

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 22, 2019

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: June 20, 2019
- IV. PUBLIC FORUM (6:05-6:20)
- V. ACCIDENT REPORT (6:20-6:30)
- VI. NEW BUSINESS
 - A. Bicycle Map Development (6:30-7:00, action required, discuss next steps in map development)
 - Continue work done by subcommittee regarding development of a bicycle specific map for incoming residents and tourists
- VII. OLD BUSINESS
 - A. Transportation System Plan (TSP) Scope Development and Review (7:00-7:10, no action, staff update of status of TSP solicitation)
 - Status of solicitation
 - B. Traffic Calming Program (7:10-8:00, action required, define traffic calming program outline and next steps)
 - Discuss draft traffic calming program and make recommendations for changes or additions
- 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. None
- IX. COMMISSION OPEN DISCUSSION (If time allows)
- X. FUTURE AGENDA TOPICS
 - A. MUTCD 4-way stop sign training
 - B. Crosswalk Policy
- XI. ADJOURNMENT: 8:00 PM

Next Meeting Date: September 19, 2019 Meeting

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

**CITY OF
ASHLAND**
Transportation Commission
Contact List as of August 2019

Name	Title	Telephone	Mailing Address	Email Address	Expiration of Term
Mark Brouillard	Commissioner	206-661-7085	159 Helman St	mtbrouillard@msn.com	4/30/2020
Joe Graf	Commissioner	541-488-8429	1160 Fern St.	jlqtrans15@gmail.com	4/30/2021
Corinne Vièville	Commissioner	541-488-9300 or 541-944-9600	805 Glendale Ave.	corinne@mind.net	4/30/2019
Derrick Claypool-Barnes	Commissioner	503-482-9271	1361 Quincy St #6F	dorkforest@gmail.com	4/30/2021
Linda Peterson Adams	Commissioner	541-554-1544	642 Oak St	gardengriotashland@gmail.com	4/30/2022
Katharine Danner	Commissioner	541-482-2302	PO Box 628	ksd@mtashland.net	4/30/2022
Bruce Borgerson	Commissioner	541-488-5542	209 Sleepy Hollow Dr	wave@mind.net	4/30/2020

Non-Voting Ex Officio Membership

Paula Brown	Director, Public Works	541-488-5587	20 E. Main Street	paula.brown@ashland.or.us
Julie Akins	Council Liaison		20 E. Main Street	julie@council.ashland.or.us
Brandon Goldman	Planning Department	541- 488-5305	20 E. Main Street	goldmanb@ashland.or.us
Steve MacLennan	Police Department	541- 552-2433	20 E. Main Street	macledds@ashland.or.us
Vacant	SOU Liaison	541-552-8328	1250 Siskiyou Blvd	
Dan Dorrell, PE	ODOT	541- 774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us
Edem Gómez	RVTD	541-608-2411	3200 Crater Lake Av 97504	egomez@rvtd.org
Jenna Stanke	ODOT	541- 774-5925	100 Antelope Rd WC 97503	Jenna.MARMON@odot.state.or.us
David Wolske	Airport Commission			david@davidwolske.com
Vacant	Ashland Parks			
Vacant	Ashland Schools			

Staff Support

Scott Fleury	Deputy Public Works Director	541-488-5347	20 E. Main Street	fleury@ashland.or.us
Karl Johnson	Associate Engineer	541-552-2415	20 E. Main Street	johnsonk@ashland.or.us
Taina Glick	Administrative Assistant	541-552-2427	20 E. Main Street	taina.glick@ashland.or.us

**ASHLAND TRANSPORTATION COMMISSION
MINUTES
July 18, 2019**

These minutes are pending approval by this Commission

CALL TO ORDER:

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

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

Commissioners Absent: None

Council Liaison Absent: Julie Akins

Staff Present: Scott Fleury, Taina Glick, Steve MacLennan

ANNOUNCEMENTS

Borgerson welcomed Brouillard to the commission.

Borgerson asked the group to be mindful of orderly discussions.

CONSENT AGENDA

Approval of Minutes: June 20, 2019

Commissioners Peterson Adams/Danner m/s to approve minutes as amended.

All ayes. Minutes approved.

ACCIDENT REPORT

Accident Report

MacLennan answered questions from commissioners regarding items on the June accident report.

PUBLIC FORUM

Sheri Cellini Ashland, OR

Spoke of her concerns about neighborhood impacts from a proposed development on Randy St. Cellini's questions are attached at the end of these minutes.

Commissioners agreed to add this topic to a future agenda item after staff gathers information from the Planning Department.

Danner expressed concern about citizens being referred to the TC by the Planning Commission. Claypool-Barnes moved to request that the Transportation Commission is formally involved in the discussion with the Planning Commission regarding the Randy Street development. Danner second. Graf expressed concern about TC involvement in all planning actions and asked for clarification on the intent of this specific motion. All ayes. Motion passed.

NEW BUSINESS

Climate Energy Action Plan update *audio begins at 35:20*

Fleury introduced Stu Green, Climate Energy Analyst with the City. Green presented information about the Climate Energy Plan. Presentation attached. Direct any question to Fleury.

August Meeting Date *audio begins at 1:18:07*

Staff will be unable to attend the next meeting and request changing the meeting from August 15 to August 22. No objections were made, so the next meeting will be August 22 at Council Chambers.

ASHLAND TRANSPORTATION COMMISSION
MINUTES
July 18, 2019

These minutes are pending approval by this Commission

OLD BUSINESS *audio begins at 1:20:10*

Transportation System Plan Scope Development Review

Fleury provided a draft copy of the solicitation packet for the Transportation System Plan (TSP) and gave an overview of the contents. The solicitation includes criteria discussed and/or requested by commissioners at the June meeting. Fleury asked for input or amendments at either this meeting or by email. Further, he requested a volunteer to a part of the proposal scoring team and process for negotiating scope of services.

Graf expressed concern about projects relevant to the multi-modal concept being lost in the current project layout and suggested having projects listed by area to identify how to have the greatest impact to the whole transportation system. Peterson Adams suggested inclusion of the downtown area. Borgerson asked for clarification of the terms Title II and Title VI from the document. Fleury indicated those terms are related to making sure that projects and outreach include and benefit underserved and disadvantaged communities.

Peterson Adams volunteered to be involved with proposal scoring and scope of service negotiation process.

Traffic Calming Program *audio begins at 1:46:35*

Borgerson reminded Commissioners of the last two traffic calming discussions and offered clarification that a traffic calming program is intended to address motorist behavior issues and is citizen input driven. Claypool Barnes questioned why safety would be excluded from the program. Commissioners discussed previously moved inclusion of safety in the traffic calming program and considered how requests for safety should be handled. Overall the group agreed that there are categories of requests that should be handled differently from each other. Fleury suggested development of a flow chart to guide citizens for how to proceed with requests.

Claypool-Barnes proposed formation of a sub-committee to discuss details and parameters of a "traffic calming plus" program. Peterson Adams believed that the program is being over complicated and should be reverted to traffic calming. There was no support for a sub-committee. Borgerson suggested making traffic calming a component of a larger safety plan so that no issues are overlooked. Traffic calming will be continued at a later meeting.

INFORMATIONAL ITEMS

Fleury informed the group that the micro-transit grant was funded.

FUTURE AGENDA TOPICS

Traffic calming program
Bicycle map development
MUTCD 4-way stop sign training
Crosswalk Policy

ADJOURNMENT: 8:15

Respectfully submitted,
Taina Glick
Public Works Administrative Assistant

ASHLAND TRANSPORTATION COMMISSION
MINUTES
July 18, 2019

These minutes are pending approval by this Commission

I am here to talk about the new development going in at the end of Randy St.

Why were the plans changed from a street that looped through the new housing development from Randy to Otis to a straight shoot from Billings Ranch to Randy?

This change is going to have huge impact on traffic in the area and will affect the school zone.

Currently Helman is a proud supporter of walk and bike to school and many families currently partake in this.

Increased traffic leads parents to believe that it is no longer safe for their kids to walk or bike to school and will start driving them, which will increase congestion.

I would think that the transportation commission would want to defer traffic from a school zone not increase it.

With the increase in traffic it will cause issues for the kids. Currently there are minimal sidewalks; and no cross walks on Randy Street.

I live at the corner of Randy and Willow and can attest to the fact that the area already has problems.

My yard has been driven across; the light post at the corner has been hit twice. This area is one yield after another and people like to zip through as fast as possible and not stop till they hit the blvd.

How will the transportation commission and the building commission fix the highly potential traffic problem down there, 20 mph zones, more cross walks, more side walks, stop signs?

Lastly how will all the extra 140 cars affect the run off into the sewer system and then into Bear Creek? Currently Bear Creek temps are too high. This is only going to pollute the creek and raise the temperatures even more. Has anyone done an environment study about this and the potential impacts it will have?

Memo

CITY OF
ASHLAND

Date: August 12, 2019
From: Scott A. Fleury
To: Transportation Commission
RE: Bicycle Map Development

BACKGROUND:

The Transportation Commission established a sub-committee at the November 2018 meeting to discuss the potential development of a bicycle friendly map.

Motion:

Graf moved that the Chair of TC be authorized to form Sub-committee to study the feasibility of development of a map that includes bike, transit, and pedestrian facilities. Vièville seconded.

The subcommittee met twice as a group to discuss attributes of a bicycle friendly map to be distributed to new residents and tourists. The notes from the two subcommittee meetings are attached as reference.

Lea Light a GIS analyst developed a draft map based on discussion from the two meetings. The draft map is attached as reference.

CONCLUSION:

The full Commission should discuss next steps regarding development of a bicycle friendly map. This includes what should be included on the map as a minimum to inform residents and tourists of bike routes and destinations.

ASHLAND TRANSPORTATION COMMISSION
SUBCOMMITTEE MINUTES
December 10, 2018

CALL TO ORDER:

Newberry called the meeting to order at 3:07 p.m.

Commissioners Present: Sue Newberry, Joe Graf, Derrick Claypool

Commissioners Absent: None

Council Liaison Absent: None

Staff Present: Scott Fleury

ANNOUNCEMENTS

Transportation Commission Chair Sue Newberry requested that Joe Graf run the meeting, which he agreed to do.

PUBLIC FORUM

None

CONSENT AGENDA

None

NEW BUSINESS

Bike Map: Agreed a new bike map is needed to replace older, inaccurate versions since the new Chamber of Commerce map will not include on-street bike facilities. Agreed a new map should be available online and in print form. Identified tourists and new residents as primary users of print maps.

Reviewed existent local bike maps, Transportation System Plan (TSP) maps, and maps from other communities. Determined new map should identify existing bike lanes, shared use-paths, mountain bike trails, bicycle boulevards, grades and shared use streets. In addition, streets with planned improvements or that serve as connectors will be identified with red, yellow or green dashed lines to illustrate high, medium, or low vehicle volumes.

