CITY OF
ASHLAND
TRANSPORTATION COMMISSION
Thursday, April 16, 2009
Community Development, 51 Winburn Way
Agenda

I. CALL TO ORDER: 6:00 PM

II. APPROVAL OF MINUTES: March 26, 2009

III. PUBLIC FORUM

IV. ADJUSTMENTS TO THE AGENDA

V. OLD BUSINESS
- A. Siskiyou Boulevard Update

VI. NEW BUSINESS
- A. Election of Chair and Vice Chair
- B. Bicyclists' Bill of Rights / "Taking the Lane"
- C. "Safe Routes to School" Program
- D. SOU Master Plan
- E. Transit and RVTD Update
- F. 2010 Street Capital Improvement Plan (CIP)

VII. INFORMATIONAL ITEMS & COMMISSIONER COMMENTS
- Transportation Commission Budget
- Bike Swap, May 9, 2009, noon to 2:00 pm
- Fourth Annual Oregon Bike Summit
- Continuing Support for Bicycle Safety Education
- Bicycle & Pedestrian Bi-Annual Report
- TGM Grant Application for TSP Rewrite
- City Source Message
- Continuing List of Upcoming Agenda Items

VIII. COMMISSIONER COMMENTS

IX. ADJOURN: 8:00 PM

Next meeting: May 21, 2009 @ 6:00 pm

Note for Commissioners: Please call Nancy Slocum at 552-2420 if you can not attend the meeting.

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

CITY OF
ASHLAND

Transportation Commission

Contact List as of March 20, 2009

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
Tom Burnham	Commissioner	482-4467	1344 Apple Way	ntburnham@gmail.com	4/30/2010
John Gaffey	Commissioner	482-2935	637 Oak Street	gaffey@charter.net	4/30/2010
Brent Thompson	Commissioner	488-0407	582 Allison	brenttho@mind.net	4/30/2011
Julia Sommer	Commissioner	552-1942	1158 Village Square Drive	juliasommer@yahoo.com	4/30/2011
Colin Swales	Commissioner	488-0939	461 Allison	colinswales@gmail.com	4/30/2011
Matt Warshawsky	Commissioner	488-0917	821 Indiana Street	ashland@azcotech.com	4/30/2012
Eric Heesacker	Commissioner	482-6034	670 Berry lane	eric.heesacker@gmail.com	4/30/2012
David Young	Commissioner	488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2012
Vacant					
Non Voting Ex Officio Membership					
Mike Faught	Director of Public Works Commission Secretary	488-5587	20 E. Main Street	faughtm@ashland.or.us	
David Chapman	council liaison	488-0152	390 Orchard Street	david@council.ashland.or.us	
Derek Severson	Community Development	488-5305	20 E. Main Street	seversod@ashland.or.us	
Steve MacLennan	Police	552-2809	20 E. Main Street	maclenns@ashland.or.us	
Scott Hollingsworth	Fire	552-2932	20 E. Main Street	Hollings@ashland.or.us	
Larry Blake	Southern Oregon University Ashland Schools	482-2564	1250 Siskiyou Bv	blakel@sou.edu	
Dan Dorrell PE	ODOT	774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Nathan Broom	RVTD Ashland Parks	608-2411	3200 Crater Lake Av – 04 20 E. Main Street	n.broom@rvtd.org	
Jenna Stanke	Jackson County Roads		200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org	
Eve Woods	Student Liaison	773-8515	920 W 11th Street #3 Medford OR 97501	Eve_woods@hotmail.com	
Staff Support					
Nancy Slocum	Public Works Clerk	552-2420	20 E Main Street	slocumn@ashland.or.us	
Jim Olson	Engineering Services Manager	488-5347	20 E. Main Street	olsonj@ashland.or.us	
Karl Johnson	Assistant Engineer	552-2415	20 E Main Street	johnsonk@ashland.or.us	

CITY OF ASHLAND
TRANSPORTATION COMMISSION
Thursday, March 26, 2009
Community Development, 51 Winburn Way

Minutes

Attendees: Tom Burnham, Brent Thompson, Julia Sommer, Colin Swales (Interim Chair), Matt Warshawsky, Eric Heesacker,
Absent: John Gaffey, David Young
Ex Officio Members: Mike Faught, David Chapman, Derek Severson, Steve MacLennan, Scott Hollingsworth, Larry Blake, Nathan Broom and Jenna Stanke
Staff Present: Karl Johnson, Jim Olson, Nancy Slocum

I. CALL TO ORDER AND INTRODUCTIONS: 7:00 PM

Introductions were made. There is one vacancy on the Commission that is expected to be filled soon.

A. Election of Officers

Commission decided to appoint an interim Chair as new Commission Chairs were historically elected at each May's commission meeting. Warshawsky moved to appoint Swales as interim chair. Burnham seconded the motion and it passed unanimously.

B. Appointment of Traffic Subcommittee

Sommer asked whether the Chair or Staff sets the Subcommittee's agenda. Faught explained the Subcommittee's role was to make recommendations on routine traffic issues. The agenda would include staff reports. Faught noted that any Commissioner could recommend an item for the Subcommittee agenda. Swales wondered if there was an appeal process that would bring items to the full Transportation Commission. Faught said that although there was no appeal process, the subcommittee can refer major issues to the full Commission. Olson used the example of the Dollarhide neighborhood continuing concerns about speeding. This item has taken a lot of staff time in the past and staff could make the decision without taking the Subcommittee's time.

Appointment of members would be tabled until a permanent Chair was chosen.

II. PUBLIC FORUM

Egon Dubois, 381 W Nevada, had read and liked the ordinance. He thought the Commission's mission should be followed up with a formal protocol. He thought a list of transportation needs that could be prioritized and added to was essential to achieving some of the Commission's goals. He would like to see the Commission proactive with each member given a specific assignment. He used Corvallis, Bend and Portland as examples. He wondered why Ashland is a "more auto dependent" city as stated in the Comprehensive Plan.

Steve Ryan, 801 Siskiyou, presented the Commission with a 1952 Special Citation for "No Pedestrian Deaths or Injuries." The award was found in an attic and donated to the Commission by Nancie Ozimkowski.

Kat Smith, RVTD and Ashland resident, reported that RVTD had many programs encouraging people to use an alternative to cars. They are cosponsoring the Bike Swap. RVTD was the first in Oregon to institute "Walking Wednesday" to encourage elementary school children to walk to school. She is working with the City's GIS department on a "Safe Routes to Schools" map for Helman School. RVTD also works on grant applications, "Walk a bike to School" day, free helmets and school safety

presentations. Smith looks forward to seeing the work the Commission does.

III. ADJUSTMENTS TO THE AGENDA

IV. BUSINESS

A. Questions regarding the Commission's Role

B. Set Commission Schedule and Venue

Commission chose the third Thursday of each month at 6:00 pm as their regular meeting time. The Siskiyou Room at 51 Winburn Way was chosen as the venue.

C. Commissioner Packets

1. Background and Supporting Documents

Slocum asked what type of educational / background information would be helpful to the Commission. Commission requested a notebook for each Commissioner that contained the current Transportation System Plan (TSP), the updated Chapters 6 and 9 from HDR, the Transportation Element of the Comprehensive Plan, the ordinance forming the Commission, the final Regional Transportation Plan Update and any other background information Staff deemed important.

2. Process for dissemination

The Commission requested that paper copies of the packets be mailed as well as being posted on-line. They also requested that the background documents or links be posted on the City website.

D. Topics for Future Discussion

1. TSP Update: History & Immediate Goals

Faught explained the difference between the recent TSP update of Chapters 6 and 9 and the planned comprehensive TSP. (One half of the cost of the full TSP update has been applied for through the Transportation Growth Management grant.) The limited update was completed by HDR and includes an update of CIP projects and a transit review. The Council asked that staff see the limited update through the Comprehensive change process. This could take somewhere between several months to one year.

Sommer asked how transportation projects are funded. Faught said primarily through SDCs and developer's money conditioned at the time of Planning Commission approval. Swales wondered why, if the assumptions used for the two chapter update are incorrect, the update is moving forward. Faught said that the updates will increase the amount of SDCs the City can charge and update the street standards ("green" street standards). Faught said staff will do a presentation on Chapters 6 and 9 in the near future.

2. 2009-2034 Regional Transportation Plan Update Draft

Chapman noted that the RVCOG Regional Transportation Plan had just been adopted. Although there are no mandatory rules, the recommendations could assist Ashland. In addition the plan allows for regional coordination and improvement of air quality. The regional plan used the assumption that in 50 years the population of the Rogue Valley will double. The plan estimates where the areas of growth will most likely be.

Chapman thought the City's TSP should be more progressive than the region's (e.g. there are plans for two rail stops in Ashland).

V. INFORMATIONAL ITEMS & COMMISSIONER COMMENTS

- The Commission received a letter from the Bicycle Transportation Alliance. This organization teaches children bicycle and pedestrian safety in Ashland. As they have worked

closely with the Bike and Pedestrian Commission, they would like continued support from the Transportation Commission.

- Egon Dubois announced that the Bike Swap is Saturday May 9, 2009 from noon to 2 pm at the Grove (1195 E. Main Street). The purpose of the Bike Swap is to buy or sell new or used bikes, bike parts or skateboards. The money raised at the event funds bicycle education and safety equipment. Dubois asked for volunteers to help fix up donated bikes.

- Jenna Stanke, Jackson County Road Liaison, announced the Rogue Valley Summit on Tuesday, March 24th. In addition, Jackson County Roads and Parks are updating the bike map that will be on sale at local bike shops. Other plans include a "Bike to Work Fair."

- Olson distributed an ODOT North Ashland Interchange – Green Springs Project pamphlet regarding the construction improvements to Interstate 5 Exits 14 and 19. Improvement drawings are expected on the ODOT website soon. Olson would ask Gary Lemming to make a future presentation to the Commission. Faught would also like to schedule a presentation on access management.

- Heesacker asked about the status of the Frequently Asked Questions planned for the website. The questions would perhaps save staff time by referring people to the website. Slocum was assigned the task and, although was working on federal stimulus grant applications, would move this item up in priority.

- Olson was asked about timing for the construction of the redesigned Siskiyou / Garfield intersection. Olson noted that construction would begin on or around June 14th when SOU spring quarter ends. SOU and the City decided it was too dangerous for pedestrians to work around the constructions.

- Blake reported that he obtained federal stimulus money for the installation of SOU pedestrian scale lighting. He worked with Engineering Staff to demo other lighting options. He also reported that the Electric Department increased the wattage at Bridge Street and invited Commissioners to visit the intersection at night.

V. ADJOURN: 9:00 PM

CITY OF
ASHLAND

Council Communication

Approval of Funding for Reconstruction of the Siskiyou / Garfield Intersection and Final Report from the Siskiyou Safety Ad Hoc Committee

Meeting Date:	February 3, 2009	Primary Staff Contact:	James Olson
Department:	Public Works/Engineering	E-Mail:	olsonj@ashland.or.us
Secondary Dept.:	Finance	Secondary Contact:	Michael R. Faught
Approval:	Martha Bennett	Estimated Time:	Consent

Question:
Will Council approve funding for the reconstruction of the Siskiyou Boulevard / Garfield Street intersection to improve pedestrian safety and accept the final report from the Siskiyou Safety Ad Hoc Committee?

Staff Recommendation:
Staff recommends Council approve funding for the reconstruction of the Siskiyou Boulevard / Garfield Street intersection to improve pedestrian safety and accept the final report from the Siskiyou Safety Ad Hoc Committee.

Background:
The Siskiyou Safety Ad-Hoc Committee met for the final time on January 21, 2009. On the agenda was the review and approval of 90% plans for the reconstruction of the Siskiyou Boulevard / Garfield Street intersection to improved pedestrian safety. The plan, prepared in-house by Associate Engineer Pieter Smeenk P.E. and approved by David Parisi, Traffic Engineer for Parisi Associates Transportation Consultants, was the culmination of months of discussion, research and review by the committee. The preliminary engineer's estimate for the Siskiyou Boulevard / Garfield Street Improvement Project came in at $53,764.

Siskiyou / Garfield Intersection Improvement Project
The committee-approved plan includes an additional diversion median which has several purposes including:

1. Providing a center refuge for pedestrians
2. Providing a traffic channelization for vehicles turning into the SOU parking lot
3. Providing a secure site upon which high mast luminaries and flashing beacons can be placed
4. Providing a means to discourage truck traffic from traveling diagonally across oncoming lanes of traffic to reach the Student Union loading docks

The plan also eliminates the 105' angled crosswalk which currently extends from the west side of Garfield Street across five lanes of Siskiyou Boulevard. Pedestrian traffic will be rerouted across Garfield Street on the north side of Siskiyou Boulevard to the northeast corner of the intersection, then across Siskiyou Boulevard, perpendicular to the traffic lanes. This realignment effectively shortens the Siskiyou crossing by 15 feet and intersects the proposed island for a mid-crossing refuge. The point of connection of the south side of Siskiyou Boulevard is less than 20' from the previous crosswalk terminus and therefore requires very little "out of direction" travel by pedestrians.

Other safety measures to be installed at the crosswalk include:

1. Pedestrian-activated flashing beacons on both sides and in the center of the boulevard. The beacons and necessary hardware were purchased in anticipation of the redesign and are currently in stock.
2. Increased lighting at the crosswalk including a high mast lumanaire (cobra head) of the same design as the existing center median lighting. This lighting will be installed in the center median and almost directly over the crosswalk. Pedestrian scale lighting will also be installed on each side of the crosswalk.
3. The stop-bar marked on the pavement to indicate the stop position for vehicles approaching the crosswalk shall be increased from 12" wide to 24" wide to provide better visibility.

Fiscal Impact

Improving pedestrian safety on Siskiyou Boulevard adjacent to the university is a top priority for the Council, staff, the ad hoc committee and the students and citizens of Ashland. There are currently no funds allocated for the proposed Siskiyou Boulevard / Garfield Street Intersection Improvement Project in the current FY 2008-09 fiscal budget. Additionally, while a grant-worthy project, the lengthy timelines to secure grant funds could delay construction at least a year or two. Staff is therefore recommending that $54,000 of the $402,000 in allocated funds for the Granite Street Repave Rebuild Project be reallocated to the Siskiyou Boulevard / Garfield Street Intersection Improvement Project. Staff recommends this reallocation as the Granite Street projects was funded at $402,000 and the final engineer's estimate came in at $825,000. Since there would be insufficient funds available to construct the Granite Street project in this current fiscal budget, staff recommends the reallocation.

Other Siskiyou Pedestrian Safety Improvements

In December 2008 HDR and Parisi Associates prepared a "Safety Review" suggesting additional improvements to the pedestrian crossings between Mountain Avenue and Wightman Street. The report included field reviews and short and long term recommendations. Most of these suggested measures are currently being implemented or will be studied by staff and the newly formed Transportation Commission including:

1. Review and revise all stop bars at the four un-signalized crosswalks. It is important that these bars be located an adequate distance from the crosswalk (20 to 50 feet) so that vehicles stop far enough away that other approaching vehicles have a view of each end of the crosswalk.
2. A continuing and ongoing effort to educate the public regarding pedestrian and crosswalk safety. This has been very effective in the past and will continue to be developed and improved. The City recently received a $5,000 grant from Alliance for Community Traffic Safety (ACTS) Oregon for development of pedestrian safety outreach materials targeting college students.
3. Sign inventory along the campus corridor as to their effectiveness, need and visibility. Signs not meeting standards will be replaced or eliminated.
4. Existing ordinances regarding fines for traffic misdemeanors regarding pedestrian crossings will be reviewed to determine if increases in fines or other changes might be warranted.
5. The street lighting will continue to be analyzed and reviewed. The Electric Department has experimented with replacing the lights with a clearer, whiter LED light to improve pedestrian visibility.
6. Monitoring of existing and future safety improvements and, if found to be lacking, other safety measures will be considered including:
    a. placement of reflectors on the pavement within the crosswalks
    b. installation of pavement legends (pedestrian decal) at each crosswalk

Open House Forum

The Ad Hoc committee was originally charged with presenting an update of the progress made thus far in an open house forum. The committee will accomplish this by staffing a display table in the Stevenson Union on Tuesday, February 17th from 10:00 am to 2:00 pm. Members of the committee will be on hand to talk to students and members of the public about past and future plans and have plans for the redesign of the Siskiyou / Garfield intersection available to examine.

Dissolution of the Siskiyou Safety Ad Hoc Committee

The Siskiyou Safety Ad Hoc Committee was originally formed by Mayor John Morrison on April 25, 2008. The committee, which acted as an advisory group to the Traffic Safety Commission, was charged with the following actions:

1. Identify problem areas from all street user perspectives
2. Develop a range of potential solutions
3. Analyze each of the options as to:
    a. effectiveness
    b. applicability
    c. cost
    d. benefits
4. Present suggested solutions at an open house forum
5. Present recommendations to the Traffic Safety Commission which will in turn determine the recommendations to City Council

Since the Traffic Safety Commission was officially disbanded last month, staff is presenting this report on behalf of the Ad Hoc Committee as fulfillment of its charge.

The Siskiyou Safety Ad Hoc Committee consisted of:

David Chapman, Council Liaison
Kate Jackson, Council Liaison
Cate Hartzell, Former Council Liaison
Matt Warshawsky, Chair and Former Traffic Safety Commission Liaison
Colin Swales, Former Traffic Safety Commission Liaison
Steve Ryan, Former Bike and Ped Commission Liaison
Tom Burnham, Former Bike and Ped Commission Liaison
Bill Molnar, Director of Community Development
Derek Severson, Associate Planner
Jim Olson, Engineering Services Manager
Karl Johnson, Assistant Engineer
Larry Blake, SOU Representative (and former Traffic Safety Commissioner)
Deltra Ferguson PhD, SOU Representative
Eve Woods, SOU Student Representative
Dan Dorrell PE, ODOT Representative
Ken Kigel, AHS Representative
Egon Dubois, Citizen at Large

The Public Works Department congratulates the committee for a job well done and thanks its members for the many hours of dedicated service on behalf of the citizens of Ashland.

Related City Policies:

AMC 2.04.060 Identification of Fiscal Impact of Policy Decisions
AMC 2.28.130 Finance Department - Functions

Council Options:

1. Council could choose to approve staff's recommendation to fund the Siskiyou / Garfield intersection and accept the final report from the Siskiyou Safety Ad Hoc Committee.

2. Council could choose to decline approval of staff's recommendation to fund the Siskiyou / Garfield intersection and not accept the final report from the Siskiyou Safety Ad Hoc Committee.

3. The Council could choose to take no action.

Potential Motions:

1. Move to approve staff's recommendation to reallocated $53,764 from the Granite Street Repave Rebuild Project FY 2008-09 fiscal budget to the Siskiyou / Garfield Intersection Improvement Project and accept the final report from the Siskiyou Safety Ad Hoc Committee.

2. Move to modify (_____) staff's recommendation.

3. Move to decline to fund the Siskiyou / Garfield intersection.

Attachments:

90% Engineering Plans for Siskiyou / Garfield Intersection

SUMMARY OF PUBLIC IMPROVEMENTS

DETAIL	DESCRIPTION	UNITS	QUANT
RD700	TYPE "C" CURB (6" TALL UNO)	LF	165
RD750	DISABLED RAMP (CURBSIDE SIDEWALK)	NO	1
CD755	DISABLED RAMP (SETBACK SIDEWALK)	NO	1
CD975	ARTERIAL STREETLIGHT	NO	1
C/C2	RELOCATE PEDESTRIAN STREETLIGHTS	NO	2
C/C2	PEDESTRIAN BEACONS & CONTROLLERS	NO	2
CD976	ELECTRIC POWER PEDESTAL	NO	1
A/C4	IRRIGATION CONTROLLER (SCORPIO)	NO	1
A/C4	STRIPING & SIGNAGE PER PLAN	NO	1
A/C4	LANDSCAPING TO MATCH EXISTING	SF	460

*THE MOST CURRENT VERSION OF THE STANDARD DETAILS APPLIES UNLESS APPROVED OTHERWISE IN WRITING.

GENERAL NOTES:

100 GENERAL

A. CONFORM TO THE FOLLOWING UNLESS NOTED OTHERWISE (UNO):
2006 ENGINEERING STANDARDS FOR PUBLIC IMPROVEMENTS (ESPI),
2007 APWA OR STANDARD SPECS FOR CONSTRUCTION (SSD) AS AMENDED.
2007 INTERNATIONAL PLUMBING CODE (IPC) FOR PLUMBING FIXTURES.
B. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN & SECURE APPROVAL FROM THE AGENCY 5 DAYS PRIOR TO STARTING WORK.
C. NOTIFY AGENCY INSPECTOR MIN 72 HOURS BEFORE BEGINNING WORK.
D. DO NOT PERFORM WORK WITHOUT INSPECTION.
E. NOTIFY ENGINEER OF RECORD IF DESIGN CONFLICTS ARE FOUND.
F. PRESENT PROPOSED FIELD CHANGES TO THE ENGINEER OF RECORD & OBTAIN AGENCY ACCEPTANCE PRIOR TO IMPLEMENTING DESIGN CHANGES.
G. CONTRACTOR SHALL FIELD VERIFY ALL UTILITIES.
H. COMPLY WITH THE PROVISIONS OF ORS 757.541 TO 757.571 INCLUDING THOSE REGARDING HAND-EXPOSING (POTHOLING). USE REASONABLE CARE TO AVOID DAMAGE.
I. CLEARLY MARK STEEL TRENCH PLATES WITH THE CONTRACTOR'S NAME, EMERGENCY PHONE NUMBER, & FAX.

200 EROSION & POLLUTION CONTROL

A. THE CONTRACTOR SHALL MITIGATE ALL NEGATIVE IMPACTS TO WATER QUALITY & NATURAL RESOURCES DURING CONSTRUCTION. SPOILS STORED IN THE ROW SHALL BE COVERED TO PREVENT EROSION.
B. FINE GRADE ALL DISTURBED SLOPES AND SEED TO CONTROL EROSION.

300 EXCAVATION & UTILITIES

A. SUBGRADE SOIL TYPE: CH, "R(HA)=2.COMPACT TO 95% (AASHTO T180).
B. SUBGRADE FABRIC: NON-WOVEN, MIN 6 MIL THICKNESS PER SSD 2320.
C. COORDINATE & SCHEDULE INSTALLATION OF ALL PRIVATE UTILITIES. INCLUDE ALL WIRING OF CONDUCTORS, APPROVAL OF ASSOCIATED STRUCTURES, & EQUIPMENT TO ACCOMPLISH A COMPLETE AND PROPER INSTALLATION.

700 WEARING SURFACES

A. PAVING: PBA-5 3/4" AGG. BASE COURSE, ½" AGG. WEARING COURSE.
B. CONCRETE: FC'= 3000 PSI 4-6% ENTRAINED AIR.
C. DO NOT ALLOW TRAFFIC UNTIL CONCRETE F'C= 70%.

800 TRAFFIC SAFETY GUIDANCE

A. REMOVE EXISTING CROSSWALK AND STOP BARS BY GRINDING PER PLAN.
B. STRIPING: INSTALL THERMOPLASTIC BY GEN CONTRACTOR PER ODOT QPL.

900 TRAFFIC CONTROL

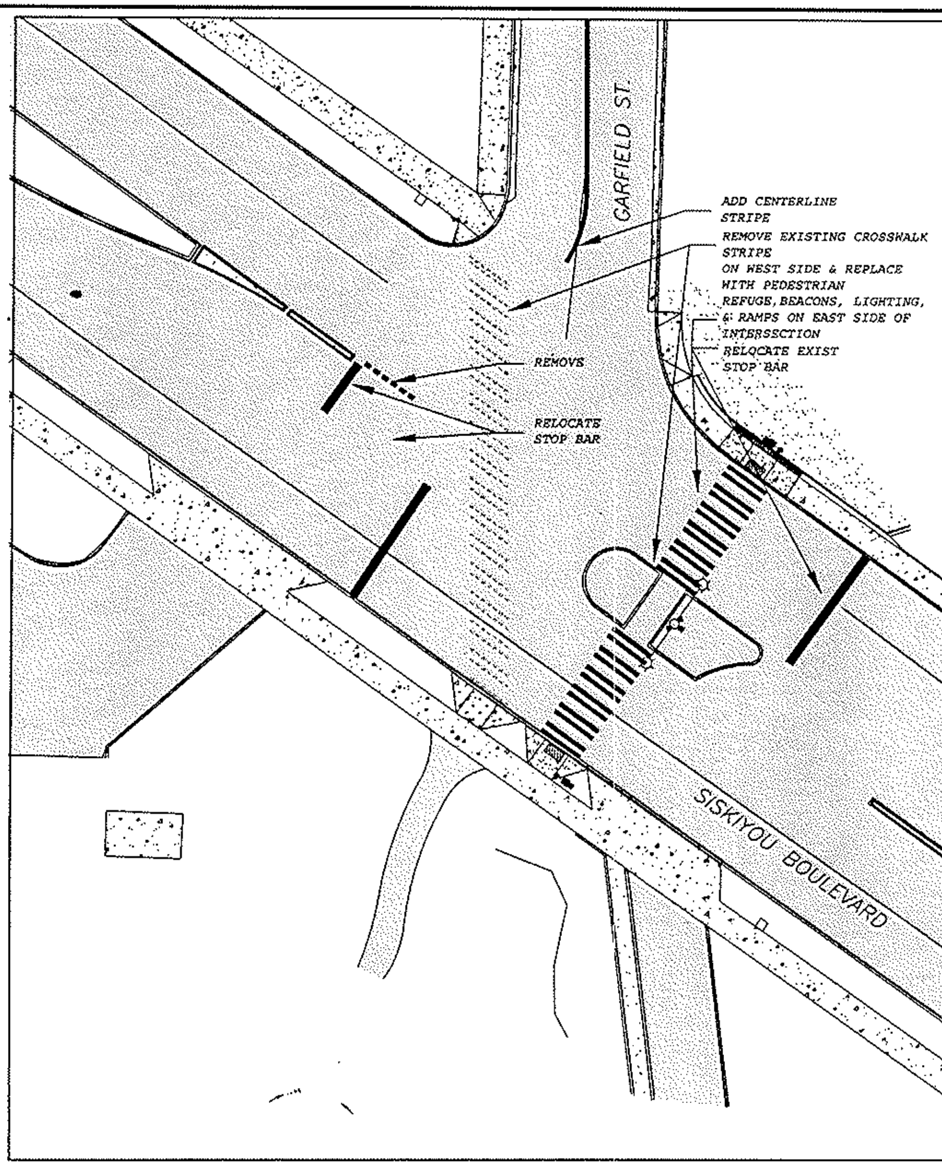
A. DO NOT ALTER/REMOVE EXISTING SIGNS IN ROW EXCEPT AS SHOWN.
B. STREET SIGNS: PURCHASE FROM PUBLIC WORKS 552-2346.
C. SIGN POSTS: 2" BLACK POWDER-COATED SCHEDULE 40 PIPE.
D. Pedestrian Beacons: Carmanah R820C 10W Solar Power with all brackets required to fit cobrahead light standard at island and 4.5" diameter Pelco galv poles each side (i.e.match exist at Palm Ave.)

