

- I. CALL TO ORDER: 6:00 PM
- II. APPROVAL OF MINUTES: July 26, 2012
- III. ADJUSTMENTS TO THE AGENDA
- IV. PUBLIC FORUM
- V. ACTION ITEMS
  - A. Ethics & Commission Guidelines (Barbara Christensen, City Recorder) (30 min.)
  - B. Lori Lane Alley Vacation (30 min.)
  - C. Cycle Oregon Grant (10 min.)
  - D. AMC 2.13.020 Established-Membership (10 min.)
  - E. Bike Registration Policy (10 min.)
- VI. NON ACTION ITEMS
  - A. N. Main/Hersey/Wimer Intersection Realignment Update (10 min.)
  - B. Hersey/Laurel Railroad Crossing Improvements Update (5 min.)
  - C. Oak St. Railroad Crossing Improvements (5 min.)
  - D. Traffic Crash Summary (5 min.)
- VII. INFORMATIONAL ITEMS
  - A. Action Summary
  - B. TC Budget Balance
  - C. Oregon Roads Newsletter
- VIII. FUTURE AGENDA TOPICS
  - Bike Parking and Bike Rack Design Policy
  - Future Railroad Crossings
  - Request Four-Way Stop Sign at 8th & B St.
  - Central Ave Traffic Improvements
  - Request for 15 Minute Parking at 266 A St.
- IX. COMMISSIONER COMMENTS
- X. ADJOURN: 8:00 PM

**Next meeting scheduled for September 27, 2012 – 6:00 p.m.**

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

**CITY OF  
ASHLAND**  
**Transportation Commission**  
Contact List as of August, 2012

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term	
Tom Burnham	Commissioner	541-482-4467	1344 Apple Way	ntburnham@gmail.com	4/30/2013	
Mike Gardiner	Commissioner	541-890-2487	349 Orange Avenue	mike.gardiner@oakh.com	4/30/2015	
Colin Swales	Commissioner	541-840-7492	143 8 <sup>th</sup> Street	colinswales@gmail.com	4/30/2014	
Shawn Kampmann	Commissioner	541-482-5009	P O Box 459	shawn@polarissurvey.com	4/30/2015	
Pam Hammond	Commissioner	541-482 1343	632 Walnut Street	hammondpam@yahoo.com	4/30/2014	
David Young	Commissioner	541-488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2015	
Corinne Viéville	Commissioner	541-488-9300	541-944-9600	805 Glendale Avenue	corinne@mind.net	4/30/2013
VACANT	Commissioner				4/30/2013	
VACANT	Commissioner				4/30/2014	

**Non Voting Ex Officio Membership**

Mike Faught	Director of Public Works	541- 488-5587	20 E. Main Street	faughtm@ashland.or.us	
David Chapman	Council Liaison	541- 488-0152	390 Orchard Street	david@council.ashland.or.us	
Brandon Goldman	Planning Dept	541- 488-5305	20 E. Main Street	goldmanb@ashland.or.us	
Steve MacLennan	Police Dept	541- 552-2809	20 E. Main Street	maclenns@ashland.or.us	
Scott Hollingsworth	Fire Dept	541- 552-2932	20 E. Main Street	hollings@ashland.or.us	
Honorè Depew	SOU Student Liaison	503- 422-6723		honoredepew@gmail.com	
Vacant	Ashland Schools				
Dan Dorrell PE	ODOT	541- 774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Nathan Broom	RVTD	541- 608-2411	3200 Crater Lake Av – 04	n.broom@rvtd.org	
Vacant	Ashland Parks		20 E. Main Street		
Jenna Stanke	Jackson County Roads	541- 774-6231	200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org	
David Wolske	Airport Commission			david@davidwolske.com	

**Staff Support**

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

**ASHLAND TRANSPORTATION COMMISSION  
MINUTES  
July 26, 2012**

These are draft minutes and are pending approval by the Transportation Commission

**CALL TO ORDER**

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

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

**Absent Members:** Pam Hammond

**Student Liaison:** Honorè Depew, Southern Oregon University

**Council Liaison:** Not present

**Staff Present:** Scott Fleury and Jodi Vizzini

**Ex Officio Member:** Officer Steve MacLennan

**CALL TO ORDER**

Chair David Young called the meeting to order at 6:00 p.m. He called attention to Honorè Depew, SOU Student Liaison, who was in attendance and introduced him to members who were not present at the previous meeting.

**APPROVAL OF MINUTES**

**Commissioners Gardiner/Swales m/s to approve the May 24, 2012 minutes. Voice vote: all AYES.  
Motion passed 6 – 0.**

**ADJUSTMENTS TO THE AGENDA**

Training by City Recorder was canceled.

**PUBLIC FORUM**

No one came forward to speak.

**ACTION ITEMS**

***Training by City Recorder***

Agenda item canceled.

***Bicycle Safety Education Program Funding Request***

Rachel Dials, Recreation Superintendent for Ashland Parks & Recreation, requested a recurring contribution of \$3,000 from the Transportation Commission to support the bicycle safety education program offered through Ashland Parks & Recreation. She shared the funds are used to provide bicycle safety education programs to students within Ashland School District. She explained the revenue for the program is generated from the Ashland Bike Swap, but falls short of the annual expenses of \$8,200. Egon DuBois was in attendance to answer questions from the Commissioners.

**Commissioners Questions/Comments**

- Supporting budget documentation for the program was requested for review.  
*Ms. Dials stated she will provide a budget outlining revenue from the Ashland Bike Swap and the expenses for the program which include instructor time and bike fleet repair. She added the overhead for Ashland Parks & Recreation is not included in the budget; Ashland Parks & Recreation absorbs the remaining costs.*

- Suggestions were made to ask the Ashland School District, Ashland School Foundation and/or other agencies for funding.
- Is there any data on the impact the program has on students regarding satisfaction and/or student safety?

*Mr. DuBois stated there was a profound impact in student behavior reported by parents and community members. He added the long term effect is evident in former students who participated in the program and are currently driving vehicles. He explained it is the only program of its kind in the nation which originated from the Bicycle Transportation Association (BTA) and has received high marks in the press.*

- Commissioners questioned where the funding would come from in Public Works to support the program. A suggestion was made to add a line item in the budget to support the program.  
*Mr. Fleury stated it was generated from the streets division budget the prior year and he would look at what was appropriated for the current year.*

Commissioner Young concluded the discussion by giving an overview of the history of the program, the various Commissions that have supported it in the past, and the valuable role that Mr. DuBois plays in the community educating young students.

**Commissioners Burnham/Kampmann m/s to approve the \$3,000 funding request for the Bicycle Safety Education Program for the 2013-14 budget year. Discussion:** Commissioner Burnham stated it is a good program and is well worth the money. Commissioner Kampmann requested a detailed budget that breaks down the instructor hours. Commissioner Swales added he fully supports the motion and would like to see the program funded on a more reliable basis and was hopeful staff would step up and fund it permanently. Commissioner Gardiner suggested that staff consider adding it as a line item for future years.

**Commissioner Burnham withdrew his motion.**

**Commissioners Burnham/Kampmann m/s to approve the request for \$3,000 for the Bicycle Safety Education Program for the 2013-14 budget year and direct Public Works to look into the possibility of making it a permanent budget line item for future years. Voice vote: all AYES. Motion passed 6 – 0.**

***Request for Traffic Calming Measures – Takelma Way  
Staff Report***

Mr. Fleury gave an overview of the current traffic study data and conclusions from site visits following a request for traffic calming measures on Takelma Way. He indicated the analysis determined traffic is functioning within ideal rates; however the shape and configuration of the street, specifically a 90 degree turn, causes vehicles to travel into the opposing lane. He explained that signs would be ineffective in slowing traffic and speed humps would not meet state regulations. Mr. Fleury shared that residents requested adding a center line stripe in the curved area of the street to delineate travel lanes and added staff would not be opposed to adding a stripe in this location.

**Commissioners Burnham/Vièville m/s to add a center line stripe as recommended by Public Works staff. Discussion:** Mr. Depew suggested the neighborhood look into alternative forms of traffic calming measures. Commissioner Vièvielle suggested residents place “Children at Play” signs on their property. Mr. Fleury stated Public Works has signs available for residents wishing to utilize them in their neighborhood.

**Commissioner Young asked for a voice vote in favor of the motion. Commissioners Burnham, Gardiner, Kampmann, Vièville and Young, YES. Motion passed 5 – 1. Commissioner Swales abstained.**

*Request for Traffic Calming & Control Devices – Chautauqua Trace Subdivision*

**Staff Report**

Mr. Fleury gave an overview of the May 20, 2012 letter from Chautauqua Trace Homeowners Association requesting traffic calming measures on Abbott Avenue. He explained the same request was made in October, 2006 which prompted Public Works to conduct a traffic speed and volume study. The results of the 2006 study indicated traffic volumes and speed were unusually low. Public Works conducted a recent study and found the volume and speed within normal range. Mr. Fleury stated the current traffic conditions do not warrant traffic improvements.

**Commissioners Kampmann/Swales m/s to support Public Works staff recommendation to take no action on Abbott Street. Discussion:** Commissioner Burnham suggested informing the homeowners association of measures they can take, such as placing signage on their property alerting motorists to drive slowly. Commissioner Swales commented the applicant may feel nothing was done to satisfy their request and felt it was important to let them know that staff and the Commission have looked at all the information and came to the same conclusion as previously. Mr. Fleury stated he will follow-up with a letter to the homeowners association letting them know the outcome.

**Commissioner Young asked for a voice vote in favor of the motion. Voice vote: all AYES. Motion passed 6 – 0.**

*Request to Reinstate Parking on Both Sides of Granite St.*

Mr. Fleury asked Commissioner Swales to present this item. Commissioner Swales outlined key areas of the staff report and explained his reasoning for supporting parking on both sides of Granite St. Commissioner Swales explained that a list of streets was looked at in 2010, but Granite St. was not reviewed because it was designated as an avenue. He compared it to A St. and felt that Granite St. could operate in the same manner.

Commissioners and staff expressed concerns with vision clearance, opposing driveways, lack of sidewalks, grade issues, and narrowing of the street. Mr. Fleury suggested a traffic study which would provide updated traffic volumes and speed.

**Commissioners Gardiner/Burnham m/s to allow parking on both sides of Granite St. between Nutley St. to Strawberry Ln. Discussion:** Commissioner Gardiner stated he has walked this route many times and does not see a potential problem. Commissioner Burnham added it is a matter of paint; if it becomes a problem it will come back to the Commission. Commissioner Young felt it will add a lot of conflicts. Officer Steve MacLennan stated the only place fit for parking on both sides would be between Nutley St. and Strawberry Ln., and added his concern for safety issues with parking on both sides of the street based on past traffic issues.

**Commissioner Young asked for a show of hands in favor of the motion. Commissioners Burnham, Gardiner and Swales, YES. Commissioners Kampmann, Young and Vièville, NO. Motion tied 3 – 3. Motion is lost.**

**Commissioners Swales/Burnham m/s for Public Works staff to conduct a traffic study on Granite St. Voice vote: Commissioners Burnham, Gardiner, Swales and Young, YES. Commissioners Kampmann and Vièville, NO. Motion passed 4 – 2.**

Mr. Fleury stated he will conduct two separate traffic studies; 1) between High St. and Nutley St.; and 2) between Nutley St. and Strawberry Ln.

## ***Cycle Oregon Grant***

### **Staff Report**

Mr. Fleury explained the Cycle Oregon event will be passing through the City in September. He shared that Cycle Oregon offers a grant to city's that host their event. He asked for support to apply for the grant and offered ideas of how the funds could be utilized.

### **Commissioners Kampmann/Swales m/s to support the application for the Cycle Oregon Grant with the possibility of applying the funds to support the bicycle safety education program. Discussion:**

Commissioners suggested that staff create a draft project proposal list with specific line item amounts that Commissioners could prioritize at a future meeting.

**Commissioner Young asked for a voice vote in favor of the motion. Voice vote: all AYES. Motion passed 6 – 0.**

## **NON ACTION ITEMS**

### ***N. Main/Hersey/Wimer Intersection Realignment Update***

#### **Staff Report**

Mr. Fleury gave an update on the Hersey/Wimer Realignment project. He shared that Pilot Rock Excavation, Inc. was awarded the contract and construction has began. He added the project completion date is scheduled for September 4, 2012.

Commissioners asked questions of staff regarding property acquisition, the road diet, and suggested and designated truck routes.

### ***Hersey/Laurel Railroad Crossing Improvements Update***

#### **Staff Report**

Mr. Fleury shared that All American Track Inc. upgraded the crossing in June and added the second phase will involve a City project that will go to bid in August or September with construction beginning in October.

### ***Traffic Crash Summary***

Commissioner Burnham commented the reports for four months only indicated four incidents and felt that was impressive. Commissioner Vièville stated it would be advantageous to have minor incidents included in the report. Officer Steve MacLennan shared he is hopeful the system will go back to reporting a case number on every incident.

## **INFORMATIONAL ITEMS**

### **Action Summary**

Commissioner Burnham commented on two projects that have yet to take place and were voted on by the Commission; 1) signage on A Street; and 2) 15 minute parking zone on A St.

### **TC Budget Balance (-\$374.52)**

Commissioner Young requested an e-mail with details of the budget balance.

### **Traffic Safety Connection (May)**

Informational item only. No discussion.

### **Crosswalks – A Safety Tool for Everyone**

Informational item only. No discussion.

### **Siskiyou Velo Grant Update**

Commissioners reviewed a draft news release prepared by staff for the City Source acknowledging the grant award. Commissioners made suggestions and encouraged staff to proceed with the article.

### **FUTURE AGENDA TOPICS**

The following items were suggested for future agenda topics:

- Update the time frame for Oak St. railroad crossing
- Discuss a designated bike route between the railroad district and the plaza
- Discuss City of Ashland required bicycle registration policy

### **COMMISSIONER COMMENTS**

Commissioner Burnham requested an update on bicycle parking locations and bike racks. Mr. Fleury reported that bike corrals will be installed at OSF on Pioneer St. as part of the Siskiyou Velo Grant award. He added he will review the file on bike parking and report back to the Commission.

### **ADJOURNMENT**

Meeting was adjourned at 8:00 p.m.

*Respectfully submitted,  
Jodi Vizzini, Public Works Assistant*

Memo

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Date: August 14, 2012  
From: Scott A. Fleury  
To: Transportation Commission  
Sub: REQUEST FOR LORI LANE ALLEY VACATION

**QUESTION:**

Will the Commission consider the request of Mike DeSalvo to approve vacating the Lori Lane alley which connects Hersey Street and Van Ness Avenue?