Next steps: Staff will provide a preliminary map of existing and planned bike facilities as per the TSP for members at the next meeting. Members will identify connector streets at that meeting.

There is a desire to collaborate with Jackson County to include areas outside of Ashland city limits.

ADJOURNMENT: Meeting adjourned at 4:30 p.m.

Respectfully submitted,

Sue Newberry

Transportation Commission Chair

**ASHLAND TRANSPORTATION COMMISSION
SUBCOMMITTEE MINUTES
January 3, 2019**

CALL TO ORDER:

Newberry called the meeting to order at 3:00 p.m.

Commissioners Present: Sue Newberry, Joe Graf, Derrick Claypool

Commissioners Absent: None

Council Liaison Absent: None

Staff Present: Scott Fleury, Lea Light

ANNOUNCEMENTS

None

PUBLIC FORUM

None

CONSENT AGENDA

None

OLD BUSINESS

Bike Map: Lea presented a map with existing facilities, planned TSP facilities, and ADTs of low, med, high. The purpose of a bike map was discussed; the purpose is to facilitate wayfinding.

The group discussed challenges for anyone trying to access the Plaza via bicycle. The difficulty of accessing E. Main Street from the north was cited. There is a possibility of a facility on one side of the Beaver Slide that would address this issue.

Recommend map is updated every biennium so it can be budgeted and new facilities or planned facilities can be updated. The group agreed having a downloadable version will reduce print map quantities needed.

Legend Elements Desired:

- Gradient marked with chevrons. (grade % to be included not identified)
- Destinations: Parks, schools, science works, bicycle trail heads, library, YMCA, tool station on plaza and at Coop, public rest rooms, police station, fire station, beginning point of Scenic Bikeway at Garfield Park
- Bike lanes
- Shared Streets (with Sharrows?)
- Bicycle Boulevards
- Planned facilities
- Commonly used non marked routes

Routes to be added to map (some may already be shown):

Add:

- Granite
- Glenview
- Ashland Loop Road
- Helman doesn't extend. Should go all the way.
- Holly less steep than Iowa so it is used to get to Terrace, which connects to Ashland loop
- Harrison down to Iowa over to Sherman to connect to East Main
- To climb Hit road, easiest way up Grandview which is a shared road. When you go thru there you go Sunnyview to Westwood to Strawberry Lane.

ASHLAND TRANSPORTATION COMMISSION

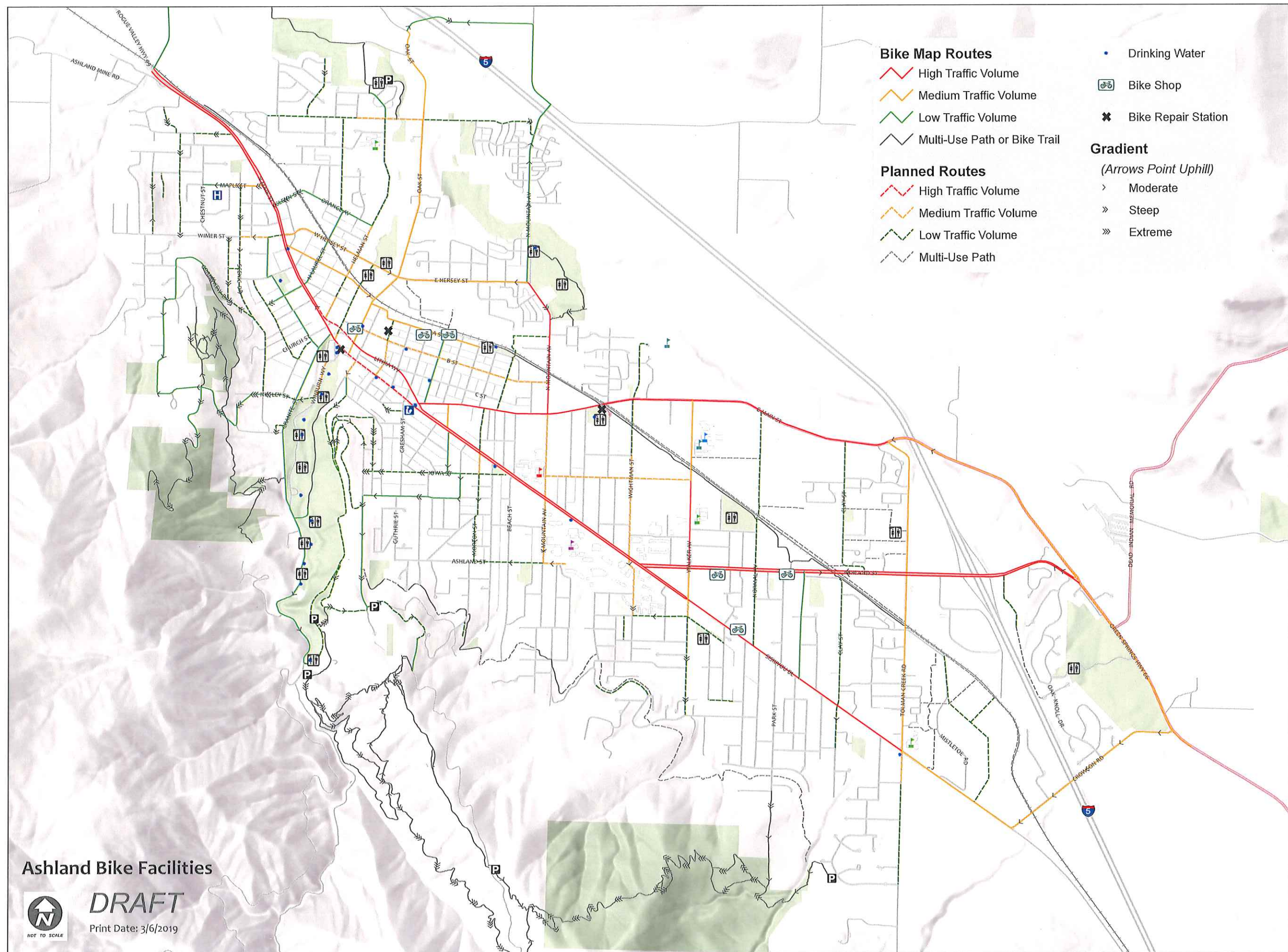
SUBCOMMITTEE MINUTES

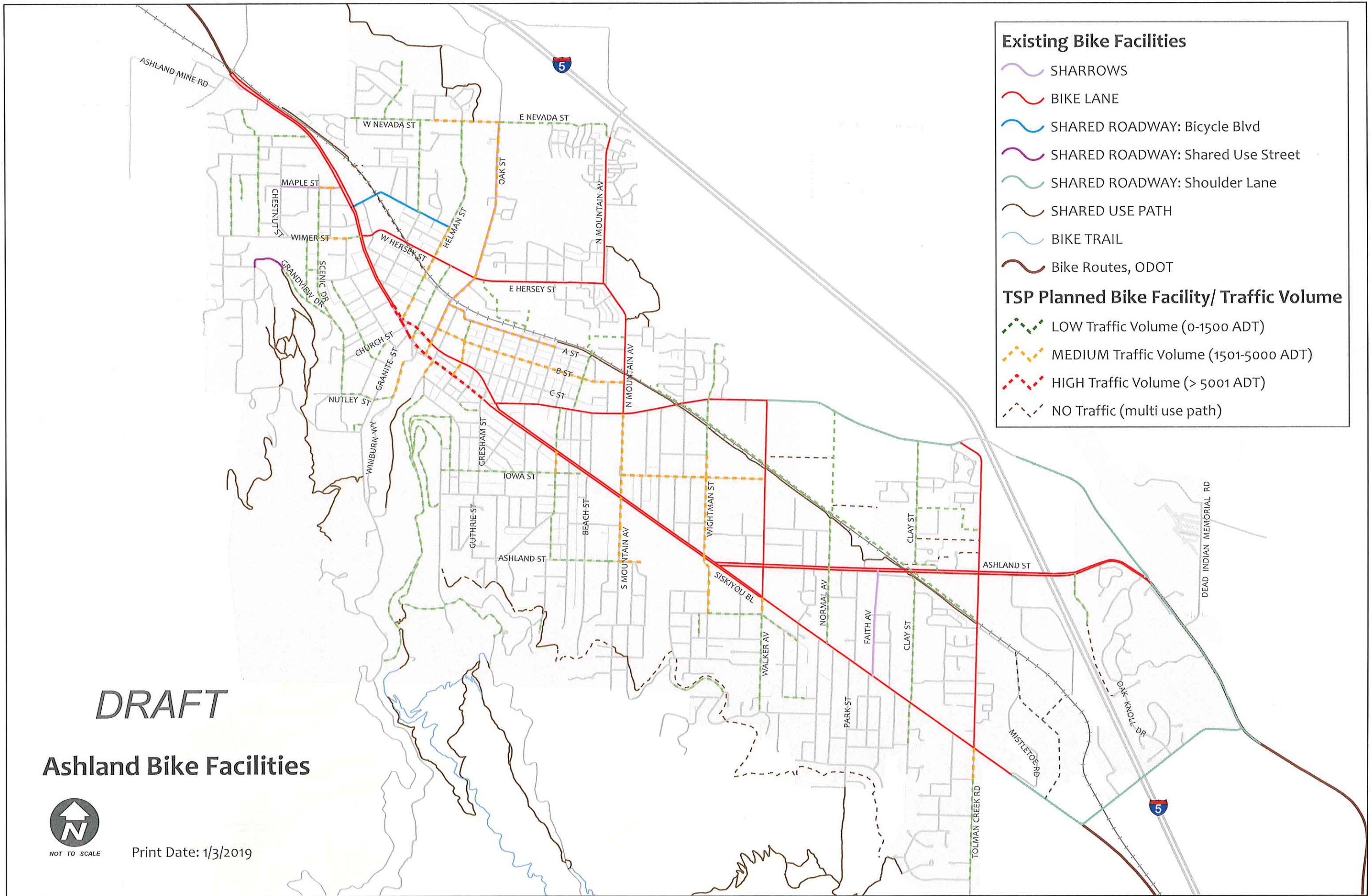
January 3, 2019

- New Subdivision Verde Village has new roads that get us to the dog park and also to Laura Street. Not on map
 - Likes to go Helman/Alameda
 - Coming in Greenway going to Mountainview, E. They will go across Eagle Mill and back down Mountain
 - Also goes home via the couplet across to church over to high and either over to granite or the alley to pine
 - Clay Street
 - Helman and/ or Laurel to bike path
 - How to connect from Central bike path to Helman or Laurel, no way to avoid part way on Oak, best way Hersey. Hersey is wide with bike lane.
 - Van Ness another potential route but it is hills
 - Cross streets
 - Clay Street
 - Walker Avenue
 - Wightman
 - Mountain
 - Iowa connects Walker thru Wightman to Mountain
 - 4th Street. (proposed RR crossing)
 - Ditch trail: doesn't come out on Terrace
- Adventure Cycling: We are on the Sierra Cascade Route. Adventure cycling maps should be consulted. This is heavily used by tourists.