1000 LANDSCAPING & SITE FURNISHINGS

A. STREET TREES: 3" DBH, -ONE PER 30 FT OF FRONTAGE.
B. PROVIDE (2) 2" SCHED 40 PVC IRRIGATION SLEEVES BETWEEN ISLANDS.
C. STREETLIGHTS: FURNISH AND INSTALL PER DETAIL CD40A

1100 WATER SUPPLY

A. PIPE: AWWA 21.51 DUCTILE IRON CLASS: 52 USE FULLY RESTRAINED THROUGHOUT EXCEPT AS NOTED ON PLAN.
B. FITTINGS: AWWA C116 OR C153 WITH "EBAA MEGALUGS OR EQ."# RESTRAINED JOINTS.
C. THRUST BLOCKS: AT TAPPING TEES ONLY. TAP,
E. THE CITY SHALL INSTALL ALL WATER SERVICES. INCLUDING THE TAP, SERVICE LINE, METER, BOX, & ACCESSORIES.
F. CONTRACTOR SHALL FURNISH ENGINEER OF RECORD WITH DATA ON ALL VALVES AND PIPE APPURTENANCES WITH THE AS-BUILTS.



SITE MAP

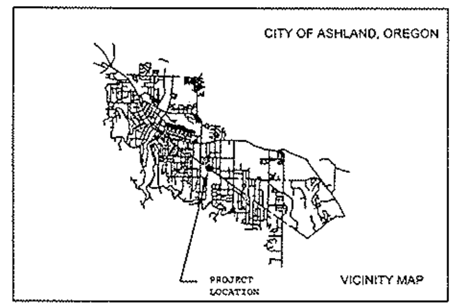
PROJECT CONTACTS

LAURENCE BLAKE, Facil Mgmt.
Southern Oregon University
351 Walker Avenue
Ashland, Or. 97520
blakel@sou.edu
(541) 552-6231
(541) 552-6235 (Fax)

DAVID PARISI, PE Traffic Engineer
Parisi Assoc, Transportation Plan.
58 Alba Vista Ave.
Mill Valley, California
david@parisi-associates.com
(415)388-8978

FRED FRANZ, PLS
Terrasurvey Inc.
274 4th St.
Ashland OR 97520
(541) 488-6474
(541) 552-0292 (Fax)
terrain@bisp.net

CITY OF ASHLAND	CONTACT NAME	PHONE	FAX
City Surveyor	Jim Olson	488-5347	488-6006
Parks Irrigation Supt	Brenda Hammers	951-1325	488-5314
Parks Horticulturist	Don Todt	951-0510	488-5314
Public Works Director	Mike Faught	488-5347	488-6006
Public Works Engineer	Karl Johnson	488-2415	488-6006
Public Works Engineer	Pieter Smeenk	488-2413	488-6006
Public Works Inspector	Scott Fleury	552-5416	488-6006
Public Works Inspector	Morgan Wayman	552-5414	488-6006
Public Works Supt.	Terry Ellis	552-2335	552-5320
Street Supt.	John Peterson	552-2345	488-5320
Wastewater Supt	David Gies	552-2335	488-5320
Water Quality Supt.	Terry Oldfield	552-2326	488-5320



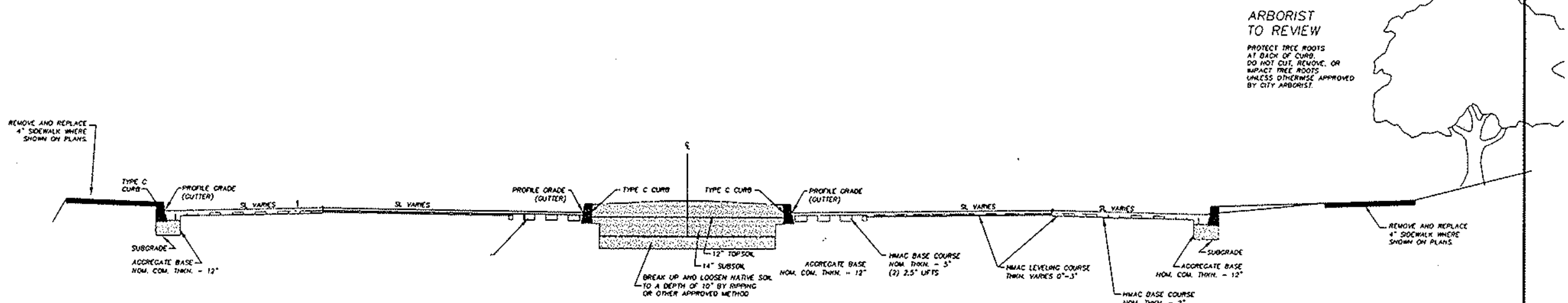
INDEX OF SHEETS

REGISTERED PROFESSIONAL ENGINEER 15,178 OREGON PIETER N. SMEENK — PRELIMINARY

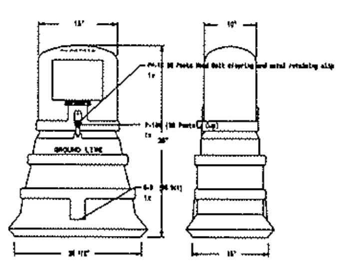
CIVIL COVERSHEET
Siskiyou Blvd Pedestrian Safey Impr.
Garfield & Siskiyou Blvd
Ashland OR 97520
T39 SR1ESec10CCTL5700

P Smeenk
J Olson
M Faught
K Johnson
08-12

CITY OF ASHLAND
PUBLIC WORKS ENGINEERING
C1 of 4



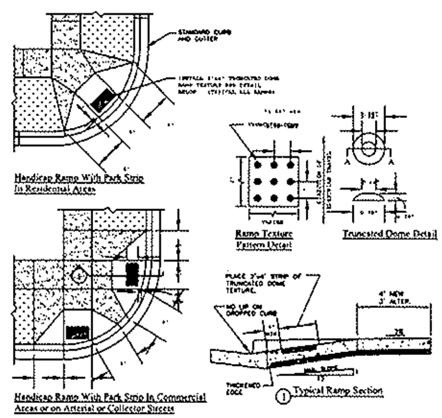
SECTION
SCALE: N.T.S.
B / C2



NORDIC FIBERGLASS, INC. Warren, MN 56762
Pedestal

ELECTRICAL POWER PEDESTAL

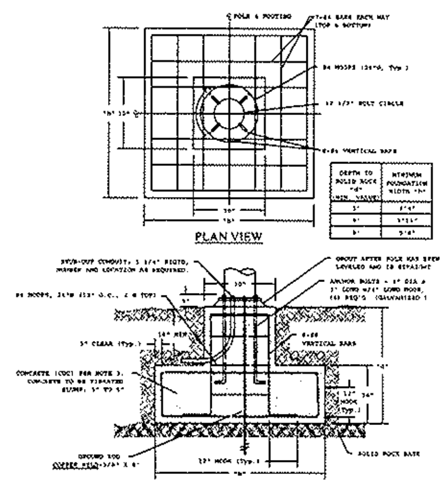
ISSUED: LB DATE: 9/27/05	PUBLIC WORKS ENGINEERING Ashland – Medford – Rogue Valley Sewer Services	DRAWING NO. CD976
REVISED DATE:		



GENERAL NOTES:
1. THE "AMERICANS WITH DISABILITIES ACT" REQUIRES THAT ACCESS RAMPS TO SIDEWALKS HAVE NO SLOPES GREATER THAN 12 HORIZONTAL TO 1 VERTICAL.
2. PLACE TRUNCATED DOME DETECTABLE WARNING TEXTURE 6" BEHIND BACK OF CURB. ARRANGE DOMES USING SQUARE IN-LINE PATTERN AS SHOWN IN DETAIL. COLOR OF TEXTURE TO BE SAFETY YELLOW IN MEDFORD, BRICK RED (PREFABRICATED PLASTIC ONLY) IN ASHLAND.
3. TOOLED JOINTS ARE REQUIRED AT ALL SIDEWALK RAMP BREAK LINES.
4. MIN. OF 2" GRANULAR CUSHION.
5. CONCRETE TO BE COMMERCIAL GRADE CONCRETE (CGC) PER 2002 ODOT/OREGON APWA SECTION 00440.00
6. IN CERTAIN AREAS THE RAMP MAY BE LOCATED TO MATCH CROSSWALKS OR TWO RAMPS MAY BE REQUIRED.
7. IN AREAS OF EXISTING CURB AND GUTTER, REMOVE AND REPLACE BOTH CURB AND GUTTER.

HANDICAP RAMP - WITH PARKING STRIP

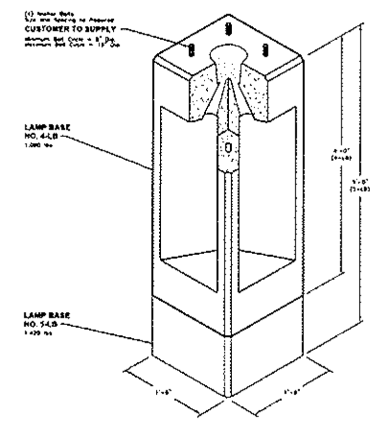
ISSUED: LB CRZ DATE: 9/27/05 7/28/05	PUBLIC WORKS ENGINEERING Ashland – Medford – Rogue Valley Sewer Services	DRAWING NO. CD755
REVISED DATE:		



NOTES:
1. REINFORCING STEEL BARS SHOULD BE EQUALLY SPACED WITHIN THE FOOTING, ALLOWING FOR A MINIMUM OF 3" OF CONCRETE COVER OVER THE TIES.
2. STEEL SHALL BE ASTM A615 OR 60 (REBAR).
3. CONCRETE TO BE COMMERCIAL GRADE CONCRETE (CGC) PER 2002 ODOT/OREGON APWA SECTION 00440.00A.
4. BACKFILL USING STRUCTURAL FILL W/ MINIMUM DRY DENSITY = 100 LBS/FT.

ARTERIAL & COLLECTOR STREET LIGHT FOOTING

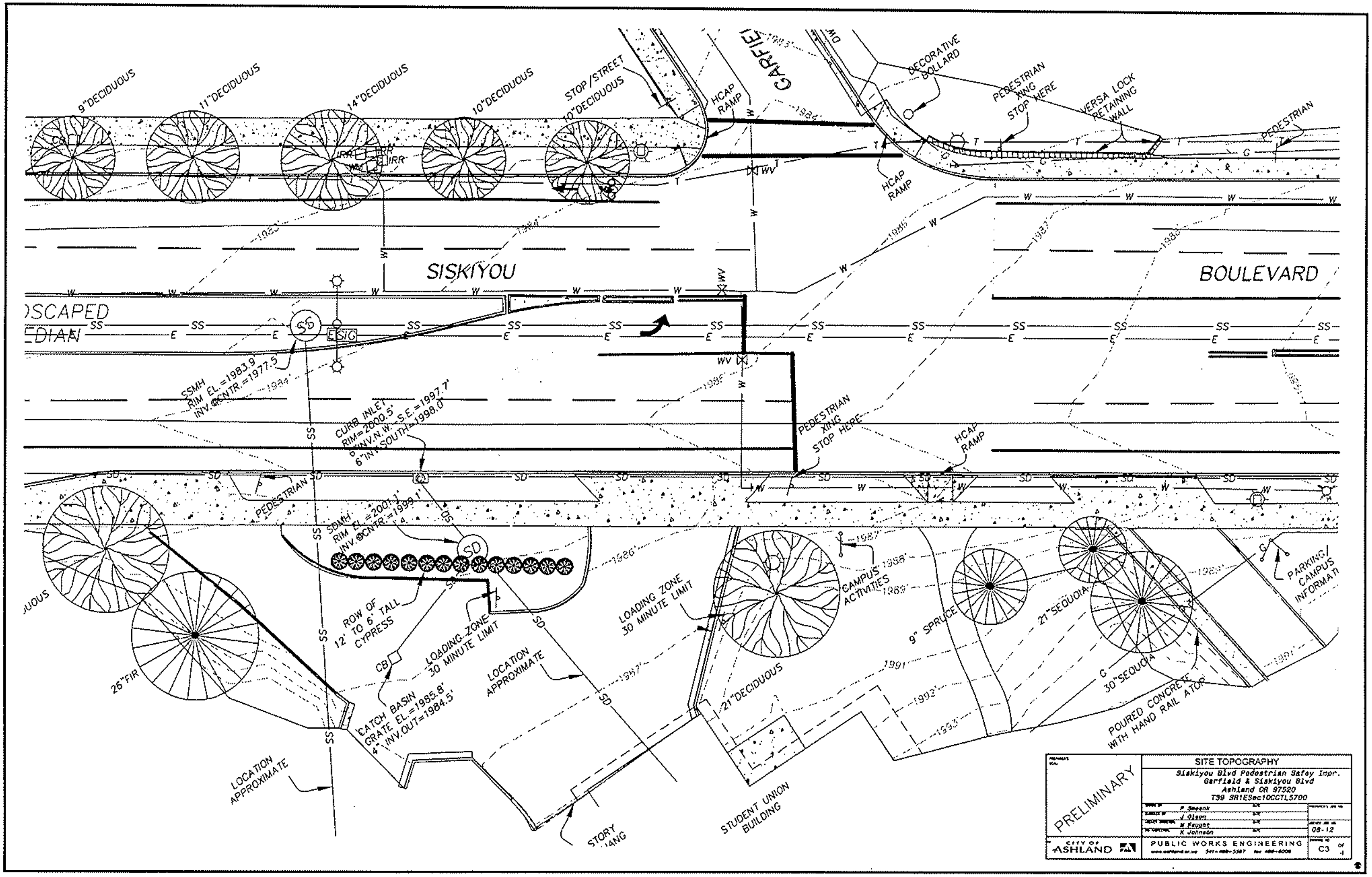
ISSUED: LB CRZ DATE: 9/27/05 7/28/05	PUBLIC WORKS ENGINEERING Ashland – Medford – Rogue Valley Sewer Services	DRAWING NO. CD975
REVISED DATE:		

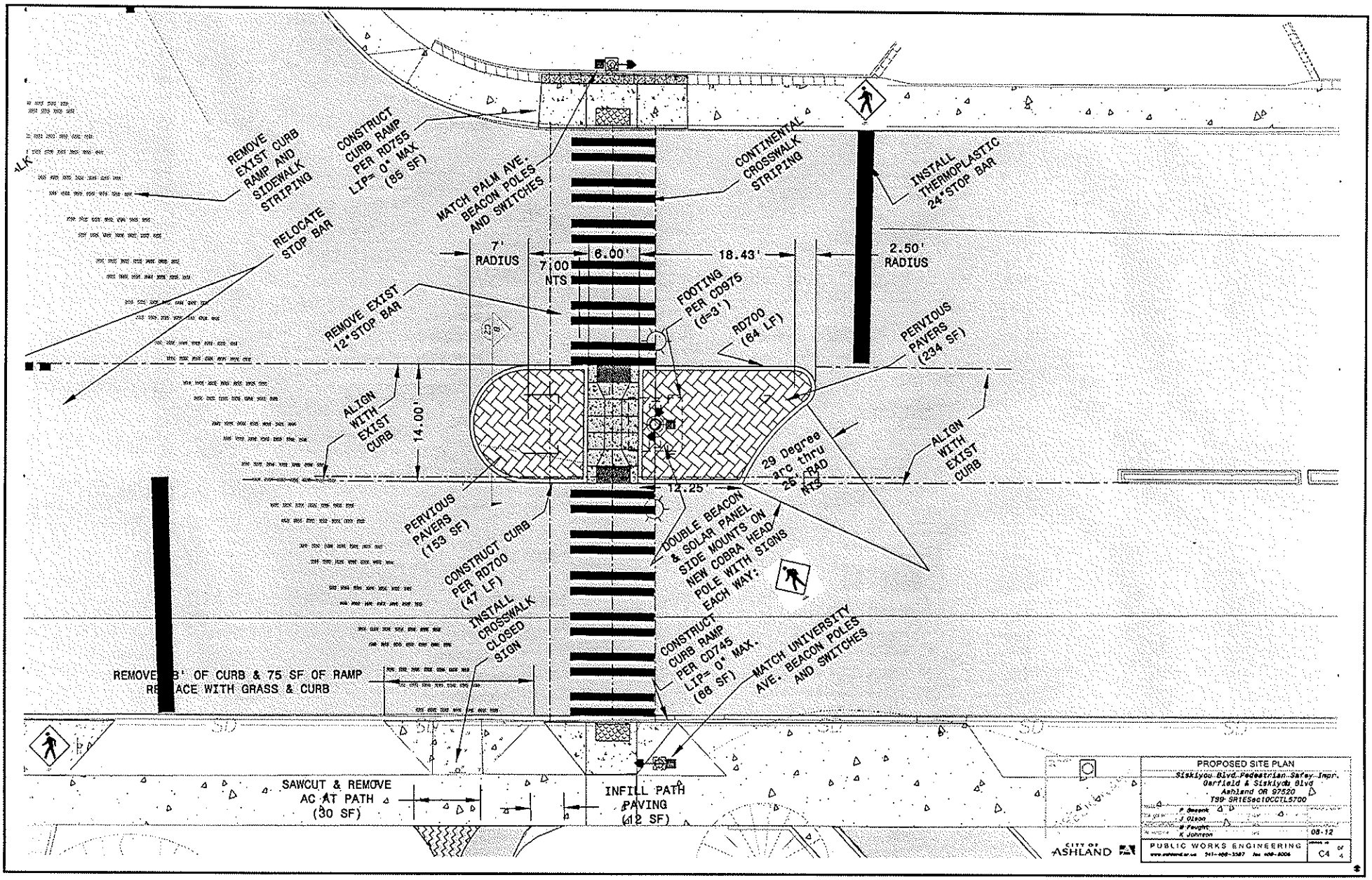


UTILITY VAULT LB5
PRECAST LIGHT POLE FOOTING
SCALE: N.T.S.
C / C2

PRELIMINARY

DETAILS	
Siskiyou Blvd Pedestrian Safey Impr. Garfield & Siskiyou Blvd Ashland OR 97520 T39 SR1ESec10CCTL5700	
P Sepenk	
J Olson	
M Faught	08-12
K Johnson	
CITY OF ASHLAND — PUBLIC WORKS ENGINEERING	C2 of 4


9"DECIDUOUS
11"DECIDUOUS
14"DECIDUOUS
10"DECIDUOUS
STOP/STREET
10"DECIDUOUS
HCAP RAMP
GARFIE
DECORATIVE BOLLARD
PEDESTRIAN XING STOP HERE
VERSA LOCK RETAINING WALL
PEDESTRIAN
HCAP RAMP
SISKIYOU
BOULEVARD
OSCAPED
EDIAN
SSMH
RIM EL.=1983.9
INV.@CNTR.=1977.5
CURB INLET
RIM=2000.5'
6"INV.N.W.-S.E.=1997.7'
6"INV.SOUTH=1998.0'
PEDESTRIAN XING STOP HERE
HCAP RAMP
PEDESTRIAN
SSMH
RIM EL.=2001.1'
INV.@CNTR.=1999.1'
ROW OF 12' TO 6' TALL CYPRESS
LOADING ZONE 30 MINUTE LIMIT
CATCH BASIN
GRATE EL.=1985.8'
4" INV.OUT=1984.5'
LOCATION APPROXIMATE
LOADING ZONE 30 MINUTE LIMIT
CAMPUS ACTIVITIES
9" SPRUCE
21"SEQUOIA
30"SEQUOIA
POURED CONCRETE WITH HAND RAIL ATOP
PARKING/ CAMPUS INFORMATI
21"DECIDUOUS
26"FIR
LOCATION APPROXIMATE
STUDENT UNION BUILDING
STORY
SITE TOPOGRAPHY
Siskiyou Blvd Pedestrian Safey Impr.
Garfield & Siskiyou Blvd
Ashland OR 97520
T39 SR1ESec10CCTL5700
PRELIMINARY
P Smeenk
J Olson
M Faught
K Johnson
08-12
CITY OF ASHLAND
PUBLIC WORKS ENGINEERING
C3


REMOVE EXIST CURB RAMP AND SIDEWALK STRIPING
CONSTRUCT CURB RAMP PER RD755 LIP= 0" MAX. (85 SF)
MATCH PALM AVE. BEACON POLES AND SWITCHES
CONTINENTAL CROSSWALK STRIPING
INSTALL THERMOPLASTIC 24"STOP BAR
RELOCATE STOP BAR
7' RADIUS
7.00
NTS
6.00'
18.43'
2.50' RADIUS
REMOVE EXIST 12"STOP BAR
FOOTING PER CD975 (d=3')
RD700 (84 LF)
PERVIOUS PAVERS (234 SF)
ALIGN WITH EXIST CURB
14.00'
29 Degree arc thru 25' RAD NTS
ALIGN WITH EXIST CURB
12.25
PERVIOUS PAVERS (153 SF)
CONSTRUCT CURB PER RD700 (47 LF)
DOUBLE BEACON & SOLAR PANEL SIDE MOUNTS ON NEW COBRA HEAD POLE WITH SIGNS EACH WAY.
INSTALL CROSSWALK CLOSED SIGN
CONSTRUCT CURB RAMP PER CD745 LIP= 0" MAX. (66 SF)
MATCH UNIVERSITY AVE. BEACON POLES AND SWITCHES
REMOVE 8' OF CURB & 75 SF OF RAMP
REPLACE WITH GRASS & CURB
SAWCUT & REMOVE AC AT PATH (30 SF)
INFILL PATH PAVING (12 SF)
PROPOSED SITE PLAN
Siskiyou Blvd. Pedestrian Safety Impr.
Garfield & Siskiyou Blvd
Ashland OR 97520
T39 SR1ESec10CCTLS700
P. Bosenik
J. Olson
M. Faught
K. Johnson
08-12
CITY OF ASHLAND
PUBLIC WORKS ENGINEERING
C4

Southern Oregon University

The Siskiyou

Issue 15 • Volume 82

February 23, 2009

Safety Improvements to Garfield Crossing Set for June

By Zach Kennedy
The Siskiyou

Another face-lift is in store for Siskiyou Boulevard. A slight relocation of the Garfield Street crosswalk will increase safety for pedestrians.

The safety issue came to prominence after the accident involving Gladys Jiminez.

Last Friday marked the one-year anniversary of the accident that fatally injured the SOU student while crossing the intersection.

"Her injuries prompted a campus-wide uproar of students who were very upset," the student liaison to Ashland's Bike and Pedestrian Commission Eve Woods said. "Everyone that knew her said she was amazing."

Within two weeks of Jimenez's death, orange flags were positioned at the crosswalks on Siskiyou Boulevard.

Some greeted the flags with disdain, but Woods says it was the first small step in the long process of fixing the road. Continued efforts placed rumble strips on Siskiyou and reduced the speed limit.

Months passed before flashing beacon lights were installed on the boulevard in November.

Many, including Woods, felt this wasn't enough.

"We had six meetings, at least, before we decided the plan of attack," she said.

The remodeling of the diagonal crossing on the

See "WALK" page 3

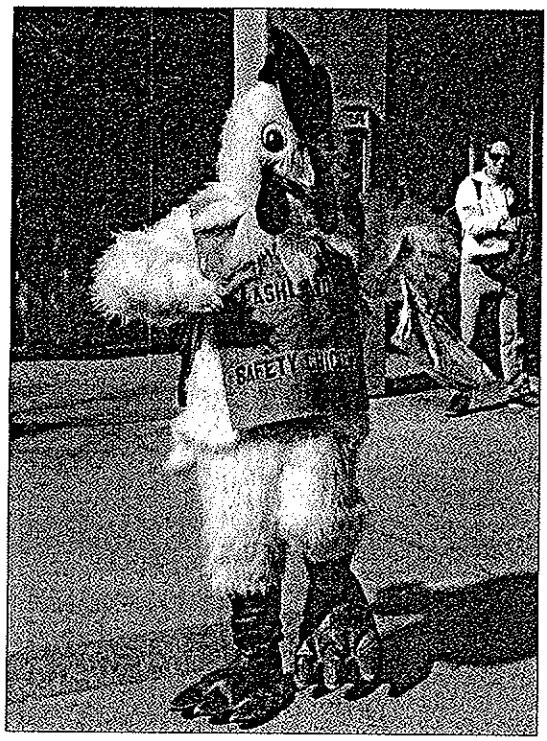


Photo by Kelsey Richmond/The Siskiyou

SOU student Kirby Rider promotes safe and secure road-crossing for both chickens and students alike at the Stevenson Union, Tuesday.

Walk...

continued from page 1

west side of Garfield is scheduled to take place in June. The crosswalk will move to the other side of Garfield Street, creating a perpendicular walkway.

A median will be placed in the street with three flashing beacons and a tall cobra light. The Ashland City Council approved funding for the renovation on Feb. 2.

According to Woods two third-party engineering companies have approved the renovation design.

"We wanted an official opinion," she said. "We didn't want a bunch of people who don't know anything about engineering to go out there and say, 'Do this to the street.'"

