

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

August 20, 2020

### 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: July 16, 2020
- IV. **PUBLIC FORUM** (6:05-6:20)
  - A. Public Forum Comments to be submitted in writing by 10am August 19<sup>th</sup> to [Shannon.burrus@ashland.or.us](mailto:Shannon.burrus@ashland.or.us)
  - B. Comments on agenda items to be submitted in writing by 10am August 19<sup>th</sup> to [Shannon.burrus@ashland.or.us](mailto:Shannon.burrus@ashland.or.us)
  - C. If you are interested in watching the meeting via Zoom please contact [Shannon.burrus@ashland.or.us](mailto:Shannon.burrus@ashland.or.us) by 10am August 19<sup>th</sup>. Interested parties will be sent the Zoom link and admitted into the meeting on mute with no video.
- V. **ACCIDENT REPORT** (6:20-6:30)
- VI. **NEW BUSINESS**
  - A. Pioneer Street Shared Road Pilot (6:30-7:00, no action, presentation on Shared Street Tactical Urban Pilot)
  - B. Clean Fuels Credits (7:00-7:30, action, discuss recommendations to develop a motion to recommend reinvestment of Clean Fuels Credits toward CEAP programs, specifically related to the Transportation Network)
- VII. **OLD BUSINESS**
  - A. Clay Street Jurisdictional Transfer (7:30-7:40, no action required, Staff to update Commission on Jurisdictional Transfer Process).
  - B. Bike Map Subcommittee (7:40-7:45, action required, discuss the need to move forward or abandon the project).
- VIII. **TASK LIST** (If time allows)
  - A. Discuss current action item list
- VII. **FOLLOW UP ITEMS**
  - A. None
- VIII. **INFORMATIONAL ITEMS** (If time allows)
  - A. Adopted 20 year Capital Improvement Program ([Link](#))
  - B. Traffic Calming Program-Terrace Street
  - C. Gresham Street Residential Parking Permit
  - D. A Street-2 hour parking signage
- IX. **COMMISSION OPEN DISCUSSION** (If time allows)
- X. **FUTURE AGENDA TOPICS**
  - A. Street Capital Improvement Plan
  - B. Street User Fee/Gas Tax
  - C. Demand Response Microtransit pilot project update
  - D. Bus Pass Program
  - E. Crosswalk Policy
- XI. **ADJOURNMENT:** 8:00 PM

Next Meeting Date: September 17, Meeting

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

**CITY OF  
ASHLAND**



**CITY OF  
ASHLAND**  
Transportation Commission  
Contact List as of March 2020

Name	Title	Telephone	Mailing Address	Email Address	Expiration of Term
Mark Brouillard	Commissioner	206-661-7085	159 Helman St	<a href="mailto:mtbrouillard@msn.com">mtbrouillard@msn.com</a>	4/30/2020
Joe Graf	Commissioner	541-488-8429	1160 Fern St.	<a href="mailto:jlgrans15@gmail.com">jlgrans15@gmail.com</a>	4/30/2021
Corinne Vièville	Commissioner	541-488-9300 or 541-944-9600	805 Glendale Ave.	<a href="mailto:corinne@mind.net">corinne@mind.net</a>	4/30/2022
Derrick Claypool-Barnes	Commissioner	503-482-9271	1361 Quincy St #6F	<a href="mailto:dorkforest@gmail.com">dorkforest@gmail.com</a>	4/30/2021
Linda Peterson Adams	Commissioner	541-554-1544	642 Oak St	<a href="mailto:gardengriotashland@gmail.com">gardengriotashland@gmail.com</a>	4/30/2022
Katharine Danner	Commissioner	541-482-2302	PO Box 628	<a href="mailto:ksdashland@gmail.com">ksdashland@gmail.com</a>	4/30/2022
Bruce Borgerson	Commissioner	541-488-5542	209 Sleepy Hollow Dr	<a href="mailto:wave@mind.net">wave@mind.net</a>	4/30/2020

**Non-Voting Ex Officio Membership**

Julie Akins	Council Liaison		20 E. Main Street	<a href="mailto:julie@council.ashland.or.us">julie@council.ashland.or.us</a>	
Brandon Goldman	Planning Department	541- 488-5305	20 E. Main Street	<a href="mailto:goldmanb@ashland.or.us">goldmanb@ashland.or.us</a>	
Steve MacLennan	Police Department	541- 552-2433	20 E. Main Street	<a href="mailto:macledds@ashland.or.us">macledds@ashland.or.us</a>	
Vacant	SOU Liaison	541-552-8328	1250 Siskiyou Blvd		
Dan Dorrell, PE	ODOT	541- 774-6354	100 Antelope Rd WC 97503	<a href="mailto:Dan.w.dorrell@odot.state.or.us">Dan.w.dorrell@odot.state.or.us</a>	
Edem Gómez	RVTD	541-608-2411	3200 Crater Lake Av 97504	<a href="mailto:egomez@rvtd.org">egomez@rvtd.org</a>	
Jenna Stanke	ODOT	541- 774-5925	100 Antelope Rd WC 97503	<a href="mailto:Jenna.MARMON@odot.state.or.us">Jenna.MARMON@odot.state.or.us</a>	
David Wolske	Airport Commission			<a href="mailto:david@davidwolske.com">david@davidwolske.com</a>	
Vacant	Ashland Parks				
Vacant	Ashland Schools				

**Staff Support**

Scott Fleury	Interim Public Works Director	541-488-5347	20 E. Main Street	<a href="mailto:fleury@ashland.or.us">fleury@ashland.or.us</a>	
Karl Johnson	Associate Engineer	541-552-2415	20 E. Main Street	<a href="mailto:johnsonk@ashland.or.us">johnsonk@ashland.or.us</a>	
Shannon Burruss	Engineering/Public Works Permit Technician	541-552-2428	20 E. Main Street	<a href="mailto:shannon.burruss@ashland.or.us">shannon.burruss@ashland.or.us</a>	



ASHLAND TRANSPORTATION COMMISSION  
MINUTES  
July 16<sup>th</sup>, 2020

These minutes are pending approval by this Commission

**CALL TO ORDER:**

Borgerson called the Virtual meeting to order at 6:01 p.m.

**Commissioners Present:** Mark Brouillard, Joe Graf, Corinne Vièville, Derrick Claypool-Barnes, Linda Peterson Adams, Katharine Danner, Bruce Borgerson.

**Council Liaison Absent:** Julie Akins

**Staff Present:** Scott Fleury, Shannon Burruss

**ANNOUNCEMENTS**

**CONSENT AGENDA**

**Approval of Minutes:**

Vièville motions to approve minutes, Brouillard Seconds, with additional comment to add Claypool-Barnes as present rather than marked absent for previous meeting.

**Commissioners approve minutes as amended.**

**All ayes. Minutes approved.**

**PUBLIC FORUM**

**Email from Louise Shawkat of Ashland:** Document contains email to NY Times article:

(<https://www.nytimes.com/2020/07/09/opinion/sunday/ban-cars-manhattan-cities.html>)

**Comments:** Borgerson discusses the article, in that the layout of New York City in relation to automobiles in comparison to the City of Ashland's layout, which was engineered after the advent of automobiles unlike New York City and that the City of Ashland would have a lot of work to do to be able to implement what's proposed in the referenced article.

**Email from Heather Tugaw of Ashland:** \*\*See Agenda for Complete Email\*\*

**Comments:** Fleury relays that he sent Tugaw information regarding the traffic calming program on Faith Street. He also relayed that one of the CIP projects planned is to rehabilitate and repave Ashland street, part of which is to enhance the pedestrian crossing along the corridor.

Brouillard relays that the City GIS system reports there have been three traffic incidents on Faith street: two DUI's and one hit and run.

Commission discusses traffic calming methods that have previously been implemented in the area of Faith Street.

**ACCIDENT REPORT:** Commission discusses the decrease in accidents, Fleury relays that there has been a marked decline in traffic which is likely what is attributing to the decline in accidents.

**NEW BUSINESS**

**Virtual Meeting Information:**

**Election of Chair and Vice Chair:**

Vièville nominates Linda Peterson Adams as Commission Chair, Borgerson seconds the nomination. Linda Peterson Adams accepts nomination. No other nominations presented. Linda Peterson Adams elected Chair by acclamation. Mark Brouillard nominates Derrick Claypool-Barnes as Vice Chair. Vièville seconds the nomination. Claypool-Barnes accepts nomination. No other nominations presented. Derrick Claypool-Barnes elected as Vice Chair by acclamation.



**ASHLAND TRANSPORTATION COMMISSION**  
**MINUTES**  
**July 16<sup>th</sup>, 2020**

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**OLD BUSINESS**

**City Updates:** Fleury relays to Commission the current status of City operations.

**Discussion:** Danner asks Fleury about filing the Public Works Director position. Fleury relays that he's not fully sure what the process will look like at this point. He discusses the other director opening in other departments.

Vièville asks if Fleury submitted for the position of Public Works Director, he states that he did.

Graf mentions that the Transportation Commission would like to see current staffing for their area of the City, he mentions that there have been letters to the paper regarding negative comments about the City's employees being over paid. He'd like to see information so that Commission members can relay it to community members and to know what resources are available for Commission projects. Fleury mentions that he'd like to bring budget information to the Commission for discussion.

*\*\*See agenda memo "Transportation Updates" for further detail of subjects below\*\**

a) **Revitalize Downtown Ashland TGM Grant- Project Canceled**  
Claypool-Barnes relays disappointment, because some data collected had been promising. Fleury states he has saved all gathered data for this project for future planning.

b) **Ashland Transportation System Plan Update- Project Postponed**  
Borgerson suggest Commission continues to work on this project in the interim until it is picked back up, to keep up to date on changes in data that may occur.

Peterson Adams asks Fleury if Commission will need to do another RFP for contractors, and what happens to the grant money. Fleury states that the money goes back into the pot and will need to be reapplied for.

c) **Downtown Summer Series and Closures-** Fleury relays the process by which the City and the Chamber came up with the idea as a way to stimulate the economy downtown. The idea went before City Council at the June meeting. Council approved staff to move forward and the closures began the weekend of July 10<sup>th</sup> being Friday through Sunday only. Fleury relays specifics of the closures.

Graf relays that he was disappointed that the Transportation commission was not consulted during the planning of this event. Vièville agrees. Fleury relays that Peterson Adams reached out to him a while ago with the same complaint, Fleury states that he made sure to insert himself into the planning in order to assure that it was done safely. Borgerson agrees but states he was not surprised as Commission had not been holding regular meetings due to the pandemic and found nothing to be contrary to the long-term goals of the Commission.

Brouillard inquires if citizens were notified of the downtown closures prior to the events taking place. Fleury states he is unsure of exactly what information went out aside from the parking map posted on the website indicating the closures. Brouillard states that due to the closures Helman street had no parking available, he suggests that the City inform residents of the potential for increased traffic on their streets.

Peterson Adams inquires about the impact on Granite street, and if there had been any complaints from residents due to increased traffic from the detour. Staff has not received any as of the time of the

ASHLAND TRANSPORTATION COMMISSION  
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Commission meeting.

- d) **Grand Terrace Annexation-** Fleury thanks Commission for their participation in the generation of the memo, relays that the Planning Commission met and considered the Grand Terrace annexation on June 23<sup>rd</sup> and will revisit the issue on July 28<sup>th</sup> and is likely to make a formal recommendation at that time.
- e) **Rogue Bike Share Program-** Fleury relays that Zagster shut down the use of the stations due to the pandemic, then Zagster announced they would be ceasing business operations. RVTD and Stu Green have met with Fleury to determine what to do next. There are options for turn key programs that could come in and take over, another option would be for the City to hire a mechanic and a bike shuffler to do work and hire a software vender to manage the software portion of the program, or to let the program fade away for now to be picked up later. The latter being the least favored. RVTD is willing to commit some funding to support the bike share program as well. Stu Green is also looking into electric bike options for the bike share. Fleury discusses credits and programs available that could help provide support to the bike share program.

Claypool-Barnes relays his support for the bike share program and feels it is important to keep it going in the future. He speaks to the market data for the demand for both standard and electric bikes in the area.

Vièville asks how green credits (as mentioned by Fleury) are acquired. Fleury relays that electric vehicle registration plays a part. Borgerson shares that Ashland has the highest electric vehicle registration per capita in the state of Oregon.

Peterson Adams suggestions Commission recommend to Counsel to use the Green Fuels tax to satisfy CEAP goals, (more charging stations the bike share etc.), in the "spirit of the law". Fleury suggests that he meet with Stu Green and add this as an upcoming agenda item to develop a motion to send to Council as part of the credit sale talk. Commission agrees.

Claypool-Barnes states his preference for a local vender to help with the bike share program.

Graff suggests that the Chamber of Commerce might want to get involved in the program as it can help those visiting the downtown area and relieve parking pressures.

**TASK LIST**

- **Traffic Calming Program:** Fleury stated he received an application for Terrace street between Loop Road and Holly. City collected speed and volume information from two places along the road. It did not show speeding overall; accident record data didn't indicate accident history in the area. The applicant requested a second study, which was performed but showed no significant difference in data. Phase one was followed through, including distribution of street signs provided to applicant. Officer Steve MacLennan (not present) relayed to Fleury previously that he'd been informed of drivers who were flagged down and felt accosted by residents of the neighborhood and accused of speeding, when they were not. Fleury indicates he will be providing more information in writing about the complaint and data collected.

Brouillard relays that according to traffic reports, there has been five accidents on that stretch of road in twenty-two years, three hit and runs and two car coming out of driveways.



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Graf asks if the applicants had an idea of what they'd wanted to have happen on their road for traffic calming. Fleury relays that traffic humps and a lower speed limit were the original idea and informs of why those are not efficient options in this particular area.

Borgerson notices from Google maps that there are no sidewalks on Terrace street, and that perhaps because of this people are more sensitive to the speed of cars going by, making 35mph seem scarier than it would in areas with a sidewalk rather than walking on the road side.

**FOLLOW UP ITEMS**

None

**INFORMATIONAL ITEMS**

None

**COMMISSION OPEN DISCUSSION**

Brouillard brings questions from the public about the encroachments on Grandview Drive one of which being how they were able to acquire new speed signs. Fleury relays that this street has come up for discussion at the Commission years ago. Fleury relays the history of the property and the guardrail erected in the public right of way without an encroachment permit. Concerns were raised by neighbors, discussions were had, engineers were brought in, the road was widened and paved with shoulders and storm drain work to allow room for both vehicles and pedestrians.

Brouillard wonders why the radar trailer is being used in this location rather than an area that sees more use. Fleury states it is important that they are on Grandview but also from a transportation point of view he supports more of them placed around town and their installation in critical areas.

Graf relays that the road on Grandview is a shared street and serves more than just the few residents who live along it.

Brouillard mentions the Street Painting project on Iowa and California Street and wonders what the Transportation Commission's role should be in that. Fleury relays that the Transportation Commission approved the process and that it is part of the traffic calming program.

Peterson Adams asks why there is not a crosswalk on the area of N Main near Maple. Fleury relays that the addition of a cross walk in that area is part of the CIP that had to be postponed. Vièville ask if the Commission will have to redo the CIP discussions for the crosswalks. Fleury states they do not.

Peterson Adams notes for the record that the Council liaison, Julie Akins, is not present again. Graf points out that the only liaison who appeared regularly was Carol Voisin. Fleury informs that the Commission can give a recommendation to the new Chair to reach out to the Council liaison. Vièville suggests Peterson Adams reach out to liaison to inquire about the absences, Peterson Adams will do so as she feels that it's the responsibility of Council members to stay informed of the Commission's happenings.

Brouillard points out that the minutes while approved, have a typographical error regarding Claypool Barnes' presents at the meeting, staff will amend the minutes to make the correction, Commission approves the minutes as amended.

Borgerson asks if there has been any discussion on the implementation of a local fuel tax. Fleury states he has spoken with Stu Green about it, but it hasn't gone far and will be part of the conversation as an additional revenue



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stream for the next biennium. Brouillard suggests rather than taxing gasoline to tax miles due to the number of electric vehicles in Ashland. Borgerson and Brouillard discuss.

Commission discusses a residential parking permit implemented over two years ago across from the library on Gresham and wonders if there have been complaints. Fleury states he's not heard of any after some initial problems but will reach out to Diamond Parking to gather information and bring it back to the Commission.

Borgerson inquires as to what the requirements are for parking in new developments, Fleury explains that some developments receive credits during the planning process for on street parking, but that it's the Planning department's purview.

**FUTURE AGENDA TOPICS**

**Clay Street Jurisdictional Transfer**

**Bus Pass Program**

**Crosswalk Policy**

**ADJOURNMENT: @ 7:53pm**

*Respectfully submitted,*

*Shannon Burruss*

*Permit Technician-Engineering and Public Works*

## Scott Fleury

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**From:** City of Ashland, Oregon <administration@ashland.or.us>  
**Sent:** Sunday, July 12, 2020 10:28 AM  
**To:** Scott Fleury; Taina Glick  
**Subject:** Transportation Commission Contact Form Submitted

[EXTERNAL SENDER]

\*\*\* FORM FIELD DATA \*\*\*

Full Name: **Heather Tugaw**

Phone: **5419513491**

Email: **htugaw@hotmail.com**

Subject: **Please install speed bumps on Faith Ave**

Message: **Good morning, I would like to request the city consider installing speed bumps along Faith Ave. and paint cross walks at the intersections of Faith Ave. and Ashland St. and also at the intersection of Faith and Siskiyou. Faith is a designated bike route and many pedestrians also utilize the street. Auto traffic regularly exceeds the speed limit along Faith Ave. and it would be helpful to have two or three speed bumps to slow folks down. My family walks or bikes most places in Ashland and we find it difficult to cross the main roads, particularly Ashland Street. Most drivers don't recognize that the median is cut to allow pedestrians to cross at the intersection. Please feel free to contact me if you would like to discuss this issue further. I know my neighbors would also like to see some kind of speed controls put in place to slow traffic. Thank you for your time and consideration. Regards, Heather Tugaw**

Attachment 1 file:

Attachment 2 file:

Attachment 3 file:

\*\*\* USER INFORMATION \*\*\*

SubscriberID: **-1**

SubscriberUserName:

SubscriberEmail:

SessionID: **407554225**

RemoteAddress: **66.241.70.76**

RemoteHost: **66.241.70.76**

RemoteUser:

## Scott Fleury

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**From:** City of Ashland, Oregon <administration@ashland.or.us>  
**Sent:** Tuesday, July 14, 2020 2:22 PM  
**To:** Scott Fleury; Taina Glick  
**Subject:** Transportation Commission Contact Form Submitted

[EXTERNAL SENDER]

\*\*\* FORM FIELD DATA \*\*\*

Full Name: **Louise Shawkat**

Phone:

Email: **louise40208@gmail.com**

Subject: **Transportation**

Message: **<https://www.nytimes.com/2020/07/09/opinion/sunday/ban-cars-manhattan-cities.html>**

Attachment 1 file:

Attachment 2 file:

Attachment 3 file:

\*\*\* USER INFORMATION \*\*\*

SubscriberID: **-1**

SubscriberUserName:

SubscriberEmail:

SessionID: **761467457**

RemoteAddress: **66.241.70.76**

RemoteHost: **66.241.70.76**

RemoteUser:



## Scott Fleury

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**From:** City of Ashland, Oregon <administration@ashland.or.us>  
**Sent:** Thursday, July 23, 2020 7:33 PM  
**To:** Scott Fleury; Taina Glick  
**Subject:** Transportation Commission Contact Form Submitted

[EXTERNAL SENDER]

\*\*\* FORM FIELD DATA \*\*\*

Full Name: **Louise Shawkat**

Phone:

Email: **louise40208@gmail.com**

Subject: **transportation**

Message: <https://www.ecowatch.com/uber-lyft-climate-emissions-2645327938.html> Using Uber and Lyft Might Not Be as Green as You Think

Attachment 1 file:

Attachment 2 file:

Attachment 3 file:

\*\*\* USER INFORMATION \*\*\*

SubscriberID: **-1**

SubscriberUserName:

SubscriberEmail:

SessionID: **294958918**

RemoteAddress: **66.241.70.76**

RemoteHost: **66.241.70.76**

RemoteUser:

