City of Ashland
TRANSPORTATION COMMISSION
Subcommittee Meeting
October 7, 2010
Siskiyou Room, 51 Winburn Way

Agenda

I. CALL TO ORDER: 9:00 AM

II. APPROVAL OF MINUTES

III. PUBLIC FORUM: 3 Minutes Per Person, 10 minutes Total

IV. ACTION ITEMS

A. Critique of Action Summary Form
B. Request for Crosswalk on Siskiyou @ Morton
C. Request for Stop Sign on B Street at Third Street
D. Request for Stop Sign at Helman and Nevada Streets
E. Crosswalk Closure at Lithia Way and East Main Street

III. ADJOURN:

Note for sub-committee members: Please contact Nancy Slocum at 552-2420 or slocumn@ashland.or.us if you can not attend the meeting.

Next Scheduled Meeting: November 4, 2010

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
SUBCOMMITEE MEETING
Thursday, August 5, 2010
Siskiyou Room, 51 Winburn Way

Summary Minutes

I. CALL TO ORDER: 9:03 AM
Members: Tom Burnham (Chair), Steve Ryan, Brent Thompson
Staff: Jim Olson, Nancy Slocum
Attendees: Skip Robinson, John Enders, Bill Robertson, Paul Finch, Sharon Thormahlen

II. APPROVAL OF MINUTES: Minutes of July 1, 2010 were approved as submitted.

III. PUBLIC FORUM:
Skip Robertson, 330 Bridge Street, asked the Subcommittee to consider removing the angled crosswalk on the west side of East Main at Lithia Way. Burnham asked that this item be placed on the next Subcommittee agenda.

John Enders, 146 Manzanita, lobbied for a comprehensive downtown multimodal transportation plan. He thought downtown traffic restrictions were implemented piecemeal. He also wanted the plan to emphasize education and enforcement. Olson said that there was a Downtown Master Plan that was never adopted, but that may be revised at some future date. That plan would look at vehicle, parking and pedestrian demands among other things.

IV. ACTION ITEMS

A. Request to Remove Parking Prohibition on Bridge Street

Olson reviewed the staff report. Skip Robertson asked the Subcommittee to consider a request to eliminate the daytime parking prohibition on the west side of Bridge Street between Siskiyou and Iowa. The existing parking prohibition (No Parking between 8 am and 4:30 pm weekdays) took effect sometime before 1990. The street at 30-32 feet wide meets the standards for parking on both sides; however, because of parking congestion from SOU staff and student parking, there are not enough open spaces for safe traffic queuing. Staff recommended no change be made to the blocks between Lee Street and Iowa Street and Siskiyou to Lee Street. Olson also noted that he received comments from six residents and the Fire Department all opposing the request.

Public Testimony:
Bill Robertson, 331 Bridge Street since 1971, was retired from the Fire Department, but remembered that a fire engine have difficulty with maneuvering with at capacity parking on both sides. In addition, student parking infringed on the yellow zone adjacent to driveways. He was concerned about garbage, and students and staff leaving cars all day and some nights. He agreed with staff's recommendation.

Paul Finch, 420 Bridge Street, had seven commercial tenants on Bridge between Siskiyou and Lee. He opposed all day parking, but favored two hour parking to benefit business owners.

Skip Robinson, 330 Bridge Street, appreciates Subcommittee consideration, canvassed lower Bridge Street and obtained eight names in favor of removing the parking restriction. Both Palm and Garfield Streets have parking on both sides. In summer and December he said that because there with no students, the restriction only affected property owners. He thought the many home businesses on Bridge Street needed additional client parking. He suggested giving residents a special bumper sticker.

Sharon Thormahlen, 96 Fork Street, owned the apartment complex on the corner of Bridge and Lee for 15 years. She noted that driveways were routinely partially blocked by students in a hurry to park. Bridge was a collector to denser student housing areas such as Wightman, California and Garfield. She was told that residents were not automatically entitled to on street parking and noted that many properties lacked off street parking. She opposed any changes to the parking restrictions.

John Enders, owned 361 Bridge, thought current parking restriction working fine. Agreed that a fire engine could have trouble maneuvering. He urged the Subcommittee to deny the request.

Committee Discussion:
Thompson asked members to first address the block between Siskiyou and Lee. He noted that nearly all properties were zoned commercial and therefore parking should be restricted to two hours. He understood there was no parking enforcement outside of the downtown area.

Ryan noted residents had opposing views and that Lee had parking on both sides. He asked staff about stripping the street as to set up queuing areas. Olson said it would not result in a net increase of parking spaces.

Motion and vote:
Thompson moved to change parking restrictions on Bridge Street between Siskiyou Boulevard to two hour parking adjacent to all properties zoned C-1. Ryan seconded the motion and it passed unanimously.

Regarding the block between Lee and Iowa, Thompson thought removing the restriction was only a problem during SOU school terms. He thought there was a way for the Committee to respond to those differences. He suggested either covering or removing the no parking signs.

Motion:
Thompson moved to either remove or cover the no daytime parking signs on the west side of Bridge Street between Lee Street and Iowa Street from June 15 to September 15 of each year. Ryan seconded the motion.

Discussion:
Both Enders and Thormahlen spoke against the motion. Robinson thought the motion could add the month of December as the holiday break took up most of the month.

Olson noted that there would be no formal enforcement possible, that the motions would set precedence for other local streets, that it could be a detriment to property owners and the Fire Department, for safety reasons, opposed removing the restrictions.

Ryan thought the issue of student parking was an issue to the whole area and was not opposed

to setting precedence. He wanted to work toward creative solutions to this issue.

The motion was amended to include a review of the issue October, 2011 by this committee.

Amended motion:
Thompson moved to either remove or cover the no daytime parking signs on the west side of Bridge Street between Lee Street and Iowa Street from June 15 to September 15 of each year. In addition, the effectiveness of the motion will be reviewed by the Subcommittee in October, 2011. Ryan seconded the motion.

Burnham believed the Transportation System Plan (TSP) would address the problem of parking in this area of town as a whole.

Vote:
Motion passed two votes to one.

B. Review of Parking Prohibitions on Several Streets

Olson reported that Commissioner Swales asked that the existing parking prohibitions be reviewed for portions of Hargadine Street, First Street and Granite Street. Staff recommended against removing prohibitions in all cases as each travel lanes was narrow and, because the parking congested, there were no natural queuing areas. Granite Street was classified as an avenue with the capability of handling high traffic volumes.

Burnham noted that although First Street was narrow, it was one-way travel. Olson agreed.

Thormahlen thought that changing the parking on Hargadine to four hour would discourage downtown workers from parking there, but wouldn't affect play goers. Olson noted that property owners would be affected and would have to be noticed of the change.

Ryan thought the Transportation Commission could find a way to promote the use of the parking structure. Robinson agreed. He also noted that as a retired postal worker, there was a need for addition parking for the post office. Thompson thought the Food Coop would benefit too.

Motion and vote:
Thompson moved to remove the parking restriction on the west side of First Street between Lithia Way and B Street designating the upper portion 15 minute parking and the lower portion two hour parking. Ryan seconded the motion and it passed unanimously.

Motion and vote:
Thompson moved to remove the parking restriction on the north side of Hargadine between First Street and Pioneer Street designating the spaces two hour parking. Ryan seconded the motion and it passed two votes to one.

The Subcommittee took no action on Granite Street and would invite Commissioner Swales to revisit this issue at a later date if desired.

C. Review of Grandview/Sunnyview/Orchard/Wrights Creek Intersections

A resident on Orchard Street requested traffic control signs and vision improvements at three intersections in the Grandview Drive area. Staff agreed with the suggestion to prune vegetation blocking various areas of visibility and would send a letter to property owners in violation. Staff

also agreed with the suggestion to relocate the stop bars further into the Grandview / Sunnyview / Skycrest intersection. Staff did not recommend the installation of stop or yield signs at the Orchard / Sunnyview or Orchard / Wrights Creek intersections.

Subcommittee agreed with Staff's recommendations and took no action.

D. Downtown Bicycle Parking Update
Olson distributed a Central Business District Bicycle Parking Summary; the combined work the Subcommittee did last month and Staff's continued work outlining both existing and recommended bicycle racks. Olson reviewed the list noting there were 69 existing racks accommodating 138 bicycles and a recommendation of 47 additional racks.

Subcommittee supported Staff's recommendations and asked Staff to implement the list as time and budget permits. In addition, they asked that the summary be sent to the Transportation Commission as an informational item and to the TSP consultants for inclusion in the TSP.

V. OTHER
Ryan asked Staff to move several stop bars (or alternately install double stop bars) on B Street to make those intersections more bicycle and pedestrian friendly.

Motion:
Thompson moved to designate one 15 minute parking space on the uphill side of A Street between First and Second Streets at a location to be chosen by Staff. Ryan seconded the motion and it passed unanimously.

Burnham reminded staff to provide an update of Subcommittee actions at each meeting.

III. ADJOURN: 10:58 am

Respectfully submitted by:
Nancy Slocum, Accounting Clerk I

Transportation Commission
as of September, 2010

Month Year	Item Description	Status	Done
Aug 10 TSC	Grandview/Sunnyview/Orchard/ Wrights Crk Intersections	vegetation clearance referred to street for implementation	
Aug 10 TSC	15 Minute Parking on A Street	TR 2010-05	
Aug 10 TSC	First St Parking Prohibition Change	TR 2010-04	
Aug 10 TSC	Granite St Parking Prohibition Change	not approved	✓
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, future agenda item	
Jun 10 TC	2 Year Project List Goal Setting	3 goals selected	✓
Jul 10 TC	Audible Crosswalk Signals for Downtown	ongoing research, budget approved	
Jul 10 TC	Shared Road Policy	review as part of TSP update	
Mar 10 TSC	Yield Sign at Terrace @ Holly	TR No. 2010-02	✓
Mar 10 TSC	Ashland St @ YMCA Crosswalk	not approved by ODOT	✓
Mar 10 TSC	Oak St Crosswalk at A St	included in upcoming Misc Concrete Project	
Jul 09 TC	Addition 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 No. 2010-03, other improvements likely in future	
Aug 09 TC	Oak Street Sharrows	TR No. 2010-01	✓
Jul 09 TC	Will Dodge Way Improvements	Current project, scheduled completion 9/30/10	
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	✓
	TR - Traffic Regulation (official approval signed by Public Works Director)		

CITY OF
ASHLAND

TRAFFIC REGULATION
TR NO. 2010-04

Ashland Municipal Code Chapter 11.12.020 vests power in the City Administrator to establish, maintain, remove or alter traffic control signs, signals and all other markings and devices required to implement traffic and parking controls within the City of Ashland. The City Administrator has, in turn, delegated this authority to the Public Works Director, who shall make all determinations based upon accepted engineering principles and practices.