ADJOURNMENT: Meeting adjourned at 4:30 p.m.

*Respectfully submitted,
Sue Newberry
Transportation Commission Chair*





DRAFT

Ashland Bike Facilities



NOT TO SCALE

Print Date: 1/3/2019

ADT ranges

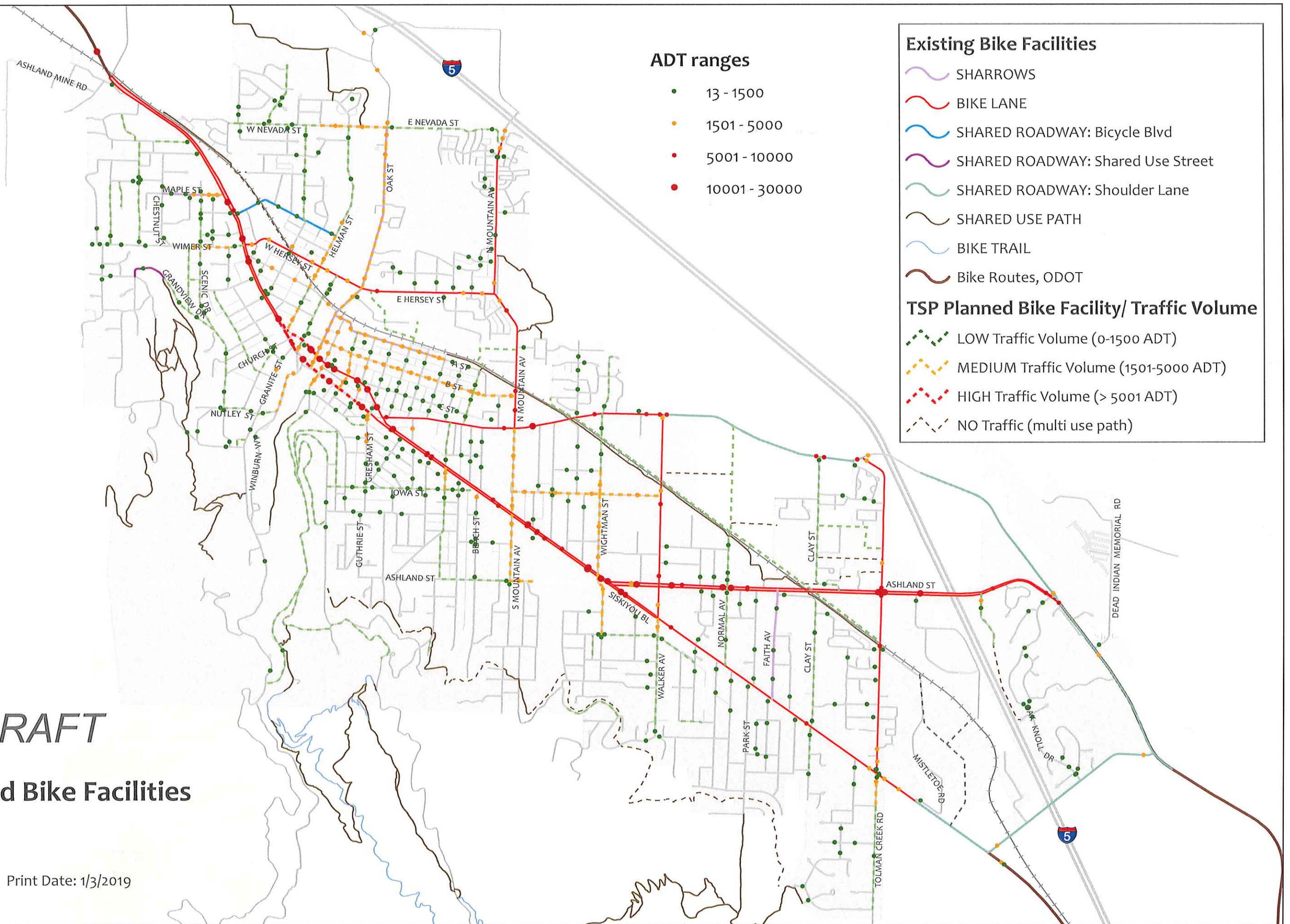
- 13 - 1500
- 1501 - 5000
- 5001 - 10000
- 10001 - 30000

Existing Bike Facilities

- SHARROWS
- BIKE LANE
- SHARED ROADWAY: Bicycle Blvd
- SHARED ROADWAY: Shared Use Street
- SHARED ROADWAY: Shoulder Lane
- SHARED USE PATH
- BIKE TRAIL
- Bike Routes, ODOT

TSP Planned Bike Facility/ Traffic Volume

- LOW Traffic Volume (0-1500 ADT)
- MEDIUM Traffic Volume (1501-5000 ADT)
- HIGH Traffic Volume (> 5001 ADT)
- NO Traffic (multi use path)



Strava Heat Map

Usage Frequency

- Highest
- High
- Medium
- Low

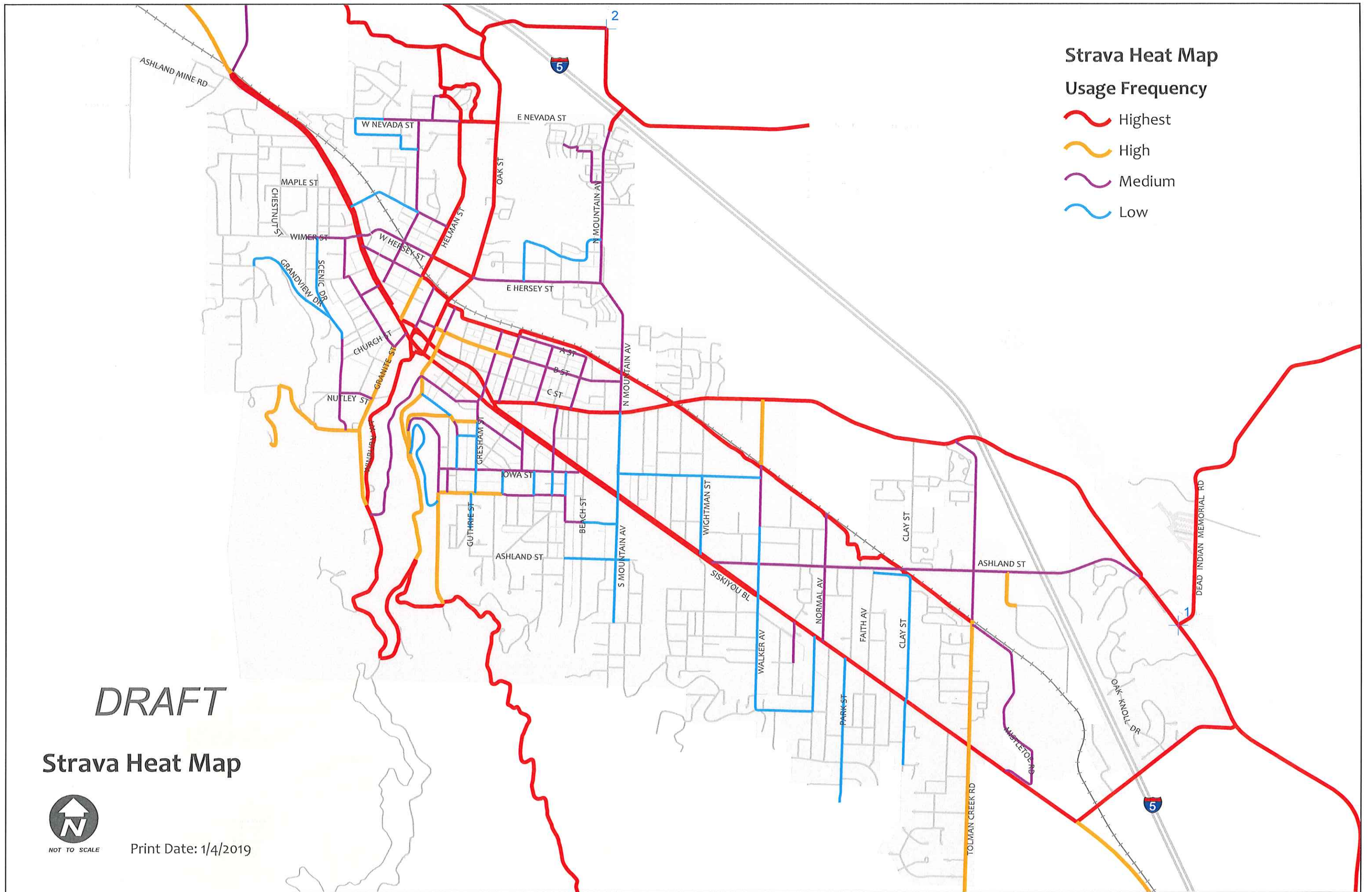
DRAFT

Strava Heat Map



NOT TO SCALE

Print Date: 1/4/2019



Memo

CITY OF
ASHLAND

Date: August 12, 2019
From: Scott A. Fleury
To: Transportation Commission
RE: Traffic Calming Program Con't

BACKGROUND CONTINUED:

Staff is looking for continued discussion on development of the traffic calming and safety improvement program.

Previous discussion has primarily focused on how best to inform residents on actions they can take regarding traffic calming and actions they can take regarding potential safety issues. The goal should be to create a navigable process for residents for both traffic calming and safety improvements. Traffic calming is generally associated with speed reduction and reduction from "cut through" traffic, while safety improvements are generally associated with a transportation facility that does not function correctly which causes drivers/pedestrians/cyclists to make unsafe decisions.

Traffic Calming Program items to resolve:

1. Who initiates phase 2-City or residents?
2. Petition and Pre-Application process (see below)
 - a. 1 resident registers issue
 - b. City develops corridor boundary
 - c. Resident obtains 5 signatures from residence in boundary
 - d. Should it just be called an application process
3. Develop minimum threshold criteria to move into phase 1 and then use advanced criteria to rank multiple projects against each other based on potential funding availability?
4. Do we ask neighborhood to appoint a formal representative that can work with staff and the Commission?
5. Is the same criteria used for phase 2 evaluations for capital improvements?
6. Do we add sidewalk and bicycle facility improvements into the program? -These are not specific to traffic calming. Other options exist for safety improvements outside of general traffic calming.

CONCLUSION:

Commission should continue to discuss the program and attached draft created by staff with the goal to formalize a draft program by September.

Petition/Pre Application process:

Phase 1 of the Traffic Calming Program begins when a Citizen Action Request Form is submitted to the City by a resident. Once this occurs, the City will prepare a Validation Flyer that outlines the requested action for circulation by the resident.

