

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

September 19, 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: August 22, 2019
- IV. **PUBLIC FORUM** (6:05-6:20)
- V. **ACCIDENT REPORT** (6:20-6:30)
- VI. **NEW BUSINESS**
  - A. Middle Clay Street Improvement Grant Application Letter of Support (6:30-6:45, action required, discuss recommendation to provide letter of support for proposed grant application)
    - Jackson County to apply for grant funding to fully improve middle Clay Street to City Standards
- VII. **OLD BUSINESS**
  - A. RVTD-Ashland Transit Enhancements (6:45-7:00, no action, staff to provide update of status of transit enhancements for Ashland)
    - Staff to provide update on demand response micro transit pilot and I5 express
  - B. Transportation Growth and Management "Revitalize Downtown Ashland" update (7:00-7:15, no action staff to provide update of project)
    - Staff to provide update on TAC and CAC and proposed schedule
  - C. Traffic Calming Program Updated Draft (7:15-7:45, action required, review final draft edits and discuss next steps)
    - Based on previous discussion staff has updated the Traffic Calming Program draft per Commission motion.
- VIII. **TASK LIST** (If time allows)
  - A. Discuss current action item list
- VII. **FOLLOW UP ITEMS**
  - A. Bike Map Subcommittee
- VIII. **INFORMATIONAL ITEMS** (If time allows)
  - A. Transportation System Plan Solicitation Update
- 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: October 17, 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 September 2019

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:jlqtrans15@gmail.com">jlqtrans15@gmail.com</a>	4/30/2021
Corinne Viéville	Commissioner	541-488-9300 or 541-944-9600	805 Glendale Ave.	<a href="mailto:corinne@mind.net">corinne@mind.net</a>	4/30/2019
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:ksd@mtashland.net">ksd@mtashland.net</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**

Paula Brown	Director, Public Works	541-488-5587	20 E. Main Street	<a href="mailto:paula.brown@ashland.or.us">paula.brown@ashland.or.us</a>
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:macleanns@ashland.or.us">macleanns@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	Deputy 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>
Taina Glick	Administrative Assistant	541-552-2427	20 E. Main Street	<a href="mailto:taina.glick@ashland.or.us">taina.glick@ashland.or.us</a>

**ASHLAND TRANSPORTATION COMMISSION  
MINUTES  
August 22, 2019**

These minutes are pending approval by this Commission

**CALL TO ORDER:**

Borgerson called the meeting to order at 6:00 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, Shannon Burruss, Steve MacLennan

**ANNOUNCEMENTS**

**CONSENT AGENDA**

**Approval of Minutes:** July 18, 2019

**Commissioners Danner/Graf m/s to approve minutes as amended.**

**All ayes. Minutes approved.**

**PUBLIC FORUM**

None

**ACCIDENT REPORT**

**Accident Report**

Officer MacLennan indicated July had more accidents in 2019 than it has had historically. Of the three pedestrian incidents, the pedestrian was intoxicated in two. He was unable to locate much backstory on the cyclist incident. He noted more accidents at Ashland St and Tolman Creek Rd since timing changed at that intersection.

**NEW BUSINESS**

**Bicycle Map Development *audio begins at 6:10***

Fleury reminded commissioners of backstory of the intent of the development of this map. City GIS staff developed the draft map including gradient, as well as existing, and planned bicycle facilities. Fleury requested input related to content prior to deciding map size. Claypool-Barnes added that a point of contention the subcommittee experienced was deciding on complexity of map. Fleury elaborated that there was disagreement of where cyclists actually ride. Claypool-Barnes spoke of including alternate routes as the main routes are along high-volume streets, decreasing cyclist safety especially for novice riders. Fleury explained that the routes are color coded based on traffic volume. Danner felt the inclusion of watershed trails was not important and decreased readability. Claypool-Barnes disagreed. Brouillard suggested the decision of whether to include mountain bike trails should be based on the final map size as inclusion of those trails on an 8.5 x 11 map makes the map unreadable. Further he suggested the commission decide on what the purpose of the map is. Claypool-Barnes felt the map should include all trails and that hammering out of these details should be done by the subcommittee. Borgerson suggested the online version of the map could include all trail data as users can expand areas. A printed copy of the map could include less information but refer users to the web version. Committee members suggested obtaining bicycle maps from other communities. Graf suggested replacement of his position on the subcommittee with someone more involved with cycling. He liked having all the trail information on the map but did not like how the trails end on the map and suggested addition of trails labelled as Ashland Watershed Bike Trails to direct users to their most relevant version of the map. Claypool-Barnes suggested a two-sided map. Brouillard

**ASHLAND TRANSPORTATION COMMISSION**  
**MINUTES**  
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does not support inclusion of bicycle shops on the map as those businesses change. Claypool-Barnes disagreed stating that it is easy to change the map. Borgerson suggested that consumers typically utilize their phones when looking for specific businesses so inclusion on the map is not necessary. Peterson-Adams supported an additional subcommittee meeting and suggested Brouillard to replace Graf.

Graf suggested the following changes to the map:

- Path between Helman St and the Plaza appears to be developed which is incorrect
- Park St from Siskiyou Blvd to the end appears level

Subcommittee consists of Claypool-Barnes, Vieville, and Brouillard.

**OLD BUSINESS** *audio begins at 39:00*

**Transportation System Plan Scope Development Review**

Fleury informed Commissioners of changes made to the request for proposal (RFP) since the last meeting. Legal has approved the RFP. He estimates responses will be due mid-October and will be in contract with a consultant by the end of this year.

**Traffic Calming Program** *audio begins at 41:20*

Brouillard requested clarification on the 85-percentile speed description. Graf suggested making sure the document is readable by a lay person.

Commissioners debated:

- Scoring metrics and whether or not to include them for phase 1 measures
- Potential greater number of phase 1 measures than currently proposed
- When to dispatch the radar trailer
- Release of a beta-version of the traffic calming program

Graf recommended to accept the draft to be redone and looked at one more time, next time, and that the criteria statement be average daily traffic, speeding, and accidents and all things being equal, take into consideration other factors but not give them points and change the speed to 2, 4, and 6 points and if 8 points are achieved, the area qualified for phase 1 treatment. Claypool-Barnes disagreed. Brouillard agreed with Graf's proposed changes.

Graf moved to accept this draft as a starting point to go forward and test with the following changes: under criteria, use first three criteria to score points, and change speed criteria to 2 points, 4 points, and 6 points for 1-5, 5-10, and greater than 10 over the speed limit, that we state when all things being equal we consider these other factors and that in order to move on a project must have at least 8 points. Peterson-Adams seconded. Borgerson asked for clarification that the motion is not removing criteria, but only scoring on daily traffic, speeding, and accidents. Graf/Peterson Adams accepted an amendment to replace the word "draft" with "pilot." Danner supported the requirement of a minimum of 8 points to qualify. Vieville asked if the threshold is difficult to obtain. Claypool-Barnes felt the motion deprioritized important criteria. Ayes: Danner, Borgerson, Graf, Peterson Adams, Vieville, Brouillard. Nay: Claypool-Barnes. Motion passed 6 to 1.

