

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

ASHLAND TRANSPORTATION COMMISSION

November 17, 2016

AGENDA

- I. **CALL TO ORDER:** 6:00 PM, Civic Center Council Chambers, 1175 E. Main Street
- II. **ANNOUNCEMENTS**
- III. **CONSENT AGENDA**
 - A. Approval of Minutes: October 2016 minutes not complete (to be approved in December)
- IV. **PUBLIC FORUM**
- V. **NEW BUSINESS**
 - A. Intersection Repair
 - Discuss an intersection repair program similar to Portland (25 min.)
 - B. Vegetation Maintenance Program
 - Discuss web application for reporting (30 min.)
- VI. **OLD BUSINESS**
 - A. None
- VII. **FOLLOW UP ITEMS**
 - A. CMAQ Grant Application-Chip Seal Project
 - Recommendation for chip seal grant application (5 min.)
 - B. Grandview Shared Road Improvements
 - City staff have started construction of improvements (5 min.)
 - C. Washington St. extension
 - City Council has approved acquisition of the Right of Way (5 min.)
 - D. Downtown Supersharrow
 - Kittleson & Associates to perform a feasibility analysis (5 min.)
- VIII. **INFORMATIONAL ITEMS**
 - A. Action Summary-Task List
 - B. Accident Report
 - C. Making an Impact Newsletter (N/A)
- IX. **COMMISSION OPEN DISCUSSION**
- X. **FUTURE AGENDA TOPICS**
 - A. TSP update process
 - B. North Main Crosswalk Analysis/Post Road Diet Analysis
 - C. Downtown Parking and Multi Modal Circulation Study
 - D. CIP Budgeting
- XI. **ADJOURNMENT:** 8:00 PM

Next Meeting Date: December 15, 2016

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 November 2016

Name	Title	Telephone	Mailing Address	Email Address	Expiration of Term
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Alan Bender	Commissioner	541-488-4967	145 Almond Street	Alan.bender@erau.edu	4/30/2017
Corinne Vièville	Commissioner	541-488-9300 or 541-944-9600	805 Glendale Avenue	corinne@mind.net	4/30/2019
David Young	Commissioner	541-488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2018
Sue Newberry	Commissioner	775-720-2400	2271 Chitwood Lane	sue.j.newberry@gmail.com	4/30/2019

Non-Voting Ex Officio Membership

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VACANT	Ashland Parks		20 E. Main Street	
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**ASHLAND TRANSPORTATION COMMISSION
MINUTES
October 27, 2016**

These minutes are pending approval by this Commission

CALL TO ORDER

Graf called the meeting to order at 6:03 pm

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

Commissioners Absent: Alan Bender

Council Liaison Present: Stef Seffinger

SOU Liaison Present: Janelle Wilson

Staff Present: Mike Faught, Kyndra Irigoyen, and Steve Mac Lennan

Staff Absent: Scott Fleury

ANNOUNCEMENTS

None.

APPROVAL OF MINUTES

Approval of September 22, 2016 minutes

The minutes were approved as amended.

ADJUSTMENTS TO THE AGENDA

None.

PUBLIC FORUM

Jim Flint 355 Fair Oaks Ave

Read from his attached letter.

Susan Hall 210 E Nevada St

Read from the attached letter from Ted Hall.

Spike Breon 295 E Nevada St

To allow us to move towards a more auto-independent community, a phrase in the Transportation Commission's mission statement, building a bridge over Bear Creek and E Nevada is not going to further that goal. Mr. Faught said at our community meeting that if the opposition was as wide as it seemed to be, there might not be any bridge at all. He urges the Commission to consider the 'no bridge' option seriously. If there is a bridge, it should not look like the bridge that was presented by Faught. The bridge was 24' wide with 12' wide emergency vehicle lane, flanked by two 6' wide bicycle lanes. All we need is a 12' wide emergency vehicle lane that could be used by bicycles and pedestrians when there are no emergencies. There is a new rationale that just came out; we should build a bicycle bridge to entice customers to come to a coffee shop. This is a no brainer, citizens should not be asked to subsidize a commercial endeavor.

Bob Alessandrelli 2281 McCall Dr

He represents the McCall Condo Association Owners. He came in May to discuss the proposal of the extension of McCall Drive. The engineering study has been completed. He submitted the attached memo that refutes and responds to the traffic engineer's study.

Jeff Benton 263 N Second St

He lives opposite from the Ashland Co-op. There are two parallel alleys that run from Second St to First St and there is a cross alley that connects those two alleys half way between Second St and First St. His home is in the center of that. The parking for his residents between the hardware store and Ashland Food Co-op is difficult; there is no place for him to park. He has created parking in the alley behind his home. For whatever reason, Co-op customers prefer to

drive down the alleys instead of the streets. He does not think alleys are designed to be thoroughfares. The upper alleyway to the south is all gravel, from Second St to First St, which creates a dust cloud in the summer. There are not speed bumps and the speeds are ridiculous. There are kids that play in the alley and elderly people. He wants to get in and out when he wants to. The other problem to this is that First St has become a parking lot and no longer a street. The traffic coming down First St, the entire street is blocked for pedestrians coming out with groceries or from people backing out with their cars. He gets stuck in the alley on his way to work waiting on cars and pedestrians. He thinks there needs to be an improvement of signage in the alleyways, make the alleyways one-way, and have traffic enforcement on First St and in the alleyway.

Louise Shawcat 870 Cambridge St.

Read from her attached letter.

Linda Serbu 239 N Second St

She said there are two, two-way alleys. People come out of the Ashland Co-op and make an illegal right turn onto First St and jag into their alley. Most of the people going the opposite way on the alley, from First St to Second St, are actually going right after they made an illegal right turn out of the co-op. She thinks it would be simple to make it a one-way alley going towards the co-op. She has a lot of kids and people drive here. She also thinks the most important thing here in Ashland is the electric trolley.

Jim Little, 234 N First St

He lives in the upper alley behind First St. He said they tried to get the alley be made a one-way before but was turned down a long time ago when it was the traffic safety committee. He said it would be nice to have better signage. There used to be a sign at the end of the co-op that said 'only' and pointed down toward A St but was taken out and replaced with a generic sign with an arrow. People do not pay attention to it. 90% of the traffic is decent, but 10% of that traffic is a lot of traffic, especially during the evening and lunchtime.

Barth asked Officer Mac Lennan what law is broken when drivers make an illegal right turn onto First St. Mac Lennan said, it is failing to obey a one-way. The slight right onto First St finable.

NEW BUSINESS

Climate Energy Action Plan Information (CEAP)

Rich Rosenthal and Adam Hanks presented the Climate and Energy Action Plan. Rosenthal said they will give an overview of what the ad-hoc committee is doing and share the draft goals. The ad-hoc committee was created by the mayor for a limited duration and has 13 members with 11 voting. Currently there are two student members who are ex-officio. They started this exercise in September of 2015 and are expecting to have a draft plan to the City Council in February 2017. They have seven to eight meetings left.

Rosenthal and Hanks read from the attached PowerPoint presentation. Final open house will be December 7, 2016. Land use recommendations will be shared with Transportation Commission.

CMAQ Grant Application-Chip Seal Project

Faught said we submitted this grant two years ago with the Commission's support. We compete every year for single residential roads with other communities. Last time we did not get the grant. We want to re-submit this grant and update the cost estimates. We think it is a great way to reduce the dust on these gravel roads.

Newberry asked about CMAQ money being used for congestion mitigation. She asked Faught if he went through the TSP to review for anything else. It could be used for other things like bike and pedestrian. Faught said it could, but there is not as much money this year. They added two new areas that are CMAQ eligible, so the amount has dropped. The competition is stiff right now. He said if he brings a bike project in right now, he does not know how well we will compete. He said he thinks we are bringing in a major reduction in air quality to chip seal the roads. This project would do more with the limited amount of funds. Faught said we could review other projects if the Commission was not interested in this. Newberry said she is curious about the process, if you were turned down once for it, why do you have a better shot this year. Faught said the idea was interesting to people, he thinks it is a new concept that was too new for them last time. Newberry asked how much money we were talking about. Faught

said he thinks \$600-\$700,000 range. Newberry asked if this money could be used for an electric trolley. Faught said you could, if you made the case for a trolley. Newberry said it would not fund operational costs though. She said for a note in the future, it would not be unrealistic to go through the TSP for review to see what would be eligible for CMAQ funding. She asked if Faught had already gone through the TSP for other priorities. Faught said they did and they think it does more for the community from an air quality standpoint.

Young asked if we could submit multiple applications. Faught said we can submit multiple. Young said he wishes the Commission would have had input on this ahead of time and if it is not too late, we have passed unanimously on two bodies, the super sharrows, the City does not have funds for this. This would be one to add and the shuttle would be another to add. Faught said he does not know if we cannot find money for the sharrows, we have hired Kittleson to review the truck issue. He does not have a plan to take forward for an application, this research is still premature. He does not think two projects will compete well. If we have full support from the Commission on one project and from the community, it will be a better strategy for us. Amarotico asked if this was something we applied for annually. Faught said every two years. This money will be used for a project that is two years out, not for one now. Amarotico said one thing we have heard, from multiple citizens, is dust on streets. Graf asked which projects, that we ranked highly, are ready to go for the grant. We do not always have all the information. As we have learned, when we get citizen input, there are more questions that come up. Faught said he could make the argument, if approved, that engineering will be done for the project submitted. He thinks it is a fair criticism from Young that he should have brought multiple projects to the Commission before deciding on one and next time he will. Young says he thinks that the shuttle and the super sharrows are equally important to apply for. Graf said there are some residents who want their roads fixed and some who do not want them fixed. Will we be able to do this without holding neighborhood meetings? Faught said he feels confident that the residents want this.

Graf asked what everyone thought. Commission is asked to either recommend or not recommend moving PW staff apply for the grant and also recommend that Council recommend PW staff apply or not apply for the grant funding. He said we can say yes go ahead or do more prioritizing. Young thinks we should go for the grant but include more than one project. Faught said these are separate applications. Newberry said she does not see a downside with submitting multiple applications. Faught said the deadline is Dec 2. Newberry asked if the sharrow is ready enough to apply. Faught said we can put it together. Graf said for anything in this grant, it is every two years and applying two years down the road, so we if we got the grant money to do the super sharrow we would not be able to start working on the super sharrow for two years. Faught said it would be in 2019-2021. Newberry and Graf said this is a downside. Barth asked for the cost estimate for the super sharrows. Faught said he thinks, but is not sure, that it is in the \$150,000 range.

Newberry m/s Viéville the Commission go forward with the CMAQ grant application for the chip seal project.

Viéville asked about capital grants for the trolley project. Faught said there are grants available for the purchase but they would not fund the operations.

Young m/s Viéville an amendment to the motion to add a capital purchase of an electric vehicle for the shuttle.

Graf asked how many vehicles. Young said three. He said we made the internal circulator a priority item. There has been a lot of stuff done from community advocates, the Downtown Committee, and the TSP. Viéville said we already have information from the citizens group about pricing, we could use that. Faught said he appreciates that they did that, but we would have to do our own research. The key part of the grant application would include how we would fund operations. He could not write a grant application asking to buy one or two trolleys without showing what we are going to do with them. Young said in the draft plan from the community partners' workshop, there is some information there. Faught said there is a lot of work that still needs to be done before submitting this project for a grant. Money will have to be committed for this project if community partnerships are not in place in two years to fund operations. That might be tough for us to put together between now and December 2nd.

Graf asked if all agreed with the amendment to add a purchase of an electric shuttle as a separate application for the CMAQ grant. Three opposed. One in favor (Young). One abstention (Viéville).

Amendment does not pass.

All in favor of first motion and one abstention (Young).

Glenview/Ashland Loop Shared Road

Faught displayed a map for the Commission. He said the Grandview shared road sparked some conversation about applying it to Glenview. He said he is happy to see other members of the community stepping up and wanting the shared road concept. He said Glenview is almost a ready-made road for a shared road. There is a lot of non-automobile activity on this road. This project helps us share the road. We would put a chip-seal on and post speed signs for 15 MPH. He thinks it is a great low-cost project that recognizes the current use of the facility. If there is interest in moving forward we will need to get public input on this. In order to be a shared road it has to be paved or chip-sealed. It has to be 18 ft. wide with 3 ft. refuge areas. In order to drop the speed limit, it has to be a shared road designation. It has to be chipped sealed before the 15 MPH speed signs can go up. Faught said this is a low-cost project we could implement fairly quickly. Barth said this is a lower cost than the big sharrows. Faught said it could be in the same price range or less, but does not have the full cost yet. Barth said it is frustrating to hear how some things can happen quickly, Faught is making this sound so easy to advance ahead of the other chip seals but the sharrows which are pretty close to the same cost, are not as easy? Faught said he does not know the details for the sharrows and the exact cost. Barth said the sharrows have been going on longer than Glenview. Faught said the super sharrow idea came out late so we had not evaluated it and there is only one minor thing, what do we do with the trucks. We are not going to take away parking with that solution. Barth said it is just hard to hear how some things are in the same price range seem so much easier. Faught said the minute he has the engineering done, he does not want to wait two years because it is a low-cost option too. Barth asked about the timeframe. Faught said he does not know, they just started it.

Newberry asked how wide the gravel area is now. Faught said he thinks there is plenty of room for most of it. Newberry said she was concerned about speed if paving was done. Faught said gravel will remain on either side of the road and there will not be a stripe down the middle of the road. Amarotico asked about the priority list of shared roads. Faught said there is not a developed process yet, but from a staff perspective, we look at if the road is currently being used as a shared facility and if it would improve the use. This was a simple one because we see people on that road all the time. Other roads on the list, we do not see as much activity. We move forward when we see a lot of activity and interest to move forward. If we get the CMAQ grant, the roads that will be chip sealed will more than likely be shared roads.

Mark Hill 201 Glenview Dr

He has lived here for 20 years and raised three kids there. He said Glenview Dr. is a unique road, it is being used by walkers, joggers, bike riders, and automobiles. He sent an email with a proposal. He was not aware of the all rules for a shared road at the time. He is concerned about putting traffic signs up because right now there are two problems, safety and health. There is dust that flies in the air in people's faces that are walking and the speed limit of 25 MPH creates this. He is in favor of reducing it to 15 MPH. Safety issues are for walkers. He has almost been hit by cars because of a few curves there. He lives on a curve. Someone went over a cliff and went into his yard (picture attached in minutes). Officer Smith told him other cars have gone over in other areas of the road too. His main concern is that a traffic sign to slow down and turn could have prevented this. If we lower the speed limit and have signs that say "Slow Down Curve" and other signs that say "Slow Down Extreme Dust" if the chip seal is not put on. He thanked Faught for being in support of this. He submitted a petition with over 200 signatures in favor of the improvements by walking the street and talking to the people there.

Viéville m/s Barth to move forward with public hearing on this project.

Viéville asked if we will have a price at the public hearing. Faught said we will have a conceptual design. This public hearing may be a couple months out to give staff a chance to go and survey. Barth said he thinks it is great idea to drop the speed limit there, he does not see why they cannot just drop the speed limit, with the chip sealing he sees drivers wanting to drift there and fighting for the pavement or getting two wheels out on the dirt and spinning. Faught said he could have Parducci come and explain from a traffic-engineering standpoint. Young asked if we had the power to recommend on a case-by-case basis, a reduction of speed limit. Faught said it is not a yes or no answer.

Young said in a special case, we have the power to recommend a lower speed. Faught said City's do not have the authority to just reduce a speed, ODOT has the authority. We would have to request them to come in and do a study and it is very rare that they drop it below 25 MPH. Young said he is having trouble accepting the shared road designation he saw at Grandview. He said he thinks it is worthwhile to have a speed study done. Barth said is there a way to get ODOT to check it out and try it without the chip seal. Faught said we need to focus on the engineering. If you want to hold off and do more work on the engineering, we can. Speed reduction below 25 MPH is rare and it will not be because it is dusty, it will be because they determine if it is an appropriate speed or not. Viéville asked if ODOT would take into consideration that cars roll off there, as a speed issue or could we ask for a 15 MPH speed designation until we get the whole thing together for paving for an immediate start to their problem. Faught said we could look at signs for the 90 degree turns, but we cannot post the speed limit below 25 MPH. Newberry said she is less concerned about speeds if there is a paved portion that is 18 ft. wide then a gravel road that looks 25 ft. wide. When there is a portion of pavement that looks narrow with no centerline, there is a certain amount of uncertainty that enters into the driver's mind and they tend to go slower. In addition, we do not know how fast the cars are going on the dirt road. You can kick up a lot of dust going slowly on a dirt road, so the dirt could be a much bigger problem. When you are a walker on the road, speeds of cars are inflated. If you are the person in the car it seems like you are going really slow. We do not have this speed information. The speed trailer could be put out there or have enforcement. We do not know if there is a speeding problem, there is just a perception.

Graf asked if anyone had an objection to the motion and if all were in favor.

All in favor.

Seffinger said many people have contacted the council about injuries that have taken place here.

OLD BUSINESS

None.

FOLLOW UP ITEMS

None.

INFORMATIONAL ITEMS

Action Summary-Development of a Task List

None.

Accident Report

Officer Mac Lennan said there were two crashes involving the sun heading east bound. There was another bus crash when a car pulled off Garfield St and into the path of the bus.

Making an Impact Newsletter (August/September)

None.

COMMISSION OPEN DISCUSSION FUTURE AGENDA TOPICS

Viéville would like the electric trolley to be on the agenda in the future.

ADJOURNMENT

Meeting was adjourned at 8:10 p.m.

*Respectfully submitted,
Kyndra Irigoyen
Public Works Administrative Assistant*

Jim Flint

10/27/16

To the Ashland Transportation Commission
CC: Ashland City Council

I would like to speak against building a vehicular bridge over Bear Creek on Nevada and in favor of removing such a bridge from high priority status in the upcoming TSP update.

The project seems to be more staff driven than not, with public works seemingly the only entity clamoring for construction of a vehicular bridge. In April when the Transportation Commission heard from citizens, the majority—from both sides of the creek—spoke against a vehicular bridge. Then public works director Mike Faught announced that he would hold some public meetings in neighborhoods near the proposed bridge, ostensibly to get input from citizens, but those at the first meeting noticed there was a selling job going on as well.

The rationale provided for building the bridge includes the citing of many needs, all of which have been soundly rebutted:

A downtown bypass. If you’re driving into town on North Main, Hersey Street is the de facto bypass for downtown. Driving down Oak to Nevada, across a bridge, up to North Mountain, and back to East Main is a long detour, resulting in more miles driven. If you’re coming off-5 from the north, Eagle Mill is the de facto downtown bypass, with drivers either taking Eagle Mill to Oak Street or to North Mountain, depending on their destinations.

A temporary I-5 bypass. Mentioned once at a TC meeting, never to be brought up again as a rationale because it’s so ridiculous. Was it an argument for federal funds? If so, it was a spurious one.