## Scott Fleury

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**From:** City of Ashland, Oregon <administration@ashland.or.us>  
**Sent:** Thursday, August 06, 2020 1:25 PM  
**To:** Scott Fleury; Taina Glick  
**Subject:** Transportation Commission Contact Form Submitted  
**Attachments:** IMG\_0494218132426.JPG; IMG\_0492218132416.JPG; IMG\_0489218132407.JPG

[EXTERNAL SENDER]

\*\*\* FORM FIELD DATA\*\*\*

Full Name: **Harvey A. Meier**

Phone: **509-458-3210 (Cell)**

Email: **harvey@harveymeier.com**

Subject: **Stop Sign Installation Request**

Message: **Greetings: I reside at 410 West Nevada Street in Ashland. My residence is on the corner of Vansant St. and West Nevada Street. Currently at the intersection of Vansant and West Nevada there is a Yield Sign on a post on the right side of Vansant St. facing West Nevada St. I would like to respectively request replacment of the Yield Sign with a Stop Sign. On numerous occasions I've observed drivers on Vansant not observing/respecting the Vansant Street Yield Sign, especially in terms of paying attention to vehicles passing through the intersection on West Nevada Street from the left. While I'm unaware of any accidents occurring in between these to intersecting streets, I'm concerned there will be one at some point. Traffic in our neighborhood has increased substantially becasue out development (Billings Ranch) is nearly completely occupied. Also, speed limits are not being observed as well as they could be. For safety reasons, I belive replacement of the Yield Sign with a Stop Sign will be a help cautionary step to prevent an accident from occurring. The Stop Sign will require drivers on Vansant to come to a full-stop prior to entering the intersection. This will not only help prevent a potential accident from ocurring with a vehicle entering the intersection from the left on West Nevada Street but alos with a vehicle entering turning left on West Nevada Street to enter Vansant. I've attached two pictures illustrating the above. Note: Pictures show entry to West Nevada Street from Vansant and from West Nevada Street to Vansant. Your consideration of the request is much appreciated.**

Attachment 1 file: **IMG\_0489218132407.JPG**

Attachment 2 file: **IMG\_0492218132416.JPG**

Attachment 3 file: **IMG\_0494218132426.JPG**

\*\*\* USER INFORMATION \*\*\*

SubscriberID: **-1**

SubscriberUserName:

SubscriberEmail:

SessionID: **583464950**

RemoteAddress: **66.241.70.76**

RemoteHost: **66.241.70.76**

RemoteUser:

## Scott Fleury

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**From:** City of Ashland, Oregon <administration@ashland.or.us>  
**Sent:** Sunday, July 19, 2020 11:43 AM  
**To:** Scott Fleury; Taina Glick  
**Subject:** Transportation Commission Contact Form Submitted

[EXTERNAL SENDER]

\*\*\* FORM FIELD DATA \*\*\*

Full Name: **Louise Shawkat**

Phone:

Email: **louise40208@gmail.com**

Subject: **Funding**

Message: **<https://www.nytimes.com/2020/07/19/us/coronavirus-public-transit.html>**

Attachment 1 file:

Attachment 2 file:

Attachment 3 file:

\*\*\* USER INFORMATION \*\*\*

SubscriberID: **-1**

SubscriberUserName:

SubscriberEmail:

SessionID: **572512796**

RemoteAddress: **66.241.70.76**

RemoteHost: **66.241.70.76**

RemoteUser:



# Traffic Accidents July 2020

## June 2020 Accidents

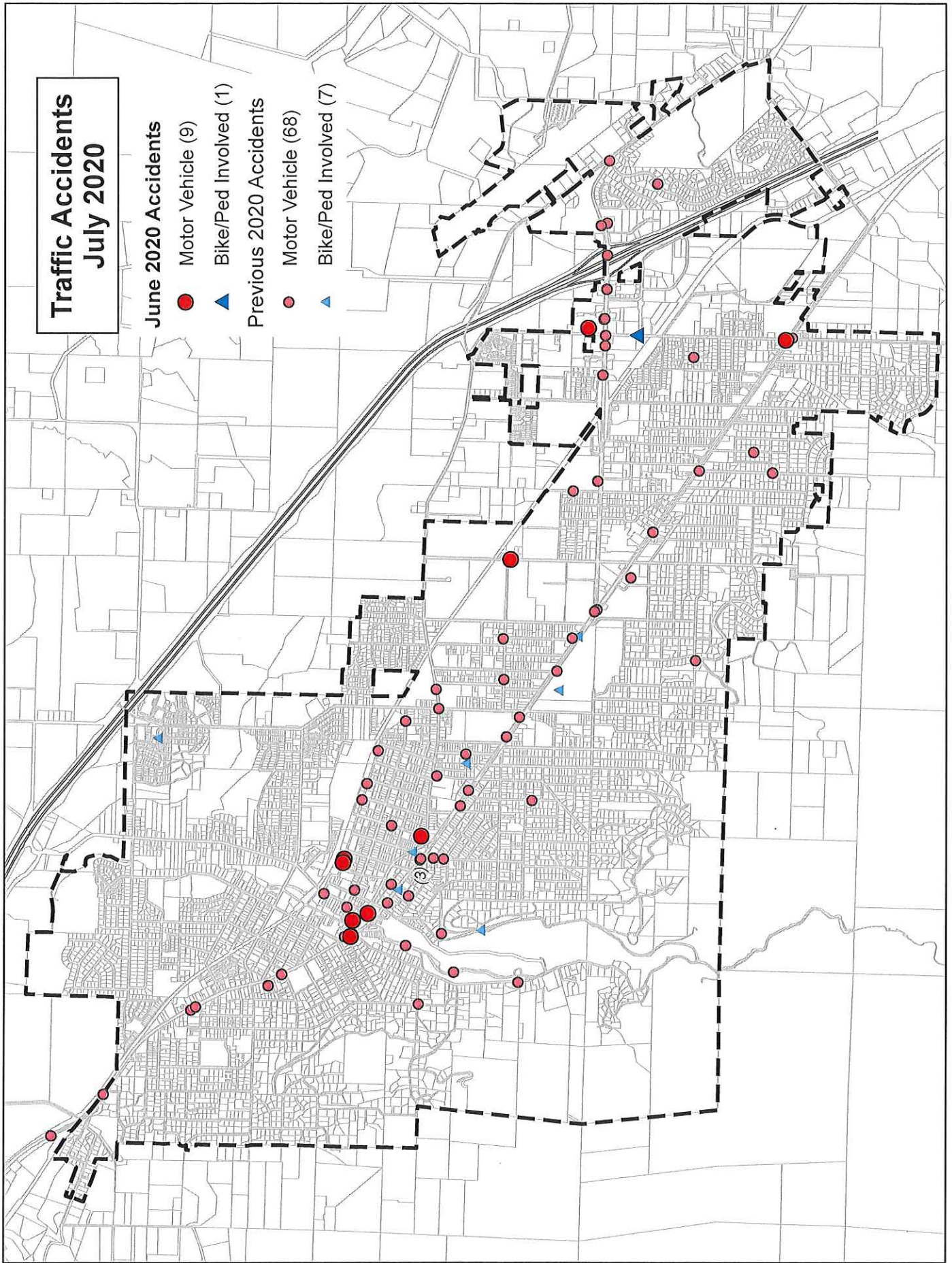
● Motor Vehicle (9)

▲ Bike/Ped Involved (1)

## Previous 2020 Accidents

● Motor Vehicle (68)

▲ Bike/Ped Involved (7)



# MOTOR VEHICLE CRASH SUMMARY

MONTH: JULY, 2020

NO. OF ACCIDENTS: 10

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
NR	2	09:31	Thur	A Street near Second St	2	N	N	N	N	N	Y	U	N	N	Dv1 sideswiped parked and unoccupied v2. Information exchanged.
NR	8	07:55	Tue	Siskiyou Blvd at Tolman Creek Rd	1	N	N	N	N	N	Y	N	N	N	Dv was making a left turn onto Tolman Creek Road, turned too sharp and struck the stop sign knocking it over. No citation.
NR	10	13:53	Fri	Walker Av near Iowa St	2	N	N	N	N	N	Y	N	N	N	Dv1 was at a stop sign and reversed, backing into v2. No citation.
R	14	12:27	Tue	N Main St near Church St	3	N	N	N	N	Y	Y	Y	N	N	Dv1 was paused in rt lane preparing to parallel park, Dv2 was in left lane. Dv3 changed lanes to go around v1, striking v2 then v1, cited for unsafe lane change.
NR	15	13:00	Wed	Oak St near E Main St	2	N	N	N	N	N	Y	U	N	N	no narrative. Dv1 struck parked and unoccupied v2 due to distracted driving. Unknown amount of damage, no citation, no injury.
NR	15	14:04	Wed	A Street near N First St	2	N	N	N	N	N	Y	N	N	Y	Dv2 was pulling into a parking space on the side of the street when v2 bumped the trailer hitch of parked v1 (a City of Ashland Vehicle). No damage, no citation.
R	16	19:30	Thur	Ashland St at Tolman Creek Rd	2	N	N	N	N	Y	Y	N	N	N	Dv1 and Dv2 simultaneously backed into each other (parking lot). Dv1 cited for driving uninsured. Minor damage to both.
R	21	15:34	Tue	Tolman Creek Rd near Ashland St	2	Y	N	N	N	N	Y	Y	N	N	Dv1 stopped to make a left turn into a driveway and was waiting for a ped to clear the sidewalk when v1 was rearended by v2. Dv2 did not see v1 stop due to a sneezing fit. No citation.

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	23	11:08	Thur	Fourth St near E Main St	1	N	N	N	N	N	Y	Y	N	N	V1, a flatbed trailer, was parked sb on the west side of Fourth St. Dv2 exited the driveway next to the trailer and struck the trailer. Information exchanged.
NR	31	14:35	Fri	Lithia Way near Oak St	2	N	N	N	U	N	Y	N	U	N	Dv2 in a 22' UHaul was passing v1, a RVTD bus, and clipped the drivers side of the bus and the 2 mirrors collided. Dv2 left the area without stopping to exchange info.



# Traffic Accidents June 2020

## June 2020 Accidents

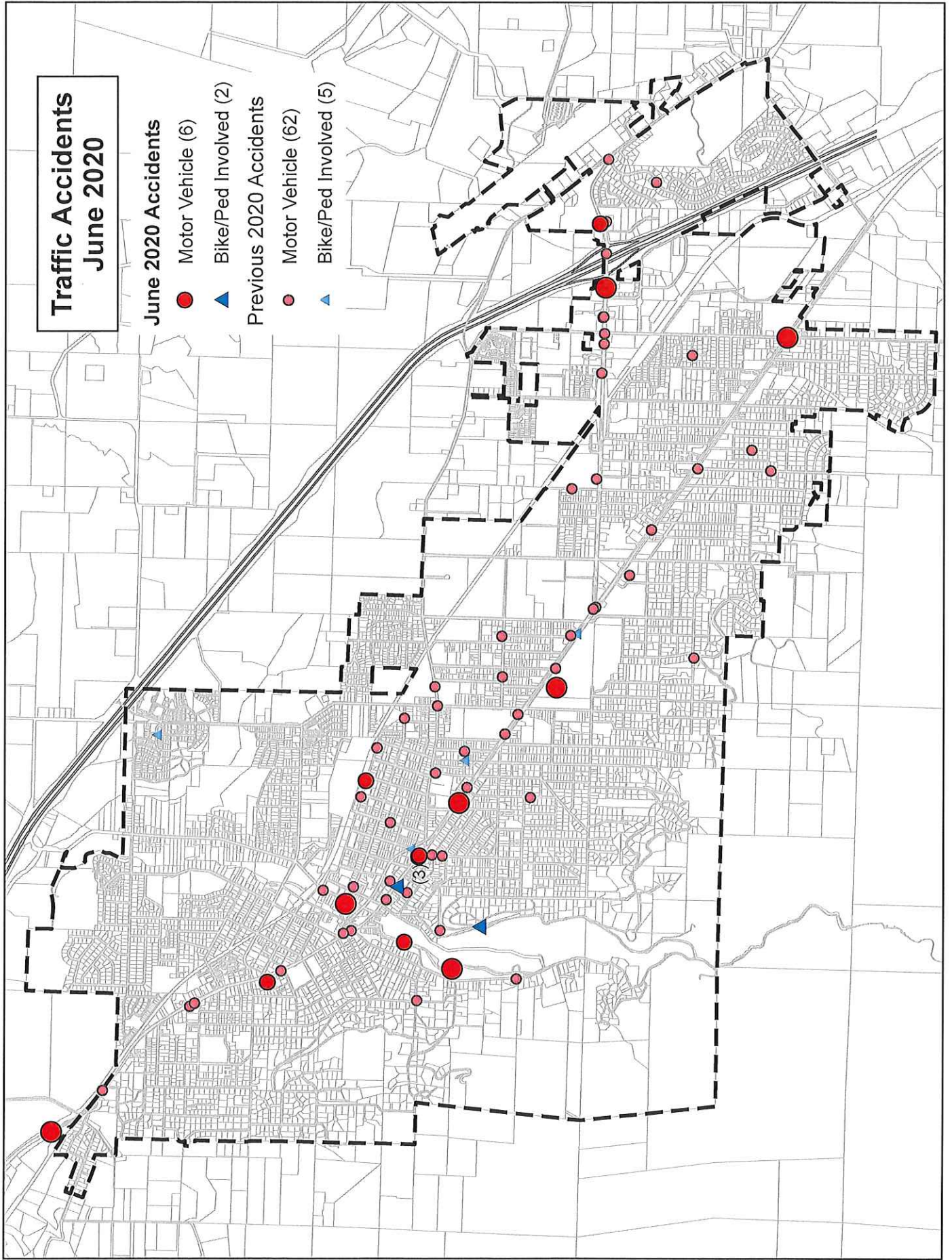
● Motor Vehicle (6)

▲ Bike/Ped Involved (2)

## Previous 2020 Accidents

● Motor Vehicle (62)

▲ Bike/Ped Involved (5)



# MOTOR VEHICLE CRASH SUMMARY

MONTH: JUNE, 2020

NO. OF ACCIDENTS: 8

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
NR	1	16:00	Mon	N Main St near Manzanita	2	N	N	N	N	N	Y	U	N	N	Dv1 backed into parked v2. Information exchanged.
R	4	13:30	Thur	E Main St near Third St	2	N	N	N	N	Y	Y	N	N	N	Dv1 stopped in traffic at a red light when dv2 rearended v1. Dv2 cited for following too closely, driving while suspended and uninsured.
R	6	19:02	Sat	Ashland St near Clover Lane	1	N	N	N	N	Y	Y	Y	N	N	Truck (unoccupied) that was being towed broke away from towing mechanism, rolled downhill across travel lanes and crashed into a bus shelter. Driver was cited for driving uninsured.
R	10	16:48	Wed	A St near Sixth St	2	N	N	N	N	N	Y	Y	N	N	Dv1 struck parked v2. No citation, more than \$2500 damage to each vehicle.
R	19	14:30	Fri	Winburn Way near Nutley St	2	N	N	N	N	N	Y	Y	N	N	Dv1 struck parked v2 while pulling into parking stall. No citation, more than \$2500 damage.
NR	23	9:30	Tue	Glenview Dr at Ridge Rd	1	N	Y	Y	N	N	N	U	N	N	Cyclist traveling down Glenview approaching Ridge Rd. Dv2 was coming down Ridge Rd. Cyclist did not believe truck would stop, and there was no room to pass safely, cyclist crashed into ditch. Cyclist transported to ACH. No citation.
R	26	15:39	Fri	E Main ST near First St	2	Y	N	N	N	N	Y	Y	N	N	Dv2 stopped for a pedestrian crossing in the crosswalk and was rearended by dv1. No injury.
NR	30	20:08	Tue	E Main St near Gresham	2	N	N	N	N	N	Y	N	N	N	Dv1 (motorcycle) stopped at a red light was rear ended by dv2. Minor damage, no citation.



# Memo

CITY OF  
ASHLAND

Date: August 10, 2020  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Shared Street Presentation-South Pioneer

## **BACKGROUND:**

The City of Ashland-Climate & Energy Analyst Stu Green was approached last year by a planner interested in contributing towards development of projects outlined in the CEAP. Stu connected the planner with public works as she was interested in developing a policy brief that related directly to ULT 2-2; Explore opportunities to convert shared streets where appropriate to provide multi-modal connectivity. PW staff worked with the planner to begin development of the policy brief through review of the current transportation system plan and defined shared streets.

Cailin Notch grew up in the West Hills of Jackson County. She attended South Medford High School and graduated from U.C. Berkeley with a Bachelor's in Urban Studies in 2014.

Following graduation, she worked as a current planner for the Metropolitan Planning Group (M-Group), a planning firm based in the Bay Area and was staffed as at the City of Petaluma's Planning Division for three years. In the Fall of 2018, she took a gap year to travel in South America and Europe before returning to the Rogue Valley in June of 2019.

Hoping to pivot into sustainability and resiliency planning following her travels, she approached Stu Green, Climate and Energy Analyst for the City of Ashland. Upon reviewing the Climate and Energy Action Plan, a project was identified to activate Priority Action Item ULT-2-2 which states: *"Explore opportunities to convert to shared streets where appropriate to provide multi-modal connectivity."*

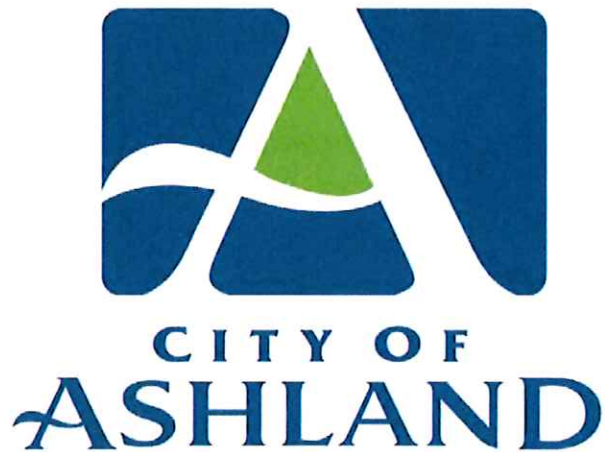
The final deliverable is a report which is intended to activate the aforementioned Priority Action Item by designing a pilot project for a shared street at South Pioneer Street, which is listed as a modified "shared street" under the 2012 Transportation System Plan Update.

## **CONCLUSION:**

No action required, presentation. Commission encouraged to ask questions regarding shared street information.

**SHARED STREET  
TACTICAL URBANISM PILOT PROJECT  
FOR SOUTH PIONEER STREET**

prepared by Cailin Notch  
for the City of Ashland



February 14, 2020



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## EXECUTIVE SUMMARY

### Existing City Goals

In 2017, the City of Ashland codified a commitment to address the climate crisis through the adoption of the Climate and Energy Action Plan (CEAP). The CEAP includes two (2) major overarching goals: **(1)** to “reduce Ashland’s contribution to climate change by reducing community greenhouse gas emissions,” and **(2)**, “prepare the city’s communities, systems and resources to be more resilient to climate change impacts.” These overarching goals are supported by strategies grouped in six (6) focus areas, as described further in this document. Each strategy is in turn supported by additional priority actions.

### Purpose

The purpose of this policy report is to assist the City of Ashland in the achieving **CEAP Priority Action Item ULT 2-2** by highlighting the importance of shared streets and outlining a pathway to implementation through a tactical urbanism pilot project. The report supports these goals through the following: **(1)** Define shared streets and outline why they are relevant and important for the purposes of achieving CEAP Goal #1; **(2)** Suggest South Pioneer Street as the best location for a shared street considering its modified street shared street classification within the Transportation Systems Plan (TSP) and its location Downtown; **(3)** Suggest a tactical urbanism pilot project to test a permanent shared street design and outline how past pilot projects have been successful in creating long-lasting street modifications; **(4)** Outline a plan for pilot project implementation, including a mock-design, suggested partners and tools for community engagement, as well as highlight both new and existing resources; and, **(5)** Provide tangible next steps and policy suggestions to clarify the multi-modal purpose of shared streets described in the CEAP.

The purpose of the report is not to add additional work for City staff, but to highlight already available resources, and leverage existing enthusiasm and capacity to undertake a community-driven goal. Ultimately, the report underscores the importance of big ideas in the era of climate change, and how they big projects can start out with small interventions. This document is not intended to be binding.

