

Council Communication

August 16, 2016, Business Meeting

Siskiyou Blvd. and Tolman Creek Rd. Four-Way Stop Controlled Improvements

FROM:

Scott A. Fleury, Engineering Services Manager, Public Works, scott.fleury@ashland.or.us

SUMMARY

This is an update and a request for Council support for a traffic control change for the intersection of Siskiyou Blvd. and Tolman Creek Rd. The Oregon Department of Transportation (ODOT) and Public Works have received numerous complaints regarding the safety of the intersection over the past few years. To improve both safety and the operation of the intersection ODOT has proposed to convert the intersection from two-way stop controlled to four-way stop controlled. The Transportation Commission has reviewed and expressed its support for this change and recommended that the Council offer a similar expression of support.

BACKGROUND AND POLICY IMPLICATIONS:

The Siskiyou Blvd. and Tolman Creek Rd. intersection is under the jurisdiction of ODOT. Previously ODOT contacted City staff regarding support for conversion of the intersection from two-way to four-way stop controlled. In order to determine an overall level of support for the project, staff informed ODOT of plans to notify citizens and hold a public hearing at a future Transportation Commission (TC) meeting. The City's consultant traffic engineer, Kim Parducci and ODOT traffic engineers are also in complete support of the traffic control change.

At the January 28, 2016, TC meeting staff informed the Commission of ODOT's desire to convert the intersection and that staff would set up a public hearing for input and discussion. Citizen notifications were sent out to adjacent residences along the Tolman Creek Rd. corridor for the meeting.

On March 24, 2016, the TC held a public hearing to discuss the conversion of Siskiyou Blvd. and Tolman Creek intersection from two-way stop control to four-way stop control. Numerous residents attended the meeting and voiced their support for the conversion. ODOT did not have the striping and signage designed so the TC recommended moving forward with design development based on positive citizen support.

At the March meeting the TC moved as follows: *Recommend that ODOT enter into the design phase for the four-way stop at Siskiyou and Tolman. All in favor.*

At the May 26, 2016, Transportation Commission meeting, the group reviewed a conceptual design generated by ODOT and asked questions of Dan Dorrell, ODOT's traffic engineer. The conceptual design created by ODOT included all appropriate signage and striping.



After the discussion the Commission moved as follows: To approve the conceptual design at Tolman Creek and Siskiyou Blvd. and recommend to Council to support the change to a four-way stop.

In addition to the conversion for a four-way stop, the TC recommended staff/ODOT look into the possibility of handicap ramp improvements in order to shorten the crossing distance across Siskiyou Blvd. City engineering staff are currently in the process of analyzing the possibility, but expect the four-way stop conversion to occur prior to any construction improvements. ODOT plans to move forward with the intersection control change shortly before the fall school session begins.

COUNCIL GOALS SUPPORTED:

N/A

FISCAL IMPLICATIONS:

ODOT will cover costs associated with sign and striping installation for the conversion of the intersection to four-way stop controlled.

STAFF RECOMMENDATION AND REQUESTED ACTION:

Staff recommends the Council support installation of a 4-way stop at the Siskiyou Blvd. and Tolman Creek intersection.

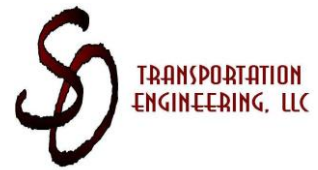
SUGGESTED MOTION:

I move to support installation of a four-way stop at the Siskiyou Blvd. and Tolman Creek Rd. intersection.

ATTACHMENTS:

Southern Oregon Transportation Engineering Memo
Oregon Department of Transportation Letter
Transportation Commission Meeting Minutes-April 28, 2016
Transportation Commission Meeting Minutes-March 24, 2016





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Engineering, LLC**

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Medford, OR 97504

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Kwkp1@Q.com

Memorandum

To: Mike Faught, Public Works Director
Date: 01/20/2016
Subject: Tolman Creek Road / Siskiyou Boulevard Intersection Analysis

Southern Oregon Transportation Engineering, LLC prepared an intersection analysis for the intersection of Tolman Creek Road and Siskiyou Boulevard. The analysis was prepared to address citizen complaints and evaluate the impacts of implementing a 4-way stop.

Background

The intersection of Tolman Creek Road and Siskiyou Boulevard is currently a two-way stop controlled (TWSC) intersection with Tolman Creek Road stopped in the northbound and southbound directions. Citizen complaints include excessive speeding on Siskiyou Boulevard, increased traffic, and difficulty crossing at the intersection of Tolman Creek and Siskiyou Boulevard (See ODOT complaint letter). The citizens asked to have three things evaluated, which include:

1. Implementation of an all-way stop at the intersection of Tolman Creek and Siskiyou Boulevard.
2. Implementation of speed tables or speed humps.
3. Increased police presence.

Analysis Results

We counted the intersection of Tolman Creek Road and Siskiyou Boulevard in October of 2015 during the p.m. peak period (3:00-6:00 p.m.) and gathered crash data for the most recent five year period. The City of Ashland provided daily traffic volumes and 85th percentile speeds along Siskiyou Boulevard. We used this information to evaluate current conditions as well as what, if any, the impacts of an all-way stop controlled (AWSC) intersection would be. Our results and are provided in the following findings:

1. The intersection currently operates at a level of service (LOS) "C" as a TWSC intersection with a volume-to-capacity ratio (v/c) of 0.21 for the northbound shared left/through/right movement. The intersection operation improves to a LOS "B" as an AWSC intersection, but the v/c ratio for the eastbound left turn movement increases to 0.42. Intersection operations under both scenarios are within City and State performance standard minimums.
2. Queuing simulations showed that the longest queue length (stacking of vehicles) as a TWSC intersection occurred in the northbound direction during the p.m. peak hour and resulted in a 95th percentile queue length of 75 feet or the equivalent of three vehicles. All other movements were 50 feet or less. As an AWSC intersection, the queues were shown to increase for the eastbound shared left/through/right movement (100 feet), westbound left/through movement (75 feet), and westbound right movement (25 feet). These increases in queue length would be expected as a result of changing from free movements to stopped movements, but none were shown to exceed their link distances or have any adverse impacts downstream.
3. Crash data showed five crashes within a five year period, with four of the five being angle or turning movement collisions and three of the five being in the month of September. There was no time of day pattern. Four of the five collisions occurred during daylight under clear weather conditions.
4. The 85th percentile speed on Siskiyou Boulevard was measured by Ashland Public Works to be 31 miles per hour (mph) with an average speed of 25 mph. The posted speed limit is 35 mph on Siskiyou Boulevard and 25 mph on Tolman Creek Road, but reduces to 20 mph on school days between the hours of 7am-5pm.
5. Sight distance is restricted on the northbound stopped approach when looking to the east due to an intersection skew.


Analysis Recommendations and Conclusions

From an operational standpoint, the intersection operates within acceptable performance standards under existing conditions, but several improvements were shown to occur if the intersection were to change to an AWSC intersection.

