

November 7, 2023

| Agenda Item | North Mountain Avenue Protected Bike Lane | |
|-------------|---|--|
| From | Scott Fleury PE | Public Works Director |
| Contact | <u>Scott.fleury@ashland.or.us</u> | |
| Item Type | Requested by Council 🛛 Update | \Box Request for Direction \boxtimes Presentation \Box |

SUMMARY

Before the Council is review of a recommendation from the Transportation Advisory Committee to convert the existing bike lanes on North Mountain Avenue to protected bike lanes and eliminate curbside parking on the west side between East Main Street and 100' south of the Avista Gas regulator station.

POLICIES, PLANS & GOALS SUPPORTED

VISION STATEMENTS for Success:

- Ashland is a resilient, sustainable community that maintains the distinctive quality of place for which it is known
- We will continue to be a unique and caring city that stresses environmental conservation, fosters artistic expression, and is open to new ideas and innovation
- We will plan and direct our efforts to fulfill this Vision for the long term with a constant view toward being an open, welcoming community for all with a positive economic future

VALUE STATEMENTS for Success that Support the Vision:

COMMUNITY

- Community affordability, including in available housing and childcare
- Belonging through mutual respect and openness, inclusion and equity
- Quality of life that underpins the City's economic vibrancy
- Environmental resilience, including addressing climate change and ecosystem conservation
- Regional cooperation, including in support for public safety and homelessness

ORGANIZATION

- Respect for the citizens we serve, for each other, and for the work we do
- Excellence in governance and city services
- Sustainability through creativity, affordability and rightsized service delivery
- Public safety, including emergency preparedness for climate change risk
- Quality infrastructure and facilities through timely maintenance and community investment

Transportation Advisory Committee Mission:

"Ashland has a vision - to retain our small-town character even while we grow. To achieve this vision, we must proactively plan for a transportation system that is integrated into the community and enhances Ashland's livability, character and natural environment...The focus must be on people being able to move easily through the city in all modes of travel, Modal equity then is more than just



Council Business Meeting

a phase. It is a planning concept that does not necessarily imply equal financial commitment or equal percentage use of each mode, but rather ensures that we will have the opportunity to conveniently and safely use the transportation mode of our choice, and allow us to move toward a less auto-dependent community."

Transportation System Plan:

Goal #1

Create a "green" template for other communities in the state and nation to follow.

• Expand active transportation infrastructure to include features that encourage non-auto travel. Potential features include bicycle boulevards, bicycle lanes, wider bicycle trails, and improved lighting for bicycles and pedestrians.

Goal #2

Make safety a priority for all modes of travel.

• Strategically plan for safety and operational improvements for bicyclists and pedestrians.

Goal #3

Maintain small-town character, support economic prosperity and accommodate future growth.

• Consider modal equity when integrating land use and transportation to provide travel options for system users.

Goal #4:

Create a system-wide balance for serving and facilitating pedestrian, bicycle, rail, air, transit, and vehicular traffic in terms of mobility and access within and through the City of Ashland.

In addition to the TSP goals and mission the Transportation Planning Rule (TPR) was recently updated to reflect the Climate Friendly and Equitable Communities (CFEC) framework.

BACKGROUND AND ADDITIONAL INFORMATION

There has been some discussion by the Council on upgrading current bike facilities along Ashland Street and North Mountain Avenue to buffered/protected facilities. Ashland Street is classified in the City's Transportation System Plan as a Boulevard and North Mountain is classified as an Avenue. At the January 31st, 2023 Special Meeting, the Council moved to provide staff direction to bring to the Transportation Advisory Committee information for a recommendation regarding protected bike lanes and crosswalks on Ashland Street, with specific attention to YMCA Way and Washington Street. The intersections of YMCA Way and Washington Street are within the Oregon Department of Transportation (ODOT) jurisdiction and they are currently in the design phase to upgrade the ADA ramps and install crosswalks with Rectangular Rapid Flashing Beacons at these locations.



Council Business Meeting

The Transportation Advisory Committee (TAC) supported the upgrade from a standard bike lane to a protected bike lane on Ashland Street and this upgrade was included in the final construction documents. The Ashland Street rehabilitation project is currently in the construction phase and will wrap up in spring of 2024.

Public Works is also working to procure a micro street sweeper that will be able to sweep and remove debris from this and future buffered/protected bike land corridors.

At the same time the discussion about protected bike lanes was happening, the North Mountain Avenue rehabilitation project was being designed and staff requested the engineer to determine the feasibility for installation of protected bike lanes along the corridor. The engineer developed a schematic layout for installation of protected bike lanes. Based on the right of way width it was feasible to install protected bike lanes along the corridor, but it would require the removal of on-street parking for a portion of the corridor length, see breakdown below.