Woods spent four hours outside the Stevenson Union, raising awareness of the safety issues with the Garfield crosswalk and announcing the remodeling plan on Tuesday.

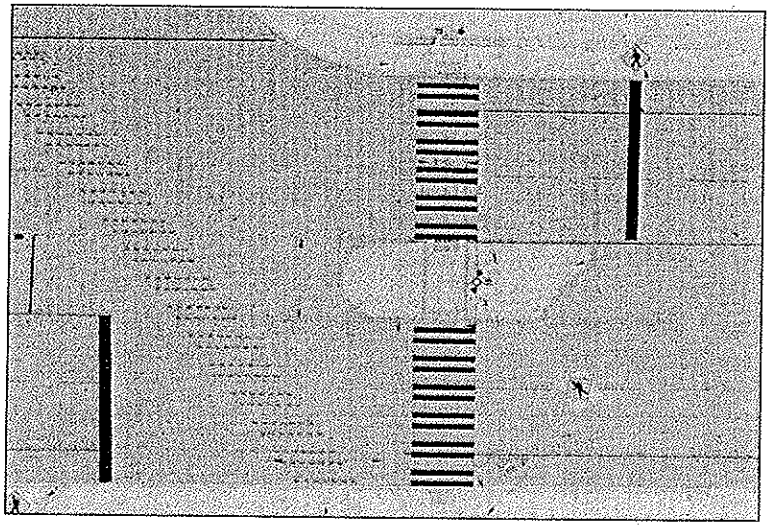


Photo Illustration Courtesy of Kelsey Richmond

Among other plans for safety improvement, the traffic commission will be relocating the diagonal Garfield street Crosswalk to a perpendicular position. The small black lines represent the future crosswalk.

CITY OF ASHLAND

Memo

Date: April 16th, 2009

From: Derek Severson, *Associate Planner & Staff Liaison*

To: Transportation Commission

Re: Proposed Ordinance Amendment – Bicyclists' Bill of Rights/Taking the Lane

The Bicycle & Pedestrian Commission had previously heard a request from then-Traffic Safety Commissioner Matt Warshawsky to modify Section 11.52.030.E of the Ashland Municipal Code, which states that:

> 11.52.030.E Traffic Regulations. The use of a bicycle in the City shall be subject to all of the provisions or laws of the State and the laws of the City, including those applicable to the drivers of motor vehicles, except as to the latter, those provisions that by their very nature have no application; and bicycles when ridden on a street or highway shall be ridden at the right-hand side of the street or highway and within five (5) feet of the curb when possible, and shall pass to the right when meeting vehicles.

Bicycle and Pedestrian Commissioners unanimously concurred with Warshawsky that the right to "take the lane" as ensured under the Oregon Revised Statutes (ORS) is crucial to the safety of bicyclists, and recommended that the requirement for cyclists to ride at the right hand side of street and within five feet of the curb be removed. A proposed ordinance modification has been tentatively scheduled to be heard before the City Council on May 19th, and is provided here for your review and recommendation in keeping with the Commission's advisory role to Council.

City of Ashland
51 Winburn Way
Ashland OR 97520
www.ashland.or.us

Planning Division
Phone: 541.552.2040
Fax: 541.552.2050
TTY: 800.735.2900

DRAFT

CITY OF ASHLAND

Council Communication

Bicyclists Taking the Lane: AMC 11.52.030.E

Meeting Date:	May 19, 2009	Primary Staff Contact:	Derek Severson
Department:	Planning	E-Mail:	seversod@ashland.or.us
Secondary Dept.:	Legal	Secondary Contact:	Bill Molnar molnarb@ashland.or.us
Approval:	Martha Bennett	Estimated Time:	5 minutes/Ordinance

Question:

Should the City Council approve First Reading of an ordinance titled, "An Ordinance Relating to Bicyclists Taking the Lane and Amending AMC 11.52.030.E" and move the ordinance to second reading?

Staff Recommendation:

Staff recommends Council approve the First Reading of this ordinance and forward it to a Second Reading.

Background:

The Bicycle & Pedestrian Commission had a request from Traffic Safety Commissioner Matt Warshawsky to modify Section 11.52.030.E of the Ashland Municipal Code, which states that:

> 11.52.030.E Traffic Regulations. The use of a bicycle in the City shall be subject to all of the provisions or laws of the State and the laws of the City, including those applicable to the drivers of motor vehicles, except as to the latter, those provisions that by their very nature have no application; and bicycles when ridden on a street or highway shall be ridden at the right-hand side of the street or highway and within five (5) feet of the curb when possible, and shall pass to the right when meeting vehicles.

Bicycle and Pedestrian Commissioners unanimously concurred with Warshawsky that the right to "take the lane" as ensured under the Oregon Revised Statutes (ORS) is crucial to the safety of bicyclists, and recommended that the requirement for cyclists to ride at the right hand side of street and within five feet of the curb be removed. Bicycle riders are granted an important right to travel upon Oregon's roads from the "Bicyclist Bill of Rights" contained in ORS 814.430. This law provides that bicyclists have a right to take the entire traffic lane while maintaining the normal speed of traffic; if they go slower the bicyclist must proceed as close as practicable to the right side of a two-way road. However, if some hazard exists, the bicyclist may take the entire lane until the hazard is passed. This provision of the ORS grants bicyclists the flexibility to respond to situation-specific road conditions they encounter, such as narrow road shoulders, roadside debris, or congested areas such as the Downtown where riding near the road's edge can lead to conflicts with unexpectedly opening car doors.

Related City Policies:

The Transportation Element of the Comprehensive Plan calls for "modal equity" through policies including Street System Policy #3 which states "Design streets as critical public spaces where creating a comfortable and attractive place that encourages people to walk, bicycle and socialize is balanced by building an efficient travel corridor. Design streets with equal attention to all right-of-way users and to promote livability of neighborhoods."

Council Options:

1) Move to approve First Reading
2) Postpone consideration.

Potential Motions:

Council: Motion to approve First Reading and move to set Second Reading.

Attachments:

Proposed ordinance
Letter from the Bicycle & Pedestrian Commission
Ashland Municipal Code 11.52.030
Oregon Revised Statutes 814.430

DRAFT

ORDINANCE NO. _____

AN ORDINANCE RELATING TO BICYCLISTS TAKING THE LANE AND AMENDING 11.52.030.E.

Annotated to show ~~deletions~~ and additions to the code sections being modified. Deletions are **~~bold lined through~~** and additions are **bold underlined**.

WHEREAS, the "Bicyclist Bill of Rights" contained in ORS 814.430 provides that bicyclists have a right to take the entire lane of traffic while maintaining the normal speed of traffic; and

WHEREAS, consistency between the Ashland Municipal Code and Oregon Revised Statutes would provide bicyclists with the flexibility to better respond to road conditions while also providing clarity for traffic enforcement efforts;

THE PEOPLE OF THE CITY OF ASHLAND DO ORDAIN AS FOLLOWS:

SECTION 1. Amendment. Ashland Municipal Code Section 11.52.030.E [Traffic Regulations] is hereby amended as follows:

11.52.030 Regulations.

E. Traffic Regulations. The use of a bicycle in the City shall be subject to all of the provisions or laws of the State and the laws of the City, including those applicable to the drivers of motor vehicles, except as to the latter, those provisions that by their very nature have no application~~; and bicycles when ridden on a street or highway shall be ridden at the right-hand side of the street or highway and within five (5) feet of the curb when possible, and shall pass to the right when meeting vehicles~~.

SECTION 2. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 3. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", "chapter" or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions (i.e. Sections 2-3) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

The foregoing ordinance was first read by title only in accordance with Article X, Section 2(C) of the City Charter on the _____ day of _____, 2009, and duly PASSED and ADOPTED this _____ day of _____, 2009.

_____
Barbara M. Christensen, City Recorder

SIGNED and APPROVED this ____ day of _____, 2009.

_____
John Stromberg, Mayor

Reviewed as to form:

_____
Richard Appicello, City Attorney

CITY OF
ASHLAND

April 17, 2008

Honorable Mayor & Council

The Bicycle and Pedestrian Commission recently considered concerns expressed by Traffic Safety Commission Chair Matt Warshawsky with Section 11.52.030.E of the Ashland Municipal Code, which states that:

> *The use of a bicycle in the City shall be subject to all of the provisions or laws of the State and the laws of the City, including those applicable to the drivers of motor vehicles, except as to the latter, those provisions that by their very nature have no application;* ***and bicycles when ridden on a street or highway shall be ridden at the right-hand side of the street or highway and within five (5) feet of the curb when possible, and shall pass to the right when meeting vehicles." (emphasis added)***

Warshawsky explained that a bicyclist in the middle of the lane, traveling at the speed of traffic, is more visible, less likely to be "doored", has more room to avoid a collision, is less likely to be cut-off by inattentive drivers, and is less likely to have conflicts with cars making right turns, and added that in much of Ashland the speed is 20-25, which is easily attainable by bicyclists.

Bicycle riders are granted an important right to travel upon Oregon's roads from the "Bicyclist Bill of Rights" contained in ORS 814.430. This law provides that bicyclists have a right to take the entire traffic lane while maintaining the normal speed of traffic; if they go slower the bicyclist must proceed as close as practicable to the right side of a two-way road (or on either side of a one way street). However, if some hazard exists, the bicyclist may take the entire lane until the hazard is passed. This provision of the ORS grants bicyclists the flexibility to respond to situation-specific road conditions they encounter, such as narrow road shoulders, roadside debris, or congested areas such as the Downtown where riding near the road's edge can lead to conflicts with unexpectedly opening car doors.

Members of the Bicycle and Pedestrian Commission unanimously concurred with Traffic Safety Commissioner Warshawsky that the right to "take the lane" as ensured under the ORS is crucial to the safety of bicyclists, and we hereby request that the City Council take action to modify the Ashland Municipal Code by removing the requirement that bicycles be ridden at the right-hand side of the street within five feet of the curb. Please bring the Ashland Municipal Code in line with ORS 814.430 and allow bicyclists the flexibility to "take the lane" where necessary for their safety.

Thank you for your consideration of this request,

Julia Sommer

Julia Sommer, *Acting Chair*
Ashland Bicycle & Pedestrian Commission

Bicycle & Pedestrian Commission
51 Winburn Way
Ashland OR 97520
www.ashland.or.us
Phone: 541.552.2040
Fax: 541.552.2050
TTY: 800.735.2900

AMC SECTION 11.52.030 Regulations.

The following regulations apply to riding and operation of a bicycle:

A. Riding on sidewalks in the Central Business District. No person shall ride or operate a bicycle on a sidewalk in the central business district or commercial zone.

B. Racing. No person shall engage in, or cause others to engage in, a bicycle race upon the streets or any other public property of this City without permission of the Chief of Police. Major races involving closure or restructuring of city streets must be presented to the City Council through the Chief of Police.

C. Method of Riding. A person shall not ride a bicycle other than with their feet on the pedals and facing the front of the bicycle. No bicycle shall carry more persons at one time than the number for which it is equipped.

D. Carrying Articles. No person operating a bicycle shall carry any packages, bundles, or articles which prevent the rider from keeping at least one (1) hand upon the handlebars and in full control of said bicycle.

E. Traffic Regulations. The use of a bicycle in the City shall be subject to all of the provisions or laws of the State and the laws of the City, including those applicable to the drivers of motor vehicles, except as to the latter, those provisions that by their very nature have no application; and bicycles when ridden on a street or highway shall be ridden at the right-hand side of the street or highway and within five (5) feet of the curb when possible, and shall pass to the right when meeting vehicles.

F. Speed on Bicycle Routes. No bicycle shall be ridden on a bicycle route at a speed greater than reasonable and prudent for the circumstances when approaching a pedestrian.

G. Riding Abreast. No person shall ride a bicycle upon any street, highway, bicycle route or lane in the City abreast, or side-by-side of any other person so riding or propelling a bicycle when it interferes or impedes the normal and reasonable movement of traffic or pedestrians.

H. Hitching on Vehicles. No person, while riding a bicycle shall in any way attach themselves or the bicycle to any other moving vehicle.

I. Taking or Using Without Permission. No person shall take or use any bicycle without the consent of the owner.

J. Riding While Intoxicated. It is unlawful for any person to operate a bicycle on any street, highway, bicycle lane or route of the City while under the influence of any intoxicants.

K. Parking. No person shall park a bicycle upon a street, other than in the roadway and against the curb, or against a lamppost designated for bicycle parking, or in a rack provided for the purpose of supporting bicycles, or on the curb in a manner so as to afford the least obstruction to pedestrian traffic. (Ord. 1787 S3, 1973; Ord. 2439 S1, 1988; Ord. 2606 S2, 1990)

ORS 814.430 Improper use of lanes; exceptions; penalty.

(1) A person commits the offense of improper use of lanes by a bicycle if the person is operating a bicycle on a roadway at less than the normal speed of traffic using the roadway at that time and place under the existing conditions and the person does not ride as close as practicable to the right curb or edge of the roadway.

(2) A person is not in violation of the offense under this section if the person is not operating a bicycle as close as practicable to the right curb or edge of the roadway under any of the following circumstances:

(a) When overtaking and passing another bicycle or vehicle that is proceeding in the same direction.

(b) When preparing to execute a left turn.

(c) When reasonably necessary to avoid hazardous conditions including, but not limited to, fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards or other conditions that make continued operation along the right curb or edge unsafe or to avoid unsafe operation in a lane on the roadway that is too narrow for a bicycle and vehicle to travel safely side by side. Nothing in this paragraph excuses the operator of a bicycle from the requirements under ORS 811.425 or from the penalties for failure to comply with those requirements.

(d) When operating within a city as near as practicable to the left curb or edge of a roadway that is designated to allow traffic to move in only one direction along the roadway. A bicycle that is operated under this paragraph is subject to the same requirements and exceptions when operating along the left curb or edge as are applicable when a bicycle is operating along the right curb or edge of the roadway.

(e) When operating a bicycle alongside not more than one other bicycle as long as the bicycles are both being operated within a single lane and in a manner that does not impede the normal and reasonable movement of traffic.

(f) hen operating on a bicycle lane or bicycle path.

(3) The offense described in this section, improper use of lanes by a bicycle, is a Class D traffic violation. [1983 c.338 §701; 1985 c.16 §339]

SafeRoutes
Oregon Safe Routes To School

Safe Routes to School: Creating an Action Plan

Instructions

Please read these instructions before completing the Action Plan.

Creating the Action Plan is the first step in the application process for Oregon Safe Routes to School funding, for both Infrastructure (engineering) and Non-Infrastructure (education and outreach, enforcement and evaluation) projects and activities for schools serving any grades from kindergarten up to 8th grade.

Who develops the Action Plan?

The Action Plan is created through a team-based process. With the conclusions drawn from the collected information, the team will be able to recommend priority projects and activities that the school, municipality and community can advance to promote safe walking and bicycling to school.

The template begins on Page 8.

SECTION 1: School information (for schools K-8)

The Plan is site-specific for your project. This section includes basic information about the school, including location, enrollment, and contact information for the Safe Routes to School Action Plan.

SECTION 2: Forming the School Team

The team is made up of a minimum of *three key partners*: the school principal; a parent who represents or has the endorsement of the school parent organization; and city, county or state staff representing the local road authority. An additional member should be a member of the local traffic safety committee, if one exists.

Additional community partners, whose backgrounds and affiliations represent a wide range of interests and expertise related to SRTS, should be included later in the planning process:

School representatives – PTA/PTO/site council member; principal and/or other school staff such as nurse and/or PE teacher; students; district transportation coordinator; district facilities management *especially* if school property/buildings/maintenance will be an issue; school board member; safety patrol coordinator; bus driver; school crossing guard; etc.

Local government -- Council or commission member; transportation or traffic engineer; public works representative; traffic safety committee member; local planner; law enforcement, emergency medical services or fire department; bicycle/pedestrian advisory committee; municipal or regional transit agency if applicable; etc.

Community representatives -- neighborhood or community association members; chamber of commerce or business associations; bicycle/pedestrian advocates; public health professionals; local stakeholder community groups and non-profit organizations; rail, trucking industry representatives, if applicable; media or marketing representative; etc.

SECTION 3: Assessing the modes of student travel

There are a variety of possible activities that have provided past grant recipients with valuable information about the ability of students to walk and bike to and from school. These are the assessments required for the Oregon process:

- Mapping
- Walking and biking the routes within 1 mile of the elementary school (1.5 miles of the middle school)
- Surveying students and parents

Please note: assessments and additional support information may be needed to support the projects proposed in your Infrastructure Application (such as traffic counts, crash data, speed studies, etc). The team should rely upon the recommendations of local experts to determine what information may be needed and helpful.

Mapping

To understand the conditions around or on the school property, bring the team together to a mapping and brainstorming session where they can give input on conditions and possible solutions, in addition to helping to determine the best current and/or future routes (within one mile walking distance from residential neighborhoods to the elementary school, 1.5 miles of the middle school). You may wish to include others who understand the travel habits of the students, such as the school crossing guards, law enforcement, school bus drivers, and other parents and students.

City maps may be found at: http://egov.oregon.gov/ODOT/TD/TDATA/gis/CityMaps.shtml

Maps may also be found at your school district website; Google.com; earth.google.com; Yahoo.com; Mapquest.com; or from your local public works department. **Please include copies of the maps as a supplement to this Plan.**

Walk and Bike Assessment

Once the team completes the mapping exercise, the team should walk and/or bike the routes to identify physical barriers. The School Team may want to follow their own format in assessing the "walkability" and the "bikeability" of the immediate school neighborhoods, or they may wish to use the linked checklists on the National SRTS Program website, under "Education:" http://www.saferoutesinfo.org/resources/index.cfm .

Concentrate on streets you believe are critical to walking or bicycling to school, including parks, bike lanes, walkways or trails, and other public right-of-way facilities if they are or could be used by students to travel to and from school.

Walkability questions to consider: Are the sidewalks, paths and/or trails on school property connected to logical residential neighborhood access points? Is there room to walk? Are there sidewalks, or shoulders where there were no sidewalks? Are you able to cross safely where you can see and be seen by drivers? Does it feel safe to walk? Can students safely and conveniently reach unlocked school entry doors from these locations?

Pedestrian safety questions to consider: Does the school provide safety information and/or participate in events that promote safe walking and physical activity such as International Walk and Bike to School Day or walk-a-thons? Is there pedestrian safety guidance given to students who cross with the School Patrol or Adult Crossing Guard?

Bikeability questions to consider: Do you have safe bicycle routes? Are there paths, trails, wide sidewalks, low-traffic streets, bike lanes or good shoulders to ride safely with traffic?

Does it feel safe riding with traffic? How was the surface that you rode on? How were the intersections that you rode through?

Bike safety and security questions to consider: Are visibly-placed bicycle racks available to students at the school? Are there enough to accommodate an increase in bicycles? Can students easily and safely access them? Are they sheltered from the weather? Are bikes in a secure location? Are there opportunities for students to learn about bicycle safety? Are students involved in after-school bike clubs or teams? Is helmet use encouraged?

Student Tally

Teachers or volunteers will use this form to record specific information about how children arrive and depart from school. It is a hand-raise tally, conducted in each classroom (takes about 5-7 minutes to complete) for two days within one week (not on a Monday or Friday). The form for the tally can be downloaded from the National SRTS Program website: http://www.saferoutesinfo.org/resources/index.cfm under "Evaluation." Tally results are to be entered online at the National Center for SRTS online datatool page: http://www.saferoutesinfo.org/tracking . If you need assistance in setting up an account, contact Julie Yip, Oregon SRTS Manager, 503-986-4196. Once data is entered, a downloadable summary report is immediately available at the same site.

Parent Survey

The Parent Survey collects information about factors, beliefs and attitudes that affect parents' decisions about their children walking and bicycling to school. The survey results will help your Team determine how to improve opportunities for children to walk or bike to school.

The downloadable form is available from the National SRTS Program website: http://www.saferoutesinfo.org/resources/index.cfm under "Evaluation." Surveys are to be entered online at the National Center for SRTS online datatool page: http://www.saferoutesinfo.org/tracking .

If you need assistance in setting up an account, contact Julie Yip, Oregon SRTS Manager, 503-986-4196. Once data is entered, a downloadable summary report is immediately available at the same site.

OPTIONAL Additional Data Collection Activities

The following list includes other activities that have provided past grant recipients with valuable information about the ability of students to walk and bike to and from school. Please provide the results of any optional assessments conducted for the Plan.

Photographs and / or videos – tell the story that students do walk and/or bike to and from school. Take pictures or footage during BOTH arrival and departure times at the school. Decide in advance where the best vantage points will be to shoot the pictures to capture the representative images. Record locations and street directions, time of day, date. Present the pictures in an order that confirms your narrative.

(OPTIONAL Additional Data Collection Activities, continued)

Interviews

School patrol or adult crossing guards; pupil transportation providers (school bus drivers, bus dispatchers); local law enforcement; local traffic or roadway engineers familiar with the transportation system around the school

Observational survey

The School Team may wish to confirm the results of the Student Tally or may wish to do actual on-site observations of how students arrive and leave school.

This is a simple "tick mark" tally done by volunteer observers with clipboard and survey sheet at these areas:

- the school's bike rack area, if one exists
- at the crosswalks or pathways adjacent to the school
- at the bus and/or auto pick-up/drop-off area.

It is recommended that observations be made at least 15 minutes before the start of school until ten minutes after the bell rings. Reverse the process for after school. The observers record tick marks for each student observed as a Walker, Bicyclist, Other (for scooter, skateboard, in-line skates, wheelchairs), school or public bus rider, or motor vehicle rider. This should be repeated the same day at the end of school when children are leaving. Make sure the survey is dated, location noted, weather conditions noted, and the time periods of the survey.

This could be conducted for at least two days during a single week, not on Monday or Friday. The street assessments may bring up questions about the motoring environment on certain streets.

Traffic volume counts, posted speeds and actual speeds may be obtained from law enforcement or the local public works department to track motorist speeds and monitor traffic volume counts.

Traffic crash data may be obtained from your local public works department or the ODOT Transportation Safety Division Traffic Records Program. Crash data may also be available from your local law enforcement agency.

Crosswalk information may also be obtained from the School Safety Supervisor, school patrol members or adult crossing guards.

SECTION 4: Summarizing the findings

Using the information gathered in Section 3, it is now time for the School Team to analyze the collected maps, walking and biking audits and survey evaluation results to identify the barriers and hazards to children walking and bicycling to the school. Include:

- A list of physical barriers and hazards. (Examples: broken and uneven sidewalks; overgrown vegetation; narrow gravel shoulders and no bike lane or sidewalk on approach to school; in crosswalk from school, left or right-turn conflicts when pedestrians have the signal; school parking lot needs better pedestrian flow; bike racks in bad shape, not enough…)

- A list of education/encouragement/enforcement barriers and hazards. (Examples: no crossing guard or school patrol at crosswalk across busy street; traffic exceeds 20 mph of school zone; walkable neighborhoods but parents prefer to drive students to school; no pedestrian safety information provided at school; no local enforcement

SECTION 5: Identifying the solutions and creating the Action Plan

Now that the issues have been identified, the School Team is ready to recommend solutions that make up the Action Plan. The expertise of the different School Team members and other interested parties and stakeholders will be especially valuable.

Careful consideration must be given for each SRTS component:

- *Engineering* – Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails and bikeways. Engineering strategies are best used in conjunction with the remaining E's. Engineers typically like problem statements, not solutions. Your team identifies the problems; let the professionals suggest operational fixes.
- *Education* – Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, proper walking and bicycling behaviors, and launching driver safety campaigns in the vicinity of schools.
- *Encouragement* – Creating events, activities and ongoing programs to promote walking and bicycling and providing safe opportunities for parents and students to travel together and inspire each other.
- *Enforcement* – Partnering with local law enforcement to ensure traffic laws are obeyed within the 2-mile vicinity of schools (this includes enforcement of speeds, yielding to pedestrians and bicyclists on the road and in crossings) and initiating community enforcement such as crossing guard programs.
- *Evaluation* – Monitoring and documenting outcomes and trends through the collection of data, including the collection of data before and after the intervention(s).

Guidance on the 5 E's is available online from the National Center for Safe Routes to School, http://www.saferoutesinfo.org/guide/index.cfm

SECTION 6: Submitting the Action Plan

Submit this completed document and all supplemental materials along with the Application for the Oregon Safe Routes to School Funding.

Implementation

Now that the School Team has completed and submitted the Action Plan, it is time to take action.

The process through which the Action Plan was created has given your new Safe Routes to School Task Force a chance to find out what resources and stakeholders are available to help achieve success. Even before your application is reviewed and possibly funded, there are undoubtedly activities that can begin immediately using existing staff, volunteers and resources.

In addition, the Safe Routes to School funds currently available from the federal government are most likely not enough by themselves to solve all of the needs of every Oregon community. They are intended to be a catalyst to build relationships, complete demonstration projects and show success, which will then inspire communities to find other resources.

Below are some of the tactics other communities have used to start a program without a large budget, or before acquiring dedicated Safe Routes to School funding:

Engineering
While there may be large projects that need to be funded, there are certainly smaller projects and activities that can be done without major funding. In fact, Safe Routes to School practitioners have found that it is often the smaller projects that can lead to early success, since they do not require lengthy planning and design phases, and can be integrated into a short program timeline.

Examples include: curb and crosswalk striping, minor repairs, pruning, signage, walking/biking route maps, arrival/departure improvements, bike racks, advanced limit lines, school zone changes, etc.

Various resources may already be accessible through local and state agencies. If agency staff are members of the School Team, they may have already offered help with certain projects. Sometimes it is a matter of the "squeaky wheel getting the grease." Some projects may have already been planned, but just need to be fast-tracked.

Encouragement
If physical improvements are needed before children can safely walk or bike to school on a particular route, promote and/or organize fun walking and biking activities before, during or after school right on the school grounds or to/from an area nearby. These events and activities will help build excitement for walking and biking, so that when physical improvements are completed, there will be a ready audience of users.