**STAFF RECOMMENDATION:**

Staff recommends not vacating the alley portion of Lori Lane.

**BACKGROUND:**

The section of alley for discussion connects Hersey Avenue to Van Ness Ave. The unimproved alley is 16 feet wide and 200 feet long. It was established in 1888 by the official City of Ashland map. The alley is currently and has been functioning as a connection between Hersey St. to Van Ness Ave. The connection allows pedestrian and vehicular traffic to cross between the two roads without entering onto North Main St.

Alley (Van Ness to Hersey)





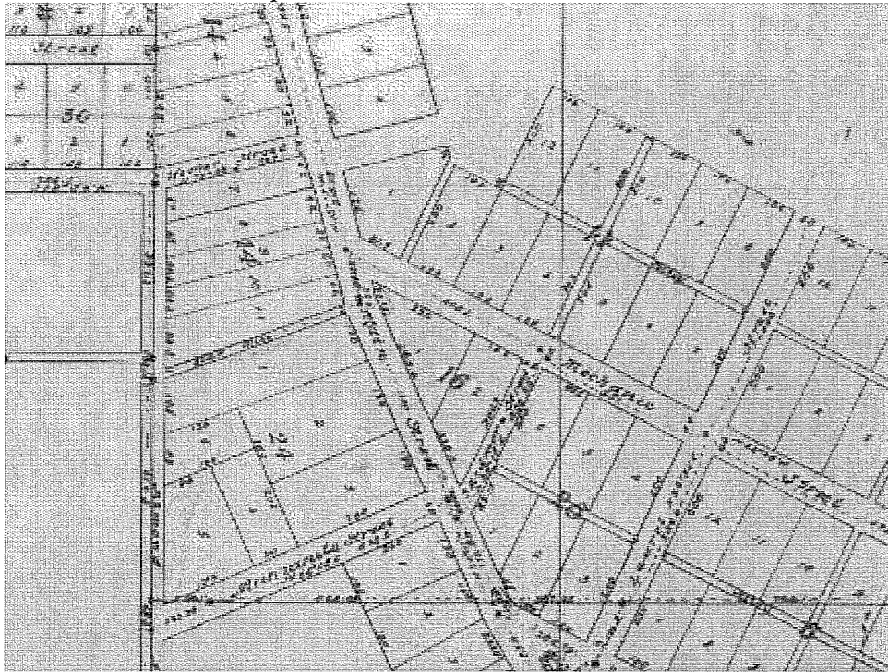
Alley (Van Ness to Hersey)



Alley (Van Ness to Hersey)



## Ashland Official Map 1888



Right-of-way vacations are governed by ORS 271 and City of Ashland Municipal Code 4.18 stated below.

### **SECTION 4.18.010 Purpose.**

The purpose of this Chapter is to establish the procedure for processing requests for the vacation of public rights-of-way and places, and to require petitioners for vacation to deposit with the City Recorder a fee sufficient to cover the cost of publication, posting and other anticipated expenses as authorized by ORS 271.080, et seq.

### **SECTION 4.18.020 Application.**

Any person interested in filing a petition for the vacation of all or part of any street, alley, or other public place, shall submit such petition in the form prescribed by the City Engineer pursuant to ORS 271.080, and upon filing of the petition shall deposit with the City Recorder a filing fee established by resolution of the City Council. (Ord. 2654, 1991; Ord. 2742, 1994)

The petition requires signatures from 100% of the abutting property owners and 66% of the effected owners that live within 200 feet of either side of the alley and 400 feet from either end of the alley.

### **SECTION 4.18.030 Review by Planning Commission.**

Upon receipt of the petition, the same shall be referred to the City Engineer for a determination of whether it contains the requested number of sworn signatures. The City Engineer shall return any petition not meeting the requirements of ORS 271.080, together with the filing fee to the petitioner. If the City Engineer determines that the petition is sufficient, it shall be referred to the City Planning Commission for their review and recommendation to the City Council. The

Planning Commission shall submit its report to the City Council within sixty (60) days of receipt. Upon receipt of the report by the Commission, or if no report is received from the Commission upon the expiration of sixty (60) days, the City Administrator shall set the matter for public hearing as set forth in ORS 271.100, et seq.

**SECTION 4.18.040 Public Hearings.**

Public hearings shall be held as set forth in ORS 271.120, at which time the petitioner and all affected parties shall be afforded an opportunity to present their views either orally or in writing. The report of the Planning Commission, if any, shall be made a part of the record.

**SECTION 4.18.050 Action By Council.**

The City Council, after due consideration of testimony by affected parties, and the report of the Planning Commission may approve, reject, or modify the area proposed for vacation which in its sole judgment is deemed in the public interest. (Ord. 2164 S1, 1982).

**CONCLUSION:**

Once a right-of-way is vacated it is very difficult to obtain again, and often very costly. Staff recommends keeping the alley as public right-of-way due to its current use as a pass through and a location for current and future utilities.

## History of Cycle Oregon

### The Idea

Jim Beaver, an innkeeper at the Chanticleer Inn in Ashland, Oregon, conceived Cycle Oregon in 1987. Beaver contacted Jonathan Nicholas, a columnist at The Oregonian, and initiated the idea of a sister-city coast ride from Astoria to Ashland. After the local Chamber of Commerce voiced its enthusiastic support, a variation of this route was mapped out and Cycle Oregon was born. Generous support came from the Oregon Department of Tourism, which assumed coordinating responsibilities for the event with the goal of increasing tourism and generating income for Oregon's rural communities.

### The First Ride

The inaugural event took place in September 1988, with 1,006 cyclists from 20 states. The ride covered 320 miles from Salem to Brookings and generated more than \$360,000 for participating communities.

### 24 Years Later

In 2011, Cycle Oregon 24 included 2,200 participants from 44 states and 9 foreign countries. Over that time, the Cycle Oregon Fund has dispersed well more than \$1 million in grants and has generated millions in benefits for communities throughout the state.

## Mission

Cycle Oregon is a non-profit organization dedicated to transforming individuals and communities through bicycling.

Proceeds from the ride go to the Cycle Oregon Fund, which helps preserve and protect the special places of Oregon and supports community development projects in the regions through which we ride.

## **Cycle Oregon Fund**

### **Keeping Oregon's Communities Vital**

Cycle Oregon showcases unique and beautiful parts of rural Oregon. The event connects riders to the land and the communities that make our state a great place to live and bike, and a perfect destination for travelers from near and far. But Cycle Oregon doesn't just expose riders to a richly diverse group of smaller Oregon communities. It also provides much-needed financial support to those same communities. From the time the Cycle Oregon Fund was established, all the proceeds from the ride have been placed in the fund.

The Cycle Oregon grant fund supports two main causes: projects in communities through which we ride, and bicycling advocacy and projects in Oregon. With more than \$1.5 million currently in the fund, Cycle Oregon disburses approximately \$100,000 each year in grants that spotlight the kind of endeavors that frequently lack statewide attention but often mean everything to the people in the small towns who welcome us on our tours.

Cycle Oregon also provides approximately \$130,000 each year to the communities that host us in the summer and in September, for the services they provide. These hosts assist greatly in planning our events and provide hundreds of volunteers whose passion and dedication make our tours a success.

### **Granting Procedures**

There are two types of grants available to apply for through the Cycle Oregon Fund.

Community grants of up to \$3,500 are available to the communities Cycle Oregon has ridden through. The grant requests must address Cycle Oregon's mission. Interested applicants should submit a one-page letter describing the project by October 15; grants will be awarded by February each year.

From time to time, Cycle Oregon also donates money, services and strategic assistance to community organizations that help advance Cycle Oregon's mission. We're open to these partnerships through a letter of interest submitted to Jerry Norquist by October 15.

## Cycle Oregon Signature Grant

In 2005 the Cycle Oregon Fund initiated a \$50,000 Signature Grant to help the community of Halfway complete a long-term funding project to repurchase the land for its county fairgrounds, which had been foreclosed upon. With Cycle Oregon providing the last boost to get to their overall fundraising goal, Halfway was able to reacquire their fairgrounds. And the concept of the Cycle Oregon Signature Grant was born.

In 2007 our Signature Grant helped restock Diamond Lake with trout. An invasive non-native fish species was ruining the lake's ecosystem, and so the lake was intentionally poisoned to kill off the invaders. Afterward, an ambitious program set out to re-stock the renowned fishing lake with new trout, and Cycle Oregon contributed \$50,000 toward the effort. Six months after stocking the lake, people were pulling trophy trout out of Diamond Lake

In 2008 our Signature Grant was dedicated to helping protect Wallowa Lake's glacial moraines from development pressure. These rare geological features, carved by ancient glaciers, rise above the east and west shores of pristine Wallowa Lake. They're considered both naturally and culturally precious by Native Americans and lovers of the land. Cycle Oregon contributed \$50,000 toward the ambitious effort to preserve this land from further development.

In 2009, Cycle Oregon's Signature Grant went to Oregon's Department of Parks and Recreation. Cycle O has partnered with State Parks to champion a shared vision for an official network of State Scenic Bikeways. These mapped, marketed and maintained routes will connect communities and highlight the scenery, history and culture of the state, showcasing the essence of Oregon to residents and visitors alike. The Cycle Oregon Fund contributed \$50,000 to help that vision become reality.

# Past Cycle Oregon Fund Recipients

Over our 24-year history, the Cycle Oregon Fund has been able to distribute well more than \$1 million in grants to a wide variety of worthy recipients. We're incredibly proud of what we've been able to give, and every one of our riders should be equally proud – because they're the ones who make these donations possible.

Here's a list of Cycle Oregon Fund grant recipients:

## **Cities**

City of Astoria, City of Burns, City of Cambridge, City of Elkton, City of Florence, City of Haines, City of Halfway, City of Independence, City of John Day, City of Mitchell, City of Monroe, City of Nyssa, City of Ontario, City of Salem, City of Vernonia, Historic Baker City, Inc, Town of Butte Falls

## **Education**

Baker School District 5J, Bonanza High School, Butte Falls School District, Canby School District, Dufur School, Enterprise Education Foundation, Grant School District #3, North Wasco County School District 21, Pine Eagle School District, Portland State University, Seneca Elementary, Union High School, Windy River Elementary School

## **Advocacy**

Bicycle and Pedestrian Advisory Committee Bicycle Transportation Alliance, Friends of the Historic Columbia River Highway, National Forest Foundation, Oregon Paleo Lands Institute, Oregon Wildlife Heritage, Partnership to End Poverty, Rural Development Initiative, Inc, Sustainable Northwest, The Oregon Community Foundation, Wallowa Land Trust, Wallowa Resources

## **Government**

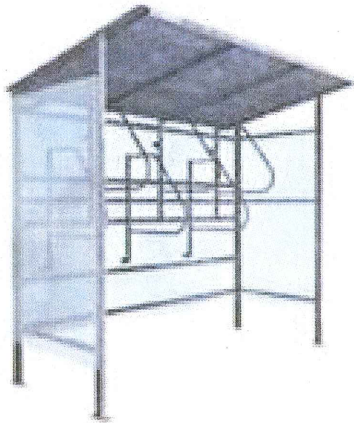
Boardman Park & Recreation District, Josephine County Parks, Lake County Traffic, Oregon Parks & Recreation, Oregon State Parks Trust, Oregon State Police, Union County

## **Community Resources**

Alsea Family Resources, American Legion Post 130, Baker County Library District, Bonanza Big Springs Park Enhancement, Chemult Community Action, Chiloquin Community Action Team, Columbia Gorge Discovery Center, Community Action Response Team, Community Cycling Center, Elgin Community Center, GREAT Jefferson County Library, Malin Chamber of Commerce, Oregon Trail Library District, Paisley Youth Association, South Umpqua Christian Center, Union County Museum, Wallowa Band Nez Perce Trail Interpretive Center, Walterville Community Center, Yachats Commons, City of Yachats

Cycle Oregon Grant Fund Opportunities – Maximum Grant \$3,500

Bike Corrals	\$1,000 each	6 – 8 bikes
Bike Lockers	\$1,000 - \$4,000 each	Storage for 2 bikes
Electric Assist Bicycle Program	TBD	Rebate program
Incentives for Bicycle Friendly Business	TBD	TBD
Bicycle Safety Education Program	\$3,000 (current support)	Education Program for Ashland School District students
Traffic Calming Treatments	TBD	TBD striping, signage, sharrows, etc
Covered Bike Racks	\$1,500 - \$5,000	1 – 5 bikes





### Trampe (Trondheim, Norway)

Installation Date: August 1993 – attended facility for first 9 months of operation.

Length: 425 feet (could be built up to 1,300 feet).

Usage: 20,000 – 30,000 trips per year.

Speed: 5.0 – 6.5 feet / second.

Safety Record: No incidents reported.

Cost: \$400 - \$500 / foot.

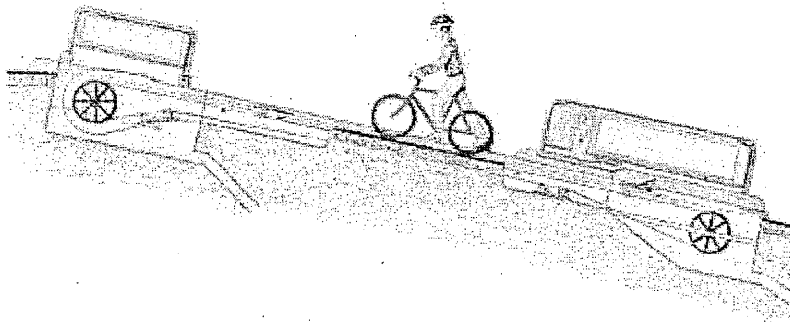
Slopes: appropriate up to 1:5.

Design: Usage envelope approximately 3-feet wide.

Curves: radius not less than 80 feet can be accommodated.

Ease-of-Use: 71% of users found it “easy to use”.