Fewer miles driven. This really only applies to people living very close to the creek on the east side. Is it worth spending \$6 million to \$10 million to save a very few people a couple minutes? No.

An extension of the Greenway. Well, since cars don't drive down the Greenway path, a vehicular bridge is not needed to meet that need. If money is available and city leaders believe it's a high priority, a pedestrian/bicycle bridge could be built instead. Or the city can take the Greenway path along the west side of Bear Creek until it meets North Mountain near the North Mountain Nature Park with no bridge of any kind required.

Enhanced emergency vehicle access. The fire department has said that only in rare cases would a bridge make a difference, when an emergency call had been made to a house on one side of the creek and then immediately had another emergency call on the other side. It hasn't happened yet and it may or may not happen in the future. That kind of rare event doesn't warrant a high priority label for a vehicular bridge. It's certainly not worth spending \$6 million to \$10 million. And there are other less costly options available.

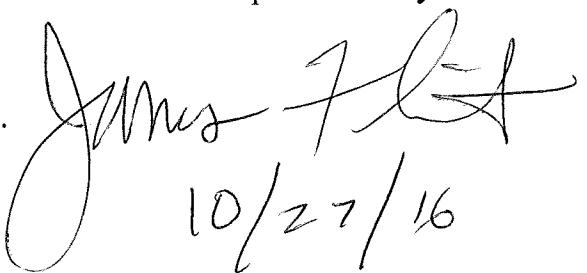
Connectivity is a good thing. But it's just a buzz word when applied to the bridge to nowhere that proposes taking traffic down into one of Ashland's deepest holes and then have it climb out. That not only often would result in more miles driven, but would be a route that would result in high carbon emissions.

~~The vehicular bridge is often touted as a way for parents on the east side to drive their kids to Helman Elementary School, saving a minute or two. The school bus that currently serves the neighborhood would continue to run, adding up to more total miles driven. And the increased traffic would add risk to students walking. A bike/pedestrian bridge would encourage less driving.~~

~~And finally, what about the idea that with construction of a vehicular bridge across Bear Creek, the Rogue Valley Transportation District would add a route in the area? With the RVTD's disavowal of any such plans in the near future, I would call such an assertion as wishful thinking. If there were a customer base in the area, RVTD would have a route there now, using North Mountain and/or Eagle Mill. The Mountain Meadows retirement community once had a van to transport residents, but discontinued it because of lack of interest.~~

In summary, please take the vehicular bridge off the table, amend the TSP. Federal, state, and Ashland taxpayers shouldn't be asked to fund a bridge that makes no economic or environmental or traffic sense. The first sign you see when you exit Eagle Mill Road to Oak is one that reads: "Ashland, the pedestrian friendly town." Let's keep it that way.

James Flint
355 Fair Oaks Ave.
Ashland, Oregon



10/27/16

A handwritten signature in black ink, appearing to read "James Flint". Below the signature is the date "10/27/16" written in a similar cursive style.

10/27/16

Susan Hall

East Nevada Bridge Issues

Ted S. Hall, PE
210 East Nevada Street

Comments and Questions regarding minutes from September 22, 2016 Transportation Commission Meeting:

Thank you Commissioner Graf for attending the Marty Breon's neighborhood meeting on 9/08/2016 and rightly noting at the September 22, 2016 TC meeting that a 2 to three year delay in updating the TSP would not be acceptable to the East Nevada Street residents, on both sides of Bear Creek. This issue of the City Council's official designated arterial to bypass down town, needs to be put to bed now or soon, not left hanging for several years.

Residents from Both Sides of Bear Creek were in attendance at Marty Breon' 9/08/16 neighborhood meeting:

However I want it to also be recorded in the October 27th, 2016 minutes that residents from both sides of East Nevada at Bear Creek were in attendance at the 9/08/2016 neighborhood meeting at the Breon's house, not just the Oak street side of Bear Creek residents, as recorded in the TC minutes of 9/22/16.

MY First Question is: Regarding Scott Fleury's recorded statement to Chairman Graf at the September 22 TC meeting that "the bridge action would be independent of the (TSP) update":

1. I am asking Scott Fleury how the above statement, that the "bridge action would be independent of a TSP update", is accurate since a valid "current" TSP (with Purpose & Need Justification) is needed to support any invasive project like a bridge over Bear Creek that introduces **cut through traffic** into residential neighborhoods that would be affected?
 - East Nevada St., Oak Street side
 - Mountain Meadows side of East Nevada St.
 - Helman Neighborhood
 - Helman School
 - Laurel Neighborhood

The current 2012 TSP is aged and no longer adequately considers the "as-built" current conditions on both sides of Bear Creek which precludes the building of a bridge and injecting arterial traffic into residential neighborhoods (the streets now built there cannot support through traffic). Therefore the TSP must be updated to reflect reality and remove East Nevada Street from the City of Ashland Master Planning documents as a possible future arterial Avenue by-pass for downtown. (See Hersey Street discussion below).

The aged 2012 TSP also does not consider the horrible **adverse CARBON FOOTPRINT** that would be created by a cut through bridge sending many, many, many vehicles descending down into the lowest point in the City of Ashland to then have to climb out of that "hole" just to get around downtown. If the

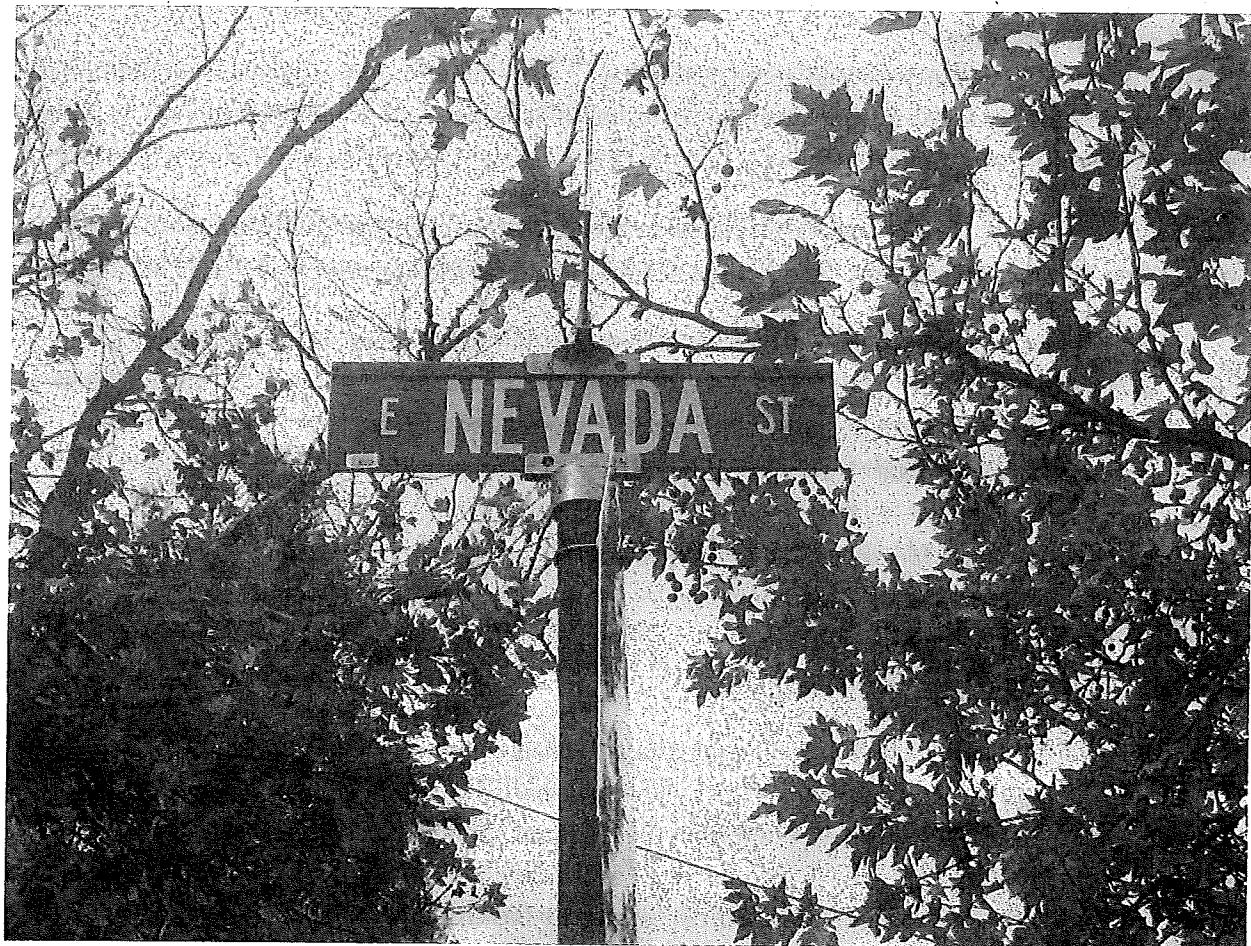
City Council were to approve such a thing they would be negligent in the performance of their responsibilities of protecting the public. Hersey Ave is the current actual downtown bypass arterial and it has been recommended by Elizabeth Oehler at the May 26, 2016 TC meeting and again by Bill Herron at the September 22, 2016 TC meeting that Hersey should be designated as the official downtown bypass arterial **Avenue** and E. Nevada St. be officially designated as the neighborhood **Street**.

2. My second Question is: WHAT IS THE STATUS OF THE HERSEY DOWNTOWN ARTERIAL BYPASS OFFICIAL DESIGNATON REQUEST?

REFERENCE: Swapping of the \$1.5 million Federal Funding Grant for State or Local \$\$?

At the July 28, 2016 TC meeting Andrew Kubick asked if the City was intending to apply for the ODOT fund exchange program?

3. My third Question is: Has the Federal Grant \$\$ been swapped for local funds \$\$.



Ted Hall, PE
210 East Nevada STREET
October 24, 2016

East Nevada Bridge Alternatives are necessary, not just options of one Alternative- Vehicle bridge only
June 1, 2016

June 1, 2016

ATTENTION: Ashland Transportation Commission and Ashland Mayor &City Council

SUBJECT: Insufficient Alternatives for the E. Nevada Bridge have been presented

Dear : Mayor & Council Members & Commissioners

I would like to introduce myself. I am Ted Hall, a registered (P.E.) ProfessionalEngineer who has spent 45 years in the transportation industry. On May 19, 2016, I met with Mike Faught, Scott Fleury, Jaime Jordan (OBEC) and other community members to go over a letter/packet which I had hand -carried to Kyndra (May 6th) emailed (May 9th) to Mike. The document details my initial analysis of the City's E. Nevada Bridge project. When the letter/packet was originally emailed to Mike; he emailed back that he would send a copy to the Transportation Commission, so some of you may have seen it.

This letter expands on my original analysis. I have included an updated version of the original analysis with this letter for your convenience.

When Project Development commences it must include an Environmental process. The Environmental process REQUIRES that the public be presented (for study) several alternatives for theirgiven community. This is a mandatory requirement: The term for this is "Purpose & Need". The details of this Environmental Review Toolkit are available at this website:

Source: www.environment.fhwa.dot.gov/projdev/tdelements.asp.

(Or you can Google: Environmental Purpose and Need which will get you to the Toolkit)

At the April 26, 2016 Transportation Commission meeting the project designoptions presented to the PUBLIC for review by the CITY were NOT alternatives. **They are design options of only ONE ALTERNATIVE: VEHICLES ACROSS BEAR CREEK (with pedestrians & bikes welcome)**

The City presented only this alternative: Vehicular bridge across E. Nevada/Bear Creek and a bike/pedestrian bridge across E. Nevada/Bear Creek. **The need for a vehicular bridge has NOT been justified by The City.**

Staff indicated this vehicular bridge across Bear Creek would provide the following things:

1-Reduce downtown traffic

2-Continue Green Belt access

3-Provide continuation of Pedestrian & Bike facilities

4-Bus Route Improvement

5-Fire/Life/Safety Improvement

East Nevada Bridge Alternatives are necessary, not just options of one Alternative- Vehicle bridge only
June 1, 2016

1- REDUCE DOWNTOWN TRAFFIC: True alternatives for this item would include:A-no bridge being builtB-use of IMPROVED/CLEAR SIGNING in the downtown area for existing “alternative routes” around downtown. Such signing will achieve a reduction in downtown traffic AND avoid an adverse effect of the proposed bridge route. (Note: the adverse traffic Carbon footprint created by sending traffic to the lowest hole in Ashland (Bear Creek at East Nevada), from which these vehicles then have to climb out.)

N. Mountain to Hersey; Hersey to N Main (north of downtown) or Hersey to Oak to Eagle Mill Road. All are more effective than an expensive bridge down into the Bear Creek East Nevada Flood Plain hole. The different existing alternate routes should be modeled for effects of a signing and a community education program to encourage residents and visitors to take advantage of existing alternative downtown bypass routes, not build an expensive bridge that will achieve marginal results.

A COSTLY alternative but an effective one, would be to build an interchange at N. Mountain and I-5. At my meeting with Mike Faught(May 19, 2016) I indicated that the Kittleson& Associates , Inc. White Paper dated March 7, 2011 Project #10633.07 was in ERROR.(page 6 : Option B- Mountain Ave. second paragraph). The White Paper reports Mountain Ave does not meet“minimum access spacing requirements” . That assertion is in error.The approximate 4,000 feet quoted is not accurate. The spacing in question is approximately 1.1 miles) The minimum required spacing is 1 mile. I sent an email to Mike Faught on May 20, 2016 detailing this, and he should be able to give you a copy of my email for your further study.

There may be other reasons for not building an interchange at N. Mountain but ODOT should not be made out to be the bad guy here. That thinking blocks study of what could be the best solution for reducing downtown traffic. If Ashland really wants to reduce downtown traffic an RFP should be issued to study project alternatives that reduce downtown traffic. The East Nevada Bridge at Bear Creek is not going to do it.

In my professional opinion:

The Transportation Commission should have their own independent oversight consultants, not rely on Staff consultants. The error on the N. Mountain Interchange White Paper is a good example of why. The oversight role should be **independent** of staff. Projects and project alternatives that are designed to reduce downtown traffic should be studied and presented to the public.

2 Continue Green Belt.

A VEHICULAR bridge over East Nevada at Bear Creek is not going to do this.

3 Bike Ped Paths connectivity

Good idea and a vehicle bridge is not needed to do this high priority to the Ashland community. There are options for bike/ped path alternatives. Several options should be studied:.1-a bike/ped bridge over East Nevada/Bear Creek;2- green way bike paths along Bear Creek; perhaps others?.

4. Busses

East Nevada Bridge Alternatives are necessary, not just options of one Alternative- Vehicle bridge only
June 1, 2016

Busses can access the area of the East Nevada flood plain hole more efficiently with less elevation grade change and resulting less carbon footprint by going down N. Mountain and Oak.

5. Fire Life Safety

Fire Life safety can always be looked at for improvement. A lot of thinking outside the box should be done on this one.

Project alternatives in fire life safety can include a separate East Nevada/ one lane fire access Bridge across Bear Creek that is normally closed by bollards and only opened in case of a severe fire needing access from the creek bottom, since access already exists from the ridge at N. Mountain, at the top of the ridge.

At grade flood plain crossing underwater pavement structure that is normally closed by bollards and opened in case of fire emergency where access rom N. Mountain is problematic.

A neighborhood fire station at East Nevada flood plain and Kestrel Parkway might be a cheaper option than a bridge in the Bear Creek flood plain. A re-look at all of the fire hydrants capacity on the south side of Bear Creek needs to be made.

One last point: **INTERSTATE ACCESS ACROSS BEAR CREEK:**

Per the Transportation Commission Meeting minutes of 1/23/14: ODOTS Transportation Planning Analysis Unit (TPAU) modeled the E. Nevada Bridge to show it's benefit to the STATE system and as well as a beneficial East/West local connection. Modeling showed the connection provides a reduction of traffic on N. Main as well as a bypass route for the INTERSTATE.

Taking on a commitment to provide a bypass for interstate traffic onto a very deep hole floodplain AND narrow, steep and curvy streets really needs to be carefully thought through. The current alternate INTERSTATE BYPASS is really Valley View, to eagle Mill, to Oak, to Hersey, to N. Mountain, to East Main. East Nevada does not enter into it. Old outdated route map designations need to be updated periodically for environmental impacts and physical "on the ground realities" of incremental approved development. East Nevada between Oak and N. Mountain Ave, is no longer an alternate to downtown traffic reduction. Any traffic study that finds otherwise needs to have its algorithms checked. All of these PURPOSE & NEEDS alternatives have many more options.

My "Risk/Benefit" analysis shows there is "RISK" in adding a vehicle bridge over East Nevada at Bear Creek with no "Benefit".

Best Regards

Ted Hall PE

210 East Nevada / 408 839-3230



CC: Mike Faught, Scott Fleury, Dave Kanner, Ashland Daily Tidings

May 6, 2016; revised May 31, 2016

Mike Faught
City of Ashland
Public Works Director
20 E. Main Street
Ashland, Oregon 97520
faughtm@ashland.or.us

Re: Citizens Against Unnecessary Spending on East Nevada (CAUSE)

Ted Hall is a registered professional engineer who's spent 45 years in the transportation industry. He has been involved in the design and management of over 20 Billion dollars in transportation projects during his career, the latest being the 11.5 Billion Bay Area Seismic Retrofit Program in the San Francisco area, which included a new 6.5 Billion dollar new San Francisco/Oakland Bay Bridge east span. He currently works for the engineering firm Mott Macdonald with offices in Portland and around the world.

Dear Mr. Faught,

This letter is in reference to the "options" of the East Nevada Bridge Project.

First, the options shown all provide vehicle access across Bear Creek into East Nevada, which is a neighborhood street. A true list of options would have included non-vehicular access alternatives. When planning street layout and traffic calming features, cities try to prevent the cut through of neighborhood streets. In this current plan, the opposite seems to be underway.

Figure #1 on the following page, shows the traffic flow "square" that straddles Bear Creek. The arrows show entrance and exit points to the four corners of the traffic square that provide this segment of a local neighborhood street access in all directions. One gets in or out of this traffic square either by Eagle Mill Rd. from Oak St. Eagle Mill Rd. from Mountain Ave. or Hersey Blvd. via Oak St. or Mountain Ave. Notice one does not enter or leave this traffic square by way of East Nevada. East Nevada does not figure in the access in or out of this area of Ashland. An expensive bridge on a neighborhood street is not justified and would provide no change in access. The proposed East Nevada Bridge, for vehicles, would be a land-locked proverbial "Bridge to Nowhere" and would create a neighborhood cut-through problem.

Increasing safe pedestrian/bike paths in neighborhoods is an improvement. Providing increased vehicular traffic into neighborhoods is not. Example: High quality-of-life neighborhoods around the country look for opportunities to eliminate cut-throughs. They employ cul-de-sacs, block streets so cars can't travel through, making it safer for neighborhood

residents, their children and animals. This is what provides the high quality of life in these neighborhoods.