This proposal was reviewed at the regular meeting of the Transportation Subcommittee held on August 5, 2010.

The Public Works Director has determined that this proposal conforms to the "Standards for Traffic Control" adopted by the City Council on February 8, 1990 as Resolution No. 90-03 and to applicable engineering standards. The Public Works Director therefore orders the following actions be implemented:

FIRST STREET - LITHIA WAY TO 'B' STREET
Remove parking prohibition (except the northerly 100 feet) on the west side and install parking zones as shown on the attached diagram.

The Street Superintendent is hereby directed to install the signs, markings or features necessary to complete this Traffic Regulation.

The violation of this Traffic Regulation shall be an infraction and shall be subject to the penalty as specified under Section 1.08.020 of the Ashland Municipal Code.

APPROVALS

Michael R. Faught Date: meo 9/29/10
Michael R. Faught, Public Works Director

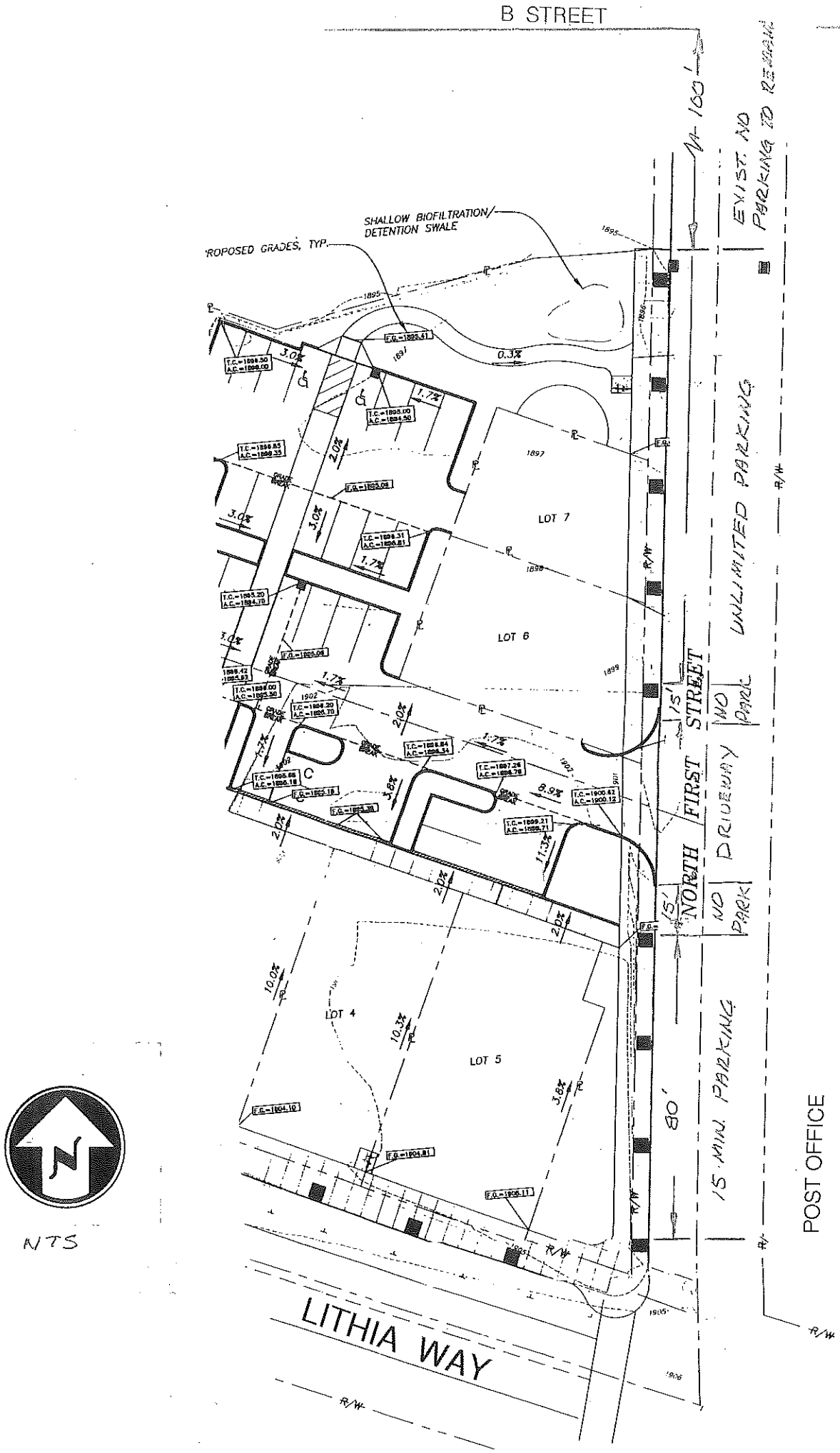
_____ Date: _____
Traffic Engineer (If Required by Public Works Director)

_____
Printed Name

cc: Police Chief
City Engineer
Street Superintendent
Traffic Safety Commission

Engineering
20 E. Main Street
Ashland, Oregon 97520
www.ashland.or.us

Tel: 541/488-5347
Fax: 541-/488-6006
TTY: 800/735-2900


B STREET
W 100'
EXIST. NO PARKING TO REMAIN
SHALLOW BIOFILTRATION/ DETENTION SWALE
PROPOSED GRADES, TYP.
LOT 7
LOT 6
LOT 4
LOT 5
FIRST STREET
NO PARK
UNLIMITED PARKING
NORTH
NO PARK
DRIVEWAY
15' MIN. PARKING
80'
POST OFFICE
LITHIA WAY
R/W
NTS

CITY OF
ASHLAND

TRAFFIC REGULATION
TR NO. 2010-05

Ashland Municipal Code Chapter 11.12.020 vests power in the City Administrator to establish, maintain, remove or alter traffic control signs, signals and all other markings and devices required to implement traffic and parking controls within the City of Ashland. The City Administrator has, in turn, delegated this authority to the Public Works Director, who shall make all determinations based upon accepted engineering principles and practices.

This proposal was reviewed at the regular meeting of the Transportation Subcommittee held on August 5, 2010.

The Public Works Director has determined that this proposal conforms to the "Standards for Traffic Control" adopted by the City Council on February 8, 1990 as Resolution No. 90-03 and to applicable engineering standards. The Public Works Director therefore orders the following actions be implemented:

'A' STREET
Install a 15 minute parking zone on the south side of A Street opposite 258 'A' Street, Unit A. Designate parking limits by sign and green painted curb.

The Street Superintendent is hereby directed to install the signs, markings or features necessary to complete this Traffic Regulation.

The violation of this Traffic Regulation shall be an infraction and shall be subject to the penalty as specified under Section 1.08.020 of the Ashland Municipal Code.

APPROVALS

Michael R. Faught _____ Date: 9/29/10
Michael R. Faught, Public Works Director

_____ Date: _____
Traffic Engineer (If Required by Public Works Director)

_____
Printed Name

cc: Police Chief
City Engineer
Street Superintendent
Traffic Safety Commission

Engineering
20 E. Main Street
Ashland, Oregon 97520
www.ashland.or.us

Tel: 541/488-5347
Fax: 541-/488-6006
TTY: 800/735-2900

Memo

CITY OF ASHLAND

Date: September 9, 2010
From: James Olson
To: Transportation Commission
Re: REQUEST FOR MARKED CROSSWALK ACROSS SISKIYOU @ MORTON

QUESTION
Will the Commission consider a request from Rev. Pamela Shepherd on behalf of the First Congregational United Church of Christ to install a marked crosswalk across Siskiyou Boulevard at Morton Street?

STAFF RECOMMENDATION
Staff recommends that no crosswalk markings be installed at this location due to the long angled crossing and the lack of a possible pedestrian refuse island.

DISCUSSION
The attached letter from Rev. Pamela Shepherd was received on August 24, 2010. Rev. Shepherd requested that a crosswalk be marked at the Siskiyou / Morton intersection.

Every intersection is a pedestrian crossing whether it is marked or not. Sometimes however marking a crosswalk at an unsignalized intersection can actually make it less safe. At unsignalized and unmarked crossings pedestrians cross with great care and caution. However, when crosswalks are marked, that natural caution is often less pronounced as a pedestrian feels more safe and protected and may feel that they have the right of way. The only truly effective way for a pedestrian to be safe in any crosswalk whether it is signalized or unsignalized or marked or unmarked, is for the pedestrian to carefully watch ALL approaching traffic during the entire time that they remain within the roadway.

The 2004 ODOT Traffic Manual provides an excellent set of recommendations for establishing marked crosswalks at unsignalized intersections. (Pages 10-12 of the manual are attached for reference.)

- *Visibility* - This intersection does have fairly good visibility which would exceed the recommended stopping distance.
- *Alternative Crossing Location* - This intersection fails to meet this requirement as there are well designed and marked crosswalks on either side of this proposed walk. The Harrison Street crosswalk is located 350 feet north and the Liberty Street crosswalk is located 300 feet south of the Morton Street intersection. Both of these crosswalks are perpendicular crossings (shorter distance) and have pedestrian refuge islands.