Some of these improvements included lower delay for intersection movements, reduced speeds along Siskiyou Boulevard as a result of vehicles slowing to a stop at Tolman Creek, improved safety for the northbound approach (which has limited sight distance under existing conditions), and improved safety for pedestrians crossing at the intersection. Additionally, an AWSC intersection is a common interim step taken before implementation of a traffic signal, if at any point a traffic signal is considered at this location in the future. At this point, we wouldn't recommend speed humps because speeding is not shown (at least from the data we have) to be excessive, but we always encourage police enforcement.

We hope this addresses citizen concerns and provides the background necessary for the City to move forward with implementation of an AWSC intersection. Please feel free to contact us with any further questions or concerns.

Southern Oregon Transportation Engineering, LLC



Kimberly Parducci, PE PTOE
Firm Principal

Attachments: Tolman Creek Road and Siskiyou Boulevard intersection Aerial



Oregon

Kate Brown, Governor

Department of Transportation

Region 3 Traffic

100 Antelope Road 97503

Phone 541-774-6350

Fax 541-774-6349

MEMORANDUM

TO: Scott Fleury
Ashland City Engineer 3-9-16

FROM: Dan W. Dorrell, P.E.
District 8 ODOT Traffic Engineer

SUBJECT: Request for four way stop at Siskiyou Blvd. and Tolman Creek

We have had multiple requests over the years from Bellvue School to do safety improvements along Siskiyou Boulevard. We are still making improvements for safety, such as the dynamic warning sign we are about to install "YOUR SPEED IS" with radar, to try and slow drivers down.

The intersection of Tolman Creek and Siskiyou Boulevard has a skew angle that impedes sight distance, along with the parked vehicles, and buildings, and vegetation. ODOT requested to make this a four way stop last fall. This is a simple solution that will make it safer for kids walking to school, and will slow down traffic travelling through the area on Siskiyou Boulevard.

We have made many improvements over the years that have been requested by Tom, the community service officer. Throughput on a low level District highway like this is not a priority for ODOT, access and safety are the main focus of this type of facility.

We request that Ashland support ODOT in letting us move forward with making this a four way stop.

ASHLAND TRANSPORTATION COMMISSION
MINUTES
April 28, 2016

CALL TO ORDER

Graf called the meeting to order at 6:08pm

Commissioners Present: Danielle Amarotico, Dominic Barth, Joe Graf, David Young, Corinne Viéville, Alan Bender, and Sue Newberry

Council Liaison Absent: Stef Seffinger

SOU Liaison Present: Janelle Wilson

Staff Present: Scott Fleury, Kyndra Irigoyen, and Mike Faught

Staff Absent: None

ANNOUNCEMENTS

None.

APPROVAL OF MINUTES

Approval of March 24, 2015 minutes

The minutes were approved as presented.

ADJUSTMENTS TO THE AGENDA

None.

PUBLIC FORUM

Phil Miller, 129 S. Laurel St.

He said he sent an email to some of the commissioners about the corner of Almond St. and S. Laurel St. He said it is way past the time for dealing with the dust problem here. His yard and vehicles are covered in thick dust every day and gravel is abundant. There needs to be a solution immediately. Heavy trucks tear up the corners and dust rises 10ft high on a dry day; he included photos from the street. Last year an attempt was made by the street sweeper to sweep and vacuum the gravel, which created choking clouds of dust. He and his wife have been diagnosed with asthma and he thinks it is from the dust. He said they need assistance in getting the dust problem under control and that we cannot wait for grants that are years out. Bender said he can attest to this, as he lives a block away from this area and the dust is bad. Faught said he received the email today and will forward it to the commission.

Louise Shawkat, 870 Cambridge St.

She said the City is developing a climate and energy action plan, thus all aspects of city operations need to be thinking of how to contribute to the success of the plan. The goal of the plan is to change the behavior of all citizens to reduce greenhouse gas emissions. Transportation is a primary contribution to climate change. As the role of the Transportation Commission is to advise the City Council on transportation related issues, relating to safety, planning, funding, and advocacy for bicycle, transit, parking, pedestrian and all other modes of transportation. An important component of the commission's role is to reduce emissions from vehicles. She said education could be a piece of the commission's contribution to greenhouse gas reduction. Citywide education and *eco driving* would include changing drivers' behaviors, which could reduce fuel consumption on average by 10%. She says she is using the term *eco driving* for two reasons: first, we must consider ecological and environmental issues in our actions and secondly, we need to incorporate the idea of economics, which is an added benefit of employing these techniques.

NEW BUSINESS

Car Share-Zip Car SOU

Fred Creek, from Southern Oregon University (SOU) stated he brought this program to SOU about a year ago. He has been in the parking business for the past 18 years. They are averaging about 30 users per month for two cars. He said this is great considering it is a new program and has not been promoted heavily, this shows a need for the program. He is trying to reduce the number of cars on campus, especially for the freshman population. There has

been 341 reservations, 1598 hours of use, 17,656 miles driven, and 52 miles average distance driven per reservation. The average cost per reservation is \$32. In the last year, 118,400 pounds of CO2 reduced carbon emissions, which is a good step in the right direction.

Graf asked about the faculty use. Creek said 90% of users are students use it. He said a few citizens have used them and they have some corporate users who come into town for business. Bender said on average these people are probably driving to Medford. He asked if Creek saw expansion outside of student use. Creek said Zip Car is excited about the participant level we have. There is a grant through the Ford Corporation and Zip Car that the university receives which helps to reduce the first initial fee by \$35. Each user has to pay \$25 to enroll in the program. Creek said he wants to get the freshman population into using the transportation that is available instead of bringing their own.

Young asked if a user only has to sign up once to use zip car anywhere. Creek said yes, there is only one sign up. Young said this is something that has no limit and has many community applications as well. He asked about capacity and if students have had a hard time reserving the car. Creek said there has been a couple of times when students have been waiting for the car to return to campus in order to use it. He said Zip Car has a formula for when a new car will be implemented. Young said this is the trend of the future and having it at SOU is great for a mini model. Creek said he is hoping to add one or two more cars to the program.

Barth asked if this were to expand, could there be dedicated parking spots and would this be an issue. Faught said we could look at that and work with SOU if needed. Fleury asked if Zip Car did all the mechanical maintenance. Creek said yes they do.

Nevada Bridge Connection Project

Faught reviewed his presentation on the design options for the bridge. The proposed bridge has been in the Transportation System Plan (TSP) since 1998. When the 2012 plan was completed, this project became a high priority project for the community. There are three options for the bridge. It will be a 200 ft. span across the creek, a total length of 650 linear feet of improvements. East Nevada St. is designated as a collector and is designed to carry more traffic volume in the future. The number of trips per day for a collector is between 3,000 and 10,000. We have been working on this since 2012. We have secured a \$1.5 million dollar grant, and there is another million dollars in System Development Charges (SDC) for this project. The project funding needs an additional \$3 million total.

He displayed aerial photos of the road. The greenway is planning to extend through to the other side of Ashland Creek and to the area of the proposed bridge. This bridge would allow the extension for the greenway. The bridge would allow children to walk to school vs. parents having to drive their children to school. He said that RVTD was here a few months ago explaining that without this connection, Route 8 would not work. This could be another bypass for people who live in town. It is a much easier connection to go across Oak St. and hit Eagle Mill Rd. and not use N. Main. St. If this bridge were to be built it would reduce traffic on N. Main St. and little bit on the freeway, while increasing traffic on this bypass.

