# City of Ashland
## TRANSPORTATION COMMISSION
## Subcommittee Meeting
### July 1, 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. Tour of Bike Facilities in Downtown (60 minutes)
B. Review of Parking Prohibitions on: (30 minutes)
   1. Hargadine Street
   2. First Street
   3. Granite Street
B. Pending Traffic Study at
   Grandview/Sunnyview/Orchard/Wrights Creek (15 minutes)

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: August 5, 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, June 3, 2010
### Lithia Room, 51 Winburn Way

**Summary Minutes**

I. CALL TO ORDER: 9:03 AM
Members: Tom Burnham, Colin Swales (Chair)
Staff: Mike Faught, Nancy Slocum
Attendees: David Chapman, Misty Santos

II. APPROVAL OF MINUTES: Minutes of March 4, 2010 were approved as submitted.

III. PUBLIC FORUM: No one spoke.

IV. ACTION ITEMS

A. Special Vehicle Permit for BackRoads Wine Tours

The Commissioners had not reviewed the ordinance, but had reviewed the application. Clarification was made that a commerical driver's license was only required when carrying more than 16 persons. Faught reported that trolleys and companies that rent and transport bikes and rafts would also be required to obtain special vehicle permits in the future.

Burnham moved to approve the special vehicle permit for BackRoads Wine Tours. Swales seconded the motion and it passed unanimously. Burnham suggested having window decals made up for permit holders.

B. Bicycle Transportation Alliance (BTA) Funding Request (Informational Only)

Faught reported that last year the Commission allocated $3,000 to supplement the bike swap donation to BTA. This year he recommended $1,750 or whatever was remaining in the Commission's budget. (All agreed that only the full Commission could allocate monies.)

Faught spoke to Scott Hollingsworth from the Fire Department who was working with his union to form a non profit to manage the bike swap in the future. The Subcommittee was surprised that only 50% of bike swap profits went to BTA. Chapman thought some Parks' money went to buying helmets and lights and to fund Park and Recreation classes. Burnham suggested increasing the percentage of profit the swap was paid by bike sellers. Other ideas included expanding the ability to drop off donor bikes all year round, expand swap to include the entire valley, expand hours of sale and register bikes at the time of sale.

For the Commission meeting the Subcommittee would like to see BTA's cost breakdown for classes and services. Faught would ask Egon DuBois to present it to the Commission. They would also like to see the Commission's budget for FY 09-10 in the packet.

V. OTHER

Burnham would like the Subcommittee to tour bike racks in the downtown core during their

next meeting. He would also like to see regular updates on all Commission and Subcommittee actions, for example: yield sign at Holly and Terrace, the B Street reconstruction project and the Share the Road Pledge Campaign.

Other items the Subcommittee would like to discuss at future meetings:

- Research additional parking on First Street adjacent to the Post Office;
- Research addition parking on both sides of Granite Street;
- Research removing some yellow loading zones on Hargadine Street;
- Better publicize use of the parking structure (talk to Lee Tuneburg)
- Adopt Grants Pass' 3' Protection Zone for bicyclists and pedestrians
- Need to grade the alley at upper Laurel and Almond
- Revisit the speed limit on Grandview (reduce to 20 mph)
- Request that speed limit signs say "Speed Limit 20 mph"

III. ADJOURN: 10:05 am

# Memo

CITY OF ASHLAND

Date: June 24, 2010
From: James Olson
To: Transportation Commission Subcommittee
Re: REVIEW OF PARKING PROHIBITIONS ON SEVERAL STREETS

QUESTION
Will the Transportation Subcommittee review the existing prohibitions on the following streets: Hargadine Street, First Street and Granite Street?

STAFF RECOMMENDATION
Staff recommends that no changes to parking be made to any of the above street sections.

BACKGROUND
It has been suggested that much needed parking could be gained by revisiting the existing parking prohibitions on Hargadine, First and Granite Streets. Each of these streets has narrow travel lanes and parking restricted to one-side. With the adoption of the narrower street standards, staff has been requested to re-examine these streets to see if parking can be added in one or more sections of the streets. Excerpts from the Ashland Street Standards Handbook, adopted in 1999, are attached showing the recommended street width and parking requirements for various street classifications.

Following is a summary of some existing physical conditions for each of the streets:

1. **Hargadine Street** Classification - Local (Neighborhood)

   A. Gresham Street to Beach Avenue - *19' - 20'; parking one side only*
   This street should have no on-street parking allowed due to its narrow width, but it functions acceptably due to its extremely low traffic volumes. Staff recommends no change.

   B. Beach Avenue to First Street - *30' width; parking on both sides*
   This section has parking on both sides of the street and is in accordance with the street standards and seems to function adequately. Staff recommends no change.

   C. First Street to Pioneer Street - *30' width; parking on south side only*
   This street still carries the neighborhood or local street classification;

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however, it is much more commercial in nature with a higher traffic volume (1100 VPD) as opposed to 860 VPD for the previous section. This section also has numerous turning movements from the Hargadine parking structure and the adjacent alley which require a more unobstructed view. This street section functions more as a collector than a local street and as such would require a 32 foot width to provide parking on both sides. Staff recommends no change to this section.

2. **First Street** Classification - Local (Neighborhood)

   A. East Main Street to Lithia Way - *32' wide; parking one east side only*

   This street section is similar to the previous section of Hargadine Street, however, this section is entirely commercial in nature. There are no residential uses on this short block which also accommodates traffic entering and exiting Will Dodge Way. Traffic volumes on this section are over 1800 VPD which also puts this street into the collector classification. At 32 feet wide, this section minimally meets the collector standards for parking on both sides, however, staff recommends addition the additional parking for the following reasons:

   1. The block is short and has no speed problems;
   2. Turning movements onto and from E. Main, Will Dodge Way and Lithia Way require extra width which should not be restricted by additional parking.

   B. East Main Street to 'B' Street - *28' width; parking on east side only; one-way traffic pattern*

   This street section is similar to the previous section of Hargadine in that its existing present use does not match its classification. With the Post office on the east side and Lithia First Subdivision on the west side the street usage is more commercial than neighborhood. The percentage of track traffic is much higher than on a normal local street and the traffic volumes of 1800 VPD are also higher than those found on local streets. Under collector street requirements, parking on both sides of the street requires a 32 to 34 foot width. At a 28 foot width, this requirement is not met and staff recommends that parking remain restricted on the west side to accommodate the heavier than normal truck traffic.

   C. 'B' Street to 'A' Street - *28' to 48' width; parking on both sides; one-way traffic pattern*

   This section functions well under its present combination of head-in and parallel parking. No change is needed.

3. **Granite Street** Classification - Avenue

   A. Main Street to High Street - *29' width; parking on east side only*
   B. High Street to Nutley Street - *30' width; parking on east side only*
   C. High Street to Strawberry Lane - *33.5' width; parking on west side only*

D. Strawberry Lane to Winburn Way - *27' to 30' width; parking on west side only*

Granite Street is classified as an Avenue and requires 10' to 10.5' travel lanes and 8' to 9' parking bays (if permitted). With a width of 27' to 33', only one lane of parking can be permitted.

