

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

May 26, 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: April 28, 2016
- IV. **PUBLIC FORUM**
- V. **NEW BUSINESS**
 - A. Traffic Growth and Management Grant Application
 - Discuss TSP grant application and study refinements (20 min.)
 - B. Grandview Shared Road
 - Discuss public meeting and next steps (10 min.)
- VI. **OLD BUSINESS**
 - A. Tolman Creek and Siskiyou Blvd. Stop Sign (30 min.)
 - Next Steps
 - B. Nevada Bridge Connection Project (10 min.)
 - Next Steps
- VII. **FOLLOW UP ITEMS**
 - A. Downtown Parking and Multi Modal Circulation Study Update-Improvement Projects
 - Discuss Previous Meeting and Study Status
- VIII. **INFORMATIONAL ITEMS**
 - A. Action Summary
 - B. Accident Report
 - C. Making and Impact Newsletter (May)
- IX. **COMMISSION OPEN DISCUSSION**
- X. **FUTURE AGENDA TOPICS**
 - A. Street User Fee
 - B. Bicycle Education Funding-Parks Department
- XI. **ADJOURNMENT:** 8:00 PM

Next Meeting Date: June 23, 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 May 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
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**ASHLAND TRANSPORTATION COMMISSION
MINUTES
April 28, 2016**

These minutes are pending approval by this Committee

CALL TO ORDER

Graf called the meeting to order at 6:08pm

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

Council Liaison Absent: Stef Seffinger

SOU Liaison Present: Janelle Wilson

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

Staff Absent: None

ANNOUNCEMENTS

None.

APPROVAL OF MINUTES

Approval of March 24, 2015 minutes

The minutes were approved as presented.

ADJUSTMENTS TO THE AGENDA

None.

PUBLIC FORUM

Phil Miller, 129 S. Laurel St.

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

Louise Shawkat, 870 Cambridge St.

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

NEW BUSINESS

Car Share-Zip Car SOU

Fred Creek, from Southern Oregon University (SOU) stated he brought this program to SOU about a year ago. He

has been in the parking business for the past 18 years. They are averaging about 30 users per month for two cars. He said this is great considering it is a new program and has not been promoted heavily, this shows a need for the program. He is trying to reduce the number of cars on campus, especially for the freshman population. There has been 341 reservations, 1598 hours of use, 17,656 miles driven, and 52 miles average distance driven per reservation. The average cost per reservation is \$32. In the last year, 118,400 pounds of CO2 reduced carbon emissions, which is a good step in the right direction.

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

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

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

Nevada Bridge Connection Project

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

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

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

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

Amarotico asked if there was more funding available for option C to build two separate bridges. Faught said there is not enough funding. Viéville asked about a designated truck route. Faught said it is designed to carry the load like any other collector street but will not be designated as a route for trucks.

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

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

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

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

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

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

Public Testimony:

Mark Knox, 485 W. Nevada St.

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

Tom Regler, 275 E. Nevada St.

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

plain. Fleury said if we move into a more formal design phase, this would be evaluated using the environmental and hydraulic modeling.

Spike Breon, 295 E. Nevada St.

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

Marty Breon, 295 E. Nevada St.

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

Kirk Pearson, 1150 Oak St.

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

Tom Marr, 955 N. Mountain Ave.

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

Stephany Smith Pearson, 1150 Oak St.

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

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

Driscoll said she lives in the 300-year flood plain, which is rapidly becoming a 100-year flood plain, and engineering is going to be expensive. Bietz said she looked at all the different options for the E. Nevada St. Bridge, and with it being such a narrow road it is hard to visualize more traffic on this road. When driving to her home, very often there are cars coming up, and she has had to back up and pull off to the side of the road to allow a big truck to pass her.

She realizes that some of her neighbors park their cars behind their homes, so she cannot imagine all of this traffic going up and down E. Nevada St. She would really like to see a path for pedestrians and bicycles, but does not see the reasoning behind building a bridge for vehicles. Discroll said many of the comments made tonight are very valid comments. She rides her bike and tries not to use her car. She lives at the bottom of a new development that is becoming a 90% impermeable surface and is increasing in volume and velocity of the water entering the creek. She said she has watched two floods in the past 12 months that covered the lower part of Kestrel and entered the mitigation pond that is being filled with silt due to drag out. To put a bridge there and add more pollution and cars there seems crazy.

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

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

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

Valeri and Greg Williams, 744 Helman St.

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

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

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

Schultz said he is not necessarily against it. He thinks it will provide a nice route into town and to exit 19. He agrees that this will increase traffic. His concern is about flooding. In 2006, there was a flood where Kestrel was under water, which is within the Ashland flood plain. When the water jumps the banks, the water runs down Kestrel, which will put the east side access to the bridge under water; this is something engineering should look at when planning. Maybe the elevation of the bridge could be increased on that side. If that is done, will Kestrel turn into a dead end? The other concern is by Tom Mar's house, he lives at the top of the hill when you come right off of Mountain Ave., if you are heading north towards the freeway on Mountain Ave, first you take a hard left, then an immediate hard right, then

take another immediate hard left; it is not super conducive to traffic. He does not know if part of the plan is to straighten that out, but increasing traffic down there, it is a lot of dog legging around. He said there are children out there with bikes laying in the road and you never know what you will encounter. He loves the idea of increasing access, but anyone who lives in the neighborhood is going to be concerned about the traffic. It will benefit the people driving around town and give them a better way to get out and get around.

Cue said he does not live in the immediate area, he lives up the hill, but the reason he came down was to hear more about the elevation. He did not realize that the information was not available yet. His main comment was that this meeting's hearing came just after we learned about the downtown plan going from three lanes to two lanes and his concern is how we get traffic through downtown. He did enjoy the alternate route on Eagle Mill Rd. out to exit 19. He has lived here since 1977 and has always wondered why we did not have half an interchange at Mountain Ave. and I5, a northbound on ramp, and southbound off ramp. This was before the N. Mountain Ave. plan was put in and it relieves some of the traffic from downtown. His only concern is if we are going to consider this project perhaps we should consider it in conjunction with what we are doing downtown. He did not see a component about traffic reduction downtown, if we go from two lanes to three lanes.

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

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

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

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

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

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

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

Beth Oehler, 215 E. Nevada St.

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

Roy Sutton, 989 Golden Aspen

He said he found the various comments coming from the community very interesting and enlightening. He thinks an option D should be added to support a pedestrian and bicycle bridge. One thing that this commission is interested in, has to do with parking downtown, he thinks the idea of having the bus route would be a plus to enable people to use transportation to get to downtown. He would like to see a restricted bridge that allows just pedestrians, bus, and

emergency vehicles and not open to everyday drivers.

Alberta Apenes, 142 W. Nevada St.

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

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

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

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

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

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

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

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

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

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

Faught said the grant has to be used by 2018. Knox said that Kestrel is planned to extend around to N. Mountain Ave. Trips will probably funnel up Nevada St. and Fair Oaks. Ashland is about connectivity and getting people around, it is about disbursement, so that not just one street is terrible to live on.

OLD BUSINESS

None.

FOLLOW UP ITEMS

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

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

Downtown Parking and Multi Modal Circulation Study Update-Improvement Projects

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

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

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

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

INFORMATIONAL ITEMS

Action Summary

Accident Report

Making and Impact Newsletter (April)

Grandview Shared Road Status

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

COMMISSION OPEN DISCUSSION

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

Young said for a future agenda topic; there are so many unmaintained right of ways along Oak St. to downtown. These properties are hazardous. Faught said we can add that to the agenda and have our street people in to talk about it.

ADJOURNMENT

Meeting was adjourned at 8:11 pm.

*Respectfully submitted,
Kyndra Irigoyen
Public Works Administrative Assistant*

Memo

CITY OF
ASHLAND

Date: May 19, 2016
From: Scott A. Fleury
To: Transportation Commission
RE: Traffic and Growth Management Grant-TSP update

BACKGROUND:

2016 Traffic Growth and Management Grants (TGM) are due by June 10, 2016. Public Works staff would like to apply for a TGM grant to fund a TSP update, along with critical in depth analysis into some of the studies listed in the fiscally constrained plan.

The current TSP was approved by Council in October of 2012. Staff recommends updating significant master plans on a five year schedule. Staff has budgeted \$150k in system development monies to cover the cost of an update, but would like to apply for a TGM grant to leverage existing funds and fund a larger project to perform additional work associated with studies in the TSP that could use refinement. Studies listed in the fiscally constrained plan

S10-Siskiyou Blvd. Pedestrian Crossing Evaluation and Feasibility Study-previously applied for grant (unsuccessful).

S1-Funding Sources Feasibility Study

S3-N. Main Street Access Management and Spacing Study

S5-Siskiyou Blvd. Access Management and Spacing Study

S6-Ashland St. Access Management and Spacing Study

S9 Ashland St. Safety Study

Program #5 (O5) Transit Service Program

The Transit Service Program provides funds and guidance on how to allocate funds to improve transit service (and increase transit ridership) in Ashland in collaboration with RVTD. Improving transit service to, from, and within the City of Ashland is an important element to help the City move toward its goals of creating a green template (Goal 1), supporting economic prosperity (Goal 3), and creating system wide balance (Goal 4).

The current TGM schedule:

June 10, 2016 Applications due

June-August 2016 Applications scored and ranked

August 2016 Project Award Announcements

December 2016-January 2017 Consultant Selection

April-May 2017 Contracts signed and projects start

Staff previously applied for a TGM grant to perform the Siskiyou Blvd. Pedestrian Crossing and Feasibility Study, but the application was unsuccessful. Based on previous meetings and input, staff would like to proceed forward with including refinement components of the pedestrian

study (S10) and based on Commission discussion work on refinement of the transit chapter in the TSP to assist in support of the circulator discussion and O5. Staff believes a TGM grant request of \$150,000 with a 50% match is will make the application more competitive and is appropriate to perform and update with refinement into the Siskiyou Blvd. study and transit section of the TSP.