## INTRODUCTION

1. **Purpose:** The purpose of this policy report is to assist the City of Ashland in the achieving **Climate and Energy Action Plan (CEAP) Priority Action Item ULT 2-2** by highlighting the importance of shared streets and outlining a pathway to implementation through a tactical urbanism pilot project. The report supports these goals through the following: **(1)** Define shared streets and outline why they are relevant and important for the purposes of achieving CEAP Goal #1; **(2)** Suggest South Pioneer Street as the best location for a shared street considering its modified street shared street classification within the Transportation Systems Plan (TSP) and its location Downtown; **(3)** Suggest a tactical urbanism pilot project to test a permanent shared street design and outline how past pilot projects have been successful in creating long-lasting street modifications; **(4)** Outline a plan for pilot project implementation, including a mock-design, suggested partners and tools for community engagement, as well as highlight both new and existing resources; and, **(5)** Provide tangible next steps and policy suggestions to clarify the multi-modal purpose of shared streets described in the CEAP. This document is not intended to be binding.

## 2. Ashland Climate and Energy Action Plan

On March 7, 2017 the Ashland City Council formally adopted the Ashland Climate and Energy Action Plan (CEAP). The purpose of the CEAP is to “...lay out a foundation of the City of Ashland to reduce its emissions and improve its resilience to future impacts of climate change on its environment, infrastructure, and people.”

The Plan includes the following Goals and Targets:

- I. Reduce Ashland’s contribution to global carbon pollution by reducing greenhouse gas (GHG) emissions associated with City, residential, commercial and industrial activities for the Ashland community and for City of Ashland operations.
- II. Prepare the city’s communities, systems, and resources to be more resilient to climate change impacts.

The Plan includes six (6) Focus Areas to implement the Goals and Targets above:

- I. Urban Form, Land Use and Transportation (ULT)
- II. Public Health, Safety and Well-being (PHSW)
- III. Consumption and Materials Management (CM)
- IV. Natural Systems (NS)
- V. Buildings and Energy (BE)
- VI. Cross-cutting Strategies (CC)

**Strategy ULT-2** states, “Make Ashland more bike- and pedestrian-friendly.” This Strategy is supported by **Priority Action ULT 2-2** which states, “**Explore opportunities to convert shared streets where appropriate to provide multimodal connectivity.**”

### 3. Ashland Transportation Systems Plan (TSP)

In October 2012 the City of Ashland approved the Transportation System Plan (TSP) as “an important a resource for the City to use to implement the community’s goals regarding transportation.” This policy brief is to complement the upcoming TSP update. The TSP focuses on policies, projects, programs and studies that:

- Improve bicycle and pedestrian facilities and enhance transit service to make Ashland a less auto-dependent community;
- Integrate future land use considerations to plan for and preserve opportunities for development that supports and facilitates bicycle, pedestrian and transit modes; and,
- Enhance livability, small-town character, and the natural environment.

#### 1. Existing Roadway Classifications and Average Daily Trips

Street classification is an important characteristic in determining a street’s function and use. Neighborhood streets differ greatly from boulevards in use, capacity, safety concerns and many other factors. The Transportation Element of the Ashland Comprehensive Plan provides the following six (6) functional street classifications and associated Average Daily Trips (ADT):

- **Boulevard (8,000 – 30,000 ADT)** – Provide access to major urban activity centers for pedestrians, bicyclists, transit users and motor vehicle users, and provide connections to regional traffic ways such as I-5.
- **Avenue (3,000 – 10,000 ADT)** – Provide concentrated pedestrian, bicycle, and motor vehicle access from boulevards to neighborhoods and to neighborhood activity centers.
- **Neighborhood Collector (1,500 – 5,000 ADT)** – Distribute traffic from boulevards or avenues to neighborhood streets.
- **Neighborhood Street (less than 1,500 ADT)** – Provide access to residential and neighborhood commercial areas.
- **Alley** – A semi-public space that provides access to the rear of property the alley eliminates the need for front yard driveways and provides the opportunity for a more positive front yard streetscape.

- **Multiuse Path** – Off-street facilities used primarily for walking and bicycling; these paths can be relatively short connections between neighborhoods or longer paths adjacent to rivers, creeks, railroad tracks, and open space.

The 2012 TSP Update includes the street classifications listed above as well as an additional definition for “shared street” as follows:

- **Shared Street** – Provides access to residential or commercial uses in areas in which right-of-way is constrained by 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 motor vehicle users. The design of the street should emphasize a slower speed environment and provide clear physical and visual indications the space is shared across modes.

A map locating the City’s streets and their classifications can be seen at Figure 6-1 of the TSP (Updated City of Ashland Street Functional Classification Map), which is included in this document as **Attachment A**.

## ELEMENTS OF SHARED STREETS

This section explores the benefits of shared streets and provides an explanation as to how shared streets can be explored as a way to “make Ashland more bike and pedestrian-friendly.” Additionally, this section provides examples of shared streets in a national context and borrows identification criteria to support South Pioneer Street as the best candidate for a tactical urbanism pilot project.

### 4. Benefits of Shared Streets

Shared streets place emphasis on comfort and social interaction rather than vehicle throughput as the sole metric. Some cities also provide programming to “activate the space” with large-scale events. The design of shared spaces leads to the interaction of different users by placing eye-contact as a fundamental aspect in navigating the space. Cars and pedestrians are literally put on the same plane with people having the right to walk the entire street while cars must yield to them. Shared streets have been shown to improve safety, quality of life, economic vitality and mobility. They have also been shown to improve the appearance of roads, social interaction and in some case reduce traffic crashes and lower crime.<sup>1</sup>

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<sup>1</sup> City of Minneapolis. “Shared Streets Study,” July 2019. Accessed from <http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/webcontent/wcmsp-220833.pdf>



Shared streets may also be referred by other names, such as, *shared spaces, festival streets, woonerfs, and home zones.*<sup>2</sup>

## 5. Examples

### Davis Street, Portland, OR

In 2006 designers SRG Partnership, Nevue Ngan Associates and Suenn Ho Design created “Festival Streets” in the City of Portland’s Old Town/Chinatown District as seen in **Image 1** below. The Festival streets include 60 feet of right-of-way, and are meant to provide a flexible, public space to accommodate festivals and other public events while still accommodating daily multi-modal traffic movement. The street does not have curbs. Instead bollards are used to delineate between the shared and “auto-free” spaces. These festival streets include amenities that provide visual interest, particularly for pedestrians, such as scored concrete and entry planters. The streets also include seating and gateway landscaping elements. Street parking is included on either side of the street.<sup>3</sup>



Image 1: NW Davis Street, a “Festival Street” in Portland’s Old Town/Chinatown

### Longfellow Street, Santa Monica, CA

Santa Monica’s Longfellow Street is a four-block residential street that’s 446 feet long. The street is 40 feet wide paved from property line to property line. The street had been too narrow to accommodate both sidewalks and parallel parking for residents, and trees and utilities prevented wheelchair accessibility. Vehicles would be parked blocking driveways and obstructing views. Poor lighting and limited foot traffic resulted in graffiti and dumping.

In 2006 the residents of the neighborhood brought their concerns to the City. Six years later the Living Street redesign was unveiled. The new design merged the pedestrian

<sup>2</sup> Carmona, Matthew, Tiesdell, Steve, Heath, Tim and Oc, Tanner (2010), “Public Places Urban Spaces,” page 109.

<sup>3</sup> “Shared Streets”, Community Design + Architecture: [https://nacto.org/docs/usdg/shared\\_space\\_streets\\_cda.pdf](https://nacto.org/docs/usdg/shared_space_streets_cda.pdf)



and motorist spaces into a shared realm. A strip of truncated dome pavers creates an entrance to the street and colored concrete pavers indicate drivers to slow down. Landscaped planters border the street featuring native and drought-resistant plants to absorb stormwater. Parking is provided on either side of the street with colored concrete pavers. The redesign has led to improved public safety and stronger sense of community with more people using the street for walking and socializing.<sup>4</sup>

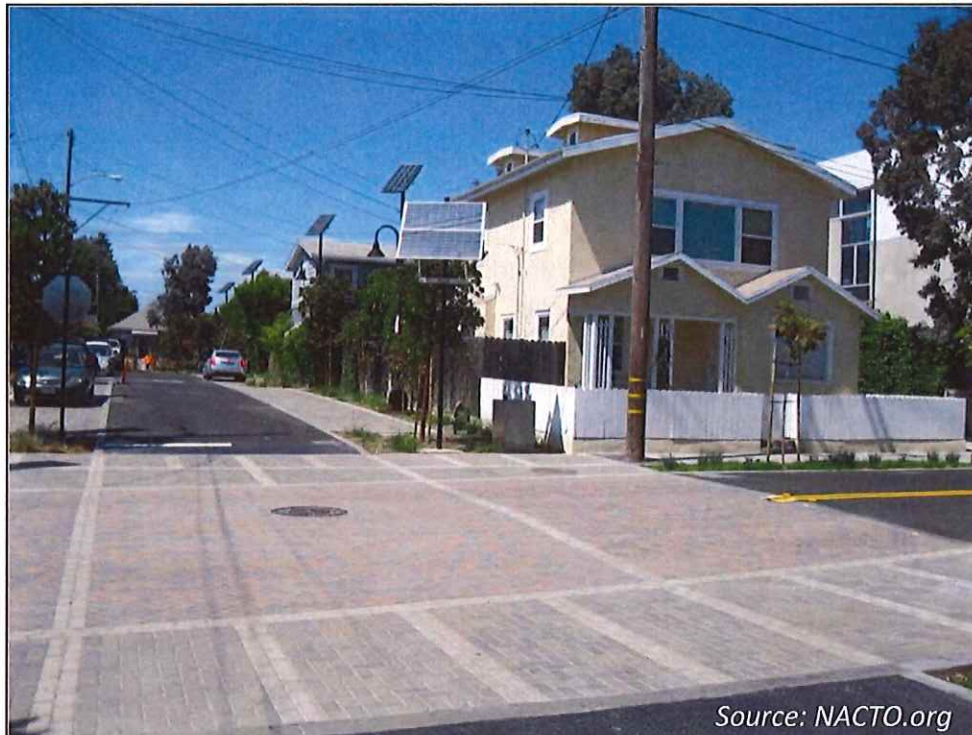


Image 2: Longfellow Street – a residential shared street in Santa Monica, CA

## 6. Potential Shared Streets in Ashland

The Delaware Valley Regional Planning Commission (DVRPC), which is the Metropolitan Planning Organization (MPO) for the greater Philadelphia metropolitan region adopted a report for “Curbless Streets” in January 2018. The document evaluates shared, curbless and shared space concepts for the City of Philadelphia. The document outlines universal traits and supportive indicators in determining the location for shared streets. The traits are as follows:

### Universal Traits

- High bicycle/pedestrian volume, low vehicle volume; and
- Safety and accessibility needs.

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<sup>4</sup> NACTO.org, <https://nacto.org/case-study/longfellow-street-residential-shared-street-santa-monica-ca/>

### Supportive Indicators

- Private partnering potential;
- Supports commercial uses/economic development;
- Responds to deteriorating street conditions;
- Community programming opportunities;
- Presence of school-aged children;
- Within implementing agency's project pipeline;
- Open space/tree canopy desert;
- Operates as a shared street already;
- Access to, but not on, a transit route; and
- Architecturally or culturally significant.

**Figure 6-1** of the 2012 City of Ashland TSP Update indicates the streets which are identified as shared streets in **purple**. All identified shared streets also have been undergone a modified street classification (**highlighted in blue**). All of these streets are residential (with the exception of South Pioneer Street) and appear to have relatively low traffic volumes. The majority of these streets are on the west side of the city. They include the following streets, (listed alphabetically):

- Almond St
- Alta Ave
- Ashland Loop Rd
- Beach Ave
- Cascade St
- Dogwood Way
- W Fork St
- Glenview Dr
- Grandview Dr
- Hillcrest St
- Lisa Ln
- Monte Vista Dr
- Montview St
- Pine St
- Pinecrest Tr
- S Pioneer St
- Prim St
- Ridge Rd
- Ross Ln
- Sheridan St
- Sunrise St
- Walnut St
- West St



Out of the streets listed above, **South Pioneer Streets** appears to be the best candidate for a tactical urbanism pilot project. The section of South Pioneer that is selected to become a shared street is a one-block commercial section between East Main Street and Hargadine Street. This section is located within the heart of Downtown Ashland and divides Oregon Shakespeare Festival (OSF)'s campus.



**Image 3:** South Pioneer Street Looking East

## 7. Existing Conditions

South Pioneer Street is a paved road that is approximately 30 feet wide with two lanes of vehicular traffic (one in each direction). The section in between East Main Street and Hargadine Street is approximately 350 feet long. It is oriented east-to-west and has a slope that rises in the westerly direction. Parallel parking is provided on the south side of the street on the lower portion adjacent to East Main Street. Sidewalks are provided on both sides of the street. A crosswalk which is 40 feet in length is located in the middle of the 350-foot-long section and connects two quasi-public plazas on either side, also providing access to OSF's multiple theaters. The street pavement is raised at this location so that the crosswalk is at street-level to improve pedestrian safety. The crosswalk is also equipped with rumble strips on either side. Seven (7) bike racks are provided on the north side of the street. Trees are planted on either side of the street.

Using the universal traits and supportive indicators outlined in DVRPC's "Curbless Streets," the following provides a rationale as to why South Pioneer Street is an ideal candidate for a shared street as supported by the analysis *in italics* below:

## Universal Traits

- High bicycle/pedestrian volume, low vehicle volume

*South Pioneer Street between East Main Street and Hargadine Street divides the campus of the Oregon Shakespeare Festival (OSF). While the street is within the public right of way and accommodates vehicular traffic, the street has a high pedestrian volume especially during OSF's peak season as it provides access between theaters.*

- Safety and accessibility needs.

*It is crucial that safety and accessibility needs are met in all of Ashland's streets. However, because South Pioneer Street provides such an important connection for theatergoers of a wide array of abilities, it is an especially important location to ensure safety and accessibility.*

## Supportive Indicators

- Private partnering potential;

*OSF may elect to participate in partnering with the City to transform South Pioneer Street into a shared street since it located between its campus*

- Supports commercial uses/economic development;

*The transformation of South Pioneer Street would benefit not only OSF, which is an integral part of the Ashland community, but would likely boost commercial use for the rest of Ashland's merchants as it would support a continued move towards improved walkability, which has been proven to have a positive impact on economic development and is tied to increased spending at local businesses.<sup>5</sup>*

- Responds to deteriorating street conditions;

*South Pioneer Street does not appear to be in a deteriorating condition.*

- Community programming opportunities;

*Street fairs and temporary events are not uncommon in Downtown Ashland, (i.e. the Saturday Farmers Market on Oak Street, closing Ashland Plaza for the July 4<sup>th</sup> Parade). If transformed into a shared street, South Pioneer Street may be another potential location for additional community programming such as temporary children's fairs, bicycle maintenance lessons, or other events.*

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<sup>5</sup> Speck, Jeff. (2012) "Walkable City," page 28.



- Presence of school-aged children;

*School-aged children do frequent South Pioneer Street as OSF and Downtown Ashland as a whole draws visitors of a wide array of ages and abilities.*

- Within implementing agency's project pipeline;

*As stated above, South Pioneer Street has undergone a modified street classification to be categorized as a shared street per Figure 6-1 of the Updated 2012 TSP.*

- Open space/tree canopy desert;

*As stated above, quasi-public, plazas are on either side of South Pioneer Street. The open-air amphitheater where OSF hosts its Green Show productions is located on the north side of South Pioneer Street. As stated, street trees line both sides of the street.*

- Operates as a shared street already;

*As previously stated, South Pioneer Street divides the OSF campus and many theatergoers use it to access OSF's various theaters. Additionally, South Pioneer Street abuts the Green Theater of OSF, which serves as a plaza to the public. Because of this, South Pioneer Street already has a high amount of pedestrian traffic.*

- Access to, but not on, a transit route; and

*South Pioneer Street is not directly on a transit route; however, it is located two blocks south from the Ashland Plaza which has a bus stop for Rogue Valley Transportation District (RVTD) lines 10 and 1X. The Ashland Plaza also features a bikeshare station through Rogue Bikeshare for community members to rent bikes for short periods of time at a low cost.*

- Architecturally or culturally significant.

*As stated above, South Pioneer Street is abutted by OSF's campus on either side. OSF has a cultural importance that is not only significant to the City of Ashland, but to the state as well as the nation. OSF is also home to America's first Elizabethan theater located on the north side of South Pioneer Street.*

## TACTICAL URBANISM PILOT PROJECT

The following section documents the benefits of tactical urbanism pilot projects including how they can test permanent modifications (such as a shared streets) at a low cost and draw community engagement. This section also outlines the steps necessary to undertake such a project, as well as provide suggestions for public engagement and highlight new and existing resources. Last, case studies are provided to showcase how tactical urbanism pilot projects in three different communities have influenced and led to permanent design modifications.

### 8. Definition

According to the “Tactical Urbanism Handbook” created by Street Plans, an urban planning and design firm based in Miami, Florida, “Tactical Urbanism is an approach to neighborhood building that uses short-term, low-cost, and scalable interventions and policies to catalyze long term change.” It is a design intervention that can be led by a city, organization, citizens or a combination of the three. Pilot projects can be a day-long demonstration, or longer such as a month or a year. Examples of successful tactical urbanism short-term projects that led to permanent design modifications include Times Square in New York City seen in **Image 4** and parking protected bike lanes along Oakland, California’s Telegraph Avenue seen in **Image 5** below.

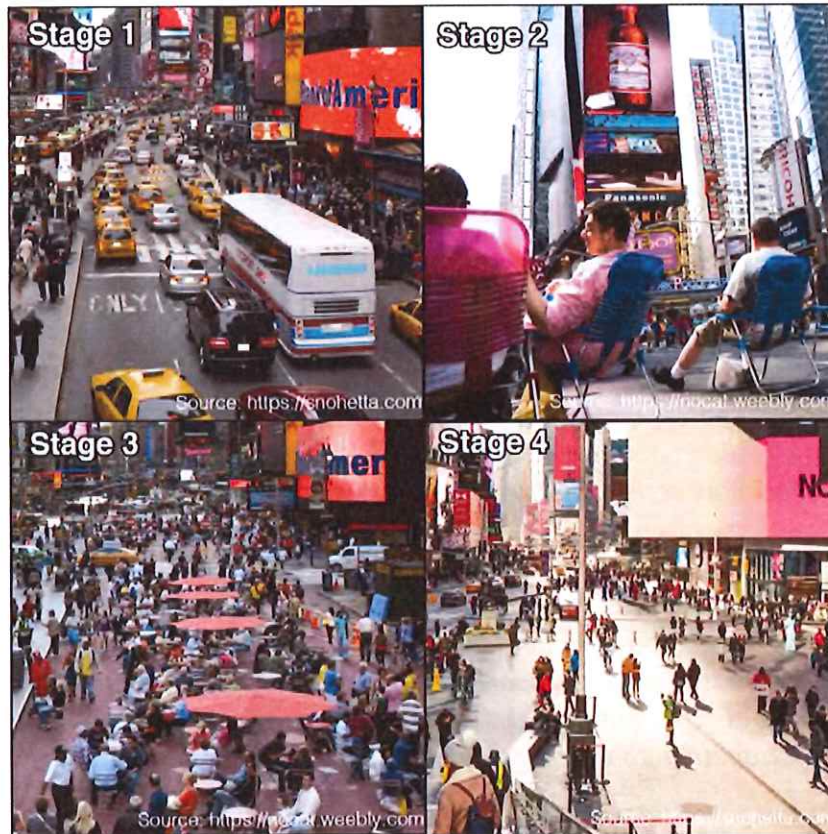


Image 4: Tactical Urbanism Transformations of Times Square



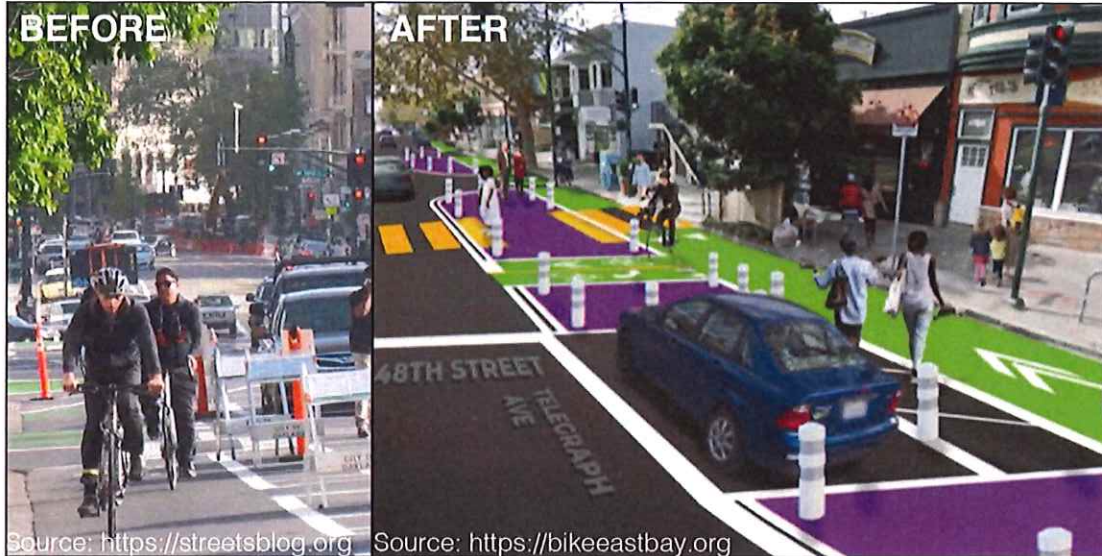


Image 5: Telegraph Avenue in Oakland, CA

## 9. Why a Tactical Urbanism Pilot Projects?

A tactical urbanism pilot program could be an appropriate opportunity for the City of Ashland to exhibit future street modifications, especially during the current TSP update. According to the “Tactical Urbanism Handbook,” this type of small-scale, incremental intervention helps accomplish the following:

1. **Inspire action** and expedite project implementation.
2. **Draw attention to perceived shortcomings** in policy and physical design and allow people to *physically experience* alternative options.
3. **Widen public engagement.**
4. **Deepen understanding** of local users’ needs and the neighborhood, block or building scale.
5. **Gather data** from the real-world use of streets and other public spaces.
6. **Encourage people to work together** in new ways, strengthening relationships between residents, non-profits, local businesses, and government agencies.
7. **Test** aspects of a program, project or plan before making large political or financial investments.