There are three options for the bridge. Option A will cost \$6 million and is a standard bridge or cross-section. It would have sidewalks and bike lanes on both sides. Option B is a bike boulevard and will cost \$5 million. This option has the bike lane and sidewalks on one side of the bridge. It reduces conflicts for cars and pedestrians while moving across the bridge and there would be a barrier separating the pedestrians and the cars. Option C will cost \$6.3 million and contains two bridges, one for pedestrians/bicycles and one for vehicles.

Newberry asked for clarification on collector. Faught said a boulevard is a street like N. Main St. and is meant to collect high volumes of traffic and designed to bring all the residential traffic into the primary area. A collector is the next level and designed for high volumes of traffic between 3,000 and 10,000 trips a day. The idea is to collect all the traffic from residential areas. The next step outside of that are residential collectors, which move traffic to the collector.

Amarotico asked if there was more funding available for option C to build two separate bridges. Faught said there is not enough funding. Viéville asked about a designated truck route. Faught said it is designed to carry the load like

any other collector but will not be designated as a route for trucks.

Young asked if this is a done deal, depending on what option we use. Faught said we have discussed this before and that we are a long way down the road. All of the conversations have been included in packets from the Planning Commission and from the City Council discussions. We are on the road to secure more grant funding. When there is community involvement we give the opportunity to citizens to give input, but we have moved quite far on this project since 2012.

Young asked if there is an option just for a pedestrian bridge. Faught said no, we have only looked at an option that includes a vehicle bridge. Young asked if there has been a real estimate of cost. Faught said the engineers have walked through unit costs of the project, so the estimate is good at this point.

Bender asked for more clarification on RVTD's stance for the bridge. Faught said RVTD updated the commission on transit a couple of months ago and said RVTD cannot make Route 8 happen without the bridge.

Graf wonders if the streets on either side of the bridge need to be updated since this is a collector. Faught said this was addressed in the TSP; East and West Nevada Streets will not need to be updated. Graf asked for more clarification on the amount of funding we have for this project. Faught said we have \$1.5 million in grant funding and \$1 million in SDC money so far.

Graf said after we receive public input and information from everyone, we will then as a commission discuss what our recommendations are for the next steps and decide if we need more information or more questions answered by staff.

Faught said the money for this project is coming from \$3.25 million in grants. He also stated we have hired Al Densmore to look for additional grant money and we have looked at borrowing money to pay that with our existing street funds.

Public Testimony:

Mark Knox, 485 W. Nevada St.

He works on E. Nevada St. and it takes him 2.2 miles using the Eagle Mill Way route or 2.4 miles using the Hersey St. route to get to work from where he lives. One route takes six minutes and the other takes eight minutes. If the bridge were to be built it would take 1.8 miles and 4 minutes to get to work, with a 50% reduction in carbon emissions. He mentioned he sent a packet of information about the needs for the bridge and justifications for the bridge to the commission. He feels the bridge will help connect people; we have great north/south connection patterns, but not great east/west patterns. This will help to reduce congestion on certain streets. He is in support of the bridge. This is about reducing congestion and moving people around. There has been a substantial amount of growth in Ashland over the last 20 years, but we have not had many infrastructure changes to accommodate that.

Tom Regler, 275 E. Nevada St.

He lives right next to the proposed bridge. One thing he would like to address, with the completion of the salmon ladder, a \$1.7 million project; it has made it a very beautiful and sacred place. He would hate to see the bridge built due to the pollution it would cause to the creek because we actually have salmon back now. He would like to see a bicycle and pedestrian bridge. He said there is not any photos about that side of the creek and he is curious as to why that is. It does not show how close it is coming to the proximity of his home or his neighbors' homes and he asked about elevation. Faught said we had an architect give us an idea of what this would look like. The plan is to shift the road 15 ft. to the south so there will be access to the homes that come up on the side of the bridge. We are not in full design mode yet. Fleury said an exact elevation is not available yet. The estimates are for 3 ft. above the 100-year water surface elevation, which will allow debris to flow under it and create a no rise impact for a 100-year storm event for this location. Hegler said he is very knowledgeable about the 100-year flood plain because he has lived there for 12 years. He wonders how we are going to make sure this bridge will stay out of the 100-year flood plain. Fleury said if we move into a more formal design phase, this would be evaluated using the environmental and hydraulic modeling.

Spike Breon, 295 E. Nevada St.

He said he wanted to address the traffic going from Mountain Meadows to Helman School. If there is a pedestrian/bike bridge the kids can get to school that way, if it rains, they can take the school bus, which runs down Mountain Ave. to Hersey St. and back over to Helman St. and up so there will not be any need for cars to go across it. We do not need a \$5 million bridge for 4-5 kids that go to school there now. When he looked at the flood zone, it looked like the bridge was in the 100-year flood zone. He said the City would need a certification from FEMA that the bridge is not going to raise the base flood level, if it is, you have to get an exception from them. He said a bike and pedestrian bridge could be big enough to allow an emergency vehicle or a bus. There are designs that allow only emergency vehicles to get over, such as putting in a barrier or a large hump in the road.

Marty Breon, 295 E. Nevada St.

She apologized for having misspoken when she first learned about the bridge. She said she has started to see the big picture and she understands this bridge idea has been floating around for the past twenty years. In her defense, no one else knew about it either. She hopes that since this is the initial meeting to find out the details, that we take the time to think about it and not to make any decisions too quickly. She supports a bicycle and pedestrian bridge, or emergency access. She asked everyone to give it time.

Kirk Pearson, 1150 Oak St.

He lives at the corner of W. Nevada St. and Oak St. His concerns are traffic wise. There is a lot of traffic on Oak St. and Mountain St. It seems like Hersey St. and Eagle Mill are collectors for that. There is a lot of traffic coming in from Eagle Mill, going under the freeway and up to Mountain Ave. and he would prefer that route get improved. On Oak St. and Nevada St. there would have to be some kind of stop sign to allow traffic to make the left hand turn. He said he could see traffic backing further up the street. He would like to see a bicycle and pedestrian bridge. His concern with that is that the foot and bicycle traffic would increase. He said that 3,000 cars on this street sounds crazy.

Tom Marr, 955 N. Mountain Ave.

He has lived here for more than 20 years and has been in the Ashland area for more than 40 years. He said he opposes this bridge project for vehicles. He said introducing through traffic, in what is now a family neighborhood with schoolchildren, transcending to a retirement community. N. Mountain Ave. already has a bad hump that is hard to see over where there is a crosswalk. Increasing traffic is going to increase the probability of dangerous accidents. Increasing traffic on N. Mountain Ave. where there are baseball fields occasionally causing foul balls to go into the street with children running after them. He does not think the streets will be able to handle this amount of traffic. The streets are narrow with sharp curves and does not seem feasible. He does not feel this project represents the direction the City is currently going in, towards road diets and conservation in general. It does not represent the global issue of declining fossil fuels and increased climate change and it further increases the use of vehicles. He supports a pedestrian and bicycle bridge only.

Stephany Smith Pearson, 1150 Oak St.