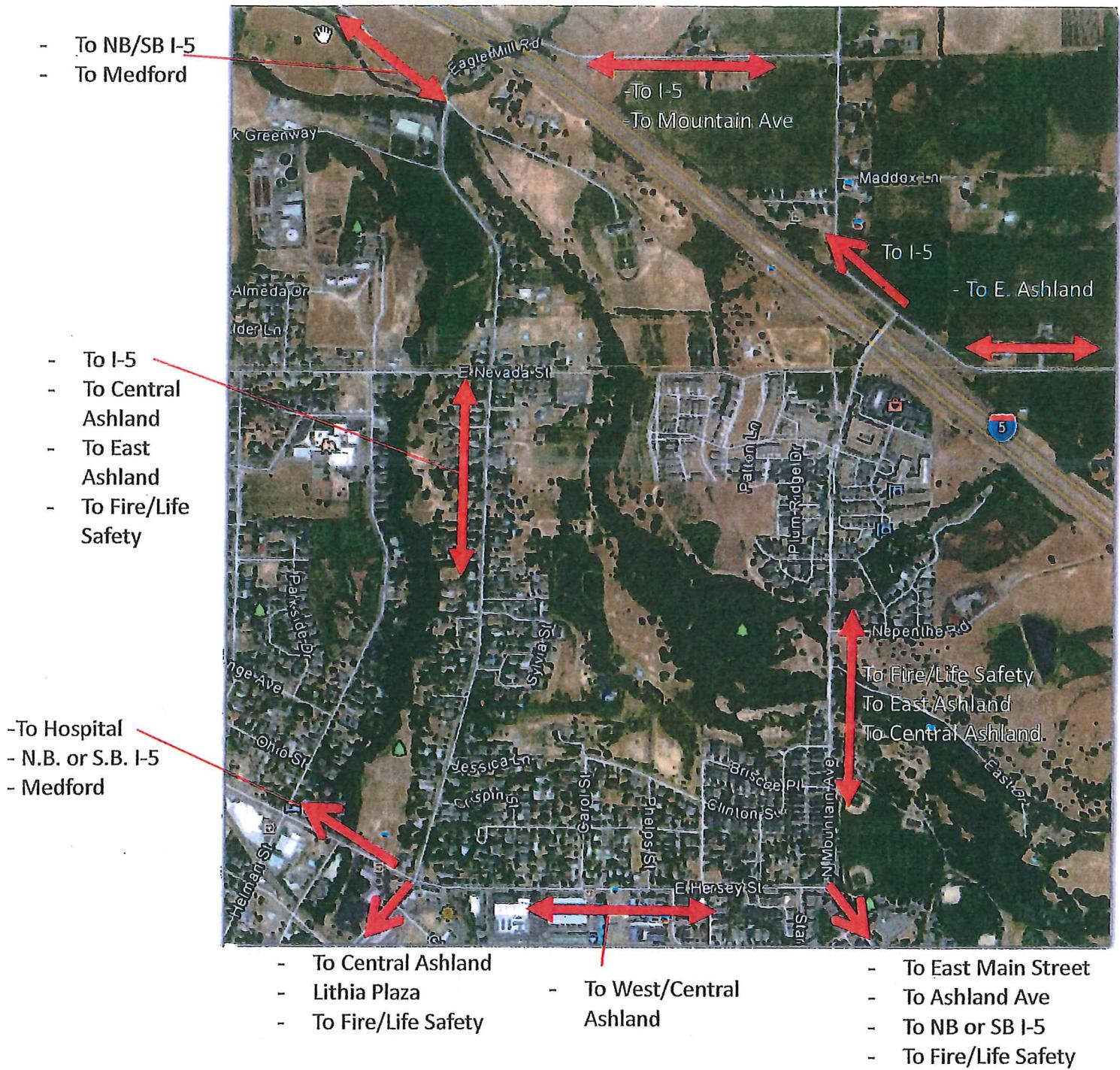


Figure 1 – Traffic Square – East Nevada Traffic Envelope

The bridge would serve as a “cut-through” to one of the four corners of the traffic square shown in **Figure #1**. Cut-throughs allow people from one residential neighborhood to cut through another residential neighborhood to a point they already have access to, with a perceived savings in trip time, though there isn’t any actual trip-time savings.

Cities normally spend local dollars to eliminate cut-throughs. In this case, the city of Ashland is proposing to create one.

Let’s examine reasons that benefits the common good that might justify an expense of local dollars in this specific case. Usually those reasons would be, fire/life safety access, traffic mitigation, or increased necessary access.

Fire life safety: The west side of Bear Creek, the traffic square provides fire/life safety access. Direct access up Oak and Mountain Ave. to Hersey to the Hospital is already in place. In addition, fire stations and paramedics on Hersey would choose either Oak St. or Mountain Ave. as their preferred route of choice. Likewise, police vehicles from the station on East Main would either go down Mountain Ave. or Oak St., depending on the address they need to reach.

If for emergency access reasons, an approach to the south side of Bear Creek, below the neighborhood were to be judged of value, a much lower cost one-lane fire-life safety bridge might be justified to be used in case of emergencies. Various alternatives for such structures would need to be studied, including at-grade crossings.

The above traffic square reality is presented here so that the next statement has a technically based context:

Spending taxpayer dollars for a neighborhood “cut thru” scenario/option is universally bad policy everywhere in situations like this even if there is a derived compelling benefit. In the case of this East Nevada segment it makes no sense because there is no derived benefit. There is additionally no rationale for endangering and inconveniencing tranquil neighborhoods for the many location specific reasons detailed below. When eminent domain or public funds are used to build public access, there has to be a compelling benefit for the common good of the vast majority of the residents. In this case, because of the traffic envelope reality, there is absolutely no benefit or justification for building an expensive bridge for vehicular traffic in the middle of a local neighborhood street (that is not an “extension”. It would be a “connecting link”).

Reasons why local neighborhoods would be impacted:

- There are some severe dog-leg turns on the east side of Bear Creek making it unrealistic to have through traffic. There would have to be additional dollars spent to straighten the roads, which will involve the taking of land.
- There is parking on one side of the road on the east side of East Nevada. The roads will have to be widened or will take all street parking away.

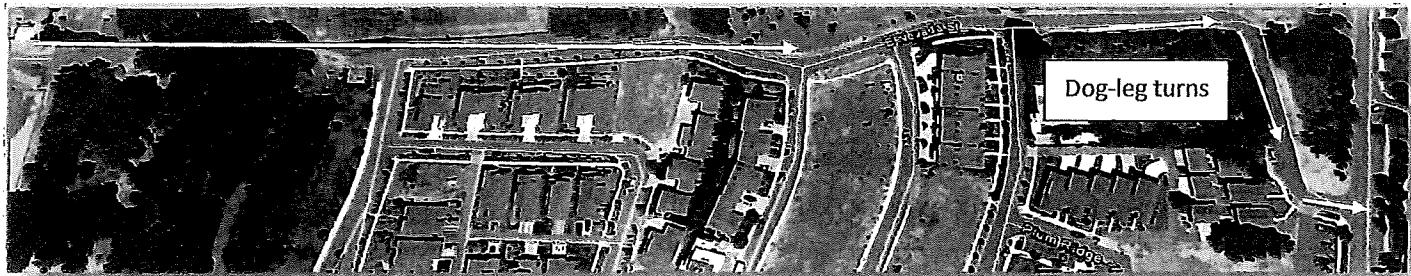


Figure 2 - Dog Leg Turns

- Many of the westbound vehicles introduced onto East Nevada will cut through Helman St. and Laurel St. to get to Hersey St. and Main St.
- Adding bridge piers in the creek could create choke points to water flow that could eventually lead to flooding and unnecessary maintenance costs.
- Bridges cause attractive nuisances (i.e. homeless searching for shelter).

Just because you have a grant, doesn't mean you need to spend it unnecessarily.

Spend the money on a bicycle/pedestrian bridge on East Nevada - and for vehicles, build on-ramps and off-ramps to and from I-5 at the overpass of North Mountain Ave. as described in the next section.



Figure 3 - Narrow Roads

Project Alternative That makes sense for the majority of Ashland residents as well as visitors to Ashland:

Let's examine an alternative that would benefit the majority of the residents of Ashland and its visitors.

Traffic on Main St. is currently forced to cut through downtown to get to either freeway access points north or south of Ashland. We could spend money on a project that would benefit Ashland and reduce traffic flowing through town. That project would be to put a two quadrant interchange at the southeast corner of the transportation box diagram in Figure #4 below.

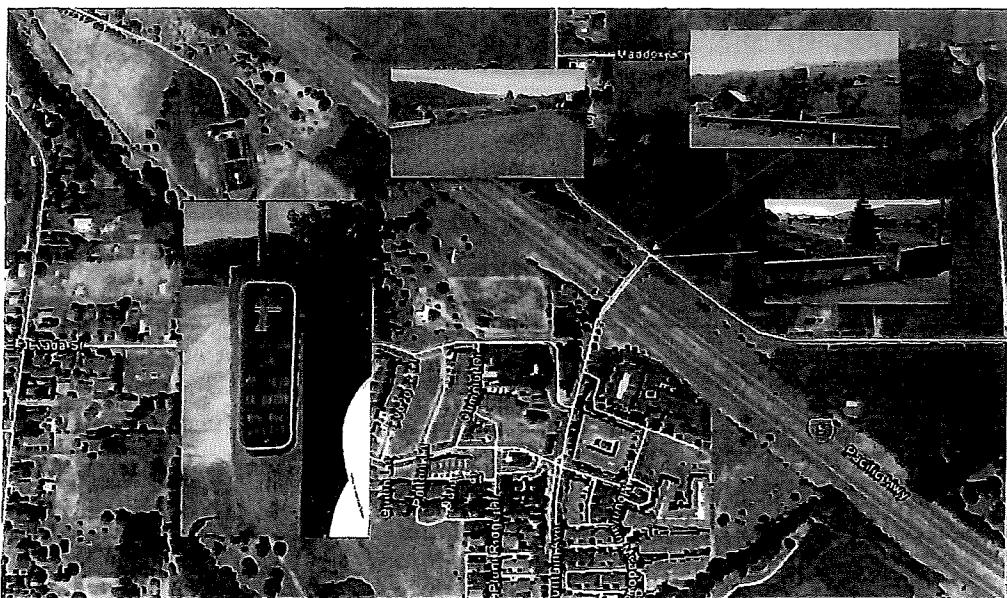
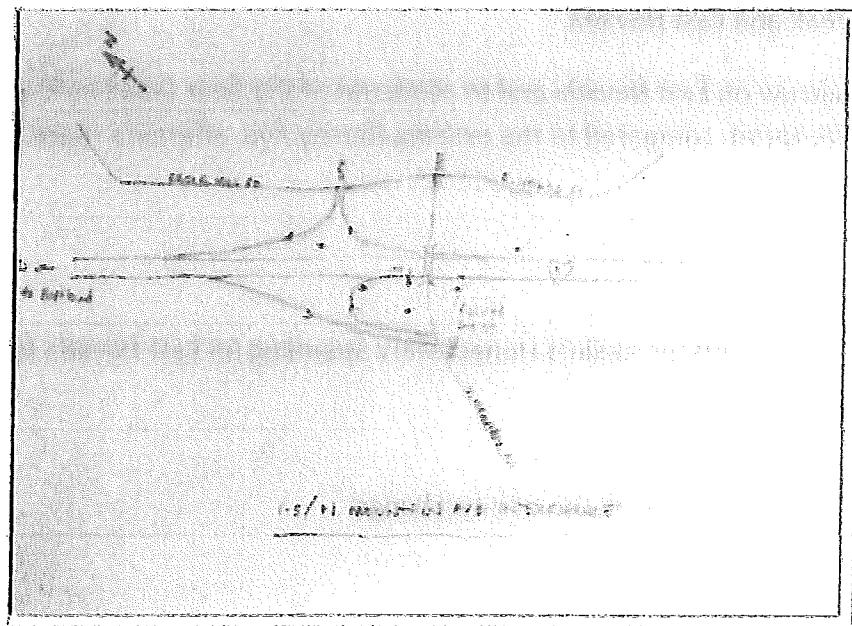


Figure 4 - Possible Two Quadrant Interchange at North Mountain Avenue and I-5 – See Sketch Below



A bridge replacement of the Mountain Ave. overcrossing of I-5 and placement there of a two quadrant interchange with on-ramps and off-ramps to I-5 at that location would drain much of the present downtown cut-through traffic that is forced to go through central Ashland to get to I-5, or the present alternative route through Hersey.

An interchange at Mountain Ave. (see **Figure 4**) would be a tremendous benefit to the city of Ashland, its residents, and visitors. Those vehicle trips from south to central Ashland wanting to go to Medford Costco would no longer have to use Lithia Way and West Main St. Those vehicle trips originating in central and West Ashland wanting to access southeast Ashland would no longer have to use Main, East Main and Ashland Ave. The Mountain Ave. on-ramps and off-ramps would drain much of central Ashland's traffic. Please take into consideration the alternative presented. We can't accept spending tax payer's money on a bridge project that has no benefit. It would endanger those living near the creek, would expose residents and children to unnecessary traffic, and would take land from those living on East Nevada Street. This could be a more expensive alternative, but would solve the downtown traffic issue. A bridge over East Nevada will not solve the downtown traffic issue.

Let's also be clear, there is already a current alternative route around downtown, as follows:

- Valley View I-5 Interchange to Eagle Mill Road
- Eagle Mill Road to Oak Street
- Oak Street to Hersey Ave.
- Hersey Ave. to North Mountain Ave.
- North Ave to East Main

East Nevada does not enter to an alternative route discussion, even if there were a vehicle bridge at Bear Creek and East Nevada.

The streets are narrow on East Nevada and to climb out of the Bear Creek hole would cause a horrible carbon footprint, compared to the existing Hersey Ave. alternate route.

Sincerely,

Ted S. Hall, PE - for the Citizens Against Unnecessary Spending on East Nevada (CAUSE)
Ted.hall@mottmac.com
408.839.3230

Attachments: Zoomed in Google Photo of Interchange



Figure 5 - Zoomed in Google Earth Pic of Figure 4

DATE: October 27, 2016
TO: Ashland Transportation Commission
CC: Mayor & Council, Planning Commission,
City staff personnel Michael Faught, Bill Molnar and Scott Fleury
FROM: Bob Alessandrelli, President, McCall Condo Association, Ashland
RE: Reply to August 29, 2016 Kim Parducci's
McCall Dr. Extension Study/Report

On May 26, 2016, I came before Ashland's Transportation Commission on behalf of the McCall Condo Association regarding the proposed extension of McCall Dr. Our owners and residents are opposed to this extension due to safety that will be impacted because of any increased traffic if McCall Dr. is changed from a dead end to a thruway. This Commission requested that a traffic engineer review this and provide a report, for which we are appreciative.

Below is this engineer's report, dated August 29, 2016 and submitted by Kim Parducci. Our Association's reply to her study is in blue immediately following each of the engineer's comments:

- McCall Drive is a narrow, 22-foot wide, two-lane facility that provides access to Clay Street for commercial and residential users. It is approximately 800 feet in length and has no on-street parking.

The fact that McCall Drive is narrow is a major part of our Association's safety concern. The two photos on page 3 show one particular problem, the sharp, narrow turn halfway thru the street. Notice how tight this turn is now. This road is only used by McCall Condo residents and guests who are familiar with the narrow street. Thru traffic drivers may not be familiar with this sharp, narrow turn and we fear that accidents may occur. The photos were taken by two owners, one who owns a small car while the other owns a pick-up. Think how tight this would be if one of the cars wasn't a small VW bug!

The engineer's report correctly states that there is no on-street parking, but you'll notice on the map on page 4 that there are a total of SEVEN areas of access to McCall Dr. from three garage areas (for a total of 32 vehicles) and four general parking areas. Thru traffic will have to contend with this many egress areas in the short 800-foot length of road. Extending McCall is a recipe for accidents.

- The City's Transportation System Plan (TSP) has an identified project (R23 on Figure 10-3 and described in Table 10-3) to construct a new roadway from McCall Drive to Engle Street, but there is no timeline for when this will occur because it is developer driven.

Our Association has researched this proposed project and is aware that there is no timeline. Whether an extension happens next year or three or five years from now is not the issue. Safety concerns will remain as McCall Drive is simply too narrow with too many egress areas to be made a thruway.

We have been told that an update to the City's Transportation System Plan (TSP) is planned to commence within 12-18 months with another 12-18 months after that until it is completed. Our Association plans to be a part of this and is hopeful that we can get this extension eliminated from any future plan. But, as noted above, this extension is developer driven, meaning that if the City sells the parcel on Villard St. to develop additional low income housing (the current plan), this extension could be required of the developer by the City before the TSP is revised.

- In looking at the planned connection, it is our opinion that the new roadway will likely be used more by residents living in the condominiums along the north section of McCall Drive who are going to or coming from the north on Clay Street. It is less likely to be used as a cut-through route for residents to the north because of its narrow width and sharp turns that make it a slower route alternative.

No one can say who will use McCall Drive if it is extended but speaking with the full support of the McCall Condo Association, I can state that **McCALL OWNERS AND RESIDENTS DO NOT WANT McCALL DRIVE EXTENDED**. If anyone in Ashland cares about residents' views, please read and heed. **WE DO NOT WANT OUR ROAD EXTENDED AND ARE CONCERNED ABOUT INCREASED TRAFFIC AND SAFETY**. Put another way, if you build it, we will *not* come (and use it.)

A more likely source of vehicle traffic could come from Villard and Eagle Streets' residents who could use a McCall Dr. "shortcut" to access shopping at Albertson's, Rite Aid, etc.

