City of Ashland
TRANSPORTATION COMMISSION
Subcommittee Meeting
March 4, 2010
Lithia 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. Response to Brent Thompson's Requests
   1. Status of Oak Street crosswalk at A Street
   2. Parking length credit for on-street parking
   3. Recommendation to acquire additional rail crossings

B. Install Diagonal Parking on 'B' Street (Brent Thompson)

C. Establishment of a Crosswalk on Ashland Street @ YMCA Way (Brent Thompson)

D. Request for Stop or Yield Sign on Terrace Street at Holly Street

E. Share the Road Educational Campaign Suggestion (Slocum)

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.

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, February 4, 2010
Lithia Room, 51 Winburn Way

Summary Minutes

I. CALL TO ORDER: 9:06 AM
Members: Tom Burnham, Julia Sommer
Staff: Jim Olson, Nancy Slocum
Attendees: David Chapman, Brent Thompson, Egon Dubois

II. ACTION ITEMS

A. Grandview Drive Request for Sidewalks

Issue previously discussed at November 5, 2009 Subcommittee meeting. Decision was to install sharrows and designate Grandview as a shared road. An educational letter was to be sent to neighbors, but that was yet to be completed. On January 13th staff received a petition for sidewalks from 19 neighbors, but cost and design factors make sidewalks infeasible. Staff recommended transferring issue to Transportation Commission in March and inviting neighbors to voice concerns. A speed study would be completed by staff before then.

Burnham recommended setting the issue on the next available full commission meeting, completing a speed study and inviting petitioners to the meeting. Sommer agreed.

B. Report on Ashland Village Subdivision Traffic Study

This matter was discussed at the December 3, 2009 Subcommittee meeting. Last traffic study was done in 2001 so they recommended another. Olson reviewed the speed study and noted that both speeds (average 15.5 mph) and volumes (approximately 250 vpd) are well below any subdivision in Ashland. Staff acknowledged complaints, but could not envision a remedy. Sommer lived in subdivision. Swales sent her examples of what the Homeowner's Association (HOA) could do to further slow traffic.

She will report to the HOA and ask them for suggestions. Burnham agreed. Olson noted that "Children at Play" signs were no longer legal as all neighborhoods, by definition, had the potential for children playing.

C. Proposed Reduction in On-Street Parking Dimensions

Brent Thompson, Transportation Commissioners, was making this recommendation as a citizen. He said the on-street parking credit used by the Planning Commission to approve infill projects was based on car lengths in the 1960s and 70s. He asked the Subcommittee to make a recommendation that the Planning Commission (through the Planning Department) review this length and consider shortening it to either 20' or 21'. Olson said he received complaints from large truck owners that the spaces were too small. Thompson explained he was only suggesting the formula for figuring the on-street parking credit be modified. He acknowledged the result would not affect many applicants, but maybe a few and would encourage infill. Olson agreed that the request was feasible, but that the credit should reflect what was in use.

Sommer noted that there were only two committee members present, but that she would recommend that the Planning Commission consider the request. Burnham agreed with recommendation.

D. Install Diagonal Parking on 'B' Street
Thompson asked to postpone this request that the Subcommittee recommend installing diagonal parking on B Street between Second and Third Streets to increase the number of parking spaces. He thought this might help relieve parking congestion caused by employees of the Ashland Food Coop. He wanted to get letters of support from the owner of the Ashland Food Coop and the Chamber of Commerce.

E. Recommend Transportation Commission Recommend to Council a Goal of Easement Acquisition Adjacent to the Railroad
Thompson would like the City to begin negotiations with CORPS for more vehicle and pedestrian track crossings because currently there were no railroad cars running and the Croman parcel needed a crossing as did other key areas in the City. He would like the negotiations to include at grade, above grade or below grade crossings. Olson noted that only one crossing (Fourth Street) was proposed in the current Transportation System Plan. ODOT and CORPS have a mutual goal to reduce the overall number of at-grade crossings and would not approve another one.

Notwithstanding, the Subcommittee agreed to expand the new TSP task list to include looking at all types of railroad crossings. Sommer asked that a list of potential crossings be emailed to staff to be reviewed at the next Subcommittee meeting. Burnham agreed.

F. Establishment of a Crosswalk on Ashland Street @ YMCA Way
Thompson presented a letter from Delena Oden, Facility Manager of the Donald E. Lewis Retirement Center, in support of a crosswalk on Ashland Street at YMCA Way. Thompson envisioned the crosswalk with flashing beacons as on Siskiyou. Olson noted that the request would be in the form of a recommendation to ODOT and would include the need for a center refuge that would limit some turn movements. In general ODOT was in favor of reducing access points. Sommer thought a crosswalk might provide a false sense of security and favored pedestrian improvements to the Tolman Creek intersection. Olson thought ODOT would be resistant to the crosswalk because it was in close proximity to an existing signalized crossing (Tolman) and the speed limit of 35 mph which the limited site distance caused by the overpass. Olson recently spoke to the ODOT traffic engineer regarding a possible speed reduction on Ashland Street. ODOT was reluctant to act on this until the Exit 14 project was completed.

Burnham moved to have staff make an informal request to ODOT for a marked crosswalk and reduced speed on Ashland Street at YMCA Way. Sommer seconded and vote was unanimous.

III. OTHER

1. David Chapman thought the Transportation Commission needed a more formal relationship with the Planning Commission. He hoped this could be discussed during the goal setting meeting.
2. Burnham wondered if, because the YMCA had grown to 8,000 members, their parking requirements would change. He was concerned about the lack of parking.

III. ADJOURN: approximately 10:45 am

18 Feb 2010

2010

For March Sub Committee Meeting
of the Transportation

1. X Walk on corner of "A" St & Oak St
What is the status of this.
2. Diagonal Parking on "A" St between 1ST St
& 2nd St & 2nd St & 3rd St
GRANT THOMPSON & RICHARD KATZ
3. X Walk at YMCA Way & 66. Will
ODOT ALLOW US to have a cross
walk there w/ a median ~~refuge~~ refuge ?
4. Parking length for credit for on street
parking : Do we recommend a ~~reduction~~ reduction of
the length from 24' to 22' to the Planning
Commission ?
5. Recommendation to the City Council
that they direct the City Attorney to
begin negotiations or condemnation pro
ceedings w/ railroad for 5 more
additional easements across, over or
under the railroad tracks

Grant Thompson
944-6954

If action is complete on any of
the above items, remove from agenda.

Memo

CITY OF ASHLAND

Date: February 25, 2010
From: James Olson
To: Transportation Commission Subcommittee
Re: REQUEST TO INSTALL DIAGONAL PARKING ON 'B' STREET

QUESTION
Will the Subcommittee consider a request by Transportation Commissioner Brent Thompson to install diagonal head-in parking on one side of 'B' Street between First and Fifth Streets?

STAFF RECOMMENDATION
Staff recommends denial of this request. This issue was previously considered on September 22, 2005 where a large contingency of owners and residents in the area expressed opposition to the plan. The Traffic Safety Commission, at that time, unanimously agreed to leave the parking in its present configuration.

BACKGROUND
Last month the Subcommittee was scheduled to hear a request from Brent Thompson to install diagonal head-in parking on 'B' Street. Thompson recommended that this item be postponed until the March meeting to allow input by the Ashland Food Coop. The request was to install diagonal head-in parking on one side of 'B' Street between First and Fifth Streets. This same request was considered in September, 2005 by the Traffic Safety Commission. The staff report and minutes from that meeting are attached.

The request was denied for the following reasons:

1. There was major opposition to the plans by the neighborhood.
2. There is insufficient street width available to provide the recommended 12 foot of maneuvering room needed to accommodate backing vehicles. If the existing parallel parking remains in place, thru lane widths will be reduced to only 9 feet.

To eliminate the parallel parking on one side negatively impacts the adjacent property owners and results in a very minor or no net increase in parking.

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


SPEED
25

Memo

CITY OF ASHLAND

Date: September 15, 2005
From: Jim Olson
To: Traffic Safety Commission
Re: POSSIBLE PARKING CHANGE ON B STREET (FIRST TO FIFTH)

REQUEST
Last month Brent Thompson presented a plan to the City Council showing a possible revision to the on-street parking layout on 'B' Street between First Street and Fifth Street. Councilor Jack Hardesty suggested that the commission review the parking issue with the benefit of public input.

It has been suggested that head-in angle parking be considered as a possible means of increasing the number of available on-street parking spaces. By using an angled parking scheme 9 to 11 additional parking spaces could be provided for each of the four blocks of 'B' Street. The proposed change, however, would have several impacts on 'B' Street which should be carefully considered.

BACKGROUND
'B' Street, from Oak Street to North Mountain Avenue is classified in the Ashland Transportation System Plan as an avenue which corresponds to a conventional engineering classification as a major collector. There are three basic street widths within this section:

1. 46' curb-to-curb width between First Street and Fifth Street;
2. 36' curb-to-curb width between Oak Street and First Street;
3. 30' curb-to-curb width between Fifth Street and North Mountain Avenue.

Currently parking is unrestricted on both sides of 'B' Street for its entire length. Assuming a functional width of eight feet for parking, the remaining usable lane widths are:

1. 46' section – 2, 15' travel lanes;
2. 36' section – 2, 10' travel lanes;
3. 30' section – 2, 7' travel lanes.

The 30' sections work on the assumption that a 14' wide lane of traffic requires that approaching traffic pull into unoccupied parking areas to allow opposing traffic to pass. This is a common practice in local streets, but is unusual in avenues (major collectors). This practice does have the positive effect of slowing traffic through residential districts.

An avenue is intended to carry between 3,000 and 10,000 vehicles per day at 25 mph. The current traffic volumes on 'B' Street are:

ENGINEERING DIVISION
20 E. Main Street
Ashland OR 97520
www.ashland.or.us
Tel: 541/488-5347
Fax: 541/488-6006
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1. Oak Street to Pioneer Street	2472 vpd (2003)
2. Pioneer Street to First Street	2700 vpd (2003)
3. First Street to Second Street	4280 vpd (2003)
4. Second Street to Third Street	3039 vpd (2003)
5. Third Street to Fourth Street	2631 vpd (2002)
6. Fourth Street to Fifth Street	2396 vpd (2002)
7. Fifth Street to Sixth Street	2011 vpd (2002)
8. Sixth Street to Seventh Street	1895 vpd (2002)
9. Seventh Street to Eighth Street	1318 vpd (2000)
10. Eighth to Emerick Street	1004 vpd (1991)
11. Emerick Street to N Mountain	1603 vpd (2000)

POSSIBLE PARKING DESIGN

To maximize the number of available parking spaces it may be possible to install 45 degree head-in parking on the north side of the street. Normal design parameters specify that the perpendicular distance need for this parking configuration is 20' for the parking stall length and 12' for maneuvering. As the angle of parking increases, the stall length decreases, but the maneuvering space increases. (See parking layout plan (P-1.)

By maintaining a parallel parking lane on the south side of the street and installing head-in parking on the north side the dimensions perpendicular to the street centerline would be:

1. Head-in parking - 20.0' (assumes some front overhang)
2. Parallel parking lane – 8.0' (to be maintained on one side of the street)
3. Travel lanes (2) - 18.0' (2, 9' lanes)

TOTAL 46.0'

In this instance, the maneuvering room needed to enter and exit the parking space is 12'. The extra width would necessarily come from the opposing traffic lane requiring that a vehicle backing out of the space cross the westbound traffic entirely and penetrate the eastbound lane.

Generally head-in parking schemes are not recommended for use on Avenues (major collectors) as additional maneuvering is required and visibility of traffic in both directions is often limited due to adjacent parked vehicles. The potential crash impact points are greatly increased with the use of head-in parking. ASHTO's "Policy on Geometric Design of Highways and Streets" discourages the use of head-in parking and suggests that it be considered only in special cases. Some excerpts from the 2001 AASHTO manual dealing with parking are enclosed.

