



# City of Talent

## Traffic Safety & Transportation Commission

Public Meeting

**December 17, 2015**

Thursday, December 17, 2015 – 3:30 PM

Talent City Hall, 110 E. Main Street – Large Conference Room

### **AGENDA**

The Traffic Safety & Transportation Commission (TSTC) of the City of Talent will meet on Thursday, December 17, 2015 at 3:30 P.M. in the Talent City Hall, 110 E. Main Street, Large Conference Room.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to the City Recorder at 541-535-1566, ext. 1012.

The Traffic Safety & Transportation Commission (TSTC) reserves the right to add or delete items as needed, change the order of the agenda, and discuss any other business deemed necessary at the time of the study session and/or meeting.

- I. Call to Order/Roll Call;
- II. Brief Announcements;
- III. Consideration of minutes from the October 15, 2015 TSTC meeting;
- IV. Public Comments on Non-Agenda Items;

#### **Old Business (30 minutes):**

- V. Foss Road Speed Concerns (Zac Moody)

#### **New Business (30 minutes):**

- VI. Ingress/Egress for Businesses East of Roundabout (Zac Moody)
- VII. Prioritization of Upcoming Projects (Zac Moody)
  - a. School Zone Signage
  - b. Non-motorized use of sidewalks and bike lanes in the downtown
  - c. Lending Library – Children Playing Signs
  - d. RVTD Bus Stop at Camelot Theater
- VIII. Parking Spaces on Talent Ave
- IV. 2016-17 TSTC Goals
- X. Next meeting – Thursday – February 18, 2016 at 3:30 PM
- XI. Adjournment

***Note: This agenda and the entire agenda packet, including staff reports, referenced documents, resolutions and ordinances are posted on the City of Talent website ([www.cityoftalent.org](http://www.cityoftalent.org)) in advance of each meeting. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact TTY phone number 1-800-735-2900 for English and for Spanish please contact TTY phone number 1-800-735-3896.***

*The City of Talent is an Equal Opportunity Provider*



**TRAFFIC SAFETY & TRANSPORTATION COMMISSION  
REGULAR COMMISSION MEETING MINUTES  
TALENT CITY HALL  
October 15, 2015 – 3:30 P.M.**

***Study Session and Regular Commission meetings are being digitally recorded and are available by request  
[www.cityoftalent.org](http://www.cityoftalent.org)***

The Traffic Safety & Transportation Commission of the City of Talent will meet on Thursday, August 20, 2015 in a regular session at 3:30 P.M. in the Talent City Hall, 110 E. Main Street. The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to the City Recorder at 541-535-1566, ext. 1012. The Traffic Safety & Transportation Commission reserves the right to add or delete items as needed, change the order of the agenda, and discuss any other business deemed necessary at the time of the study session and/or meeting.

**REGULAR COMMISSION MEETING- 3:30 P.M.**

*Anyone wishing to speak on an agenda item should complete a Public Comment Form and give it to the Minute Taker. Public Comment Forms are located at the entrance to the meeting place. Anyone commenting on a subject not on the agenda will be called upon during the "Citizens Heard on Non-agenda Items" section of the agenda. Comments pertaining to specific agenda items will be taken at the time the matter is discussed by the Planning Commission.*

**I. Call to Order/Roll Call 3:34 P.M.**

**Members Present:**

Chair – Teresa Cooke  
Community Member – James Bradley  
Community Member – Tom Ehrhart  
Planning – Zac Moody  
Police Chief – Mike Moran  
Public Works Supervisor – Bret Marshall

**Members Absent:**

None

**Also Present:**

City Councilor – Ryan Pederson  
City Manager – Tom Corrigan

**II. Brief Announcements**

None

**III. Consideration of Minutes for August 20, 2015**

*Bradley moved to approve the minutes.  
Ehrhart seconded and the motion carried.*

**IV. Citizens Heard on Non-Agenda Items**

None

**V. New Business**

**Review of Ord. 13-870 § 13 – Skateboards** – Moody explained that public inquiries prompted a revisiting of skateboard transportation issues. He provided sample code from other, nearby cities and explained that many other cities had boundaries where skateboarding was limited or prohibited.