Staff would like the Commission to make a recommendation on applying for the grant that can be brought before the Council. Council is required to approve any grant application packages. Staff would also like the Commission to provide a letter of support for the submission package.

CONCLUSION:

Commission is asked to make a recommendation to Council for approving the grant application process and provide a letter of support signed by the Chair for the grant package. If Commission makes a recommendation it will be presented before Council at the June 7, 2016 business meeting where staff will also ask for approval from Council to apply for the grant and their support as well.

Memo

CITY OF
ASHLAND

Date: May 19, 2016
From: Scott A. Fleury
To: Transportation Commission
RE: Grandview Shared Roadway Design

BACKGROUND:

Public Works staff contracted with CEC Engineering to provide a design that accommodates changing Grandview Dr. into a shared roadway with a focus on the upper section where guardrail has been installed. Engineering staff has performed all topographic surveying work for the area and provided the data to CEC for use in developing design options.

Staff has discussed design options with CEC to improve the roadway and ensure pedestrian safety refuges meet the adopted shared road standards. The shared road standard approved by Council are attached.

CONCLUSION:

Staff is scheduling a general public meeting on June 2, 2016 in the Council Chambers to discuss design and layout options for the conversion of Grandview to a shared road which includes posting at 15 mph and discuss pedestrian refuge designs around the previously installed guardrail. Staff would like Commission members to attend the general public meeting if possible to hear discussion.

Next steps will include a discussion at a Transportation Commission meeting in order to make a recommendation to the City Council with respect to a future action on Grandview.

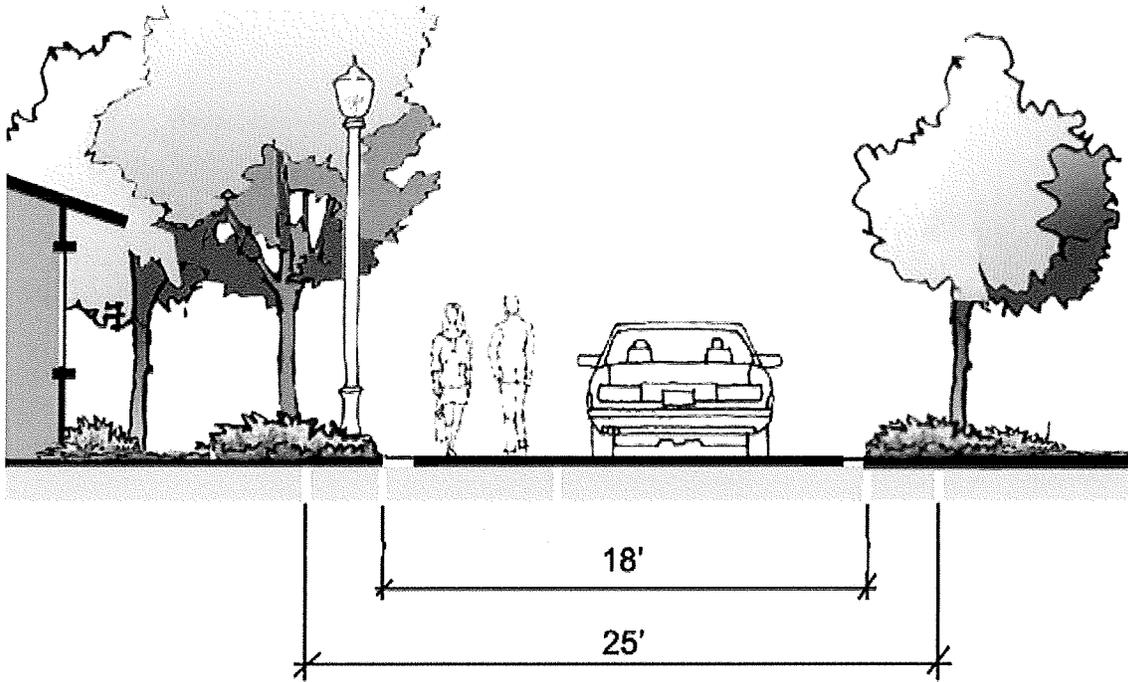
Exhibit C

Shared Street

Provides access to residential in an area in which right-of-way is constrained by natural features, topography or historically significant structures. The constrained right-of-way prevents typical bicycle and pedestrian facilities such as sidewalks and bicycle lanes. Therefore, the entire width of the street is collectively shared by pedestrians, bicycles, and autos. The design of the street should emphasize a slower speed environment and provide clear physical and visual indications the space is shared across modes.

Street Function:	Provide vehicular, pedestrian, and bicycle neighborhood circulation and access to individual residential and commercial properties designed to encourage socializing with neighbors, outdoor play for children, and creating comfortable spaces for walking and biking.
Connectivity:	Connects to all types of streets.
Average Daily Traffic:	1,500 or less motor vehicle trips per day
Managed Speed:	Motor vehicle travel speeds should be below 15 mph
Right-of-Way Width:	25'
Pavement width:	18' minimum, maintaining full fire truck access and minimum turning paths at all changes in alignment and intersections.
Motor Vehicle Travel Lanes:	Minimum 12' clear width.
Bike Lanes:	Not applicable, bicyclists can share the travel lane and easily negotiate these low use areas
Parking:	Parking and loading areas may be provided within the right of way with careful consideration to ensure parked vehicles do not obstruct pedestrian, bicycles, or emergency vehicle access.
Parkrow:	Not applicable
Sidewalks:	Not applicable, pedestrians can share the travel lane and easily negotiate these low use areas. Refuge areas are to be provided within the right of way to allow pedestrians to step out of the travel lane when necessary.

Shared Street Cross Section



Memo

CITY OF
ASHLAND

Date: May 18, 2016
From: Scott A. Fleury
To: Transportation Commission
RE: Siskiyou Blvd. and Tolman Creek 4-way stop

BACKGROUND:

Dan Dorrell from ODOT will be available to discuss project, answer questions and relate next steps. Attached is additional information provided by ODOT regarding the design.

History:

At the March 24, 2016 the Commission took public input for the proposed conversion to a 4-way stop. The public input was completely in favor of the change. Staff stated the next steps would include ODOT providing a design to be reviewed by staff and the TC at a subsequent meeting.

Previously Officer MacLennan provided the Commission and staff with a petition letter sent to the Oregon Department of Transportation (ODOT) and the Ashland Police Department (APD) regarding the Siskiyou and Tolman Creek intersection. The petition letter, specifically from Bellview School employees/parents, addressed speeding and safety concerns in the area.

In the City's current Transportation System Plan (TSP) there is a recommended roadway improvement (R6)

(R6) Siskiyou Boulevard (OR99)/Tolman Creek Road
Intersection Improvements

Description:

Conduct a speed study. Identify and install speed reduction treatments on northbound approach

Reason:

Improve Safety

Priority:

High
(0-5 Years)
\$61,000

ODOT previously contacted City staff to determine if they would support installation of a stop 4-way stop at this location as a safety improvement (reference attached ODOT memo). After the initial discussion with ODOT City staff asked Kim Parducci of Southern Oregon Transportation Engineering to provide an analysis of the intersection relating to into installation of a 4-way stop.

The memo is attached. In addition, staff met onsite with Kim to watch traffic patterns and habits (reference attached photos). Sight distance for both the northbound and southbound approaches is severely limited. Drivers have a significant tendency to drive past the stop bar location and into/passed the crosswalks on Tolman Creek to generate the needed site distance to make through or turn movements. During school times a crossing guard is on duty to facilitate children crossing at this intersection.

In order to develop public support for the project along with staff report, staff recommended the next steps include inviting the public and obtain their input on the proposed changes. Section 2B.07 of the Manual on Uniform Traffic Control Devices (MUTCD) discusses stop sign installations:

Section 2B.07 Multi-Way Stop Applications

Support:

Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist.

Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

The decision to install multi-way stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

