

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

**ASHLAND TRANSPORTATION COMMISSION**  
**November 20, 2013**  
**AGENDA**

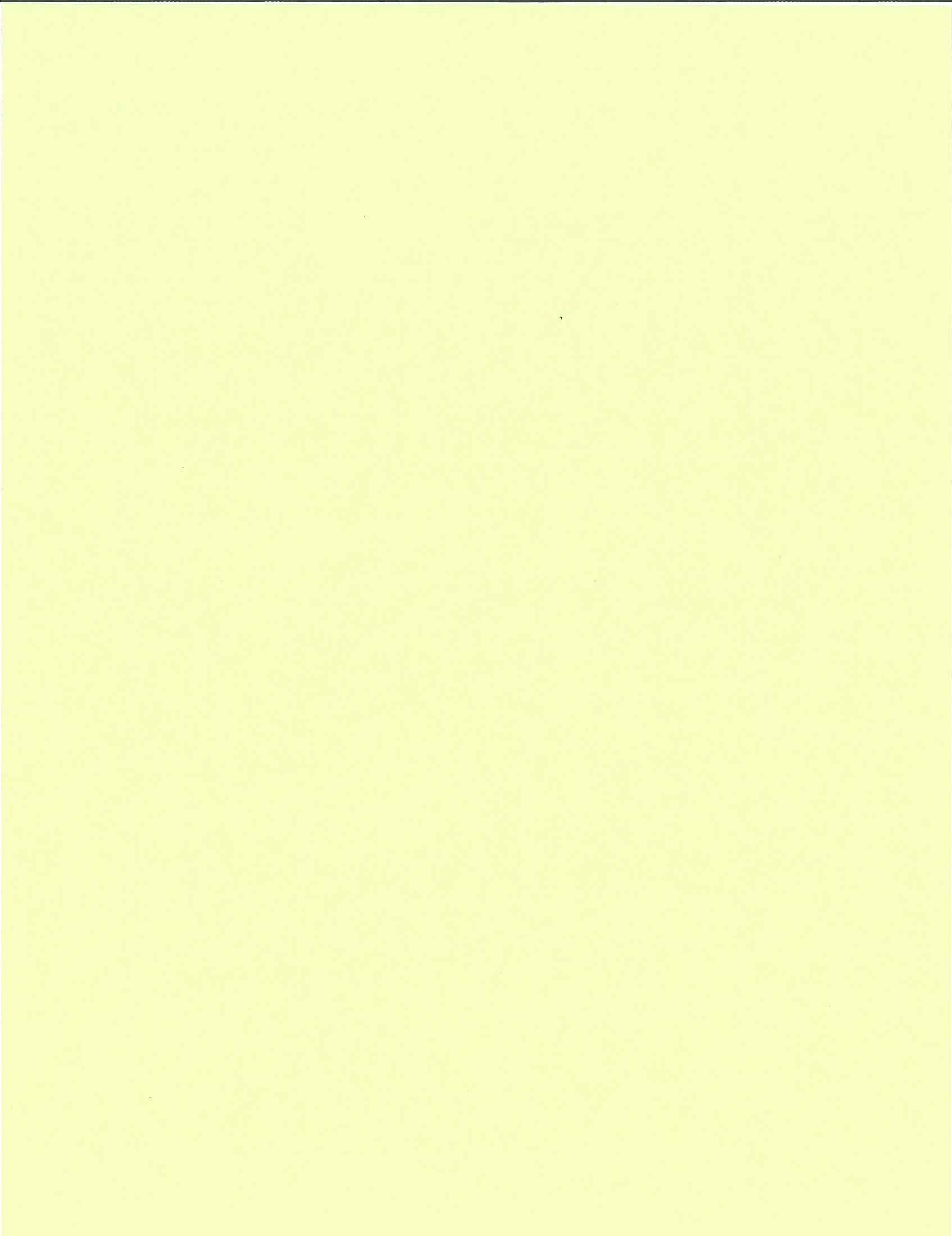
- I. **CALL TO ORDER:** 6:00 PM, Civic Center Council Chambers, 1175 E. Main Street
- II. **ANNOUNCEMENTS**
- III. **CONSENT AGENDA**
  - A.
- IV. **PUBLIC FORUM**
- V. **ACTION ITEMS**
  - A. Post Road Diet Analysis
    - a. SOU Public Survey/Open City Hall Review
      - i. Recommendation based on Public Comment
    - b. Road Diet Post Construction Engineering Analysis Review
      - i. Recommendation based on Engineering Analysis
- VI. **NON ACTION ITEMS**
  - A.
- VII. **FOLLOW UP ITEMS**
  - A. APS homing sound/inconsistencies
  - B. Idling ordinance
- VIII. **INFORMATIONAL ITEMS**
  - A. Action Summary
  - B. Making and Impact October Newsletter
  - C. Traffic Crash Summary
- IX. **COMMISSION OPEN DISCUSSION**
- X. **FUTURE AGENDA TOPICS**
  - A. Orange Ave. corridor discussion
  - B. Transportation Safety Public Outreach
  - C. SOU Multi-Modal Future
  - D. Lithia and 3<sup>rd</sup> Intersection Analysis
  - E. Iowa St. 20mph zone
- XI. **ADJOURNMENT:** 8:00 PM

Next Meeting Date: December 19, 2013

**CITY OF**  
**ASHLAND**



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



# **North Main Street Reconfiguration**

Results from Resident and Business Public Opinion Surveys

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Southern Oregon University Research Center (SOURCE)

November 13, 2013

Eva Skuratowicz, Ph.D.

Karen Miller-Loessi, Ph.D.

Dru Smith

Southern Oregon University Research Center

North Main Street Configuration  
Results from Resident and Business Public Opinion Surveys

Executive Summary

This document reports the results of a stratified random sample public opinion survey commissioned by the City of Ashland and conducted by the Southern Oregon University Research Center (SOURCE) in fall 2013. In 2012, the area on North Main Street from Bush Street to the railroad overpass was reconfigured from four lanes of traffic to two lanes of traffic with bicycle lanes and a center left turning lane. This was a pilot project and the City of Ashland commissioned the public opinion survey of Ashland residents and businesses so that the results could be used to aid in the decision of whether to retain the lane changes or return to the four-lane configuration.

To assess resident opinions, a two-page mail-in survey questionnaire was sent to random samples of a total of 1000 Ashland residents, residing in three key geographical areas: within a few blocks of the reconfigured road section, near but not in that area, and all other Ashland areas. Overall, 552 surveys were returned, for a response rate of 55%. To assess the local businesses, a brief phone interview was conducted, using a list of 50 local organizations that are either in the general vicinity of the N. Main Street corridor or are major employers in Ashland.

The data from these studies do not support a strong mandate regarding the N. Main Street lane changes. The Ashland citizens who responded to our survey have indicated a slight tendency toward a positive opinion of the reconfiguration. In the case of Ashland businesses, the largest proportion of our interviewees (37%) remains neutral on whether or not to continue the reconfiguration. The remaining businesses are evenly split between retaining the lane changes and going back to the four-lane configuration.

North Main Street Configuration  
Results from Resident and Business Public Opinion Surveys

INTRODUCTION

The Southern Oregon University Research Center (SOURCE) was hired by the City of Ashland in the summer of 2013 to conduct a scientific public opinion survey on the reconfiguration of North Main Street, also known as the "Road Diet". In 2012, the area on North Main Street from Bush Street to the railroad overpass was reconfigured from four lanes of traffic to two lanes of traffic with bicycle lanes and a center left turning lane. This was a pilot project and the City of Ashland commissioned the public opinion survey of Ashland residents and businesses so that the results could be used to aid in the decision of whether to retain the lane changes or return to the four-lane configuration.

In consultation with Mike Faught, Betsy Harshman, Dave Kanner and Tammi DeMille-Campos, SOURCE constructed a two-page mail-in survey questionnaire for Ashland residents. The goal of the survey was to elicit Ashland citizens' attitudes, perceptions and knowledge regarding the N. Main Street reconfiguration, one year after the changes had been implemented. The survey asked questions about the N. Main corridor, including safety, congestion, speed, flow of traffic, use of alternative routes, and whether the respondent agreed or disagreed with the statement that the changes had improved the route (for the complete questionnaire, see Appendix A).

To assess the local businesses, a brief phone interview was constructed. The questions were created in consultation with Mike Faught, Betsy Harshman and Tammi DeMille-Campos. The same group of people also generated a list of 50 local organizations that are either in the general vicinity of the N. Main Street corridor or are major employers in Ashland. These businesses included restaurants, hotels, manufacturers, grocery stores, delivery services, medical businesses, education, entertainment, real estate, tourism, construction, retail, and transportation. The questions asked about whether the organization's employees and their customers/clients had talked about the reconfiguration and what they had expressed, the impact the reconfiguration has had on the business, and whether the business supported keeping the reconfiguration (for a list of the complete interview questions, see Appendix B).

The SOURCE research team consisted of Dr. Eva Skuratowicz, director, Dr. Karen Miller-Loessi, senior research associate, and student research assistants Sara Averbek, Jacob Hahn,

Southern Oregon University Research Center

Lia Klugman, and Dru Smith. Dr. Skuratowicz, Dru Smith, and Lia Klugman administered the local business interviews over the phone. Dr. Miller-Loessi oversaw the data entry done by all of the student research assistants. Drs. Miller-Loessi and Skuratowicz did the final data analysis.

## RESIDENT SURVEY

### METHODOLOGY

We used a probability sampling method to randomly choose a stratified sample of 1,000 Ashland residents from a list of 10,850 Ashland households. The list was generated from the local utilities and was provided by the City of Ashland. All non-Ashland addresses were removed from the list. The addresses were stratified by distance from the N. Main Street corridor. City administrators, as well as the research team at SOURCE, wanted to know if someone's location in Ashland had an effect on their opinions regarding the reconfiguration. City of Ashland staff used Global Information Systems (GIS) to sort the list of Ashland utilities addresses into three groups:

1. Residences within the first few blocks off of the N. Main Street corridor were designated as living in the "target area". These are the people who are perceived as being most impacted by the change.
2. Residences who lived outside of the target area, but still within the general N. Main St part of town were designated as living in the "N. Main nearby area".<sup>1</sup>
3. Residences in Ashland but outside of the target area and the N. Main nearby area, were designated as "all other Ashland area".

The sample was randomly selected from the lists of addresses in the three designated areas. Surveys were sent out to 50 households in the target area and we received valid surveys from 33 of those households for a 66% response rate in the target area. For the N. Main Street area, 150 surveys were mailed out and we received valid surveys from 132 households for an 88% response rate for that area. There were 800 households in the all other Ashland area that received surveys and 387 were returned for a 48% response rate.

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<sup>1</sup> Specific boundaries for the N. Main Street area: from the overpass it follows the city limits line all along the west boundary to Strawberry Lane, down Strawberry Lane, following Nutley to Granite, following Granite, jogging down to follow Water Street to Hersey, on Hersey going west to Laurel, north on Laurel one block to Ohio, one block west to Orange, one block west to Willow, one block north to Otis, following one block north on Elizabeth to Randy, jumping over and including the Billings subdivision and following the city limits back to the overpass.

## Southern Oregon University Research Center

We received a total of 552 surveys, which is an overall 55% response rate. We are pleased with this high level of response for a public opinion mail survey. It indicates that there is strong community interest in the subject matter of the survey. This response rate is particularly notable because we did not send out a second survey to our sample, which is a very common practice to increase returns in a mail-in survey. However, we did mail two postcard reminders to each household in the sample. Due to the polarization that has often surrounded the lane reconfiguration, we knew that it was essential to maintain anonymity for survey respondents. We did not ask for name, address or other similar identifying information, and we did not use any other means to track respondents. Thus, if we had sent out a second survey, it would have been possible for residents who had already filled out a survey and sent it in, to fill out the second survey and send it in.

Two general/demographic questions were asked on the resident survey. The first was whether the respondent had used N. Main Street since October 2012. Only 4% of the residents had not been on the N. Main corridor in the past year. We also asked how long the respondent had lived at their current address and two-thirds of the respondents reported that they had lived in their current residence for more than five years, 28% indicated they had been there from one to five years and 5% had lived there for less than one year.

## RESULTS

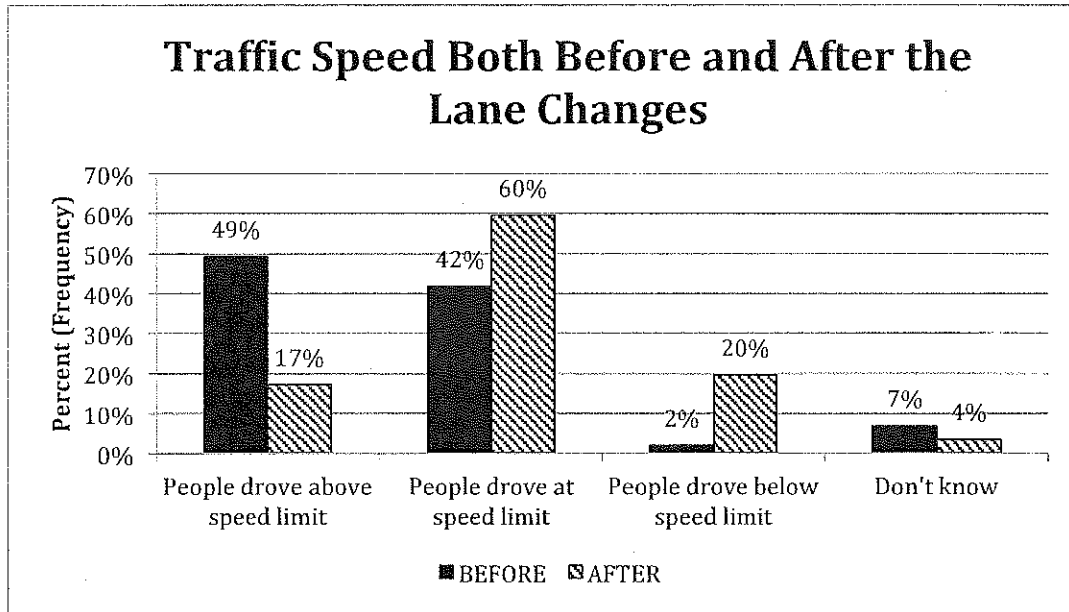
In this section, we will discuss the main findings of the survey, ranging from the specific questions about changes in speed, congestion, traffic flow, and travel time. We will also analyze the general questions on safety and overall perception of the reconfiguration.

### Traffic Speed

When queried about traffic speed both before and after the lane changes, the majority of respondents stated that traffic had slowed down since the reconfiguration. As indicated by the Chart 1 below, about half of the respondents said that, BEFORE the lane reduction, people drove above the speed limit on the N. Main Street corridor, 42% said that people drove at the speed limit, and only 2% said that people drove below the speed limit. AFTER reconfiguration, respondents observed a general slowdown: 17% said drivers went above the speed limit, 60% said that people drove at the speed limit and 20% indicated that cars traveled below the speed limit. We were curious whether a respondent's area made a difference in their observations

about traffic speed. However, when we looked at this question and separated out the responses by area, we did not find significant differences.

Chart 1



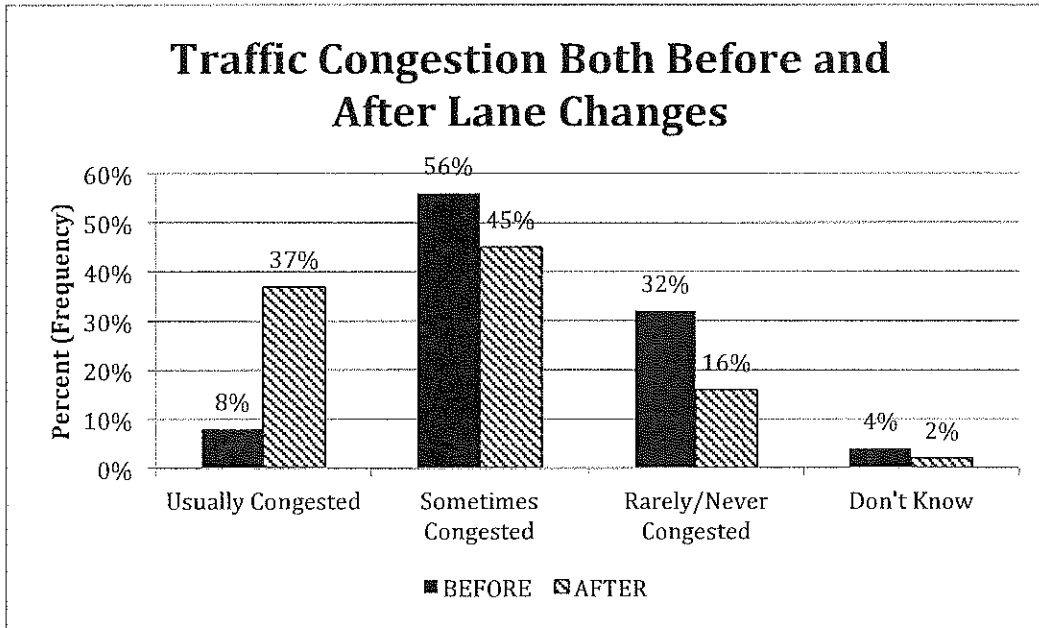
Total valid cases = 509 Before and 500 After.

### Traffic Congestion

The respondents reported that traffic congestion has increased with lane reconfiguration (see Chart 2). Before the lane changes, only 8% of the respondents judged the traffic as usually congested, 56% felt it was sometimes congested, and 32% indicated that it was rarely or never congested. There was a noticeable shift after the lanes were changed, with 37% noting that the traffic is usually congested, 45% that it is sometimes congested, and only 16% pronouncing that it was rarely or never congested. When we looked at these responses by area, we found that there was a significant difference, depending on where the respondent lived, for the perceived congestion after the lanes had been changed (see Chart 3). Respondents in the target area were much more likely to perceive high levels of congestion after the lane changes (58%) than those who lived either nearby (45%) or in other parts of Ashland (32%).

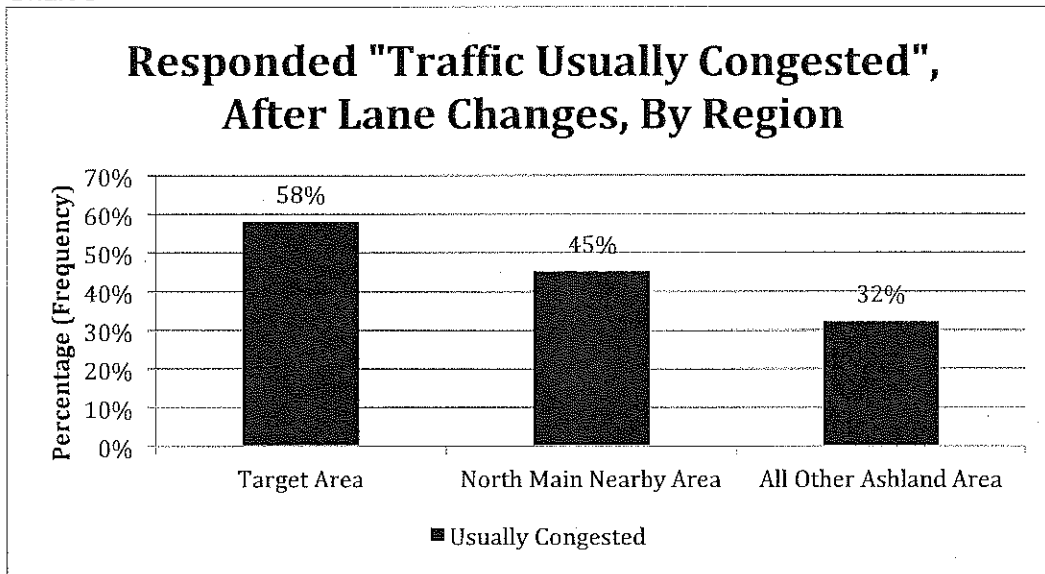


Chart 2



Total valid cases = 519 Before and 513 After.

Chart 3



Total valid cases = 513.

Changes in Frequency of Travel on N. Main Street

We had heard some anecdotal information about drivers not using N. Main Street as frequently after the reconfiguration, so we asked about this on the survey. It turns out that 73% of the respondents noted that their frequency of use of N. Main Street was the same. We had thought that those people who lived in the target area or the N. Main nearby area were more likely to

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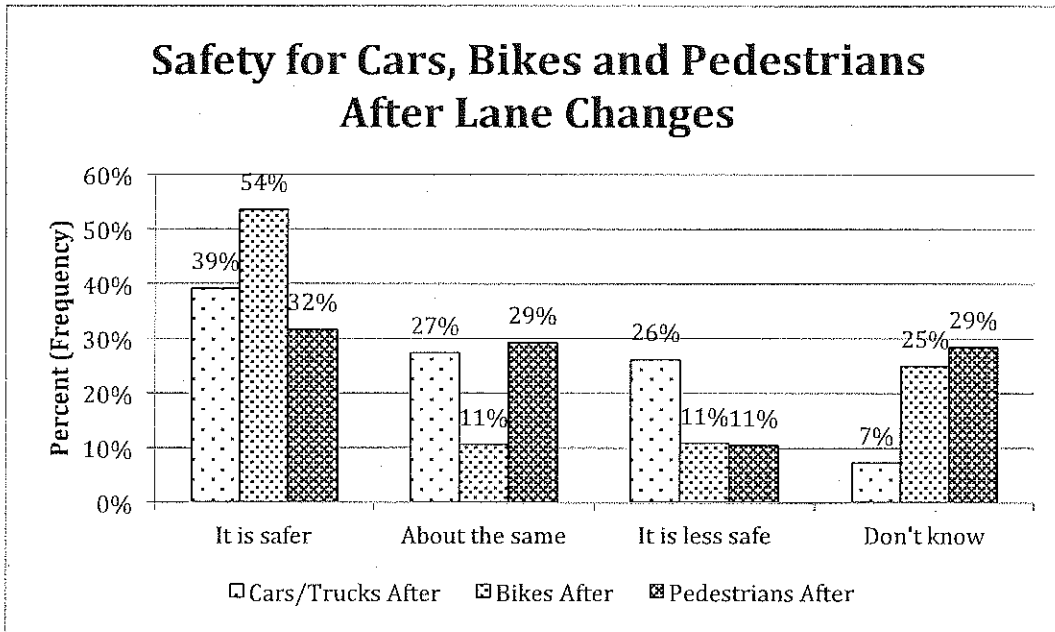
change their frequency of use after the lane changes. When we analyzed the responses by area, we found that where people lived did not significantly affect their before/after usage patterns of N. Main Street – most respondents maintained the same frequency of use before and after the reconfiguration.

As indicated above, a little more than one-quarter of our respondents have changed how frequently they use the N. Main Street corridor. In the survey, we asked the respondents to explain why they are traveling more or less on N. Main Street, and 52 people included specific examples of the changes they have made in their utilization. We have categorized those comments to get a larger sense of the alternates respondents are using. Twenty-two respondents described using N. Main Street less frequently, but did not give specifics. For example, one person wrote, “It is too congested. I avoid that part of town. I no longer frequent businesses on it either.” Another stated, “I can’t avoid it, but go a different way whenever I can.” Other respondents were more specific. Fourteen people took some sort of combination of Oak/Eagle Mill/Hersey/Valley View. Examples of their comments include: “I prefer to go up to Eagle Mill Road to get to the freeway and bypass North Main entirely” and “I much more often use Oak Street and Valley View to get to the freeway.” Nine people wrote on the survey that they use the freeway rather than travel on N. Main Street. Those routes are described like this: “More often using I-5 past Tolman Creek” and “Less time to take interstate from S. Ashland to N. Ashland.” Seven respondents explained that they are using N. Main Street more frequently, and all but one of those people attribute this to being able to bike more often on the road, “Same amount of driving, but a bit more bicycle travel because I do not have to use back streets on most of the route to downtown.”

### Safety

Since one of the goals of the reconfiguration was to increase bicycle and pedestrian safety, we asked respondents how they thought safety for cars, bicycles and pedestrians had been affected by the change. The response for bicycle safety was very positive: 54% of the respondents thought it was safer for bicycles, whereas only 11% thought it was less safe. Respondents also were more likely to believe that the reconfiguration resulted in greater rather than less safety for both pedestrians and cars, although the trend was not as strong as for bicycles (see Chart 4).

Chart 4



Total valid cases = Cars 508/Bikes 509/Pedestrians 505.

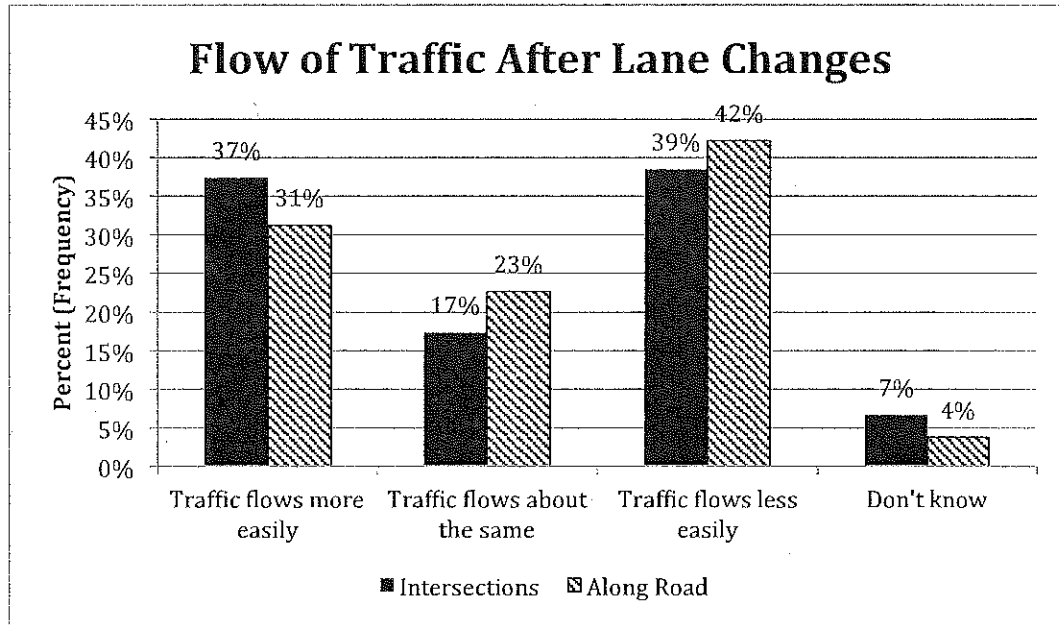
Since the belief in increased bicycle safety due to the N. Main Street reconfiguration was particularly pronounced among our respondents, we looked at how bicyclists themselves experienced the road change. Of the 115 respondents who had bicycled along the N Main Street corridor before the reconfiguration, 76% said the reconfiguration was now safer for bicyclists. Of the 386 respondents who had never bicycled along the N Main Street corridor before the reconfiguration, only 47% believed it was now safer for bicyclists. Although all respondents were asked to make the judgment about safety, in this case the opinions of respondents who actually bicycled the route reinforce the overall perception that bicyclists are safer after the reconfiguration.

Traffic Flow

Traffic flow along the road and at intersections has been another point of discussion in the community regarding the lane changes. Answers to the question regarding traffic flow at intersections are particularly interesting. The percentage of respondents who noted that the traffic flows more easily at intersections after the reconfiguration (37%) is very close to the percentage of respondents who indicated that it flows less easily at intersections (39%). So respondents are quite evenly divided on this question. This was not the case for respondents' experience with traffic flow *along the road*: 31% indicated that traffic flows more easily and 42%

said it flows less easily. Traffic flow along the road is thus more likely to be perceived more problematic than not (see Chart 5).

Chart 5

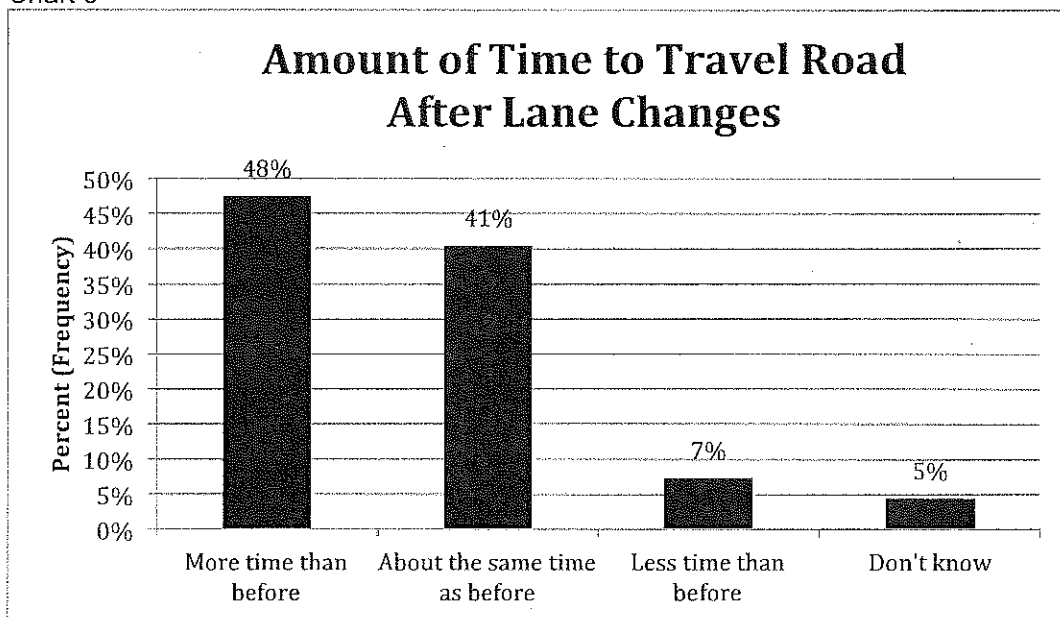


Total valid cases = 506 Intersections and 502 Along Road

#### Travel Time

The issue of travel time is of course related to traffic flow, both along the road and at intersections. When asked how they think the changes on N. Main Street have affected the amount of time it takes to travel that section of the road by car or truck, 48% said that it takes more time than before, 41% about the same time as before, and only 7% less time than before. Thus, almost half the respondents perceive that travel takes longer on the reconfigured portion of the road.

Chart 6



Total valid cases = 511

#### Comments from Respondents on Other Topics

We left space for open-ended responses on the survey, knowing that people may want to refer to components of the reconfiguration that are not covered in the survey questions. Two main themes predominated the open-ended comments. The first was the problems with merging from two lanes into one lane. The second was making turns either onto N. Main Street or off of the street.

#### *Merging*

There were 39 open-ended responses on problems with merging. Some examples of the difficulties with merging are represented in these four quotes from different respondents. "My difficulty with the road diet is the initial merge from two lanes to one lane going north. The merge occurs at the top of a rise and you can't see the markings until you get there. I know there is a sign advising of the merge but just watching the lane markings you get a surprise." "The merging in front of Bard's is tricky, possibly a little dangerous." "The problem is at the intersections where cars are merging into the single lanes of N. Main. Toss in a bus and a truck or two, and it quickly becomes a mess." "The lane change from two to one is dangerous, with people trying to scramble to get ahead of other cars!"

### *Turning*

The second theme was turning on and off of N. Main Street. There were 76 comments that referred to problems with turning after reconfiguration and 41 comments regarding positive changes for turning after the lane changes. Examples of positive comments about turning: "Center/left turn lanes are the best improvement from the change" and "Eliminating one lane to create a turn lane proved a positive safety measure right where it was needed." Negative comments included: "The change has made left & right turns onto N. Main from side streets much more hazardous during busy traffic periods" and "Wait times for turning left onto N. Main are sometimes extreme. Wait times for turning right onto N. Main are also very difficult. Because of the wait many drivers turn when it is not completely clear. I have to go to Maple Street to turn left. Maple Street is very narrow."

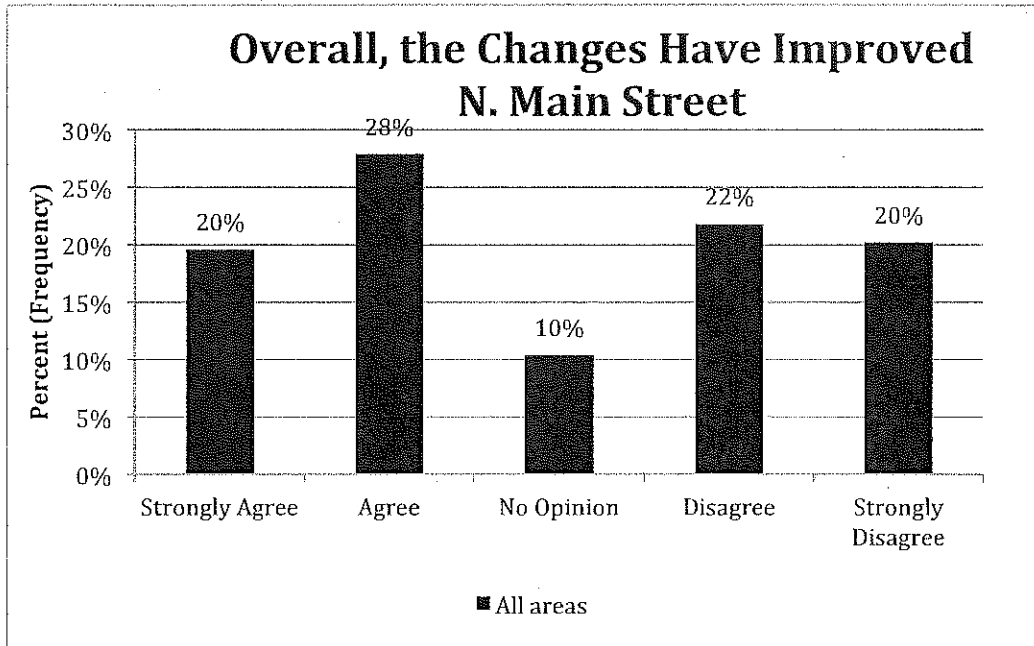
### Overall Assessment by Respondents

The final question in the survey was an overall assessment of the reconfiguration. Respondents were asked to indicate whether they agreed or disagreed with the following statement: "Overall the changes have improved N. Main Street."

Among all respondents, the proportion strongly agreeing and strongly disagreeing was the same, at 20% for each opposing view. However, the proportion who agreed that the changes were an improvement was 28%, whereas 22% disagreed. Ten percent had no opinion. Among all respondents, then, there is a very weak tendency toward a positive overall opinion of the reconfiguration, but not a ringing endorsement (see Chart 7).

Two examples of overall positive comments from the survey respondents are: "This project transformed my ability to walk, bike, and drive on the roads near my house. I feel safer cycling to that end of town, walking my dog on N. Main and turning onto side streets. Don't change it back! Those of us who live near it LOVE it!" and "Changes have resulted in more civil, safe, and efficient travel." Two examples of overall negative comments from the survey respondents: "The reconfiguration must be aborted. It was a dense notion which has only served to interfere with the proper traffic flow of a roadway. It is rather foolish to bottle-neck a heavily traveled roadway under the pretense of safety when such bottle-necking only serves to increase hazards by interfering with sensible traffic flow" and "It has made this stretch of N. Main less functional for everyone but cyclists. And it has NOT noticeably increased the use of N. Main by cyclists." These comments give a flavor of some of the stronger views on both sides of the issues. For the complete listing of open-ended comments, please see Appendix D.

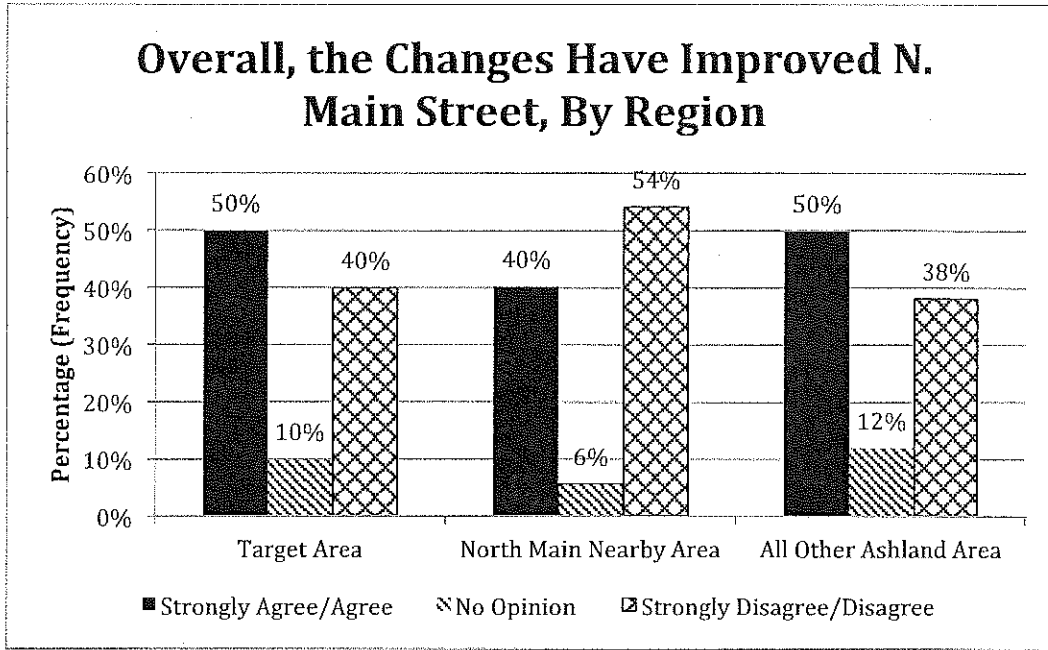
Chart 7



Total valid cases = 509

When we examined the overall assessment question by where respondents lived (target area, N. Main nearby area, and all other Ashland areas), we found substantial differences of opinion. The residents of the target area and the residents of other parts of Ashland tended to be positive. The residents who lived near N. Main Street were more likely to be negative. However, the differences were not statistically significant. When we collapsed the responses into three categories (Strongly Agree/Agree, No Opinion, and Strongly Disagree/Disagree), the results were clearer, and the differences were statistically significant. Half the respondents in the N. Main target area and half the respondents in other areas of Ashland were positive. Only 40 percent of the respondents in the N. Main nearby area were positive. This is seen clearly in the bar chart below (see Chart 8).

Chart 8



Total valid cases=509.



## BUSINESS INTERVIEWS

### Methodology

We were able to successfully interview 38 of the 50 businesses. For a list of the businesses we interviewed that have given us permission to use the organization name, please see Appendix C. The non-responding businesses were predominantly restaurants, financial institutions, a grocery store, and an entertainment organization. After repeated phone calls, we found that managers at one of the grocery stores and all of the financial institutions did not want to speak for their organizations. In the remaining businesses, we were unable to contact a manager or owner despite at least four phone/email attempts.

Phone interviews were conducted by Dr. Skuratowicz, Dru Smith and Lia Klugman, in October and November 2013. The interview schedule included questions on whether employees at the organization had made comments regarding the lane reconfiguration and a summary of those comments, whether customers/clients had made comments about the lane reconfiguration and a summary of those comments, a question about the overall effect of the lane reconfiguration on the business, and whether or not the business supports the current lane configuration or would like to return to the previous four lanes (for the complete interview schedule, see Appendix B).

## RESULTS

### Employees

Employees of the businesses had a diverse response to the lane changes, ranging from no comments to numerous complaints. In one-third of the businesses we talked to, the manager or owner was not aware of any employee discussion of changes to the N. Main Street corridor. For the remaining 24 organizations, 15 of the interviewees said that their employees had talked about negative experiences with the lane reconfiguration. These comments primarily centered on the slower traffic speed and problems with congestion and turns. One real estate organization representative told us "Employees complain about it. They get stuck in it. They drive from Medford and complain that it is the most ridiculous thing ever." This reaction was echoed in comments from the owner of a company that is tourist-oriented, "The consensus is that it is poor for getting through town. It takes longer because the speed is slower. People on bikes who ride to our work take the bike path – they don't ride on N. Main." Six organizations have employees who are positive about the change, such as this real estate office owner who told us, "Three employees like the road diet." The remaining four businesses said that it is both

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positive and negative for their employees. A local restaurant owner stated, "It's a mixed bag. Two people who come from Talent in their cars say that traffic is slower. People who walk and bike love it. They have a safer feeling."

#### Customers

Customers are less likely than employees to make comments about the reconfiguration: only 30% of the businesses said they had heard from their customers on this subject. In eight of those businesses, the customer comments indicated problems with the lane changes. Five of these eight businesses are right along or very close to the N. Main Street corridor. Perhaps the most troubling example is the ACH Center for Family Medicine, which has lost an estimated ten patients due to the parking lot and traffic problems. Similarly, the Siskiyou Eye Center reported that their patients are elderly and "they are scared to make turns onto North Main." Two businesses told us that their customers were positive about the change and the remaining two businesses said that customer complaints were very fleeting.

#### Overall Effect on Business

Each interviewee was asked whether the road changes affect how their business runs. Three-quarters of the businesses said that reconfiguration did not impact the operations of their organizations. For the remaining one-quarter of the businesses, most explained that deliveries to their location have been negatively affected. Ashland Lumber stated that it is difficult for the "semis to deliver to us" and explained that Hersey Street is "too tight for a commercial entrance."