Section 13(1) of Ordinance 13-870 currently reads: *“No person shall ride a skateboard upon a street, nor upon any sidewalk or parking surface in the downtown area defined as: West of Highway 99 and East of the railroad tracks from Colver Rd. to Rapp Rd..”*

Pederson explained that it would not be appropriate to disallow only skateboard transportation in the area immediately adjacent to the skate park and that the initial language, created in 1991 was likely outdated. Moody agreed that grouping skateboarding with other non-motorized forms of transportation (roller blades, scooters, bicycles, etc.) seemed practical.

Marshall said that most infrastructure damage sustained from skateboard use occurs on sidewalks and low retaining walls, he suggested removing “a street” from the current language in § 13(1), and leaving the rest as-is.

Moran explained that banning skateboarding on sidewalks also makes sense because hazards posed to pedestrians by unobservant skateboarders is significant. On the issue of safety, Pederson emphasized that skateboarding safety (namely helmets) should also be considered for future code revisions. Moody suggested that staff could research and draft code language to be discussed further at the next meeting. The TSTC agreed to table the issue until the next meeting.

**VI. Visual obstructions along Main St.** – Bradley expressed concern that vehicles do not have a clear sight triangle due to vegetation (primarily rose bushes) along Main St., specifically in the vicinity of John St. and in front of City Hall. Corrigan concurred and mentioned that the City will address the fence and vegetation outside City Hall.

**VII. Old Business**

None

**X. Next meeting:**

The next regularly scheduled TSTC meeting, will be December 17, 2015.

**XI. Adjournment**

There being no further business to come before the Commission, the meeting was adjourned at 4:10 PM.

Attest:

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James Bradley, Commissioner

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Secretary Moody

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# TSTC Agenda Report

Meeting Date:	December 17, 2015	Primary Staff Contact:	Zac Moody
Department:	Community Development	E-Mail:	zmoody@cityoftalent.org
Staff Recommendation:	See Recommendation	Estimated Time:	30 minutes

## ISSUE BEFORE THE COMMISSION

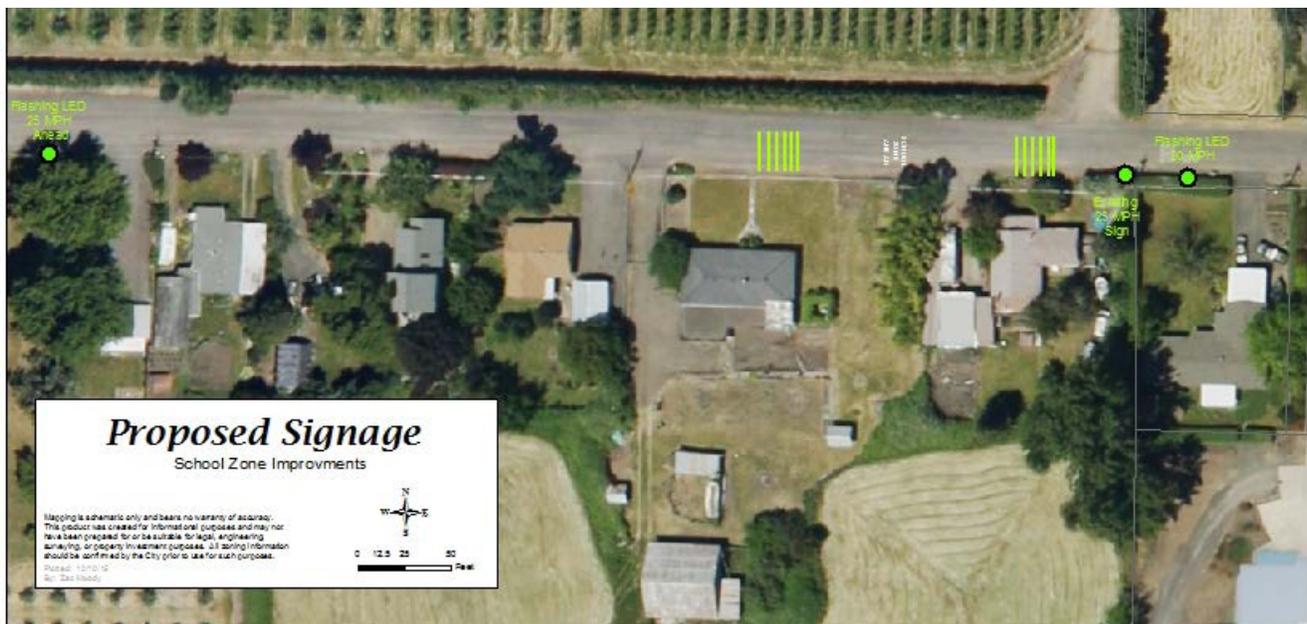
In light of recent correspondences from concerned residents about traffic safety and speeding around Talent Elementary and Talent Middle School, staff has researched some possible signage options that could bring attention to school zone speeds and school crossings and reduce speeds.