[www.trampe.no/english](http://www.trampe.no/english)

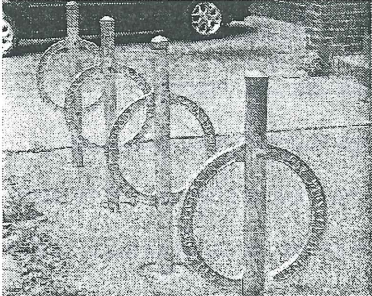
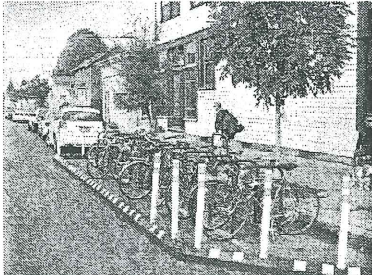
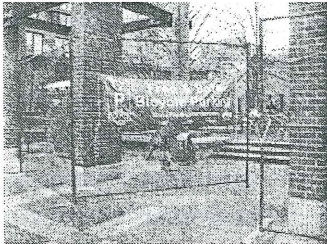


## Bicycle Parking

Bicycle parking and end-of-trip facilities can be a determining factor in whether someone decides to make a bicycle trip. Providing riders “somewhere to park” is one of the cornerstones of the bicycle transportation system along with providing somewhere to ride and a reason to ride. It is valuable in attracting additional clientele and promoting local business, creating a more orderly streetscape by protecting street furniture and preserving the pedestrian right-of-way, and equalizing cyclists with other modes. It includes both long- and short-term parking, which cater to different cycling groups depending largely on their trip duration and desired level of protection from weather and theft.

## Parking Types

There are numerous bike parking solutions available that can be tailored to the needs and resources of a specific community. The major categories of parking are described below along with cost information and an example of the application.

Short-Term	
<p><b>Bike Racks</b></p> <p>Bike racks permit the locking of the bicycle frame and at least one wheel to the rack and support the bicycle in a stable position without damage to wheels, frame or components. Bike racks should be located as close as possible to destinations. Weather protection can be added through use of building awnings or by adding a shelter (as is the case in a number of locations in Ashland). Custom racks using creative designs can double as public artwork or advertising space for local businesses. "Post and ring" style racks can be retrofitted to parking meters.</p> <p>\$150 - \$300 each (\$75 - \$150 / space)</p>	 <p>Ring and Post Bike Racks, Toronto.</p>
<p><b>Bike Corrals</b></p> <p>Bike corrals are a series of bike racks that typically replace one or two on-street motor vehicle parking spaces. They should be considered where there is: limited space on the sidewalk; moderate to high demand for short-term bicycle parking; and an over-supply of on-street vehicular parking.</p> <p>In many communities the installation of bike corrals is driven by requests from adjacent businesses, in which case motor vehicle parking is not removed unless explicitly requested, and for which maintenance agreements are established with the business.</p> <p>Up to \$3,000 - \$4,000 each (\$125 - \$165 / space)</p>	 <p>Bike Corral, Portland.</p>
<p><b>Bike Valet</b></p> <p>Particularly relevant for large and infrequent events (such as summer festivals, farmers markets, Shakespeare Festival events, etc.) valet bicycle parking operates like a coat check. The rider gives the bike to an attendant in exchange for a receipt. The bike is placed in a secure area and is returned to the rider upon presentation of the receipt. These facilities can be provided using secure, portable structures and temporary employees (often these are a revenue generator for the local bicycle advocacy group).</p>	 <p>Bike Valet, 2010 Winter Olympics, Vancouver BC.</p>

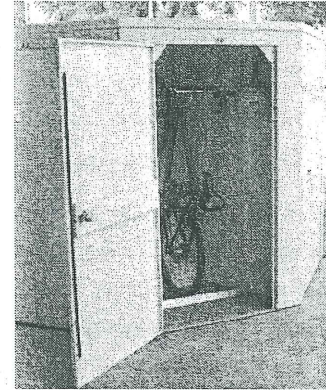
## Long-Term

### Lockers

Bicycle lockers are enclosed metal or plastic boxes that securely store bikes horizontally or vertically. Traditionally, users pre-register and are given a key or a code to access a particular locker. Recent technologies have allowed keyless access using a PIN number, SmartCard, or cell phone. This allows multiple users to use the same locker – however does not ensure availability.

Bicycle lockers are most appropriate where demands for long-term parking are highest, e.g. at transit exchanges, park-and-rides and at higher density employment / commercial areas and universities.

\$1,000 - \$4,000 each (\$500 - \$2,000 / space)\*



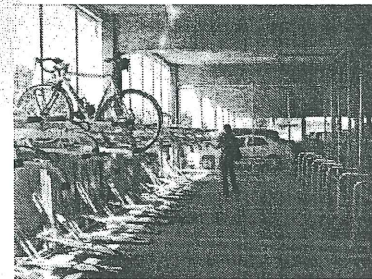
Bike Lockers, Fargo.

### Bicycle Compounds / Bicycle Rooms

Bicycle compounds are fully enclosed, stand-alone bicycle parking structures that can accommodate up to 100 or more bicycles. Some are completely modular allowing them to be moved if necessary. Security is enhanced with a locked gate accessed by PIN code, key, or key card and sometimes video surveillance. Secure bike racks within the compound are still necessary to limit theft from others who have access.

Bicycle compounds are recommended for employee bicycle parking areas, at transit exchanges, and at schools. Bicycle rooms tend to be smaller and are located within solid walls, typically within residential buildings.

\$250,000 (\$3,400 / space) – Sunset Transit Center, Portland OR\*



Sunset Transit Center, Portland.

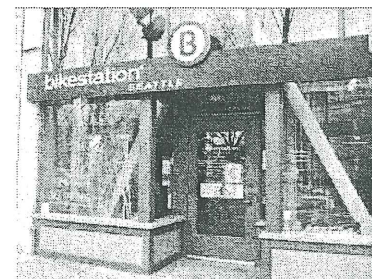
### Bike Centers

Bike Centers are attended facilities used for short- and long-term bicycle parking that usually also feature an extensive range of bike-related services including: bike retail, rentals, repairs, accessory sales, shower and change facilities, laundry and travel information. Many include cafes, juice bars, or other complementary businesses.

Bike Centers can be “transit-oriented” providing a place to park before completing a trip on transit, or “commuter-oriented” with a central facility providing parking at high-density mixed-use locations.

\$50,000 - \$800,000 (\$3,000 - \$5,000 / space) – transit-oriented

> \$1 million (>\$4,000 / space) - architecturally designed commuter-oriented



Bikestation, Seattle.

(O1 THROUGH O4) WALKING AND BICYCLING PROGRAMS

The following programs are to encourage more travel by walking and bicycling and enhance the safety of these modes within the overall transportation system.

- **(01) Create TravelSmart Educational 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. The approximate cost of the program (including maps, materials, incentives, outreach staff and mail costs) is \$30 per household.

Draft Program Recommendations: The first three years of this program will be funded at \$15,000 per year enabling the City to distribute material to approximately 500 households per year. Funding for subsequent years will be determined based on the outcomes of the first three years.

*Attachment B contains examples of material other communities have distributed. These programs have shown up to 10% reduction in drive alone trips amongst targeted households (Goals 1 and 4).*

- **(02) Conduct Directed Patrols** - With the assistance of the Transportation Commission, provide collected complaints to local law enforcement to help identify targeted enforcement of speed zones, adherence to traffic control devices, and adherence to traffic laws. This includes proper adherence by motorists, bicyclists, and pedestrians.

Draft Program Recommendations: To assist local law enforcement with the funding needed to train officers and enforce targeted areas, the City will provide \$20,000 per year for a five year time period. This is expected to cover approximately 300 hours of officer time per year. At the end of five years, the funds are subject to increase, decrease or cease based on the effectiveness of program.

*The City may wish to seek funding from the state Safe Routes to School Program and/or through the Pedestrian Safety Mini-Grant Program (currently administered by the Bicycle Transportation Alliance) to supplement and/or pay for directed patrols. The purpose of this program is to facilitate safe travel by all road users (Goals 2 and 4).*

- **(03) Establish an Electric Assist Bicycle Program** –Establish a rebate program that provides a subsidy towards purchasing electric-assist bicycles. *The purpose of the program is to provide a means for overcoming steep topography in parts of Ashland to open bicycling to a broader audience.* Subsidies will be limited to one per person to a capped maximum each year. The program requires staff time to set up, implement, and administer.

Draft Program Recommendations: Table 2 outlines the funding and activities for the program over the first five years. After the initial five years, the City will determine whether the program should be continued or discontinued.

Table 2 Electric Assist Bicycle Program Funding and Activities

Year	Activity	Funding
Year 1	Conduct a study to: 1) Identify specific steps necessary for creating a rebate program; 2) Determine number of subsidies desirable/feasible per year; 3) Identify long-term funding sources such as sponsorship; and 4) Set-up internal framework for administering the program.	\$25,000
Year 2	Implement steps and recommendations from Year 1 study resulting in an established rebate program with resources to administer the program and a plan for securing longer-term stable funding.	\$25,000
Year 3	Administer program (this is the first year subsidies would be provided) and track number of subsidies provided based on public interest.	\$30,000
Year 4	Administer program and track number of subsidies provided based on public interest.	\$30,000
Year 5	Administer program and determine feasibility of continuing program based on success of the program and success of securing long-term funding.	\$30,000
<b>Total</b>		<b>\$140,000</b>

❖ **(04) Retrofit Bicycle Parking Program** – Establish a retrofit bicycle parking program allowing interested property owners to apply for bicycle racks or bicycle corrals to be installed in front of their establishment. The City will coordinate with local business owners as to where bicycle racks are installed to be sensitive to the potential impacts on pedestrian space and vehicle parking.

Draft Program Recommendation: The program will be allocated \$10,000 annually and the funds will be administered on a first-come first-serve basis. The City will purchase racks, manage the request process, install racks, and keep records of where bicycle racks have been placed. This level of funding is estimated to provide approximately 40 inverted-U style bicycle racks per year (including hardware and staff costs).

Table 3 summarizes the walking and bicycling programs.

- **Provide Street Lighting** – As project opportunities arise through CIP investments or via development, install and/or improve street lighting at transit stops and along streets leading to transit stops.
- **Provide Bicycle Storage** – As project opportunities arise through CIP investments or via development, incorporate bicycle storage at major transit stops, including the downtown core, Southern Oregon University (SOU), and the Ashland Street (OR 66)/Tolman Creek Road intersection.
- **Increase and Improve Pedestrian Crossing Opportunities** – As project opportunities arise through CIP investments or via development, improve pedestrian crossing opportunities across major roadways to facilitate access to transit stops.
- **Monitor and Improve Transit Stop Amenities** – As opportunities arise, upgrade transit stop amenities based on ridership thresholds. Potential ridership thresholds and amenities include:

- Level 1 (stops with 0 to 19 riders/day) -  
Bus stop sign with route information and attached bench
- Level 2 (stops with 20 to 49 riders/day) –  
Level 1 amenities plus separate bench and ADA landing pad
- Level 3 (stops with 50 or more riders/day) –  
Level 2 amenities plus covered, lit shelter and secure bicycle parking (e.g., bicycle lockers)



**Exhibit 1: Example Sign with Attached Bench**



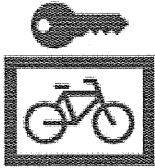
**Exhibit 2: Example Sign with Separate Bench**



**Exhibit 3: Example Shelter with Bicycle Lockers**

## Reserved Bike Lockers at MAX/WES Stations

Check availability and rent a locker



If you're a regular MAX or WES rider, you might want the convenience of renting your own secure bike locker. Lockers are available at most stations and at some Park & Ride lots and transit centers.

### How to rent a locker

Check the locker status list below for availability, then email [bikelockers@trimet.org](mailto:bikelockers@trimet.org) or call 503-962-2104 to reserve your locker (or get on a waiting list). Please provide your full name, the location(s) you're interested in and your daytime phone number.

Locker rental is \$25 for each 6-month billing cycle, plus a one-time \$50 refundable key deposit.

- Rentals can begin at any time.
- Both rent and the key deposit are due when you sign up.
- There are 2 billing cycles per year: May 15–November 14 and November 15–May 14.
- Rent is due promptly on May 15 and November 15.
- Rent is prorated to \$15 if you sign up with less than 3 months remaining in the 6-month billing period.

### Locker status

- Downtown Portland
- Westside MAX stations
- Eastside Rose Quarter to Gresham MAX stations
- Eastside Interstate MAX stations
  
- Eastside I-205 MAX stations
- WES stations
- Bus-only transit centers

ASHLAND MUNICIPAL CODE

**Section 2.13.020      Established-Membership**

- A. Voting Members. The Transportation Commission is established and shall consist of nine (9) voting members as designated by the Mayor and confirmed by the council. Voting members will all be members of the community at large and will represent a balance of interest in all modes of transportation.
  
- B. Non-voting Ex Officio Membership. The Director of Public Works or designee shall serve as the primary staff liaison and as Secretary of the Commission. Including the staff liaison, there will be twelve (12) total non-voting ex officio members who will participate as needed and will include one member of the Council as appointed by the Mayor, Community Development & Planning, Police, Fire, Southern Oregon University, Ashland Schools, Oregon Department of Transportation, Rogue Valley Transportation District, Ashland Parks and Recreation, Jackson County Roads, Airport Commission.

(Ord 3003, amended, 02/18/2010; Ord 2975, added, 11/18/2008)



# Bike License

All persons operating a bicycle in the City of Ashland are required to obtain an Ashland bicycle license. Registering your bicycle can assist police in the recovery of lost or stolen bicycles. The cost for a bicycle license is \$2.00 (cash or checks only, please.) This is a one-time fee and the registration does not expire. The license is only valid so long as the registering owner remains the owner of the bicycle. If the owner sells or gives it away, the license is no longer valid.

To register a bike, the owner must provide their name, address, phone number and bicycle information including the serial number, color, and bicycle style. The owner will receive a copy of the registration and a license sticker to adhere to the bicycle.

Bicycle Licenses can be obtained at the Police Department, located at 1155 East Main Street. Call 541-488-2211 for more information.

CHAPTER 11.52

BICYCLES

SECTIONS:

- 11.52.010 Definitions.
- 11.52.015 Standards.
- 11.52.030 Regulations
- 11.52.050 Responsibility of Parent or Guardian
- 11.52.060 Failure to Report Accidents
- 11.52.070 Bicycle License Required
- 11.52.080 Issuance of License.
- 11.52.090 License Tags--Registration Cards.
- 11.52.100 License Fee.

SECTION 11.52.010 Definitions.