We spoke with five organizations that heavily utilize the roadways of Ashland for the main function of what they do: Recology, Rogue Valley Transportation District (RVTD), the transportation department of the Ashland School District (ASD) and two delivery organizations that were able to provide data but, due to company policy, are unable to have their business name used in the report. One of the five organizations described positive changes while the other four had seen negative impacts. Recology said that their drivers have "decided it's a benefit because it's easier to get to some of the stops" and people "aren't getting backed up behind them" because of the extra space provided by the bike lane. RVTD told us that the lane reconfiguration did not impact them exactly as they thought, "It slowed us down somewhat. However, we have a hard time staying on time on our routes and that is due to the congestion in general in Ashland." The RVTD representative went on to say, "When we have to stop for pick-up and drop-off, we have to stop in the lane and all the traffic stops behind us. When we're stopped, if there are left turn lanes available, cars will use them to pass buses, which creates a

lane sharing issue. If we're loading or unloading a wheelchair, it takes four to six minutes and the other traffic has to wait." The transportation supervisor of the ASD said that the two or three bus routes that are impacted by the reconfiguration can run late by as much as five minutes. She explained, "With one lane, the driver has said that often he can't make a left on Manzanita until a car coming from the opposite lane stops and lets him make the left." One of the delivery services told us, "It takes more time due to congestion (on N. Main) and the impact is causing us to scramble more to make our time commitments." The other delivery service said that deliveries in certain parts of the N. Main Street corridor are difficult in the afternoon because it is harder "to cross in that area."

#### Support for Continuing the Reconfiguration

All of the interviewees were asked whether their business was in favor of keeping the lane reconfiguration of N. Main Street. The findings for this question do not indicate a clear mandate for the City: 14 of the businesses are neutral, 11 want to retain the lane changes and 11 want to return to four lanes. The largest group stated that their organization was neutral on whether or not to keep the changes. A restaurant owner stated, "It doesn't make a difference either way." A hotel manager told us, "No opinion either way," but went on to qualify that comment by saying, "It is dangerous at the merge for people not familiar with it (tourists)." There were 11 businesses that stated they were in favor of the reconfiguration. A construction company owner said the changes have made N. Main Street safer because "people are driving slower." The owner of a restaurant explained, "It's good for all the businesses downtown. All sorts of bikers come in from Medford. Making it safer for bikes will bring in more business." Ten organizations wanted to return back to the four-lane configuration. A storeowner explained, "We are not in favor. It is not effective for bikers or drivers." The business manager of one of the medical offices stated, "The owners have felt that the Road Diet is a mistake. If it's kept, let's make it safer for our patients so they don't worry about getting into a head-on collision coming in and out of the business. An extension of the center lane island of safety would help a lot." Three of the businesses were not able to make an official comment on this question.

## CONCLUSION

The results of the resident surveys and the business interviews have identified both negatives and positives associated with the lane reconfiguration of North Main Street. The City of Ashland Transportation Commission and the City Council need to be aware of both the concerns about the reconfiguration and the advantages of it, as understood by Ashland citizens and Ashland

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businesses. There are some important trends in our survey data. Respondents indicated that the driving speed on N. Main Street has been reduced. They also reported more congestion on N. Main Street, and those who live in the target area perceive an even greater degree of traffic congestion. Three-quarters of the respondents continue to use N. Main Street with the same frequency that they did before the reconfiguration. The corridor is generally understood to be safer for cars, bicycles and pedestrians, although one-quarter of the respondents believe it is less safe for cars. There is mixed results on traffic flow at intersections after the reconfiguration: about the same proportion of people indicated that traffic flows more easily as those who checked off that it flows less easily. The traffic flow along the road is perceived to be worse than before the lanes were changed. Almost half of the respondents said it takes more time to travel on the N. Main corridor.

The businesses that were interviewed told us that when their employees talked about reconfiguration, it was generally perceived as negative. Overall, customers did not talk about the lane changes, however there were a few important exceptions. Those businesses that utilized N. Main Street for delivery and transportation had a number of concerns about how the reduction of lanes has affected their schedules and increased road congestion. Overall, three-quarters of the organizations we interviewed said the reconfiguration has not had an impact on their operations.

The data from our studies do not support a strong mandate regarding the N. Main Street lane changes. The Ashland citizens who responded to our survey have indicated a slight tendency toward a positive opinion of the reconfiguration. In the case of Ashland businesses, the largest proportion of our interviewees (37%) remain neutral on whether or not to continue the reconfiguration. The remaining businesses are evenly split between retaining the lane changes and going back to the four-lane configuration.

## APPENDIX A

### City of Ashland North Main Street Re-Configuration Questionnaire

Please answer the questions below regarding your experience with the changes to North Main Street. The re-configuration of N. Main Street is the section from Bush Street (near the Bard's Inn) to the railroad overpass.

1. Have you driven, walked, or biked on the stretch of North Main Street from Bush Street to the railroad overpass since October 2012 when the road was re-configured (also known as the "road diet")? Please check the appropriate box below.

- Yes (please continue)       No (if no, thank you for your time and please **MAKE SURE TO RETURN THE SURVEY** in the enclosed envelope)

2. For demographic purposes, where do you live?

- I live within 2 blocks of the reconfigured North Main Street corridor (Bush St. to the railroad overpass)  
 I live elsewhere in Ashland  
 I do not live in Ashland

3. How long have you lived at your current residence?

- Less than 1 year       1 to 5 years       More than 5 years

4. **BEFORE** the lanes were changed, how would you characterize the **speed** on that part of N. Main Street?

- People generally drove above the speed limit  
 People generally drove at the speed limit  
 People generally drove below the speed limit  
 Don't know

5. **AFTER** the lanes were changed, how would you characterize the **speed** on that part of N. Main Street?

- People generally drive above the speed limit  
 People generally drive at the speed limit  
 People generally drive below the speed limit  
 Don't know

6. **BEFORE** the lanes were changed on North Main Street, how would you characterize the **amount** of car and truck traffic on that part of the road?

- Usually congested  
 Sometimes congested  
 Rarely/Never congested  
 Don't know

7. **AFTER** the lanes were changed, how would you characterize the **amount** of car and truck traffic on that part of the road?

- Usually congested  
 Sometimes congested  
 Rarely/Never congested  
 Don't know

8. BEFORE the markings were changed, how often did you usually travel this part of N. Main Street?  
Please **check** one box for every type of transportation.

Mode of transportation	Many times per week	Once or twice a week	One to three times a month	Rarely	Never
By car, truck or motorcycle					
On foot					
By bicycle					
By bus					

PLEASE TURN OVER

9. AFTER the markings were changed, how often do you usually travel this part of N. Main Street?  
Please **check** one box for every type of transportation.

Mode of transportation	Many times per week	Once or twice a week	One to three times a month	Rarely	Never
By car, truck or motorcycle					
On foot					
By bicycle					
By bus					

10. If you are traveling more or less frequently on N. Main Street after the reconfiguration, please explain why:

11. AFTER the lanes were changed, how do you think safety for cars, bikes and pedestrians has been affected? Please check off one box for each category below.

Mode of transportation	It is safer	About the same	It is less safe	Don't know
Cars/Trucks				
Bikes				
Pedestrians				

12. AFTER the markings were changed, how has the **flow** of traffic on N. Main Street been affected?  
Please check one box for intersection flow and one box for road flow.

- Traffic flows more easily at **intersections**  
 Traffic flows about the same at **intersections**  
 Traffic flows less easily at **intersections**  
 Don't know

- Traffic flows more easily along the **road**  
 Traffic flows about the same along the **road**  
 Traffic flows less easily along the **road**  
 Don't know

13. How do you think the changes on N. Main Street have affected the amount of time it takes to travel this section of road by car or truck?

- Travel on this section takes more time than before  
 Travel on this section takes about the same time as before  
 Travel on this section takes less time than before  
 Don't know

14. Please indicate whether you agree or disagree with the following statement: Overall, the changes have improved N. Main Street.

- Strongly agree     Agree     No opinion     Disagree     Strongly disagree

15. Any additional comments that you would like to make regarding the reconfiguration of N. Main Street:

## APPENDIX B

### N. Main St. Road Configuration Business Questions

All of this information is confidential, unless you would like us to specifically use your name or business name.

1. Name

2. Phone

3. Business

4. SOURCE can use personal name  Yes  No

5. SOURCE can use business name  Yes  No

6. Are you familiar with the lane reconfiguration of N. Main Street in Ashland, also known as the Road Diet?

Yes  No

7. Have your employees talked about the reconfiguration of N. Main?

Yes  No

8. What are your employees saying about the changes?

9. Have your customers said anything about the reconfiguration of N. Main?

Yes  No

What are your customers saying about the changes?

10. Has the reconfiguration had any affect on your business?

Prompts: deliveries, being early or late for appointments

11. Is your business in favor of keeping the lane reconfiguration of N. Main Street?

APPENDIX C

Adroit Construction  
Amuse  
Anonymous business  
Anonymous café  
Anonymous delivery service  
Anonymous delivery service  
Anonymous hotel  
Anonymous hotel  
Anonymous hotel  
Anonymous inn  
Anonymous market  
Anonymous medical  
Anonymous real estate office  
Anonymous real estate office  
Anonymous restaurant  
Anonymous restaurant  
Anonymous restaurant  
Anonymous retail store  
Anonymous retail store  
Asante Ashland Community Hospital (still awaiting responses)  
Ashland Christian Fellowship  
Ashland Community Hospital Center for Family Medicine  
Ashland Cycle Sport  
Ashland Hostel  
Ashland Lumber  
Ashland School District  
Ashland Springs Hotel  
Bayberry Inn  
Cropper Medical  
Darex  
Mix Sweet Shop  
Noah's Rafting  
Oregon Shakespeare Festival  
Recology  
Rogue Valley Transportation District  
Siskiyou Eye Center  
SOU Facilities  
Standing Stone Brewery  
Ticor Title Insurance



**APPENDIX D**  
**Open-Ended Comments Categorized by Response to Question 14:**  
**Whether Respondent Agreed or Disagreed with N. Main Street**  
**Reconfiguration**

**Did Not Answer Question 14:**

The "road diet" was presented to the public poorly. Proponents argued that it was being done to help cyclists and pedestrians. It should have been promoted as a safety measure to improve traffic flow.

see \*\* above

Some things are better -(Left hand turns, better bicycle lanes in some places) and some things are worse (crossing into N. Main from side st. = longer wait now; and slower traffic overall; some bicycle lanes are way too thick. More traffic being diverted into the neighborhoods.

It has neither reduced speed nor improved safety (except for safety in turning left in the designated areas but it has created other safety issues.)

Cars speed up often at Helman Street to merge into 1 lane. I have NEVER seen anyone on a bicycle on that road and I've lived here for 37 years.

Once you are on Main Street, it flows well. It is difficult to get on, more congested at street lights, particularly at Maple St., and might be dangerous for those folks. I would suggest a traffic light at Wimer St. at the very least and perhaps at Grant to increase safety for Main, and neighborhoods above and below.

Before the reconfiguration very few bicycles were noticed on that road... The number appears to depend on the season – spring & summer have bicycle trekkers. It does seem amazing that the road would be reconfigured so that a City official could more easily ride his bicycle to work daily.

Don't drive

Don't drive

I see pros and cons. Too much wait for turns off and on N Main from/to Hersey, used as a bypass of downtown Ashland by many.

**Answered "Strongly Agree":**

Bicyclists need to feel safe. We have only lived here for 7 months. However, we believe that the twin lanes make it safer for everyone. It would be a waste of money to undo them.

the merging of lanes near Helman is dangerous because cars are not always willing to alternate. The L lane doesn't give way to traffic merging from R

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Before the markings were changed I felt this stretch of road was unsafe: Narrow traffic lanes, no bike lanes - and yet there were bicyclists trying to navigate through all the traffic. There seemed to be a lack of turning lanes. The lanes were so narrow that one time a car in the neighboring lane almost forced me into the curb. Now the traffic lanes seem wider than before, and there are bike lanes & a turning lane throughout the entire stretch of road. Much safer! Traffic moves more smoothly.

I really appreciate the bike lanes.

Eliminating one lane to create a turn lane proved a positive safety measure right where it was needed --

Thanks!

Change the location of the merge near the Bards Inn. Or put up better signs. That curve is deadly for bikes and cars with the merge. Either move it closer to the Laurel intersection or on the Water St. bridge, but get it away from the curve! Oh, and please open Van Ness again...

I live on Wimer St and feel much safer turning onto the street from N. Main. I hope the changes remain.

Much better than 2 lanes each way, which only facilitated thoughtless or aggressive auto drivers -- Turn lane is great, especially for L turns

The changes with the left turn lane has been a real convenience for me because I no longer fear a rear end collision when I turn left also turning left out of my driveway gives me a shorter wait because I can use the middle lane

I'm pleasantly surprised at the results!

When you're in the new turn lane waiting to turn left, it's easy to forget how long the waits used to be. Before the re-configuration, I was in the right lane going north. All traffic came to a stop for at least a minute-a bus stopped us the right lane ahead of me and a car stopped us the left lane to wait for incoming traffic in two lanes to go by. Now this never happens. Also, complainers who can't possibly take a minute or 2 longer for their trip see nothing wrong with suggesting cyclists go 10 min out of their way to use Bear Creek greenway. It may be interesting to see what people think, but there are object ways to know in front whether amount of traffic + speeds have changed.

Please leave the "Road Diet" as it is! The street is so much safer with the two lanes instead of the four. Instead use the money/funds towards needed improvements around town!

Everything has been a vast improvement in my opinion.

Highly recommend another Freeway (#16) entrance/exit into Ashland -- on or near N. Mountain Overpass. Too much traffic onto N. Main.

Bikes are a big part of Ashland, it is SO much safer!

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KEEP THE "ROAD DIET" PLEASE.

Please keep the road diet.

It used to be much more stressful driving down N. Main. You never knew if the car in front of you was going to stop to turn. Then, you'd have to either sit and wait or risk a lane change. I think this is a big improvement for through traffic.

Safety comes first for pedestrians and it is safer for them. The bike lane runs out & therefore it is not safe. It takes longer to make a left turn -- but I don't care.

I did change my driving habits on neighborhood roads. It's a positive change for our family. We definitely need either a light of some kind or a crosswalk @ Wimer & Hersey. There could be problems at Maple with the Medical Complex traffic at peak hours (to deal with in future).

If there have been fewer accidents then keep the reconfiguration for sure!

The intersection N. Main / Hersey / Wimer are much safer. I'm in favor of keeping the changes.

Driving on N. Main St. before the changes, I used to be very nervous about making a left turn onto Wimer, always afraid someone would rear end me. The left turning lane is a big improvement! I was very skeptical about the "road diet" before implementation but although there might be slightly more congestion, it is over all a big improvement. I speed less :)

I miss being able to turn from N. Main to Van Ness! Now I usually drive through town instead, en route to RR district.

Much safer with elimination of lane changes.

This project transformed my ability to walk, bike, and drive on the roads near my house. I feel safer cycling to that end of town, walking my dog on N. Main and turning onto side streets. Don't change it back! Those of us who live near it LOVE it!

Streets are for EVERYONE-not just cars. I've traveled to Europe every year for the past 20 years-pedestrians, bikes, and cars SHARE the road with each other with respect. The USA is CAR-CENTRIC to a fault, tragically so. The traffic "diet" is a step in the right direction. A small step-but a good beginning.

Thanks!

Our family APPLAUDS the road diet! We all feel safer, especially on our bikes. Overall, traffic is actually going the correct speed. It's much easier to make a left hand turn. You can actually see on-coming traffic and no one is trying to swing by you.

I believe the changes make it safer. In the past one had to worry about cars directly behind left-turners swerving to the right to get around them.

Give bikes a break :)

Love it. Much safer to make turns.

I feel the safety of pedestrians/cyclists is greatly improved. A stop light should be added at Hersey to increase traffic safety there and alleviate traffic at Maple St. I like that the traffic slows as you head into Ashland it changes your pace and prepares you for the Ped crossing at the Plaza.

It makes turning onto cross streets better, easier, safer.

I can't imagine the danger of not having the center turning lane available on this stretch of road. It is safer for cars turning from N. Main onto a side street and far safer for cars from side streets to have this buffer to pull into. Please don't restore the road to its old configuration!

From a safety standpoint, I believe the road diet has made this section of N. Main safer to travel on. I do think it takes a little more time to get in and out of town, but not significantly more. Thanks!! :)

The reconfiguration solved the most dangerous problem on this stretch of road: cars darting in and out to avoid cars stopped waiting to make turns, especially left turns. Also . . . Hooray! More safety for those riding bicycles.

It is easier to cross Main by car/bike/ped with the road diet - half the traffic to watch out for (4 lanes to 2 lanes)

promotes safety for cars, bikes, and pedestrians now that the road takes more than cars into consideration, although many feel its slower for cars it is debatable and even if it is slower it is worth it to have less injuries and accidents for cars, bikes, everyone.

Helman school neighborhood is much better served! (We have other routes to town). If we return to 4 lanes, I'll have cars speeding past me when I'm going the speed limit. I don't like that. Glenn Street has always needed a left turn lane. New 'diet' safer for cars, safer for bikes, safer for pedestrians

I love that I don't have to dodge bikes. It's so much safer!

I live on B St. between 2nd and 4th, where cars speed up, so I empathize, to some degree, with Main St. residents who expect the peace and quiet of yesteryear. However, change is a necessary part of life. The road diet has worked!!!

I would use the bike lane more frequently if it continued north beyond the railroad overpass.

I have sat on my front porch and watched 50 cars a minute drive by -- This was before the road diet -- Now the cars are single file driving slower -- A lot safer --

Love the road diet Keep it!!

Blockage by left hand turns greatly reduced by new greatly reduced

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Some problems with turns onto N. Main at busy times (early morning) but traffic flows smooth & so much safer.

I do bike that area more (though it doesn't show the way question 9 was asked) because it's much safer with a complete bike lane. You should have asked about improved areas from side streets, and improved turn lanes.

There needs to be a refuge lane for cars pulling out to turn left on N. Main Ashland Mine Rd.

As traffic leaves Ashland and the two lanes become one, sometimes traffic on the right speeds up to try and get ahead, this creates a very dangerous situation.

I feel the road is much safer for everyone. I'm glad the change was made.

110% safer. Before cars in 1 lane drove 5-10 mph over the speed limit and if you were driving the speed limit, the faster car would go around you un-safely.

I very, very much appreciate that people have slowed down. Any inconvenience people complain about is far outweighed by benefit. I love the road diet as a railroad district resident tired of speeding drivers.

Although I've stated above that travel time is about the same, it "feels" slower (travelling south) too soon (way back almost to the Ford place). It does feel much safer to turn up Wimer and Manzanita when traveling North. Because of the increased safety at the intersections I can deal with the lower speed & slower traffic. Coming down Wimer & turning left to go North is still a struggle.

It feels safer. It feels slower more leisurely.

Before, it was unsafe with people stopping to make left turns and then others reacting by quick lane changes. Driving now is calmer, more relaxed & therefore safer. Thank you for asking!

I think there are many roads in Ashland and throughout the Rogue Valley that could be reconfigured to calm and make them safer for vehicles, bikes & pedestrians.

Good questionnaire!

It's too bad the bike lane ends before Helman St. I feel really vulnerable there on my bike, especially with my son in the bike trailer.

Please leave N. Main the way it is. I like the changes very much.

It is hard to imagine how anyone who travels this stretch has not seen the improvements. One note: the approach from downtown (northbound) where the lane merges. You need to extend the "merge" section because some drivers race ahead in order to beat the other person. High risk for an accident. Thank you!

While it is sometimes a longer wait to make right turns onto main street, I feel it is easier and safer to make left turns to and from main street because only one lane must be crossed and the turn lane provides refuge.

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No increase in pedestrians. Insignificant increase in bikes. Ironically, if there ultimately is a significant increase in bikes, there will be more traffic congestion because of delays turning into & off N. Main. Traffic turning left from N. Main onto Maple should have a longer "green arrow" before changing to flashing yellow. Bikes are generally safer, but casual, family, kid bike traffic should be discouraged. This corridor should be for serious bike commuters, others are a danger to themselves.

Slower is safer & better. Regular users will learn to allow an extra few minutes for traveling that part of the route.

(1) It would be great if a pedestrian walkway were striped on Main at Wimer to cross Main. (2) More/better warning of merging of traffic at Bush.

Great job -- don't change it back!!

I believe it has reduced the number of commuting bikers on the Ashland section of the Greenway. That is a good thing as they traveled way beyond the speed limit of 15 mph on the Greenway, which made the Greenway unsafe.

Turn lanes on Main are essential for safety and to lessen accidents. Please keep the road diet.

Our household has been pleased with the North Main Street revision and hope it becomes permanent.

I feel it is much safer -- better for left turns more visibility!

Changes have resulted in more civil, safe, and efficient travel.

I was impressed by how quickly the implementation occurred. WELL DONE.

"I like how relaxed I drive and feel that the traffic moves steadily. Before I was always trying to pass the car ahead in one lane or the other - and frustrated if two "chess pieces" were blocking me. Now my competitive attitude is gone." JW you can quote me

I love the road diet. I think it is progressive and far sighted to prepare & develop an infrastructure that encourages biking vs. cars. I spend MUCH less time idling & stuck behind cars that are trying to turn left. Traffic flows more smoothly, the only cars stopped & idling are the ones actually turning left. My commute time has decreased about 3-5 minutes (I live on Clay & work on Maple)

The turning lane has greatly improved safety when turning into traffic in the opposite lane.

Glad it's safer for cyclists. That's good for everyone. And left turn lanes are such a good idea.

### **Answered "Agree":**

The only bad part is the short merge after the light. And no bike lane at the merge (when leaving Ashland)

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The problem with the changes to N. Main are that it is much harder to enter the road from all of the side streets along the road. Often you have to wait a long time to turn onto the road or cross the road. Can be dangerous. How do we fix this? Do not go back to four lanes! Thank you for the opportunity to respond.

I expected to dislike the change intensely, but it has been quite bearable.

One big problem not addressed is getting across N. Main at Wimer to Hersey - you can sit waiting on Wimer 15 - 20 min. at certain times of the day & give up, go down to Laurel to turn left & get to Hersey. Need a light!!

Having turn lanes helps keep traffic flowing. It all seems better now that we're used to it. but we don't live at that end of town!!

Strongly opposed when first proposed. After driving it, realized it's much safer & doesn't take any more time. Has some downsides, but overall much better & safer. Good Job!

Overall traffic seems to flow more smoothly. I feel safer when riding a bicycle.

I do have to use the lights to easily access the road when turning across traffic, sometimes people don't follow lane rules and that causes problems.

Need more merging arrows north bound at Helman

NONE :)

It feels safer but traffic does seem to be more congested

I answered these questions as a driver, but these answers may not be the same as a bike or pedestrian.

It has reduced the left turn blues a lot...feels much safer

cross traffic is the issue -- long wait as the stacked up cars travel on main -- No gaps -- and only 1 lane but still think -- Probably safer

After the Road Diet those cars desiring to speed notably do not yield to RVTD re-entering traffic stream creating near collisions. Why can't they figure out that all vehicles, small, large, SUV or Bus obey same speed limit.

Safety trumps all and other inconveniences!

The left turn lanes make turning off N. Main much easier, especially at Wimer. The alignment of Wimer and Hersey is good. Traffic is much slower and often backed up at Maple and flashing yellow arrow not safe. I miss turning onto Van Ness.

I drive almost exclusively during day light hours but seldom see many cyclists, but that had been the case prior to road diet.

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For bike safety, yes / It would be nice for the intersection of N. Main & Laurel to have arrow lights @ the turning lanes. Sometimes I have to wait 2 light cycles to get a turn during traffic hours. Thanks

I like the change I can turn to Dr.'s office more easily.

the merge after getting through downtown is the hardest part. Everything else is perfect.

Need to put pedestrian "bridges or overpasses" where the University is. That is an accident waiting to happen. Pedestrian's tie up traffic a lot!! Especially crossing while talking on cell phones. \*\*Would have liked to have seen that money spent on "overpass bridges" for student crossing instead of "road diet".

I live 1 block up from N. Main on Maple St. There is a lot more traffic up and down Maple, more trucks and more "backup" than before. The intersection is used more because of the traffic light and it makes it easier to get on N. Main than on other intersections.

I think you should address the feeder streets. For instance, I live on Van Ness. Because of the no left turn from N. Main, I think traffic may be less. I think other feeder streets may be adversely affected.

Van Ness intersection was a major turn to get to A St. businesses. Now the way is circuitous.

The challenge is entering North Main from a side street-especially turning left-because the traffic is so constant and comes so fast.

Left turn lane is big improvement.

Thank you!

Need a light at Wimer/Hersey and people need to learn the proper way to merge.

Safety improved. Traffic flow - worse (Trying to get on N. Main from a side street is difficult unless on Laurel.

It is very hard to merge onto N. Main at uncontrolled intersections. It is extremely difficult to turn left onto N. Main at uncontrolled intersections.

Keep the bike lanes.

People park on Grant St. to go to the Breadboard even if there is some parking space at the restaurant. I have seen mothers' holding a small baby in one arm and holding a toddler's hand with the other run across the street. This was going on before the Road Diet and still continues. I consider this to be very dangerous!

I really think the turn-lane to Glenn St. Improved the intersection. The cars slow down and are safer.

I believe the simplest fix is to raise the speed limit.



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Keep it. We will adapt.

Don't change it. It works fine & would be too costly to reverse.

Living in the south end of town, I appreciate how little I use this route. Slow moving traffic + high pedestrian traffic downtown are factors that encourage by pass. Traffic on N. Main seems smoother/slower.

It seems like we could find a better way to merge traffic after Helman St. light. There is always bottleneck. Perhaps merge signs further up No. Main before Helman Light.

You should have asked us before you took this action -- not after!

The city needs to make a decision on how the road diet affects traffic & safety overall, not just residents who live near it & feel inconvenienced. Ex: If your driveway is on N. Main St. & you are inconvenienced by road diet but road diet is better for traffic and safety overall it should stay!

Safer making left turns A little slower going straight

If the changes have made it safer for pedestrians and bicyclists, we need to accept them even if it slows car traffic down and makes some turns take a lot longer. I would like to see statistics on accidents for North Main before and after the changes.

Although traffic is safer it is also slower and sometimes that causes congestion and more slowdowns.

The changes have made entering & exiting off street much easier and safer, thanks P.S. I live on Granite St -- is there anything you can do to slow car/truck traffic down!

(1) I think a lot depends on time of day. I generally don't travel in "commuter" traffic. (2) I thought there would be a lot more congestion during summer months -- Does not seem to be the case though...

I appreciate that it is much safer for bike riders even though I don't bike there now. I've seen more bikes on the road since the Road Diet has been in place.

I'm fine with the change, would rather it stay how it is now than see the time & money spent/wasted to change it back.

The best way to make this experiment work is to install a traffic light at Wimer. This will allow other vehicles to exit and enter the driveways and side streets between Maple and Laurel in a timely way. It will also allow pedestrians a better chance to cross.

Less accidents?

The traffic flows especially at busiest times like huge tunnel. It is difficult to make a right turn off Hersey onto N. Main at busiest times.

Takes a little more time but safer and less stressful.



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It makes for more car traffic and is more congested, but safer. I'd vote to keep it.

The spot where 2 lanes becomes one, northbound in front of the Bard's Inn, is very dangerous, being on an uphill slope with poor visibility and a very short merge zone. I would like to see a longer merge zone. Maybe another stop light or two to ease the flow for those turning on or off N. Main? Probably wouldn't be popular ... but it would help ease that particular complaint.

Perhaps a traffic light at Wimer St. and Hersey will eventually be needed.

It's an improvement for sure.

All changes in favor of bikes/peds are ultimately going to make our community more resilient.

It is an imperfect solution.

Intersections like Grant and N. Main require either a signal or a decreased speed limit. Cars can sit at these intersections attempting to get out North or N. Main for as long as 15 minutes as the N. Main traffic follows to close and is often speeding creating no gaps to get out. I have a full sized truck and have had to accelerate too fast just to get into the center lane across S. bound traffic nearly getting hit by S. bound traffic. Decrease the speed limit before Sheridan.

The merging lane by Bards Inn is too close to the lights and on a corner-hard to see for cars in the right lane.

After getting off the freeway I was never able to drive the speed limit on N. Main. the road diet slows me down. Also walking along N Main was scary because the cars were moving quickly very close to you. And biking felt like a death sentence. I don't care about the turning lane

For intersections start roundabouts

Even though it takes a little longer, it seems much safer for cars, bicycles and pedestrians. It does seem inconvenient for the people who live nearby to turn right or left onto N. Main St. That is the only drawback we see.

I feel the changes have made it MUCH SAFER, especially when someone was making a left turn and cars behind it try to pull around it can and would cause accidents. (old configuration)

Center/left turn lanes are the best improvement from the change.

I think it's better now. Would be even better with the medians landscaped as on Siskiyou Blvd.

Originally we didn't like the changes, it was much slower to get home. Then, as we drove it more, we realized that it really was much "calmer". Cars don't seem to "race" each other to get through that stretch of the road. Now we're okay with the change.

I'm glad that there is a safer place for bicycles now.

Increased congestion has lowered what was dangerous average speed as well as extreme speeds. Central turn lane is a safe haven with only one, not 2+ 1 or 2 to clear when entering &

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exiting. It is far WORSE for pedestrians - cross at lights (signals) or risk your life, or wait forever. The bike lane is scary, especially @ "right turn" lanes.

All in all it's safer, except for one section, at the merge of Bush St. Bush St needs to turn into a street with no turns going north on N.Main at the merge. Very dangerous. I like it. You don't have to stop for people. It's a good plan.

I think there is less sudden braking than there used to be when there was a left lane. It's good to show community support for bicycle transportation -- bike commuting used to be very dangerous on that stretch of Main St, and it was probably discouraging.

**Answered "Neither Agree or Disagree"**

The current configuration is more than adequate for current traffic demands during most of the year. Should we assume increased traffic demands in the future due to population and/or tourist increase current configuration will likely become inadequate. For now it is fine and likely will be for another 3-5 years

None

leave it through Christmas, New Years time.

The best thing was re-alignment of a certain intersection. The "City" has poor public relations from Plaza (horrid) to the "Road Diet" it has been a failure. If the proposal was termed as something other than "diet" it may have played better. Whoever is in charge of PR for the city should be FIRED.

The change has made left & right turns onto N. Main from side streets much more hazardous during busy traffic periods.

I think the changes were not essential. At this point rather than spend more money to reconfigure, please put those \$ toward changing the color of the plaza pavers.

There is now a long line of cars waiting to turn onto Maple St -- sometimes you have to wait for the light to change 2x's to get through. However -- making turns onto streets like Glenn & Hershey is much safer.

The slowdown seems only slightly greater.

I am nervous driving with bike lanes when I have to make turns around them. Give me more to worry about.

Changing it back again would just create more confusion for all users.

I know there are some very strong opinions regarding this change, unfortunately I travel on it infrequently, and it's hard for me to have an opinion about it.

From the quiet village neighborhood it is harder to get onto N. Main heading either direction unless you go to a light. It depends on the intersection. It flows better on N. Main but it can be hard to turn onto N. Main because there is only 1 lane to get into.

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I think it was a neutral change. Also, I very seldom see a biker on that section of N. Main.

Although I don't travel this section of N. Main St. all that often as I indicated above, I rarely see a bicycle on the roadway.

Not asked and important is -- what about commute times? Then traffic is backed up.

Not very helpful - I'm pretty neutral -- I just don't use N. Main that much.

My difficulty with the road diet is the initial merge from two lanes to one lane going North. The merge occurs at the top of a rise and you can't see the markings until you get there. I know there is a sign advising of the merge but just watching the lane markings you get a surprise.

The only thing I have noticed is that trying to cross N. Main is more difficult. When traffic is heavy it is basically impossible to cross so I turn right and take a different route.

Harder for those with driveways on Main St to back out at times

No help for walking pedestrians. There are no crosswalks to get across N. Main (compared to near the university) It is totally frustrating to not have easier ways to walk across main in this area.

Traffic is improved going N & turning left. It is not if you are going S & trying to turn left out of a side St. It is not if you are going N & trying to turn left out of a side St. Bike lane should go through downtown.

Just a little bit.

I like the bike lanes & being able to ride there.

I have only lived in Ashland for a few months not sure how traffic was before the improvements.

Seems to be a waste of roadway surface that is not used much for wheeled travel. And that's a lot of paint on the road!

It's fine. The merging in front of Bard's is tricky, possibly a little dangerous. Traffic is slower but not less than speed limit, just less easy for people to speed.

### **Answered "Disagree"**

the alignment of Hersey & Wimer helped, the constriction of traffic flow has created congestion.

Hersey has now much more traffic. I live on Hersey and walk this street with my dog. This street is now the only option to use as an alternative to using N. Main through the plaza. You can't go left now onto Van Ness heading south into town. Hersey also has speeding cars and I never see a cop car.

I rarely see cyclists. The diet has added traffic volumes to Eagle Mill. Eagle Mill needed repair and still does to handle traffic, no shoulder.

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Ashland drivers are poor and inattentive drivers. Many un-wise maneuvers are made, especially by older drivers. I have seen more than once drivers stopped in traffic lanes waiting to turn after Diet was put in place. 4 lane much better in emergency situations. I am retired truck driver.

I am a bike + car driver / rider + I do not like the changes

1 lane narrowing coming in from the south can be confusing! & north

There are many bicyclists who choose to ride on the sidewalk

Church St. and N. Main St. is worse than it was. Really bad when going North

NONE!

Wait times for turning left onto N. Main are sometimes extreme. Wait times for turning right onto N. Main are also very difficult. Because of the wait many drivers turn when it is not completely clear. I have to go to Maple St. to turn left. Maple Street is very narrow.

I thought it was an unnecessary expense -- a solution to a non-existing problem -- But to change back would be another expense -- Not worth the \$.

Put 2 lanes back, leave some turn lanes -- too much traffic on alternative routes We avoid using N. Main now

Please return to us the safety of North Main St below Maple Ave (i.e. North)

1. Need to extend center refuge lane from Bush St to intersection of Lithia Way, N. Main. 2. Need to extend center refuge lane from Railroad bridge North to beginning Highway 99 center refuge lane.

Somehow the "rules of the road" for cyclists needs to be addressed. If I physically could, I'd bike, but physical limitations make it impossible. Bikers (some, not all) seem to look down on car traffic - they need to share the road!

One problem has been added & one problem has been taken away. Waiting for a left turn used to divert traffic into the right lane. Now, with only one traffic lane merged to make the left turn lane, traffic is slower on N. Main St. Of course, it depends upon what time of day one travels.

more difficult to enter N. Main from side streets

Merge at Helman St. is problematic. No left turn onto Van Ness.

Most residents that I have talk to about this feel that the advantages of the ROAD DIET are negligible. But MOST IMPORTANTLY, it was a "problem" that didn't need fixing in the first place and all RESENT the spending of our tax dollars for this project and the fact that the citizens DIDN'T EVEN GET TO VOTE FOR IT IN THE FIRST PLACE!!! (LIKEWISE FOR THE "RENOVATION" OF THE PLAZA DOWNTOWN.)

New reconfiguration seems dangerous especially for bikers.

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I came here close to the time of the change, so had very little experience with the "before" and my travel there is more like "once a week" rather than "twice". I don't feel I'm a very good subject for this survey.

Bring back 4 lanes!

I work in Medford in the a.m. and I'm noticing that drivers are far less patient and considerate than they used to be towards each other because of the lack of "flow" in the traffic.

Northbound by the Bards hotel where two lanes (Lithia) go to one, visibility is poor and it's hard to see the convergence in time. This is the really problematic spot for me.

Off streets are harder to access on to N. Main

I posted my comments online to the city of Ashland

During the past week, I have twice seen different people w/dogs in areas w/long stretches between signals waiting to cross the street while I was in lines of cars w/about 20 vehicles in front of me and 20 behind.

The merging into one lane & then back makes it puzzling & thus more tricky to drive. Not enough bikers to make it worthwhile.

I rarely see bikes using this road. Turns onto this road from businesses are more difficult.

Driving that section is more complicated with the change - nervous making to try to follow lane changes, arrows & turnouts.

"[diagram of lanes] traffic has long line let's face the future. What will be in 3 yrs. about 5 yrs. about 10 yr we will have more traffic coming through. So one lane hazard for transport to get on the takes longer or to get is the same story. We should do without 1 lane. In traffic 2 lanes then into 1 lane - into 2 lanes. No to one way traffic.

Though we do not live in the affected area, we have friends in this area who have difficulty entering the flow of traffic. Especially trying to turn left from their streets.

Traffic is back up during the rush hours.

From Maple & Rock, it's easier to take Hersey to Mountain to E. Main to get to So. Ashland. Sometimes even easier to go even farther north to Valley View and take I-5 to get to So. Ashland.

This adds stress for little or no gain.

The corner (turn lane) at Maple & North Main is an accident waiting to happen. Striping not very visible at night. Lanes seem to shift (merge). P.S. I am happy to see that the city of Ashland is working with SOU on this survey. Normally, the city has an overabundance of funds & pay top \$ to have surveys done by Co's or colleges in Eugene or Portland.

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Because of the changes I seldom travel this section of roadway. I know people who live in Medford & Talent who work in Ashland who drive to the south Ashland exit for work rather than drive this section of North Main. I think if a study was done that traffic has increased at the south exit during rush hour times.

Costly experiment that didn't seem justified or a priority.

#2 question should have had a greater than "2 block" minimum as to where you live. That short distance does not reflect the impact to local residents, eg. jct. of Wrights Cr. Rd & Wimer.

Coming into Ashland has not changed much but leaving Ashland is much more congested & takes a lot more time. Northbound needs 2 lanes.

Not a big difference, still bottlenecks and slow downs, hard to turn up Wimer St and to get off Wimer onto N. Main. Lots of near accidents near the Hostel/Bush St area traffic coming from south where road changes to one lane. Overall it seems like a waste of money -- not a big improvement.

Changes on North Main have provided bicyclists with a dedicated lane so presumably this is safer for them and "better" - The changes have done nothing to improve the sense of safety for pedestrians and the changes have increased the congestion of vehicles.

The addition of the left turn lane at Orange St. was a big improvement.

Coming from any side street going East or West between 3p and 6p try to take a left turn. Than you tell me what you think about Road diet. You might be on the missed dinner diet.

Isn't there a designated bike path?! I never see anyone use the new bike lane on N. Main. Whoever decided to do this, did not think it out too well.

Left turns are ridiculous.

I'm old. Live on a hill. So will never bike. Live in SE Ashland, so will never walk on N. Main. Car will take me to ER, ACH - in a timely fashion? Just as quick to RVMC?

The problem is at the intersections where cars are merging into the single lanes of N. Main. Toss in a bus and a truck or two, and it quickly becomes a mess.

It's not a good idea to try to lessen car traffic by making roads less hospitable to car travel. A better idea would be to make other forms of travel (bus, bike, foot) MORE easily done.

Wimer & Hersey are greatly improved but all others are not.

Questions #2 - defining the demographic as "2 blocks" does a great disservice to people who live all up & down the intersecting streets. If you live 6 blocks up Wimer, for example, you have the same conditions as someone who lives 2 blocks up Wimer. I live on the other side of town. No Road Diet on Siskiyou!!



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Condensing the lanes of traffic each way from 2 to 1 has increased traffic greatly!!

The lane change from two to one is dangerous, with people trying to scramble to get ahead of other cars!

If safety were the only concern then it is good but one or two crosswalks should be added. If flow were the only concern then it is bad. Especially in the late afternoon (commute) I see very few bikes less than one each time I drive on the road. I drive the road 3 to 5 times a week. Late mornings to early evenings.

The bike lanes are rarely used. We have lost a full lane of traffic Northbound on N. Main. Cars pile up at stop light at Maple, Laurel St intersections. Center turn lane otherwise is an improvement. Wimer St. for left turn/Hersey is better but still can be congested

The merger of the two lanes into one lane at Bush St. and also before the Rail overpass is now a traffic hazard. Now some drivers, coming from behind, speed up and pass recklessly just to get ahead of you before the single lane.

Why in the world was the left hand turn unto Van Ness St changed? Many of us used it to avoid the downtown congestion, also for direct access to the A St businesses, the Railroad district.

I always enjoyed entering and leaving Ashland on N. Main. It's a beautiful drive but now, being in one long line for all those miles is tedious. People usually drive at speed limit or 5 mph over (hasn't changed) and it was easy for people to use left lane to go a little faster or to make a left turn. Please change back. And starting the 25 mph so early on the route in is counter-productive. It's a crawl. It should be 35 until Maple, 30 until Laurel then 25.

I would just like to say that the reconfiguration has made it even more difficult to cross N. Main St. as a pedestrian because there is a constant stream of traffic unless I go to the Helman light crossing. The Laurel crossing is set way too short for pedestrians to cross safely and forget crossing anywhere north of Laurel.

Trying to get through North Ashland is very slow. I try to avoid it all together.

I agree that it has made bike travel safer, which is positive, but it has had a detrimental effect on car travel, especially for cars trying to turn right on N. Main from Orange, Hersey, or Van Ness. During peak commuter times it is nearly impossible to get a break in traffic to turn on N. Main. Most days (as I pick up my kids from Helman and turn right on N. Main and then left on Maple) someone stops to let me in. I have also witnessed several near accidents. Not sure what recommendations I would give for this other than another light? Thanks.

Depends on time of day you travel. Rush hour A.M & P.M the traffic flows slow & difficult to make left or right turns. See hardly any bicycle or foot traffic regardless of time of day N. Main is traveled.