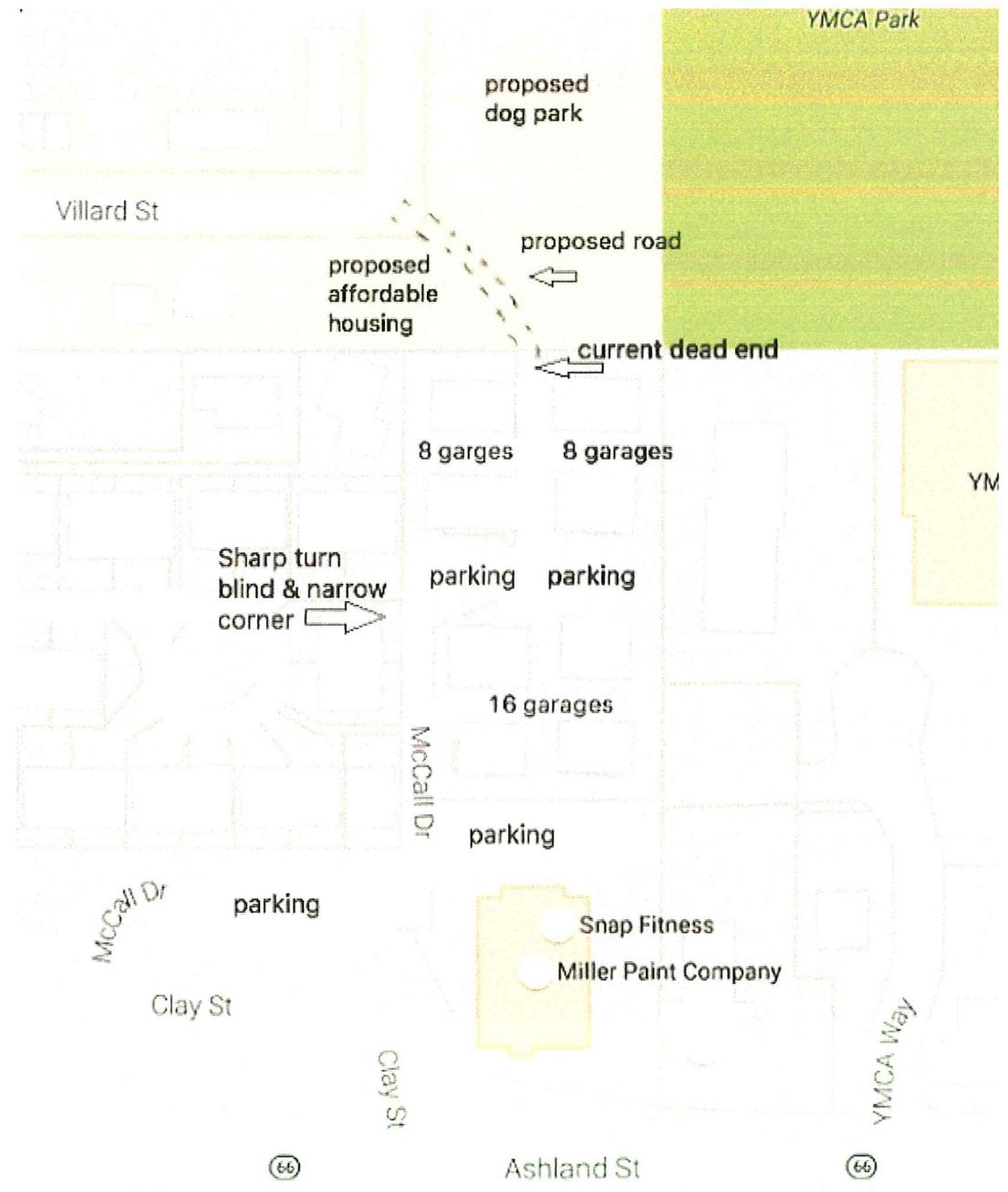
In addition, our Association has major concerns that people visiting the proposed dog park will use the roadway to our homes. We are also concerned that dog park visitors may elect to use our parking area, which is already limited. As a small condo complex we certainly don't have any enforcement to patrol non-resident parking.

Please take note that the engineer herself describes McCall Drive as having a "narrow width and sharp turns." Which proves our point that this street should not be a thruway.

Based on our findings, we do not see any reason to amend the City's TSP to remove the planned project. However, at such time that development occurs and a connection is made to the existing McCall Drive, it is our recommendation that traffic volumes on the existing section of McCall Drive should be monitored and addressed if necessary to ensure that volumes are not becoming excessive or creating an unsafe situation.

City authorities have a chance to be *proactive* rather than *reactive* in this case. Nobody should spend time and money—and a developer's money is just as important as City funds and should be respected—to construct something that is already perceived as undesirable by the residents that are "expected" to use it. Two City staffers have stated that stanchions will/could be placed if traffic and safety becomes an issue. It's much smarter to not build this extension if there is already a discussion of turning McCall Drive back to a dead end once—not if—issues of safety and traffic become obvious.





RLA

BOB ALESSANDRELLI
775.848.6028
RLA921@hotmail.com

I want to repeat myself.

The city's high GHG numbers are due in part to gasoline emissions.

In the US 61% of GHG emissions come from passenger cars and light duty trucks

Passenger cars travel over 2,072,071 miles a year.

Did you know that

Paris has prohibited cars registered before 1997 from operating on streets weekdays from 8am-8 pm. By 2020 all diesels maybe banned in Paris.

SOU gave a report regarding their sustainability achievements to the conservation commission. The CC was informed it is difficult to obtain a GOLD LEED standing because of our local transportation situation.

All we want right now is an electric trolley-one that circulates from one end of the city to the other.



Climate and Energy Action Plan

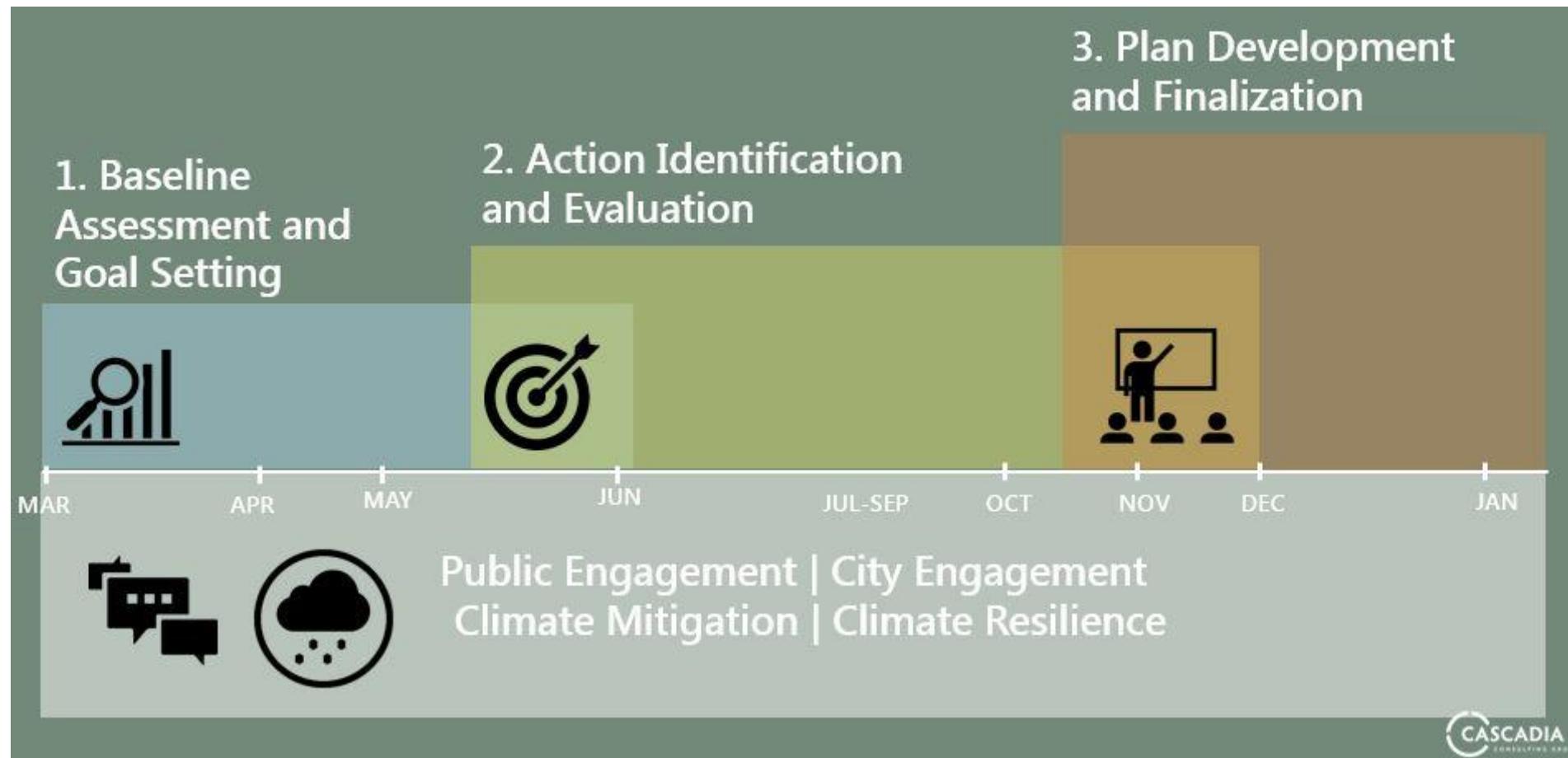
PROGRESS UPDATE TO TRANSPORTATION COMMISSION– OCTOBER 2016



Ad-hoc Committee – Scope of Work

- Develop a set of recommendations to protect people and resources from the ongoing impacts of climate change
- The draft plan shall include targets and strategies to reduce greenhouse gas emissions in Ashland
- Targets and strategies shall consider cost, feasibility, community acceptance and likelihood of success, with emphasis on voluntary measures for community action
- Plan shall include specific, measurable actions that citizens and local businesses and institutions can undertake upon adoption of the plan

Project Timelines and Meeting Highlights



Project Timelines and Meeting Highlights

Ad-Hoc Committee Actions	Date
Review/Edit Consultant RFP	Oct-Dec 2015
Review bids>Select Consultant	Dec-Jan 2016
Review GHG Inventory	Feb 2016
Review Public Involvement Plan	March 2016
Held Open House #1 and Online Survey	May 2016
Committee/City Staff Workshop #1	May 2016
Develop Vision, Goals & Targets	March –July 2016

Project Consultant

Cascadia Consulting Group

- Climate, Sustainability and Environmental consulting since 1993
- Experience with public, institutional, corporate and non-profit clients
- Project Lead - Andrea Martin
- Project Team
 - Oregon Climate Change Research Institute at OSU
 - Jeff Golden - Golden Communications, Ashland
 - Jill Simmons, former director of Seattle's Office of Sustainability/Environment
 - Dave Van't Hof, sustainability advisor to former Oregon Governor Kulongoski

Local Data and Public Input



Greenhouse Gas Inventory
Community and City Operations
Results, Analysis and Recommendations



CITY OF ASHLAND, OREGON

Climate Trends & Projections

FINAL REPORT
AUGUST 22, 2016

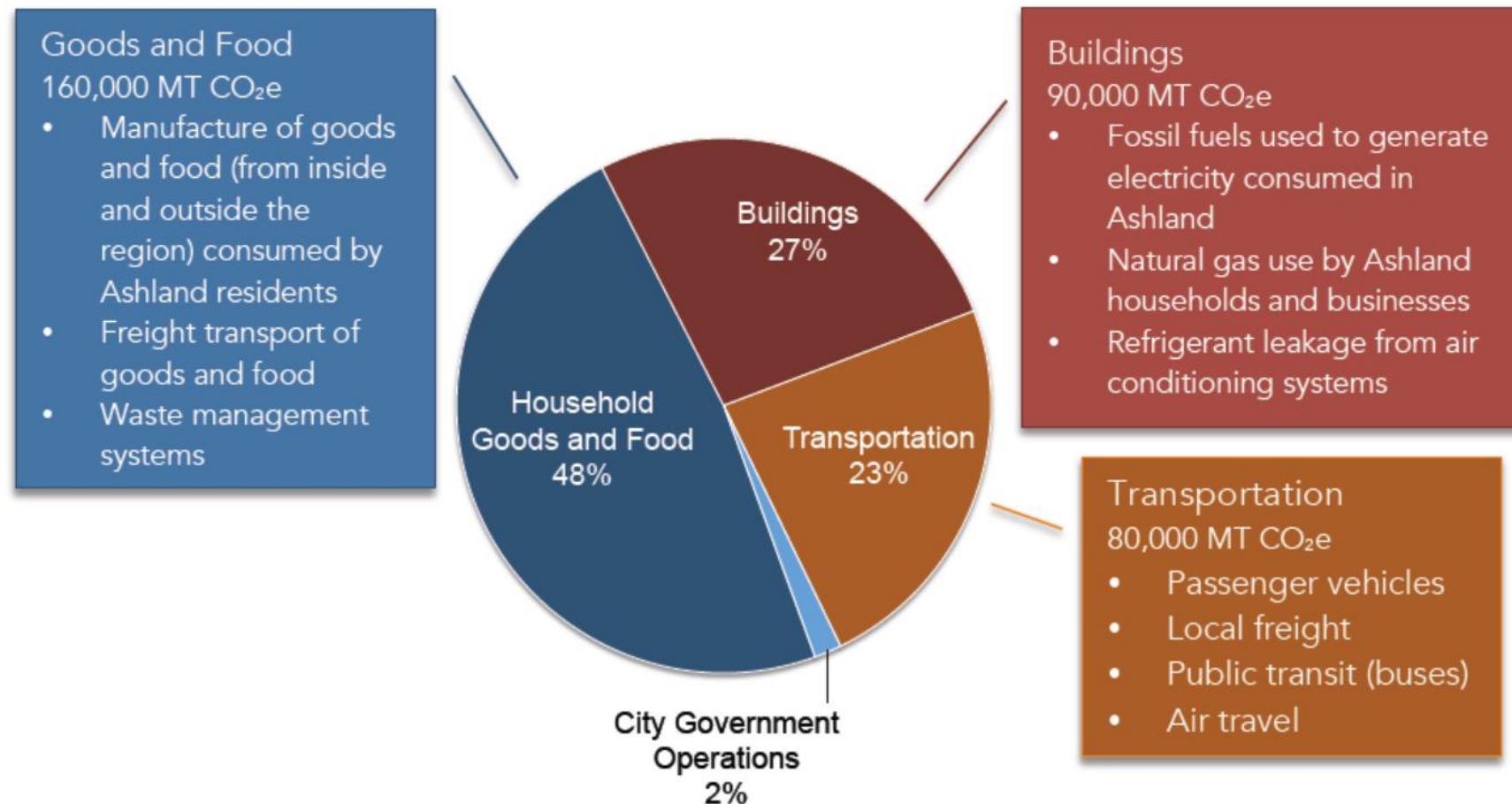


**Climate and Energy Action Plan:
Baseline Public Input Summary**

Cascadia Consulting Group
June 2016
[DRAFT]

CITY OF
ASHLAND

Green House Gas (GHG) Inventory



Climate Trends and Analysis



Temperature Increase and Extreme Heat

+8°F
increase
in average
temperature

+12°F
increase in
the hottest day
of the year

+90
more days
a year of
warm spells



Wildfire Risk

IN WESTERN US:

+30%
increase in
probability of
large wildfires**

IN WESTERN WA & OR:

-40 year
decrease in average
time between fires***

Increased burn acreage



Heavy Rainfall and Drought Risk

+1 day
increase in
days with more
than 20 mm of
precipitation*

+1 in
increase
rainfall during
the heaviest
rain days*

+6 day
increase
in the
longest dry
spells*

More winter precipitation

*Some models show decreases



Changes to Snowpack and Water Availability

IN THE MIDDLE ROGUE SUBBASIN:
-86%
decline in April 1
snowpack

More precipitation
as rain instead of snow
Earlier spring snowmelt
Higher winter streamflow
Lower summer streamflow

**Stavros, Abatzoglou, Larkin, McKenzie, & Steel, 2014

*** Sheehan, Bachelet, & Ferschweiler, 2015

Public Open House #1 (May 24, 2016)

Overarching Trends

- The Ashland public sees a **strong need for ambitious action**—such as reaching a carbon neutrality or 100% renewable goal—and would like to see the community held accountable through an **ordinance**.
- **Water availability** is a top concern among climate change impacts, and **energy** and **transportation** are highest priority sectors for reducing emissions.
- The most commonly cited priority actions include enhanced **bike lanes and public transit, renewable energy requirements and incentive programs, public education and outreach, and water conservation programs**.
- Attendees noted a need for **diversity** and engagement of **vulnerable populations** in the public involvement process.

Preliminary Goal and Target

- Climate and Energy Action Plan is built to achieve a desired outcome (Goal/Target)
- Actions support and accomplish year over year progress towards goal/target
- Goal/target to be reviewed on five year cycles beginning in 2022 (5 yrs from plan adoption)

Preliminary plan goal and target:

Be a carbon neutral community by 2047

(Using a sector based calculation methodology)

(30 yrs from plan adoption)

Preliminary Goal and Target

- Climate and Energy Action Plan is built to achieve a desired outcome (Goal/Target)
- Goal/target to be reviewed on THREE year cycles beginning in 2020 (3 yrs from plan adoption)

Preliminary plan goal and target:

8% carbon reduction annually to reach science based target of Ashland's per capita share to achieve 350 ppm of total atmospheric cGHG by 2100

City Operations Goals/Targets

- A subset of the overall plan goal and target
- While City operations GHG contributes approximately 2% to total community GHG emissions, mitigation goals/targets demonstrates City leadership
- Many mitigation strategies result in a positive return on investment resulting in lower operating costs(reduced fuel, electricity purchases, etc)

Preliminary plan goal and target:

- City Operations Carbon Neutral by 2047
- City Operations fossil fuel reductions of 50% by 2030 and 100% by 2050

Ordinance Considerations

- Committee is recommending that both the community and City Operations carbon reduction goal and target be adopted by Ordinance
- Recommended Timing of ordinance request being considered:
 - Before draft plan presentation/adoption by Council
 - As first implementing action after plan adoption