Borgerson has suggested edits he will forward to staff. Peterson Adams asked Fleury if the program will inform citizens of the complaint process and CIP projects online. Fleury elaborated on the process of moving a project to an earlier date in the CIP and amending the TSP.

**ASHLAND TRANSPORTATION COMMISSION  
MINUTES  
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**INFORMATIONAL ITEMS**

RVTD and City staff have a kick off meeting scheduled for August 26 to discuss micro transit project. Fleury will discuss at the next meeting. Peterson Adams and Claypool-Barnes expressed interest in attending.

Graf inquired about where sharrows ended. ODOT has a grinding project that would have removed the sharrows. After completion of the ODOT project, sharrows will be completed.

**FUTURE AGENDA TOPICS**

Traffic calming program

Bicycle map development

MUTCD 4-way stop sign training

Crosswalk Policy

**ADJOURNMENT: 8:00 pm**

*Respectfully submitted,*

*Taina Glick*

*Public Works Administrative Assistant*

# Traffic Accidents Aug 2019

## August 2019 Accidents

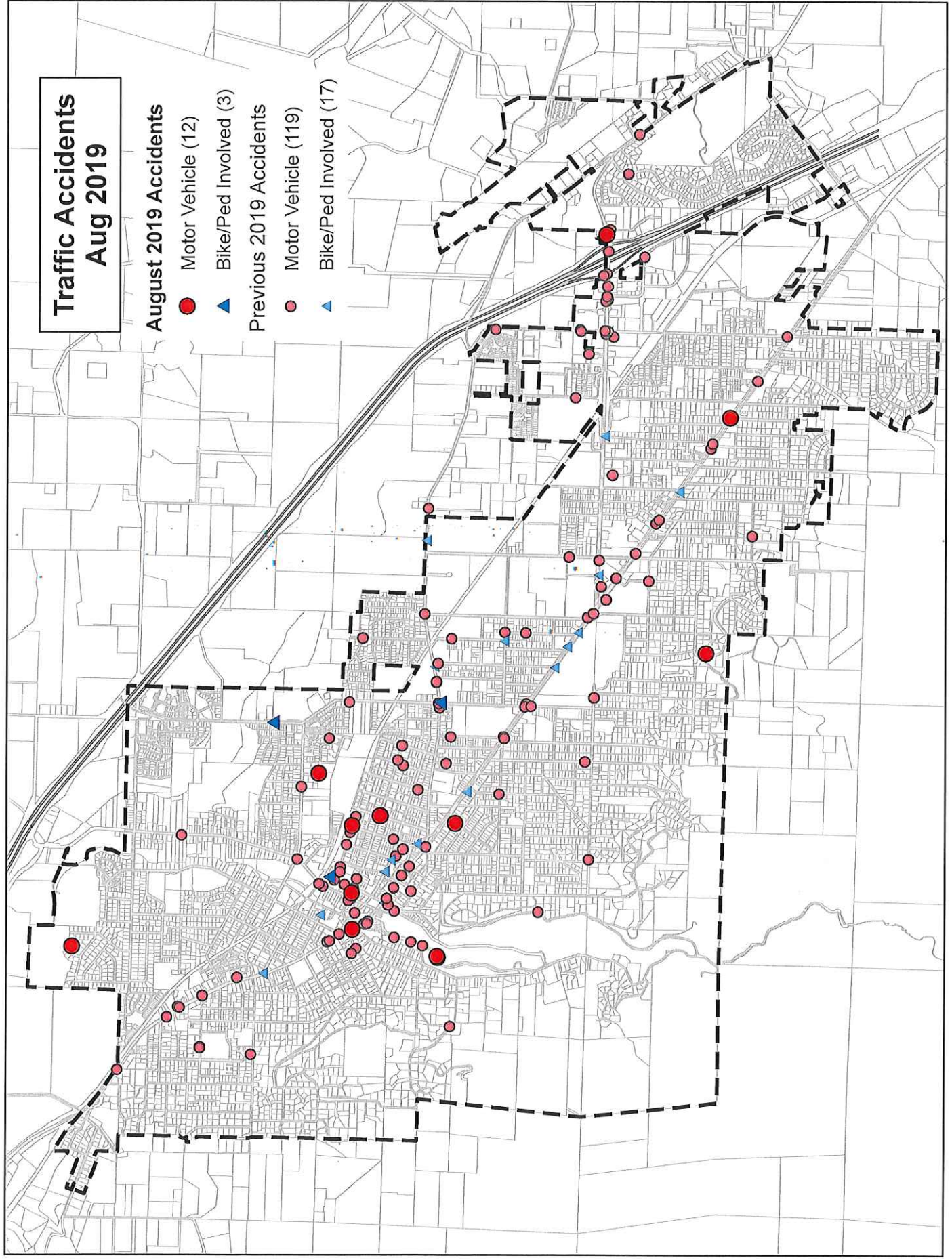
● Motor Vehicle (12)

▲ Bike/Ped Involved (3)

## Previous 2019 Accidents

● Motor Vehicle (119)

▲ Bike/Ped Involved (17)



# MOTOR VEHICLE CRASH SUMMARY

MONTH: AUGUST 2019

NO. OF ACCIDENTS: 15

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	19:42	Sat	N Pioneer St @ A St	1	Y	N	Y	N	Y	Y	N	N	N	Skateboarder was struck while crossing in the crosswalk. Was injured and transported to Ashland Hospital. Driver cited for failure to yield to a pedestrian.
R	4	12:08	Sun	A Street @ Third St	2	N	N	N	N	N	Y	Y	N	N	Driver of v1 had just parked on the side of the street and opened vehicle door. V2 was passing by and crashed into door of v1. No citation, more than \$2500 damage to each vehicle.
NR	5	15:54	Mon	Siskiyou Blvd near Glendale Av	2	N	N	N	U	N	Y	N	Y	N	V1, a RVTD bus, was pulled over at the side of the road to pick up a passenger when v2 sideswiped the bus, knocking the rear view mirror off the side. Dv2 left the area. No leads.
R	15	9:47	Thur	Pinecrest Terrace	2	N	N	N	N	Y	Y	Y	N	N	Dv2 was nb on Pinecrest and was distracted by cell phone, causing driver to crash into the rear of parked v1. Dv2 cited for unlawful cell use.
NR	15	17:20	Thur	Winburn Way	2	N	N	N	N	N	Y	N	N	N	Dv1 backed up and struck parked v2. No citation, only minor damage.
R	20	15:32	Tue	B St @ Fourth St	2	N	N	N	N	N	Y	Y	N	N	Dv1 was eastbound on B St; Dv2 was northbound on Fourth St. Dv2 pulled out from stop sign and ran into the side of v1. Information exchanged.