## BACKGROUND

In August of 2015, the TSTC heard concerns from residents in the S. Second Street and Foss Road areas pertaining to excessive speeds. During that meeting TSTC recommended Staff contact Jackson County to install a 25 MPH ahead sign to alert drivers of a speed change ahead. During the summer, the sign was installed. Since then, concerns from residents have continued to be received about excessive speed, both during school hours and non-school hours. Attached to this report is a letter from Mr. Edmands who resides on Foss Road explaining his concerns. Mr. Edmands also met with the Jackson County Traffic Commission to express his concerns. The minutes from that meeting are also attached to this memo for reference.

Foss Road has a rural speed of 40 miles per hour with a reduction to 35 miles per hour approximately 1,500 feet from the City Limits where the posted speed drops to 25 mile per hour. The issue is that drivers heading east towards Wagner Creek Road fail to slow to the City's 25 mph zone as they approach both schools.

Staff has prepared some additional options to bring more attention to driving speeds and pedestrians in these areas. The map below provides an example of some additional treatments that could be applied to the troubled area. The maps identifies a new flashing LED 20 MPH school zone sign as well as a flashing 25 MPH Ahead sign along Jackson County's portion of Foss Road. The map also identifies some road treatments that could add additional awareness to speeding vehicles. As shown, the City could install two sets of rumble strips prior to the school zone and apply a "SCHOOL ZONE AHEAD" stenciling to the road.





### **STAFF RECOMMENDATION**

Recommend the City install a single solar powered flashing LED 20 MPH school zone sign in the same location as the existing standard school zone sign and apply rumble strips with “SCHOOL ZONE AHEAD” applied between the rumble strips. Staff also recommends that the City work with Jackson County to replace the recently installed 25 MPH ahead sign with a similar flashing LED sign.

### **RELATED CITY POLICIES**

#### **COMMISSION OPTIONS**

Recommend as proposed  
Discuss further options and bring back to future meeting

#### **POTENTIAL MOTIONS**

“I move to recommend staff install one solar flashing LED school zone sign and rumble strips as identified in the map including in the staff report and recommend that staff work with Jackson County Roads to replace the existing 25 MPH Ahead sign with a flashing LED sign.”

#### **ATTACHMENT**

Rumble Strip Documentation  
Solar LED Speed Sign Documentation  
Edmands’ Letter

FOR  
DARBY STRICKLER

GARRETT PATTESON EDMANDS  
107 FOSS ROAD  
TALENT, OR 97540

RE: FOSS RD  
SUPER HIGHWAY

The time was 6:04 a.m. and I was out by the street, Foss Rd. and Peggy Lane loading up, taking out of my truck all kinds of things for work that day.

I didn't see it, I heard it. I heard the fast blast of tires on pavement and didn't have to look to wonder how fast it was going towards town. But experience tells me that this vehicle was on its way to work or to pick up their grandmother at the airport. Probably going around 45 but he/she had to brake for the Foss Rd. and Wagner Creek intersection; IT HAD TO STOP OR IT'D GO STRAIGHT INTO THE TALENT ELEMENTARY SCHOOL...

Cars and trucks go double the speed limit here in and out, east and west and Jackson County Roads, Jackson County Sheriffs Office, Talent City Council, Talent P.D. (great bunch!!) and the Talent Highway Dept. all need to be advised by email and our participation in their Traffic Safety Advisory Safety meetings, council meetings

My name is Garrett P.Edmands and I live at 107 Foss Rd. directly behind the Talent Middle School  
Email:gedmands@gmail.com  
Phone: 541 890 8582

Jackson County has changed one sign coming in to town from Walden lane from 45 mph to 35 mph. That was the first successful action but all us residents on Foss Rd. and tributaries need more.

We need to get the cars and trucks using this road in and out of Talent to drive slower and the only way to accomplish that is by piping up, squawking, emailing, discussing and participating!!