## 10. Implementation

Before the City engages with a pilot project, it must be determined which department should lead. Consider if the project should be led through the Public Works Department, or the City Administration Department, or another group. Once the department is chosen, someone must be in charge of implementation and a team of city staff and volunteers put in place. Consider leveraging existing groups that are already involved with the City. For example, instead of forming a new steering committee for the pilot program, utilize

existing commissions such as the Climate Policy Commission or the Transportation Commission. A planning matrix is included at **Attachment B** to provide guidance throughout the planning phase.

## 11. Permits

In order to undergo a tactical urbanism pilot program, the City of Ashland may need to obtain City permits. The following permits may be applicable:

- Street and Sidewalk Permit
- Right of Way Closure Permit
- Street Painting Permit

As required through the permitting process, community members should also be consulted as soon as possible, most notably OSF because of South Pioneer Street's location between theaters. Other adjacent and local businesses should also be engaged.

## 12. Materials

"The Tactical Urbanism Handbook" lists the following materials grouped by functionality:

1. **Barrier Elements**, (cones, traffic control barriers, planters, plastic barriers)
2. **Landscaping Elements** (Astroturf, sod, bushes, small trees)
3. **Surface Treatments** (sidewalk chalk, asphalt paint)
4. **Signs** (informational signs, traffic signs)
5. **Street Furniture** (hay bales, shipping palettes, moveable umbrellas)
6. **Programming** (exercise, games, art, music)

When available, the city should use existing resources and partner with local businesses to obtain materials to keep costs low. For example, local nurseries could donate existing plants to loan for the duration of the pilot. Planter boxes and benches could be built out of discarded wooden pallets. Hay bales could be used for seating and could also be donated by local farmers. Barrier elements such as cones and plastic barriers may already be owned by the City.

## 13. Design

The design of the pilot project should depend on the longevity of the project. Materials should be semi-temporary and relatively easy to install and remove. A pilot project is a good opportunity for the public to test and become acquainted with any future modifications to the street. Therefore, it may be advantageous for the pilot design to mirror the proposed modifications.

The following **Figure 1** shows a possible tactical urbanism pilot design (**Attachment C**). In 2011, the City of Ashland with consultation Kittelson & Associates and Alta Planning + Design created the "Bicycle and Pedestrian Facility Design Toolkit" with various design



suggestions as a supplement to the TSP. The design below includes features that are suggested for shared streets in the such as street paint to promote slower vehicle speeds, activity tents, food-trucks and seating to promote social space, and entrance signs to send a clear signal to users that they are entering a space with different traffic behavior is expected. The pilot project design excludes vehicular traffic. Although the final, permanent design may include vehicular right-of-way.<sup>6</sup>

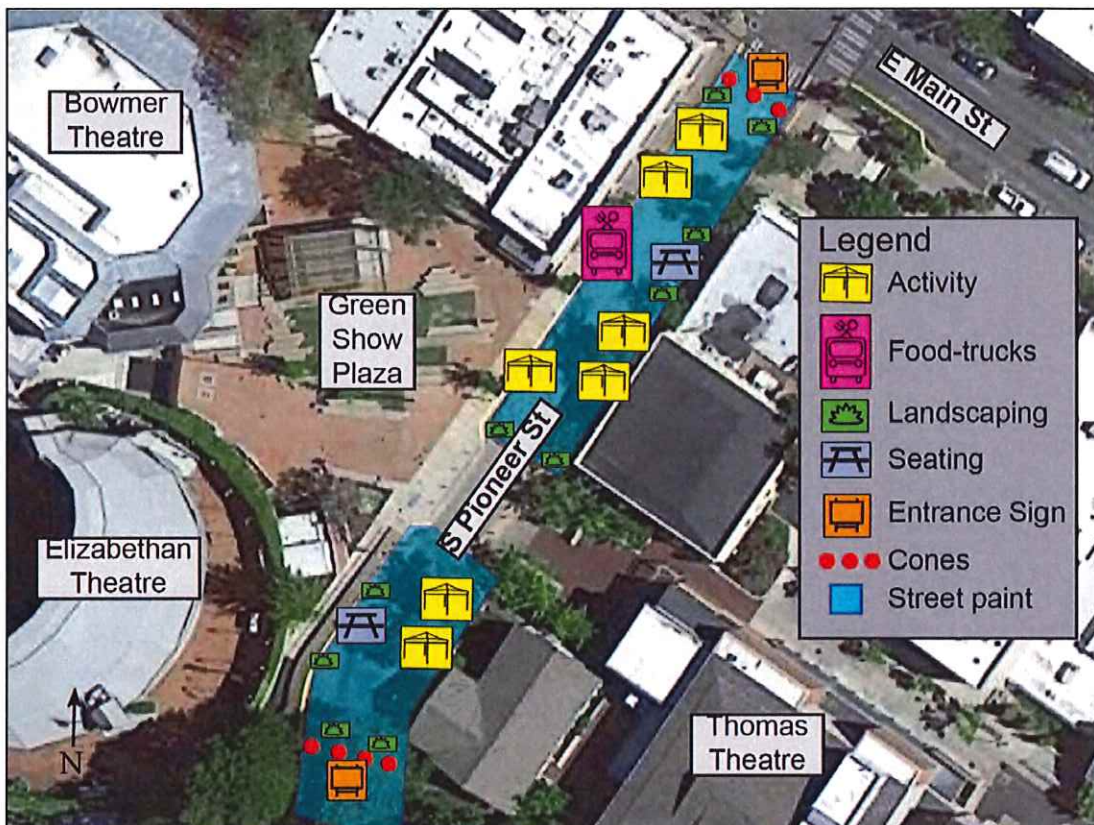


Figure 1: Possible Pilot Project Design

#### 14. Timeframe

As stated above, the project timeline can range from a day-long demonstration to a longer intervention that lasts weeks or month at a time. The timeframe may depend on the capacity and resources of the City. For the purposes of this document, **a weekend is the proposed timeframe.**

#### 15. Educational Outreach and Partnerships

In the spirit of CEAP, which resulted from deep community engagement, it is important to communicate to the public the purpose and positive impacts of the shared street pilot

<sup>6</sup> [https://www.ashland.or.us/Files/Ashland%20Bike\\_ped%20Toolkit\\_11212011.pdf](https://www.ashland.or.us/Files/Ashland%20Bike_ped%20Toolkit_11212011.pdf)

project. The following suggestions for educational outreach addresses **Strategy CC-1** which aims to “**educate and empower the public.**” Educational outreach and opportunities for partnership include:

1. “Ashland Climate Challenge!”

**Goal #1** of the CEAP is to “Reduce Ashland’s contribution to global carbon pollution by reducing greenhouse gas emissions associated with City, residential, commercial and industrial activities. This entails “[a reduction of] overall Ashland community greenhouse gas emissions by 8% on average every year to 2050.”

In the fall of 2015, the Ashland Climate Challenge was started as a series of community events to educate and inspire Ashlanders to reduce carbon emissions, while participating in the development the CEAP. The Challenge started as a community-led effort that was supported by the Geos Institute, Rogue Climate, OSF, the Ashland Food Co-op, and Southern Oregon University. To encourage participation, citizens completed online surveys tracking their progress and were eligible for raffle drawings every three months. While it appears that the multi-day “challenge” phase of the challenge accompanied by surveys and raffles is complete, an active Facebook page and a network of community members who were originally involved still exists.

As part of the educational outreach for the pilot program, the Ashland Climate Challenge could be reinstated. This would align with **Action CC-1-2** of the CEAP which states: “**Support capacity of neighborhood and community groups to implement climate mitigation and adaptation initiatives.**”

In this second rendition of the challenge, a handout could be distributed during the pilot project that includes goals for individual reductions of GHG emissions. An online version could be available for community members to subscribe online (similar to the previous online surveys of the original challenge). Participants could join a listserv/email-group hosted by the City to get monthly reminder emails, track progress and provide tips for sustainable living. Commitments could be self-tracked and scored for prizes, (e.g. a gift card to a local business). The following includes example commitments:

- Drive only when necessary (i.e. for school pick up, transporting loads, and/or if a trip exceeds three (3) miles).
- Carpool to work.
- Bike to work/school.
- Use transit for a week.
- Shop for groceries locally (i.e. farmers markets, The Ashland Food Co-op).
- Install solar panels.
- Plant a tree, etc.

2. Post flyers/graphics at the pilot project site communicating the transportation sector's share of the State of Oregon's total GHG emissions (39% in 2016, more than any other sector<sup>7</sup>) to encourage alternative transportation modes (biking, walking, transit, etc.).
3. Include a city booth with information and literature on the Climate and Energy Action Plan.
4. Partner with RVTD to highlight new bus lines including the Medford-Ashland express bus Route 1X as well as the new Ashland Connector Service. RVTD advocates for complete streets and can provide support including programming and advertisement. RVTD may also have capacity to provide some financial support for programming as well.
5. Partner with local bicycle shops and/or outdoor shops to sponsor bike maintenance lessons.
6. Partner with ScienceWorks to support programming with hands-on activities around climate science.

## **16. Communications and Publicity**

1. Post event to City and partner agency social media accounts including Facebook and Instagram.
2. Advertise on local radio and TV stations.
3. Advertise in local newspapers including the Ashland Daily Tidings and the Mail Tribune.
4. Create flyers and disperse to local businesses to display.
5. Create a website with information about the pilot program. Included in the website should be the Public Works Department's permanent plans for South Pioneer Street.

## **17. Case Studies**

The following are case studies of pilot pilots from three different American cities. As described, they are tied to permanent design changes, that were either planned, or resulted directly from the project.

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<sup>7</sup> Oregon Department of Energy (2018), "2018 Biennial Energy Report", page 51



## 1. Medford, Oregon

On Saturday, October 12, 2019, the City of Medford in partnership with RVTD and the Downtown Medford Association closed a four-block section of Bartlett Street to vehicular traffic for the inaugural “Medford OpenStreets” event. The closure connected two City parks, Pear Blossom Park and Liberty Park for three hours from 11 a.m. to 2 p.m. (see **Figure 2** below). The goals of the event included to “increase awareness of sustainable transportation options like walking, biking, and riding transit,” and to “improve the health of Medford residents.”



Figure 2: Medford OpenStreets Map

Cones were used to restrict traffic from two lanes of traffic in each direction to one lane on Jackson and 4<sup>th</sup> streets. Plants donated from a local nursery were placed in the middle of Jackson Street to deter drivers and slow traffic.

35 local businesses and community organizations such as Siskiyou Velo, Medford Arts Commission, ACCESS and the Jackson County Library Services staffed activity tents throughout the event. Activities including Bollywood dance classes and live music from local bands was also included in the programming. Event “passports”



were handed out to encourage participants to visit the various booths. Approximately 12 volunteers participated as “intersection heroes” to assist eventgoers across cross-traffic streets. A website and Facebook event were created to market the event. Additionally, a press release was created, and ads placed in the Rogue Valley Messenger and Southern Oregon Family Magazine.

This four-block section of Bartlett Street was a strategic setting for the event as the City of Medford Planning Department is undergoing a long-range plan for the Liberty Park neighborhood that lies north of Downtown Medford. Bartlett Street is a planned connector street and neighborhood bikeway from Downtown into the Liberty Park neighborhood. The City is currently in the planning stage for their Medford OpenStreets event in 2020, which will likely occur at another location in Downtown Medford.<sup>8</sup>



Image 6: Cones and landscaping alert drivers to slow down at Jackson Street

## 2. St. Louis, Missouri

In order to address the issue of traffic-related deaths in St. Louis Missouri’s residential streets, the Missouri Chapter of the American Planning Association (APA) along with Trailnet, a local bicycle and pedestrian safety advocacy non-profit organization, implemented temporary “pop-ups” to test out traffic calming designs on residential streets in four different neighborhoods. The work was funded through a grant from the APA. Along with the Missouri Chapter of the APA, Trailnet also worked with the Healthy Eating Active Living (HEAL) Partnership, the

<sup>8</sup>[https://mailtribune.com/news/top-stories/takin-it-to-the-streets-in-downtown-medford-event-festival-vendor-traffic-music-arts-pumpkins-?fbclid=IwAR0sR8vgZKMT3nDia\\_NHEZS2Ogs\\_oHx8Kw9Exkkm24p2HpjMYiEV8h57JI](https://mailtribune.com/news/top-stories/takin-it-to-the-streets-in-downtown-medford-event-festival-vendor-traffic-music-arts-pumpkins-?fbclid=IwAR0sR8vgZKMT3nDia_NHEZS2Ogs_oHx8Kw9Exkkm24p2HpjMYiEV8h57JI)

City of St. Louis, the Missouri Public Health Association in addition to members from the community.



Image 7: Tires used as bulb-outs during a traffic calming pop-up in St. Louis.

Neighbors, students and Trailnet staff came together during a multi-day event to install temporary medians, roundabouts and bulb-outs marked with brightly painted recycled tires on the ground. While the pop-up was an opportunity to test traffic-calming designs, it was also an opportunity for community members, elected officials, and city staff to work together and start a dialogue on tangible solutions to improve street safety.



Image 8: A family crosses a new sidewalk on the way to school.

Through the collaboration process between these diverse stakeholders, a permanent traffic-calming design was chosen in front of Woodward Elementary school to increase the visibility and safety of children and families crossing the



street. The permanent design included an updated crosswalk, curb ramps, bump outs and stop lines to enhance the crosswalk. The ribbon-cutting ceremony occurred within one year of the original demonstrations. Additionally, the City of St. Louis adopted an ordinance allowing engineers to implement speed humps to slow traffic and set aside funding for additional traffic calming projects. Trailnet also has a street-calming library where community members can borrow materials to implement traffic-calming pop-ups in their own neighborhoods.<sup>9</sup>

### 3. Brooklyn, New York

The junction between Wyckoff Avenue, Myrtle Avenue and Palmetto Street in Brooklyn near the border with Queens had been a dangerous six-way intersection. Between 2009 and 2014, three people had died, two of them from bus drivers. In 2016, the New York City Department of Transportation (NYC DOT) in partnership with the Myrtle Avenue Business Improvement District, The Uni Project, and the Ridgewood Local Development Corporation put on a one-day demonstration to transform the intersection into a plaza. NYC DOT led the project as part of the Vision Zero initiative to make the intersection safer.



**Image 9:** The interim plaza at Myrtle Avenue.

The new public space hosted live music, games and a mobile library. Throughout the day, community feedback was gathered to make a more robust plaza design. In the fall of 2016, an interim plaza was installed with plastic planters to soften the space and provide a barrier to moving traffic. Moveable tables and chairs invite

<sup>9</sup> <https://www.strongtowns.org/journal/2016/9/20/slowing-the-cars-in-st-louis>



visitors to use and linger in the space. Since the interim plaza opened: cyclist injuries have decreased by 100%, motor vehicle occupant injuries have decreased 57%, crashes with injuries have decreased by 48%, and crashes in general have decreased 44%<sup>10</sup>. Construction for the permanent plaza is set to start in March of 2020, and the permanent plaza is scheduled to open two years later.

## **NEXT STEPS**

The following immediate next steps are provided to commence the shared street tactical urbanism pilot project:

- 1. Create a team.**

Create a team that includes City of Ashland staff as well as other organizations such as RVTD, OSF and other local businesses and members from the community. As discussed, previous engagement from the Climate and Energy Action Plan's planning stage have created enthusiasm and networks for the City to leverage.

- 2. Create pilot program design using existing plans of South Pioneer Street.**

The report includes a mock design, however as stated the pilot project provides an opportunity for the public to test any existing plans for a redesign before being built. Therefore, it is in the City's best interest to create a design that mirrors any permanent redesign already in consideration.

- 3. Leverage new and existing resources and begin planning.**

This document points to available resources such as the Street Plans Collaborative's "Tactical Urbanist's Guide to Materials and Design," as well as the "Bicycle and Pedestrian Facility Design Toolkit" for the City of Ashland (see "Resources" in the Appendix). This document also provides new resources such as a mock-design and project planning matrix. These resources should be used as an aid for facilitation along the planning process.

## **POLICY SUGGESTIONS**

The following policy suggestions are included to clarify the multi-modal purpose of shared streets as outlined in the CEAP by narrowing the definition of "shared streets" in the TSP and adding a new category for "legacy streets."

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<sup>10</sup> <http://www.nyc.gov/html/dot/downloads/pdf/myrtle-wyckoff-plaza-nov2018.pdf>

**1. Consider revising shared street definition to incorporate a commercial or main street corridor.**

Currently, the TSP definition of “Shared Street” does not mention multi-modal connectivity (including mass transit). The streets listed as “shared streets” in Figure 6-1 of the TSP are primarily residential streets with low vehicle volumes which, because of geographic constraints, do not allow for separate lanes of travel for bicyclists and pedestrians. Therefore, all modes of travel are constrained a shared right-of-way.

Page 62 of the CEAP states: “Street standards and street classifications in the Transportation System Plan promote shared streets that incorporate infrastructure for people walking, biking, and riding mass transit.” However, in the examples of the “shared streets” as seen in Figure 6-1 multi-modal connectivity and encouraging biking and walking is not the goal of the street design. Rather, the design is a result from geographic constraints.

In order to reconcile the TSP definition, and the goals of the Urban Form, Land Use & Transportation section of the CEAP, consider revising shared street locations to incorporate a commercial or main street corridor. This policy suggestion should be reviewed in tandem with Policy Suggestion #2 below which contemplates a new and separate definition for “legacy streets.”

**2. Consider legacy street standards for constrained streets.**

In order to address the gap between the CEAP Priority Action ULT-2-2 to “explore opportunities to convert to shared streets where appropriate to provide multimodal connectivity” and the shared streets identified in Figure 6-1 of the TSP which are primarily located in low volume, residential areas and have a shared right-of-way, consider a new standard such as the City of Medford’s “legacy streets.” These streets are defined as: “A street that is improved, but may be missing bike facilities, right-of-way, sidewalks, planter strips, turn lanes or other facilities identified in the applicable cross-section identified in Article IV, or an unimproved street or alley that is predominantly surrounded by developed properties that constrain the right-of-way.”<sup>11</sup>

While the definition of “shared streets” may be narrowed to include a commercial use or main street corridor to address the intent of multi-modal connectivity, a separate definition for “legacy streets” can be included in the TSP to define streets which, because of geographic constraints, lack space to include separate bike and pedestrian facilities and exhibit a single right-of-way for all modes.