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	20	17:15	Tue	Williamson Way	2	N	N	N	Y	Y	Y	U	N	N	Dv1 made an improper turn in lane, striking v2. Dv1 arrested for DUII.
R	22	14:02	Thur	N Main St	3	N	N	N	N	N	Y	N	N	N	Dv1 sideswiped 2 parked vehicles. Information exchanged.
R	26	18:29	Mon	Coventry Pl	2	N	N	N	Y	Y	Y	Y	Y	N	Dv1 sideswiped parked v2 and left the area. Driver was found and cited for hit and run and DUII.
R	27	9:48	Tue	E Main St @ S Mountain intersection	1	N	Y	Y	N	Y	Y	N	N	N	Dv1 struck bicyclist who was in the bike lane, but who had entered the intersection on a full red light. Dv1 did not see the cyclist. No citation. Many statements from witnesses. Cyclist transported to hospital.
NR	27	15:13	Tue	Winburn Way	2	N	N	N	N	N	Y	Y	N	N	Dv2 parked but did not engage parking brake, v2 rolled into parked v1. Info exchanged.
R	27	16:28	Tue	B Street	2	N	N	N	N	Y	Y	Y	N	N	Dv2 was backing out of a parking lot onto B Street and struck v1. Dv2 cited for unsafe backing, no operator license, driving uninsured.
R	27	18:13	Tue	Ashland St near I5 onramp	2	N	N	N	N	N	Y	Y	N	N	Dv1 had turned right onto Ashland St, dv2 was merging right to go onto NB I-5. The 2 vehicles collided, no fault determined. Info exchanged.
R	28	14:57	Wed	N Mountain Av at Briscoe Pl	2	Y	N	N	N	N	Y	N	N	N	Dv1 was stopped for ped crossing in the crosswalk and was rearended by dv2. No citation.
R	31	14:50	Sat	Union St near Allison St	2	N	N	N	N	N	Y	Y	N	N	Dv1 was crossing Union St at the alleyway, dv2 was sb on Union. Dv1 pulled into the intersection at the alley and crashed into v2. Information exchanged.





# Council Business Meeting

September 17, 2019

<b>Agenda Item</b>	Clay Street Roadway Improvements Grant letter of Support	
<b>From</b>	Scott Fleury PE	Deputy 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 request for a letter of support for a Jackson County grant application to improve middle Clay Street to City standards.

## POLICIES, PLANS & GOALS SUPPORTED

*City Council:*

- 1.1 Engage community in a conversation about core services, desired service levels and funding mechanisms.*
- 4. Evaluate real property and facility assets to strategically support city mission and goals.*
- 21. Be proactive in using best practices in infrastructure management and modernization.*
- 22. Prepare for the impact of climate change on the community.*

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

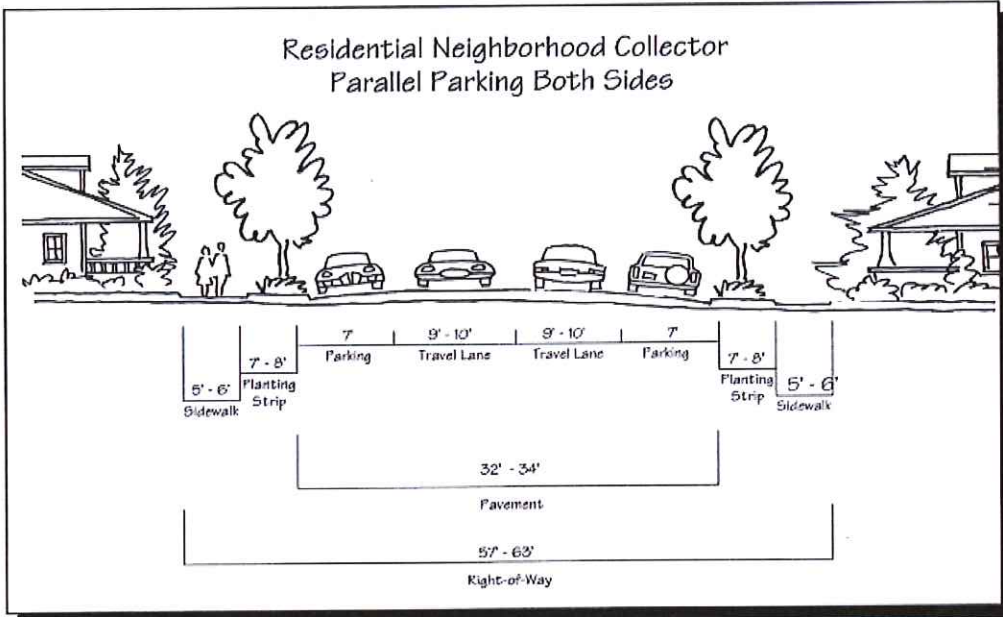
## PREVIOUS COUNCIL ACTION

The City 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

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 chip sealed roadway is maintained 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' 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 and park row 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. Jackson County wishes to fully improve middle Clay Street to city standards and after completion of the project have the City approve a jurisdictional transfer resolution. The jurisdictional transfer will come back to Council for formal approval once the

project is completed. The grant letter of support indicates Councils intent to move forward with negotiations and eventual transfer once all improvements are made.



The Rogue Valley Metropolitan Planning Organization (RVMPO) is now accepting grant applications to fund improvement projects within the RVMPO boundary. This is a competitive grant application process for limited federal funds and applications are due by September 30<sup>th</sup>, 2019. The funding period for this cycle of grant applications is for years 2022-2024. Jackson County intends to submit a grant application request to fund full improvements for middle Clay Street and will list the City of Ashland as a partner on the application. In addition, Jackson County and public works staff request the Council provide a letter of support for the project to be included with the application. The proposed letter of support is attached.

**FISCAL IMPACTS**

Fiscal impacts to the City for the improvement of middle Clay Street are still to be fully determined if Jackson County is successful with the grant application. Primary soft costs would be staff time as Jackson County is asking the city to deliver the project if a successful grant application is realized. City staff time for project delivery would include managing the engineering, permitting, public outreach and construction phases and is in line with duties already performed by engineering staff. The improvements to middle Clay Street are estimated at \$4,989,958 with a 10.27% minimum match of \$512,469. Jackson County is requesting any additional match requirements that exceed the \$512,469 base would be absorbed by the City of Ashland.

**STAFF RECOMMENDATION**

Staff recommends the Council authorize the Mayor to sign the grant application letter of support.

**ACTIONS, OPTIONS & POTENTIAL MOTIONS**

I move to approve the Mayor sign a letter of support for Jackson County’s grant application to improve middle Clay Street to city standards.