C. Minimum volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

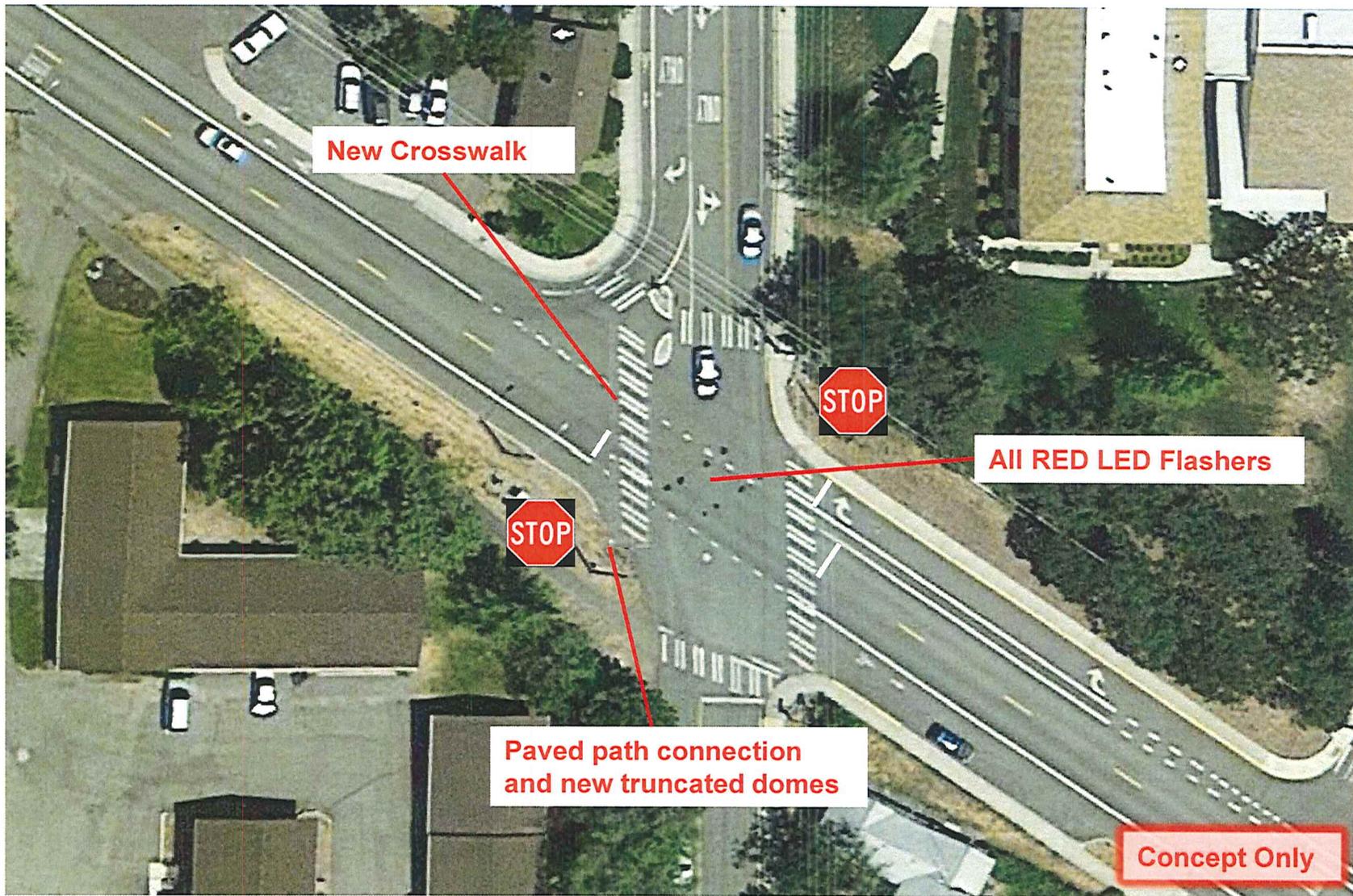
Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

CONCLUSION:

Next steps include approving a conceptual design and recommending to Council the intersection be converted to a 4-way stop. If recommended staff will take the issue before City Council for a final approval.





New Crosswalk

STOP

All RED LED Flashers

STOP

Paved path connection
and new truncated domes

Concept Only



Concept Only

04.19.2016 15.53



Concept Only

04.19.2016 15:56



Paved path connection

Concept Only

04.19.2016 16:10



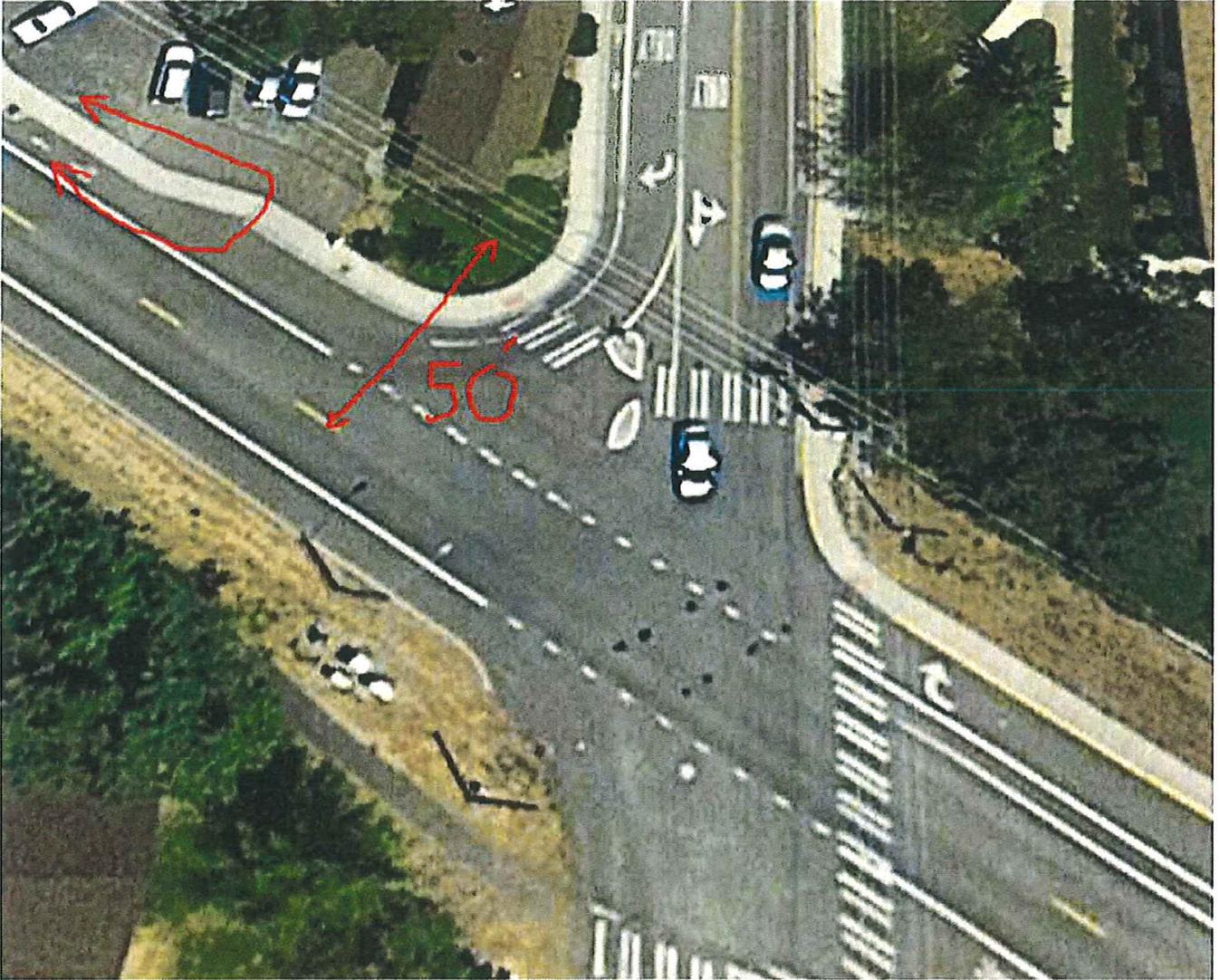
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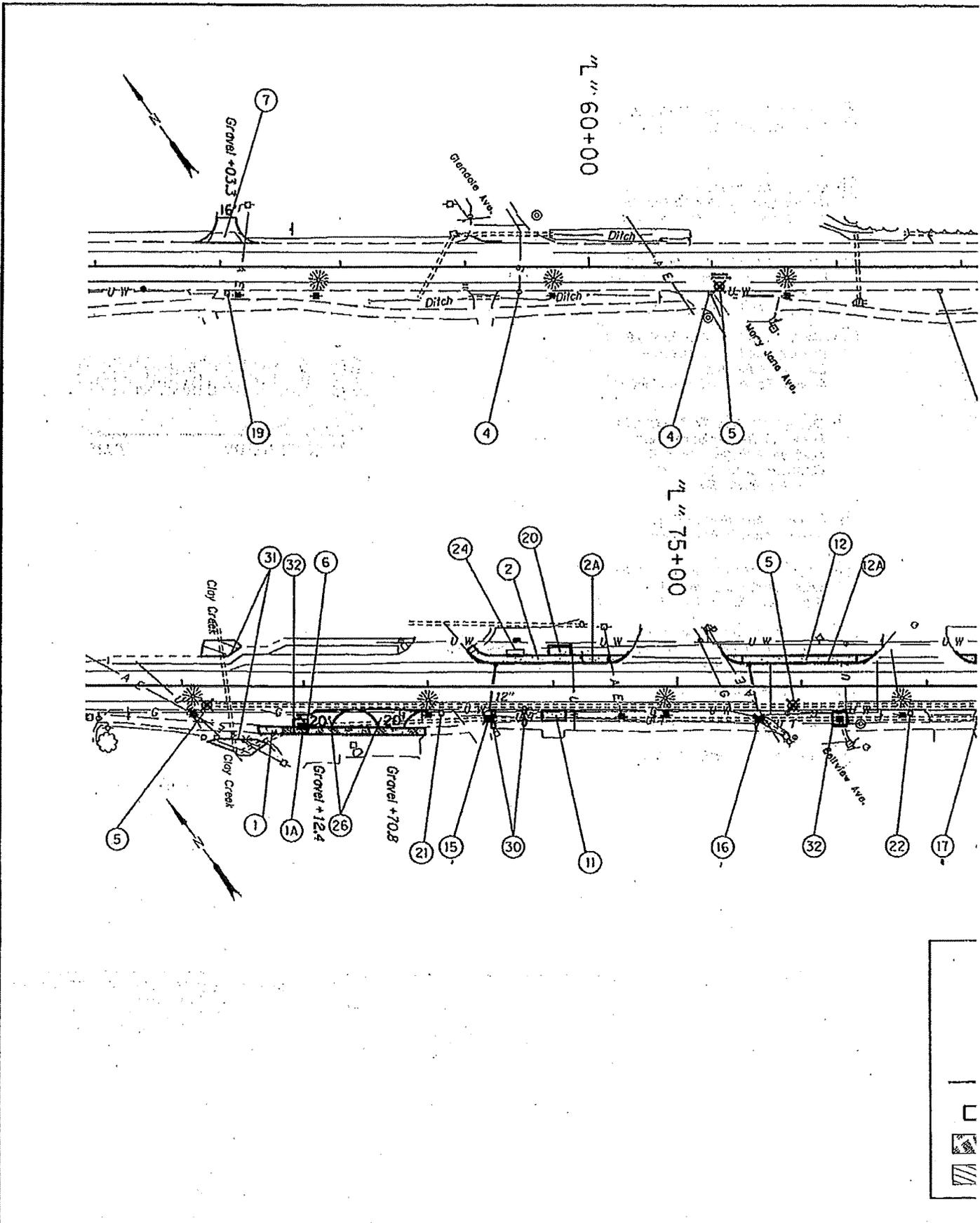
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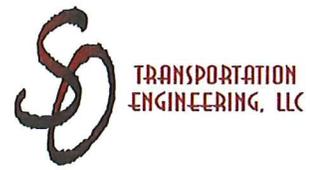
Concept Only