The following words and phrases, when used in this Chapter, shall, for the purpose of this Chapter have the following meanings:

- A. Bicycles mean every device propelled exclusively by human power upon which any person may ride and is designed to travel with not more than three (3) wheels in contact with the ground and which are more than fourteen (14) inches in diameter.
- B. Bike Lane - where bicycle travel and demand is substantial and where adequate width is available, a portion of the roadway may be designated for preferential use by bicyclists.
- C. Bike Path - a bike path is a bikeway which is physically separated from motorized vehicular traffic by an open space or barrier and may be within the roadway right-of-way or within an independent right-of-way.
- D. Riding is the act of propelling the bicycle by means other than pushing it with the hands.
- E. Shared Roadway - on a shared roadway facility, bicyclists share the normal vehicle lanes with motorists. Where bicycle travel is significant, these roadways are signed as bicycle routes.
- F. Shoulder Bikeway - smooth paved roadway shoulders provide a good area where bicyclists can ride with few conflicts with faster moving motor vehicle traffic. Where bicycle travel is significant, shoulder bikeway routes are signed as bicycle routes.
- G. Operating is the act of having one or more feet on the pedals to propel the bicycle.
- H. Rental Agency is any person, firm, co-partnership, association or corporation engaged in the business of offering for rent, and renting, bicycles for use by members of the public. (Ord. 1787 S1, 1973; Ord. 2439 S1, 1988; Ord. 2513, 1989)

SECTION 11.52.015 Standards.

The State of Oregon Bicycle Master Plan approved by the Oregon Department of Transportation on March 15, 1988, is incorporated by reference. (Ord. 2513, 1989)

SECTION 11.52.030 Regulations

- A. Riding on sidewalks in the C-1-D District. No person shall ride or operate a bicycle on a sidewalk in the district or commercial zone. Riding on sidewalks in the C-1- D District is a Class IV violation.
- B. Racing. No person shall engage in, or cause others to engage in, a bicycle race upon the streets or any other public property of this City without permission of the City Administrator. Major races

## ASHLAND MUNICIPAL CODE

involving closure or restructuring of city streets must be permitted pursuant to AMC 11.12.050. Racing is a Class IV violation.

- C. Method of Riding. A person shall not ride a bicycle other than with their feet on the pedals and facing the front of the bicycle. No bicycle shall carry more persons at one time than the number for which it is equipped. Method of riding is a Class IV violation.
- D. Carrying Articles. No person operating a bicycle shall carry any packages, bundles, or articles which prevent the rider from keeping at least one (1) hand upon the handlebars and in full control of said bicycle. Carrying articles is a Class IV violation.
- E. Traffic Regulations. The use of a bicycle in the City shall be subject to all of the provisions or laws of the State and the laws of the City, including those applicable to the drivers of motor vehicles, except as to the latter, those provisions that by their very nature have no application.
- F. Speed on Bicycle Routes. No bicycle shall be ridden on a bicycle route at a speed greater than reasonable and prudent for the circumstances when approaching a pedestrian. Speed on bicycle routes is a Class IV violation.
- G. Riding Abreast. No person shall ride a bicycle upon any street, highway, bicycle route or lane in the City abreast, or side-by-side of any other person so riding or propelling a bicycle when it interferes or impedes the normal and reasonable movement of traffic or pedestrians. Riding abreast is a Class IV violation.
- H. Hitching on Vehicles. No person, while riding a bicycle shall in any way attaches themselves or the bicycle to any other moving vehicle. Hitching on vehicles is a Class II violation.
- I. Bicycle Parking. No person shall park a bicycle upon a street, other than in the roadway and against the curb, or against a lamppost designated for bicycle parking, or in a rack provided for the purpose of supporting bicycles, or on the curb in a manner so as to afford the least obstruction to pedestrian traffic. Bicycle parking is a Class IV violation.
- J. Bicycle Impoundment. In addition to any other penalty, the court may order impoundment of a bicycle used in an offense committed under this chapter until such time as may appear just and reasonable.

(Ord 3027, amended, 08/03/2010; Ord 2986, amended, 06/16/2009)

### **SECTION 11.52.050 Responsibility of Parent or Guardian**

The parent or guardian of any child shall not authorize or knowingly permit any child to violate any of the provisions of this Chapter. Violation of this section is a Class III violation.

(Ord 3027, amended, 08/03/2010)

### **SECTION 11.52.060 Failure to Report Accidents**

The operator of any bicycle involved in an accident resulting in injury, death, or damage to personal property shall within seventy-two (72) hours file a written report of such accident with the Police Department. Failure to report accidents is a Class II violation.

(Ord 3027, amended, 08/03/2010)

### **SECTION 11.52.070 Bicycle License Required**

No persons shall operate a bicycle upon the streets, lanes or routes of the City unless such bicycle has been licensed as provided for in this Chapter. A non-resident who has complied with the bicycle registration provisions of the city or county in which they are a resident may operate a bicycle without having first acquired an Ashland bicycle license. Bicycle license required is a Class IV violation. In addition to any other penalty, the court may order impoundment of a bicycle used in an offense until such time as may appear just and reasonable.

(Ord 3027, amended, 08/03/2010)

## ASHLAND MUNICIPAL CODE

### **SECTION 11.52.080 Issuance of License.**

The Police Department, or a bicycle shop in Ashland approved by the Police Department, is authorized and directed to issue, upon written application, bicycle licenses. Such license shall be valid for the life of the bicycle from the date of issuance, as long as the license is clearly legible and the ownership of the bicycle is not transferred to another. When a bicycle that is licensed pursuant to this Chapter is sold or transferred to another person who is also a resident of the City, then the new owner or such bicycle shall, within thirty (30) days from the date of transfer, acquire a new license. Designated agencies or shops shall report such transaction to the Police Department each month and with appropriate fees and forms. (Ord. 1791 S1, 1973; Ord. 1787 S11, 1973; Ord. 2114 S1, 1981; Ord. 2439, 1988)

### **SECTION 11.52.090 License Tags--Registration Cards.**

The City shall provide license tags together with a registration card for each bicycle license issued pursuant to this Chapter. The license tag shall have numbers stamped thereon in numerical order, beginning with number 1; shall have the name of the City printed thereon; and shall be suitable for attachment to the bicycle at a place designated by the Chief of Police. The Police Department shall keep a record of information for each bicycle licensed in order to assist with the recovery of lost or stolen bicycles. (Ord. 1791 S1, 1973; Ord. 1787 S12, 1973; Ord. 2439, 1988)

### **SECTION 11.52.100 License Fee.**

Each bicycle license shall be issued upon compliance with the foregoing provisions and upon payment of the required fee as set forth in a Resolution adopted by the City Council. (Ord. 1791 S1, 1973; Ord. 1787 S13, 1973; Ord. 2114 S2, 1981; Ord. 2439, 1988)

# MOTOR VEHICLE CRASH SUMMARY

MONTH: JULY, 2012

NO. OF ACCIDENTS: 15

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
3	15:44	Tue	N Second near E Main	3	N	N	N	N	Y	Y	N	N	dv1 changed lanes suddently, forcing v2 into v3 parked on the side of the road. dv1 cited for careless driving.
4	17:55	Thr	Sherman near E Main	2	N	N	N	N	Y	Y	Y	N	dv1 left car parked unsecurely, and it rolled across the street, struck a car, continued down the street and hit a house. Driver fled on foot, was found and jailed.
11	13:04	Wed	175 Hargadine/Parking garage	2	N	N	N	N	N	Y	N	N	upon exiting structure, dv1 made a sharp turn and had to back up to correct, and while doing this struck v2. No citations.
11	10:38	Wed	Lithia Wy at Oak	2	Y	N	N	N	Y	Y	Y	N	dv1 stopped for ped crossing in crosswalk was rearended by v2 which then left the scene. Was found and cited.
14	14:43	Sun	Crowson Rd at Oak Knoll Dr	2	N	N	P	N	Y	Y	N	N	dv1 made dangerous left turn in front of motorcycle, causing cycle to wreck. Dv1 cited dangerous left turn.
17	11:02	Tue	S First St near Enders Alley	2	N	N	N	N	Y	Y	N	N	dv1 struck v2 while backing out of a parking spot, and was cited for illegal backing.
17	22:14	Tue	Lithia Wy at Oak (parking lot)	2	N	N	Y	Y	Y	Y	N	N	dv1 struck v2 in parking lot. Was cited for DUII- drugs, driving while suspended, driving uninsured, reckless driving.
18	02:45	Wed	Central Av near Water St	2	N	N	Y	Y	Y	Y	Y	N	dv1 struck parked bus. Was found and cited for hit and run and reckless driving
18	15:00	Wed	Lithia Wy near Third	2	Y	N	N	Y	Y	Y	N	N	dv1 was struck by v2 while stopped for a ped crossing. Driver was cited for following too close, no insurance, duii and possession of a controlled substance.
21	08:23	Sat	Parking lot at 2301 Ashland St	2	N	N	N	N	Y	Y	Y	N	dv2 backed into a parked car and left scene. Was found and cited for hit and run.

# MOTOR VEHICLE CRASH SUMMARY

MONTH: JULY, 2012

NO. OF ACCIDENTS: 15

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
21	08:51	Sat	Ashland St at Faith Av	2	N	N	N	N	Y	Y	N	N	dv2 was struck by v1 as v1 attempted to turn left onto Ashland St. Driver was cited failure to obey traffic control device.
25	21:15	Wed	Siskiyou Blvd near Lithia Wy/E Main crossing	1	N	N	N	N	N	Y	N	N	dv1 failed to see turn and ran off road into the landscaping. No citation issued.
27	17:07	Fri	Ashland St at I5	2	N	N	N	N	N	Y	N	N	dv1 stopped behind delayed traffic and was rear-ended by v2 because driver was temp. distracted. No citations/handled civilly.
30	19:20	Mon	Emerick near B St	1	N	N	N	Y	Y	Y	N	N	dv1 hit gas instead of brakes and struck mailboxes. Was cited for DUII, careless driving and No valid permit.
30	20:23	Mon	parking lot at Sherman and Siskiyou	2	N	N	N	N	Y	Y	N	N	dv1 collided with v2 in parking lot. Dv1 cited for careless driving, dv2 cited for no operator license.

**Transportation Commission**  
**Action Summary**  
**as of November 2011**

Month Year	Item Description	Status	Date Complete
March 12	Sharrow markings on Maple St.	approved, TR 2012-01	
March 12	Centerline marking on Crispin St.	approved, TR 2012-02	
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 Crk Intersections	vegetation clearance referred to street dept for implementation	
Aug 10 TSC	15 Minute Parking on A Street	TR 2010-05, order sent to Street Division	
Aug 10 TSC	First St Parking Prohibition Change	TR 2010-04, order sent to Street Division	
Aug 10 TSC	Granite St Parking Prohibition Change	not approved, Swales will resubmit request	✓
Aug 10 TSC	Hargadine St Parking Prohibition Change	review as part of TSP update	
Aug 10 TC Jul 10 TSC	Bridge Street Parking Prohibition Change	Memo received from Fire Dept recommending against change	✓
Aug 10 TC	Truck Route Ordinance Review	Staff researching, Nov 2010 agenda item	
Jun 10 TC	2 Year Project List Goal Setting	3 goals selected	✓
Jul 10 TC	Audible Crosswalk Signals for Downtown	Vieville working w/staff to develop priority list for \$27K budget	
Jul 10 TC	Shared Road Policy	review as part of TSP update	
Mar 10 TSC	Yield Sign at Terrace @ Holly	TR 2010-02	✓
Mar 10 TSC	Ashland St @ YMCA Crosswalk	not approved by ODOT	✓
Mar 10 TSC	Oak St Crosswalk at A St	included in Misc Concrete Project; bids due 11/17/10	
Jul 09 TC	Additional Downtown Bike Parking	Implementation list complete, will be installed as budget permits	
Nov 09 TC & TSC	Crosswalk for East Main @ Campus Way	Staff applying for funding through grant application	
Nov 09 TC & TSC	Grandview Shared Road Improvements	TR 2010-03, other improvements likely in future	
Aug 09 TC	Oak Street Sharrow	TR 2010-01	✓
Jul 09 TC	Will Dodge Way Improvements	Complete	9/2010
Apr 09 TC	Siskiyou Bv Pedestrian Improvements	complete	✓
Aug 09 TSC	Union/Allison and Fairview Intersection	not approved	✓
Nov 09 TSC	Yield Sign at Palmer Rd	not approved	✓
Nov 09 TSC	Stop Sign at Indiana St	not approved	✓
Dec 09 TSC	Terrace St Traffic Calming	not approved	✓
Dec 09 TSC	Ashland Village Traffic Calming	not approved	✓

Budget Preparation Document Edit List  
City of Ashland

(1)	0.00		0.00	1,000.00
	Lodging for employee training.			
				Total : <u>1,000.00</u>
<b>Adopted :</b>	<b>260.08.12.00.606330</b>	<b>Meals</b>		
	<u>Qty</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Amount</u>
(1)	0.00		0.00	400.00
	Meals for training			
				Total : <u>400.00</u>
<b>Adopted :</b>	<b>260.08.12.00.606400</b>	<b>Training</b>		
	<u>Qty</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Amount</u>
(1)	0.00		0.00	1,000.00
	Class Registrations and training - \$600.00 Sign View training- \$400.00			
				Total : <u>1,000.00</u>
<b>Adopted :</b>	<b>260.08.12.00.606500</b>	<b>Dues</b>		
	<u>Qty</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Amount</u>
(1)	0.00		0.00	1,800.00
	RVCOG MPO DUES			
				Total : <u>1,800.00</u>
<b>Adopted :</b>	<b>260.08.12.00.608130</b>	<b>Traffic Safety</b>		
	<u>Qty</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Amount</u>
(1)	1.00	ea	3,000.00	3,000.00
	Traffic safety commission requirements.			
				Total : <u>3,000.00</u>
<b>Adopted :</b>	<b>260.08.12.00.608250</b>	<b>Bicycle/Pedestrian</b>		
	<u>Qty</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Amount</u>
(1)	0.00		0.00	2,000.00
	Commission issues, Bike racks, etc.			
				Total : <u>2,000.00</u>
<b>Adopted :</b>	<b>260.08.12.00.703000</b>	<b>Equipment</b>		
	<u>Qty</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Amount</u>
(1)	0.00		0.00	4,500.00
	Replacement vibra plate.			
				Total : <u>4,500.00</u>
<b>Adopted :</b>	<b>260.08.12.00.704200</b>	<b>Contracted Projects</b>		
	<u>Qty</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Amount</u>
(1)	0.00		0.00	116,250.00