A minimum of 5 adult resident signatures from 5 separate addresses showing their support for starting a Traffic Calming Program will be required prior to going forward with the program. Once the flyer is returned to the City showing neighborhood support, the City will define the study area and collect data from speed studies, accident histories, and traffic counts. This information, along with insights and suggestions from area residents, will help to determine which of the Phase 1 solutions to recommend to improve safety on local streets.

STUDY AREA DEFINITION

The study area will be determined by City Staff and will be influenced by configuration of the street system in the area, travel routes for elementary schools or local parks, and potential alternative local street routes where traffic could move to. Factors that will be considered when defining the Study Area will include:

- Location of arterial streets
- Potential parallel local street routes
- School boundaries
- Subarea boundaries as defined in the City's Comprehensive Plan
- Location of local parks

Once the City defines the proposed study area, a notice will be mailed to all households extending 500 feet beyond the proposed study area boundary. The notice will describe the traffic calming concern, identify the proposed study area boundaries, and solicit input from the citizens. This step allows for refinement of the study area boundary based on citizen input prior to finalizing the boundary.

City of Ashland Traffic Calming and Safety Improvement Program

Insert Photo

Acknowledgements

City of Ashland Council

Mayor John Stromberg

Dennis Slattery

Rich Rosenthal

Stef Seffinger

Tonya Graham

Julie Akins

Stephen Jensen

City of Ashland Transportation Commission

Bruce Borgerson

Derrick Claypool-Barnes

Corrine Vievielle

Joseph Graf

Linda Peterson Adams

Katharine Danner

Table of Contents

Section 1: Introduction.....	4
Section 1.1 Traffic Calming and Safety Improvement Program Overview.....	4
Section 1.2 Program Timelines	4
Section 2: Project Request and Review Process	4
Section 2.1: Petition & Pre-application Process.....	4
Section 2.2: Phase One Project Ranking and Acceptance	5
Section 2.3: Phase One “Neighborhood Meeting”	6
Section 2.4: Phase One Solutions.....	6
Traffic Safety Campaign.....	6
Signage.....	7
Pavement Markings	7
Vegetation and Vision Clearance.....	7
Police Enforcement.....	8
Radar Speed Trailer	8
Intersection Painting	8
Other	9
Monitoring	9
Section 2.4: Phase Two	9
Curb Extensions.....	9
In Street Speed Reduction Measures	10
Diverters.....	14
Entry Treatments.....	14
Stationary Radar Signs.....	14
Turn Restrictions.....	15
Appendixes	16
Appendix A: Petition & Pre-application	16

Section 1: Introduction

Section 1.1 Traffic Calming and Safety Improvement Program Overview

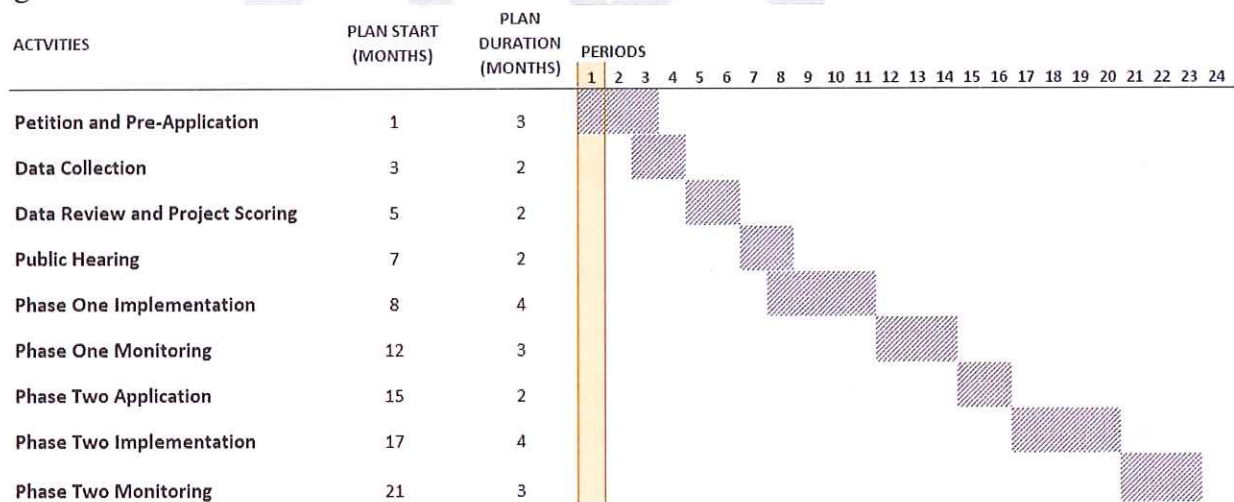
The City of Ashland's Traffic Calming and Safety Improvement Program is part of the City's commitment to the safety and livability of our neighborhoods and shall incorporate the goals, policies and objectives of the City's comprehensive plan. The program is a collaborative effort of City staff and residents to reduce the impacts of traffic and provide for a safe roadway network for all users. Through active participation by area residents, the City can identify the problem, plan the approach, implement solutions and evaluate the effectiveness.

The program is open to all roadways within the City and works in two distinct phases. The first phase focuses on passive and less restrictive measures like educational outreach, pavement marking, signage and enforcement. If phase one does not prove effective in meeting the defined goals for traffic calming or safety improvement, then a project can move to phase two. Phase two is for engineering and construction of physical treatments to address the defined problem.

Section 1.2 Program Timelines

Figure 1 shows the general timeline for activities for the City's Traffic Calming and Safety Improvement Program. Overall timeline can be affected by staff availability and scheduling of public meetings.

Figure 1:



Section 2: Project Request and Review Process

Section 2.1: Petition & Pre-application Process

The petition and pre-application process are meant to create neighborhood support for potential Traffic Calming and Safety Improvement Program implementation within a neighborhood or project area. The petition and pre-application are attached as Appendix A.

The petition and pre-application require a minimum of five (5) adult signatures* from distinct addresses within the neighborhood that sign in favor of entering into the Traffic Calming and Safety Improvement Program. The application also requires summary details of the issues encountered within the neighborhood.

Once a verified petition is submitted to Public Works Engineering, the City will define the initial study area and begin data collection.

The study area will initially be influenced by street system configuration, location of schools, hospitals, and/or business centers. Data collection within the study area will include review of accident reports and capturing speed and traffic volumes.

*Signature must be from resident who has property rights control over distinct address.

Section 2.2: Phase One Project Ranking and Acceptance

The City of Ashland has established criteria for phase one improvements that must be met to proceed forward. Data from the collection phase will be used to score and rank the project.

Criteria	Definition	Value	Points
Average Daily Traffic (ADT)	Traffic volume over a 24-hour period	<500	0
		500-1000	1
		1000-1500	2
		1500-2000	3
		2000-3000	4
		>3000	5
85 th Percentile Speed	The speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions	1-2	1
		3-4	2
		4-5	3
		5-6	4
		>6	5
Accidents	Number of reported accidents, correctable by traffic calming on the project street within the last 5 years	1	1
		2	2
		3	3
		4	4
		>5	5
Pedestrian Generators	Public and private facilities on or near the project street, such as schools, parks, community houses, senior housing, etc., which generate a substantial amount of pedestrian traffic	<1 mile	1
		$\frac{3}{4}$ -1 mile	2
		$\frac{1}{2}$ - $\frac{3}{4}$ mile	3
		$\frac{1}{4}$ - $\frac{1}{2}$ mile	4
		< $\frac{1}{4}$ mile	5

Bus Stops	Access to transit within ¼ mile of project street	< ¼ mile	1
Sidewalks	Existing facilities	No sidewalk	5
		Sidewalk 1 side	2
		Sidewalk both sides	0
Bicycle Facilities	Existing Facilities	No bike facilities	2
Neighborhood/Public Support			

Section 2.3: Phase One “Neighborhood Meeting”

Phase one begins once the project is ranked and the need for traffic calming and safety improvements are verified. Public Works will verify if the minimum criteria are met to proceed forward with any phase one actions. If the project fails to meet the minimum established criteria it will not move forward to phase one.

To move forward with any phase one improvements the minimum scoring based on the established criteria shall be XX points.

Resident support for a traffic calming and safety program is inherent to its success. To develop full support and consensus on project goals and potential solutions, a public hearing will be held by the Transportation Commission at a regularly scheduled meeting. The public hearing will consist of a report prepared by Engineering staff, public input from neighborhood residents and discussion by the Commission. Based on all information provided and discussion The Commission can recommend to the Director of Public Works potential phase one solutions for implementation.

Section 2.4: Phase One Solutions

The list below represents potential passive traffic calming measures that can be considered for implementation with neighborhood support. Phase one solutions can be done solely or combined for maximum effect.

Traffic Safety Campaign

An information letter is prepared by the City and mailed to residents within the study area. The letter explains traffic volumes and speeds captured during data collection. The informational packet will also contain traffic calming features, traffic laws and bicycle and pedestrian safety information. The goal is to heighten traffic safety awareness within the project area.



Signage

The addition of appropriate signage shall be considered, including additional speed limit signs, parking restrictions, and pedestrian and bicyclist informational signs.



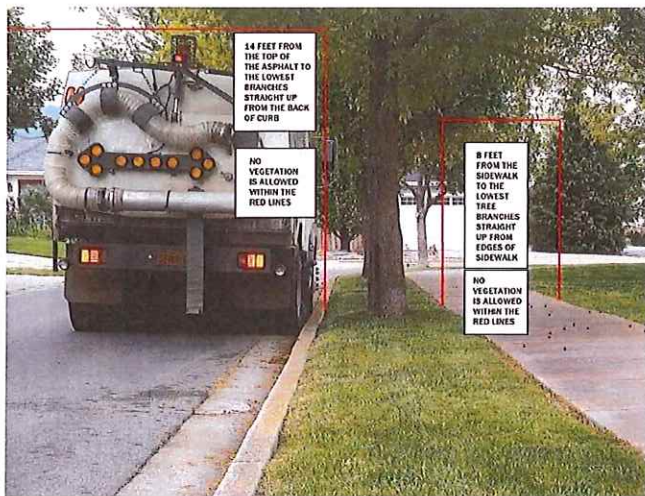
Pavement Markings

The addition of pavement markings shall be considered. Markings can include centerlines, fog lines, identification of crossings and speed limits.



Vegetation and Vision Clearance

Removal of vegetation that obscures site distance and lines creating a hazardous situation shall be considered as a phase one improvement. Removal shall be done by either homeowners or City forces depending on property ownership.



Police Enforcement

Ashland Police Department can do targeted enforcement within study area.



Radar Speed Trailer

The Ashland Police Department can place a portable trailer mounted radar unit that detects vehicular speed and displays it on a digital reader board. The trailer shows the drivers actual speed vs. the posted speed limit. The unit employed by the City of Ashland also collects driver speeds and volumes that can be compared to the previously collected information.