**Hargadine Street, First Street to Pioneer Street**

**Hargadine Street, Pioneer to First**

**Hargadine Street, Second Street to First Street**

**First Street, Hargadine to East Main**

**First Street, Lithia Way and B Street**

**First Street, B Street to A Street**


**Granite Street, Nutley to High**

## Table 1: City of Ashland Street Design Standards

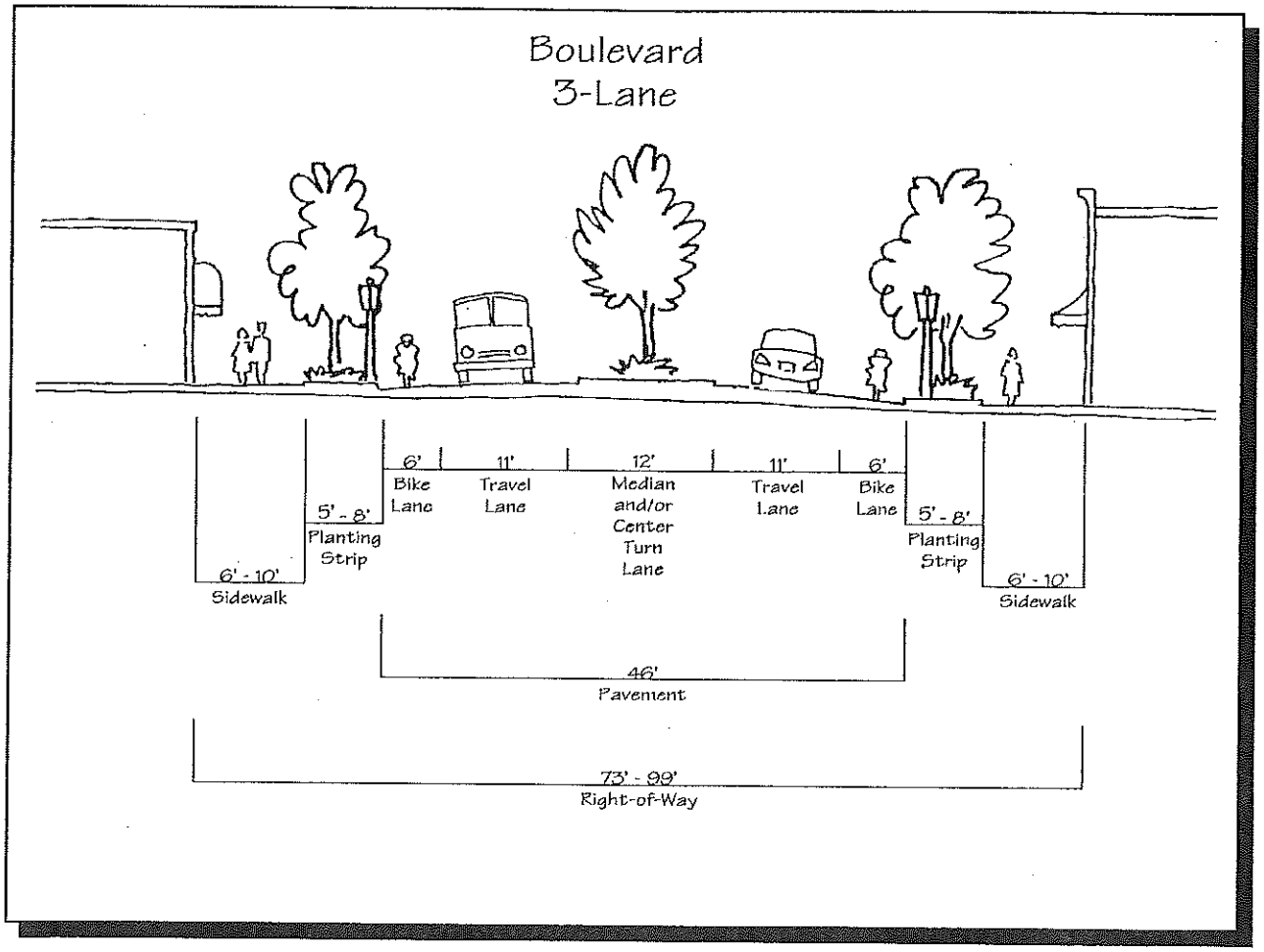
| TYPE OF STREET | ADT | R.O.W. WIDTH | CURB-TO-CURB PAVEMENT WIDTH | WITHIN CURB-TO-CURB AREA | | | | CURB | PARK-ROW | SIDE-WALKS |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | MOTOR VEHICLE TRAVEL LANES | MEDIAN AND/OR CENTER TURN LANE | BIKE LANES on both sides | PARK-ING | on both sides | on both sides | on both sides |
| 2-Lane Boulevard | 8,000 to | 61'-87' | 34' | 11' | none | 2 at 6' each | in 8' bays | 6" | 5'-8'[1] | 6'-10'[2] |
| 3-Lane Boulevard | 30,000 | 73'-99' | 46' | 11' | 12' | 2 at 6' each | in 8' bays | 6" | 5'-8'[1] | 6'-10'[2] |
| 5-Lane Boulevard | ADT | 95'-121' | 68' | 11' | 12' | 2 at 6' each | in 8' bays | 6" | 5'-8'[1] | 6'-10'[2] |
| 2-Lane Avenue | 3,000 to | 59'-86' | 32'-33' | 10'-10.5' | none | 2 at 6' each | in 8' bays | 6" | 5'-8'[1] | 6'-10'[2] |
| 3-Lane Avenue | 10,000 ADT | 70.5'-97.5' | 43.5'-44.5' | 10'-10.5' | 11.5' | 2 at 6' each | in 8' bays | 6" | 5'-8'[1] | 6'-10'[2] |
| Neighborhood Collector, Residential | 1,500 to | | | | NA | NA[3] | | | | |
| No Parking | 5,000 | 49'-51' | 22' | 11' | | | none | 6" | 8' | 5'-6' |
| Parking One Side | ADT | 50'-56' | 25'-27' | 9'-10' | | | one 7' lane | 6" | 7'-8' | 5'-6' |
| Parking Both Sides | | 57'-63' | 32'-34' | 9'-10' | | | two 7' lanes | 6" | 7'-8' | 5'-6' |
| Neighborhood Collector, Commercial | | | | | | | | | | |
| Parallel Parking One Side | | 55'-65' | 28' | 10' | | | one 8' lane | 6" | 5'-8'[1] | 6'-10'[2] |
| Parallel Parking Both Sides | | 63'-73' | 36' | 10' | | | two 8' lanes | 6" | 5'-8'[1] | 6'-10'[2] |
| Diagonal Parking One Side | | 65'-74' | 37' | 10' | | | one 17' lane | 6" | 5'-8'[1] | 6'-10'[2] |
| Diagonal Parking Both Sides | | 81'-91' | 54' | 10' | | | two 17' lanes | 6" | 5'-8'[1] | 6'-10'[2] |
| Neighborhood Street, Residential | less than | | | | NA | NA[3] | | | | |
| Parking One Side | 1,500 | 47'-51' | 22' | 15' Queuing | | | one 7' lane | 6" | 7'-8' | 5'-6' |
| Parking Both Sides | ADT | 50'-57' | 25'-28' | 11'-14' Queuing | | | two 7' lanes | 6" | 7'-8' | 5'-6' |
| Alley | NA | 16' | 12' paved width, 2' strips on both sides | NA | NA | NA | none | none | none | none |
| Multi-Use Path | NA | 10'-18' | 6'-10' paved width, 2'-4' strips on both sides | NA | NA | NA | none | none | none | none |

[1] 7' – 8' landscape parkrow shall be installed in residential areas, a 5' hardscape parkrow with tree wells shall be installed in commercial areas.

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

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

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

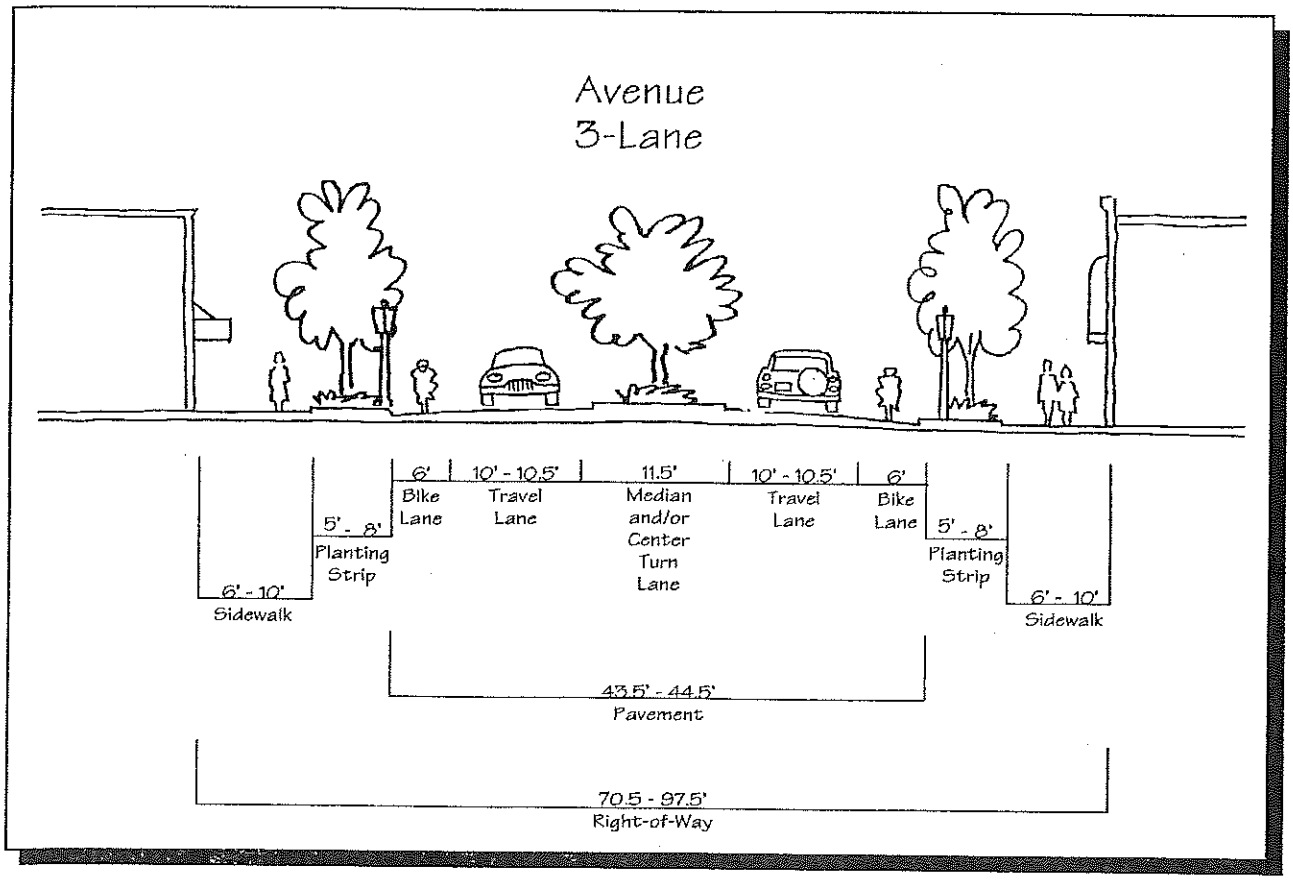



## *Avenue*

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

| | |
|---|---|
| **Street Function:** | Provide access from neighborhoods to neighborhood activity centers and boulevards. |
| **Connectivity:** | Connects neighborhoods to neighborhood activity centers and boulevards. |
| **Average Daily Traffic:** | 3,000 - 10,000 motor vehicle trips per day |

