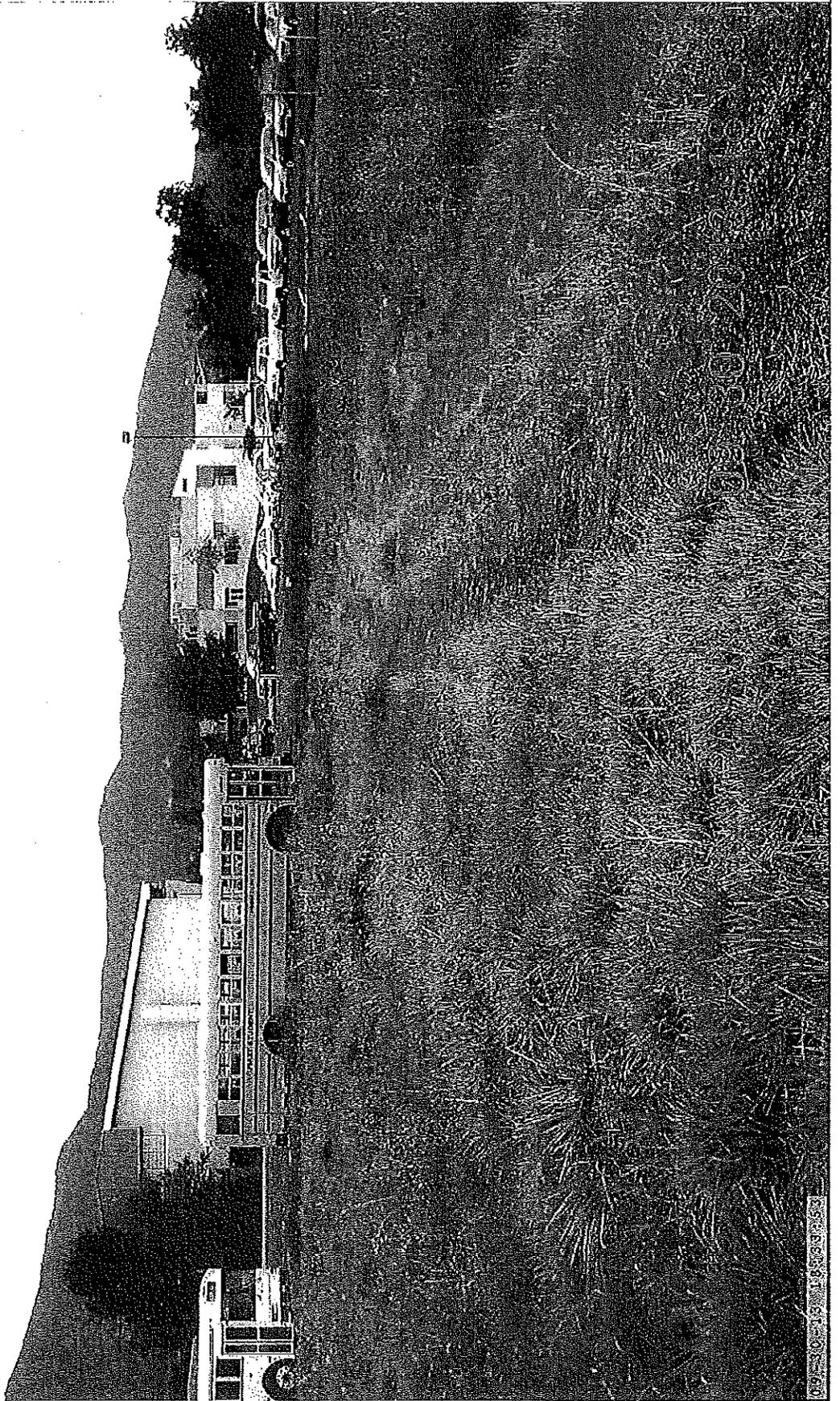
The local wetlands inventory has been prepared in accordance with ORS 415.020-0110, Oregon 141-000, 02-03 and OAR 141-028-0200 through 141-006-0300 by SWCA, Inc.
 Maps have been prepared using City of Ashland digital topographic. Photos are 2003 aerial. File Name: W14. File Date of Photography: July 2003.

Project Information
 1410 1653 Sunnyside Oregon South T39S R1E 10
 Lambert Conformal Comp.
 False Easting: 100,000.000000
 False Northing: 0.000000
 Central Meridian: -123.500000
 Spheroid: NAD83
 Standard Parallel 1: 44.000000
 Latitude of Origin: 44.000000



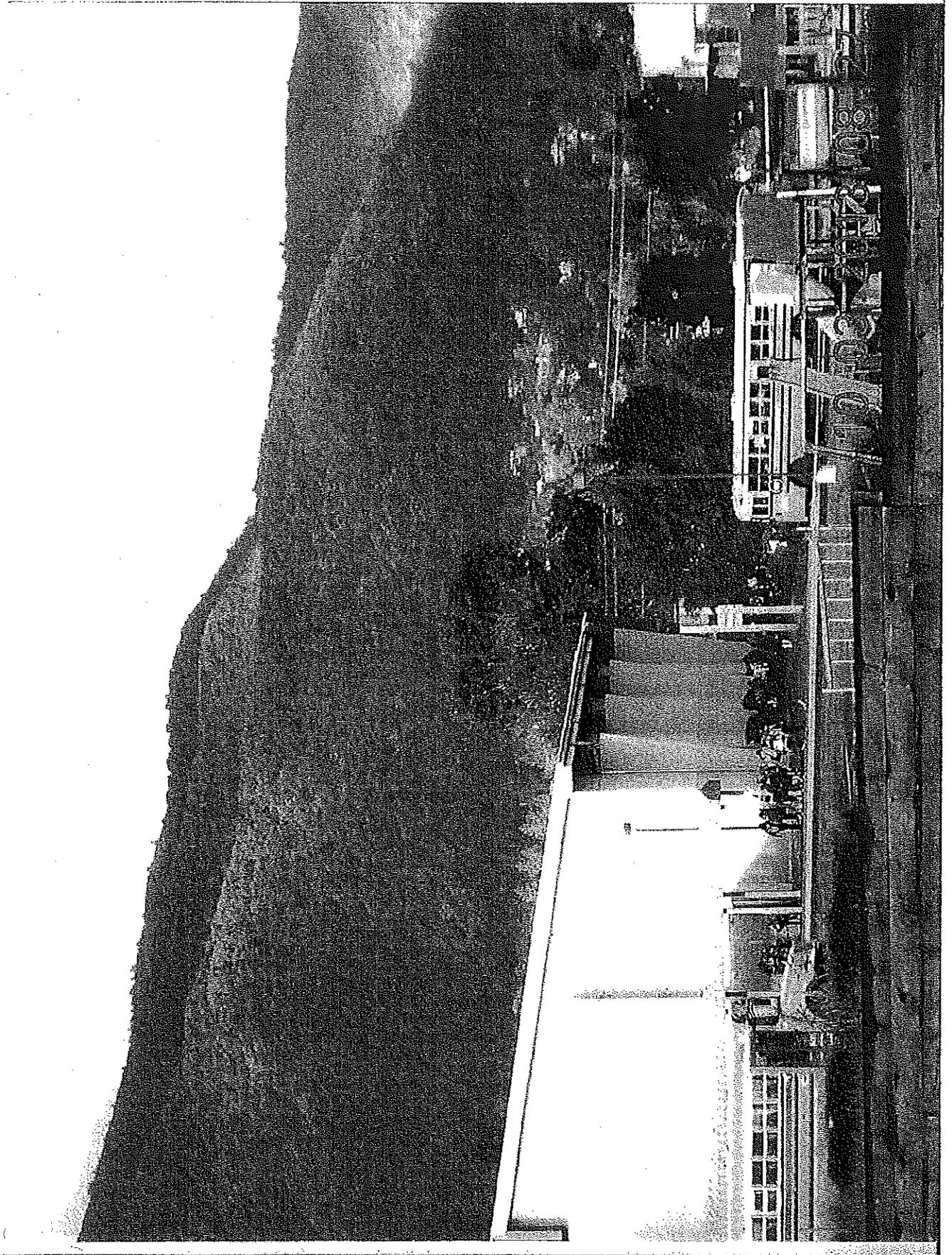
Study area is contained within the Bear Creek watershed

GIS: Scott Armstrong 1/03
 Post Code: 02/15/06, Prepared by: R. Guevara



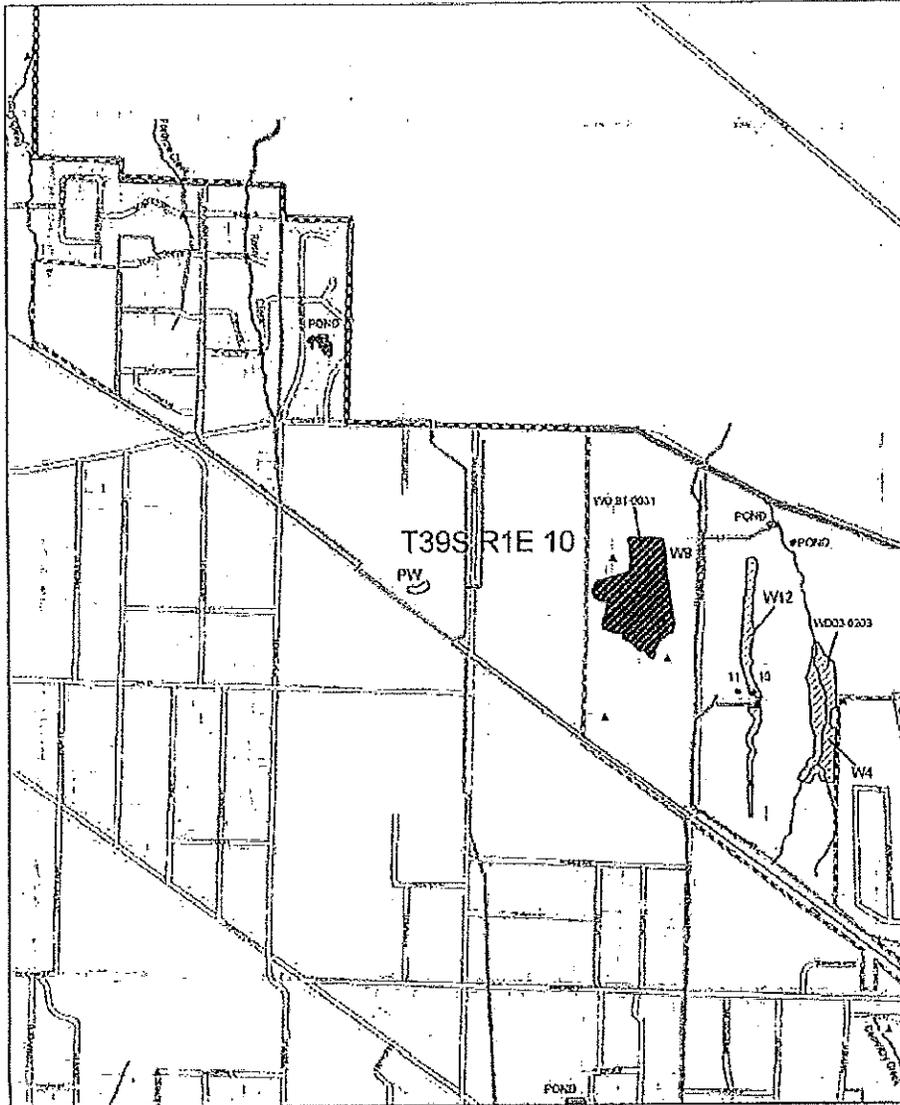


2013-10-06





City of Ashland
Local Wetlands Inventory
T39S R1E 10



- Legend**
- Wetlands, field verified
 - Wetlands, not field verified
 - Possible Wetlands
 - Pond
 - Riparian Corridor 33% Buffer (50 feet)
 - Satellite Plot
 - Observation Point
 - Facets
 - Urban Growth Boundary
 - City Limits
 - Geobits
 - Streets
 - Highways
 - Streams, intermittent ditches, and ditches
 - Lotlines
 - Tactical Irrigation District Canal
 - Collected Stream
 - W1-W14 Wetland Use

Fishman
SWCA
 Environmental Services
 8700
 Environmental Consultants, Inc.
 Environmental Corp.
 401 West 10th St., Suite 200
 Portland, OR 97204-3204
 (503) 222-1233

Wetlands Inventory of the T39S R1E 10
 Study Area is contained within the Bear Creek watershed
 The local wetlands inventory of the T39S R1E 10
 study area was completed by Fishman SWCA
 Environmental Services, Inc. in 2003. The
 inventory was conducted in accordance with
 the National Wetlands Inventory (NWI) and
 the Oregon Wetlands Inventory (OWI) protocols.
 The inventory was conducted by a team of
 biologists and technicians. The inventory
 was conducted from May 2003 to July 2003.
 The inventory was conducted using a
 combination of field and aerial photography.
 The inventory was conducted using a
 combination of field and aerial photography.
 The inventory was conducted using a
 combination of field and aerial photography.
 The inventory was conducted using a
 combination of field and aerial photography.