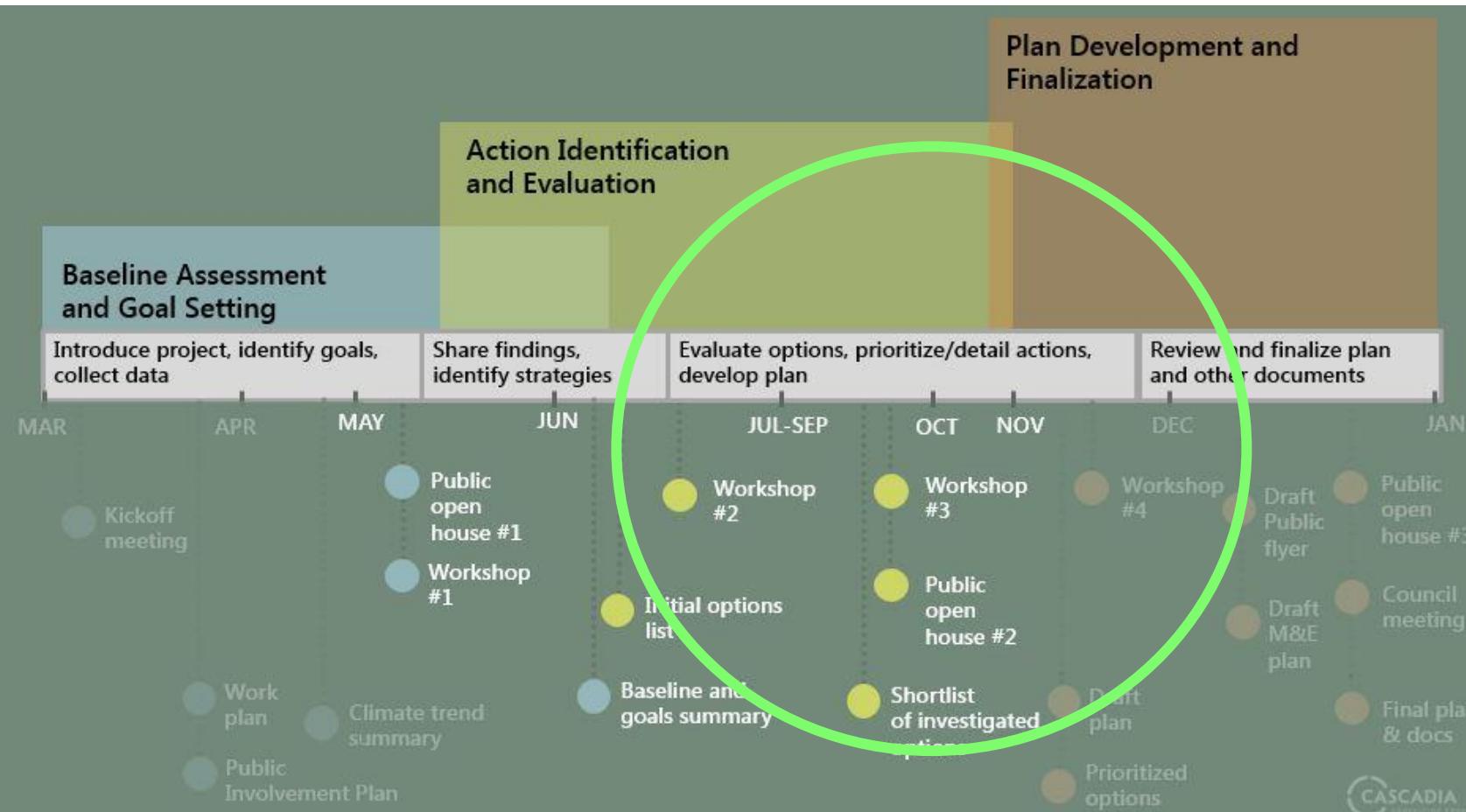
Plan Format

- All calculations for goals/targets, emission reductions, progress towards targets will utilize a base year of **2015** – Most current and complete data
- Intermediate plan targets will be set and scheduled on ~~five~~ **three** year increments from the date of plan adoption (~~2022, 2027, 2032, 203, 2042, 2047~~)
- Plan will contain a regular reporting schedule (likely annual) and protocol for consistent tracking of progress at the individual action level, by focus area and overall
- Plan will identify actions by focus area, action type (policy, City Ops, community, etc), lead entity and by implementation timing (short, mid, long)

Plan Focus Areas

- Buildings and Energy
- Urban Form, Land use and Transportation
- Consumption and Materials Management
- Health and Social Systems
- Natural Systems

Next Steps



Upcoming Committee Tasks

- Ordinance Discussion
- Consumption related goal/target Discussion
- Evaluate Potential Actions
- Adaptation Strategies
- More public input – Open House #2, online survey, etc

Sector Based vs. Consumption Based

Sector based Methodology

- Includes local emissions from building energy uses, transportation energy use, methane emissions from waste and fugitive leakage of refrigerants

Consumption based Methodology

- Includes all sector based emissions but also includes emissions generated outside of the community from the production of the goods, foods and services consumed by Ashland residents



Community Action Impact

The community has greater control over the sector-based emissions sources, as well as better data, which is why these emissions are typically the primary accounting methodology used to set emissions mitigation goals.

While the community does not control the means of production for the majority of goods, foods, and services it consumes, there is local control and choice in the quantity of demand, types of products and vendors who supply the products.

Aaron Toney, Good Company, Ashland GHG Inventory February 2016

Carbon Offsets as a Mitigation Strategy

Carbon Offset Defined:

A unit of carbon dioxide-equivalent (CO₂e) that is reduced, avoided or sequestered to compensate for emissions occurring elsewhere (World Resources Institute)

Practical Use and Benefit:

Offsets can be purchased on a verified market as a replacement or augmentation to direct local actions that mitigate (reduce) the total carbon emissions calculated through the accepted protocol used in the 2016 GHG Inventory.

- Cost of offsets vary by:
 - Category (biomass, land-use, forest, etc)
 - Desired co-benefits
 - Regulatory influences
 - Supply & Demand

To: The City of Ashland Transportation Commission

Subject: Glenview Drive, Ashland Oregon

Date: October 27, 2016

Glenview drive is a multi-use scenic historical road that most of its 1 1/4 mile trek runs above and parallel with Lithia Park and Lithia Creek. It is located in the Siskiyou-Hargadine Historic District. When you walk along Glenview drive you will quickly notice that this road is not your typical residential street in Ashland that mainly is being occupied and devoted for the purpose of auto transportation. While traversing Glenview you will become aware that this road is being served by avid walkers, young and old, joggers, bike riders, and autos. Though Glenview drive is designated as a multi-use road, it is void of any traffic sign instructions regarding safety and protection for those doing these routine activities. Because of the absence of a well thought out and executed plan of traffic control protection, coupled with traffic signs in place that communicate that objective, the City is putting the public's safety and health at risk.

Proposal that the City of Ashland do the following:

1. Change the speed limit from 25MPH to 15MPH on Glenview Drive for public safety, explained below in detail.
2. Install traffic signs that communicate that the new speed limit is 15MPH and place signs that would display that Glenview Drive is a shared multi-use pathway that shows autos need to yield to pedestrians and bike riders. To also install "slow down road curves ahead" traffic signs at appropriate hazardous turns that exist on Glenview drive.
3. Place traffic signs that communicate "Extreme Dust-Please Slow Down".

Explanation for the above requests is as follows:

1. A Matter of Public Safety:

This proposal brings to attention and puts on notice the leaders of the City of Ashland that the current speed limit of 25MPH is a traffic hazard. It is putting people at risk of injury particularly pedestrians, bike riders, and operators of motor vehicles. And it puts the City on notice that the current complete absence of any safety traffic sign guidelines on Glenview drive is an accident waiting to happen again. Without additional signage the City of Ashland hence tax payers are a target for a liability lawsuit.

Glenview drive is a historical scenic dirt road that has been designated as a shared pathway. It is void of any traffic improvements whatsoever such as traffic signs, sidewalks for pedestrians, or designated pathways for runners and bikers. But the complete absence of any visible traffic control guidelines is a public safety hazard. With very little public and governmental engaging dialogue about Glenview's unique situation along with the complete absence of a well planned execution of traffic control prevention with remedies. It is time for action.

Here is an example: My wife Susan, her brother Ken, and I were walking on this road. All of a sudden a truck appeared from around a curve racing right at us. We, while in a state of panic,

started waving our arms as we all rushed to the side of the road to escape injury. The person who was driving this truck slammed on his brakes with dust flying everywhere, came to a stop, and started yelling at us as if we were the problem for walking in front of where he was driving! We couldn't believe what we were hearing. He was right. Based on current Ashland law and the lack of any visible traffic guidelines, we were the ones causing this problem that arose. This was and is a hazard!

Here is another example: On the morning of December 22, 2012 Police Sergeant Bob Smith knocked on our door and asked me if I was aware that a car slid over Glenview drive above us and went down the hillside and crashed and lodged itself into our backyard hillside fence. We then both walked over to take a look at this and I was in absolute shock at what I saw. I saw my reinforced wire wood framed fence smashed with a car wedged and suspended into it. Besides the fence being knocked back three feet, the heavy gauge wires were snapped and severed everywhere. There were enough left that held back this car from flipping down the hillside and possibly smashing through the roof of a house on Fork street. From what I was told, there were four young adults in this car. Besides bringing to your attention the danger that occurred to these four young adults, this example brings to your attention the safety concerns of all people using Glenview drive. (A photograph of this accident that was taken from our backyard deck is submitted along with this proposal).

I am asking this commission to get in front of a possible serious causality that may eventually happen on this street. Help us stop such devastation from occurring in and to our community. We can be proactive regarding this or reactive similar to what motivated the City of Ashland to make changes with the pedestrian walkways in front of SOU after a student was killed while crossing the street. We can learn from our mistakes or we can get in front of a mistake and avoid these tragedies from eventually happening.

I recently spoke to Sergeant Bob Smith on September 3rd 2016 regarding this proposal. Sergeant Smith's words mirror this sentiment when he said to me, "I have seen cars and trucks that have gone over the hillside on Glenview drive and thankfully so far no one has experienced a serious injury but it is just a matter of time when it will happen." He also said that this proposal makes for good traffic control and prevention common sense.

Please consider our proactive proposal.

2. A Matter of Public Health:

When walking on Glenview drive we at times have to put a scarf over our mouths in preparation for a dust storm that will come from autos traveling too fast (25mph) on this road. This dust entering into our lungs is an everyday common experience on Glenview drive.

I wish I had a video of the expressions on people's faces when I approached them on Glenview drive and asked them if they would sign the petition for cars to slow down to lessen the extreme dust. Ninety eight percent of them signed the petition. The few that didn't sign were in fear of a government overreach or wanted the wild old west feeling to remain.

Besides the dangers of what may exist in the organic matter of road dust like crystalline silica, oxides of silicon, aluminum, iron, calcium, and possible traces of asbestos fibers, which is only a partial list, many other compounds exist in road particles that can go airborne and lodge into our lungs: exhaust gas and other petroleum derivatives, disease spores, animal fecal and urea,

dangerous chemicals, pollens, particles from tires, and bacteria from decomposed animal carcasses. Rising dust from the street is clearly a public health issue. Lowering the speed limit can make a difference in the dust.

Referring to many national studies conducted, the California Air Resources Board stated that about half of what is known as "fugitive dust particles" (by weight) are big particles, larger than 10 microns in diameter (the average human hair is 70 microns in diameter). These larger particles settle out more quickly, on the ground and in the upper airways. However, the other half are particles 10 microns or smaller, or PM10, due to their very small size and weight, PM10 particles can remain airborne for weeks. When inhaled, PM10 particles can travel easily to the deep parts of the lungs and may remain there, causing respiratory illness, lung damage, and even premature death in sensitive individuals.

For an in-depth study with numerous references of national studies conducted on this subject please refer to:

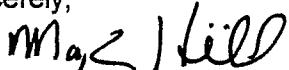
<https://www.dri.edu/images/stories/editors/eafeditor/WatsonandChow2000EPAFugDust.pdf>

We have a serious public health problem at Glenview drive.

I have conducted road test to see what occurs at what speeds related to road dust going airborne on Glenview drive. At 25MPH it creates a dust storm. At 15 MPH it creates dust in the air that is still intolerable. At 10MPH the dust is tolerable and a good compromise speed limit for auto drivers that are trying to get to where they are headed. So with a 15MPH speed limit and traffic signs that say to slow down extreme dust, this hopefully can bring about a reduction of this public health hazard from occurring on Glenview drive.

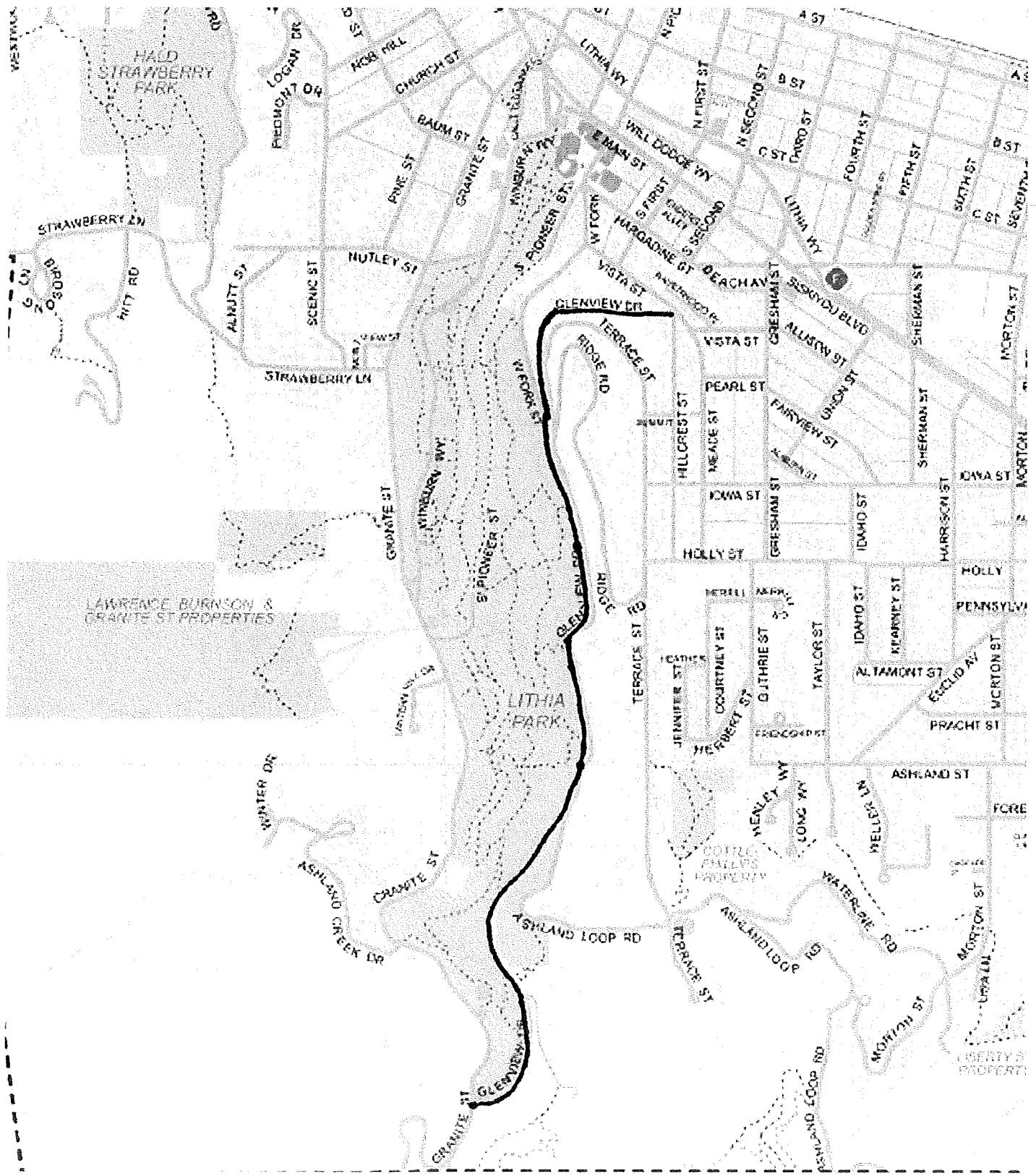
We appreciate your time and effort in considering our proposal.

Sincerely,



Mark Hill
201 Glenview dr.
Ashland, Oregon
541-261-4711
hillfam2000@gmail.com

Map of Glenview Dr., Ashland





Petition to Action

Petition Summary: Glenview Drive, Ashland Oregon. To change the speed limit from 25MPH to 15MPH. To have the proper traffic signs that communicate that the speed limit is 15MPH. Additionally, signs that communicate that Glenview dr. is a shared multi-use pathway and that autos need to yield to pedestrians and bike riders. To have signs to indicate to slow down at appropriate blindsided curves, and signs that communicate "Extreme Dust".

Action Petitioned for: We the undersigned are concerned citizens who strongly urge our leaders to act now on this plan of action that is an urgent matter of public safety and health concerns.

Date	Signature	Printed Name	Address
9/17	Erin Wilder	Erin Wilder	468 Beach St
9/17	Melanie Pisskin	Melanie Pisskin	601 Terrace St Ashland
9/17/16	SB Jiles	IRVING LUBLINER	1351 PONDEROSA DRIVE ASHLAND
"	Richard Stanley	Richard Stanley	4806 Hwy 68 Ashland
"	David Chapman	DAVID CHAPMAN	390 Orchard St Ashland
9-17-16	Betsy Deutsch	Betsy Deutsch	19715 Ashworth Ave W Shoreline WA
"	Mark Deutsch	Mark Deutsch	19715 Ashworth NW; Shoreline, WA
9-17-16	Kay Godwin	Kay Godwin	1508 Oregon St., Ashland
"	Lois Thill	Lois Thill	88 Baum St Ashland
9-17-16	Scott Oda	Scott Oda	167 Garfield St., Ashland
9/17/16	Ed Zobel	Ed Zobel	29 Granite St.
9-17-16	Lori Thomas	Lori Thomas	541 Fairview St. Ashland
9-17-16	John Thomas	John Thomas	541 FAIRVIEW ST. ASHLAND
9-17-16	Connie Rugg	Connie Rugg	302 Spring Street, RC, OR
9/17/16	Stephan Rugg	Stephan Rugg	" " "
9/19/16	Hilene Lubich	Hilene Lubich	2640 Roberts Rd Medford 97504
9/19/16	Siera Stamps	Siera Stamps	2442 Somerset Circle medford, OR
9/20/16	BILL PETROLINE	BILL PETROLINE	250 TIMBERLAKE DR. ASHLAND 97504

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Date	Signature	Printed Name	Address
8/28/16	Jeanne Lau Smith	Jeanne Lau Smith	231 Glenview DR.
09/04/16	Gwen Brown	Gwen Brown	215 Glenview Dr.
09/04/16	Dale Swire	DALE SWIRE	233 Clay St.
9/3/16	Gayle Titus	Gayle Titus	1 Hillcrest St.
9/4/16	J. Seitz	Jennifer Titus	1 Hillcrest st.
9/4/16	Gayle Titus	Geoff Titus	1 Hillcrest st.
9/5/16		Summer Spitjer	Po Box 84 (31161 mt)
9/5/16	Rebecca Doud	Rebecca Doud	3578 Alderwood Dr.
9/5/16	Mary M. Day	Mary M. Day	3578 Alderwood Dr. 97504
9/5/16	Laurie Wald	Laurel Walker	482 ELM ST Phoenix, 97507
9/5/16	Lori Clingsont	Lori Tinsworth	928 Beswick Way Ashland, OR
9/5/16	John Williams	John Williams	125 Scenic Dr, Ashland, OR 97530
9/5/16	Jim Williams	Jim Williams	160 Church St, Ashland, OR 97520
9/5/16	Janesee Williams	Janesee Williams	160 Church St, Ashland, OR 97520
9/5/16	m	Mother shall live	1679 W. 28th Pl, Eugene OR 97405
9/5/16	Carolina Trabucco	Carolina TRABUCCO	1679 W 28 th PL, EUGENE OR
9/5/16	V. Gloria Lu	V. Gloria Lu	406 Iowa St. Ashland OR
9/5/16	Scott Kaiser	Scott Kaiser	345 Iowa St. Ashland

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Date	Signature	Printed Name	Address
9/4/16	Katharine A. Johnson	Katharine A. Johnson	967 Beswick Dr
9/4/16	W. Rens	William Rens	681 A ST ASHLAND
9/4/16	Rebecca Ostrom	Rebecca Ostrom	681 A ST ASHLAND
9/4/16	Linda Craft	Linda Craft	599 Ashland Creek Dr, Ashland
9/4/16	Norton S. Craft	Norton Craft	" " "
9/4/16	John A. Johnson	John A. Johnson	967 Beswick Way
9/4/16	Loris M. Hocaridge	Loris M. Hocaridge	5605 Hwy 66-ASHLAND
9/4/16	RAY Hocaridge	RAY Hocaridge	5605 Hwy 66-ASHLAND
9/4/16	John S. Wicks	Todd Wicks	186 DAWNLIGHT DR, Ashland OR
9/8/16	Susan Fernlund	Susan Fernlund	141 Birdsong Lane Ashland
9/8/16	Lynette Sophie	Lynette Sophie	1519 To Phan Cr. Rd.
	Peggy Newman	Peggy Newman	149 Shennan Dr.
9/10	Darryl Mallory	Darryl Mallory	438 Taylor St. Ashland
9/10	Rick Spratt	Rick Spratt	61 Carrera St, Astoria
9/10	Roger Mueller	Roger Mueller	903 Plum Ridge, Ashland
9/10	Mary Coombs	Mary Coombs	40 N. Mountain Ave
9/10	Marsha Knox	Marsha Knox	243 Meadow Dr. Ashland
9/10	Aspretha Buchanan	Aspretha Buchanan	795 Creek Stone Way

541-261-4711 - Mark

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Date	Signature	Printed Name	Address
9/24/16	michael Nesterly	Michael Nesterly	10001 NE 20 th Bellevue WA 98009
9/24/16	Suzanne Keh	Kimm VIE BROOK	10001 NE 20 th Bellevue WA 98009
1/25/16	S. Dumas	Samuel Dumas	17, Chestnut st. Olympia, WA
9/25/16	RPMChilly	Rebekah McAuley	525 Clinton St. Ashland
1/25/16	Shannon	Shannon Rio	610 Iowa A
9/25/16	Heidi	Heidi Gooley	208 Watson-Law A
9/25/16	M. Schaefer	Mark Schaefer	—
9/25/16	Patrice Fries	Patrice Fries	92 Dewey, Ashland, OR
9/25/16	P. Goulding	Priscilla Goulding	PO Box 19263 Thorne Bay, AK
9/25	Tim Hart	Tim Hart	502 Allison St. Ashland
9/25	Maureen Ireland	Maureen Ireland	370 Hargadine Ashland
9/25	Tracey Howard	Tracey Howard	15 Winburn Way Apt 11 Ashland
9/26	Dave Skeatnik	Dave Skeatnik	2154 Birchwood Ln. Ashland
9/27	Levi Price	Levi Price	2032 Clinton Le.
9/27	Linda Powers	Linda Powers	372 Glenn St. Ashland
"	CINDIA EVERETT	CINDIA EVERETT	140 S. Pioneer St
"	Leanne Price	Leanne Price	469 ALLISON
9/27	Erin Page	Erin Page	157 N. MAIN st.