Right of Way (width) Analysis (reducing to 10' travel lane):

- All on-street parking from East Main Street to top of hill adjacent to the Avista regulator station would need to be eliminated to allow for a protected bike lane.
- Top of the hill to Bear Creek bridge appears to be wide enough to allow for the separated bike lane.
- Bear Creek bridge to Fair Oaks Drive is too narrow for the entire length to allow for a separated bike lane.
- Fair Oaks Drive to E Nevada Street appears to be wide enough to allow for the separated bike lane.
- E Nevada Street to I-5 bridge is too narrow to allow for a separated bike lane

Since the removal of parking would be required to support installation of the protected bike lane it was determined the best course of action would be to hold a public hearing at a TAC meeting and notice the public along the corridor to take public comment and bring back and recommendation to the City Council with the Council making the final decision about parking removal and protected bike lane installation. Staff provided written notice to all residents within 200' of the centerline of North Mountain Avenue along the section of roadway where parking was proposed to be eliminated.

The public hearing was held on September 21, 2023 at the Council Chambers with written and oral testimony taken by the TAC. All if this information is included in the attachment section. The TAC had a robust discussion and deliberation regarding a recommendation to be brought forward to the City Council.

Transportation Advisory Committee Recommendations:

Brouillard motioned to recommend to City Council that the parking be removed as shown on the schematic on the west part of North Mountain. David seconded. All ayes



Council Business Meeting

Brouillard motioned to use separated (according to the Federal Highway Administration) bike lanes painted green with cross hatches, candle type barriers, and 2 foot wide buffers from E Main Street to I-5. Richards seconded. All ayes.

Graf amended Brouillard's motion to say that the protected bike lane only be put in where the cross section is physically possible. Brouillard seconded. All ayes.

North Mountain Avenue General Info:

Mountain Avenue classified as an avenue in the TSP. Mountain Avenue has a 60 foot right of way Mountain Avenue generally has continuous sidewalk and a bike lane facility in place (missing sidewalk sections will be infilled with the construction phase) Mountain Avenue has sections of on-street parking provided for in bays P22 Project in the TSP recommends sidewalk infill along North Mountain Avenue

Estimated Parking Space Loss:

Staff estimated the total curb frontage for parking lost to create the protected bike lane along the upper portion of North Mountain Avenue (East Main to 100' North of Village Green) is 960 feet. The Manual of Uniform Traffic Control Devices provides design parameters for curbside parking and the spacing layout is 22' to 26'.

960'/22' = 43 total spaces





Figure 1: MUTCD Parking Detail



Delivery (package and post):

There was discussion about parcel and post delivery along with trash pickup along the corridor in relation to parking elimination and the delineator cone installation. There are approximately 17 driveway approaches along the section of roadway where parking would be eliminated for the protected bike lane. The installation of the delineators along the corridor should not impact parcel/post delivery nor trash pickup as the delineators will not be installed near the driveway access points in order to allow vehicular movements for ingress and egress.





Figure 2: Protected Bike Lane Installation Detail



BUFFERED BIKE LANE DETAIL

Figure 3: Protected Bike Lane







Figure 4: Protected Bike Lane-Green Paint Installation



FISCAL IMPACTS

The primary fiscal impact is associated with the cost to purchase and install the delineators and additional markings for the protected bike lane, including the recommended solid green bike lane painting. Staff estimates the cost of markings and delineators will add approximately \$150-200 thousand to the overall project budget.

Staff will be working to obtain full funding for the project through the Oregon Transportation Infrastructure Bank (OTIB) or other debt service provider. Staff will also be looking at grant opportunities to partially fund some of the improvements including the bike lanes and other safety improvements planned for the corridor.

DISCUSSION QUESTIONS

Does the Council have any questions about the TAC's recommendations?

ACTIONS, OPTIONS & POTENTIAL MOTIONS

- I move to approve the removal of parking along North Mountain Avenue and install a protected bike lane where feasible as recommended by the Transportation Advisory Committee
- I move to keep parking along North Mountain Avenue and re-install the typical bike lane section as part of the rehabilitation project





I move to take no action

SUGGESTED NEXT STEPS

Next steps include finalizing the design and construction documents to bid in spring of 2024. Staff will also need to coordinate and finalize funding for the project, which will most likely require City Council approval in 2024.