This consultation -- too little, too late. Perception v. much that city is being led by its managers (not it's citizens reps), and that they are pushing an (not legible) agenda. "Consult" was waste of our money. Need a "gov't diet", not a road diet.

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Have only seen 3 or 4 bicyclists using the bike lanes.

Wished we hadn't wasted the money on this plan. The flow out of town should be two lanes. The flow into town is slow anyways.

I've seen a lot more "near" accidents, especially at intersections & neck-down at north end of Lithia Way, than before reconfiguration. Also, more difficult to turn onto N. Main with long delays (air pollution) - especially left turns. Bus stops a problem having to swing out into left turn lane now.

The merge by Bards Inn freaks me out. That sign is not easily seen and I suspect it's harder for tourists, people don't merge correctly. I live on W. Hersey, and making a right to go out of town is more time. Making a left is harder & scarier. I use the stoplight at Laurel. I did before the reconfiguration and after. Coming into town by the railroad tracks is annoying. People don't merge right. There are a lot of scary drivers out there. I don't know what the right solution is, but I do know this one doesn't seem to be working.

I didn't know the city had endless funds for traffic reconfigurations; maybe that money should be used instead for helping the homeless on the plaza!

It has made this stretch of N. Main less functional for everyone but cyclists. And it has NOT noticeably increased the use of N. Main by cyclists.

There seems to be little use by cyclists. Hardly worth the merging issues caused at both ends.

You blocked off my left turn home! down Van Ness. Now I have to make an awkward turn at the Minute Market & often wait for an endless stream of traffic. Also, my boyfriend lives on High Street & his turn onto N. Main is at Bush Street, which is ANOTHER unending stream of traffic. Now that everyone is squeezed into a single lane. Since there's maybe one bike to every hundred cars, may we have it back, please?

Since the road diet, I feel like turning onto N. Main St. is far more hazardous. Let's go back to the way it was, please.

It's much slower both ways. Please don't do any more. At the same time it makes no sense to go back. It isn't that bad and is probably safer.

Different times of the day are different for congestion. Flow of traffic not at peak times, generally there isn't much traffic. Going to work or going back home is a real nuisance. It seems to be more congested on Saturday. Worst aspect is making a left heading north towards hospital and medical offices. My 90 yr old mother got scared making a left, had to turn around.

Bikes still ride in roadway or sidewalk. Bike travel has not increased.

### **Answered "Strongly Disagree"**

Put it back as it was. You wasted a lot of money on an idiotic idea.

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Please change it to the way it was. I am an avid bike rider & live at that end of town, and have always found it easy - and prettier - to take the side streets. I've only seen 1 bike on that section in the year since it's been changed.

Lane vergers, especially South bound are dangerous. Pedestrians & bikes are exposed to a continuous single lane of congested traffic. It's extremely difficult for pedestrians to cross North of Maple St.

Due to bad traffic flow and hard parking, avoid downtown as much as possible. take nearly all business to Medford. The N. Main changes have made things worse.

I think we need to remember it is a highway, technically, and not a neighborhood street and we should look to the future not backwards.

Safety and inconvenience are two major issues!

Making a left hand turn onto Bush St. has become positively frightening! Long lines of cars make right turns from Bush hard.

This was one of the stupidest traffic "improvements" ever! Merging 2 lanes into 1 always slowing things down; makes drivers more susceptible to blind spots, etc and takes driver's attention away from what's going on the road. I think traffic speed in Ashland is ridiculously slow already and this change made it worse. P.S.-I've been driving since I got my license in 1968 and have never had an accident.

Change it back!! One should not bike next to car exhaust anyway (toxic) -- work on small personal vehicles w/no emissions for us. Very few people in this town will ever switch to bikes (age, time, etc.) more dangerous now!!

The merging portion is terrible. Traffic is always backed up. I sincerely hope they change it back.

I find where the lanes converge down to one more hazardous as cars try to pass and get ahead. In general, I dislike this change -- harder to turn where I need to & traffic flow is jammed.

Put it back the way it was!!!

Wonderful waste of taxpayers' money.

I rarely see bikes using the bike lanes. Meanwhile, the cars pile up into long lines. I like bike riders and I'm sure it's pleasant for them. I'm just not sure the choke up is worth the few bikes using that much space. Thank you for asking.

As said above, I live off of Wimer and have to take Scenic to Maple to turn left. I think this was a waste of money and prefer the old layout.

There is way too much a wait to turn onto Main from Wimer or Nursery. I have actually backed up on Wimer to take the side street after waiting over 5 minutes to make a turn onto Main. These long waits create concentrations of Auto Emissions in particular locales. In my opinion, residents in vulnerable locales should be surveyed & medically followed for increased rate of

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disease -- such as leukemia, idiopathic thrombocytopenic purpura "ITP", anemias + other blood - related diseases and cancers. (There was 2 German study + others that linked auto exhaust to childhood leukemias.) The biggest problem is probably the "invisible" one. Where vast amounts of auto fumes accumulate due to merging bog-down + to cars on the side streets having to wait a very long time to turn onto the main road (Main St.) Those clouds of fumes surely affect the health of residents in such vicinities. Exhaust fumes have been linked to Leukemia.

I am very frustrated with the congestion of traffic. I wait several minutes before I am able to pull out into the turn lanes of traffic then wait for an opening looking in my rear view mirror. How is this safe? There are streets all over the Valley that have sidewalks close to traffic and it seems to me like an unreasonable motive to cause such congestions of traffic. Ashland is growing and the congestion is only going to get worse, people will get more frustrated and could cause more accidents with only a two lane highway. It was originally a two lane highway and it was widen to a four lane highway for a good reason many years ago. Isn't it obvious that a "road diet" is NOT a logical step forward for the future of Ashland? Please change it back to four lanes.

Please STOP changing things. I have to pay for it. Also, less of these expensive surveys.

Read in an article or comment in Sneak Preview from a man who said he was an engineer. His feedback was that since the City studies showed an average speed of 32 mph in a 25 mph zone indicates a need to raise speed limit to 30 mph. It does not indicate a need for less space especially on a major hwy and only access into the City of Ashland from the north. This was an ill thought out plan, one that did not take input from the majority who were against it at the City Council meetings. And the City admits their mistake by not adding a signal at Wimer. Traffic would be backed up even more so you had to change that decision.

The reconfiguration must be aborted. It was a dense notion which has only served to interfere with the proper traffic flow of a roadway. It is rather foolish to bottle-neck a heavily traveled roadway under the pretense of safety when such bottle-necking only serves to increase hazards by interfering with sensible traffic flow. Increase traffic flow should not be jamming up said flow because such damming results in overspill in the form of increased impatience, and domino-effect repercussions from unsafe, unskilled drivers. It wasn't broke, so it shouldn't have been "fixed". An utter waste of revenue!

I don't think it makes any sense to create more traffic issues at intersections near a hospital zone. What were they thinking? If this is designed to help bicyclists - why not do this near SOU, so that students, who ride bikes a lot, can benefit? In addition - why not survey us BEFORE doing it?

Please change the Road Diet back to 2 lanes!

Only seen 2 bicyclists using bike lanes. Cars coming Main St. from up above have to wait for at least 15 cars in each direction to turn North unless they have the red light on the street for making the turn.

Our home is on Ashland Mine Road-with approx. 120 homes in the area. (Ashland Mine, Fox St., and the end of North Main). North Main is the ONLY EXIT from our area. Morning, evening

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and rush traffic we have seen traffic back up trying to exit from North Main. This seems like a big inconvenience to all of us for a few bikers. Something needs to be done to relieve this situation as it stands-it would be a disaster if we had an emergency evacuation. We NEED A TRAFFIC LIGHT- or at least a left turn out in the island for drivers who need to drive to Medford or freeway entrance.

See #11.

I am a cyclist and love the concept we are trying to achieve but not in favor of the road diet due to problems it has created for auto traffic. I am willing to use the bike path instead. Thanks!

I have lived in Ashland for 68 years and this configuration does not work for me. I have been caught in very slow traffic often 5 to 10 mph below speed limit. This happens more than once a day. Have been back up past Glen by 1/2 block many times. Very slow to dead stopped at Maple many times. Considerable trouble finding space to enter N. Main from side streets. I see very little bike traffic, no more than 1 per day and I travel this 4 to 10 times daily. Most days I see no bikes. Very congested merging at Helman.

Very few bikes but more slow bumper to bumper traffic. The reconfiguration was a big mistake. Bicycles are few, why not let them use the sidewalks along w/people. But designate the direction?

Rarely see bikes in the area so don't understand why there's a need for a bike lane.

Drivers entering Main St. from side streets are having to take chances, by darting out into the continuous cars. This makes for much more aggressive driving incidents, which makes more danger for both pedestrians and bikes.

I have found that to even make a right turn on to N. Main is a long wait, because of now a single lane of car traffic. For the amount of bicycles on N. Main it is not worth the congestion caused to autos. I dislike the re-configuration. It inconvenience the majority of car traffic for a very few bicycle traffic on N. Main.

Bikes are still scofflaws... they don't stop for red lights they don't signal they don't follow rules of the road. Difficult to turn onto N. Main in car or motorcycle. Bring back 4 lanes!

Seriously, what city would ever make less lanes, most cities make roads with more lanes it is better for the flow of traffic. It is more safe to have more lanes. The Road Diet is a waste of taxpayer money!! We need a foot bridge at SOU!!

I hate it.

I hate it. Please undo this nonsense. The sooner the better. There are not enough bicyclists & pedestrians ever on No. Main to justify the inconvenience to all of the drivers all of the time.

I drive N. Main Street 1-3 times per day and rarely see bikes. The road is less safe, more congested. Left turns are dangerous as cars are rushing through gaps to turn or driving on residential streets to get to easier left turns. Please change it back.



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Apparently 90% of drivers do not understand how to use the center turn lane. I often see people passing slow cars in the turn lane (been tempted myself). With one lane, the bus stopping is a detriment. I seldom see bikes using the bike lane -- Seems a waste.

You fucked all the workers trying to turn left on Van Ness to get to lumber & hardware stores. Thanks, you Prius driving asshats. WTF -- this goes against Oregon Bicyclist Manual re: swerving & biking in straight line (drawing of biking lane).

Change it back! Bike lanes also don't need to be as big as a truck lane...

The difficulty entering N. Main St. due to the road diet makes drivers impatient and causes them to take chances. They dart out in front of approaching traffic. I have had to jam on my brakes often when this happens and each time I fear being rear-ended. I think this road diet was probably the stupidest thing Ashland has ever done.

North Main should have been kept the way it was originally intended - 4 lanes.

"the 5th graders said this project was absolutely the waste OF TAX PAYERS money"

I do not believe the street is noticeably safer. I live on N. Main, have not witnessed any increase in bicycle traffic, and drivers daily ignore the no left turn onto Van Ness St. Further, traffic has increased (and speeded up) dramatically from Van Ness onto N. Main.

Have not noticed any increase in bicycle traffic, maybe even less. It is more difficult turning on to N. Main from side streets.

it is an utter failure. I have seen accidents and almost accidents many more times than before, slow buses and trucks make it a nightmare. Turning is more difficult and dangerous. Bike access has been done in a horrible way. I Never see bicyclists. IMO [in my opinion] this is a fiasco and waste.

For a town that depends on tourism as its primary source of commerce, you've made it more difficult for people who are coming here from elsewhere.

As traffic inevitably increases the accident rate will increase. As it already has at the Maple St. intersection. Drivers entering from side streets already take more chances to enter the often continuous flow of traffic. This is especially evident at intersection where cars attempt to cross both directions of traffic. As for bicycles, I have twice encountered bikes riding in the wrong lane against traffic. In one instance, the cyclist make a fast left turn in front of me just as I cleared the traffic right and left and was about to leave Wimer to enter the traffic flow. Another second or two and I likely would have hit him-- VERY dangerous. As the driver's view is often restricted left or right by shrubbery or stop lines set behind pedestrian crossing lanes. Buses stopping to load or unload passengers have no room to clear the main traffic even when pulling as far as possible to the curb. If this happens just before a left turn lane that is occupied, or about to be occupied, traffic following the bus must stop further lengthening the single line of traffic and causing that line of traffic to stop. I have seen this happen several times. In one case a driver pulled out to pass the bus at the same time a car from the other direction was jus turning to enter the left turn lane. An accident was narrowly avoided. Another consideration is the fact that

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the wildfire escape route requires entering the flow of traffic along Hi Way 99. It's impossible to predict what difficulties that might entail if a serious fire was threatening the area. The road diet may seem like a good idea to many, but it is a short-term solution to a non-existent problem. The problems created by the road diet will exacerbate over the next few years and cause much congestion and probably create a fair number of road-rage drivers. Not a good idea. I drive the road diet twice a day six days a week and have to enter the flow of traffic from Wimer.

No observable increase in cyclist traffic!! Crossing/turning from cross-streets more difficult!

How many people take an alternate route to avoid that stretch since the change?

The changes have made it more difficult to enter and leave town. Also during peak times it is hard to enter from a side street. I think it was a bad move.

Blocking the entrance to Van Ness did not help traffic flow and instead kept more traffic on Main St. Where the lanes converge at Bush St heading north - left turns onto Bush have become more hazardous.

Please change it back! I actually AVOID driving this stretch if I have to now. more congestion. more frustration/ drivers cutting each other off.

I travel it daily but haven't seen a bicycle yet.

(1) Turning onto N Main from side streets more difficult (2) Turning left onto N. Main from N. Main (Fox / Ashland Mine Rd.) and Schofield is now very challenging. I see drivers taking dangerous chances to cross through steady stream of traffic (3) Merge in front of Bards Inn heading north is very poorly thought out - Traffic should merge to the right and create a turn lane to turn left onto Bush - currently very confusing. (4) I travel from Ashland Mine Rd to town at least daily for business. The very steady stream of traffic in 1 lane makes it difficult to merge into traffic or to cross traffic to head north. (5) Often traffic is backed up from the light at Maple St to past Breadboard, and from the light at Laurel nearly to Maple St. This makes turning onto N. Main from any side St. very challenging. Fortunately, there are many considerate drivers who will let you into traffic lane. (6) I do not see a noticeable increase in bike traffic, which was supposedly the whole reason for road diet. (7) The single improvement of the entire project is the re alignment of Hersey & Wimer. (8) I now often travel side streets like High; Scenic to get to a light to cross traffic on N. Main. These neighborhood streets are narrow and not designed for increased traffic.

Especially difficult in the summer with increased tourist traffic - I have lived in Ashland for 30 years - as a motorist I thought the reconfiguration was foolish - as a cyclist I felt no safer - in fact at times, less safe. good intent - poor outcome. Allow traffic to flow -

Please go back to the original configuration. Having the main route into town being only one lane is absurd. There is far too little bicycle traffic to warrant this! Thank you.

(1) Both before and since the change there are thousands of cars traveling N. Main St. and about ten bikes. (2) Ashland never had traffic jams before the change; now every morning and evening it's like going to Costco.



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It is of the opinion of some people that all these changes were made for the benefit of a "few" vocal "squeaky wheel" complaining bikers many of which are seen constantly breaking the rules of the road for bikers. These are speeding, going the wrong direction in traffic, not stopping for stop signs, not crossing the street in a proper manner, etc., as if there are no rules for them. Therefore, it would be appreciated if the city would go back to the previous road configuration!!!!

Any positive changes were due only to realignment @ Wimer/Hersey. No other benefits.

Where are all the bicyclists that the "road diet" was built for? Even in the summer I have never seen more than 2-3 cyclist per day -- at the most ... If that. Most days there are none.

We live on street with stop light, the traffic has increased a lot.

(1) Widen the street for bike lanes and (2) Put it back to 4 lanes (3) The city is in danger of losing state provided maintenance to this part of Hwy 99. This town cannot afford the cost of additional street maintenance. (4) Speed limit (25) is artificially too slow -- Put it back to 30.

Glad to see you asking for feedback. It is a bad idea put into intolerable reality! Diet is Die with At.

Much harder to turn onto Main.

One slow car backs up everything. I'll always avoid and go residential back streets (which is not what should be) the way it is now.

I lived for years on north end of town and did not have a problem with pre-road diet travel. Post-road diet, I am thankful I no longer live on that side of town. It is a commute and safety debacle that should be reversed.

Despite the theoretically improved safety of cyclists & pedestrians expected from "The Road Diet," the extremely low volume of non-motorized travelers (3-4 cyclists in 1 yr. by my observation) it is an inefficient bottle neck for cars and more dangerous driving conditions at intersections & driveways: commercial & residential.

Hate it!

I think it is one of the least intelligent things the city has done. It gives Ashland a bad name. Looks like Ashland is run by total nincompoops. I choose alternate routes whenever possible. It's a completely inhospitable way to have people enter & exit town. The difficulty of pulling onto that road from a side street makes Ashland a less friendly more hostile environment.

Please change it back. Bike lanes could be put close to curbs as there is wasted space for roadway. It would increase more space for a 4 lane entrance to Ashland. N. Main was the main arterial to access downtown area and rest of Ashland.

For those living in this area & trying to access N. Main St from a side street, the wait can be very lengthy & frustrating.

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Trying to get across the street into the bike lane is often very difficult. The bike lane merges with the traffic lane near the Bards Inn. (very dangerous)! Also leaving town going up and around the corner (at Bard's Inn) the bike lane is in the traffic lane!!! Very dangerous!! A bicyclist is going to be killed there!!

A times coming onto the street it is so backed up people seem to get upset & will attempt to enter the street in an unsafe manner

Maple Intersection has become very dangerous.

At many times, it is nearly impossible to merge in either direction. I understand how to use a "center lane" but people are afraid to use it (me included) with such congestion as we know it frightens the cars' drivers with whom we are trying to merge. Also, it has killed the sweet "Welcome to Ashland" feel. The whole thing makes me sad. I emailed in about it long ago. Thank you for asking, though.

It became more difficult & now more traffic on Eagle Mill where I have observed more accidents -- It is terrible.

The change from 2 lanes to 1 going North is dangerous. People are squeezing in or changing lanes quickly to avoid being behind slower vehicles. Again, I have NEVER seen any bicycles using the bike lanes. It is rude for bike advocates to mandate these lanes to the detriment of the vast majority of drivers when so very few make use the bike lanes. I will vote you out.

What a waste of time and money

What evidence did you have to decide this is safer to make everyone stop and go behind someone?

"I'd like to see the markings back to the previous way. A street light needs to be implemented at Wimer & North Main."

Traffic is too congested. Can take a very long time to enter Main Street, whether turning right or left & cars are stacking up to wait to enter. The most beneficial change was to the Wimer/Hersey intersection, but all the rest of it is working worse, not better. Thank you for sending out this survey!

See attached. I do not feel that the re-configuration of N. Main Street has been a good experience. This survey looks at several aspects of the change and I will comment on each one separately. I have correlated them with the questions asked. Questions 4 and 5: As to the issue speed, I do agree that a lot of people exceeded the posted 25mph speed limit prior to the re-configuration however I do not feel that it has improved. People still want to go faster but now they just tailgate those that are driving 25mph. Questions 6 and 7: Regarding the amount of traffic, I feel that it is more congested as there are the same amount of vehicles however the amount of space they have to travel in has been reduced by half. This is especially noticeable in the section between Hellman and Bush as you are leaving downtown.

The reconfiguration has caused many problems for motorists entering or exiting parking lots for businesses on N. Main Street.

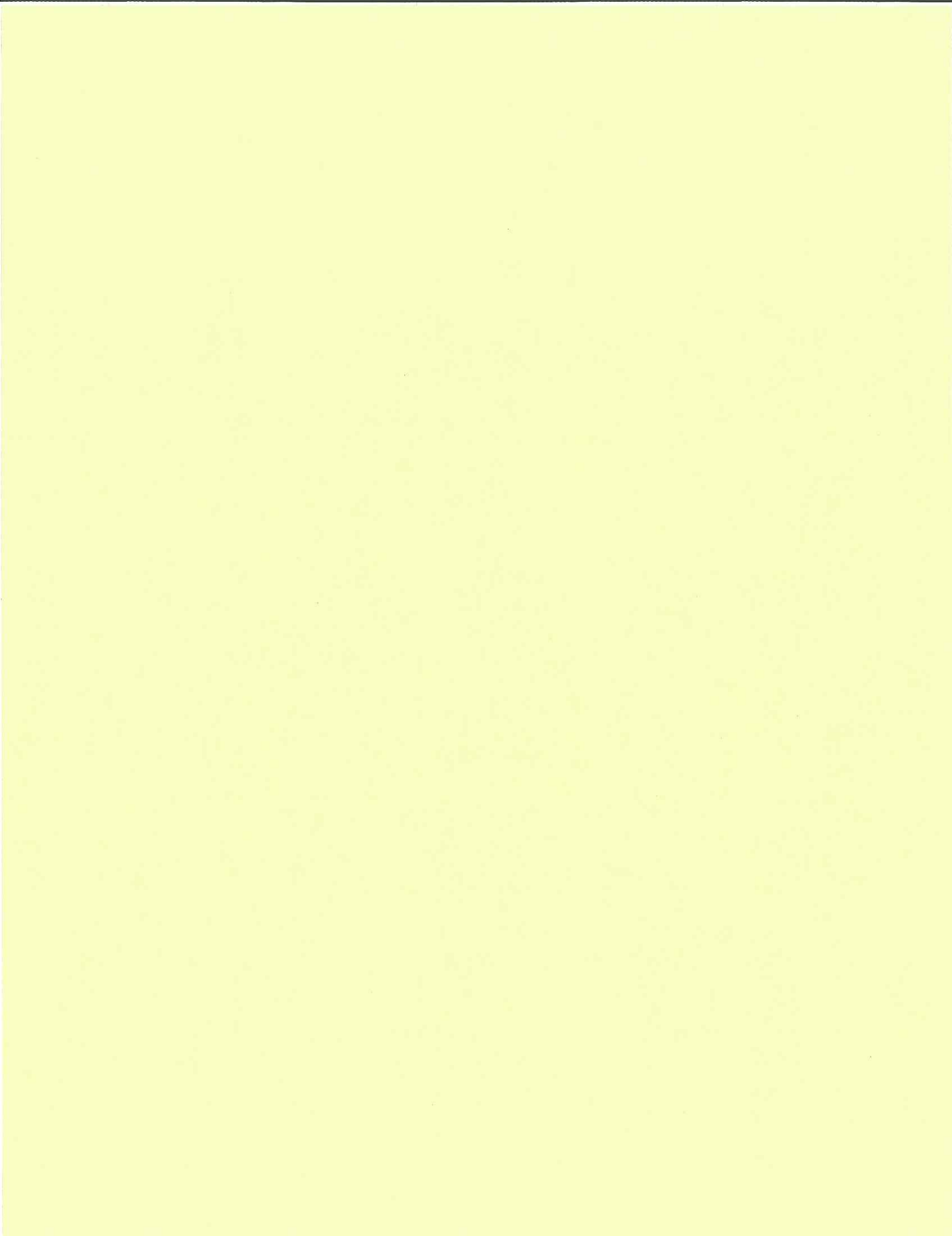
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We avoid it because of the time it now takes in addition to wild mergings because it doesn't make sense / is not intuitive. We now generally only shop on the south side of town.

Merging into peak-time traffic can be very difficult. Left turn lanes are good. People still speeding. People still making illegal, unsafe left turns.

It is very difficult to enter Main from a non-light-controlled side street due to more congestion on Main, especially if have to cross lanes. Also, the indecisive tourist holds everybody up. A light @ the Wimer/Hersey intersection would be very helpful.

Keep it! Make Ashland better for bikes!



**Citizen Responses to Road Diet (Open Forum on Website)**

Question	Yes	%	No	%	Unknown-NA	%
Improvement for pedestrians?	140	51%	87	32%	46	17%
Improvement for bicyclists?	192	70%	52	19%	29	11%
Noticable reduction in vehicular speed?	229	84%	38	14%	6	2%
Change in driving habits to other routes?	89	33%	178	65%	6	2%
Affect to side street traffic?	97	36%	129	47%	47	17%
Would like the Road Diet to stay	185	68%	76	28%	12	4%

Note: This table summarizes 273 responses

What do you think about the North Main Road Diet?  
What other effects of the Road Diet would you like to report?

Andrea Napoli  
As a result of the road diet, I ride my bike to and from downtown more, in addition to commuting by bike sometimes. I feel safer. Speaking as a motorist, a cyclist, and a pedestrian, I think it is a wonderful improvement. (I only wish that it extended to meet the Greenway at Hwy 93/Valley View - as the bike lanes disappear and there isn't much of a shoulder in either direction. A bit scary riding a bike through this section.)  
I understand the road diet from Maple to the plaza, but from Maple north it does not make sense. It is now impossible to turn left from Grant on Main in the morning. The traffic is more packed together on one lane, so you can't get through even though there is now a turn lane. Pedestrians use and bicycle have not gone up in this section. My commute time to Medford has increased since the road diet. People crossing the street are not safer because of the road diet. Having a turn lane onto Winer from Northbound on Main makes sense because it avoids the backup.  
I think the road diet has generally been successful.

The biggest problem that I have seen is when there is a great deal of traffic at the merge spot and there is a cut trying to turn left on Bush St, which has no dedicated turn lane. This does not work well.  
I live on Seabic off Manzantia. Turning left onto Manzantia from North Main is better now with a dedicated turn lane than it was prior to the reconfiguration.

- 1. As a driver, I always dreaded making a left turn where there was no designated turn lane. I was quite prepared for being rear-ended at 40 mph. Having the refuge lane to make such turns from is a huge improvement.
- 2. I'm not quite sure why there is not an available refuge lane turning southbound from Glen (Glenn?) onto N. Main.
- 3. While users (drivers) seem to be getting better, many do not seem to take advantage of the refuge lanes, particularly to enter traffic from the side streets.

Bill Walker  
The main concern I have is that if the Road Diet becomes permanent, there MUST be a left turn lane installed on North Main heading north as it intersects with Bush Street. As it stands now, North Main constricts from two to one lane right at Bush Street, with arrows in the right lane directing cars to the left (turn) lane, which confuses many drivers. We live at this corner and this awkward merge right where cars are turning is probably one of the reasons we hear people honking their horns quite frequently now (previously, we never heard honking). Please consider this!

Russ Page  
Jonah Bornstein  
In general, I like it and it seems to be much safer, especially near the intersection with Winer. The main learning curve has been to anticipate where the lanes merge from two to one when entering the road-diet area from either end.  
I don't mind driving slower at all. It just is a bit crazy trying to get into the flow without a long wait and/or taking a risk to jump in especially at Winer North Main cross and Hersey. Thank You for giving us an opportunity to speak.

John Homer  
When the road diet was first introduced, I resisted the idea (I think based more on the principle that it was change and something new). However in hindsight, I think the diet has accomplished a nice balance between the factors of traffic flow, bicycle space and even more importantly providing a turn out lane to avoid being rear ended which was always a very real possibility. Although I am an avid biker, I think the bike lane is actually a secondary benefit. I advocate the road diet more based on the improved traffic flow than on the benefits for bikers.

Ben Breckelsen  
Donna Rice  
I believe the road diet has made North Main a safer street to travel, has reduced the overall rate of travel, and made it a safer experience for our family.  
It is awful, please fix it. I'm guessing all the tourists that come here don't like it either. Of course they will not respond to this survey, but who wants to sit in traffic on vacation???

cindy wendorf  
Sandra Wetzel  
I drive this road daily, often more than once. The traffic seems a little more congested.  
The viligating by drivers who want to speed leaves no room for turning onto North Main from side streets. And it is extremely dangerous to turn left out of Grant Street or Sheridan because of the faster traffic coming into town and the limited visibility.

Polly Hodges  
suzanne marshall  
I think it was a wise, safe, efficient plan. It should stay in place. We should not spend 35,000 to change it back. People should slow down and deal with it.  
One effect is that citizens such as myself feel fortunate to live in a progressive town with leaders who see the big picture and are willing to implement these sorts of improvements. I would like to see the road diet stay in place. Thanks for allowing this input.

Claire House  
I have driven in many cities in the world in trucks, sedans and sport cars for many years and the road diet to me is a winner. I believe one improvement would be an additional traffic light at the newly improved Winer-Hersey intersection. I believe it would help break up the one lane lines during busy times and give both street pedestrians and cars more opportunity for safe crossing.

William Oviatt  
Dawn Yainey  
N/A  
I notice a significant reduction in my stress because I don't have to spend so much effort figuring out which lane to use to avoid left turners.

John Ames  
CJ Johnson  
Jean O'Donnell  
This was a great change and I've noticed more cyclists using the bike lane.  
I like making a left turn at Hersey Street without watching my rear view mirror to see if I will get rear ended.

Nancy Shaw  
Jery Oldfield  
I am not pleased with how this just "happened". The people on the north side of town should have been able to review the plan and add their comments. It was put in place for the convenience of a "few". Also the parkings in the town lanes are not clear.

betty thurston  
Mark Sanford  
I have noticed people taking more chances to turn in front of a constant line of traffic during peak periods.  
Having the clog at Winer/Hersey fixed by aligning them has really helped. It has also been safer all along N. Main having the center turn lane allowing people making left turns to get out of the flow of traffic.  
None leap to my mind. I use this section of North Main mostly to go north and get on route 5 to Medford  
If we can get people on bikes, we can reduce the carbon emissions. We are a small town and cycling certainly contributes to that small town atmosphere. I feel that people moved here, because they were tired of the big city pace. Let's not renege it here.

Elizabeth Zell  
The trips into and out of town to the north are less harried. We are more relaxed in driving that route. We have time to notice where we are and what is around us. Our breathing is more relaxed. Other drivers appear more calm as well. It makes arrival and departure from Ashland more civil.

James Martin  
James Irvine  
I feel more organized. I like having a designated turning lane that keeps traffic flowing. I like having a bike lane.  
I visit Salon Setah V for frequent business. The owner, Michael Harwood, assists me in wildlife rehab (I am ODPW licensed) providing temporary aid until I can pickup a bird or small animal at his adjacent home. When I leave here and want to go south, I often give up trying to turn left and go right to the Emeritus elder facility and turn around in their driveway so I can access a signal. This both slows travel and is not really fair to that facility.

Name not shown  
The quick merge into one lane coming from the plaza area is dangerous. I have nearly been hit in the process on several occasions.

Traffic seems to flow better because cars are driving more consistent speeds and drivers cannot switch lanes to avoid traffic turning left or right. I have not noticed traffic back-ups at morning or evening commute times.

Name not shown  
Name not shown  
Valri Williams  
I appreciate the improved safety and our communities willingness to work on problems and find solutions.  
I feel that problems the "Road Diet" created for our weight any possible advantages.

My wife & I live in Riverwalk. Our daughter lives off Winer. Both prior to the Road Diet and after, we avoid crossing North Main at Winer & Hensley either going there or returning home by using side streets, making right turns onto North Main and left turns off North Main. In our view, a signal light needs to be installed at that intersection.

James Orr  
I am a non-resident who visits friends in Ashland. I am very often over there 2 to 3 times per week for over 10 years. I wish I could convince Grants Pass to do this as I have found that it really has helped to slow me down and like I stated above transition into the slower speed of downtown. It also is wonderful to share the roads with the cyclists!

Laura Guerrero  
See above

Name not shown  
Heath Beiden  
I feel safer knowing that there won't be other vehicles weaving between lanes trying to jockey for position.  
The traffic and parking situation in Ashland were already a consideration when driving here for anything but work. I have stopped coming to Ashland for virtually anything else, including dinners, because it is even more difficult than before the Road Diet, and it's not usually worth my time dealing with the traffic and parking to go places in Ashland.

Ryan Pederson  
I'd like to emphasize the additional safety risks caused by the forced lane mergings. If the road diet is kept in place, the city should consider converting northbound traffic flow to single lane for the entire downtown length of Main.

Roy Scabrough  
Generally, traffic seems to flow better with the Road Diet. I wonder if an increased speed limit to 30 would ease some of the congestion and still maintain safety.

Name not shown  
Darlene Comilogie  
It is a mess at the peak busy times  
My mother lives at Emertus and she and her neighbors ride scooters to downtown. Prior to the road diet she reported that the sidewalk and street were too dangerous to navigate. I think it is important to recognize that city residents undertake all sorts of transport through this corridor.  
I think from a liability standpoint that the city council will keep the road diet because you cannot convert a safer road back to a clearly unsafe road without being at fault when accidents occur.

Jane Reavis  
Name not shown  
Honestly, I hate it. Traffic is bad, worse than with 4 lanes. And people don't appear to drive any safer or better now. Put it back the way it was.  
I feel it is a positive demonstration of Ashland's commitment to the safety of its pedestrians and bicyclists. I think it gets tourists to "slow down" a little before they hit downtown and this is a good thing. I give the road diet an "A"

Lynnda Hamner  
Name not shown  
Much safer to make left-hand turns off N. Main now. Traffic flow is smoother. I have not noticed traffic back-up.

Neal Chantoux  
It's great to see more bikes on N. Main!  
It takes much longer to get from my house in Talent to the other side of Ashland, depending on whether or not I end up behind slow drivers. The left turn onto Bush right as people merge is a hazard. I almost rear-ended the car in front of me because I was speeding up so I could merge and then the line of cars in abruptly stopped because the first car stopped to make the left turn.  
The road was just as safe when it was 4 lanes. Turning was actually easier as the lines of cars were shorter and the gaps longer. The frustration of having to drive the speed dictated by the first car was less as it was easy to go around someone too slow or if someone was turning.

Ariella St. Clair  
The intersection of N. Main with Winer and Hensley is somewhat better but still not that easy if cars are turning onto both  
The selfishness of a few bicyclists (including one Ashland department head who lives in Talent and has been instrumental in the "Road Diet" is unbelievable. It is inconvenient at best, dangerous at worst, and negatively impacts my whole neighborhood. To the department head who has lost so much weight bicycling to work I say use the Bear Creek bicycle path or get a treadmill. Don't hurt and entire neighborhood with your selfishness. To the other bicyclists who supposedly use the new lanes I say where are you? I have never seen any bicyclists in these lanes. The city has caused a problem where none previously existed. I would never vote for a city councilor who continues to support the Road Diet-actually more like the Selfishness Road Plan.  
I think that the Road Diet is a vast improvement over the previous model. It is safer for pedestrians, cyclists, and drivers. It is at least as efficient in moving traffic, perhaps even at slower top speeds, by allowing a more steady flow. And it is aesthetically more pleasing than the "4-lane-highway" feel that approaching town used to have. I really like not having our town be dictated by "car culture". Even at "rush hour" times, the flow seems regular and reasonable. For everyone who is complaining about congestion...take the afternoon in Medford (or Portland, or S.P.). We've got it good, and the road diet makes it better. I saw a bumper sticker recently that said, "Be the reason you moved here." The Road Diet is a perfect example of trying to make the Ashland what we want from a town.

Benjamin Root  
Name not shown  
1) coming into town from Talent, the first 25 mph sign is obscured by the branches and leaves of a tree, hard to see.  
2) either the incoming merge should be moved further downslope to avoid the segment near the animal hospital without a shoulder, or the shoulder should be modified to include paved bike lane, presently, cars are speeding to jockey for merge priority at the time and place the bikes have no shoulder and are hemmed in by reflective posts. I've been nearly clipped by pickup trucks with work trailers here and gone off onto the gravel, is only about 100 feet long.

Name not shown  
Good news, bad news - There is no more jockeying for best (fastest) position with the four travel lane configuration, but there is no way to legally get around a slow vehicle in the "road diet."

Name not shown  
I lean slightly toward keeping the Road Diet configuration. If there was some way to make N. Main resemble Siskiyou Blvd in simplicity and beauty, I would be a big fan. Perhaps keeping the Road Diet, but putting medians in the turn lane in those portions of the street where turns are not possible...  
Increased driver civility. Less tailgating and obviously less "cutting off".  
I have noticed the location and visibility of the speed limit signs more, and I think they need some attention, particularly southbound. The first 25 sign is almost hidden by a tree. I think the first 25 and the 20 should include a note that the limit is being reduced.

Chuck Keel  
As someone who tries to drive within the speed limit, I am tail-gated much more frequently as a result of road diet.

Name not shown  
I moved out of town after it was implemented, so now drive it regularly. A pleasure to drive and seems safer as well. Makes downtown seem particularly congested and uneven!

Name not shown  
It's a big improvement. Yes, traffic is a little slower during peak times which means people are driving the speed limit instead of 10 miles over...  
There seems to be less honking & road rage

Steven Wells  
Carol Meoac  
I feel it is much safer to turn left. I do have to wait longer to get onto Main but it's worth it not to fear getting rear-ended when I turn left.  
One very big benefit is that I hear almost no police sirens anymore. I used to be woken up at all hours by police that annoyance has virtually disappeared. The road diet sets the tone for people driving into Ashland of relaxing and being respectful of other modes of transportation, pedestrians and bicycles. The all powerful car is not the king of the road!

Name not shown

Name not shown  
 Amy Richard  
 There is confusion near near Hehman where it begins. Something needs to be done to distinguish between the traffic turning to go to the pizza and the through traffic.

Name not shown  
 Gloria Heller  
 The experience of driving through the diet stretch now seems way more civil. I know there are kinks that need to be worked out (Hehman, Maple, some side-streets) but overall I feel it has made a much safer highway for all of us.  
 It is safer to make left turns, the traffic is slower because there are no cars trying to go faster to pass those in the "slow" lane. It is definitely less stressful to travel there now.

Name not shown  
 Behnira Burg  
 1) I think there is too much traffic on Main for the road diet  
 2) Merging on the curve leaving downtown is dangerous. If the road diet confirms, this should be moved down a ways to the straightaway.  
 3) I have not experienced any improvement getting onto or off of Main.  
 4) Aligning Hershey and Winer was a great improvement at that intersection (albeit separate from the diet).  
 5) This whole experiment seems to be a huge waste of money for very few bicycles. I think lots of residents would have been willing to drive the stretch with stop watches to save the money spent for outside consultants.

Name not shown  
 Name not shown  
 I am the administrator at Siskiyou Eye Center. Our office is located at 648 N Main Street. There are other medical offices and driveways next door to us and across the street with the hospital up the street on Maple. This section of the road diet is dangerous for anyone trying to get in or out of any of the medical office driveways and a major concern of ours for our patients and staff. Most of our patients are elderly. I've seen them parked and waiting for over 2 mins or more waiting for a chance to be able to make a right turn out of our driveway. The REAL challenge is when one needs to make a left hand turn out of our driveway heading back towards the plaza. You have to shoot across N Main and get into the left hand turn lane for Mountain Meadows [we've been told this was OK to do]. This very long left exit lane becomes an island of safety. Once here, you have to merge into the regular lane heading towards the plaza and hope you're not blocking someone else from turning into that left exit lane. I have started my drive across N Main when someone from the medical office across the street pulls out of that driveway moving towards me trying to get into the northbound lane. There's going to be a head-on collision there someday! Making that kind of turn is illegal but they do it anyway. Mr Faught has been kind enough to meet with us on a couple of occasions to discuss this problem. He did have driveway arrows removed that were confusing some motorists. We have asked that the real island of safety be extended to include our driveway and a red beyond. He's also mentioned that the driveway across the street needs to align to the entire street looks more beautiful. Less cluttered. Room for cars, bikes, and peeps.

Name not shown  
 Darren Borgies  
 It makes North main more pleasant for drivers, cyclists, and pedestrians. Seems like a win-win-win. It has turned a street that you just wanted to get off of as quickly as possible into a nice place to be. Overall, a vast improvement. I'm interested in the concerns of neighbors entering Main from streets without a light.

Name not shown  
 Name not shown  
 As the man in the Shark. Preview so astoundously noted, if a traffic study shows that people are driving 7 miles above the posted speed, it means to a traffic engineer, that the speed limit has to be raised the necessary 5 mph to allow drivers to safely and sanely navigate the streets. No. Main should be 4 lanes at 30 mph.

Name not shown  
 Name not shown  
 Why is there no longer a left hand turn allowed onto one of the main side streets? We are forced to take the main road, through downtown Ashland, which makes for an even longer commute time. I understand the importance of creating a pedestrian and bicyclist friendly town, but to remove 2 main lanes for traffic entering and leaving the city when tens of thousands of tourists drive to and fro for up to 10 months of the year, makes little sense to me. I do not see the long term benefits for the tourist industry, as it is safe to assume that tourists, in general, will walk or drive, not bike, when they visit the city of Ashland. Turning from Valley View onto 99 people now stay in the left lane rather than occupy both lanes and this backs up traffic as well.

Name not shown  
 Name not shown  
 I would like the road diet to remain for the reasons mentioned above, the best scenario would be if more people took the bus, rode their bike, or walked, as long as many people choose the car as an option for transporting our person (for the most part) in a five passenger motorized vehicle, and parking is easily available and cheap, we will need to create roads that incorporate everyone, unless we decide to designate some roads to pedestrian and bicycle traffic only as was done in my home town in a European country. The key would be to make the roads inhospitable to cars that are driven by one person only and create more communal transport for all. Unbristled? No, it's done all over the world, just not here.

Name not shown  
 Name not shown  
 A lot more traffic. People still running across the road where they aren't supposed to. Still only one or two bikes, not even everyday. Seems to me this was done to help bikes, which there are still a minority of. This was a waste of money.

Name not shown  
 Name not shown  
 Other than the center turn lanes, it is a mess. I never see any bicyclists and many times coming out of my neighborhood from Glenn, I have had to wait 5 minutes or so to be able to make a right onto Main Street. Since it is now a one lane area the cars are backed up coming out of Ashland. This as with several other decisions is misguided.