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

- *Pedestrian usage* - Although staff did not personally observe any pedestrian usage, it is reported that it is used before and after church services. As a rule of thumb, a usage of 50 pedestrians in a 24 hour period is usually required to meet this requirement.
- *Traffic Speeds* - The manual recommends that posted traffic speeds be less than 35 mph. This requirement is met with a posted speed of 25 mph.
- *Traffic Volumes* - For traffic volumes in excess of 10,000 vpd, crosswalks are not recommended unless raised median can be installed for pedestrian refuges. The traffic on Siskiyou Boulevard is over 19,000 vpd.
- *Crossing Enhancements* - On multi-lane highways such as Siskiyou, pedestrian enhancements such as curb extensions or median refuges should be used. Neither of these options is possible at this location as there existing bike lanes as well as a left hand turn lane.

The recommendations for establishing marked crosswalks are not met for four of the six above listed criteria. These criteria have been established through years of research and experience.

In addition to the above criteria, this intersection was considered for a crosswalk during the 2002 Siskiyou Boulevard design process. It was eliminated from consideration for the following reasons:

- The crosswalk would be extremely long at over 90 feet;
- There is no opportunity for a pedestrian refuge as this intersection has left turn refuges on both directions.
- The crosswalk would require that pedestrians cross five lanes of traffic including a turn lane which is extremely hazardous when there is no safety refuge available.

CONCLUSION

This intersection is similar to the Garfield Street intersection which we recently spent over $20,000 to remedy. We certainly do not want to create an intersection that is less safe for pedestrians and staff believes we should not do anything to promote the use of this intersection.

Ashland
First Congregational
United Church of Christ

717 Siskiyou Boulevard
Ashland, Oregon 97520
(541) 482-1981

Minister:
Rev. Pam Shepherd
~~uccchrist@opendoor.com~~

City of Ashland Public Works
20 E. Main St.
Ashland, OR 97520

August 22, 2010

Dear Friends,

I am writing to request that a crosswalk be added to Siskiyou Blvd at the Morton Street intersection. Our church is growing and has functions at the church all during the week. People are currently parking across Siskiyou and crossing without a crosswalk, but it is a dangerous intersection and we are concerned someone is going to get hurt or killed.

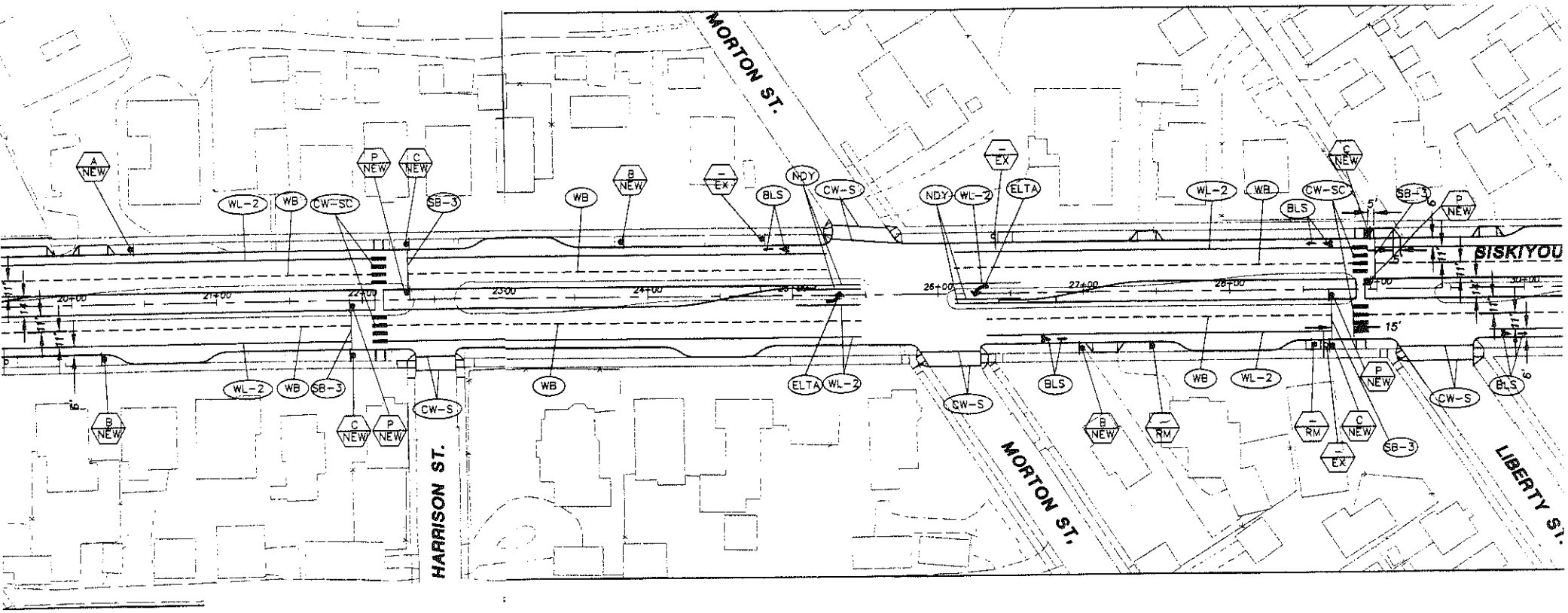
There are currently crosswalks one block south and half a block north of the Morton intersection, but people parking on Morton don't know that and they continue to cross right in front of the church. Our current attendance on Sunday is about 120 people, but we are adding a second service and the number of expected people will go up to 160 this year. In addition to Sundays groups use our building every day of the week. As our community has grown and building use increased we've become concerned that the Morton Street intersection is dangerous without a crosswalk.

Thank you for considering our request.

Sincerely,

Pamela Shepherd

Rev. Pamela Shepherd



ELB	CHECKED BY:	EJC	
PAB	APPROVED BY:	CTS	
06/20/02	PLOT DATE:	07/03/02	

REV #	REVISION	CK'D	APPR.

CITY OF ASHLAND

W&H PACIFIC

8405 SW
Beaverto
(503)626-
(503)626-
whpacific.c
Planners • Engineers • S

SCALE

50 0 25 50 100

(FEET)

SIGNING LEGEND

- N NEW — INSTALL NEW SIGN
- N RM — REMOVE EXIST SIGN
- N RI — RE-INSTALL SIGN
- N EX — EXIST SIGN

Existing crosswalk at Liberty Street

Existing crosswalk at Liberty Street

Possible location of crosswalk on the east side of Morton Street

Possible location of crosswalk on the west side of Morton Street

View from Morton Street with crosswalk at Harrison Street

Intersection of Siskiyou and Morton looking southeast
along centerline showing center turn lanes

Existing crosswalk at Harrison Street

Existing crosswalk at Harrison Street

Intersection of Siskiyou and Morton looking southeast

Intersection of Siskiyou and Morton looking northwest

Criteria for Marking Crosswalks @ Uncontrolled Approaches of Intersections

Generally marked crosswalks are discouraged at uncontrolled approaches due to a concern that they may not improve safety and may, if inappropriate, put a pedestrian more at risk. The criteria are primarily restrictions on marking crosswalks in locations that would be potentially hazardous. In situations where the pedestrian volumes justify marking crosswalks (well above minimum threshold levels) additional safety measures (i.e., pedestrian refuges) should be considered above and beyond marking. Installation of a marked crosswalk will not, in and of itself, increase the level of safety for pedestrians. Marked crosswalks should only be considered at uncontrolled approaches when an engineering study demonstrates their need and the location meets the following criteria:

Required

- There is good visibility of the crosswalk from all directions, or it can be obtained. Stopping sight distance is a minimum.
- There is no reasonable alternative crossing location.
- There is established pedestrian usage. Considerations include: volume of pedestrians, opportunity for safe crossing (i.e., sufficient gaps in traffic), percentage of elderly or young children, and the nature of the attraction (See ITE suggested pedestrian volume thresholds). Lower pedestrian volumes would be acceptable for areas where there is greater proportion of less experienced and less agile pedestrians (e.g., near schools and/or elderly housing areas)
- Posted speeds should be 35 mph or less.
- Traffic Volumes should be less than 10,000 ADT or if above 10,000 ADT raised median islands should be included.
- On multi-lane highways, pedestrian crossing enhancements (curb extensions and/or pedestrian refuges) should be considered.

Criteria for Marking Crosswalks @ Mid-Block Locations

Installations of mid-block crosswalks are discouraged for the same reasons uncontrolled approaches are discouraged.

Mid-block crosswalks often do not get good compliance from motorists. Only consider mid block crosswalks when an engineering study demonstrates their need and the location meets the following criteria:

Required

- There is good visibility of the crosswalk from all directions or it can be obtained. Stopping sight distance is a minimum.
- Posted vehicular speeds should be 35 mph or less.
- There is not a reasonable alternative at a stop-controlled intersection.
- There is established pedestrian usage. Considerations include: volume of pedestrians, opportunity for safe crossing (i.e., sufficient gaps in traffic), percentage of elderly or young children, and the nature of the attraction (see ITE suggested pedestrian volume thresholds). Lower pedestrian volumes would be acceptable for areas where there is greater proportion of less experienced and less agile pedestrians (e.g. near schools and/or elderly housing areas).
- Locations should be more than 300 feet to nearest crossing or marked crosswalk.
- Traffic Volumes should be less than 10,000 ADT or if above 10,000 ADT raised median islands should be included.
- Pedestrian crossing enhancements (curb extensions and/or pedestrian refuges) should be considered.

Optional

- Where a marked crosswalk can concentrate or channelize multiple pedestrian crossings to a single location.
- Free turning movements or other operational considerations inhibit pedestrian crossing opportunities at the nearest intersection.
- Established bus stops where riders need access to the opposite side of road from the bus stop where the stop can't be relocated.