04.19.2016 16.01





- ① Sta. "L" 71+62.8 To Sta. "L" 72+98.0, Rt.
Const. P.C. Conc. Sidewalk - 807 ft'
- ①A Sta. "L" 71+62.8 To Sta. "L" 72+98.0, Rt.
Obliterate Existing Pavement
- ② Sta. "L" 73+30.5 To Sta. "L" 74+61.2, Lt.
Const. P.C. Conc. Sidewalk - 751 ft'
Const. Parallel Sidewalk Ramp
Connect Back Of Ramp To Existing HMAc Path
(For Ramp At End of Walk, See Sht. 2B-8)
- ②A Sta. "L" 73+30.4 To Sta. "L" 74+61.2, Lt.
Const. Standard Curb - 139'
- ③ Sta. "L" 81+44.1 To Sta. "L" 83+18.9, Lt.
Const. P.C. Conc. Sidewalk - 969 ft'
- ③A Sta. "L" 81+44.1 To Sta. "L" 83+18.9, Lt.
Maintain And Protect
Existing Standard Curb
- ④ Adjust Boxes - 14
- ⑤ Adjust Manholes To Grade (Minor Adjustment) - 7
- ⑥ Adjust Inlets - 2
- ⑦ Const. Asphalt Concrete Approach
20' Radius Returns
(For Details, See Sht. 2B-7)
- ⑧ Sta. "L" 81+83.2 To Sta. "L" 82+94.0, Rt.
Const. P.C. Conc. Sidewalk - 685 ft'
- ⑧A Sta. "L" 81+83.2 To Sta. "L" 82+75.0, Rt.
Remove Existing Curb - 91.8'
- ⑧B Sta. "L" 81+83.2 To Sta. "L" 82+94.0, Rt.
Const. Standard Curb - 115'
- ⑨ Sta. "L" 82+94.0 To Sta. "L" 83+08.0, Rt.
Const. P.C. Conc. Lowered Sidewalk Driveway, Option "J" - 180 ft'
Const. Standard Curb - 14'
(See Drg. No. RD740)
- ⑩ Sta. "L" 83+08.0 To Sta. "L" 83+56.7, Rt.
Const. P.C. Conc. Sidewalk - 320 ft'
- ⑩A Sta. "L" 83+08.0 To Sta. "L" 83+56.7, Rt.
Const. Standard Curb - 50'
- ⑪ Sta. "L" 74+00, Rt.
Const. P.C. Conc. Pedestrian Access Ramp - 17.6 yd'
(For Details See Sht. 2B-5)
- ⑫ Sta. "L" 75+36.2 To Sta. "L" 76+60.8, Lt.
Const. P.C. Conc. Sidewalk - 663 ft'
- ⑫A Sta. "L" 75+36.2 To Sta. "L" 76+60.8, Lt.
Const. Standard Curb - 131'
- ⑬ Sta. "L" 77+23.5 To Sta. "L" 78+14.5, Lt.
Const. P.C. Conc. Sidewalk - 462 ft'
- ⑬A Sta. "L" 77+23.5 To Sta. "L" 78+14.5, Lt.
Const. Standard Curb - 98'
- ⑭ Sta. "L" 79+13.2 To Sta. "L" 79+79.5, Lt.
Const. P.C. Conc. Sidewalk - 353 ft'
- ⑭A Sta. "L" 79+13.2 To Sta. "L" 79+79.5, Lt.
Const. Standard Curb - 70'
- ⑮ Sta. "L" 73+47.5, 26.4', Rt.
Remove Inlet, Maintain Existing
Storm Sewer Pipes
Const. Type "G-2" Inlet Over
Existing Storm Sewer Pipes
Inst. 12" Sewer Pipe, 5' Deep - 42.6'
Sta. "L" 73+53.5, 18.00', Lt.
Const. Type "CG-2" Inlet
Trench Resurfacing - 36 LF
(See Drg. No. RD364, 366)
(For Details See Sht. 2B-9)
- ⑯ Sta. "L" 75+66.4, 27', Rt.
Remove Inlet, Maintain Existing
Storm Sewer Pipes
Const. Type "G-2" Inlet Over
Existing Storm Sewer Pipes
Inst. 12" Sewer Pipe, 5' Deep - 43.2'
Sta. "L" 75+58.4, 17.8', Lt.
Const. Type "CG-2" Inlet
Trench Resurfacing - 39 LF
(For Details See Sht. 2B-9)
- ⑰ Sta. "L" 77+41.77, 25.97', Rt.
Const. Type "G-2" Inlet Over
Existing Storm Sewer Pipes
Inst. 12" Sewer Pipe, 5' Deep - 42.0'
Sta. "L" 77+45.6, 17.9', Lt.
Const. Type "CG-2" Inlet
Trench Resurfacing - 37 LF
(For Details See Sht. 2B-10)
- ⑱ Sta. "L" 79+51.5, 26.2', Rt.
Remove Inlet, Maintain Existing
Storm Sewer Pipes
Const. Type "G-2" Inlet Over
Existing Storm Sewer Pipes
Inst. 12" Sewer Pipe, 5' Deep - 44.8'
Sta. "L" 79+35.4, 18.0', Lt.
Const. Type "CG-2" Inlet
Trench Resurfacing - 39 LF
(For Details See Sht. 2B-10)
- ⑲ Sta. "L" 57+06, Rt.
Inst. Multiple Mailbox Support
- ⑳ Sta. "L" 74+05, Lt.
Const. P.C. Conc. Bus Shelter Pad - 16 yd'
(For Details See Sht. 2B-5)
- ㉑ Sta. "L" 73+11, Rt.
Inst. Single Mailbox Support
- ㉒ Sta. "L" 76+86.5, Rt.
Inst. Multiple Mailbox Support



Memorandum

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

S.O. Transportation Engineering, LLC

112 Monterey Drive
Medford, OR 97504
Telephone 541.941.4148
Fax 541.535.6873
Kwkp1@Q.com

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

Background

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

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

Analysis Results

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

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

Analysis Recommendations and Conclusions

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

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

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

Southern Oregon Transportation Engineering, LLC



Kimberly Parducci, PE PTOE
Firm Principal

Attachments: Tolman Creek Road and Siskiyou Boulevard intersection Aerial

Memo

CITY OF
ASHLAND

Date: May 19, 2016
From: Scott A. Fleury
To: Transportation Commission
RE: Nevada Bridge Next Steps

BACKGROUND:

At the previous Transportation Commission meeting the group received public input via discussion, email and formal letters regarding the proposed Nevada Bridge project. Director Faught presented 3 conceptual solutions to the bridge crossing.

Based on input and Commission discussion staff sees next steps that need to be accomplished before the discussion can continue.

Next steps include review of neighborhood trip generation and research into whether a traffic impact analysis was performed as part of the subdivision development and/or possibly the North Mountain Neighborhood plan along with developing an estimation/analysis of a ped/bike/emergency vehicle bridge connection for discussion.

CONCLUSION:

No action is required by Commission at this time.