CONCLUSION

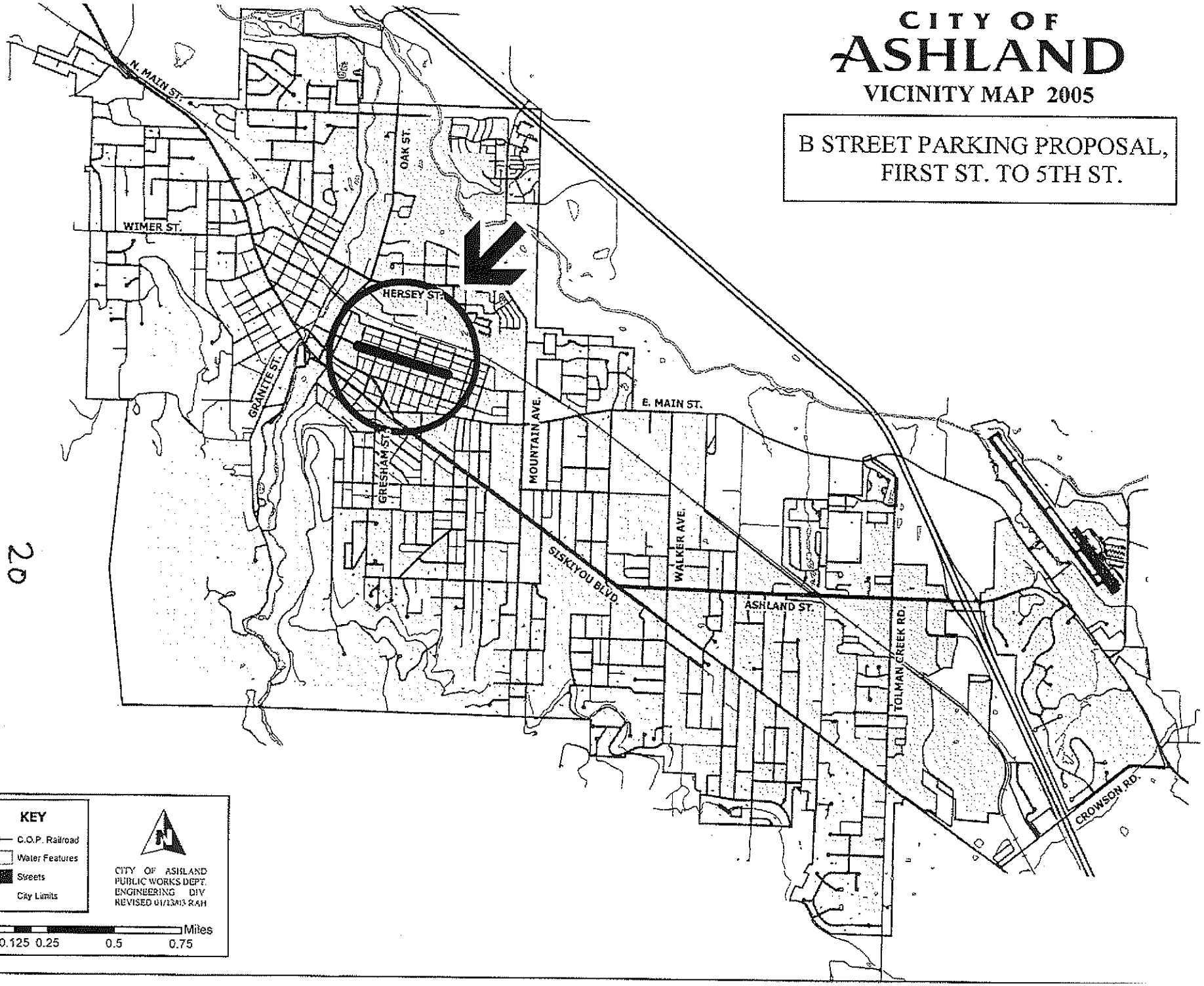
The use of head-in parking has some definite pros and cons which should be addressed with the neighbors. The parking scheme will add additional parking spaces and will provide come traffic calming effects, but will also provide some additional safety concerns with the back-up maneuver required to exit the parking stalls.

Staff recommends that, unless a definite parking need is established, the parking should remain as it is currently laid out.

CITY OF ASHLAND

VICINITY MAP 2005

B STREET PARKING PROPOSAL,
FIRST ST. TO 5TH ST.



Ashland City Council
20 East Main
Ashland, Or 97520

Copy to Traffic Safety Com

Dear Mayor and Council,

I believe we need more parking in the Railroad District.

I am aware of a parking plan to increase parking in the Railroad District by restriping "B" St. on the uphill side for diagonal parking where the street width would permit such a parking configuration.

If I am not mistaken, the blocks wide enough to permit such diagonal parking are between 1st Street and 5th Street. As I understand it we may be able to acquire as many as 40 additional spaces for only the cost of the paint to restripe

Obtaining as many as 40 additional parking spaces for only the price of paint may sound too good to be true and perhaps to cheap for our normal taste, but might you consider a trial period where this idea is tested in those blocks where there would be the least conflict with residents.

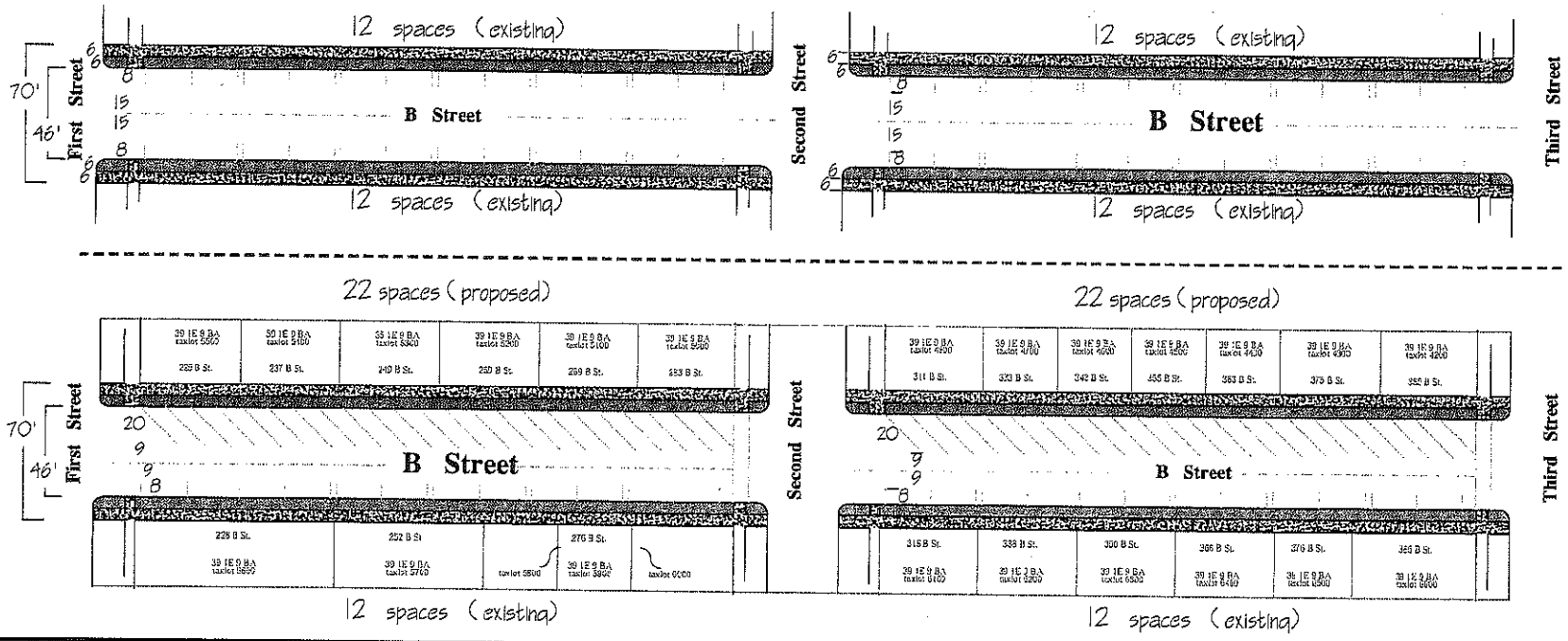
Thank you.

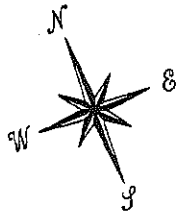
Appreciatively,

David Wick

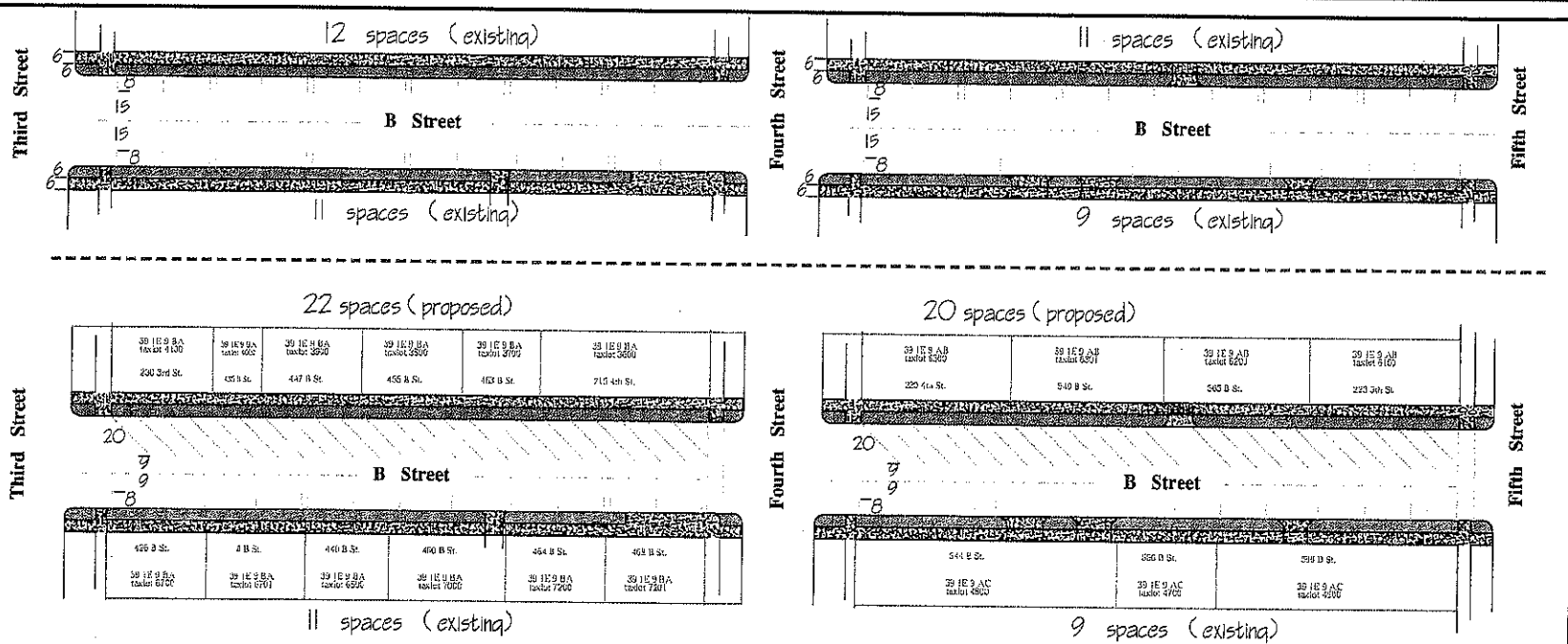
Date 8/3/05

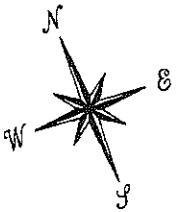
Silver Light Publication
Office in Historic Armory





SCALE : 1" = 30'





SCALE : 1" = 30'

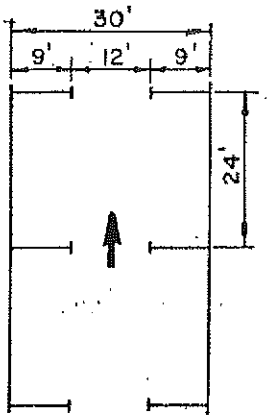
City of Ashland

DEPT. OF PUBLIC WORKS ● ENGINEERING DIVISION

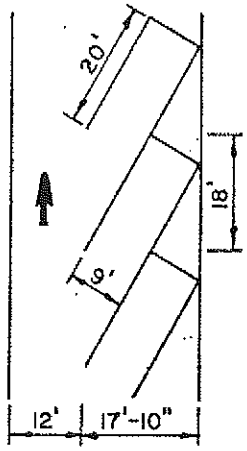
B Street - Parking Proposal

Drawn by:	R. SMITH	Date: 07-05-07	Drawing No.
Checked by:	J. DIXON	Date:	1 of 1
Approved: City Engr.		Date:	
Scale:	AS SHOWN		

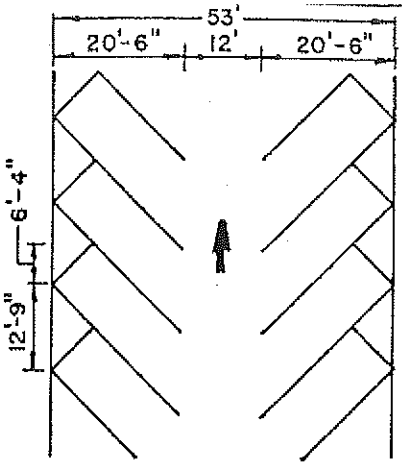
Revised 09/15/05 RDS



PARALLEL



30°



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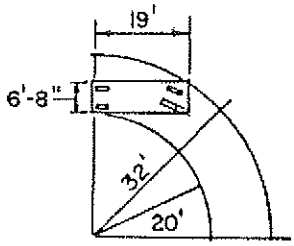
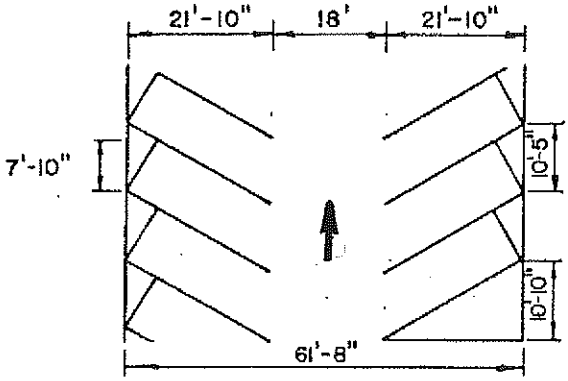
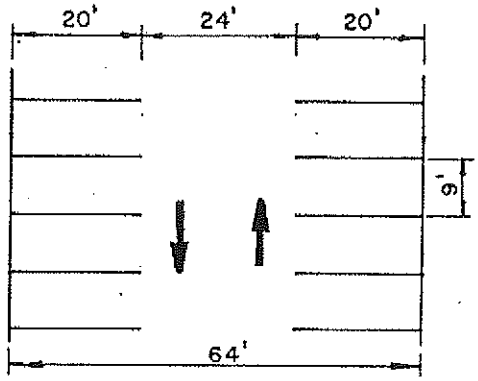