Criteria for Marking School Crossings @ Uncontrolled Locations

When establishing marked school crossings across uncontrolled locations the applicable criteria for marking crosswalks should be followed. Generally school crossings are established based on School Route Plans and are planned to take advantage of existing traffic controls such as traffic signals. Where existing traffic controls are not available and it is not feasible to require children to walk out of direction a marked crosswalk may be established. The number and age of the students using the crossing should be taken into consideration. Adult crossing guards should be considered for established school crossings at uncontrolled locations where gaps are not sufficient to permit a reasonably safe crossing.

Criteria for Marking Continental Crosswalk Markings (Longitudinal Marking)

Continental crosswalk markings provide special emphasis markings, so their use should be limited to preserve their effectiveness to call attention to special areas. Continental markings are the standard crosswalk marking for Roundabouts and may be used at any uncontrolled approach or unsignalized approaches of channelized right turn lanes. At other locations continental crosswalk markings should only be considered when an engineering study demonstrates their need and the location meets the following criteria:

Required

- Areas where special emphasis is required, i.e., school crossings and mid-block crossings
- Areas where higher visibility is needed

Optional

- Their use should be limited to unsignalized locations
- Posted vehicular speed of greater than 35 mph Substantial public comments (see local support for marked crosswalk)
- High pedestrian crash rate with existing transverse markings
- Consistency with other crosswalk markings in city

Criteria for In-Roadway Warning Lights at Crosswalks

See Section 6.6.6

Criteria for Textured Crosswalks

See Section 6.6.7

Criteria for Marking Crosswalks across Channelized Right Turn Lanes

An island separates channelized right turn lanes from other intersection approach lanes. They are often found at signalized intersections and are typically curbed but may be paint. The turn lane may be controlled by a traffic signal, stop sign, yield sign or may be uncontrolled (i.e., "slip lane").

Crosswalks on unsignalized approaches should be located one car length back (approx. 25 feet) from Yield line, Stop line or gore point of island. Staggered continental crosswalks may be used across unsignalized turn lanes.

Crosswalks should be marked at turn lanes controlled by a traffic signal or stop sign where there are crosswalks marked across the other controlled approaches. At other locations where the turn lane is controlled by a yield sign or uncontrolled, marking of pedestrian crosswalks may be considered if the location meets all the following criteria:

Memo

CITY OF ASHLAND

Date: September 28, 2010
From: James Olson
To: Transportation Sub-committee
SUB: **REQUEST FOR 4-WAY STOP AT B AND THIRD STREETS**

QUESTION:
Will the Subcommittee consider a request for the installation of a 4-way stop at the intersection of B and Third Streets?

STAFF RECOMMENDATION:
Warrants are not met for installation of a 4-way stop at this location. Various site visits did not reveal any traffic flow defects that might be improved through the installation of a four way stop. The intersection is currently operating safely without excessive delay.

BACKGROUND:
The attached e-mail was received from Jane Babbit, 366 'B' Street, requesting a 4-way stop at the intersection of B and Third Streets. Ms. Babbit cites numerous pets struck by autos and some vehicle crashes at this location.

Stop Sign Warrants:
The Manual on Uniform Traffic Control Devices (MUTCD) has set standards or warrants for the placement of four-way stops. The City has also adopted supplemental warrants for the placement of four-way or all way stops. The City's standards were adopted in 1990 by Resolution No. 90-03. Under that resolution, stop signs may be warranted if traffic volumes exceed 1500 and 1000 for the major and minor legs of the intersection or if street grades exceed 15%. A copy of MUTCD Sections 2B.07 is also attached. Under the MUTCD standards, there are four warrants to be considered including:

1. Installation of a 4-way stop as an interim to the installation of a traffic signal;
2. A crash history of 5 or more crashes within a 12 month period;
3. Traffic volumes of 300 vph on the major leg or a combination of 200 units (vehicles, bikes and pedestrians) per hour on the minor leg;
4. A combination of the above criteria.

None of the warrants from either the City standards or from the MUTCD are met for a 4-way stop.

Physical Characteristics:
Both 'B' Street and Third Street are similar in function. Third Street is a north-south directing street with a curb to curb width of 36 feet. It has unlimited on-street parking as well as sidewalks with park rows on both sides of the street. Third Street carries a traffic

volume of approximately 750 vehicles per day and is classified as a neighborhood street. B Street is classified as an avenue (major collector) and is 45 feet wide. B Street, like Third Street, has on-street parking as well as sidewalks with park rows on both sides of the street. At 2400 vpd, 'B' Street has over three times the traffic volume of Third Street.

CONCLUSION:

The purpose of a 4-way stop is to assign right of way at a four leg intersection where traffic volumes are nearly equal. There is too much disparity in traffic volume for a four-way stop to work well at this intersection.

Stop signs should not be used to slow traffic. When stop signs are used when not needed, warranted or when used for other purposes, the result is often an increase in crash rates and a decrease in the overall safety at the intersection.

From: "Rabbitt" <rab@mind.net>
To: "Jim Olson" <Jimo@ashland.or.us>
Date: 9/22/2010 11:13 AM
Subject: Re: Stop request for B Street at 3rd Street

Many thanks for getting back to me Jim.

Our issue is the neighborhood consensus that we need a 4 way stop sign on 3rd and B. Street. Several animals have been killed over the last few years (usually cats and more often than not, hit and run). A cat was left dead as recently as last month and a dog got clipped last week (dogs I know are supposed to be leashed). The problem is increasing as the population and traffic grows. Other incidents include the two car accident last year in which a van got flipped on it's roof with a mother and daughter inside. There are many close calls, as there seems to be confusion on the part of drivers who slow, and sometimes stop on 3rd and B even though there is no 4 way stop currently there. Sometimes drivers who know the route pull out and around, creating another hazard. If people are coming from Oak, they have already encountered stops on Pioneer, First and Second so I understand the confusion. Of note is the fact that there is not another stop sign on B. until Mountain Avenue, so cars coming from that direction are often above the speed limit or, if coming from the other direction, gathering speed as they proceed from 2nd. Many cars are going at quite a clip in this residential neighborhood. There is also a school bus stop on this block and children crossing. It is dicey for pedestrians in general crossing at 3rd.

My personal feeling is that 4 way stops should be put in at 3rd, 4th and 5th, until the street narrows at that point and traffic is forced to go slower. That may be prohibitive, but I know traffic slowing is a big concern for your department. I wonder who remembers several years ago when we had community meetings that proposed making part of B pedestrian and bicycle traffic only. We worked with several models and it was a lovely dream, though obviously now, we know not practical. But 4 way stops would be a solution, without losing the wonderful spacious feeling of this part of B St, which still does have quite a high pedestrian and cycling component.

I will plan to be at the October 16th meeting and can bring some other people from the neighborhood if you think that would be helpful. Is there anything else I can do? Again, thank you for bringing this to your agenda.

Sincerely,

Jane Babbitt

366 B . Street

----- Original Message -----
From: "Jim Olson" <Jimo@ashland.or.us>
To: <rab@mind.net>

'B' STREET @ THIRD STREET (Looking east along B Street)

THIRD STREET @ 'B' STREET (Looking south along Third Street)

THIRD STREET AT B STREET (Looking north along Third Street)

Where there is a marked crosswalk at the intersection, the STOP sign should be installed in advance of the crosswalk line nearest to the approaching traffic.

Option:

At wide-throat intersections or where two or more approach lanes of traffic exist on the signed approach, observance of the stop control may be improved by the installation of an additional STOP sign on the left side of the road and/or the use of a stop line. At channelized intersections, the additional STOP sign may be effectively placed on a channelizing island.

Support:

Figure 2A-2 shows some typical placements of STOP signs.

Section 2B.07 Multiway Stop Applications

Support:

Multiway stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multiway stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multiway stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The restrictions on the use of STOP signs described in Section 2B.05 also apply to multiway stop applications.

Guidance:

The decision to install multiway stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multiway STOP sign installation:

A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.

C. Minimum volumes:

1. The vehicular volume entering the intersection from the major street

approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but

3. If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h (40 mph), the minimum vehicular volume warrants are 70 percent of the above values.

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts;

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to safely negotiate the intersection unless conflicting cross traffic is also required to stop; and

D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.

Section 2B.08 YIELD Sign (R1-2)

Standard:

The YIELD (R1-2) sign shall be a downward-pointing equilateral triangle with a wide red border and the legend YIELD in red on a white background.

Support:

The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down or stop when necessary to avoid interfering with conflicting traffic.

From: Lea Light <lightl@ashland.or.us>
To: Jim Olson <Olsonj@ashland.or.us>
Date: 9/28/2010 3:14 PM
Subject: accident info, Jan 2005-present

Intersection of B and Third St:
5/11/2006 Thursday, 12:37 angle crash, non injury
4/3/2007 Tuesday, 13:34 angle crash, injury