Name not shown  
 Name not shown  
 Many people with driveways and those pulling out of side streets don't seem to use the middle turn lane. In actuality they only have to wait for one lane to clear to pull out instead of waiting for 3 lanes to clear. I suspect if they were to use that lane as intended they would find it works a lot better than before.

Gary Curtis  
 I suspect the number of accidents has gone down, especially at Hershey/Winer. No fix of any kind will correct for the rude drivers who pull out in front of others.

Name not shown  
 Name not shown  
 There are many Doctors offices along North Main, the road diet is a real safety hazard for people coming and going to these offices. The other day it took me around twenty minutes to turn left across the south bound lane into a parking lot that is just north of Maple.

Ken Schmidt  
 Name not shown  
 Overall, I think it works as advertised. I think the flow of traffic is much improved, and I feel as if I traverse the corridor more quickly. What a concept, speeding up by slowing down.  
 I'm for keeping it.  
 City Council and the Traffic Commission just wasted a ton of money. I know it was State money. Guess what I pay State Taxes too. I  
 I strongly recommend you change it back.   
 Sorry, but no one wanted this to start with except those with power.  
 Quiet Village resident of 25 years

Name not shown  
 Name not shown  
 I think the name Road Diet doesn't do justice to the safety factors that this change has made. Before, reading about it, I had no clear idea of the vast improvements that would come through the establishment of the left hand turn lanes. Maybe Road Safety Plan would have been a better moniker. Diet suggests something will be lost. Instead, the GAIN has been in SAFETY and apparently there have been less crashes to prove it. I have been meaning to write this for awhile and finally did so that the many of us who like the change will be heard. The naysayers always seem to shout louder, so hopefully this will bring some balance to the review. Thanks for allowing this method of responding.



The major danger of the Road Diet are crashes from cars crossing across North Main. There are no gaps in the lines of cars. When a crash occurs, it will be a serious one. Also, you are forcing me onto Oak Street. I believe that there are more children on Oak Street. One of these children could be injured. My wife who works off of Maple Street complains that the Road Diet makes it more difficult to drive safely to work. In conclusion, my wife and I are irritated about the Road Diet and the public funds being used on this project.

John Farrell  
 Name not shown  
 Name not shown  
 Name not shown  
 Name not shown  
 Name not shown  
 Name not shown  
 Name not shown

I wasn't thrilled at first by the idea of the Road Diet. I thought it would increase traffic in our neighborhood. To my surprise, it hasn't. In fact, it's made life in our neighborhood much better because traffic is not as heavy, people aren't speeding, and traffic noise has dropped considerably. I'm in favor of keeping it. I think it has improved visibility and made it less scary to turn.

Larry Marshall  
 Name not shown

Exasperating concept..... should be returned to former traffic model.

Robert Abbear  
 Name not shown

Driving on N. Main seems generally less chaotic and safer than before the road diet. North Main and especially the Wimer intersection are much safer. I haven't seen an accident at Wimer/N. Main since the road diet started whereas before it was a common occurrence. I also choose to turn at Wimer now instead of traveling through adjacent neighborhoods. Living off of Wimer and driving on it every day to get to N. Main, my primary concern is safety, so I'm satisfied with the plan. I am very happy with the change and the way traffic is forced to slow down going into the Plaza area. I am almost daily walking to the plaza area with a stroller and my small children and appreciate the slow down of the vehicles and their ability to take more note of my family.

Name not shown

I love not getting stuck behind a car making a left turn onto Wimer when heading south, or onto Hassey when heading north. Overall I really like the improvement.

Name not shown

I really miss not being able to turn left onto Van Ness off of Main St. It was so convenient to be able to go the back way from Grand Street via Main then left onto Van Ness to go to businesses such as Ashlead Hardware or the Co-opp. Now there is no left turn going south on main onto Van Ness.

Name not shown

None

The combined effects of both the Road Diet, and the extreme congestion at SOU with multiple flashing pedestrian lights, make both ends of Ashland traffic often a standstill. So I use East Main/Oak St to avoid town altogether.

Name not shown

1. While there may be some increased usage by bicyclists, the negative impact on auto traffic has been substantial, at almost time of the day.
2. The "merge" area going north on Main St. is a hazard. Many motorists in the right lane don't see or they ignore the merge sign, thinking that they have the right of way.
3. I hate to sound cynical, but I believe this is already a "done deal". I suspect that the council decided a year ago to make this permanent, so this forum and council hearings are simply a whitewash. It would appear the city once again will not let facts and reason interfere with their beliefs. They have again ignored the thousands of complaints about the road diet to listen to the same like minded social engineers that have repeatedly undermined our community and cost us millions dollars to the point they have stolen the Parks funding to finance their bondoggles--let us not forget the failing sewer treatment plant, APN, The New Sterilized Plaza, Mt Ashland law suites, PERS, Road Diet being stuffed down our throats, failed/failing business throughout Ashland because of lack of accessibility and parking, on and on--what a legacy!

Name not shown

I am a big fan and hope we keep it. As a motorist, I initially felt more comfortable when the road diet was initiated, especially in rainy/wintery weather with reduced visibility. It does not extend travel time at all and makes for a smooth, safe transition in and out of the North Side.

Peter Gross  
 Name not shown

I safer and promotes alternative transportation.

Name not shown

I feel a lot safer making left turns off of N. Main from the center lane as opposed to before when I had to turn left from a through lane. Sometimes there is a longer wait to turn onto or off of N. Main, but it's not a problem for me. Safety is more important than speed in my opinion. I would like to see the Road Diet become permanent.

Name not shown

People get so tired of driving so slowly and just want to get through that they don't let cars from the side streets turn onto the road. It is extended my daily commute, probably beyond what you intended to.

LARK SAURMAN  
 PLEASE GET RID OF IT!!

Name not shown

I do appreciate the re-alignment of Hersey/Wimer intersections. That one thing has made a huge improvement to people crossing N. Main and people making left/right turns off of Wimer.

Celine Butzack  
 Name not shown

Pure awesomeness from feeling so much safer on Main St.

Aaron Jervi  
 Name not shown

I would just like to reinforce that I think a turn lane is essential on N. Main.

Name not shown

I just feel the way it merges from downtown northbound is not safe, too sudden for people who aren't expecting the change. Southbound merging is fine.

Name not shown

It is easier to drive with the Road Diet. You don't have people changing lanes and speeding as much. It is awesome.

Rich Rohde

The whole concept of the road diet was ridiculous. It was a solution in search of creating a problem. There are 4 lanes on the south end of town, so why two lanes on the north end? The bus is the only practical alternative transportation on the north end, not pedestrians or bikes and when it stops for riders, it plugs up the flow of traffic. The whole concept of making it inconvenient for the motorists who live and work in Ashland while implying that a green solution to the worlds problems are being sought is local government at its worst. I live in Quiet Village and the road diet sucks. I do appreciate the sense of love for the transportation committee. Bicycles are great transport and should be encouraged at every opportunity. Most places in the US don't get it. Portland is a good example of bicycle policy that encourages innovative solutions. If you like to drive and have the road to yourself move to Medford. Cities designed around cars are (generally) quite ugly from a pedestrian viewpoint. I sense of love for the transportation committee. Bicycles are great transport and should be encouraged at every opportunity. Most places in the US don't get it. Portland is a good example of bicycle policy that encourages innovative solutions. If you like to drive and have the road to yourself move to Medford. Cities designed around cars are (generally) quite ugly from a pedestrian viewpoint.

Jonathan Shaw  
 Name not shown

It has slowed down the speed of traffic and we see more bicycles using the lanes.

Jonathan Shaw  
 Michael Mering  
 Sam Whitford

Heavy congested traffic during peak hours.

Name not shown

Big improvement from my perspective as both a driver and a cyclist in this stretch.

Name not shown

What has been done to calculate the increased air pollution from the vehicles that are in lines at the stop lights on N. Main and the stop signs of feeder streets? I see this as a significant step backwards in air pollution for little to no gain, in safety.

Name not shown

I have the new Hersey St. intersection. Ashland Street is greatly in need of some traffic calming around Faith Avenue. Great job!  
 I also want to applaud the folks who came up with the Road Diet design and implemented it. I was shocked and saddened to see community members naysaying such a progressive "no-brainer" of an improvement to our streets. I can't imagine the Road Diet would ever frustrate anyone from visiting Ashland, as the fear-mongers stated. In fact, I think the Road Diet makes our community more livable, more pedestrian and bicycle friendly, and those are some of the primary characteristics that make our town so pleasant for visitors. Kudos to staff for sticking with the Road Diet, please make it permanent!

I am unable to pull out into traffic because it is so congested. Early in the morning when I leave for work or when I get home from work it is the same way. Weekends are worse for traffic congestion and bumper to bumper traffic at certain times of the day. It is very difficult to pull out in traffic and could cause more accidents. There is not enough bicycle traffic to warrant the reduction of two lanes. It should go back to the four lanes as soon as possible.

The left turn lanes seem to improve safety  
 I have been making left hand turns from N Main to Hersey St for about 10 years, and have always feared being rear ended, especially by speeding cars. Now, I feel safe making left turns from N Main because the chances of being rear ended is removed and because oncoming traffic is going slower than before traffic calming took effect.

The left turn situation off of N Main is much more organized. I agree with some of the concerns for L turn.  
 I feel like drivers are actually more cautious to the now when I'm biking there.

The place where the road merges consistently creates a dangerous situation with drivers. It is located in a really bad spot coming around a blind corner. Even if the road diet were to continue, the bottleneck start should be moved to a safer location.

I feel much safer as a driver on Main St with the road diet. My good friend was hit by an oncoming car when she was driving in the left lane before the road diet. She still has many physical problems three years later. I always felt it was quite dangerous to have opposite-direction traffic so close on our main street, especially with senior drivers, drunk drivers, everyday impatient drivers swerving around! I am consequently much more relaxed driving and enjoy that street much more! I LOVE THE ROAD DIET. It seems more up to date, safe, and well-planned than the previous mess. Thanks!

It is now more challenging to make a left-hand turn onto N. Main St., and subsequently, I alter my driving patterns to eliminate the need for left-hand turns to enter N. Main St.

Left turn lanes are a great advance. Imagine that. Even some right turn lanes--very modern. And the slowing of traffic to speed limits! Whoa.

People friendly... safer... good for our children's future.

George Dahmon  
 It has worked much better than I anticipated for vehicle traffic. Much safer to drive, no erratic lane changes, no speeding, and no loss of time traveling. It has provided a safe and convenient way to get from downtown Ashland to the RR overpass.

WILLIAM REEVES  
 I feel awkward in a couple of places where the bike lane is in the middle of the road, between the regular car lane and the right turn lane, near Jackson. I would prefer that the bike lane remain on the far right with a sign signalling drivers to be aware of cyclists before turning right.

Debbie Levy  
 My husband and I are older citizen and this has been a great improvement. Much safer in turning to the right and the left while on North Main and much more enjoyable riding bikes!  
 We love it! We think that those who are older appreciate it very much but are not computer savvy and are not able to show their appreciation.

Henriette Brecheisen  
 David Weber  
 I believe the level of safety has clearly been improved for pedestrians, cyclists and automobile traffic with the implementation of the Road Diet.  
 It takes a little longer to turn onto Main because of single lane, but not enough to offset advantages of the plan.

I think left turn "cutouts" should be at every intersection where such turns are legal -- some corners have double yellow line while others have "cutout" or indentation in paint to make it clear turn is legal. Also, I don't understand why traffic is not allowed to turn onto some streets.

Tom Pyle  
 All in all, I think the road diet is working quite well. It has not led to the massive traffic jams that some naysayers claimed, would happen once the summer Shakespeare season got rolling.

Name not shown  
 I cannot understand why anyone thinks this is not an improvement. I live in the N. Main neighborhood, and traffic flows so much more smoothly now.

Jordan Saturen  
 I like having a turning lane to go left down Glen St. I feel much safer making that turn, both on bicycle and in a car.  
 I don't like the way when you travel south into town on Hwy 99 from town and country Chevrolet to the trestle most driver stay in the left lane when they should move to the right lane to allow passing before travel turns into one lane. It has also added back up when travel north and the road turns into one lane. I think some fine tuning can be done.

Name not shown  
 Since the road diet I have observed four accidents on Eagle Mill Road, and it is rare for a cyclist to use that road now. I have observed very few cyclist or pedestrians using North Main, I think most use the Greenway. It has made using North Main less desirable. One needs to go out of their way to enter North Main, to try to get to a controlled intersection.

Greg Williams  
 Nancy Keeley  
 Pat Somers  
 I find the flow to be much more efficient. I no longer need to change lanes to go around turning vehicles. It's much safer for everyone--motorists, cyclists and pedestrians.

Name not shown  
 I feel much safer in general. I would like to see it continued at least to the Valley View intersection, as bike travel becomes pretty sketchy just past the railroad crossing.

long. Seems there would be an increase in tailpipe emissions as well due to the longer waiting times. Isn't there a bike path already? Not sure if the overpass signal at exit 14 is related to this project, but the signals for the bike lane seem a bit muddled. First time I encountered a bike at this signal, I had a green light turn arrow to enter freeway southbound. Bike lane arrow was red. Seems bikes do not need to pay attention to signals as the rider cut right in front of me as I was starting to turn, giving me a look as if I had cut him off.

Name not shown  
 It is much harder to get onto N. Main St. because of the one lane. The traffic sometimes gets backed up for quite a while. I don't understand why bicyclists don't use the bike path. There are no more bicyclist on the street than I ever saw before. It is not going to encourage bike riding. If you are coming from north of Ashland, you are going to drive unless you are an avid cyclist.

The Road Diet is a pain to deal with if you live in the area. I find using N. Main and surrounding streets & alleys now to be much more unsafe & risky for all modes of travel: driving, bicycling, and walking. And the neighborhood livability has been significantly compromised. It seems that someone is emotionally or financially invested in putting a traffic signal at Wimer & Hersey as their solution to the frustration caused by the Road Diet. But that's not necessary! It'll just add more idling cars causing more air & noise pollution!

I've been using N. Main for over 20 years as a resident of Ashland & I believe it was fine the way it was, perhaps needing only better speed enforcement and more pedestrian crossings. (I've never seen any accidents on it - just dead animals.)

The center turn lanes totally impede the flow of traffic trying to get onto N. Main, as waiting cars are unsafe & moving chaotically. Why can't N. Main go back & look more like Skidway Blvd --- back to two lanes in either direction and a few more pedestrian crosswalks?? Why are the two areas treated so differently? Many visitors agree: The Road Diet is a nightmare!

With only one lane the traffic is so dense in the mornings that I have to wait several minutes to turn onto Main, usually I can only do so when someone slows down and waves me through. Same with merging onto N. Main. Also, there are so many slow drivers in Ashland that we are all stuck behind this slowest common denominator. With two lanes it wasn't a problem. People do irrational maneuvers when stuck or frustrated.

I did not experience the additional traffic problems that were anticipated. I did not expect to feel safer driving with designated bike lanes on the road, but I do.

I have not seen any back-ups.

The same problems exist once you enter the downtown. Most people don't pay attention to where they are going such as a restaurant, or finding a parking space, and not on the other vehicles, specifically bicycles. I have only a few blocks to get past but I constantly have people yelling at me for lawfully riding my bike. But with parking on both sides of the street, vehicles turning left and right, and a flock in the road by the library, there does not seem to be a place I can ride where I don't get made someone angry.

Multiple block traffic backups when the light at Maple changes. Lots of car misses in front of the Bard's Inn (person who designed that merging area should be sent back to road design school). Drivers terrified to turn right due to having to cross the bike lane to get in the right turn lane. Frustrated Ashlanders and visitors alike who wonder why this thing was done when so many people were against it. Frustrated people like me wondering why ODOT has the money to do this project. Worried citizens of Talent because ODOT and the city of Talent want to repeat this silliness in Talent.

Another item - Things have improved at the Wimer intersection. However, this has nothing to do with the road diet, but is due to the correction of the alignment issues at that intersection. It would have been better to use the money that was wasted on this project for a signal at that intersection.

When driving Northbound and the two lanes become one lane (at Helman St.) It is very dangerous there. People in both lanes trying to get ahead and sometimes they cut each other off. All in all, I don't think it was a good idea and there are not enough bicyclists to warrant those kinds of changes especially when there is a bike path for them to use.

Traffic moves cooperatively, not competitively. Everyone works together so we all can get where we are going as well as possible. The only place this doesn't work well is at the north-bound merge point near Helman. The transition should happen earlier. The left lane that turns left onto Church St. should be left turn only. The right lane here is the entrance to the road diet. No merging required, just get in the right lane before Church. This way the folks that have chosen the right lane to avoid the usual backup turning onto Church won't have to merge if a car in the left lane makes it through the traffic turning left and chooses to assert the right-of-way in the merge. Alternatively, the right lane could be given the right-of-way at the merge.

I feel safer riding my bike. It's not 100% safe, but it's better than sharing the road with speeding cars.

No left turn lane at the credit office on the west side of Maple St. intersection. When a bus makes a stop, it occupies the bike lane which forces the bicyclist into the lane of traffic. Much difficulty for patrons of Big Als and Breadboard to get back on N. Main. A left hand turn arrow to nowhere southbound near the Billings Ranch area. I used the left turn at Van Ness frequently, now no longer an option, and I don't know why.

I'm laughing.

At the north end of town, there is a problem in a short stretch where Lithia Way converges onto North Main. Just past Helman Street, right lane traffic on Lithia Way is merging left. The problem occurs when a vehicle in the left (main) lane is stopped to make a left turn onto Bush St. The result is vehicles moving both left and right in that short stretch. The problem is exacerbated because drivers can't see ahead due to the curve and slight incline in the road.

We have noticed that traffic is at a stand still and more congested on N. Main st. before the light to maple street. As a resident for over 40 years we have seen many changes but this is the worst that has never made sense. We have not seen more bike traffic ready less as drive it daily going to and from work. In fact one week we notice only 4 people riding bikes and 3 of those were on the sidewalks. many wheels we have seen only 1 or no bicyclists. Pulling off Glen st. or other side streets is scary now and never were before. Harder to get to the hospital or doctors offices along N. Main st now also.

The flashing yellow at Maple should definitely be replaced with a green arrow so that some cars are guaranteed to be able to turn left over some specific traffic.

I have observed quite a few cases where drivers are making less-than-safe turns, either trying to get onto North Main (at Hersey and Van Ness) or off of it (at Hersey and Skidmore). This is for the cases both where they've been waiting for awhile or they come up to the street and make the turn right ahead of oncoming traffic.

I feel so much safer as a cyclist that I cannot thank you enough. I have also noted an increase in cyclist traffic on this stretch! Yahoo...let's get healthy!

I have not noticed an increase in pedestrian or bicycle traffic on N. Main. The vast majority of traffic is vehicular. You would think that any changes made to the street design would also need to equally keep safety and efficiency in mind for the cars, trucks and buses that commute to make money and recreate to spend money in our town. Constricting this road has not reduced traffic or fueled an uptick in biking. The bottom line here is that N. Main Street is a major vein to our town. What does constricting a major vein do? Eerie Failure.

I have heard some complaint of long waits to enter from side streets during peak traffic. I have timed my wait a few times. It never went more than 2 minutes. This can seem like a long time. This might be mitigated by having a short, Main St traffic stop at the Walnut & Laurel signals during peak hours to create gaps.

I hate crossing N. Main St. on foot. Pedestrians are always crossing at odd places. There definitely needs to be some crosswalks between Maple and Laurel. Perhaps something like the SOU crossings. There are several bus stops along N. Main and some of those folks live on the west side of Main. They need a safe place to cross without walking several blocks to a light. I personally, as a pedestrian, feel very uncomfortable using the "turn lane" as a "safe zone" to cross, especially when traffic is heavy.

Improvements like these are adding the required infrastructure to encourage bicycling safety. I think the affect that the name "Road Diet" has is negative-why not "Multi-Use Improvements" because that's what it is-bike are traffic too.

I am impressed by the win-win result of the road diet. My family and I are safer when driving a car on North Main, and safer when riding bicycles, with no apparent loss in travel time. The road diet was clearly well designed and implemented, and the only flaws are that it now draws attention to the shortfalls in road design to the north and south of the subject area. I would hope that the next step, after establishing the bike path. All in all, though, well done City of Ashland.

Overall, I think it's a great improvement.

I'm sure Oak Street has more traffic. Maybe downtown has less. I don't know because I rarely go there anymore. It makes that whole part of driving a big drag. I avoid it whenever possible.

Name not shown

Name not shown

Eric Dittmer

Name not shown

Larry Laitner

Name not shown

Name not shown

Name not shown

Name not shown

Name not shown

Name not shown

Name not shown

Steve Christensen

Tom Drummond

Heather Ashwill

Name not shown

Name not shown

Name not shown

Heather Christiansen

Gus Jaraway

Larry Pearson

Name not shown

Less than 1% of the vehicles using this road are bicycles. The road diet should be dismantled and returned to its previous usage. It was an expensive, unnecessary, and potentially dangerous (at the north end) experiment.

Name not shown  
Name not shown  
Name not shown

Let's reclaim our road! If people would quit using cell phones when driving, and pay attention to their driving there wouldn't be an issue.

I have witnessed backups of one to two blocks along with congestion and delays caused by trucks and buses. This dumb idea was promoted by one or two bicycle lovers on the City Council and in the City administration, without regard for the action "if it ain't broke, don't fix it". The street should be designed to accommodate the vast majority of users, which are automobile drivers. If bicycles are really so important, then I suggest converting property 6 feet on each side of N. Main, and putting the bike lanes there. But in any case, the street must be restored to 4 automobile lanes in each direction.

NAME: DONALD STONE

I miss being able to turn on to Van Ness from the southbound lanes - turning left at the Minute Mart is kind of a pain because some people are cutting over to Van Ness and some are going to the Minute Mart, so there's a jang every now and then that affects the northbound traffic during heavy travel times. My main criticism of the restriping is the choice of where the road goes from two to one lane near the Barbs Inn. That's a HUGE pain during the lunch and evening rushes when people are backed up going around the Plaza area and the rest are jockeying to get into the one lane. When someone decides they are going to turn left onto Bush Street, it's even worse - that's the closest to an accident that I've seen since the restriping was done. I would start moving people over sooner and get the bike lane striped earlier and give Bush St a left turn lane.

Name not shown  
Name not shown

I miss being able to turn left onto Van Ness. But overall, the Road Diet configuration feels much safer to me.

Steve Weyer  
Name not shown

I like how the north part of town now seems like it is included within the city limits and much less like a speeding highway.

Kim Rooklyn  
Name not shown

Making a left turn from North Main onto Maple is more difficult when it just changes to a flashing yellow. You can wait through the entire light. It should always start with a brief green light for the left turn lane, then switch to flashing yellow.

Cary Peterson  
Name not shown

I like having the turn lanes and the realignment of Winer and Hershey. I don't understand, if that was where the majority of accidents were, why the effects of the realignment weren't allowed to play out before implementing the road diet. That was a horrible intersection, and I think simply realigning those streets and adding turn lanes there likely solved many of the problems that the City is now chipping away fixed by the road diet. Conversely, the Maple St. intersection is now more dangerous than it used to be.

Judy Kerr  
Name not shown

Keep it for sure. And make a bike lane over the bridge. Or at least a Sharrow Road sign.

Brika Giessen  
Name not shown

I love the effects except how people tend to speed up at the merge lanes.

I do find that in the area approaching the road diet area, especially from downtown, I worry about who I am going to get stuck behind and drive a little more aggressively in these areas. This is, in my opinion, the one problem with the diet.

Matt Warshawsky  
Name not shown

It seems to be working fine, I would not change it back.

Name not shown

It is now much easier to turn left onto E. Main from businesses such as the Surgery Center and Breadboard. Keep the "road diet" - it is an improvement.

Name not shown

If people believe the single car lane, 2 bike path lanes is truly safer. And beneficial to drivers, cyclists and pedestrians alike, why not just extend it from on Main Street from Helman to Gresham so the "hundreds" of cyclists have a clear and safe path through town. Slowing down traffic all the way through town would certainly be safer for pedestrians, and while we are making changes why not ban parking on Main as well to accommodate the bike paths? How about flashing pedestrian crosswalks through downtown like those in front of SOUP?

Name not shown

I would like to explain that I have lived in Ashland for over 25 years mostly on the north side of town, and just moved to Medford 3 months ago, so I have a good understanding of the traffic flow and problems in this area.[]

\*\*The new configuration encourages true multi-modal transportation.[]

I have noticed an increase in pedestrians, and I would like to note that I see more families with young children walking along there, as well as tourists walking to and from downtown entertainment from their lodging. (if more people walk, we have less parking problems. WINDY)

I believe that safety has been increased for everybody's vehicles in particular, but also walkers, runners and bicyclists. The accident rate should bear this out.[]

Suggestions: extend the bike lane in both directions please. It is very dangerous on both sides where it begins and ends. Most drivers do not seem to understand that they need to share the road with a bicyclist where there is not an identified bike lane (even where the sharrows are marked), and seem to be upset when a bicyclist will take the lane. I think that the dedicated bike lane should be continued through the downtown area to connect with the bike lane at the library. Also, the same between Oak Street and Bush Street going the other direction as well. It feels very risky riding across that bridge and around the corner at Helman before the bike lane begins again. At the north end, I think that a dedicated bike lane should be established as well, but realize that this is ODOT jurisdiction, and not the City's responsibility.[]

Now that vehicle speeds are slower, is there a safe place we can add a crosswalk mid way between Maple Street and Laurel Street? Winer/Hershey makes the most sense in my mind. I have frequently needed to cross the street in this stretch, and I am sure other pedestrians do as well. I don't know if it's feasible to expect people to walk out of their way that far to get to a crosswalk.[]

Continued left turns at Van Ness are a detriment was not in at the edge of the center lane as such as a series of crosswalks or curb barrier as to enforce not turning onto Van Ness from inbound North Main. I sometimes forget that I can't do that anymore because it was a normal path for me. The reminder would be helpful.[]

I really appreciate the City of Ashland for being willing to try out this new configuration. I think it works better than any of us had anticipated. I encourage making the change permanent. \*\*\*Keep the road diet as it works!\*\*\*

Name not shown

It makes driving a lot more inconvenient and more dangerous for motorists from Laurel to Schofield (not counting Maple, which has a light). I think N Main itself is also less safe. It feels like it.

Name not shown

Results have been positive

John Karus

1) It takes a long time to turn left now, either from or onto N. Main because there are very few breaks in traffic. This leads to increased risky driving behavior as cars will dart into spaces they really can't fit because they have been waiting for so long.

2) My gas mileage is noticeably worse since the road diet as I am left idling, and in stop & go traffic more frequently. This translates to more pollution in the city and as a pedestrian in the city, this is a big problem for me.

3) Remember, Ashland is an urban/wildland interface. What happens when there is a fire on the hill or other emergency? Now there is only a single lane for an escape route. Very dangerous and short-sighted.

4) Why the urgent need to bottle-neck heavy traffic for the sake of a few cyclists? There is already a fantastic greenway which spans multiple cities. If it is so far out of the way for cyclists trying to get downtown, maybe a better solution would be to create a second greenway instead of bottle-necking the only road into town which tourists, service trucks, workers and residents all have to use.

5) As time goes by, traffic increases, not decreases. This is not a long-term solution. Please, find something else that works to the benefit of EVERYONE. I agree that the road as it was had problems, but the road diet has created many new problems while only solving one.

Name not shown

I do like the ease of turning from N. Main onto the side streets, such as Sheridan and Grant. The turning lane less you get into a safe place, and allows the traffic behind you to keep moving while you wait to turn. However, I have the difficulty of getting onto N. Main because of the necessity of some times of the day.

Name not shown

William Southworth  
Name not shown  
The portions of Siskiyou Blvd (Hwy 99) south of Helman Street are still affected by rampant speeding, aggressive driving, useless lane changing, cell-phone talkers, and cross-walk violations. Traffic-calming measures similar to those on North and East Main Streets would be beneficial to the City of Ashland. I strongly support the Road Diet.

Gisela Padilla  
Name not shown  
Overall driving a car on N. Main is smoother if you don't need to make any turns. I do not see more bikes or more pedestrians on my walks. I am forced to move and will put up my house for sale as soon as I can afford moving expenses after 22 years at this location.

Mary Rydman  
Name not shown  
The traffic moves so smoothly...instead of road diet, we all hate diets...let's call it a "road smoothie"!!!!

Name not shown  
Just that we were skeptical at first, but really like it now. And our visitors to our town have never complained about it at all. They in fact like the bicycle-friendly feel to it.

Name not shown  
I do love the left turn lane to turn left from N. Main onto Glenn. This has made the turn a lot safer to get to Lori from N. Main and for me makes the Road Diet worthwhile.

Name not shown  
I find the merge in front of the Bard's Inn on N. Main going away from town a bit difficult. Some people try to rush around you on the right.

Mary Rydman  
Name not shown  
It was a bit of a pain in the first place and remains so, in my opinion. It's not like there are a lot of bicyclists using it or it has encouraged more people to ride their bikes. It has made it better for a very few and greatly inconvenienced/frustrated a very many. There are side roads bicycles can use if they want to avoid North Main. I recently moved away, but I used to live in that neighborhood and so experienced daily the effects of the road diet.

Name not shown  
I'm glad that we've had the opportunity to try out the Road Diet and our family hopes that it will continue. It's working better than we imagined.

Name not shown  
Thank you

Name not shown  
The only benefit I see from the Road Diet is the traffic light at Wimer Street and the Hershey/Wimer realignment, both of which were long needed and neither required the Road Diet to be accomplished. Beside that, this has increased congestion on Main Street and adjacent side streets and inconvenienced many. There were other, better alternatives available in terms of increasing good biking routes.

Name not shown  
We don't hear the car accidents like we used to. I'm sure you all have statistics on this that are much more valid than our observations, but we used to routinely hear the screeching of brakes and crashes near our house. I can't remember the last one we heard.

Name not shown  
The merge points are now more dangerous because people don't know or care how to merge properly.

Name not shown  
The road diet is a bad idea and a failure. As time marches on and populations increase, it only makes sense to widen roads and add lanes. To remove lanes is beyond illogical.

Name not shown  
Over the next few years the deficiencies of the Road Diet will be compounded significantly (if it is continued) as traffic inevitably increases in volume. Congestion will increase, driver frustration in at least some drivers and they will become more aggressive, take more chances, drive less safely, and accident rates will inevitably increase. An analysis of today's Road Diet effects are not sufficient to assess the future traffic effects of the Road Diet. It is likely that any positive effects noticed now will be affected negatively as area population and traffic increase--and the negative effects noted now will increase significantly and rapidly.

Susan Silva  
Name not shown  
I think that the transition lanes are larger than necessary. I like that Ashland took the initiative to make a change which benefits bicyclists. I am concerned about the environmental impact of our car culture, as well as the negative impact on health that the habit of driving creates. I think it is time for big changes which make it easier for other forms of transportation. Ashland advertises itself as a bike friendly community, but as a rider, I feel that there is a lot more work to be done to really accommodate bike travel. I am optimistic that Ashland can become a leader in this area.

Teresa Saffy  
Name not shown  
Fewer conflicts between cars and pedestrians

Name not shown  
It is dangerous, not well thought out. I hope that it is changed back to the way it was. Increase police presence or lower speed limits to reduce accidents.

Name not shown  
#1 Wants as long as 2 minutes (as timed by stopwatch) to turn left onto Main St

Name not shown  
#2 Disrespect of the prohibition against left turns from N. Main onto Van Ness.

Name not shown  
#3 Vague guidance for merging at the intersection of Libbia Way and N. Main

Name not shown  
#4 An apparent lack of enthusiasm by the proponents of the road diet as evidenced by their failure to continue the diet concept at the two ends of the road diet. Creating a center turn/refuge lane for entrance and egress to the Bard's Inn is the obvious example. Much more subtle is the area on N. Main past the railroad underpass. The road diet should have been continued to that logical intersection with the turn/refuge lane beginning near Butler Ford. The road diet proponents tipped their hand by failing to include those areas. The diet is merely an attempt to extend the bicycle lanes for the benefit of a very small number of year round users who live areas north of Ashland, and for undiscernable reasons do not want to use the very nice bike path.

Name not shown  
Just the part about ill-tempered aggressive/hypercompetitive people at the merge in front of Bard's Inn. Maybe a large "BE NICE" sign would help???

Name not shown  
more difficult to enter N. Main from side roads, because fewer breaks in traffic over the road diet area. Overall we like the road diet and hope that it continues.

Name not shown  
Basically, Road Diets are about safety. They have nothing to do with bikes. They lower speed and provide an area for vehicles to await an opportunity to take a left turn across oncoming traffic. In a 4-lane road, left-turning vehicles can be rear ended while awaiting a gap to make their turn.

Name not shown  
I feel that this was a low cost and common sense approach, that has yielded positive results. Nice work.

Name not shown  
I applaud the city for making this bold step, which I personally feel is a proven success. I can't imagine going back to two lanes in each direction, the tension around timers and lane changers (and speeders going around me). And I especially can't see how those great bike lanes and pedestrian buffers could now be given up. Keep this configuration, it works.

Name not shown  
As you leave downtown and head onto North Main at Heban St, you have posted exactly backwards information. Signs say "Lane Ends Merge Left". Take a look at what really happens to traffic. They are confused but lean to the left, only to be forced immediately back into the right lane. The signs should say Left Lane Ends, Merge Right.

Name not shown  
So my overall opinion is that I liked it the way it was better than the new approach. But I am willing to live with anything if it improves the safety of all.

Name not shown  
I have counted bicycles I've seen using the special lanes since last October. I make one to three round trips per day from Maple St. to or through downtown. As of today there has been 34, less than one per week. There has been more this summer (about 10), for the rest of the year fewer than one per week.

Name not shown  
Although at first we were against it (expensive), our household is very happy with the Road Diet (we only have one email address so we both can't respond). It is safer and better.

Name not shown  
Left turns against traffic are usually delayed except during after normal business hours. Existing business locations is normally evaporating, particularly locations like the Siskiyou Eye Center or Big Al's. The same is true for the opposite side of the street.

Name not shown I think the center turning lane is a dramatic improvement. It is much easier to make left hand turns into neighborhoods and it feels safer doing so.

Name not shown It calms people down and makes road rage and surprise less likely except for the awkward merge into one lane where sometimes people don't see it coming.

Name not shown I ride my motorcycle less than I used to because I feel unsafe on the road diet with the people obligating me. It is almost always dangerous where the merge to Road happens on both ends. People seem unclear which lane is supposed to merge and by the motel there is constant road ragers and honking and tailgating for a spot.

Name not shown It can be problematic and sometimes dangerous trying to make the left hand turn into my doctor's office just past Maple st.

Name not shown It can be problematic and sometimes dangerous trying to make the left hand turn into my doctor's office just past Maple st.

Name not shown The traffic is distinctly heavier, i.e., longer lines of cars, particularly during peak times. I used to think that 8 cars were a long line but now it can easily be 20 cars.

Neal Thompson none. I like it. Thanks.

Name not shown Making a left turn onto Bush Street from North Main has to be the most perilous of all, as it occurs just as the 2 lanes are coming together as one AND there is no designated turn lane for that street. BAD planning.

Name not shown Overall, I think the Road Diet is an example of "the needs of the many being sacrificed for the needs of the few". I'm a bike rider and ALWAYS use the Greenway. Why can't the few riders who pass in riding out North Main do the same? Or use North Main at their own peril? Ditch the Road Diet! It's a negative "Welcome to Ashland" for tourists and service vehicles alike.

Name not shown I feel much less nervous driving that section now. And actually can enjoy the walk.

Chris Kovach It takes me longer to get to work but I don't get speeding tickets. When I commute by bike (90% of the time), I never have close encounters with cars. For me, the road is much safer.

Linda Namany The left hand turn onto Nursery Street is not marked with arrows. There are arrows slightly north which lead into a curb and house. Some cars turning right onto Hersey Street use the center lane before the arrows for their turn, causing problems.

Dave Richards I would like to see the bike lane extended further into the plaza (all the way) going south bound and start the one lane earlier than it is going north bound. Drivers seem aggressive to get ahead of other cars where the road merges -- before and by the Bard's Inn. It's a very bad place for this -- there is the highly-used left turn to circle back into downtown where at the same time you can't see forward much because of the hill where you merge. The whole thing seems dangerous, stress-inducing, and completely unnecessary for our easy, small town. □

The thing that bothers me even more than all this unnecessarily forced back-up of traffic and the related stress in our country town is my worry that if there is an emergency, such as a major wildfire or other serious problem/disaster, then getting out of town is SERIOUSLY impaired -- one lane rather than two??? Really??? Please correct this! □

Also, if an individual has an emergency he or she can be stuck behind a very slow car. There are no options to pass -- on a major road which is the only route for many. □

Also, if the cost for this "experiment" is being footed by local residents, I am really upset. Many of us have a hard enough time these days just barely getting by, without looking for unnecessary, fluffy, experiments. □

Name not shown Please, please, PLEASE respect us (I've lived here for 38 years) and give us back two lanes, instead of treating/controlling us like children. And, cut back on expenses for now -- do only what is critical, until I would like to see the comprehensive safety analysis presented to council in a study session with multiple years of data including the highest revenue years for the city. Expecting an answer of that information just isn't available would be a good indication that the current information is not accurate.

Name not shown More bikes, pedestrians and runners on N>Main

Mark Weir The road diet was a great idea which I believe should be extended through down town.

Michael Davis It feels safer because you don't have to suddenly stop for a person turning left and there is no swerving into the right lane to get around that person.

Jerry Spears I live 2 blocks for the "Road Diet" I drive on it every day to get to and from work. Before the "diet" I had never had trouble or a close call trying to get onto the road. Now it is a daily occurrence that I am forced to jump into traffic in less than safe conditions. I would love to see the accident reports.

Name not shown I think it really adds to the atmosphere that Ashland is a town that cares about all its citizens, it's green footprint, - not just folks trying to get places quickly. I think it really adds to a "laid back" vibe that many visitors to this town admire (so they have told me when I was a waitress and talked to MANY tourists).

Name not shown You have turned four lanes into two lanes, and the result is what anyone with a ounce of common sense would expect. It's a vehicular nightmare.

Name not shown I really appreciate having a turn lane. In the past, cars often stopped just short of rear-ending cars that were waiting to turn left, then frequently made a dash into the right-hand lane to go around. Before the road diet I saw a couple of accidents that resulted from the lack of a left-turn lane. If we want to promote ourselves as a "bike-friendly" and environmentally conscious town, we need this type of support for bike riders who are often forced into dangerously narrow shoulders (we didn't really have a shoulder at all in much of this area). I would like to see a pedestrian activated crossing right in at least one place where I often see people waiting to cross. I can't remember exactly where I usually see them, maybe by the Minute Mart.

Name not shown I love it! As a driver, I don't notice any difference, but as a cyclist and pedestrian I notice a HUGE improvement in safety and ease of travel.

Name not shown Failed to see the benefit

Name not shown I know a lot of drivers were against the plan, thinking it was all about accommodating bicycles and would make driving more difficult. I was neutral, but now that I've experienced it, I like it. Cars benefit as much as bikes, if not more. For me, it has made driving North Main safer and more appealing.

Name not shown Unrelated to the diet, the Hersey re-alignment seemed like a good idea, but it is now such a sheep turn I don't know how a large truck could make it successfully. Also, turning right onto N. Main northbound from Hersey is still a little dicey. It is hard to see oncoming cars until they are almost upon you, and the flow is pretty steady so you could spend a very long time waiting for the perfect opening. I often find it necessary to jump out abruptly and then floor it to get up to the speed of the flow. Anything that can be done to improve visibility would be great.

Name not shown One of my concerns for pedestrians and for those living in neighborhoods along N. Main, as well as for bicyclists, is the increase in noise and air pollution from the backed up traffic. As far as I can tell, with the possible exception of a few die-hard bicyclists, the Road Diet has not improved anyone's quality of life (residents or tourists), but just the opposite.

Name not shown It doesn't work, the road diet work the way it was before either but there has to be something else. Put in more crosswalks for the pedestrians and force the bicyclists to obey the rules of the road. I've seen some motorists narrowly avoiding accidents because of the road diet and bicyclists. There is just as much dangerous driving in and out of traffic as before, in some places its worse. Please find another way to fix the traffic issues on North Main.

The signal at Maple Street will occasionally cause a traffic backup. Would there be any consideration to removing the signal since the road diet has reduced traffic to single lanes in each direction with the left turn lane component? Seems the traffic flow on Maple St. is no greater than any other side streets. This would allow the continued flow of traffic without the backup caused by this one intersection.

Since Van Ness Avenue will no longer support a left turn from N. Main Street, would there be some consideration from ODOT to place candlestick delineators along the safety zone to reinforce the no left turn provision. It would be much easier to see than the signs posted indicating no left turn.

Name not shown

Sam Tume

Name not shown

Name not shown

Name not shown

Name not shown

Tom Bumbham

Name not shown

Peter Nystrom

David Well

Name not shown

Name not shown

George Kramer

Name not shown

It is great to bike now. My doctor's office is over there & now I feel safe to ride there. I even ride to medford that way now because it feels safe & is much faster than riding past the stinky sewer plant. Merging into one lane seems easy. Traffic continues calmly on North Main.

It is a tremendous success. Those who have declared a failure do so based only on the fact that they cannot drive as fast on North Main as they used to. And that was the whole idea.

One of the best ideas to come to Ashland in a long time!