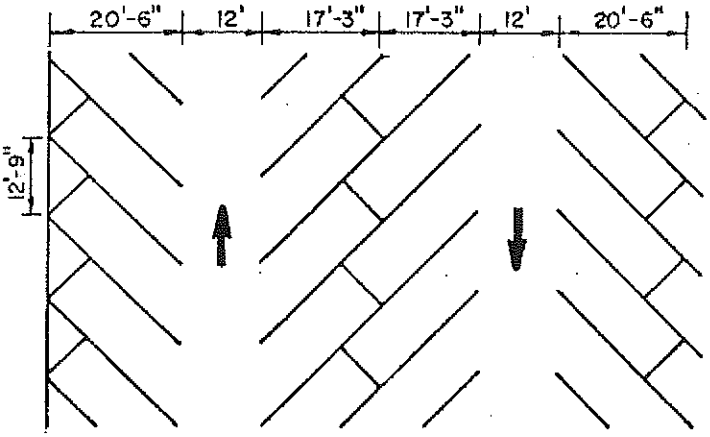
PASSENGER VEHICLE
RIGHT TURN DESIGN



60°



90°



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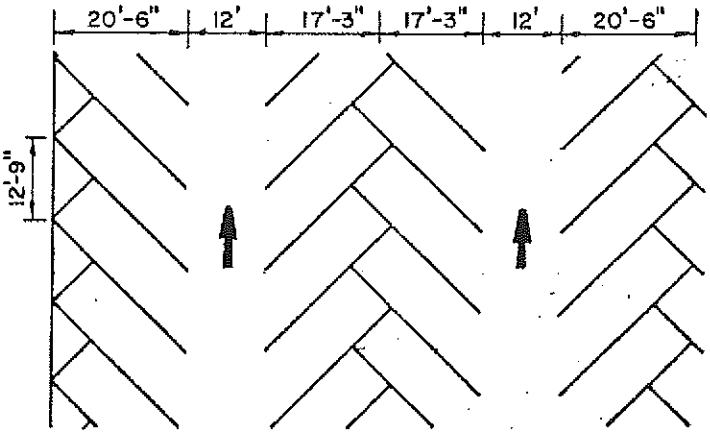

45° HERRINGBONE

PARKING LAYOUT

CITY OF ASHLAND - DEPT. OF PUBLIC WORKS | Drawn R. BALBO | Date 1-31-77 | Approved City Engr. A Olsing | P-1

Chapter 5

RECOMMENDED DESIGN STANDARDS

The TPR requires local jurisdictions to adopt ordinances and regulations to protect transportation facilities. This chapter includes a summary of street functional classification standards and policies that, together, form Ashland's Access Management Plan.

5.1 FUNCTIONAL CLASSIFICATION

Streets should be classified according to their function. Such classification provides for consistency in construction, operation and maintenance standards for each separate classification. Street classification also promotes an understanding by the pubic of the importance of specific facilities, and their associated improvements within the system. The Transportation Planning Rule, described in Chapter 3, also requires cities to classify streets according to their function. The classifications must be consistent with State and regional transportation plans for continuity among adjacent or overlapping jurisdictions, and must be based on each street's actual use. The functional classification hierarchy of streets provides:

- Grouping of streets by the service they provide;
- Facility definitions to handle different desired levels of access and mobility;
- An understanding of how a street is being used;
- Guidelines on how streets are to be designed;

Roadways provide two functions: mobility and access. From a design perspective, these functions can be incompatible; high or continuous speeds are desirable for mobility, while low speeds are more desirable for access. The logical spacing of a grid arterial and collector street system allows traffic to access all areas of the City without diverting excessive traffic through local streets. Non-local traffic intrusion is greatest on neighborhood streets where such spacing has not been achieved. Local streets within the grid can follow any pattern which does not promote through traffic. Figure 5-1 shows the relationship of the functional classification to access and mobility. Figure 5-2 shows the existing functional classification of streets.

As a general guideline, the design of all Ashland streets should achieve volumes and speeds at the appropriate range for each street classification as described in Table 5-1 (following Figure 5-2).

Figure 5-1

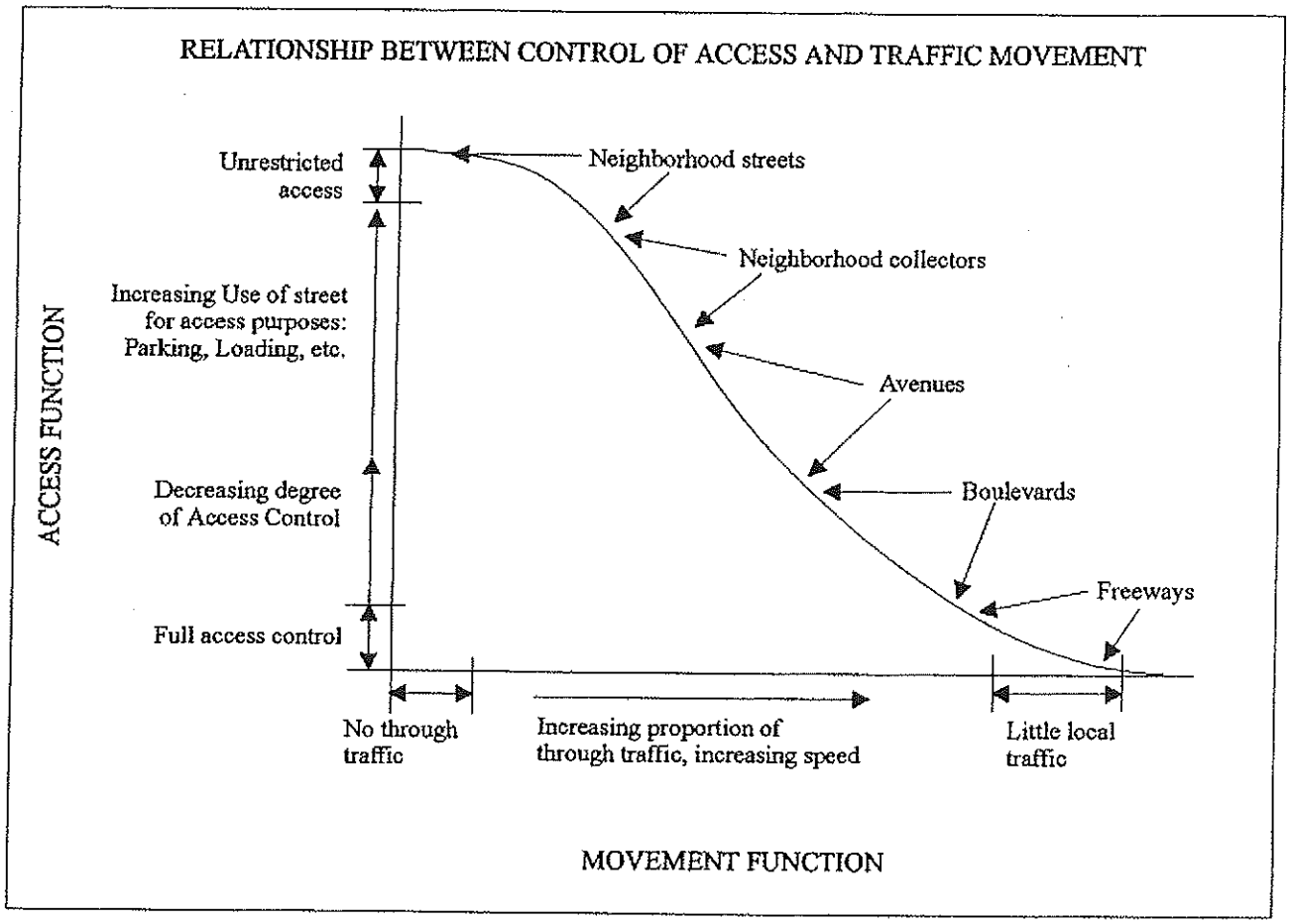
RELATIONSHIP BETWEEN CONTROL OF ACCESS AND TRAFFIC MOVEMENT
ACCESS FUNCTION
Unrestricted access
Increasing Use of street for access purposes: Parking, Loading, etc.
Decreasing degree of Access Control
Full access control
Neighborhood streets
Neighborhood collectors
Avenues
Boulevards
Freeways
No through traffic
Increasing proportion of through traffic, increasing speed
Little local traffic
MOVEMENT FUNCTION

Table 5-1
FUNCTIONAL CLASSIFICATION
GENERAL TRAFFIC VOLUME AND SPEED GUIDE

	Average Daily	Managed
Roadway Type	**Vehicles**	**Speed (mph)**
Boulevard	**8,000 - 30,000**	**30-40 mph**
Avenue	**3,000 - 10,000**	**25 mph**
Neighborhood Collector	**1,500 - 5,000**	**25 mph**
Neighborhood Street	**< 1,000**	**25 mph**

Interstate 5 serves as the primary gateway into Ashland and carries the majority all the vehicle trips entering, leaving, or passing through the Ashland area. This element is critical to the Ashland street network, because it generally serves the highest traffic volumes and longest trips. Access control is critical on this type of facility to ensure that it operates safely and efficiently.

Boulevards, sometimes referred to as arterial streets, connect to Interstate 5, and link major, high concentration commercial, residential, industrial, and institutional areas. Boulevard streets are typically spaced to assure accessibility and to reduce the traffic flow on avenues, neighborhood collectors, or neighborhood streets. Many of these routes connect outward from Ashland into the surrounding areas of Jackson County. Boulevards within the Ashland UGB include: Ashland Street, Main Street-Siskiyou Boulevard, East Main Street, and Lithia Way.

Avenues, otherwise called major collectors, provide both access and circulation within residential neighborhoods and commercial/industrial areas. Avenues differ from boulevards in two ways:

- Controlled access may not be required for all avenues; and
- Avenues penetrate neighborhoods, distributing trips from the boulevards through the area to their ultimate destinations.

The standard avenue is characterized by a wider range of use that typically results in a greater intensity of development along its route and at major intersections with other collectors or arterials. Land uses such as low to medium-high density, mixed residential, commercial, or industrial, and their associated traffic volumes are examples of this kind of development intensity.

Neighborhood Collector: Neighborhood collectors, or minor collectors, are similar in function to avenues because controlled access is generally unnecessary. Also similar to avenues, they penetrate neighborhoods and distribute trips from the boulevards through the area to their ultimate destinations. In the case of a neighborhood collector, however, land use along its route is generally low to medium density residential in nature. The intensity of development at intersections along its route, however is generally less intense than might occur with avenues. Traffic calming techniques such as traffic circles, bulbed intersections, or speed humps are to be expected as a typical means of controlling traffic speeds on neighborhood collectors. The purpose of the neighborhood collector is to minimize the impact of traffic to adjacent land uses, while recognizing that collector roadways are still necessary to serve less intense residential areas. Identified traffic calming techniques (bulbed intersections, etc.) are to be constructed at the time of development.

Neighborhood Streets have the primary function of providing access to immediately adjacent land. Although through-traffic movement on new neighborhood streets usually is deliberately discouraged, this may not be practical for particular neighborhoods. Neighborhood streets should be designed to

minimize the impact of traffic (primarily traffic speed) on adjacent development which is primarily residential. At volumes generally associated with local streets, the greatest impact and the source of the greatest number of complaints is traffic speed. Identified traffic calming techniques (bulbed intersections, etc.) are to be constructed at the time of development.

Alleys, a classification largely unique to Ashland, provide rear access to residential properties. These areas are not considered routes, but rather serve primarily as delivery or parking facilities. Specifications have not been developed for alleys at this time.

In addition to the standard automobile-oriented street classifications, Ashland also recognizes **multi-use paths**, which are off-street facilities used mainly for pedestrian and bicycle traffic. Like alleys, multi-use paths do not have construction specifications.

Ashland's current street design standards have been described in Chapter 3, Table 3-1, according to the City of Ashland Street Design Standards and the City of Ashland Resolution 91:39 Street Capacity Standard (October 1991). These tables are based on documents that predate the 1996 Transportation Element of the Ashland Comprehensive Plan, and therefore use traditional classification nomenclature such as "arterial" or "collector" street.

The Ashland TSP proposes a revised set of parameters that defines the Functional Classification System for boulevard and arterial roadways[1]. As summarized in Table 5-2, these parameters will guide planning and development of new street improvements.

Traffic volumes on different streets vary depending on their classification and number of traffic lanes. Table 5-2 also provides general parameters for speed and volume for the various street classifications. **Volumes indicated are not intended to be absolute maximums or minimums.** The function of the street within the roadway system, and the types and intensities of land use along their routes are other important factors contributing toward their appropriate designation.

[1] Parameters for Neighborhood Collector and Neighborhood Streets are detailed in the Ashland's Local Streets Plan.