\* = View-only field ! = Formula does not apply



**City of Ashland**

Expenditure Detail Report  
07/01/2011 through 06/30/2012

**260 STREET**

<u>Account Number</u>			<u>Year-to-date</u> <u>Expenditures</u>	<u>Year-to-date</u> <u>Expenditures</u>	<u>Revised</u> <u>Budget</u>	<u>%YTD</u> <u>Used</u>	<u>Year-to-date</u> <u>Encumbrances</u>	<u>Balance</u>
08	PUBLIC WORKS							
08.12	OPERATIONS							
08.12.00	PROGRAM-NONE							
08.12.00.600000	MATERIALS & SERVICES							
08.12.00.608130	Traffic Safety			0.00	0.00	0.00	0.00	0.00
1/9/2012	inv	SOUTHERN OREGON MEDIA	Check # 92255	312.72				
1/23/2012	inv	ASHLAND GOURMET	Check # 91831	210.00				
2/7/2012	inv	SUPERIOR STAMP & SIGN	Check # 92263	18.00				
2/14/2012	inv	TIFFIN'S CATERING	Check # 92526	212.50				
3/14/2012	inv	SUPERIOR STAMP & SIGN	Check # 93127	18.00				
5/21/2012	inv	ASHLAND PARKS AND RECF	Check # 94086	1,600.00				
08.12.00.608130	Traffic Safety			2,371.22	3,000.00	79.04	0.00	628.78
<b>Total</b>	<b>STREET</b>			2,371.22	3,000.00	79.04	0.00	628.78
	<b>Grand Total</b>			2,371.22	3,000.00	79.04	0.00	628.78

**City of Ashland**

Expenditure Detail Report  
07/01/2011 through 06/30/2012

**260 STREET**

<u>Account Number</u>			<u>Year-to-date</u> <u>Expenditures</u>	<u>Year-to-date</u> <u>Expenditures</u>	<u>Revised</u> <u>Budget</u>	<u>%YTD</u> <u>Used</u>	<u>Year-to-date</u> <u>Encumbrances</u>	<u>Balance</u>
08	PUBLIC WORKS							
08.12	OPERATIONS							
08.12.00	PROGRAM-NONE							
08.12.00.600000	MATERIALS & SERVICES							
08.12.00.608250	Bicycle/Pedestrian			0.00	0.00	0.00	0.00	0.00
10/1/2011	inv	CANTEL OF MEDFORD, INC	Check # 90219	212.50				
10/1/2011	inv	FLINT TRADING INC	Check # 90038	1,387.50				
5/1/2012	inv	HELMETS R US	Check # 94505	1,003.30				
5/21/2012	inv	ASHLAND PARKS AND RECF	Check # 94086	400.00				
08.12.00.608250	Bicycle/Pedestrian		3,003.30	3,003.30	2,000.00	150.17	0.00	-1,003.30
<b>Total</b>	<b>STREET</b>		<b>3,003.30</b>	<b>3,003.30</b>	<b>2,000.00</b>	<b>150.17</b>	<b>0.00</b>	<b>-1,003.30</b>
	<b>Grand Total</b>		<b>3,003.30</b>	<b>3,003.30</b>	<b>2,000.00</b>	<b>150.17</b>	<b>0.00</b>	<b>-1,003.30</b>

City of Ashland

Revenue Status Report

8/1/2011 through 8/31/2011

260 STREET

<u>Account Number</u>	<u>Revenues</u>	<u>Year-to-date Revenues</u>	<u>Adjusted Estimate</u>	<u>%YTD Rcvd</u>	<u>Balance</u>
430280 Other	3,000.00	3,000.00	0.00	0.00	-3,000.00
Total STREET	3,000.00	3,000.00	0.00	0.00	-3,000.00
Grand Total	3,000.00	3,000.00	0.00	0.00	-3,000.00

Tab Groups  
Toolbox  
Quick Notes

Main Totals Approval Queues

Customer 002699 SISKIYOU VELO CYCLING CLUB INC In collections

Invoice # 005131 Type B billing Group fy12so Year 2012 Collections date

Document # 969752 Desc ADVOCACY GRANT Fiscal Class fy

Queue PO/ref#

Date 08/26/2011 Disc date Disc pct 0

Due date 08/26/2011 Text code Bill-to Outstanding balance 0.00

Contact Ship-to Phone ( ) -

#	Type	Category	Description	Tax Code	Amount
1	bill	grant	Grant Programs		3,000.00
			Siskyou Velo Bicycle Club Advocacy Grant		
		R	260.430280	100.00000	3,000.00

Total Amount 3,000.00

# OREGON ROADS

## Newsletter



Winter/Spring 2012 Number 100

A semi-annual publication for local governments responsible for roads, bridges and public transportation

## U.S. DOT Reduces Burden on Local Governments

### *Final Rule Eliminates Dozens of Deadlines for Replacing Traffic Signs, Simplifies Requirements*

U.S. Transportation Secretary Ray LaHood announced May 10, 2012 that the Obama Administration is eliminating 46 regulations on traffic signs to provide more flexibility for state and local governments, including allowing communities to replace traffic signs when they are worn out rather than requiring signs to be replaced by a specific date.

"Some of these burdensome deadlines would have cost communities millions of dollars at a time when they can't afford that," said Secretary LaHood. "We spoke to state and local officials across the country, and we heard them loud and clear."

Earlier this year, President Obama called for a government-wide review of regulations in order to identify those that needed to be changed or removed because they were unnecessary, out-of-date, excessively burdensome or overly costly.

"Officials at the state and local levels are in the best position to make decisions related to sign replacement and other issues related to traffic management," said Federal Highway Administrator Victor Mendez. "These changes will give them the flexibility they need to make the best use of taxpayer dollars."

The regulations establishing deadlines for street sign replacement came from the Manual on Uniform Traffic Control Devices (MUTCD), which is a compilation of national standards for all pavement markings, street signs and traffic signals.

See *Final Rule*: Page 7

## ODOT's Road Safety Tool Getting Updates

SPIS has been helping ODOT keep roads safe for more than two decades. SPIS is our Safety Priority Index System and it was first developed in 1986 to identify locations on state highways with higher and more severe crash incidents. Ideally, those "spots" would be the areas to prioritize for potential repairs, and indeed, we have been able to focus much of our resources improving dangerous areas pinpointed by SPIS.

Over the years, SPIS has been updated to be more accurate, more specific, and more helpful as a tool for improving safety on our roads. Now, after several years of intense work, SPIS is getting another update, and this time, the impacts will help cities and counties with their roads as much as it has been helping ODOT with state highways.

### How SPIS works

SPIS uses a formula to calculate a score for segments of highway based on crash rate, frequency, and severity over the prior three years. Specifically, the process calculates a SPIS score for each qualifying 0.10-mile segment along a roadway, in 0.10-mile increments. To qualify as an annual SPIS segment, a 0.10-mile long roadway segment must have an average daily traffic volume and been the site of at least one fatal crash or three other crashes of any severity during the past three calendar years. The higher a SPIS score, the higher the potential safety needs for the identified roadway segment.

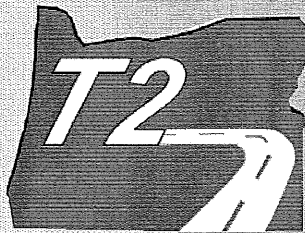
### Also in this issue...

- 2 From the Director
- 3 APWA Spring School
- 4 Roads Scholar
- 7 Changing Faces
- 8 Circuit Rider Corner
- 10 Need a Quick Technical Overview?
- 12 Local and Rural Safety Resources
- 14 Technical Resources
- 15 Calendar of Events and Training

### Pass it on...

After you have read this newsletter, copy what you need for your files and pass it on!

See *SPIS*: Page 9



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.

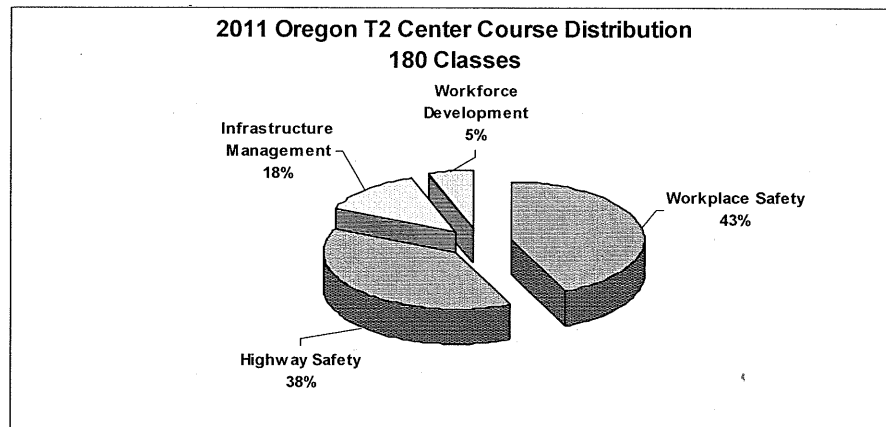


**From the Director...**

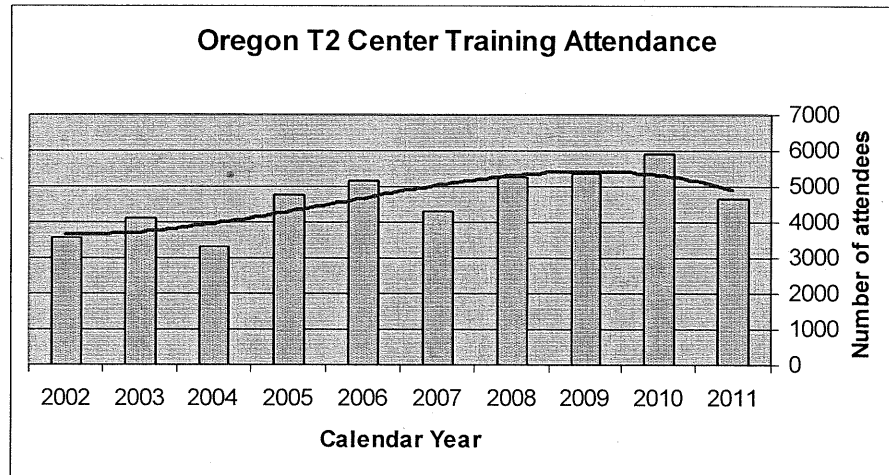
**Annual Report**

The Oregon Technology Transfer (T2) Center is funded by the Federal Highway Administration (FHWA), the cities and counties of Oregon and the Oregon Department of Transportation (ODOT). Since we are funded in part by the FHWA, we must provide an annual Program Assessment Report (PAR) of our activities to the agency by the end of January for the previous year. The PAR is a quantitative evaluation of the services we provided to our customers and I would like to share some of the statistics from the 2011 report that we recently submitted.

The primary focus of the T2 Center is to provide low-cost training to our customers. (See sidebar on this page for a "statement of purpose"). Our training program is a blend of classes directly available from the Center such as those delivered by our Training Specialists (Circuit Riders), along with our *Roads Scholar* program classes coupled with classes co-sponsored with partners such as the APWA, OACES and ODOT. In 2011, the T2 Center sponsored and/or co-sponsored 180 training sessions covering 54 topics. The classes were reported to the FHWA in four different categories and the following chart illustrates course distribution, with safety training being the predominant focus area.



There were 4,631 attendees at the 180 classes, for a total of 19,027 contact hours of training. As illustrated in the next chart, the steady increase in class attendance that we have enjoyed for almost 10 years decreased somewhat in 2011. Our near term goal for 2012 is to get back to the 2010 level and also reach more students through the introduction of new training classes such as a Level 2 *Roads Scholar* program. We hope to do this by continuing to hold the line on expenses while pursuing new partnering efforts and more expedient ways to deliver training.



See **Director: Page 8**

## APWA Spring School in Newport A Big Hit

The APWA/T2 Street Maintenance and Collection Systems Spring School was held on April 11 - 13 in Newport. With 217 people in attendance and 19 exhibitors, this was one of the highest attended schools in T2 history. The conference, held at the Best Western Agate Beach Inn, offered 31 classes, including two Level 1 Roads Scholar core classes and a Level 2 Roads Scholar core class. There was also the opportunity to earn either 1.5 General or 1.6 Wastewater Continuing Education Units (CEUs).

A highlight of the conference was the timeliness and appropriateness of sessions presented including "Current Federal/OR Sign Requirements" by Heidi Shoblom which covered the new MUTCD requirements, "OTTCHB (Orange Book) 2011 Updates" by Eric Leaming and Scott McCanna. There were also some general topics that were a tremendous hit including "Surviving Change in Your Organization" by Tony Jobanek who has been asked to speak at our general session this fall.

The APWA/T2 Spring School, as always, provided a way for public works and transportation employees to hear the most up-to-date information available, receive training, view products from a variety of vendors, earn CEU's, and network with other workers from all over the State.

Mark your calendar now for the APWA/T2 Fall School being held on October 17-19, at The Riverhouse in Bend.



## Scholarships Available for APWA /T2 Schools

The Oregon Chapter of the APWA offers a number of tuition-free scholarships to underwrite county and city public works employees' attendance at the Spring and Fall Schools. Supervisor approval is required and only one request per agency will be considered. If you are interested, contact the Oregon APWA at (541) 994-3201 or the T2 Center for further information.