Study area is contained within the Bear Creek watershed

8 October 2013

Dear Ashland Planning Commission

I am providing written and verbal comments today about the proposed Normal Avenue development. I want to first mention that I fully support infill to prevent sprawl. I applaud the Planning Commission's diligence in meeting the city of Ashland's goals to provide affordable housing for residents while honoring the city boundaries.

I am concerned about the proposed construction of so many units in such a delicate and vulnerable area, however, and feel that just because the property is within city limits does not automatically make it a desirable place to build.

My job is to help cities prepare for the impacts of climate change. I have worked for the communities of San Luis Obispo, Fresno, Missoula and Fort Collins, Colorado. I am currently helping Fort Collins city planners, just like yourselves, identify where residents are most vulnerable to climate change impacts and develop strategies to reduce their vulnerability. Fort Collins has had 2 recent wake-up calls to the impacts of climate change – the first was when school was cancelled city-wide due to heat (rather than snow) and the second was the devastating 1000-year floods they experienced just a month ago.

Climate change is expected to lead to more extreme events – more heat waves, droughts, catastrophic wildfires, and floods. I have looked closely at the models for southern Oregon and there is a clear signal of increasing potential for large winter storms for this area.

With this new knowledge of increasing flood risk related to climate change, it is no longer responsible to build in areas where we once considered building. We need to reduce the risk to people in flood zones. Unfortunately, the people most at risk during floods are usually those with the lowest incomes and least ability to respond or bounce back.

I looked at the FEMA flood maps for the Normal Ave. planned development, which is immediately next to the Clay St. development. The Clay St. development is mostly in a Moderate Risk area for flooding, which FEMA defines as between the 100-year and 500-year flood risk zones. Parts of it (especially the trailer park) are in the High risk area as well, which is within the 100-year floodway. The Normal Ave. development area was not studied by FEMA, but is adjacent to it and has similar features, including streams and wetlands that are of similar size and volume of water.

This shows that the area is currently at risk, but we need to remember that climate change presents us with even greater risk to consider. Climate change is expected to increase substantially in the coming decades, with greater and greater risk of floods, drought, and wildfire. Planning for resilient communities means thinking ahead and keeping people out of hazardous areas now, to reduce their vulnerabilities during future disasters.

While I support infill, I cannot support this project. The area is perfect for a park with natural vegetation and trails that can be used by the schools nearby and local kids.

Thank you,
Marni Koopman, Climate Change Scientist
Ashland Resident (1790 Homes Ave.)

3 attachments: (1) Excerpts from the Climate Resilient Communities Primer, (2) FEMA Maps of the proposed Normal Ave. development area, and (3) pictures of Colorado floods.



Figures 3 and 4. Areas of Lyons Colorado where homes built near local creeks were flooded in September, 2013.

46680

Climate Resilient Cities

A Primer on Reducing Vulnerabilities to Disasters

Neeraj Prasad – Federica Ranghieri – Fatima Shah
Zoe Trohanis – Earl Kessler – Ravi Sinha



THE WORLD BANK

TABLE 1.1 / Possible impacts of extreme climate change relevant to urban areas (mostly adverse in East Asia)

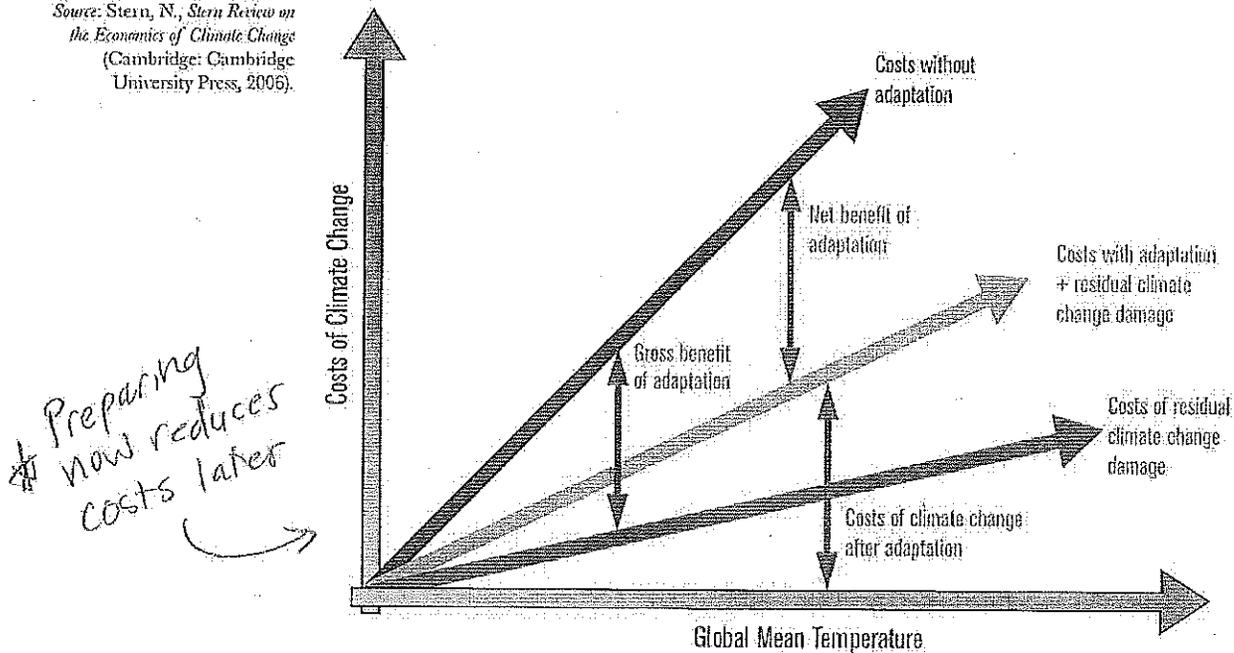
Source: IPCC, *Synthesis Report - Summary for Policymakers*, Assessment of Working Groups I, II, and III to the Third Assessment Report of the Intergovernmental Panel on Climate Change (IPCC: Cambridge University Press, 2007).

Projected changes in extreme climate phenomena and their likelihood	Consequences of climate change
Warmer with fewer cold days and nights, warmer and more frequent hot days and nights (virtually certain)	<ul style="list-style-type: none"> <input type="checkbox"/> Heat island effect <input type="checkbox"/> Increased demand for cooling <input type="checkbox"/> Declining air quality in cities <input type="checkbox"/> Effects on winter tourism <input type="checkbox"/> Reduced energy demand for heating (a short-term benefit but not in East Asia) <input type="checkbox"/> Reduced disruption to transport due to snow, ice (a short-term benefit, but not in East Asia)
Warm spells/heat waves. Frequency increases over most land areas (very likely)	<ul style="list-style-type: none"> <input type="checkbox"/> Increased water demand <input type="checkbox"/> Water quality problems <input type="checkbox"/> Increased risk of heat-related mortality, especially for the elderly, chronically sick, very young and socially isolated <input type="checkbox"/> Reduction in quality of life for people in warm areas without appropriate housing
Heavy precipitation events. Frequency increases over most areas (very likely)	<ul style="list-style-type: none"> <input type="checkbox"/> Adverse effects on quality of surface and groundwater <input type="checkbox"/> Contamination of water supply <input type="checkbox"/> Increased risk of deaths, injuries, and infectious, respiratory, and skin diseases <input type="checkbox"/> Disruption of settlements, commerce, transport, and societies due to flooding <input type="checkbox"/> Large displacement of people <input type="checkbox"/> Pressures on urban and rural infrastructures <input type="checkbox"/> Loss of property <input type="checkbox"/> Water stress may be relieved (short-term benefit)
Intense tropical cyclone activity increases (likely)	<ul style="list-style-type: none"> <input type="checkbox"/> Power outages <input type="checkbox"/> Distress migration to urban areas <input type="checkbox"/> Disruption of public water supply <input type="checkbox"/> Increased risk of deaths, injuries, water and food-borne diseases, post-traumatic stress disorders <input type="checkbox"/> Disruption by flood and high winds <input type="checkbox"/> Withdrawal of risk coverage in vulnerable areas by private insurers <input type="checkbox"/> Potential for population migrations <input type="checkbox"/> Loss of property
Increased incidence of extreme high sea level (excludes tsunamis) (likely)	<ul style="list-style-type: none"> <input type="checkbox"/> Decreased freshwater availability due to saltwater intrusion <input type="checkbox"/> Increased risk of deaths and injuries by drowning in floods and migration-related health effects <input type="checkbox"/> Loss of property and livelihood <input type="checkbox"/> Permanent erosion and submersion of land <input type="checkbox"/> Costs of coastal protection versus costs of land-use relocation <input type="checkbox"/> Potential for movement of populations and infrastructure

A supportive institutional and policy environment at the state and national levels can enable local adaptation. Mainstreaming these issues into policy and practice leads to holistic rather than sectoral engagement in climate change. Cities act cross-sectorally, a critical approach for dealing with climate change and disaster management. In this context, mainstreaming implies integrating awareness of future climate change impacts into existing and future policies and plans of developing countries, as

FIGURE 2.3 / Relationship between the cost of adaptation and climate change

Source: Stern, N., *Stern Review on the Economics of Climate Change* (Cambridge: Cambridge University Press, 2006).



Societies have a long record of managing the impacts of weather- and climate-related events. Nevertheless, additional adaptation measures will be required to reduce the adverse impacts of projected climate change and variability, regardless of the scale of mitigation undertaken over the next two to three decades. Moreover, vulnerability to climate change can be exacerbated by other stresses. These arise from, for example, current climate hazards, poverty and unequal access to resources, food insecurity, trends in economic globalization, conflict, and incidence of diseases.

Some planned adaptation to climate change is already occurring on a limited basis. Adaptation can reduce vulnerability especially when it is embedded within broader sectoral initiatives. There is high confidence that there are viable adaptation options that can be implemented in some sectors at low cost, and/or with high benefit-cost ratios. However, comprehensive estimates of costs and benefits of adaptation need to be evaluated for each urban area.

* The urban poor are typically at the highest risk in the event of natural disasters due to the location of low-income settlements. These settlements are often on sites vulnerable to floods and landslides, infrastructure is weak or lacking, and housing is substandard and prone to fire damage or collapse. The urban poor thus face threats to their lives, assets, and future prosperity due to an increase in risks of storms, floods, landslides, and extreme temperatures. Urban poor are also likely to get unequal distribution of scarce assets such as water, energy supply, and urban infrastructure, thereby increasing their vulnerability. Recovering from disasters is also particularly difficult for the poor as they do not have resources or adequate safety nets, and public policies often prioritize rebuilding in

other parts of the city.²³ Environmental- and climate change-related problems affect the urban poor disproportionately because of poor quality and overcrowded housing and the inadequacies in provision of water, sanitation, drainage, health care, and garbage collection.