**Transportation Commission
Action Summary
as of April**

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	Sharrow markings on Maple St.	approved, TR 2012-01	10/12
March 12	Centerline marking on Crispin St.	approved, TR 2012-02	10/12
March 12	Loading zone on Lithia Way	not approved	
November 11 TC	Parking prohibitions on Highwood Dr.	approved, TR 2011-09	2/26/12
October 11 TC	Crosswalk on A Street	approved TR 2011-08	12/1/11
August 11 TC	Parking prohibitions on Almond	approved TR 2011-07	✓
August 11 TC	Stop sign at 4th and A Streets	not approved	
Jul 11 TC	Parking Prohibitions on E. Nevada	approved; TR 2011-04	3/6/12
Jul 11 TC	Stop Sign at Starflower	approved yield; TR 2011-05	11/17/11
Jul 11 TC	A' Shared Road	approved; TR 2011-06	10/28/11
June 11 TC	N. Main Road Diet	TC recommend implementation asap, approved 8/2/11	
June 11 TC	Parking prohibition on Central	TR 2011-03, install painted centerline, only	✓
May 11 TC	Stop sign on Homes	Stop sign not approved, other improvements implemented.	
May 11 TC	Stop sign on Pinecrest	not approved	
May 11 TC	Left turn signal at Wightman	recommended review by traffic engineer	
May 11 TC	Memorial Sign Request	recommended development of a policy, approved by Legal/Planning. Approved by Council	1/27/12
Apr 11 TC	N. Main Road Diet Pilot	Approved by Council 8/2/11	
Feb 11 TC	Parking Prohibitions Meadowbrook	TR 2011-02 order sent to Street Div.	✓
Feb 11 TC	Parking Prohibitions on Liberty St	TR 2011-01 order sent to Street Div.	✓
Feb 11 TC	Bike Corral on Third Street	Completed & installed	✓
Dec 10 TC	Petition for ped. rail crossing	referred to TSP process	
Dec 10 TC	Siskiyou Blvd x-walk at Frances	no action required	12/16/10
Nov 10 TC	S Mountain Mid Block Crosswalk	Approved to be installed in cooperation with SOU	
Nov 10 TC	E Main @ RR Crosswalk Review	Commission asked stop sign replaced	
Oct 10 TC	A St Sharrow Designation	Commission asked for 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/Orchard/ 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	Change		
Aug 10 TC	Truck Route Ordinance Review	Staff researching, Nov 2010 agenda item	
Jun 10 TC	2 Year Project List Goal Setting	3 goals selected	✓
Jul 10 TC	Audible Crosswalk Signals for Downtown	Viewille working w/staff to develop priority list for \$27K budget	
Jul 10 TC	Shared Road Policy	review as part of TSP update	
Mar 10 TSC	Yield Sign at Terrace @ Holly	TR 2010-02	✓
Mar 10 TSC	Ashland St @ YMCA Crosswalk	not approved by ODOT	✓
Mar 10 TSC	Oak St Crosswalk at A St	included in Misc Concrete Project; bids due 11/17/10	
Jul 09 TC	Additional Downtown Bike Parking	Implementation list complete, will be installed as budget permits	
Nov 09 TC & TSC	Crosswalk for East Main @ Campus Way	Staff applying for funding through grant application	
Nov 09 TC & TSC	Grandview Shared Road Improvements	TR 2010-03, other improvements likely in future	
Aug 09 TC	Oak Street 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: APRIL, 2016

NO. OF ACCIDENTS: 12

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
5	08:23	Tue	Siskiyou Blvd, east of Wightman	1	N	Y	Y	N	N	N	N	N	Driver turning right into parking lot struck bicyclist traveling in bike lane. Cyclist injured. Driver not cited/ information exchanged.
7	17:37	Thurs	Siskiyou Blvd near Ashland St	2	N	N	N	U	N	Y	Y	N	V1 was backed into while parked in lot. Dv2 could not be located. Hit and Run, minor damage.
7	20:40	Thurs	Tolman Creek Rd north of Ashland St	1	N	N	N	N	N	Y	N	N	Driver of a delivery truck was attempting to park and backed into a street tree, snapping it at base. Property damage to City of Ashland tree. No charges.
8	17:20	Fri	N Main St west of Manzanita St	2	N	N	N	N	Y	Y	N	N	Dv2 was waiting behind a car that was waiting to make a left turn. Dv1 rearended v2. Dv1 cited for following too closely. No injury.
9	13:12	Sat	East Main St west of Oak St	3	Y	N	Y	N	Y	Y	N	N	Dv3 was stopped at a crosswalk, Dv2 was stopped behind v3. Dv1 rearended v2, pushing it into v3. Dv2 and passenger complained of neck and back pain. Dv1 cited for following too closely.
11	13:35	Mon	Siskiyou Blvd west of Bridge St	2	Y	N	Y	N	Y	Y	N	N	Dv1 stopped behind 2 veh that were waiting for peds in crosswalk. Dv1 was rearended by dv2. Dv2 cited for following too closely.
16	15:51	Sat	Siskiyou Blvd east of Indiana St	2	N	N	N	N	N	N	N	N	Dv1 was behind v2 in turn lane, stopped at intersection. Dv1 was distracted momentarily and rolled into v2. No injury, minor damage, no citation.
16	17:02	Sat	Siskiyou Blvd west of Mistletoe Rd	1	N	N	N	Y	Y	N	N	N	Dv1 ran off road into ditch, partially overturning. DUII, Reckless driving.
24	02:10	Sun	Lithia Way east of East Main St	1	N	N	N	Y	Y	Y	N	N	DV ran off road and into a street light. Cited DUII, criminal mischief2, phone use and MIP. Non-injury.

26	15:28	Tue	Van Ness Av at Laurel St	2	N	N	N	N	Y	Y	N	N	Dv2 had stopped and then continued through controlled intersection when struck in the passenger side by Dv1. Dv1 cited for failure to obey traffic control device.
28	15:00	Thurs	E Main St at S Pioneer St	2	N	N	N	N	Y	Y	N	N	Dv1 was waiting at intersection for light to change, intending to turn right. Dv2 made a sudden lane change, running into the left side of v1. Dv2 cited for unlawful lane change.
29	UNK	Fri	400 block of Glenview Dr	1	N	N	N	N	Y	N	N	N	Vehicle was found off the side of the road, resting against a tree. Driver of vehicle was tracked down through records, and was cited for careless driving.

Share the Road with Motorcycles

A motorcyclist has the same rights, privileges, and responsibilities as any other motorist on the roadway. During [Motorcycle Safety Awareness Month](#), all drivers of cars, trucks and buses are reminded to look out for, and share the road with motorcycle riders.



NHTSA statistics show an increase in motorcycle fatalities in recent years. Helmet usage is also on the decline, and alcohol continues to be a factor in motorcycle fatalities. To prevent motorcyclist's deaths and injuries, use the following safety tips:

For motorcyclists:

- Wear a DOT-compliant helmet and other protective gear.
- Obey all traffic laws and be properly licensed.
- Never ride distracted or impaired.
- Use hand and turn signals at every lane

New Strategy in Workzone Safety

According to ODOT, on average, a work zone crash happens every 19 hours in Oregon. And about 7 people die in work zone crashes each year in this State.

A new goal has been announced to reach zero fatalities and injuries in work zones.

To accomplish the goal, project teams must consider the full range of options to protect workers in work zones, including complete separation of traffic lanes from



change or turn.

- Wear brightly colored clothes and reflective tape to increase visibility.
- Ride in the middle of the lane where you will be more visible to drivers.
- Avoid riding in poor weather conditions.

For drivers:

- Allow the motorcycle the full width of a lane at all times.
- Always signal when changing lanes or merging with traffic.
- Check all mirrors and blind spots for motorcycles before changing lanes or merging with traffic, especially at intersections.
- Always allow more follow distance – three to four seconds – when behind a motorcycle. This gives them more time to maneuver or stop in an emergency.
- Never drive distracted or impaired.
- Motorcycle signals are often non-canceling and could have been forgotten. Always ensure that the motorcycle is turning before proceeding.

construction work areas; speed reductions; the presence of law enforcement; enhanced traffic control devices and photo radar; and new approaches to work zone design.

The strategy acknowledges there's no single solution appropriate in all cases, but it also calls out one particular tactic: **Whenever practical, workers should be separated from traffic.**

"You can't get home unless you're safe," said ODOT Director Matt Garrett. "We're taking important steps to design work zones so that everybody gets home."

Preventing Two-Wheeled Tragedies: The Mistakes We All Make

In spring and summer, more people are out bicycling. [Bicycle Safety Month](#) is a perfect time to renew the commitment to making safe choices on the road.

Top Mistakes: Bicyclists

- Bicyclist rides out into the street from a driveway, alley, or from between parked cars without stopping or looking for traffic. *Tip: Drivers do not expect bicyclists to enter the road in the middle of a block. The driver has the right-of-way and expects ALL entering traffic to yield. Look left-right-left before entering a road.*
- Bicyclist turns or swerves suddenly into the path of a motorist. *Tip: Ride in straight, predictable lines; look over your shoulder for traffic; and use hand signals before changing lane position.*
- Bicyclist rides through a stop sign or red light without stopping. *Tip: Follow the same rules of the road as motorists. Be prepared to stop quickly.*
- Bicyclist rides in the wrong

direction, approaching cars head-on. *Tip: Drivers do not expect traffic to come from the wrong direction. These crashes can occur at driveways, intersections, or when drivers turn right and hit an oncoming bicyclist. Ride with the flow of traffic, never against it.*

- Bicyclist rides while impaired,



which affects the balance, coordination, focus, and quick reactions necessary for safe biking. *Tip: Remember that a bicycle is a vehicle. If you plan to drink, get a safe ride home.*

Top Mistakes: Drivers

- Driver turns in front of a bicyclist traveling on the road or sidewalk, often at an intersection or driveway. *Tip: Yield to bicyclists as you would motorists and do not underestimate their speed.*
- Driver fails to search surroundings for other vehicles, including bicycles.

Tip: These crashes can occur in parking lots, at stop signs, when backing up, or when parking on the street. Before accelerating your vehicle, look around for all road users.

- Driver turns right-on-red without looking to the right and behind, hitting a bicyclist approaching from the right rear. *Tip: Stop completely and look left-right-left and behind before turning right on red.*
- Driver is going too fast for conditions and hits a bicyclist who comes into the road unexpectedly. *Tip: Obey the speed limit, drive defensively, watch for others, and be prepared to stop.*
- Driver overtakes a bicyclist but doesn't see them until it is too late. *Factors may include speeding, inattention, and alcohol on the part of the driver, and poor visibility or alcohol on the part of the bicyclist. Tip: Always do visual scans of the roadway for other traffic, especially at night.*

- Driver passes a bicycle too closely. *Tip: Pass bicyclists as you would any other vehicle—when it's safe to move over into an adjacent lane.*

Learn more by reading NHTSA's [Safety in Numbers - Tips for Safe Summer Cycling Newsletter](#).



Janelle Lawrence
Executive Director

Contact Us



Funded through a grant from ODOT Transportation Safety Division

Safety Fair Season is Here!

Safety fairs are an excellent way to build partnerships and promote awareness in your community. Here are some quick tips to help you get started:



Create a Planning

Committee: Designate a Chair and Co-Chair. Set a timeline and gather contact info.