Intersection Painting

The City of Ashland has a permit approval process for intersection street painting on low volume residential roadways. Painted intersections help create a community identity and are a great way to organize your neighbors around a common goal. They may also have indirect effects on helping to slow traffic in your neighborhood by making drivers aware that residents take pride in their neighborhood, encouraging them to be more respectful while driving down your street.



Other

As transportation network solutions evolve so to can traffic calming and safety improvements. Other solutions may be brought to light during the analysis and public hearings that can be implemented and will not be disregarded if not specifically mentioned within this document.

Monitoring

After approved phase one activities have been implemented the City will monitor changes in driver behavior including speed and accident reduction. The monitoring phase will begin 4-6 months after the end of phase one activities.

Section 2.4: Phase Two

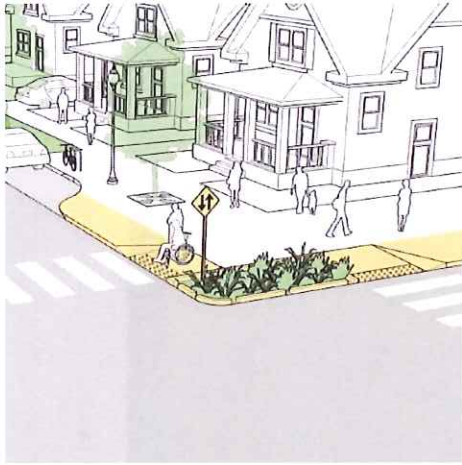
Lack of progress in meeting the goals of the traffic calming and safety program with phase one implementation can lead to potential phase two active improvements. Phase two installations can be considered “pilot” or final in place solutions depending on the evolution of phase two.

Phase two begins

Curb Extensions

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees. They may be implemented on downtown, neighborhood, and residential streets, large and small.

Curb extensions have multiple applications and may be segmented into various sub-categories, ranging from traffic calming to bus bulbs and midblock crossings.



In Street Speed Reduction Measures

Median

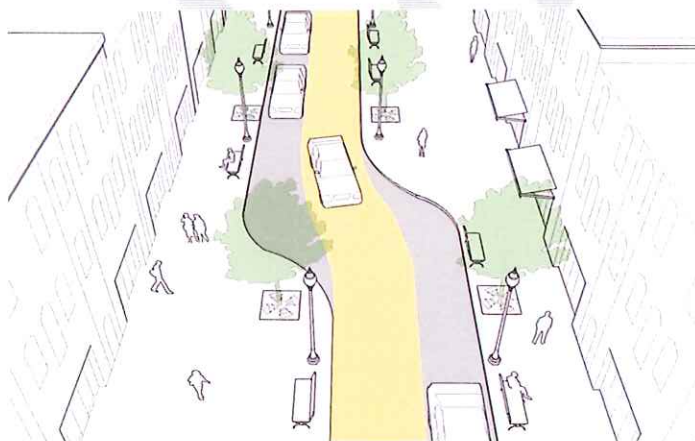
Medians create a pinchpoints for traffic in the center of the roadway and can reduce pedestrian crossing distances.

Median refuge islands are protected spaces placed in the center of the street to facilitate bicycle and pedestrian crossings. Crossings of two-way streets are facilitated by allowing bicyclists and pedestrians to navigate only one direction of traffic at a time. Medians configured to protect cycle tracks can both facilitate crossings and function as two-stage turn queue boxes. See Two-Stage Turn Queue Boxes for guidance details.



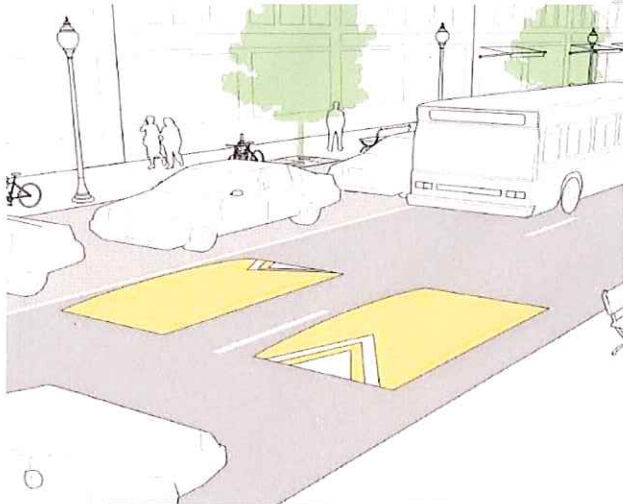
Chicane

Offset curb extensions on residential or low volume downtown streets create a chicane effect that slows traffic speeds considerably. Chicanes increase the amount of public space available on a corridor and can be activated using benches, bicycle parking, and other amenities.



Speed Hump/Cushion

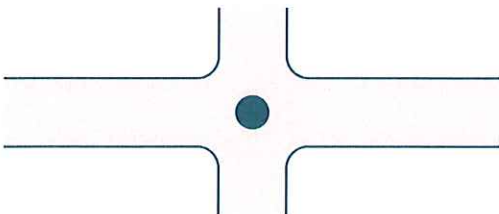
Speed cushions are either speed humps or speed tables that include wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger car speeds. They can be offset to allow unimpeded passage by emergency vehicles and are typically used on key emergency response routes. Speed cushions extend across one direction of travel from the centerline, with longitudinal gap provided to allow wide wheel base vehicles to avoid going over the hump.



Roundabout/Traffic Circle

Mini roundabouts and neighborhood traffic circles¹ lower speeds at minor intersection crossings and are an ideal treatment for uncontrolled intersections.

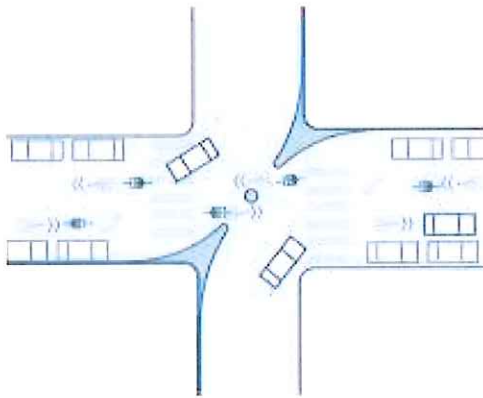
Mini roundabouts may be installed using simple markings or raised islands but are best applied in conjunction with plantings that beautify the street and the surrounding neighborhood. Careful attention should be paid to the available lane width and turning radius used with traffic circles.





Diverter

A traffic diverter breaks up the street grid while maintaining permeability for pedestrians and bicyclists.



Entry Treatments

Stationary Radar Signs



Turn Restrictions

The City would like to give thanks to the National Association of Transportation Officials (NACTO) for allowing the use of some images contained within this document.

Appendixes

Appendix A: Petition & Pre-application

Petition to Initiate Neighborhood Traffic Calming Program

Location: _____

A resident of _____ has requested initiation of the City of Ashland Traffic Calming program to address concerns of _____ on _____. In order to begin the process, this petition must be signed by at least 5 adult citizens representing separate properties on _____ between _____ and _____. This level of neighborhood support is needed to justify data collection, analysis, and development of a traffic calming plan.

Please sign the attached petition, include your address and telephone number, and indicate whether you support (yes) or oppose (no) this proposal. If this petition receives the necessary neighborhood support, the City of Ashland staff will collect data about traffic conditions in the identified area for use in developing a Proposed Improvement Plan.

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:		Date:	

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:		Date:	

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:		Date:	

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:		Date:	

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:		Date:	

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:		Date:	

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:		Date:	

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:		Date:	

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:		Date:	

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:		Date:	

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:		Date:	

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:		Date:	

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:		Date:	

CITY OF ASHLAND

Transportation Commission **Action Item List**

August 22, 2019

Action Items:

1. Super Sharrow analysis for downtown
 - a. **Super Sharrows and signage was installed through the downtown corridor**
2. TSP Update and Internal Circulator Feasibility Analysis
 - g. Nelson Nygaard presented technical memo #2 to the Transportation Commission at the October 18, 2018 regular meeting
 - h. RVTD will present update on their long term 2040 master plan update and statewide transportation improvement funds that will be available for enhanced transit in the region at the November 15, 2018 regular meeting.
 - i. Nelson Nygaard will present technical memo #3 and complete findings to the Transportation Commission at the December 20, 2018 regular meeting
 - j. Staff presented a request to City Council for a letter of support for a micro-transit demand response pilot project grant to be submitted by RVTD. Council approved providing a letter of support. (January 2019)
 - k. RVTD applied for micro-transit grant, outcome should be known by August 2019
 - l. RVTD has received the micro-transit demand response grant*
 - m. RVTD and city staff have a kickoff meeting schedule for the end of August to discuss program details*
3. Main St. Crosswalk truck parking (**no change**)
 - *Analysis is included in the revitalize downtown Ashland plan and was recently discussed during the kickoff meeting.*
4. Citizen request for speed and volume analysis on Bellview along with traffic calming for right hand turn movements onto Bellview from Siskiyou Blvd. (**no change**)
5. Siskiyou Blvd. and Sherman St. intersection issues
6. Iowa St. safety concerns
 - k. 4-way stop and crossing striping installed at the Garfield and Iowa St. intersection. Additional curb striping to occur at intersections of Avery and Bridge to increase crossing site distance. Staff still looking at installing a marked crosswalk at these locations with*

appropriate lighting and signage.

- l. Staff has applied for a safe routes to school grant for sidewalk sections that merge into Iowa St. Iowa St. is not listed in TSP as a priority project and should be amended to include Iowa St. as a priority safe routes to school sidewalk infill project.*

m. Staff was recently informed the grant application for safe routes to school sidewalk projects was not successful.

7. Traffic Calming Policy Development

a. The Commission has identified a 2019 goal of working with staff to develop the formal policy.

b. Draft policy outline discussed at the April/May/June/July meetings

8. Siskiyou Blvd. and Tolman Creek Intersection Improvements

a. The Oregon Department of Transportation removed median island and restriped Tolman Creek portion of intersection to allow for better right hand turning truck movements.

b. The Oregon Department of Transportation is also looking at curb ramp design changes to the intersection (January 2019).

9. Crosswalk Policy Development (no change)



Ashland's Climate and Energy Action Plan

...

Update for Ashland Transportation Commission
July 2019

Why does the CEAP exist?

To support Ashland's Climate Vision

...for 2050 is to be a resilient community that has zero net greenhouse gas emissions, embraces equity, protects healthy ecosystems, and creates opportunities for future generations.