Helman and W Nevada:
no accidents reported

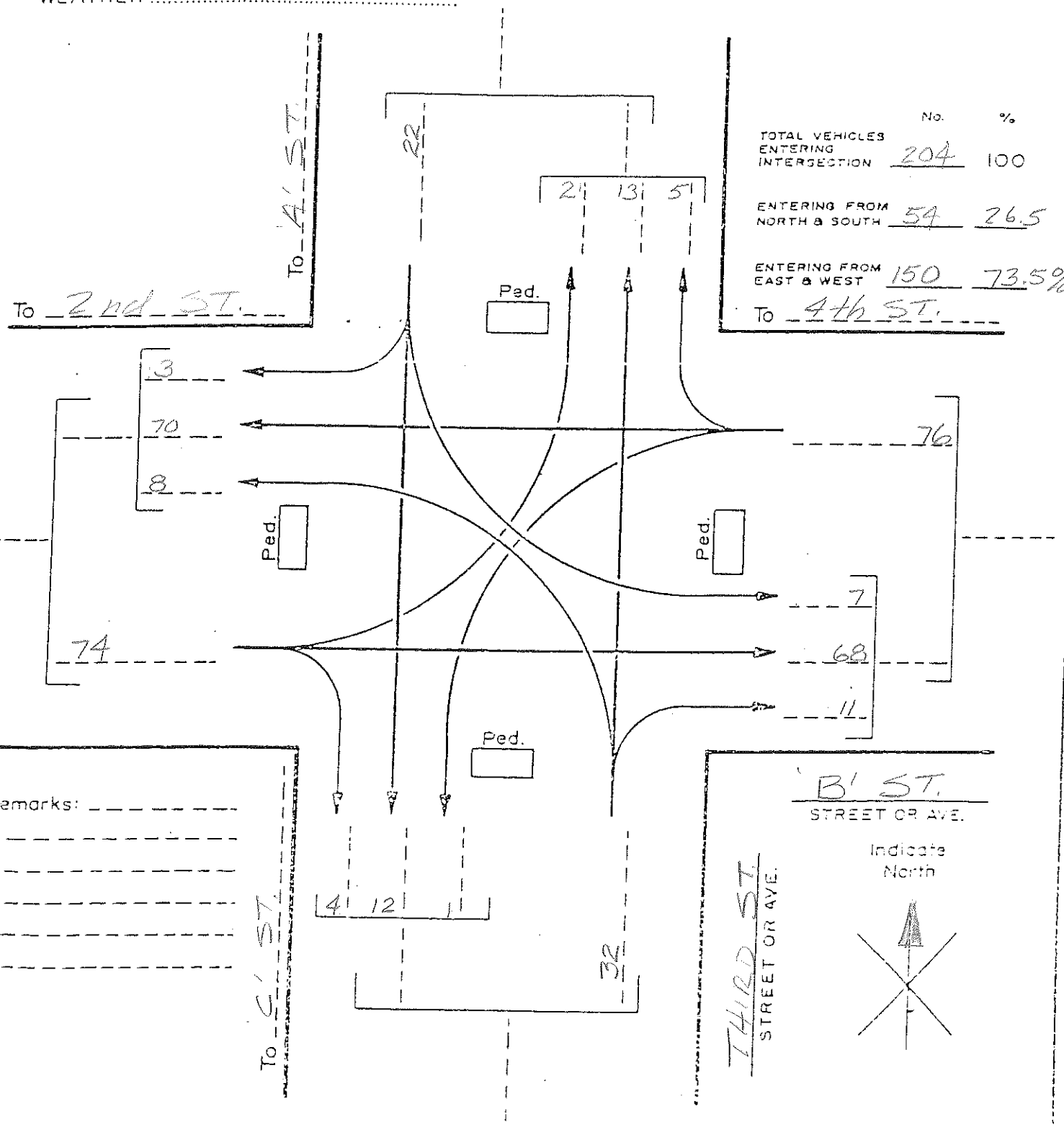
Lea Light, GIS Specialist
City of Ashland,
Public Works Dept.
Engineering Div.
20 E Main St, Ashland, Oregon 97520
(541) 552-2418
(541) 488-5347
TTY 800-735-2900
fax: (541) 488-6006

CITY OF ASHLAND, ENGINEERING DIVISION

TURN MOVEMENT VOLUMES

DATE 9/22/10
DAY OF WEEK WED
ACTUAL COUNT (VEH.) 1.0 HRS.
HOURS COUNTED
PEDESTRIAN COUNT HRS.
HOURS COUNTED
WEATHER

CITY OR COUNTY ASHLAND
INTERSECTION OF B / THIRD STREETS
MILE POST N.A
CLASSIFICATION Collector / Local



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	204	100
ENTERING FROM NORTH & SOUTH	54	26.5
ENTERING FROM EAST & WEST	150	73.5%

To 4th ST.

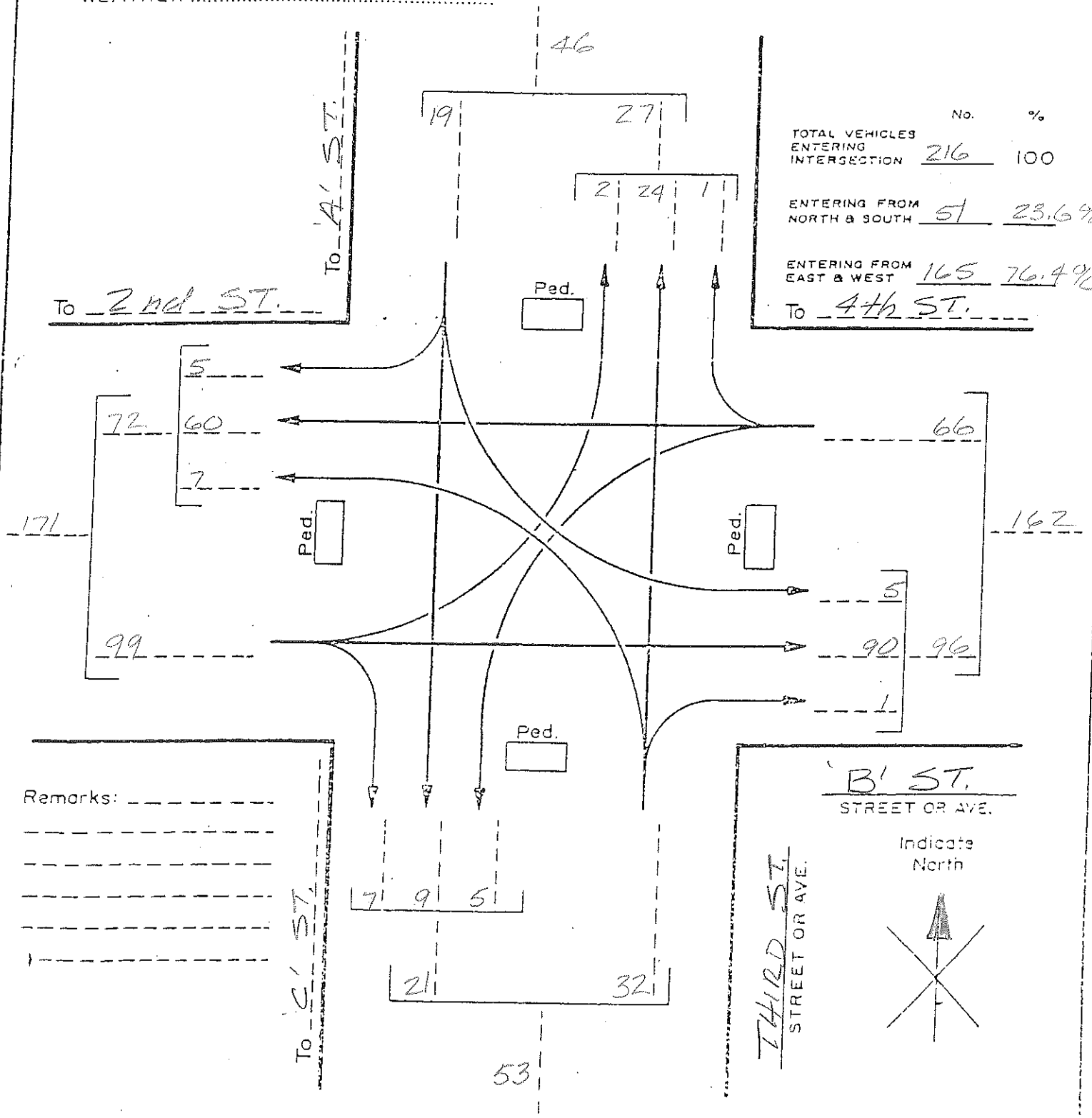
Remarks:

CITY OF ASHLAND, ENGINEERING DIVISION

TURN MOVEMENT VOLUMES

DATE 9/23/10
DAY OF WEEK Thur
ACTUAL COUNT (VEH.) 0.5 HRS.
HOURS COUNTED 12:30 - 1:00 PM
PEDESTRIAN COUNT ..... HRS.
HOURS COUNTED .....
WEATHER .....

CITY OR COUNTY ASHLAND
INTERSECTION OF 13 / THIRD STREETS
MILE POST N.A
CLASSIFICATION Collector / Local



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	216	100
ENTERING FROM NORTH & SOUTH	51	23.6%
ENTERING FROM EAST & WEST	165	76.4%

To 4th ST.

Remarks:

CITY OF ASHLAND

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

FIELD OBSERVATION REPORT FOR INTERSECTIONS

LOCATION: B St / 3rd St

DATE: 9/23/15 **TIME:** 12:30 PM

OPERATIONAL CHECKLIST:		NO	YES
1.	Do obstructions block the driver's view of opposing or conflicting vehicles?	✓	
2.	Do drivers respond incorrectly to signals, signs or other traffic control devices?	✓	
3.	Are there violations of parking or other traffic regulations?	✓	
4.	Do drivers have trouble finding the correct path through the location?	✓	
5.	Are drivers confused about routes, street names or other guidance information?	✓	
6.	Are vehicle speeds: Too high?	✓	
	Too low?	✓	
7.	Is vehicle delay causing a safety problem?	✓	
8.	Are there traffic flow deficiencies or traffic conflict patterns associated with turning movements?	✓	
9.	Are problems being caused by the volume of:		
	Through traffic?	✓	
	Turning traffic?	✓	
10.	Are there other traffic flow deficiencies or traffic conflict patterns?	✓	
11.	Do the presence of existing driveways contribute to accidents or erratic movements?	✓	
12.	Do pedestrian movements through the location cause conflicts?	✓	
13.	Does the lack of adequate lighting cause safety problems?	✓	
14.	Are pavement conditions causing drivers to react in an erratic fashion?	✓	
15.	Do approach grades cause safety problems?	✓	

PHYSICAL CHECKLIST:

	Operational Component			
1.	1	Can sight obstructions be removed or decreased?	N/A	
2.	1, 8	Does the legal parking layout affect:	✓	
		Sight distance?		
		Through or turning vehicle paths?	✓	
		Traffic flow?	✓	
3.	2	Are signals inadequate as to placement, conformity, number of signal heads, or timing (see MUTCD)	N/A	
4.	2, 5	Are signs inadequate as to usefulness, message, size conformity and placement? (see MUTCD)	✓	
5.	4	Are pavement markings inadequate as to their clarity or location?	N/A	
6.	4	Is channelization (islands or paint markings) inadequate for:	N/A	
		Reducing conflict areas?		
		Separating traffic flows?		
		Defining movements?		
7.	4	Are roadway alignment or lane widths inadequate?	✓	
8.	6	Do speed limits appear to be unsafe?	✓	
9.	9	Is the number of lanes insufficient?	✓	
10.	11	Are driveways improperly:	✓	
		Designed?		
		Located?	✓	
11.	12	Should pedestrian crosswalk be:	✓	
		Relocated?		
		Repainted?	✓	
12.	13	Is roadway lighting inadequate?	✓	
13.	14	Does pavement condition (potholes, washboard or slippery surface) contribute to accidents?	✓	
14.	8, 9	Are curb radii too small?	✓	
15.	15	Are approach grades too steep?	✓	

COMMENTS:

Operational - "0" and item number
Physical - "P" and item number

Noted no problems with this intersection, no excessive delays nor any near misses or other obvious.