Encouragement events will provide opportunities for students, parents and others to better understand local conditions, and to experiment with route options. This information can be used to develop a system of routes which can help define where engineering and enforcement work should take place. Maps can be created and made public when improvements are made.

Many parent barriers to walking and biking are based on personal safety, convenience and time. Also, with the rise in childhood obesity, walking and biking to school can be promoted as a solution to an inactive lifestyle. Encouragement activities are ideal for addressing these issues, in addition to creating community cohesiveness by bringing parents and neighbors together to help walk or bike kids to and from school. There is safety in numbers, especially when kids are accompanied by a trusted parent or other adult volunteer.

Education
Classes or safety events such as bike rodeos, Safety Town, etc. are relatively inexpensive, and can be provided by school teachers, local volunteers or community groups such as bike clubs or university students, and by agencies such as police, health and fire departments.

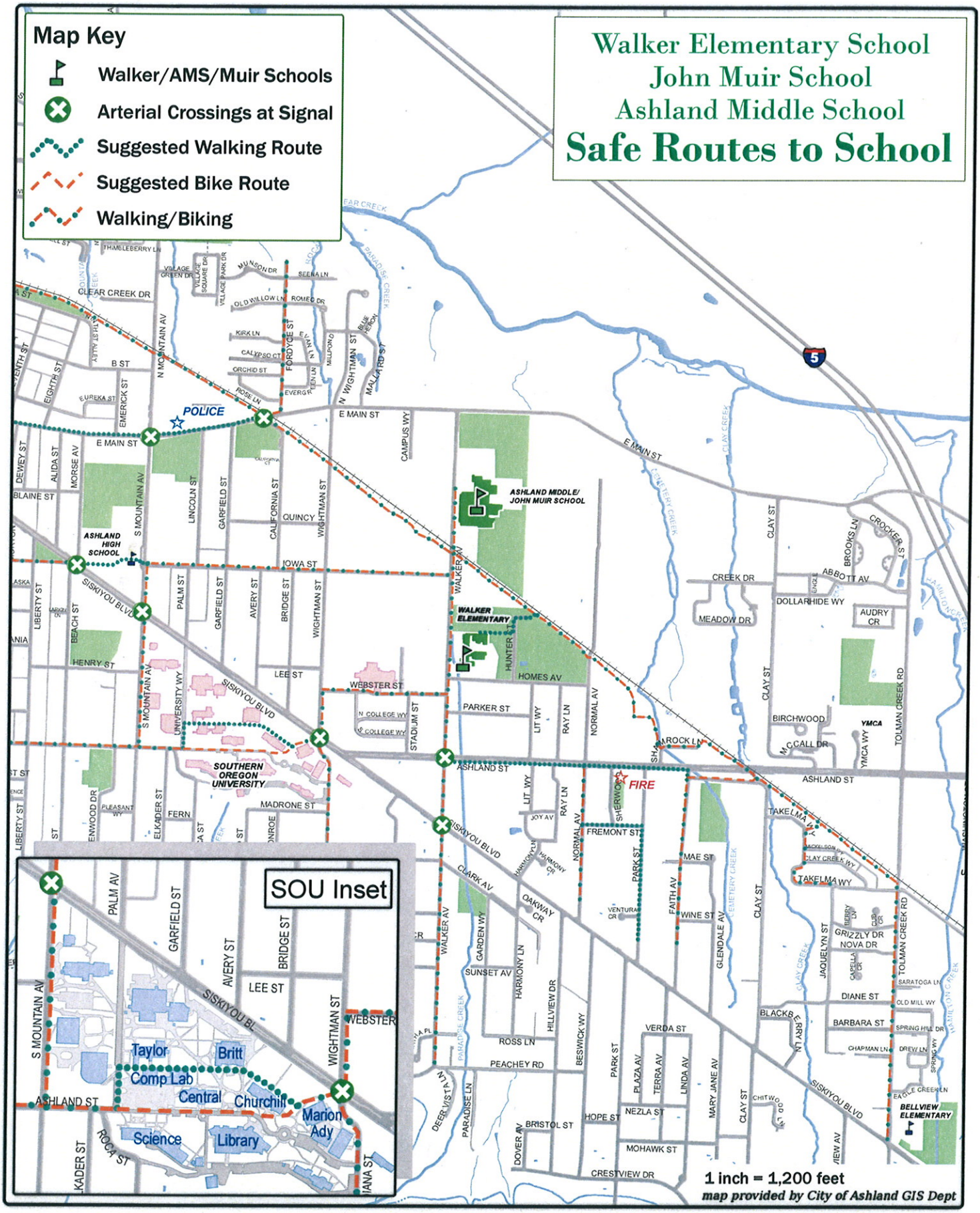
Education events can also encourage students and parents to walk and bike to school.

Enforcement
Local police officials who are members of the School Team may be able to provide police services, or even additional services to help the Safe Routes to School effort. They may also be

able to tell you how to get services from their department, or may advocate for services on behalf of the School Team.

Police services may not need to be funded through the Oregon Safe Routes to School program, since they may already have a local dedicated funding source.

More information on the Safe Routes to School and the 5E's of Education, Encouragement, Engineering, Enforcement and Evaluation can be found on the National Safe Routes to School website: http://www.saferoutesinfo.org/guide/ .


Map Key
Walker/AMS/Muir Schools
Arterial Crossings at Signal
Suggested Walking Route
Suggested Bike Route
Walking/Biking
Walker Elementary School
John Muir School
Ashland Middle School
Safe Routes to School
SOU Inset
Taylor
Britt
Comp Lab
Central
Churchill
Marion Ady
Science
Library
POLICE
FIRE
ASHLAND MIDDLE/ JOHN MUIR SCHOOL
ASHLAND HIGH SCHOOL
WALKER ELEMENTARY
SOUTHERN OREGON UNIVERSITY
BELLVIEW ELEMENTARY
YMCA
E MAIN ST
SISKIYOU BLVD
ASHLAND ST
CLEAR CREEK DR
S MOUNTAIN AV
WIGHTMAN ST
GARFIELD ST
CLAY ST
TOLMAN CREEK RD
1 inch = 1,200 feet
map provided by City of Ashland GIS Dept

CITY OF
ASHLAND

Memo

DATE: March 24, 2009

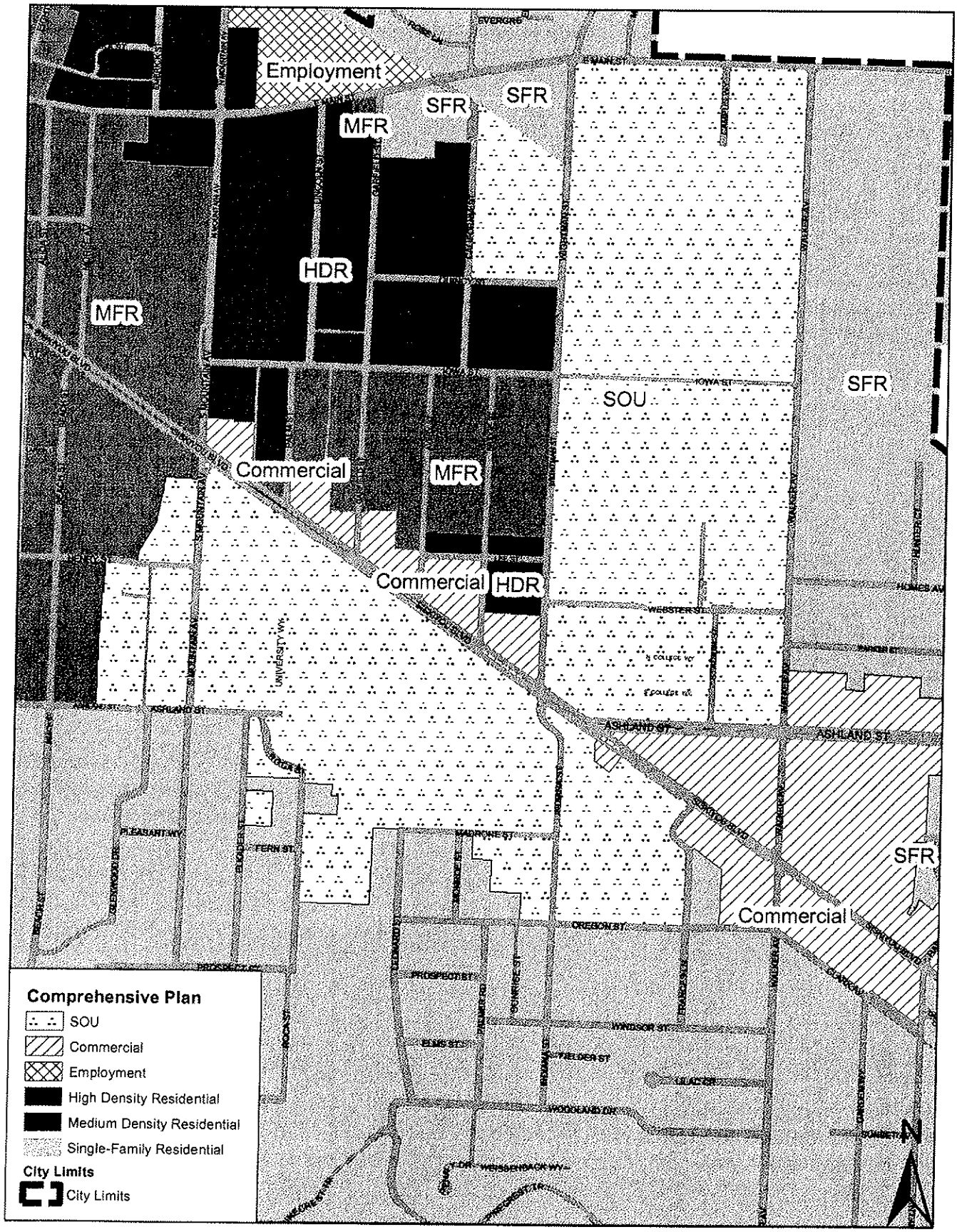
TO: Ashland Planning Commission

FROM: Maria Harris, Planning Manager

RE: Southern Oregon University Master Plan Background Information
March 31 Study Session Agenda Item

The Ashland Comprehensive Plan identifies the Southern Oregon University (SOU) land use classification as areas designed to provide for the unique needs of SOU. The SOU land use classification is delineated on the Comprehensive Plan Map as the area surrounding the campus as well as the area between Wightman Street and Walker Avenue (see attached map). As outlined in the Comprehensive Plan, the boundary of the SOU area was mutually approved by SOU and the City. The Comprehensive Plan SOU designation is implemented by Chapter 18.64 Southern Oregon University of the Ashland Land Use Ordinance, and the corresponding zoning district is established on the Zoning Map (see attached map).

The SOU Master Plan establishes the permitted uses in the SOU zoning district. The current plan, the 2000-2010 SOU Master Plan, was approved and adopted by the City Council in February 2000. Since the plan is completed in ten year cycles, SOU is developing the plan for the upcoming decade. The attached materials include options from the plan update process.


Employment
SFR
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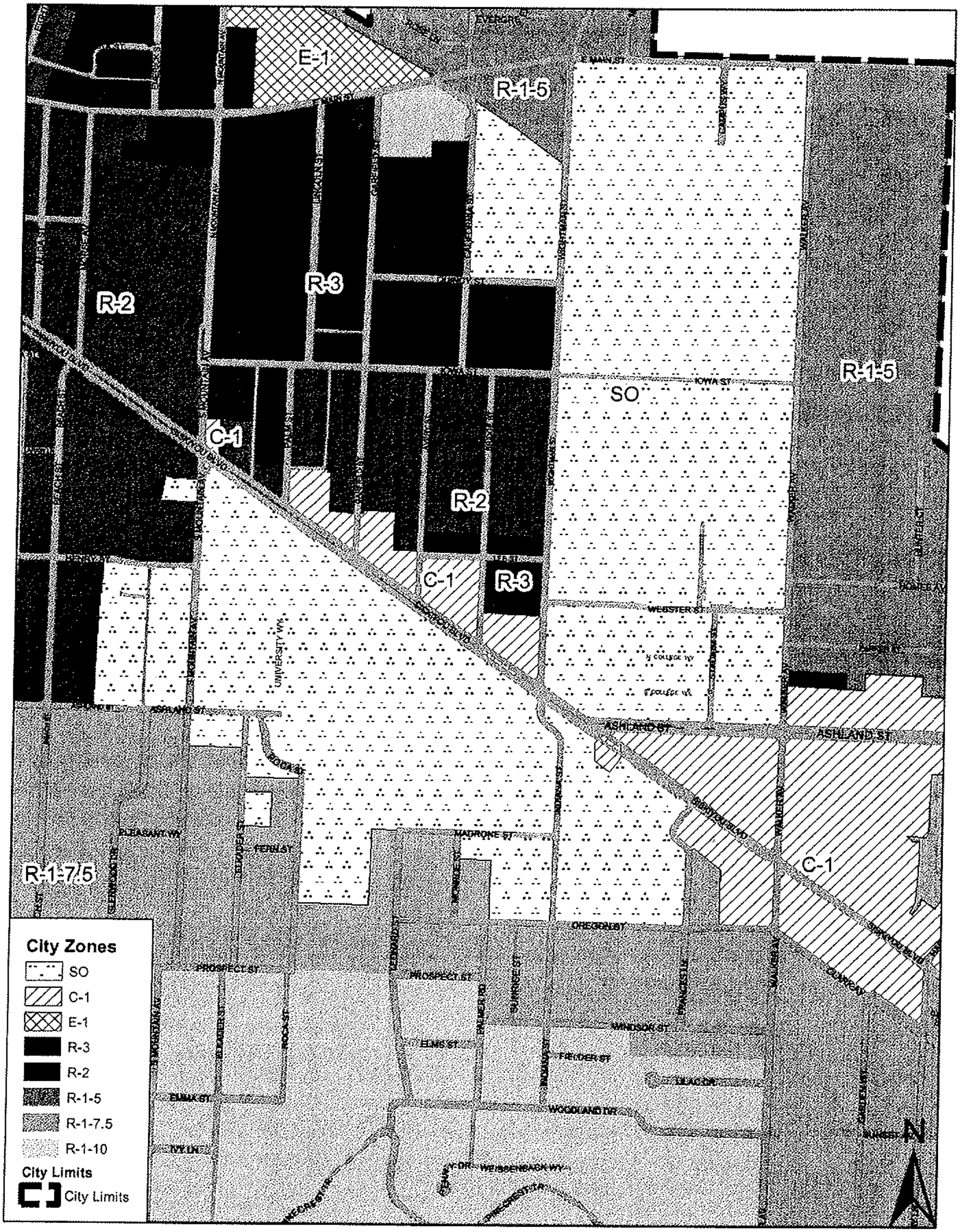
SOU
Commercial
Employment
High Density Residential
Medium Density Residential
Single-Family Residential
City Limits
City Limits



E-1
R-1-5
R-3
R-2
C-1
SO
R-1-5
R-2
C-1
R-3
R-1-7.5
C-1
IOWA ST
WEBSTER ST
ASHLAND ST
ASHLAND ST
UNIVERSITY WY
MADRONE ST
FERN ST
PLEASANT WY
PROSPECT ST
PROSPECT ST
WINDSOR ST
ELMS ST
FIELDER ST
LILAC DR
WOODLAND DR
WEISSENBACK WY
City Zones
SO
C-1
E-1
R-3
R-2
R-1-5
R-1-7.5
R-1-10
City Limits
City Limits
N

SERA | 338 NW 5th Ave Portland, OR 97209

Outgoing Transmittal

ID: 00014

Date Sent: 3/19/2009

Project: SOU Master Plan Update

Number: 08149

To:

Bill Molnar
City of Ashland
51 Winburn Way
Ashland, OR 97520
molnarb@ashland.or.us

Laurence Blake
Southern Oregon University
351 Walker Avenue
Ashland, Oregon 97520-5033
blakel@sou.edu

From:

Eric Ridenour
SERA
338 NW 5th Ave
Portland, OR 97209
ericr@serapdx.com

Subject: SOU Master Plan, Planning Commission study session

Via: Info Exchange

Purpose: For your review and comment

Remarks: Bill, Maria and April,

Your office requested information from SOU and the University's master planning team regarding the on-going process of updating SOU's master plan. I am the project manager for the master plan update, from SERA Architects.

An update of the University's master plan is required on a ten-year cycle. It forms the basis for the campus' own internal physical planning, and as described in Section 18.64 of the City's Land Use ordinance, is one basis for determining allowed land uses on the campus.

The master plan update currently being developed will supersede the 2000 Master Plan. At this point, several options have been discussed, and the campus leadership is forming a preferred option. All three of these options as well as the emerging preferred options are included in this background package [via the links below]. In addition, several analytical diagrams are included:

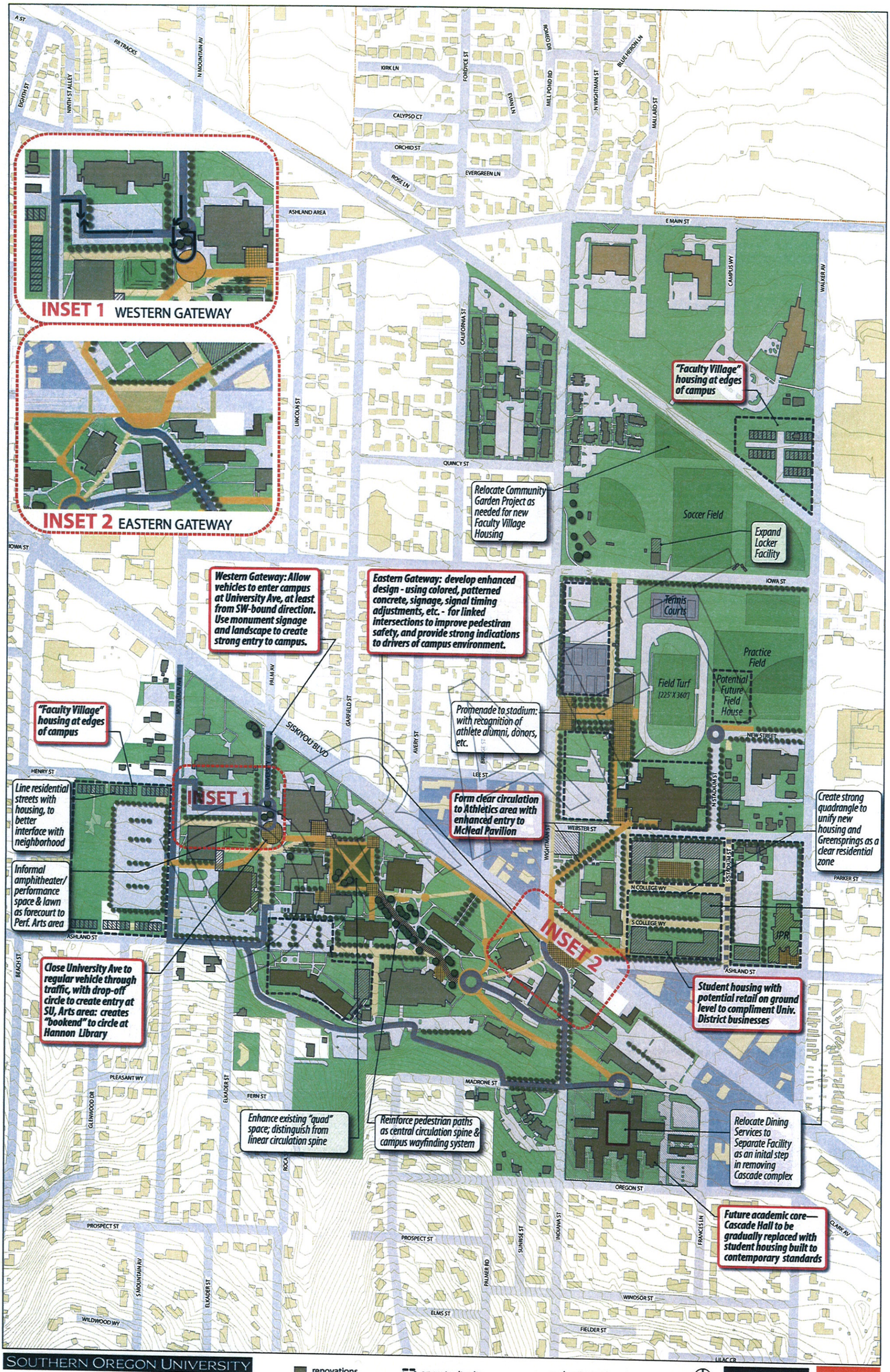
- An "opportunities and constraints" diagram, indicating the site analysis by the University's consultant team;
- A draft framework diagram, showing overall organizing concepts for the campus;
- A draft circulation plan;

There are several issues that the University's team would like to discuss with the Commission:

- Development concepts for increased student residential housing;
- Strategies to improve pedestrian safety along Siskiyou Blvd, in particular at the complex of linked intersections of Wightman/Indiana/Siskiyou and Ashland/Siskiyou;
- Concepts for improving the visibility or 'presence' of the campus along Siskiyou;
- Concepts for faculty housing at campus areas that border existing neighborhood housing;

We look forward to the opportunity to meet with the Commission, and will be available the week of March 23rd, if as staff you have questions or think that additional information is needed.

CC: Tim Smith (SERA)
harrism@ashland.or.us
lucasa@ashland.or.us


INSET 1 WESTERN GATEWAY
INSET 2 EASTERN GATEWAY
"Faculty Village" housing at edges of campus
Relocate Community Garden Project as needed for new Faculty Village Housing
Soccer Field
Expand Locker Facility
Western Gateway: Allow vehicles to enter campus at University Ave, at least from SW-bound direction. Use monument signage and landscape to create strong entry to campus.
Eastern Gateway: develop enhanced design - using colored, patterned concrete, signage, signal timing adjustments, etc. - for linked intersections to improve pedestiran safety, and provide strong indications to drivers of campus environment.
Tennis Courts
Practice Field
Field Turf (225' X 360')
Potential Future Field House
Promenade to stadium: with recognition of athlete alumni, donors, etc.
"Faculty Village" housing at edges of campus
Line residential streets with housing, to better interface with neighborhood
Informal amphitheater/ performance space & lawn as forecourt to Perf. Arts area
Form clear circulation to Athletics area with enhanced entry to McNeal Pavilion
Create strong quadrangle to unify new housing and Greensprings as a clear residential zone
Close University Ave to regular vehicle through traffic, with drop-off circle to create entry at SU, Arts area: creates "bookend" to circle at Hannon Library
Student housing with potential retail on ground level to compliment Univ. District businesses
Enhance existing "quad" space; distinguish from linear circulation spine
Reinforce pedestrian paths as central circulation spine & campus wayfinding system
Relocate Dining Services to Separate Facility as an inital step in removing Cascade complex
Future academic core—Cascade Hall to be gradually replaced with student housing built to contemporary standards
A ST
RR TRACKS
N MOUNTAIN AV
EIGHTH ST
NINTH ST ALLEY
KIRK LN
FORBYCE ST
ENGLISH
MILL POND RD
N WIGHTMAN ST
BLUE HERON LN
MALLARD ST
CALYPSO CT
ORCHID ST
ROSE LN
EVERGREEN LN
ASHLAND AREA
E MAIN ST
CAMPUS WY
WALKER AV
CALIFORNIA ST
LINCOLN ST
QUINCY ST
IOWA ST
PALM AV
GARFIELD ST
AVERY ST
SISKIYOU BLVD
HENRY ST
LEE ST
NEW STREET
WEBSTER ST
WIGHTMAN ST
N COLLEGE WY
S COLLEGE WY
STADIUM ST
PARKER ST
ASHLAND ST
BEACH ST
PLEASANT WY
GLENWOOD DR
ELKADER ST
FERN ST
MADRONE ST
OREGON ST
PROSPECT ST
S MOUNTAIN AV
WILDWOOD WY
SUNRISE ST
INDIANA ST
PALMER RD
ELMS ST
WINDSOR ST
FIELDER ST
FRANCES LN
CLARK AV
LILAC CR
SOUTHERN OREGON UNIVERSITY
MASTER PLAN UPDATE
DRAFT Preferred Option
SOU buildings
SOU campus boundary
renovations
building additions
new buildings
opportunity site
university district
SOU parking and paths
pedestrian path system
primary pedestrian routes
square/plaza
0
400
Feet
31-March-09
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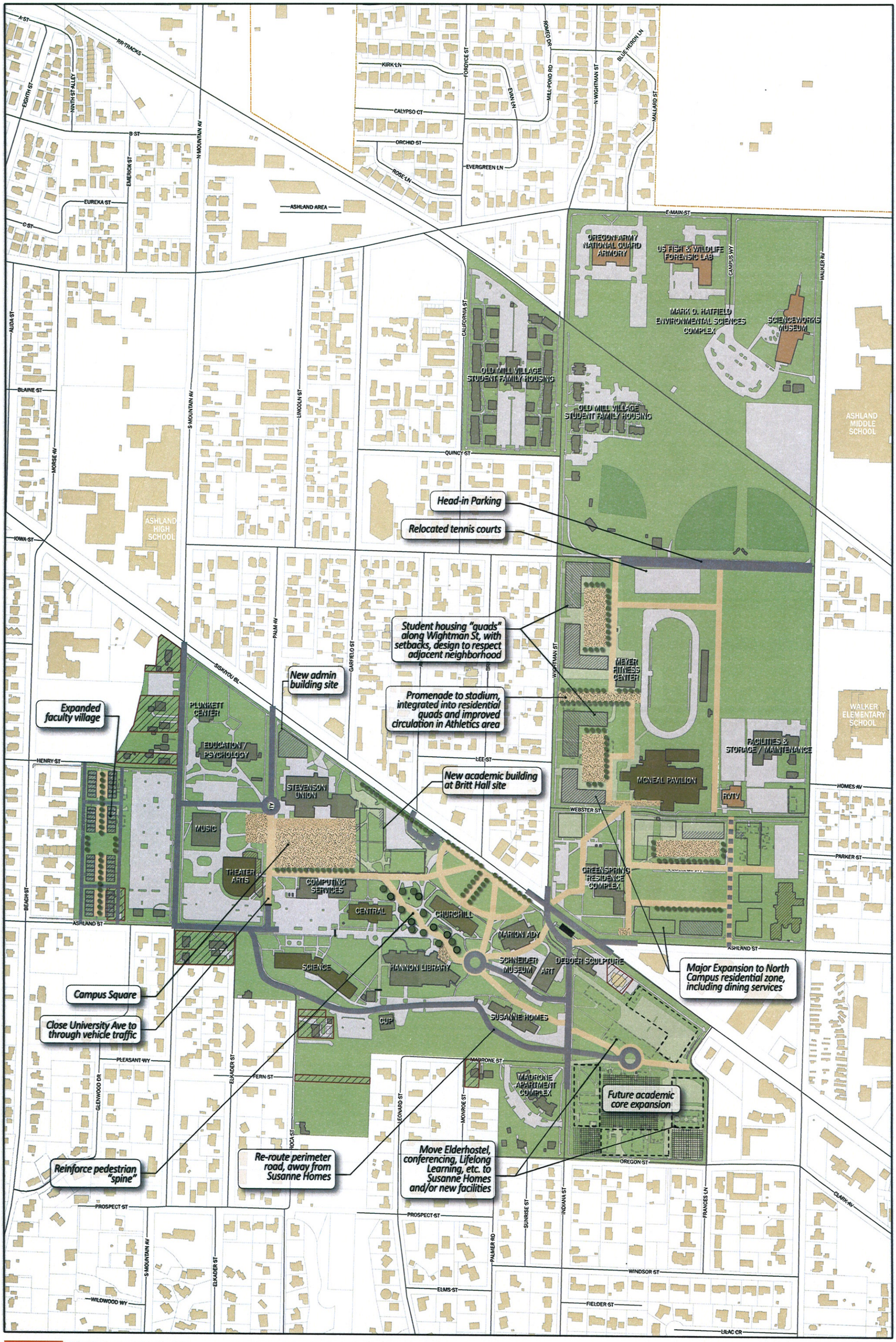