Table 5-2
PROPOSED FUNCTIONAL CLASSIFICATION SYSTEM

	Boulevard	Avenue
Auto amenities (lane widths)[2]	2-4 lanes (11 ft.)	2 lanes (10-10.5 ft.)
Bike amenities[3]	2 lanes (6 ft.)	2 lanes (6 ft.)
Pedestrian amenities	2 sidewalks (5 ft.[4]), median pedestrian islands	2 Sidewalks (5 ft.[4])
Transit	Typical	Typical
Managed speed[5]	30 mph - 40 mph	25 mph
Curb-to-curb width[6] (two way)		
No on-street parking	46-68 ft.,	32-44.5 ft.
Parking one side	NA	NA
Parking both sides	NA	NA
Traffic calming	NO	Permissible/not typical
Preferred adjacent land use	High intensity	Medium to high
Access control (See Table 5-3)	YES	SOME
Turn lanes/center landscape median	Continuous and/or medians/pedestrian islands (12 ft.)	Typical at intersections with boulevards (11.5 ft.)
Park rows	Two - 6-8 ft.	Two - 6-8 ft.
Through-traffic connectivity	Primary function	Typical function
Maximum grade	7%	7%

2 Lane widths shown are the preferred construction standards that apply to existing routes adjacent to areas of new development, and to newly constructed routes. On arterial and collector roadways, an absolute minimum for safety concerns is 10 ft. Such minimums are expected to occur only in locations where existing development along an established sub-standard route or other severe physical constraints preclude construction of the preferred facility width.

3 An absolute minimum width for safety concerns is 5 ft. on boulevards and 4 ft. on avenues and neighborhood collectors, which is expected to occur only in locations where existing development along an established sub-standard route or other severe physical constraints preclude construction of the preferred facility width. Parallel multi-use paths in lieu of bike lanes are not appropriate along the arterial-collector system due to the multiple conflicts created for bicycles at driveway and sidewalk intersections. In rare instances, separated (but not adjacent) facilities may provide a proper function.

4 Sidewalks should be 8-15 feet wide in commercial areas.

5 Boulevard speeds in the central business or other commercial districts in urban areas may be 20-25 mph. Traffic calming techniques, signal timing, and other efforts will be used to keep traffic within the desired managed speed ranges for each Functional Class. Design of a corridor's vertical and horizontal alignment will focus on providing an enhanced degree of safety for the managed speed.

6 Street design for each development shall provide for emergency and fire vehicle access. Street widths of less than 28 feet shall be applied as a development condition through the subdivision and/or planned development process. The condition may require the developer to make the choice between improving the street to the 28 ft. standard or constructing the narrower streets with parking bays placed intermittently along the street length. The condition may require fire-suppressive sprinkler systems for any dwelling unit more than 150 feet from a secondary access point.

NOTE: When minimum right-of-way is not available for construction of a street, improvements shall be deleted in order of 1) center landscape median; 2) park rows; and 3) auto parking lanes.

5.2 STREET STANDARDS

Suggested Street design standards for access on the City of Ashland roadway system have been developed to maximize the safety and efficiency of the entire transportation system. Suggested boulevard and avenue street design standards are described in Table 5-3.[7]

The suggested roadway design standards are to be used as a guideline for the development of future roadway facilities within Ashland. As Ashland continues to develop, there may be a need to provide some flexibility in the City's road design standard, especially on neighborhood streets, assuming that the boulevard/avenue/neighborhood collector system is functioning properly. The purpose of a flexible design standard is to accommodate development needs within the City of Ashland in a consistent manner, while allowing for individual consideration of unique issues such as, but not limited to, land access, non-auto travel modes, right-of-way constraint(s), terrain, vegetation, and building orientation.

[7] Parameters for Neighborhood Collector and Neighborhood Streets are detailed in the Ashland's Local Streets Plan.

Table 5-3
SUGGESTED STREET DESIGN STANDARDS

Functional Classification	System Spacing	Design / Managed Speed (MPH)	Horizontal Alignment	Vertical Alignment	Traffic Control	Street Lighting	Access Management			
							Minimum Spacing	Residential Use	Commercial Uses	Industrial Uses
Boulevard	1 mile	40\30-40	Minimum centerline radius: 650 ft	Maximum grade: 7% Minimum sight distance: 350 ft	1. Placement/ design of traffic control devices as warranted by MUTCD 2. Minimum signal spacing: 1/4 mile	1. Mounting height: 35-40 ft 2. Brightness: 22,000 lumens sodium vapor (200 watts)	300 ft	No direct access	1. Shared access driveways are encouraged 2. Left-hand turn lanes determined through review	1. Shared access driveways are encouraged 2. Left-hand turn lanes determined through review
Avenue	1/4 mile	25\25	Minimum centerline radius: 560 ft	Maximum grade: 7% Minimum sight distance: 300 ft	Placement/design of traffic control devices as warranted by MUTCD	1. Mounting height: 20-35 ft 2. Brightness: 22,000 lumens sodium vapor (250 watts)	100 ft	1. Shared access driveways are encouraged	1. Shared access driveways are encouraged 2. Left-hand turn lanes determined through review	1. Shared access driveways are encouraged 2. Left-hand turn lanes determined through review

31

CITY OF
ASHLAND

FILE COPY

September 14, 2005

RE: B STREET RECONFIGURATION PROPOSAL

Dear B Street Neighbor:

On Thursday, September 22, 2005 the Ashland Traffic Safety Commission will discuss a plan to reconfigure the parking on B Street between First Street and Fifth Street. In order to increase the total number of on-street parking spaces, the plan proposes to make the north side of B Street diagonal "head in" parking while leaving the south side parallel parking. You are invited to attend the meeting to express your views and/or concerns regarding this proposal. The commission meets in the City Council Chambers located at 1175 East Main Street beginning at 7:00 PM.

If you would like more information regarding this issue, please feel free to call at 488-5347.

Sincerely,

James H. Olson.

James H. Olson
Traffic Safety Commission Liaison

cc: Joe Strahl

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

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

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with appropriate landscaping, often with a fence to separate land areas. The buffer should be at least 3.0 m [10 ft] wide.

Lighting should be provided on all but the smaller lots. A level of 2.2 to 5.4 lux (lx) [0.2 to 0.5 foot candles (fc)] average maintained intensity will generally suffice.

Drainage systems should be designed so that parked cars will not be damaged by storm water. Under some circumstances, minimal ponding of water may be permitted or may even be desirable when the drainage is designed as part of a storm water management system. The storm intensity that the drainage system should accommodate may depend on the practice of the municipality. Permissible depths of ponding should generally not exceed 75 to 100 mm [3 to 4 in] in areas where cars are parked, and there should be no ponding on pedestrian and bicycle routes or where persons wait for transit vehicles.

Exhibit 4-30 shows a typical park-and-ride facility. For additional information, refer to the AASHTO *Guide for Design of High-Occupancy Vehicle and Public Transportation Facilities* (29), TCRP Report 19, *Guidelines for the Location and Design of Bus Stops* (30), and the AASHTO *Guide for the Design of Park-and-Ride Facilities* (31).

ON-STREET PARKING

A roadway network should be designed and developed to provide for the safe and efficient movement of vehicles operating on the system. Although the movement of vehicles is the primary function of a roadway network, segments of the network may, as a result of land use, also provide on-street parking.

In the design of freeways and other control of access-type facilities, as well as on most rural arterials, collectors, and local streets, stopping or parking should be permitted only in emergencies. On-street parking generally decreases through-traffic capacity, impedes traffic flow, and increases crash potential. Since the primary service of an arterial is the movement of vehicles, it is desirable to prohibit parking on urban arterial streets and rural arterial highway sections. However, within urban areas and in rural communities located on arterial highway routes, existing and developing land uses may necessitate the consideration of on-street parking. Usually, adequate off-street parking facilities are not available. Therefore, the designer should consider on-street parking so that the proposed street or highway improvement will be compatible with the land use.

When a proposed roadway improvement is to include on-street parking, parallel parking should be considered. Under certain circumstances, angle parking is an allowable form of street parking. The type of on-street parking selected should depend on the specific function and width of the street, the adjacent land use, traffic volume, as well as existing and anticipated traffic operations. Angle parking presents special problems because of the varying length of vehicles and the sight distance problems associated with vans and recreational vehicles. The extra length of such vehicles may interfere with the traveled way.

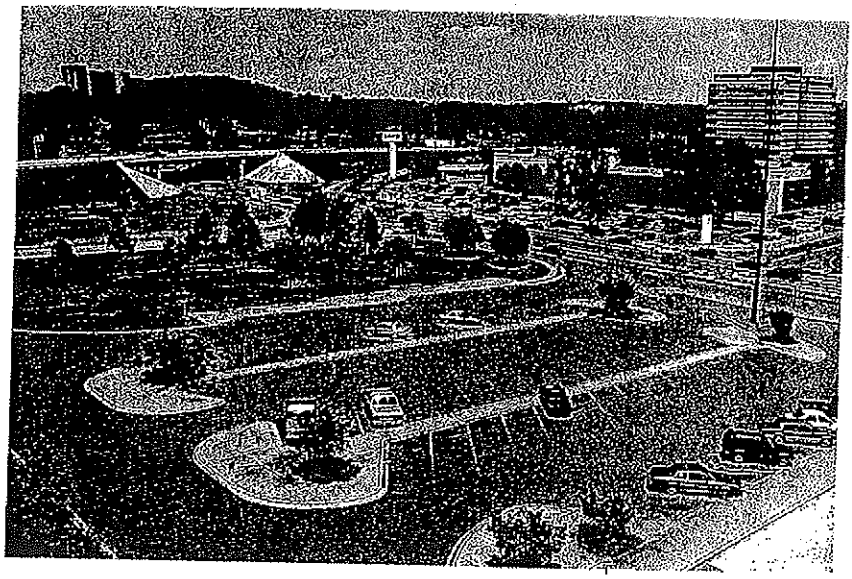

Exhibit 4-30. Typical Park-and-Ride Facility

An important part of the urban parking problem is the uneven distribution of off-street parking facilities within urban central business districts and the lack of off-street facilities in urban neighborhood commercial areas. As a consequence, there is a demand for on-street parking to provide for the delivery and pick-up of goods. Frequently, alleys and other off-street loading areas are not provided in many communities. Short-duration parking for business or shopping should therefore be accommodated.

Curb parking on urban arterial streets is acceptable when the available through-traffic lanes can accommodate traffic demand. On rural arterials, provisions should be made for emergency stopping only. On urban arterial street reconstruction projects or on projects where additional right-of-way is being acquired to upgrade an existing route to arterial status, parking should be eliminated whenever practical to increase capacity and safety. The impacts on abutting land uses should, however, be carefully considered, as the loss of existing on-street parking can cause significant loss in the economic well-being of the abutting property.

It has been found that most vehicles will parallel park within 150 to 300 mm [6 to 12 in] of the curb face and on the average will occupy approximately 2.1 m [7 ft] of actual street space. Therefore, the desirable minimum width of a parking lane is 2.4 m [8 ft]. However, to provide better clearance from the traveled way and to accommodate use of the parking lane during peak periods as a through-travel lane, a parking lane width of 3.0 to 3.6 m [10 to 12 ft] is desirable. This width is also sufficient to accommodate delivery vehicles and serve as a bicycle route, allowing a bicyclist to maneuver around an open door on a motor vehicle.

On urban collector streets, the demand for land access and mobility is equal. The desirable parking lane width on urban collectors is 2.4 m [8 ft] to accommodate a wide variety of traffic operations and land uses. To provide better clearance and the potential to use the parking lane during peak periods as a through-travel lane, a parking lane width of 3.0- to 3.6-m [10- to 12-ft] is desirable. A 3.0 to 3.6 m [10 to 12 ft] parking lane will also accommodate urban transit

operations. On urban collector streets within residential neighborhoods where only passenger vehicles need to be accommodated in the parking lane, 2.1-m [7-ft] parking lanes have been successfully used. In fact, a total width of 10.8 m [36 ft], consisting of two travel lanes of 3.3 m [11 ft] and parking lanes of 2.1 m [7 ft] on each side, are frequently used.

On-street parking is generally permitted on local streets. A 7.8 m [26 ft] wide roadway is the typical cross section used in many urban residential areas. This width assures one through lane even where parking occurs on both sides. Specific parking lanes are not usually designated on such local streets. The lack of two moving lanes may be inconvenient to the user in some cases; however, the frequency of such concerns has been found to be remarkably low. Random intermittent parking on both sides of the street usually results in areas where two-way movement can be accommodated.

Construction procedures on new roadways should be carefully considered so as to provide a longitudinal joint at the boundary of the proposed parking lane. It has been found that such joints aid in ensuring that the parked vehicle clears the parallel travel lane. On asphalt-surfaced streets, traffic markings are recommended to identify the parking lane. The marking of parking spaces encourages more orderly and efficient use of parking spaces where parking turnover occurs and tends to prevent encroachment on fire hydrant zones, bus stops, loading zones, and approaches to corners.

In urban areas, central business districts, and commercial areas where significant pedestrian crossings are likely to occur, the design of the parking lane/intersection relationship should be given consideration. When the parking lane is carried up to the intersection, motorists may utilize the parking lane as an additional lane for right-turn movements. Such movements may cause operational problems and often result in turning vehicles mounting the curb and possibly striking such intersection elements as traffic signals, utility poles, or luminaire supports. The transitioning out of the parking lane of a minimum of 6.0 m [20 ft] in advance of the intersection is one method of eliminating this problem. An example of such treatment is shown in Exhibit 4-31. A second method is to prohibit parking for such a distance as to create a short turn lane.