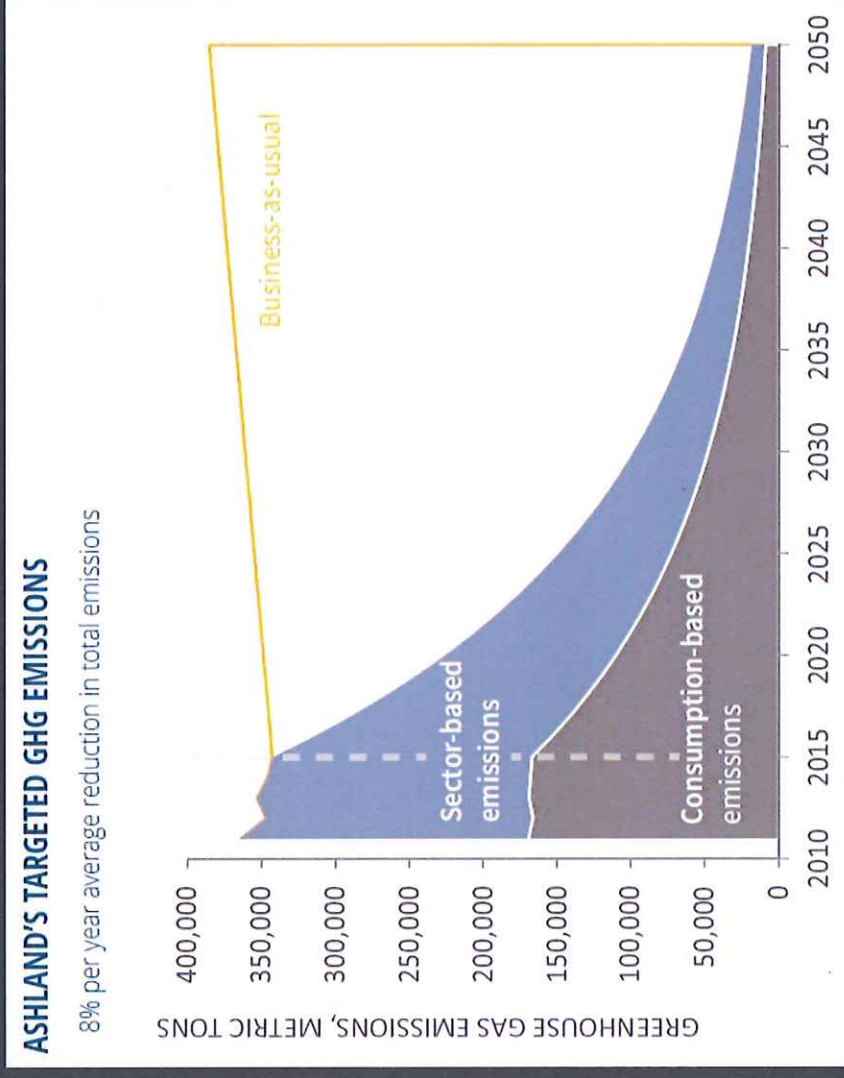


How was Ashland's climate created?

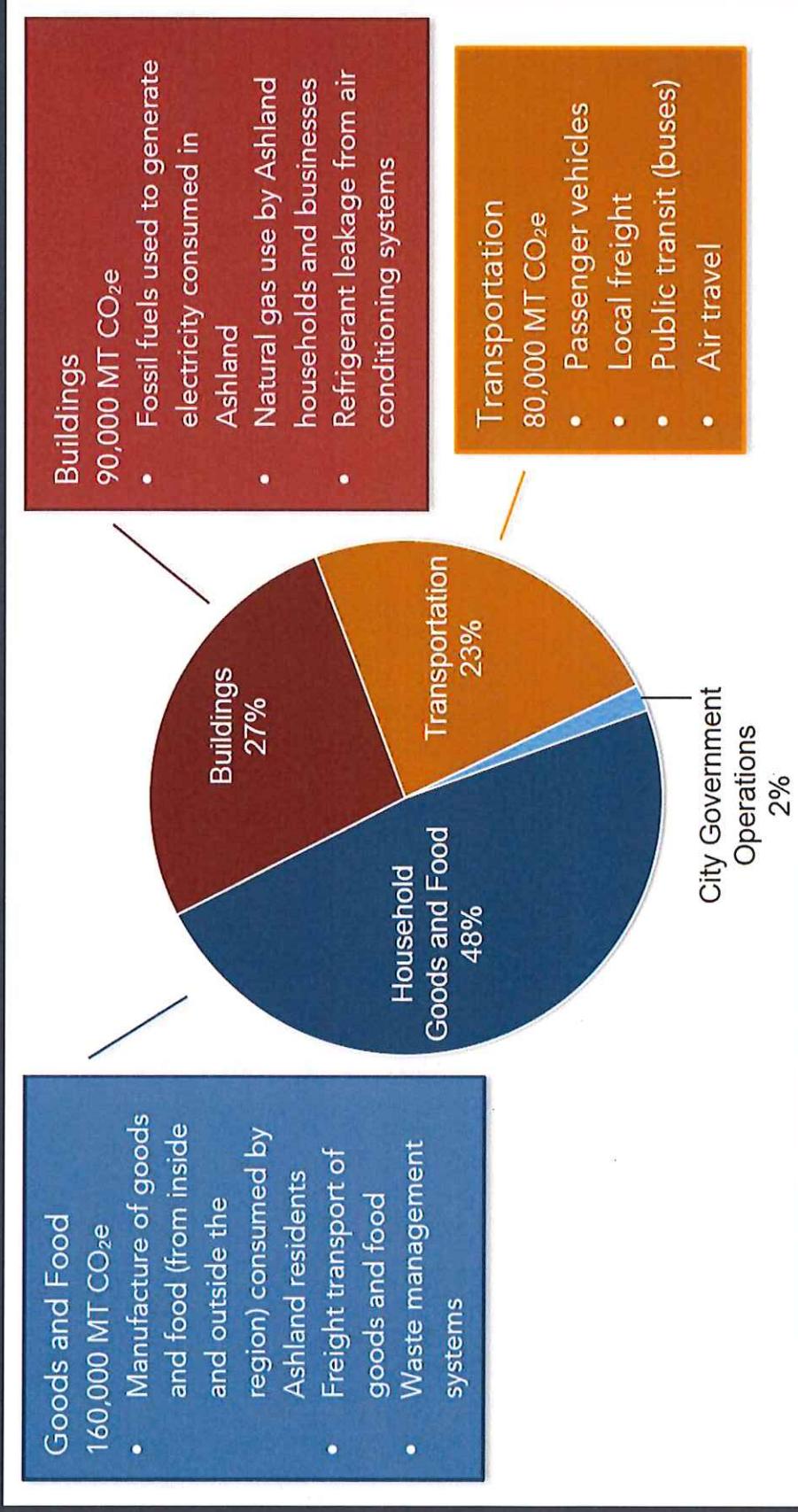
- The CEAP is an ongoing, multi-year process
- 2015 - Citizen planning committee (1.0)
- 2016 - Plan development
- 2017 - Plan adoption, Climate Recovery Ordinance
- 2018 - Citizen implementation committee (2.0), Staffing
- 2019 - Climate Policy Advisory Commission

Overall Goals

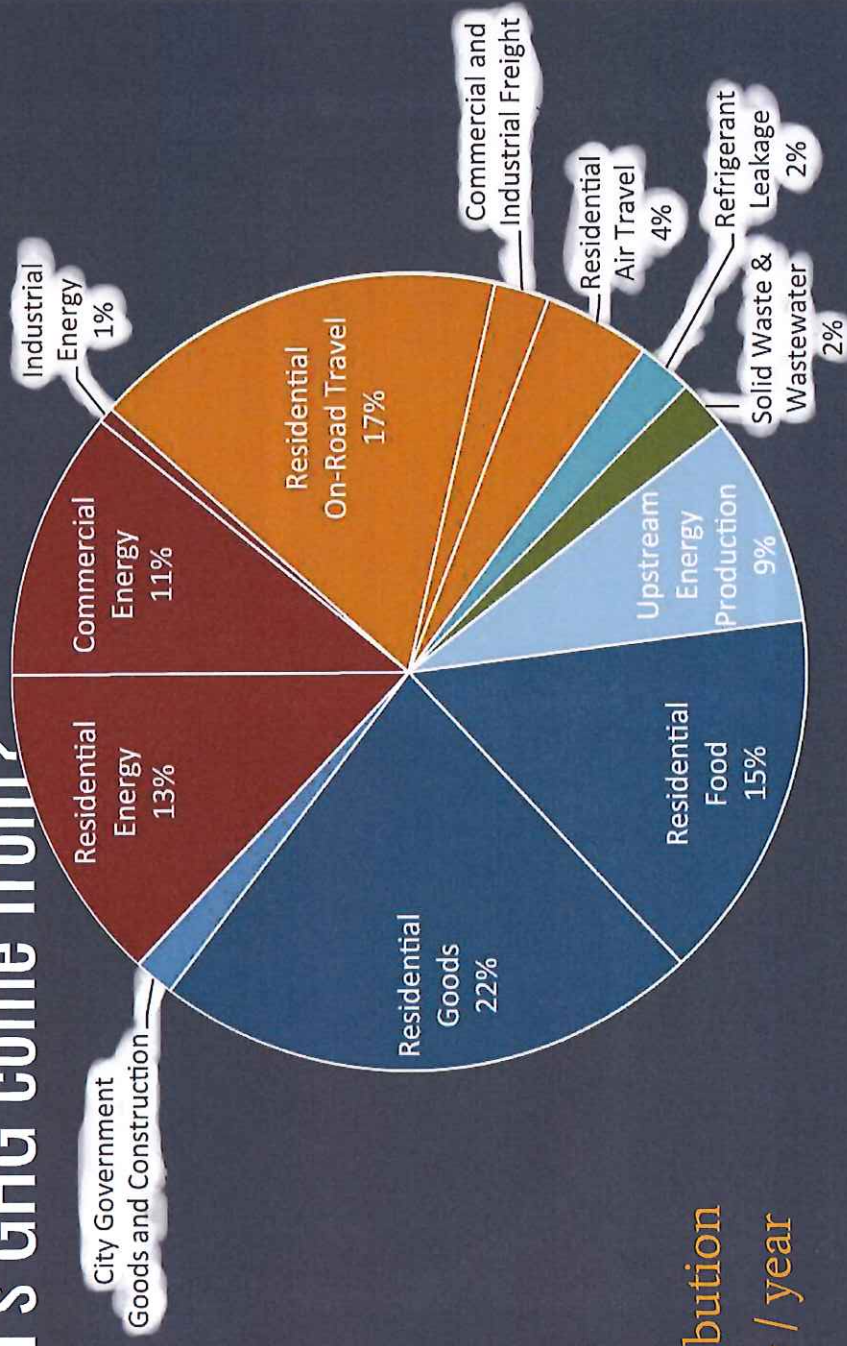
1. Reduce climate pollution
 - a. Community - 8% annual avg
 - b. Municipal operations
 - Carbon neutral by 2030
 - 50% fossil fuel by 2030
 - 100% fossil fuel by 2050
2. Be ready for climate impacts.