| | |
|---|---|
| **Managed Speed:** | 20 mph - 25 mph |
| **Right-of-Way Width:** | • 59' - 86' for 2-Lane<br>• 70.5' - 97.5' for 3-Lane |
| **Curb-to-Curb Width:** | • 32' - 33' for 2-Lane<br>• 43.5' - 44.5' for 3-Lane |
| **Motor Vehicle Travel Lanes:** | • Two 10' - 10.5' travel lanes for 2-Lane<br>• Two 10' - 10.5' travel lanes, one 11.5' median/center turn lane for 3-Lane |
| **Bike Lanes:** | Two 6' bike lanes, one on each side of the street moving in the same direction as motor vehicle traffic |
| **Parking:** | In 8' - 9' bays |
| **Curb and Gutter:** | Yes, 6" vertical/barrier curb |
| **Parkrow:** | • 7' – 8' landscape parkrow shall be installed in residential areas. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.<br><br>• 5' hardscape parkrows shall be used in commercial areas with on-street parking and where the street corridor has or will have a hardscape parkrow in place. Landscape parkrows may be appropriate in some commercial areas without on-street parking, or where the overall design concept for the street corridor includes a landscape parkrow. The minimum width of a landscaped parkrow in commercial areas shall be 7'. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards. |
| **Sidewalks:** | • 6' on both sides in residential areas.<br>• 8' – 10' on both sides in commercial areas. |



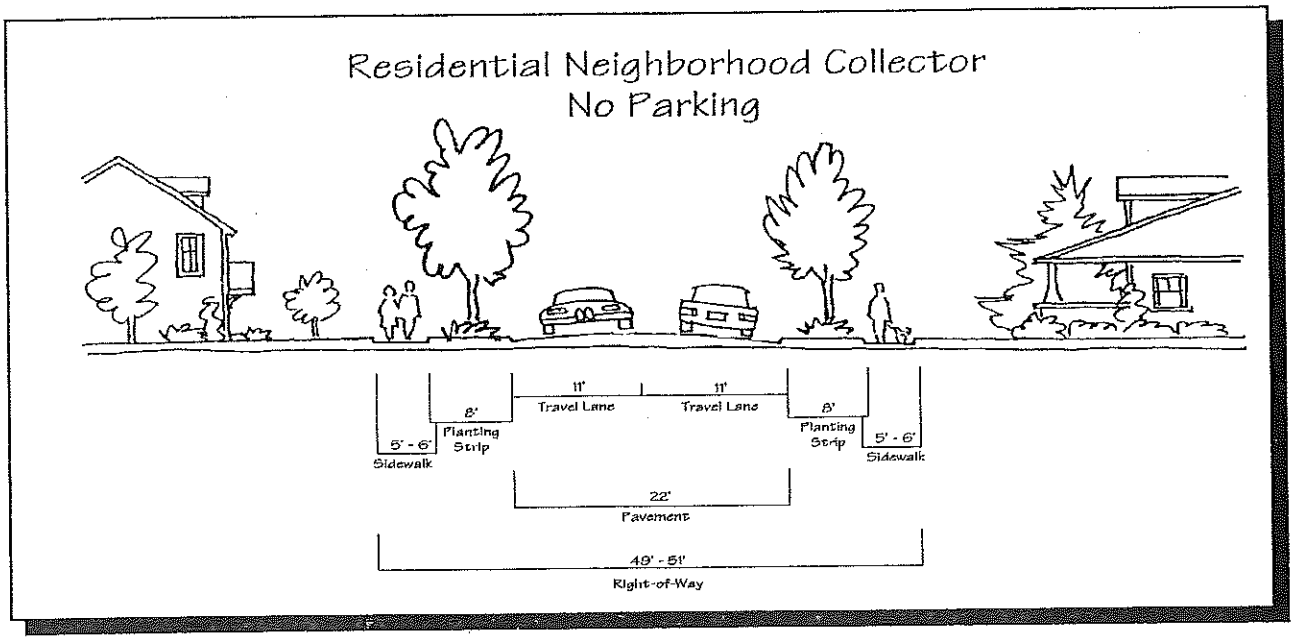

## *Neighborhood Collector*

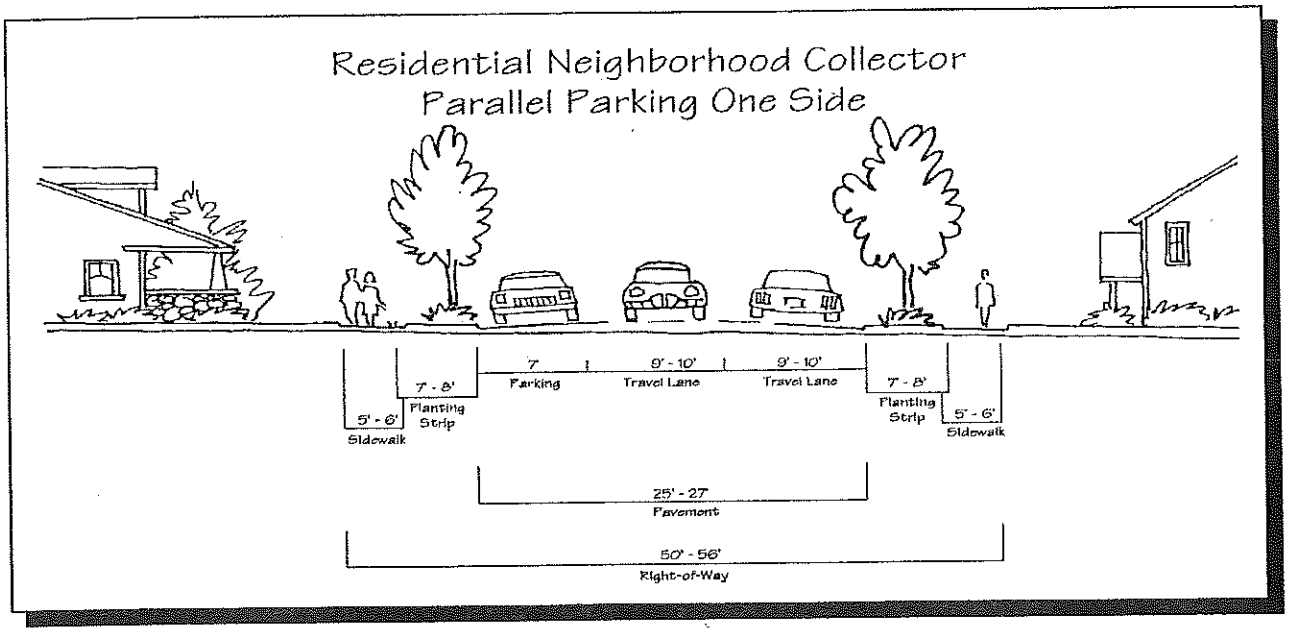
Neighborhood Collectors provide access to neighborhood cores and gather traffic from various parts of the neighborhood and distribute it to the major street system. Different configurations with several on-street parking options are provided for residential and commercial areas.