The adaptive capacity of a society is intimately connected to its social and economic development. However, the adaptive capacity is unevenly distributed across and within societies. A range of barriers limit both the implementation and effectiveness of adaptive measures. The capacity to adapt is dynamic and influenced by a society's productive base, including natural and man-made capital assets, social networks and entitlements, human capital and institutions, governance, national income, health, and technology. Even societies with high adaptive capacity remain vulnerable to climate change, variability, and extreme events.

Early mitigation of GHG emissions will decrease future adaptation costs. However, even if efforts to stabilize GHG concentrations are relatively successful, some degree of warming and related impacts will continue to occur in the future. An effective response to city-level climate change must therefore combine both mitigation (to avoid the unmanageable) and adaptation (to manage the unavoidable).²⁴

There are synergies between successful climate change adaptation and successful local development. In urban areas, poverty reduction, including the provision of housing upgrading and basic civic infrastructure and services, is central to adaptation. Successful, well-governed cities greatly reduce climate-related risks for low-income populations.

All adaptation measures can be categorized into five categories and their combinations: (a) mobility, (b) storage, (c) diversification, (d) communal pooling, and (e) exchange. The effectiveness of these strategies is a function of the social and institutional conditions of the city and needs to be designed to be region specific.

- **Mobility** is the most common adaptation response, such as relocation of a vulnerable population away from flood plains and landslide-prone slopes. Mobility may have extremely adverse social consequences if it is not planned as a part of an adaptation strategy due to the attendant social and political instability (such as when people are forced to relocate away from their livelihoods and social support system, or when they are unwanted in their new neighborhood).
- **Storage** refers to pooling of risks across time. Storage strategies are relevant to individual households and communities. If adequate high-quality urban infrastructure is provided to a community, the need for storage can be substantially reduced. Storage is most useful to address food and water scarcity in the immediate aftermath of a disaster. Several sound practices for storage exist, such as the 72-hour self-sustaining food supply that is recommended for each family by the disaster management plans in several cities.
- **Diversification** refers to pooling of risks across assets and resources of households and communities. Some good adaptation strategies include mixed land-use urban development plans so that the community has a mix of economic background, commercial activities, and employment opportunities.

The urban poor are typically at the highest risk in the event of natural disasters because of the location of low-income settlements.

- **Communal pooling** refers to pooling of assets and resources, sharing of incomes from particular activities across households, or mobilizing the use of resources that are collectively held during times of scarcity. Communal pooling spreads risks across households. It can take place through better interaction between the various stakeholders or communities that are likely to be affected by a disaster. The most common communal pooling programs are those that aim to develop community-level support groups or self-help groups. Micro-finance programs that pool community resources and provide support on the basis of need are another example of adaptation through communal pooling.
- **Exchange** is the most versatile adaptation response, and it is extremely important for urban areas. Exchange and market mechanisms, both formal and informal, are critical for economic development of the cities. Market-based or exchange adaptation includes provision of access to better and newer markets by the community. Programs that provide insurance to cover buildings that may be damaged due to earthquake or floods are examples of market-based adaptation practice. Market-based approaches also allow a city to monetize their assets, which can then be used to raise resources for undertaking various developmental and disaster risk management programs. This adaptation response therefore enables the community and the city to share risks with the much wider global community.

An illustrative list of national, regional, and local mitigation policies and instruments that have been suggested is shown in Table 2.4, which also presents some examples of applications in the water, energy, transport, building, and industry sectors. It also presents key constraints and key opportunities that these measures, policies and instruments may cause when applied at city level.

TABLE 2.4/ Selected examples of key sectoral adaptation opportunities pertaining to urban areas

Source: IPCC, *Climate Change 2007: Synthesis Report – Summary for Policymakers*. Assessment of Working Groups I, II, and III to the Third Assessment Report of the Intergovernmental Panel on Climate Change (IPCC: Cambridge University Press, 2007).

Sector	Adaptation/strategy	Enabling policies/framework	Key constraints and opportunities to implementation
Water (e.g. King County/Seattle, Singapore)	Expanded rainwater harvesting; water storage and conservation techniques; water reuse; desalination; water-use and irrigation efficiency	National water policies and integrated water resources management; water-related hazards management	(-) Financial, human resources, and physical barriers (+) Integrated water resources management, synergies with other sectors
Infrastructure and settlements (including coastal zones) (e.g. Venice, London, New York)	Relocation; seawalls and storm surge barriers; dune reinforcement; land acquisition and creation of marshlands/wetlands as buffer against sea-level rise and flooding; protection of existing natural barriers	Standards and regulations that integrate climate change considerations into design; land-use policies; building codes; insurance	(-) Financial and technological barriers (+) Availability of relocation space; integrated policies and management; synergies with sustainable development goals

Adaptation strategy to protect infrastructure from flood risk

TABLE 2.47 (cont.)

Sector	Adaptation option/strategy	Underlying policy framework	Key (+) constraints and (-) opportunities to implementation
Human health (e.g., Singapore, New York)	Heat-health action plans, emergency medical services, improved climate-sensitive disease surveillance and control, safe water and improved sanitation	Public health policies that recognize climate risk; strengthened health services; regional and international cooperation	(-) Limits to human tolerance (vulnerable groups), (-) Knowledge limitations (-) Financial capacity (+) Upgraded health services, (+) Improved quality of life
Tourism (e.g., Switzerland)	Diversification of tourism attractions & revenues, shifting ski slopes to higher altitudes and glaciers	Integrated planning (e.g., carrying capacity; linkages with other sectors); financial incentives, e.g., subsidies and tax credits	(+) Appeal/marketing of new attractions; (-) Financial and logistical challenges (-) Potential adverse impact on other sectors (e.g., artificial snow-making may increase energy use) (+) Revenues from 'new' attractions (+) Involvement of wider group of stakeholders
Transport (e.g., King County/Seattle, Albuquerque, Rockville, Singapore, Tokyo)	Realignment/relocation; design standards and planning for roads, rail, and other infrastructure to cope with warming and drainage	Integrating climate change considerations into national transport policy; investment in R&D for special situations, (e.g., permafrost areas)	(-) Financial and technological barriers (+) Availability of less vulnerable routes (+) Improved technologies (+) integration with key sectors (e.g., energy)
Energy (e.g., King County/Seattle, Albuquerque, Rockville, Singapore, Tokyo)	Strengthening of overhead transmission and distribution infrastructure, underground cabling for utilities, energy efficiency, use of renewable sources, reduced dependence on single sources of energy	National energy policies, regulations, and fiscal and financial incentives to encourage use of alternative sources; incorporating climate change in design standards	(+) Access to viable alternatives (-) Financial and technological barriers (-) Acceptance of new technologies; (+) Stimulation of new technologies (+) Use of local resources

The Primer now looks at the main consequences of climate change, with a focus on sea-level rise, temperature change, precipitation change, resilience, and extreme events. The relationship between consequences and the extent of mean global temperature rise is shown in figure 2.4. When global annual temperature increases, several effects are likely to occur. The figure shows the potential impacts of a 5°C change in temperature to the water, ecosystems, food, coasts, and health sectors.

26 Sep 2013

To:

City of Ashland Transportation Commission
Ashland City Council
City of Ashland Planning Commission
20 East Main Street
Ashland, OR 97520

From:

Brett & Susan Lutz
1700 East Main Street
Ashland, OR 97520
541-218-5203

Council and Commission Members,

My wife and I moved to Ashland 7 years ago, in the latter half of 2006. We moved here to become part of the vibrant community, for the good schools, the balance of open space with wise development, and plentiful outdoor recreation, among other reasons. Last summer we moved to 1700 East Main Street, into the proposed Normal Avenue Neighborhood Development area, with our 3 young children. Our property lies on 1.16 acres adjacent to the Ashland Middle School and Grace Point Church.

My family and I wish to continue to remain zoned in Jackson County. We do NOT want to be annexed into the city of Ashland. My comments to follow, specific to the transportation plan, will explain some of the reasons why.

In the Phase 2 (long term) portion of the "Neighborhood Plan", the diagram found at http://www.ashland.or.us/SIB/files/Phase2_Aerialx.pdf shows a neighborhood street for the project going through what are deemed "locally significant" wetlands. These should be preserved for water filtration and wildlife habitat. Additionally, the existing road is used by the Middle School as a bus turn-around area, parking during sporting events for both Ashlanders and family and friends of visiting schools, and by both Grace Point Church and Temple Emek Shalom. Current traffic volume is so high already during certain times of certain days that adding additional traffic would certainly result in increased congestion likely resulting in the need for a traffic light. Adding a traffic light would increase road noise, pollution to air and water (there is both a stream and a TID line on the north side of our property that ends up in Bear Creek), and slow traffic movement on East Main Street. Additionally, we fear that a traffic light would make it more difficult to get in and out of our driveway that exits to East Main Street and would almost certainly lower the value of our property.

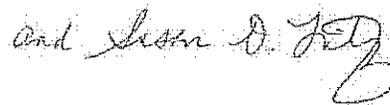
Instead, we would like to see the nearby wetlands expanded, not reduced in size. As our climate continues to change, the need for wetlands for filtering water and to buffer us from flash flooding due to increased rainfall rates will increase. During dry times, these wetlands can buffer us from drought by serving as water and moisture storage for us and wildlife. Therefore, we believe that there should be a wildlife corridor established and preserved from these wetlands to Bear Creek, and see ourselves as part of that.

Thus, we wish to be excluded from the expansion project and ask that no road beyond what already exists be established through the locally significant wetlands and along the east edge of our property. Rather than develop our land, we want to use it for local food production, green space, as a wildlife corridor, and for renewable energy production.

Thanks for your time and understanding.

Sincerely,

Signed

 and 

Brett & Susan Lutz and Family

Meadowbrook Park Estates Homeowners Association

Bryce C. Anderson, Board Member

October 8, 2013

Troy Brown, Jr.
Michael Dawkins
Richard Kaplan
Deborah Miller
Melanie Mindlin
Tracy Peddicord
City of Ashland Planning Commission
51 Winburn Way
Ashland, Oregon

Dear Commissioners,

As we have stated before, the Meadowbrook Park Estates, Ashland Meadows and Chautauqua Trace Homeowners Associations are in favor of the development of the property in the Normal Avenue Neighborhood Plan that lies between the western half of Creek Drive and East Main Street, known informally as the "Baptist Church property." The portion of the site behind the existing community church is both an eyesore and a fire hazard, and development would be a welcome improvement. At the same time, as indicated on pages 15 and 16 of the September 24 report, there are serious traffic problems along East Main. This narrow two-lane street has no curbs or sidewalks east of Walker Avenue other than the portion of East Main fronting the Mormon Church, no left turn lanes, and very narrow pedestrian and bicycle lanes adjacent to large drainage ditches that pose hazards to both pedestrians and bicyclists. Moreover, only the southern side of East Main is in the plan boundaries because the northern side is not within the City of Ashland Urban Growth Boundary. As a result, any improvement of East Main in the development area will result in bicyclists, as well as pedestrians running or jogging in the bicycle lanes, using the southern side of East Main for travel in both directions.

To make matters worse, if the current plan is followed, the development of the Baptist Church property will immediately result in at least two additional streets feeding into East Main, as well as an unknown amount of commercial traffic from the proposed development. The additional street traffic feeding into a two-lane road with a 40 mile per hour speed limit will present numerous additional hazards. (The attached map shows East Main, with the 40 mile per hour portion indicated in blue.) This problem will not be solved until the City of Ashland gets control of, and develops the north side of East Main, which will probably have to be done by expanding the Urban Growth Boundary, but the alternative is a crowded, unsafe street. These issues are only hinted at in the current development plan, and we submit that they should be set forth explicitly in considerably more detail.

To: City of Ashland Planning Commission
From: Meadowbrook Park Estates HOA et al.