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<sup>11</sup> City of Medford Municipal Code Section 10.012 (Definitions, Specific):  
<https://www.ci.medford.or.us/CodePrint.asp?SB=1&CodeID=3665>

## CONCLUSION

Shared streets are important public spaces not only because they provide multi-modal connectivity, but they challenge the idea that vehicular throughput is a street's primary function in addition to many other benefits. This document highlights how permanent shared street design can start as tactical urbanism pilot projects. These types of small-scale, low-cost interventions have had large and lasting impacts across the globe. In fact, some of the world's most iconic public spaces such as New York City's Times Square have been a result from tactical urbanism pilot projects. These projects are evidence that something small can lead to larger changes.

In order to address CEAP Goal #1 of reducing community GHG emissions, it will take a community-wide effort. Community engagement was an integral part of the planning process for the CEAP itself. Similarly, engagement is key for the success of the pilot project, which in of itself will elicit additional feedback for a permanent shared street design.

Last, new definitions for a more specified "shared street" which addresses the goals of multi-mobility, and "legacy streets" are suggested. These suggested definitions clarify the purpose of CEAP Priority Action ULT-2-2 to utilize shared streets to achieve multi-modal connectivity.

Communities will need to "think big" in order to both reduce GHG emissions and prepare projected climate change impacts in the upcoming decades. It is the hope that this document highlights how governments, private partners, and the public can create small interventions that produce big outcomes and beloved public spaces.



## APPENDIX

### 18. Resources

1. ["Tactical Urbanist's Guide to Materials and Design," \(Street Plans Collaborative\)](#)
2. ["Shared Streets," \(2030 Collective\)](#)
3. ["Shared Street," \(Community Design + Architecture\)](#)
4. ["Shared Streets Study," \(City of Minneapolis\)](#)
5. ["Curbless Streets," \(Delaware Valley Regional Planning Commission \(DVRPC\)\)](#)
6. ["Open Streets Toolkit," \(Open Streets Project\)](#)
7. ["Bicycle and Pedestrian Facility Design Toolkit," \(City of Ashland\)](#)

### 19. Attachments

1. Attachment A: Figure 6-1 of Updated TSP
2. Attachment B: Planning Matrix
3. Attachment C: Pilot Project Mock-up
4. Attachment D: Timesheet

Attachment B: Pilot Project Planning Matrix

	<1 -6 months Before Pilot Project	1 month before	1-2 week before	Day of/before Pilot Project	After Pilot Project
<b>Design</b>	<ul style="list-style-type: none"> <li>• Create pilot project layout.</li> <li>• Create project timeframe.</li> <li>• Submit for necessary permits with Public Works and Fire Department.</li> <li>• Site visit and walk-through.</li> </ul>	<ul style="list-style-type: none"> <li>• Second Site visit and walk-through with project team.</li> </ul>	<ul style="list-style-type: none"> <li>• Third Site visit and walk-through with project team.</li> </ul>	<ul style="list-style-type: none"> <li>• Set up pilot.</li> </ul>	<ul style="list-style-type: none"> <li>• Wrap up meeting and next steps.</li> <li>• Address any suggested redesigns from feedback.</li> </ul>
<b>Personnel</b>	<ul style="list-style-type: none"> <li>• Identify staff-lead and create team.</li> <li>• Select volunteers.</li> <li>• Create volunteer waiver.</li> </ul>	<ul style="list-style-type: none"> <li>• Send remainder email to volunteers.</li> </ul>	<ul style="list-style-type: none"> <li>• Send remainder email to volunteers.</li> <li>• Collect remaining volunteer waivers.</li> <li>• Order food/coffee for volunteers and staff.</li> </ul>	<ul style="list-style-type: none"> <li>• Volunteer orientation.</li> </ul>	<ul style="list-style-type: none"> <li>• Send thank you email to staff and volunteers.</li> </ul>
<b>Materials</b>	<ul style="list-style-type: none"> <li>• Contact local nursery for landscaping donations.</li> <li>• Reserve porta-potties (if needed).</li> <li>• Secure materials through Public Works.</li> </ul>	<ul style="list-style-type: none"> <li>• Secure remaining materials.</li> </ul>	<ul style="list-style-type: none"> <li>• Pick up landscaping and other materials.</li> <li>• Set up materials (if possible).</li> <li>• Acquire materials from Public Works.</li> </ul>	<ul style="list-style-type: none"> <li>• Set up materials.</li> </ul>	<ul style="list-style-type: none"> <li>• Return loaned materials.</li> </ul>
<b>Activities</b>	<ul style="list-style-type: none"> <li>• Reach out to local businesses and community organizations.</li> <li>• Reach out to food-trucks.</li> </ul>	<ul style="list-style-type: none"> <li>• Reach out to any remaining organizations.</li> </ul>	<ul style="list-style-type: none"> <li>• Confirm attendance from local businesses and organizations.</li> </ul>	<ul style="list-style-type: none"> <li>• Set up businesses and community organizations.</li> </ul>	<ul style="list-style-type: none"> <li>• Send thank you email to participants.</li> </ul>
<b>Community Outreach</b>	<ul style="list-style-type: none"> <li>• Contact OSF re: participation.</li> <li>• Mailers to local businesses in Downtown and nearby residents.</li> <li>• Create handouts and poster.</li> </ul>	<ul style="list-style-type: none"> <li>• Ads of local stations/Publications.</li> </ul>	<ul style="list-style-type: none"> <li>• Ads on local stations/publications.</li> </ul>	<ul style="list-style-type: none"> <li>• Collect community feedback.</li> </ul>	<ul style="list-style-type: none"> <li>• Input and evaluate community feedback.</li> </ul>
<b>Marketing</b>	<ul style="list-style-type: none"> <li>• Send ads to local stations.</li> <li>• Place ads in newspapers.</li> <li>• Create website.</li> <li>• Create FB event and post to social media accounts.</li> <li>• Create and deliver flyer.</li> </ul>	<ul style="list-style-type: none"> <li>• Find photographer for event.</li> </ul>	<ul style="list-style-type: none"> <li>• Reminder posts on social media and email listserv.</li> </ul>	<ul style="list-style-type: none"> <li>• Reminder posts on social media and email listserv.</li> <li>• Photograph event.</li> </ul>	<ul style="list-style-type: none"> <li>• Post photos to website and social media accounts.</li> </ul>

# Memo

Date: August 10, 2020  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Clean Fuels Credits

## BACKGROUND:

At the July 16, 2020 Transportation Commission staff informed the Commission that Zagster the company operating the Rogue Bike Share program had ceased business operations. The City along with RVT and ODOT are investigating options to bring in a turnkey provider to keep the bike share program operations, taking over the program internally or abandoning the program completely.

Stu Green the City's Climate and Energy Analyst has and continues to support the bike share program as part of the City's climate goals. Continued support could potentially be the use of Clean Fuels Credit revenues to support the bike share program and expansion into electrification moving forward.

The Transportation Commission was interested in providing a voice of support for utilization of the Clean Fuels Credits revenues on projects that enhance the City's climate goals. A fact sheet regarding the Clean Fuels Credits is attached for reference. Figure 1 represents the strategies and associated actions within the Climate Energy Action Plan (CEAP) for land use and transportation.

**Figure 1: CEAP Land Use and Transportation**

### URBAN FORM, LAND USE + TRANSPORTATION

<b>Strategy ULT-1. Support better public transit and ridesharing.</b>	
ULT-1-1. Coordinate with neighboring local governments to promote use of transit, carpooling, and car-sharing.	C Mi
ULT-1-2. Work with RVT to implement climate-friendly transit.	C Mi
ULT-1-3. Establish policies to support development near transit hubs without displacing disadvantaged populations.	C Mi
ULT-1-4. Evaluate feasibility of expanded local transit options.	C Mi
<b>Strategy ULT-2. Make Ashland more bike- and pedestrian-friendly.</b>	
ULT-2-1. Implement bicycle- and pedestrian-friendly actions in the Transportation System Plan and Downtown Parking Management Plan.	C Mi
ULT-2-2. Explore opportunities to convert to shared streets where appropriate to provide multimodal connectivity.	C Mi
<b>Strategy ULT-3. Support more-efficient vehicles.</b>	
ULT-3-1. Implement a local fuel-related tax.	C Mi
ULT-3-2. Revise land use codes to require EV charging infrastructure at multifamily and commercial developments.	C Mi
ULT-3-3. Develop and provide information about electric and hybrid vehicles on the City website.	C Mi
<b>Strategy ULT-4. Support more climate-ready development and land use.</b>	
ULT-4-1. Regulate new development in the Wildfire Lands Overlay part of the urban growth boundary.	C Ad
ULT-4-2. Revise community development plans to favor walkable neighborhoods and infill density.	C Mi
ULT-4-3. Modify the WUI code to include construction techniques appropriate for wildfire-prone areas.	C Ad
<b>Strategy ULT-5. Increase the efficiency of City fleet vehicles and employee commuting.</b>	
ULT-5-1. Provide carpool and vanpool parking, charging stations, and parking for EVs for City employees.	M Mi
ULT-5-2. Conduct a city fleet audit and use it to set policy and targets.	M Mi
ULT-5-3. Purchase verified carbon offsets to offset City staff travel.	M Mi



At the July 7<sup>th</sup> Council Business Meeting the City Council authorized the City Administrator to monetize the earned Clean Fuels credits (staff report attached for reference).

**Graham/Rosenthal moved to authorize the City Administrator to utilize the Oregon Clean Fuels credit exchange to monetize the clean fuels credits acquired by the City of Ashland Electric Utility in 2018 and 2019. Discussion:** Graham spoke that this is the time to cash these credits in and to start looking in on how to invest those monies. She thanked Green for his work. Rosenthal agreed with Graham and spoke to the value of the position and the services that Green's provides to the City. Seffinger spoke in agreement with Graham and Rosenthal and spoke to the importance of this for the future. She spoke to the importance of public education and outreach. Akins questioned how much the City will be getting and where it will go. Hanks explained there will be another step in the process and that this will come back to Council for discussion and a proposal. **Roll Call Vote: Jensen, Slattery, Graham, Akins, Seffinger and Rosenthal: YES. Motion passed unanimously.**

The Commission supports using these funds in the supplemental budget request with agreement in reinvesting this revenue in additional clean fuels related projects. Using this revenue for projects such as electric charging stations, bike or E-bike , or even electric vehicle share programs mesh with the goals of the CEAP in the Urban Landform, Land Use and Transportation Element, as well as with the Transportation System Plan and the mission of the Transportation Commission which focuses on "being able to move easily through the city in all modes of travel".

#### **CONCLUSION:**

The Commission should discuss support of using these funds in the supplemental budget request with agreement in reinvesting this revenue in additional clean fuels related projects. Using this revenue for projects such as electric charging stations, bikes, E-bike , or even electric vehicle share programs coincide with the goals of the CEAP in the Urban Landform, Land Use and Transportation Element, as well as with the Transportation System Plan and the mission of the Transportation Commission which focuses on "being able to move easily through the city in all modes of travel".

**Potential Motion:** "The City Council should ensure clean fuel program revenues are reinvested in projects which create additional clean fuel credits, increase electrification, and/or support the City's Climate Energy Action Plan goals".

Clean Fuel Credit funds should be used for projects that meet one or more of these categories (Stu Green):

1. Directly increases clean fuel credit generation (more local EVs, more public charging),
2. Directly reduces of carbon emissions (fuel switching, more e-bikes)
3. Supports the City's climate goals, indirectly increase clean fuels credit generation, reduce carbon emissions, or increase sustainability (promotion, outreach, staffing)

# Council Business Meeting

July 7, 2020

<b>Agenda Item</b>	Authorization to Participate in Oregon Clean Fuels Credit Exchange	
<b>From</b>	Stu Green	Climate and Energy Analyst
<b>Contact</b>	<a href="mailto:stu.green@ashland.or.us">stu.green@ashland.or.us</a>	

## SUMMARY

The City of Ashland, through its Electric Utility, participates in the Oregon Clean Fuels Program. The program is designed to reduce the carbon intensity of Oregon's Transportation Fuels over time. In March 2020, the Utility earned a substantial amount of credits. Staff is requesting Council approval to authorize the City Administrator to utilize the Clean Fuels Credit Exchange to monetize the earned credits.

In a future Council business meeting subsequent to the execution of the transaction, Staff will present a Supplemental Budget request to appropriately recognize the revenue and propose appropriations for its utilization for fiscal year (FY) 2021 reinvest the revenue in additional clean fuel related projects.

## POLICIES, PLANS & GOALS SUPPORTED

- 2019-21 Council Goal 2.B.A – Value Services: Emergency Preparedness, Address Climate Change
- 2015-17 Council Goal 22.1 – Develop and implement a community climate change and energy plan
- Ashland Climate and Energy Action Plan – Council adopted March 2017
- AMC 9.40 – Climate Recovery

## PREVIOUS COUNCIL ACTION

N/A

## BACKGROUND AND ADDITIONAL INFORMATION

### **Oregon Clean Fuels Program**

The Oregon Clean Fuels Program is designed to reduce the carbon intensity of Oregon's Transportation Fuels over time. Participating utilities are annually awarded Clean Fuel Credits based on activity in each utility territory. The intention of the program is to reward participants who bring cleaner fuels to market, while encouraging additional investment in clean fuels projects. Clean fuel credits may be bought and sold using an online exchange hosted by Oregon Department of Environmental Quality (DEQ). Monetized credits flow back to the Utility to fund additional clean fuels projects. The cost of credits varies, but the most recently published price average is \$120 per credit. The quantity of credits earned by each utility depends on a variety of factors, including electric vehicle uptake and annual utility carbon intensity. Additional data about the Clean Fuels Program can be found [here](#).

### **Ashland Electric Generates Credits**

Ashland Municipal Electric Utility is a registered participant in the Oregon Clean Fuels Program. The Utility receives credits based on two activities in our utility territory: 1) Operation of City-owned electric vehicle chargers and 2) Registration of electric vehicles within the utility territory. The latter activity generates approximately 98 percent of clean fuel credits.

In 2018 and 2019, Ashland Electric earned credits as show in the table below:

<b>Year</b>	<b>EV Charging Credits</b>	<b>Registration Credits</b>
2019	59	2,791
2018	12	N/A in 2018



Staff expect that calendar year 2020 will generate slightly more credits than 2019. Ashland Electric is eligible to continue participating in the Clean Fuels Program until at least 2025. The program will likely be extended to 2035.

### **FISCAL IMPACTS**

As of June 2020, the Electric Utility has a balance of 2,876 clean fuel credits. If monetized at the last published price, the credits would provide \$345,120 for additional clean fuel project and program funding (2,876 credits x \$120/credit). The programs and projects that will be presented to Council with the supplemental budget and appropriations approval will be designed to generate more credits and utility revenues to mitigate the utilization of local utility rate dollars in the accomplishment of Council approved Climate and Energy Action goals.

### **STAFF RECOMMENDATION**

Staff recommends Council authorization for the City Administrator to utilize the Oregon DEQ credit exchange to sell/monetize the 2019 clean energy credits as part of ongoing efforts to finance Climate and Energy Action plan goals, objectives, and actions with funding outside of the operational budget of the Electric Utility.

### **ACTIONS, OPTIONS & POTENTIAL MOTIONS**

- 1) I move to authorize the City Administrator to utilize the Oregon Clean Fuels credit exchange to monetize the clean fuels credits acquired by the City of Ashland Electric Utility in 2018 and 2019.
- 2) I move to request staff provide additional information regarding the Clean Fuels Program and credit exchange and schedule the item for a future Council meeting agenda.

### **REFERENCES & ATTACHMENTS**

[Oregon DEQ – Overview of Clean Fuels Program](#)



## Overview of the Clean Fuels Program

### Background

The 2009 Oregon Legislature passed [HB 2186](#) authorizing the Oregon Environmental Quality Commission to adopt rules to reduce the average carbon intensity of Oregon's transportation fuels by 10 percent over a 10-year period. The 2015 Oregon Legislature passed [SB 324](#) allowing DEQ to fully implement the Clean Fuels Program beginning in 2016. The rules for CFP can be found in Oregon Administrative Rules Chapter 340 [Division 253](#).

### Clean Fuel Standards

The clean fuel standards are the annual average carbon intensity that a regulated party must comply with. There is a standard for gasoline and gasoline substitutes and one for diesel and diesel substitutes. The baseline year for the program is 2015 and represents 10 percent ethanol blended with gasoline and 5 percent biodiesel blended with diesel. The rule requires a 10 percent reduction in average carbon intensity from 2015 levels by 2025. The annual clean fuel standards are shown here:

	Clean Fuel Standards (gCO <sub>2</sub> e/MJ)									
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
% reduction	0.25	0.50	1.00	1.50	2.50	3.50	5.00	6.50	8.00	10.00
Gasoline	98.37	98.13	97.66	97.16	96.18	95.19	93.71	92.23	90.75	88.78
Diesel	99.39	99.14	98.61	98.12	97.12	96.12	94.63	93.14	91.64	89.65

### Deficits and Credits

Deficits are generated when the carbon intensity of a specific fuel exceeds the clean fuel standard in a given year. Credits are generated when the carbon intensity of a specific fuel is lower than the clean fuel standard in a given year.

**Regulated parties** in the Clean Fuels Program are importers of gasoline, diesel, ethanol and biodiesel. An "importer" is the entity who has ownership title to a transportation fuel from locations outside of Oregon at the time it is brought into the State of Oregon. Businesses that produce ethanol and biodiesel in Oregon are also regulated parties. Regulated parties must comply with all of the regulations for the Clean Fuels Program.

**Small importers** are businesses that import less than 500,000 gallons of transportation fuels per year. Small importers do not have to comply with the Clean Fuel Standards. Small importers have the option of submitting their annual compliance report through the EZ-Fuels Online Reporting Tool for Fuel Distributors.

### Exemptions

Fuels used in the following applications are exempt from the regulations: aircraft, construction equipment, farm tractors, farm vehicles, implements of husbandry, locomotives, log trucks, military tactical vehicles and tactical support equipment, racing activity vehicles and watercraft.

**Credit generators** are providers of fuels whose carbon intensity is lower than the standard for the gasoline or diesel they substitute for. Credit generators are not required to participate but can choose to voluntarily participate by registering with the program if they want to generate credits. Examples include businesses that own electric vehicle charging stations, dispensers for natural gas and propane, producers of biogas, electric utilities, and transit agencies.



State of Oregon  
Department of  
Environmental  
Quality

### Oregon Clean Fuels Program

<http://www.oregon.gov/deq/aq/programs/Pages/Clean-Fuels.aspx>

700 NE Multnomah St.  
Suite 600  
Portland, OR 97232  
[OregonCleanFuels@deq.state.or.us](mailto:OregonCleanFuels@deq.state.or.us)

DEQ is a leader in restoring, maintaining and enhancing the quality of Oregon's air, land and water.

### Accessibility

Documents can be provided upon request in an alternate format for individuals with disabilities or in a language other than English for people with limited English skills. To request a document in another format or language, call DEQ in Portland at 503-229-5696, or toll-free in Oregon at 1-800-452-4011, ext. 5696; or email [deqinfo@deq.state.or.us](mailto:deqinfo@deq.state.or.us)

Last updated:  
12/29/2017

# Oregon Clean Fuels Program

## Requirements for registered parties

Collectively, regulated parties and credit generators who opt into the program are referred to as Registered Parties and must:

- Register with DEQ before producing fuel in Oregon, importing fuel into Oregon or generating or transacting credits for fuels supplied in Oregon;
- Keep records for each transaction of transportation fuel imported, sold or supplied for use in Oregon; and
- Submit quarterly progress reports and annual compliance reports using the DEQ-administered CFP Online System.

## Demonstrating Compliance

Regulated parties must initially comply with the Clean Fuel Standards by balancing their credits and deficits for 2016 and 2017 by the end of the 2017 calendar year. Starting in 2018 regulated parties must comply yearly by the end of each calendar year. Regulated parties can retire credits they generated themselves or purchase credits from other entities. A new Credit Clearance Market will provide an additional opportunity for regulated parties to comply with the clean fuel standards if they cannot generate or purchase sufficient credits during the year.

## Carbon Intensity

Carbon intensity is the measure of lifecycle greenhouse gas emissions from a transportation fuel expressed in grams of carbon dioxide equivalents per megajoule of energy or gCO<sub>2</sub>e/MJ. DEQ has adopted the OR-GREET model, developed by the Argonne National Laboratory and modified for use in Oregon, to perform this calculation.