She opposes a vehicle bridge. She said the traffic on Oak St. is atrocious. Even though there are speed bumps, people drive 40-50 MPH up and down the street. She has seen people pass on this street and near accidents here all the time. There are a lot of kids that go up and down Oak St. These roads are not prepared to take on this amount of traffic. She thinks this is a backwards step, for a city that is supposed to be green and committed to environmental causes. She thinks the money could be better spent on something else like an electric trolley or other options. She is very supportive of a pedestrian and bicycle bridge, but letting vehicles cross the bridge is not in the best interest of the town and does not uphold our best values.

Nancy Driscoll, 348 Fair Oaks Ave. and Felising Bietz, 924 Kestrel Parkway

Driscoll said she lives in the 300-year flood plain, which is rapidly becoming a 100-year flood plain, and engineering is going to be expensive. Bietz said she looked at all the different options for the E. Nevada St. Bridge, and with it being such a narrow road it is hard to visualize more traffic on this road. When driving to her home, very often there are cars coming up, and she has had to back up and pull off to the side of the road to allow a big truck to pass her. She realizes that some of her neighbors park their cars behind their homes, so she cannot imagine all of this traffic going up and down E. Nevada St. She would really like to see a path for pedestrians and bicycles, but does not see the reasoning behind building a bridge for vehicles. Driscoll said many of the comments made tonight are very valid

comments. She rides her bike and tries not to use her car. She lives at the bottom of a new development that is becoming a 90% impermeable surface and is increasing in volume and velocity of the water entering the creek. She said she has watched two floods in the past 12 months that covered the lower part of Kestrol and entered the mitigation pond that is being filled with silt due to drag out. To put a bridge there and add more pollution and cars there seems crazy.

David Helmich, 468 Williamson Way and James Flint, 355 Fair Oaks

Flint said he can see the pros in providing the east and west connection. He is against the project as outlined in A, B, and C and does not see how spending \$6 million in this area is a benefit. It would take a lot of time to reduce carbon emission, from the few people who work on the east side and travel to the west side. He sees the advantage of having a pedestrian and bicycle bridge but he is against spending money on a vehicle bridge. He is not in favor of spending money just because it can be acquired or because it is available.

Helmich said he is a retired civil structural engineer. He is concerned there has not been enough preliminary work done for the project. He has not heard from staff that they have accurate topography and flood evaluations and have actually tried them out against some various, possible geometry. Therefore, they cannot speak with certainty with the length of the bridge that is required. That calls into question, all of their numbers. The priority that was set in 1998 is difficult to understand. From what he understands, we need a second way to fight fires in Mountain Meadows. If that is what is necessary, that does not require two traffic lanes and all that goes with it. If you provide for one-way access, that is a 14 ft. bridge, it is probably longer than 200 ft. He is not sure that building a pedestrian bridge will fit into \$5 million. He strongly urges them to not look at this any further until they have a conceptual design, when 20% or 25% contingency is met.

Valeri and Greg Williams, 744 Helman St.

Valeri said we have just closed down one street and looking at closing down another street to reduce vehicle transportation, and then looking at spending over \$6 million to increase vehicle transportation, so that does not make any sense. She thinks the priorities they had back then have changed. To spend that much money on a project that is going to run through a residential community does not make any sense when the City could be funding other things. We have roads that need repair, a bridge on Nevada St. that is way under sized, if there is a flood it could be washed out, and then we do not have transportation from Verde Village. Based upon a study done by OTAC, saying that the bridges need to have 3,100 CFS clearance, and that bridge does not have that. She recommends that the commission look at other transportation issues and prioritize. Bicycle/pedestrian path makes sense, but a vehicle bridge does not. Graf asked if she was referring to the road diet in downtown Ashland (the two lane to three lane) and the bridge she is referring to is the bridge over Ashland Creek on Nevada St. between Helman and Oak. She said yes.

Greg said the bridge they are talking about over Ashland Creek washed out in 1974. In 1997 it almost washed out again and would have if they did not come down with truckloads of rock to save it. It is under-built and poorly engineered. It is a major arterial and a lot of traffic goes over it taking children to Helman Elementary now. We should be fixing what is wrong with our infrastructure, not spending more money on a brand new bridge that will cost \$6 million. He said the bridge his wife was referring to for the OTAC study, the Hersey St Bridge, it could only handle 500 CFS and the recommendation was to have 1,700 CFS, even though it goes up to 3,100 CFS. The Ashland Creek Bridge we are talking about was studied by OTAC, but has a similar capacity. He encourages the commission to look at those things before we start building, in his opinion, 'a bridge to nowhere'.

Peter Schultz, 375 E. Nevada St. and Ron Cue, 1155 Fern St.

Schultz said he is not necessarily against it. He thinks it will provide a nice route into town and to exit 19. He agrees that this will increase traffic. His concern is about flooding. In 2006, there was a flood where Kestrel was under water, which is within the Ashland flood plain. When the water jumps the banks, the water runs down Kestrel, which will put the east side access to the bridge under water; this is something engineering should look at when planning. Maybe the elevation of the bridge could be increased on that side. If that is done, will Kestrel turn into a dead end? The other concern is by Tom Mar's house, he lives at the top of the hill when you come right off of Mountain Ave., if you are heading north towards the freeway on Mountain Ave, first you take a hard left, then an immediate hard right, then take another immediate hard left; it is not super conducive to traffic. He does not know if part of the plan is to straighten that out, but increasing traffic down there, it is a lot of dog legging around. He said there are children out there with bikes laying in the road and you never know what you will encounter. He loves the idea of increasing

access, but anyone who lives in the neighborhood is going to be concerned about the traffic. It will benefit the people driving around town and give them a better way to get out and get around.

Cue said he does not live in the immediate area, he lives up the hill, but the reason he came down was to hear more about the elevation. He did not realize that the information was not available yet. His main comment was that this meeting's hearing came just after we learned about the downtown plan going from three lanes to two lanes and his concern is how we get traffic through downtown. He did enjoy the alternate route on Eagle Mill Rd. out to exit 19. He has lived here since 1977 and has always wondered why we did not have half an interchange at Mountain Ave. and 15, a northbound on ramp, and southbound off ramp. This was before the N. Mountain Ave. plan was put in and it relieves some of the traffic from downtown. His only concern is if we are going to consider this project perhaps we should consider it in conjunction with what we are doing downtown. He did not see a component about traffic reduction downtown, if we go from two lanes to three lanes.

Carol Carlson, 509 N. Mountain Ave. and Don Morehouse, 325 Stone Ridge Ave.

Carlson said she has been reading the paper and thinking about the bus levy, which will raise her taxes. She has been reading that the streets need repairing. The way she lives at home, is you repair what you have before you have a new idea that you are going to fund. What is most important here? Is it public transportation, maintaining what we have, or is it something new?

Morehouse said he is in favor of the bridge. He is looking at it from several points of view. Personally, if he is walking, biking, or driving he wants to get downtown. He wants to get to exit 19 and move around, and have connectivity. He said everyone else in town wants to move around town in the shortest manner. When we look at the expansion of the town and the urban growth boundary being developed out, it needs to be connected with the rest of Ashland.