October 8, 2013
Page 2

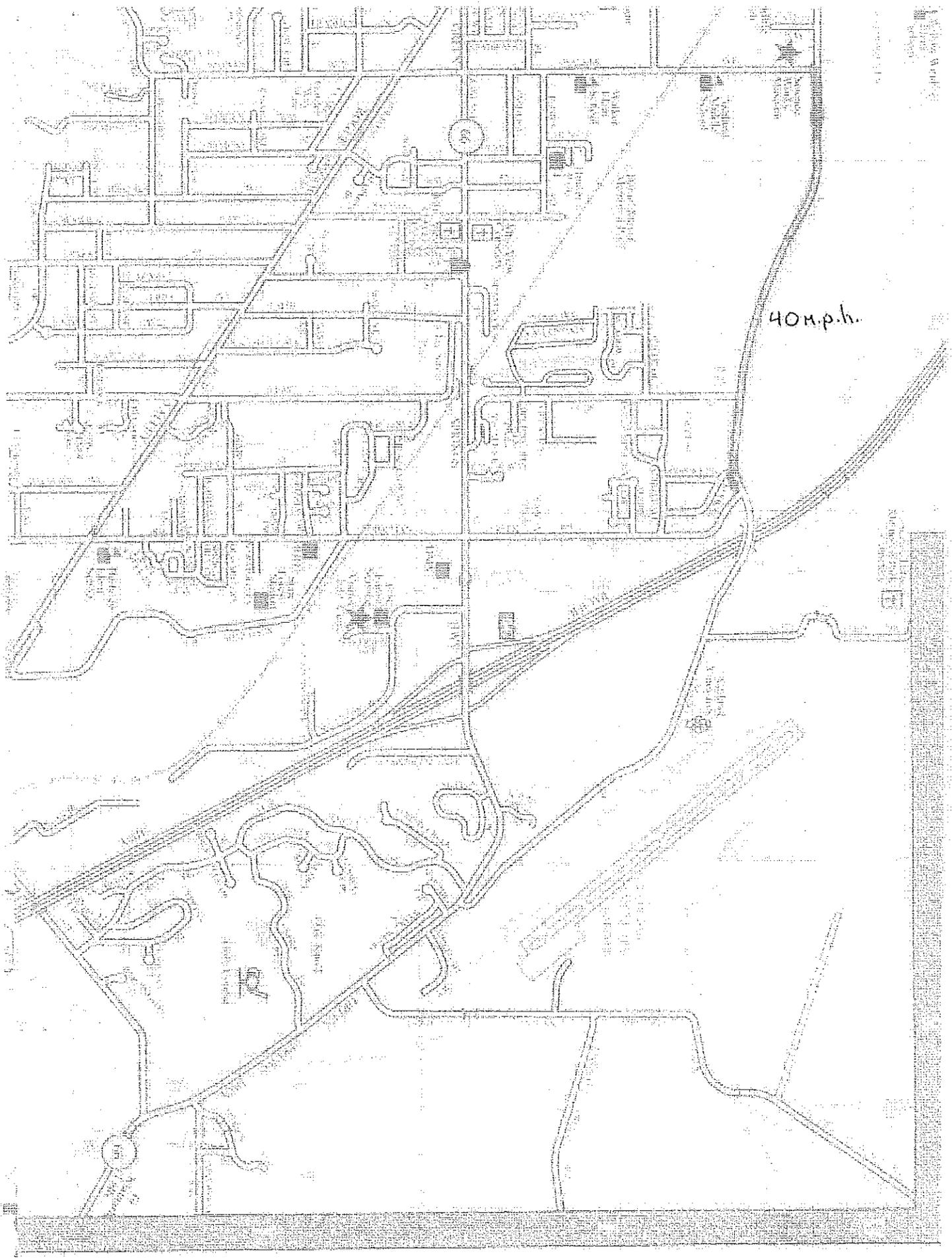
We would note again that the above comments are focused mainly on that portion of the plan covering the Baptist Church property, because this portion is likely to be the first developed, and to have the most immediate impact on the three homeowners associations affected by such development. There may well be other serious concerns regarding that portion of the plan covering the Normal Avenue extension, such as wetlands preservation, storm water dispersion and the like, but we will leave any comment on these aspects of the plan to the homeowners immediately affected by them.

Thank you for your consideration of these items and your work on the plan.

Very truly yours,

A handwritten signature in black ink, appearing to read "Bryce C. Anderson", with a large, stylized flourish extending to the right.

Bryce C. Anderson
Meadowbrook Park Estates HOA



40 m.p.h.

Map of Atlanta
Georgia

Atlanta, Georgia

Atlanta, Georgia

Lake Street

101

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

Month Year	Item Description	Status	Date Complete
August 26 TC	N. Mountain Ave Improvements		
May 23 TC	Bike Path Signage	TR13-08	
May 23 TC	Plaza Parking Prohibition	TR13-09	
February 28 TC	Main St. Parking Restriction	TR13-07	4/13
February 28 TC	Fair Oaks No Parking Restriction	TR13-03	4/13
February 28 TC	East Main Crosswalk Signage	TR 13-04	4/13
October 12 TC	B St. and Eighth St. sight distance	Approved, TR 2012-04	
October 12 TC	B St. and Second crosswalk sight distance	Approved, TR 2012-05	
September 12 TC	B St. and Second sight distance analysis	Staff report complete	
September 12 TC	Lithia/First Intersection Analysis	Traffic Engineer under contract to perform services	
August 12 TC	Centerline marking on Takelma Way	Approved, TR 2012-03	9/12
March 12	Sharrow markings on Maple St.	approved, TR 2012-01	10/12
March 12	Centerline marking on Crispin St.	approved, TR 2012-02	10/12
March 12	Loading zone on Lithia Way	not approved	
November 11 TC	Parking prohibitions on Highwood Dr.	approved, TR 2011-09	2/26/12
October 11 TC	Crosswalk on A Street	approved TR 2011-08	12/1/11
August 11 TC	Parking prohibitions on Almond	approved TR 2011-07	✓
August 11 TC	Stop sign at 4th and A Streets	not approved	
Jul 11 TC	Parking Prohibitions on E. Nevada	approved; TR 2011-04	3/6/12
Jul 11 TC	Stop Sign at Starflower	approved yield; TR 2011-05	11/17/11
Jul 11 TC	A' Shared Road	approved; TR 2011-06	10/28/11
June 11 TC	N. Main Road Diet	TC recommend implementation asap, approved 8/2/11	
June 11 TC	Parking prohibition on Central	TR 2011-03, install painted centerline, only	✓
May 11 TC	Stop sign on Homes	Stop sign not approved, other improvements implemented.	
May 11 TC	Stop sign on Pinecrest	not approved	
May 11 TC	Left turn signal at Wightman	recommended review by traffic engineer	
May 11 TC	Memorial Sign Request	recommended development of a policy, approved by Legal/Planning. Approved by Council	1/27/12
Apr 11 TC	N. Main Road Diet Pilot	Approved by Council 8/2/11	
Feb 11 TC	Parking Prohibitions Meadowbrook	TR 2011-02 order sent to Street Div.	✓
Feb 11 TC	Parking Prohibitions on Liberty St	TR 2011-01 order sent to Street Div.	✓
Feb 11 TC	Bike Corral on Third Street	Completed & installed	✓
Dec 10 TC	Petition for ped. rail crossing	referred to TSP process	
Dec 10 TC	Siskiyou Blvd x-walk at Frances	no action required	12/16/10
Nov 10 TC	S Mountain Mid Block Crosswalk	Approved to be installed in cooperation with SOU	
Nov 10 TC	E Main @ RR Crosswalk Review	Commission asked stop sign replaced	
Oct 10 TC	A St Sharrow Designation	Commission asked for Kittleson review	
Oct 10 TSC	Safety Sleeve for Bollard @ RR Park	replaced	✓
Oct 10 TSC	Storm Drain on Bike Path @ N Mtn	staff is researching	
Oct 10 TSC	Additional Vehicle Parking Downtown	Contacted ODOT	
Oct 10 TSC	Crosswalk at Lithia and E Main	TR 2010-06, order sent to Street Division	✓
Oct 10 TSC	Stop Sign at Helman & Nevada	not approved	✓
Oct 10 TSC	Stop Sign on 'B' @ Third	not approved	✓
Oct 10 TSC	Crosswalk on Siskiyou @ Morton	not approved	✓
Aug 10 TSC	Grandview/Sunnyview/Orchard/ Wrights	vegetation clearance referred to street dept for implementation	
Aug 10 TSC	15 Minute Parking on A Street	TR 2010-05, order sent to Street Division	
Aug 10 TSC	First St Parking Prohibition Change	TR 2010-04, order sent to Street Division	
Aug 10 TSC	Granite St Parking Prohibition Change	not approved, Swales will resubmit request	✓
Aug 10 TSC	Hargadine St Parking Prohibition Change	review as part of TSP update	
Aug 10 TC	Bridge Street Parking Prohibition Change	Memo received from Fire Dept recommending against change	✓
Jul 10 TSC	Truck Route Ordinance Review	Staff researching, Nov 2010 agenda item	
Jun 10 TC	2 Year Project List Goal Setting	3 goals selected	✓
Jul 10 TC	Audible Crosswalk Signals for Downtown	Vieville working w/staff to develop priority list for \$27K budget	
Jul 10 TC	Shared Road Policy	review as part of TSP update	
Mar 10 TSC	Yield Sign at Terrace @ Holly	TR 2010-02	✓
Mar 10 TSC	Ashland St @ YMCA Crosswalk	not approved by ODOT	✓
Mar 10 TSC	Oak St Crosswalk at A St	included in Misc Concrete Project; bids due 11/17/10	
Jul 09 TC	Additional Downtown Bike Parking	Implementation list complete, will be installed as budget permits	
Nov 09 TC & TSC	Crosswalk for East Main @ Campus Way	Staff applying for funding through grant application	
Nov 09 TC & TSC	Grandview Shared Road Improvements	TR 2010-03, other improvements likely in future	
Aug 09 TC	Oak Street Sharrow	TR 2010-01	✓
Jul 09 TC	Will Dodge Way Improvements	Complete	9/2010
Apr 09 TC	Siskiyou Bv Pedestrian Improvements	complete	✓
Aug 09 TSC	Union/Aillison and Fairview Intersection	not approved	✓
Nov 09 TSC	Yield Sign at Palmer Rd	not approved	✓
Nov 09 TSC	Stop Sign at Indiana St	not approved	✓
Dec 09 TSC	Terrace St Traffic Calming	not approved	✓
Dec 09 TSC	Ashland Village Traffic Calming	not approved	✓

C TRAFFIC SAFETY o n n e c t i o n



September

Connecting Oregon's Community Traffic Safety Advocates

Volume 11, Number 9

Youth Access To Alcohol Teen Driver Safety Week October 20th - 26th



Teens are at far greater risk of death in an alcohol-related crash than the overall population, despite the fact they cannot legally purchase or publicly possess alcohol in any State.

High-visibility enforcement of underage purchase, possession, and provision laws can create a significant deterrent for violation of youth access laws, reduce underage drinking, and decrease alcohol-related crashes. Additionally, parental responsibility is key to educating and protecting our teens.

This article contains marketing materials and sample earned media tools that were used in youth access to alcohol demonstration projects. Please select, tailor, and distribute this material in a way that best fits your needs.

Continued on page 2

Be Part of History and Help a Great Cause!

Want to know a way to have lots of fun and contribute to a good cause related to promoting traffic safety in Oregon?

Help celebrate the 50th Anniversary of the Ford Mustang with a once in a lifetime event! On April 12, 2014, Mt. Hood Mustangs and Fords is hosting the Mustang 50th Anniversary Parade. Proceeds will benefit Oregon Impact.



Mt. Hood Mustangs and Fords will attempt to break two World Records with the largest parade of Mustangs and Fords ever. If you own a Mustang you won't want to miss this opportunity to be a part of history!

Mustangs and Fords from all over the Northwest will cruise the regional gathering points to the Woodburn Drag Strip. There will

be special guests, music, vendors, raffle, activities and lots of Ford eye candy!

Learn more at: <http://www.mhmf.com>



Improve Traffic Safety in Your Community - FHWA's Top Nine Life-Saving Strategies:

Road Safety Audits – A road safety audit is a formal safety performance examination of an existing or future road or intersection. Audit teams are independent and multidisciplinary. The team reports on potential road safety issues and identifies opportunities to improve safety for all road users.