No need for 4 way stop.

Memo

CITY OF ASHLAND

Date: September 29, 2010

From: James Olson

To: Transportation Subcommittee

SUB: **REQUEST FOR STOP SIGN OR SPEED SIGNS AT THE HELMAN / NEVADA INTERSECTION**

QUESTION:
Will the Subcommittee consider a request by Tia Rose-Behrens, 81 West Nevada Street, to install an all-way stop or speed signs at the intersection of Helman and Nevada Streets?

STAFF RECOMMENDATION:
The intersection meets warrants for a stop sign per City Resolution No. 90-03 (copy attached) but does not meet MUTCD warrants. The intersection seems to function well at this time and the crash history is negligible. Since the northerly leg of this intersection only provides access to the Dog Park through a substandard width access way, this intersection functions more as a "T" intersection rather than a four way intersection. Traffic into or out of the north leg constitutes less than 7% of the traffic.

This intersection was observed over the course of several site visits and no traffic flow or safety problems were noted. The turns were well handled as were pedestrian and bicycle traffic. To merely assume that an intersection will function more safely with an all-way stop is not reasonable. Staff recommends that this intersection remain a two-way stop.

BACKGROUND:
Both Helman Street and Nevada Street are similar in traffic volumes and in physical characteristics. Both streets are 36 feet wide with unlimited parking on both sides of the street. Both streets have sidewalks on one side only, however Helman Street does have some sections where sidewalks are located on both sides. Helman Street has a traffic volume of approximately 1500 vpd and Nevada Street has a volume of approximately 1460 vpd.

This intersection was improved three years ago as part of the Nevada Street Sidewalk LID project with a curb bump-out and concrete inset crosswalks across both streets. The intersection is equipped with handicapped access ramps at each crosswalk and is designed to effectively channel students to Helman Elementary School. The sidewalks on Nevada Street are located on the south side (closest to Helman School) of the street with the Helman Street sidewalks being located on the west side of the street. This sidewalk arrangement allows the students coming from Oak Street to make one

crossing at the improved crosswalk on Helman Street then cross Randy Street which has a much lower traffic volume.

There is a school zone on Helman Street which begins approximately 125 feet south of Nevada Street which helps to keep traffic speeds slightly lower on Helman Street. The Nevada Street LID project, which added sidewalks on the south side of that street, also included some traffic calming features such as curb bump-outs which are helping to keep traffic speeds lower on Nevada Street. Curb bump-outs were also added at the Helman / Nevada intersection to provide for safer pedestrian crossing. There are several 25 mph speed signs on both Nevada and Helman Street.

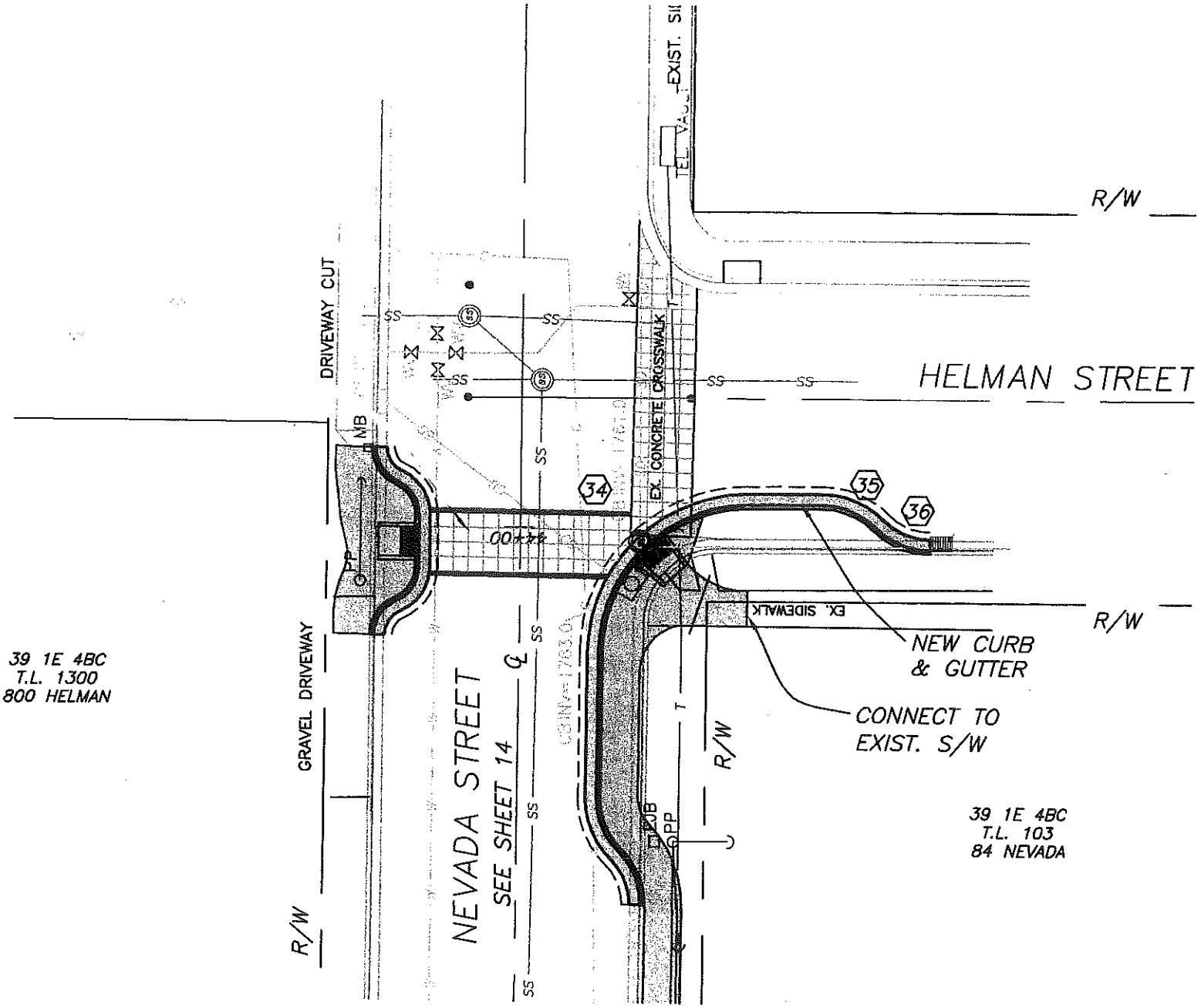
CONCLUSION:

There are no reported accidents within the past five years at this intersection indicating that traffic flows safely through the various turning options. The intersection does have some observed disregard of the existing stop sign on Helman Street, however this does not seem to pose a problem as the sight conditions through the intersection are good.

Because of the low traffic volumes and the narrow nature of the northern leg of this intersection, it functions more as a "T" intersection rather than a 4-way intersection. In most "T" intersections the through lanes, or top of the "T", are generally perceived to have the right of way.

CROSSWALKS AT HELMAN AND NEVADA STREETS (Looking northeast)

HELMAN STREET @ NEVADA STREET (looking south from bike path)



PLAN-HELMAN STREET

0 20 40

From: Lea Light <lightl@ashland.or.us>
To: Jim Olson <Olsonj@ashland.or.us>
Date: 9/28/2010 3:14 PM
Subject: accident info, Jan 2005-present

Intersection of B and Third St:
5/11/2006 Thursday, 12:37 angle crash, non injury
4/3/2007 Tuesday, 13:34 angle crash, injury