Ropes and tacks spread on the road won't do though it would be much much more satisfactory. And just talking about it among ourselves and getting steamed up over it won't work. That's no

solution at all. What works is participation and communication with all our government people. They are there to serve, believe me, I have personally witnessed their dedication and willingness to affect positive change because I have attended several Talent City council meetings, a traffic safety meeting I Talent and a Jackson County Roads traffic advisory safety roundtable discussion meeting which is quite effective because they have visual aids to show on a screen in the room, points north south east and west of this particular section of Foss Rd. and its environs!!! Very effective, very!!

This road is split-managed between Jackson County and City of Talent. The signage needs to be upgraded, possibly permanent speed up could be installed similar to the ones on the road along the railroad tracks by the new city buildings and the speed limit needs to be enforced consistently along our stretch of road.

Nothing changes without our consistent presence and interested involvement in this change. The effectiveness of a one time or two of standing up and speaking to the government about it, evaporates quickly and disappears!!!

The people running our government are all ears, we just have to go to them and bend their ear for a little while!! The mayor of Talent has ordered a staff report on our Foss Rd. so it will be available to see at a Talent city council meeting. Next one is: WED DEC 2 2015 AT THE TALENT COMMUNITY BUILDING (old city hall). At 6:45 p.m. just sign in and there is a time for public speaking.

Won't you show your concern and email these people about your interest in making a positive change here!! Email or call but email is more effective unless you should want to attend in person and then that combined with other communications by letter or postcard or something really works. It tells the people that the

people in areas  
outside their offices are really interested in what goes on the  
county, city, and state.

Mike Kuntz

County Engineer for Jackson County a really interesting and  
available guy,

[kuntzm@jacksoncounty.org](mailto:kuntzm@jacksoncounty.org).

Darby Stricker/ Teresa Cooke for the City of Talent. Teresa is on  
the traffic safety advisory board

[mayor@cityoftalent.org](mailto:mayor@cityoftalent.org).

[councilor4@cityoftalent.org](mailto:councilor4@cityoftalent.org). is Teresa Cookes email. She is on the  
traffic safety board for Talent

[Councilor5@cityoftalent.org](mailto:Councilor5@cityoftalent.org). is Ryan Pederson email. He is very  
open-eared and a sweet guy.

Mike Moran Talent Police Chief

[moran@cityoftalent.org](mailto:moran@cityoftalent.org). Another good one..

541 535 1253

Jackson County Sheriffs Office

5179 Crater Lake Hiway

Central Point, Or.

541 774 6800

Garrett P. Edmands email:

[gedmands@gmail.com](mailto:gedmands@gmail.com)

541 890 8582

Next three Jackson County Roads Traffic Safety Advisory Board  
roundtable discussion meetings;

All meetings are at 200 Antelope Rd. White City J CO roads  
office in the J Co. roads complex there. These meetings are really

productive and is the way to affect change and to get to know our government!!

All meetings (roundtable discussion style) are held the second Friday of each month at 9:30 a.m. at 200 Antelope Rd. Jackson county Roads .So:

Dec. 11 2015    Jan. 8 2016    february 12 2016 all at 9:30 a.m.

All best merry wishes to all of you on Foss Rd and other streets and this is another step towards recognition and real affirmative speed control action!!