Rumble Strips and Stripes – Rumble strips are raised or grooved patterns on the roadway that provide audible warning and physical vibration to alert

drivers that they are leaving the driving lane. They may be installed on the roadway shoulder or on the centerline of undivided highways. Rumble stripes are rumble strips that are placed at the centerline or edgeline.

Median Barriers – Median barriers are longitudinal barriers used to separate opposing traffic on a divided highway. They are designed to redirect vehicles striking either side of the barrier. Median barriers can significantly reduce the number of cross-median crashes and the overall severity of median-related crashes.

Safety Edge – The Safety Edge asphalt paving technique minimizes vertical drop-off safety hazards. A Safety Edge shape is created by fitting resurfacing

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ACTS Oregon

STAFF

Janelle Lawrence
Executive Director
Janelle@ACTSOregon.org

Sandy Holt
Child Passenger Safety Training
& Certification Program
Coordinator
SandyH@ACTSOregon.org

Yvonne McNeil
Community Traffic Safety
Program Coordinator
Yvonne@ACTSOregon.org

Amber Husted
Administrative Assistant
Safety@ACTSOregon.org

BOARD MEMBERS

Jan Robertson, President
jankrobertson@yahoo.com
Portland

Therese Madrigal, Vice President
Bend
ThereseMadrigal@gmail.com

Robert Tibbetts, Treasurer
La Grande
RTibbetts@CityofLaGrande.org

Mike Stupfel, Secretary
Salem
Recon652@comcast.net

Kim Curley
Bend
Kim@CommuterOptions.org

Mark Davie
Albany
Mark.Davie@State.Or.Us

Lucie Drum
Portland
Lucie_Drum@AMR-EMS.com

Tammy Franks
Portland
TFranks@LHS.org

Ben Hoffman
Portland
HoffmanB@OHSU.edu

Jason Malloy
Newport
J.Malloy@NewportPolice.net

Funded through a grant from
ODOT Transportation Safety
Division.

Pedestrian & Bicycle Safety Among Hispanics - An Outreach Toolkit

In an effort to reduce pedestrian and bicycle fatalities involving newly-arrived Hispanic immigrants, NHTSA has made available these traffic safety materials in Spanish (e.g., posters, brochures, radio announcements, et al) for use by local, State, and national traffic safety advocates in our combined effort to educate these newly-arrived individuals on pedestrian and bicycle safety in the United States.

When Hispanic immigrants arrive here, they often rely on bicycles and/or walking as their primary means of



transportation. However, they often are not familiar with our traffic signs, signals, and practices. Their language barrier may also affect their ability to understand

how to safely travel. For these reasons, they are at a higher risk of being involved in pedestrian and/or bicycle crashes. Hispanic adult men, in particular, may be at an even higher risk.

Please visit: <http://tinyurl.com/m5l1t5p> for more information.

Teen Driver Safety Week

Continued from page 1

Earned Media Materials

NHTSA has prepared earned media messaging and templates for safety partners and advocates use when planning their *youth access to alcohol* safety campaigns.

Creative Materials

NHTSA's bold advertising messages are

not intended to speak to responsible, law-abiding parents who are already doing the right thing. NHTSA's messages are targeted to those parents who, for some reason, think it is okay to host parties where underage drinking occurs or to supply alcohol to their teenagers and their teenagers' friends.

Go to www.trafficsafetymarketing.gov for campaign posters, additional information and campaign materials.

Talk To Older Drivers in Your Community About Safe Driving

Getting older does not mean a person's driving days are over. But it is important to plan ahead and take steps to ensure the safety of your loved ones on the road. NHTSA offers free materials to help you learn more about how to recognize and discuss changes in your older loved one's driving.



If you think you need to have a conversation with an older driver about his or her driving abilities, remember that many older drivers look at driving as a form of independence. Bringing up the subject of their driving abilities can make some drivers defensive. So, be prepared with your observations and questions, and - if necessary - provide possible transportation alternatives.

Read more at:

<http://www.trafficsafetymarketing.gov/>

National CPS Technician Training in Hillsboro

Washington County Safe Kids sponsored a CPS Certification class hosted by Tuality Health Education Center. 10 eager students worked hard throughout the week and served families at Tuality's fitting station.

Congratulations to Oregon's newest CPS Technicians: Kara Boaz,

Michelle Nichols and Megan Stanton; Newt Skunkcap – Burns Police, Teresa Johnson – Clackamas County Children's Commission, Rebecca Silverman, Kate Adams and Dannie Benjamin – Doernbecher Children's Hospital, Chere Sandusky – Forest Grove Fire, Earleen Reimann – Hillsboro Police.



Prevent Backovers

Every year, thousands of children are killed or seriously injured because the driver backing up didn't see them.



A back over incident typically takes place when a car is backing out of a driveway or parking space at low speeds. Over 60% of backing up incidents involved a larger size

vehicle such as a truck, van or SUV. Drivers of these vehicles should be extra careful. Even with a backup camera, there is still space between the bumper and tire a driver cannot see.

Prevention Tips:

- Walk completely around your vehicle before getting in.
- Know where children are. Have children stand in a place where they are in full view.

- Be aware of young children. Young children are small and hard to see.
- All adults need to be vigilant in supervising children, especially when children are in the yard, driveway or parking lot playing near parked cars.
- Roll down your window so you will be able to hear what is happening outside your vehicle.

FHWA's Top Nine Life-Saving Strategies

Continued from page 1

equipment with a device that extrudes and compacts the shape of the pavement edge at a specific angle as the paver passes. This mitigates shoulder pavement edge drop-offs immediately during the construction process and over the life of the pavement. Because the technique involves only a slight modification of paving equipment, it has a minimal impact on project cost. Improved compaction of the pavement near the edge is an additional benefit of the Safety Edge.

Roundabouts – A roundabout is a circular intersection where entering traffic yields to vehicles on the circulatory roadway. Roundabouts are designed to channel traffic at the entrance and provide collision deflection around a center

island. Modern roundabouts are geometrically designed to reduce speeds and deflect collision forces, which substantially improves safety, while providing excellent operational performance at the intersection.

Left- and Right-Turn Lane at Stop-Controlled Intersections – Left-turn lanes are auxiliary lanes for storage or speed change of left-turning vehicles. Left-turn lanes reduce the likelihood of intersection crashes, as well as make turning easier for drivers and improve the intersection's operational efficiency. Right-turn lanes provide a separation at intersection approaches between right-turning traffic and adjacent through-traffic. This reduces conflicts and improves intersection safety.

Yellow Change Intervals – Yellow signal lights that are not timed appropriately are a safety hazard. Yellow change intervals that are not consistent with normal operating

speeds create a "dilemma zone" in which drivers can neither stop safely, nor reach the intersection before the signal turns red.

Medians – Medians reduce traffic conflicts and increase safety by providing a buffer area between opposing lanes of traffic. Medians can be open (pavement markings only), or channelized (raised medians or islands) to separate various road users.

Pedestrian Refuge Areas—also known as crossing islands, center islands, refuge islands, pedestrian islands, or median slow points—are raised islands placed in the street to separate crossing pedestrians from vehicles.

Walkways – Appropriately designed walkways increase safety for all road users. Types of walkways include: Pedestrian, Shared Use Path, Sidewalks, and Roadway Shoulders.



Check Up Events and Fitting Stations

Visit www.ChildSafetySeat.org/calendar.html for updated listings.

Date	City	Location	Address	Time
10/2	Coos Bay	Coos Bay Fire	450 Elrod Ave	11 am - 1 pm
10/3	Redmond	Redmond Fire	341 Dogwood Ave	11 am - 2 pm
10/5	Portland	Kohl's	10010 NE Halsey	9 am - 11:30 am
10/5	Newberg	Springbrook Fire	3100 Middlebrook Rd	9 am - 11 am
10/10	Ontario	Ontario Fire	444 SW 4th St	4 pm - 6 pm
10/10	Rainier	CC Rider Transit	207 W Rainier	4 pm - 6 pm
10/12	Hillsboro	Tuality Hospital	334 SE 8th Ave	9 am - 11:30 am
10/16	Redmond	Redmond Fire	341 Dogwood Ave	2 pm - 4 pm
10/17	Madras	Jefferson Co Fire	765 SE Adams Dr	11 am - 1 pm
10/23	Bend	Bend Fire	1212 SW Simpson	10 am - 1 pm
10/24	Eugene	Eugene Fire	1725 W 2nd Ave	4 pm - 6 pm

Coming Soon: "Making an Impact" Newsletter



Starting this Fall, be on the lookout for our new and improved newsletter: Making an Impact.

The newsletter will continue to emphasize a community traffic safety focus.

We welcome your contributions. If you are interested in contributing an article or ideas, please send an email to: safety@actsoregon.org.

Subscribers to Traffic Safety Connection can expect the first issue to arrive in your inbox.

Those interested in subscribing please send an email to: safety@actsoregon.org with subject line: Subscribe.

Respect the Zone - Free Educational Materials Available from ODOT - TSD

Keep your community safer by posting educational materials in visible places at your workplace, business, or other organization.

Remember, "Orange is your clue"; pay special attention to the driving task and slow down. The life you save might be your own.

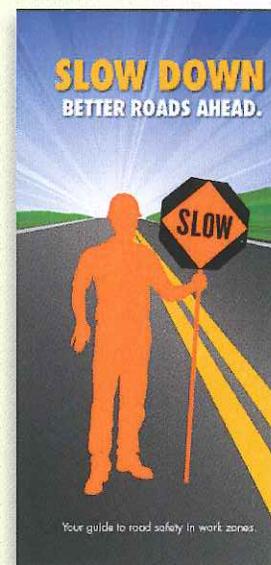
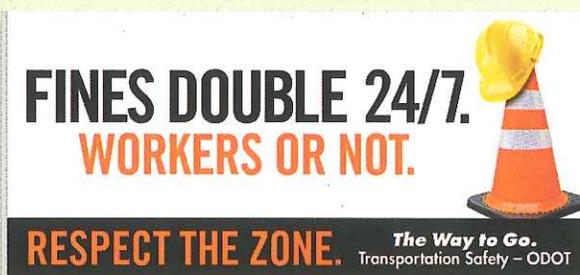
Oregonians are starting to see orange. Road construction signs, cones and barrels are popping up along Oregon's streets and highways. As we move into the construction season, our message to Oregonians is when you drive inattentively through a work zone,

you're not just putting the lives of highway workers at risk - you're risking your own life, and the lives of your passengers.

The majority of people injured or killed in work zone crashes are drivers and their passengers.

We also know road construction is one of the most dangerous occupations in the United States. The risk of death is seven times higher for road workers than for an average worker. The single biggest factor in

work zone related crashes is driver inattention, followed by the second factor: speeding motorists.



More information at: <http://tinyurl.com/lym53s8>

MOTOR VEHICLE CRASH SUMMARY

MONTH: SEPT 2013

NO. OF ACCIDENTS: 21

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	REPO RTAB LE	CITY VEH.	CAUSE - DRIVER ERROR
6	16:29	Fri	Scenic Dr at Manzanita	2	N	N	N	N	N	M	N	NR	N	Dv1 swerved right to avoid UPS truck and struck parked vehicle. No citation.
9	07:57	Mon	Gresham St near Allison	2	N	N	N	N	N	N	N	NR	N	dv1 and dv2 passing opposite directions on Gresham sideswiped. No citation, minor damage.
9	17:57	Mon	E Main St at N Mountain	1	N	Y	Y	N	Y	Y	N	R	N	bicyclist travelling wrong way in the bike lane crossed intersection against traffic light, hitting vehicle. Cited fotocd.
10	09:18	Tue	Winburn Wy near Nutley	2	N	N	N	N	N	N	N	R	Y	dv2 backed into parked city vehicle. Minor damage.
10	13:05	Tue	Council parking lot	2	N	N	N	N	N	Y	N	R	Y	dv1 backed into city vehicle in parking lot. Minor damage.
10	17:59	Tue	Siskiyou Blvd near Tolman Creek Rd	2	N	N	P	N	Y	Y	N	R	N	While pulling out of a parking space, dv2 ran into v1 traveling by on roadway. Dv2 cited for failure to yield row.
12	11:49	Thr	Nutley St near Granite	1	N	N	N	N	N	Y	N	NR	N	driver ran off road and down embankment, sliding car sideways. No citation.
16	09:56	Mon	Oak St near Oak Lawn	1	N	N	N	N	Y	Y	N	R	N	Dv1 ran into vehicle parked on side of road. Cited for not having a valid license.
16	18:08	Mon	E Main St near First St	2	N	Y	P	N	Y	Y	N	R	N	dv1 was rearended by dv2 while stopped, waiting for a bicycle to clear intersection. Dv2 cited for following too close.