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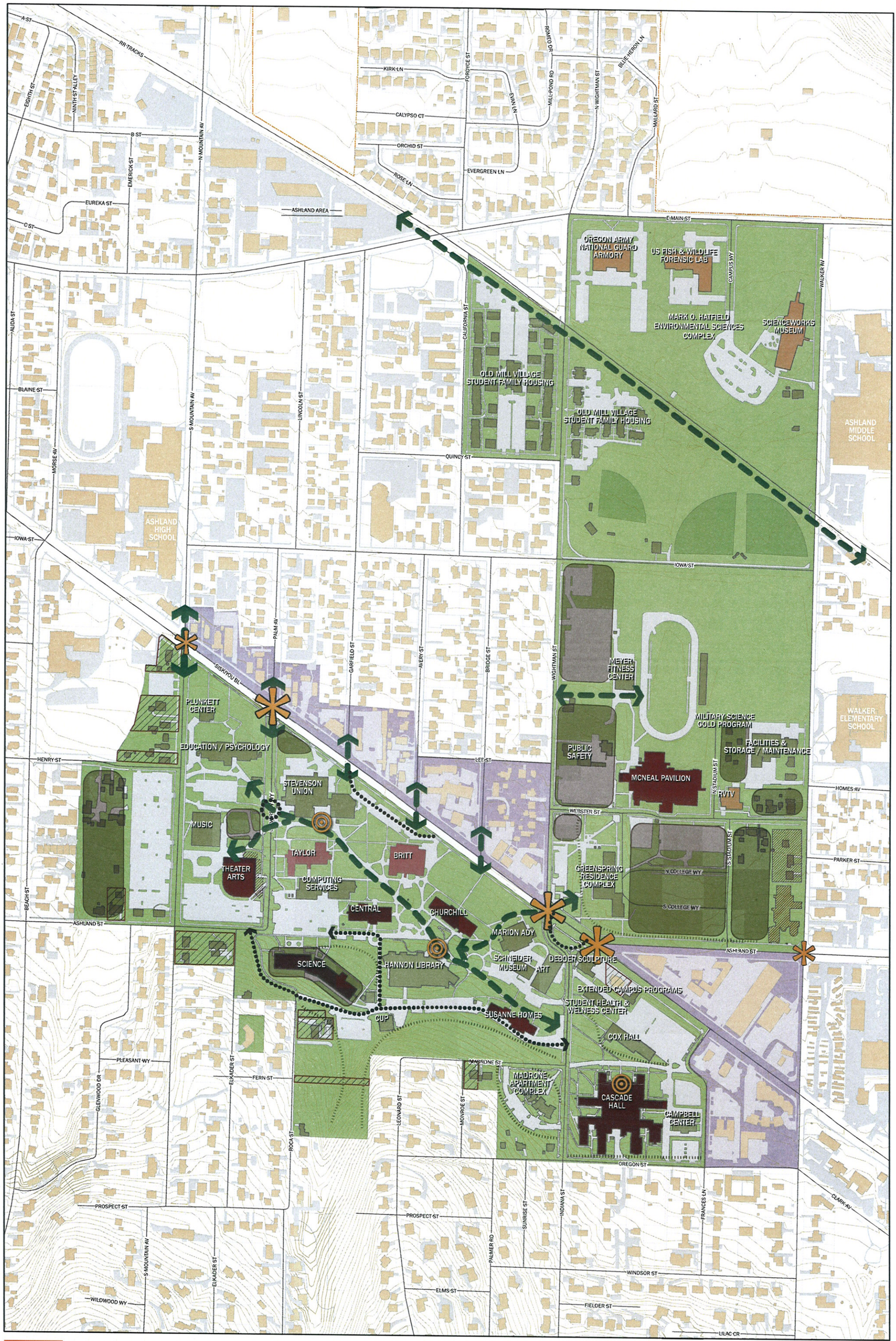
MASTER PLAN UPDATE

Southern Oregon University

Option 3: Residential North Campus



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MASTER PLAN UPDATE

Southern Oregon University

Opportunities & Constraints Map

- SOU parking and paths
- SOU buildings
- SOU campus boundary
- potential university district
- anticipated construction
- anticipated building renovation projects
- potential building projects
- opportunity area
- pedestrian movement
- vehicle movement issues
- community partnership buildings
- gateway/threshold
- activity node
- significant topography
- non-university properties

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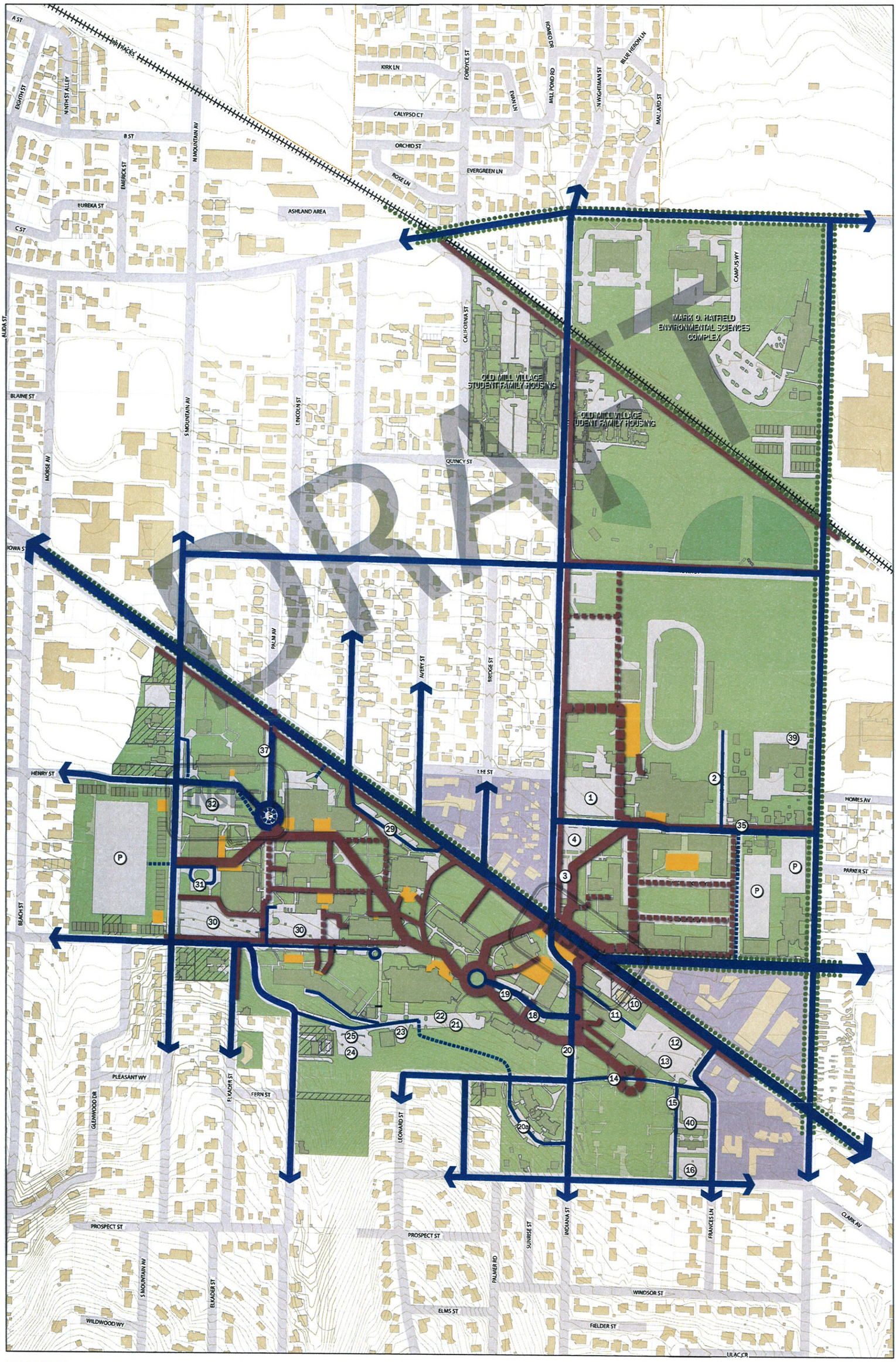

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MASTER PLAN UPDATE
Southern Oregon University
DRAFT Circulation Plan

- SOU parking and paths
- SOU buildings
- SOU campus boundary
- non-university property
- primary pedestrian route
- —proposed or modified
- secondary pedestrian route
- —proposed or modified
- street
- campus or service road
- —proposed or modified
- bike lane or trail
- plaza / court
- (#) existing parking lot
- (P) proposed parking lot

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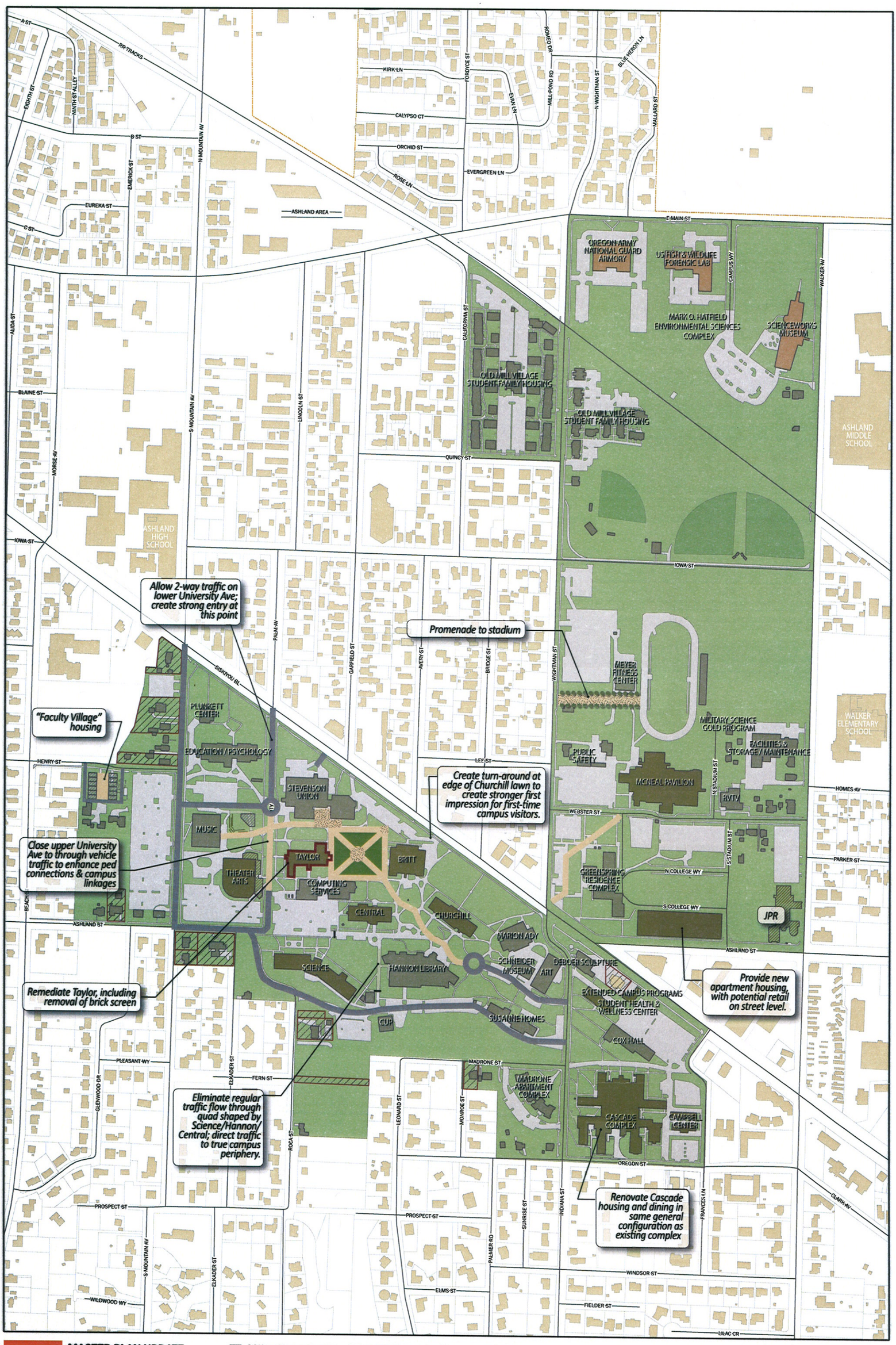
Allow 2-way traffic on lower University Ave; create strong entry at this point
Promenade to stadium
"Faculty Village" housing
Create turn-around at edge of Churchill lawn to create stronger first impression for first-time campus visitors.
Close upper University Ave to through vehicle traffic to enhance ped connections & campus linkages
Remediate Taylor, including removal of brick screen
Eliminate regular traffic flow through quad shaped by Science/Hannon/ Central; direct traffic to true campus periphery.
Provide new apartment housing, with potential retail on street level.
Renovate Cascade housing and dining in same general configuration as existing complex
OREGON ARMY NATIONAL GUARD ARMORY
USFISH & WILDLIFE FORENSIC LAB
MARK O. HATFIELD ENVIRONMENTAL SCIENCES COMPLEX
SCIENCEWORKS MUSEUM
OLD MILL VILLAGE STUDENT FAMILY HOUSING
ASHLAND MIDDLE SCHOOL
ASHLAND HIGH SCHOOL
WALKER ELEMENTARY SCHOOL
MEYER FITNESS CENTER
MILITARY SCIENCE GOLD PROGRAM
FACILITIES & STORAGE / MAINTENANCE
PUBLIC SAFETY
McNEAL PAVILION
AVTV
PLUKKETT CENTER
EDUCATION / PSYCHOLOGY
STEVENSON UNION
MUSIC
THEATER ARTS
TAYLOR
BRITT
COMPUTING SERVICES
CENTRAL
CHURCHILL
MARION ADY
SCIENCE
HANNON LIBRARY
SCHNEIDER MUSEUM OF ART
DEBOER SCULPTURE
EXTENDED CAMPUS PROGRAMS
STUDENT HEALTH & WELLNESS CENTER
COX HALL
SUSANNE HOMES
CUP
MADRONE APARTMENT COMPLEX
CASCADE COMPLEX
CAMPBELL CENTER
GREENSPRING RESIDENCE COMPLEX
JPR
ASHLAND AREA
E MAIN ST
IOWA ST
QUINCY ST
HENRY ST
LEE ST
WEBSTER ST
N COLLEGE WY
S COLLEGE WY
ASHLAND ST
OREGON ST
PROSPECT ST
WINDSOR ST
ELMS ST
FIELDER ST
LILAC CR
PARKER ST
HOMES AV
CLARK AV
PLEASANT WY
MADRONE ST
WILDWOOD WY
SISKIYOU BL
RR TRACKS
A ST
B ST
C ST
EUREKA ST
EDITH ST
NINTH ST ALLEY
EMERICK ST
N MOUNTAIN AV
S MOUNTAIN AV
ALIDA ST
BLAINE ST
MORSE AV
LINCOLN ST
PALM AV
GARFIELD ST
AVERY ST
BRIDGE ST
WIGHTMAN ST
CALIFORNIA ST
FORDYCE ST
KIRK LN
CALYPSO CT
ORCHID ST
ROSE LN
EVERGREEN LN
MILL POND RD
N WIGHTMAN ST
BLUE HERON LN
MALLARD ST
CAMPUS WY
WALKER AV
N STADIUM ST
S STADIUM ST
ELKADER ST
GLENWOOD DR
ROCA ST
LEONARD ST
MONROE ST
SUNRISE ST
INDIANA ST
PALMER RD
FRANCES LN
SERA
MASTER PLAN UPDATE
Southern Oregon University
Option 1: Minimal Intervention
SOU parking and paths
SOU buildings
SOU campus boundary
buildings to renovate
buildings removed
building additions
new buildings
road system
pedestrian system
square/plaza
trees
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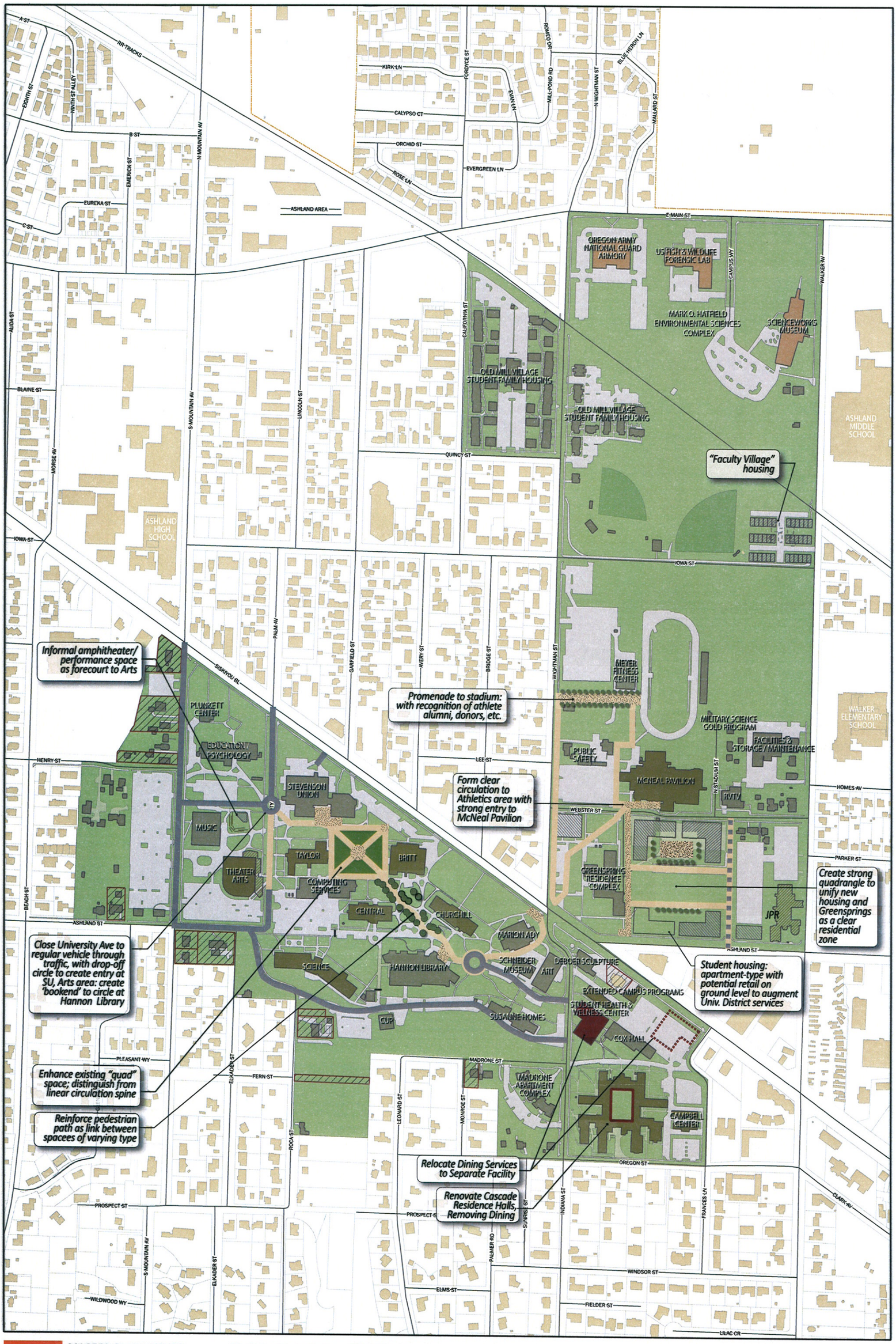
Feet



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MASTER PLAN UPDATE

Southern Oregon University

Option 2: Leverage Housing

SERA

MASTER PLAN UPDATE
Southern Oregon University
DRAFT Framework Plan

- SOU parking and paths
- SOU buildings
- SOU campus boundary
- non-university property
- buildings to renovate
- buildings removed
- building additions
- new buildings
- primary pedestrian routes
- pedestrian system
- square/plaza
- trees
- road system

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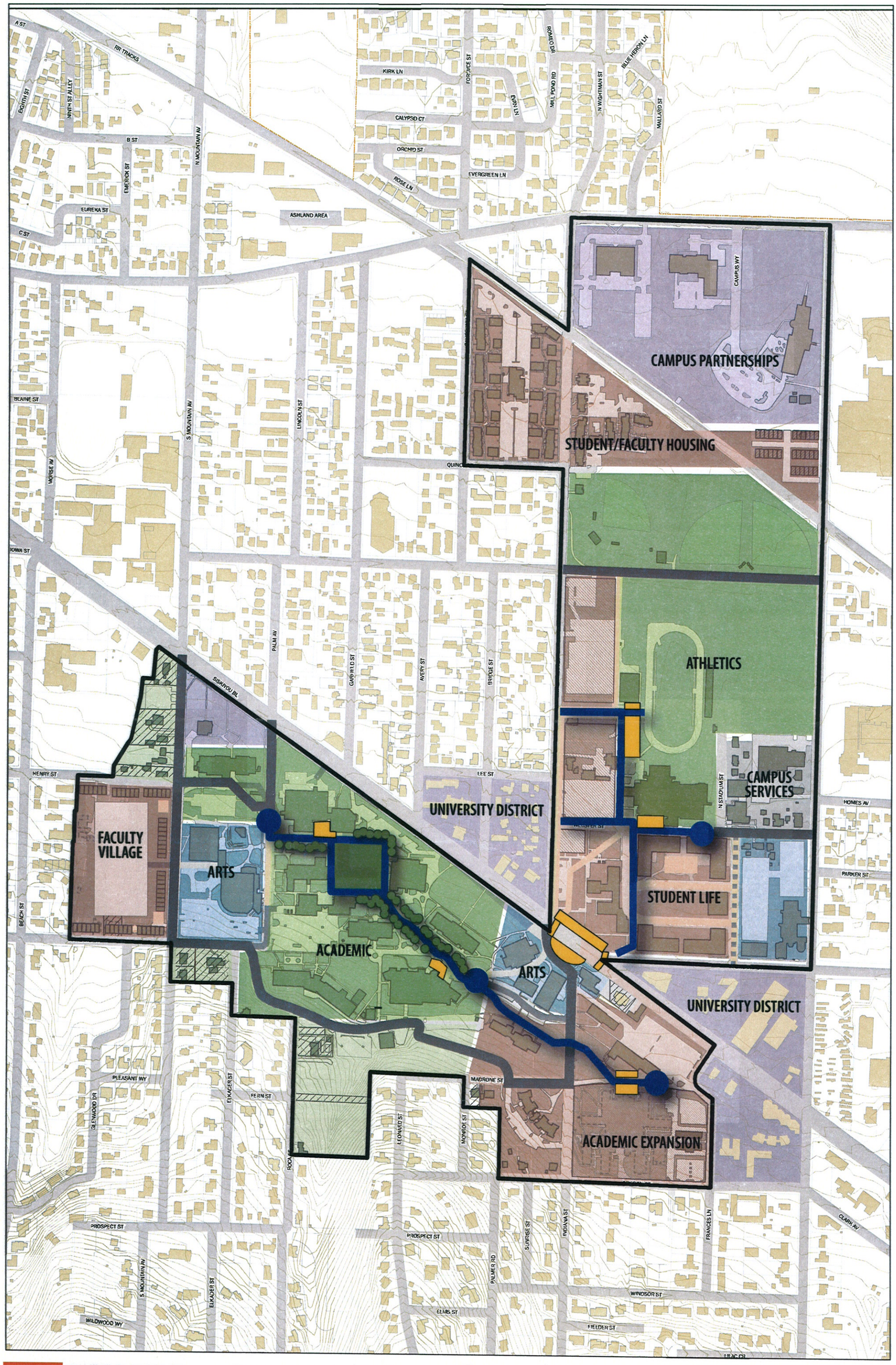


SERA

MASTER PLAN UPDATE
Southern Oregon University
DRAFT Framework Plan

- SOU parking and paths
- SOU buildings
- SOU campus boundary
- non-university property
- buildings removed
- opportunity sites
- pedestrian gateways
- primary pedestrian route
- primary vehicle route
- primary public gathering area

CITY OF ASHLAND

Council Communication

Transit and RVTD Update

Meeting Date:	April 7, 2009	Primary Staff Contact:	Michael R. Faught 552-2411
Department:	PW Engineering	E-Mail:	faughtm@ashland.or.us
Secondary Dept.:	Administration	Secondary Contact:	Ann Seltzer – 552-2106
Approval:	Martha Bennett	Estimated Time: 40 minutes	ann@ashland.or.us

Question:

Will Council consider a proposal from the Rogue Valley Transportation District (RVTD) to reinstate Route 5 (to be renamed Route 15) and adjust the City's transit subsidy from $.50 to $1.00 for the fixed route bus system, and $1.00 to $2.00 for the Valley Lift program within Ashland and approve staff's budget recommendations for transit funding for FY 2009-10?