Select a Theme: What safety topics will be highlighted?

Set the Date: Consider other important dates; factor in the weather.

Book a Location: Many community organizations offer free space.

Recruit Volunteers: Consider asking your local high school for assistance.

Use Community Resources:

Invite the community and local businesses to participate. Solicit [education materials](#) from those unable to attend.

Make a Floor Plan: Include booths, food areas, and more.

Get the Word Out: Distribute flyers. Post online, in local bulletins, and on social media.

Offer Refreshments and Freebies

Measure Your Success: Survey both volunteers and attendees to improve upon next year's event.

Speed Limit Increases Cause 33,000 Deaths in 20 Years

A new IIHS study shows that increases in speed limits over two decades have cost 33,000 lives in the U.S. In 2013 alone, the increases resulted in 1,900 additional deaths, essentially canceling out the number of lives saved by frontal airbags that year.

Maximum speed limits are set by the states, and they have been on the rise since the repeal of the National Maximum Speed Limit in 1995.

Proponents of raising the speed limit often argue that such increases simply bring the law in line with reality, since most drivers exceed the limit. Once the limit is raised, however, drivers go even faster.

Not surprisingly, Institute researchers found that travel speeds increased following the repeal of the National Limit. They also found that fatalities went up.

The new study looked at the effect of all speed limit increases

from 1993 to 2013 in 41 states. Researchers examined deaths per billion miles traveled by state and roadway type.

Taking into account other factors that affected the fatality rate — he found that each 5 mph increase in the maximum speed limit resulted in a 4% increase in fatalities. The increase on interstates and freeways, the roads most affected by state maximums, was 8%.

Comparing the annual number of fatalities in the 41 states with the number that would have been expected if each state's maximum speed limit had remained unchanged since 1993, researchers arrived at the estimate of 33,000 additional fatalities over the 20-year period. That number is approximately equal to the nationwide annual tally of fatalities during recent years.

As large a number as it is, 33,000 is likely an underestimate, Farmer says. In his analysis, he considered only increases in the maximum speed limit, which often applies only to

rural interstates, but many states also increased speed limits on urban interstates. Other states increased speed limits on 1 section of road and later extended the higher limit to other sections. Those subsequent changes weren't factored in.



The study doesn't include the increases of the past 3 years. In 2013, only Texas and Utah had limits above 75 mph. 5 more have joined that club since then, and others have abandoned 65 mph limits for 70 mph.

Learn more about the study click [here](#). Stay up-to-date on Traffic Safety news. [Subscribe](#) to the NETS Newsletter.

SafeRoutes Grant Opportunity



Applications for ODOT-TSD's non-infrastructure Safe Routes to School (SRTS) grants are now available for Fiscal Years '17, '18 and '19 (Oct 1 - Sept. 30).

Available funding is being bundled for a 3-year window in order to allow applicants advance planning.

This is a competitive call and applicants may apply for up to \$50,000 per year for up to 3 years.

Awarded grant funding will not exceed \$300,000 per year. There is a 12% match requirement (88% Federal funds, 12% local match).

Due date for applications is June 15, 2016. [See full details here.](#)

Transportation Safety Workshops

TREC Events UP Highway Safety Workshops OSU Kiewit Center

TREC Workshops are typically held at PSU.

Topic	Date	Time	Registration
TREC Workshop: Connected Vehicle Deployment Pilot Study	5/20	12 pm	More Info
TREC Workshop/Livestream: MURP Workshop Extravaganza	5/27	12 pm	More Info
TREC Workshop/Livestream: Pursuing Vision Zero in Seattle: Results of a Systematic Safety Analysis	6/3	12 pm	More Info

Car Seat Check-Up Events and Fitting Stations



Date	City	Location	Address	Time
5/13	Sisters	Sisters/Camp Sherman Fire	301 S Elm St	2:30 - 4:30 pm
5/14	Hillsboro	Tuality Health Edu Ctr	334 SE 8th St	9 am - 11:30 am
5/21	Vancouver*	Peace Health*	92nd Ave Entrance	8:45 am - 2 pm*
5/21	Wood Village	Kohl's	22557 NE Park Ln	9 am - 11:30 am
5/26	Forest Grove	Forest Grove Fire	1919 Ash St	3 pm - 5 pm
5/26	Eugene	Eugene Fire	1725 W 2nd Ave	4 pm - 6 pm
5/28	Lebanon	Lebanon Fire	1050 W Oak St	10 am - 2 pm
6/2	Redmond	Redmond Fire	341 NW Dogwood Ave	11 am - 2 pm
6/2	Island City	La Grande Rural Fire	10200 S McAlister Rd	2 pm - 4 pm



*Peace Health Event: Registration required by 8:45 am for 9-10 am class. First come, first served. Must attend class to participate in the clinic, which is held from 10 am - 2 pm.

Events are tentative due to weather.

For all event listings, appointment options, best practice information, visit the [Child Safety Seat Resource Center](#).

Child Passenger Safety Basic Awareness Course

Safe Kids has developed a toolkit for educators to use to expand road safety efforts in their communities and to build new partners to keep kids safe.

The *Basic Car Seat Awareness Course* was designed to serve as an introduction to car seats and as a way to start conversations about restraint use in cars where road safety has become important. Although it was developed for use outside the United States, it is useful for advocates working in U.S. communities where English is a second language and where there is low seat belt and child restraint use.

The materials were designed to be used by presenters with varying levels of experience in road safety as way to guide a discussion about child passenger safety.

The materials have been translated into simple Chinese (*Mandarin*)

and Spanish.

The toolkit includes pre/post-tests, presentation notes, an evaluation, and a certificate of participation for attendees by completing the [Basic Awareness Course Request Form](#) to access these materials.



The PowerPoint presentation includes slides and leader notes, videos, suggested activities and discussion starters.

This Basic Awareness Course is a great tool for reaching out into your community with basic information that you can supplement with letting people know about your organization and efforts to make a difference through car seat check-up events and inspection stations.

Read more about the [Course](#).

Did You Know?

May is *Transportation Safety Awareness Month* in Oregon. [Learn more.](#)



Click It or Ticket - A Second Chance: May Campaign



Statistics show that passenger vehicle occupants are buckling up more during the day, but not enough at night.

The latest data shows that 1,280 injuries and deaths occurred in Oregon in 2014.

NHTSA's [Nationwide Seat Belt Enforcement Mobilization campaign](#) is created for Law Enforcement to crack down on violators 24-7, but a strong enforcement effort is urged overnight due to the significant number of violators and fatal crashes during this time.

Corresponding [education materials](#) are meant to help get the message out at a community level. Packaged social media messages for Twitter and Facebook, along with posters and web videos make it easy to spread the word in different venues.

In addition, the following demographic-specific materials are now available:

- [Hispanic Toolkit](#)
- [African-American Toolkit](#)

Kyndra Irigoyen

From: Kyndra Irigoyen
Sent: Thursday, May 19, 2016 2:10 PM
To: Kyndra Irigoyen
Subject: RE: Hillview Drive

From: Keith and Sheila [<mailto:theeggandi@jeffnet.org>]
Sent: Monday, May 16, 2016 8:59 PM
To: Scott Fleury
Subject: Hillview Drive

Members of the Transportation Commission –

I am a 23 year resident of 873 Hillview Drive. In 1999 or 2000, the city conducted a traffic count and speed study on Hillview Drive. As a result and following two meetings with the Traffic Safety Commission, two "25 SPEED" signs were posted. Several of us neighbors posed in front of one of the signs, and our photo and story were on the front page of the Daily Tidings.

Since then, the volume of traffic appears to have significantly increased, and it often exceeds the speed limit, something that's obvious just from visual observation. My neighbors and I realize that there is more traffic everywhere. However, we believe Hillview has become an arterial for homes on Crestview, as well as Harmony Lane and Beswick, and the new homes built way up the hill, accessible from upper Park Street.

We respectfully request that new traffic counts and a new speed study be conducted on Hillview and, if the studies show what we believe they will, that additional traffic calming measures be taken. We further ask that a discussion of our request be placed the May 26 or June 23 Transportation Commission agenda.

We are aware that a major traffic generator, Our Lady of the Mountain Church, is on Hillview. What we're seeing, however, is not just Sunday traffic for church services. It's every day. We believe this increase in traffic is generated by traffic from Ashland street that comes up Normal to Siskiyou, and then up Hillview, en route to Beswick, Harmony, upper Park, Crestview, and above.

It happens thusly: After exiting I-5, drivers come to Tolman Creek (by Les Schwab). They could turn left on Tolman and head up to Siskiyou, but the left turn signal lasts long enough for maybe three vehicles to turn. They soon realize that the path of least resistance is to continue north on Ashland street, then turn left up Normal Street. Normal has a left turn lane, so that's where the traffic turns.

When they get up to Siskiyou, it's a jog right, then a quick left turn up Hillview. Hillview is wide and straight, the sight-distance visibility is excellent and drivers respond to these conditions by accelerating to speeds that far exceed the posted limit. They go up to the top, or maybe turn right at Ross Lane, and head over to Harmony Lane. They also turn right or left at Peachy, which allows them to go to Beswick, or over to Walker and up Pinecrest. Why wouldn't a driver that wants to go to upper Walker or Pinecrest go straight up Walker from Ashland Street? Because it requires going through two traffic lights. The quick way is up Hillview. It's the path of least resistance. And why go up Hillview if they're going to Beswick? Because coming up Normal and taking a left on Siskiyou to get to Beswick takes a lot of waiting. It's quick to make a right, then left up Hillview. My neighbors and I have seen cars that we know live on Harmony and Beswick, coming up Hillview.