Andrea Napoli, 325 Stone Ridge Ave. and Joann Johns, 979 Camelot Drive

Napoli is in support of the bridge, she wants to be able to ride her bike or walk downtown more easily. Right now, she drives her car into town because if she rides her bike she must travel up and down in a roundabout way to get into downtown. The bridge would allow her easier access to downtown by riding her bike. She also supports transit because it gives freedom to people who do not drive or to people who cannot drive. As far as the traffic, she suggests some traffic calming measures such as speed humps or chicanes.

Johns said she has the same concerns as her neighbors. She said the cost is a concern, wondering where the money will come from. The development is a concern for her as well, if this becomes a collector, what new developments will happen because of this bridge. How much more traffic will there be, what happens after it comes into Meadowbrook Park. She cannot imagine 10,000 cars in that area. Many elderly people walk around in this area, skateboarders, and families. This is a narrow street with no parking on either side of the street. This street would have to be widened to accommodate more traffic. The cost by the time it is all done will be much higher.

Meadowbrook Park is not built out yet, there is construction still going on and there is no parking requirement there. She hopes staff will look into what would be developed here because there is not enough room for all of the cars parked there. A pedestrian bridge is a good idea.

Beth Oehler, 215 E. Nevada St.

She has lived there for 20 years and this is first official notice she has received about this bridge going across, which is concerning to her. There is no sidewalk on part of the street and the street is narrow. She disagrees that we can put 3,000-10,000 cars on this street without improvements. It is concerning that; people will avoid Hersey St. and Oak St. because of the bumps if we do not put traffic calming in addition to this bridge. She agrees with other comments, that this goes against what we are trying to do as a city. A bike and pedestrian bridge sounds great, but she is opposed to a vehicle bridge.

Roy Sutton, 989 Golden Aspen

He said he found the various comments coming from the community very interesting and enlightening. He thinks an option D should be added to support a pedestrian and bicycle bridge. One thing that this commission is interested in, has to do with parking downtown, he thinks the idea of having the bus route would be a plus to enable people to use transportation to get to downtown. He would like to see a restricted bridge that allows just pedestrians, bus, and emergency vehicles and not open to everyday drivers.

Alberta Apenes, 142 W. Nevada St.

She has lived here since 1975, but first came to Ashland in 1924. Ashland was very small back then and there was not any streets down by Nevada St. and Oak St. was unpaved. Ashland was the center for where the streets went through. She has seen it grow and it will keep growing, if it does not it is going to die. We have to face the fact that people are going to get in their cars and move. She would be unable to get on a bus, she would have to walk a mile to catch a bus, and she said she could not make it. She is in favor of doing everything we can to make Ashland a comfortable place for people to live, work, and play. She thinks the bridge will help us, but we are going to fight anything that goes on, it is normal to do that. She said we have to meet in the middle, but we must move forward.

Graf thanked everyone for their input and said he did not know how quickly they would be able to assimilate everything they heard this evening.

Young said this project was not hidden and it has been being considered for years. He would like to invite people to show up to participate in all of the meetings. Many of these things do not get attention until they are in someone's backyard. He said people do not participate in any of the decision-making or hearings until this stage and it makes things more difficult. He does appreciate everyone showing up tonight. In addition, he would like everyone to know that we do not have the decision to create a bus route, unless we come up with the money to subsidize RVTD. RVTD came and said they could not make Route 8 happen unless this bridge was put in, but they made it very clear that this is not their top priority, especially if the levy does not pass. Graf said this does not necessarily preclude that, we will do some kind of internal circulator and to have an RVTD route here in the near future is unlikely and very unlikely if the levy does not pass.

Newberry thanked everyone for their participation. She said she has worked in transportation planning for a long time and she said it is hard to know sometimes, even if you see a notice that says a '20 year plan' to know that it is important enough for you to go, so it is understandable that people come at the last minute. We are going to be doing a transportation plan update soon though. She said she made a list of things she heard tonight that she did not know about before.

Graf said the Transportation Commission is going to need some cost estimates for the various options including a bridge that allows solely bike/pedestrian and for a bridge, which only allows bike/pedestrian and emergency vehicle/busses.

Viéville said she wants to know more about the design and how the design of the bridge will affect the houses that are directly next to it. Graf said the main concern he heard tonight was about what is happening to the streets and the two ends of the street, so it would be nice to have some clarification pertaining to widening or making improvements.

Bender said it is highly unlikely that RVTD will come through with a route; however, this commission has come out in favor, repeatedly, of an internal circulator within Ashland. Funding undetermined, but it is a high priority mission.

Faught said he would like to clarify some things. These estimates we have are from an engineer who specializes in bridges; our estimates include a 20% contingency. We have good information; we just have not fine-tuned it yet. He said he talked about how many trips a collector takes, but he did not specify how much this specific road traffic would increase by. It is now at 1,800 trips per day and would go to 3,800-4,000 trips per day. He said the 10,000 figure is a standard number for collector.

Newberry said for clarification, the average home in America even in a small town, generates five trips a day. Which is actually ten times up and down the street. She said if you were wondering where a lot of the traffic comes from, you might start thinking about how many times you leave in your car and come back in a day.

Young asked about the OBEC estimate, which is lower than ODOT's estimate. Faught said when ODOT looked at this project; they were planning on extending the bridge by another 200 ft. and raising it up, to allow access under the bridge. Instead, we shifted the bridge 15 ft. to the south so we did not have to do that.

Faught said the grant has to be used by 2018. Knox said that Kestrel is planned to extend around to N. Mountain Ave. Trips will probably funnel up Nevada St. and Fair Oaks. Ashland is about connectivity and getting people

around, it is about disbursement, so that not just one street is terrible to live on.

OLD BUSINESS

None.

FOLLOW UP ITEMS

Tolman Creek and Siskiyou Blvd. Stop Sign (5min.)

Fleury spoke to Dan Dorrell at ODOT and requested that they put together a conceptual design for us to review. He is hoping that Dorrell will be at the next commission meeting to talk about the stop sign, the layout, and intersection changes.

Downtown Parking and Multi Modal Circulation Study Update-Improvement Projects

Graf said the downtown committee has been reviewing the three lane to two lane plan. He said there was an article in the paper recently that raised concern, largely from the downtown business community. The concern was mostly in response to the parking spaces that the newspaper reported as being lost in order to make way for loading zones. Three parking spaces would be permanently lost if the current design is approved. Another 15 spaces would be lost during the hours of the loading zones. These would be two-hour parking spaces in front of the downtown businesses. People were shocked when they read the newspaper article. However, these losses would need to be made whole again in order for the committee to support the plan. The committee has lost of some of its optimism for a quick solution, but it has not really changed the plan, which is to go through and look at all of the possible barriers/problems that need to be addressed to make this work.

Young said he was the only one quoted in the article. He had assumed that someone else had already been interviewed and then turned the reporter to him. He was very careful of what he said. One quote was accurate and the rest was somewhat contextualized. He was asked about it failing, he responded by saying one option would be to do it as pilot program that would take about 18 months, to allow people to change their habits, and then do an evaluation. The article said that he recommended doing a pilot program, when he did not recommend it. The key was that he had assumed that someone had told the reporter to talk to him. The response at the last meeting was very strong. Many of the people that came to the meeting said it was the first time they had even heard about the plan.