Staff Recommendation:

Staff recommends that the Council select proposal #2 presented by RVTD which reinstates Route 5 (as Route 15) and allocate $250,000 to transportation services in the FY2010 budget.

Background:

Previous Council Actions:

September 7, 2005 City Council Study Session: The City Council directed staff to prepare a draft agreement with RVTD that would include enhanced requirements that not exceed the $290,000 budgeted amount.

December 20, 2005 City Council Meeting: The City Council approved the RVTD contract retroactive from July 1 2005 to June 30, 2008 for $290,000 per year. This contract included 15 minute service with Routes 5 and 10.

June 6, 2006 City Council Meeting: Staff presented the Council with the RVTD contract and Route 5 estimated costs. RVTD informed the City that they were terminating the contract with the City effective June 30, 2006. RVTD explained they could no longer afford to provide the enhanced services (Route 5 and Route 10) free fare at an annual cost of $290,000 due to budget short falls. The Council considered paying an additional $100,000 to continue Route 5 in the short term, but decided to continue the discussion at the Study Session set for June 8, 2006.

June 8, 2006 Special City Council Meeting: Following a lengthy discussion, the City Council passed a motion to eliminate Route 5 and requested that staff return with a proposed structure that subsidized the fixed route and Valley Lift with existing funds.

June 21, 2006 City Council Meeting: With the Council direction to stay within the $290,000 annual budget, staff proposed either to retain Route 5 and subsidize fares at 50%, or to eliminate Route 5 and buy down the fare on Route 10 to $.75 or $1.50 for Valley Lift. The City Council requested that staff ask RVTD to obtain a legal analysis as to whether RVTD could charge a fare for Valley Lift service if the City subsidized free fares; requested RVTD provide the actual operating costs of Routes 5 and 10, irrespective of fare revenue and ridership; ask RVTD if they would charge the City this flat rate; and determine the guidelines for staying apart of the district as outlined in the contract.

June 28, 2006 Special City Council Meeting: The City Council directed staff to prepare a one-year enhanced service contract with RVTD for a fixed rate of $.50 and $1.00 for Valley Lift to be billed quarterly.

September 19, 2006 City Council Meeting: The City Council approved the new one-year contract with RVTD with one edit changing the first word of item 1.1 to "contract".

June 4, 2007 Council Study Session: Following a presentation by RVTD staff, Public Works Director Paula Brown recommended "holding the line" with the existing RVTD contract while the City hired a transit planning consultant at an estimated cost of $75,000 to $80,000.

June 19, 2007 City Council Meeting: Public Works Director Paula Brown provided the Council with several transit options. The Council approved staff's recommendation to continue the same level of service for Route 10 with a projected RVTD contract in the amount of $210,000 and directed staff to prepare a Request for Proposal (RFP) for a transit consultant.

July 17, 2007 City Council Meeting: The City Council approved the Fiscal Year 2007-08 Agreement with RVTD.

March 4, 2008 City Council Meeting: The City Council approved the RVTD Services Contract for FY 2008-09 and added $1,000 to the FY2007-08 budget for the Senior Program fare passes.

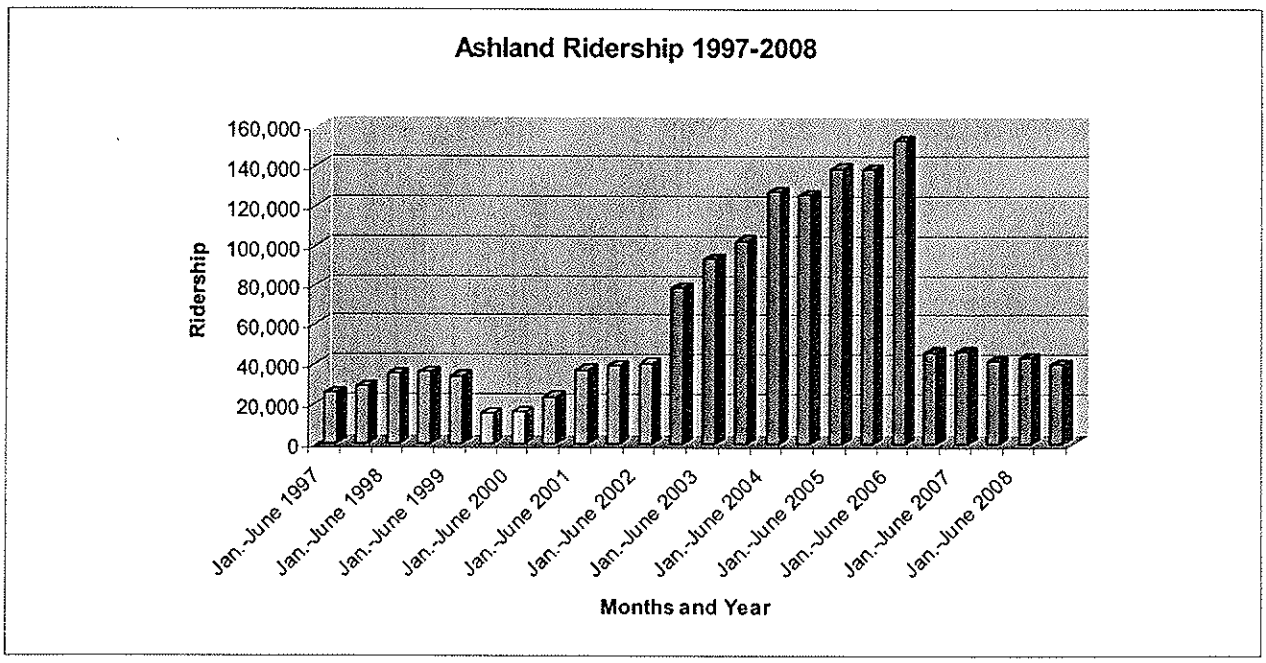
October 6, 2008 City Council Study Session: Transit Consultant, Scott Chapman from Nelson/Nygaard presented the results of the Ashland Transit study. The study included an assessment of the existing transit system, needs assessment, and provided recommendations for future transit needs in Ashland. The report listed several options to meet Ashland's transit needs and included associated costs to implement each of the transit options. One of the consultant's proposed transit recommendations was to redeploy the current subsidy towards service (adding Route 5 back) instead of the subsidy, and to add a fare recovery component to any new services added.

This staff report includes a brief history of Ashland's desire to provide inter-city transit services for Ashland residents. While the subject of inter-city transit services began in 1994, staff focused on the council actions from 2005 to-date in order to remind the Council of the fluctuation in inter-city transit services and resulting ridership patterns. It is important to note that the decision to eliminate Route 5 in 2006 was based on RVTD's message to the City that they could no longer afford to provide the service at the contractual $290,000 per year. The resulting and current transit service "fare buy down" program consists of the City paying $1.50 of the standard $2.00 fare (riders pay $0.50), and $3.00 of the standard $4.00 fee for Valley Lift para-transit services (the rider pays $1.00). The contract also stipulates that the

City will pay net operating costs of the Valley Lift services for ridership above 9,800 rides. This agreement for Ashland residents was reached during a series of regular and special City Council meetings from June 2006 through September 2006, following RVTD's report on their financial difficulties.

The current "fare buy down" program was memorialized in a one-year contract between RVTD and the City in September 2006. In June 2007 the Council approved a one-year renewal of the existing RVTD contract and directed staff to hire a transit consultant to evaluate the City of Ashland's transit needs. The consultant completed the preliminary transit evaluation for Ashland which was presented to the Council at the October 6, 2008 Study Session. Those transit findings lead staff to propose to incorporate the transit data into the comprehensive multi-modal transportation system plan update to ensure that future transit routes tie into all modes of transportation. However, one of the suggested changes to the existing "fare buy-down" program was to retain Route 10 with the current operation and to reinstate Route 5 to run for 8 hours of service. To achieve this new plan, the consultant suggested redeploying the current subsidy toward service rather than subsidy. In addition, the consultant suggested that the reinstatement of Route 5 include a fare box return (City Revenue) component.

The following chart demonstrates the ridership trends which staff believes supports the transit consultant's recommendation to focus on service rather than subsidizing rides.



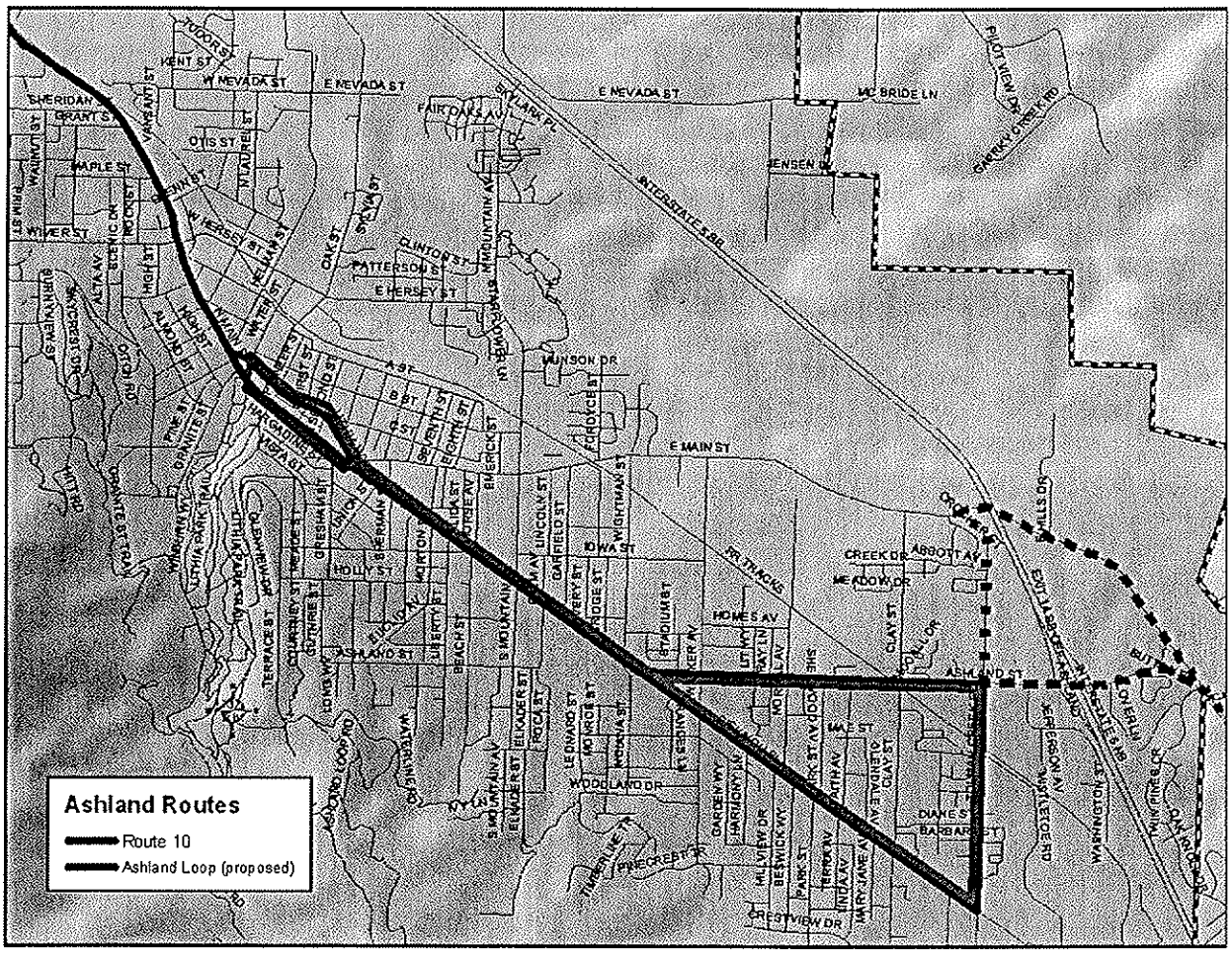
Total Ashland trips Rt 5 & Rt 10 - $0.25
Ashland Ridership on Rt 10, No Rt 5

Total Ashland trips Rt 5 & Rt 10 - Free
Total Ashland trips Rt 10 - $0.50

Given that the consultant worked closely with staff and RVTD to develop Ashland transit objectives, staff was not surprised when RVTD provided a recommendation to reinstate Route 5 with a fare box return component. RVTD's proposal includes a "fare buy-down" component; however, the proposed "fare buy-down" reduces the City's subsidy to the Inter-City transit program. RVTD's proposal recommends the City pay $1.00 of the standard $2.00 fare (riders pay $1.00), and $2.00 of the standard

$4.00 fee for Valley Lift para-transit services (the rider pays $2.00). The new proposal and subsequent contract will continue to stipulate that the City will pay net operating costs ($18.31) of the Valley Lift services for ridership above 9,800 rides.

The addition of Route 5 is consistent with the City's transit consultant's suggestions to increase frequency and reduce the transit subsidy as the addition of Route 5 increases the bus frequency from 30 minute intervals to 15 minute intervals and decreases the transit subsidy as described above. The proposed Ashland Transit Routes are as follows:



RVTD provided three service proposals for the reinstatement of Route 5 or the "Loop." Those proposals are detailed in the attached RVTD proposal and a summary of the options and associated costs are as follows:

Proposal #1	Net Cost Estimate
Route 5 (6.5 hours)	$103,067
Route 10 ($1.00 Subsidy)	$102,658
TOTAL	**$205,725**

* includes a $24,000 Route 5 fare box return estimate.

Proposal #2	Net Cost Estimate
Route 5 (9 hours)	$129,817
Route 10 ($1.00 Subsidy)	$102,658
TOTAL	**$232,475**

* includes a $33,600 Route 5 fare box return estimate.

Proposal #3	Net Cost Estimate
Route 5 (13 hours)	$183,217
Route 10 ($1.00 Subsidy)	$102,658
TOTAL	**$285,875**

* includes a $43,200 Route 5 fare box return estimate

Financial Impacts

The FY 2008-09 adopted Street Operation Budget approved $290,000 for the transit line item. Of that $290,000, $217,500 was allocated for the RVTD contract. The remaining funds were allocated to pay for a transit consultant to review Ashland transit needs. Of the three Route 5 options included in the RVTD proposal, Option 2 at a cost of $232,000 reflects the transit consultant's recommendation. It is also important to point out the RVTD's proposal includes a Route 5 "fare box return" element that allows the City of Ashland to retain 100% of the fares generated by Route 5. If the Council were to agree with the transit consultant and choose Option 2 then the annual cost to provide Inter-City bus service for Ashland would increase by $14,500.

There are however, potential revenue sources through the State of Oregon Business Energy Tax Credits (BETC) program that can offset the cost of providing Inter-City transit services. The BETC program provides a 25.5% tax credit to communities that invest in transportation projects that reduce vehicle miles traveled. The good news is that the City of Ashland's inter-city projects meets the BETC Requirements. To that end, staff is submitting a BETC application that if approved will cover the remainder of this fiscal year through June 2010. Upon approval the BETC reduce the annual financial impact of the RVTD proposal to $172,840.

In addition to the RVTD proposal, staff recommends that Ashland increase the current allocation for bus passes distributed to the high school and the Senior Center from $4,000 to $10,000 as an additional assistance to those riders that cannot afford the proposed increase in fare box charges.

Related City Policies:

- Ashland Municipal Code
- Ashland's FY 2008-09 Budget
- Ashland's Transportation System Plan
- Ashland's Transportation Element of the Comprehensive Plan

Council Options:

1. The City Council could decide to implement one of the three options listed in RVTD's proposal to reinstate Route 5 and allocate $250,000 for transportation and RVTD Services for 2009-10.

2. The City Council could decide to continue the current Route 10 Transit Subsidy and allocate $290,000 for transportation and RVTD services for 2009-10.

3. The City Council could decide to eliminate the transit subsidy and not allocated funds for transportation and RVTD services for 2009-10.

4. The City Council could decide to modify (_____) staff's recommendations

Potential Motions:

1. Move to approve RVTD's reinstatement of Route 5

   Proposal #1 (6.5 hours) for $205,725; a bus pass allocation of $10,000 (for High School and Senior Center); and allocate $250,000 for transportation and RVTD Services for 2009-10, or

   Proposal #2 (9 hours) for $232,500; a bus pass allocation of $10,000 (for High School and Senior Center); and allocate $250,000 for transportation and RVTD Services for 2009-10, or

   Proposal #3 (13 hours) for $285,875; a bus pass allocation of $4,000 (for High School and Senior Center); and allocate $300,000 for transportation and RVTD Services for 2009-10.

2. Move to continue the current Route 10 Transit Subsidy and allocate $290,000 for transportation and RVTD services for 2009-10.

3. Move to eliminate the transit subsidy.

4. Move to modify (_____) staff recommendations.

Project Description	FY10 TOTAL Cost					
Transportation	**Project Totals**	**Street SDC**	**Grants**	**LIDs**	**other**	**fees & rates**
TSP Update	$ 350,000	$ 350,000	$ -	$ -	$ -	$ -
Jefferson Street Extension Project (Brammo - OECDD)	$ 800,000	$ -	$ 360,000	$ -	$ 440,000	$ -
Pavement plus, Plaza Avenue (CMAQ)	$ 80,000	$ -		$ -	$ -	$ 80,000
Miscellaneous Concrete Safety Repairs	$ 100,000	$ -	$ -	$ -	$ -	$ 100,000
Misc New Sidewalk Improvements (based on prioritized list in TSP)	$ 80,000	$ 20,000	$ -	$ -	$ -	$ 60,000
Overlay - North Laurel Street – North Main Street to Railroad tracks	$ 132,900	$ -	$ 132,900	$ -	$ -	$ -
Overlay - Iowa Street – Wightman Street to South Mountain Avenue	$ 180,600	$ -	$ 180,600	$ -	$ -	$ -
Overlay - West Nevada Street – Vansant Street to Michelle Avenue	$ 146,600	$ -	$ 146,600	$ -	$ -	$ -
Overlay - Allison Street - Gresham to Sherman	$ 400,000	$ -	$ 376,000	$ -	$ -	$ 24,000
Subtotal Transportation	**$ 2,270,100**	**$ 370,000**	**$ 1,196,100**	**$ -**	**$ 440,000**	**$ 264,000**
Local Improvement Districts						
	Project Totals	**Street SDC**	**Grants**	**Property Owner**	**other**	**fees & rates**
Pavement plus, Liberty Street Local Improvement District	$ 230,000	$ 41,400	$ -	$ 115,500	$ -	$ 73,100
Subtotal Local Improvement Districts	**$ 230,000**	**$ 41,400**	**$ -**	**$ 115,500**	**$ -**	**$ 73,100**
TRANSPORTATION / LID	**$ 2,500,100**	**$ 411,400**	**$ 1,196,100**	**$ 115,500**	**$ 440,000**	**$ 337,100**
Storm Drains	**Project Totals**	**Storm SDC**	**Grants**	**misc**	**other**	**fees & rates**
Storm Water Master Plan Update	$ 75,000	$ 75,000	$ -	$ -	$ -	$ -
Water Quality Improvements - Basins/Riparian Areas	$ 77,000	$ 38,500	$ -	$ -	$ -	$ 38,500
Iowa Street - Sherman to Gresham Storm Drain Line Installation	$ 35,000	$ 10,500	$ -	$ -	$ -	$ 24,500
STORM DRAIN	**$ 187,000**	**$ 124,000**	**$ -**	**$ -**	**$ -**	**$ 63,000**
Airport	**Project Totals**		**Grants**	**misc**	**other**	**fees & rates**
Entitlement Grants: FAA/ODA, Federal Aid to Municipalities (FAM)	$ 25,000	$ -	$ 22,500	$ -	$ 2,500	$ -
Airport Improvements (AIP) FAA Grant	$ 125,000	$ -	$ 118,750	$ -	$ 6,250	$ -
AIRPORT	**$ 150,000**	**$ -**	**$ 141,250**	**$ -**	**$ 8,750**	**$ -**
WATER						
Water Supply	**Project Totals**	**Water SDC**	**Grants**	**misc**	**other**	**fees & rates**
Water Supply Study (Right Water for the Right Use Program)	$ 440,000	$ 344,000	$ 96,000	$ -	$ -	$ -
Additional Water Rights (TID/BOR system, etc)	$ 60,000	$ 60,000	$ -	$ -	$ -	$ -
Subtotal Supply	**$ 500,000**	**$ 404,000**	**$ 96,000**	**$ -**	**$ -**	**$ -**
Water Plant		**Water SDC**	**Grants**	**misc**	**other**	**fees & rates**
Plant Process Improv (chem feed, soda ash, instrumentation, flocculator)	$ 75,000	$ 56,250	$ -	$ -	$ -	$ 18,750
Subtotal Plant	**$ 75,000**	**$ 56,250**	**$ -**	**$ -**	**$ -**	**$ 18,750**
WATER	**$ 575,000**	**$ 460,250**	**$ 96,000**	**$ -**	**$ -**	**$ 18,750**
WASTEWATER						
Wastewater Treatment Plant	**Project Totals**	**Sewer SDC**	**Grants**	**misc**	**other**	**fees & rates**
Wastewater Treatment Plant Membrane Sections Replacement Planning	$ 500,000	$ 50,000	$ 250,000	$ -	$ 200,000	$ -
Subtotal Plant	**$ 500,000**	**$ 50,000**	**$ 250,000**	**$ -**	**$ 200,000**	**$ -**
Wastewater Collection System		**Sewer SDC**	**Grants**	**misc**	**other**	**fees & rates**
Master Plan Update	$ 350,000	$ 350,000	$ -	$ -	$ -	$ -
	$ 350,000	**$ 350,000**	**$ -**	**$ -**	**$ -**	**$ -**
WASTEWATER	**$ 850,000**	**$ 400,000**	**$ 250,000**	**$ -**	**$ 200,000**	**$ -**
ELECTRIC	**Project Totals**		**Grants**	**misc**	**other**	**fees & rates**
Upgrade Mountain Avenue Substation Low Side Distribution	$ 60,000		$ -	$ -	$ -	$ 60,000
Upgrade Business District Feeder Line - Helman Street	$ 20,000		$ -	$ -	$ -	$ 20,000
Underground Utility Lines - Quiet Village Subdivision	$ 30,000		$ -	$ -	$ -	$ 30,000
1st Street Overhead Upgrade	$ 25,000		$ -	$ -	$ -	$ 25,000
Business Feeder Upgrade, Church St - Granite St	$ 25,000		$ -	$ -	$ -	$ 25,000
Install New Services & New Infrastructure	$225,000		$ -	$ -	$ -	$ 225,000
Electric Utility Line Installation, In-house Various Locations	$ 85,000		$ -	$ -	$ -	$ 85,000
SCADA System	$ 35,000		$ -	$ -	$ -	$ 35,000
ELECTRIC	**$ 505,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 505,000**
AFN / TELECOMMUNICATIONS	**Project Totals**		**Grants**	**misc**	**other**	**fees & rates**
802.11b Wireless Buildout	$ 5,000		$ -	$ -	$ -	$ 5,000
Distribution and Cable Equipment Installation	$ 120,000		$ -	$ -	$ -	$ 120,000
Network Refresh	$ 10,000		$ -	$ -	$ -	$ 10,000
Fiber to the Premise (FTTP)	$ 15,000		$ -	$ -	$ -	$ 15,000
Underground Telecommunication Lines Installation - Various Locations	$ 25,000		$ -	$ -	$ -	$ 25,000
WiMax Deployment	$ 150,000		$ -	$ -	$ -	$ 150,000
AFN / TELECOMM	**$ 325,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 325,000**
INFORMATION TECHNOLOGY	**Project Totals**		**Grants**	**misc**	**other**	**fees & rates**
Desktop and Laptop Planned Replacement (25% Annually)	$ 80,000		$ -	$ -	$ -	$ 80,000
Server Planned Replacement	$ 15,000		$ -	$ -	$ -	$ 15,000
INFORMATION TECHNOLOGY	**$ 95,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 95,000**
ADMINISTRATION - City Facilities	**Project Totals**		**Grants**	**misc**	**other**	**fees & rates**
City Facility Upgrades & Maintenance	$ 100,000		$ -	$ -	$ -	$ 100,000
Equipment / Shop - Diesel Retrofit	$ 100,000		$ 91,000	$ -	$ -	$ 9,000
ADMINISTRATION - FACILITIES	**$ 200,000**	**$ -**	**$ 91,000**	**$ -**	**$ -**	**$ 109,000**
PARKS & RECREATION	**Project Totals**	**SDC**	**Grants**	**food/bev**	**other**	**fees & rates**
Open Space Acquisition / Park Development	$ 200,000	$ -	$ -	$ 200,000	$ -	$ -
PARKS & RECREATION	**$ 200,000**	**$ -**	**$ -**	**$ 200,000**	**$ -**	**$ -**
TOTAL CIP FY10	**$ 5,587,100**	**$ 1,395,650**	**$ 1,774,350**	**$ 315,500**	**$ 648,750**	**$ 1,452,850**

Memo

CITY OF ASHLAND

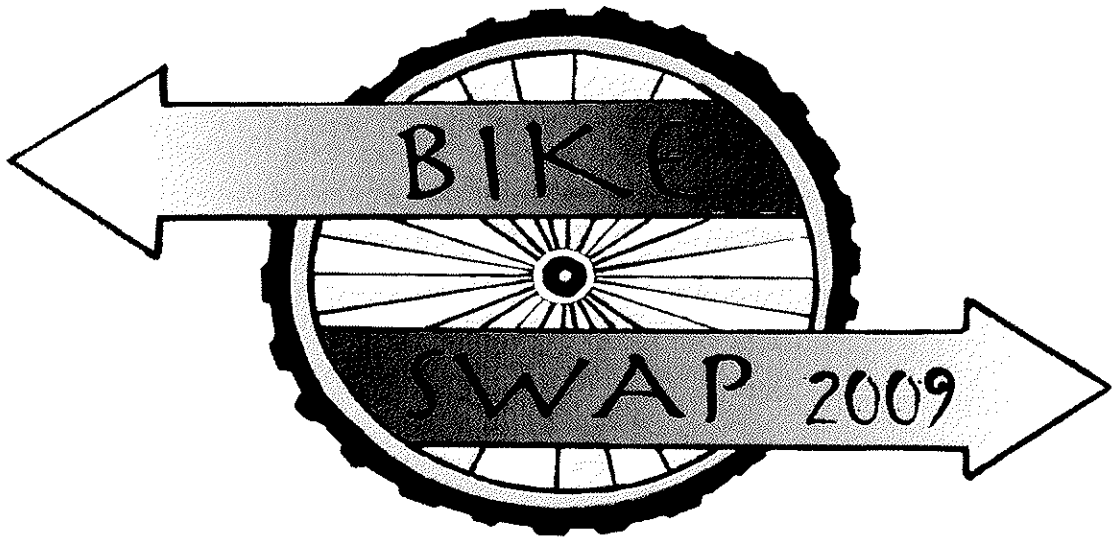
Date: April 10, 2009
From: Nancy Slocum
To: Transportation Commission
Re: Proposed Commission Budget for FY 2009-2010

Staff would like to update the Commission on the *proposed* Transportation Commission budget for the fiscal year beginning July 1, 2009. If approved, the Commission will have a budget of $2,000 for bicycle and pedestrian items and $3,000 for traffic related items. These two budgets can not be co-mingled.