### *Residential Neighborhood Collector*

| | |
|---|---|
| **Street Function:** | Provide access in and out of the neighborhood. |
| **Connectivity:** | Collects traffic from within residential areas and connects these areas with the major street network. |
| **Average Daily Traffic:** | 1,500 to 5,000 motor vehicle trips per day |
| **Managed Speed:** | 15 mph - 20 mph |

| | |
|---|---|
| **Right-of-Way Width:** | • 49' - 51' for No On-Street Parking<br>• 50' - 56' for Parking One Side<br>• 57' - 63' for Parking Both Sides |
| **Curb-to-Curb Width:** | • 22' for No On-Street Parking<br>• 25' - 27' for Parking One Side<br>• 32' - 34' for Parking Both Sides |
| **Motor Vehicle Travel Lanes:** | • Two 11' travel lanes for No On-Street Parking<br>• Two 9' - 10' travel lanes' for Parking One Side and Parking Both Sides |
| **Bike Lanes:** | Generally not needed on low volume/low travel speed streets. If motor vehicle trips per day exceed 3,000, and/or actual motor vehicle travel speeds exceed 25 mph, a bike lane shall be required. |
| **Parking:** | • One 7' lane for Parking One Side<br>• Two 7' lanes for Parking Both Sides<br><br>Parking may be provided in 7' bays rather than a continuous on-street parking lane. |
| **Curb and Gutter:** | Yes, 6" vertical/barrier curb |
| **Parkrow:** | • 8' parkrow on both sides for No On-Street Parking<br>• 7' - 8' parkrows on both sides for Parking One and Both Sides |
| **Sidewalks:** | 5' - 6' on both sides, use 6' in high pedestrian volume areas with frequent 2-way foot traffic |


Residential Neighborhood Collector
No Parking
11'
Travel Lane
11'
Travel Lane
8'
Planting Strip
8'
Planting Strip
5' - 6'
Sidewalk
5' - 6'
Sidewalk
22'
Pavement
49' - 51'
Right-of-Way


Residential Neighborhood Collector
Parallel Parking One Side
7'
Parking
9' - 10'
Travel Lane
9' - 10'
Travel Lane
7' - 8'
Planting Strip
7' - 8'
Planting Strip
5' - 6'
Sidewalk
5' - 6'
Sidewalk
25' - 27'
Pavement
50' - 56'
Right-of-Way


### *Commercial Neighborhood Collector*

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

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

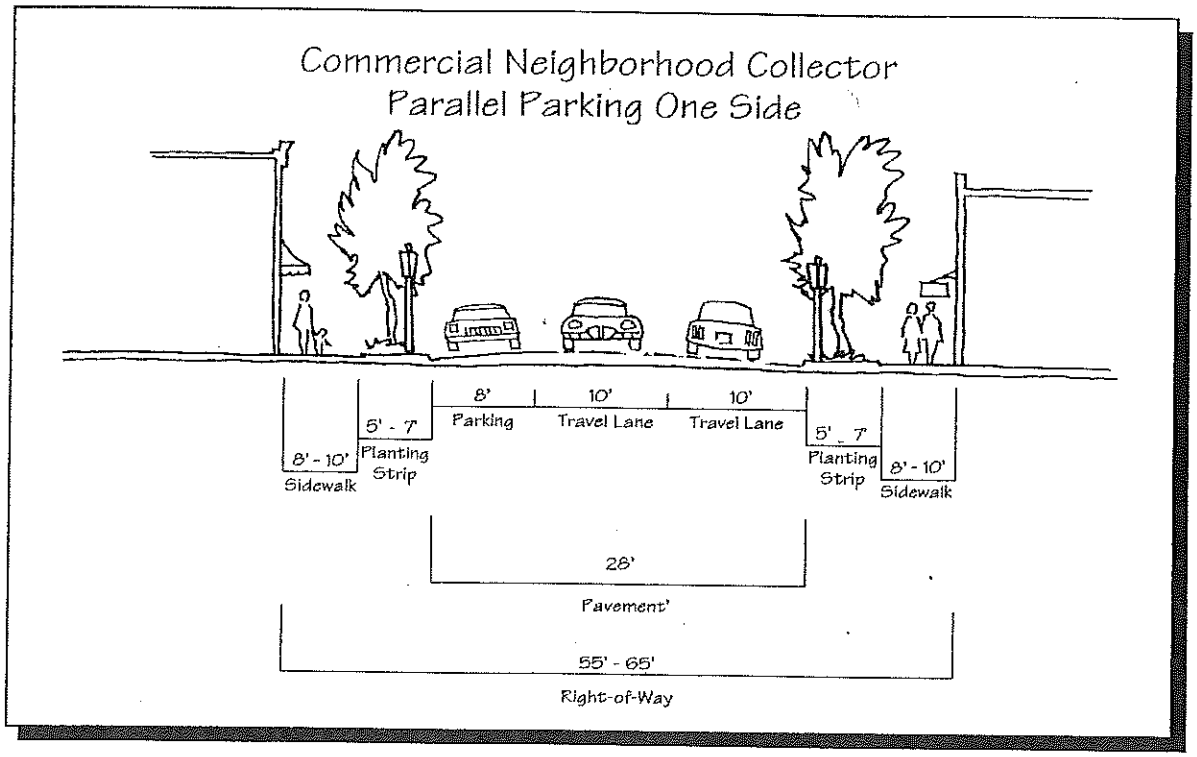
**Average Daily Traffic:** 1,500 to 5,000 motor vehicle trips per day