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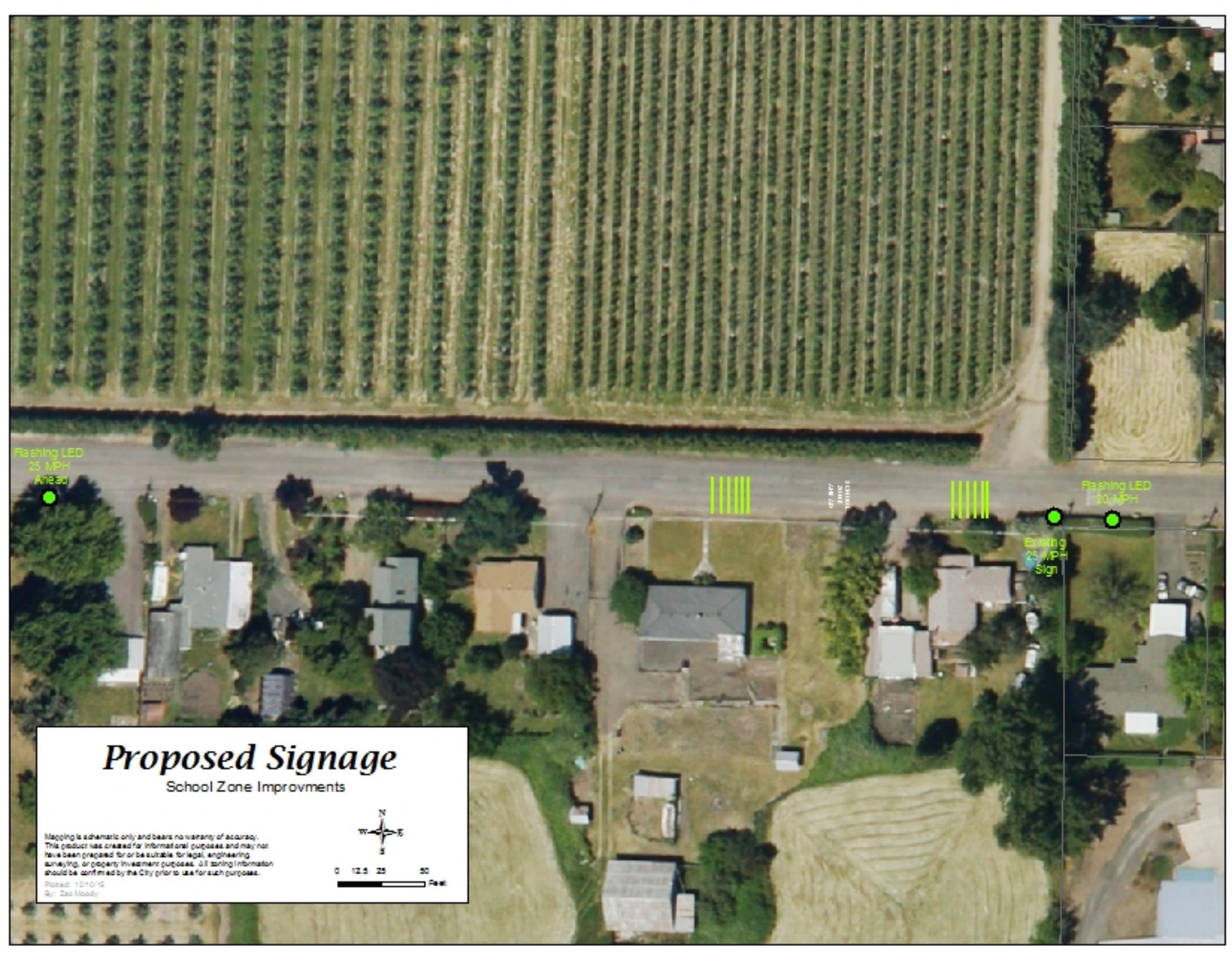
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10/1/2015

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'This is interesting!!



# Proposed Signage

School Zone Improvements

Mapping is schematic only and bears no warranty of accuracy. This product was created for informational purposes and may not have been prepared for or be suitable for legal, engineering, surveying, or property investment purposes. All zoning information should be confirmed by the City prior to use for such purposes.

Dated: 12/01/15  
By: Zac Moody



**SCHOOL**

**SPEED  
LIMIT**

**20**

**WHEN  
FLASHING**









## RUMBLE STRIPS

## Traffic Calming



### **VISUAL, AUDIBLE, VIBRATING ALERT STRIPS** **Single and Double Rib Strips for High** **and Low Speed Applications**

US Reflector rumble strip bars are designed to alert approaching drivers of potential hazards and adverse road conditions that might not be visually apparent by day or night. By using a visual, audible vibrating signal in areas where speed is a contributing factor to accidents helps guide motorists through safe zones such as dangerous turns, stop bars, pedestrian crossings, railroad crossings, traffic signals, toll booths, work zones, intersections and rural neighborhoods. US Reflector In-Lane reflective rumble strips help reduce driver risks and unsafe driving practices associated with speed.

US Reflector In-Lane Rumble Strip Bars are expandable to accommodate high speed traffic and inner city environments. US Reflectors unique approach to traffic calming allows single and double strip rumble choices ranging from 4 inch wide strips (10cm) to 12 inch wide strips (30 cm) Rumble strips are made of high-performance preformed thermo-plastic. The base layer is 125 mil material with a the top layer is a preformed thermoplastic 250 mil. Rumble Bar is flexible and conforms to the surface which eliminates breakage associated with rigid plastic and ceramic bars. US Reflector Rumble Bars are available in black, white, yellow and orange. Maintenance is easy as a new rumble bar section can be easily cut to fit any worn or damaged area without the need for \*adhesive.