There are three ways for a business to obtain a carbon intensity value for use in the Clean Fuels Program:

1. If the fuel has a carbon intensity value approved by the California Air Resources Board, the business can adjust GREET for the difference in the transportation distance to Oregon and submit it to DEQ.
2. If the fuel does not have an approved carbon intensity value from CARB, then the business must apply for a carbon intensity value from DEQ.
3. There are also some temporary carbon intensity values that can be used for up to two quarters, until DEQ can approve an individual carbon intensity value.

## CFP Online System

DEQ has developed the CFP Online System to implement the Clean Fuels Program. It is a web-based tool that is used for:

- Registered parties to submit quarterly progress reports that generate deficits and credits;
- Regulated parties to submit annual compliance reports to demonstrate compliance with the clean fuels standards;
- Registered parties to transact (buy and sell) credits; and
- Alternative fuel producers to manage their fuel pathways.

## Want more information?

For information about the Clean Fuels Program, go to the program webpage at <http://www.oregon.gov/deq/aq/programs/Pages/Clean-Fuels.aspx>. You can find information about the performance of the program including quarterly data summaries and monthly credit transfer reports, and guidance documents for various issues.



Slate of Oregon  
Department of  
Environmental  
Quality

## Oregon Clean Fuels Program

<http://www.oregon.gov/deq/aq/programs/Pages/Clean-Fuels.aspx>

700 NE Multnomah St.  
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Last updated:  
12/29/2017



# Council Business Meeting

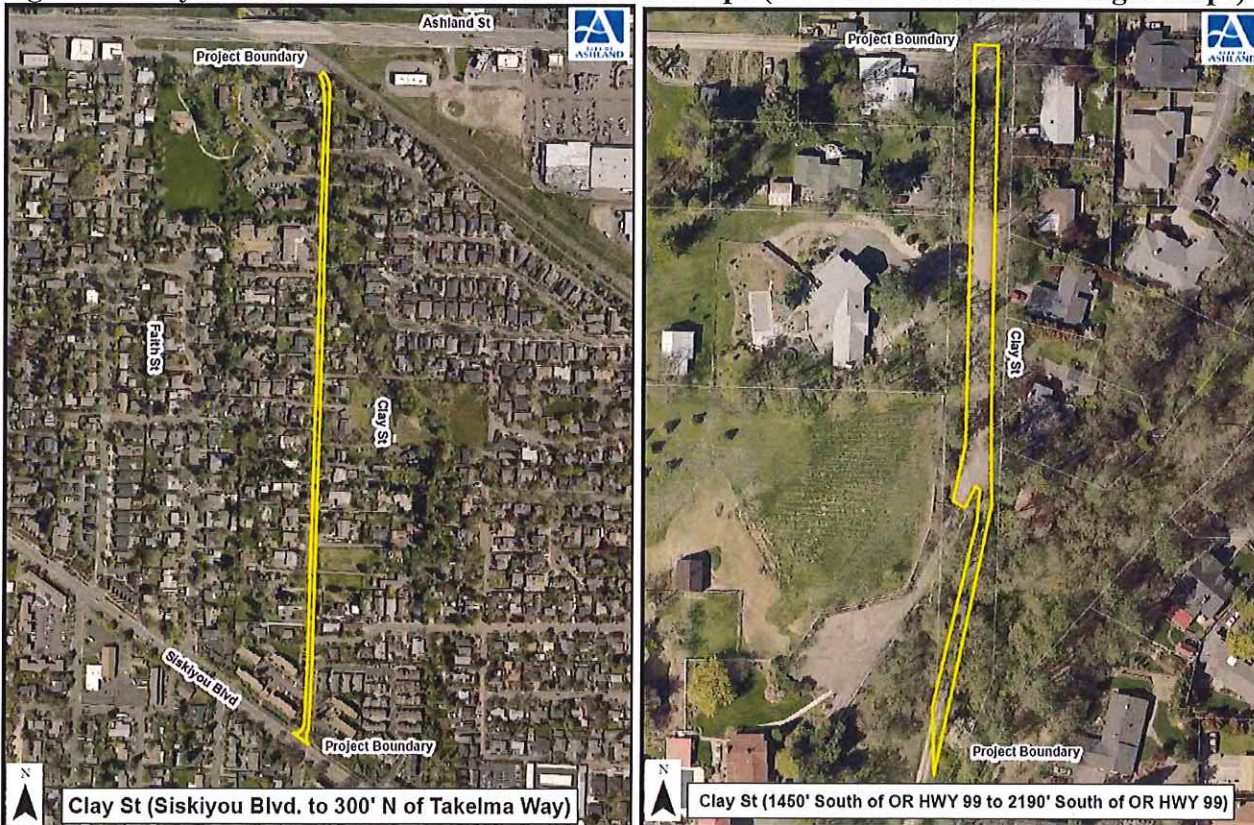
April 7, 2020

<b>Agenda Item</b>	Resolution 2020-17 "A RESOLUTION REQUESTING THE JURISDICTIONAL TRANSFER OF CLAY STREET AND PARADISE LANE FROM JACKSON COUNTY"	
<b>From</b>	Scott Fleury PE	Interim Public Works Director
<b>Contact</b>	<a href="mailto:Scott.fleury@ashland.or.us">Scott.fleury@ashland.or.us</a>	541-552-2412

## SUMMARY

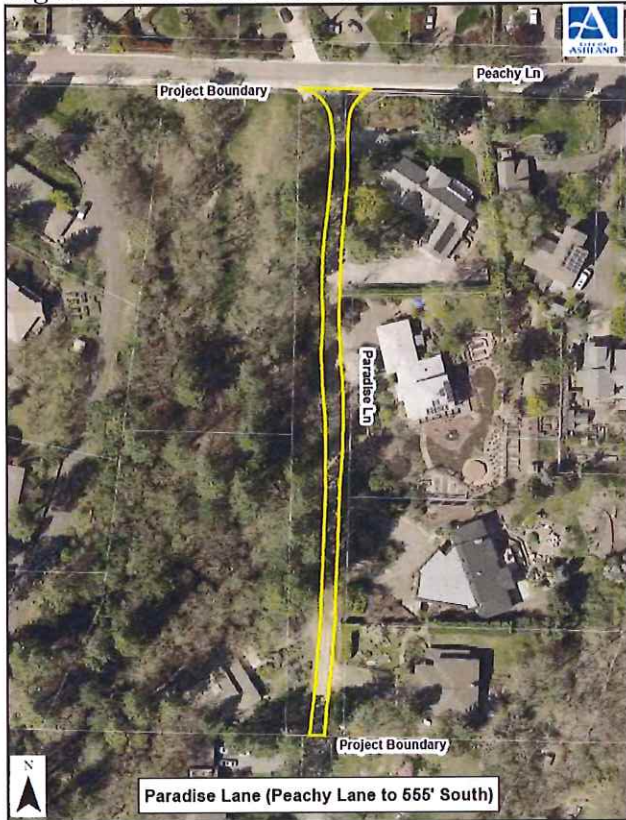
Before the Council is a Resolution requesting the Jurisdictional Transfer of Clay Street and Paradise Lane with Jackson County. These sections of roadway are currently under the jurisdictional control of Jackson County even though they are within Ashland City limits. Before the City accepts a roadway via jurisdictional transfer, the roadway must be brought up to city standards. Public Works staff has worked with Jackson County and through a competitive grant process, funding has been obtained by the County to fully improve Clay Street to city standards. Jackson County will place a double chip seal and fog seal over Paradise Lane and another small section of upper Clay Street to achieve their formal City improvements. Reference figures below for jurisdictional transfer locations.

**Figure 1: Clay Street Jurisdictional Transfer Site Maps (see attachment #2 for larger maps)**





**Figure 2: Paradise Lane Jurisdictional Transfer Site Map**



**POLICIES, PLANS & GOALS SUPPORTED**

**Council Goals:**

Prioritize the “Essential Services”, including the associated infrastructure:

- Streets

Develop and/or enhance the following “Value Services” by leveraging the City’s resources.

- Multi-Modal Transportation
- All-Age Friendly Community

**Transportation System Plan:**

- Create a green template for other communities in the state and nation to follow
- Make safety a priority for all modes
- Maintain small-town character, support economic prosperity and accommodate future growth.
- Create a system-wide balance for serving and facilitating pedestrian, bicycle, rail, air, transit, and vehicular traffic in terms of mobility and access within and through the City of Ashland.

**Climate Energy Action Goals**

Evaluate the use of low-carbon concrete (sidewalk)

**Department Goals:**

- Maintain existing infrastructure to meet regulatory requirements and minimize life-cycle costs
- Deliver timely life cycle capital improvement projects
- Maintain and improve infrastructure that enhances the economic vitality of the community
- Evaluate all city infrastructure regarding planning management and financial resources

## **PREVIOUS COUNCIL ACTION**

The City Council previously supported a Jackson County grant application to fully improve middle Clay Street to City standards ([Staff Report](#)).

The City Council previously approved an Intergovernmental Agreement (IGA) with Jackson County to begin the process of Jurisdictional Transfer of Clay Street and Paradise Lane ([Staff Report](#)) ([Minutes](#)).

The City has previously coordinated with Jackson County on grant applications and jurisdictional transfers of roadways that have been improved to city standards. The last project was Peachey Road. Peachey Road was improved to city standard by Jackson County and the city accepted jurisdictional transfer via resolution at the [June 2, 2015 Business Meeting](#).

## **BACKGROUND AND ADDITIONAL INFORMATION**

The Council authorized the IGA to begin the process of jurisdictional transfer. This IGA sets the groundwork for additional actions in the process to finalize the jurisdictional transfer and associated improvements to Clay Street and Paradise Lane.

The primary action was within 180 days of finalizing the IGA the City must pass the appropriate municipal legislation (ORS373.207 (6)(a)) requesting the jurisdictional transfer of middle Clay Street, upper Clay Street and Paradise Lane. A resolution was drafted by staff and approved by Legal as the appropriate legislative document for jurisdictional transfer. This is the resolution under Council consideration. After the resolution is passed the County will then obtain Commission Board approval within 90 days, to relinquish all rights to Clay Street and Paradise Lane. This is the same process followed with respect to the previous jurisdictional transfer of Peachey Avenue.

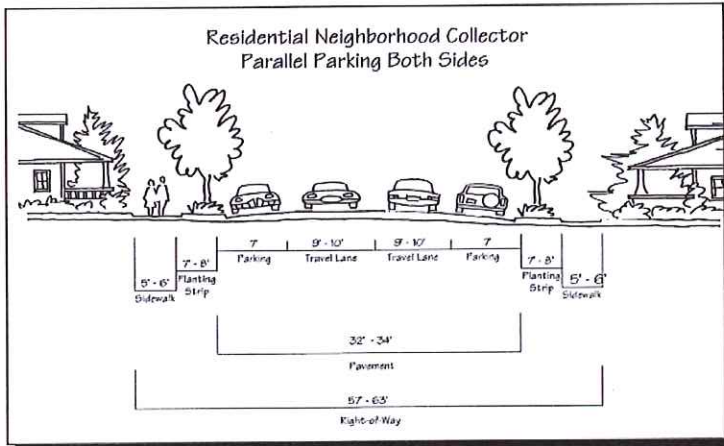
### **Previous Background/Funding:**

Through the Metropolitan Planning Organization (MPO) competitive grant funding process Jackson County was awarded \$4,535,814 Surface Transportation Community Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) grant funding to fully improve Clay Street and bring to an acceptable city standard. The City Council formally supported this grant application with the understanding that if awarded staff would coordinate with Jackson County on the jurisdictional transfer of middle Clay Street. The IGA with Jackson County for the jurisdictional transfer of Clay Street generates the terms and conditions for the transfer associated with the funding stream to fully improve the roadway.

Middle Clay Street from Siskiyou Boulevard to its terminus at Faith Street is under the jurisdictional control of Jackson County and the Oregon Department of Transportation. The County's jurisdiction stops 300 feet north of Takelma Way. The chip sealed roadway is maintained intermittently by Jackson County and generally has no other formal improvements, i.e. sidewalk or park row. Middle Clay Street is classified as a residential neighborhood collector with 60 feet of dedicated right of way (see cross section below). The City requires a roadway to be brought up to City standards, which include; full width paving, sidewalk, park row, as well as ancillary drainage, lighting and ADA improvements before approving a jurisdictional transfer for ownership of the roadway. Public Works staff has received numerous complaints from adjacent residents over the years regarding the overall paved surface condition of Clay Street and its lack of sidewalk connections to Siskiyou Boulevard and Ashland Street. Numerous residents provided letters of support for the improvement project.



**Figure 3: Typical residential collector cross section**



Along with middle Clay Street the County has requested the City also approve of the transfer of Paradise Lane and a small section of upper Clay Street. Paradise Lane is a narrow un-improved road within the city limits that connects to Peachey Avenue and Jackson County is proposing to provide a 12 foot wide double chip seal from its connection with Peachey Avenue to its terminus. Jackson County is also proposing to chip seal the section of upper Clay Street. The sections of roadway are represented in the site map reference. Chip seal is an appropriate surface treatment for these very low volume roadway sections.

### **FISCAL IMPACTS**

There is no fiscal impact associated with approval of the resolution other than staff time expended.

Jackson County was awarded a STBG and CMAQ grant for \$4,535,814 for the improvement of middle Clay Street. In addition, Jackson County is required to provide a minimum match of \$512,500 providing for \$5,048,314 in available funding for the improvement. Any projects costs that exceed this amount would be borne by the City of Ashland. As part of the IGA the City of Ashland Engineering Division would be responsible for managing the project improvement and soft cost would include the staff time necessary to provide for the management of the engineering and construction phases. Full cost of a double chip seal and fog seal to Paradise Lane and upper Clay Street will be borne and completed by Jackson County.

The Council and residents of middle Clay Street have shown significant interest in starting the project as soon as possible. City staff along with Jackson County staff have made this intention known to the Oregon Department of Transportation (ODOT) who administer and manage the grant process. There is the potential to begin early, but at the discretion of ODOT. Once the project is approved by the Oregon Transportation Commission and is shown on the State Transportation Improvement Project list then ODOT staff can determine if there is money available to begin the preliminary engineering (PE) phase prior to October 1, 2021 when a portion of the money becomes available. Most likely even if there is funding available to begin the PE phase it would not start until summer of 2021.

### **STAFF RECOMMENDATION**

Staff recommends approval of the Resolution for jurisdictional transfer.

### **ACTIONS, OPTIONS & POTENTIAL MOTIONS**

1. I move to approve Resolution 2020-17 "A RESOLUTION REQUESTING THE JURISDICTIONAL TRANSFER OF CLAY STREET AND PARADISE LANE FROM JACKSON COUNTY".



2. I move to amend the Resolution with Jackson County [add amendment].

**REFERENCES & ATTACHMENTS**

Attachment #1: Resolution Authorizing Jurisdictional Transfer

Attachment #2: Site Maps of Roadways for Jurisdictional Transfer

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# CITY OF ASHLAND

## Transportation Commission **Action Item List**

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August 20, 2020

**Action Items:**

1. TSP Update (2020-21)
  - Solicitation documents have been submitted and scored by project team
  - Scope, schedule and fee documents under review (TC December 2019/January 2020/February 2020)
  - Professional services contract requires Council approval
  - Schedule Council approval (April 7, 2020)
  - *TSP Postponed until timing to start project is more appropriate*
2. Main St. Crosswalk truck parking (**no change**)
  - Analysis is included in the revitalize downtown Ashland plan and was recently discussed during the kickoff meeting.
  - The Revitalize Downtown Ashland Transportation Growth and Management grant project has begun that will assess safety and parking in the downtown core. (February 2020) No change-March 2020
  - *The Revitalize Downtown Ashland Project has been cancelled with the expectation to re-start the project at a more appropriate time in the future (1-2 years).*
3. Siskiyou Blvd. and Tolman Creek Intersection Improvements
  - The Oregon Department of Transportation removed median island and restriped Tolman Creek portion of intersection to allow for better right hand turning truck movements.
  - *The Oregon Department of Transportation is also looking at curb ramp design changes to the intersection. (February 2020) No change-March 2020*
  - Crosswalk Policy Development (**no change-agenda item for future meeting-2020**)



# Memo

CITY OF  
ASHLAND

Date: August 10, 2020  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Terrace Street Traffic Calming Phase 1

## **BACKGROUND:**

Public Works staff received an application and associated petition for the Traffic Calming Program from residents on Terrace Street between Loop Road and Holly Street.

Per the program staff entered into the phase 1 portion which includes data collection. Staff collected two rounds of speed/volume data as when it was first collected the County was slowly entering into the “reopening” and the residents asked for another round as the traffic appeared to be picking up. The collected data is attached for reference. The maximum 85% speed value was for the southbound direction and determined to be 28.9 mph, the average daily traffic (ADT) was 362 vehicles per day and there were two accidents in a five-year period. The two accidents reports were reviewed, and neither could have been prevented via traffic calming. One minor accident was caused when a vehicle tried to slowly pass a Recology garbage truck that started to merge back into the travel lane and they contacted each other. The second accident was a failure to yield by a vehicle turning from Ridge Road onto Terrace Street.

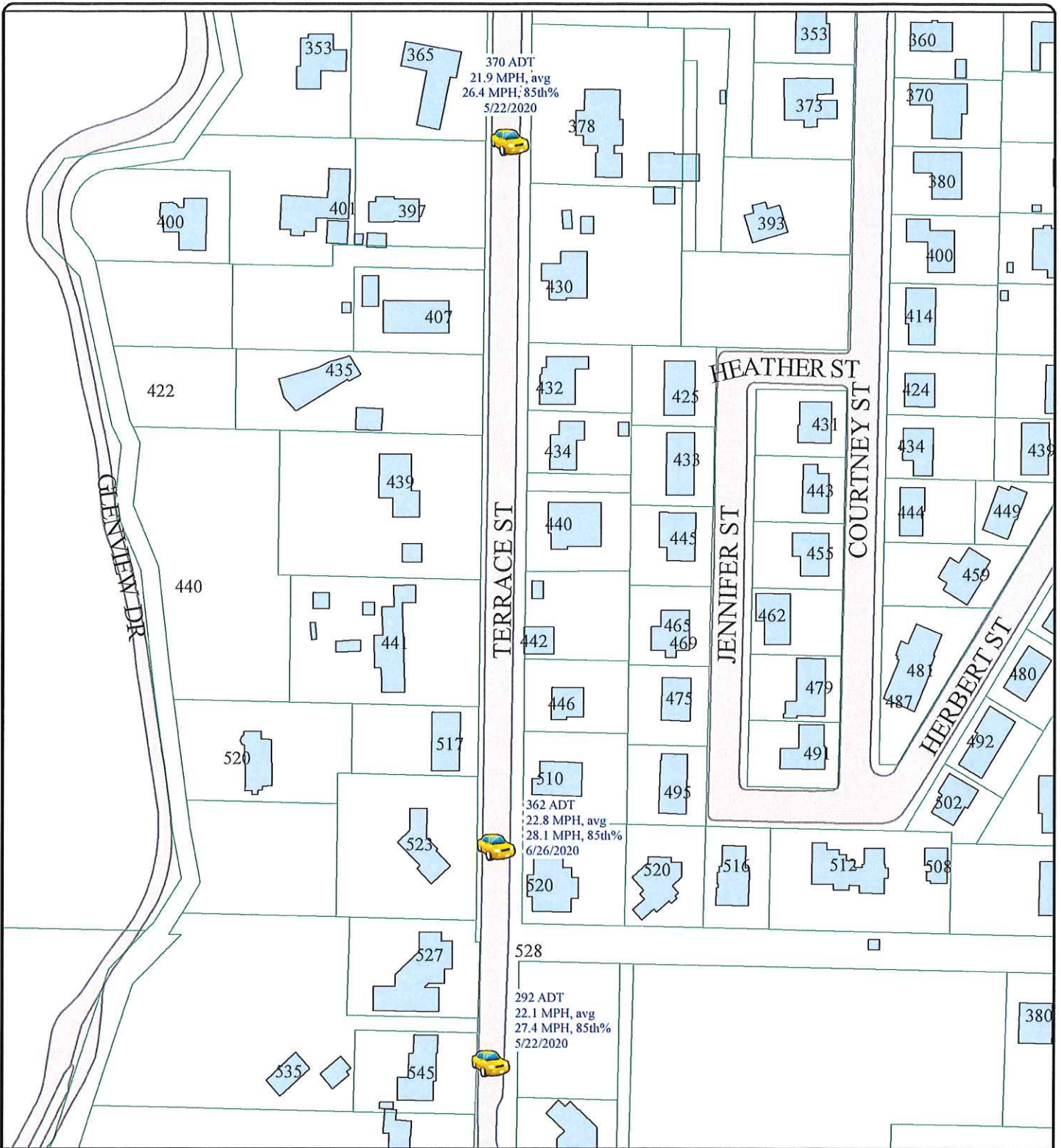
The ADT, speed and accidents combine to generate a cumulative score of 2 points with the minimum requirement of 8 points to move into phase 2.