Eventually people figure this stuff out. And a lot of people have figured this out. Again, we request an updated traffic count with speed study for Hillview. We believe the same should be done for Beswick and Park for comparison purposes.

Thank you for your attention to this. Please know that those of us who live on Hillview consider this to be an urgent matter and as such we ask that you do not delay scheduling this for a Transportation Commission discussion.

Please don't hesitate to contact me if the Commission or staff have any questions.

Keith Kleinedler
873 Hillview
541-488-3352

April 26th, 2016

Ashland Transportation Commission
c/o Ashland Engineering Division
51 Winburn Way
Ashland, OR 97520

Subject: Nevada Street Bridge

I've participated in the discussion of the Nevada Street Bridge installation since 1993 when the North Mountain Neighborhood Master Plan was being formed. At that time, the majority of the area, from Heresy Street to the I-5 Freeway was zoned RR-.5 (1/2 acre), the streets were unpaved, there were no public parks and the area's few homes were on septic systems. The area was ripe for haphazard, inefficient and ugly suburban sprawl. Fortunately, the City Council and the Citizens of Ashland valued land use planning and specifically a "coordinated infill" philosophy and after numerous public meetings, study sessions and design charettes, the North Mountain Neighborhood Plan was adopted in 1995. Today, the North Mountain Neighborhood area provides housing to roughly 880 new citizens, including some commercial and recreational services.

From the beginning, it was always recognized that a bridge over Bear Creek, connecting East and West Nevada Streets, would be necessary in order to accommodate growth, not just within the North Mountain Neighborhood, but also many of the new neighborhoods in the area that were planned to accommodate the City's population demands (see attached maps).

The new bridge will:

- Connect neighborhoods;
- Provide flexibility for the School District;
- Provide a safe and direct route to and from Helman Elementary School;
- Reduce vehicle trips along Oak, Helman and North Mountain;
- Relieve congestion in other areas of Ashland;
- Provide a connection for bicyclists and pedestrians headed to North Mountain Park or the Bear Creek Greenway;
- Easy access to the "new public" parks – North Mountain Park, Dog Park, Kestrel Park;
- Provide the flexibility and opportunity for RVDT bus service;

The vast majority of Ashland citizens that I've talked to are very supportive of the bridge's planned connection. I've talked to only one individual who was opposed, but he desired the funds to be spent on a bridge adjacent to his house so that he could partition his property... There will always be opposing views, especially when traffic is involved, but this particular bridge connection was publically noticed and publically vetted "twice" in 1998 and again in 2012. Both times, involving numerous public meetings, the bridge concept was *approved* and labeled as a "high" priority by the Ashland City Council, Planning Commission and Transportation Commission.

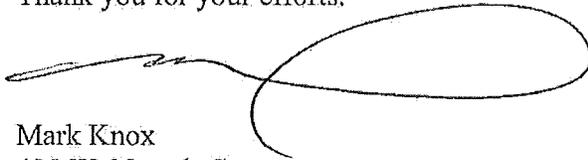
As a professional Land Use Planner, former City Planner and resident of Ashland for the past 23 years, I recognize the dynamics of human nature as it relates to "change". However, the

expectation of our leadership is to make educated decisions that benefit the overall community in the face of the unknown. To this point, the Transportation Element, as described in the adopted Ashland Comprehensive Plan, Section 10.01 states:

"Ashland has a vision - to retain our small-town character even while we grow. To achieve this vision, we must proactively plan for a transportation system that is integrated into the community and enhances Ashland's livability, character and natural environment...The focus must be on people being able to move easily through the city in all modes of travel, Modal equity then is more than just a phase. It is a planning concept that does not necessarily imply equal financial commitment or equal percentage use of each mode, but rather ensures that we will have the opportunity to conveniently and safely use the transportation mode of our choice, and allow us to move toward a less auto-dependent community."

Overall, I support staff and the Transportation Commission's efforts to educate the citizens of Ashland about adopted legal documents (Comprehensive Plan, Transportation Element, North Mountain Plan) and the history behind those decisions, but in the end, I hope those citizens realize there are sincere and legitimate reasons to now follow-thru with those decisions.

Thank you for your efforts.



Mark Knox
485 W. Nevada Street
Ashland, OR 97520
knox@mind.net
541-821-3752

Attachments: 1994 Map
2012 Map

RECEIVED

APR 26 2016

City of Ashland

Susan Sullivan
305 Stoneridge Ave.
Ashland, OR 97520

April 25, 2016

Michael R. Faught
Public Works Director
20 E. Main Street
Ashland, OR 97520

RE: Nevada St. Bridge Project

Dear Mr. Faught,

I received your letter regarding the opportunity for public testimony relating to the design options for the Nevada St. bridge project. As you stated, the Transportation Commission is including this as an agenda item in their monthly meeting on April 28. Unfortunately I am out of town on this date and will be unable to attend the meeting. My purpose in writing to you is to give my testimony in written form.

I live at the corner of Nevada St. and Kestral Parkway. My home is the last one on the block, bordered by Stoneridge, Nevada, and Kestral. Obviously, opening what is now a dead end road with a bridge that crosses Bear Creek has the potential for a significant change in traffic to the entire neighborhood and in particular to where I live.

I have several reasons for supporting a pedestrian/bike bridge over one that allows motor vehicles. Reasons that support a pedestrian/bike bridge include:

- Direct access to the north end of Ashland from east and west sides of Bear Creek, the City's goal in its original plan for a bridge.
- Safe future access for pedestrians and cyclists to Bear Creek Greenway when and if its extension is successful.
- Limiting access to pedestrian and bikes is in keeping with Ashland's support of walking and biking shorter distances within town and will allow children in the Meadowbrook neighborhood to walk to school rather than take the bus that currently requires additional transportation costs.
- In addition to the health benefits of encouraging walking and cycling, a pedestrian bridge removes the additional road maintenance costs that would come with increased vehicle use.

- A pedestrian bridge significantly lowers the ultimate cost and is more in line with the cost/benefit of the project.

Reasons against a vehicle bridge include:

- The significant cost of this kind of bridge with questionable benefit for the number of cars that would use it.
- The fact that Nevada is a narrow street, has two sharp turns at the east end before ending at Mountain Ave., and poses a dangerous traffic pattern if there is significant increase in use of the street.
- There is already adequate access in and out of the neighborhood without the need of driving across Bear Creek at the north end of the neighborhood.

In conclusion I wish to ask whether our neighborhood needs more traffic from the west side of Bear Creek and what purpose does it serve those who would drive through our neighborhood to get to Mountain Ave. when several other routes already provide access. It will only increase traffic in a quiet, pedestrian friendly neighborhood at a significant cost to the citizens of Ashland with little benefit to a few.

I thank you in advance for accepting my testimony to the Transportation Commission.

Respectfully yours,



Susan Sullivan

----- Forwarded message -----

From: **S. Kurth** <skurth2002@yahoo.com>

Date: Mon, Apr 25, 2016 at 3:50 PM

Subject: Thursday discussion on the Nevada Street Bridge

To: "jlgrans15@gmail.com" <jlgrans15@gmail.com>

Joe,

I have attended some of the meetings, and I found you to open and logical. So I am surprised that Thursday night's

agenda shows "bridge design options." I had assumed you were listening to local comments and would then decide

if the bridge was the right thing to do for the community and what type of bridge. If you are considering bridge options, it sounds like you have made up your mind. And the bridge is a "done deal"? And the commissioners really do not care about local opinions.

I oppose a vehicle bridge; a foot bridge is acceptable. Unfortunately, I have a commitment to be out of town so I cannot attend, and I cannot change these plans. But I believe there will be others in opposition attending. I hope I am wrong and you and the other commissioners have not made up your minds.

Could you please comment on where you see the issue is? Thank you. I know you are busy but this is

major to some of us.

...Sue Kurth

[650 279-0575](tel:6502790575) (cell)

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.