**REFERENCES & ATTACHMENTS**

- Letter of support
- Clay Street Project Boundary Map

# CITY OF ASHLAND

September 17, 2019

Rogue Valley Metropolitan Planning Organization  
Attn: Mike Quilty, Chair  
155 North 1<sup>st</sup> Street  
Central Point, OR 97502

Dear Mr. Quilty,

The City of Ashland Transportation Commissions expresses our full support for Jackson County's Clay Street project funding application. This coordinated project between Jackson County and the City Ashland will enhance a local collector by providing a full street improvement between Siskiyou Boulevard and Faith Avenue.

The densely populated area around this section of Clay Street would benefit immensely from full street improvements including sidewalks to provide much needed pedestrian connectivity to the Siskiyou School, Clay Street Park, Ashland Street, Siskiyou Boulevard and the local transit stops in the area.

If awarded the City of Ashland has agreed to accept the jurisdictional transfer of middle Clay Street and be the project manager for the improvement for Jackson County. The City has the staff resources to successfully deliver these functional street improvements and looks forward to another successful partnership with Jackson County.

Sincerely,

Bruce Borgerson  
City of Ashland Transportation Commission Chair





Project Boundary

Ashland St

Faith St

Clay St

Siskiyou Blvd

Project Boundary





# Memo

CITY OF  
ASHLAND

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Date: September 11, 2019  
From: Scott A. Fleury  
To: Transportation Commission  
RE: RVTD Transit Enhancements

**BACKGROUND:**

Staff will provide an update on the demand response micro-transit pilot project and the I5 express route between Medford and Ashland.

RVTD will present significant details of the demand response micro-transit pilot project at the October meeting.

**CONCLUSION:**

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





# 1X

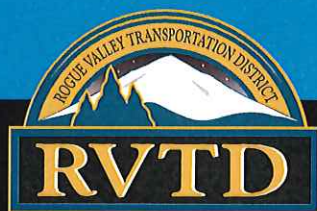
## Medford-Ashland EXPRESS

Connecting  
our Community... *Faster*

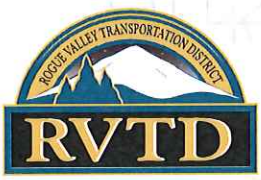
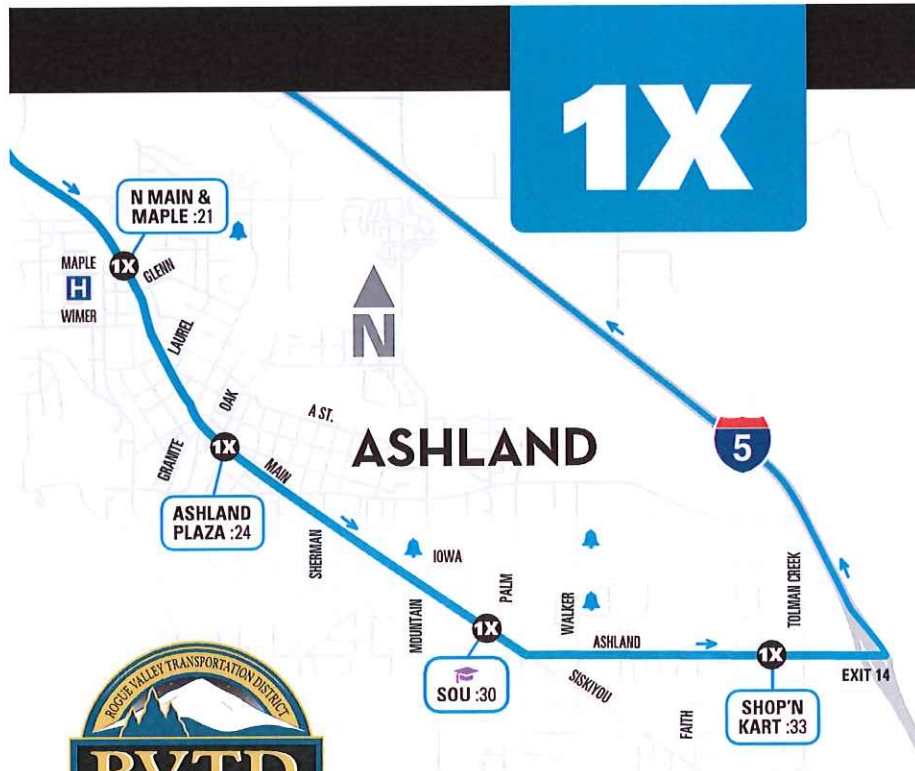
- ✓ **Faster Travel**  
30 minutes between Medford  
and Ashland.
- ✓ **Faster Boarding**  
Only cashless fare using **TouchPass\***
- ✓ **Faster Arrival**  
Limited to four stops in Ashland  
and Front Street Station

Enjoy a quick, non-stop bus ride between Medford and Ashland on I-5. **Route 1X**, the new Medford-Ashland Express, serves four stops in Ashland and operates **Monday-Friday from 6:00 a.m. to 8:00 p.m.**

*\*TouchPass cards are available at Front Street Station, City of Ashland, or on your smartphone using the **TouchPass** app.*



(541) 779-2877  
[www.rvtd.org](http://www.rvtd.org)



**MAP LEGEND**

- Travel Direction
- Bus Stops
- College or University
- Schools
- Hospitals

Connecting  
our Community...  
***Faster***

Monday–Friday  
6:00 a.m. to 8:00 p.m.

<b>ROUTE 1X Medford–Ashland Express</b>						
	Front St. Station	N Main & Maple	Ashland Plaza	SOU	Shop'n Kart	Front St. Station
<b>AM</b>	6:00	6:21	6:24	6:30	6:33	6:55
	7:00	7:21	7:24	7:30	7:33	7:55
	8:00	8:21	8:24	8:30	8:33	8:55
	9:00	9:21	9:24	9:30	9:33	9:55
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	6:00	6:21	6:24	6:30	6:33	6:55
	7:00	7:21	7:24	7:30	7:33	7:55
8:00	8:21	8:24	8:30	8:33	8:55	

# Council Business Meeting

August 6, 2019

<b>Agenda Item</b>	"Revitalize Downtown Ashland" Transportation and Growth Management Citizen Advisory Committee Appointments	
<b>From</b>	Paula Brown PE Scott Fleury PE	Director of Public Works Deputy Director of Public Works
<b>Contact</b>	<a href="mailto:paula.brown@ashland.or.us">paula.brown@ashland.or.us</a> ; (541) 552-2411 <a href="mailto:scott.fleury@ashland.or.us">scott.fleury@ashland.or.us</a> ; (541) 552-2412	

## SUMMARY

Before the Council is the Mayor's recommendation for appointments of a Citizen Advisory Committee (CAC) for development of the "Revitalize Downtown Ashland" Transportation and Growth Management Grant (TGM) project. The plan will develop an implementation strategy to provide specific short, medium, and long-term actions to enhance our downtown core. The TGM process is overseen and administered by the Oregon Department of Transportation (ODOT) with significant City participation.