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Date	Signature	Printed Name	Address
9/20	R. Schröff	Rob Schröff	13770 Antler Ct Bloomington IL 61735
9/20	J. Schröff	Dijon Schröff	13770 Antler CL Bloomington IL 61735
9/20	CARLY LITSINGER	CARLY LITSINGER	309 RAVENWOOD PL, ASHLAND
9/20	O. SULLIVAN	OLIVER SULLIVAN	"
9/20	HARVEY SULLIVAN	HARVEY SULLIVAN	"
9/20	Teresa Webster	Teresa Webster	304 Orange Ave Ashland
9/20	Amy Young	Amy Young	1520 Third St. #2 Ashland
9/20	Fabi Britton	Fabi Britton	2305 Ashland St. Ashland.
9/20	Mona Reeva	Mona Reeva	144 N Dorado Ave Berkeley
9/20	R. McIntosh	R. McIntosh	" " " "
9/20	Catherine Ghidinelli	Catherine Ghidinelli	990 E. Novida St. Ashland OR 97520
9/23	Renee Ordover	Renee Ordover	869 Garden Way Ashland OR
9/23	Joan McBee	Joan McBee	194 Castaline Rd Shady Cove, OR
9/23	Deneice Zevc	Deneice Zevc	2710 Siskiyou Blvd
9/23	Jennifer Joxi	Jennifer Joxi	459 Spruce Pl
9/23	Randy Leidich	Randy Leidich	618 Dakota Ave Medford
9/23	Mary Rydman	Mary Rydman	211 Wightman St
9/24	Lisa Force	Lisa Force	111 Nursery St, Ash 97520

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Date	Signature	Printed Name	Address
9/3/16	Sarah R. Challman	Sarah R. Challman	39 4th St./Ashland OR
9/3/16	M. Gagnon	Mariou Gagnon	341 Ravenwood PL. Ashland OR
9/3/16	Sharon K. Schroer	Sharon K. Schroer	2020 HWY 99 N #975-20
9/4/16	Daniel Sims	Daniel Sims	717 Siskiyou Blvd, Ashland, OR
9/4	Laura Frantz	Laura Frantz	1051 Tolman Creek Rd Ad
9/4	Emma Lof	Emma Frantz	1051 Tolman ck. Rd. Ad.
9/4	Susan Wilken	Susan Wilken	190 Logan Dr.
9/4	Maggie Duvney	Maggie Duvney	930 Beach St
9/4	Lauren Schaff	Lauren Schaff	275 0 hmo
9/4	Michael Whittier	Michael Whittier	5614 Hender 936 GRAVE 25
9/4	Cathhi Lair	Cathhi Lair	960 Wilson Rd. Adm.
9/4	Tony Volksyser	Tony Volksyser	8761 SW 905 Ave PDX
9/4	Lenore Johnson	Lenore Johnson	8761 SW 90th PDX
9/4	Daniel Milan	DANIEL MILAN	335 MENDOSSLOPE TACOMA
9/4/16	Anne Marie O'Shea	Anne Marie O'Shea	125 Almond St. Ashland
9/5/16	Tim Lane	Tim Lane	378 Terrace St.
9/5/16	Elizabeth Lane	Elizabeth Lane	378 Terrace St.
9/5/16	Sam Whitridge	Sam Whitridge	195 Sherman St.

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Date	Signature	Printed Name	Address
9/16/2016	Sandie Lennum in sandie lennum	Sandie Cleunner Danith Hansen	675 W. 270 th St, New Prague MN 7527 Chiang Mai Hwy
9/16/16	Kai Chiquito	Kimberly Chiquito	33 Union St. Ashland
9/16/16	Scott Shreeder	Scott L. Rader	2385 Table Rock Rd #86 Med
9/16/16	Kara King	Kara King	981 Berwick Way, Ashland
9/16/16	John Tyler	JOHN TYLER	1565 OREGON ST #107 Ashland OR 97520
9/16/16	Paul Larson	PAUL LARSON	604 Taylor Ashland 97520
9/16/16	James Meek	James Meek	1552 Woodlawn Dr., Ashland 97520
9/16/16	Kathy Curtis	KATHY CURTIS	19 N Main St
9/16/16	Diane Abdo	Diane Abdo	753 Pennsylvania St
"	Jim Abdo	Jim Abdo	" "
9/17/16	C. McCaffrey	C. McCaffrey	76 Aliola St
9/17/16	Jennifer Young	JENNIFER YOUNG	864 Cypress Park Loop
9/17/16	Rose High	Rose High	2234 Siskyou Blvd #D-39
9/17/16	Mary Wiedmer	MARY WIEDMER	321 Clay St. Ashland Ore
9/17/16	Mark Meadorian	Mark Meadorian	3041 Bryant Rd. Ashland OR 97520
9/17/16	C Adrienne Simon	C Adrienne Simon	1927 Tamarack Place
9/17/16	Carolyn Ryba	Carolyn Ryba	" "

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Date	Signature	Printed Name	Address
8/29/16	Jennifer Longshore	Jennifer Longshore	2729 Clay Creek Wy
8/29/16	Gwen Oaks	Gwen Oaks	292 Terrace St
8/29/16	Tom Oaks	Tom Oaks	" " "
8/29/16	Vanessa Manzano	Vanessa Manzano	393 Courtney St
8/29/16	John Stafford	JOHN STAFFORD	101 GARFIELD St.
8/29/16	Mrs. Borsari	Mrs. Borsari	525 Ast (20mph) <i>W. 15th Brgy limit</i>
8/29/16	Susan Shaffer	Susan Shaffer	286 Morton
8/30/16	Katy Slyt	Katy Slyt	385 Pearl St.
8/30/16	Leslie Ritter-Bogor	Leslie Ritter-Bogor	360 Scenic Dr. Ashland 97520
8/30/16	Diane Hettwer	Diane Hettwer	532 Granite <i>15 MPH card</i>
8/30/16	KayLynne Sherman	KayLynne Sherman	322 Bridge St Ashland
8/30/16	KIRA FERRER	KIRA FERRER	124 Autumn Rd De TACONT
8/30/16	DANAE Muir	DANAE Muir	355 Colver Road Talent
8/30/16	John Gorman	John Gorman	151 Gresham St Ashland
8/31/16	Elizabeth Smith	Elizabeth Smith	175 MEADE ST - ASH
8/31/16	Debra Muir	Debra Muir	485 Iowa St Ashland
8/31/16	Marcus Smith	MARCUS SMITH	175 MEADE ST - ASH.
8/31/16	Diane Puderbaugh	DIANE PUDERBAUGH	1406 Tolman Creek Rd. Ash.

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Date	Signature	Printed Name	Address
Sept 5 2016	Catherine Stump	Cathy Stump	345 Iowa St. Ashland
9/5/16	Diane Berry	Diane Berry	121 Bush St. Ashland
9/5/16	Stephen	Steve Ruhoff	121 Bush St. Ashland
9/6/16	Lance Dill	PAMELA MUREY	2056 Glenview Dr. Ashland
9/6/16	(S. B.)	Sidney B. DeBoer	234 Vista St. Ashland
"	Karen DeBoer	KAREN DEBOER	"
9/6/16	H. Tobler	Heidi Tobler	1820 So. Pacific Trail
9/6/16	M. Moses	Michael Moses	1520 Siskiyou Blvd #206
9/7/16	Mark W. Morris	Mark Morris	32210 Casper Ln. Ashland 97520
9/7/16	Intemporel	Catrina Fischer	Summit. Q. 77707
9/10/16	Steve Wedge	Steve Wedge	300 Tongue, 97007
9/10/16		Jacob Hill	201 Main, El Segundo CA 90245
9/10/16	Laura Hill	Laura Hill	826 Main St El Segundo 90245
9/14/16	Drew P. H.	KAREN L. MIHALJEVIC	808 Pompadour Dr., Ashland 97520
9/14/16	Mike - mrec mihaljevic	mrec mihaljevic	308 Pompadour Dr. Ashland
9/16/16	N. Hislop	Georganne Hislop	1214 oxford way st Kn. Ca. 95204
9/16/16	Reed Clemens	Reed Clemens	New Prague
9/16	Nick Clemens	Nick Clemens	Ashland 472 Miller

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Date	Signature	Printed Name	Address
8/27	Shayne Lill	Shayne Lill	4361 Lennie Way Medford
8/28	N. Allen	Dick Allen	126 S PIONEER ASHLAND
8/28	R Allen	Becky Allen	" "
9/28/16	Pischellor	PAM SCHILLER P.O. BOX 1106, ASHLAND	OR
8/28/16	John Hawn	JoAnn Hawn	375 Ashland Loop Rd.
8/28/16	Lawrence Nagel	Lawrence Nagel	Ashland Loop Rd
8/28/16	Karen Grove	Karen Grove	131 Terrace St Ashland
8/28/16	Rebecca Det	Rebecca Det	143 King St., Ashton WALTERS
8/28	N.B. James	N.B. James	361 Cline St. Ashland OR
8/28	Jean Anne Eisenhauer	Jean Anne Eisenhauer	195 E. Nevada ASHLAND OR
8/28	DAVID Eisenhauer	DAVID Eisenhauer	195 E. Nevada ST ASHLAND
8/28	JENNIE DENNIN	JENNIE DENNIN	838 BLACKBERRY LN ASHLAND
8/28	MICHAEL Bloom	MICHAEL Bloom	724 TERRACE ASHLAND
8/28	J. Taylor	J. Taylor	508 Tucker St ASHLAND
8/28	Wayne Taylor	Wayne Taylor	" "
8/28	LowAnn David	LowAnn David	137 N. MAIN
8/28	Margaret Arndt	Margaret Arndt	4216 Superior Sandpoint ID 83861
8/28	Martin Rubenstein	Martin Rubenstein	"

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Date	Signature	Printed Name	Address
8/27/16	Christina Hill	Christina Hill	4361 Jennie Way, Medford
5/28/16	Will Nueske W/Heckler		1516 Oregon St Ashland
"	Charlotte Nueske	Charlotte Nueske	"
8/28/16	Ashley Attis	Ashley Attis	287 Harrison St.
8/28/16	Juli Spina	Juli Spina	9 11
8/26/16	Christy Lachay	Christy Lachay	transition
8/28/16	Amanda Ray	Amanda Ray	2745 Diane
8/28/16	Ron Snowden	Ron Snowden	143 Gresham
8/28/16	Shirley Snowden	Shirley Snowden	143 Gresham
8/28/16	Betty Fleycke	Betty Fleycke	335 Ravenwood
8/28/16	Karen Nollenberger	Karen Nollenberger	191 High St.
8/28/16	Katie Nollenberger	Katie Nollenberger	191 High St.
8/28/16	Sara Rains	Sara Rains	19 Hillcrest (Housitting)
8/29/16	Ron Schiebel	Ron Schiebel	320 N. MAIN ASHLAND
8/29/16	Linda Whorton	Linda Whorton	774 B St. Ashland
8/29/16	MARY DAWN TALLON MARY.DAWN.TALLON	MARY DAWN TALLON	1119 Villages Sq. Dr Ashland
8/29/16	HILARY BEST	HILARY BEST	129 Almond St. Ashland
8/29/16	Terry Longshore	Terry Longshore	2729 Clay Creek Way Ashland

Petition to Action

Petition Summary: Glenview Drive, Ashland Oregon. To change the speed limit from 25MPH to 15MPH. To have the proper traffic signs that communicate that the speed limit is 15MPH. Additionally, signs that communicate that Glenview dr. is a shared multi-use pathway and that autos need to yield to pedestrians and bike riders. To have signs to indicate to slow down at appropriate blindsided curves, and signs that communicate "Extreme Dust".

Action Petitioned for: We the undersigned are concerned citizens who strongly urge our leaders to act now on this plan of action that is an urgent matter of public safety and health concerns.

Date	Signature	Printed Name	Address
8/31	Juliia Janeway	JULIA JANEWAY	2000 ASHLAND MINE RD
8/31	Samantha Hammell	Samantha Hammell	59 Franklin Way
9/1	H. Minner	Mother Minner	781 Cambridge St. Ashland
9/2	Amy Hughes	Amy	1231 Cameron St Dr. Taw
9/2	Reeve Soren	Reeve Swenson	360 West Nevada St. Ashland.
9/2	Allen Thompson	Allen Thompson	129 Maun 97520
9/2	Ejeh	Erin Gedene	280 + John St. 97520
9/2	Freya M	Freya M	1725 Second St. Bell Glens
9-3	Sandra Anderson Hendrickson	Sandra Anderson Hendrickson	444 Monte Vista St. 56141
9/3	Joyce Stacey	Joyce STACEY	4886 Hwy 66 Ashland
9/3	Damy B	NANCY BURNHAM	1344 Apple Way Ashland
9/3	OKayduse	DK Schule	POBox 725 PHX OR
9/3	DKD	Glen Scoville	POBox 725 PHX OR
9/3	Johni Alexander	Johni Alexander	710 Pennsylvania Ave. Ashland, Or.
9/3	Caroline O'Reilly	Caroline O'Reilly	533 Fairview St.
9/3	Barbara Flyer	Barbara Flyer	9365 Park Gulch Rd
9/3	Don Segura	Don Segura	140 Ridge Rd
9/3	Suzanne	Suzanne	W. Tuck. Ashland Or
	Janine Witnick		541 552 97520
			1A 87

Petition to Action

Petition Summary: Glenview Drive, Ashland Oregon. To change the speed limit from 25MPH to 15MPH. To have the proper traffic signs that communicate that the speed limit is 15MPH. Additionally, signs that communicate that Glenview dr. is a shared multi-use pathway and that autos need to yield to pedestrians and bike riders. To have signs to indicate to slow down at appropriate blindsided curves, and signs that communicate "Extreme Dust".

Action Petitioned for: We the undersigned are concerned citizens who strongly urge our leaders to act now on this plan of action that is an urgent matter of public safety and health concerns.

541-261-4711 - Mark

Petition to Action

Petition Summary: Glenview Drive, Ashland Oregon. To change the speed limit from 25MPH to 15MPH. To have the proper traffic signs that communicate that the speed limit is 15MPH. Additionally, signs that communicate that Glenview dr. is a shared multi-use pathway and that autos need to yield to pedestrians and bike riders. To have signs to indicate to slow down at appropriate blindsided curves, and signs that communicate "Extreme Dust".

Action Petitioned for: We the undersigned are concerned citizens who strongly urge our leaders to act now on this plan of action that is an urgent matter of public safety and health concerns.

Memo

CITY OF
ASHLAND

Date: November 8, 2016

From: Scott A. Fleury

To: Transportation Commission

RE: Intersection Repair

BACKGROUND:

Previously residents of the Faith/Wine neighborhood spoke during public forum regarding the intersection repair program utilized by the City of Portland (reference attached email). Portland has developed a revocable permit (attached) that governs the process. The Commission agreed to place item on agenda for formal discussion and development of a recommendation.

Portland Bureau of Transportation: (<https://www.portlandoregon.gov/transportation/67083>)

Intersection Repair Projects are large street paintings that the City of Portland permits to build community within our neighborhoods. In order to paint the street, residents must obtain a revocable encroachment permit for the street painting as well as a block party permit. The block party permit allows two streets (4 blocks) to be closed during an intersection painting project in conjunction with City Repair. (For more information about City Repair projects, <http://www.cityrepair.org/>)

The signatures of notification requirements for the Intersection Repair Project revocable permit can be used to meet the block party permit signature requirements. This streamlines the process so that residents only have to fill out one petition per year. During the first year that the street will be painted, the signatures on the Intersection Repair Project petition can be used for the block party permit. Once the dates are set for the painting, PBOT asks that you distribute a flyer announcing the dates of the closure and submit the flyer with your application in lieu of the signature page. In future years, when the painting is maintained, residents must obtain a block party permit through the usual block party permit application forms and obtain signatures from all four properties on the corners of the intersection and at least 80% of the rest of the residents on the four affected blocks.

City Repair: (<http://www.cityrepair.org/>)

City Repair facilitates artistic and ecologically-oriented placemaking through projects that honor the interconnection of human communities and the natural world. The many projects of City Repair have been accomplished by a mostly volunteer staff and thousands of volunteer citizen activists. We provide support, resources, and opportunities to help diverse communities reclaim the culture, power, and joy that we all deserve.