ENGINEERING DIVISION
20 E. Main Street
Ashland OR 97520
www.ashland.or.us

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

Presenting The 19th Annual Ashland Community Bike Swap
Saturday, May 9, 2009 ...from noon to 2 p.m.



The Grove, 1195 E Main St., Ashland, Oregon

Selling a bike, or bike parts? Looking to buy a bike? Or just looking for something fun to do on a Spring afternoon? The Bike Swap is here for you.

- Drop off times for people selling bikes or parts are from 5-7 p.m. on Friday, May 8; and from 7 - 10 a.m. on the day of the event (Saturday, May 9), at The Grove.
- Admission is $1 per person, or $3 per family. A raffle ticket is included with admission.
- Buy or sell new or used bikes, bike parts or accessories, or skateboards.
- Bike rodeo and freestyle bike tricks.
- Food and beverages served.
- Volunteers are needed. Call (541) 488-5340.
- Vendors and tablers welcome. Call (541) 488-5340.

Fourth Annual Oregon Bike Summit

April 21-22, 2009 – Salem

Directly influence Oregon's bike agenda

Join key members of Oregon's cycling community in Salem as we continue making Oregon the finest cycling state in the nation. At the 2009 Oregon Bike Summit, for the first time we'll be presenting the Oregon bike agenda directly to our state legislators. We'll also have an update from the National Bike Summit on this year's critical re-authorization of the Federal Transportation Bill. It's your chance to influence the Oregon legislature and the governor to support a strong bike agenda. Get ready for influential keynote speakers, powerful lobbying sessions – and, of course, join us for a refreshing bike ride on Wednesday.

View the Bike Summit agenda.

Bike Summit details

Dates: Tuesday, April 21, 1-7 p.m. • Wednesday, April 22, 7 a.m.-7 p.m.
Site: Salem Conference Center, 200 Commercial Street SE, Salem, OR 97301
Lodging: Rooms are available at the Phoenix Grand Hotel, adjoining the Conference Center.
Conference Fee: $100 registration fee includes two evening receptions, two afternoon breaks and lunch on Wednesday. (Dinner event on Monday and lunch on Tuesday available for an additional fee; see below.) Register now.
Registration Questions? Contact Ingrid at 503-287-0405, ext. 103
Exhibitor Questions? Contact Tara at 503-287-0405, ext. 100

Combine the Bike Summit and the Governor's Conference on Tourism

You can attend the Governor's Conference "Evening at the State Fair" Monday night, including dinner and a bevy of fun activities, as well as the event's Tuesday luncheon, for an additional fee. For registration or conference questions, please contact Travel Oregon at (503) 378-8850 or info@traveloregon.com.

Not on our mailing list?

Just e-mail Ingrid@cycleoregon.com and use "Add to Oregon Bike Summit mailing list" as your subject line.

- Thank you to our sponsors for helping make this conference possible -
Cycle Oregon ~ Travel Oregon ~ International Mountain Bicycling Association ~ Bicycle Transportation Alliance
Oregon Department of Transportation ~ Oregon State Parks

CITY OF ASHLAND

Memo

Date: December 11, 2008
From: Outgoing Members of the Bicycle & Pedestrian Commission
Derek Severson, *Associate Planner & Staff Liaison*
To: Martha Bennett, City Administrator
Mike Faught, Public Works Director
Don Robertson, Parks & Recreation Department Director
Bill Molnar, Community Development Director
Incoming Members of the new Transportation Commission
Re: Bicycle & Pedestrian Commission Final Recommendations

At the last meeting of the Bicycle & Pedestrian Commission on December 11th, 2008 the Commissioners asked that the following recommendations be passed on to Administration, the Public Works and Parks Directors and to those commissioners appointed to serve on the newly forming Transportation Commission.

Continuing Support for Bicycle Safety Education

In the 1990's, Bicycle & Pedestrian Commissioners worked diligently to create a bicycle safety curriculum in Ashland schools. After initially trying to implement a program themselves, the Commission ultimately partnered with the Bicycle Transportation Alliance and brought a nationally-recognized bicycle safety education program to Ashland. This now-long-standing partnership has resulted in ten years of classes for elementary and middle school students in Ashland, and played a significant role in our being nationally recognized as a "Bicycle Friendly Community". The curriculum combining classroom lessons with on-the-bike riding experience now has a dedicated fleet of bikes, and employed three professional bicycle safety instructors to teach 618 children in five Ashland schools over the past year.

Both the Bicycle & Pedestrian and Traffic Safety Commissions historically provided financial support to this program, paying a portion of the Bicycle Transportation Alliance's cost for conducting the classes. The program itself was intended from the beginning to become self-sustaining and not require an on-going subsidy from the Bicycle Transportation Alliance. Over the last four years, this vision has begun to be realized as the Bicycle and Pedestrian Commission and Parks Department took over a "Bike Swap" event from the Ashland Schools Foundation and created a very successful annual fundraiser. The 2008 Bike Swap occurred with the help of 75 volunteers, had roughly $18,000 in sales and generated $3,100 to support bicycle safety education. The "Bike Swap funds" are held in the Parks Department budget and have been used to support the Bicycle Transportation Alliance program, and related low-cost bicycle helmet and light distribution program providing quality bicycle safety equipment to Ashland citizens at or below wholesale cost.

As the Bicycle & Pedestrian Commission and Traffic Safety Commissions are dissolved with the creation of the Transportation Commission and the City faces new challenges in the face of a

global economic downturn, the outgoing Bicycle & Pedestrian Commissioners wanted to be certain that the newly appointed members of the Transportation Commission and their staff liaisons were aware of the history and importance of the bicycle safety education program within the community, and to humbly request that the Bike Swap event continue to be supported by the City and the Parks Department and that funds continue to be made available to support bicycle safety education programs to benefit Ashland's students.

Oak Street Shared Facility

Oak Street resident John Fisher-Smith appeared before the Bicycle & Pedestrian Commission and the Traffic Safety Commission a number of times in 2008 to request that fog lines be painted on Oak Street from the railroad tracks north to Nevada Street. In his request, he suggested that providing a line to delineate the outer edge of the motor vehicle travel lane would have a calming effect on motorists passing bicyclists.

In reconsidering his request at their December 11th meeting, the Bicycle & Pedestrian Commissioners expressed concern that while the presence of a fog line would clarify the extent of the roadway dedicated to motor vehicle travel, it could create confusing both for cyclists and motorists with regard to the portion of the roadway dedicated to cyclists. Commissioners felt it was potentially dangerous to encourage a perception that cyclists are relegated to the narrow two-foot portion of the roadway where the opening doors of parked cars present a real hazard.

Commissioners suggested that until a dedicated connection is provided connecting the Bear Creek Greenway at Helman and Nevada Streets to the Central Ashland Bikepath at Sixth and A Streets, Oak Street represents the logical route for cyclists traveling between the two. In lieu of the requested fog line, Commissioners recommended that the City treat this section of Oak Street as a test case to emphasize the role of Oak Street as a shared facility through new signage and pavement markings. More and more cities are installing "Share the Road", "Bikes Have Full Use of Lane", or "Change Lanes to Pass" signage supported by "Sharrow" pavement markings (which are to be recognized in the new Manual of Uniform Traffic Control Devices) and the Commission strongly believes that Ashland should fully utilize these options as a test case on Oak Street.

* * * *

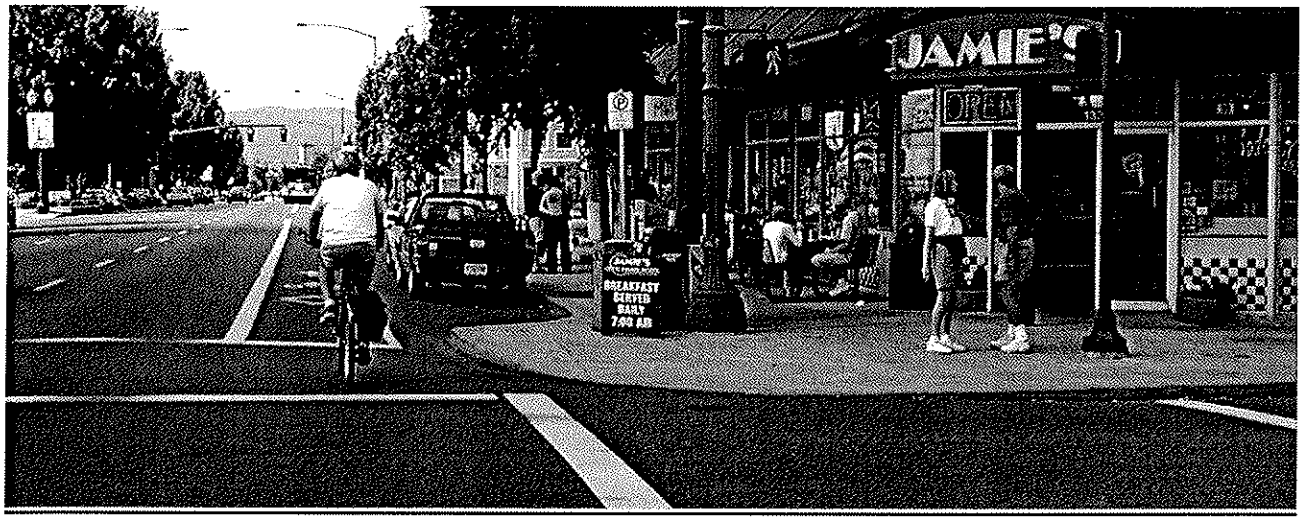
Thank you for your consideration. We wish you all the best as the City moves ahead to further the long-standing goal of multi-modal equity!

David Young, Chair
Julia Sommer, Vice Chair
Jim Olney, Secretary
Tom Burnham
Steve Ryan
Kate Jackson, City Council liaison
Derek Severson, Planning Division staff liaison
Nathan Broom, Rogue Valley Transportation District liaison

PEDESTRIAN AND BICYCLE PROGRAM

Bi-Annual REPORT

Fiscal Years 2007 and 2008



INTRODUCTION AND BACKGROUND

The ODOT Pedestrian and Bicycle Program continues to monitor and report on the Department's activities in support of bicycling and walking. As gas prices climb and concern about global climate change grows, the interest in bicycling and walking increases every year and the importance of providing for bicycling and walking is widely recognized. Oregon is well positioned and nationally recognized due to some historic state legislation passed in the 1970s.

The "Bicycle Bill", ORS 366.514, was adopted in 1971. This bill requires that pedestrian and bicycle facilities be constructed whenever a highway, road, or street is constructed, reconstructed, or relocated. Additionally, the statute requires ODOT (and cities and counties) to spend at least one percent of its share of state highway funds on pedestrian and bicycle facilities. Additionally, Article IX, Section 3A of the Oregon Constitution limits the use of state highway funds to streets, roads and highways. Therefore, investment in pedestrian and bicycle improvements with state resources are limited to facilities within the right-of-way, not trails or paths in areas outside of the right-of-way.

The Oregon Bicycle and Pedestrian Advisory Committee (OBPAC) is a governor-appointed committee created by the "bicycle bill" in 1973. The committee meets quarterly around the state. It includes members representing local government, an environmental organization, bicycle business, the Oregon Recreation Trail Advisory Council, a member under 21 and three members at large. The committee also awards grants to local cities and counties through the ODOT Pedestrian and Bicycle Program Grants every two years.

Since the adoption of the *Oregon Bicycle and Pedestrian Plan* in 1995, most of the program's efforts and funding have been directed at improving conditions for walking and bicycling in urban areas.

There are approximately 900 miles of urban state highways in Oregon, not counting Interstates and Freeways.

STATE OF THE SYSTEM

We have just completed inventorying bicycling and walking facilities along all urban highways. Over 1700 roadside miles were reviewed. It is ODOT policy to provide bicycle facilities on 100% of the urban state highway system in the form of shared lanes, shoulders or bike lanes. Sidewalks are needed on only 1000 roadside miles of our urban highways, because many highways classified as urban are still quite rural in character and do not require sidewalks. The results of the inventory are as follows:

Feature	Roadside Miles	Miles Complete	% Complete
Bicycle Facilities	1700	935	58
Sidewalks	1000	550	56

BICYCLE-PEDESTRIAN EXPENDITURES

In 2000, ODOT restructured highway expenditures. New road construction (Modernization) funding dropped sharply with most of the department's revenues directed to roadway maintenance (Preservation). The result was a decrease in the construction of bicycle facilities and sidewalks, at the same time that the State Highway Fund balance rose due to OTIA I, II and III bonding revenues. The OTIA program was created to primarily fund highway and bridge repair and replacement. These developments resulted in several adjustments to the ODOT Bicycle and Pedestrian Program funding in order to meet the minimum 1% requirement, per ORS 366.514.

After a dip in bicycle facility and sidewalk expenditures, due to ODOT's restructured budgets, the Department is now back on track and is currently meeting the minimum 1% state highway fund expenditure requirement. A history of bicycle and pedestrian expenditures since 1990 is shown in Table 1.

BICYCLE AND PEDESTRIAN FUNDING PROGRAMS

The Bicycle and Pedestrian Program funding is directed into three programs: Sidewalk Improvement Program (SWIP), Quick Fix and Grants. The current 2008-2011 Statewide Transportation Improvement Program (STIP) budgets $22.0 million in state dollars for the Bicycle and Pedestrian Program, allocated to three funding programs:

- Sidewalks Improvement Program (SWIP): $2.0 million per year for pedestrian improvements on state highways. Regional spending targets are calculated based on sidewalk needs in each Region.
- Quick Fix: $1.0 million per year for minor sidewalk and bikeway improvements on state highways, up to $100,000 per project. Funds are distributed to ODOT Maintenance Districts and Regional Offices with no regional spending targets.
- Grants: $2.5 million per year for pedestrian/bicycle projects on local streets & state highways. Projects are selected using a statewide competitive process, distributed to mostly cities and counties. Grants are awarded for the first biennium of the new STIP.

Table 1 – Expenditure History

Fiscal Year	State Construction Share	Program Administration (State Funds)	Total State Expenditures	1% of State Highway Fund	Amount of State Funds over or (under) 1% of SHF	State Spending as % of Highway Fund	Federal/Local Const. Share	Total (Federal and State Funding) Spent on Bike Ped
Total	**$95,000,819**	**$7,049,755**	**$102,050,574**	**$91,251,387**	**$10,799,187**	**NA**	**$165,464,308**	**$260,465,127**
Avg	**$3,958,367**	**$293,740**	**$4,252,107**	**$3,802,141**	**$449,966**	**1.12**	**6,894,346.17**	**10,852,713.63**
2008	$6,283,900	$189,656	$6,473,556	$5,941,821	**$531,735**	1.09	$8,935,839	$15,219,739
2007	$14,110,855	$181,115	$14,291,970	$6,324,374	**$7,967,595**	2.26	$7,475,079	$21,585,933
2006	$6,478,412	$135,238	$6,613,650	$6,409,914	**$203,736**	1.03	$8,736,365	$15,214,777
2005	$5,844,523	$161,247	$6,005,770	$7,286,352	**($1,280,582)**	0.82	$8,539,500	$14,384,023
2004	$5,654,134	$177,999	$5,832,133	$6,742,168	**($910,035)**	0.87	$10,650,891	$16,305,025
2003	$4,316,544	$210,764	$4,527,308	$4,880,258	**($352,950)**	0.93	$9,585,758	$13,902,302
2002	$2,111,621	$210,764	$2,322,385	$4,414,217	**($2,091,832)**	0.53	$7,464,543	$9,576,164
2001	$2,787,933	$222,007	$3,009,940	$3,780,224	**($770,284)**	0.80	$5,518,527	$8,306,460
2000	$3,803,418	$222,007	$4,025,425	$3,787,692	$237,733	1.06	$8,271,136	$12,074,554
1999	$4,103,516	$184,030	$4,287,546	$3,721,108	$566,438	1.15	$8,850,375	$12,953,891
1998	$4,024,196	$429,205	$4,453,401	$3,388,429	$1,064,972	1.31	$12,180,522	$16,204,718
1997	$4,549,722	$301,313	$4,851,035	$3,298,355	$1,552,680	1.47	$19,525,660	$24,075,382
1996	$5,356,228	$305,767	$5,661,995	$3,250,579	$2,411,416	1.74	$13,345,579	$18,701,807
1995	$3,399,380	$278,245	$3,677,625	$3,442,996	$234,629	1.07	$7,599,271	$10,998,651
1994	$1,546,795	$234,466	$1,781,261	$3,189,273	**($1,408,012)**	0.56	$1,977,024	$3,523,819
1993	$1,451,350	$522,173	$1,973,523	$3,054,099	**($1,080,576)**	0.65	$2,061,365	$3,512,715
1992	$3,080,984	$434,749	$3,515,733	$2,910,917	$604,816	1.21	$5,026,868	$8,107,852
1991	$2,265,831	$464,228	$2,730,059	$2,703,720	$26,339	1.01	$1,964,821	$4,230,652
1990	$2,702,543	$277,792	$2,980,335	$2,558,892	$421,443	1.16	$3,547,434	$6,249,977
1989	$1,847,604	$406,929	$2,254,533	$2,192,027	$62,506	1.03	$1,462,295	$3,309,899
1988	$4,356,996	$381,259	$4,738,255	$2,865,820	$1,872,435	1.65	$5,568,485	$9,925,481
1987	$1,511,791	$465,635	$1,977,426	$1,811,426	$166,000	1.09	$2,610,342	$4,122,133
1986	$1,932,596	$319,395	$2,251,991	$1,695,398	$556,593	1.33	$1,634,652	$3,567,248
1985	$1,479,947	$333,772	$1,813,719	$1,601,327	$212,392	1.13	$2,931,977	$4,411,924

* Administration, maps, office expenses, etc.

The over 2% expenditure in Fiscal Year 2007 is an aberration, due in large part to the MLK Viaduct project. This project alone represented 0.85% if the bicycle and pedestrian expenditure and included over $5 million dollars worth of sidewalk improvements.

Program Funding Levels

State funded expenditures for Bicycle and Pedestrian improvements for 2008 to 2011 are shown in Table 2.

Table 2 – Program Funding Levels

	FY 2008	FY 2009	FY 2010	FY 2011
Quick Fix	$1,000,000	$1,000,000	$1,200,000	$1,500,000
Grants	$2,500,000	$2,500,000	$2,500,000	$2,500,000
SWIP	$2,100,000	$2,100,000	$2,100,000	$2,100,000
Total	**$5,600,000**	**$5,600,000**	**$5,800,000**	**$6,100,000**

MEETING LONG TERM NEEDS

ODOT has done a commendable job of providing for bicycling and walking since the Bicycle Bill was passed in 1971. The *Oregon Bicycle and Pedestrian Plan* is a nationally recognized standard for bicycling and walking facilities and the ODOT Pedestrian and Bicycle Program is frequently solicited by transportation professionals across the nation for advice. However, statewide inventory of Sidewalks and Bicycle Facilities revealed that the bicycling and walking systems are incomplete. The inventory will help the Department determine what funding levels will be needed to provide facilities for walking and bicycling in Oregon's urban state highways. Funding may have to exceed the minimum 1 percent required by law in order to fully provide the most basic accommodation in urban areas. Providing facilities for walking and bicycling will assist the Department in reducing carbon emissions. Walking and bicycling is an inexpensive mode of transportation and benefits the health of Oregonians.

Additionally, as the popularity of bicycling and walking increase, as well as motor vehicle traffic volumes, the needs of bicyclists and pedestrians have expanded beyond the mere completion of the lineal bikeway and sidewalk network. The quality of the bicycling and walking environment as well as the safety of crossing state highways will have to be addressed in coming years. Bicycling and walking are the solution to many societal transportation, health and energy issues. The facilities provided by departments of transportation, such as ODOT, should be commensurate. The ODOT Pedestrian and Bicycle Program is working toward this goal.

Note about this report

This report marks a change in our reporting. Prior to FY2008 we issued annual reports. Beginning with FY 2008 we are issuing Bi-Annual reports to coincide with the adopted STIP. This is the 1st Bi-annual report. It has been combined with the previously released FY07 Annual Report. The next report will be in 2010 and will be for FYs 09 and 10.

TRANSPORTATION GROWTH MANAGEMENT (TGM) GRANT APPLICATION FORM

ORGANIZATION NAME	PHONE
City of Ashland	541-552-2411
CONTACT PERSON NAME AND TITLE	**CONTACT PERSON E-MAIL**
Michael R. Faught	faughtm@ashland.or.us

Section 1: Project description and background

1. Provide a brief statement of project purpose and transportation relationships and benefits:

The City of Ashland is seeking $225,000 in TGM funds to help update the current Transportation System Plan (TSP), adopted in 1998 and based upon data collected between 1991 and 1997. The City proposes a 55.6% match ($125,000) for this project. The proposed TSP update will comply with the Transportation Planning Rule (TPR), follow the Oregon Highway Plan and integrate future land use and multi-modal transportation system elements. The resulting TSP would be strategic from a local and statewide perspective given that Highways 99 and 66 and Interstate 5 (the state's primary commerce connection) bisect the City.

Ashland community values have historically focused on sustainability and reducing carbon footprints, as evidenced by the adoption of the Valdez Principles in 1990. Ashland's elected officials, appointed officials, staff and citizens have expressed a desire to go beyond a TSP update that simply addresses multimodal transportation in usual terms. The City wishes to explore innovative ways to promote transit, bicycle and pedestrian trips to address a shaky economy and volatile fuel prices by providing transportation options that lower the household cost for gasoline and other auto-related expenses, addressing mounting environmental concerns by reducing greenhouse gases, and addressing health issues by boosting fitness and health. While larger cities tackle the issue of making a variety of transportation options available to a wide array of people, the multi-modal opportunities and constraints for a small city such as Ashland (population 21,600) are somewhat more unique and challenging.

The current TSP's multi-modal projects have largely been constructed, and the infrastructure improvements do not fully reflect the community's evolving vision for minimal transportation infrastructure, increased alternative travel options, and smarter, more efficient transportation system management and operation (i.e. bicycle boulevards, separated bike lanes, pedestrian lighting, four-lane bike trails as well as access management, developing transit corridors to "pedestrian nodes*" and employment centers, reviewing existing zoning and densities along these corridors, streetcar transit, street narrowing, etc.).

* Pedestrian nodes are focal points where pedestrian amenities such as seating, shade, drinking fountains, public art, landscaping, informational displays, bicycle rest-stops or transit shelters are provided to increase the perception of an active, urban corridor while encouraging walking, bicycling and transit use.

This list summarizes the deficiencies in the current TSP, which would be addressed in this update:

- Refining land use and transportation policy to support Ashland as a green transportation community, which could include making walking and bicycling trips viable options for a wide

variety of people, enhancing land uses and densities on transit corridors to fully support public transportation and parking requirements;

- The City has completed many of the bicycle and pedestrian projects outlined in the 1998 TSP and seeks to explore new opportunities to become a statewide (even nationwide) small-city leader in green transportation systems, focusing on multi-modal elements, not included in the current TSP, such as a comprehensive commuter plan for pedestrian, bicycle and transit nodes and connections between key development sites such as Croman area, Railroad Area, and Jefferson/Washington/Benson areas;
- Two key infill development areas are identified for growth, but lack integration into the transportation system at large. The Croman area is an 80-acre industrially zoned site, and the Railroad area is a 40-acre site zoned for employment;
- With over 40 acres of tax lots zoned as commercial and employment with a high redevelopment potential and a 2007 Buildable Lands Inventory indicating over 160 acres of developable land would be needed by the year 2027, this potential growth will dramatically impact regional travel demand patterns and underscores the need for a timely TSP update;
- The City lacks a comprehensive Safe Routes to School program (an important safety aspect missing from the current TSP) and has no formal program to inform the traveling public of alternative mode travel and commuting;
- The access management and transportation impact study guidelines are in desperate need of revision and codification to manage future development;
- Regional transit planning efforts such as the Rogue Valley Metropolitan Planning Organization's (RVMPO) proposed commuter rail connection between Central Point and Ashland, and Rogue Valley Transportation District's (RVTD) plans to explore future modes such as streetcar or bus rapid transit would change existing transit and auto patterns;
- Addressing transportation challenges to support City goals of comprehensive and efficient land use by reducing or delaying the need for new infrastructure through smarter system management and operations;
- 12% increase in population, resulting in an increased demand on the current transportation system.