Graf said they went through many bike and pedestrian projects and although we did not do the design for downtown, we as a commission gave a high priority to the bike lanes through town. The projects themselves are in the TSP, but how to do it is not in the TSP. This commission said these were very high priorities and he is strongly in favor of making that happen, because if we do not, we will have failed as a committee.

Faught said there is controversy we have to work our way through and if we need more time, then we will take more time. The information for the multi-modal part got out ahead of time, before we could plan it, which makes it more difficult.

INFORMATIONAL ITEMS

Action Summary

Accident Report

Making and Impact Newsletter (April)

Grandview Shared Road Status

Fleury said he met with the consultant engineer to go over the three conceptual designs. He is hoping to have them back early next week. They are going to meet with a couple of concerned residents and bring the concepts back to the commission. Faught said he thinks they have come up with the least cost option.

COMMISSION OPEN DISCUSSION

Barth asked if there were any plans to redo the sharrows in the downtown area. Faught said repainting starts in the middle of May. Fleury said the first place they start is downtown.

Young said for a future agenda topic; there are so many unmaintained right of ways along Oak St. to downtown.

These properties are hazardous. Faught said we can add that to the agenda and have our street people in to talk about it.

ADJOURNMENT

Meeting was adjourned at 8:11 pm.

*Respectfully submitted,
Kyndra Irigoyen
Public Works Administrative Assistant*

**ASHLAND TRANSPORTATION COMMISSION
MINUTES
March 24, 2016**

CALL TO ORDER

Graf called the meeting to order at 6:03 pm

Commissioners Present: Danielle Amarotico, Joe Graf, David Young, Alan Bender, and Sue Newberry

Commissioners Absent: Dominic Barth and Corinne Viéville

Council Liaison Present: Stef Seffinger

SOU Liaison Absent: Janelle Wilson

Staff Present: Scott Fleury, Mike Faught and Kyndra Irigoyen

ANNOUNCEMENTS

None.

APPROVAL OF MINUTES

Approval of February 25, 2015 Minutes

The minutes were discussed and approved as amended.

ADJUSTMENTS TO THE AGENDA

None.

PUBLIC FORUM

Michael Shore, 140 Clay Street

He shared today he was driving into town on East Main St. and is not used to how people stop for pedestrians or how pedestrians walk around everywhere in Ashland. While approaching the train crossing, a pedestrian stepped off the curb. The driver in front of him stopped, which made him come to a stop on the train tracks. He then saw a train coming his way. There were no bells or whistles going off. He said it made him think of how that area is structured. There should be a designated place to stop and to arrange the arms so that someone could pull around to get out of the way of the train coming so this does not happen to someone else.

Huelz Gutcheon, 2253 Hwy 99

He discussed busses. He said when they were in town people just walked onto the bus and now they have to pay when they board the bus. Some years ago he said Julie from RVTD presented new buses, without advertising, but now they have advertising. He spoke with them recently and said they have a two hour run with stops, now there are more people, newer buses, and the buses are always running late so they drive fast and stop fast. He thinks it should be a half hour run. He said the drivers do not realize how fast they are driving. Route 10 does not have any other inter-route connections. He said it would be nice to have an electric bus in town because we are getting traffic jams in town now.

NEW BUSINESS

None.

OLD BUSINESS

Tolman Creek and Siskiyou Blvd. Stop Sign

Graf said the issue here is the Oregon Department Of Transportation (ODOT) is interested in putting in a 4 way stop at Tolman Creek and Siskiyou Blvd. and has asked for the City to support it. The next step is to have public input about the matter.

David Widup, 1495 Tolman Creek Rd.

He lives on Tolman Creek Road right up the hill from the intersection. Since living there, it seemed to him that something else was needed at the intersection. There is poor line of sight. and limited visibility when crossing Siskiyou Blvd. from Tolman Creek. He said cars there have almost hit him and something needs to be done. It is a matter of safety in his opinion and it is only a matter of time until there is a bad accident there. People heading towards the freeway are going faster than 35mph and it is hard for people crossing Tolman Creek from Siskiyou Blvd.

Scott and Marlane Balcomb, 1153 Tolman Creek Rd.

Scott said he lives a block up from Tolman Creek and has witnessed two accidents there. He has had close calls at this intersection as well. People coming off the freeway do not drive the 35mph speed limit, including semi-trucks there late at night. One time he had to stop and look, because he could not see, and a sheriff pulled him over probably thinking he did not stop even though he stopped four times before he turned. It is a terrible intersection and a 4-way stop would be great. Marlane said she stops and goes too to make sure no cars are coming. Scott said you have to be cautious in this area to make sure no one is coming. You cannot even get across the intersection when school drop off is happening early in the morning.

Zach Brombacker, 1370 Tolman Creek Rd.

He has lived at this location for almost 40 years. He said you have to inch out into the road to make sure another car is not coming. There needs to be a light there for safety. People are trying to get across and it is just a traffic jam. His wife was in an accident due to a van that used to park there obstructing view. He once saw a woman with children almost get hit by a car. It would really help to get a light in there and it would be a tremendous safety thing. He said it is unbelievable the amount of cars in this area during school drop off and pick up. His idea is to come off Siskiyou, go around to their grass area, and have some kind of area where the kids can be picked up and dropped off. He is happy that the commission is looking at this issue.

Howard Hunter and Anna Marino, 2312 Green Meadow Way

He said he was excited to see the letter about this. He tries to avoid this area, agrees with everyone's comments, and is supportive of something happening here.

Graf said the two emails he received are in support of the stop signs.

Graf confirmed this is a 4-way stop, not a stop light. ODOT is willing to go ahead with it if they get the 'ok' from the City. This is the first step and ODOT will come back with a design for the City. Faught said he does not know if they will eventually add a red flashing light, this is just the design phase. David Widup said he thinks people will blow through a stop sign. Fleury said he agrees that a flashing light would be good there too. Widup said the issue there now is that people stop on Siskiyou when they are not supposed to stop. Graf said he does not know the exact design yet, which could be a light. This meeting is for the City to give the go ahead for ODOT to proceed with the design. The final vote will come from City Council. Faught said the design is unknown, it first needs to be approved by the Transportation Commission and then Council will vote for final approval.

Young/Newberry m/s the Transportation Commission recommend that ODOT enter into the design phase for the 4-way stop at Siskiyou and Tolman. All in favor.

Young said this intersection is high priority and appreciates the input from the public. Newberry said she has experienced frightening incidents when the children have been crossing in the cross walks. She saw a crossing guard trying to control traffic and it almost caused an accident and hopes that ODOT really looks at this area because it is a very dangerous place for children.

FOLLOW UP ITEMS

Transit

Graf said at the last meeting we supported the levy for RVTD for Route 10. Fleury said he had drafted a staff report to go to Council discussing the levy. Council showed support for the levy at the last meeting. He said they are going to talk with the city administrator and make sure that the staff report should still go forward and that the Transportation Commission made a recommendation for support of the levy as well. Faught said it is important that Council hear that they are in support of the levy. Graf said it is important that it be approved through the official

channels.