As part of phase 1 of the program the radar trailer was placed onsite facing each direction and the residents were supplied with drive 25 mph keep kids alive yard signs. In addition, the City’s Traffic Enforcement Officer was approved by his supervising Lieutenant to perform targeted enforcement of the area and other officers were encouraged to patrol the area as well during a focused one-week engagement.

## **CONCLUSION:**

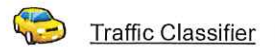
Informational update to Commission.



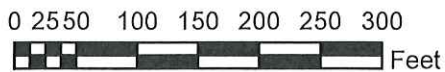


**Terrace Street  
Traffic Count Map**

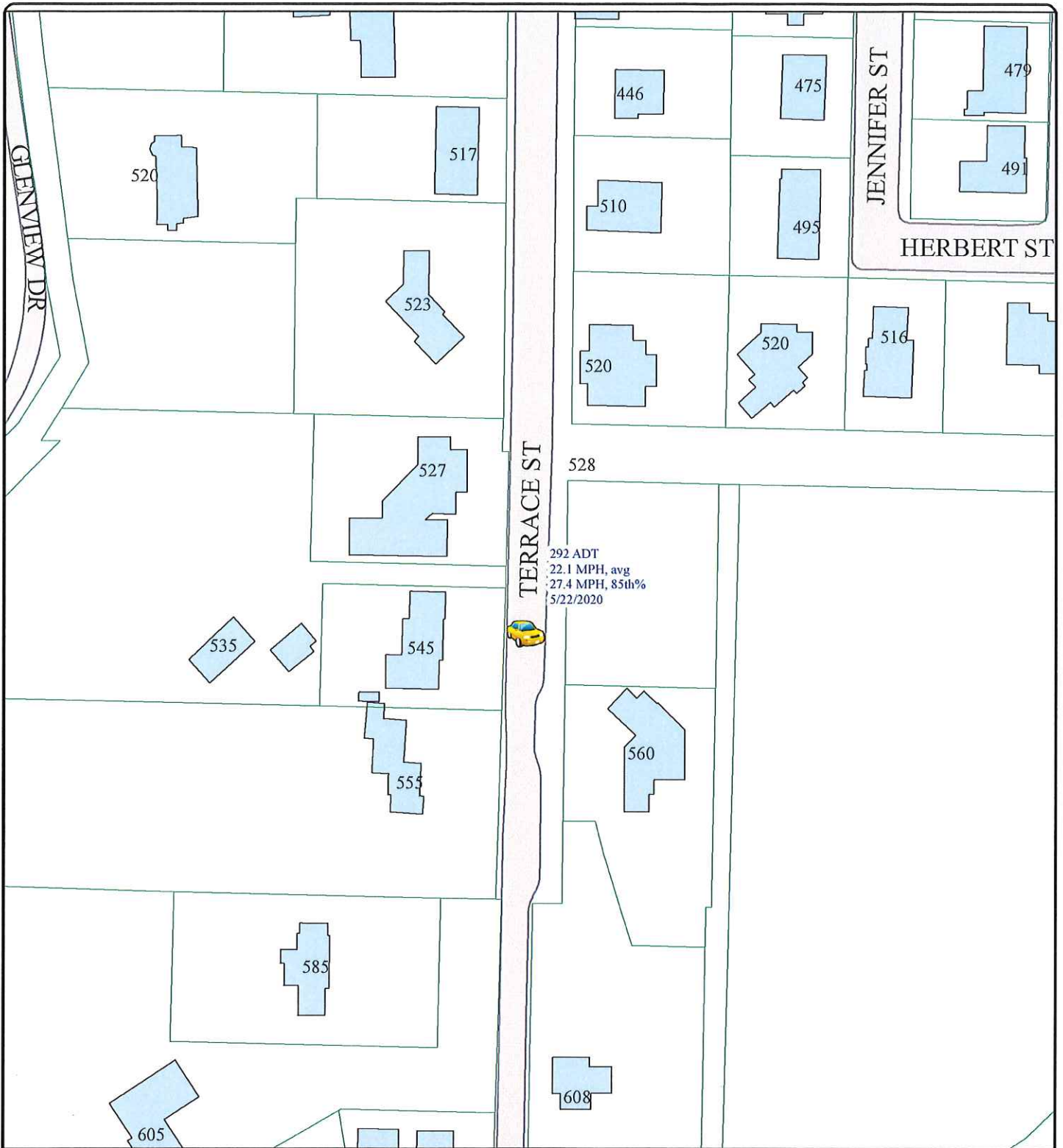
**Traffic Counts**



Date: 6/26/2020




Mapping is schematic only and bears no warranty of accuracy.  
All features, structures, facilities, easement or roadway locations  
should be independently field verified for existence and/or location



**Terrace Street  
S. of Ridge Rd  
Traffic Count Map**

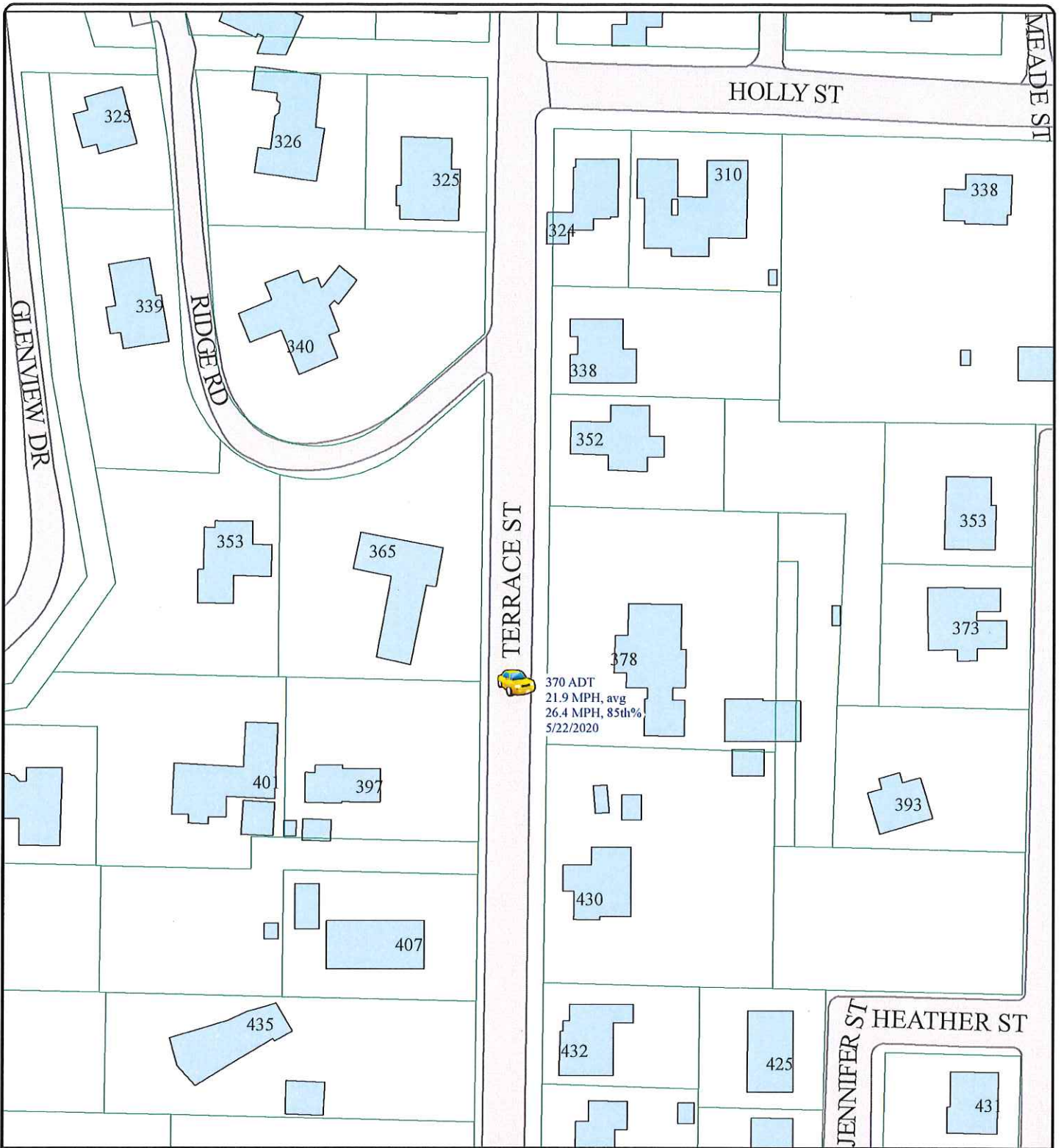
**Traffic Counts**

Date: 5/22/2020

 Traffic Classifier




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should be independently field verified for existence and/or location



**Terrace Street  
S. of Ridge Rd  
Traffic Count Map**

Date: 5/22/2020

**Traffic Counts**

 Traffic Classifier



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All features, structures, facilities, easement or roadway locations  
should be independently field verified for existence and/or location













# City of Ashland

Public Works/Engineering Department  
Traffic Study Report

Terrace St  
S. of Ridge

Site: Eng - 05-2020  
Friday, 5/8/2020 9:00 AM -  
Friday, 5/22/2020 7:00 AM

## Speed Grand Totals

mph	Total	Hourly Averages										40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200			
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60								60 - < 65	65 - < 70	
12:00 AM	0.8	0.1	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
1:00 AM	0.6	0.1	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
2:00 AM	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
3:00 AM	0.4	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
4:00 AM	0.6	0.0	0.1	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
5:00 AM	4.2	0.5	1.2	1.6	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
6:00 AM	6.2	0.4	2.0	3.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
7:00 AM	11.5	0.9	3.5	4.8	2.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
8:00 AM	13.5	1.2	4.2	5.8	2.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
9:00 AM	15.9	1.2	5.4	6.2	2.7	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
10:00 AM	15.7	1.2	3.8	7.5	2.9	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
11:00 AM	16.8	2.1	4.6	6.9	3.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
12:00 PM	16.8	1.2	4.2	7.7	3.4	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
1:00 PM	18.1	1.3	4.3	9.3	2.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
2:00 PM	15.6	0.8	3.6	8.0	2.9	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
3:00 PM	14.3	0.7	3.4	7.1	2.7	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
4:00 PM	13.3	0.6	2.9	6.2	3.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
5:00 PM	7.6	0.4	1.9	3.6	1.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
6:00 PM	5.6	1.0	1.8	1.6	1.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
7:00 PM	4.2	0.7	1.4	1.4	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
8:00 PM	2.4	0.1	0.7	0.9	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
9:00 PM	1.3	0.1	0.6	0.4	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
10:00 PM	1.4	0.1	0.4	0.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
11:00 PM	1.1	0.0	0.6	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
<b>Daily Average</b>	<b>187.7</b>	14.9	51.5	83.6	33.8	3.4	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
<b>Average (Mean)</b>	<b>21.4 mph</b>	<b>Minimum</b> 10.1 mph										<b>Maximum</b> 43.5 mph									
<b>Percentile Speeds (mph)</b>		<b>10%</b> 15.8		<b>50%</b> 21.6		<b>90%</b> 25.8		<b>95%</b> 25.8		<b>98%</b> 26.7											
<b>Speeds Exceeded</b>		<b>25 mph</b> 20.1% (524)		<b>30 mph</b> 2.1% (55)		<b>35 mph</b> 0.3% (8)		<b>45 mph</b> 0.0% (0)		<b>55 mph</b> 0.0% (0)											
<b>Study Grand Totals</b>		<b>0 -</b> 206		<b>15 -</b> 713		<b>20 -</b> 1160		<b>25 -</b> 469		<b>30 -</b> 47		<b>35 -</b> 7		<b>40 -</b> 1		<b>45 -</b> 0		<b>50 -</b> 0			
<b>Total</b>	<b>2603</b>	<b>&lt; 15</b> 7.9%		<b>&lt; 20</b> 27.4%		<b>&lt; 25</b> 44.6%		<b>&lt; 30</b> 18.0%		<b>&lt; 35</b> 1.8%		<b>&lt; 40</b> 0.3%		<b>&lt; 45</b> 0.0%		<b>&lt; 50</b> 0.0%		<b>&lt; 55</b> 0.0%			
<b>south-bound</b>																					

Pace Range 16.3 - 26.3 mph 1986 vehicles (76.3%)

# City of Ashland

Public Works/Engineering Department  
Traffic Study Report

Terrace St : -  
S. of Ridge :

Site: Eng - 05-2020  
Friday, 5/8/2020 9:00 AM -  
Friday, 5/22/2020 7:00 AM

## Speed Grand Totals

mph	Hourly Averages											Maximum	49.5 mph	Pace Range	17.6 - 27.6 mph	1856 vehicles (73.2%)			
	Total	0 - <15	15 - <20	20 - <25	25 - <30	30 - <35	35 - <40	40 - <45	45 - <50	50 - <55	55 - <60						60 - <65	65 - <70	70 - <200
12:00 AM	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
1:00 AM	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
2:00 AM	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
3:00 AM	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
4:00 AM	0.3	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
5:00 AM	2.7	0.1	0.4	0.9	0.9	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
6:00 AM	5.1	0.0	0.7	2.3	1.9	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
7:00 AM	10.7	0.2	2.9	4.8	2.2	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
8:00 AM	11.9	0.5	2.1	5.7	3.1	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
9:00 AM	17.5	0.8	4.4	7.5	4.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
10:00 AM	15.4	0.5	4.2	6.2	4.1	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
11:00 AM	18.1	0.9	4.9	7.3	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
12:00 PM	16.7	1.0	4.1	7.6	3.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
1:00 PM	17.8	0.8	4.5	8.2	3.3	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
2:00 PM	19.4	0.8	4.6	7.1	5.9	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
3:00 PM	14.0	1.4	3.6	6.1	2.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
4:00 PM	12.4	0.6	2.8	5.5	2.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
5:00 PM	6.5	0.3	1.6	3.1	1.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
6:00 PM	6.5	0.5	1.4	2.5	1.6	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
7:00 PM	3.7	0.2	1.1	1.1	1.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
8:00 PM	2.0	0.1	0.5	0.6	0.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
9:00 PM	0.9	0.1	0.2	0.1	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
10:00 PM	0.4	0.0	0.1	0.0	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
11:00 PM	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
<b>Daily Average</b>	<b>182.8</b>	<b>8.8</b>	<b>44.4</b>	<b>77.0</b>	<b>44.4</b>	<b>7.6</b>	<b>0.4</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
<b>Average (Mean)</b>		<b>22.5 mph</b>	<b>Minimum</b>		<b>10.2 mph</b>	<b>Maximum</b>		<b>49.5 mph</b>	<b>Pace Range</b>									<b>17.6 - 27.6 mph</b>	<b>1856 vehicles (73.2%)</b>
<b>Percentile Speeds (mph)</b>		<b>10%</b>	<b>15%</b>	<b>50%</b>	<b>85%</b>	<b>90%</b>													
		16.5	17.7	22.5	27.1	28.2													
<b>Speeds Exceeded</b>		<b>25 mph</b>	<b>30 mph</b>	<b>35 mph</b>	<b>45 mph</b>	<b>55 mph</b>													
		28.7% (729)	4.5% (113)	0.3% (7)	0.0% (1)	0.0% (0)													
<b>Study Grand Totals</b>																			
Total	2536	123	617	1067	616	106	5	1	1	1	0	0	0	0	0	0	0		
north-bound	4.9%	24.3%	42.1%	42.1%	24.3%	4.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		







# City of Ashland

Public Works/Engineering Department  
Traffic Study Report

Terrace St : -  
N. of Ashland Loop :

Site: Eng - 05-2020  
Friday, 5/8/2020 11:00 AM -  
Friday, 5/22/2020 8:00 AM

## Speed Grand Totals

mph	Hourly Averages											40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60							
12:00 AM	1.1	0.1	0.1	0.2	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	0.5	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	0.4	0.1	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	0.3	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	3.0	0.2	0.7	0.8	1.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	5.7	0.7	1.1	1.9	1.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	7.8	0.5	1.8	3.7	1.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	10.4	1.2	2.5	4.2	2.1	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	12.6	1.2	3.6	5.0	2.4	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	11.1	0.7	2.9	4.0	2.6	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 PM	12.6	1.1	3.4	4.6	2.9	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	13.1	1.1	3.2	4.7	3.4	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	14.1	0.7	3.5	5.5	3.6	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	12.8	1.1	2.7	5.5	2.9	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	11.0	0.6	2.3	4.4	3.2	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	10.9	0.6	2.5	4.3	3.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 PM	6.2	0.8	0.9	2.6	1.5	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	4.4	0.4	1.4	1.5	0.5	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	3.6	0.4	0.8	1.4	0.6	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	2.0	0.1	0.4	0.4	0.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	1.3	0.0	0.6	0.2	0.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	0.9	0.0	0.1	0.1	0.2	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<b>Daily Average</b>	<b>146.2</b>	<b>12.0</b>	<b>34.9</b>	<b>55.2</b>	<b>34.9</b>	<b>8.0</b>	<b>1.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>Average (Mean)</b>	<b>22.4 mph</b>	<b>10%</b>	<b>15%</b>	<b>10.0 mph</b>	<b>15%</b>	<b>8.0%</b>	<b>43.9 mph</b>	<b>Maximum</b>	<b>43.9 mph</b>	<b>90%</b>	<b>27.6</b>	<b>28.8</b>	<b>55 mph</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1351 vehicles (67.0%)</b>	
<b>Percentile Speeds (mph)</b>	<b>15.6</b>	<b>10%</b>	<b>15.6</b>	<b>16.9</b>	<b>22.5</b>	<b>27.6</b>	<b>28.8</b>	<b>35 mph</b>	<b>0.8%</b>	<b>17</b>	<b>45 mph</b>	<b>0.0%</b>	<b>0.0%</b>	<b>55 mph</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	
<b>Speeds Exceeded</b>	<b>30.3%</b>	<b>30.3%</b>	<b>610</b>	<b>6.3%</b>	<b>128</b>	<b>30 mph</b>	<b>30.3%</b>	<b>0.8%</b>	<b>17</b>	<b>45 mph</b>	<b>0.0%</b>	<b>0.0%</b>	<b>55 mph</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	
<b>Study Grand Totals</b>	<b>2016</b>	<b>8.2%</b>	<b>165</b>	<b>23.9%</b>	<b>481</b>	<b>760</b>	<b>37.7%</b>	<b>482</b>	<b>23.9%</b>	<b>111</b>	<b>5.5%</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>south-bound</b>	<b>2016</b>	<b>8.2%</b>	<b>165</b>	<b>23.9%</b>	<b>481</b>	<b>760</b>	<b>37.7%</b>	<b>482</b>	<b>23.9%</b>	<b>111</b>	<b>5.5%</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# City of Ashland

Public Works/Engineering Department  
Traffic Study Report

Terrace St : -  
N. of Ashland Loop :