2. List the key project objectives and expected outcomes and relate them to TGM objectives:

The proposed City of Ashland TSP update project is intended focus on the following objectives and supporting outcomes, which are only a sample of the expected TSP goals and objectives (note many outcomes could span multiple objectives). When objectives line up with specific TGM objectives, they are shown in parenthesis:

- **Improve quality of life and support economic prosperity**
  - Adopt an comprehensive TSP that supports a safe, efficient, multi-modal transportation network based on existing and forecasted land uses, with a focus on modal equity and balance to provide travel options for system users (*TGM Objective A*);
  - Explore innovative ways through infrastructure, regulation, education and promotion to increase bicycle and pedestrian trips. Reach beyond the athletic and/or dedicated non-motorized travelers and make walking and biking options for a wide variety of people;
  - Identify and remove barriers for at least three future activity nodes to add activity and energy to the intersection and surrounding area *(TGM Objective B and G)*;
  - Identify areas to improve and enhance public transportation system;
  - Identify areas where refinement plans would increase the life of a facility or delay the need for improvements (e.g. Ashland St. or Siskiyou Blvd.) (*TGM Objective D*);

- Provide alternative routes and reduce the burden on the state highway system through improved local, collector, and arterial street connectivity (*TGM Objective B*);
- Identify transportation solutions that improve the development potential within the UGB (e.g. north of Bear Creek and East of I-5) using minimal new transportation infrastructure, which support increased overall density delaying need to expand the UGB (*TGM Objective F*).

- **Create a "green" template for other communities to follow (*TGM Objectives A, C, and G*)**
  - Create a prioritized list of multi-modal, green projects that share the community's values and support as well as assist in improving environmental quality by reducing number of auto trips, auto trip length, and reduce emissions;
  - Expand multi-modal infrastructure design to include features that ensure increased use for non-motorized users such as bicycle boulevards, separated bike lanes, four-lane bike trails, bike and pedestrian lighting to provide for all season use;
  - Establish targets for increasing biking and walking trips (e.g. 10, 20 and 30 year increments);
  - Develop new mixed land-use activity centers, with a multi-modal focus following the "Designing Great Arterial Streets" concept to set the standard for future development and infrastructure within the City;
  - Develop transit corridors using land use and transportation measures to support the public transportation system;
  - Update and adopt into code the Street Design Standards to provide more options for enhanced pedestrian and bicycle facilities such as off-street pedestrian/bike trails and more "green street" options for stormwater and landscaping treatments;
  - Investigate the launching of a customized *Smart Trips* traveler information program to encourage alternative mode travel and commuting through employers and individuals in Ashland.

- **Make safety a priority**
  - Prepare "Safe Routes to School" plans for the local schools and Southern Oregon University *(TGM Objectives A, C, and G)*;
  - Develop a comprehensive access management plan for the City that can be adopted into code and enforced *(TGM Objective B)*;
  - Strategically plan for further safety and operational improvements such as bicyclist and pedestrian lighting, bicycle boulevards and separated bike lanes to the existing network of pedestrian and bicycle facilities *(TGM Objectives A, C, and G)*;
  - Determine the appropriate means for managing the state highways and major arterials [e.g., Ashland St. (Hwy 99) and Siskiyou Blvd. (Hwy 66)] to meet both local and through traffic needs as well as improving safety and mobility using minimal infrastructure *(TGM Objective B and D)*;

- **Satisfy the Transportation Planning Rule (TPR) requirements of a TSP update**
  - Seek input and collaborate with Ashland's transportation system users (e.g. public process regarding Pedestrian Node evaluation, public Transportation Commission meetings, a TSP update website for public use);
  - Ensure compliance with the TPR, Oregon Transportation Plan, and Oregon Highway Plan;
  - Coordinate with RVMPO, Jackson County and the City of Medford to ensure regional connectivity and avoid redundant planning;

- Ultimately support TPR requirement of "allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility."

3. List the final products that will be prepared for adoption and which government agencies will need to take action in order for each to be adopted:

The final product will be an adopted comprehensive Ashland Transportation System Plan containing access management standards and transportation impact study guidelines, a pedestrian node plan, a transit corridor study, green street design standards, a comprehensive "Safe Routes to Schools" section, multi-modal guidelines for new land use development, and other transportation-related and land use ordinances for the City to adopt into code.

4. Address the timeliness award criteria: explain why this is the right time for the project. Identify ongoing initiatives or actions to be completed that may affect the project timeline:

Ashland's TSP is currently over ten years old, with analysis data in some cases over 15 years old. It does not meet current TSP Guidelines. An update is necessary to comply with the TPR and meet state goals for encouraging multi-modal travel and reducing emissions which contribute to climate change.

Since the last TSP, there has been a pressing desire to expand and implement a variety of transportation system treatments focused on minimizing new infrastructure, supporting alternative modes, reducing the carbon footprint, and creating a more green-friendly system. The proposed TSP update is the catalyst to bridge the current community values with the regional transportation system thus resulting in smarter, more efficient land use planning, innovative in-fill development, the creation of multimodal supported activity centers, and diversity in transportation options for system users. More efficient planning in this TSP update will lead to better system management and operations, a reduced number of auto trips, an increase in biking and walking trips, and reduced congestion on Highways 99, 66, and Interstate 5. In addition to wanting to become a leader in green transportation systems, there are multiple areas within the UGB that are targeted for economic development that have the potential to dramatically impact regional travel demand patterns, but have significant transportation issues in need of resolution. Two of the main areas for economic development (Croman Site and the Railroad Property) have already created master plans in conjunction with extensive public input. The City's Transportation Commission will work with staff to oversee and guide the TSP update. They are expected to play a key role on multiple TSP project committees and participate in the public involvement process.

5. Provide additional background and context for the project:

A comprehensive transportation system evolution is needed as the community grows and increases the focus on sustainability and environmental values. Ashland wants to support development through smart and efficient planning, as well as define a new vision for improving the overall transportation system for the City and region by reducing the carbon footprint and emissions, lowering household costs for gasoline and other auto-related expenses, and addressing health issues by boosting fitness and health.

The proposed approach and public involvement process are described in more detail in Section 2 and are designed to address inevitable conflicts of values. It includes a variety of opportunities to encourage a thorough public and government agency dialogue and to foster a collaborative approach all of which will produce an exceptional TSP.

Other key transportation issues this comprehensive TSP update addresses:

- *Function and Design of the State Highway*: The main street through Ashland is a state highway (Highway 99) and therefore the TSP must balance the character of downtown and Southern Oregon University (parking, pedestrian safety, and bicycle-friendliness, tourist destination), with the intended purpose of state highway system to move vehicles, will require context sensitive planning and design, as well as close collaboration with ODOT and local stakeholders. Similarly on Highway 66, balancing pedestrian, bicycle and transit demands with auto traffic along this commercial corridor will be an important focus of this effort. Both Highway 99 and 66 are examples of the need for appropriate access management treatments, and skillful ways to deal with growth, while minimizing new infrastructure and right-of-way, within Ashland.
- *Alternative Arterial/Collector Connections*: Planning for a long-term alternative connection off the state highway system to support growth and economic development, while minimizing UGB expansion would improve connectivity and relieve pressure from the current state highway system.
- *Multi-modal Balance*: As multi-modal elements such as pedestrian/bike facilities and connections are established, integrating their operations in a safe and efficient manner into the existing transportation system will require careful planning, design, codification and implementation, as well as extensive public input and education. The need to establish near and long-term targets for increasing walking and biking trips also necessitates the need to develop a method of collecting trips by mode and a baseline data set.
- *Neighborhood Issues*: Reaching consensus with residents on the location of future street connections in established neighborhoods; mixed use areas that must combine the interests of both business owners and residents; public education through public meetings and the planned project website will all be necessary to successfully accomplish this measure.
- *Funding source(s)*: The resulting System Development Charge (SDC) developed from a portion of the identified TSP update project list will be necessary to develop a fiscally-responsible plan, while identifying other potential sources for TSP project funding beyond SDCs where appropriate.

6. If the project addresses a TGM focus area, describe how:

This proposed Ashland TSP Update will address the following TGM focus areas as stated below:

TGM Focus Area	How Area is Addressed in Ashland's Proposal
A. Contribution to Economic Revitalization	Areas including the old Union Pacific Rail yard and Croman Mill sites cannot be properly developed or redeveloped without identification of transportation solutions and funding mechanisms. Identifying solutions for these areas and other will contribute to economic revitalization.
B. Urban Growth Area Planning	Recent buildable land inventories show that Ashland's UGB offers sufficient room to support development and redevelopment. Smart planning through this TSP update is necessary to focus on minimal infrastructure additions and support in-fill development, when appropriate, to minimize trip lengths. The TSP update will help plan a progressive multi-modal transportation system, provide a funding plan, and ensure that the development code and subdivision ordinances are consistent with the TPR prior to additional significant development.
C. Safe Routes to School	The school district, Southern Oregon University (SOU) and the City do not currently have a coordinated Safe Routes to School Plan. The TSP Update

	will allow bicycle and pedestrian projects to be prioritized to improve access to schools and support the school district and SOU with the creation of an action plan.
D. Climate Change	The TSP update will include an emphasis on multi-modal treatments and improved system connectivity, encouraging alternative mode travel, reducing number of auto trips and trip lengths, thereby reducing emissions. Part of this TSP update will include a pedestrian node study to improve connectivity for pedestrians and bicycles between current and identified key generators. There is community interest in promoting non-auto travel through traveler information programs such as Smart Trips and implementing green street design standards for drainage and landscaping to help further this endeavor to minimize carbon footprint and climate change.

Section 2: Project specifics

1. Will a consultant be used on the project? If yes, describe the expected roles of consultant and local staff:

A consultant team will lead the technical aspects of the proposed TSP update including technical analysis, reports, maps, project website development, graphics and participate in the advisory and public meeting presentations. City staff will lead the project management, public/Transportation Commission meetings, and be responsible for updates and communications between supporting agencies such as ODOT, RVMPO, Jackson County, and others. City staff will support the consultant team technically with local knowledge and experience while providing data (this effort will include creating some of the inventory in a GIS format), review products, and provide meeting documentation. City staff will take primary responsibility for presenting the plan for adoption.

2. Outline the major project tasks, expected timeline, and general methods. Include a discussion of data and analysis needs and an overview of the expected public involvement process (e.g., technical and citizen committees, workshops, surveys, project Web page):

The proposed TSP update data and analysis needs include the development of a comprehensive travel demand model, which will be used to conduct link level analysis (e.g. volume to capacity ratio). A separate highway capacity manual-based traffic model (e.g. Synchro, HCS) will be developed to conduct an intersection level analysis (volume to capacity ratio, delays) at up to 35 key locations. These analysis models will be supported through link and turning movement counts capturing auto, truck, pedestrian, transit and bicycles wherever possible. Safety and transit data will be needed to support the roadway historic safety analysis and inventory and planning for transit elements within the TSP. Survey data of transportation mode splits on a variety of facilities and locations will be used to establish a benchmark for current system use and help measure the goal of increasing non-auto model splits (transit, walking, biking, etc).

The TSP update public involvement will be conducted throughout the project and will involve the following elements:

- Project website to inform the public
- Public Open Houses and Workshops
- Joint Work Sessions with Planning Commission, Transportation Commission and/or Technical Advisory Committee.
- Technical Advisory Committee (TAC) – City, ODOT, Jackson County, RVTD, and RVMPO technical representatives.

- Transportation Commission (TC) – this group is made up of the key community stakeholders (business owners, neighborhood chairs, local interest groups, etc)

The TAC will provide continued guidance through the TSP development process. Their technical experience will add value to the direction and decisions involved in analysis and project development and selection. The TC will review project information and provide guidance to the City and Consultant team on products, project direction and the draft plan. The Public Open Houses will be opportunities for the public voice to influence the direction and development of TSP alternatives and review of outcomes with the TSP draft plan. The Joint Work Sessions will be used to keep the adopting body up to date on the project progress and provide guidance with regard to the goals, objectives, and evaluation criteria; alternatives development; and the TSP draft plan. This public involvement plan is weaved into the overall TSP update schedule shown below. Committee and Commission meetings will occur on the same day and combined with Consultant trips for Open Houses and Joint Work Sessions whenever possible to reduce travel costs. A TSP update project website will be established so that the public can track the progress and provide input on the outcomes of the plan beyond the open houses.

The major tasks and deliverables for the TSP Update are outlined below.

Task 1: Policy Development and Project Vision – Months 1 & 2

- Tech Memo # 1: Plans and policy review
- Tech Memo # 2: Goals, objectives and short and long-term evaluation criteria
- Creation of a project website
- TAC Meeting #1 – Review documents and obtain feedback on goals, objectives, and evaluation criteria
- TC Meeting #1 - Review documents and obtain feedback on goals, objectives, and evaluation criteria

Task 2: Existing and Future Conditions – Months 2 through 6

- Tech Memo # 3: Existing System Conditions
  - Complete an existing conditions inventory and analysis of all modes of transportation
  - Complete inventories of the pedestrian and bicycle network in GIS
  - Estimate existing and historical transportation funding and sources
- Tech Memo # 4: Future System Conditions – No Build
  - Project future transportation conditions and identify deficiencies and needs
  - Establish a method of collecting trips by mode and a baseline data set
  - Conduct a survey of trips by modes
  - Project future transportation funding levels
- Tech Memo # 5: Pedestrian Node Evaluation (Mixed-Use Activity Center)
  - City will work with the public, TAC, and TC to define at least three activity centers, which will involve the creation of a vision and design concepts for each center or node
- TAC Meeting # 2 – Review documents, provide input, brainstorm alternatives and future mitigations
- TC Meeting # 2 - Review documents, provide input, brainstorm alternatives and future mitigations
- Public Open House # 1 – Review project work completed and involve public in identifying alternatives and improvements
- Joint Work Session # 1 – Review project work completed and involve public in identifying alternatives and improvements (this could be combined with Public Open House #1)

Task 3: Alternatives Analysis – Months 6 through 9

- Tech Memo # 6: Alternatives Analysis
  - Identify alternatives to mitigate future transportation deficiencies.
  - Evaluate the alternatives with regard to operations and applying the project evaluation criteria from Task 1.
- Tech Memo # 7 : Pedestrian Node Alternatives Analysis
  - Project future land use (pedestrian oriented development) and density, pedestrian traffic demands, and alternatives for pedestrian connections and streetscape, fitting with the "Great Arterial Streets" concept (multi-modal and green design) for each node
- TAC Meeting # 3 – Review results of the alternatives analysis for the overall TSP and pedestrian node component, select a preferred alternative and provide input on project priorities.
- TC Meeting # 3 - Review results of the alternatives analysis for the overall TSP and pedestrian node component, select a preferred alternative and provide input on project priorities.

Task 4: Preferred and Cost Constrained Alternatives – Months 9 through 12

- Tech Memo # 8: Preferred and Cost Constrained Alternatives
  - Identify the preferred alternative for the TSP as well as a cost constrained alternative based on the funding projections
  - The Preferred Alternative will include the following elements (in addition to those required by the TPR):
    - A prioritized list of alternative travel mode projects (pedestrian, bicycle, and transit)
    - Projects necessary to reduce transportation barriers to key development and redevelopment areas including the Croman Mill Site and the Railroad Site
    - Corridor improvement needs for Highway 66 and Highway 99, and the determination of additional refinement plans on these and/or other corridors
    - Access Management Strategies for Highway 66, 99 and other key facilities
    - "Safe Routes to School" pedestrian and bicycle projects will be identified and receive weighted priority on the pedestrian and bicycle project list
    - Project cost estimates referenced to the Construction Cost Index (CCI) for updates.
- Tech Memo # 9: Preferred Pedestrian Nodes
  - Identify the preferred alternative for each of the three or more pedestrian nodes (mixed-use activity centers)
  - Preferred alternative will include conceptual perspectives and elevation drawings of each node, streetscape design perspective or elevation for each node, street improvement design treatments, transportation improvement conceptual plans in plan and perspective view for each node, and land use and transportation regulations to support desired development
- TAC Meeting # 4 – Review Tech Memos # 8 and 9, confirm all elements for Draft TSP
- TC Meeting # 4 – Review Tech Memos # 6 and 9, confirm all elements for Draft TSP
- Public Open House # 2 – Obtain comments on the Preferred Plan and project priorities
- Joint Work Session # 2 – Obtain comments on the Preferred Plan and project priorities

Task 5: Draft TSP and Implementing Ordinances - Months 13 through 15

- Prepare a Draft TSP that incorporates all of the projects identified in Task 4 in addition to the following:
  - Updated future street, pedestrian, bicycle, and transit network
  - Prioritized list of multi-modal projects (preferred and cost constrained) with CCI cost estimates
  - Project summary prospectus sheet including project costs, location map, and cross-section
  - Updated roadway design standards, emphasizing "green" aspects.
  - Access spacing standards
  - Pedestrian node (Mixed-Use Activity Center) plan
- Draft Implementing Ordinances
- TAC/TC Meeting # 5 – Review Draft TSP and Implementing Ordinances

Task 6: Final TSP and Adoption - Months 16 through 18

- Prepare a Final TSP and Implementing Ordinances
  - The Final TSP should be accessible on-line and include on-line maps that can easily direct the reader to the individual project prospectus sheets by clicking on the maps.
- Provide 45-day notice
- Public Hearings (Planning Commission and City Council)

3. In addition to data and analysis that will be gathered or performed as part of the project, list any, including mapping, traffic counts, or transportation analysis, that must be completed *before* the project can begin:

Traffic counts must be collected and the sidewalk and bicycle networks mapped in GIS. In addition, the travel demand model may need to be updated by RVMPO, ODOT Transportation Planning and Analysis Unit (TPAU) and/or the consultant to reflect current land use and the new future year.

4. Provide an estimated budget breakdown for the major tasks. If a consultant will be used, separate the costs for local staff and consultant:

Budget breakdown*:

PROJECT TASK		LOCAL COSTS	CONSULTANT COSTS
Task 0	Project Management	$ 3,400	$ 14,800
Task 1	Policy Development and Project Vision	$ 4,600	$ 20,400
Task 2A	Existing Inventory and Conditions	$ 19,100	$ 38,700
Task 2B	Future Conditions – No Build Analysis	$ 8,700	$ 24,000
Task 2C	Pedestrian Node – Activity Center Visioning	$ 3,500	$ 18,600
Task 3A	TSP Alternatives Analysis	$ 9,900	$ 46,800
Task 3B	Pedestrian Node – Alternatives Analysis	$ 7,100	$ 30,500
Task 4A	TSP Preferred and Cost Constrained Alternatives	$ 6,700	$ 25,200
Task 4B	Pedestrian Node Preferred Alternatives	$ 3,800	$ 16,500
Task 5	Draft TSP	$ 4,800	$ 25,000
Task 6	Final TSP and Adoption	$3,400	$ 14,500
	Totals:	**$ 75,000**	**$ 275,000**

* Public involvement component included in budget estimate.

5. Describe the experience and capability of the proposed project manager to manage the project.

The Public Works Director, Michael Faught, has been in the public works field for 32 years. He has extensive experience preparing Request for Proposals, managing, and successfully completing significant contracts for transportation, water, sewer, stormwater, and facilities master plans. His project resume includes successfully managing a TGM grant from start to finish. Michael will work in cooperation with Maria Harris, City of Ashland Planning Manager.

6. Project Area ☒ Map attached

7. Submit letters or resolutions of support for the project from local officials:

SOURCE	ATTACHED	EXPECTED
1. Ashland City Council Resolution	☐	☒
2. Jackson County Roads and Parks	☒	☐
3. Ashland Chamber of Commerce	☒	☐
4. Southern Oregon University	☐	☒
5. Rogue Valley Transit District	☒	☐
6. Rogue Valley Council of Government	☒	☐
7. Ashland School District #5	☐	☒
8. Ashland Planning Commission	☒	☐
9. Ashland Airport Commission	☒	☐
10. Ashland Housing Commission	☒	☐
11. Ashland Parks Commission	☒	☐
12. Ashland Historic Commission	☒	☐

Memo

CITY OF ASHLAND

Date: April 10, 2009
To: Administration Office
From: James H. Olson
Re: SAFETY EDUCATION

Education in all matters of transportation safety, whether for bicyclists, pedestrians, or motorists, is vitally important and is a key element in any effort to improve the livability along our streets and to help prevent traffic related injuries.

The City Source, which is a monthly utility billing insert, is an ideal venue for forwarding safety messages to our citizens. Commissioners are encouraged to provide suggestions for topics for inclusion as upcoming City Source articles.

ENGINEERING DIVISION
20 E. Main Street
Ashland OR 97520
www.ashland.or.us

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

Memo

CITY OF ASHLAND

Date: April 10, 2009
To: Administration Office
From: James H. Olson
Re: CITY SOURCE MESSAGE REGARDING TRAFFIC SAFETY

Please consider the attached information for inclusion in the next available City Source.

CC: Transportation Commission

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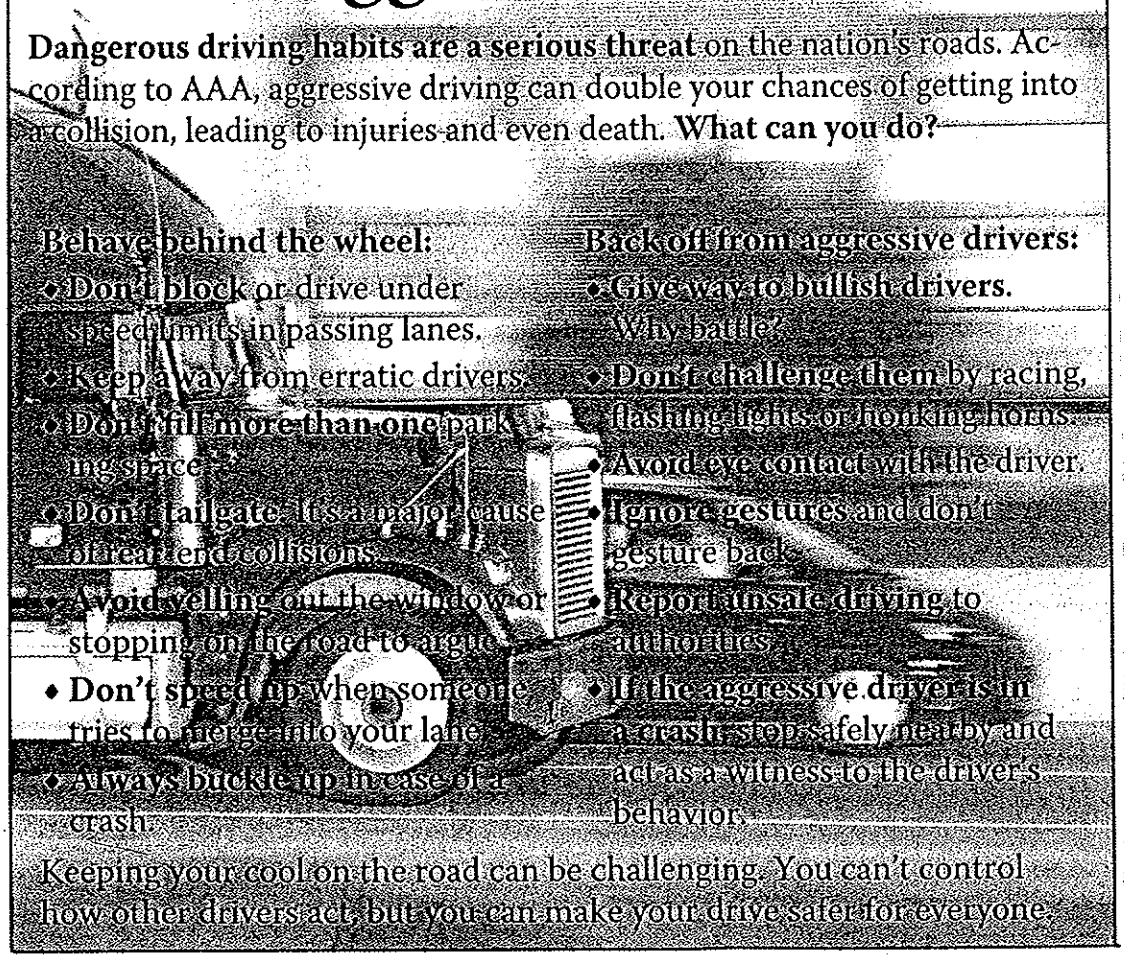
Avoid Aggressive Drivers

Dangerous driving habits are a serious threat on the nation's roads. According to AAA, aggressive driving can double your chances of getting into a collision, leading to injuries and even death. **What can you do?**



Behave behind the wheel:

- **Don't block** or drive under speed limits in passing lanes.
- **Keep away** from erratic drivers.
- **Don't fill more than one** parking space.
- **Don't tailgate.** It's a major cause of rear-end collisions.
- **Avoid yelling** out the window or stopping on the road to argue.
- **Don't speed up** when someone tries to merge into your lane.
- **Always buckle up** in case of a crash.

Back off from aggressive drivers:

- **Give way to bullish drivers.** Why battle?
- **Don't challenge them** by racing, flashing lights or honking horns.
- **Avoid eye contact** with the driver.
- **Ignore gestures** and don't gesture back.
- **Report unsafe driving** to authorities.
- **If the aggressive driver is in a crash,** stop safely nearby and act as a witness to the driver's behavior.

Keeping your cool on the road can be challenging. You can't control how other drivers act, but you can make your drive safer for everyone.

Memo

CITY OF ASHLAND

Date: April 10, 2009
From: Nancy Slocum
To: Transportation Commission
Re: Future Agenda Items

For your information Staff will provide a list of future agenda items as suggested by Staff or Commission members. Here is the current list in no particular order:

- Regional plan discussion
- TSP Update: present and future
- Detailed discussion on HDR TSP Chapters 6 and 9
- Ashland Interchange – Greensprings Project
- Presentation from RVTD
- Presentation from RVMPO re: Regional Transportation Plan

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