CONCLUSION:

Commission is asked to make a recommendation on whether or not to proceed forward with development of an intersection repair program for the City of Ashland. Developing a program

will require moving forward with a permit similar to Portland along with approval by the City Council and development of coordination parameters with the Public Arts Commission. Staff recommends that if a program is developed all requests for intersection repair come before the Transportation Commission for review in order to make a recommendation to Public Works staff on whether to approve or not approve.

REVOCABLE PERMIT TO USE DEDICATED STREET AREAS

The undersigned applies for a revocable permit in accordance with the provisions of City Charter and Title 17, Public Improvements of the Code of the City of Portland for use of the street area at NE Going Street between NE 19th and NE 20th Avenues for NE Going Street Midblock Repair Project, from June 2, 2016.

(CONDITIONS)

- (1) The permittee shall hold the City of Portland, its officers, agents, and employees free and harmless from any claims for damages to persons or property, including legal fees and costs of defending any actions or suits, including any appeals, which may result from permitted activity.
- (2) The intent of a proposed project and the likely outcome of such project shall be consistent with the goals of the Portland City Council.
- (3) For street modifications within intersections, the two streets must be classified as Local Service Streets and carry less than a combined 2,500 vehicles on an average day.
- (4) For street modifications between intersections, but that do not include the intersection area, the one street must be classified as a Local Service Street and have fewer than 2,000 motor vehicles per day. If the street segment is adjacent to an intersection that does not qualify for street modification, the modification should not include the area that is within 25 feet of the intersection.
- (5) Modifications between intersections can be adjacent to modifications within intersections if each meet the requirements for modification outlined in this permit.
- (6) The applicant for a permit must provide to the City Traffic Engineer a petition of support for the proposed intersection modifications. The support petition must have signatures from each of the adjacent residents and at least 80 percent of the residents on the project street frontage(s) within two standard city blocks of the proposed project. The City Traffic Engineer shall have the authority to modify the petition boundaries when considered appropriate. The City Traffic Engineer shall certify the accuracy of the petition.
- (7) The applicant for a permit must provide to the City Traffic Engineer a petition of support for the proposed mid-block modifications. The support petition must have signatures from each of the adjacent residents and at least 80 percent of the residents on the project street frontage within two standard city blocks of the proposed project. For blocks that are more than 400 feet long, the petition area will include the entire block. The City Traffic Engineer shall have the authority to modify the petition boundaries when considered appropriate. The City Traffic Engineer shall certify the accuracy of the petition.
- (8) The applicant for a permit must provide the City Traffic Engineer with a written description of the proposed changes, including diagrams depicting how the intersection will look when completed. The applicant must demonstrate how the project will improve, or at least maintain, traffic safety and the safety of individuals at or in the vicinity of the intersection.
- (9) The City Traffic Engineer may approve a revocable permit authorizing construction and maintenance of the project as described and shown in the submitted diagrams, subject to any changes that may be required by the City Traffic Engineer.
- (10) The permit shall be for use of the public right-of-way only, and does not exempt the permittee from obtaining any license or permit required by the City Code or Ordinances for any act to be performed under this permit. Nor shall the permit waive the provisions of any City Code, Ordinance, or the City Charter, except as stated herein.

- (11) The permit shall not exempt any party from complying with all applicable traffic laws, including laws regarding pedestrians.
- (12) The permittee is not authorized to do any excavation, except as specifically identified in the project plans. The permittee shall be responsible for protecting all public and private facilities placed in the public right-of-way, including underground utilities.
- (13) The permittee shall notify all households and businesses within four standard city blocks of the proposed project at least 30 days before the project installation date.
- (14) The permittee shall obtain a Block Party Permit to close all legs of an intersection, for up to one block distance, in order to install the intersection modifications. Permittee shall use Type III barricades and STREET CLOSED signs as provided in the *Manual of Uniform Traffic Control Devices*. No street shall be blocked for more than 12 hours in any 24-hour period unless specifically allowed by the City Traffic Engineer.
- (15) Repair, maintenance, or installation of existing or future utility facilities in the right-of-way may require the permittee to reconstruct, move, or remove the project, or portions of the project, with all costs borne by the permittee.
- (16) The permittee shall work with all affected neighbors to resolve any concerns that may arise regarding the project. The inability to resolve such concerns may be grounds for revocation of this permit by the City Traffic Engineer.
- (17) The permittee shall maintain, at no cost to the City, all aspects of the project during the term of the permit. If any nuisance condition is allowed to exist in the area of the project, the City may summarily abate such nuisance. The existence of a nuisance in the area of the project may be grounds for revocation of the permit.
- (18) All permits shall be revocable by the City Traffic Engineer. The City Traffic Engineer may revoke a permit for any cause. The City Traffic Engineer shall immediately revoke a permitted project no longer meeting the intent of City Council goals.
- (19) The permittee shall, at no cost to the City, remove all aspects and/or features of a project when either the permit expires or is revoked.

Insurance Required: YES

Permit Fee: WAIVED

Ridhi D'Crus
1905 NE Going Street
Portland, OR 97211

Carl Snyder, P.E.
City Traffic Engineer (designee)



Scott Fleury

From: Kat Smith <ladybikesafety@gmail.com>
Sent: Saturday, September 03, 2016 9:17 AM
To: Scott Fleury; Mike Faught; transportation_commission; Rachel Gibbs; Barbara Massey; Sarah Kreisman
Subject: Fwd: Street Mural - Faith Ave and Wine St
Attachments: Updated revocable permit.doc; South Tabor Mural 2 (1).jpg

Hello Commissioners and City Staffers -

Thank you again for your willingness to install sharrows (share the road arrows) on Faith Ave in the past few years. I believe it has helped create a safer place on our street for bicyclists to ride.

I'm writing you today to request your support in creating a street mural at the corner of Faith and Wine.

Here are some links to help familiarize you with street murals in Portland:

<http://www.cityrepair.org/street-painting-examples/>

I believe our neighborhood is a great place to pilot a project like this in Ashland. Two local artists, Barbara Massey and Rachel Gibbs, live on this corner and Rachel has experience designing a street mural in Portland already! Also, we celebrated the 3rd annual Faith and Wine block party this year and it was a smashing success. We are a neighborhood of people who value the importance of creativity, connection and community-building and we already know how to organize, collaborate and have fun! Attached is an image of the mural that Rachel designed in the South Tabor Neighborhood.

We look to Portland to see how it's done.

The Portland Department of Transportation works closely with The City Repair Project to create these beautiful works of art and community-building opportunities:

<https://www.portlandoregon.gov/transportation/67083>

Greg Raisman, with PBOT is willing to answer any questions you may have regarding the City of Portland's process with street murals:

Greg Raisman

Active Transportation and Safety

Portland Bureau of Transportation

[\(503\) 823-1052](tel:(503)823-1052)

greg.raisman@portlandoregon.gov

Attached is PBOT's Revocable Encroachment Permit.

Thank you for taking this project into consideration and helping guide us regarding the next best steps.

Please let me know if you have any thoughts, questions or concerns.

Best,

Kat Smith
770 Faith Ave

Sarah Kreisman
791 Faith Ave

Barbara Massey
787 Faith Ave

Rachel Gibbs
795 Faith Ave

Memo

CITY OF
ASHLAND

Date: November 8, 2016
From: Scott A. Fleury
To: Transportation Commission
RE: Vegetation Maintenance-Sidewalk Clearance

BACKGROUND:

This is a continuation of the discussion that occurred during the June 23, 2016 meeting. John Peterson described the process for vegetation clearance realted issues associated with the municipal code.

At that meeting the Commission motioned: **Young m/s Viéville this commission embark on a campaign to open up existing right-of-way on all sidewalks.**

As part of development of a campaign Commissioner Newberry volunteered to collect data regarding other municipal programs and work with City staff to bring the information forward to the TC.

Below are a list of links to various municipal programs/services:

<http://www.ashevillenc.gov/Departments/ITServices/OnlineServices/CitizenServiceRequests.aspx>

<http://www.somervillema.gov/news/spot-issue-somerville-there-s-app>

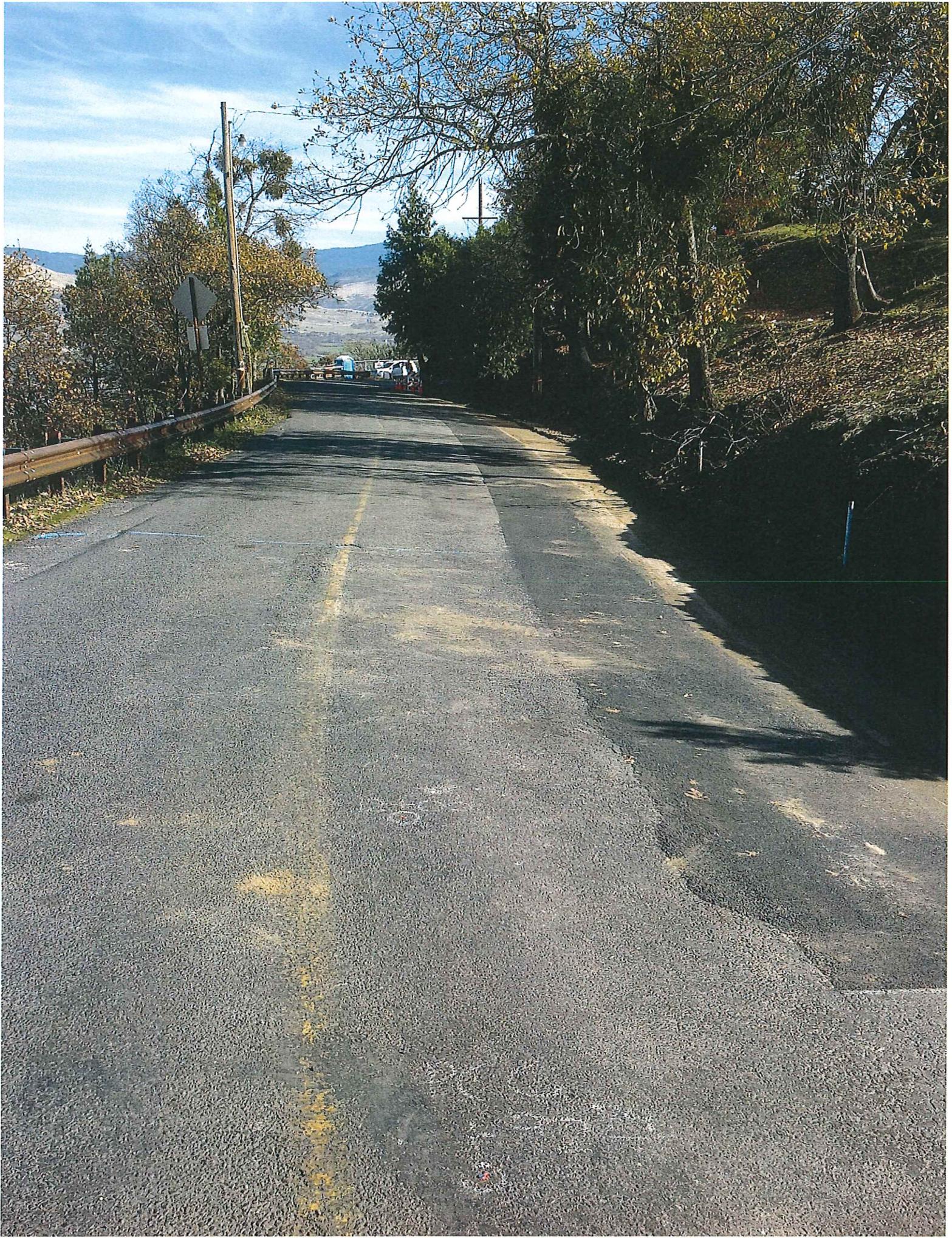
<http://www.a2gov.org/services/Pages/Report-a-Problem.aspx>

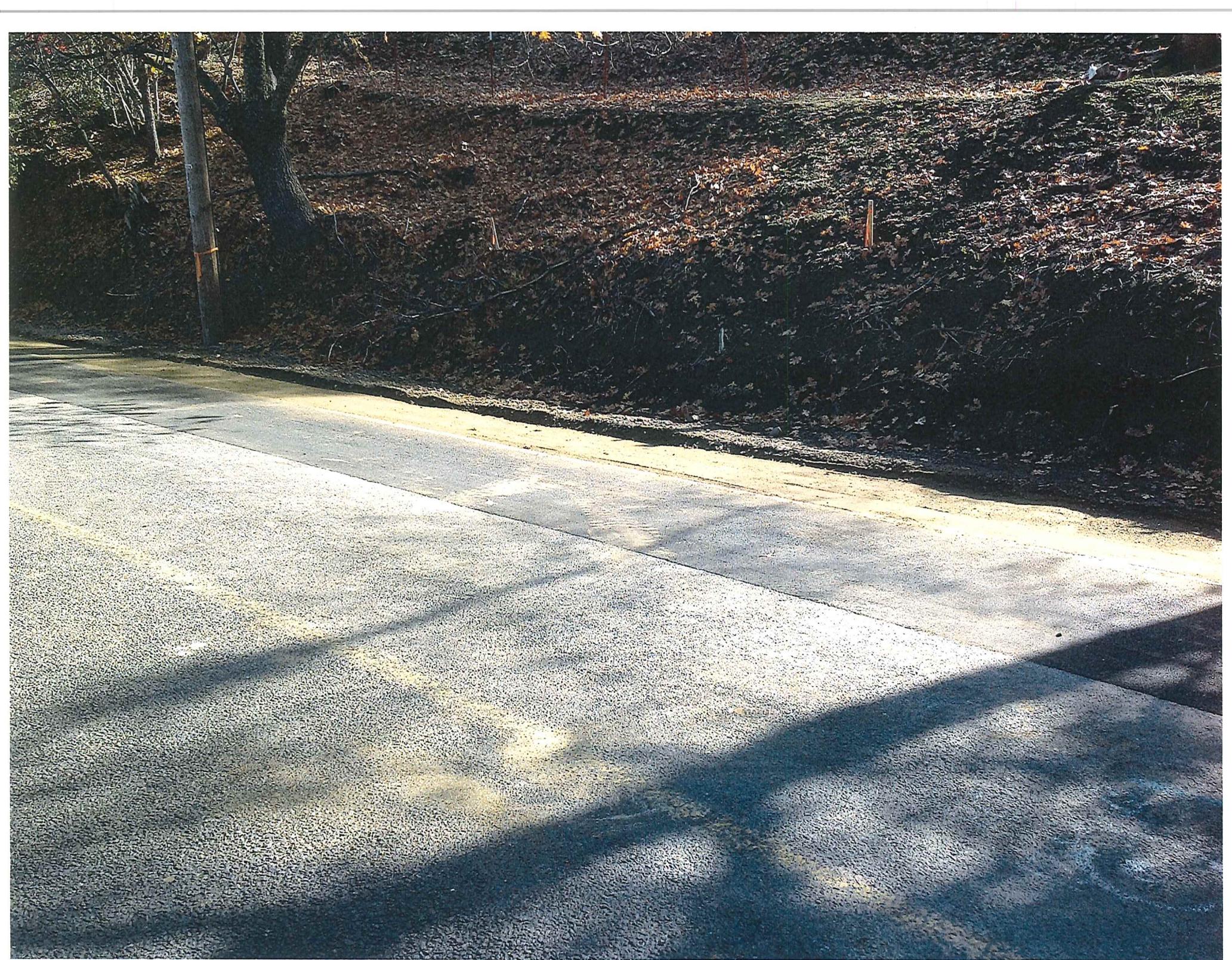
<http://www.pinellascounty.org/reportanissue/>

Staff has worked with our Geographic Information System (GIS) team to develop a draft web application that can be used for citizen reporting (<http://gis.ashland.or.us/reporter/>). Staff will present the application before the TC to discuss how it operates and what it can do with respect to citizen reporting on vegetation issues.

CONCLUSION:

The Commission is asked to review citizen reporting web application and comment on improvements.













**CITY OF
ASHLAND**

**Transportation Commission
Action Item List**

N o v e m b e r 1 7 , 2 0 1 6

Action Items:

1. Hersey/Wimer intersection signal warrant analysis
 - a. Kim Parducci of Southern Oregon Transportation Engineering (SOTPE) was authorized to perform a signal warrant analysis by city staff.
 - b. Once complete information will be sent to TC and discussed with ODOT
 - c. Warrant analysis memo discussed at September 22nd meeting
 - d. Parducci recommends modeling the road diet network with installation of the signal to determine queuing changes if any for the corridor.
 - e. *Parducci to model system and develop a final recommendation*
2. Super Sharrows analysis for downtown
 - a. Commission motion-Council/Downtown Committee support the urgent implementation
 - i. Follow up-Council at the August 1, 2016 study session voiced support for the super sharrows concept and forwarded to the Downtown for review and analysis.

Meeting Minutes:

Mr. Faught explained the Transportation Commission was working on a potential shuttle program as an alternative mode from a transit standpoint and thought the Transportation Commission should continue working on the transportation piece. Council supported the super sharrows project for the interim and wanted the Committee to review the proposal then disband. The remaining charges for the Committee would go into the broader context of urban design. Council also wanted the Transportation Commission to continue researching the trolley or shuttle component and public transportation in general. Council would look into the urban design study for the downtown after the election and form a new committee then.

- b. Staff in process of developing solicitation document in order to perform engineering review, recommendations and design of a super sharrows project for the downtown corridor. Scoping will include super sharrows location and truck parking along with public meetings and coordination with ODOT.