\*Concrete applications require Opti-Grip rumber bonding prep.

**US Reflector preformed thermoplastic Rumlbers are durable, convenient to use, easy to apply, and looks great. Best of all no \*adhesive required**

**ENHANCED DURABILITY**

• Engineered as a heavy-duty intersection grade pavement marking, US Reflector Rumlbers provide optimum wear in adverse conditions.

**PROPER INSTALLATION**

• US Reflector Rumlbers do not require preheating of the pavement to a specific temperature prior to application. And with no road or air temperature requirements, you can install it anytime of year. However, salt, chemical and deicing compounds should be pressure washed or allow 2-3 rainfalls cleansings before applying pavement markings.

• A recommended sealer is required when using US Reflector Rumlbers on concrete surfaces. The sealer enhances the bond strength by preventing moisture from penetrating up through the concrete.

• Installing US Reflector Rumlbers is fast, safe and cost-effective with an industrial propane heat torch such as the 5000FX.

**IMPERVIOUS TO OIL AND GAS**

• US Reflector Rumlbers are oil and gas impervious, yet compatible with all asphalt surfaces. Rumlbers can be inlaid or applied on fresh asphalt as soon as the road surface sets.

**WORKER AND ENVIRONMENTAL SAFETY**

• With no lead chromate or heavy metal compounds, US Reflector Rumlbers are non-hazardous, either during application or removal.

**MANUFACTURING CONTROL**

• All US Reflector Rumlbers are preformed thermoplastic materials under ISO 9001:2000 certified for design, development and manufacturing.

Description	Size Imperial	Item Number
Rumble Bar White	2" x 3'	TCR-23W
Rumble Bar Black	2" x 3'	TCR-23BK
Rumble Bar Yellow	2" x 3'	TCR-23Y
Rumble Bar Orange	2" x 3'	TCR-23O
Base White	4" x 3'	TCR-4BW
Base White	6" x 3'	TCR-6BW
Base White	8" x 3'	TCR-8BW
Base Black	4" x 3'	TCR-4BBK
Base Black	6" x 3'	TCR-6BBK
Base Black	8" x 3'	TCR-8BBK
Base Yellow	4" x 3'	TCR-4BY
Base Yellow	6" x 3'	TCR-6BY
Base Yellow	8" x 3'	TCR-8BY
Base Orange	4" x 3'	TCR-4BOR
Base Orange	6" x 3'	TCR-6BOR
Base Orange	8" x 3'	TCR-8BOR



**Heat**

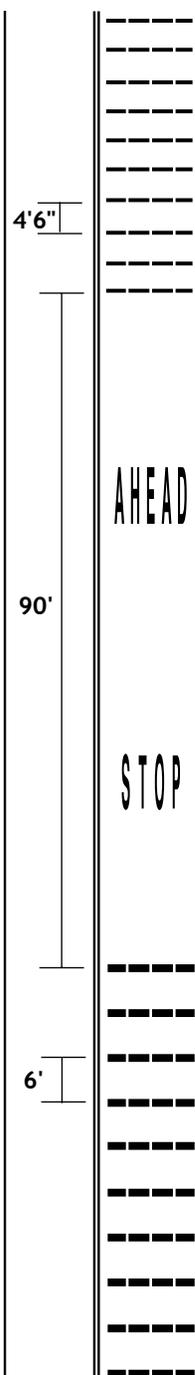


**Apply Base**



**Apply Rumbler**

**ENHANCED DURABILITY**



**4" Rumbler Bar**  
125 mil 4" base / 250 mil 2" bar



**Section 2 (35 MPH)**  
10 rows of rumble bars;  
4" base with 2" bar;  
12' width (4- 3' bars);  
Distance between rows of bars: 4'6"

Rumbler bar spacing is variable and adaptable to the roadway hazard area or slow zone. It is effective to have more than one field of bars providing advanced warning with a rumble that can be heard and felt when crossing over Sections.