## POLICIES, PLANS & GOALS SUPPORTED

### City Council Goals:

- Goal 1: Develop current and long-term budgetary resilience
  - Continue to improve the budget process: transparency, rigor, innovation, community involvement, and collaboration
  - Evaluate revenue streams
- Goal 2: Analyze City departments/programs to gain efficiencies, reduce costs and improve services
  - Implement a cost recovery plan and analysis for each department that coincides with the annual review of fees and charges and revenues
  - Evaluate and communicate street program timelines and funding security
- Goal 3: Enhance and improve transparency & communication
  - Develop a robust program to engage with Ashland citizens about City priorities and our progress on those priorities, public input opportunities and processes, how individual citizens can help meet City goals, budgeting and decision-making processes, etc.

### Maintain Essential Services

Continue to leverage resources to develop and/or enhance Value Services

- Emergency Preparedness
- Address Climate Change
- Multi-modal Transportation
- All-Age Friendly Community
- Downtown Parking

### 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 Council previously approved staff's recommendations for the representative group for the CAC and for the technical advisory committee on [May 7, 2019 Business Meeting](#). In addition, council approved the grant application request at the [May 15, 2018 Business Meeting](#).

## **BACKGROUND AND ADDITIONAL INFORMATION**

The City of Ashland applied for and received a TGM grant for the proposed "Revitalize Downtown Ashland" project. To move forward with next steps after grant award, engineering staff has worked with ODOT to select a consultant and develop the full scope and fee for the project. The consultant selected for the project is Jacobs, formerly CH2M Hill. ODOT will award the consultant contract directly.

As part of the scope development, a formal public outreach process and associated actions were developed that include the City convening a Citizen Advisory Committee (CAC) and Technical Advisory Committee (TAC) and provide for public open houses (in person and online). The role of the TAC is to provide advice and guidance on technical matters to the project management team. The TAC will solicit specific input from a variety of applicable commissions (Tree, CEAP, Historic) and those other specialized needs (disabilities), and will invite all City committees and commissions to the open houses.

This request of Council is to approve the Mayor's recommended membership of the CAC.

The role of the CAC is to represent and provide a voice of the public to the project management team outside of the defined public open house process.

- Chamber: Maria Lange
- Citizen – Business/Traffic Circulation: Gary Blake
- Citizen – Landscape/Street Scape: Kathryn Thalden
- Downtown Retail: Dona Zimmerman (Tentative)
- Downtown Business Off Main: Roy Laird
- OSF: Ted DeLong or Paul Christy
- SOU:
- Trucking: Mike Gardiner
- Council Liaison: Steve Jensen
- Downtown Lodging: Don Anway
- Downtown Restaurant: Elijah Katkin
- Citizen Homeless awareness: Jackie Bachman
- Ex-officio: Kelly Madding, City Administrator

## **Additional Background**

City of Ashland's ("City") Downtown Revitalization Plan ("Project") will identify a series of fundable improvements to improve the sense of community and place while creating an affordable, safe, and functional multi-use transportation network in the downtown core. The Project will build on past planning efforts and perform new analysis to identify a clear vision for the downtown that can be implemented with anticipated funding streams. The Project will result in an amendment to City's Transportation System Plan (TSP).

## **Project Objectives**

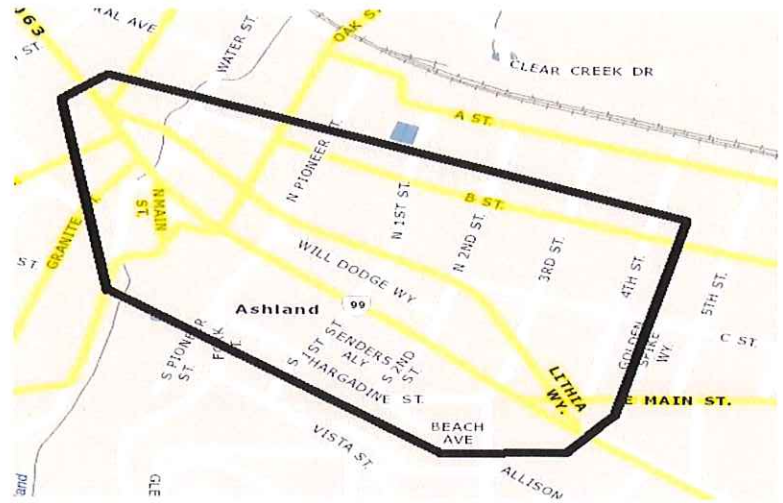
The Project will result in an adoptable plan that identifies:

- multimodal improvements throughout the Study Area, with an emphasis on safety for bicycle and pedestrian movements, as an amendment to City's TSP;

- improvements to signage and the streetscape in the downtown area;
- functional parking and loading zones; and
- future funding streams for implementation.

**Study Area**

The Study Area includes the downtown couplet (Main Street and Lithia Way/C Street), intersections where the separated couplet terminates, parallel streets, and side streets. Study Area is generally bound by B Street, 4th Street, Hargadine Avenue, and Helman Street (see Figure 1).



**Figure 1: Study Area**

**FISCAL IMPACTS**

The grant request included a match requirement by the City of 12 percent of the total, which is \$16,300. The City can use staff and representative time as soft match to meet the required contribution requirements. Staff will track all associated staffing and volunteer time along with any expenditures towards materials throughout the project that will account for meeting the match requirement.

**RECOMMENDATION**

Recommend approval of the Revitalize Downtown Ashland Citizen Advisory Committee membership.

**ACTIONS, OPTIONS & POTENTIAL MOTIONS**

1. I move to approve the Revitalize Downtown Ashland Citizen Advisory Committee membership as shown.
2. I move to amend the Revitalize Downtown Ashland Citizen Advisory Committee as follows: (... state changes ...).



# Memo

CITY OF  
ASHLAND

---

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

**BACKGROUND CONTINUED:**

The Transportation Commission motioned to simplify the scoring criteria for phase 1 of the traffic calming program at the August meeting. Staff has updated the draft calming program document and it is attached for continued discussion.

An email was circulated that was generated by Chair Borgerson's regarding breaking the traffic calming program into three phases.

Email by Chair Borgerson is attached along with responses from and Peterson-Adams, Brouillard and Graf.

The Commission should discuss the three phase option and email regarding restructuring of the program with three distinct phases, the Commission should discuss and generate a motion

**CONCLUSION:**

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





## Restructuring of Traffic Calming Remedies

I suggest we re-structure the remedies into three phases. If five residents express a concern, it would be best to implement some countermeasures as quickly as possible. With this structure, it is clearer which remedies can be implemented quickly and which may require more data and analysis.

Phase 1 requires staff time only with no capital costs, assuming we have the signs and the radar gun. If data gathering confirms a problem, some or all could be implemented immediately.

If Phase 1 fails, or if preliminary analysis indicates the measures would be insufficient, then we move to Phase 2. At least some of these could be implemented using funds in the current budget.