Helman and W Nevada:
no accidents reported

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

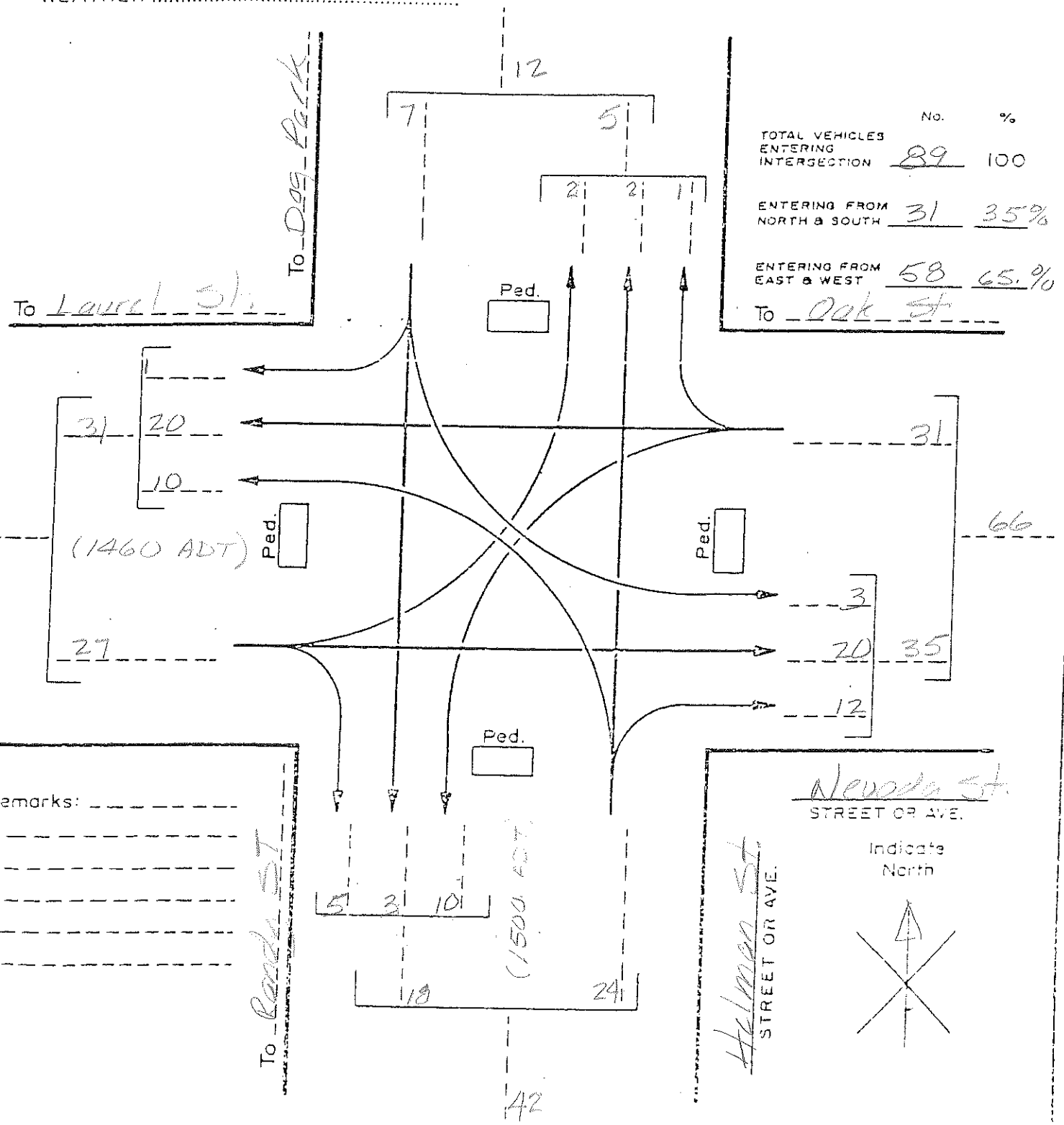
CITY OF ASHLAND, ENGINEERING DIVISION

TURN MOVEMENT VOLUMES

DATE 9/28/10
DAY OF WEEK TUE
ACTUAL COUNT (VEH.) ..... HRS.
HOURS COUNTED 12:00 to 12:30
PEDESTRIAN COUNT ..... HRS.
HOURS COUNTED .....
WEATHER .....

CITY OR COUNTY ASHLAND
INTERSECTION OF Hersey St / Nevada

MILE POST .....
CLASSIFICATION .....



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	89	100
ENTERING FROM NORTH & SOUTH	31	35%
ENTERING FROM EAST & WEST	58	65.%

To Oak St

Remarks:

CITY OF ASHLAND

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

FIELD OBSERVATION REPORT FOR INTERSECTIONS

LOCATION: Helman / Nevada Street

DATE: 9/28/10 **TIME:** 12:30 PM

OPERATIONAL CHECKLIST:		NO	YES
1.	Do obstructions block the driver's view of opposing or conflicting vehicles?	✓	
2.	Do drivers respond incorrectly to signals, signs or other traffic control devices?	✓	
3.	Are there violations of parking or other traffic regulations?	✓	
4.	Do drivers have trouble finding the correct path through the location?	✓	
5.	Are drivers confused about routes, street names or other guidance information?	✓	
6.	Are vehicle speeds: Too high?	✓	
	Too low?	✓	
7.	Is vehicle delay causing a safety problem?	✓	
8.	Are there traffic flow deficiencies or traffic conflict patterns associated with turning movements?	✓	
9.	Are problems being caused by the volume of:		
	Through traffic?	✓	
	Turning traffic?	✓	
10.	Are there other traffic flow deficiencies or traffic conflict patterns?	✓	
11.	Do the presence of existing driveways contribute to accidents or erratic movements?	✓	
12.	Do pedestrian movements through the location cause conflicts?	✓	
13.	Does the lack of adequate lighting cause safety problems?	✓	
14.	Are pavement conditions causing drivers to react in an erratic fashion?	✓	
15.	Do approach grades cause safety problems?	✓	

PHYSICAL CHECKLIST:

	Operational Component			
1.	1	Can sight obstructions be removed or decreased?	✓	
2.	1, 8	Does the legal parking layout affect:	✓	
		Sight distance?		
		Through or turning vehicle paths?	✓	
		Traffic flow?	✓	
3.	2	Are signals inadequate as to placement, conformity, number of signal heads, or timing (see MUTCD)	N/A	
4.	2, 5	Are signs inadequate as to usefulness, message, size conformity and placement? (see MUTCD)	✓	
5.	4	Are pavement markings inadequate as to their clarity or location?	N/A	
6.	4	Is channelization (islands or paint markings) inadequate for:	N/A	
		Reducing conflict areas?		
		Separating traffic flows?		
		Defining movements?		
7.	4	Are roadway alignment or lane widths inadequate?	✓	
8.	6	Do speed limits appear to be unsafe?	✓	
9.	9	Is the number of lanes insufficient?	✓	
10.	11	Are driveways improperly:	✓	
		Designed?		
		Located?	✓	
11.	12	Should pedestrian crosswalk be:	✓	
		Relocated?		
		Repainted?	✓	
12.	13	Is roadway lighting inadequate?	✓	
13.	14	Does pavement condition (potholes, washboard or slippery surface) contribute to accidents?	✓	
14.	8, 9	Are curb radii too small?	✓	
15.	15	Are approach grades too steep?	✓	

COMMENTS:

Operational - "0" and item number
Physical - "P" and item number

This intersection appears to operate safely

Some instances of stop sign disregard on Helena St.

Bike and ped traffic is fairly heavy but is handled well

Memo

CITY OF ASHLAND

Date: September 29, 2010
From: James Olson
To: Transportation Subcommittee
SUB: **REQUEST FOR CROSS-WALK CLOSURE AT E. MAIN AND LITHIA WAY**

QUESTION:
Will the Subcommittee consider a request to close the northerly pedestrian crosswalk across Lithia Way at East Main Street?

STAFF RECOMMENDATION:
Westbound traffic on East Main Street is forced to turn right at the signal-controlled intersection of Lithia Way and East Main Street. This right turn movement conflicts with the pedestrian walk signal and places pedestrians in conflict with turning traffic. To close this crosswalk would force pedestrians to cross East Main to the southerly crosswalk, then cross Lithia Way and again cross East Main Street if their destination is on the north side of East Main. This adds two additional pedestrian conflict points and requires out of direction travel by the pedestrian. If the cross-walk were to be closed, it is likely that it would still be utilized as it is the most direct route. It may be more expedient to provide a physical reminder (sign) to motorists to be aware of pedestrians crossing the street. Staff recommends placement of the following MUTCD standard sign:

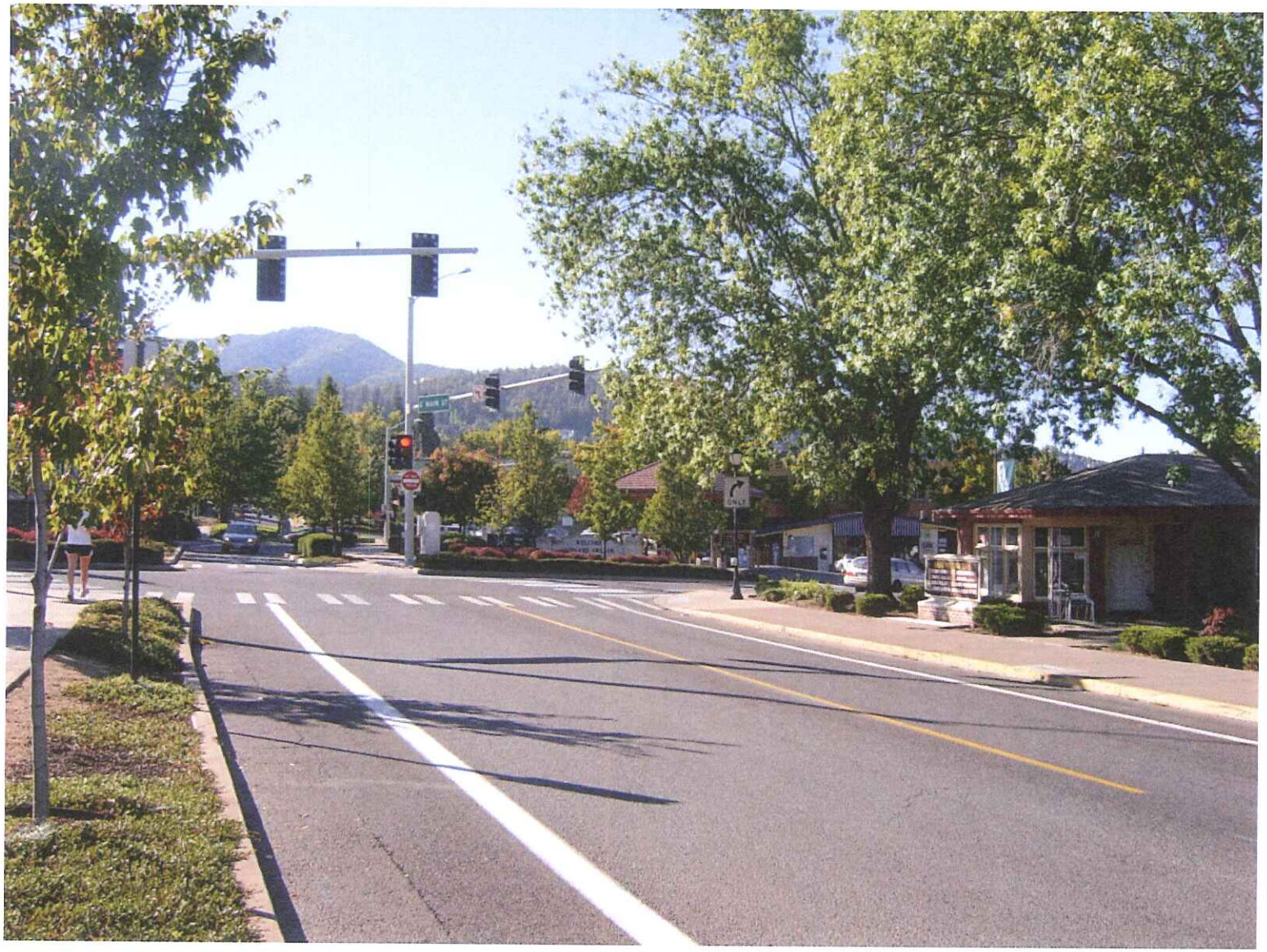
TURNING TRAFFIC MUST YIELD TO PEDESTRIANS

BACKGROUND:
During the August meeting Skip Robinson addressed the group in the Public Forum regarding the possible danger to pedestrians posed by vehicles turning right at the Lithia Way / East Main Street intersection. Mr. Robinson suggested it might be safer to close that crosswalk permanently.