- c. *Kittleson & Associates has been tasked with performing feasibility analysis with respect to installation of a supersharrow through the downtown corridor. Once the technical memorandum is complete results will be presented before TC.*
- 3. Transit-internal circulator analysis
 - a. *Budget for Engineering Services (can scope into TSP update as priority item)*
 - b. *Develop RFP for Engineering Services*
 - c. *Solicit*
 - d. *Select consultant*
- 4. Intersection Repair
 - a. After presentation by citizens on Faith St. Commission would like to have the intersection repair idea as an action item on a future agenda.
 - b. *Staff to schedule item on the agenda and provide pertinent information in a staff report*
- 5. Main St. Crosswalk truck parking
 - a. *Review and provide for alternate truck parking that does not block crosswalk across Main St. at the Water St. intersection.*
- 6. Sidewalk clearance and vegetation maintenance
 - a. Staff proposed a website application where residents could submit vegetation clearance issues along sidewalks.
 - b. *Geographic Information System staff (G.I.S.) staff to create draft application for review by the TC.*
- 7. Citizen request for 4-way stop conversion for the N. Mountain and Fair Oaks intersection
 - a. *Traffic Engineer will review appropriate warrants for potential changes in intersection control.*
 - b. *Traffic Engineer also providing analysis for installation of Rectangular Rapid Flashing Beacons (RRFB's) as a pedestrian crossing improvement.*
- 8. Citizen request for speed and volume analysis on Cambridge St.
 - a. *Staff to set counters out as time allows.*
- 9. Citizen request for speed and volume analysis on Bellview along with traffic calming for right hand turn movements onto Bellview from Sisksiyou Blvd.
 - a. *Staff to set counters out as time allows.*
 - b. *Staff to discuss corner layout with ODOT*
- 10. Citizen request for intersection analysis of Morton/Euclid/Pennsylvania
 - a. *Traffic Engineer to review intersection for potential improvements.*
- 11. Citizen request for striping improvements in Plaza area

- a. *Staff to work with Traffic Engineer on potential striping improvements to prevent wrong direction vehicle movements from occurring.*
- 12. Nevada Bridge Project
 - a. Project ranked as high priority in current adopted transportation system plan (TSP)
 - b. Grant Application-received \$1.5 million in surface transportation funding for project
 - c. Create additional cost estimates for various bridge configuration
 - i. Standard bridge cross section
 - ii. Separated vehicular/pedestrian/bicycle cross section
 - iii. Completely separated vehicular bridge and pedestrian/bicycle bridge cross section
 - iv. Pedestrian/bicycle and emergency vehicle only cross section
 - d. Held public meeting at TC to take public input on proposed project
 - e. Attended informational meeting at private residence with concerned citizens
 - f. *Solicit traffic engineer to perform Traffic Impact Analysis (TIA)*
 - g. *Schedule future public meeting at TC to discuss project and take public input*
- 13. Glenview Dr. Shared Roadway
 - a. *Develop preliminary engineering requirements for roadway conversion*
 - b. *Develop and schedule public hearing at TC regarding project*
- 14. TSP Update
 - a. *Develop Request for Proposal to solicit consultant services*
 - i. *Scope of services to specify focused effort on transit program for the City of Ashland.*
 - ii. *Coordination with Rogue Valley Transportation District (RVTD)*
 - iii. *Coordination with outcomes of Climate Energy Action Plan*
 - iv. *Develop technical review committee for TSP update*
 - b. *Publicly advertise RFP documents*
 - c. *Make consultant selection*

Transportation Commission

Action Summary as of June

Month Year	Item Description	Status	Date Complete
October 22 TC	N. Main Deer Signs	ODOT	12/15
June 25 TC	88 N. Main Loading Zone	TR15-02	
December 19 TC	Orange Ave. Bike Boulevard	TR13-14	11/14
October 24 TC	Faith Ave. Sharrows/Signs	TR14-2	11/14
August 26 TC	N. Mountain Ave Improvements	TR13-12	
May 23 TC	Bike Path Signage	Approved TR13-08	
May 23 TC	Plaza Parking Prohibition	Approved TR13-09	6/13
February 28 TC	Main St. Parking Restriction	Approved TR13-07	4/13
February 28 TC	Fair Oaks No Parking Restriction	Approved TR13-03	4/13
February 28 TC	East Main Crosswalk Signage	Approved TR 13-04	4/13
October 12 TC	B St. and Eighth St. sight distance	Approved, TR 2012-04	
October 12 TC	B St. and Second crosswalk sight distance	Approved, TR 2012-05	
September 12 TC	B St. and Second sight distance analysis	Staff report complete	
September 12 TC	Lithia/First Intesection Analysis	Traffic Engineer under contract to perform services	
August 12 TC	Centerline marking on Takelma Way	Approved, TR 2012-03	9/12
March 12	Sharrows markings on Maple St.	approved, TR 2012-01	10/12
March 12	Centerline marking on Crispin St.	approved, TR 2012-02	10/12
March 12	Loading zone on Lithia Way	not approved	
November 11 TC	Parking prohibitions on Highwood Dr.	approved, TR 2011-09	2/26/12
October 11 TC	Crosswalk on A Street	approved TR 2011-08	12/1/11
August 11 TC	Parking prohibitions on Almond	approved TR 2011-07	✓
August 11 TC	Stop sign at 4th and A Streets	not approved	
Jul 11 TC	Parking Prohibitions on E. Nevada	approved; TR 2011-04	3/6/12
Jul 11 TC	Stop Sign at Starflower	approved yield; TR 2011-05	11/17/11
Jul 11 TC	A' Shared Road	approved; TR 2011-06	10/28/11
June 11 TC	N. Main Road Diet	TC recommend implementation asap, approved 8/2/11	
June 11 TC	Parking prohibition on Central	TR 2011-03, install painted centerline, only	✓
May 11 TC	Stop sign on Homes	Stop sign not approved, other improvements implemented.	
May 11 TC	Stop sign on Pinecrest	not approved	
May 11 TC	Left turn signal at Wightman	recommended review by traffic engineer	
May 11 TC	Memorial Sign Request	recommended development of a policy, approved by Legal/Planning. Approved by Council	1/27/12
Apr 11 TC	N. Main Road Diet Pilot	Approved by Council 8/2/11	
Feb 11 TC	Parking Prohibitions Meadowbrook	TR 2011-02 order sent to Street Div.	✓
Feb 11 TC	Parking Prohibitions on Liberty St	TR 2011-01 order sent to Street Div.	✓
Feb 11 TC	Bike Corral on Third Street	Completed & installed	✓
Dec 10 TC	Petition for ped. rail crossing	referred to TSP process	
Dec 10 TC	Siskiyou Blvd x-walk at Frances	no action required	12/16/10
Nov 10 TC	S Mountain Mid Block Crosswalk	Approved to be installed in cooperation with SOU	
Nov 10 TC	E Main @ RR Crosswalk Review	Commission asked stop sign replaced	
Oct 10 TC	A St. Sharrows Designation	Commission asked for Kittleson review	
Oct 10 TSC	Safety Sleeve for Bollard @ RR Park	replaced	✓
Oct 10 TSC	Storm Drain on Bike Path @ N Mtn	staff is researching	
Oct 10 TSC	Additional Vehicle Parking Downtown	Contacted ODOT	
Oct 10 TSC	Crosswalk at Lithia and E Main	TR 2010-06, order sent to Street Division	✓
Oct 10 TSC	Stop Sign at Helman & Nevada	not approved	✓
Oct 10 TSC	Stop Sign on 'B' @ Third	not approved	✓
Oct 10 TSC	Crosswalk on Siskiyou @ Morton	not approved	✓
Aug 10 TSC	Grandview/Sunnyview/Orrchard/ Wrights	vegetation clearance referred to street dept for	
Aug 10 TSC	15 Minute Parking on A Street	TR 2010-05, order sent to Street Division	
Aug 10 TSC	First St Parking Prohibition Change	TR 2010-04, order sent to Street Division	
Aug 10 TSC	Granite St Parking Prohibition Change	not approved, Swales will resubmit request	✓
Aug 10 TSC	Hargadine St Parking Prohibition Change	review as part of TSP update	
Aug 10 TC	Bridge Street Parking Prohibition Change	Memo received from Fire Dept recommending against change	✓
Jul 10 TSC	Truck Route Ordinance Review	Staff researching, Nov 2010 agenda item	
Jun 10 TC	2 Year Project List Goal Setting	3 goals selected	✓
Jul 10 TC	Audible Crosswalk Signals for Downtown	Vieville working w/staff to develop priority list for \$27K budget	
Jul 10 TC	Shared Road Policy	review as part of TSP update	
Mar 10 TSC	Yield Sign at Terrace @ Holly	TR 2010-02	✓
Mar 10 TSC	Ashland St @ YMCA Crosswalk	not approved by ODOT	✓
Mar 10 TSC	Oak St Crosswalk at A St	included in Misc Concrete Project; bids due 11/17/10	
Jul 09 TC	Additional Downtown Bike Parking	Implementation list complete, will be installed as budget permits	
Nov 09 TC & TSC	Crosswalk for East Main @ Campus Way	Staff applying for funding through grant application	
Nov 09 TC & TSC	Grandview Shared Road Improvements	TR 2010-03, other improvements likely in future	
Aug 09 TC	Oak Street Sharrows	TR 2010-01	✓
Jul 09 TC	Will Dodge Way Improvements	Complete	9/2010
Apr 09 TC	Siskiyou Bv Pedestrian Improvements	complete	✓
Aug 09 TSC	Union/Allison and Fairview Intersection	not approved	✓
Nov 09 TSC	Yield Sign at Palmer Rd	not approved	✓
Nov 09 TSC	Stop Sign at Indiana St	not approved	✓
Dec 09 TSC	Terrace St Traffic Calming	not approved	✓
Dec 09 TSC	Ashland Village Traffic Calming	not approved	✓

MOTOR VEHICLE CRASH SUMMARY

MONTH: OCTOBER 2016

NO. OF ACCIDENTS: 18

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
4	10:08	Tues	N Main St near Maple St	2	N	N	N	N	N	Y	N	N	DV1 stopped behind other vehicles at a red light. V2, a front loader full of sand, attempted to stop but the back tires slid on the wet pavements causing v2 to rearend v1. No citation
7	09:59	Fri	Siskiyou Blvd at Beach St	2	N	N	P	N	N	Y	N	N	V1 stopped behind V2 at a stoplight. When the light turned green, Dv2 began to make a right turn. Dv1 accelerated straight forward, rearending V2. Possible minor injury, no citation.
7	13:50	Fri	Pinecrest Terrace	2	N	N	N	N	N	Y	N	Y	DV1, backing out of driveway, backed into a parked City of Ashland vehicle damaging the left front quarter panel. Report taken.
11	08:04	Tues	Ashland St at Clay St	1	N	N	N	N	N	Y	N	N	Dv1 veered into the median and struck a street tree. No injuries. Driver referred to the Driver Safety Unit.
13	01:08	Weds	1380 Siskiyou	2	N	N	N	N	Y	Y	Y	N	Cited for Hit and Run and Reckless driving. No further details.
13	12:14	Thurs	Lithia Way near Second St	2	N	N	N	N	N	Y	N	N	V2 stopped at a red light at intersection. Dv1 rearended v2, admitted fault due to brake failure. Info exchanged.
14	12:19	Fri	N Pioneer near A St	2	N	N	N	N	N	Y	N	N	DV1 struck a parked car. DV1 left scene, but then returned. Information was exchanged, DV1 was given a warning.
14	18:07	Fri	Ashland St at E Main St	1	N	N	N	N	Y	Y	N	N	DV ran off the road and struck a guardrail. Driver reported falling asleep at the wheel, but was uninjured. Cited: Driving uninsured, careless driving, driving while suspended
15	13:49	Sat	Ashland St at Exit 14	2	N	N	N	N	N	Y	N	N	Dv1 travelling westbound decided to back up in the travel lane to pull into gas station. Dv2 eastbound passed v1 then made a uturn. Dv2 ran into back of v1.
16	13:40	Sun	Lithia Way near Oak St	2	Y	N	N	N	N	Y	N	N	Dv1 stopped for a ped (not in a crosswalk) and Dv2 rearended v1. Dv2 warned for following too closely.

17	17:40	Mon	Parking lot at 51 Water St	1	N	N	N	U	N	Y	Y	N	Hit and run fixed object (City of Ashland street light pole), no leads
19	15:20	Weds	Siskiyou Blvd at Sherman	2	N	Y	N	N	N	Y	Y	N	DV1 began to execute a right turn at an intersection but paused to wait for a bicyclist passing in the bike lane. V1 rearended by DV2. Dv2 left scene. Registered owner out of state. Case closed
19	20:33	Weds	N Main St at Laurel St	2	N	N	N	N	N	Y	N	N	V1 was stopped at red light. Dv2 rearended V1. No citations.
20	15:55	Thurs	Ashland St at Exit 14	2	N	N	P	N	N	Y	N	N	Dv1 stopped mid intersection in traffic and was rearended by Dv2. Possible minor injuries, no citation.
21	13:25	Fri	S Second St near E Main St	1	N	N	Y	N	N	Y	N	N	DV struck a parked car, and then proceeded on the sidewalk until striking a parking zone sign. Driver transported. No citation
22	16:27	Sat	Almeda St at Perozzi	2	N	N	N	N	N	Y	N	N	DV1 pulling into a parking space contacted parked v2 causing minor damage. Information exchanged
25	20:12	Tues	Siskiyou Blvd at Union St	1	N	Y	N	N	N	N	N	N	DV1 pulled out to turn right at an intersection and was in the bike lane when the bicyclist impacted the side of the vehicle. Non injury, no citation. Report only.
28	12:15	Fri	Ashland St at Stadium St	1	N	N	N	N	Y	Y	N	N	Dv1 ran into and knocked over a City solar crosswalk sign and hit a tree in the median. DV distracted by container of mashed potatoes that slid off the dash. Cited for operating outside of provisional license restriction

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The Real Way to Get Around: Alternative Transportation for a Sustainable Future

[MENU](#)

As we [rapidly approach peak oil](#), we must begin to consider [what our energy future will look like](#). It's clear that renewables will be an essential part of it, but we won't be able to completely replace fossil fuels with renewable energy sources. We must make significant changes to the way we live, including transforming our transportation system.

Embedded Energy

It's important to consider and capture all the energy used in our transportation systems to get a clear picture of how much we're actually using. Take the car, for example. There's the energy used to simply move the car—the gas used to power the vehicle—but it also takes a significant amount of energy to build that car and build the infrastructure it uses (roads, parking lots, etc.). Only about one-third of the lifetime energy usage of a car can be attributed to moving it around from place to place—we tend to forget about all the other energy a car actually uses. When you look at it from this perspective, the footprint of our transportation system is much larger than many people might think. On a large scale, we're using

tremendous amounts of energy and resources to move things—both people and cargo. In the U.S., [transportation accounts for about 70 percent of U.S. oil consumption](#).

Moving Goods

In a world with less available energy, we're going to have to change our transportation to be less energy intensive and more energy efficient. The reality is that we will always need to move things from point A to point B, and just about every form of freight system uses oil to do this. However, the energy intensity of each method varies greatly, with water transportation (such as cargo ships) being the least intensive, and air transportation being the most. Moving



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uses more energy to move something by airplane than by ship.

For most people, the process of getting an item to your door isn't something you think too much about. You order something, UPS shows up at your door a couple of days later. We need to start slowing down our freight systems—Amazon one-day shipping just isn't going to work in the long term, and customers need to get used to waiting a little longer to get their orders. As energy prices rise and fossil fuel availability decreases, we'll need to relocalize to cut the transportation of goods as much as possible, build goods closer to where we live and not move it as far.

For the things that we do need to move greater distances, we need to transition away from airplanes and trucks and rely more on water and rail. This shift is already beginning to happen, with [UPS using rail more often for their shipments](#), which is a lot cheaper and much more energy efficient. I think we're also going to end up using our old canal systems, using them for water transportation of goods. Vermont is a great example of how this could work: we might have a port in Burlington, on Lake Champlain, where we can receive and ship goods through our canal system, which extends all the way down to the Hudson River and out to the ocean.

Moving People

When it comes to the transportation of people, [the challenge is getting everyone out of their cars](#). Cars are central to our way of life: people consider the car the primary way of getting places, except when it comes to very long distances, in which case they rely on airplanes.

Both of these modes of transportation are very energy-intensive and unsustainable in the long term—even higher-efficiency airplanes or electric cars (which require the same resources to build and use the same energy-intensive infrastructure as regular cars).

Soon, we'll need to move back to a train system as our main method of moving people long distances. Planes will still be in use, but much less frequently—and at a much higher price to the traveler. The U.S. doesn't have enough investment in a passenger transportation program. We need to give more funding to Amtrak and build better infrastructure to create a workable train system with nice facilities and stations and many more destinations across the country. We also have much of the infrastructure already in place with freight rails. In many places, there's a lot of capacity, since freight trains often only run a few times a day, which presents a great opportunity to incorporate commuter rail into these existing railways.



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MUCH MORE INVESTMENT IN GOOD, RELIABLE BUSES WITH CONSISTENT SCHEDULES. LIGHT RAIL, LIKE subways or metros, is also an option in some locations, but is much more expensive to build out. Buses are the cheapest way to get mass transit up and running quickly. Work is being done in many metro areas to make buses the priority instead of cars. The problem is that in many cities where buses are mixed in with cars on roads, transit times are very slow and unpredictable. Dedicated bus lanes speed buses up over cars, and in places that have those systems in place, taking the bus is much faster than driving a car through the city because it isn't caught in the congestion. To make mass transit a viable alternative, we need to make it better, faster, and cheaper than cars.

The most important piece of this is that all of these forms of transportation need to be connected and integrated into one larger, reliable, multi-modal system. If you take the train, you need to know that there's a bus waiting for you at the station, bicycles available to rent, or a safe walkway to get you where you need to go next. If it's not all designed to work together, it won't work—you can't drop people off at a train station and have them sit around hoping a bus will eventually show up.

The best systems have discipline and reliability; if you can't guarantee dependable, punctual service, no one will use it. To get people to use mass transit, you need to build a system with enough capacity that the passenger will always have backup options and a clear path from one mode of transportation to the next. You need to make sure that your buses and trains are always on time, and that the passenger has easy access to accurate, timely arrival and departure information.

The good news is that trains and buses are typically much more reliable than cars and airplanes. When there's a storm, planes can't fly and people don't want to drive. Trains can run

through a storm and don't have to change their schedules based on snow. People look to mass transit during weather events; in many places they are, and should be, the last thing to shut down during a storm. Older methods of transportation, like trains, worked well and reliably 100 years ago. They'll still work for us today.

Foot-Powered Transportation

On an individual level, two of our best forms of moving from place to place are walking and biking. These are both good [from an environmental perspective](#) and from a health perspective—if we walk and bike more, we'll get healthier as a society.



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you up hills and exert less energy, are a great way to help people get where they need to go in an efficient way. Electrifying a bike is so much less resource-intensive than electrifying a car, and requires far fewer batteries and systems to make it work. Options for this technology are becoming even more convenient, easy to use, and inexpensive.

Already, electric bikes are taking off around the world. [35 million electric bikes are going to be sold worldwide in 2016](#), but [only 150,000 of those will be in North America](#). The vast majority were sold in China and India, where these bikes are already incredibly popular. In China, this is a result of the government banning motor scooters and motorcycles because of pollution. People still needed to get around quickly, and realized that electric bikes were a great alternative that could get them where they needed to go almost as fast and were both easier to operate and a lot cheaper to power.

We also need to work to make our roads more bike-friendly—in cities like Amsterdam, the roads have been structured to give bikes the right of the road, and now they outnumber cars. We need to move towards similar solutions in our metro areas to make biking a more accessible option for all.

If we create a system that's comprehensive and convenient, using readily accessible, reliable, and on-time alternative transportation, we can begin to move people away from cars. The key to making this a sustainable, workable solution is being able to know your bus and train will arrive on time, every time, and get you where you need to go. Building up these robust transportation systems will take time, though, and require a head change—we'll really have to get used to the idea that we'll be using these other modes of transportation instead of resorting to cars because it's the easy thing to do.