## Can you spot what's wrong with these pictures?

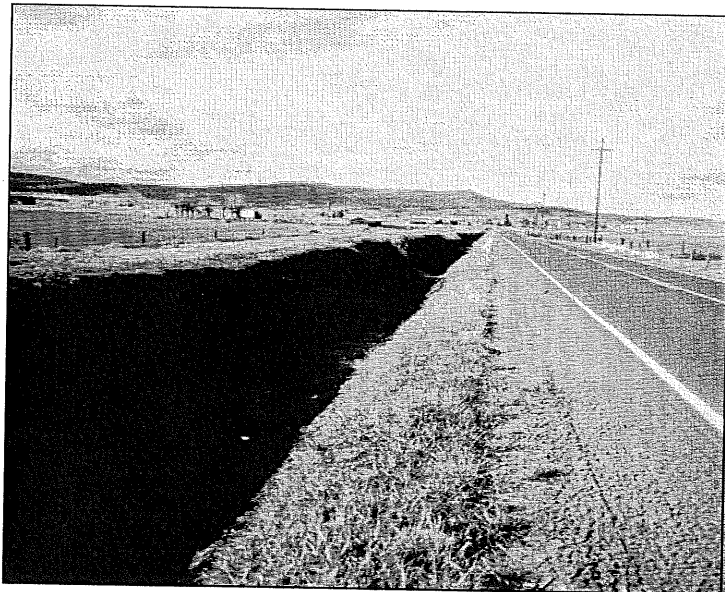
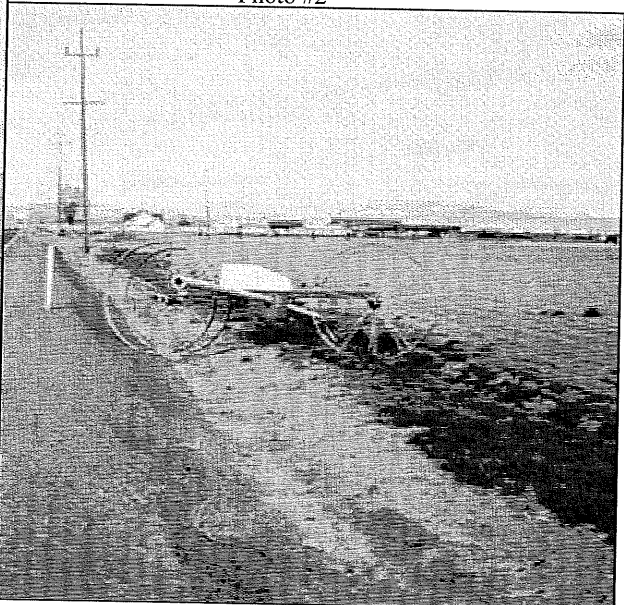


Photo #1

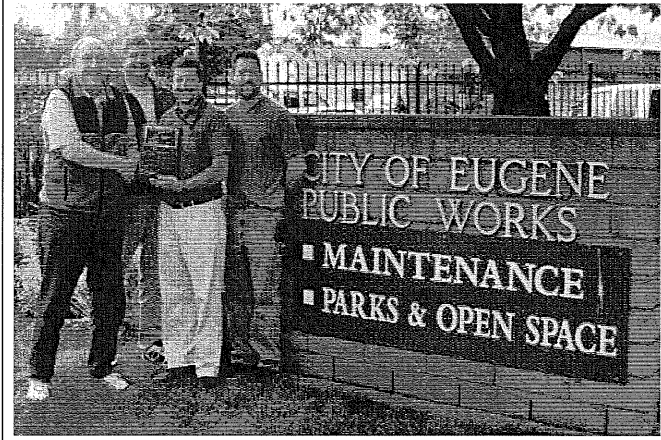
Photo #2



See page 11 to find out

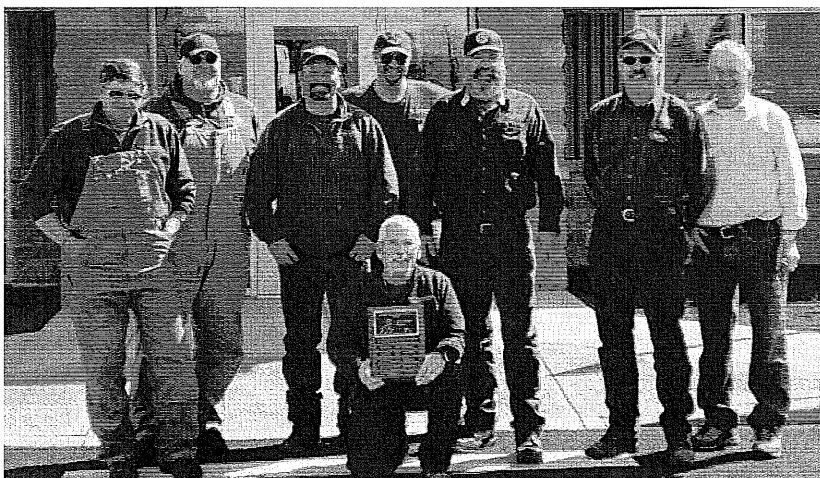


On June 15<sup>th</sup>, Bill Kolzow, T2 Trainer, presented Jon Goldman, Maintenance Supervisor City of Albany with an agency plaque. Pictured are four of the city's six Roads Scholars: (L to R) Robb Romeo, Ken Riggle, Jon Goldman, Bill Kolzow, Danny Nunn, and Chris Molthan.



Bill Kolzow, T2 Center Trainer (left), presents Tony Jobanek (front center), Fleet Manager with a Roads Scholar program agency plaque at the City of Eugene Public Works. In the back row are two of the city's nine Roads Scholars, Wayne Masoner, and Chad Mickelson.

On March 28<sup>th</sup>, Bill Kolzow, T2 Trainer, presented Rae Sorenson, Transportation Superintendent City of Gresham with an agency plaque. Pictured are all nine of the city's Roads Scholars: (L to R) Scott Griffin, Gene Blystone Sr, Arnie Talvitie, Justin Foreman, Rae Sorenson, Ryan Sparks Sr., Lane Wood, Stacy Skerjanec, and Amber Messenger.



City of Redmond employee, David Hudson displays Roads Scholar agency plaque along with six of ten Redmond fellow Roads Scholars (L to R) Jerry Zimmerman, Everett Luff, John Salladay, Cliff Davis, Dale Martin, Mike Brannon and, T2 Trainer, Dave White.



## Agency Plaques

On May 23<sup>rd</sup>, Bill Kolzow, T2 Trainer, presented Bill Barrier, Transportation Supervisor City of The Dalles with an agency plaque. Pictured are five of the city's nine *Roads Scholars*: (L to R) Steve Johnson, Bill Kolzow, Delbert Huskey, Bill Barrier, Chuck Patterson, and Chris Kochis.



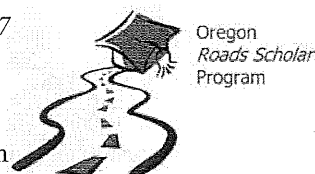
Front and Center, Bill Kolzow, T2 Center Trainer (right), presents Dave Hill (left), Public Works Director with a *Roads Scholar* program agency plaque at the Columbia County Roads Department on January 25<sup>th</sup>. In the back row are four of the county's 13 *Roads Scholars*, (L to R) Ryan Allen, Terry Miller, Mark Grau, and Jeff Peterson.

Josephine County Public Works receives an agency plaque. Pictured are nine of the county's 18 *Roads Scholars*: L to R: Jeff Goodman; Dan Shipley, David Rubrecht, Chris "Bear" Mounce, Gordon Kennedy (behind Chris); Jason Malcolm, Glenn Willis (behind Jason), John Grover, and Jeff Wheaton.



## Roads Scholar

Both Level 1 and Level 2 **Roads Scholar** program classes will continue to be offered by the T2 Center in the spring and fall. During the first half of 2012, the Level 1 classes *RS-7 Effective Communication Skills* and *RS-8 Environmental BMPs 2* were presented at the *2012 Street Maintenance and Collection Systems Spring School* held at the Agate Beach Best Western in April. Both classes were also presented in Portland, Hillsboro, Eugene and Albany during May and June. We also continued the **Roads Scholar** Level 2 program at the spring school by presenting the *RS-14 Roadway Safety Fundamentals 1*.



During the first half of 2012, an additional 30 program participants completed their Level 1 **Roads Scholar** requirements and those successful individuals are:

Don Boyd (Benton County)  
James Eckstein (Linn County)  
Gary Champion (Benton County)  
Rick Hausmann (Linn County)  
Peter Neuman (Benton County)  
Alan Klinkebiel (Linn County)  
Lonnie Wheeler (Benton County)  
Jeffery Maskal (Linn County)  
Michael "Mitch" Aaron (Josephine County)  
Craig Kight (City of Grants Pass)  
Ralph Jordan (Clackamas County)  
Jay Daniels (City of Bend)  
Allan "Scott" Baker (City of Central Point)  
Shane Jones (City of Bend)  
Sean Garrison (City of McMinnville)

Adam Malinowski (City of Bend)  
Scott Dickinson (City of Corvallis)  
Shanon Thomasson (City of Bend)  
Kevin Zuidema (City of Corvallis)  
Rick Volkman (City of Bend)  
Lincoln Loerts (Marion County)  
William Waldrop (City of Bend)  
Charles "Chuck" McKay (Marion County)  
Rick DuMilieu (Lake County)  
Charles "Chuck" Nichols (Marion County)  
Mike McNatt (City of Eugene Airport)  
David Vaupel (Marion County)  
Vince Sedlacek (City of Philomath)  
Dennis Beckler (Linn County)  
Casey McEvoy (ODOT)

If you are one of these individuals, your certificate will be mailed to your supervisor either in July or August. With the addition of these 30 recent graduates, 277 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 on 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 during the second half of 2012. If your agency is interested in hosting the *RS-7 Effective Communication Skills* and *RS-8 Environmental BMPs 2* classes, please let us know since we will soon begin working on a fall schedule for these classes. We also plan on offering *RS-9 Maintenance Math* and *RS-10 Introduction to Survey* at the *2012 Street Maintenance and Collection Systems Fall School* scheduled for October 17<sup>th</sup> to October 19<sup>th</sup> at the Riverhouse Hotel and Convention Center in Bend. In addition, we will also be offering the Level 2 classes *RS-14 Roadway Safety Fundamentals 1* at the *OACES 19<sup>th</sup> Annual Technical Training School and Equipment Operator Skills Demonstration* on September 12<sup>th</sup> in Roseburg and the *RS-15 Roadway Safety Fundamentals 2* at the fall school for those who have completed the Level 1 requirements.

To schedule the *RS-7* and *RS-8* **Roads Scholar** classes or if you just have questions, please contact Rebekah Clack at the T2 Center by calling 1 (800) 544-7134 or (503) 986-2855.



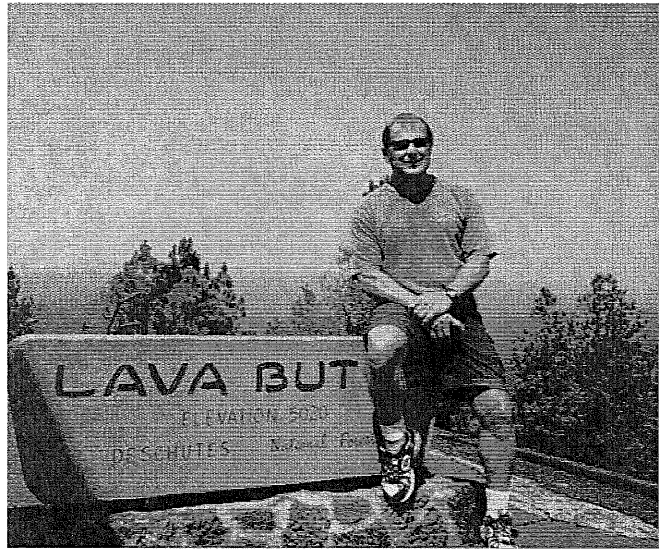
Josephine County employee, Jason Malcolm, proudly shows off his Roads Scholar certificate.

## Changing Faces at T2

**B**ob Raths was appointed the ODOT T2 Center Director in early 2003 after a long and varied career with the Federal Highway Administration. After nine years as the Director, he has decided to move on to another stage in his life.

Bob commented that “The job has been very personally rewarding, provided an opportunity to meet a lot of interesting and dedicated people and hopefully along the way, I have helped make a difference. I have appreciated the high level of support from ODOT that the T2 Center has enjoyed during my tenure especially those provided by TDD Administrator Jerri Bohard and Research Manager Bernie Jones.

It is time, however, to move along and let someone else with new perspectives and more energy run the program. Good bye and best wishes to all of you who I have worked with over the past nine years.”



Bob’s replacement has not been selected as yet but it will be business as usual for the T2 Center. Our trainers will still be available to deliver training at your site so don’t hesitate to call Rebekah Clack at (503) 986-2855 and arrange for needed training classes.

**G**ene Rushing joined the T2 Center as a Training and Development Specialist in August 2010. He came to us with 25 years experience in training and safety fields including 21 years with the State of Oregon. Before joining the T2 Center, Gene was instrumental in developing the ODOT Maintenance Academy as well as many other training programs that the State still uses today. After a year and a half with T2, Gene has decided to resign and pursue other opportunities.

**Please join us in wishing both men “Good Luck” as they move on to new opportunities and ventures!**

### *Final Rule: from Page 1*

The Federal Highway Administration (FHWA), which has published the manual since 1971, updates it periodically to accommodate changing transportation needs and address new safety technologies, traffic control tools, and traffic management techniques.

Last August, FHWA issued a Notice of Proposed Amendments to eliminate the 46 deadlines, and a final rule has been sent to the Federal Register for publication. The final rule is listed under docket, FHWA-2010-0159, available at <http://www.regulations.gov>.

The deadlines requiring that certain street name signs be replaced by 2018 to meet minimum retroreflectivity standards and requiring larger lettering on those street name signs are among those that will be eliminated. The final rule also eliminates deadlines for increasing the size of various traffic signs, such as ‘Pass With Care’ and ‘Low Clearance.’ Instead, communities will be able to replace and upgrade these signs when they reach the end of their useful life.

In addition to eliminating the deadlines, FHWA will allow communities to retain historic street-name signs in historic districts.

The DOT has retained 12 deadlines for sign upgrades that are critical to public safety. These safety-critical sign upgrades include installing ONE WAY signs at intersections with divided highways or one-way streets and requiring STOP or YIELD signs to be added at all railroad crossings that don’t have train-activated automatic gates or flashing lights.

*Director: from Page 2*

A summary of the training classes sponsored by the T2 Center can be viewed on our website at: [http://www.oregon.gov/ODOT/TD/TP\\_T2/](http://www.oregon.gov/ODOT/TD/TP_T2/). If your agency is interested in any of the classes listed, please call Rebekah at (503) 986-2855 and she will assist you in setting up a class. Co-sponsored classes and schools are also advertised on our website along with a registration link.

In addition to providing training classes, the Oregon T2 Center publishes a newsletter that is distributed electronically to over 1,300 recipients. The Center also distributes and/or loans publications and videos. In 2011 the Center shared over 32,000 technical publications with our customers and loaned out 138 videos on workplace safety, highway safety, infrastructure management and workforce development. Annual visits by T2 Training Specialists (Circuit Riders) are made to counties, cities and other customers throughout Oregon. A total of 243 county and city public works offices, and tribal and federal offices were visited by T2 Center representatives, who delivered and discussed packets with T2 Center training information, current technical publications and other material. We also continue to provide technical assistance or referrals to our customers on transportation related subjects.

Our goal is to provide positive, timely and constructive responses to our customers needs. If you have suggestions on how we can improve our customer service or have a question about any of our programs, please feel free to contact me or a member of the T2 Center's steering committee (listed on page 14).



Bob Rath  
T2 Program Director

## Circuit Rider Corner— Forklift Safety Practices Part 3

By Bill Koizow

Many workplaces couldn't do without forklifts, but they can certainly do without forklift accidents and the resulting injuries. Part 1 detailed basic training all forklift operators should receive, and Part 2 covered safety tips to consider before beginning forklift operation. Here are some basic operating safety tips now that you're ready to start up the forklift.