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	REPO RTAB FILE	CITY VEH.	CAUSE - DRIVER ERROR
18	04:50	Wed	Ashland St near Shamrock Ln	1	N	N	Y	N	N	Y	N	R	N	driver took turn too wide and hit a tree. Damage to car, and minor injuries.
18	13:00	Wed	E Main St at Emerick	2	N	N	P	N	N	Y	N	R	N	dv1 reported being rear-ended by v2 earlier. Report only.
21	13:45	Sat	Ashland St near YMCA Way	2	N	N	N	N	Y	Y	N	R	N	dv1 struck v2 while pulling out into traffic from shopping ctr. Extensive damage. Cited failure to yield row.
23	10:22	Mon	Siskiyou at Indiana	2	N	N	N	N	Y	Y	N	R	N	Dv1 struck v2 while turning left in intersection. Cited Failure to yield.
25	16:28	Tue	Parking lot at Lithia Wy and Pioneer	2	N	N	N	N	N	Y	Y	R	N	dv1 struck parked vehicle and left scene. Dv1 identified by witness, and found. Dv2 did not press charges.
25	15:59	Wed	E Main St at First St	2	N	N	N	N	N	N	N	NR	N	Dv2 crossing E Main crashed into the side of v1. Low visibility. No citation.
26	14:03	Thr	Wightman near Iowa	2	N	N	N	N	N	Y	N	R	Y	driver backing out of parking space ran into City vehicle. No citation.
27	00:13	Fri	B St near Emerick	2	N	N	N	Y	Y	Y	N	R	N	Driver took turn too wide and hit a parked car. Was arrested for DUII and careless driving.
27	10:53	Fri	Morton at Pennsylvania	2	N	N	N	N	N	Y	N	R	N	dv2 did not yield to v1 at intersection and ran into side. Substantial damage, non injury. No citation.
27	18:59	Fri	Parking lot at Water St and B St	2	N	N	N	Y	Y	Y	N	R	N	driver backing out of parking space ran into another vehicle. Driver was found to be intoxicated. Cited multiple offenses.
27	23:00	Fri	E Main St at Oak St	2	N	N	N	N	Y	Y	N	R	N	DV2 turning left onto Oak St was struck by v1 which tried to turn left from middle lane. Dv1 cited multiple offenses.

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	REPO RTAB LE	CITY VEH.	CAUSE - DRIVER ERROR
27	23:15	Fri	Central Av near Helman St	2	N	N	N	N	N	N	N	NR	N	driver backing out of parking lot ran into parked v2. No citations. Report only.

OREGON ROADS

Newsletter



Summer 2013 Number 103

A quarterly publication for local governments responsible for roads, bridges and public transportation

A Creative Method for Controlling Invasive Species

Controlling invasive weeds is a routine maintenance task for roadway agencies and landowners, and both groups are always searching for better, cheaper, and more environmentally friendly methods for completing the task. One solution being used is employing various sized herds of goats to eat unwanted brush and weeds, a technique known as conservation grazing. Superb climbing skills and environmentally friendly characteristics allow goats to be the perfect candidate for removing unwanted brush. Using goats for weed control offers an alternative that minimizes pollution, reduces energy consumption, and helps prevent the growth of new weeds.

Unlike a mower or tractor, goats do not disrupt existing soils. The use of hired goats can even benefit other domesticated mammals and wildlife by maintaining their natural environment. A real-life example of this is the use of goats for vegetation management in wetlands located in Carroll County Maryland. Overgrown vegetation led to the decline of the bog turtle, a species listed as threatened by the Federal Endangered Species Act. In July 2008, as part of an experiment, Service biologists introduced a group of hired goats to graze the area in a bog turtle habitat site. The goats cleared away woody vegetation and opened up canopies, allowing the bog turtles to eat, reproduce, and hibernate.

_____ See *Goats*: Page 5

A Risk that Affects Us All

Everyone is at risk of injury or death from drowsy driving: drivers, passengers, pedestrians, babes in arms or octogenarians; it doesn't matter your age or mode of travel. Over the five-year period from 2008 – 2011 in Oregon, there were 4,300 crashes involving drowsy drivers, and most in the industry believe drowsy driving is underreported, so there were probably many more. From those crashes, 67 people were killed. It's a very sad statistic.

Short of being ready to move quickly at all times, as pedestrians or bicyclists, actions we can take in response to a sleep-deprived driver are limited. But as drivers, we are in complete control of what we do. How many of us exercise that control? Most of us abhor the intoxicated driver, but we often don't think twice about getting behind the wheel even though we're tired. Yet research shows sleep-deprivation driving is similar to drunken driving.

Know the Symptoms

According to the National Sleep Foundation, most people aren't aware of how drowsiness affects their driving performance. They may not even be aware of short lapses in wakefulness!

Also in this issue...

- 2 From the Director
- 3 Creating a Sign Inventory
- 4 New Publication
- 7 Circuit Rider Corner
- 9 New Additions to Library
- 10 Customer Needs Survey
- 11 Calendar of Events and Training



_____ See *Risk*: Page 8



Oregon Technology Transfer Center

Oregon's Technology Transfer (T2) Center

The center is jointly sponsored by the Federal Highway Administration (FHWA), the counties and cities of Oregon, and the Oregon Department of Transportation (ODOT)/ FHWA funds are provided through the Local Technical Assistance Program (LTAP).

The purpose of the Oregon T2 Center is to help local transportation agencies obtain information and training on transportation technology relating to roads, bridges and public transportation. To accomplish this purpose, we:

- provide low-cost seminars, training classes and workshops;
- publish a quarterly newsletter;
- provide a "Circuit Rider" service, taking video programs and informational materials to local agencies;
- provide a lending library service of audio/visual programs on a variety of transportation topics;
- Provide copies of technical bulletins or reports upon request; and
- respond to telephone and mail inquires relating to transportation technology or make a referral to a specialist.



From the Director...

The T2 Center has been quite busy lately providing training to meet your needs. During the first half of 2013, the Center partnered with Oregon Chapter of the APWA in presenting a number of multi-day training events that included the Street Maintenance and Collection Systems Spring School at the Seaside Civic and Convention Center in Seaside, and the NWPWI Developing Leader at Mt. Bachelor Village in Bend.

We also offered a number of Roads Scholar classes during the same period. The RS-1 Basics of a Good Road and RS-2 Drainage: Key to Roads that Last classes were presented at the Street Maintenance and Collection Systems Spring School held at the Seaside Civic and Convention Center in April and RS-7 Effective Communication Skills and RS-8 Environmental BMPs 2 were offered in Salem, Bend, Lake Oswego and Tillamook in May. We also continued the Roads Scholar Level 2 program at the spring school by presenting the RS-11 Workplace Safety Training 1 class for the first time.

During the first half of 2013, an additional 28 program participants completed their Level 1 Roads Scholar requirements and those successful individuals are:

- | | |
|--|---------------------------------------|
| Jaime Estrada (City of Hubbard) | Steve Sullivan (City of Hillsboro) |
| Michael Griffin (City of Keizer) | Josh Vanderzanden (City of Hillsboro) |
| Kim Crespo (City of Eugene) | Richard Kuss (City of Bend) |
| Mike Bruck (Clackamas County) | Jim Lindsey (City of Bend) |
| Raymond Friberg (Clackamas County) | Don McBride (City of Bend) |
| Joe Pekkola (Clackamas County) | George Morrison (City of Bend) |
| Douglas Decock (City of Woodburn) | David Oak (City of Bend) |
| Mike Reese (City of Central Point) | Jeanette Prince (City of Bend) |
| Mark Callaway (City of Albany) | Craig Qual (City of Bend) |
| Kurtis Baumgardner (City of Hillsboro) | Sadell Scarbrough (City of Bend) |
| Nick Gilbert (City of Hillsboro) | Will Smith (City of Bend) |
| Joseph Hazel (City of Hillsboro) | Michael Carr (City of Wilsonville) |
| Jason Henderson (City of Hillsboro) | Joe Roberts (City of Eugene Airport) |
| Justin Jensen (City of Hillsboro) | |

If you are one of these individuals, your certificate was mailed to your supervisor in July. With the addition of these recent graduates, 323 program participants have completed the Roads Scholar Level 1 Certificate since the program inception in the fall of 2001. Our congratulations go out to all of these individuals on their accomplishments which demonstrate a significant commitment to self-improvement and personal development. We also extend our appreciation to the counties and cities of Oregon and the Oregon DOT for participation in and support of the Oregon Roads Scholar program.

We will continue to offer more Roads Scholar Level 1 classes at numerous locations in 2013 and 2014. If your agency is interested in hosting the RS-9 Maintenance Math and RS-10 Introduction to Survey and Grade Checking, please let us know. We will soon begin working on a schedule for these classes and notices will be sent out to agency contacts when those dates are firmed up. We also plan on offering RS-3 Paving Materials and RS-4 Environmental BMPs 1 at the 2013 APWA Street Maintenance and Collection Systems Fall School scheduled for October 16th -18th at the Riverhouse Hotel and Convention Center in Bend.

Continued on Page 8

Creating an Initial Sign Inventory

Overview

The most frequently asked question is how to do an initial sign inventory. Whether you are looking for a company to provide the service to inventory your signs, or will do it yourself, creating an initial sign inventory is probably the biggest issue Agencies have. While the task might seem daunting, if done systematically it does not have to be an overwhelming project.

The first thing to keep in mind, regardless of the method you use, is that the deadline given by the FHWA of June 2014 is simply to have a system in place to manage your signs replacement schedule and reflectivity levels. It does not mean that you have to have all of your signs inventoried by that date.

Agencies should know an approximate number of signs to be inventoried (1,000 vs. 50,000 for example) based on the size of their area, population and number of streets. If Agencies just want to start setting up their inventory as they install new signs or replace signs



that are damaged or have inadequate reflectivity, budgeting for this activity would not be much more than the cost they incur currently. However, most Agencies want to get the inventory done all at once so extra budgeting is now an issue.

Smaller Agencies, with little funding for the project, will most likely do the inventoring themselves. Larger Agencies, or those who are fortunate to get Federal funding, may choose to hire an outside source to collect the data. Once the inventory is in place, deciding which method to use for future replacements and retroreflectivity management is also a decision Agencies have to decide on (i.e. purchasing a specific sign inventory program, using an Excel spreadsheet or just keeping a manual log).

Methods Approved by FHWA

There are five FHWA approved methods for maintaining retroreflectivity:

- Assessment Methods
 - ⇒ Visual Nighttime Inspections
 - ⇒ Measured Sign Retroreflectivity
- Management Methods
 - ⇒ Expected Sign Life
 - ⇒ Blanket Replacement
 - ⇒ Control Signs

Regardless of the method or methods selected, when establishing a sign inventory system, data must be collected as to the sheeting type of the existing sign, GPS location, an approximate date of installation, current retroreflectivity levels and establish an estimated replacement date. For those Agencies who have had the forethought to start replacing signs with higher performance sheeting over the past few years will have a better timeline for sign age than those who have continued to replace with Engineer Grade sheeting. Establishing an estimated replacement date is a key component for budgeting future replacement costs.