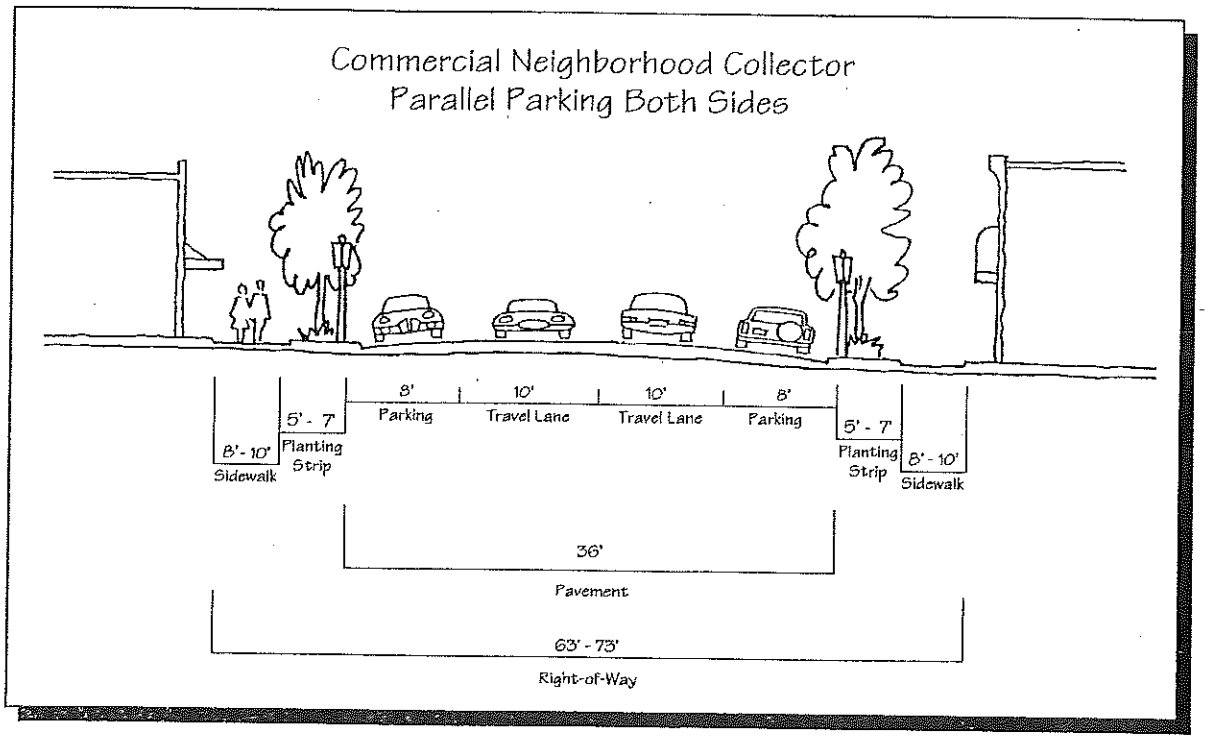
**Managed Speed:** 15 mph - 20 mph

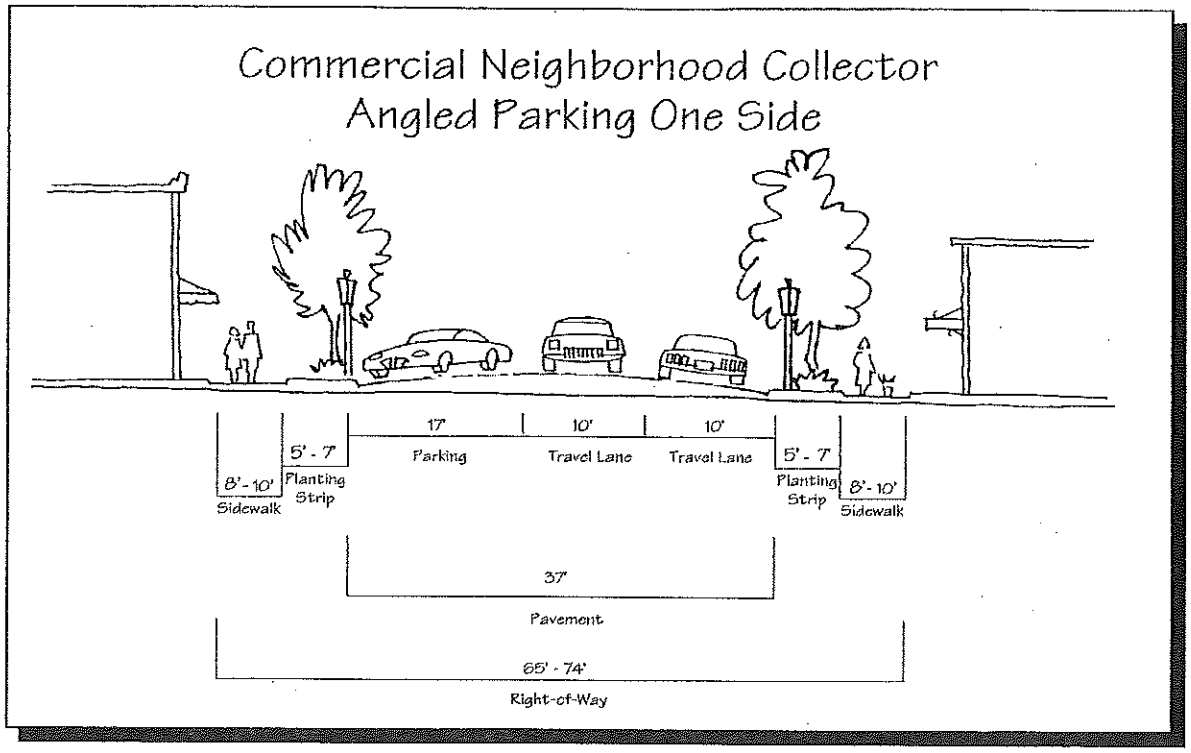
**Right-of-Way Width:**

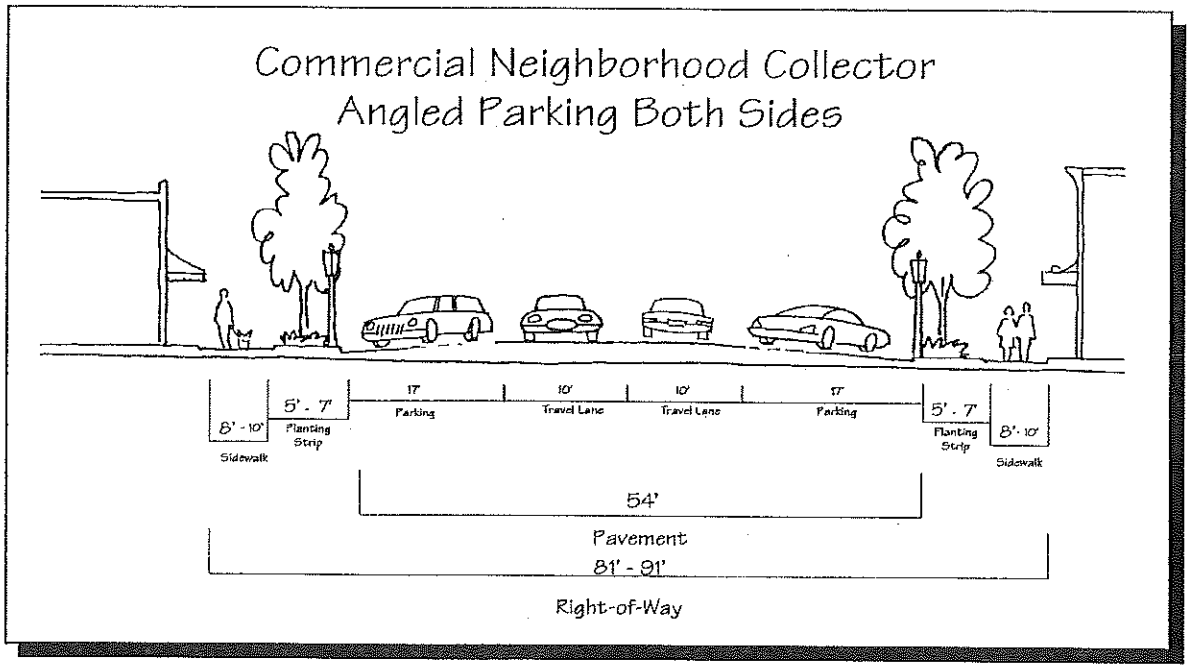
- 55' - 65' for Parallel Parking One Side
- 63' - 73' for Parallel Parking Both Sides
- 65' - 74' for Diagonal Parking One Side
- 81' - 91' for Diagonal Parking Both Sides

| | |
|---|---|
| **Curb-to-Curb Width:** | • 28' for Parallel Parking One Side<br>• 36' for Parallel Parking Both Sides<br>• 37' for Diagonal Parking One Side<br>• 54' for Diagonal Parking Both Sides |
| **Motor Vehicle Travel Lanes:** | Two 10' travel lanes |
| **Bike Lanes:** | Generally not needed on low volume/low travel speed streets. If motor vehicle trips per day exceed 3,000, and/or actual motor vehicle travel speeds exceed 25 mph, a bike lane may be needed. |
| **Parking:** | • One 8' lane for Parallel Parking One Side<br>• Two 8' lanes for Parallel Parking Both Sides<br>• One 17' lanes for Diagonal Parking One Side<br>• Two 17' lanes for Diagonal Parking Both Sides<br><br>Parking may be provided in 7' bays rather than a continuous on-street parking lane. |
| **Curb and Gutter:** | Yes, 6" vertical/barrier curb |
| **Parkrow:** | 5' hardscape parkrow shall be used in commercial areas with on-street parking and where the street corridor has or will have a hardscape parkrow in place. Landscape parkrows may be appropriate in some commercial areas without on-street parking, or where the overall design concept for the street corridor includes a landscape parkrow. The minimum width of a landscaped parkrow in commercial areas shall be 7'. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards. |
| **Sidewalks:** | 8' - 10' on both sides |


Commercial Neighborhood Collector
Parallel Parking One Side
8' - 10'
Sidewalk
5' - 7'
Planting Strip
8'
Parking
10'
Travel Lane
10'
Travel Lane
5' - 7'
Planting Strip
8' - 10'
Sidewalk
28'
Pavement'
55' - 65'
Right-of-Way


Commercial Neighborhood Collector
Parallel Parking Both Sides
8' - 10'
Sidewalk
5' - 7'
Planting Strip
8'
Parking
10'
Travel Lane
10'
Travel Lane
8'
Parking
5' - 7'
Planting Strip
8' - 10'
Sidewalk
36'
Pavement
63' - 73'
Right-of-Way


Commercial Neighborhood Collector
Angled Parking One Side
17'
10'
10'
5' - 7'
Parking
Travel Lane
Travel Lane
5' - 7'
8' - 10'
Planting Strip
Planting Strip
8' - 10'
Sidewalk
Sidewalk
37'
Pavement
65' - 74'
Right-of-Way


Commercial Neighborhood Collector
Angled Parking Both Sides
17'
10'
10'
17'
5' - 7'
Parking
Travel Lane
Travel Lane
Parking
5' - 7'
8' - 10'
Planting Strip
Planting Strip
8' - 10'
Sidewalk
Sidewalk
54'
Pavement
81' - 91'
Right-of-Way