Graf said the next step is to discuss the internal circulator and the steps for that process. He asked how we want to move forward with this. What sort of routes and population do we want to serve and do we want to hire a consultant or a staff study. Young said as he mentioned last time we have had two consultants and two processes including the TSP update and the downtown plan. The first one was a circulator that went back and forth from exit 14 to the plaza. A consultant from the University of Oregon thought there was good reason to expand from exit 14 through the plaza up North Main to exit 19 and back and forth. There was plausible evidence as to why this would be successful. We have many citizens who have energy to put into this and have made it clear that their support would be for something along that route. His theory is that we will get in the weeds about thinking of other routes and other populations but this is the spine and core of what we need to focus on. He fears we are going to make this too complicated by adding in more routes. He fears that it will get too messy if we start thinking too big with too many options. It will serve tourists, schools, downtown, hotels, and the hospital with the route downtown. He thinks we should focus our efforts on the downtown route.

Amarotico said she has to disagree with Young. She thinks that Route 8 has already shown that the population is there, but they do not have the funding to do it. It covers something completely different from what is covered now through the current bus system. If we could figure out something to get Route 8 closer to Clay Street, she thinks it is worth consideration. Young said they are not mutually exclusive. Amarotico said she thinks they can probably only choose to do one to start with. Young said RVTD has the one he is describing that proposes a bridge over Nevada Street and the proposed funding from RVTD, we are talking possibly another ten years for that to happen. He said he agrees with Amarotico's idea too.

Faught asked for clarification on the outcome from the last meeting. The commission decided to look at all of the TSP's inner city routes and then make adjustments. It could be similar to the route Young described, Route 8, a hub or a circulator. He thought that the commission had agreed to discuss all of these options and consider all the proposed ideas.

Graf thinks they agreed to look at the internal circulator within Ashland and what route it would be, was somewhat open. He said they will not necessarily be picking one or the other from the TSP, but would see what kind of internal circulator would best serve the City. We could be thinking of some new design based on the population we decide to serve. Young said we got a clear answer from Paige at RVTD that they have no interest in getting an internal route in Ashland. Our boutique needs are not in their priorities. Graf said RVTD wants to serve White City, RCC, West Medford, and bring back Saturday and evening service. Faught said if we are talking about spending city money on a project we should be looking at which one we want to recommend. In the TSP, it recommends supporting RVTD if we do not have the financing and meeting their tiered approach, but if the commission wants to move forward on something, we have to make a recommendation of what we think is best and spend city money or look for other grants because RVTD is not offering money for the trolley either. Graf said RVTD is not offering money for anything except improving headways on Route 10. Faught said we should not separate Route 8 just because RVTD does not have that on their priority list, if we want to make a proposal that will include some city funding that should be part of the proposal. Newberry said she is not clear about the route Young mentioned. Young said it was recommended in the TSP and goes from exit 14, down Ashland St., turning onto Siskiyou, and to the plaza. Early in the proceedings of the downtown committee, the consultant recommended extending it down N. Main and to exit 19.

Bender asked why we are discussing specific routes. He asked what the next steps are because deciding on a route is not the next step. Graf suggested thinking of what populations or areas we want to serve, which includes the tourists and could include people in affordable housing, or traveling to Mountain Meadows or ScienceWorks Museum, etc. We need to think if it makes sense to do something like that. Faught said part of it is to define our objective, reduce vehicle traffic, increase ridership for low income, and what we want to accomplish. We need to define what we want to do. He is talking to the Council right now about street maintenance funding. There is a limited amount of money we are working with & the details need to be worked out. The commission seems to want to solve transit and he recommends using a consultant who knows transit who can help the commission set the objectives. Graf said we do not have to decide that today and he can work with Fleury and Faught for some direction for the commission.

Young said he does not agree. He feels that there is a lot of work being done and community support from the people who came out. Even the population from Mountain Meadows, who you would not expect to come out, support the routes identified in the two processes he already mentioned because they will be an asset to this town. He feels that anything else right now is a stall tactic and creates complication when there is a clear sense of community support, which makes this take a backseat to the Nevada Street Bridge project, which is highly controversial. There is a sense a lot of the money could go to other transit options. There is community support for this and a well-vetted route that is worth looking at. He said that looking at other options is a delay tactic and he does not think that Faught wants to support it. He disagrees in hiring a consultant.

Graf said his understanding of the group is to have an electric shuttle that improves life in Ashland and gets people out of their cars, but not partial to a particular route. A citizen from the audience announced she wants to lesson our carbon footprint and encourage people to get around without their cars to have a clean city. Bender said he agrees. He said a few months ago we discussed being a role model city. We have many things that put Ashland in a league of its own and agrees to reducing our carbon footprint. The overarching concern is for us to be a trendsetter and that has to come first.

Newberry asked about the timeframe in hiring a consultant and what would happen if we did not hire a consultant. Graf said we have to decide if we have enough information to move forward. He said if we do not need a consultant, we have to do the next level of study. If we decide to do a trolley or circulator we still have to do more work than what is in the TSP. We could have an ad-hoc committee or do something else to produce a study, but somebody has to do it and whether it takes more time or less time it has to get it done. It will take a very long time if we only talk about it for 20 minutes every meeting once a month. We have to get more information from someone. The citizens did a great job looking at the electric buses, but we still have to figure out how to pay for it, whose going to drive, and operations or if there will be a public/private partnership. Young asked about the citizens. He said there is a lot of energy and expertise in our community and they can find these answers; maybe there can be an ad-hoc committee for this. Newberry said she has worked on projects like this where the consultant will work hand in hand with the citizens who are actively involved. The consultant has the tools that the citizens do not have, but in the end, we had educated and informed citizens. She believes we need to engage our citizens, not just have them give input at every meeting, but have the consultant involve them in the work and engage them. She is interested in getting a consultant on board provided any request for proposal includes a close involvement with the citizens who are interested. Bender said given the turn out a few months ago there seems to be people who want to be fully engaged.

Young said he was a member of the ad-hoc committee for Siskiyou Blvd. under Paula Brown and they did not have a consultant. He said they received statewide awards for the design. It was informative and energizing. Everyone was involved and there was a good outcome from it. Many citizens want to stand equally with us to get the work done. He said he is not opposed to having a consultant organizing the work to guide the citizens though.

Graf summarized by saying everyone agrees to do this process while involving engaged citizens and maintaining a holistic view of transit options for the internal circulators within Ashland because we do not need so much if we are not doing Route 10. If we are going to mobilize all these people with all this energy, with or without a consultant, we need to come up with the right answer for Ashland.

Newberry said if you have a stakeholder group, it is up to them to pick the route. She said she does not know if the commission can say it should be one way or the other. Graf said it does not mean we are starting with this route. He said we are saying, this is what is in the TSP and this is what has changed in Ashland since the TSP was created. We do not choose the route now, we choose the process and the process will give us the route we need. The commission was quite clear that they want to work on the internal circulator.

Newberry said we want to define our objective and the method for achieving the objective. This would be a stakeholder-engaged process with a consultant on board to help with the heavy lifting and our objective is an internal circulator that serves the community well. She said she thinks they all agree on that. Bender said when we say, 'serve well' it implies just the transportation aspect and not necessarily the environmental aspect. Newberry said we need to define our objectives and construct a motion. She said she would like to craft a motion of recommending an

ad-hoc committee to work on the internal circulator.