Overall it really improves the feel of that end of town. Before the diet, arriving into town on the north end felt like driving on a speedway direct from 15 to downtown. Now it feels like town begins at the railroad bridge: appropriate vehicle speeds, and mixed use by cars, bikes and pedestrians. I drive it almost every day, and I think Ashland is much better off for it.

I drive my car more frequently than I ride my bike, and the "diet" has made me more aware of bicyclists and their needs for safe passage.

I feel much safer walking, riding, and driving in Ashland.

The Road Diet project has worked exactly as advertised. Although, as some people have argued, the street is not being overwhelmed with bicyclists, that's not the point. The point is improved overall safety for all road users. There is no question in my mind that both left and right vehicular turn movements are safer as a result of the bike lane adjacent to the curb and a center (or left) turn lane between travel lanes. Overall traffic speed is much more consistent, and the "feel" of driving down N. Main is much more relaxed - if not slightly slower.

Single lane auto travel results in long lines of cars, forcing those who are either entering or exiting the stream to wait forever or move quickly and dangerously into or across traffic. This is counter-productive. I live on the north end of town and must interact with the "Diet" regularly. It is a failed experiment, a solution in search of a problem and should be abandoned. I see very few bicyclists and 100s of inconvenienced drivers. FINISH THE BIKE PATH along the RR R.O.W. and return North Main to its original configuration. It would be far more efficient, if slightly less groovy.

I think the plan works fine. Let it remain.

8-27-13

I am 100% supportive of the  
Road Diet. I hope it stays  
this way. Bike lane is necessary &  
traffic is minimal.

Thank you

Carrie Heuberger  
892 Faith Ave  
Ashland OR 97520

RECEIVED

AUG 28 2013



To Ashlands Street Department.

I want you to know, that I totally love the new Roadway coming from Talent into Ashland. It is clear, and lets the traffic that goes straight fallow through without stopping or slowing down for the drivers who need to turn either right or left. An ingenious solution! Bravo!

Sincerely Heidi Tobler  
Talent

P.S. I love the Lithia Parks new appearance. You could have left the trees though.

RECEIVED

SEP 25 2013

City of Ashland



P.O. Box 974  
Ashland, OR 97520

Ashland City Council  
City Hall  
Ashland, OR 97520

RECEIVED

October 2, 2013

OCT 04 2013

Dear Mayor and Councillors,

Please vote to support continuation of the three lane cross-section on N. Main. The Council's wise choice to "test" the Road Diet has given an ample opportunity for visitors and residents to experience the new roadway. The new cross-section has proven to be an unequivocal success. While there are refinements that should be made, the addition of cycling facilities and the improvement of the pedestrian environment has dramatically changed N. Main from a mono-modal facility into a multi-modal one. In fact, the addition of cycling facilities to N. Main has allowed it to become the main street for all modes of travel, not just motor vehicles.

Our membership counts almost 350 members; approximately one-third live in Ashland and many of us have long advocated for cycling facilities. We are gratified that local governments, like Ashland, have added both on-street and off-street facilities to the transportation network. It should be recognized that on-street and off-street facilities often serve very different purposes. Commuting, as you can well imagine, requires point "A" to point "B" direct routing efficiency. Suggesting that the Greenway can serve cyclists is like suggesting that auto drivers only use Highway 99 and not the Interstate. The Greenway just doesn't cut it when a bicycle commuter may have to get to work on time. At the same time, on-road facilities provide access to shops, restaurants, and services that exist in the City's downtown and in other commercial centers. Even when the Greenway is a part of an efficient route ultimately the trip ends—usually utilizing city streets.

The addition of N. Main to the City's bicycle facilities network is critical to creating an efficient system of interconnected streets and paths. With it, a person can travel by bike from the north to the south of the City, and vice versa, on roads that are suitable for cycling.

Congratulations on the successful "road diet" experiment. Now it is time to make the three-lane cross-section permanent.

Thank you,

A handwritten signature in cursive script that reads "Phil Gagnon".

Phil Gagnon,  
President  
399 Morton St.

To City Council Ashland Oregon

November 26, 2012

Subject: North Main / 99 Experiment.

There are two major entrances to downtown Ashland. From the north exit 19 of I5 and exit 14 from the south.

Now traffic flow from the north has been restricted from 4 lanes down to 2. What has been gained? - Bike lanes. For 29 round trips from my home at the north end of the town I have encountered exactly 6 bike riders.

The ability to enter North Main / 99 from any side street has been negated by this change. The now single lane requires one must wait for all traffic before merging. At peak hours there can be a lengthy wait.

In addition when Rogue Valley Transit buses stop to pick up or discharge passengers the bus effectively blocks the single lane of traffic. The options for motorists are; wait blocking traffic further or pass crossing the double yellow lined central area - a violation for which a driver could be cited.

If the City is seriously interested in reducing the speed of cars on this route use police enforcement. Ticketing drivers also adds to city revenue from the fines. This type of enforcement reduced Pedestrian Right of Way violations, so you know enforcement works. Why not try it on this problem?

Please end this experiment as soon as practical.

Richard C. Jones  
861 Fox St.  
Ashland, OR

Call 1107 1635

RECEIVED

NOV 30 2012

To City Council, The Mayor and Mike Faught

RECEIVED

NOV 30 2019

In response to the Ashland Bike lanes on Hwy 99. In traveling through town at different times of the day for the last 3 weeks, I have only encountered six people using the bike lane. I have, however, encountered bumper to bumper one lane traffic. I, also, have made the following observations:

- 1) Ashland thrives on its tourist industry. Entering Ashland from the north is an aggravation for our guests as well as the people who live here.
- 2) When buses are stopping, the traffic of cars needs to stop and wait while the bus loads and unloads OR enter the center yellow line, which makes it a violation. Does this make sense?
- 3) When a car is leaving North Main and entering Hwy 99, it is very difficult to make a right OR left turn safely with on-coming traffic. This is a very dangerous proposition.

The decision to put bike lanes on Hwy 99 has certainly complicated the traffic pattern and caused aggravation. Would it not have been better to hire more policemen to guard the safety of its citizenry? It seems that with the numbers of cars versus the numbers of bicycles, the decision to put in bike lanes serves the needs of very few at a VERY High Price.

Did the council consider routing the bike lanes around the town where there is less congestion. It certainly would have been a safer approach for all concerned.

FOR safety and ease of traffic I would like to see 99 returned to 4 lanes.

Maryanne Hrynczak  
Ashland Resident

## Tami DeMille-Campos

---

**From:** Betsy Harshman [harshmab@ashland.or.us]  
**Sent:** Wednesday, August 28, 2013 4:26 PM  
**To:** 'Tami DeMille-Campos'  
**Subject:** FW: website user

Hi Tami,  
Please add this one to the list and file. Thank you.

Betsy Harshman, Administrative Supervisor City of Ashland, Public Works Department  
20 East Main Street, Ashland, OR 97520  
541-552-2410 or 541-488-5587  
Fax: 541-488-6006, TTY: 1-800-735-2900

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

**From:** Ann Seltzer [mailto:seltzera@ashland.or.us]  
**Sent:** Wednesday, August 28, 2013 4:23 PM  
**To:** 'Mike Faught'  
**Cc:** 'Betsy Harshman'; 'Dave Kanner'  
**Subject:** FW: website user

FYI

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

**From:** cindy.mardorf@yahoo.com [mailto:cindy.mardorf@yahoo.com]  
**Sent:** Wednesday, August 28, 2013 4:03 PM  
**To:** ann@ashland.or.us  
**Subject:** website user

Contact Us Reply Form

**From:** cindy mardorf  
**EmailAddress:** [cindy.mardorf@yahoo.com](mailto:cindy.mardorf@yahoo.com)  
**Phone:** 541 708 0409  
**Subject:** road diet  
**Nature of Suggestion:** Comments  
**I would like an email response:** yes

Message:

i hate it, hate it, hate it.i can count the number of people i have seen using the bike lane on one hand since this ridiculous idea started. also, it make drivers more aggressive and less patient in an otherwise peace loving town. not a good idea, please make it go away and soon.

## Tami DeMille-Campos

---

**From:** Betsy Harshman [harshmab@ashland.or.us]  
**Sent:** Tuesday, October 08, 2013 11:39 AM  
**To:** 'Tami DeMille-Campos'  
**Subject:** FW: Let Us Know Submitted

Road diet...

Betsy Harshman, Administrative Supervisor  
City of Ashland, Public Works Department  
20 East Main Street, Ashland, OR 97520  
541-552-2410 or 541-488-5587  
Fax: 541-488-6006, TTY: 1-800-735-2900

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---

**From:** Diana Shplet [mailto:shplet@ashland.or.us]  
**Sent:** Tuesday, September 17, 2013 10:36 AM  
**To:** 'Mike Faught'; 'Betsy Harshman'  
**Cc:** 'Carol Voisin'; 'Dave Kanner'; 'Dennis Slattery'; 'Greg Lemhouse'; 'John Stromberg'; 'Michael Morris'; 'Pam Marsh'; 'Rich Rosenthal'  
**Subject:** FW: Let Us Know Submitted

FYI, this came in today via our website. -Diana

Diana Shplet, Executive Secretary  
City of Ashland, Administration Department  
20 East Main Street, Ashland, OR 97520  
541-552-2100 or 541-488-6002, TTY 800-735-2900

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**From:** City of Ashland, Oregon [mailto:ann@ashland.or.us]  
**Sent:** Tuesday, September 17, 2013 10:15 AM  
**To:** [administration@ashland.or.us](mailto:administration@ashland.or.us)  
**Subject:** Let Us Know Submitted

email: [myoung@mind.net](mailto:myoung@mind.net)

Name: **Mabel Young**

Report a Problem: **Road Diet - not doing what it was intended. Traffic backs up clear through town. the south end is affected as well as the north end. It is difficult to get onto Main street/Siskiyou from any area. Where are all the bicyclists? I go to Medford several times a week at different times during the day and evening. I rarely see a bicyclist - perhaps one every other week. My son drives north Monday through Friday to and from work. He says he rarely sees a a bicyclist. The Greenway is much safer and easier to ride. Since the "Road Diet" I have seen perhaps three pedestrians coming from the north. None from the south. The juggling of cars trying to get around buses - illegally - is dangerous and an accident waiting to happen. the "suicide" double turn lanes are empty most of the time and when in use the wait is often 2 to 3 minutes. How is this helping traffic?**

21 September 2013

RECEIVED

To: Ashland Oregon City Council  
20 E. Main Street  
Ashland, Or. 97520

SEP 25 2013

Subj: Comments on North Main St. Traffic Modification

Dear Honorable City Council Members,

I am writing this note in that I do not have access to your online forum entity and wish to pass on my comments on the "Road Diet" change to traffic modification noted in my subject line.

First of all I respect the efforts to make the melding of vehicular and bicycle traffic as safe as possible. However, I view the change with significant reservation. My impression is that the flow of vehicular traffic has been negatively impacted by the alteration. I live at Mountain View Retirement facility and am committed to N. Main Street every time I drive. Of particular concern is the transition from two lanes to one at the south end of North Main for traffic going north. This, to me, is a hazard. The transition comes up quickly with little advance warning and cars in the right lane have a tendency or hesitancy to not give way to those in the left lane which they are committed to move into. Another hazard that I have noted is the need for the bike lane bikers going north to transit across vehicular traffic lane at the exit into Emeritus (Mountain View). We all will do our best to respect bicycle riders and need all the help we can get

Count me in on returning to the traffic pattern we had before the change in October 2012. Please look for other relief for the safety of pedestrian and cycle traffic on this section of N. Main Street. To me, the current alteration has made a bad situation worse with no positive effect on flow of vehicular traffic.

Thank you for what you do and meeting the challenges you face.. May the Blessings Be!

V'rspy

  
C.W. Saar

548 N. Main Street (308)  
Ashland, Or. 97520



*Oct. 31, 2013*

Mr. Mike Faught  
Director of Public Works  
City of Ashland  
Ashland OR 97520

RECEIVED  
NOV 01 2013  
City of Ashland

Re: Street diet

Dear Director Fauck,

My comments are directed to the North Main experiment. In sum, I do not support the change for the following reasons:

1. I'm a driver in my mid-70's and find that merging into traffic from Ashland Mine Road/Fox Street/North Main has become radically more challenging for me, especially when intending to turn northward toward Medford. The traffic in both the south and north bound lanes is moving faster than it used to, in my opinion. When I merge into crowded lanes I find that I must take chances and that I must accelerate and drive much faster than is comfortable. I feel vulnerable and sense an impending collision most times when I enter the thoroughfare especially at times of greater traffic density.
2. Traffic is non-stop at high density flows and autos are idling for several minutes while waiting. A few years ago Ashland decided to prohibit drive-up businesses because of the air pollution associated with idling; now there is, at times, a significant number of vehicles waiting to enter traffic flow spewing unnecessary pollutants.
3. I am not opposed to greater use of bicycles as an alternative to automobiles, however, why is a bicyclists health and safety more important than mine as a motorist? There is a bike path connecting Ashland to municipalities to the north. Was it not built specifically

for bikers? The fact that it takes longer and is slower for bikers is irrelevant as far as I am concerned. If it takes a half hour longer than highway biking that, in sum, means more exercise and fresh air.

4. I have no solutions to offer except the possibility of securing an alternative path in Ashland along the railroad on its right-of-way. I presume that is not possible; has it ever been considered?

In conclusion I sincerely hope that my health and safety will be as important as those riding bicycles. If that is the case, please return North Main to its configuration prior to the present revamping. I prefer to die of natural causes rather than being protoplasm on a putty knife on North Main.

Thank you for hearing me out.

Sincerely,

  
Claude W. Curran

RECEIVED

City of Ashland  
Dept of Transportation  
Ashland, Oregon 97520

SEP 06 2013

Sep. 3, 2013

SUBJECT: North Main Street Diet Road Project

I am a resident of 216 Central Avenue fronting the N. Main Street road project. Our family has been affected daily by the project and would hope you would value first hand experience.

We are the only home with a driveway fronting this short portion of Central between N. Laurel Street and N. Main. Access to our driveway can be made only off this portion of Central as the lot does not extend to the rear alley as the other houses so located enjoy.

The narrowing project seems to be working well, regarding N. Main traffic as vehicles appear to be moving at a slower pace. However, not so on Central, a serious turn hazard has manifested off N. Main onto Central just before the stop light at Laurel Street. Traffic traveling East on Main, including large trucks, desiring to turn left onto Central are forced into a confusing turning lane requiring facing oncoming traffic. I'm sure from personal experience, it is just a matter of time before a head-on accident may occur. These vehicles also appear to be traveling at an excessive speed.

My suggestion to alleviate this dangerous situation would be to prohibit left hand turns off North Main onto Central requiring drivers wishing to access Central to travel approx 100 feet further, making a protected left turn into Laurel and an immediate right at Central. That short portion of Central Street between Laurel and Main street should be made a one-way further preventing turns off N. Main.

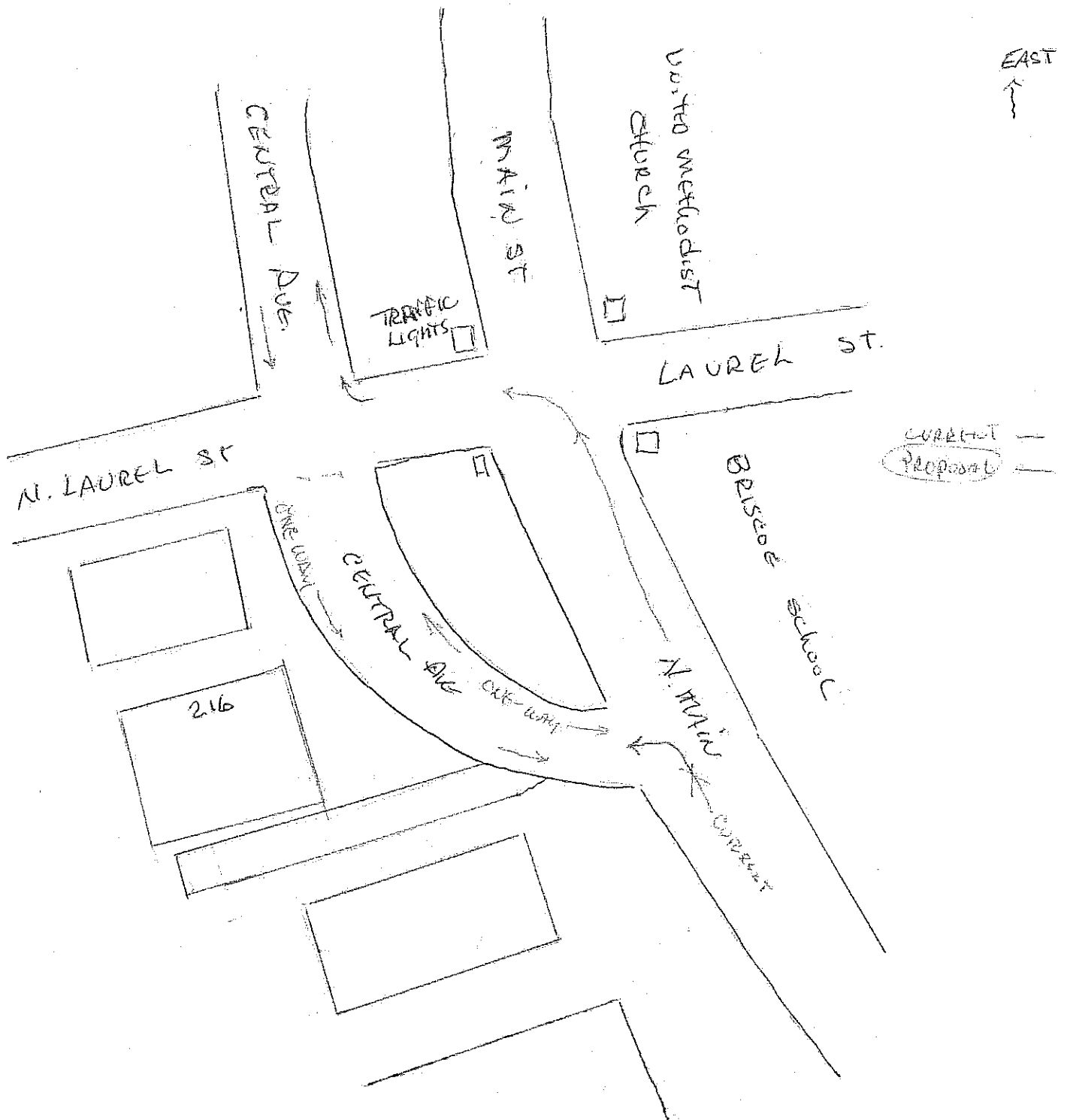
Such an adjustment would be simple, safe and virtually no expense except for a couple of signs. An additional bonus to such an arrangement could be the reinstatement of valuable vehicle parking at Central.

I have enclosed a sketch of the area in question, detailing my suggestion and I would be happy to personally view the area with anyone at their convenience.

Thank you for your consideration.

  
Ron Foster  
216 Central Ave.  
(541) 708-0734

# DIGT ROAD PROJECT



## Tami DeMille-Campos

---

**From:** Betsy Harshman [harshmab@ashland.or.us]  
**Sent:** Tuesday, October 08, 2013 11:38 AM  
**To:** 'Tami DeMille-Campos'  
**Subject:** FW: Let Us Know Submitted

Here is another one...

Betsy Harshman, Administrative Supervisor  
City of Ashland, Public Works Department  
20 East Main Street, Ashland, OR 97520  
541-552-2410 or 541-488-5587  
Fax: 541-488-6006, TTY: 1-800-735-2900

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---

**From:** Diana Shiplet [mailto:shipletd@ashland.or.us]  
**Sent:** Tuesday, September 17, 2013 12:25 PM  
**To:** 'Mike Faught'; 'Betsy Harshman'  
**Cc:** 'Carol Voisin'; 'Dave Kanner'; 'Dennis Slattery'; 'Greg Lemhouse'; 'John Stromberg'; 'Michael Morris'; 'Pam Marsh'; 'Rich Rosenthal'  
**Subject:** FW: Let Us Know Submitted

Another bit of Road Diet input from our website. -Diana

Diana Shiplet, Executive Secretary  
City of Ashland, Administration Department  
20 East Main Street, Ashland, OR 97520  
541-552-2100 or 541-488-6002, TTY 800-735-2900

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---

**From:** City of Ashland, Oregon [mailto:ann@ashland.or.us]  
**Sent:** Tuesday, September 17, 2013 11:35 AM  
**To:** [administration@ashland.or.us](mailto:administration@ashland.or.us)  
**Subject:** Let Us Know Submitted

email: [will@barcodeservices.com](mailto:will@barcodeservices.com)

Name: **willershman**

Report a Problem: **topic: North Main Road Diet** What I dont like about this one lane configuration is the situation at the Medical Office at 595 Main Street which is on the corner with Maple, the road to Ashland Community Hospital. To turn left in to the parking lot which is just past Maple - Main Street intersection is really dangerous. Instead of having a median turning lane, the bias is a turning lane to the opposing side of the street (the Big Al's-Breadboard side--the north side as opposed to the hospital Medical Bldg side,the south side of the street. The opposing traffic has a turning lane but not so for the other traffic direction. So Fix the turning problem so that the turn-out will let either side enter it and make the turn...put less people at risk or return the street to the way it was 4 lanes.

## Mike Faught

---

**From:** Kate Jackson [katharinejackson@me.com]  
**Sent:** Sunday, November 04, 2012 9:14 PM  
**To:** Mike Faught  
**Subject:** road diet and siskiyou blvd

Mike,

just want to let you know that i like the way the road diet works for North Main. i commute to Medford in a car every day and have not experienced any slow down since you finished re-striping the road.

it occurs to me that you may not be familiar with the turning movement restrictions put on Siskiyou blvd 12 years ago when the City took ownership from ODOT of the segment from the fire station to the Ashland st stoplight at the triangle and SOU. the stoplight at Sherman street dates from that project. so does the center island at East Main and Lithia in front of the fire station. we extended the landscaped median in at least 3 maybe 4 places to prevent left turns (Harrison, Liberty/Iowa/Triangle Park, Palm and Avery). this caused a lot of complaints about lack of access to neighborhoods etc. it was done for safety: to reduce conflicts on turning movements, to prevent left turns coming out from smaller side streets. it didn't take long for people to change their driving patterns. to me, this project caused far more change in traffic than does the North Main road diet.

Liberty and Triangle Park was one of the biggest changes. Iowa street used to intersect Beach at Siskiyou in a five-way light! not being able to turn left from Liberty to go downtown is one of the biggest impacts. people have learned to go over to Beach or to Morton. I don't any such big changes from the North Main project.

And while it is important to have bike lanes on North Main (i've been using them myself on the weekend), the primary reason for the project is vehicle safety and i would continue to emphasize that. The most accident prone intersection in town at Hersey/Wimer is now realigned. there are left turn lanes at each turn, often a right turn lane as well, so no unexpected slowing in a travel lane by the car in front of you.

thank you for getting this project implemented.

check with the planning staff (Bill, Maria, Brandon) and Adam Hanks about the Siskiyou Blvd project. i could be a helpful reminder for others that we've made these kinds of changes before.

yours,  
Kate Jackson

## Mike Faught

---

**From:** MARMON Jerry [Jerry.MARMON@odot.state.or.us]  
**Sent:** Thursday, November 01, 2012 5:32 PM  
**To:** 'Mike Faught'; DORRELL Dan W  
**Subject:** RE: Ashland Road Diet - Van Ness Avenue  
**Attachments:** image001.png; image002.png

Dan, do we have traffic counters or is it all video now?

Mike, how long do you want counts for?

---

**From:** Mike Faught [mailto:faughtm@ashland.or.us]  
**Sent:** Thursday, November 01, 2012 10:36 AM  
**To:** MARMON Jerry  
**Cc:** 'Scott Fleury'; 'Mike Morrison Jr'  
**Subject:** RE: Ashland Road Diet - Van Ness Avenue

Hi Jerry... Thanks... We would also request that you place traffic counters on North Main so that we can monitor whether or not vehicles are taking alternative routes... We would also like to see traffic counts done one more time in late May or early July...

As to your questions about the candlestick at Van Ness... I would like to discuss this with you further as we need a plan B if the new sign does not reduce the number of cars turning illegally onto Van Ness...

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

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---

**From:** MARMON Jerry [mailto:Jerry.MARMON@odot.state.or.us]  
**Sent:** Thursday, November 01, 2012 8:24 AM  
**To:** 'Mike Faught'  
**Subject:** RE: Ashland Road Diet - Van Ness Avenue

Approved

---

**From:** Mike Faught [mailto:faughtm@ashland.or.us]  
**Sent:** Wednesday, October 31, 2012 4:20 PM  
**To:** MARMON Jerry  
**Subject:** RE: Ashland Road Diet - Van Ness Avenue

Hi Jerry... Thank you... How about the bike sharrows on the southbound bike lane from the end of the bike path to Helman... Dan was going to check with someone in Salem for approval...

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

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---

**From:** MARMON Jerry [mailto:Jerry.MARMON@odot.state.or.us]  
**Sent:** Wednesday, October 31, 2012 3:24 PM  
**To:** 'faughtm@ashland.or.us'  
**Subject:** Re: Ashland Road Diet - Van Ness Avenue

Good to go.

---

**From:** Mike Faught [mailto:faughtm@ashland.or.us]  
**Sent:** Tuesday, October 30, 2012 04:43 PM  
**To:** MARMON Jerry  
**Subject:** RE: Ashland Road Diet - Van Ness Avenue

I did not have this data when I met with Dan earlier, so that will work...

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

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---

**From:** MARMON Jerry [mailto:Jerry.MARMON@odot.state.or.us]  
**Sent:** Tuesday, October 30, 2012 4:40 PM  
**To:** 'Mike Faught'  
**Subject:** RE: Ashland Road Diet - Van Ness Avenue

I would like to have Dorrell look at these options, unless he gave you the go ahead when you met in the field?



**From:** Mike Faught [mailto:faughtm@ashland.or.us]  
**Sent:** Tuesday, October 30, 2012 3:04 PM  
**To:** MARMON Jerry  
**Subject:** FW: Ashland Road Diet - Van Ness Avenue

Hey Jerry... I can have my crews install the new sign on the Van Ness side of the street if you approve...

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

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---

**From:** Mike Faught [mailto:faughtm@ashland.or.us]  
**Sent:** Tuesday, October 30, 2012 10:59 AM  
**To:** 'MARMON Jerry'  
**Subject:** FW: Ashland Road Diet - Van Ness Avenue

FYI

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

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---

**From:** Susan Wright [mailto:swright@kittelson.com]  
**Sent:** Tuesday, October 30, 2012 10:50 AM  
**To:** faughtm@ashland.or.us  
**Subject:** FW: Ashland Road Diet - Van Ness Avenue

Hi Mike,  
Please see recommended next steps below.

Thanks,  
Susie

Susan Wright, P.E.  
Associate Engineer

**Kittelson & Associates, Inc.**

503.535.7432 (direct)  
503.228.5230 (Portland)

---

**From:** Charles Radosta  
**Sent:** Tuesday, October 30, 2012 10:30 AM  
**To:** Susan Wright  
**Cc:** Charles Radosta  
**Subject:** Ashland Road Diet - Van Ness Avenue

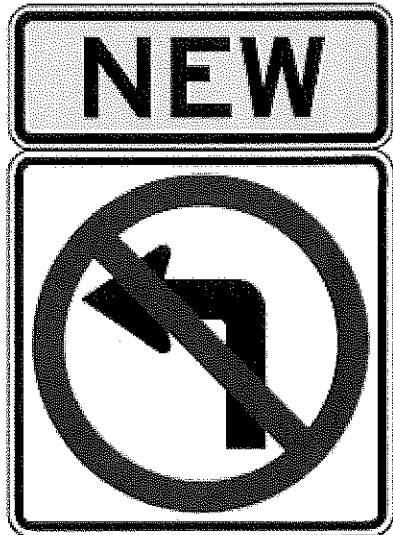
Hi Susie,

I reviewed the 2009 MUTCD for guidance regarding the Van Ness intersection and the notification that southbound motorists along Main Street are making left-turns onto that street across the hatched median. According to the manual, we are required to install turn prohibition signs at locations such as this.

Our August 16, 2012 road diet signing/stripping concept did propose a new NO LEFT TURN sign along the right shoulder adjacent to the RVTD bus sign. Provided that this sign was installed as we proposed, and motorists are still attempting to make this left-turn, I would recommend installing a second NO LEFT TURN sign in the SE corner of the intersection either attached to an existing street light pole or mounted to a new sign support. The sign in the SE corner may provide more direction to southbound motorists that attempt to drive into the median as their line of sight would naturally look in that direction.

Another option would be to temporarily add a NEW plaque or place flags above the NO LEFT TURN sign to draw more attention to this new sign (see samples below), as some of those southbound motorists may be making this turn out of habit and are not yet used to the new configuration.

A – W16-15P plaque above a regulatory or warning sign if the regulation or condition is new



B – Red or orange flags above a regulatory, warning, or guide sign



If adding this second NO LEFT TURN sign in the SE corner does not alleviate the problem, I would recommend pursuing the option of placing surface-mounted yellow tubular markers (candlesticks) along the median island. The challenge with this option is that it might become problematic during winter snow plow activities.

As an aside, we did not include any turn prohibition signing or median hatch bars for southbound motorists at Central Avenue. If this intersection, which has similar characteristics, becomes problematic we can look to add markings and/or signing to prohibit southbound left-turns onto Central.

Please let me know if you have any questions.

Thanks,  
Charles

Charles Radosta, P.E. | [Kittelson & Associates, Inc.](#)  
d: (503) 535-7428 | o: (503) 228-5230 | c: (503) 803-8479

## Mike Faught

---

**From:** John Stromberg [john@council.ashland.or.us]  
**Sent:** Monday, November 05, 2012 11:45 AM  
**To:** Mike Faught  
**Cc:** Diana Shiplet  
**Subject:** More re Road Diet

Hi, Mike

Just spoke with a citizen who made 2 comments:

- there should be a left turn lane for Bush St (I don't remember which direction)
- there should also be a left turn lane for Anderson Auto Body and the other businesses in that area.

Also she'd heard some reports of people having trouble turning\_on\_to the North Main because of the steady stream of traffic moving along N. Main.

John Stromberg  
Mayor  
541 552 2104 (direct)  
541 488 6002 (secretary)

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## Mike Faught

---

**From:** Betsy Harshman [harshmab@ashland.or.us]  
**Sent:** Monday, November 05, 2012 1:30 PM  
**To:** 'John Peterson'; ntburnham@gmail.com; dyoung@jeffnet.org; David Chapman  
**Cc:** 'Mike Faught'; Chuck Schweiser; Dan Gunter  
**Subject:** Wednesday bike and ped count schedule

Hello,

Thank you for your assistance - please let me know if the following schedules work for you on Wednesday, November 7<sup>th</sup>.

7-9 a.m. Maple – Dan Gunter

7-9 a.m. Laurel – Chuck Schwiezer

1-2 p.m. @ Wimer/Hersey - David Chapman

3:30 – 5:30 p.m. Maple – David Young

3:30 – 5:30 p.m. Laurel – Tom Burnham

Betsy Harshman, Administrative Supervisor  
City of Ashland, Public Works Department  
20 East Main Street, Ashland, OR 97520  
541-552-2410 or 541-488-5587  
Fax: 541-488-6006, TTY: 1-800-735-2900

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## Mike Faught

---

**From:** William Heimann [ashlandbill@yahoo.com]  
**Sent:** Monday, November 05, 2012 6:37 PM  
**To:** Rick Berlet  
**Cc:** Mike Faught  
**Subject:** Re: Road Diet

Rick,

Mike Faught <faughtm@ashland.or.us>

Bill

---

**From:** Rick Berlet <shoppingkrb@gmail.com>  
**To:** RVcyclinginfo@googlegroups.com  
**Sent:** Monday, November 5, 2012 6:07 PM  
**Subject:** Road Diet

**Many of you will be aware of the modifications on N. Main street in Ashland, reducing traffic lanes, adding a turning lane and two wide bicycle lanes. If you've experienced the results of this project, in either your car or on a bike, and would like to provide some supportive commentary or constructive criticism, you may want to send a brief note to the Mayor and his councilors:**

**Mayor John Stromberg:** [john@council.ashland.or.us](mailto:john@council.ashland.or.us)

**Russ Silbiger:** [russ@council.ashland.or.us](mailto:russ@council.ashland.or.us)

**Mike Morris:** [mike@council.ashland.or.us](mailto:mike@council.ashland.or.us)

**Dennis Slattery:** [dennis@council.ashland.or.us](mailto:dennis@council.ashland.or.us)

**Greg Lemhouse:** [greg@council.ashland.or.us](mailto:greg@council.ashland.or.us)

**Carol Voisin:** [carol@council.ashland.or.us](mailto:carol@council.ashland.or.us)

**This is a controversial project, and any support cyclists can provide, will make a big difference.**

K. Richard Berlet  
Land: (541)488-0036  
Cell: (541)601-2427

--

## Mike Faught

---

**From:** John Stromberg [john@council.ashland.or.us]  
**Sent:** Monday, November 05, 2012 11:43 PM  
**To:** Mike Faught  
**Cc:** Diana Shiplet  
**Subject:** Fwd: Thank you for the change in the road!

fyi...

John Stromberg  
Mayor  
541 552 2104 (direct)  
541 488 6002 (secretary)

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---

**From:** "Aryn Duncan" <arynduncan@aol.com>  
**To:** john@council.ashland.or.us, russ@council.ashland.or.us, mike@council.ashland.or.us, dennis@council.ashland.or.us, greg@council.ashland.or.us, carol@council.ashland.or.us  
**Sent:** Monday, November 5, 2012 6:38:49 PM  
**Subject:** Thank you for the change in the road!

Thank you for making it safer and easier for cyclists riding into and out of Ashland!

I like it better from a driving standpoint as well. It's always frustrating and time consuming to get stuck behind a car trying to make a left turn.

Thanks again!  
Aryn



## Mike Faught

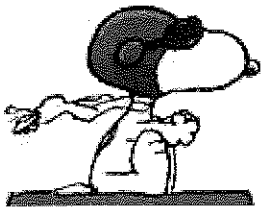
---

**From:** James L. Clark [jlc1400@charter.net]  
**Sent:** Tuesday, November 06, 2012 8:16 AM  
**To:** faughtm@ashland.or.us  
**Subject:** Road Diet Comments  
**Attachments:** image003.jpg

I live on Ashland Mine Road and there is only one way to exit the area which has many vehicle trips daily. Exiting N Main Hwy 99 is very difficult during morning & evening rush and we often have to wait several minutes until traffic is clear in BOTH directions. The center area is way too small to pull across to go North on 99. To safely go half way, you must completely face your vehicle North with your back to the North bound traffic. It is compounded when someone is exiting N main and trying to enter at the same time.

Secondly, as has been the case for the past 23 years I have lived here, traffic speed Exiting Ashland is way over the 35 MPH limit which has made it more dangerous than ever with only one lane. Likewise, traffic speed entering Ashland is greater than those going North, again compounding the danger with only one lane. Speed enforcement by the City is mostly nil and when radar is there it is usually on off peak traffic times. I have almost been hit many times over the years because someone is going well over 45 in or out of town. This applies to trying to enter N Main going North and even going south because of the hairpin turn requires slowing way down and almost getting rear ended. The Solution regardless if the Road Diet is kept or abandoned is **MUCH greater speed enforcement at all times.** I could care less if enforcement during rush hours slows traffic and blocks the lane because of a traffic stop. I, as many residents in this area, much prefer safety and the Diet has compounded problems that existed when there are 4 lanes.

James L. & Sheri R. Clark  
P.O. Box 519  
Ashland, Oregon 97520-0018



*Real Bikers Understand Exactly Why Dogs  
Stick their Heads Out of Car Windows*

## Mike Faught

---

**From:** Diana Shiplet [shipletd@ashland.or.us]  
**Sent:** Tuesday, November 06, 2012 10:27 AM  
**To:** 'John Stromberg'  
**Cc:** 'Mike Faught'  
**Subject:** FW: the one lane thing

John,

I think the message below was accidentally sent to John on our streets crew. I'll put this in the road diet folder and I'm ccing Mike Faught so he sees it too. -Diana

Diana Shiplet, Executive Secretary  
City of Ashland, Administration Department 20 East Main Street, Ashland, OR 97520 541-552-2100 or 541-488-6002, TTY 800-735-2900

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

**From:** John Peterson [mailto:petersoj@ashland.or.us]  
**Sent:** Tuesday, November 06, 2012 9:30 AM  
**To:** Diana Shiplet  
**Subject:** Fwd: the one lane thing

Diana,  
I think this was to be sent to the Mayor.  
He emailed [john@ashland.or.us](mailto:john@ashland.or.us) and it came to me.

Thank you

JP

----- Forwarded Message -----

**From:** "Eric Simpson" <simpsonj3@gmail.com>  
**To:** john@ashland.or.us  
**Sent:** Tuesday, November 6, 2012 9:21:26 AM  
**Subject:** the one lane thing

I have lived in Ashland all of my life. Born in Ashland in 1957. I just attempted to turn right (East) off Wimer Street and I could not get out for almost 9 minutes. I had to squeeze in and do it fast and it was dangerous. I don't want to hurt any feelings, but that one lane is a VERY BAD IDEA! This town has grown in mostly wonderful ways since I was a kid but this idea must be changed back. I can't even imagine the extra pollutants and accidents that will increase.

This is also going to make tourists very unhappy. I don't know who the smart people are that want this change but it just won't work.

Please get our two lanes back before the accidents start 'piling up' and someone gets hurt.

Eric J Simpson

541-973-5497

## Mike Faught

---

**From:** Kim Rooklyn [rooklynd@bisp.net]  
**Sent:** Tuesday, November 06, 2012 11:38 AM  
**To:** john@ashland.or.us; faughtm@ashland.or.us  
**Subject:** North Main Street "Road Diet"  
**Attachments:** Road Diet Letter.pdf

## Mike Faught

---

**From:** Kim Rooklyn [kimrooklyn@gmail.com]  
**Sent:** Tuesday, November 06, 2012 11:49 AM  
**To:** john@ashland.or.us; faughtm@ashland.or.us  
**Subject:** North Main Street "Road Diet"  
**Attachments:** Road Diet Letter.pdf

## Mike Faught

---

**From:** John Stromberg [john@council.ashland.or.us]  
**Sent:** Tuesday, November 06, 2012 1:06 PM  
**To:** Mike Faught  
**Subject:** Fwd: Council Contact Form - David Richards - 11/6/2012

For your records....

John Stromberg  
Mayor  
541 552 2104 (direct)  
541 488 6002 (secretary)

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---

**From:** "David Richards" <d.s.richards261@gmail.com>  
**To:** council@ashland.or.us  
**Sent:** Tuesday, November 6, 2012 10:04:46 AM  
**Subject:** Council Contact Form - David Richards - 11/6/2012

Name: David Richards  
Email: dsrichards261@gmail.com  
Outlook  
Message: I want to thank the City of Ashland for getting to the head table and I would like to say thank you to everyone present. I have never felt better eating at a table in a dining room. This is a great day through the City and I will be happy to help in any way I can. I have the head table and I will be happy to help in any way I can. I have the head table and I will be happy to help in any way I can.  
David Richards  
223 North W  
Ashland, OR 97532

## Mike Faught

---

**From:** John Stromberg [john@council.ashland.or.us]  
**Sent:** Tuesday, November 06, 2012 1:08 PM  
**To:** Mike Faught  
**Cc:** Diana Shiplet  
**Subject:** Fwd: the one lane thing

Hi, Mike

Can you give me a reply for Mr. Simpson?

Thanks!

John Stromberg  
Mayor  
541 552 2104 (direct)  
541 488 6002 (secretary)

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----- Forwarded Message -----

**From:** "Diana Shiplet" <shipltd@ashland.or.us>  
**To:** "John Stromberg" <john@council.ashland.or.us>  
**Cc:** "Mike Faught" <faughtm@ashland.or.us>  
**Sent:** Tuesday, November 6, 2012 10:26:39 AM  
**Subject:** FW: the one lane thing

John,

I think the message below was accidentally sent to John on our streets crew.  
I'll put this in the road diet folder and I'm ccing Mike Faught so he sees it too. -Diana

Diana Shiplet, Executive Secretary  
City of Ashland, Administration Department 20 East Main Street, Ashland, OR 97520 541-552-2100 or 541-488-6002, TTY 800-735-2900

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

**From:** John Peterson [mailto:petersoj@ashland.or.us]  
**Sent:** Tuesday, November 06, 2012 9:30 AM  
**To:** Diana Shiplet  
**Subject:** Fwd: the one lane thing

Diana,  
I think this was to be sent to the Mayor.  
He emailed [john@ashland.or.us](mailto:john@ashland.or.us) and it came to me.

Thank you

JP

----- Forwarded Message -----

From: "Eric Simpson" <simpsonj3@gmail.com>  
To: john@ashland.or.us  
Sent: Tuesday, November 6, 2012 9:21:26 AM  
Subject: the one lane thing

I have lived in Ashland all of my life. Born in Ashland in 1957. I just attempted to turn right (East) off Wimer Street and I could not get out for almost 9 minutes. I had to squeeze in and do it fast and it was dangerous. I don't want to hurt any feelings, but that one lane is a VERY BAD IDEA! This town has grown in mostly wonderful ways since I was a kid but this idea must be changed back. I can't even imagine the extra pollutants and accidents that will increase.