## ***Neighborhood Street***

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

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

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

**Connectivity:** Connects to higher order streets.

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

**Managed Speed:** 10 mph - 20 mph

**Right-of-Way Width:**
- 47' - 51' for Parking One Side
- 50' - 57' for Parking Both Sides

**Curb-to-Curb Width:**
- 22' for Parking One Side
- 25' - 28' for Parking Both Sides

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

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

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

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

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

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

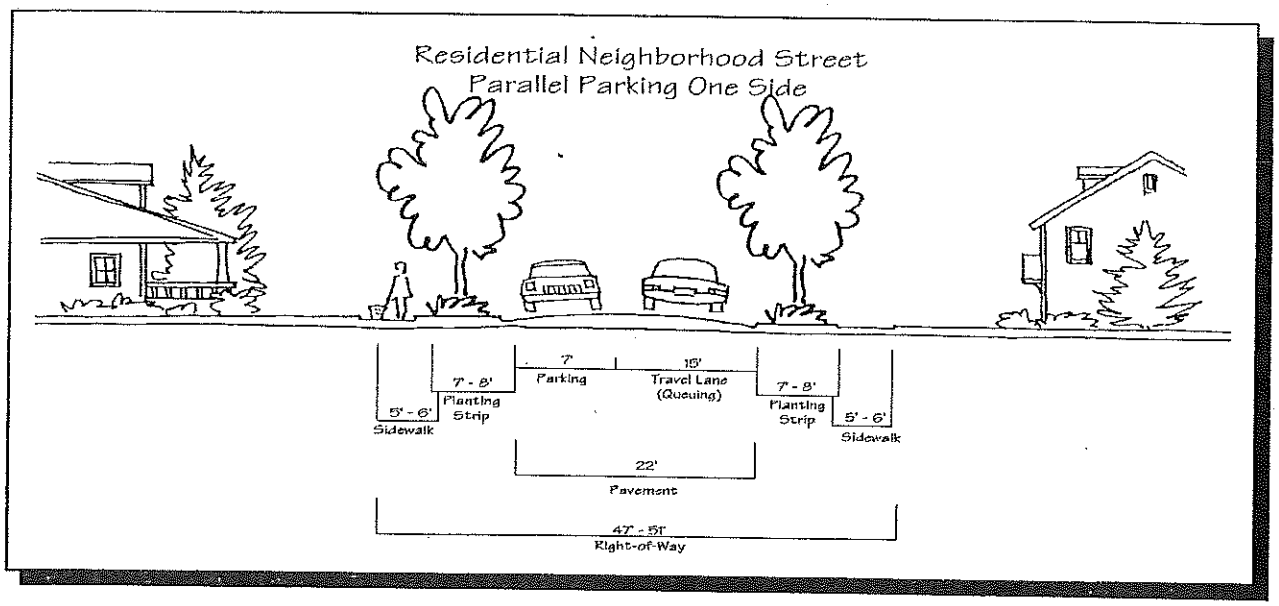
**Parkrow:**

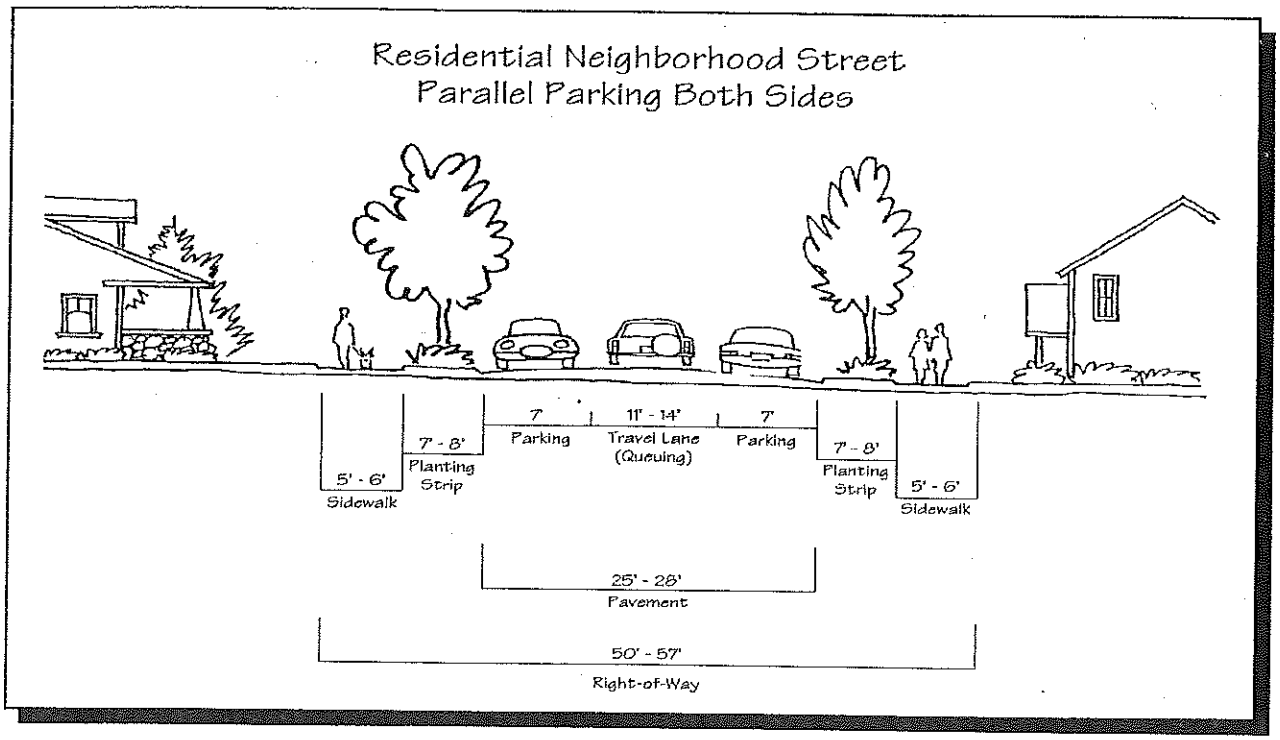
- 8' parkrow in residential areas on both sides for No On-Street Parking. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.

- 7' - 8' parkrows in residential areas on both sides for Parking One and Both Sides. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.

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

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






## *Alley*

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

| | |
|---|---|
| **Street Function:** | Provide rear yard access and delivery to individual residential and commercial properties, and an alternative utility placement area. |
| **Connectivity:** | Connects to all types of streets. |
| **Average Daily Traffic:** | Not applicable |
| **Managed Speed:** | Not applicable, motor vehicle travel speeds should be below 10 mph |
| **Right-of-Way Width:** | 16' |

# Memo

CITY OF ASHLAND

Date: June 24, 2010

From: James Olson

To: Transportation Commission Subcommittee

Re: PENDING TRAFFIC STUDY AT GRANDVIEW DR / SUNNYVIEW DR / WRIGHTS CREEK DR AND ORCHARD ST

This communication was recently received from Dominick M. O'Connor and calls to attention several vision clearance problems and suggests the need for several stop or yield signs at various intersections.

This issue was received too late to enable staff to conducts the necessary analysis, but it will be considered at an upcoming meeting. Subcommittee members may wish to travel through these intersections to gain an insight into the potential problems pointed out by Mr. O'Connor.

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Description of Complaint:

When driving down Sunnyview Drive and come to the corner of Grandview Drive there is a stop sign and all the properties involved block the view of oncoming traffic which dose not have to stop and causes a ***GREAT RISK*** for car accidents,

All the properties involved have bushes and trees that block the view of the oncoming traffic which is a accident waiting to happen.

I have included a road map and on the road map includes where the properties I am concerned about are located, all the stop signs, yield signs ECT.

I have also included pictures of the over grown trees and bushes that block the view of traffic,
And also pictures of other places in need of a stop or yield sign.

Such as the intersection of Orchard Street and Wrights Creek Drive.
The Four way intersection of Orchard Street and Sunnyview Drive
Also the one I am complaining about the intersection of Sunnyview Drive Grandview Drive and Skycrest Drive with over grown bushes and trees.

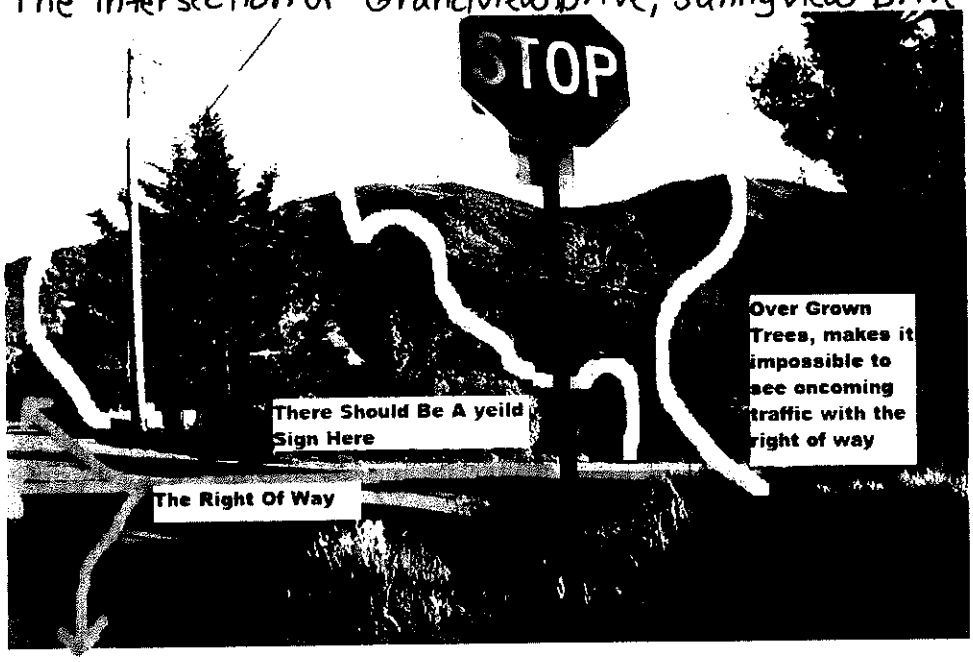
***I truly hope you take this matter seriously.***