Starting from Scratch:

- Setup Zones, Districts or Quadrants
- Setup Routes within the Zones, Districts or Quadrants for better time management
- Select a plan for inventoring – i.e. by route or sign type (i.e. stop signs first)
- Drive route with proper devices / logs to gather all the necessary information. Some use a video camera, others only a still camera while others only document each sign on a paper log.
 - ⇒ At a minimum you need to be able to identify the sign (MUTCD code) and sheeting type
 - ⇒ Getting the GPS coordinates is needed for mapping the signs
 - ⇒ Knowing the post type and substrate material is helpful when the sign needs to be replaced
 - ⇒ If not using a Retroreflectometer, the general condition of the sign and its retroreflectivity should be noted and marked for replacement or service if necessary
 - ⇒ If possible establish an estimated replacement date
- Enter collected data into a management tool (i.e. spreadsheet or inventory software program)
- Establish a schedule to follow up on signs that need replacing or service
- Continue with process until all zones / routes are covered



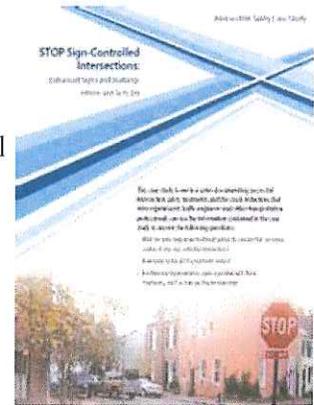
See Inventory: Page 6

NOW AVAILABLE: Nine Intersection Safety Case Study Success Stories

In March, The Office of Safety Design announced the availability of technical summaries, Powerpoint slides, and newsletter articles for nine intersection safety case study success stories. These case studies describe crash reductions resulting from implementation of a specific intersection safety countermeasure or countermeasures. All of these materials are available on the Office of Safety website at <http://safety.fhwa.dot.gov/intersection/resources/casestudies/>. Hard copies of only the technical summaries are currently being printed and will be available in a couple of months.

The nine case studies are as follows:

1. **STOP-Sign Controlled Intersections: Enhanced Signs and Markings – A Winston-Salem Success Story (FHWA-SA-09-010)**
2. **Retroreflective Borders on Traffic Signal Backplates – A South Carolina Success Story (FHWA-SA-09-011)**
3. **Removal of Signal Flashing Mode During Late-Night/Early-Morning Operation (FHWA-SA-09-012)**
4. **Minnesota Roundabout – A Scott County Success Story (FHWA-SA-09-013)**
5. **Improving Safety by Providing All-Red Clearance Intervals and Larger Signal Lenses (FHWA-SA-09-014)**
6. **Permissive/Protected Left-Turn Phasing (FHWA-SA-09-015)**
7. **Continuous Green T-Intersections (FHWA-SA-09-016)**
8. **Reducing Late-Night/Early-Morning Intersection Crashes by Providing Lighting (FHWA-SA-09-017)**
9. **Roundabouts – The Maryland Experience (FHWA-SA-09-018)**



▼ Can you spot what's wrong with this picture?



See page 12 to find out

The intent of these summaries is to provide information to practitioners and decision makers on treatments that have been successful in reducing crashes at specific intersection(s). Each technical summary, with accompanying slides and newsletter article, contains information on the purpose and details of the treatment, evaluation methodology, cost and implementation time frame, any implementation issues, crash reductions achieved, and state or local contact information. The crash reductions are typically based on before-after studies, and are not necessarily statistically significant - they are merely intended to show instances where implementing a countermeasure(s) was successful in reducing intersection crashes.

For more information, contact at Ed.rice@dot.gov or (202) 366-9064.

Goats: from Page 1

The goats cleared away woody vegetation and opened up canopies, allowing the bog turtles to eat, reproduce, and hibernate.

Julie Thompson Slacum, Division Chief, Strategic Resource Conservation, with the United States Fish and Wildlife Service, did the photo-monitoring for this experiment. She indicated that the goats did a wonderful job the two years they were on the habitat site, and since they prefer woody vegetation over herbaceous vegetation, they do a really good job at sites that have monocultures of multi flora rose and smaller trees.



This photo taken on June 2, 2011 depicts a bog turtle at the Carroll County Maryland site. *Photo courtesy of the US Fish and Wildlife Service.*

One important aspect of the grazing goats is that they did not cause damage as a machine would have. Had a heavy duty mower been used to clear the vegetation instead of the goats, the tires would have embedded ruts that could have destroyed the area's hydrology and further endangered the bog turtle.

Goats have a tendency, though, to be great escape artists due to their ability to climb, jump, crawl, and roam at great lengths. Although these characteristics are beneficial in making goats very successful at clearing unwanted brush, especially on hillsides that may be difficult to mow or brush hog, these characteristics also pose a negative while goats are on the job. How can landowners and roadway agencies contain their goat employees without the probability of escape? For small herds of goats, some landowners are using welded cattle wire panels. For large herds of goats, one answer is using the same material, but the panels are woven together as opposed to being welded. Once goats have finished clearing the wanted area of weeds, these

entanglements are easy to move to a new job site.

Some landowners are using water, such as streams or rivers, as a boundary to control their goats' escape tactics. Goats detest getting their bodies wet and will avoid doing so. Another containment solution is to use an electrical fence. A six-strand high tensile electric fence provided the containment solution during the 2008 experiment in Maryland.

The idea of employing goats for invasive plant control is becoming more common. In many cases, goats can eliminate the need for machinery or herbicides, which means a chemical free method for vegetation control. Using goats for conservation grazing can provide roadway agencies with a viable alternative that is often a win-win solution for all involved. This is one solution that can benefit roadway agencies and the environment. When groups work together, the environment and endangered species can be protected and infrastructure needs can still be met.

For more information on the proper practices and procedures for invasive plant species control through grazing, please see page 50 of the National Cooperative Highway Research Program (NCHRP) Synthesis 363: Control of Invasive Species (http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_363.pdf).

Included in the next column are a few specific examples from this report of using goats for weed control.

The WV LTAP would also like to hear if your agency has used goats for vegetation control and if so, what your experience has been.



The goats at this Carroll County Maryland site enjoy their work of eating the woody vegetation. *Photo courtesy of the US Fish and Wildlife Service.*

Continued on page 6

Goats: from Page 5

EXAMPLES INCLUDED IN THE NCHRP SYNTHESIS 363:

The following text and specific examples were taken from the NCHRP Synthesis 363: Control of Invasive Species report.

Two angora goats were hired to eat a yellow flowered noxious weed that was growing along the banks of the Yellowstone River. The goats preferred eating the top part of the leafy green perennial where the flower buds form, thus preventing blooming and subsequent spread.

In Albuquerque, approximately 1,000 goats were brought in to clean up weeds along the Rio Grande. The district biologist reported that “tightly managed and limited use of goats is a really good and ecologically sound way to manage vegetation without having to use herbicides or fossil fuel for mowers” and leave the native grasses to flourish.

Goats can help an agency reduce its dependence on fossil fuels and, because goats, unlike mowers, do

not start brush fires with sparks from their motors, they have been used extensively since the fires of 1990 in the Oakland–Berkeley Hills, California area to safely manage the growth of undesirable vegetation by clearing dense undergrowth, including the highly flammable manzanita.

Sources for this Article

“Goats and Weed Control.” <http://www.noble.org/ag/livestock/goats/index.html>

“Using Goats for Vegetation Management.” <http://www.noble.org/ag/livestock/goatvegetation/>

“Hungry Goats Restore Bog Turtle Habitat.” <http://www.fws.gov/endangered/news/>

National Cooperative Highway Research Program (NCHRP) Synthesis 363: Control of Invasive Species http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_363.pdf

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Inventory: from Page 3

If Sign Data is Available:

- Import sign data into software program or use Excel to update information
- Setup Zones, Districts or Quadrants
- Print list of signs and map out process to verify and inspect signs
- Update the existing sign information and record the condition of the sign
- Add new signs as they are located
- Establish a method/schedule to follow up on signs that need replacing or service
- Continue with process until all zones / routes are covered

Hire Outside Service:

- Find a company that will complete the tasks you need (inventorying – monitoring – replacements)
- Make sure they are aware of data elements / location of final data (i.e. database vs. spreadsheet), sheeting type, retroreflectivity, bar codes
- What is the final product you require and in what form?
- Who will continue to own/update/monitor the data?
- Work out issues if data is incomplete or incorrect (it does happen)

After all the sign inventory has been setup, it will be important to service and/or replace those signs that required attention, then set a plan in place to continue to monitor those signs that were closer to the end of their life cycle.

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Circuit Rider Corner

Oregon OSHA's HCS and the GHS

By Bob Raths

The essence of hazard communication is knowledge and understanding. Individuals use thousands of chemical products throughout their lives, at home and at work, but most would be hard-pressed to distinguish safe products from hazardous ones without information and training. Oregon OSHA's Hazard Communication Standard (HCS) requires employers to train their employees to recognize chemical hazards – using the information provided on product labels and in safety data sheets – and to take the necessary precautions to protect themselves.



An effective hazard communication program ensures that workers who may be exposed to hazardous chemicals know about the chemical's hazards and understand how to protect themselves from those hazards. Product labels and safety data sheets (SDS), formerly known as material safety data sheets (MSDS), are the main tools for developing a hazard communication program. They identify the hazardous properties of chemicals that may pose a health or physical hazard and provide guidance for appropriate protective measures.

In 2012, OSHA revised the HCS to be consistent with the United Nation's Globally Harmonized System (GHS) of classification and labeling of chemicals. The GHS is an international approach to hazard communication that provides specific criteria for classification of chemical hazards and a standardized approach to label elements and safety data sheets. Since the US is both a major importer and exporter of chemicals, American workers often see labels and safety data sheets required by other countries. As countries around the world adopt the GHS, chemicals crossing borders will have consistent information. This will enhance both employer and worker comprehension of the hazards, and will help to ensure appropriate handling and safe use of workplace chemicals. Oregon's adoption of the GHS is underway and phase-in dates for the new requirements are as follows:

Effective Completion Date	Requirements	Who
Dec. 1, 2013	Train employees on the new label elements and safety data sheet (SDS) format.	Employers
June 1, 2015	Compliance with all modified provisions of this final rule, except distributors have an additional six months to ship product without GHS labels.	Chemical manufacturers, importers, distributors, and employers
Dec. 1, 2015	Must not ship containers without a GHS label.	Distributors
June 1, 2016	Update alternative workplace labeling and hazard communication program as necessary, and provide additional employee training for newly identified physical or health hazards.	Employers

Material for this article was excerpted by permission from the technical publication *Oregon OSHA's Guide to the GHS-aligned Hazard Communication Standard*. For additional information regarding the HCS and the GHS, please refer to the complete technical publication and the 5/30/13 proposed changes for corrections/technical amendments to the Hazard communication Administrative Rules. Both of those items are available from the Oregon OSHA website www.orosha.org by going to the "A- Z Topic List" in the left menu and then "Hazard Communication."

Risk: from Page 1

Starting today, whenever you get behind the wheel, watch carefully for these signs of sleepiness:

- ◆ Frequent blinking, longer blinks and head nodding
- ◆ Having trouble keeping your eyes focused
- ◆ Daydreaming... at length
- ◆ Drifting from your lane or onto the shoulder
- ◆ Suddenly realizing you are at a certain point on your route and you don't recall passing familiar landmarks

Knowing these indicators is only helpful if you take action immediately to mitigate the risk. An ODOT employee recently realized she was tired and decided to pull out at the next rest stop... but she nodded off before she could get there. She drove off the road, over-corrected and ended up facing the other direction in the other lane. Fortunately, she wasn't hurt nor was anyone else or the vehicle. But she now knows she has to act sooner rather than later.

Not Worth The Risk

"I also recommend staying over night and not pushing yourself beyond your limits," she said. "It's just not worth the risk."

In fact, not driving at all may be in everyone's best interest. Consider other ways to "take control" of the situation. For early morning meetings in another location, see if you can change to a later time. Look into teleconferencing or video-conferencing. Check out public transit or the train options.