This is also going to make tourists very unhappy. I don't know who the smart people are that want this change but it just won't work.

Please get our two lanes back before the accidents start 'piling up' and someone gets hurt.

Eric J Simpson  
541-973-5497



## Mike Faught

---

**From:** John Peterson [petersoj@ashland.or.us]  
**Sent:** Tuesday, November 06, 2012 2:58 PM  
**To:** Mike Faught  
**Subject:** Re: North Main Street "Road Diet"

Nice letter, It's nice to hear positive feedback.

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

**From:** "Mike Faught" <faughtm@ashland.or.us>  
**To:** "Kim Rooklyn" <kimrooklyn@gmail.com>, john@ashland.or.us  
**Sent:** Tuesday, November 6, 2012 1:02:25 PM  
**Subject:** RE: North Main Street "Road Diet"

Thanks for the feedback Kim...

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

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

**From:** Kim Rooklyn [mailto:kimrooklyn@gmail.com]  
**Sent:** Tuesday, November 06, 2012 11:49 AM  
**To:** john@ashland.or.us; faughtm@ashland.or.us  
**Subject:** North Main Street "Road Diet"

## Mike Faught

---

**From:** Diana Shiplet [shipletd@ashland.or.us]  
**Sent:** Tuesday, November 06, 2012 3:17 PM  
**To:** 'John Stromberg'  
**Cc:** 'Mike Faught'  
**Subject:** FW: Road Diet

John,

Another mis-directed one. -Diana

Diana Shiplet, Executive Secretary  
City of Ashland, Administration Department 20 East Main Street, Ashland, OR 97520 541-552-2100 or 541-488-6002, TTY 800-735-2900

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

**From:** John Peterson [mailto:petersoj@ashland.or.us]  
**Sent:** Tuesday, November 06, 2012 2:55 PM  
**To:** Diana Shiplet  
**Subject:** Fwd: Road Diet

Diana,  
I'm sure this one is also for the mayor.  
I need to talk to I.T.

JP

----- Forwarded Message -----

**From:** "Public Works Mech" <PWMech@co.josephine.or.us>  
**To:** "john@ashland.or.us" <john@ashland.or.us>  
**Sent:** Tuesday, November 6, 2012 9:48:58 AM  
**Subject:** Road Diet

The Road Diet is fantastic, the best thing the City has done to improve pedestrian and bicycle safety ever! Since its opening I use the Bike Lane every day and have never felt safer. Traffic has slowed to the speed limit or close to it. The only people I see that are upset with the change are those that want to drive forty miles per hour in a twenty five zone. Thank you for the much needed change and please don't go back to four lanes to please the few who insist on speeding.

## Mike Faught

---

**From:** Scott Calamar [scott@earthshine.com]  
**Sent:** Friday, November 16, 2012 2:44 PM  
**To:** Mike Faught  
**Cc:** City Council  
**Subject:** Re: Council Contact Form - Scott Calamar - 10/28/2012

Hi Mike,

What's the suggested alternate auto route from Wimer Street to A Street? Van Ness used to be very straightforward. Hersey is blocks out of the way. Through downtown is longer and includes traffic lights. I try to frequent businesses on A Street. How come the city prohibited left-hand turns onto Van Ness?

Thank you.

Best,  
Scott Calamar  
Wimer Street

## Mike Faught

---

**From:** Jason Sparks [jdsgaming@charter.net]  
**Sent:** Monday, November 26, 2012 7:23 AM  
**To:** Mike Faught  
**Subject:** Road Diet  
**Attachments:** mime-attachment.eml (105 KB); ATT00288.txt

Hello Mike

I was wondering if you would be able to tell me what a TW-40 is in regards to this street plan PDF?

## Mike Faight

---

**From:** Jason Sparks [jds gaming@charter.net]  
**Sent:** Tuesday, November 27, 2012 12:34 PM  
**To:** Mike Faight  
**Subject:** Re: Road Diet

Thanks Mike,

So TW-40 is a painted median that is not to be used as a turn lane and has cross striping on the inside for a total length of 40'? If this is painted in conjunction with a turn lane such as the one at Main and Wimer, where would you start measuring the point of the TW-40?

I was wondering if you have a record of when the two left turn prohibited signs at Main and Van Ness were installed and the name of the engineer who determined the appropriateness of their locations.

I'm also interested in any information about the paint crew/stripping that was happening on Nov. 6th on Main Street near Van Ness? Is there some one that would have a record of these things that I should be contacting?

Thanks again, Jason Sparks

On Nov 26, 2012, at 10:03 AM, "Mike Faight" <[faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)> wrote:

> HI Jason... TW-40 refers to a Traversable Median striping at 40 foot  
> spacing. Please note that "Traversable" means that it is not a raised  
> median, just striping.  
>  
> Michael R. Faight  
> Public Works Director  
> City of Ashland  
> 51 Winburn Way  
> Ashland, OR 97520  
> [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
> 541/552-2411  
> 541/488-6006 Fax  
> 800/735-2900 TTY  
> This email is official business of the City of Ashland, and it is  
> subject to Oregon public records law for disclosure and retention. If  
> you have received this message in error, please let me know.  
>  
>  
>  
> -----Original Message-----  
> From: Jason Sparks [mailto:[jds gaming@charter.net](mailto:jds gaming@charter.net)]  
> Sent: Monday, November 26, 2012 7:23 AM  
> To: Mike Faight  
> Subject: Road Diet  
>  
>  
> Hello Mike  
>  
> I was wondering if you would be able to tell me what a TW-40 is in  
> regards to this street plan PDF?

## Mike Faught

---

**From:** John Stromberg [john@council.ashland.or.us]  
**Sent:** Thursday, November 29, 2012 5:07 PM  
**To:** Mike Faught; David Young; David Chapman  
**Cc:** Diana Shiplet  
**Subject:** RD feedback

Hi,

Heard from a bicyclist today that the stop light at Maple is set to change to red almost instantly if a car comes down Maple to N. Main, even if the car is only turning right - and this is disruptive of the flow on N. Main. It was suggested that the light have a longer delay before changing but I don't understand how that would help.

FWIW

John Stromberg  
Mayor  
541 552 2104 (direct)  
541 488 6002 (secretary)

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## Mike Faught

---

**From:** Jodi Vizzini [vizzini@ashland.or.us]  
**Sent:** Wednesday, December 05, 2012 12:22 PM  
**To:** 'Mike Faught'  
**Subject:** Road Diet Comments

Hi Mike,

Phoebe Quillian called to give her opinion on the Road Diet. She was a resident of Ashland for many years but currently lives in Talent. She rides her bike frequently and also drives to Ashland. She feels the road diet has impacted her attitude when deciding whether or not to drive to Ashland.

Her comments opposed to the road diet are as follows:

- The bike lanes are ridiculous – feels like bikes verses cars on N. Main. There are definitely more cars than bikes.
- She counted 19 cars on a Friday at 6:30 p.m. (no events going on) before she could make a right turn off of Hersey. She added this is not always her experience at this intersection.
- The light on Maple St. gets backed up with 20 cars, causing many to not make it through the light.

She suggested improving the sidewalks to include both cyclists and pedestrians, much like how a bike path functions.

She added she tried to have an open mind about the road diet, but feels it is creating more congestion. She has been a city planner and understands the intent, but feels the road diet is not appropriate for this city. She is concerned about the congestion when tourist season begins.

Jodi Vizzini  
City of Ashland, Public Works Department  
20 East Main Street, Ashland, OR 97520  
541-552-2427 or 541-488-5587  
Fax: 541-488-6006, TTY: 1-800-735-2900

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## Mike Faught

---

**From:** Carol Lee Rogers [clar@mind.net]  
**Sent:** Tuesday, December 11, 2012 8:52 AM  
**To:** faughtm@ashland.or.us  
**Cc:** 'Katy Slyt'  
**Subject:** Road diet

Hello Michael,

I have a question about the road diet. First let me let you know I have been fine with the change. In a year I think we will really know how this works.

My question deals with the road diet south of Maple St.:

When turning left from Maple St. to North Main (toward Talent) there are two driveways on the right -- one into the eye center and the first one into an office building

I have noticed when making a right turn off of the road diet, the white strips and solid white line disappear. This seems to make an entrance for the car turning.

On North Main after Maple there are two entrances into medical buildings and the white lines don't stop where cars turn into the parking area.

Can you tell us why those two areas aren't like other sections on the road diet?

Thank you  
Carol Lee Rogers

Katy if you can explain this any better, please do so.

*Exercise doesn't take time out of your life, it puts life back into your time!*

You Can Do It! LLC  
327 Glenn St.  
Ashland, OR 97520  
541-482-1887  
[CarolLee@YouCanDoItNow.net](mailto:CarolLee@YouCanDoItNow.net)

[www.YouCanDoItNow.net](http://www.YouCanDoItNow.net)



## Mike Faught

---

**From:** lesley adams [lesley.lyn.adams@gmail.com]  
**Sent:** Friday, December 28, 2012 11:04 AM  
**To:** arthur.h.anderson@odot.state.or.us; jerry.marmon@odot.state.or.us;  
stankejs@jacksoncounty.org; faughtm@ashland.or.us; john@council.ashland.or.us;  
pubworksles@cityoftalent.org; jeff@cityoftalent.org; joe@cityoftalent.org;  
mayor@cityoftalent.org; tcorrigan@cityoftalent.org  
**Subject:** Road diets and safety for all road users  
**Attachments:** Road safety letter.pdf

Dear city, county and state officials,

Please see the attached letter regarding road diets and road safety for all users of the road.

Thanks!

Happy New Year,

lesley adams.  
541-821-3882

## Mike Faught

---

**From:** John Stromberg [john@council.ashland.or.us]  
**Sent:** Tuesday, January 01, 2013 11:11 PM  
**To:** Mike Faught  
**Cc:** Dave Kanner  
**Subject:** Fwd: Council Contact Form - Genie Long - 12/21/2012

**Importance:** High

Hi, Mike has anyone contacted Ms. Long?

Thanks!

John Stromberg  
Mayor  
541 552 2104 (direct)  
541 488 6002 (secretary)

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---

**From:** "Genie Long" <lovinowl@mind.net>  
**To:** council@ashland.or.us  
**Sent:** Friday, December 21, 2012 6:36:12 PM  
**Subject:** Council Contact Form - Genie Long - 12/21/2012

Name: Genie Long  
Email: lovinowl@mind.net  
Subject: Council Contact Form - Genie Long - 12/21/2012  
Message: Check an email, you have to know by now the best that's working. Getting into even better with new services to contact from the place in 100% email going really well and using the same I have support not broken up but as far as the forward case get it. About 20 info is not here and the new Mail Law going about 20. Please use the 4 from here

## Mike Faught

---

**From:** John Stromberg [john@council.ashland.or.us]  
**Sent:** Thursday, January 03, 2013 10:48 PM  
**To:** lovinowl@mind.net  
**Cc:** Mike Faught; Dave Kanner; council business  
**Subject:** Fwd: Council Contact Form - Genie Long - 12/21/2012

Hi, Genie

Thanks for this report. I've sent it to Public Works Director, Mike Faught, who is in charge of tracking and modifying the Road Diet project. He'll get in touch with you as soon as he can (but may be on vacation at the moment).

Best regards,

John Stromberg  
Mayor  
541 552 2104 (direct)  
541 488 6002 (secretary)

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---

**From:** "Genie Long" <lovinowl@mind.net>  
**To:** council@ashland.or.us  
**Sent:** Friday, December 21, 2012 6:36:12 PM  
**Subject:** Council Contact Form - Genie Long - 12/21/2012

From: Genie Long  
Email: lovinowl@mind.net  
Subject: Road diet  
Message: Come on down, you have to know by now the road diet work has started. This is the first of the work that was done to reduce the amount of traffic on the road. It was designed and built up last fall for the winter. The work is now done and the road is open. The work was done in the fall.

## Mike Faught

---

**From:** John Stromberg [john@council.ashland.or.us]  
**Sent:** Sunday, January 06, 2013 2:36 PM  
**To:** Chad  
**Cc:** Mike Faught; David Young  
**Subject:** Re: Road Diet Still Sucks

Thanks, Chad

I'm CCing the Public Works Director to see if he has any suggestions or is planning a change to address the situation you describe.

John Stromberg  
Mayor  
541 552 2104 (direct)  
541 488 6002 (secretary)

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**From:** "Chad" <chadn50@aol.com>  
**To:** john@council.ashland.or.us  
**Sent:** Saturday, January 5, 2013 10:47:08 AM  
**Subject:** Road Diet Still Sucks

I emailed you previously regarding this controversial subject. In your response you asked for "specific" problems if any further were encountered because of the road diet.

Here's one:

Try getting on to Main Street from Grant or one of the other cross streets that are perpendicular to Main. At some times of the day, due to the constant stream of single-file slow drivers in both lanes, it is almost impossible. I spend 10 minutes yesterday trying to access Main Street because two of the drivers in front of me were attempting, mostly in vain, to make a left turn on to Main Street. Maddening.

It's time to get rid of it!

Chad Neff

P.S. Yes, I realize that drivers who live in this area above Main Street can go out of their way to go to a street that has a traffic light, e.g., Maple, but this detour process just increases traffic in front of the hospital and other medical offices along Maple.

## Mike Faught

---

**From:** Scott Calamar [scott@winewithoutreason.com]  
**Sent:** Monday, January 07, 2013 4:40 PM  
**To:** john@ashland.or.us; Mike Faught; diana.shiplet@ashland.or.us; bechtoldk@ashland.or.us; mike@council.ashland.or.us; dennis@council.ashland.or.us; greg@council.ashland.or.us; Carol Voisin; craig.ashland@gmail.com; ntburnham@gmail.com; Mike.Gardiner@oakh.com; goldmanb@ashland.or.us; hammondpm@yahoo.com; shawn@polarissurvey.com; Corinne@mind.net; dyoung@jeffnet.org  
**Subject:** Road Diet criteria

I will preface this by saying I am an opponent of "The Road Diet."  
There are quite a number of us on this north side of town and, not that it apparently matters to the City of Ashland, but quite a number of people who have to travel into Ashland from points north daily for work who also think this is, to be diplomatic, not a very good idea. I have had exchanges with many on Facebook and in my travels around town regarding this problem. I have a popular web site in town, and am a columnist for one of the local newspapers, so I talk to a lot of people.

I will begin with a practical matter. I live on Wimer Street. Despite the realignment, leaving by car Wimer Street has become treacherous at certain times of the day. I needed to refill a prescription at BiMart today and took "the back way": Wimer to Hersey, etc. That generally used to shave about ten minutes off going through downtown (and helped alleviate congestion in the downtown). I left at shortly after 3 today. I spent a total of 12 minutes sitting either at Wimer or Hersey trying to get directly across. Again (I have written before), Hersey was six cars deep at about 3:08. In all that time spent at both sides of the street, there was not one bicycle rider. Turning left from Wimer or Hersey has become near impossible at peak times. And even turning right from Wimer is dangerous as there is, at certain times of day, a steady flow of traffic on North Main. Previously, cars in the lane nearest the curb could change to the left lane to allow traffic to turn right onto North Main.

I request the following please:

--Council mandate to monitor that intersection on a regular basis during peak hours to assess whether conditions have actually improved.

--Valid scientific objective goals to decide whether the road diet should become permanent. These goals should be named now, and not simply "fewer accidents, more safety," but some sort of quantifiable criteria. This is a one-year trial but yet the study by Kittelson & Assoc seems to say that it will take two years to determine whether the rate of accidents is reduced.

The elimination of passing lanes on a state highway (99) means that traffic is held up by the slowest vehicle--lawn-mowing trucks dragging trailers, commercial trucks, old people (yup, I'm no youngster myself), people talking on the phone, texting, or applying makeup when driving. Furthermore, this restricts driving ability. Previously, if someone wanted to or needed to drive slowly (there's an eye hospital, for instance, and people come out of that wearing those big dark glasses), they could stick to the right lane. Those wanting to go the speed limit could pass on the left. This is not possible now.

Certainly Ashland has posted speed limit signs and plenty of officers that can add to the town's coffers by stopping speeders on this main route. I did not perceive any problem with traffic enforcement. We did not need to lose 50% of the road's real estate for moving automotive traffic simply to make people drive slower.

In addition, the nice new bike lanes disappear north and south of the reconfigured strip which strands bicyclists. Furthermore, if pedestrians are to be considered, I would challenge any of you to try to actually cross North Main by foot from one side to the other during peak periods.

This "innovative" idea has, in my experience driving that road almost daily and often a couple of times a day, created less safe conditions and slowed traffic to an unproductive pace at times. I do not mean to be adversarial but I wonder how many of you travel that stretch of road regularly throughout the day. I would be happy to meet with any representative of the city to discuss this. I take this very seriously as this inconveniences me, and many of my neighbors, daily.

Thanks for your time.

Best,  
Scott Calamar  
322 Wimer Street  
Ashland, OR

## Mike Faught

---

**From:** John Stromberg [john@council.ashland.or.us]  
**Sent:** Thursday, January 17, 2013 8:29 PM  
**To:** Mary Pritchard  
**Cc:** Mike Faught  
**Subject:** Re: road diet

Thanks, Mary

I'm happy the Road Diet is working out well for you. I've heard that Talent is planning to do one from town south toward Valley View and that ODOT is considering connecting the Ashland and Talent RDs.

We'll see if this happens...

John Stromberg  
Mayor  
541 552 2104 (direct)  
541 488 6002 (secretary)

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---

**From:** "Mary Pritchard" <mary@ashland97520.com>  
**To:** john@council.ashland.or.us  
**Sent:** Thursday, January 17, 2013 4:14:07 PM  
**Subject:** road diet

Hi John,

I've been meaning to email you with feedback regarding the road diet. I've used the road diet in both directions several times while riding my bike and REALLY like it. I feel much safer and like the direct route in and out of town. My only request would be to continue it all the way to Valley View Rd. In the warmer months I ride to work in Medford and take that route and past the railroad overpass it can get a little scary with traffic. I have also driven it both ways in my car. I don't know what it will be like during the "busy" season but for now I find that the traffic flows really smoothly and having a designated lane for left turns really helps with the flow. Thanks for helping to make it happen.

Mary Pritchard

## Mike Faught

---

**From:** Charles Radosta [CRADOSTA@kittelson.com]  
**Sent:** Tuesday, February 12, 2013 7:30 AM  
**To:** Michael.L.MORRIS@odot.state.or.us  
**Cc:** Charles Radosta; Susan Wright; faughtm@ashland.or.us  
**Subject:** RE: Main/Maple SB Left-Turn Lane and Driveway Reconfiguration  
**Attachments:** NMainStreetRoadDiet\_\_design\_exception\_request\_form.pdf; OR99\_N\_City\_Limits-Helman\_St\_\_REVISED\_\_092012\_\_reducedsize.pdf; MainMaple\_\_SBLeftTurnLane\_and\_DrivewayReconfiguration\_\_REVISED.pdf

Hi Mike,

We appreciate your concurrence with our draft version. The attachments contain our signed DER along with the design documents from last fall and the proposed striping modification north of Maple. Hopefully this is sufficient documentation for your records.

Please let us know if you have any questions or if you need any additional information.

Thanks,  
Charles

Charles Radosta, P.E. | [Kittelson & Associates, Inc.](#)  
d: (503) 535-7428 | o: (503) 228-5230 | c: (503) 803-8479

---

**From:** MORRIS Michael L [mailto:Michael.L.MORRIS@odot.state.or.us]  
**Sent:** Monday, February 11, 2013 2:30 PM  
**To:** Charles Radosta  
**Subject:** RE: Main/Maple SB Left-Turn Lane and Driveway Reconfiguration

Hello Charles,  
Looked over the DER and the revised design concept, it all looks fine to me. Please proceed with finalizing the DER and I will process it with Salem. Thanks!

Mike M.

---

**From:** Charles Radosta [mailto:CRADOSTA@kittelson.com]  
**Sent:** Wednesday, February 06, 2013 9:13 AM  
**To:** MORRIS Michael L  
**Cc:** faughtm@ashland.or.us; Susan Wright; Ryan McFadden; Charles Radosta; mbell@kittelson.com; DORRELL Dan W  
**Subject:** RE: Main/Maple SB Left-Turn Lane and Driveway Reconfiguration

Hi Michael,

The attachments contain our design exception request and a slightly revised concept (we realigned the stalls in the parking lot a couple feet to better align with existing features). We would greatly appreciate your feedback with the design exception request form; if everything looks acceptable we will return a signed PDF for your records.

Please let us know if you have any questions.

Thanks,  
Charles



Charles Radosta, P.E. | [Kittelson & Associates, Inc.](#)  
d: (503) 535-7428 | o: (503) 228-5230 | c: (503) 803-8479

---

**From:** MORRIS Michael L [<mailto:Michael.L.MORRIS@odot.state.or.us>]  
**Sent:** Thursday, January 24, 2013 10:49 AM  
**To:** Charles Radosta; DORRELL Dan W  
**Cc:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us); Susan Wright; Ryan McFadden  
**Subject:** RE: Main/Maple SB Left-Turn Lane and Driveway Reconfiguration

The revised concept looks fine to me Charles. I appreciate you responding so quickly and don't hesitate to call me if you need assistance putting together the design exception documentation.

## Michael L. Morris PE PLS

Region 3 Roadway Manager  
Region 3 Tech Center  
Office: (541) 774-6370  
Cell: (541) 690-7117  
Email: [Michael.L.Morris@odot.state.or.us](mailto:Michael.L.Morris@odot.state.or.us)

---

**From:** Charles Radosta [<mailto:CRADOSTA@kittelson.com>]  
**Sent:** Wednesday, January 23, 2013 2:18 PM  
**To:** MORRIS Michael L; DORRELL Dan W  
**Cc:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us); Charles Radosta; Susan Wright; [rncfadden@kittelson.com](mailto:rncfadden@kittelson.com)  
**Subject:** Main/Maple SB Left-Turn Lane and Driveway Reconfiguration

Greetings,

As a follow-up to our recent conversation with Mike Morris we have revised the latest concept at Main and Maple. This concept includes a 70' long southbound left-turn lane, a 100' long transition zone with reverse curves, and the relocated driveway beyond the end of the transition zone opposite the driveway across the street. One minor adjustment we made through the conversation is to introduce the two-way left-turn lane striping at a point when the width of the left-turn lane is approximately 8 feet wide (around 70' into the 100' long reverse curve section). Hopefully this revised concept looks acceptable to everyone.

We recognize that one of our last steps includes preparing design exception documents to summarize the areas where we did not meet design standards with the road diet. We can add this southbound left-turn lane with the shortened 70' long left-turn pocket to the list that includes narrowed right-turn and left-turn lanes along the corridor.

Please let us know if you have any questions.

Thanks,  
Charles

Charles Radosta, P.E. | Principal Engineer  
[Kittelson & Associates, Inc.](#) | Transportation Engineering / Planning  
610 SW Alder Street, Suite 700 | Portland, Oregon 97205  
D (503) 535-7428 | O (503) 228-5230 | C (503) 803-8479  
[Streetwise](#) [Twitter](#) [Facebook](#)





## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Thursday, November 14, 2013 2:11 PM  
**To:** 'Tami DeMille-Campos'; 'Kim'  
**Subject:** FW: 10 new signers: Dominique Brown, Debbie Miller...

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

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**From:** Mike Gardiner [mailto:mail@changemail.org]  
**Sent:** Monday, November 11, 2013 8:06 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 10 new signers: Dominique Brown, Debbie Miller...

10 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 260 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

251. Dominique Brown Ashland, Oregon
252. Debbie Miller Ashland, Oregon
253. Kate Geary Ashland, Oregon
254. gretchen vos Ashland, Oregon
255. John Risser Ashland, Oregon
256. Kate Alftine Medford, Oregon
257. Laura Jesswein Talent, Oregon
258. William Heimann Ashland, Oregon
259. Maria Geigel ashland, Oregon
260. Mike Gardiner Ashland, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Thursday, November 14, 2013 1:16 PM  
**To:** 'Tami DeMille-Campos'; 'Kim'  
**Subject:** FW: 10 new signers: Heath Belden, JP Newman...

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

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

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**From:** Tonya Graham [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Thursday, November 14, 2013 1:14 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 10 new signers: Heath Belden, JP Newman...

10 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 383 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

- 352. Heath Belden Ashland, Oregon
- 354. JP Newman Ashland, Oregon
- 353. Stacey Romney Talent, Oregon
- 354. matthew reynolds Ashland, Oregon
- 355. beth walker Ashland, Oregon
- 356. Christopher Jowaisas Ashland, Oregon
- 357. Alexis Delgado Ashland, Oregon
- 358. Kimberley Healey Ashland, Oregon
- 359. Jason Waite Ashland, Oregon
- 360. Tonya Graham Ashland, Oregon







## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Thursday, November 14, 2013 1:15 PM  
**To:** 'Tami DeMille-Campos'; 'Kim'  
**Subject:** FW: 10 new signers: David Markewitz, Jacob Kann...

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

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**From:** Karen Wennlund [<mailto:mail@changemail.org>]  
**Sent:** Tuesday, November 12, 2013 5:15 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 10 new signers: David Markewitz, Jacob Kann...

10 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 323 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

311. David Markewitz Ashland, Oregon
312. Jacob Kann Ashland, Oregon
313. David Sheeran Ashland, Oregon
314. Scott Churchill Ashland, Oregon
315. joan holmes Grants Pass, Oregon
316. cat gould ashland, Oregon
317. Henry Swales Ashland, Oregon
318. David Berger Ashland, Oregon
319. Angelique Benrahou Philadelphia, Pennsylvania
320. Karen Wennlund ashland, Oregon



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Thursday, November 14, 2013 1:15 PM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 25 more people signed: Linda Bellinson, Theresa Bush...

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

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**From:** Sandra Archibald [mailto:mail@changemail.org]  
**Sent:** Tuesday, November 12, 2013 7:41 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 25 more people signed: Linda Bellinson, Theresa Bush...

25 people recently add their names to Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)". That means more than 500 people have signed on.

There are now 325 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

301. Linda Bellinson Ashland, Oregon
302. Theresa Bush Grants Pass, Oregon
303. David Steinflod Ashland, Oregon
304. Thomas Landis Medford, Oregon
305. Kathleen Bennett Ashland, Oregon
306. Matthew Gooding Ashland, Oregon
307. Gail Frank Gold Hill, Oregon
308. John Baxter Ashland, Oregon
309. Bill Meyers Ashland, Oregon
310. Harlan Bittner Medford, Oregon

311. David Markewitz Ashland, Oregon
312. Jacob Kann Ashland, Oregon
313. David Sheeran Ashland, Oregon
314. Scott Churchill Ashland, Oregon
315. joan holmes Grants Pass, Oregon
316. cat gould ashland, Oregon
317. Henry Swales Ashland, Oregon
318. David Berger Ashland, Oregon
319. Angelique Benrahou Philadelphia, Pennsylvania
320. Karen Wennlund ashland, Oregon
321. Drew Noble Ashland, Oregon
322. Sophie Berthiaume Ashland, Oregon
323. Dante Cimino ASHLAND, Oregon
324. David Painter Central Point, Oregon
325. Sandra Archibald Ashland, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Thursday, November 14, 2013 11:20 AM  
**To:** 'Tami DeMille-Campos'; 'Kim'  
**Subject:** FW: Council Contact Form - Lucy DeFranco - 11/14/2013

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

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

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**From:** Ann Seltzer [mailto:seltzera@ashland.or.us]  
**Sent:** Thursday, November 14, 2013 8:59 AM  
**To:** 'Mike Faught'; 'Dave Kanner'  
**Subject:** FW: Council Contact Form - Lucy DeFranco - 11/14/2013

FYI

---

**From:** Lucy DeFranco [mailto:de5franco5@gmail.com]  
**Sent:** Thursday, November 14, 2013 8:37 AM  
**To:** [council@ashland.or.us](mailto:council@ashland.or.us)  
**Subject:** Council Contact Form - Lucy DeFranco - 11/14/2013

**Name:** Lucy DeFranco  
**Email:** [de5franco5@gmail.com](mailto:de5franco5@gmail.com)  
**Subject:** ROAD DIET

**Message:** I hear there will be a council meeting on the road diet soon.

Here is my opinion:

I HATE the road diet. Being safe for bikes is a LIE, because there is no SAFE exit. The road out (99) of town doesn't have a shoulder wide enough for safely riding out.

Cars going into town are often going 15 mph and lined up 10 or more deep. Where turning one way or an other may be safer, I can't stand driving in. I resent feeling forced to drive into downtown. I drive up Oak Street, or avoid town totally.

If I were to ride my bike into town I would take the bike path where I didn't have to breath in fumes from autos.

There's my blunt opinion of the "Road Diet".



Thanks,  
Lucy DeFranco

## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Thursday, November 14, 2013 6:49 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 10 new signers: Charlie Carey, lin van heuit-robbins...

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

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

---

**From:** Donald Wertheimer [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Wednesday, November 13, 2013 11:56 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 10 new signers: Charlie Carey, lin van heuit-robbins...

10 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 353 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

341. Charlie Carey Lexington, Kentucky
342. lin van heuit-robbins talent, Oregon
343. Janet Auble Ashland, Oregon
344. Cady Lancaster salt lake city, Utah
345. Karl Pryor Ashland, Oregon
346. Katie Sloan Ashland, Oregon
347. Josh Cott Ashland, Oregon
348. Anna O'Connell Portland, Oregon
349. Peter Warren Ashland, Oregon
350. Donald Wertheimer Ashland, Oregon





## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Thursday, November 14, 2013 6:49 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 10 new signers: Jennifer Christopherson, shannon harris...

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

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**From:** Richard Twiest [mailto:mail@changemail.org]  
**Sent:** Wednesday, November 13, 2013 9:24 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 10 new signers: Jennifer Christopherson, shannon harris...

10 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 353 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

331. Jennifer Christopherson Ashland, Oregon
332. shannon harris Ashland, Oregon
333. Hanya Zwick Talent, Oregon
334. Jessie Monter Ashland, Oregon
335. cara cruickshank Ashland, Oregon
336. Hannah Sohl Ashland, Oregon
337. Lynn Twiest Ashland, Oregon
338. Sarah Rockwell Ashland, Oregon
339. Michael Davis Talent, Oregon
340. Richard Twiest Ashland, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 2:00 PM  
**To:** 'Tami DeMille-Campos'; 'Kim'  
**Subject:** FW: 10 new signers: Drew Noble, Sophie Berthiaume...

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

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

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**From:** Rebecca Malm [mailto:mail@changemail.org]  
**Sent:** Wednesday, November 13, 2013 1:58 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 10 new signers: Drew Noble, Sophie Berthiaume...

10 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 336 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

321. Drew Noble Ashland, Oregon
322. Sophie Berthiaume Ashland, Oregon
323. Dante Cimino ASHLAND, Oregon
324. David Painter Central Point, Oregon
325. Sandra Archibald Ashland, Oregon
326. Bob ~Altaras Ashland, Oregon
327. Megan Janssen Ashland, Oregon
328. Melissa Malm Ashland, Oregon
329. Heidi Wacker Talent, Oregon
330. Rebecca Malm Ashland, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 1:31 PM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 10 new signers: Elaine Hamlin, John Kalb...

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

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

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**From:** Eric Swan [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Monday, November 11, 2013 9:32 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 10 new signers: Elaine Hamlin, John Kalb...

10 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 300 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

291. Elaine Hamlin Ashland, Oregon
292. John Kalb Ashland, Oregon
293. Priscilla High Ashland, Oregon
294. Thomas Norby Ashland, Oregon
295. Barbara Bobes Ashland, Oregon
296. Isaac Walker Ashland, Oregon
297. Ian Wessler ashland, Oregon
298. Chris Chambers Ashland, Oregon
299. Isabelle Chatroux Ashland, Oregon
300. Eric Swan ashland, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:21 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 10 new signers: Sylvia Chatroux, Louisa Chatroux...

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

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

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**From:** Tom Marvin [mailto:mail@changemail.org]  
**Sent:** Monday, November 11, 2013 7:21 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 10 new signers: Sylvia Chatroux, Louisa Chatroux...

10 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 289 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

281. Sylvia Chatroux Ashland, Oregon  
282. Louisa Chatroux Ashland, Oregon  
283. Roslyn Parker Ashland, Oregon  
284. Roger Noyes Ashland, Oregon  
285. Brad Roupp Ashland, Oregon  
286. Teresa Tobey Ashland, Oregon  
287. Larry Lewis Talent, Oregon  
288. Risa Buck Ashland, Oregon  
289. Joyce Ward Ashland, Oregon  
290. Tom Marvin Ashland, Oregon







## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:21 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 10 new signers: Nathan Einbinder, Jeffrey Lynn...

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

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

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**From:** Ann Macrory [<mailto:mail@changemail.org>]  
**Sent:** Monday, November 11, 2013 5:33 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 10 new signers: Nathan Einbinder, Jeffrey Lynn...

10 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 279 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

271. Nathan Einbinder Ashland, Oregon  
272. Jeffrey Lynn Ashland, Oregon  
273. tom frantz ashland, Oregon  
274. Amy Drake Ashland, Oregon  
275. Carlyle Stout Ashland, Oregon  
276. John Fisher-Smith Ashland, Oregon  
277. Michael Cecil Ashland, Oregon  
278. Vanya Sloan Ashland, Oregon  
279. Noel Chatroux Ashland, Oregon  
280. Ann Macrory ASHLAND, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:21 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 25 more people signed: Dominique Brown, Debbie Miller...

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

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

---

**From:** Carlyle Stout [mailto:mail@changemail.org]  
**Sent:** Monday, November 11, 2013 1:50 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 25 more people signed: Dominique Brown, Debbie Miller...

25 people recently add their names to Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)". That means more than 500 people have signed on.

There are now 275 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

251. Dominique Brown Ashland, Oregon
252. Debbie Miller Ashland, Oregon
253. Kate Geary Ashland, Oregon
254. gretchen vos Ashland, Oregon
255. John Risser Ashland, Oregon
256. Kate Alftine Medford, Oregon
257. Laura Jesswein Talent, Oregon
258. William Heimann Ashland, Oregon
259. Maria Geigel ashland, Oregon
260. Mike Gardiner Ashland, Oregon

261. Eric Dittmer Medford, Oregon
262. Scott Balcom Ashland, Oregon
263. Bob Plummer Ashland, Oregon
264. Brooks Newton Ashland, Oregon
265. John Hutton Jacksonville, Oregon
266. Jerry Kenefick Ashland, Oregon
266. joe lindsay Ashland, Oregon
267. gerald shanafelt ashland, Oregon
268. Jan Schrag Mount Shasta, California
269. Eric Heesacker Talent, Oregon
270. Shady Sirotkin , United States
271. Nathan Einbinder Ashland, Oregon
272. Jeffrey Lynn Ashland, Oregon
273. tom frantz ashland, Oregon
274. Amy Drake Ashland, Oregon



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:20 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: Road Diet comments

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

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

---

**From:** Paige Townsend [<mailto:ptownsend@rvtd.org>]  
**Sent:** Monday, November 11, 2013 9:48 AM  
**To:** 'Mike Faught'  
**Cc:** Scott Eason; Julie Brown; [jballard@rh2.com](mailto:jballard@rh2.com); 'Tan Horlacher'  
**Subject:** Road Diet comments

Hi Mike,

We had a gal contact us last week regarding our opinion on the road diet. Scott Eason was the staff person she spoke too and I wanted to follow up on the last question, whether we would prefer to see Hwy 99 it go back to the original configuration or not. In general RVTD has not experienced any major incidents that would make it difficult to operate transit service effectively, although there are often times when we encounter minor issues. The issues are primarily dealing with cueing of traffic near, or prior to bus stops that make it difficult to enter into traffic and with traffic moving slower we are seeing our schedule adherence suffer. Since this is a long term design, we are concerned about future traffic volumes and how it may cause delays in our operations in 5,10,20... years.

In the big picture we have concerns about our ability for the Route 10 to remain within the 120 minute schedule and we would rather not make it even longer. As cities along the Hwy 99 corridor pursue reduced speeds, road diets and more intersection controls it causes our schedule to become out of date. Eventually RVTD will need to either shorten the route, reduce geographic area served or make the schedule 2.5 hours long which is simply not attractive to passengers.

With that being said, I think it's best that RVTD remain neutral with this last question. (Scott had responded that we would prefer to see the design return to its previous configuration). It's important for the corridor to have bicycle facilities and improve safety for left turning movements. The current design also provides traffic

calming and improves pedestrian safety. These are all benefits from the current design and bicyclists and pedestrians are our best customers.

RVTD want to continue our partnership with the City to pursue improvements to the transit system including seeking ways to improve the efficiency of the Route 10, such as signal priority and jump lanes.

Feel free to contact either Scott or myself if you have any questions.

Best,

Paige Townsend

RVTD Senior Planner

3200 Crater Lake Ave.

Medford, OR 97504

(541) 608-2429 Office

(541) 779-5821 Main

[p.townsend@rvtd.org](mailto:p.townsend@rvtd.org)

[www.rvtd.org](http://www.rvtd.org)



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:20 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: Comments Accompanying Road Diet Support Petition  
**Attachments:** Road Diet Comments as of 11\_11.pdf

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

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

---

**From:** Malena Marvin [<mailto:malena.marvin@gmail.com>]  
**Sent:** Monday, November 11, 2013 8:20 AM  
**To:** [greg@council.ashland.or.us](mailto:greg@council.ashland.or.us); [mike@council.ashland.or.us](mailto:mike@council.ashland.or.us); [pam@council.ashland.or.us](mailto:pam@council.ashland.or.us); [rich@council.ashland.or.us](mailto:rich@council.ashland.or.us); [dennis@council.ashland.or.us](mailto:dennis@council.ashland.or.us); [carol@council.ashland.or.us](mailto:carol@council.ashland.or.us); [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** Comments Accompanying Road Diet Support Petition

Mike, John, & members of the Council,

I'm not sure if our petition in support of the Road Diet is passing along to you the comments people are making when they sign. I think they're important to read, so I've attached them as a PDF to this document. Keep in mind these are just comments received over the weekend, and the petition is growing by the hour.

Can you provide any information on the decision-making timeline for road diet implementation? Will it be discussed at a Council meeting? If it is, can I be informed of when that meeting is so that I can present the petition with comments?

Thanks so much for your time and patience. If you have any questions or concerns regarding the petition process, please do not hesitate to email or call me.

Malena

--  
Malena Marvin  
Ecological Designer & Field Educator  
[elemental design build](#) | [nature of design](#)  
541.821.7260

## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:20 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: {SOPAT} Fwd: [ashland-community-action] Thanks for supporting safe, green transportation in Ashland! Spread the word!

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

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

---

**From:** [SoOrPartnersActiveTranspo@googlegroups.com](mailto:SoOrPartnersActiveTranspo@googlegroups.com) [mailto:[SoOrPartnersActiveTranspo@googlegroups.com](mailto:SoOrPartnersActiveTranspo@googlegroups.com)] **On Behalf Of** Colin  
**Sent:** Monday, November 11, 2013 1:36 AM  
**To:** [SoOrPartnersActivetranspo@googlegroups.com](mailto:SoOrPartnersActivetranspo@googlegroups.com)  
**Subject:** {SOPAT} Fwd: [ashland-community-action] Thanks for supporting safe, green transportation in Ashland! Spread the word!

Any help with signing this online petition to Council in favor of Ashland's "Road Diet" would be much appreciated.

*"The Road Diet concept was introduced in 2010 to improve travel on North Main Street. It reallocates the previous four car lanes into a center turn lane, two car lanes and two bicycle lanes."*

----- Forwarded message -----

**From:** Malena Marvin <[malena.marvin@gmail.com](mailto:malena.marvin@gmail.com)>  
**Date:** Sun, Nov 10, 2013 at 9:01 AM  
**Subject:** [ashland-community-action] Thanks for supporting safe, green transportation in Ashland! Spread the word!  
**To:** [ashland-community-action@lists.riseup.net](mailto:ashland-community-action@lists.riseup.net)

Just wanted to thank everyone for supporting my petition asking Council to make the "road diet" on North Main permanent. We got 200 signatures in a few days, and now I'm getting ambitious and setting my sights on 1,000.

**Will you make sure and sign the petition if you haven't already:** <http://chn.ge/16LefNz>

And then will you contact friends who may be interested and ask them to sign as well? I can't reach my goal with just my contacts - if we want to send a big message that Ashland supports safe, green transportation, we are all going to have to reach out to our networks!

Thanks!

Malena

--  
  
Malena Marvin  
Ecological Designer & Field Educator  
elemental design build | nature of design  
541.821.7260

Take action for Ashland and spread the word!  
Forward this Ashland Community Action announcement to a friend.

If you have received this email as a forward, subscribe by visiting <http://lists.riseup.net/www/info/ashland-community-action> or emailing [malena@riseup.net](mailto:malena@riseup.net).

If you'd like to unsubscribe, send a message to [malena@riseup.net](mailto:malena@riseup.net) with "UNSUBSCRIBE" in the subject line or login to your Riseup account and unsubscribe yourself.

--  
You received this message because you are subscribed to the Google Groups "SOPAT" group.  
To unsubscribe from this group and stop receiving emails from it, send an email to [SoOrPartnersActiveTranspo+unsubscribe@googlegroups.com](mailto:SoOrPartnersActiveTranspo+unsubscribe@googlegroups.com).  
To post to this group, send email to [SoOrPartnersActiveTranspo@googlegroups.com](mailto:SoOrPartnersActiveTranspo@googlegroups.com).  
Visit this group at <http://groups.google.com/group/SoOrPartnersActiveTranspo>.

## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:19 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Julia Janeway, Lynn McDonald...

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

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

---

**From:** Michael Steele [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Sunday, November 10, 2013 9:30 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Julia Janeway, Lynn McDonald...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 249 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

246. Julia Janeway Ashland, Oregon  
247. Lynn McDonald ashland, Oregon  
248. Sara Wilbur Ashland, Oregon  
249. Liz Schmidt Ashland, Oregon  
250. Michael Steele Morrice, Michigan



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:19 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Ashley Merrill, Bill and Jane Street...

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

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

---

**From:** Heather O'Neill [mailto:mail@changemail.org]  
**Sent:** Sunday, November 10, 2013 6:11 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Ashley Merrill, Bill and Jane Street...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 240 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

236. Ashley Merrill Ashland, Oregon  
237. Bill and Jane Street Ashland, Oregon  
238. Nancy O'Neal Medford, Oregon  
239. Alan Shorb Ashland, Oregon  
240. Heather O'Neill Ashland, Oregon





## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:18 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Patrick Tovatt, Kent Clinkinbeard...

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

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

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**From:** John Fertig [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Sunday, November 10, 2013 4:08 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Patrick Tovatt, Kent Clinkinbeard...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 235 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

- 231. Patrick Tovatt Talent, Oregon
- 232. Kent Clinkinbeard Medford, Oregon
- 233. David McNamara Ashland, Oregon
- 234. Melina Barker Ashland, Oregon
- 235. John Fertig Medford, Oregon



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:18 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Savel Sabol, Debra Levorse...

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

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

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**From:** Catherine Dennerlein [mailto:mail@changemail.org]  
**Sent:** Sunday, November 10, 2013 1:11 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Savel Sabol, Debra Levorse...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 230 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

227. Savel Sabol Talent, Oregon  
229. Debra Levorse Ashland, Oregon  
230. Tanya Lee Angel Ashland, Oregon  
231. Alan Galka Ashland, Oregon  
230. Catherine Dennerlein Grants Pass, Oregon





## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:18 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Kathy Conway, William Tout...

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

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**From:** Tanya Lee Angel [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Sunday, November 10, 2013 11:48 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Kathy Conway, William Tout...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 230 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

225. Kathy Conway Jacksonville, Oregon  
226. William Tout Ashland, Oregon  
227. Savel Sabol Talent, Oregon  
229. Debra Levorse Ashland, Oregon  
230. Tanya Lee Angel Ashland, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:18 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Jeannine Roberts Royce, Chuck Keil...

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

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

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**From:** Kathy Conway [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Sunday, November 10, 2013 11:20 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Jeannine Roberts Royce, Chuck Keil...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 225 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

221. Jeannine Roberts Royce Ashand, Oregon  
222. Chuck Keil Ashland, Oregon  
223. Zachary Griffin Bakersfield, California  
224. Dewayne Conner Ashland, Oregon  
225. Kathy Conway Jacksonville, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:18 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Alan Journet, Diarmuid McGuire...

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

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**From:** Ann Gagnon [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Sunday, November 10, 2013 10:29 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Alan Journet, Diarmuid McGuire...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 220 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

216. Alan Journet Jacksonville, Oregon  
217. Diarmuid McGuire Ashland, Oregon  
218. Frank Correia Brookings, Oregon  
219. Heidi Parker Ashland, Oregon  
220. Ann Gagnon Ashland, Oregon





## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:02 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: beth wismar, kate mccabe...

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

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

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**From:** Jonathan Williams [mailto:mail@changemail.org]  
**Sent:** Sunday, November 10, 2013 10:15 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: beth wismar, kate mccabe...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 217 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

206. beth wismar ashland, Oregon  
207. kate mccabe ashland, Oregon  
208. Dana Ahern Ashland, Oregon  
209. Jason Houk Ashland, Oregon  
210. Jonathan Williams Ashland, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:02 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Richard Seidman, Alex Newport-Berra...

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

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

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**From:** Helga Motley [mailto:mail@changemail.org]  
**Sent:** Sunday, November 10, 2013 9:44 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Richard Seidman, Alex Newport-Berra...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 215 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

211. Richard Seidman Ashland, Oregon
212. Alex Newport-Berra Ashland, OR, Oregon
213. Brenda Gould Ashland, Oregon
214. Mark Knox Ashland, Oregon
215. Helga Motley Ashland, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:02 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Laura Guerrero, Libby Edson...

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

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

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**From:** Steven Edson [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Sunday, November 10, 2013 6:31 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Laura Guerrero, Libby Edson...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 200 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

196. Laura Guerrero Grants Pass, Oregon
197. Libby Edson Ashland, Oregon
198. Carolee Buck Ashland, Oregon
199. jane bsrton Ashland, Oregon
200. Steven Edson Ashland, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:02 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Isabella Thorndike, Leah Saturen...

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

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

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**From:** Kathryn Smith [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Saturday, November 09, 2013 9:50 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Isabella Thorndike, Leah Saturen...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 195 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

191. Isabella Thorndike Ashland, Oregon
192. Leah Saturen Ashland, Oregon
193. Judith Sanford Ashland, Oregon
194. Kathleen Stasny Ashland, Oregon
195. Kathryn Smith Ashland, Oregon





## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:01 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Susan Bohn, Guy Nutter...

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

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

---

**From:** Patti Sanders [mailto:mail@changemail.org]  
**Sent:** Saturday, November 09, 2013 6:24 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Susan Bohn, Guy Nutter...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 190 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

186. Susan Bohn Medford, Oregon
187. Guy Nutter Ashland, Oregon
188. Concerned Citizen New City, New York
189. Charles Carlson ASHLAND, Oregon
190. Patti Sanders Ashland, Oregon



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:01 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Julia Sommer, Judy Kerr...

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

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

---

**From:** David Masessa [<mailto:mail@changemail.org>]  
**Sent:** Saturday, November 09, 2013 3:18 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Julia Sommer, Judy Kerr...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 185 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

- 181. Julia Sommer Ashland, Oregon
- 182. Judy Kerr Ashland, Oregon
- 183. Adam Weber Hood River, Oregon
- 184. Tom Pelsor Yreka, California
- 185. David Masessa Medford, Oregon



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:01 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Sally Rogers, David Oliver...

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

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

---

**From:** tom sheets [mailto:mail@changemail.org]  
**Sent:** Saturday, November 09, 2013 1:18 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Sally Rogers, David Oliver...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 180 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

176. Sally Rogers Eagle Point, Oregon
177. David Oliver Ashland, Oregon
178. Ann Hackett Medford, Oregon
179. Tenasi Lazar Ashland, Oregon
180. tom sheets ashland, Oregon



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:01 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Edward Jensen, Belkis Rutchland...

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

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

---

**From:** Teri Coppedge [mailto:mail@changemail.org]  
**Sent:** Saturday, November 09, 2013 11:24 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Edward Jensen, Belkis Rutchland...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 175 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

172. Edward Jensen Phoenix, Oregon  
173. Belkis Rutchland Ashland, Oregon  
174. Ben Bellinson Ashland, Oregon  
174. Katharine Danner Ashland, Oregon  
175. Teri Coppedge Ashland, Oregon



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:01 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Terry Longshore, Kelly Shelstad...

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

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

---

**From:** Deborah Gordon [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Saturday, November 09, 2013 9:48 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Terry Longshore, Kelly Shelstad...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 170 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

- 165. Terry Longshore Ashland, Oregon
- 166. Kelly Shelstad Ashland, Oregon
- 167. cynthia wood ashland, Oregon
- 168. Shannon Christopher Ashland, Oregon
- 170. Deborah Gordon Ashland, Oregon



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:00 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Mark Spector, Joann Pinder...

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

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

---

**From:** Terry Longshore [mailto:mail@changemail.org]  
**Sent:** Saturday, November 09, 2013 8:37 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Mark Spector, Joann Pinder...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 165 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

161. Mark Spector Ashland, Oregon
162. Joann Pinder Ashland, Oregon
163. Donald Parker Ashland, Oregon
164. Amy Twiest Ashland, Oregon
165. Terry Longshore Ashland, Oregon



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:00 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Mark Spector, Joann Pinder...

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

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

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**From:** Lynn Adams [<mailto:mail@changemail.org>]  
**Sent:** Saturday, November 09, 2013 8:14 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Mark Spector, Joann Pinder...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 165 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

161. Mark Spector Ashland, Oregon  
162. Joann Pinder Ashland, Oregon  
163. Donald Parker Ashland, Oregon  
164. Amy Twiest Ashland, Oregon  
165. Lynn Adams Medford, Oregon



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:00 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: laurie red, Trisha Vigil...

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

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**From:** Justin Adams [mailto:mail@changemail.org]  
**Sent:** Saturday, November 09, 2013 7:15 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: laurie red, Trisha Vigil...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 160 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

156. laurie red ashland, Oregon  
158. Trisha Vigil Talent, Oregon  
159. Bruce Bergstrom Ashland, Oregon  
159. Candace Younghans Ashland, Oregon  
160. Justin Adams Ashland, Oregon





## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:00 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Wayne Breithaupt, Sharon Harris...

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

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**From:** Barbara Stout [<mailto:mail@changemail.org>]  
**Sent:** Saturday, November 09, 2013 12:28 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Wayne Breithaupt, Sharon Harris...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 155 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

148. Wayne Breithaupt Medford, Oregon  
149. Sharon Harris Ashland, Oregon  
150. Merry Evitts Ashland, Oregon  
151. Matthew Evitts Ashland, Oregon  
152. Chris Bourne Talent, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:00 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Nancy Keeley, Rich Rohde...

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

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**From:** Merry Evitts [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 11:13 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Nancy Keeley, Rich Rohde...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 150 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

- 146. Nancy Keeley Ashland, Oregon
- 147. Rich Rohde Ashland, Oregon
- 148. Wayne Breithaupt Medford, Oregon
- 149. Sharon Harris Ashland, Oregon
- 150. Merry Evitts Ashland, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 11:00 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Carl Harsch, Bonnie Walker...

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

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

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**From:** Jody Zonnenschein [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 9:39 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Carl Harsch, Bonnie Walker...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 140 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

135. Carl Harsch Medford, Oregon  
137. Bonnie Walker Medford, Oregon  
139. Arthur Buck Ashland, Oregon  
138. Sarah Paul Ashland, Oregon  
139. Rylan Heyerman Ashland, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 10:59 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: keiths shirley, Gary Foll...

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

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

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**From:** Carl Harsch [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 7:47 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: keiths shirley, Gary Foll...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 135 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

- 130. keiths shirley medford, Oregon
- 131. Gary Foll Ashland, Oregon
- 132. opie heyerman ashland, Oregon
- 133. Dorsey Burger Ashland, Oregon
- 134. Victoria Brown Eagle Point, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 10:59 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Dale Berg, Eric Bell...

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

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

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**From:** keiths shirley [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 7:18 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Dale Berg, Eric Bell...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 132 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

126. Dale Berg Portland, Oregon  
127. Eric Bell Ashland, Oregon  
128. Elizabeth Zell Ashland, Oregon  
129. Jessica Leonard Ashland, Oregon  
130. keiths shirley medford, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 10:59 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: jack kyman, Tom Burnham...

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

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**From:** Holly Johnson [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 7:05 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: jack kyman, Tom Burnham...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 128 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

121. jack kyman ashland, Oregon
122. Tom Burnham Ashland, Oregon
123. Cynthia Bower Talent, Oregon
124. L Leroy Coppedge Ashland, Oregon
125. Holly Johnson Ashland, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 10:59 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Jon Aleshire, Paul Rowland...

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

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

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**From:** Robert Sorrell [<mailto:mail@changemail.org>]  
**Sent:** Friday, November 08, 2013 6:46 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Jon Aleshire, Paul Rowland...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 127 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

116. Jon Aleshire Ashland, Oregon  
117. Paul Rowland Ashland, Oregon  
119. pete Wallstrom Ashland, Oregon  
120. Rick Berlet Ashland, Oregon  
120. Robert Sorrell Ashland, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 10:59 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Michael Pitts, Jon Aleshire...

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

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

---

**From:** Rick Berlet [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 6:39 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Michael Pitts, Jon Aleshire...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 125 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

116. Michael Pitts Medford, Oregon  
116. Jon Aleshire Ashland, Oregon  
117. Paul Rowland Ashland, Oregon  
119. pete Wallstrom Ashland, Oregon  
120. Rick Berlet Ashland, Oregon





## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 10:59 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: martha wilhelm, Tristan Gutner...

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

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---

**From:** Bradley Whelden [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 6:05 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: martha wilhelm, Tristan Gutner...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 121 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

111. martha wilhelm talent, Oregon
112. Tristan Gutner Ashland, Oregon
113. Doug Shipley Ashland, Oregon
114. Jean O'Donnell Ashland, Oregon
115. Bradley Whelden Ashland, Oregon



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 10:58 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Joi Riley, Ronald Zell...

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

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

---

**From:** wil thomson [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 5:29 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Joi Riley, Ronald Zell...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 116 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

106. Joi Riley Talent, Oregon
107. Ronald Zell Ashland, Oregon
108. Evan Smith Ashland, Oregon
109. Judy Howard Ashland, Oregon
110. wil thomson ashland, Oregon



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 10:58 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Joseph Micketti, Randy Mason...

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

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

---

**From:** Autumn Micketti [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 5:16 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Joseph Micketti, Randy Mason...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 116 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

- 98. Joseph Micketti Ashland, Oregon
- 99. Randy Mason Ashland, Oregon
- 100. Jeanne Chouard Ashland, Oregon
- 103. Kim Rooklyn Ashland, Oregon
- 105. Autumn Micketti Ashland, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 10:57 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Stuart Green, Philip Gagnon...

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

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

---

**From:** Jeanne Chouard [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 5:02 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Stuart Green, Philip Gagnon...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 116 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

96. Stuart Green Ashland, Oregon
97. Philip Gagnon Ashland, Oregon
98. Joseph Micketti Ashland, Oregon
99. Randy Mason Ashland, Oregon
100. Jeanne Chouard Ashland, Oregon



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 10:57 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Brittany Harris, Becky Brown...

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

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

---

**From:** Dan Thorndike [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 4:31 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Brittany Harris, Becky Brown...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 115 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

91. Brittany Harris Ashland, Oregon
92. Becky Brown Ashland, Oregon
93. john grimbergen ashland, Oregon
94. ML Moore Ashland, Oregon
95. Dan Thorndike Ashland, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 10:57 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Aaron Hoppe, Robert Beher...

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

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

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**From:** Katherine Nabielski [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 4:03 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Aaron Hoppe, Robert Beher...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 112 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

- 88. Aaron Hoppe Ashland, Oregon
- 87. Robert Beher Jacksonville, Oregon
- 88. Brandon Breen Ashland, Oregon
- 89. Sarah Vaile Ashland, Oregon
- 90. Katherine Nabielski Ashland, Oregon



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 10:57 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: John Colwell, john harris...

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

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**From:** Cheryl Colwell [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 3:27 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: John Colwell, john harris...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 109 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

80. John Colwell ASHLAND, Oregon
81. john harris Ashland, Oregon
83. Ken Silverman Ashland, Oregon
84. Ana LoPresti Ashland, Oregon
85. Cheryl Colwell Ashland, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 10:56 AM  
**To:** 'Tami DeMille-Campos'; 'Kim'  
**Subject:** FW: 5 new petition signatures: Jeff Altemus, Janie Chandler...

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

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

---

**From:** John Colwell [<mailto:mail@changemail.org>]  
**Sent:** Friday, November 08, 2013 3:18 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Jeff Altemus, Janie Chandler...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 107 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

76. Jeff Altemus Ashland, Oregon
77. Janie Chandler Ashland, Oregon
78. brandon liebert Ashland, Oregon
79. Kristine Ehrhart Anchorage, Alaska
80. John Colwell ASHLAND, Oregon





## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:23 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Billy Peterson, Noah Volz...

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

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

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**From:** Kiova Staley [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 2:35 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Billy Peterson, Noah Volz...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 98 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

71. Billy Peterson Ashland, Oregon
72. Noah Volz ashland, Oregon
73. John Burns Ashland, Oregon
74. Ian Bagshaw talent, Oregon
75. Kiova Staley Ashland, Oregon



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:19 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Billy Peterson, Noah Volz...

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

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

---

**From:** Kiova Staley [<mailto:mail@changemail.org>]  
**Sent:** Friday, November 08, 2013 2:35 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Billy Peterson, Noah Volz...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 98 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

71. Billy Peterson Ashland, Oregon
72. Noah Volz ashland, Oregon
73. John Burns Ashland, Oregon
74. Ian Bagshaw talent, Oregon
75. Kiova Staley Ashland, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:19 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Sam Whitridge, Paul Grimsrud...

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

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

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**From:** Kelly Miller [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 1:42 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Sam Whitridge, Paul Grimsrud...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 93 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

61. Sam Whitridge Ashland, Oregon
62. Paul Grimsrud Ashland, Oregon
63. Celia Harris Ashland, Oregon
64. Lyndia Hammer Ashland, Oregon
65. Kelly Miller Talent, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:19 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Aura Johnson, Michael Parker...

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

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

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**From:** Elizabeth Tobey [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 1:22 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Aura Johnson, Michael Parker...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 91 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

56. Aura Johnson Ashland, Oregon
57. Michael Parker Ashland, Oregon
58. George Sexton Ashland, Oregon
59. Casey Frieder Ashland, Oregon
60. Elizabeth Tobey Ashland, Oregon



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:18 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: 5 new petition signatures: Duane Martinez, Eric Hansen...

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

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

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**From:** bj hilden [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 1:06 PM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** 5 new petition signatures: Duane Martinez, Eric Hansen...

5 new people recently signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

There are now 88 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>

Dear Mike Faught,

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,

51. Duane Martinez Ashland, Oregon
52. Eric Hansen Ashland, Oregon
53. Olivia Doty Ashland, Oregon
54. Jeanine Moy Ashland, Oregon
55. bj hilden ashland, Oregon



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:18 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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

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**From:** Beth Nolan [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 11:52 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Beth Nolan Ashland, Oregon

---

There are now 48 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



**Tami DeMille-Campos**

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:18 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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

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**From:** Rob Sweeney [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 11:52 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Rob Sweeney Ashland, Oregon

---

There are now 49 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:18 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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

---

**From:** Sarah Golden [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 11:50 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Sarah Golden Ashland, Oregon

---

There are now 47 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>





## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:18 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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

---

**From:** Sarah Red-Laird [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 11:48 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Sarah Red-Laird Ashland, Oregon

---

There are now 46 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:17 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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

---

**From:** Judy Peddicord [<mailto:mail@changemail.org>]  
**Sent:** Friday, November 08, 2013 11:40 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Judy Peddicord Ashland, Oregon

---

There are now 45 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:17 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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

---

**From:** Erika Giesen [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 10:55 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Erika Giesen Talent, Oregon

---

There are now 41 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:17 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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

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**From:** Megan Fehrman [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 10:40 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Megan Fehrman Jacksonville, Oregon

---

There are now 40 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:17 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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

---

**From:** Pepper Trail [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 10:37 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Pepper Trail Ashland, Oregon

---

There are now 38 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:17 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Michael R. Faught  
Public Works Director  
City of Ashland  
51 Winburn Way  
Ashland, OR 97520  
[faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
541/552-2411  
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800/735-2900 TTY

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---

**From:** Greg Carey [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 10:33 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Greg Carey Ashland, Oregon

---

There are now 37 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:16 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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---

**From:** Tracy Harding [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 10:16 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Tracy Harding Ashland, Oregon

---

There are now 35 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:16 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Michael R. Faught  
Public Works Director  
City of Ashland  
51 Winburn Way  
Ashland, OR 97520  
[faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
541/552-2411  
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800/735-2900 TTY

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---

**From:** Fred Gant [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 10:03 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Fred Gant Ashland, Oregon

---

There are now 35 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>





## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:16 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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---

**From:** James Haim [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 9:57 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
James Haim Ashland, Oregon

---

There are now 33 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:16 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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---

**From:** Christopher Collins [<mailto:mail@changemail.org>]  
**Sent:** Friday, November 08, 2013 9:46 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Christopher Collins Staten Island, New York

---

There are now 32 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:16 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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---

**From:** Pauline Black [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 9:44 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Pauline Black Ashland, Oregon

---

There are now 31 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:15 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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---

**From:** Joanne Lescher [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 9:42 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Joanne Lescher Ashland, Oregon

---

There are now 30 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 9:15 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: [ashland-community-action] Sign a quick petition supporting the Road Diet!

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

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---

**From:** amy anderson [mailto:amydot2000@yahoo.com]  
**Sent:** Friday, November 08, 2013 9:36 AM  
**To:** [mike.faught@ashland.or.us](mailto:mike.faught@ashland.or.us); [fluerys@ashland.or.us](mailto:fluerys@ashland.or.us)  
**Subject:** Fw: [ashland-community-action] Sign a quick petition supporting the Road Diet!

On Thursday, November 7, 2013 7:29 PM, Malena Marvin <[malena.marvin@gmail.com](mailto:malena.marvin@gmail.com)> wrote:  
Here's a chance to send a quick message to City Council supporting the Road Diet and safe bike and ped-friendly transportation in Ashland!

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet#>

Please take 5 seconds to add your name (an email will be sent to Council) and please do share with your networks and Ashland friends!

The City's feedback website was definitely cumbersome, and it looks like only 275 people actually left comments. Let's make a big statement that Ashlanders support bike-friendly planning!

Thanks so much,  
Malena

--

Malena Marvin

Ecological Designer & Field Educator  
elemental design build | nature of design  
541.821.7260

Take action for Ashland and spread the word!  
Forward this Ashland Community Action announcement to a friend.

If you have received this email as a forward, subscribe by visiting  
<http://lists.riseup.net/www/info/ashland-community-action> or emailing [malena@riseup.net](mailto:malena@riseup.net).

## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:22 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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---

**From:** Charles Schink [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 9:28 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Charles Schink Ashland, Oregon

---

There are now 29 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:21 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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

---

**From:** Shannon Clery [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 8:38 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Shannon Clery Ashland, Oregon

---

There are now 27 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>





## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:21 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Michael R. Faught  
Public Works Director  
City of Ashland  
51 Winburn Way  
Ashland, OR 97520  
[faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
541/552-2411  
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800/735-2900 TTY

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---

**From:** Deborah Holden [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 8:38 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Deborah Holden Ashland, Oregon

---

There are now 26 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



**Tami DeMille-Campos**

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:21 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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---

**From:** Katherine Holden [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 8:12 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Katherine Holden Ashland, Oregon

---

There are now 25 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:21 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Michael R. Faught  
Public Works Director  
City of Ashland  
51 Winburn Way  
Ashland, OR 97520  
[faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
541/552-2411  
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800/735-2900 TTY

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---

**From:** Debbie Levy [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 8:10 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Debbie Levy Ashland, Oregon

---

There are now 24 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:20 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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

---

**From:** Tracy Peddicord [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 7:38 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Tracy Peddicord Ashland, Oregon

---

There are now 23 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:20 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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---

**From:** Mike McDonald [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 7:35 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Mike McDonald Norden, California

---

There are now 22 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:19 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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

---

**From:** Dan Moore [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 6:23 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Dan Moore Ashland, Oregon

---

There are now 22 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:19 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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---

**From:** Peggy Paver [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 6:09 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Peggy Paver Ashland, Oregon

---

There are now 21 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:19 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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---

**From:** John Fricker [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 5:10 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
John Fricker Ashland, Oregon

---

There are now 20 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>





## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:18 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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---

**From:** Diana Hartel [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 5:09 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Diana Hartel Ashland, Oregon

---

There are now 19 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:18 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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---

**From:** Liza Tran [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 2:31 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Liza Tran Ashland, Oregon

---

There are now 15 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:18 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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---

**From:** Robyn Janssen [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 2:07 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Robyn Janssen Ashland, Oregon

---

There are now 14 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:18 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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---

**From:** Stu O'Neill [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 1:56 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Stu O'Neill Ashland, Oregon

---

There are now 13 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:18 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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

---

**From:** John Bullock [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 1:38 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
John Bullock Ashland, Oregon

---

There are now 12 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:17 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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---

**From:** Betsy Combes [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 1:35 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Betsy Combes Talent, Oregon

---

There are now 11 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:17 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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---

**From:** Steven LaRose [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 1:12 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Steven LaRose Talent, Oregon

---

There are now 9 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:17 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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---

**From:** Ted Clay [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 1:08 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Ted Clay Ashland, Oregon

---

There are now 8 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>





## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:17 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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---

**From:** Wes Brain [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 1:07 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Wes Brain Ashland, Oregon

---

There are now 7 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:17 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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---

**From:** Nuna Teal [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 1:03 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Nuna Teal Ashland, Oregon

---

There are now 6 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:16 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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

---

**From:** Joseph Chermesino [<mailto:mail@changemail.org>]  
**Sent:** Friday, November 08, 2013 12:58 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Joseph Chermesino ashland, Oregon

---

There are now 5 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:16 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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---

**From:** Evelyn Roether [mailto:[mail@changemail.org](mailto:mail@changemail.org)]  
**Sent:** Friday, November 08, 2013 12:55 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Evelyn Roether Ashland, Oregon

---

There are now 4 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

---

**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:16 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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

---

**From:** Elizabeth Bretko [mailto:mail@changemail.org]  
**Sent:** Friday, November 08, 2013 12:38 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Elizabeth Bretko Jacksonville, Oregon

---

There are now 3 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:16 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

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

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

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**From:** Brandy MacDonald [<mailto:mail@changemail.org>]  
**Sent:** Friday, November 08, 2013 12:26 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Brandy MacDonald Ashland, Oregon

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There are now 2 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:

<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>



## Tami DeMille-Campos

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**From:** Mike Faught [faughtm@ashland.or.us]  
**Sent:** Wednesday, November 13, 2013 8:15 AM  
**To:** 'Kim'; 'Tami DeMille-Campos'  
**Subject:** FW: I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

I received several emails regarding the support bike and ped friendly transportation petition that I will be forwarding to both of you.

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

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

---

**From:** Malena Marvin [<mailto:mail@changemail.org>]  
**Sent:** Friday, November 08, 2013 12:22 AM  
**To:** [faughtm@ashland.or.us](mailto:faughtm@ashland.or.us)  
**Subject:** I just signed "City of Ashland: Support bike & ped friendly transportation - Keep the road diet!"

Dear Mike Faught,

I just signed Ashland Community Action's petition "[City of Ashland: Support bike & ped friendly transportation - Keep the road diet!](#)" on Change.org.

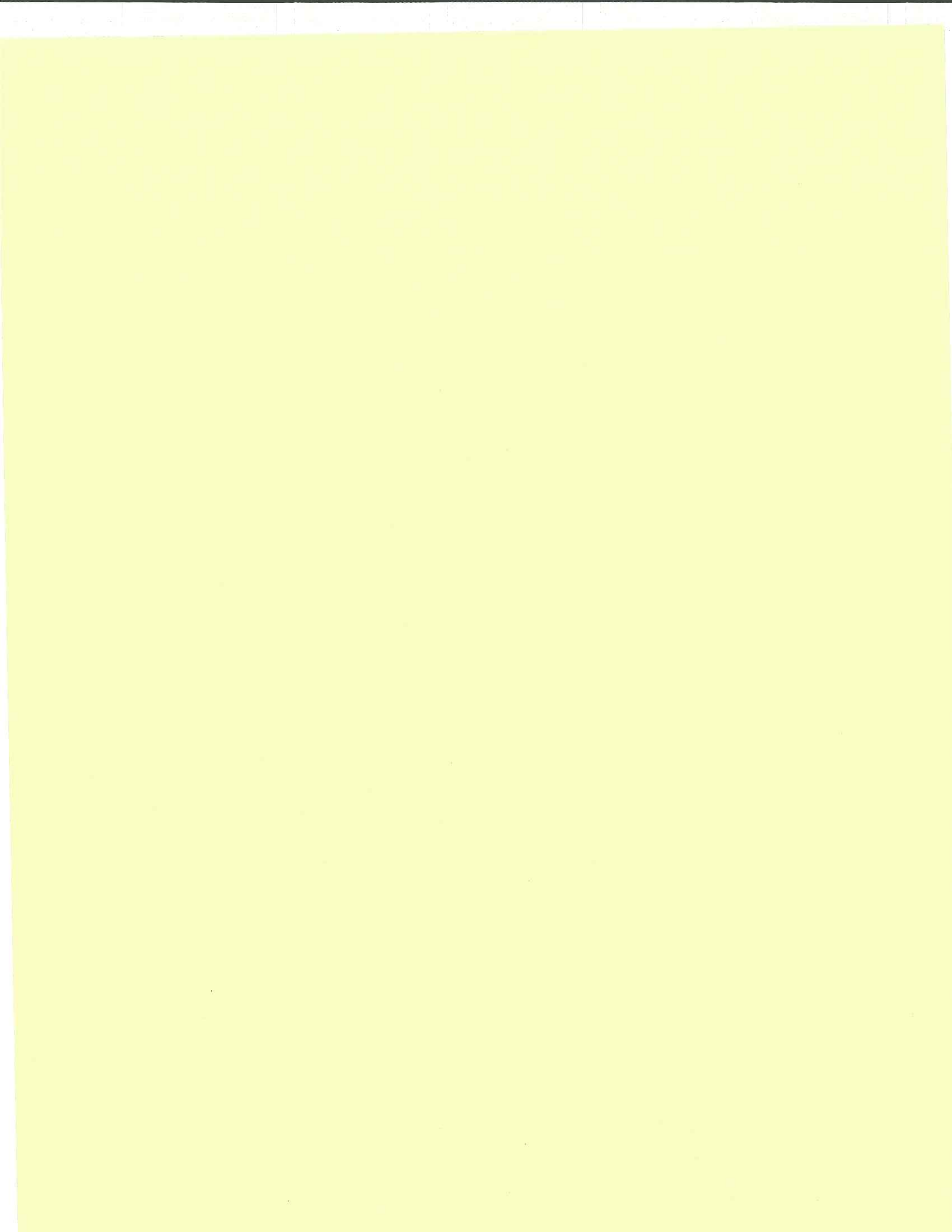
I support bike and ped friendly transportation in Ashland: Keep the road diet!

Sincerely,  
Malena Marvin Ashland, Oregon

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There are now 1 signatures on this petition. Read reasons why people are signing, and respond to Ashland Community Action by clicking here:  
<http://www.change.org/petitions/city-of-ashland-support-bike-ped-friendly-transportation-keep-the-road-diet/responses/new?response=946504106bd1>







# **SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC**

112 Monterey Drive - Medford, Or. 97504 – Office 541.608.9923 – Cell 541.941.4148 –Email: [kwkp1@Q.com](mailto:kwkp1@Q.com)

November 13, 2013

Mike Faught, Public Works Department  
City of Ashland  
51 Winburn Way  
Ashland, Oregon 97520

RE: Post Road Diet Assessment – January through October

Southern Oregon Transportation Engineering, LLC was retained by the City of Ashland to perform an on-going assessment of how the road diet on North Main Street is operating since it was implemented in September of 2012. The evaluation criteria, set forth by Kittelson & Associates, included the following measures:

- Improve Safety – Reduce the annual average number and severity of crashes on North Main Street.
- Reduce Vehicle Speeds – Reduce the 85<sup>th</sup> Percentile Speed closer to the posted speed of 25 mph.
- Increase Bicycle and Pedestrian Volumes – An increase in bicycle and pedestrian volumes during the trial period would indicate an element of success at better serving all modes along North Main Street.
- Maintain Acceptable Vehicle Travel Time – Maintain an average vehicle travel time of 4 minutes and 20 seconds or less from Helman Street to the northern city limits.
- Gain Community Support – Achieve an increase in support for keeping the road diet after the trial period.

## **Background**

The City hired Kittelson & Associates in 2012 to establish evaluation criteria for the North Main Street Road Diet pilot project and collect data on North Main Street prior to implementation of the road diet. In late September of 2012, construction began to implement the road diet and it was finished by the end of October of 2012. Volunteers and staff collected monthly pedestrian and bicycle data from October of 2012 through October of 2013 to complete a one-year evaluation. Southern Oregon Transportation Engineering, LLC was hired by the City in January of 2013 to collect operational data on North Main Street and provide an assessment regarding the road diet performance over a one-year trial period.

## **Data Collection**

Monthly data collection since January of 2013 includes:

- Side street delays during the PM peak hour (seconds per vehicle)
- Side street queue lengths during the PM peak hour (number of vehicles waiting at any one time)
- Main Street delays and queue lengths during the PM peak hour
- Intersection level of services during the PM peak hour (A-F)
- Available gaps on Main Street for side street traffic during the PM peak hour
- Average travel times during the AM and PM peak hours
- 85<sup>th</sup> percentile speeds
- Average daily traffic (ADT) volumes

Quarterly data collection since January of 2013 includes:

- Side street average daily traffic volumes
- Side street delays during the AM peak hour (seconds per vehicle)
- Side street queue lengths during the AM peak hour (number of vehicles waiting at any one time)

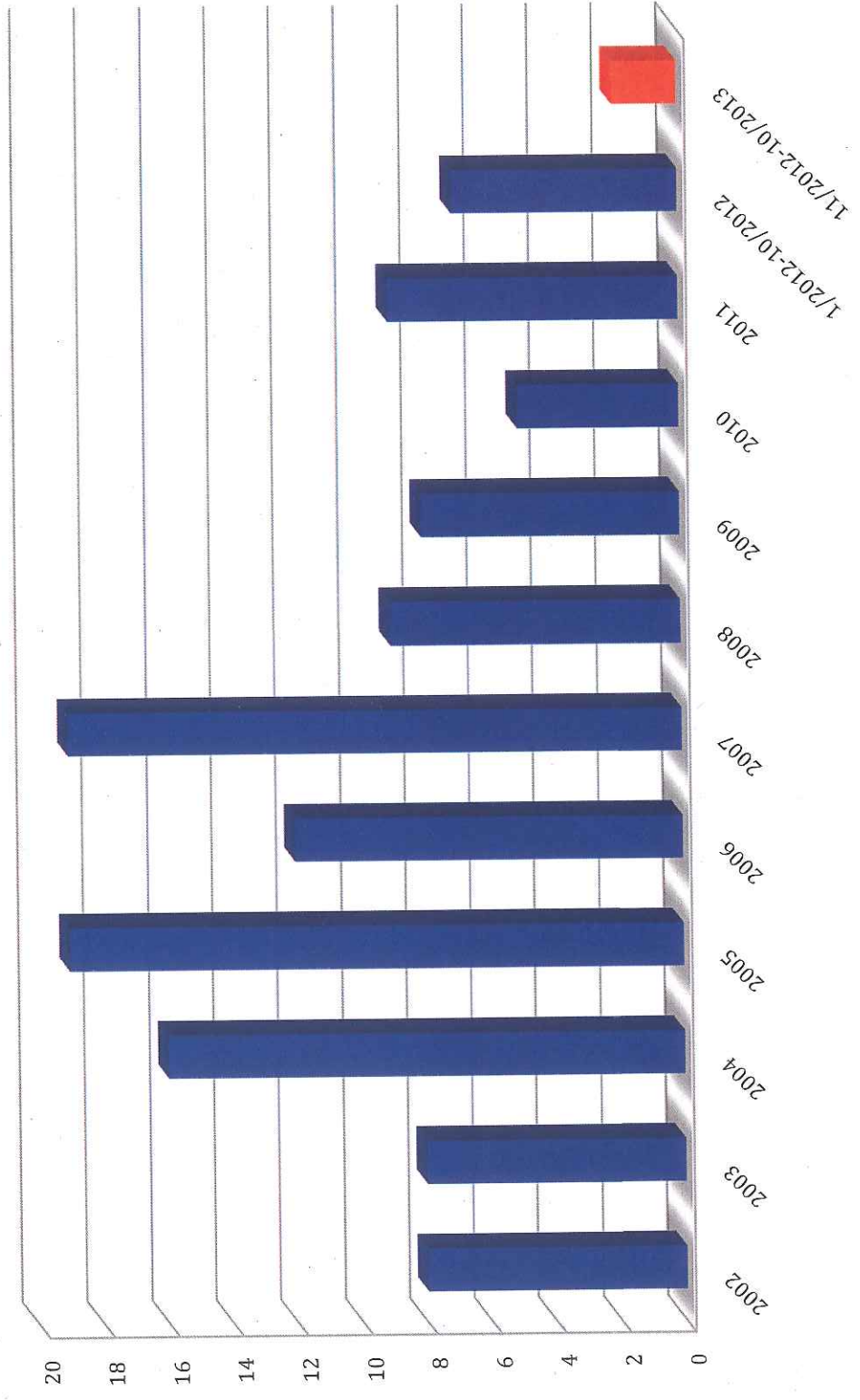
## **Pre vs. Post Road Diet - North Main Street Performance**

- Crash Data – The North Main Street corridor between Schofield Street and Helman Street experienced 120 reported crashes in the most recent 10-year period (2002-2012), or an average of 12 crashes per year. A fatality resulted from a collision in June of 2005 between Schofield and Sheridan. The location with the highest occurrence during that 10-year period was shown at the stop-controlled intersection of Wimer/Hersey/Main Street, where there were 39 reported crashes with a maximum of 7 crashes in any one single year.

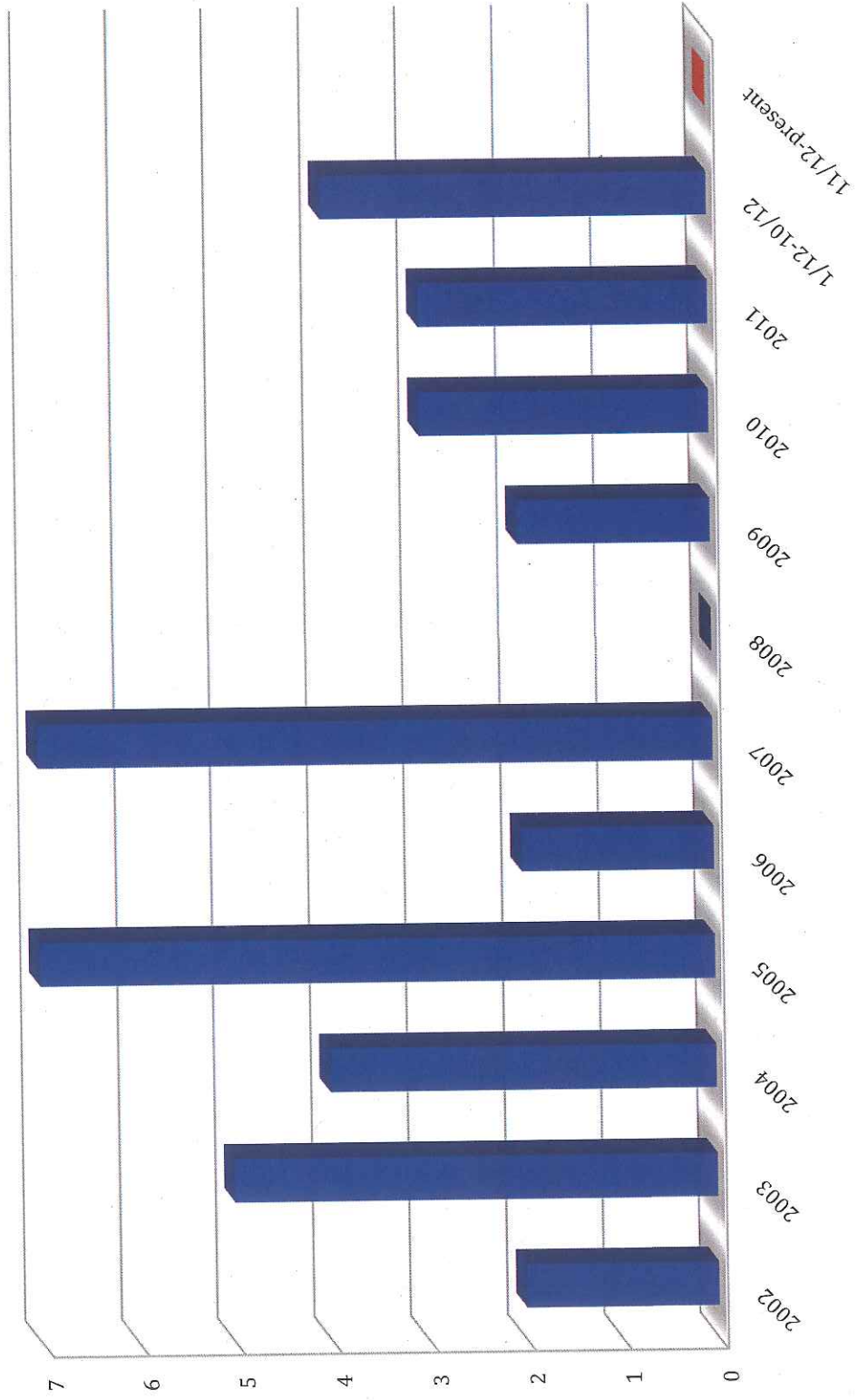
From November of 2012 through October of 2012 there have been 2 reported crashes on North Main Street between Schofield Street and Helman Street. Both crashes occurred at the signalized intersection of Maple/Main Street and were rear-end collisions. None of the crashes involved injury.

Comparison graphs show before and after results in the following pages.