Phase III remedies may have to go into the next CIP. However, if a pressing immediate need can be demonstrated (e.g. recurring pedestrian or cyclist accidents involving motor vehicles despite Phase I and available Phase II measures), a dedicated and continuing Traffic Calming budget could be presented to Council at a later date.

### Phase I Remedies

Requires staff time only.

1. Distribute temporary signage for placement curbside in yard or on verge. ("Please drive slowly" "Children at play" etc.)
2. Inspect corridor in question for traffic control signage obscured by vegetation. To be remedied by Public Works or property owner within 10 days.
3. Deploy speed trailer.
4. Police enforcement on site
5. Train residents to use radar speed gun; letters to offenders.

Note: Remedies 1 and 2 can be implemented concurrent with data gathering at discretion of PW or APD. Remedies 3 and 4 should follow only after data gathering as it will affect data. Timing of remedy 5 at discretion of APD and PW.

### Phase II Remedies

Implemented if phase I fails, as indicated by data gathering and analysis of corridor. Requires staff time and some infrastructure costs. Limited number can be accommodated within current budget.

1. Repainting existing crosswalks
2. Adding new crosswalks – paint only
3. Add new signage: speed, crosswalks, stop

### Phase III Remedies

Implemented if phase II fails. In most cases, these remedies may have to be included in the CIP, but can be moved up in priority.

Curb Extension

Medians

Pinchpoints

Chicanes

Speed Humps/Cushions

Roundabout/Traffic Circle

Diverter

## Scott Fleury

---

**From:** Linda Peterson Adams <gardengriotashland@gmail.com>  
**Sent:** Monday, September 09, 2019 3:39 PM  
**To:** Taina Glick  
**Cc:** Scott Fleury; Paula Brown  
**Subject:** Re: FW: Suggestions for Traffic Calming program

In reply to Bruce's suggestions for the Traffic Calming Program:

I think we should keep the 3 criteria (ADT,85th Percentile,Accidents) with the score suggested by Joe(10?) for implementation of Phase I soft measures. I don't think we should "implement measures" solely on the basis of 5 neighbors signing the petition. We need to do data collection(the roadway counter strips) to see if there is a problem at all(the 85 percentile criteria).

If the applicant in their summary given with the petition notes problems with vegetation clearance, this can get relayed to the Complaint Officer to start that process. The same would be true for sidewalk repair(not new sidewalks). (So the Application would be the signed Petition and the Summary of Complaint. And the name of one resident to be contacted for approval or denial.)

I also think that there is a massive complication of the process by introducing the radar gun into the Program and would not recommend its use at all.

I agree with moving CIPs up in priority should Phase I measures not work.

Let's keep it simple. Staff has already given us a good template for implementation. Let's use it.

Linda Peterson Adams

On Thu, Sep 5, 2019 at 3:20 PM Taina Glick <[taina.glick@ashland.or.us](mailto:taina.glick@ashland.or.us)> wrote:

Good afternoon all.

See attached forwarded at Bruce's request.

Taina Glick

Administrative Assistant

City of Ashland, Public Works Department

51 Winburn Way

Ashland, OR 97502

Phone: (541) 552-2427, Fax (541) 488-6006

This email transmission is official business of the City of Ashland, and it is subject to Oregon Public Records Law for disclosure and retention. If you have received this message in error, please contact me at (541) 552-2427. Thank you.

---

**From:** Bruce Borgerson <[wave@mind.net](mailto:wave@mind.net)>  
**Sent:** Thursday, September 05, 2019 2:11 PM  
**To:** Scott Fleury <[scott.fleury@ashland.or.us](mailto:scott.fleury@ashland.or.us)>; Taina Glick <[taina.glick@ashland.or.us](mailto:taina.glick@ashland.or.us)>  
**Subject:** Suggestions for Traffic Calming program

Hi,

Attached are some suggestions regarding restructuring of traffic calming remedies. Distribute to other commissioners if you think helpful.

--

209 Sleepy Hollow  
Ashland, OR 97520  
541.488.5542

"There is no greatness where there is not simplicity, goodness and truth." - Tolstoy

## Scott Fleury

---

**From:** Taina Glick  
**Sent:** Monday, September 09, 2019 4:21 PM  
**To:** Taina Glick  
**Cc:** Scott Fleury; Paula Brown  
**Subject:** FW: Linda's comments

Good afternoon all.

See below for Mark's Traffic Calming Program input.

Kind regards,

Taina Glick  
Administrative Assistant  
City of Ashland, Public Works Department  
51 Winburn Way  
Ashland, OR 97502  
Phone: (541) 552-2427, Fax (541) 488-6006

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---

**From:** Mark Brouillard <MTBrouillard@msn.com>  
**Sent:** Monday, September 09, 2019 4:15 PM  
**To:** Taina Glick <taina.glick@ashland.or.us>  
**Subject:** Linda's comments

Taina,

Thank you for the job you do. I am pretty much in agreement with Linda's comments. I do have one item that I do think needs to be discussed and that is the points and rating.

I believe it is as follows:

ADT - gets scores of 1-5 points due to the amount of traffic  
85% over - 2,4 and 6 points due to the amount over the speed limit  
Accidents - gets scores of 1-5 point due to the amount of accidents

Points needed are 8. 5 accidents shouldn't be only worth 5 points if 15 MPH over is going to be worth 6. Accidents should be double the points in my opinion.

Thanks and have a great day.



## Scott Fleury

---

**From:** Joseph Graf <jlgtrans15@gmail.com>  
**Sent:** Wednesday, September 11, 2019 8:55 PM  
**To:** Taina Glick  
**Cc:** Scott Fleury; Paula Brown  
**Subject:** Re: FW: Linda's comments

I like Bruce's structure with Linda's modifications. We can adjust the scoring at any time based upon experience.  
Cheers to all.  
Joe

On Mon, Sep 9, 2019 at 4:20 PM Taina Glick <[taina.glick@ashland.or.us](mailto:taina.glick@ashland.or.us)> wrote:

Good afternoon all.

See below for Mark's Traffic Calming Program input.

Kind regards,

Taina Glick

Administrative Assistant

City of Ashland, Public Works Department

51 Winburn Way

Ashland, OR 97502

Phone: (541) 552-2427, Fax (541) 488-6006

This email transmission is official business of the City of Ashland, and it is subject to Oregon Public Records Law for disclosure and retention. If you have received this message in error, please contact me at (541) 552-2427. Thank you.

---

**From:** Mark Brouillard <[MTBrouillard@msn.com](mailto:MTBrouillard@msn.com)>  
**Sent:** Monday, September 09, 2019 4:15 PM



**To:** Taina Glick <[taina.glick@ashland.or.us](mailto:taina.glick@ashland.or.us)>

**Subject:** Linda's comments

Taina,

Thank you for the job you do. I am pretty much in agreement with Linda's comments. I do have one item that I do think needs to be discussed and that is the points and rating.