Thank you,

Dominick M. O'Connor

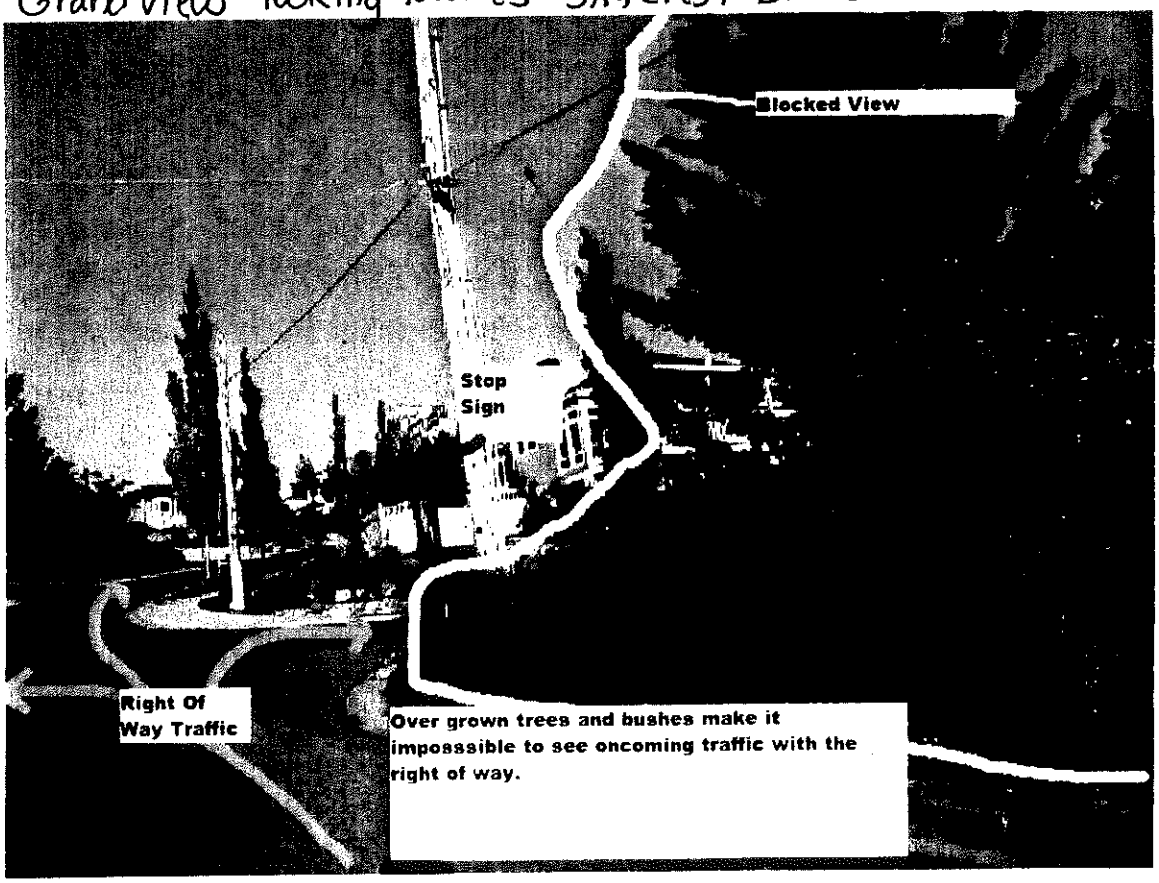
(looking straight down Sunnyview Drive)

The intersection of Grandview Drive, Sunnyview Drive and Skycrest Drive




**There is no safe way to go straight onto Sunnyview due to the completly blocked view of oncomming traffic due to over grown bushes and trees, I beleive that there should be a yeild sign as you drive up Grandview Drive and aproach Sunnyview Drive. it would also help if all the property owners would trim everything way down!**

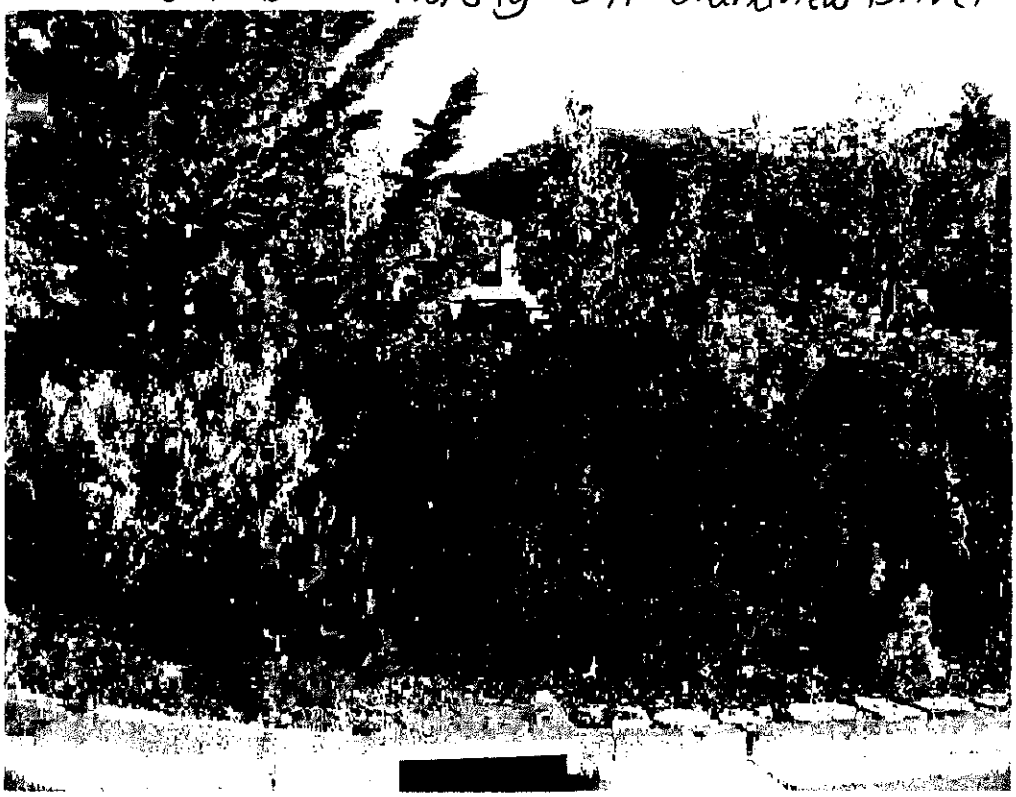
Grandview looking towards Skycrest Drive




Grandview cont...

**As you can see people driving straight across Sunnyview can not see speeding traffic with the right of way. you would not even be able to see cars at the stop sign.**

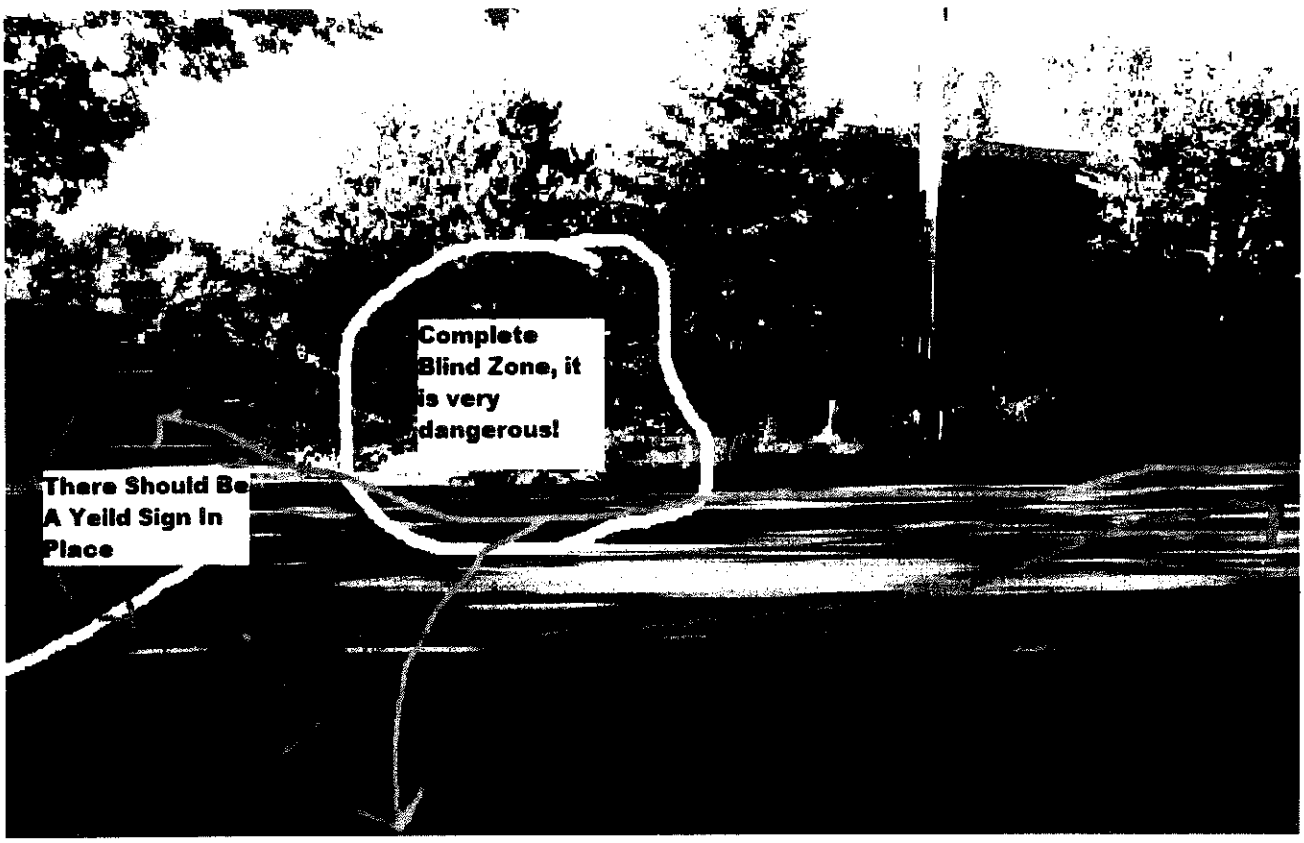
Thomas Baldwins Property 391 Grandview Drive,