- Check the load you're about to transport. Does its weight fall within the forklift's load capacity, as noted on the forklift data plate? Remember that forklift attachments usually reduce normal capacity.
- Is the load well-balanced and secure on the pallet; load center of gravity at a proper load center (center point of the pallet?) Does the pallet look stable, or is it cracked, deteriorating, possibly close to collapse?
- Exercise caution when handling unusually shaped and off-center loads. Four common causes of unstable loads are damaged pallets, overhanging loads, off-center loads, and loose or slippery loads.
- Slowly approach the pallet and load, making sure the forks are spread properly (not too close and not too wide) and will slide easily into the pallet. Move under the load until the pallet nudges against the back rest/vertical portion of the forks, or as far as possible.
- Slightly tilt back the load/forks and raise to a safe traveling height.
- Remember – No riders/passengers!
- Before moving forward or back, check for people or potential obstacles in or near your travel path. If the load is tall enough to obscure your view forward, drive with the load trailing.
- Travel at a walking speed of no more than 4 – 5 MPH.
- Stay alert; be aware of the traveling surface(s); avoid sudden braking.
- Turn in a sweeping motion, using the inside front tire as a pivot point for tight turns.
- Sound the horn when approaching corners and blind areas.
- Lift and lower the load only when stopped. Never walk, stand, or allow anyone to pass beneath a raised load.
- Drive straight up and back straight down inclines and ramps. If the load obscures your view, work with a spotter to guide you safely forward.
- Avoid running over loose objects or through fluids on the travel surface.
- If crossing railroad tracks or similar bumpy surfaces, cross them at a diagonal.
- Remember that the two most common forklift hazards are tipping and pedestrians.

*SPIS: from Page 1*

## Data, technology feed the SPIS

The SPIS process uses the following data sources:

- Statewide crash database, for number, location, and severity of crashes
- Oregon Transportation Network (ORTRANS) system for off-state roadway location information (off-state refers to city and county roadways)
- TransInfo, for on-state highway inventory, feature, and location information
- Average daily traffic (ADT) counts

Other GIS data used in locating off-state highway SPIS segments includes bridge features, city and county boundaries, signed routes, and zip codes.

New technology is allowing traffic engineers to put all this data together in a way that wasn't previously possible. City and county roads typically have a variety of reference systems to determine where an asset such as a sign or signal is located on the roadway. With GIS, it is possible to combine the city and county roads using latitude and longitude and determine a common linear reference system.

"When you're working with engineers, if any little thing is 'off,' they'll say, 'it doesn't work, it's a problem,'" said Doug Bish, Traffic Engineering Services manager and system manager for this project. "Accuracy is critical. They don't want to see even little inconsistencies."

Chad Nielsen, GIS analyst in Information Systems, created the new process that combines information from a variety of databases. "Instead of tabular data, we now have GIS data," he said. "We take the crash data and geo-locate it."

## SPIS provides value

You may be surprised to learn that just because a site has earned a high score doesn't necessarily mean it will get fixed. In fact, sites with the highest scores may not be the most likely to benefit from crash reduction measures at all, or may not provide as much "bang for the buck." There are a multitude of things to consider, including types of crashes and why they occur, the geography of the location, and the impact of potential other solutions.

One example is the intersection of Powell and 82nd Avenue in Portland. This is a site with a very high SPIS ranking but few feasible solutions. There are so many lanes, all full of vehicles, and any realistic solution would cost \$10 – 20 million, plus another \$5 – 10 million for right of way. This one project would take ODOT's entire

safety budget for several years.

A site earning a higher score does, at least, deserve investigation, and that's what SPIS does best: prioritize locations to investigate for potential improvement. In the end, regions use SPIS to identify top sites with the best benefit-to-cost ratio.

In addition, access management staff uses SPIS when reviewing an application for state highway access or a "change of use" permit. Maintenance managers might come to the Region Traffic Safety engineers and ask, "Is this area a problem?" These uses and others are enabled by the consistent, data-driven and unbiased methodology of SPIS.

## Why use SPIS?

- Identify and rank sites likely to benefit from crash reduction improvements
- Prioritize safety on roadway system
- Make safety a factor in decision making
- Answer public concerns about road safety

## "OASIS" expands options

All of these changes have come about, in part, because ODOT wants to replicate the SPIS for city and county, or off-state, roads that are not state highways. Currently ODOT uses SPIS to generate annual on-state reports (state roadways only) for each of its five regions.

The new product, the Oregon Adjusted Safety Index System, or OASIS, expands these reports for off-state roads, and will allow both internal and external groups to further access vital information.

"OASIS gives traffic engineers a new tool," explained Greg French, project manager in Technical Services. "They can use it to analyze the roads in their jurisdictions."

Engineers can create custom reports in OASIS by varying the time period, segment length, and number and types of crashes, for example. Just like SPIS, it is primarily a "flagging" tool to identify roadway locations that might need further investigation.

"We can help traffic investigations focus in on where they should be," French said.

*This article was revised and reprinted from the May 2012 edition of Inside ODOT.*

# Need a Quick Technical Overview?

National Highway Institute Provides Free Web-Based Training

The Federal Highway Administration's (FHWA) National Highway Institute (NHI) can be a great source for web-based technological overviews at your pace - for free.

For most of us, time is a precious commodity and we sometimes need a technical overview for some technology, technique, or concept but we don't have the luxury of attending a full day training workshop right now.

The National Highway Institute (NHI) can be a resource in such instances. NHI offers a host of web-based, self-paced courses that are free to use. The courses run as little as 30 minutes to as high as 12 hours or more. Some are very basic and others are intended for a more intermediate or advanced audience. Many of them provide continuing education units (CEUs) for those who need them.

See pictures in this article for how to easily find these courses and browse through the whole collection. Topics range from pavement preservation (chip seals, micro-surfacing, fog seals, crack seals, thin lift asphalt, etc.) to concrete paving to inspection to basic math to GPS technology to surveying to plan reading to work zone design to traffic safety to CDL topics and many others in between.

Each selection has a "FHWA-NHI-XXXXXX" number next to it that is a link to the course description, its training level, expected time to complete, intended audience, and other information.

Many of the courses were developed by the Transportation Curriculum Coordination Council (TCCC), a partnership between the Federal Highway Administration (FHWA), state departments of transportation, and the highway industry.

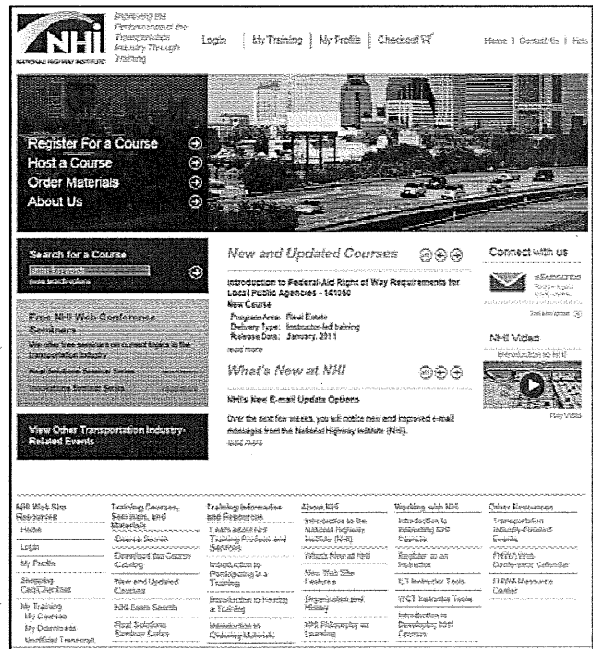
To find these courses, start at their home page, [www.nhi.fhwa.dot.gov](http://www.nhi.fhwa.dot.gov), and in about the middle left of the page you will see an link for Search for a Course, below which you will see a "more search options" link - that will lead you to an expanded search engine that you can largely ignore except to select, under Delivery Type, "Web-Based Training (WBT)" and then hit Search.

Are these a substitute for more in-depth, classroom training? Usually not, but these can get you started on your own schedule. Then, contact the Oregon T2 Center if you need something more in-

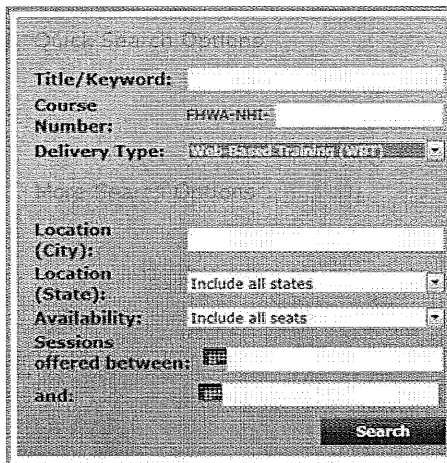
depth. We may be able to provide one-on-one assistance or may have an upcoming education workshop which will fill your training needs.

Meanwhile, explore NHI's offerings and get an introduction to some new topics on your own schedule. For free.

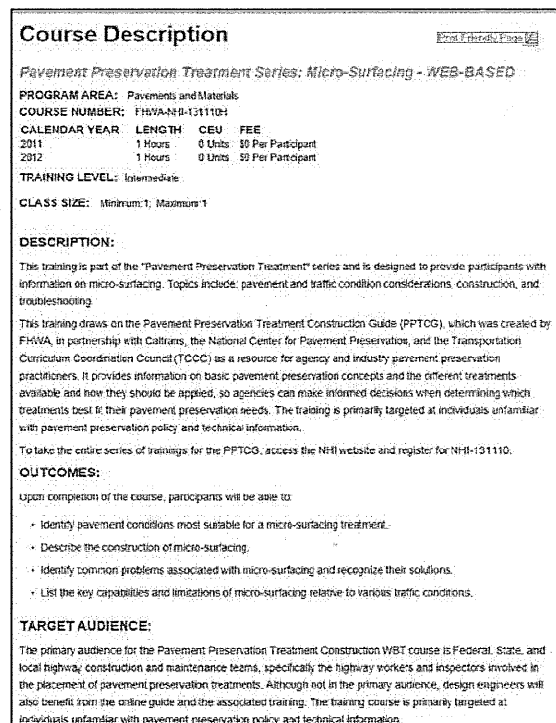
See page 11 for one example of the free training offered through the NHI website.



▲ NHI Home Page



▲ Course Quick Search



▲ Description Page

# Maintenance Training Series *Web-based Training*

The Maintenance Training Series was created to train individuals responsible for the maintenance of our Nation's roadways. The series consists of 11 self-paced, Web-based trainings (WBTs) on various maintenance operations topics, ranging from the conceptual (pavement preservation) to the practical (management of underground storage tanks). The trainings included in the series are listed below and each will take approximately 1 hour to complete.

Participants who wish to complete all 11 trainings in the Maintenance Training Series should enroll in course 134109. Those who are interested in specific topics may enroll in each training individually.

- Pavement Preservation Program (134109A)
- Shaping and Shoulders (134109B)
- Thin HMA Overlays and Leveling (134109C)
- Base and Subbase Stabilization and Repair (134109D)
- Drainage (134109E)
- Outdoor Advertising and Litter Control (134109F)
- Roadside Vegetation Management (134109G)
- Weather-related Operations (134109H)
- Basics of Work Zone Traffic Control (134109I)
- Underground Storage Tanks (134109J)
- Cultural and Historic Preservation (134109K)

**OUTCOMES:** Upon completion of the training, partici-

pants will be able to:

- Learning outcomes have been established at the module level. Please see the individual modules for the specific learning outcomes.

**TARGET AUDIENCE:** This course is designed for State, regional, and county personnel who manage operations programs and deal with oversight and quality assurance across a State, region, or county. The target audience also is involved with handling materials, scheduling, budgeting, and planning.

**TRAINING LEVEL:** Basic

**LENGTH:** 11 hours **CEU:** 0 Units **FEE:** \$0 Per Participant

**CLASS SIZE:** Minimum: 1; Maximum: 1

**REGISTRATION:** Please visit the [NHI Web site](#) to register for this training.

**NHI TRAINING TEAM:** (703) 235-0534 •  
E-mail [nhitraining@dot.gov](mailto:nhitraining@dot.gov)

**SUBJECT MATTER CONTACT:**  
Christopher Newman • (202) 366-2023 •  
E-mail [christopher.newman@dot.gov](mailto:christopher.newman@dot.gov)

**NHI TRAINING PROGRAM MANAGER:**  
Marty Ross • (720) 963-3212 •  
E-mail [marty.ross@dot.gov](mailto:marty.ross@dot.gov)

## Answer to What's Wrong With These Pictures

- From page 3

One of the primary causes of roadside accidents and deaths is driver inattention or distraction. We become inattentive to our driving as we talk on our cell phones, text, work the many electronic devices on the dashboard, and even attempt to read our tablets or laptops. It takes only an instant to deviate off a safe path. The two photos, taken on a high speed road, show some potentially fatal roadside hazards that deserve our attention and that of the road agency. One hazard is readily and inexpensively corrected. The other requires a potential monetary investment and some alternative analyses. Let's briefly look at each.

**Photo 1** – A large, deep irrigation channel parallels this highway. It is filled with water during the irrigation season. The area also experiences winter conditions such as snow and ice, and year-round fairly high volume traffic. A hazard analysis should be completed, followed by a cost comparison of possible hazard reduction alternatives. No one agency has sufficient funding available to solve the numerous hazards which can exist, but we all need to be aware of them, establish a prioritizing system to possibly deal with them, and document our analyses for both planning and liability purposes.

**Solution** – Not so easy, and potentially expensive.

**Photo 2** – The farmer/rancher in this location left part of an irrigation system in the highway right-of-way, where it remained at least overnight. A brief stop at the owner's residence and a quick explanation of the potential hazard involved will most likely resolve the problem. The agency might also consider "getting out the word" to local land owners regarding cooperation in not leaving items (big or small) in the right-of-way or near the road.

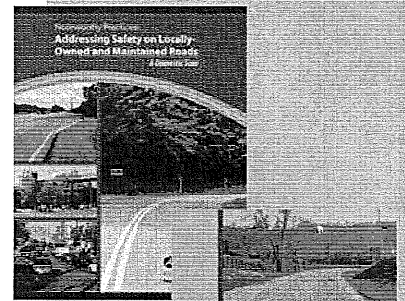
**Solution** – Quick and inexpensive.