Ashland's Climate Altering Emissions



Where do Ashland's GHG come from?



22% Goods
 17% Driving
 15% Food
 13% Home energy
 4.5% Upstream energy*
 4% Air Travel
 1% Waste*

76.5% Residential Contribution
=> 275,000 MT CO2e / year

*for this exercise half of Waste and Energy Production are counted as Residential

What can you do?

Adapt your home.

1. Be ready.
2. Switch off fossil fuels.
3. Less is more.
4. Make your own energy.



Overarching Strategies

- Transition to clean energy.
- Maximize conservation of water and energy.
- Support climate-friendly land use and management.
- Reduce consumption of carbon-intensive goods and services.
- Inform and work with residents, organizations, and governments.
- Lead by example.

Transportation Outcomes

- Low Carbon modes
- Efficient use of resources
- Universal access to mobility
- Public health and safety
- Ecologically appropriate
- Compatible with climate impacts



Transportation Opportunities

TSP update

- Electrification
- Walkability
- Diversify mode share

Discourage polluters

- Expand public charging
- Paid Parking
- Fuels Tax

Recent City Activities

Completed

- OR Clean Fuels Program
- Public Chargers
- Municipal Fleet Electrification
- EV incentive pilot
- EV trainings for Staff
- Bikeshare

Upcoming

- Workplace charging incentive
- Public Charging Expansion
- Public Ride and Drive with Forth (First weekend in Oct)
- Ongoing Municipal Fleet electrification

Strategies for Low Carbon Transportation and Land Use

- ULT-1. Support better public transit and ridesharing.
- ULT-2. Make Ashland more bike and pedestrian friendly.
- ULT-3. Support more efficient vehicles.
- ULT-4. Support more climate-ready development and land use.
- ULT-5. Increase the efficiency of City fleet vehicles and employee commuting.



A feasible scenario for 2030

- All new energy will be solar
- All new vehicles will be electric and self-driving
- New car market will shrink by 80%
- Up to 80% of parking spaces will be unnecessary
- Individual car ownership will be obsolete

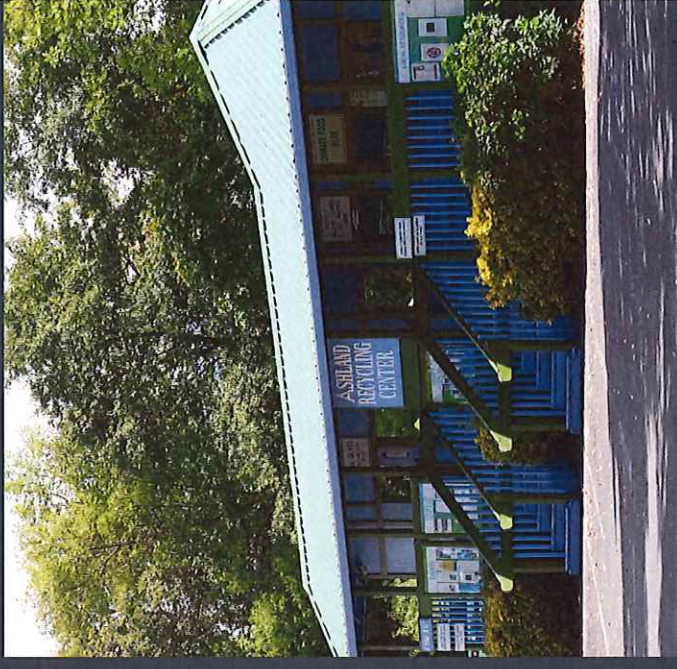
Strategies for Efficient Buildings and Renewable Energy

- BE-1. Support cleaner energy sources.
- BE-2. Encourage increased building energy efficiency.
- BE-3. Maximize efficiency of City facilities/equipment and operations.
- BE-4. Improve demand management.
- BE-5. Prepare and adapt buildings for a changing climate.



Strategies for a Zero Waste Economy

- CM-1. Reduce consumption of carbon-intensive goods and services.
- CM-2. Support sustainable and accessible local production and consumption.
- CM-3. Expand community recycling and composting
- CM-4. Reduce food waste.
- CM-5. Improve sustainability of City operations and purchases.



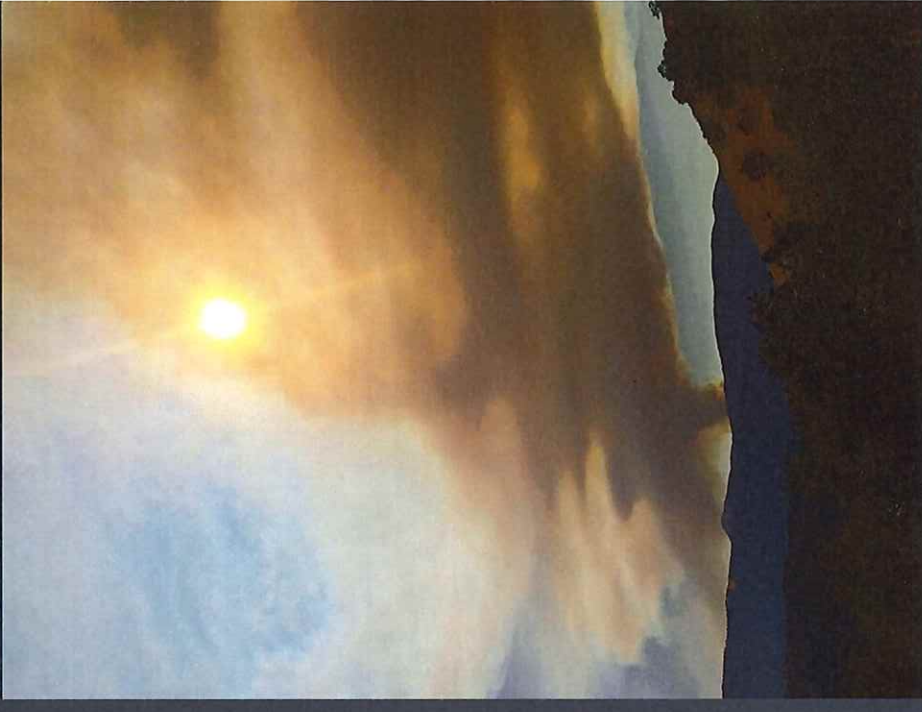
Strategies for Healthy Ecosystems

- Strategy NS-1. Promote ecosystem resilience.
- Strategy NS-2. Manage and conserve community water resources.
- Strategy NS-3. Conserve water use within City operations.



Strategies for Public Health and Safety

- PHSW-1. Manage landscapes to minimize climate-related health impacts.
- PHSW-2. Promote a sustainable local economy that minimizes emissions and vulnerability.
- PHSW-3. Optimize City services to minimize public health impacts.
- PHSW-4. Optimize City services to minimize public safety impacts.

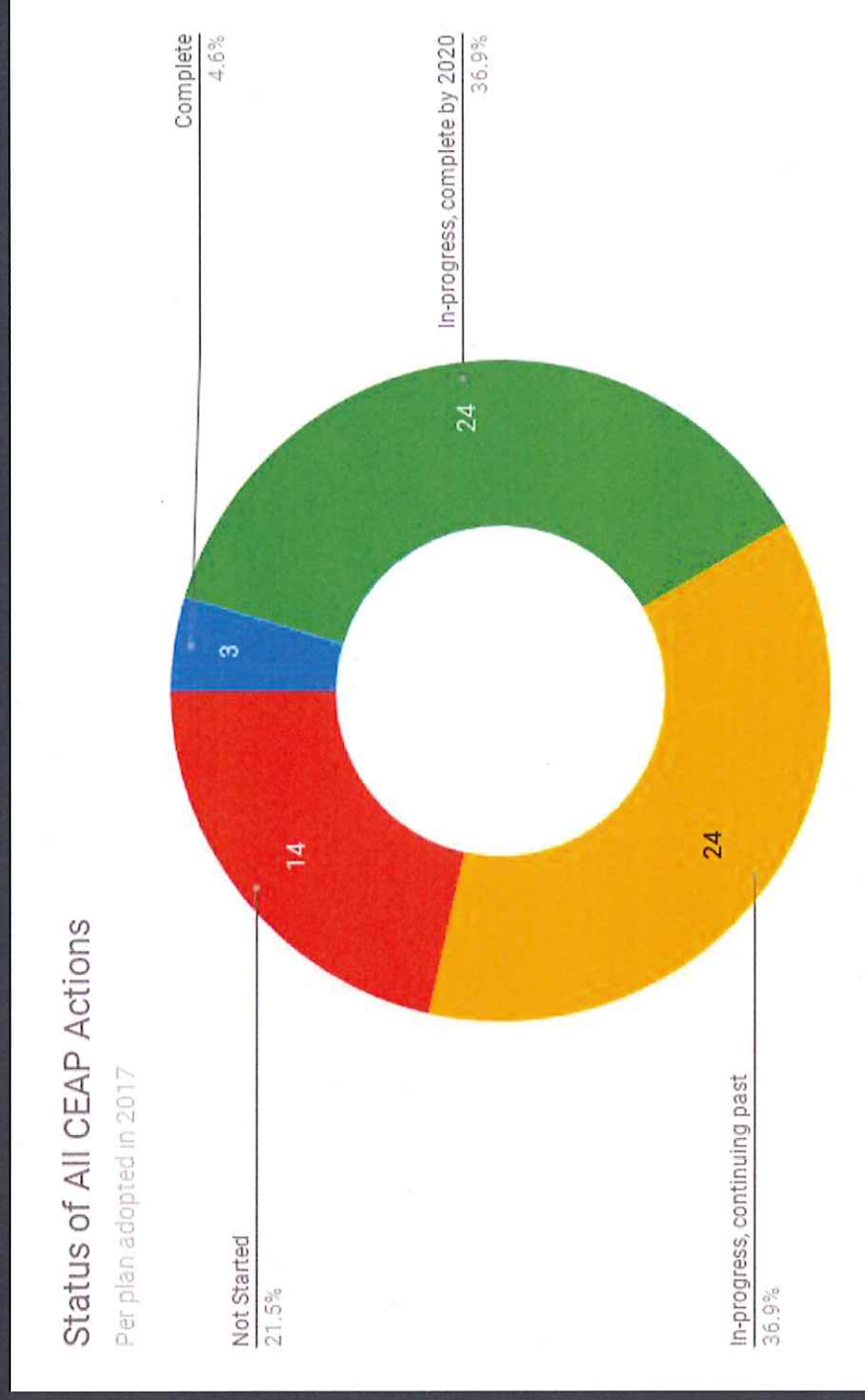


Strategies for an Informed Community

- CC-1. Educate and empower the public.
- CC-2. Educate and empower City staff.
- CC-3. Mainstream and integrate climate considerations.
- CC-4. Engage with other governments and organizations around regional, statewide, national and international climate policy and action.