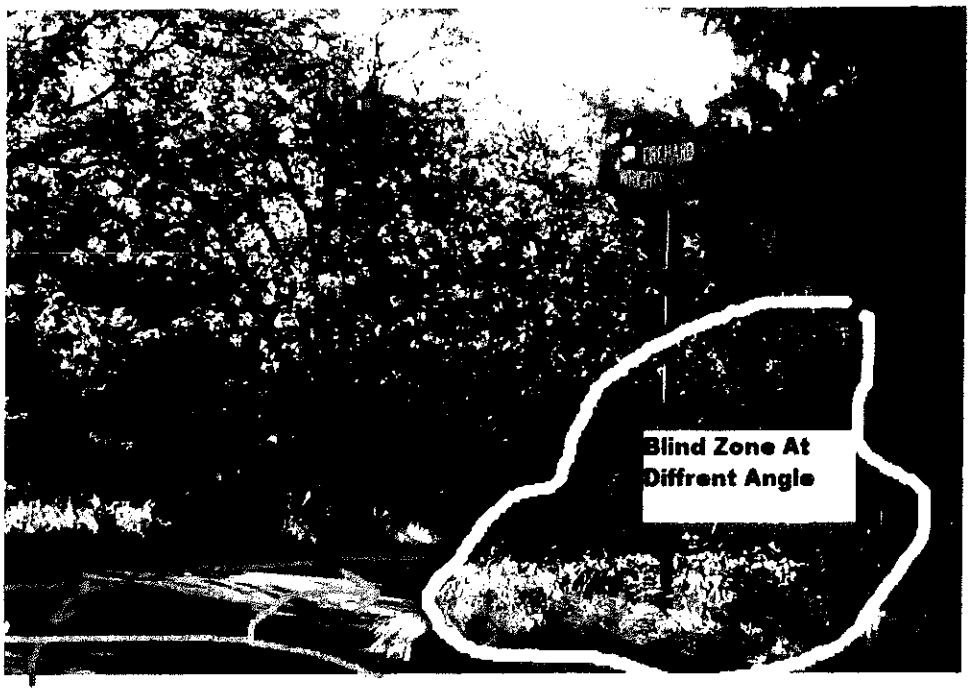
**Over grown bushes and trees blocking the view of oncoming traffic with right of way.**

**This needs to be fixed soon, I almost got into a car accident because I did not have the view of the oncoming traffic.**

# The Cornor of Orchard st, Wrights Creek DR.



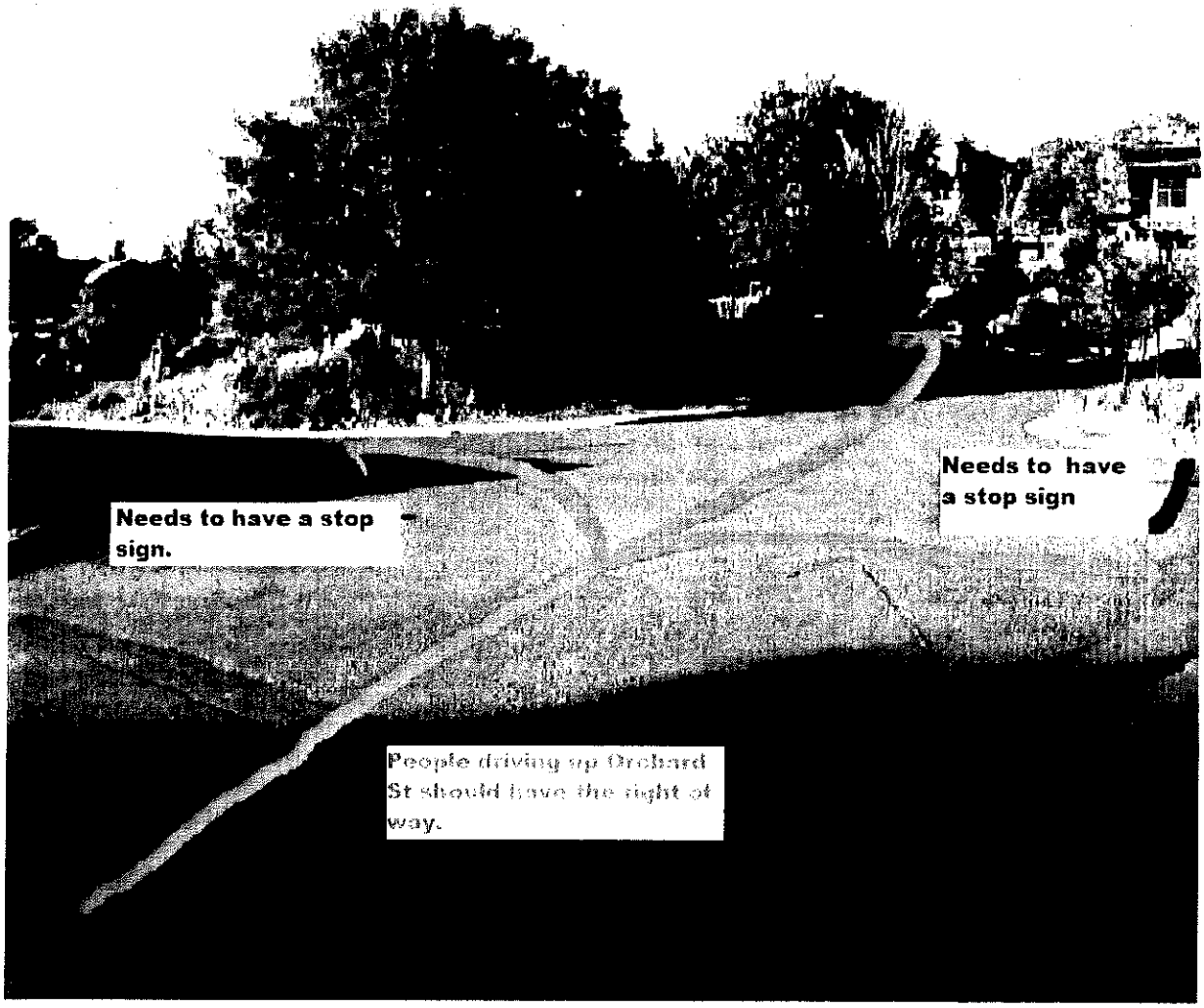

**If just a yeild sign is put in place there could be avoided accidents, since I live in this neighborhood I know all to well that people seem to speed around this corner and am always worried there will be an accident someday very soon.**

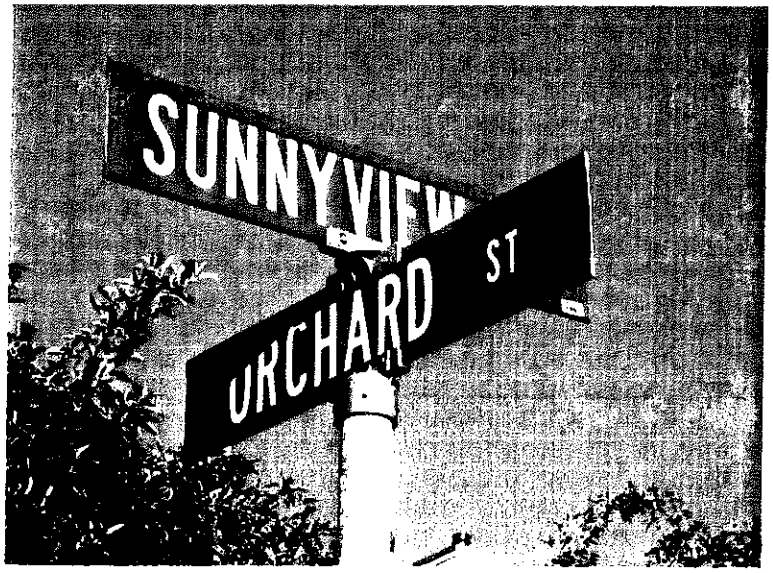



As you can see at a diffrent angle it is impossible to see incoming traffic and is highly dangerous if your own risk.

As I have said before I live in this neighborhood and people drive around 50 or more very fast, so an accident would likely result with serious injurys.

The intersection of Sunnyview, Orchard street



# Ashland, Oregon, United States