Site: Eng - 05-2020  
Friday, 5/8/2020 11:00 AM -  
Friday, 5/22/2020 8:00 AM

## Speed Grand Totals

mph	Hourly Averages											north-bound		70 - < 200
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	
12:00 AM	0.2	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.3	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	1.7	0.6	0.0	0.4	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	3.6	0.1	1.0	0.9	1.4	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	6.2	0.6	2.0	1.8	1.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	9.1	1.1	2.7	3.2	1.7	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	14.0	1.8	4.4	4.2	3.2	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
11:00 AM	12.4	1.4	4.0	3.9	2.7	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	14.6	1.7	4.3	4.8	3.1	0.5	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0
1:00 PM	12.6	1.3	3.4	4.4	3.4	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	14.6	1.7	5.0	4.9	2.6	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	15.1	1.4	4.4	4.9	3.3	1.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0
4:00 PM	12.1	1.3	3.3	4.4	2.5	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	10.8	1.0	2.8	4.1	2.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	6.4	0.7	1.8	1.9	1.4	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	4.9	0.7	1.3	1.3	1.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	4.1	0.2	1.0	1.4	1.1	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	1.6	0.0	0.5	0.3	0.6	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	0.9	0.0	0.1	0.4	0.4	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	0.4	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Daily Average</b>	<b>146.0</b>	<b>15.6</b>	<b>41.9</b>	<b>47.2</b>	<b>34.0</b>	<b>5.9</b>	<b>0.9</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.1</b>
<b>Average (Mean)</b>		<b>21.8 mph</b>		<b>Minimum</b>		<b>10.1 mph</b>		<b>Maximum</b>		<b>86.9 mph</b>		<b>Pace Range</b>		<b>16.8 - 26.8 mph</b>
<b>Percentile Speeds (mph)</b>		<b>10%</b>		<b>15%</b>		<b>50%</b>		<b>85%</b>		<b>90%</b>		<b>1310 vehicles (65.0%)</b>		
		<b>14.8</b>		<b>16.2</b>		<b>21.6</b>		<b>27.1</b>		<b>28.2</b>				
<b>Speeds Exceeded</b>		<b>25 mph</b>		<b>30 mph</b>		<b>35 mph</b>		<b>45 mph</b>		<b>55 mph</b>				
		<b>28.3% (571)</b>		<b>5.1% (102)</b>		<b>1.0% (21)</b>		<b>0.3% (6)</b>		<b>0.1% (2)</b>				
<b>Study Grand Totals</b>														
Total	2015	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
north-bound	2015	10.7%	28.7%	32.3%	23.3%	4.0%	0.6%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%



# City of Ashland

Public Works/Engineering Department  
Traffic Study Report

Site: Eng - 05-2020  
Friday, 5/8/2020 11:00 AM -  
Friday, 5/22/2020 8:00 AM

Terrace St : -  
N. of Ashland Loop :

## Speed Grand Totals

mph	Hourly Averages											Total	Average (Mean)	Minimum	Maximum	Percentile Speeds (mph)	Speeds Exceeded	Face Range	2651 vehicles (65.8%)
	0 - <15	15 - <20	20 - <25	25 - <30	30 - <35	35 - <40	40 - <45	45 - <50	50 - <55	55 - <60	60 - <65								
12:00 AM	0.1	0.2	0.2	0.3	0.3	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.5	0.0	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.4	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.4	0.0	0.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	4.7	0.8	0.7	1.1	1.7	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	9.4	0.9	2.1	3.2	3.2	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	14.0	1.2	3.8	5.5	3.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	19.5	2.3	5.2	7.3	3.8	0.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	26.6	2.9	8.0	9.2	5.6	0.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	23.4	2.1	6.9	7.9	5.3	1.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	27.3	2.8	7.7	9.4	6.1	1.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	25.8	2.4	6.6	9.1	6.7	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	28.7	2.4	8.5	10.4	6.2	0.8	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	27.9	2.5	7.1	10.4	6.1	1.5	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	23.1	1.9	5.6	8.7	5.7	1.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	21.7	1.6	5.3	8.4	5.8	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	12.6	1.5	2.7	4.6	2.9	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	9.4	1.1	2.6	2.8	1.8	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	7.6	0.6	1.8	2.7	1.8	0.6	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	3.6	0.1	0.9	0.7	1.1	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	2.2	0.0	0.6	0.6	0.4	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	1.2	0.0	0.1	0.4	0.4	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Daily Average</b>	<b>292.2</b>	<b>27.6</b>	<b>76.9</b>	<b>102.4</b>	<b>68.8</b>	<b>13.8</b>	<b>2.1</b>	<b>0.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Combined</b>																			
<b>Face Range 17.6 - 27.6 mph</b>																			
<b>Maximum 86.9 mph</b>																			
<b>85% 27.4</b>																			
<b>90% 28.6</b>																			
<b>10% 15.2</b>																			
<b>15% 16.5</b>																			
<b>50% 22.1</b>																			
<b>85% 27.4</b>																			
<b>90% 28.6</b>																			
<b>25 mph 29.3% (1181)</b>																			
<b>30 mph 5.7% (230)</b>																			
<b>35 mph 0.9% (38)</b>																			
<b>45 mph 0.1% (6)</b>																			
<b>55 mph 0.0% (2)</b>																			
<b>Study Grand Totals</b>																			
<b>Total 4031</b>																			
<b>0 - &lt;15 380 9.4%</b>																			
<b>15 - &lt;20 1059 26.3%</b>																			
<b>20 - &lt;25 1411 35.0%</b>																			
<b>25 - &lt;30 951 23.6%</b>																			
<b>30 - &lt;35 192 4.8%</b>																			
<b>35 - &lt;40 29 0.7%</b>																			
<b>40 - &lt;45 3 0.1%</b>																			
<b>45 - &lt;50 4 0.1%</b>																			
<b>50 - &lt;55 0 0.0%</b>																			
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<b>65 - &lt;70 1 0.0%</b>																			
<b>70 - &lt;200 1 0.0%</b>																			
<b>south-bound 2016</b>																			
<b>0 - &lt;15 165 8.2%</b>																			
<b>15 - &lt;20 481 23.9%</b>																			
<b>20 - &lt;25 760 37.7%</b>																			
<b>25 - &lt;30 482 23.9%</b>																			
<b>30 - &lt;35 111 5.5%</b>																			
<b>35 - &lt;40 16 0.8%</b>																			
<b>40 - &lt;45 1 0.0%</b>																			
<b>45 - &lt;50 0 0.0%</b>																			
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<b>north-bound 2015</b>																			
<b>0 - &lt;15 215 10.7%</b>																			
<b>15 - &lt;20 578 28.7%</b>																			
<b>20 - &lt;25 651 32.3%</b>																			
<b>25 - &lt;30 469 23.3%</b>																			
<b>30 - &lt;35 81 4.0%</b>																			
<b>35 - &lt;40 13 0.6%</b>																			
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<b>70 - &lt;200 1 0.0%</b>																			

Terrace St - North of Ashland Loop - 05-20, rfd Report Date: 5/22/2020 10:00 AM



# Memo

CITY OF  
ASHLAND

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Date: August 10, 2020  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Gresham Parking Permit

## **BACKGROUND:**

The Ashland City Council approved a signal residential parking permit for the residence of 25 Gresham Street after numerous public meeting discussions at the Transportation Commission and a public hearing at the City Council.

The Transportation Commission first discussed the issue at the April 27, 2017 meeting and again at the June 22, 2017 meeting. A final motion was made to recommend to Council approval for one residential parking permit. The Council held a public hearing at the September 5, 2017 Business Meeting. Council ([Staff report](#), [Minutes](#)). The Council approved the signal residential parking permit space following the Transportation Commission's recommendation.

Staff has reached out to Diamond Parking and the Ashland Police Department (APD) asking for their interactions to date with respect to the single residential parking permit. Both Diamond Parking and APD stated they do enforce the space designation and do receive complaints of non-permitted vehicles utilizing the space. Any vehicle not having a valid permit to park in the marked space is issued a parking citation.

## **CONCLUSION:**

No action required as this is an informational update to Commission.

# Memo

CITY OF  
ASHLAND

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Date: August 10, 2020  
From: Scott A. Fleury  
To: Transportation Commission  
RE: A Street & First Street Timed Parking

**BACKGROUND:**

The Transportation Commission held a public hearing to discuss the potential to install 2-hour timed parking signage on A Street from Oak Street to Second Street and along First Street between A Street and B Street at the February 20<sup>th</sup> meeting.

The Commission motioned to approve the 2-hour timed parking sign installation with a two year follow up.

The parking signs are now installed in the corridors and are being enforced by Diamond Parking. The new signs include the block face rule requirement as specified in Ashland Municipal Code. The code is attached for reference.

**CONCLUSION:**

Informational update to Commission.

## Chapter 11.26

### PARKING REGULATIONS

Sections:

- 11.26.010 Application of State law**
- 11.26.020 Prohibitions**
- 11.26.030 Exceptions to Prohibitions**
- 11.26.040 Obstructing Enforcement**
- 11.26.050 Abandoned Vehicles**
- 11.26.060 Storing Vehicles**
- 11.26.070 Loading Zones**
- 11.26.080 Buses or Taxis**
- 11.26.090 Penalties**
- 11.26.100 Restricted Parking Areas, Hours and Limits**
- 11.26.110 Penalties, Immobilizers Installation, Towing, Warning Letter, Show Cause, and Warrants**

#### **11.26.010 Application of State law**

The requirements in this Chapter [11.26](#) are to be applied in conformance with ORS [221.275](#), ORS [221.277](#), ORS [221-285-287](#), and ORS [221.333](#), which are incorporated herein by reference.

#### **11.26.020 Prohibitions**

In addition to the parking prohibitions in the motor vehicle laws of Oregon, no person shall:

1. Except where the street is marked or where officially indicated otherwise, stand or park a vehicle in a street other than parallel with the edge of the roadway, headed in the direction of lawful traffic movement, and with the curbside wheels of the vehicle within 12 inches of the edge of the curb or, if no curb, as close as possible to the edge of the shoulder;
2. Park on a street or in a City parking lot in a manner or at a time prohibited by official signs;
3. Park on a street or in a City parking facility longer than the time specified by applicable official parking signs:
  - a. The period of time so specified shall begin when the vehicle is parked in a particular limited time zone on a particular block face; and



- b. The period shall be terminated when the vehicle is moved and parked on a different block face, at which time a new period shall begin as stated in subsection 3.a of this section;
4. Park so as not to be entirely within the painted lines of a single parking space;
5. Park within an area marked off by traffic markers or by painted curb or pavement;
6. Park within 10 feet of a fire hydrant or within 30 feet of a fire station;
7. Park in a street intersection, including the area used for crosswalks, or upon a sidewalk, or upon a bicycle path;
8. Park upon a bridge, viaduct, or other elevated structure used as a street, or within a street tunnel, or upon any parkway, unless marked or indicated by official signage otherwise;
9. Park across or within the entrance to an alley or driveway;
10. Park in an alley, except to load and unload persons or materials for not longer than 20 consecutive minutes in any two-hour period;
11. Park in an unimproved portion of the front setback of any structure in any residential zoned district;
12. Park on any public right-of-way with expired vehicle registration;
13. Park on any public right-of-way with the principal purpose of:
  - a. Displaying the vehicle for sale;
  - b. Washing, greasing, or repairing the vehicle, except repairs necessitated by an emergency; or
  - c. Selling merchandise from the vehicle, except in an established marked place or when so authorized or licensed under the ordinances of this City;
14. Park, stand or stop a truck or bus on a public street or in a public parking area with its engine running, if such engine emits exhaust fumes into the air. Vehicle engines shall be turned off when loading and unloading passengers or merchandise. This subsection shall not apply to:
  - a. An engine running for less than five minutes;
  - b. A vehicle in the moving traffic lane waiting to move with the normal flow of traffic;
  - c. An engine needed to operate equipment used to load or unload merchandise; or
  - d. Emergency vehicles, utility company vehicles, or any construction and maintenance vehicles which have engines that must run to perform needed work; or
15. Use a parking lot owned by the City for purposes other than parking of a vehicle as defined in ORS [801.590](#) unless otherwise permitted by special use permit issued by the City Administrator's Office. (Ord. 3141, amended, 04/18/2017)

### 11.26.030 Exceptions to Prohibitions

Notwithstanding prohibitions stated in Section [11.26.020](#), parking prohibitions do not apply:

1. On days or in areas City Council has designated by resolution as exempt from posted parking time limits;
2. To official City, state or federal vehicles necessarily in use for construction or repair work, or to a vehicle with a Special Permit for Delivery, Maintenance or Construction or to federal or private vehicles primarily used for the collection, transportation, or delivery of mail and parcels;
3. To vehicles used in official public improvement projects in accordance with the terms of a public contract or official permit.

### 11.26.040 Obstructing Enforcement

1. No person shall erase, remove or otherwise conceal any mark made on a motor vehicle tire by a person acting within authorization by the City to enforce any provisions of Chapter [11.26](#).
2. No person shall discard, mutilate, or destroy any summons or complaint or citation formally issued for violation of any provisions of Chapter [11.26](#), if the matter complained of has not been finally resolved by the court having jurisdiction over the summons or complaint.

### 11.26.050 Abandoned Vehicles

1. It is unlawful to park, store, leave, or permit the parking or storing of an abandoned vehicle upon any public or private property within the City for a period of time in excess of 72 hours, unless the vehicle is (1) completely enclosed within a building; or (2) stored in connection with a lawful business enterprise allowed to store such vehicles outside.
2. If the owner of an abandoned vehicle or the private property owner or lessee responsible for placement, or allowing for or assisting in the placement of the subject vehicle in front of or contiguous to his or her real property fails to remove the vehicle after notice is provided as required in ORS [819.170](#), then the Chief of Police or the Chief's designee may tow the vehicle and dispose of it in accordance with ORS [819.110\(1\)\(a\)](#), [819.110\(2\)-\(5\)](#) and ORS [819.120](#) through ORS [819.280](#).

### 11.26.060 Storing Vehicles

1. Except as otherwise provided, no person owning or controlling an oversized vehicle shall cause or permit it to be parked within any public right-of-way for longer than 24 consecutive hours.
  - a. An Oversized vehicle may be legally parked on a public right-of-way in front of or contiguous to the vehicle owner's dwelling, provided it meets all of the following criteria:

- A. Is not parked for more than 72 hours;
  - B. Does not constitute a hazard to traffic on public streets;
  - C. Does not restrict vision of motorists on a public street;
  - D. Does not obstruct view from any other property;
  - E. Has a currently valid license or registration;
  - F. Is operable, including adequate tires; and
  - G. Is attached to a vehicle if required for movement of the oversized vehicle.
- b. To comply with the 72 hour time restriction, an oversized vehicle must be moved more than 100 feet from the parked location at which the 72 hour time period has expired.
2. It is unlawful for any person to park or store any personal vehicle on any public right-of-way:
- a. For more than 72 hours, and
    - i. In a manner that results in the accumulation of debris around or under the vehicle or in a condition that prevents it from being driven, including flat tires; or
    - ii. The personal vehicle is being used primarily as a container for the storage of personal items in or on the vehicle.

### **11.26.070 Loading Zones**

1. No person shall stop, stand, or park a vehicle for any purpose or length of time other than for the expeditious unloading and delivery or pickup and loading of materials, freight, or passengers in a place designated as a loading zone during the hours when the provisions applicable to loading zones are in effect. A stop for loading and unloading of passengers and personal baggage must not exceed 5 minutes. A stop for loading or unloading of materials must not exceed 15 minutes.
2. No person shall stop, stand, or park a vehicle for any purpose or length of time other than for the expeditious loading or unloading of passengers in a place designated as a passenger loading zone during the hours when the provisions applicable to passenger loading zones are in effect.

### **11.26.080 Buses or Taxis**

The driver of a bus or taxicab shall not stand or park the vehicle upon a street in a business district at a place other than at a bus stand, except that this provision shall not prevent the driver of a taxicab from temporarily stopping for the purpose of and while actually engaged in the loading or unloading of passengers or from parking in compliance with sections [11.26.020](#) through [11.26.030](#) of this chapter.



## 11.26.090 Penalties

Violation of any provision within [11.26.010](#) to [11.26.090](#) is a Class II violation, punishable in accordance with AMC [1.08.020](#), and the vehicle is subject to the methods for impounding, appeal, and disposition as provided under ORS [819.110](#) – ORS [819.280](#), or as may otherwise be provided in this chapter.

## 11.26.100 Restricted Parking Areas, Hours and Limits

1. Parking areas, effective hours, and time limits shall be established by traffic regulations promulgated and published by the City Administrator as authorized in section [11.12.010](#) to [11.12.050](#).
2. *City Parking Lot.* Parking in any parking lot owned by the City shall be restricted and controlled under the authority of the City Administrator.

## 11.26.110 Penalties, Immobilizers Installation, Towing, Warning Letter, Show Cause, and Warrants

After the City posts a notice of violation on the vehicle parked in violation of this chapter, the owner or operator of a vehicle is subject to the fines and other penalties provided in this chapter, and such vehicle is subject to the methods for impounding, appeal, and disposition as provided under ORS [819.110](#) – ORS [819.280](#), or as may otherwise be provided in this chapter.

1. *Penalties for parking violations.*
  - a. *Fines.* Presumptive fines for each parking violation and enhanced penalties for multiple parking violations within any calendar year shall be established by resolution of the City Council.
    1. A presumptive fine is the fine amount imposed against a person who pleads no contest to or is otherwise found guilty of a violation and is separate from and in addition to other penalties or charges provided herein, including any penalties for multiple parking violations.
    2. A presumptive fine for a parking violation under this section will be imposed unless the court finds reasonable grounds for either increasing or reducing the fine.
    3. Fines shall include the original ticketed amount and any enhanced penalties, if such penalties are established.
2. *Immobilizer (boot) Installation and /or Towing.*
  - a. When a registered owner of a motor vehicle has either (1) five or more outstanding unpaid City of Ashland parking violations on any number of motor vehicles, or (2) a City of Ashland parking violation, or any number of such violations, with a total unpaid balance that exceeds \$150, regardless of the number of motor vehicles involved, then any City enforcement official is authorized, directed and empowered to immobilize such a

motor vehicle or vehicles found upon a public street within the City or in a City off-street parking lot by installing on or attaching to the motor vehicle a device designed to restrict the normal movement of the vehicle. In the alternative, or in addition to immobilization, after 24 hours has elapsed, any City enforcement official authorized, directed and empowered to order such vehicle towed, by a licensed tow company under contract with the City or its designee, as applicable.

- b. For purposes of this section, bail or fine shall be outstanding on a citation when the citation is issued and shall remain outstanding until the bail is posted or the fine is paid.
- c. Ten days before immobilizing or towing a vehicle according to the provisions of this section, the City, or the City's contracted parking enforcement service provider shall post a notice on the vehicle or mail a notice by certified mail, return receipt requested, to the registered owner of such vehicle as shown by the records of any relevant state motor vehicles department notifying the owner that the motor vehicle or vehicles may be immobilized and/or towed if outstanding parking bail or fines have not been paid within ten days after posting or mailing of the notice.
- d. If the vehicle is so immobilized, the person who installs or attaches the device shall conspicuously affix to the vehicle a written notice on a form approved by the City, advising the owner, driver, or person in charge of the vehicle that it has been immobilized pursuant to this section and that release of the vehicle may be obtained upon full payment of the outstanding balance owed to the contracted parking enforcement service provider. The notice shall also specify that the vehicle is subject to tow.
- e. In the event the vehicle is towed, the person who orders the tow, shall send by certified mail, return receipt requested, a notice advising the registered owner of the vehicle that it has been towed pursuant to this section and that release of the vehicle may be obtained upon receipt by the towing company of full payment of the outstanding balance owed.
- f. A vehicle towed and impounded pursuant to this section shall be held at the expense of the owner or person entitled to possession of the vehicle. Personnel, equipment and facilities of private tow companies under contract with the City or the contracted parking enforcement service provider may be used for the removal and storage of the vehicle.

3. *Warning Letter, Show Cause, and Warrants.*

- a. *Warning Letter.* The Ashland Municipal Court may choose to send a warning letter by first class mail informing defendants they have outstanding parking tickets and that their attendance is necessary at a preliminary hearing before issuing a show cause order and warrant.
- b. *Show Cause.* The Ashland Municipal Court may issue an order that requires a defendant to appear and show cause why the defendant should not be held in contempt of court, including contempt for failure to appear as ordered or failure to comply. The show cause order shall be mailed to the defendant by certified mail, return receipt requested, no less than ten days prior to the appearance date; alternatively service may be made by any other recognized method, such as personal service according to the same timeframe.

c. *Warrant.* If the defendant is served and fails to appear at the time specified in the show cause order, the court may issue an arrest warrant for the defendant for the purpose of bringing the defendant before the court. (Ord. 3122, amended, 2016)

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**The Ashland Municipal Code is current through Ordinance 3187, passed February 4, 2020.**

Disclaimer: The City Recorder's office has the official version of the Ashland Municipal Code. Users should contact the City Recorder's office for ordinances passed subsequent to the ordinance cited above.

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