Faught said he would like to research transit consultants. Staff will research a little bit more so that when the commission makes their motion, it is very clear to the Council what the recommendation is.

Graf said the important points are the internal circulator, citizen involvement, and in line with the goals that are set in the TSP. Seffinger asked if they are including charge and a timeline with this. Graf said we are not quite there yet, we need more details. Graf said it is important to make sure the objective includes serving the community. Newberry said she would like to use the word 'engagement'. Faught said staff will create something and the commission can adjust accordingly.

Downtown Parking and Multi Modal Circulation Study Update-Improvement Projects

Faught said there is a lot of community involvement in this group. He thinks they are close to wrapping it up. We are pulling projects that are out of the TSP that are part of the downtown. The following items have been added: a roundabout at Pioneer and Hargadine; removal of vehicle access to the beaver slide to limit to only pedestrians and cyclists and construct a path; and improving Lithia Street safety. Rick Williams (consultant) and Kim Parducci (Southern Oregon Transportation Engineering) are coming to the next meeting. The plan calls for us to hire a new staff member to work on the downtown traffic issues. This person will work on obtaining agreements for parking spaces. If staff is not hired, this project will sit on the shelf. It is recommended a new parking committee work and meet on downtown parking issues.

This will be taken to the next City Council study session for them to be fully engaged. It has been a long process. Faught feels that it is a good plan and if someone is hired to manage the plan, he sees it going somewhere. It is his hope that it will address all the parking and circulation issues downtown.

Graf said a very important piece of the plan is the streetscaping; it generates a lot of enthusiasm. He wants to make sure that the new staff member hired to manage the parking plan interacts with the commissions. Faught said he will have Rick Williams work on this with the committee. He needs the champion staff person to be working on the downtown issues. Seffinger hopes that there will be a physical walk through so the Council can see where it is they are talking about because it will be more helpful to understand the project and issues.

Bike Share/Car Share

Graf said they had a discussion by phone with a representative from Zagster. He said they learned that if we want to do a bike share with Zagster they will do the study to set up the bike share, but did not tell us the cost and the representative also said that bike shares never generate revenue. If we pay them directly, they will actually replace the bikes periodically. Fleury said the process for this would be to enter into an agreement with them. Zagster is essentially a turnkey operation. You pay your fee and all rental fees associated with the bikes go directly to the owner, which would be the City, they do not pay for themselves but they offset some of the costs. Young thinks we could spend half an hour deciding where the best places are to have these bike shares in our town. He thinks that having four or five stations would be a good idea and would give them something to work with.

Fleury said he saw that they are using a car share in New York and in London with Nissan, Toyota and Ford. It was interesting to see how that is working in those cities. He spoke with Wilson about having zip car representative come to a future commission meeting. Bender said a car share is taking on a life of its own in big cities and it is ideal to have a car when citizens need to leave Ashland. Young said he was in Miami and they used Uber the whole time and he does not know why we do not have that here.

INFORMATIONAL ITEMS

Nevada St. Bridge Extension Project

Faught said there has been a desire to have a community discussion and would like to have this done with a public meeting session next month to receive input. Newberry said this is a difficult way to get public input. She has been following this topic and most people do not want more traffic on their street, she does not blame them. Faught said there will be a presentation on the bridge to show them what it looks like. Newberry said many people have said they think it should just be a pedestrian and bike bridge and we should discuss that. Young agrees with Newberry's

concerns, that it belongs here, and that we should not take any action at that meeting. We need to get the public's input first. Faught said the letter that will go out will specify that we are just discussing the project and not taking action on it.

Graf asked what action we could take. Faught said we have moved this through the TSP and Transportation Commission and it is in the design phase. We are now trying to securing funding for it. Now people want to see what it will look like. He said Paige Townsend from RVTD said having this bridge is the only way you will see transit out there. Graf said some people will not want it and others will want us to change it, while others are only concerned about the design. He wants to know how to tell the people what outcomes to expect when they come to the meeting. Young said there is a group of people who feel that this never saw the light of day. He said there was a sense that this was conceptual and not shovel ready, and there are many people who feel this went forward as a project without being able to respond. It has been presented as a done deal and people feel they have not had a chance to weigh in on the matter. Faught said if the commission wants to have more public process on this & he does not have an issue with that. We have a grant for this that is only good until 2018. This has been discussed at the commission level before. He said if they want to slow down the process, he is not opposed to that at all.

Graf said he is still concerned. He feels this is the place to have a public process; he wants to know what that public process is. If it is more like a presentation of the design and people's comments on the design, but if the commission ends up with some action items that is different. He said this was a high priority project within the TSP and it has moved up. He asked what we do in response to a full room of people who do not want to do it. He does not want to give people false hope that they are coming here to testify when it is already a done deal, unless we tell them clearly they are commenting on the design. Newberry thinks people need to understand why it is in the TSP, why it is a priority, and that it is important to tell people they are commenting on the design. Faught said he is going to explain why we should have it for the public forum. Young said the public is demanding a public process. The development of the TSP was controversial within the commission. His sense is that it has not been a perfect process, but the public does not feel it was proper process in presenting this project. He proposes that they hold the public forum to receive input and not take action, followed by further discussion.

Graf said he would like to be able to tell the public if it is a done deal or if we are reconsidering. He does not want to give the impression that they can overturn the project if they cannot. We all agree that they should have come in 2012 when the TSP was developed, but that is in the past. Faught said Young makes a good point. What he has told folks is that they are proposing a public forum to give input on the design. Young said he feels uncomfortable saying it is a done deal. Faught has heard a lot of support for the project but he is not opposed to having more public input on the project.

Faught said the community members who live in the vicinity of the bridge project that will be affected by travel will be noticed by mail. In addition, Mountain Meadows, The Greenway Foundation, and RVTD will be notified. A news release will also be posted on the homepage of the City website.

Young wants to have a discussion on the project that could leave staff to a yes or no and could lead to a future agenda topic to decide on. Graf said the issue is whether or not the commission plans to make a decision at the meeting.

Action Summary

None.

Accident Report

None.

Making an Impact Newsletter (March)

None.

Grandview Shared Road Status

Fleury said staff has received three conceptual designs from the consultant. Staff needs to review them before

bringing to the commission.

COMMISSION OPEN DISCUSSION

Fleury said right now the Rogue Valley Metro Planning Organization is redoing their intelligent infrastructure plan; which deals with the intelligent infrastructure throughout the Rogue Valley. This is the coordination of traffic signals and electric vehicles. There is a public hearing next week on this at the Medford Library. Fleury will provide information to commission.

Faught said he would like to invite the commission to the downtown committee next month.

Bender said one other multi-modal topic he would like to mention is that he hears the train from his house all the time now. We hear about passenger rail being used here off and on. He asked if it was too soon to start discussing the topic. Young said he likes the idea, but he feels it is too soon to start discussing.

FUTURE AGENDA TOPICS

Car Share

ADJOURNMENT

Meeting was adjourned at 8:06pm.

*Respectfully submitted,
Kyndra Irigoyen
Public Works Administrative Assistant*