# Crashes in Corridor



# Crashes at Hersey/Wimer/Main



The last time that crash data was reported to the City Council was in August of 2013. At that hearing, 3 crashes were reported to have occurred on North Main Street from November of 2012 – July of 2013. This was in error. Only 2 crashes were actually reported to the City through the normal reporting procedures. The third crash came from a discussion with an Ashland police officer and was assumed to have been missed so was included in the data. What has been discovered since having discussions with the Ashland Police Department is their method for reporting crashes to the City has gone through changes over the past decade. For clarification, between the years 2000-2008, the Police Department took crash reports on all crashes. In 2008, due to budget cuts, the Police Department changed their policy and only took crash reports when one party to the incident required transport to a medical care facility, one of the vehicles involved needed to be towed away from the scene, or a citation was issued. The crashes shown on the graph between 2009 and 2012 only reflect crash reports taken under the new policy. In September of 2013, the Police Department once again changed their policy and are back to filling out reports for all crashes regardless of the circumstances.

As an additional comparison, crash data from ODOT's crash analysis unit was evaluated and provided the following results:

119 total reported crashes within the corridor in the most recent 10-year period (2002-2012) as compared to 120 reported crashes to the City of Ashland. 37 of the reported crashes occurred at the intersection of Hersey/Wimer/Main Street as compared to 39 from City records. ODOT crash records show one crash since implementation of the road diet compared to 2 reported to the City, but their data ends in April of 2013 so they don't include a crash that occurred in May of 2013. Overall, the data from ODOT appears to be consistent with what was provided to the City and used in the evaluation.

- Pedestrian/Bicycle Activity – One of the motivations for the North Main Street road diet is to make it easier and more attractive for bicyclists and pedestrians to use North Main Street. An increase in these volumes would be an indication of better serving all modes of travel.

Prior to implementation of the road diet, pedestrian and bicyclist volumes were gathered during peak periods at the intersections of Laurel/Main, Hersey/Wimer/Main, and Maple/Main. Data was collected at Laurel/Main and Maple/Main during the P.M. period (3:30-5:30 P.M.) and earlier in the day at Hersey/Wimer/Main (1:00-3:00 P.M.) to compare lunch and school traffic volumes. A summary of pre, post, and average data is provided in the following table.

**Table 1 – Pedestrian and Bicycle Volume Comparisons – North Main Street**

Segment	Pedestrians			Bicyclists		
	Pre	Post	Average	Pre	Post	Average
Maple Street / Main Street (3:30-5:30 P.M.)	17	17	21 (+)	22	25 (+)	22
Hersey/Wimer/ Main Street (2:00-3:00 P.M.)	21	37 (+)	21	0	13 (+)	10 (+)
Laurel Street / Main Street (3:30-5:30 P.M.)	36	92 (+)	51 (+)	26	20 (-)	23 (-)

\*Pre/Post data compares data collected in the month of September

\*\*Average data is averaged from November of 2012 - October of 2013

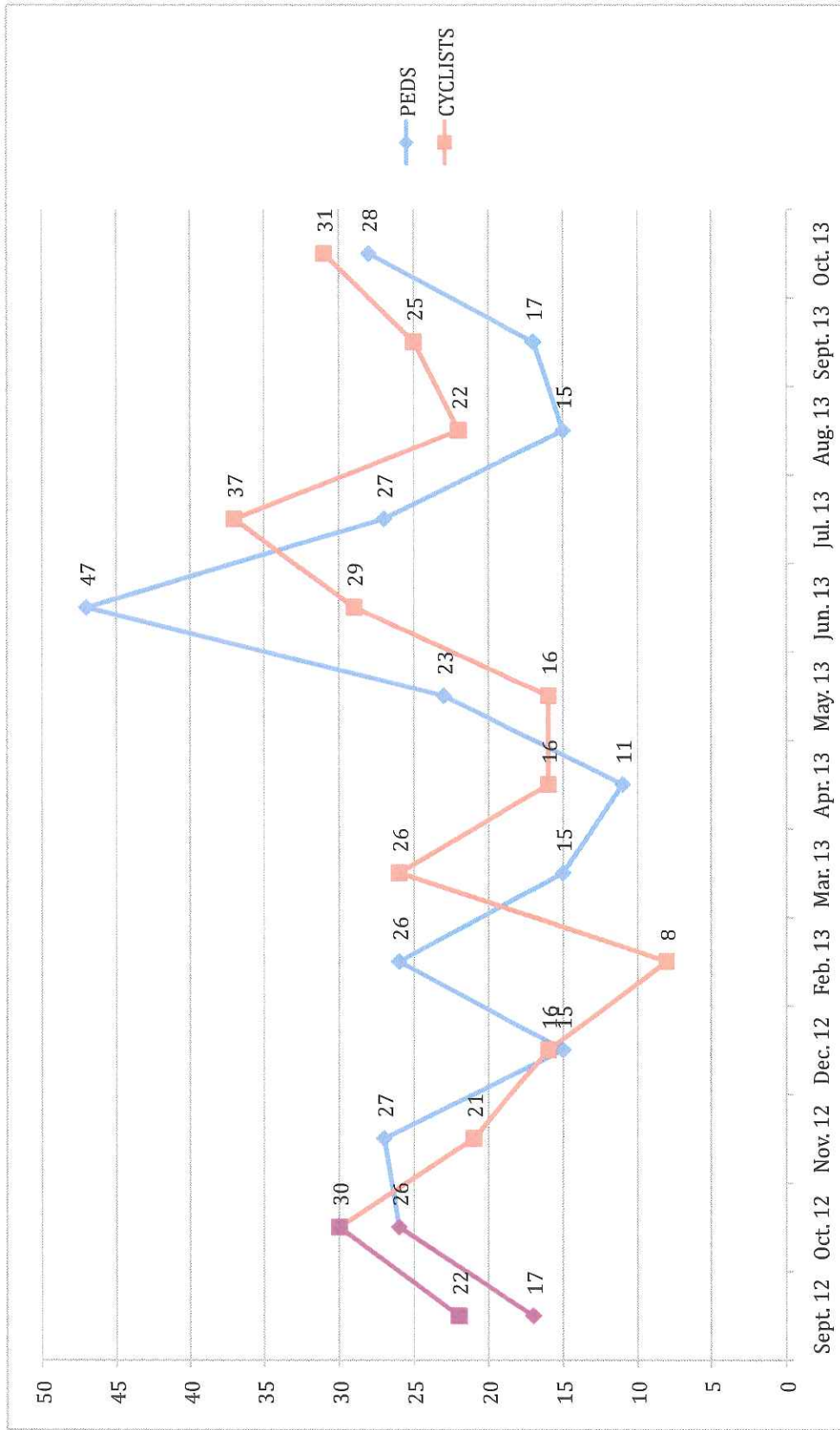
Post-road diet pedestrian volumes were higher than pre-road diet volumes at Laurel/Main and Hersey/Wimer/Main, and shown to be the same at Maple/Main for the month of September. Average post-road diet pedestrian volumes were higher at two of the three intersections and the same at the remaining one.

Post-road diet bicycle volumes were similarly higher at two of the three intersections and lower at one than pre-road diet volumes for the month of September. Average volumes were higher, lower, and the same depending on the location.

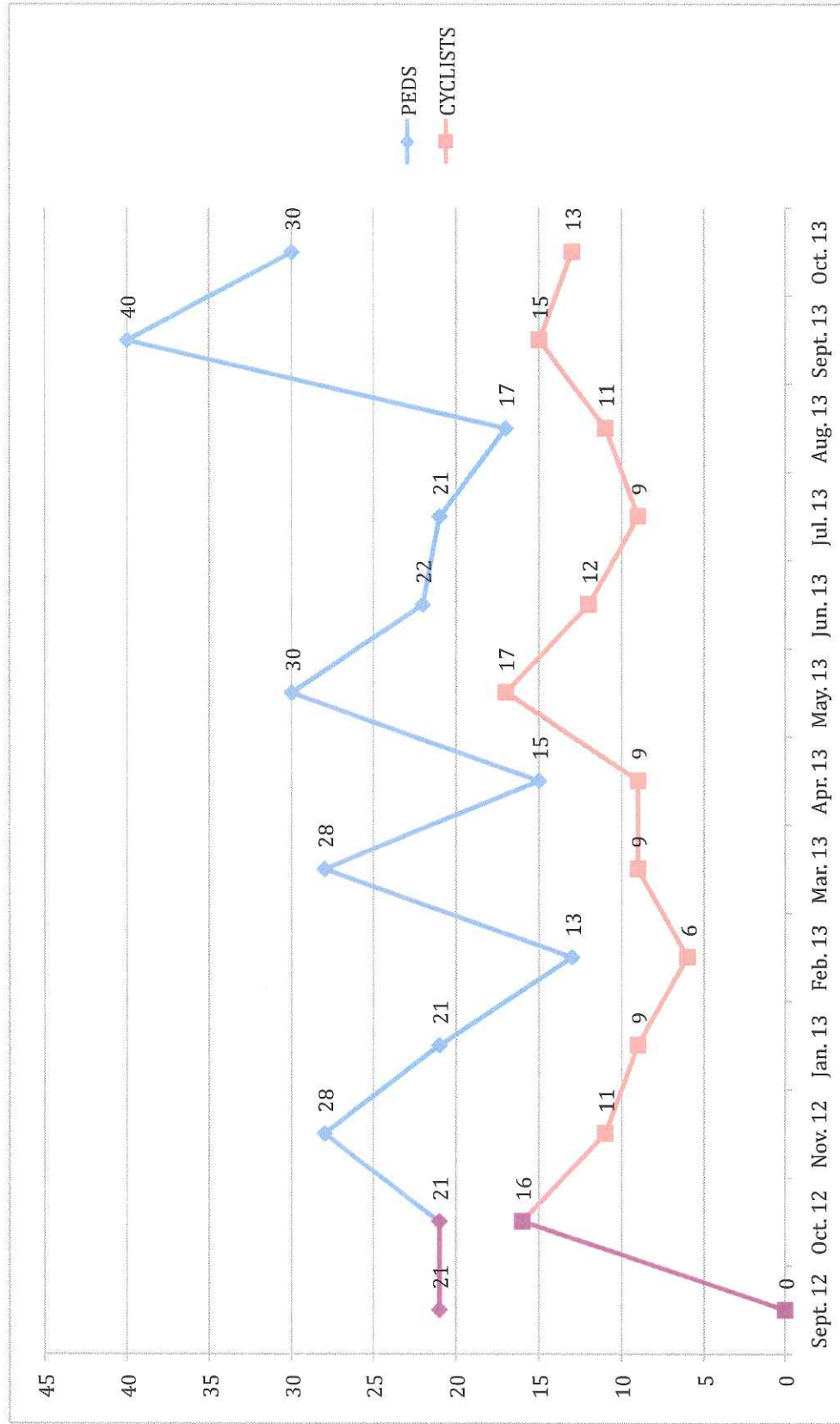
Pedestrian and bicycle volumes appear to be influenced by weather, with a certain amount of commuter trips remaining consistent each month regardless of weather, but overall volumes affected by it. The nature of the bicyclist has changed in the corridor since implementation of the road diet. A larger number of cyclists now use the bike lane rather than the sidewalk when traveling on North Main Street, and there's a wider range of age groups riding on North Main Street than previously. From a safety standpoint, these changes are more significant than an increase in riders because it indicates a higher level of comfort with using the facility.

Graphs showing all pedestrian and bicyclist volumes are provided on the following pages.

# # PEDS/CYCLISTS @ Main/Maple

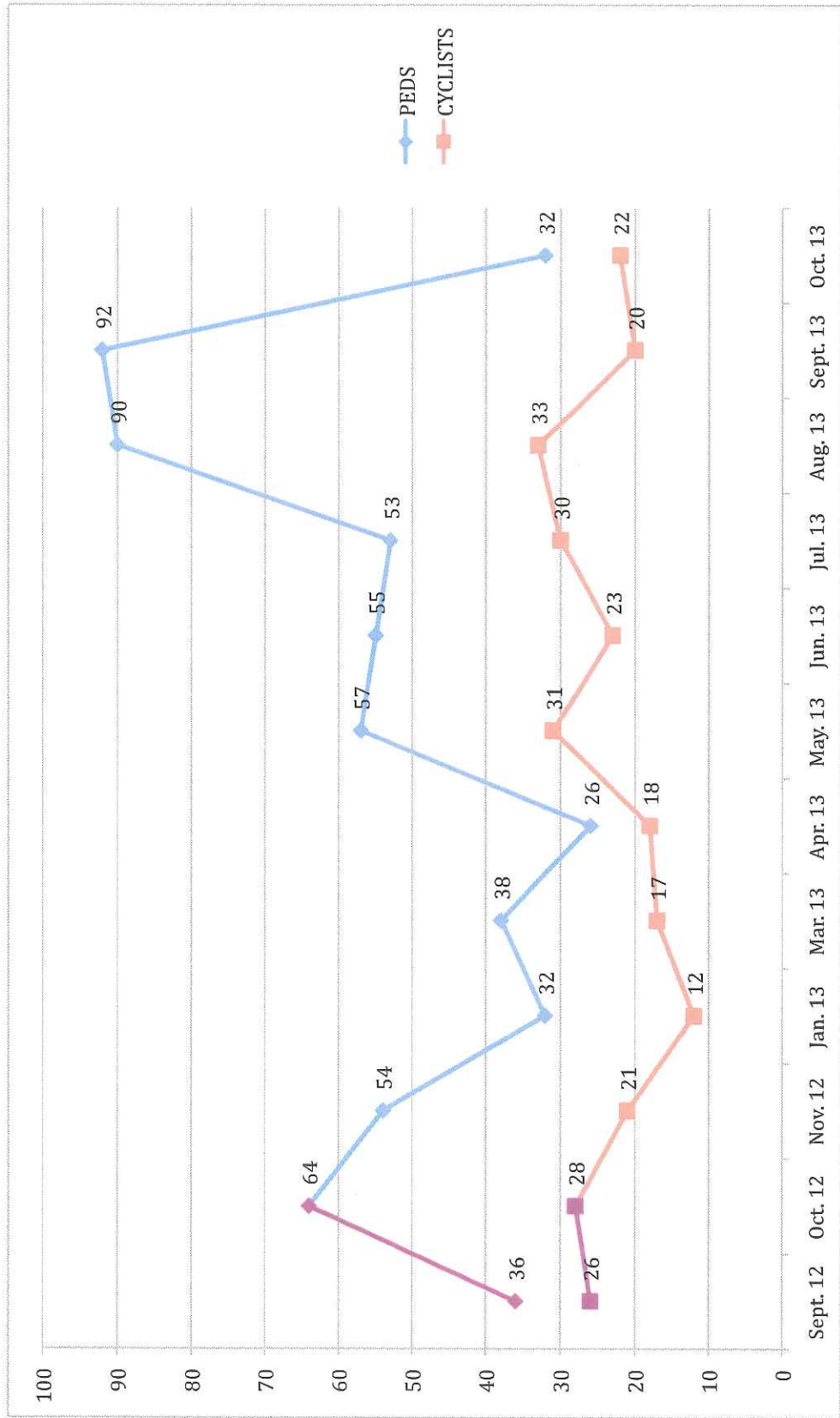


# # PEDS/CYCLISTS @ Main/Hersey/Wimer 2-3pm





# # PEDS/CYCLISTS @ Main/Laurel



- 85<sup>th</sup> Percentile Speed – Before implementation of the road diet, the 85<sup>th</sup> percentile speed on North Main Street was measured to be 31 miles per hour (mph) northbound and 32 mph southbound at a location just north of Coolidge Street. Since January of 2013 the 85<sup>th</sup> percentile speed has been measured each month at the same location for comparison purposes and has been consistently slightly lower (1-2 mph lower in each direction). The 85<sup>th</sup> percentile speed in September of 2013 was measured to be 30 mph northbound and southbound.
- Corridor Travel Times – Travel times were measured along North Main Street between Valley View Road-Maple Street and Maple Street-Helman Street in both directions before implementation of the road diet. Travel times have continued to be measured each month since January of 2013 for comparison purposes. Results are provided in Table 2.

Segment	Length (Miles)	Travel Times (Seconds)		
		Existing without Road Diet	Proposed with Road Diet	Actual with Road Diet (to date)
Helman Street to Maple Street (NB)	0.58	90.3	111.8	90.9
Maple Street to Valley View Road (NB)	1.41	145.2	145.2	138.8
<b>Total Travel Time (NB)</b>		<b>235.5</b>	<b>257.0</b>	<b>229.7</b>
Valley View Road to Maple Street (SB)	1.41	144.2	150.0	146.3
Maple Street to Helman Street (SB)	0.58	89.3	91.3	92.6
<b>Total Travel Time (SB)</b>		<b>233.5</b>	<b>241.3</b>	<b>238.9</b>

As can be seen in Table 2, travel times along North Main Street have remained fairly unchanged since implementation of the road diet. Results show that the post-road diet travel time in the northbound direction is 6 seconds faster (averaged from A.M. and P.M. peak hours) and 5 seconds slower in the southbound direction than pre-road diet travel times. Both northbound and southbound post-road diet travel times are significantly faster than what was expected once the road diet was implemented, which is consistent with vehicle speeds being similar to pre-road diet speeds and not dropping as expected. Detailed information is provided in a data summary sheet at the end of this report, which shows travel times for each month from January of 2013 through October of 2013.

- Intersection Level of Service – Traffic operations were evaluated at key intersections along North Main Street before implementation of the road diet and estimated for post-road diet conditions. Intersection operations have been evaluated each month since January of 2013 at the most critical intersection (Wimer/Hersey/Main) and in August and September of 2013 at all other intersections for comparison purposes. The worst operations to date were reported in Tables 3 and 4, and compared to what was reported for pre-road diet conditions and proposed road diet conditions.

**Table 3 – North Main Street Arterial Operations – PM Peak Hour**

Intersection	Measure	Traffic Operations		
		Existing without Road Diet	Proposed with Road Diet	Actual with Road Diet (to date)
North Main Street SB/NB	LOS (A-F)	B	C	B
	Speed (mph)	30.4	27.9	31.2
	Travel Time (sec)	235.5	257.0	229.2

**Table 4 – North Main Street Intersection Operations – PM Peak Hour**

Intersection	Measure	Traffic Operations		
		Existing without Road Diet	Proposed with Road Diet	Actual with Road Diet
Sheridan/Main Street	LOS	---	---	C
	V/C	---	---	0.04
	Delay (sec/veh)	---	---	16.8
Grant Street/Main Street	LOS	---	---	C
	V/C	---	---	0.17
	Delay (sec/veh)	---	---	19.1
Maple Street/Main Street	LOS	A	B	B
	V/C	0.58	0.89	0.77
	Delay (sec/veh)	7.8	19.3	17.3
Glenn Street/Main Street	LOS	B	C	C
	V/C	0.11	0.20	0.14
	Delay (sec/veh) From Glenn-WB	14.8	24.5	18.7
Hersey/Wimer/Main Street	LOS	<i>F</i>	<i>E</i>	D
	V/C	1.25	0.63	0.49
	Delay (sec/veh) From Wimer-EB	282.2	18.0	27.5
Manzanita Street/Main Street	Delay (sec/veh) From Hersey-WB	69.1	43.9	35.9
	LOS	<i>E</i>	D	C
	V/C	0.25	0.16	0.14
Laurel Street/Main Street	Delay (sec/veh) From Manzanita-EB	41.0	26.7	17.0
	LOS	A	A	A
	V/C	0.45	0.70	0.56
	Delay (sec/veh)	4.9	7.5	5.2

Note: Bold, italic results reflects operations that exceed performance standards

As can be seen in Tables 3 and 4, arterial and intersection operations have improved since implementation of the road diet. Actual intersection operations have been better than estimated by Kittelson & Associates in their June of 2011 memorandum. Two intersections (Hersey/Wimer/Main and Manzanita/Main) were shown to exceed performance standards under pre-road diet conditions, but all intersections operate within performance standards under post-road diet conditions.

- Corridor Queuing – Queuing is the stacking up of vehicles for a given lane movement. Queue lengths are reported as the average, maximum, or 95<sup>th</sup> percentile queue length to the nearest 25-foot increment. Each 25-foot increment represents a single vehicle. 95<sup>th</sup> percentile queue lengths were measured at key intersections prior to the road diet and estimated for post-road diet conditions. Results are provided in Table 5 below.

Table 5 – North Main Street Corridor Queue Lengths				
Intersection	Movement	Queue Lengths (Feet)		
		Pre-Road Diet	Proposed Post-Road Diet	Actual Post-Road Diet (+/-)
Maple Street/North Main Street	NBT	175	525	400 (+)
	SBT	175	550	500 (+)
	EB	NA	225	175
	WB	NA	50	50
Glenn Street/Main Street	NBL	50	0	0 (-)
	SBL	125	150	50 (-)
	EB	25	50	25
	WB	75	250	75
Hersey/Wimer/Main Street	NBL	100	50	75 (-)
	SBL	125	100	75 (-)
	EB	200	225	75 (-)
	WB	125	175	125
Manzanita Street/Main Street	NBL	25	75	25
	SBTR	50	225	50
	EB	200	75	50 (-)
	WB	100	100	50 (-)
Laurel Street/Main Street	NB	150	325	225 (+)
	SB	125	150	150 (+)
	EB	75	100	75
	WB	75	50	50 (-)

Results of simulations show that queue lengths have decreased at all stop-controlled intersections since implementation of the road diet, but are higher on the mainline (North

Main Street) at both signalized intersections. The worst queuing is shown to occur northbound and southbound at the signalized intersection of Maple Street/North Main Street.

- Stopped Delay – The stopped delay is the delay in seconds a vehicle waits in a stopped position (normally at a stop sign on a side street) to make a maneuver onto another roadway (normally the mainline). Data was collected at the intersection of Hersey/Wimer/Main Street every month since January of 2013 and at other intersections within the corridor when requested. Results are provided in Table 6.

Intersection	Movement	Stopped Delay Data		
		Average Stopped Time (LOS) (sec/veh)	Maximum Stopped Time (sec)	Averages/Maximum Queue Lengths (vehicles)
Bush Street/North Main Street	NBL	8.7 (A)	48	0 / 1
	EBLR	16.5 (C)	91	0 / 2
Glenn Street/Main Street	SBL	9.8 (A)	46	0 / 3
	WBLR	17.2 (C)	108	1 / 3
Hersey/Wimer/Main Street	NBL	9.1 (A)	73	1 / 2
	SBL	12.4 (B)	90	1 / 4
	EBLTR	22.0 (C)	125	1 / 4
	WBLT	24.7 (C)	81	0 / 1
	WBR	21.1 (C)	112	2 / 6
Sheridan/Main Street	EBLTR	12.0 (B)	93	0 / 2

The intersection of Hersey/Wimer/Main has the highest turning movement volumes to/from a side street along North Main Street within our study area so it was evaluated each month to compare results. Citizen comments were received that indicated drivers had trouble at times getting to/from Main Street at Bush Street, Glenn Street, and Sheridan so these intersections were added for evaluation. Results show that the average wait time for a vehicle on any of the stopped positions is less than 25 seconds or a level of service “C” or better. The maximum wait time for a single vehicle during the P.M. peak period was 125 seconds and occurred on Wimer Street. All stopped approaches were shown to operate at a LOS “C” or better when evaluated. Hersey/Wimer/Main Street data was averaged over a 10 month period between January and October of 2013. Data at the other locations was based on a single count performed in August or September of 2013.

- Proposed design changes – Effort continues to be made to improve the road diet and make it more efficient. Design changes include:
  - Adding a northbound left turn lane at Bush Street
  - Restriping the southbound left turn pocket at Glenn Street to be a center two-way-left-turn-lane
  - Re-aligning driveways on North Main Street just north of Maple Street to eliminate conflicting left turn movements
  - Improving sight distance at intersections to increase visibility for side street traffic
  - Adding a crosswalk on North Main Street between the signalized intersections of Laurel/Main and Maple/Main
  - Reducing pedestrian walk times to minimums at signalized intersections to decrease traffic flow disruption on North Main Street during peak periods.

In summary, data collected to date includes:

- Corridor Travel Times
- Side Street Delay
- Main Street Delay
- Intersection Capacity and Level of Service
- Corridor Level of Service
- Corridor 85<sup>th</sup> Percentile Speeds
- Intersection Queuing and Blocking
- Main Street Available Gaps
- Pedestrian Volumes
- Bicyclist Volumes
- Main Street Peak Hour and Average Daily Traffic Volumes
- Side Street Peak Hour and Average Daily Traffic Volumes

Additional considerations to date include:

- Design Modifications
- Intersection Sight Distances
- Citizen Requests

A summary of corridor travel times, side-street and main-street delays, and available gap times is provided on the following page.

## Pre/Post Road Diet - Data Summary 2013

	Pre	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	
<b>Segment</b>	<b>Travel Time - Southbound</b>											
Valley View - Maple Street (min)	2:18	2:18	2:20	2:20	2:21	2:34	2:25	2:18	2:21	2:26	2:17	
Valley View - Maple Street (MPH)	37	37	36	36	36	33	35	37	36	35	37	
Maple Street - Helman Street (min)	1:32	1:28	1:27	1:30	1:32	1:33	1:29	1:32	1:33	1:33	1:31	
Maple Street - Helman Street (MPH)	23	24	24	23	23	22	24	23	22	22	23	
<b>Segment</b>	<b>Travel Time - Northbound</b>											
Valley View - Maple Street (min)	2:27	2:12	2:19	2:22	2:20	2:22	2:24	2:24	2:19	2:19	2:16	
Valley View - Maple Street (MPH)	35	38	36	36	36	36	35	35	36	36	37	
Maple Street - Helman Street (min)	1:22	1:26	1:28	1:23	1:25	1:23	1:27	1:27	1:31	1:31	1:24	
Maple Street - Helman Street (MPH)	25	24	24	25	25	25	24	24	23	23	25	
	<b>Side Street Stopped Delay</b>											
<b>Wimer Delay</b>		PM	PM	PM	PM	PM	AM	PM	PM	PM	PM	PM
Avg Stopped Time (sec)		25.18	19.92	21.55	14.98	23.55	19.64	30.14	16.53	19.86	27.2	20.71
Max Stopped Time (sec)		128	113	194	76	90	161	164	121	100	116	146
Avg Queue (veh)	1	1	1	1	1	1	1	1	1	1	1	1
Max Queue (veh)	6	4	3	4	2	4	5	5	4	6	3	3
<b>Hersey Delay</b>		<i>All</i>										
<i>Left/Throughs</i>		26.69	38.92	25.18	24.85	24.56	14.78	24.91	24.38	25.91	16.13	16
Avg Stopped Time (sec)		146	103	65	166	113	39	84	63	62	60	35
Max Stopped Time (sec)	1	1	1	1	2	1	1	1	1	1	1	1
Avg Queue (veh)	2	1	2	2	6	1	1	1	1	1	1	1
Max Queue (veh)		15.07	24.15	23.78		22.95	9.11	24.24	12.30	19.52	24.79	23.27
<i>Right Turns</i>		124	116	130		96	67	137	63	87	161	92
Avg Stopped Time (sec)	2	1	2	2		2	1	2	1	1	2	2
Max Stopped Time (sec)	6	4	5	6		10	2	7	4	6	6	5
Avg Queue (veh)												
Max Queue (veh)												
<b>North Main Street Delay</b>		<i>All</i>										
<i>Northbound Lefts</i>		NA	94	NA	80	83	NA	NA	72	NA	70	NA
Number of Turns (veh)		NA	7.81	NA	8.36	8.47	NA	NA	12.63	NA	8.13	NA
Avg Stopped Time (sec)		NA	59	NA	138	60	NA	NA	72	NA	37	NA
Max Stopped Time (sec)	1	NA	1	NA	1	1	NA	NA	1	NA	1	NA
Avg Queue (veh)	3	NA	3	NA	2	1	NA	NA	3	NA	2	NA
Max Queue (veh)		NA	144	NA	160	158	NA	NA	136	NA	141	NA
<i>Southbound Lefts</i>		NA	10.69	NA	15.56	9.95	NA	NA	9.29	NA	16.52	NA
Number of Turns (veh)		NA	47	NA	91	93	NA	NA	75	NA	145	NA
Avg Stopped Time (sec)		NA	1	NA	1	1	NA	NA	1	NA	1	NA
Max Stopped Time (sec)	2	NA	3	NA	4	3	NA	NA	4	NA	4	NA
Avg Queue (veh)	7	NA										
Max Queue (veh)												
		<b>North Main Street Gaps at Hersey/Wimer</b>										
<b>Direction</b>		PM	PM	PM	PM	PM	AM	PM	PM	PM	PM	PM
Southbound		617	553	637	699	558	656	618	634	607	530	807
Northbound		454	516	533	561	496	827	534	579	522	476	668
Combined		101	119	150	154	137	326	117	123	144	96	268

## Recommendations and Conclusions

The benefits of the road diet include a safer roadway based on fewer reported crashes, lower vehicular speeds, and the addition of bike lanes through the corridor. Other improvements include reduced 95<sup>th</sup> percentile queue lengths, lower stopped delays, improved intersection operations (level of service and volume-to-capacity), and improved sight distances at stop-controlled intersections.

The trade-offs of the road diet include increased 95<sup>th</sup> percentile queue lengths and congestion on North Main Street at signalized intersections, a decreased ability to speed through the corridor, and fewer gaps for side street traffic during peak periods.

From a purely technical standpoint, North Main Street operates better as a 3-lane facility than it did as a 4-lane facility. From a livability standpoint, North Main Street better meets the goals and policies of the City's Transportation System Plan as a 3-lane facility because it functions as a multi-modal facility. The only unknown is how long North Main Street can continue to function better as a 3-lane facility than as a larger facility. The average daily traffic (ADT) on North Main Street was shown to fluctuate between 18,100 - 20,700 ADT over a 10-month period, which is at the high end of what's generally shown to provide a benefit to a system, but throughout the evaluation period the data has continued to show that it works regardless of higher traffic volumes. This has also been the case in a study performed on eight cities in California and Washington, where site ADTs were as high as 26,400 and road diets continued to provide a benefit. The sites were predominately on corridors in suburban environments that surrounded larger cities, which is similar to Ashland. It was concluded that the characteristics of a roadway play a role in how long a road diet can adequately function, and this appears to be the case in Ashland.

Based on this, the recommendation for North Main Street is to leave the road diet in place, but not make any permanent changes. Leaving it as it is allows flexibility for emergencies, special events, or sudden changes in traffic patterns without having to resort back to a 4-lane facility or obtain additional right-of-way for a 5-lane facility.

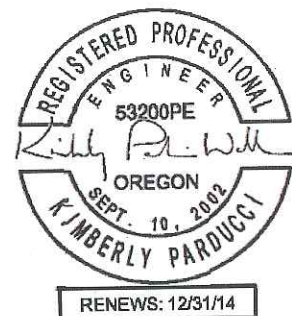
If you have any questions or concerns with this assessment, please feel free to contact me.

Sincerely,

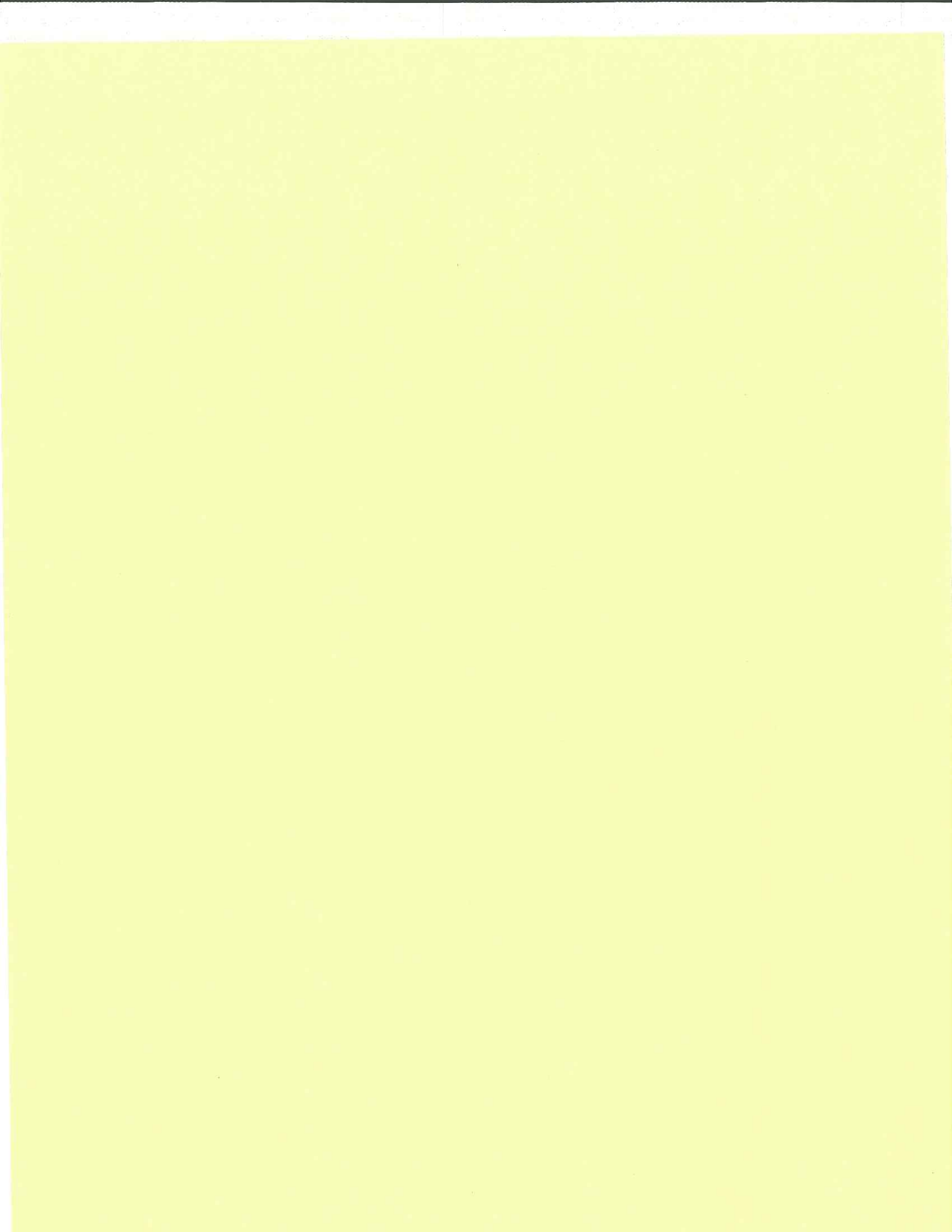


Kimberly Parducci, PE PTOE  
**SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC**

Attachments: Data Output







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

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

# Making an Impact

October 2013 - Vol. 1, Issue 1

## ACTS Oregon Joins Forces with Oregon Impact to Help Make the Roadway Safer for All Oregonians!

ACTS Oregon is delighted to announce that we have joined with Oregon Impact to provide all Oregonians with resources and training to solve traffic safety issues in their community.

This partnership will allow us to continue to deliver information as the *Child Safety Seat Resource Center* at [www.childsafetyseat.org](http://www.childsafetyseat.org) to ensure that all Oregonians - even the smallest ones - arrive safely at their destinations.



In addition we will be able to offer access to training and educational materials that you can use in your community.

As you have supported ACTS Oregon in the past I hope you will give that same support to Oregon Impact. Together we can reduce fatalities and injuries resulting from vehicle crashes throughout our state.

~ Safe travels,  
*Jan Robertson*  
Board President,  
ACTS Oregon



## The Dalles Traffic and Safety Commission Makes a Difference

The Dalles is one of the oldest cities in Oregon. As such it has a collection of some very odd street intersections. A year ago a citizen came to a traffic safety meeting to ask how to improve a most confusing intersection at the top of Brewery Grade. It functioned poorly for both the pedestrian and driver.

A motorist traveling up the grade, would come abruptly to the top of the hill with the wide intersection of East 9th Street. That motorist would have to make a quick determination about how to safely navigate a vast sea of asphalt with few markings, merge onto East 9th traveling diagonally, and try to



watch traffic entering the intersection where another major arterial intersected with East 9th. Pedestrians crossing 9th could find themselves stranded in the middle of this expanse of asphalt with the traffic situation suddenly changed.

The Commission took action on this citizen's request and recommended that Public Works study the intersection and produce several designs to improve its safety. Within the year a solution was chosen using cement curbing, signage and crosswalk markings which improved safety for pedestrians crossing Ninth, and gave better visual guidance to drivers.

The Traffic Safety Commission is proud of its ability to act upon citizen generated ideas and improve traffic and pedestrian safety in the community.

*Article is a reprint from the March 2013 issue of Traffic Safety Connection.*

## Highway Safety Workshops - Free, In Your Community!

Did you know that free Highway Safety Workshops are available to the public all across Oregon? These workshops are provided by Mojie Takallou, Ph.D., P.E. at the Department of Civil Engineering University of Portland, and sponsored by the Oregon Department of Transportation Transportation Safety Division and U.S. Dept. of Transportation - NHTSA.

### Workshops focus on a wide range of topics, including:

- Highway, Local Road & Street Safety for Non-Engineers
- Improving Safety Features of Highways, Local Roads & Streets
- Improving Safety Features of Local Roads & Streets
- Challenges, Strategies & Obligations of Law Enforcement Agencies for the 21st Century

These workshops are designed for persons throughout Oregon with responsibilities related to traffic and highway safety. The workshops focus mainly on the types, causes and costs of traffic crashes, the importance of the Engineering, Enforcement, Education and Emergency medical services. The workshops also review proper use of traffic control devices, traffic calming, proactive traffic enforcement and best safety practices in your region.

Overall, the workshops will answer many of the questions that decision makers, traffic safety committee members, law enforcement and

public agencies personnel may have regarding roadway safety.

Please see the list of upcoming Highway Safety Workshops listed on this page.

#### For more information, visit:

<http://www.up.edu/highwaysafety>



If you are interested in sponsoring a workshop, contact Dr. Takallou at 503-943-7437 or [takallou@up.edu](mailto:takallou@up.edu)



The *Making an Impact* Newsletter is produced by Oregon Impact.

Janelle Lawrence  
Executive Director  
<http://www.oregonimpact.org>

Comments? Questions?  
We invite you to contact us at:  
<http://oregonimpact.org/contact-us/>



### Upcoming Highway Safety Workshops:

Date	Location	Time
Oct 21	Medford (821 N. Columbus Ave)	9 am - 4 pm
Oct 28	Albany (3700 Knox Butte Rd)	9 am - 4 pm
Nov 4	Eugene (3040 N. Delta Hwy)	9 am - 4 pm
Nov 18	The Dalles (1700 E. 19th)	9 am - 4 pm
Nov 25	Salem (5155 Silverton Rd NE)	9 am - 4 pm
Dec 2	Bend (61150 SE 27th St)	8 am - 2:30 pm
Jan 9	Tillamook (400 Blimp Blvd)	9 am - 4 pm

# MOTOR VEHICLE CRASH SUMMARY

MONTH: SEPT 2013

NO. OF ACCIDENTS: 22

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII CITED	PROP DAM.	HIT/RUN	REPO RTAB LE	CITY VEH.	CAUSE - DRIVER ERROR
6	16:29	Fri	Scenic Dr at Manzanita	2	N	N	N	N	M	N	NR	N	Dv1 swerved right to avoid UPS truck and struck parked vehicle. No citation.
9	07:57	Mon	Gresham St near Allison	2	N	N	N	N	N	N	NR	N	dv1 and dv2 passing opposite directions on Gresham sideswiped. No citation, minor damage.
9	17:57	Mon	E Main St at N Mountain	1	N	Y	Y	Y	Y	N	R	N	bicyclist travelling wrong way in the bike lane crossed intersection against traffic light, hitting vehicle. Cited ftoctd.
10	09:18	Tue	Winburn Wy near Nutley	2	N	N	N	N	N	N	R	Y	dv2 backed into parked city vehicle. Minor damage.
10	13:05	Tue	Council parking lot	2	N	N	N	N	Y	N	R	Y	dv1 backed into city vehicle in parking lot. Minor damage.
10	17:59	Tue	Siskiyou Blvd near Tolman Creek Rd	2	N	N	P	Y	Y	N	R	N	While pulling out of a parking space, dv2 ran into v1 traveling by on roadway. Dv2 cited for failure to yield row.
12	11:49	Thr	Nutley St near Granite	1	N	N	N	N	Y	N	NR	N	driver ran off road and down embankment, sliding car sideways. No citation.
16	09:56	Mon	Oak St near Oak Lawn	1	N	N	N	Y	Y	N	R	N	Dv1 ran into vehicle parked on side of road. Cited for not having a valid license.
16	18:08	Mon	E Main St near First St	2	N	Y	P	Y	Y	N	R	N	dv1 was rearended by dv2 while stopped, waiting for a bicycle to clear intersection. Dv2 cited for following too close.
18	04:50	Wed	Ashland St near Shamrock Ln	1	N	N	Y	N	Y	N	R	N	driver took turn too wide and hit a tree. Damage to car, and minor injuries.

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

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	REPO RTAB LE	CITY VEH.	CAUSE - DRIVER ERROR
30	9:51	Mon	Siskiyou Blvd and Morton St	1	N	Y	Y	N	N	Y	N	R	N	Bike traveling on (NE) sidewalk attempted to stop before crossing morton st. Biker failed to stop resulting in being hit by dv1. biker sent to RRMCM with head trama. Biker fault