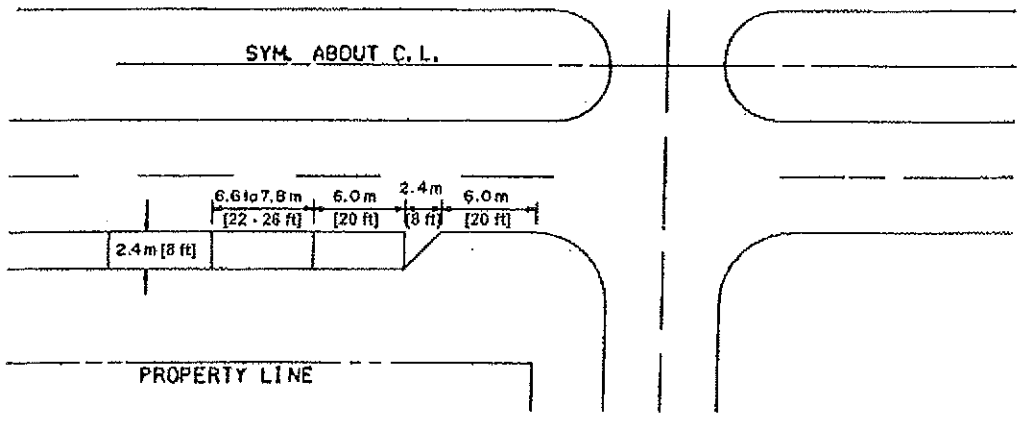

Exhibit 4-31. Parking Lane Transition at Intersection

35

Number of Lanes

Two moving traffic lanes plus additional width for shoulders and parking are sufficient for most urban collector streets. Where the street is developed in stages, initially a rural cross section with shoulders may be used. The street should be planned for later conversion of the shoulder width to a parking lane or a through lane, usually with outer curbs. Where the initial development utilizes a rural cross section, a clear zone consistent with rural conditions and commensurate with the design speed should be provided. When the conversion of the shoulder occurs, the clear zone can be modified to that appropriate for urban conditions. If practical and economically feasible, the initial construction should be four lanes with curbs, allowing parking on the two outer lanes until later development necessitates the use of all four lanes for traffic movement.

In some cases, in commercial areas where there are mid-block left turns, it may be advantageous to provide an additional continuous two-way left-turn lane in the center of the roadway.

The number of lanes to be provided on urban collector streets with high traffic volumes should be determined from a capacity analysis. This analysis should consider both intersections and mid-block locations, when appropriate, in assessing the ability of a proposed design to provide the desired level of service. Such analyses should be made for the future design year traffic volume utilizing the procedures in the most recent edition of the *Highway Capacity Manual* (1). For further information, see the section on "Highway Capacity" in Chapter 2.

Width of Roadway

The width of an urban collector street should be planned as the sum of the widths of the ultimate lanes for moving traffic, parking, and bicycles, including median width where appropriate.

Lanes within the traveled way should range in width from 3.0 to 3.6 m [10 to 12 ft]. In industrial areas, lanes should be 3.6 m [12 ft] wide except where lack of space for right-of-way imposes severe limitations; in such cases, lane widths of 3.3 m [11 ft] may be used. Added turning lanes at intersections, where used, should range in width from 3.0 to 3.6 m [10 to 12 ft], depending on the percentage of trucks. Where shoulders are used, roadway widths should be determined by referring to Exhibit 6-5.

Where bicycle facilities are included as part of the design, refer to the AASHTO *Guide for the Development of Bicycle Facilities* (2).

Parking Lanes

Although on-street parking may constitute a safety problem and may impede traffic flow, provision of parking lanes parallel to the curb is conventional on many collector streets. Parallel parking is normally acceptable on urban collectors where sufficient street width is available to

provide a parking lane. In residential areas, a parallel parking lane from 2.1 to 2.4 m [7 to 8 ft] in width should be provided on one or both sides of the street, as appropriate for the lot size and density of development. In commercial and industrial areas, parking lane widths should range from 2.4 to 3.3 m [8 to 11 ft] and are usually provided on both sides of the street.

The principal problem of diagonal or angle parking, in comparison to parallel parking, is the lack of adequate visibility for the driver during the back-out maneuver. Collector street designs with diagonal or angle parking should only be considered in special cases. ADA guidelines concerning parking should be taken into consideration (7, 8). For further information, see the section concerning "On-Street Parking" in Chapter 4.

The determination of parking lane width should consider the appropriate width for any likely future use as a lane for moving traffic either continuously or during peak hours. Where curb-and-gutter sections are used, the gutter pan width may be considered as part of the parking lane width, but, where practical, the parking lane widths discussed above should be in addition to the gutter pan width.

Medians

Urban collector streets designed for four or more lanes should include width for an appropriate median treatment, where practical. For general types of median treatments for collector streets, the following widths may be considered: (1) paint-striped separation, 0.6 to 1.2 m [2 to 4 ft] wide; (2) narrow raised-curbed sections, 0.6 to 1.8 m [2 to 6 ft] wide; (3) raised curbed sections, 3.0 to 4.8 m [10 to 16 ft] wide, providing space for left-turn lanes; (4) paint-striped sections, 3.0 to 4.8 m [10 to 16 ft] wide, providing space for two-way left-turn lanes; and (5) raised-curb sections, 5.4 to 7.6 m [18 to 25 ft] wide to provide more space for left-turn lanes and for passenger cars to stop in median crossovers. Wider medians from 8 to 12 m [27 to 40 ft] may be used for a parkway design where space is available for landscaping. Thus, each increment in additional median width provides specific operational advantages. Median should be as wide as practical within the constraints of each particular site.

On urban collector streets with raised-curb medians, openings should be provided only at intersections with other streets and at reasonably spaced driveways serving major traffic generators such as industrial plants and shopping centers. Where practical, median openings should be designed to include left-turn lanes.

Median openings should be situated only where there is adequate sight distance. The shape and length of the median openings depend on the width of the median and the vehicle types that are to be accommodated. The minimum length of median openings should be that of the projected roadway width of the intersecting cross street or driveway. Desirably, the length of median openings should be great enough to provide a 15-m [50-ft] turning radius or the turning radius for the design vehicle for left-turning vehicles between the inner edge of the lane adjacent to the median and the centerline of the intersection roadway.

Ashland Traffic Safety Commission
Minutes
September 22, 2005

Members Present: Patti Busse, Russ Silbiger, Terry Doyle, Pam Hammond, Doris Mannion, Keith Massie, Alan Bender, Noal Preslar
Staff Present: Ray Smith, Dawn Lamb, Tom Cook
Members Absent: Colin Swales

I. CALL TO ORDER –
II. APPROVAL OF MINUTES: August 25th Minutes approved as written.
III. ITEMS FOR DISCUSSION:
A. PUBLIC FORUM ITEMS:

B. REVIEW OF TRAFFIC REQUESTS / PROJECTS PENDING/ACTION REQUIRED
1. Review Parking Prohibition on Takelma Way at Clay Creek Way

At the August meeting, John O'Brien approached the Commission under the Public Forum venue requesting to revise the parking prohibition that was recently enacted on Takelma Way near Clay Creek Drive. Traffic Regulation No. 05-07 (enclosed) prohibited parking on the north side of Takelma Way from the alley nearest Tolman Creek westerly to the crosswalk on Clay Creek Drive. Mr. O'Brien feels that the prohibition adversely impacts his property since it removed all on-street parking adjacent to his property.

At the May 2005 meeting this Commission approved a parking prohibition on the north side of Takelma Way at Clay Creek Way which resulted in Traffic Regulation No. 05-07. The action resulted in a parking prohibition extending approximately 100 feet and encompassing nearly the entire frontage of Mr. O'Brien's lot at 2737 Clay Creek Way and extended from the public alley to the crosswalk across Clay Creek Way.

The action was approved to help solve a vision problem created when vehicles are parked near the intersection. Takelma Way is narrow at 22 feet wide and has a 16 foot offset at the intersection of Clay Creek. The combination of parked cars and the street offset creates a problem for motorists entering Takelma Way from Clay Creek and even restricts the vision of eastbound traffic on Takelma Way.

Staff recommends that at least 80 feet of the 100 feet parking prohibition remain intact. This would provide one parking space while still keeping much of the space clear for better vision.

Discussion:
Massie said he was supported the compromise. Bender asked if it was contentious to have the space on the side of his house instead of in front. Smith didn't feel that was a problem as long as they have the space. The space would be for other vehicles visiting more then for the residents, they have a garage and driveway. Mannion asked if we could put a request in for the lavender in the parkrow to be cut back. It is becoming very tall. Staff will pass it on to the Code Enforcement.

Decision:
Massie moved to accept staff recommendation of making the parking prohibition 80 feet instead of 100 to accommodate a parking space at 2737 Clay Creek Way. Doyle seconded the motion and it passed unanimously.

2. Traffic Controls at Walnut and Wiley Street

Councilor Jack Hardesty suggested that the Walnut / Wiley Street intersection would benefit from additional traffic control devices due to the unusual conditions of the intersection. The east and west

sections of Wiley Street are staggered at the Walnut Street intersection and, coupled with the steep grades on Wiley Street, the intersection should be examined for possible safety improvements.

This intersection is unusual in that it involves one improved street and one unimproved street. Walnut Street is a granite surface street with minimal improvements and with a graded travel width of approximately 18 feet. The street runs in a north-south alignment and has a moderate 3% slope. Wiley Street is improved with curbs, gutters and paving and is 32 to 34 feet wide. Wiley Street intersects Walnut Street at a 90 degree angle, but is offset by 32 feet. In addition to the offset, Wiley Street is also much steeper with a 10% grade making stopping and starting more problematic. The traffic volumes on both streets are extremely low and are nearly comparable at 129 and 140 vehicles per day.

Even though the intersection is offset with some vision impediments, there is no recent crash history mostly attributed to the very low traffic volumes. During several site visits no serious infractions were noted and traffic seemed to move cautiously through the intersection. Following is a summary of the conditions of the intersection:

PHYSICAL CHARACTERISTICS				
	FEATURES	WILEY (WEST)	WILEY (EAST)	WALNUT
1	Alignment	Straight	Straight	Straight
2	Direction	East-west	East-west	North-south
3	Width	34'	32'	18'
4	Grade	9%	10%	3%
5	Sidewalks	None	None	None
6	Parking	Unrestricted	Unrestricted	Unrestricted
7	ADT	140 VPD	140 VPD	129 VPD
8	Traffic Controls	None	None	None
9	Surface Type	A.C.	A. C.	Gravel
10	Surface Condition	Good	Good	Fair
11	Off-set in alignment	32' S	32' N	O'
12	Nearest Traffic Controls	None	None	None
13	Illumination	Good	Good	Good
14	Visibility	Poor	Poor	Fair

Warrants are not met for the installation of stop signs at this location and it does not appear from observations and the history of the area that the placement of yield signs would significantly improve the traffic flow. There are currently no other traffic controls on either street.

Discussion:
There was no discussion on this topic.

Decision:
Preslar moved to accept staff recommendation for no action at this time. Doyle seconded the motion and it passed unanimously.

3. B Street Parking Suggestion
Last month Brent Thompson presented a plan to the City Council showing a possible revision to the on-street parking layout on B Street between First Street and Fifth Street. Councilor Jack Hardesty suggested that the commission review the parking issue with the benefit of public input.

It has been suggested that head-in angle parking be considered as a possible means of increasing the number of available on-street parking spaces. By using an angled parking scheme 9 to 11 additional

parking spaces could be provided for each of the four blocks of B Street. The proposed change, however, would have several impacts on B Street which should be carefully considered.

B Street, from Oak Street to North Mountain Avenue is classified in the Ashland Transportation System Plan as an avenue which corresponds to a conventional engineering classification as a major collector. There are three basic street widths within this section:

1. 46' curb-to-curb width between First Street and Fifth Street;
2. 36' curb-to-curb width between Oak Street and First Street;
3. 30' curb-to-curb width between Fifth Street and North Mountain Avenue.

Currently parking is unrestricted on both sides of 'B' Street for its entire length. Assuming a functional width of eight feet for parking, the remaining usable lane widths are:
46' section – 2, 15' travel lanes; 36' section – 2, 10' travel lanes; 30' section – 2, 7' travel lanes.

The 30' sections work on the assumption that a 14' wide lane of traffic requires that approaching traffic pull into unoccupied parking areas to allow opposing traffic to pass. This is a common practice in local streets, but is unusual in avenues (major collectors). This practice does have the positive effect of slowing traffic through residential districts.

An avenue is intended to carry between 3,000 and 10,000 vehicles per day at 25 mph. The current traffic volumes on B Street are:

1. Oak Street to Pioneer Street	2472 vpd (2003)
2. Pioneer Street to First Street	2700 vpd (2003)
3. First Street to Second Street	4280 vpd (2003)
4. Second Street to Third Street	3039 vpd (2003)
5. Third Street to Fourth Street	2631 vpd (2002)
6. Fourth Street to Fifth Street	2396 vpd (2002)
7. Fifth Street to Sixth Street	2011 vpd (2002)
8. Sixth Street to Seventh Street	1895 vpd (2002)
9. Seventh Street to Eighth Street	1318 vpd (2000)
10. Eighth to Emerick Street	1004 vpd (1991)
11. Emerick Street to N Mountain	1603 vpd (2000)

POSSIBLE PARKING DESIGN

To maximize the number of available parking spaces it may be possible to install 45 degree head-in parking on the north side of the street. Normal design parameters specify that the perpendicular distance need for this parking configuration is 20' for the parking stall length and 12' for maneuvering. As the angle of parking increases, the stall length decreases, but the maneuvering space increases.

By maintaining a parallel parking lane on the south side of the street and installing head-in parking on the north side the dimensions perpendicular to the street centerline would be:

1. Head-in parking - 20.0' (assumes some front overhang)
2. Parallel parking lane – 8.0' (to be maintained on one side of the street)
3. Travel lanes (2) - 18.0' (2, 9' lanes)

TOTAL 46.0'

In this instance, the maneuvering room needed to enter and exit the parking space is 12'. The extra width would come from the opposing traffic lane requiring that a vehicle backing out of the space cross the westbound traffic entirely and penetrate the eastbound lane.