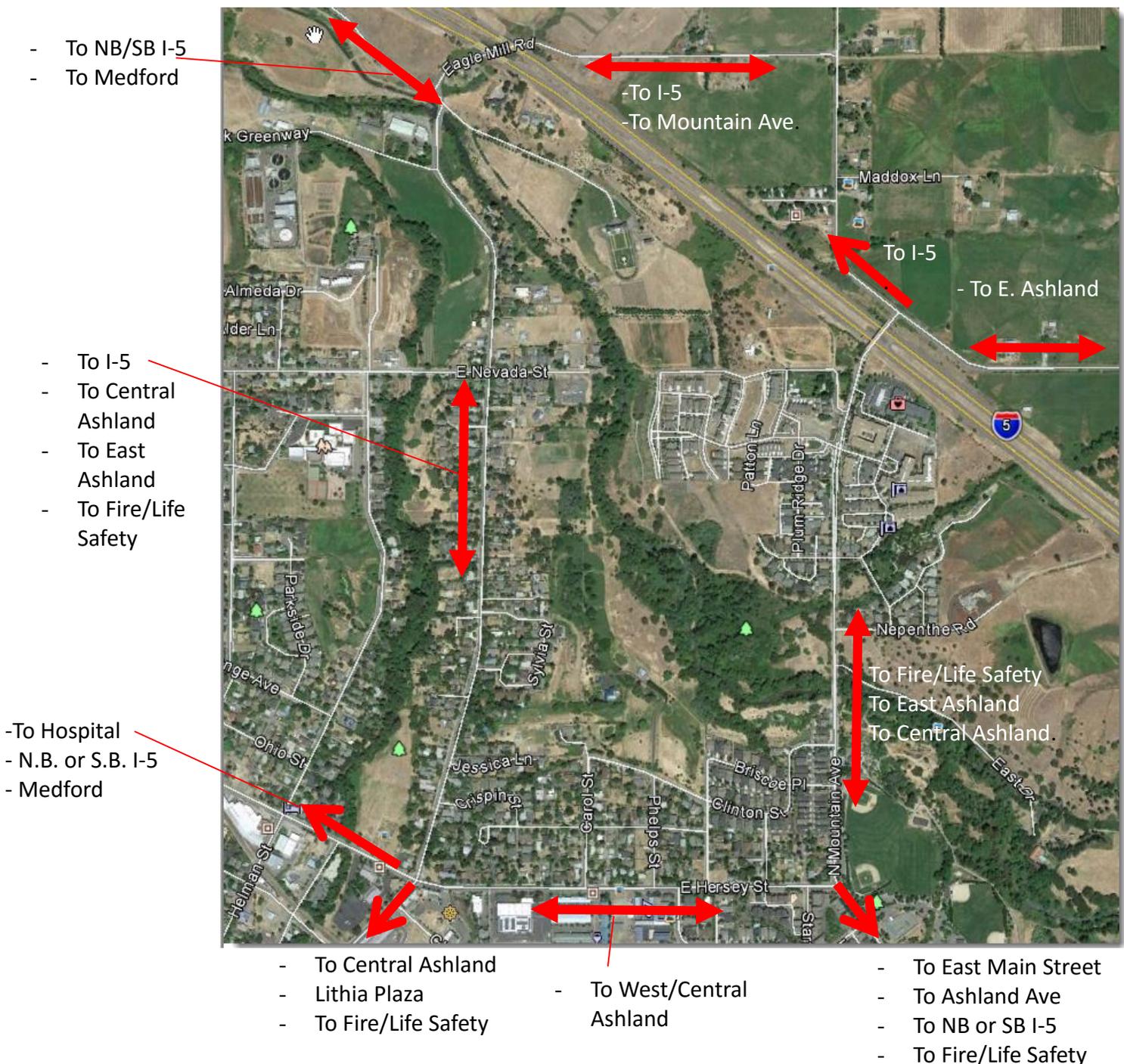


Figure 1 – Traffic Square – East Nevada Traffic Envelope

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.

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 square reality, there is absolutely no benefit or justification for building an expensive bridge for vehicular traffic in the middle of a local neighborhood street.

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 tight diamond interchange at the southeast corner of the transportation box diagram in **Figure #4**. A bridge replacement of the Mountain Ave. overcrossing of I-5 and placement there of a tight diamond 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.

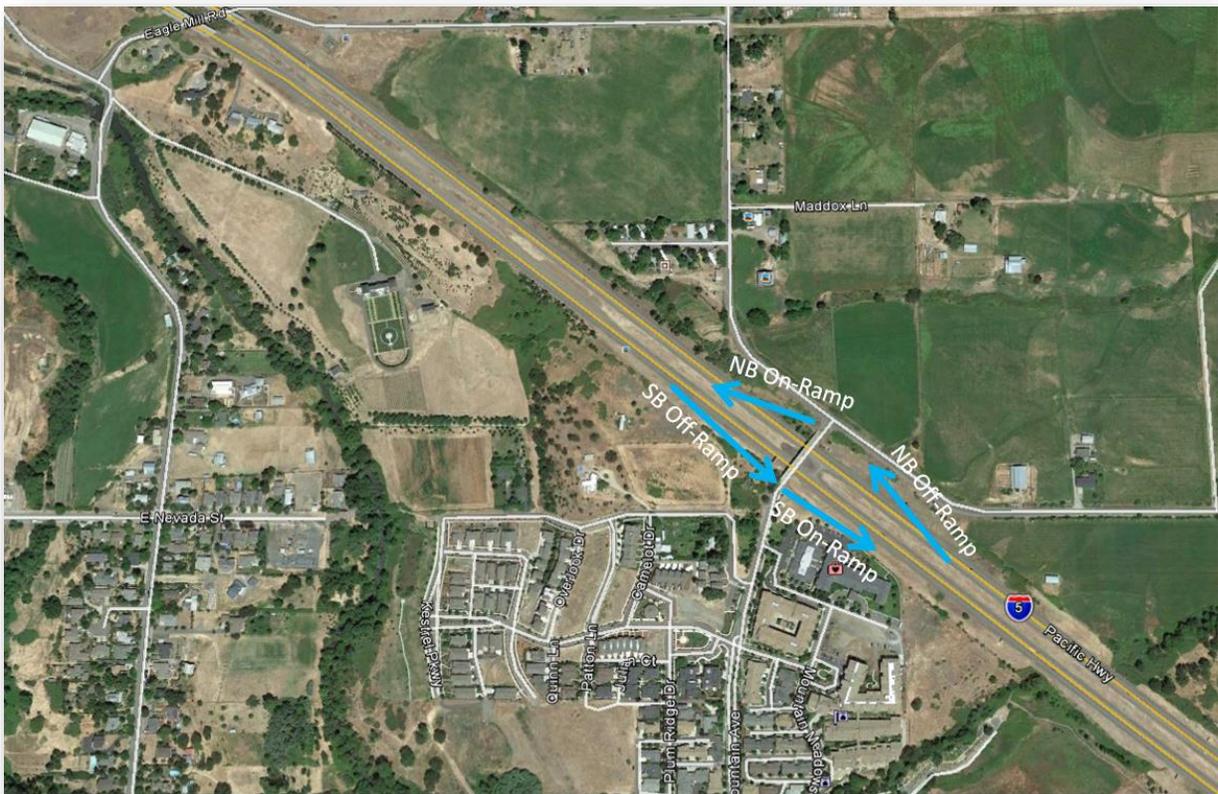


Figure 4 - On-Ramp Alternatives

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 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.

Sincerely,

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

Attachments

Figures 5 & 6

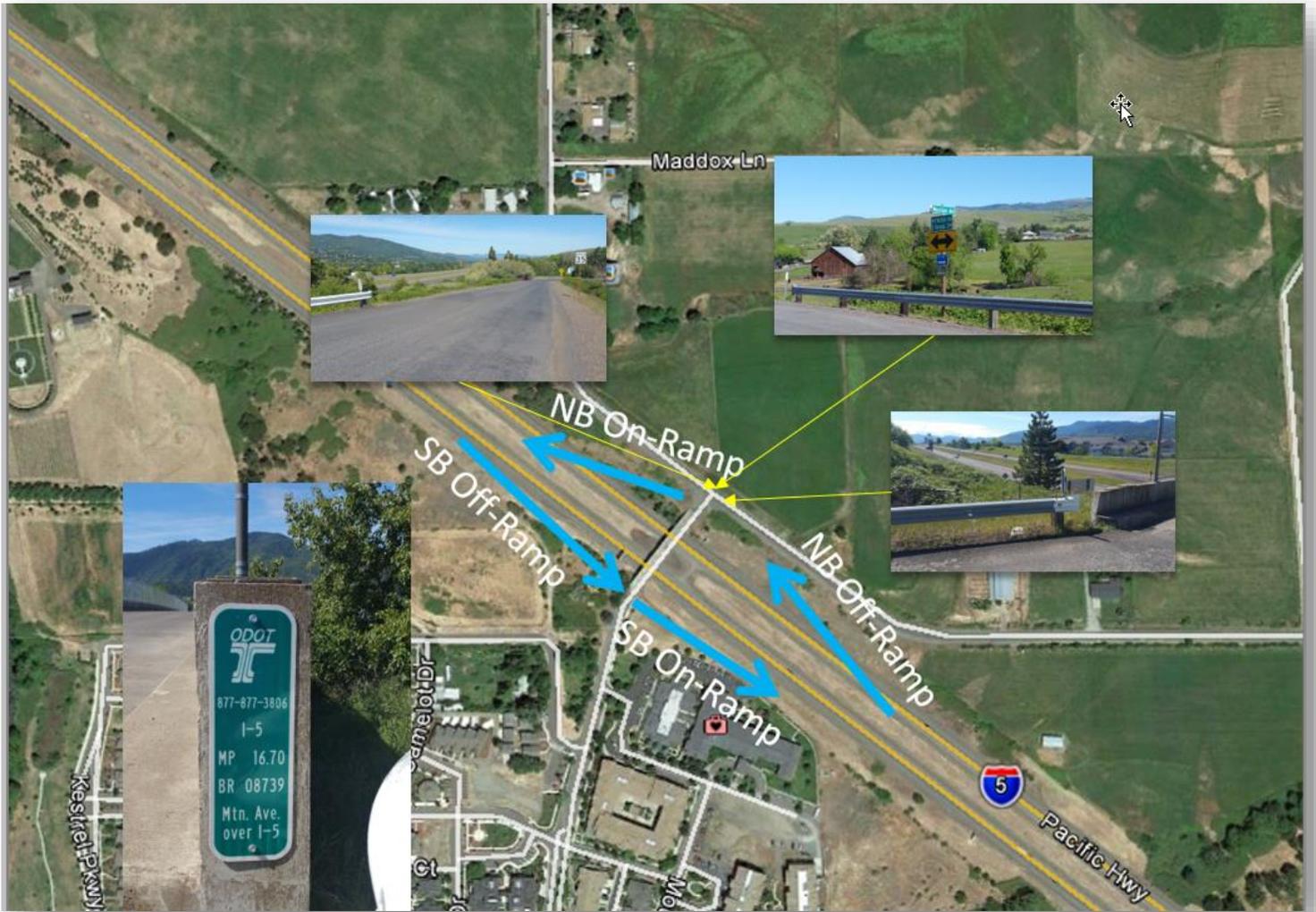


Figure 5 -Possible Tight Diamond Interchange at North Mountain Ave. and I-5



Figure 6 - Zoomed in Google Earth Pic of Figure 5