This intersection was improved in 2003 with the Siskiyou Boulevard Improvement Project. At that time the existing traffic signal was installed along with marked and signalized crosswalks. There are four standard crosswalks each with pedestrian activation buttons. The westbound traffic on East Main can only make a right turn so all traffic is forced across the northerly crosswalk. See attached drawing and photos.

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

EAST MAIN STREET @ LITHIA WAY (Showing pedestrians in crosswalk)



EAST MAIN STREET @ LITHIA WAY (Looking west)

EAST MAIN STREET @ LITHIA WAY (Looking north)

LEGEND

- INSTALL TYPE 1 PRECAST CONCRETE JUNCTION BOX PER ODOT DETAIL TM418.
- INSTALL 6" MAX. SAND POCKET BLOCK-OUT WITH (S)" CONDUIT TO JUNCTION BOX
- INSTALL PHASE (Ph) 4FT BY 4FT DIAMOND VEHICLE DETECTOR LOOP
- INSTALL (X) PHASE (Ph) LOOP FEEDER CABLES
- INSTALL (N) PAIR OF LOOP WIRES
- CONTROLLER (SEE SIGNAL PLAN)
- INSTALL (S) INCH ELECTRICAL CONDUIT
- INSTALL CHANNEL (CH) FIRE PREEMPTION DETECTOR FEEDER CABLE
- REFER TO SIGNAL PLANS BY KITTLESON FOR FIRE STATION SIGNAL INSTALLATION

ABBREVIATIONS

S = SIZE SHOWN
X = NUMBER OF CABLES SHOWN
Ph = PHASE SHOWN
N = NUMBER SHOWN

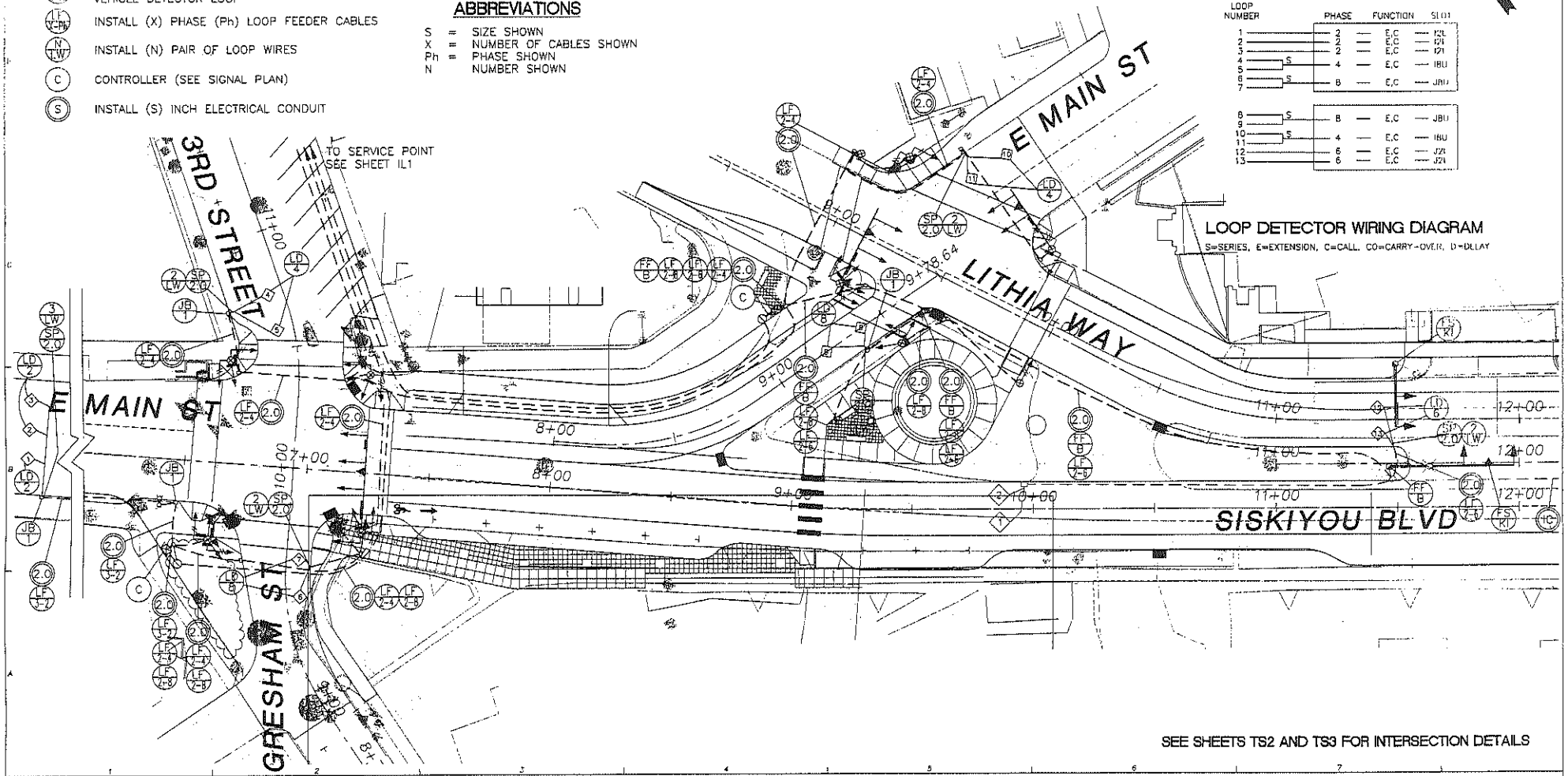
DETECTOR PLAN

20' 0' 20' 40'

LOOP NUMBER		PHASE	FUNCTION	SLOT
1		3	E,C	12L
2		3	E,C	12L
3		2	E,C	12L
4	S	4	E,C	18U
5				
6	S	8	E,C	JBU
7				
8	S	8	E,C	JBU
9				
10	S	4	E,C	18U
11				
12		6	E,C	J2L
13		6	E,C	J2L

LOOP DETECTOR WIRING DIAGRAM

S=SERIES, E=EXTENSION, C=CALL, CO=CARRY-OVER, D=DELAY



SEE SHEETS TS2 AND TS3 FOR INTERSECTION DETAILS

DESIGNED BY: MAC
DRAWN BY: LDK
LAST EDIT:
CHECKED BY: HFC
APPROVED BY: CTS
PLOT DATE: 06/27/02

DATE	BY	REV#	REVISION	OK'D	APPR

CITY OF ASHLAND

The Transpo Group
11730 118TH AVENUE NE, SUITE 600
KIRKLAND, WASHINGTON 98034-7120
(TEL) 425 821-3665
(FAX) 425 825-8434

REGISTERED PROFESSIONAL ENGINEER 14291 OREGON MAR. 29, 1995 HICHAM CHATILA

CITY OF ASHLAND
SISKIYOU BOULEVARD
TRAFFIC SIGNAL INSTALLATION AT GRESHAM STREET AND LITHIA WAY

ASHLAND OREGON

SCALE:	PROJECT NO.	DRAWING FILE NAME:	SHEET
AS SHOWN	01143.00	TS-LITHIA-GRESHAM	TS4

Standard:

The NO TURN ON RED sign (R10-11a, R10-11b) shall be used to prohibit a right turn on red (or a left turn on red from a one-way street to a one-way street).

Guidance:

If used, the NO TURN ON RED sign should be installed near the appropriate signal head.

A NO TURN ON RED sign should be considered when an engineering study finds that one or more of the following conditions exists:

A. Inadequate sight distance to vehicles approaching from the left (or right, if applicable);

B. Geometrics or operational characteristics of the intersection that might result in unexpected conflicts;

C. An exclusive pedestrian phase;

D. An unacceptable number of pedestrian conflicts with right-turn-on-red maneuvers, especially involving children, older pedestrians, or persons with disabilities; and

E. More than three right-turn-on-red accidents reported in a 12-month period for the particular approach.

When right turn on red is permitted and pedestrian crosswalks are marked, the word message TURNING TRAFFIC MUST YIELD TO PEDESTRIANS should be used.

Option:

A symbolic NO TURN ON RED sign (R10-11c or R10-11d) may be used as an alternate to the R10-11a and R10-11b signs.

In situations where traffic signals are coordinated for progressive timing, the Traffic Signal Speed sign (I1-1) may be used (see Section 2D.46).

Standard:

The EMERGENCY SIGNAL (R10-13) sign shall be used in conjunction with emergency-vehicle traffic control signals (see Section 4F.02).