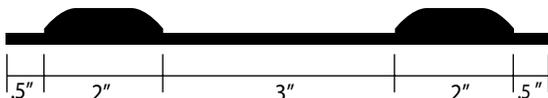
- Example (as shown in the diagram)
1. Driver is alerted to road condition change with Rumlbers
  2. Driver increases alertness to Stop Ahead and slow own accordingly.

A word message such as "STOP AHEAD", "SIGNAL AHEAD", or "SLOW 35 MPH" can be applied either before traffic meets the rumble bars or between the two sets of bars.



**Section 1 (55 MPH)**  
10 rows of rumble bars;  
8" base with 2" bar;  
12' width (4- 3' bars);  
Distance between rows of bars: 6'

**8" Rumbler Bar**  
125 mil 8" base / 250 mil 2" bar



\*Concrete applications require Opti-Grip rumbler bonding prep.



# RUMBLE STRIPS

# INSTALLATION

## Rumbler Bars

### Installation Instructions

#### **PREFORMED THERMOPLASTIC PAVEMENT MARKINGS.**

After surface preparation is complete: (Mark and measure areas, according to rumbler layout pattern)

1. Position the base material.
2. Heat a 3 ft. section of the base material until all of the indents have closed completely and the material is molten.
3. Immediately position the rumbler bars along the base material in the 3 ft. section which is molten, maintaining the proper distance from the edges as illustrated below.
4. Press the bars into the 3 ft. section of molten base material.
5. Carefully reheat until the edges of the rumbler bar section just installed start to become molten. The flame from the USR 5000FX should be directed at the edges of the rumble bars. This should be done with the nozzle parallel with the path of the material to avoid overheating the rumble bars. The edges of the bars will appear glossy when they begin to melt. The edges have been reheated sufficiently when they have sealed with the base material. There should be no visible gaps between the two materials.
6. Repeat steps 2, 3, 4, and 5 until all of the rumble bars are installed.
7. Inspect the recently applied base material to ensure that complete bonding has occurred over the entire area. After the base material has cooled to near ambient temperature, try to lift an edge, or cut an area in the interior of the material with a chisel. Try to lift a portion of the material, if the material can be lifted without evidence of asphalt on the underside, insufficient heat has been applied. If possible, reapply heat until adequate bonding has occurred. Note: Do not leave the project until sufficient bond has been established. Attempts to reheat at a later date will be unsuccessful due to trapped moisture beneath the base material.
8. After it cools, chisel test the area that has the most defined edge between the base and a bar. This is done by driving a cold chisel, or putty knife, through the bar, and attempting to pry the bar off of the base material. Verify that the two materials have fused together. If the bar comes loose from the base material and is shiny underneath repeat step 5 as necessary.

#### **SAFETY PRECAUTIONS:**

Protective clothing, consisting of leather boots, or work shoes, long pants, gloves, and either safety goggles or a face shield, and a safety vest should be worn while applying US Reflector Rumlbers

Avoid all contact with the molten Rumbler strips and bars including thermal surface heating equipment such as the 5000 FX heat torch flame.

If you do get molten material on your skin, flush the area immediately with plenty of water and then seek medical attention. Do not attempt to pull the molten material off of your skin. In the event of accidental skin contact with the sealer wash contaminated skin with soap and water and remove contaminated clothes immediately. In the event of accidental sealer contact with the eyes, immediately flush eyes with plenty of water for at least 15 minutes; remove contact lenses; call a physician.

#### Manufacturer's Torch Advisory

It is recommended that US Reflector Rumbler Bars be installed using a USR 5000FX propane heat torch. The USR 5000FX has a fan shaped nozzle that allows for better control of the heat being applied to the material.

The fan shaped nozzle design will assist the installer in not overheating the material, which can result in a loss of bar height.

For proper surface preparation, and material handling instructions, refer to:

"Rumbler Installation Instructions"

← Talent, Oregon  
Street View - Apr 2012



# Traffic Safety Commission - Goals for 2016



- 1) Amend Traffic Safety Ordinance –
  - a. Identify where skateboard and other non-motorized modes of transportation are disallowed;
  - b. Define additional non-motorized modes of transportation.
  
- 2) Traffic Safety around Talent Elementary and Talent Middle School
  - a. Installation of Rapid Flashing Beacons at all major crosswalks on Wagner Street and Main Street to meet long term safety needs.
  - b. Installation of Flashing LED school zone sign along Wagner Street, Main Street and Foss Road to meet short term safety needs.