# Local and Rural Safety Resources

## From FHWA

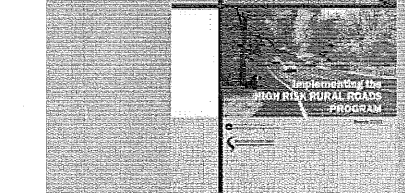
### **Noteworthy Practices: Addressing Safety on Locally-Owned and Maintained Roads - A Domestic Scan**

Seven States were identified to participate in the Local Road Safety Domestic Scan. The domestic scan report identifies and documents practices in the planning, programming, and implementation of efforts to improve local road safety. Practices are presented in data collection and analysis; local project identification; local project administration; funding; training and technical assistance; outreach and partnerships between State Departments of Transportation (DOTs) and local agencies.  
FHWA-SA-09-19



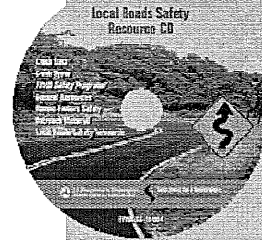
### **Implementing the High Risk Rural Roads Program**

This document contains findings from research and subsequent follow-up to states' implementation of the High Risk Rural Roads Program (HRRRP) within the context of States' programs and policies.  
FHWA-SA-10-012



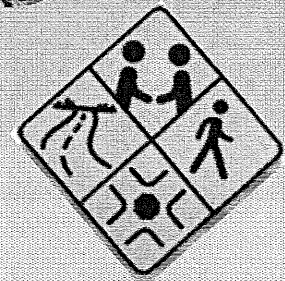
### **Local Roads Safety Resource CD**

The CD provides quick and easy access to the latest information on local roads safety. Organized by topic area in one place, the CD provides guidance, tools, and other resources from government agencies and national associations on local roadway safety.  
FHWA-SA-10-003



### **Local and Rural Safety Peer-to-Peer Program**

FHWA established the Peer-to-Peer (P2P) Program as a form of technical assistance for local and rural highway agencies to adequately address safety problems on the roads they maintain. Experts with knowledge in various local and rural road safety issues volunteer their time to provide assistance to their peers requesting help. Whatever the safety issue your local agency is facing, there is a Peer ready and willing to help.  
[Local and Rural Roads Safety Peer to Peer website](#)



### **A Manual for Local Rural Road Owners:**

#### ***Intersection Safety***

#### ***Roadway Departure Safety***

#### ***Road Safety Information Analysis***

This series identifies safety issues related to intersections, roadway departure, and information analysis on local rural roadways. It offers procedures and processes to reduce the potential for future crashes on these roads.

Intersection Safety: FHWA-SA-11-08

Roadway Departure Safety: FHWA-SA-11-09

Road Safety Information Analysis: FHWA-SA-11-10



THESE DOCUMENTS CAN BE  
FOUND ONLINE AT:  
[http://safety.fhwa.dot.gov/  
local\\_rural/training/](http://safety.fhwa.dot.gov/local_rural/training/)

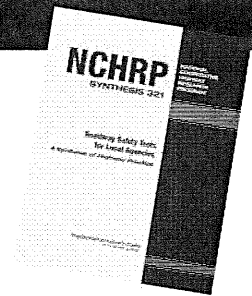


## Local Guides

### Road Safety Tools for Local Agencies

NCHRP Synthesis 321 focuses on identifying safety tools that can be used by these agencies in formulating safety programs. It recognizes the wide variation in the parameters of operation and responsibilities of local agencies. Also, it acknowledges that expertise in transportation safety analysis varies widely among local agencies.

[Click here to view full document](#)



### Maintenance of Drainage Features for Safety -

#### A Guide for Local Street and Highway Maintenance Personnel

This guide is intended to help local road agency maintenance workers understand the importance of maintaining and upgrading drainage features on their road system to avoid an unsafe condition.

FHWA-SA-09-024

### Maintenance of Signs and Sign Supports -

#### A Guide for Local Highway and Street Maintenance Personnel

This guide, which is an update to the same titled guide published in 1990, is intended to help local agency maintenance workers ensure their agency's signs are maintained to meet the needs of the road user. The guide succinctly covers: sign types, sign materials and sign supports; sign installation and the elements of a sign management system.

FHWA-SA-09-025

### W-Beam Guardrail Repair - A Guide for Highway and Street Maintenance Personnel

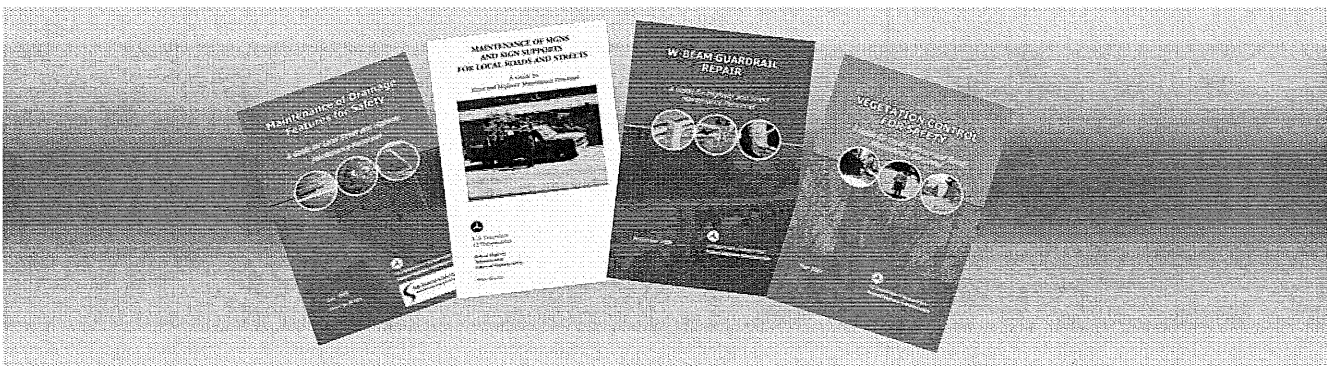
The purpose of this guide is to provide highway and maintenance personnel with up-to-date information on how to repair damaged W-Beam guardrails, the most frequently used barrier system.

FHWA-SA-08-002

### Vegetation Control for Safety - A Guide for Local Highway and Street Maintenance Personnel

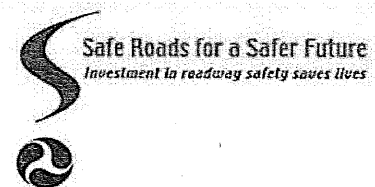
The purpose of this guide is to help local road agency maintenance workers identify locations where vegetation control is needed to improve traffic and pedestrian safety, to provide guidance for maintenance crews, and to make them aware of safe ways to mow, cut brush and otherwise control roadside vegetation.

FHWA-SA-07-018



Order copies from the FHWA Report Center,  
(814) 239-1160, Fax (814) 239-2156,  
[Report.Center@dot.gov](mailto:Report.Center@dot.gov)

These documents can be found online at:  
[http://safety.fhwa.dot.gov/local\\_rural/training/](http://safety.fhwa.dot.gov/local_rural/training/)



U.S. Department of Transportation  
**Federal Highway Administration**  
FHWA-SA-11-12

## 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](mailto:bhildebrandt@cityofsalem.net)

**Evelyn Pech, Vice Chair**  
Operations Supervisor  
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**Jim Buisman**  
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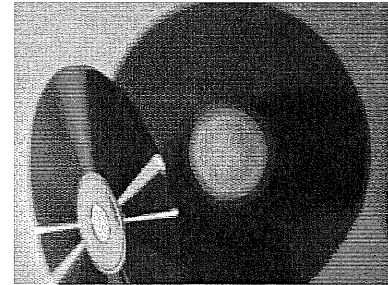
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Tillamook County  
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## Technical Resources - New Videos in the Library

The T2 lending library is a free loan-by-mail lending program to local government agencies such as counties, cities, tribal governments, road districts, and transit providers. Materials are loaned for 2 weeks from the date of initial mailing. More time may be approved by calling or emailing the office with your request. Due to copyright infringement laws, most materials may not be duplicated. Your only cost for using the lending library is the return postage. Although not required, we suggest the materials be returned by UPS ground or a similar service, so that it can be tracked in case of being lost in the mail. However, you are free to also return borrowed materials by first class mail.



We try to regularly add new DVDs to the lending library, and more will be added soon. For information on what new videos are available, visit [http://www.oregon.gov/ODOT/TD/TP\\_T2/NewAdditionsToLibrary.shtml](http://www.oregon.gov/ODOT/TD/TP_T2/NewAdditionsToLibrary.shtml) or call Rebekah Clack at (503) 986-2855.

### Flagging Fundamentals—6 Steps to Safety

"Flagging Fundamentals" DVD provides the latest information to revitalize flagging training programs with information from the most recent federal and industry standards. By focusing on six steps to safe flagging operations, the video is an excellent tool to refresh flaggers which may need to sharpen their skills and remember the critical elements of flagging operations. 20 minutes

### Chainsaw Safety: Real Accidents, Real Stories

The team lead is looked at to set the tone of the workday. Follow what can happen when that team lead, or any worker, doesn't follow required safety guidelines and safety procedures in this behavior based safety training program. 11 minutes

### Chainsaw Safety Basics: An Expert's Perspective

Public works and other occupations often use chain saws in tree trimming, landscaping maintenance, brush control, and home use. Includes instruction on how to use the proper daily safety precautions during use of cut off saws on the job. Outlines safety procedure from pre-use inspection all the way to shutdown. 14 minutes

### OSHA's Inspection and Citation Process

If you fall under OSHA, then use this film to train your staff. 14 minutes

### Trenching & Shoring Safety: The Competent Person

It occurs year after year, workers needlessly dying in trench cave-ins. This video program is designed to train your employees what the responsibilities of competent person are, along with what is required to keep in compliance with CFR 1926.650. 25 minutes

### Welding & Cutting Torch Safety

Welding and cutting activities produce sparks or use open flames and can create potential hazards, especially in confined spaces and process areas. When working with gas welding and cutting operations, there are a number of safety guidelines employees must follow. This program trains your employees in basic safety procedures and safe work practices to prevent injury or property damage during welding and cutting operations. 16 minutes

### ANSI MSDS Update

Encourage your employees to utilize the American National Standards Institute (ANSI) MSDS with this in-depth video. Specifically created to train your workers in the ANSI format, you will teach your employees the importance of material safety data sheets and their role in OSHA's hazard communication standard. 12 minutes

See **Resources: Page 11**

<b>Calendar of Events and Training</b>		
<b>ODOT</b> <a href="http://www.oregon.gov/ODOT/HWY/TECHSERV/upcomingengtrng.shtml">http://www.oregon.gov/ODOT/HWY/TECHSERV/upcomingengtrng.shtml</a>		
June 26	FCC Historic Preservation Training For Communication Facilities – Tribal Focus	Portland
June 28	FCC Historic Preservation Training For Communication Facilities	Portland
<b>Oregon State University (OSU)</b> <a href="http://kiewit.oregonstate.edu/workshops.html">http://kiewit.oregonstate.edu/workshops.html</a>		
June 20— June 21	Urban Street Design	Corvallis
Aug 6— Aug 8	Highway Safety Manual	Corvallis
Sept 19— Sept 21	Manual on Uniform Traffic Control Devices	Corvallis
<b>American Public Works Association (APWA)</b> <a href="http://www.oregonapwa.org/training/index.htm">http://www.oregonapwa.org/training/index.htm</a>		
Oct 17— Oct 19	Street Maintenance & Collection Systems Fall School	Bend
Nov 13— Nov 16	NWPWI Leadership Skills	Cannon Beach
Dec 4— Dec 7	NWPWI Public Works Essentials	Portland
<b>Miscellaneous Conferences</b>		
Sept 11— Sept 13	OACES Skills Demo <a href="http://www.skillsdemo.org">http://www.skillsdemo.org</a>	Roseburg
Oct 16— Oct 18	2012 Pacific NW Bridge Maintenance Conference <a href="http://cm.wsu.edu/bridge">http://cm.wsu.edu/bridge</a>	Portland
<b>Oregon T2 Center</b> <a href="http://egov.oregon.gov/ODOT/TD/TP_T2/">http://egov.oregon.gov/ODOT/TD/TP_T2/</a>		
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 Rebekah Clack 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" headings.		

**Resources: from Page 10**

**Electrical Safety**

Electricity is all around us. It lights up our homes, powers the machinery and equipment that we use, and runs many of our tools. We are so used to using electricity, most employees simply take it for granted. Yet electricity can also be dangerous. Employees need to know how electricity works, and what they should do to protect themselves from its hazards. 17 minutes

**Asbestos Awareness: Employee Basic Training**

Employers are required to provide basic awareness training for employees who may have to work around asbestos containing materials. This program covers topics where training is required by various government safety regulations, and forms the core of the two hour asbestos awareness training requirement mandated by OSHA. 18 minutes

**Fire Extinguishers - Basic Training**

Workplace fires cause millions of dollars in damages each year and lead to thousands of employee injuries. Many fire catastrophes can be prevented if employees know how to stop a small fire from spreading. Use this comprehensive video to teach your employees how to properly and safely use fire extinguishers in case a fire does break out. 13 minutes

**Hand & Power Tool Safety In Construction Environments**

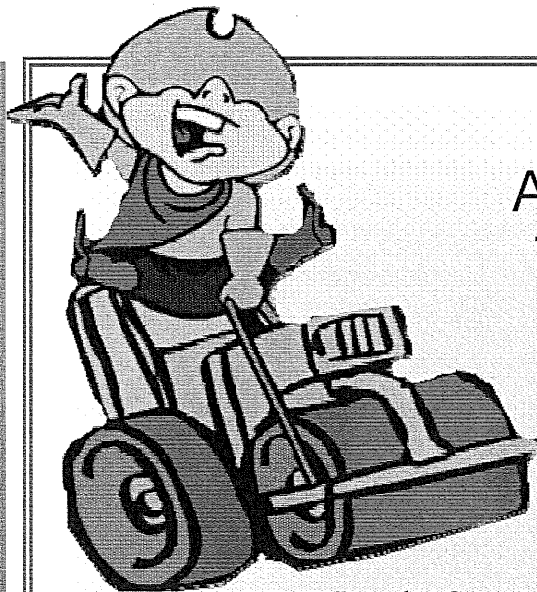
Most people have injured themselves with a power tool at least once in their lives. In fact, learning to use some tools seems to "require" a little pain. But, tool accidents on the job also result in thousands of serious injuries and hundreds of deaths each year, most of which could have been avoided by simply handling tools safely. This video, shows how accidents can be significantly reduced by applying good general safety rules, and reviews what hazards are associated with the specific types of tools we use. 18 minutes

Oregon Technology Transfer (T2) Center  
200 Hawthorne Avenue SE Suite B-240  
Salem, Oregon 97301-5192



*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 Clack, T2 Assistant  
Bob Rath, T2 Director



## Nineteenth Annual Technical Training School & Equipment Operator Skills Demonstration

Douglas County Fairgrounds  
Roseburg, Oregon  
September 11 - 13, 2012

Oregon Association of County Engineers & Surveyors

Check out the website: [www.skillsdemo.org](http://www.skillsdemo.org)