One important question to ask yourself is, "What does my supervisor expect if I am faced with driving when I did not get sufficient sleep?" So many ODOT employees could face this situation that the topic should be a regular one at safety, crew and team meetings.

Plan Your Response

What do you do if you do feel fatigue coming on? The best response is to pull over to a safe spot and sleep. Studies suggest a 20-minute nap can fully revive most people. Others can get a jolt by drinking two cups of coffee or other caffeinated beverage (most people know if this strategy works). Important note: there is no evidence that opening car windows, stopping to stretch or turning up the volume of the radio prevents drowsy driving crashes.



For your own safety, and the safety of your families and the public, we encourage you to do your part to make our roads safer. Do not add to the problem of impaired driving, which is ultimately what happens with sleep-deprived driving. If you have to drive often and have a sleep disorder, contact your medical provider or our Employee Assistance Program. You might also approach your supervisor or HR manager for assistance. It will be easier to talk about now rather than after there has been an incident.

For more information, visit the National Sleep Foundation website, <http://drowsydriving.org/>.

Reprinted from March 2013 Inside ODOT

Director: from Page 2

In addition, we will also be offering the Level 2 class RS-12 Workplace Safety Training 2 at the fall school for those who have completed the Level 1 requirements.

In addition to our partnership training and our Roads Scholar classes, the T2 Center also has provided 79 no-cost training classes upon request in the first six months of 2013. You'll find a description of the classes on our website at: http://www.oregon.gov/ODOT/TD/TP_T2/. The classes are taught by our three in-house trainers, Bill Kolzow, Dave White and Bob Raths. To schedule one of the listed training classes, the RS-9 and RS-10 Roads Scholar classes or if you just have questions, please contact Tasha Martinez at the T2 Center by calling 503-986-2855.

Rebekah Jacobson
Oregon T2 Center Director



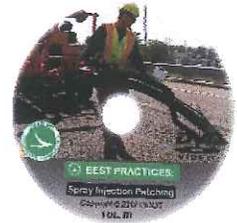
New Additions to the Video Library

In agencies, it can be difficult to capture a best practice, and it takes time for it to catch on throughout an agency. Now, capturing best practices for maintenance operations has just gotten easier with a series of best practice training videos starring maintenance crews from around the state of Ohio. The first two best practices training videos released by the Ohio DOT (ODOT), Crack Filling/Sealing and Culvert Replacement, were announced in the Summer/Fall 2012 edition of the *Oregon Roads Newsletter*. More recently, ODOT has released three additional best practices videos on the subjects of spray injection patching, berming and snow and ice control. Copies of all five videos are available from the T2 Center.

Best Practices: Spray Injection Patching

2013, Ohio DOT - 14 minutes

With its third best practices release, viewers will join a maintenance crew in the eastern Ohio county of Tuscarawas as they use a commercially available spray injection patching machine to fill pot holes. This video covers some of the necessary traffic control measures, demonstrates the use of the machine to efficiently create durable patches and then closes with the daily pre-trip inspections needed before putting the machine to use.



Best Practices: Berming

2013, Ohio DOT – 10 minutes

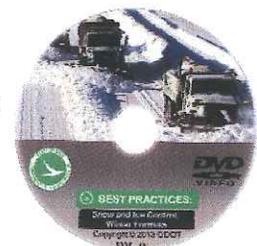
ODOT's fourth best practices release focuses on both the removal and addition of material to roadway shoulders to improve drainage and create a smoother transition from the edge of the roadway. This video visits three counties in eastern Ohio and shows maintenance activities associated with shoulder improvement including both blading berms to remove excess material and adding material where needed. In addition, traffic control, brooming, compaction, proper disposal of excess materials and dust control are all emphasized.



Best Practices: Snow and Ice Control, Winter Formula

2013, Ohio DOT – 18 minutes

ODOT's fifth best practices video release gives an excellent overview of their snow and ice "winter formula". Their "winter formula" includes a well trained workforce, adequate stockpiles or supplies of the right material, well maintained plows, dump trucks and spreaders, and an extensive weather forecasting system. The video details how all of these elements work together in order to provide a timely deployment of manpower and equipment during deteriorating weather conditions.



Recent Roads Scholar Graduates



City of Hillsboro

Hillsboro Employees (L to R) Joshua Vanderzanden, Jason Henderson, Steven Sullivan, Joseph Hazel, Nick Gilbert, and Kurtis Baumgardner receive their *Roads Scholar* certificates. Justin Jensen also received his certificate but is not pictured.

Technology Transfer Center Steering Committee

The Technology Transfer Center Steering Committee members listed below help guide and direct the policies and activities of the Oregon Technology Transfer (T2) Center. You are invited to contact any of them to comment, make suggestions or ask questions about any aspect of the T2 Program.

Bruce Hildebrandt, Chair
Street Supervisor
City of Salem
bhildebrandt@cityofsalem.net

Evelyn Pech, Vice Chair
Operations Supervisor
Marion County
epech@co.marion.or.us

Jim Buisman
Public Works Director
Lincoln County
jbuisman@co.lincoln.or.us

Larry Beskow
City Engineer
City of Medford
larry.beskow@ci.medford.or.us

Gerald Russell
Staff Engineer
Bureau of Land Mgmt, Portland
grussel@blm.gov

Emily Ackland
County Roads Program Mgr.
Association of Oregon Counties
eackland@aocweb.org

Terry Learfield
Road Maintenance Supervisor
Clackamas County
terrylea@co.clackamas.or.us

Liane Welch
Public Works Director
Tillamook County
lwelch@co.tillamook.or.us

Vacant
City Committee Member

Technical Resource

Field Testing Guide for Deicing Chemicals Handbook and Video
Clear Roads has developed a step-by-step instructional video to accompany its Field Testing Guide for Deicing Chemicals (available at http://www.clearroads.org/downloads/Field-Guide-testing-deicers_w_sample_form-final.pdf), which outlines the three levels of field testing that public agency staff can perform to determine the effectiveness of a deicing chemical. The video complements the guide by providing a demonstration of the methodology presented in the Guide. It is available at: <http://www.youtube.com/watch?v=cIPTRCXRBDM>.



T2 Customer Needs Survey

The Oregon T2 Center's mission is to foster a safe and efficient transportation system through training, technical assistance and technology transfer. Our training and services are designed with you, our Oregon customer, in mind. It is very important to us to know that we are meeting your needs.

We are continually revising and updating our program, and in order to assess if we are moving in the right direction, we are conducting an on-line customer survey. If you are one of our many county, city, state, federal agency or tribal government customers residing in the state of Oregon, your input is needed. As a group, your responses to the survey will have a direct influence on the shape of the Oregon T2 program into the future.

Please assist us by completing our on-line survey before November 1st by clicking the survey link on the T2 Center website at: http://www.oregon.gov/ODOT/TD/TP_T2 or going directly to the survey at <https://www.surveymonkey.com/s/T2Center>.

Recent Roads Scholar Graduate

Marion County

Evelyn Pech,
Operations Supervisor
(L) and Don Newell,
Operations Manager (R)
present Timothy Sing
with his *Roads Scholar*
certificate on July 11th.



Calendar of Events and Training		
ODOT http://www.oregon.gov/ODOT/HWY/TECHSERV/upcomingengtrng.shtml		
Date	Class Title	Location
Oct 10	Cultural Resources Consultant Training	Salem
Oct 16	Temporary Traffic Control Plans Design	Salem
Oregon State University (OSU) http://cce.oregonstate.edu/node/216		
Date	Class Title	Location
Nov 2013	Retroreflectivity of Signs	Corvallis
Dec 2013	Traffic Engineering Fundamentals	Corvallis
Feb 2014	ADA Design for Bikes & Pedestrians	Corvallis
AOC/LOC Oregon Local Leadership Institute http://www.orcities.org/Training/tabid/1026/Default.aspx		
Date	Class Title	Location
Dec 3	Community Visioning & Strategic Planning	Springfield
Oct 12 Nov 8	Government Ethics	Newport Redmond
Oct 18	Economic Development & Community Vision	Baker City
Oct 19	Council/Manager/Staff Relations	Baker City
Oct 25 Nov 7	Governing Basics	Newport Redmond
Oct 29 Dec 16	Financial Analysis & Planning	Happy Valley Newport
Oct 30	Customer Service on the Front Line	Central Point
Nov 1	Urban Renewal: The Basics & Beyond	Sherwood
Nov 2	Land Use Planning	Sherwood
Nov 4	System Development Charges	Salem
Nov 6-7 Nov 13-14	Elements of Effective Supervision	Salem Salem
Dec 2	Community & Media Relations	Salem
Dec 5	Oregon Planning Procedures	Salem
Dec 10	Effective Disciplinary Actions	Salem
American Public Works Association (APWA) http://www.oregonapwa.org/training/index.htm		
Date	Class Title	Location
Oct 16-18	Fall Street Maintenance & Collection Systems School	Bend
Oct 22-25	Oregon APWA Fall Conference	Bend
Nov 12-15	NWPWI Public Works Leadership	Cannon Beach
Dec 10-13	NWPWI Public Works Essentials	Portland
Miscellaneous Conferences		
Mar 2014	Northwest Transportation Conference	Corvallis
Oregon T2 Center http://egov.oregon.gov/ODOT/TD/TP_T2/		
A full list of training classes offered by the T2 Center is available on-line at the above website under the "Training Programs" heading. To schedule any of the "Circuit Rider" classes, please contact Tasha Martinez at (503) 986-2855. Additional information on training sponsored by the T2 Center is available at our website under the "Training Programs" and "Training Calendar" links on the left navigation bar.		

Answer to "What's Wrong With This Picture"

- From page 4

Prior to being moved, the barricade had been used to close off the street on the other side of this intersection. There was an on-street car show on the blocked off street. When the show ended, city workers moved the barricade to where you now see it, prior to completely removing it from the area.

Look closely at the barricade and other signing at this intersection. Following are some points to consider:

- ◆ The barricade has slashes down to the right. However, it also has a two-way arrow sign (DETOUR) on its face. Which do you think most drivers understand; the slash direction or the detour sign with arrows?
- ◆ There is a "No Left Turn" sign on the signal pole.
- ◆ There is a "One Way Right" sign between the traffic lights.

This is a classic example of conflicting, confusing messages. Because the "DETOUR" (two-way arrow) sign on the barricade is very prominent, many vehicle operators will focus on it and perhaps not even see the other intersection signs. The arrows indicate one can turn in either direction. Do you suppose a visitor to this city, unfamiliar with the intersection, might turn against one way traffic, particularly if there were no vehicles at or near the intersection on the one way street at the time? Remember, it's marked as a detour. What affect might the erroneous sign on the barricade have as far as city liability goes? Do drivers ever get confused by conflicting signing?

We want vehicle operators to always believe and have confidence in what we are asking them to do, including our signing. It's a basic safety premise. We can do better if we plan ahead and take a careful look at our work before others do.

Oregon Roads is a quarterly publication of the Oregon Technology Transfer (T2) Center, furnishing information on transportation technology to local agencies. It is distributed free of charge to cities, counties, tribal governments, road districts, and others having transportation responsibilities. The opinions, findings or recommendations expressed in this newsletter are those of the authors and do not necessarily reflect the views of the Oregon Department of Transportation or Federal Highway Administration. We do not endorse products or manufacturers. Where names of either appear, it is only to lend clarity or completeness to the article. Space limitations and other considerations prohibit us from providing an advertising service to our readership.

Co-Editors

Rebekah Jacobson, Director

Tasha Martinez, Training Coordinator

Bob Rath, T2 Trainer

APWA
OREGON CHAPTER



Street Maintenance and
Collection Systems

FALL SCHOOL

October 16-18, 2013

*The Riverhouse Hotel and Convention Center
Bend, Oregon*



Oregon Technology Transfer (T2) Center, 555 13th Street NE, Suite 1 Salem, Oregon 97301
Main Line (503) 986-2855 Fax (503) 986-2844 Website www.oregon.gov/ODOT/TD/TP_T2