I believe it is as follows:

ADT - gets scores of 1-5 points due to the amount of traffic

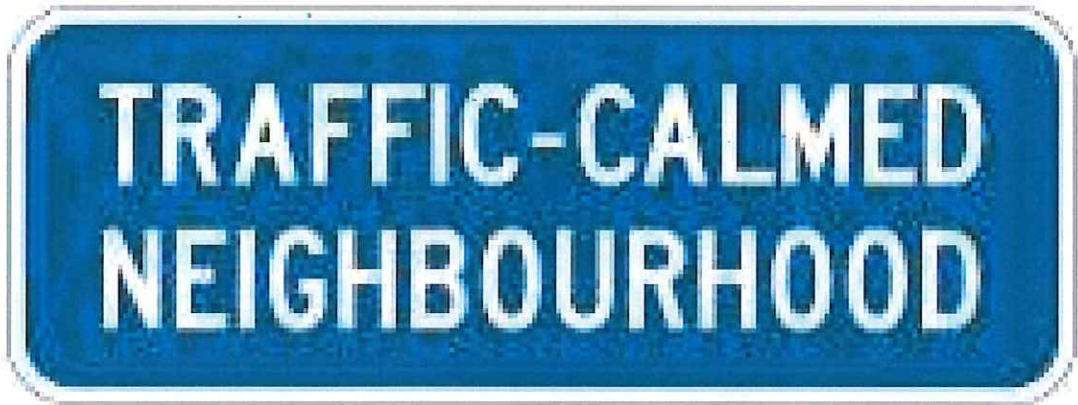
85% over - 2,4 and 6 points due to the amount over the speed limit

Accidents - gets scores of 1-5 point due to the amount of accidents

Points needed are 8. 5 accidents shouldn't be only worth 5 points if 15 MPH over is going to be worth 6. Accidents should be double the points in my opinion.

Thanks and have a great day.

**City of Ashland Traffic Calming and Safety  
Improvement Program**



**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**

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## Section 1: Introduction

### Section 1.1 Traffic Calming and Safety Improvement Program Overview

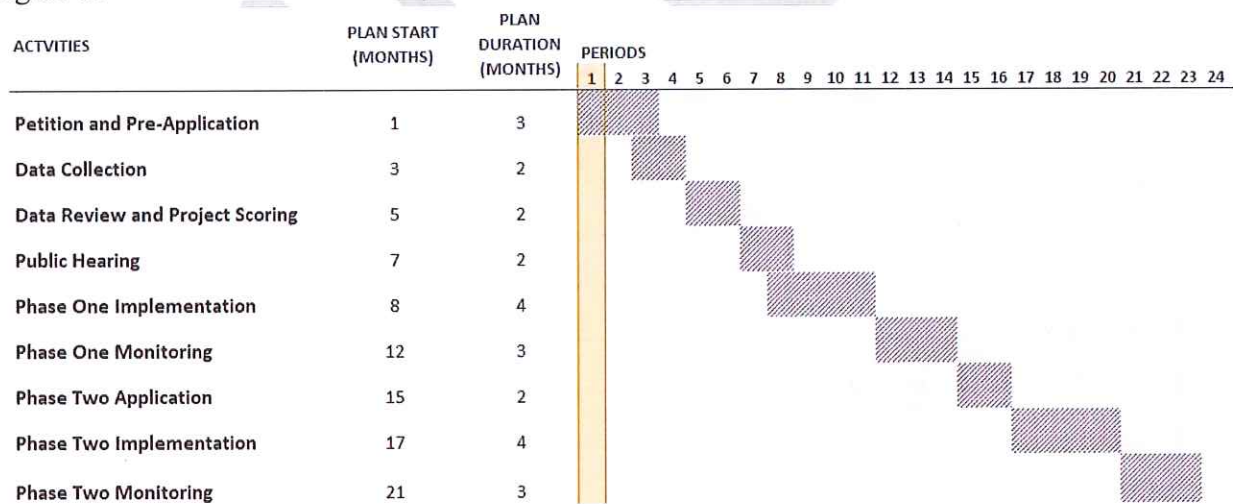
The City of Ashland’s Traffic Calming and Safety Improvement Program is part of the City’s commitment to the safety and livability of our neighborhoods and shall incorporate the goals, policies and objectives of the City’s comprehensive plan. The program is a collaborative effort of City staff and residents 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
Posted speed limit	The speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions	1-5	2
		5-10	4
		10+	6
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

**A total score of 8 points is required to move forward with any phase 1 solution.**

**For continued evaluation other factors may be considered including but not limited to the following:**

Pedestrian Generators	<b>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</b>
Bus Stops	Access to transit within ¼ mile of project street
Sidewalks	Existing facilities
Bicycle Facilities	Existing Facilities

### **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 8 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

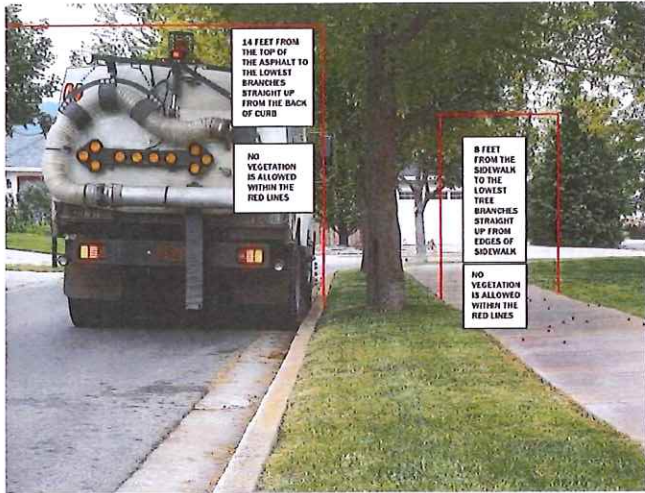
The addition of pavement markings shall be considered. Markings can include centerlines, fog lines, identification of crossings and speed limits.



#### 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

After data collection phase is completed and phase 1 criteria are met, the Ashland Police Department can use the information collected to perform targeted enforcement within study area during known times of excessive speed.



### 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

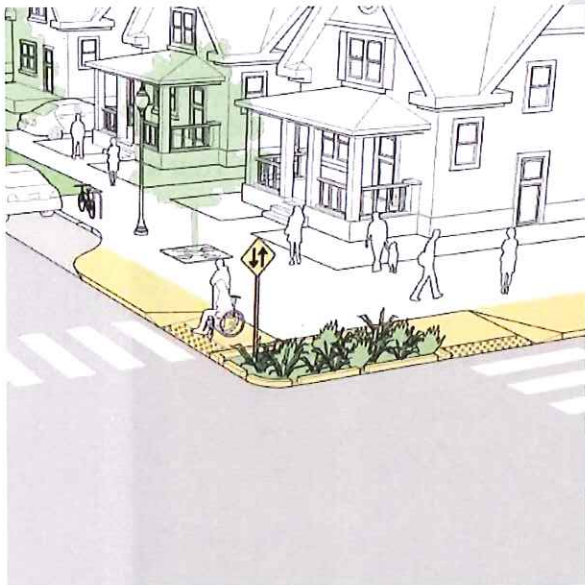
Lack of progress in meeting the goals of the traffic calming and safety program with phase one implementation can lead to potential phase two active improvements. Phase two installations can be considered “pilot” or final in place solutions depending on the evolution of phase two.