Generally head-in parking schemes are not recommended for use on avenues (major collectors) as additional maneuvering is required and visibility of traffic in both directions is often limited due to adjacent parked vehicles. The potential crash impact points are greatly increased with the use of head-

in parking. ASHTO's "Policy on Geometric Design of Highways and Streets" discourages the use of head-in parking and suggests that it be considered only in special cases.

The use of head-in parking has some definite pros and cons which should be addressed with the neighbors. The parking scheme will add additional parking spaces and will provide some traffic calming effects, but will also provide some additional safety concerns with the back-up maneuver required to exit the parking stalls.

Staff recommends that, unless a definite parking need is established, the parking should remain as it is currently laid out.

Discussion:
Bonnie Schaffter, 283 B Street, has been a resident of the street for nine years. She went to kindergarten on B Street and it has been a part of her life for a very long time. She sees a lot of bike traffic using B Street and creating head in parking will narrow the road even more. The cars backing out seem to pose more of a hazard to bicyclists also. Her lot is on the corner of 2nd and B Streets and if the head in parking is established, she will be backing into a three way stop intersection. The effect of the headlights shining in residences front windows when cars are parking will lower the quality of life. Schaffter feels that this action will change the feel of the historical neighborhood into a commercial parking lot. There is no reason for this neighborhood to be the destination parking for downtown employees. Busse asked the audience if most agree with the remarks made by Schaffter by a show of hands, 14 people agreed.

Jeff Straub, 463 B Street, feels strongly that the City should not shuffle commercial parking problems onto residential streets. This is a commercial problem and should be dealt with in the commercial areas. He agrees that the headlights will affect the quality of life for the residents. It will lower their property value to live in a parking lot.

Bender asked for clarification that the residences did not have off-street parking. The historical district does not have garages or off-street parking.

Steve Neely, 386 B Street, is generally concerned that the City disregarding historical areas for development overflow. The Northlight project was not supposed to impact our neighborhood and feels this is a consideration for their needs. They seem to expect the residential neighborhoods into parking lots. The neighborhood is under assault. He feels the City council will remember that the problem is not fundamentally in the neighborhood and we all would be willing to come forward to talk to the Council about this. He has lived in several communities and never seen a neighborhood turned into a diagonal parking. When this happens the neighborhood changes into a commercial area.

Larry Ambrose, 269 B Street, thanked the commission for notifying the neighbors and giving them a chance to speak. He observed today a large amount of pedestrians and bicyclists honoring the car free day. Watching the families on bicycles navigate traffic made him think of how dangerous it is to have bikes behind cars that would be backing out of the spaces on B Street. He also is bothered by the idea of lights shining in his window. He recalls a planning condition for flag lots which states the person building the driveway to the back lot must include a fence that blocks the headlights from shining on the other house. How are they defending having cars pulling into people's houses for five blocks? B Street is also a bypass route for trucks to get through town without having to deal with the congestion of the vehicles on the main streets.

Jacquelene Ambrose, 269 B Street, said she and her husband had recently moved from an artist's community in Del Ray, Florida where a similar expansion of commercial swallowed up the historic feel of the town. That was why they had left. She is concerned that property values would drop. They moved onto B Street for the charm of the historic district. Please don't turn it into a parking lot.

Anne Golden, 247 Third Street, questioned who brought up this request? She read a letter from her partner into the record.

Neely reminded the commission that the first request was made by a bed and breakfast that no longer exists. The conditions for bed and breakfasts require them to have adequate parking.

Doyle threw out the idea of timed parking so people could not be in the spaces all day. The problem isn't the residents. Doyle suggested that the residents be sure to participate in the downtown plan planning, because this could inevitably be revisited. He encouraged them to be vocal about their neighborhood and about parking in the downtown.

Silbiger said the downtown plan was still a year or so out from being completed. The plan needs to include projected impacts on surrounding neighborhoods. This problem can not be handled piece-meal.

Massie observed that during all the testimony there has not been one supporter of this plan.

Bender commented that other communities do have diagonal parking schemes in residential neighborhoods, but they are rare.

Doyle felt that from a traffic safety standpoint, this scheme should not be supported. The diagonal parking is not a step toward safety.

Decision:
Massie motioned to accept staff recommendation to not change the parking configuration on B Street from 1st Street to 5th Street. Doyle seconded the motion. Vote passed unanimously.

4. Reprise of Bike Incentive Helmet Give-A-Way (Keith Massie)
Massie would like the opportunity to once again pass out bike helmets at the elementary schools to encourage the children to wear them. Last year the program was positive success and this year he is planning on doing two separate visits with a little more emphasis on fitting the helmets. Last year several businesses donated gift certificates to the kids. David Chapman is planning on helping out this year from a Bike and Pedestrian association.

The helmets cost about $8 a piece through the police department. They gave away about 60 helmets last year. Based on that figure, Massie is requesting $400 from the commission funds to pay for the helmets.

Decision:
Doyle motioned to donate $400 to the helmet program, Preslar seconded the motion and the vote passed unanimously.

5. Report from North Mountain Avenue Traffic Calming Subcommittee (Terry Doyle)
Doyle presented the highlights of the sub-committee meeting. There were representatives from the neighborhood, police department, fire department, engineering and parks department. The Traffic Safety Primer was distributed for information to the attendees. It was helpful in narrowing the items for discussion.

There are several in process items:
Two ladder style crosswalks will be installed: one at Clinton and one at Briscoe
Fluorescent green crosswalk signs will be installed
Speed studies will be performed before and after the installations

Memo

CITY OF ASHLAND

Date: February 25, 2010
From: James Olson
To: Transportation Commission
Re: REQUEST FOR A MARKED CROSSWALK ACROSS ASHLAND ST @ YMCA WAY

QUESTION
Will the Subcommittee consider a request to install a crosswalk on Ashland Street at YMCA Way and petition ODOT to conduct the necessary warrant study?

STAFF RECOMMENDATION
Staff recommends the Subcommittee approve the request and that a request for a warrant study be forwarded to ODOT.

BACKGROUND
Ashland Street, from Faith Avenue easterly, is an ODOT facility and therefore subject to their review and approval of all changes and improvements. Staff spoke with Dan Dorrell, ODOT Traffic Engineer, regarding the likelihood of a crosswalk at this location and was informed that, if requested, ODOT would perform the required warrant study. Mr. Dorrell explained, however, that there are several conditions that make a crosswalk unlikely including:

1. Sight distance from the west
2. Speed of traffic
3. Proximity to an existing signalized crosswalk
4. Lack of pedestrian island refuges

The warrant study will take into consideration all of these elements plus a review of pedestrian generators and a video count of the pedestrian activity. If the request were to be approved, it would most certainly contain several required improvements to make the crossing safer. Some expected improvements might include:

1. Construction of a refuge island
2. Installation of flashing beacons or other warning devices
3. Additional signage and pavement markings

ATTACHMENTS
Letters
Photos
Map

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

Community Housing
BY
PACIFIC
RETIREMENT
SERVICES

February 3, 2010

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

RE: Proposed Crosswalk

To Whom It May Concern,

Donald E. Lewis is an affordable retirement community, subsidized through the U.S. Department of Housing and Urban Development, managed by Pacific Retirement Services, a non-profit organization. This facility consists of forty senior low-income apartments.

Our seniors are an energetic, independent group and many are still very active in the community. Many of our seniors do not drive and therefore, must walk to and from local shopping facilities. The proposed crosswalk on the corner of YMCA Way across Ashland Street would greatly benefit the senior residents here at Donald E. Lewis Retirement Center. Currently residents, who want to walk to the Bi-Mart and Shop-N-Kart Plaza, must walk down to the intersection of Ashland Street and Tolman Creek Rd. For some of my seniors this extra walking is quite a challenge.

The residents of Donald E. Lewis Retirement Center would greatly benefit from the placement of a crosswalk from YMCA Way across Ashland Street.

Thank you,

Delena Oden

Delena Oden
Facility Manager

Donald E. Lewis
RETIREMENT CENTER
500 YMCA Way • Ashland, OR 97520
(541) 488-6412 • TDD: (800) 735-2900 or dial 711 • Fax: (541) 488-2503
www.senioraffordablehousing.org


AVAILABLE
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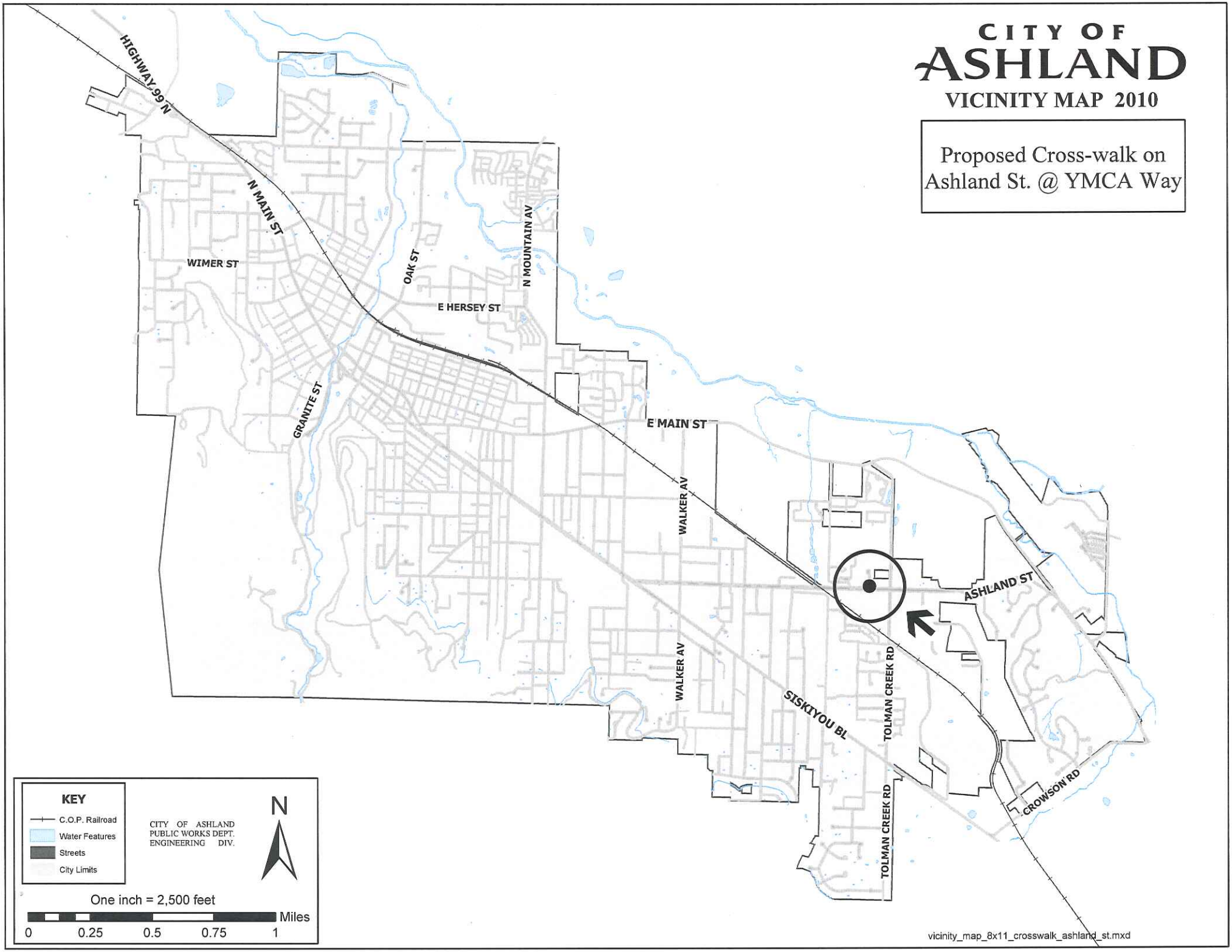
Premier West
BANK

CITY OF ASHLAND

VICINITY MAP 2010

Proposed Cross-walk on
Ashland St. @ YMCA Way



Memo

CITY OF ASHLAND

Date: February 25, 2010
From: James Olson
To: Transportation Commission
Re: REQUEST FOR STOP OR YIELD SIGN ON HOLLY @ TERRACE STREET

Question:
Will the Transportation Commission Subcommittee consider placement of a stop or yield sign on Holly Street at Terrace Street?

Staff Recommendation:
Staff recommends approval of a yield sign on Holly Street at Terrace Street.

Background:
By an email to David Chapman, Mr. Robert Bestor, resident of Ridge Road, relayed a recent near accident at the Holly / Terrace intersection. He thought that a stop or yield sign should be placed at that intersection to define the proper right of way assignment.

A turn movement study conducted on February 25, 2010 confirmed that Terrace Street carries the majority traffic flow at the intersection. The through, or north-south traffic movement constitutes 86% of the traffic while Holly Street carries the remaining 14%. This disparity may be less extreme during the AM and PM peak traffic periods.

The total traffic volume on Terrace Street is approximately twice that of the Holly Street traffic with counts showing 500 VPD on Terrace and 220 VPD on Holly Street. At those volumes and the low turn movement counts, warrants are not met for the placement of a stop sign.

The 18% approach grade on Holly Street, however, provides some operational problems that bear further consideration. To most drivers, Terrace Street traffic clearly appears to have the right of way though the intersection, however, the steep grade up Holly Street makes stopping and starting difficult.