Status of adopted climate actions



Thank you!

Stu Green stu.green@ashland.or.us
Climate and Energy Analyst
City of Ashland

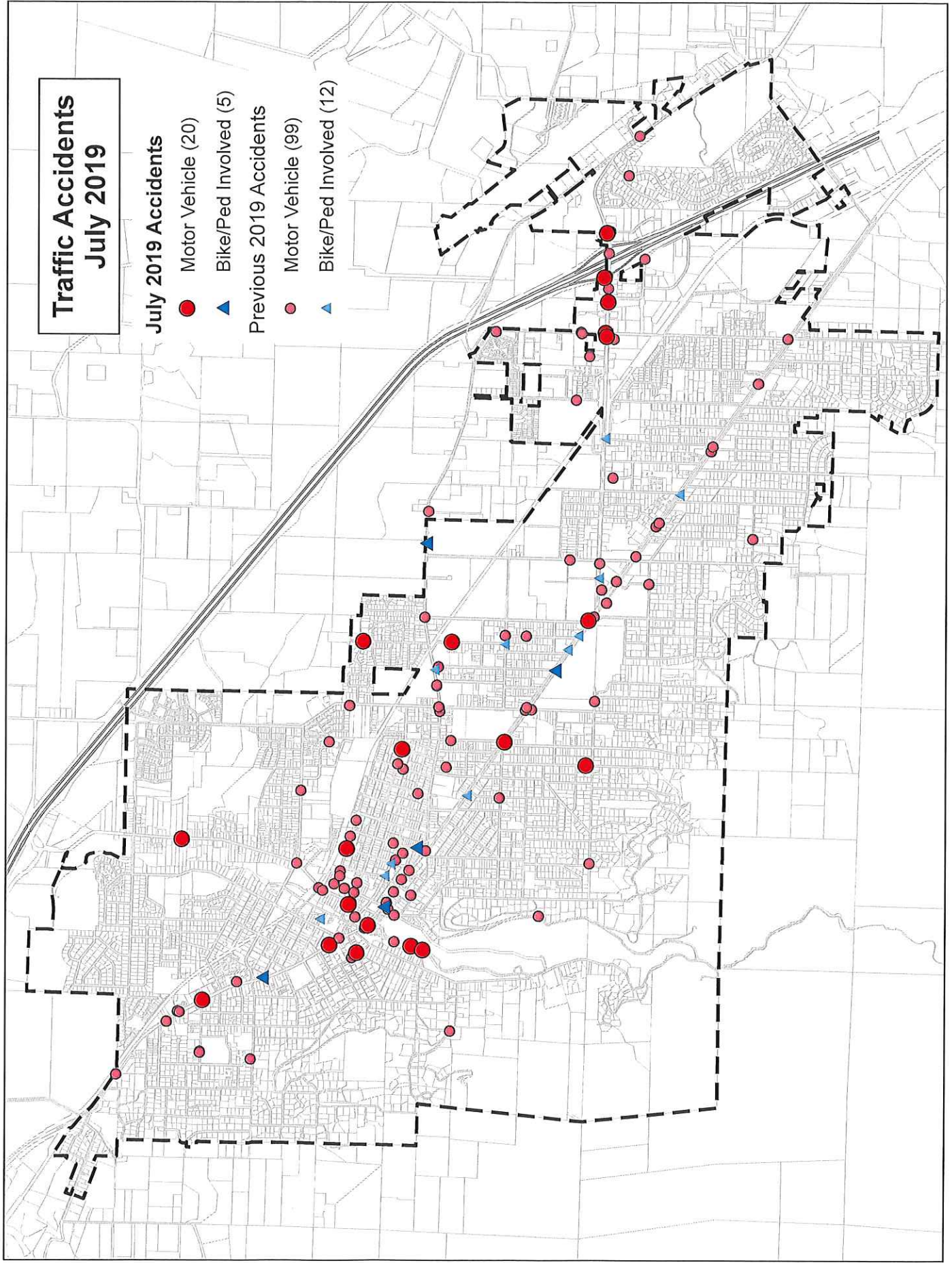
Traffic Accidents July 2019

July 2019 Accidents

- Motor Vehicle (20)
- ▲ Bike/Ped Involved (5)

Previous 2019 Accidents

- Motor Vehicle (99)
- ▲ Bike/Ped Involved (12)



MOTOR VEHICLE CRASH SUMMARY

MONTH: JULY 2019

NO. OF ACCIDENTS: 25

Rep	DATE	TIME	DAY	LOCATION	NO. VEH INV.	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	1	4:15	Mon	E Main St near Walker Av	1	Y	N	Y	Y	N	Y	Y	N	N	Driver struck ped in the roadway. Ped injured. No further information provided.
R	1	12:29	Mon	N Main St near Maple St	2	N	N	N	N	Y	Y	Y	N	N	Dv1 was stopped at a red light when v2 rearended v1. Dv2 cited for following too close.
R	2	11:35	Tues	California St at California Ct	2	N	N	N	N	N	Y	N	N	N	Dv1 was backing out of California Ct and backed into the driver's side of v2 which was parked on the far side of California St. No citation.
R	3	4:30	Wed	Church St near High St	2	N	N	N	U	N	N	Y	Y	N	V1 was struck while parked, extensive damage. No leads.
R	3	10:30	Wed	Siskiyou Blvd near Beach St	2	N	N	N	N	N	Y	U	N	N	Dv1 was turning left from Morse onto Siskiyou in the right of way when dv2 made a right turn from Beach Street onto Siskiyou, sideswiping v1. Dv2 at fault.
R	3	11:27	Wed	Ashland St near Tolman Creek Rd	2	N	N	N	N	Y	Y	Y	Y	N	Dv1 was travelling eastbound in lane 2. Dv2 made a left turn from a driveway, sideswiped v1 and kept driving. Dv2 was found and cited for failure to perform duties of a driver.
R	3	12:26	Wed	Ashland St at Tolman Creek Rd	2	N	N	P	N	Y	Y	Y	N	N	Dv1 was travelling through intersection when v2, making a left turn, struck v1. Dv2 cited for failure to obey traffic control device.
R	3	16:53	Wed	Siskiyou Blvd near University Way	2	Y	N	N	N	Y	Y	Y	N	N	Dv1 was stopped for a ped crossing in the crosswalk when rearended by v2. Dv2 cited for following too close.

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	3	18:57	Wed	B St at Oak St	2	N	N	N	N	Y	Y	Y	N	N	Dv1 pulled forward to check for traffic at intersection and then began backing because a vehicle was approaching. V1 backed into v2. Dv1 warned for illegal backing.
R	4	7:55	Thur	Liberty St near Ashland St	2	N	N	N	N	Y	Y	Y	N	N	Dv2 ran into parked v1. Dv2 cited for careless driving.
NR	6	10:04	Sat	Ashland St near Tolman Creek Rd	2	N	N	N	N	N	Y	N	N	N	Both v1 and 2 were in the left turn lane. Dv2's foot slipped off the brake and the v rearended v1. Minor damage.
R	8	14:14	Mon	B St at Eighth St	2	N	N	P	N	Y	Y	Y	N	N	Dv1 was travelling through on B Street when v2 pulled out from stop sign and struck v1 in the driver door. Dv2 cited for failure to obey traffic control device.
R	10	17:00	Wed	N Main St at Van Ness Av	1	Y	N	P	N	N	N	N	Y	N	Bike struck in crosswalk; Bicyclist entered crosswalk going against traffic. Cyclist was struck and fell off bike. Driver got out to check on him, gave him \$40 and left the area. No leads.
R	13	8:15	Sat	Oak St near Sleepy Hollow Dr	2	N	N	N	N	Y	Y	Y	N	N	Dv1 left travel lane and struck parked v2 causing damage. Dv1 cited for careless driving.
NR	15	16:19	Mon	Winburn Way near Nutley St	2	N	N	N	N	N	Y	N	N	N	Dv1 was idling in the travel lane while driver was putting trash in a trash can. Driver was next to a yellow curb. Dv2 backed into v1 as it was exiting a parking spot. No fault determined.
R	16	23:00	Tues	E Main St at S Pioneer St	1	Y	N	P	Y	Y	Y	N	N	N	Ped was struck in crosswalk. Ped was cited for failure to obey traffic control device. Ped was under the influence of alcohol, entered intersection without looking and was struck. Driver not at fault.
R	17	17:31	Thu	Ashland St across from Clover Lane	2	N	N	N	N	Y	Y	Y	N	N	Dv1 made a right turn across a right turn lane, running into the front corner of v2. Dv1 cited for driving uninsured. no narrative provided.

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	18	20:10	Thur	Fordyce St near Munson Dr	2	N	N	N	N	Y	Y	Y	N	N	Dv1 turned a corner at a high rate of speed and hit the front corner of v2. Dv1 cited for reckless driving, uninsured, failure to maintain lane, and racing.
NR	22	10:33	Mon	Lithia Way near Third St	3	Y	N	N	N	N	Y	N	N	N	Dv1 stopped for a ped crossing, v2 stopped behind v1. Dv3 rearended v2, pushing it into v1. minor damage only.
NR	24	16:45	Wed	Siskiyou Blvd at Wightman	2	N	N	N	N	N	Y	N	N	N	Dv1 was stopped at signal light, and was rearended by dv2. minor damage only.
R	25	14:25	Thur	Near E Main St on the Plaza	2	N	N	N	N	Y	Y	Y	Y	N	parking stalls on Plaza; Dv1 failed to steer correctly when pulling into a parking space and sideswiped parked v2. Dv1 left the area. Dv1 was found and cited for hit and run, providing false info to police, driving w/o license, driving uninsured.
R	25	20:30	Thur	Exit 14 off ramp	2	N	N	N	N	Y	Y	N	Y	N	Dv1 slowed to stop for a red light and was rearended by v2. Dv2 sped off. Dv2 was found and cited for hit and run, and for following too close.
NR	26	11:08	Fri	A St at Second St	2	N	N	N	N	N	Y	N	N	N	Dv1 backed up in traffic to allow another vehicle more room to make a turn and backed into v2. minor damage, no citation
R	26	16:09	Fri	N Main St	2	N	N	N	N	Y	Y	U	Y	N	At the merge on N Main near Helman St, Dv2 attempted to pass v1 and bumped into the rear wheels of a trailer being pulled by dv1. Dv2 cited for careless driving and driving without insurance.
R	26	16:25	Fri	Winburn Way near Nutley St	2	N	N	N	N	N	Y	N	N	N	Dv1 pulled forward out of a parking stall into the traffic lane, striking v2 which was traveling by. Dv1 warned for failure to yield, and dv2 was warned for driving too fast. Fault was determined to be shared.