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.



### Pinchpoints

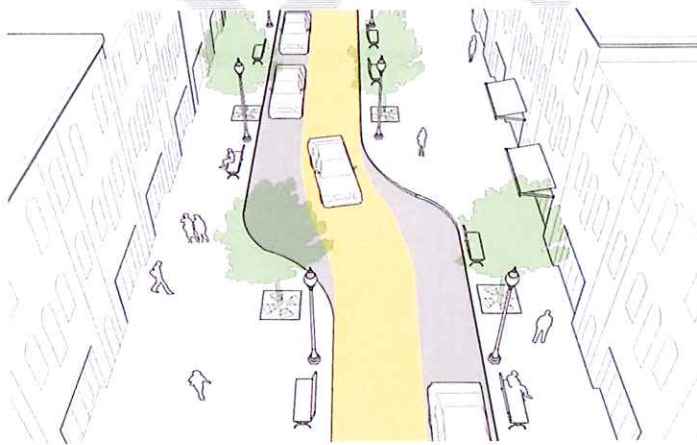
Chokers or pinchpoints restrict motorists from operating at high speeds on local streets and significantly expand the sidewalk realm for pedestrians.





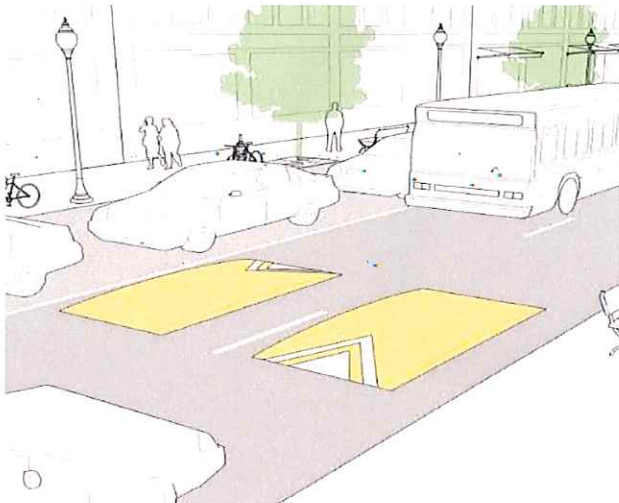
### **Chicane**

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

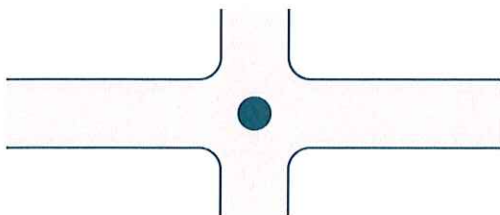
Speed cushions are either speed humps or speed tables that include wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger car speeds. They can be offset to allow unimpeded passage by emergency vehicles and are typically used on key emergency response routes. Speed cushions 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.

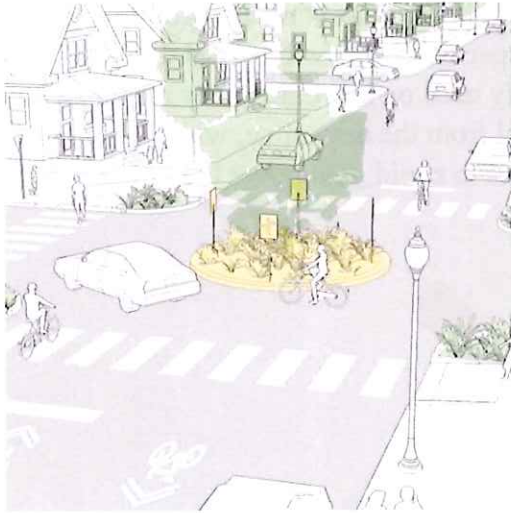


## Roundabout/Traffic Circle

Mini roundabouts and neighborhood traffic circles<sup>1</sup> lower speeds at minor intersection crossings and are an ideal treatment for uncontrolled intersections.

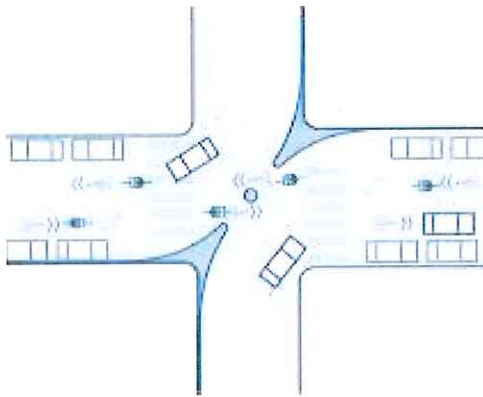
Mini roundabouts may be installed using simple markings or raised islands but are best applied in conjunction with plantings that beautify the street and the surrounding neighborhood. Careful attention should be paid to the available lane width and turning radius used with traffic circles.





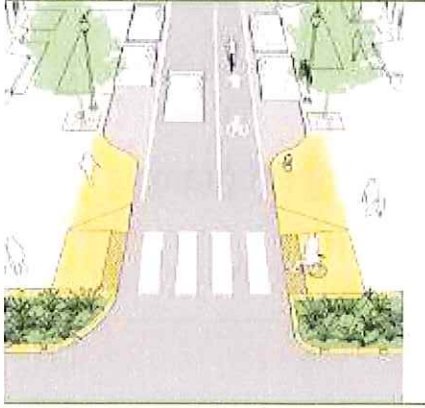
### Diverter

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



### Gateway Treatments

Curb extensions are often applied at the mouth of an intersection. When installed at the entrance to a residential or low speed street, a curb extension is referred to as a “gateway” treatment and is intended to mark the transition to a slower speed street.



### Stationary Radar Signs

A radar speed sign is an interactive sign, that displays vehicle speed as motorists approach. The purpose of radar speed signs is to slow cars down by making drivers aware when they are driving at speeds above the posted limits. They are used as a traffic calming device in addition to or instead of physical devices such as speed humps, speed cushions, speed tables, and speed bumps.



*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:		
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Signature:		Date:	

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Signature:	Date:		

PILOT

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# CITY OF ASHLAND

## Transportation Commission Action Item List

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S e p t e m b e r 1 9 , 2 0 1 9

### Action Items:

1. 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*
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.*
3. 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**)
4. Siskiyou Blvd. and Sherman St. intersection issues
5. 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.*

6. 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*

7. 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).*

8. Crosswalk Policy Development (**no change**)