In addition, the adjacent intersection of Terrace and Iowa Streets has a reverse right of way assignment. At that intersection, both directions of travel on Terrace Street are stopped and the Iowa Street traffic assumes the right of way. This was done because the grade on Iowa Street is even steeper than Holly Street and the turn movements to and from Iowa carry the majority of the traffic.

If Holly / Terrace intersection had no grade issues, the intersection would likely have no operational problems. However, the steep grade of Holly Street drastically changes the operation of this intersection. Staff recommends that a yield sign be installed.

ENGINEERING DIVISION
20 E. Main Street
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Tel: 541/488-5347
Fax: 541/488-6006
TTY: 800/735-2900

From: David Chapman <DavidChapman@AshlandHome.net>
To: <bob@gemut.com>, Colin Swales <colinswales@gmail.com>, Jim Olson <olsonj...
Date: 1/27/2010 11:48 AM
Subject: Re: Stop sign on Holly

Bob,

I do remember (and that was probably the last track workout that I've done since). I need to get out there again.

I am the council liaison to the Transportation Commission and Colin Swales is the chair, but this path still works just fine. I'll also copy this reply to Jim Olson and Nancy Slocum our staff members on the commission. The process is that Jim will consider your request, do any data collection necessary, and then and probably place it on the agenda of the sub-committee that looks at these issues. They will let you know when it will be discussed. Holly and Iowa are both interesting intersections with Terrace. I don't recall if they have been discussed lately. I have two similar situations on my side of town. Nob Hill and Church both T into Scenic on a pretty good climb. Church has enough traffic to have stop signs on Scenic, but Nob Hill does not. The theory being it is tough to stop going uphill and you still can't see anyway. (Any of those intersections are a thrill on a bike, by the way.)

Good to hear from you. Let me know how it turns out.

David

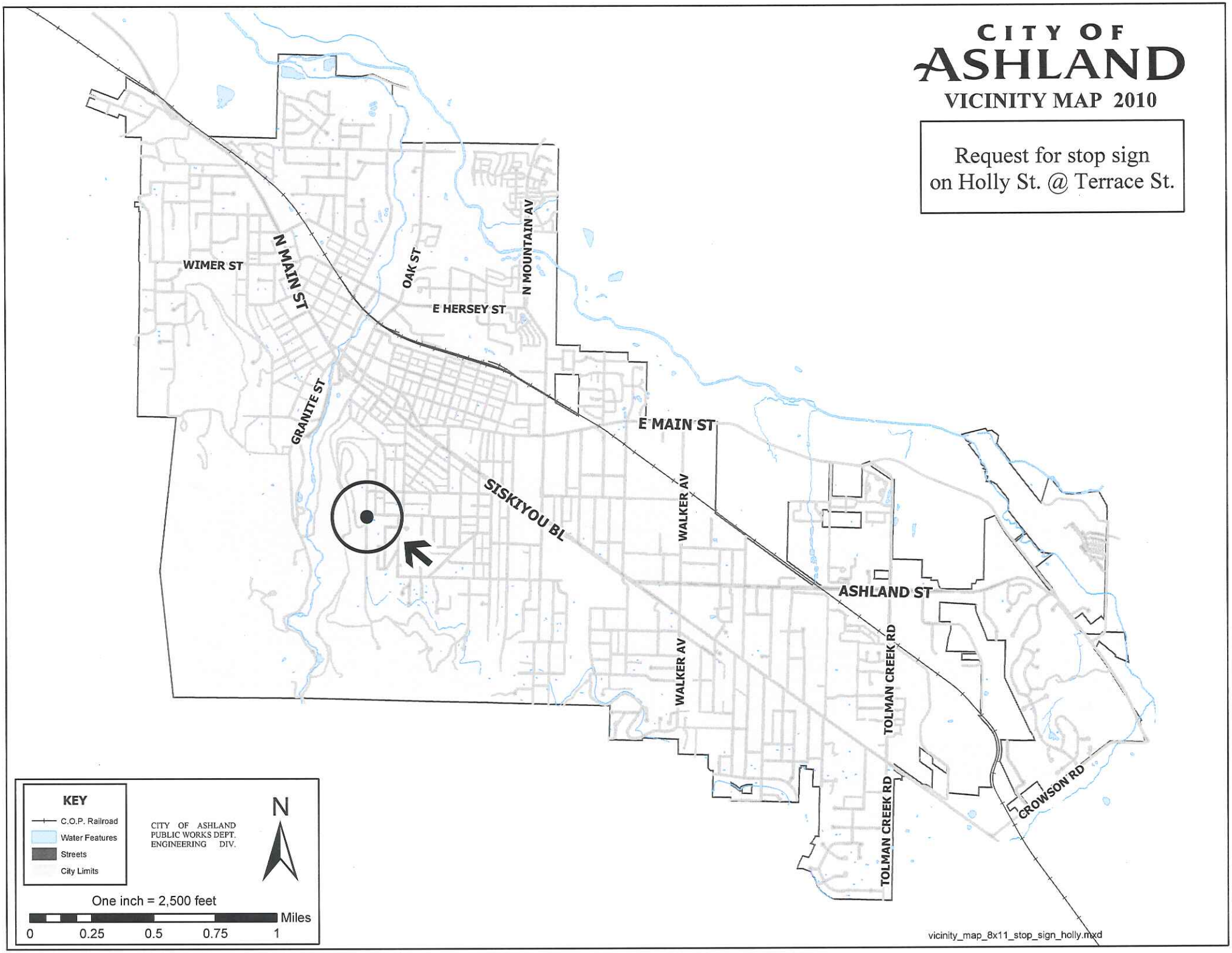
Robert Bestor wrote:
> Dear David Chapman,
>
> Perhaps you will recall that we met one day at the SOU track where we
> were jogging with John Stromberg .
>
> I'm contacting you because I understand you chair the Transportation
> Commission.
>
> I'd like to suggest the commission do whatever is necessary to get a
> stop sign (or at least a yield sign) erected at the top of Holly where
> it joins Terrace. Currently there is no stop or yield in either
> direction at that intersection. My sense is that motorists proceeding
> north down the hill on Terrace presume that those coming up the hill
> on Holly onto Terrace, where they can only turn left or right, must
> stop or yield. In the absence of signage I believe the rule is to
> yield to the driver on the right, but for northbound Terrace motorists
> that somehow just doesn't feel right. The northbound Terrace driver
> (who has just come down a hill and may be going 25-30mph) is really
> just a few feet from Holly before he/she is able see if another car is
> about to come on to Terrace from Holly.
>
> I live on Ridge and my wife and I pass that intersection often. In the
> last 11 years there have been a couple of close calls, but recently I
> was riding with a neighbor going 20mph north on Terrace when, just a

> few yards before we reached the Terrace-Holly intersection, a car
> traveling at a fairly high speed for the circumstances —perhaps
> 25-30mph—entered Terrace from Holly and turned left in front of us. My
> neighbor braked hard and we skidded to a stop. Had he not been alert
> we would have "T-boned" the other car. Even at those speeds there
> probably would have been injuries. In my view, a stop sign for Holly
> westbound drivers would be best, but I'd settle for a yield or stop
> sign on Terrace. It's a dangerous intersection.
>
> --
> Bob Bestor
> www.gemut.com <http://www.gemut.com>
> 800-521-6722
> 541-488-8462
> Fax: 541-488-8468
> Mobile: 541-601-3097

CITY OF ASHLAND

VICINITY MAP 2010

Request for stop sign
on Holly St. @ Terrace St.



CITY OF ASHLAND, ENGINEERING DIVISION

TURN MOVEMENT VOLUMES

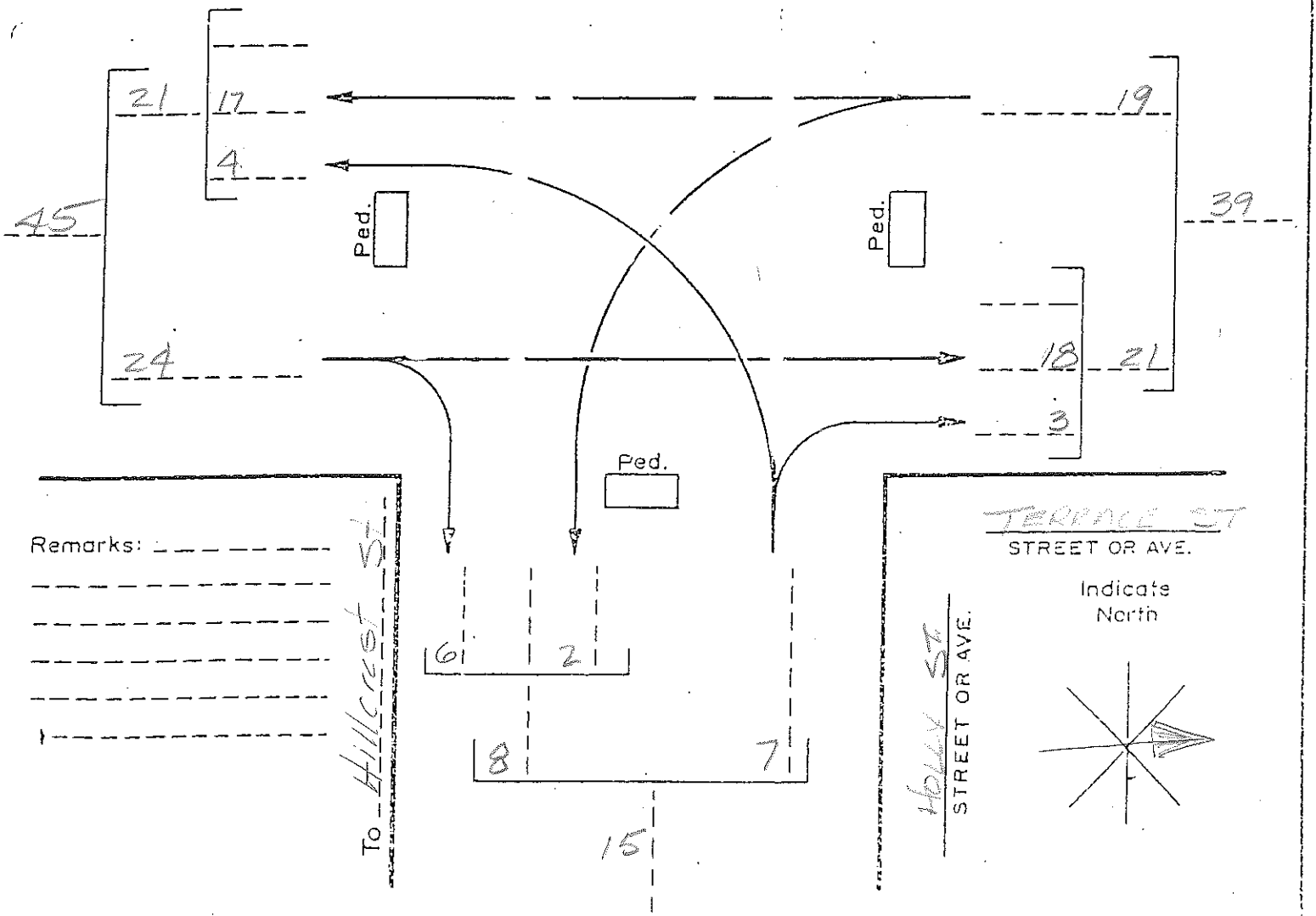
DATE 2/25/10
DAY OF WEEK Thur
ACTUAL COUNT (VEH.) 1.0 HRS.
HOURS COUNTED 11:30 AM to 12:30 PM
PEDESTRIAN COUNT ..... HRS.
HOURS COUNTED .....
WEATHER Fair

CITY OR COUNTY ASHLAND
INTERSECTION OF TERRACE ST / HOLLY ST
MILE POST N/A
CLASSIFICATION LOCAL

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	50	100
ENTERING FROM NORTH & SOUTH	43	86%
ENTERING FROM EAST & WEST	7	14%

To Ashland Loop Rd

To Iowa St



Remarks:

CITY OF ASHLAND

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

FIELD OBSERVATION REPORT FOR INTERSECTIONS

LOCATION: Fmac / Holly St

DATE: 2/25/10 **TIME:** 11:30 AM

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?	NA	
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:

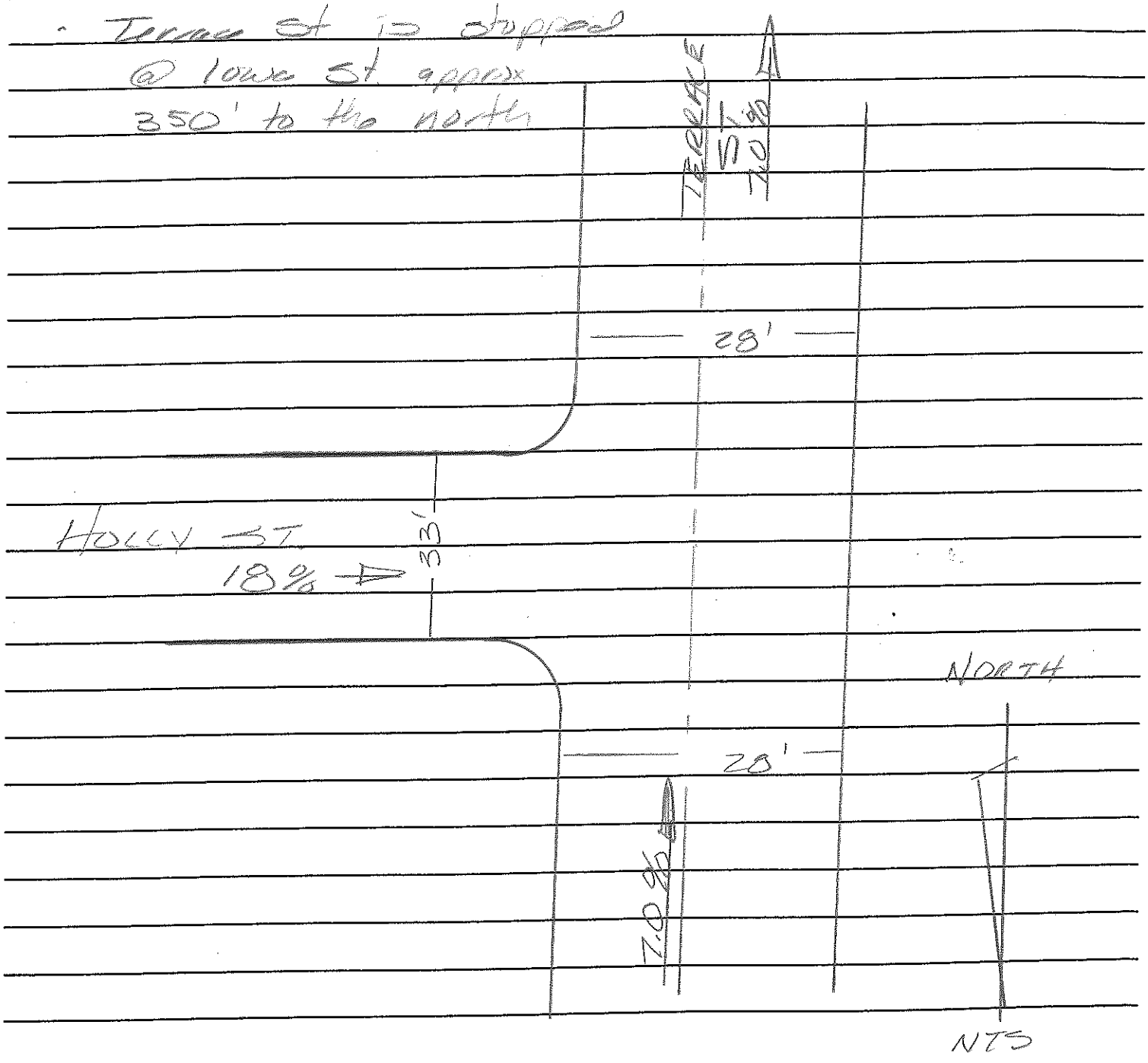
	Operational Component			
1.	1	Can sight obstructions be removed or decreased?	✓	
2.	1, 8	Does the legal parking layout affect:	✓	
		Sight distance?		
		Through or turning vehicle paths?	✓	
		Traffic flow?	✓	
3.	2	Are signals inadequate as to placement, conformity, number of signal heads, or timing (see 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?	✓	
6.	4	Is channelization (islands or paint markings) inadequate for:	✓	
		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:	N/A	
		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

- Volume through the intersection is low with the majority of traffic being through traffic on Terrace St.
- The approach grade on Holly St is 18%
- Terrace St is stopped @ Iowa St approx 350' to the north



Memo

CITY OF ASHLAND

Date: December 24, 2009
From: Nancy Slocum
To: Transportation Commission
Re: SHARE THE ROAD PLEDGE
EDUCATIONAL CAMPAIGN SUGGESTION

While searching the internet, I came across the attached City of Portland "I Share the Road Pledge" campaign brochure. A similar educational campaign for Ashland could be implemented using minimum staff time and very little money.

The "pledge" brochure could be distributed at elementary schools and other brainstormed locations. I imagine a child taking it home and he and his parent(s) reading the pledge together, signing it and dropping it in the mail to me. In return for the pledge we could design a clever and educational bumper sticker (the size of a No. 10 envelope) that then could be mailed back to the family.

The cost of 250 custom bumper stickers is about $200. The only other cost would be that of printing the brochures (which, if approved, could be done in house). This would be an easy task designed to further the Commission's goal of community education on shared roads in Ashland.

Decisions

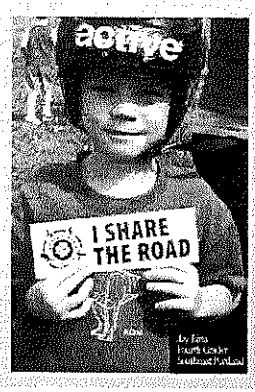
1. Fund the program or not
2. Should printing costs be added to funding
3. How best to design the bumper sticker

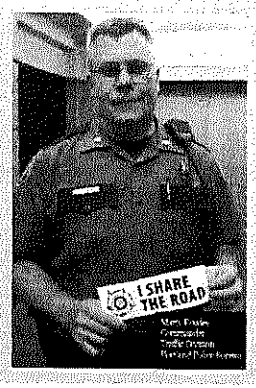
ENGINEERING DIVISION
20 E. Main Street
Ashland OR 97520
www.ashland.or.us
Tel: 541/488-5347
Fax: 541/488-6006
TTY: 800/735-2900

Neighborhood Speed Reduction and Traffic Safety Program

Designed to bring more awareness about speeding and encourage drivers to share the road, the Neighborhood Speed Reduction and Traffic Safety Program series of services include:

- **Speed reader boards** to alert drivers of their current speed
- **Yard signs** to remind drivers to share the road, look for kids, stop for pedestrians, pass bikes safely, and slow down
- ***I Share the Road* Pledge** to indicate our individual commitment for driving a neighborhood friendly speed





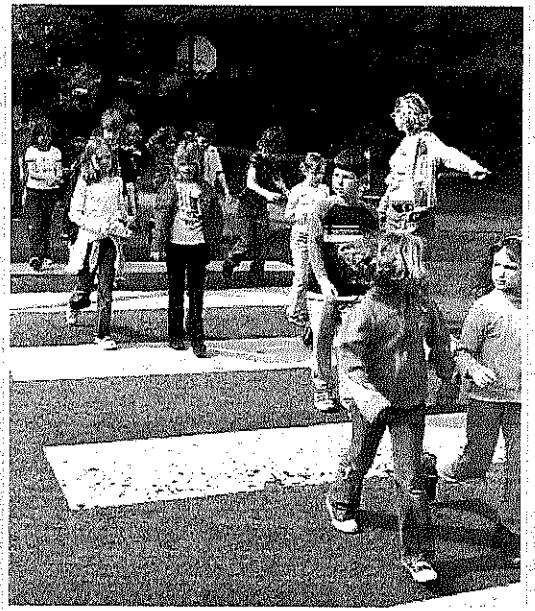
For more information contact:

Traffic Safety and Neighborhood Livability Hotline
(503) 823-SAFE (823-7233)
TTD (503) 823-6868
www.portlandtransportation.org
Sam Adams, Commissioner

Funding provided by ODOT and NHTSA

CITY OF PORTLAND OFFICE OF TRANSPORTATION

I SHARE THE ROAD Pledge



Community and School Traffic Safety Partnership

I SHARE THE ROAD Pledge Program

Take the **I SHARE THE ROAD** pledge and make a commitment to be an **I Share The Road** driver. Pledge forms are available at http://www.portlandonline.com/transportation/index.cfm?c=40513 or by calling the Traffic Safety and Neighborhood Livability Hot Line at 503-823-SAFE (823-7233).

Excessive vehicle speed is the leading cause of crashes in the City of Portland. Vehicle speed affects stopping distance and pedestrian fatality rates. A vehicle traveling 20 mph requires, on average, 64' to stop; traveling 30 mph requires, on average, 112' to stop; and a vehicle traveling 40 mph needs 170' to stop.

Pedestrians hit by a vehicle traveling 20 mph have a 5% fatality rate. If a pedestrian is hit by a vehicle traveling 30 mph, they have a 40% fatality rate; and a pedestrian hit by a vehicle traveling 40 mph results in a 95% fatality rate.

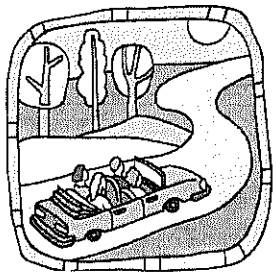
Please, slow down and drive a family friendly speed!

Completed Pledge Forms

Mail completed pledge forms to:

City of Portland, Office of Transportation
1120 SW 5th Ave., Suite 800, Portland, OR 97204 Attn: Sharon White

Neighborhood Speed Reduction and Traffic Safety



Pledge to:

⇒ Slow Down, Set the Pace

⇒ Look for Bikes, Pass Slowly

⇒ Stop for Pedestrians

⇒ Slow Down, Stop for Kids and Seniors

I SHARE THE ROAD Pledge

I pledge to set the pace and:

- **drive a family friendly speed**
- **look for bikes and pass safely**
- **stop for pedestrians at marked and unmarked crossings**
- **slow down and look for kids and seniors**
- **work with neighbors to make my neighborhood a better place**
- **be safe and courteous when walking and bicycling**

Signed: _____

Name Date

_____

Address

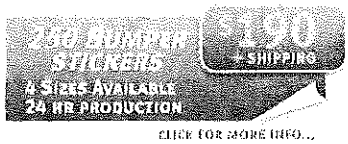
_____

_____

Phone Email

~ 200 for 250 stickers

CLICK FOR MORE INFO...



CLICK FOR MORE INFO...

CLICK FOR MORE INFO...

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- Your choice of 25 standard inks
- Up to two standard colors in 24 hours

- PANTONE color matches available
  - Ships in 72 hours
  - Color match charges apply
- Three + standard colors in 5 days
- 1/8" bend and peel strip
- Flexographically printed
- FREE artwork and revisions

Custom Bumper Stickers and Decals

No description needed for the most popular sticker type available! Custom Bumper Stickers are renowned in their marketing capabilities and advertising potential. We've worked up a variety of shapes and sizes for our **bumper stickers** that are available on three different stock choices to suit your needs. We offer up to two standard colors printed on an outdoor grade white vinyl, clear vinyl and even a white removable/re-stick able pressabel stock in just 24 hours. Three to Six standard color production time is dated at 5 days. All of our custom bumper stickers and car stickers include free lamination for resistance to outdoor elements and come stock with a 1/8" bleed and peel for easy application.

Custom Bumper Stickers are a very popular choice amongst colleges, high schools, middle and elementary schools for a variety of applications. We cover anything from schools, bands, sports teams to military, political themes and ribbon awareness. You name it and we can make it. As always there are no setup fees, no artwork/revision fees and quality assurance is guaranteed ALWAYS. Fill out the free quote form below to get a free quote and artwork proof to get started!

STOCK SHAPES
CLICK HERE
STOCK COLORS
TERMS/COND.
FAQ
OVER/UNDER RUNS

****Price per Thousand**

Lamination Included **
Standard Bumper Stickers (White Vinyl, Clear Vinyl, White Press Abel)

Description	Size	75	125	250	500	1000	2000	3000	5000	10000
3.75" x 7.5"	White Vinyl	$1.52	$1.14	$0.76	$0.42	$0.30	$0.18	$0.16	$0.14	$0.10
	Clear Vinyl	$1.88	$1.40	$0.92	$0.52	$0.36	$0.22	$0.20	$0.18	$0.12
	White Press Abel									
4" x 6" Oval	White Vinyl	$1.52	$1.14	$0.76	$0.42	$0.30	$0.18	$0.16	$0.14	$0.10
	Clear Vinyl	$1.88	$1.40	$0.92	$0.52	$0.36	$0.22	$0.20	$0.18	$0.12
	White Press Abel									
2.5" x 9.25"	White Vinyl	$1.52	$1.14	$0.76	$0.42	$0.30	$0.18	$0.16	$0.14	$0.10
	Clear Vinyl	$1.88	$1.40	$0.92	$0.52	$0.36	$0.22	$0.20	$0.18	$0.12
	White Press Abel									
3.75" x 7.75" Ribbon	White Vinyl	$1.52	$1.14	$0.76	$0.42	$0.30	$0.18	$0.16	$0.14	$0.10
	Clear Vinyl	$1.88	$1.40	$0.92	$0.52	$0.36	$0.22	$0.20	$0.18	$0.12
	White Press Abel									

WE CURRENTLY ACCEPT.

	Each Additional Color	$0.76	$0.62	$0.36	$0.18	$0.10	$0.06	$0.04	$0.02	$0.02
3" x 11.5"	White Vinyl	$1.76	$1.32	$0.80	$0.50	$0.36	$0.22	$0.20	$0.18	$0.14
	Clear Vinyl	$2.14	$1.60	$0.98	$0.60	$0.42	$0.28	$0.24	$0.22	$0.18
	White Press Abel									
3.75" x 15"	White Vinyl	$2.10	$1.56	$0.88	$0.60	$0.40	$0.28	$0.26	$0.24	$0.20
	Clear Vinyl	$2.54	$1.90	$1.08	$0.72	$0.50	$0.32	$0.30	$0.28	$0.26
	White Press Abel									
	Each Additional Color	$0.74	$0.56	$0.40	$0.22	$0.12	$0.10	$0.06	$0.04	$0.02

Stock:
White Vinyl, Clear Vinyl, White Propoylene PressAbel

Our knowledgeable staff would be happy to assist you with any **custom bumper sticker** questions you may have. Just give us a call at the toll free number below or email: stickers@stickers-4-less.com and a representative will be in contact with you shortly. If you wish to receive a quote on **custom bumper stickers**, let us know the quantity, which item you are interested in, and how many colors will be printed on the design.

1-866-665-1560