REFERENCES & ATTACHMENTS

- 1. Transportation Advisory Committee Meeting Minutes and Public Comment
- 2. North Mountain Schematic Layout-PBL
- 3. North Mountain Traffic Count Data
- 4. North Mountain Bike Count Data
- 5. P22 Fact Sheet



CALL TO ORDER: 6:00pm

Members Present: Mark Brouillard, Corinne Vièville, Linda Peterson-Adams, Holly Christiansen, Dylan Dahle, Dave Richards, Nick David Staff Present: Scott Fleury Liaison Present: Eric Hansen, Dylan Bloom Guests Present: Gary Shaff

ANNOUNCEMENTS

October $2^{nd} - 8^{th}$ is the National Week Without Driving, which challenges participants to travel without using a car so that they can understand the experience of those who need to use other modes of transportation to get around.

On Saturday September 23rd a Cars of Summer Show will be hosted by the Ashland Elks Lodge.

The Social Equity and Racial Justice Committee still has multiple openings for new members. To apply, visit the city's website.

Residents of Faith Avenue are still interested in participating in the Traffic Calming Program.

CONSENT AGENDA

Dahle motioned to approve the minutes as written. Christiansen seconded. All ayes.

REPORTS FROM OTHER CITY COMMITTEES

Gary Shaff reported on news from the Climate and Environment Policy Committee. At their last meeting they discussed advancing community involvement/engagement, citing the movement to electrify Ashland by not allowing gas appliances in new construction buildings. They also forwarded a letter of support to the Transportation Committee for the addition of bike lanes on North Mountain Ave.

Christiansen reported on news from the Planning Commission. They are currently working on amendments to parking requirements for the Climate Friendly and Equitable Communities rules. Bike parking recommendations and requirements will be linked to square footage instead of car parking spots, pending approval in December.

Hansen reported that on September 30th the Ashland Mountain Challenge bike race will be held in upper Lithia Park.

Bloom reported that on October 2nd there would be a council meeting to talk about and plan out the emergency homeless shelter.

NEW BUSINESS

North Mountain Avenue Public Hearing

Fleury explained that N Mountain is classified as an avenue in the TSP. The city is currently in the design phase for the N Mountain Ave Rehabilitation Project, which includes the corridor that starts at E Main St and extends to the I-5 overpass. Currently, there are bike lanes on the majority of N Mountain Ave, and the discussion for this meeting was to be about the inclusion of protected bike lanes, meaning lanes that are 5 feet wide with a 2 foot buffer on each side and candle-type delineators. Fleury explained further that the parking bays on N Mountain would not be impacted, but curbside parking would need to be removed. From Hersey St to the bridge crossing and up to Fair Oaks Ave, there is not enough street width to add a protected bike lane, so a regular 5 foot wide bike lane would be there. For this project, the city is also looking into improving ADA access, traffic calming, and lighting. The design phase is almost complete except for the striping plan, which is contingent on the Transportation Committee's recommendation

to City Council and their approval.

Several written comments were received, and multiple members of the public attended the meeting and voiced their opinions.

Bridget Reilly stated that they've lived on N Mountain for 9 years, and they've experienced a rise in fast traffic that is unsafe for pedestrians as well as people trying to get out of their driveways. They were in favor of removing parking and adding a bike lane, as it could improve the safety of the street, but not in favor of a protected bike lane with delineators. They also asked that the Transportation Committee consider adding crosswalks and other traffic calming measures.

Barb Settles, a member of Streets for Everyone and the Ashland Climate Collab, supported efforts to get people out of their cars. As an 8 year resident, Settles expressed that biking has not been a safe experience and they are almost hit at least once a week. They especially don't feel safe biking from the Lithia Park/Plaza area, as well as on N Mountain.

Bret Miller of 311 N Mountain Ave questioned the priority level of the issue at hand, particularly because a pedestrian crossing for people trying to go to and from N Mountain Park is also needed. Miller expressed that poor driving was the main issue for the street, and protected bike lanes would not address that problem.

Michael Orendurff, who lives on Parkside Drive and participates in Streets for Everyone and the Ashland Climate Collab, stated that there are multiple benefits to protected bike lanes and they are necessary to keep people safe from cars. They cited reduction in greenhouse gas emissions, reduction of congestion, and less noise pollution as benefits. They stated that the most common reason that people don't ride their bikes is fear, and the poor driving along with the construction that is currently on N Mountain Ave doesn't help. They also cited multiple statistics supporting their reasoning.

Aaron Michaelson stated they grew up in Ashland but moved away and returned 3 years ago. They recently got rid of their car in favor of an e-bike. Michaelson previously worked in Portland promoting more sustainable commute options and has seen how alternate modes of travel can improve people's lives. They also stated that the current conditions of the road are not safe due to cars speeding, and adding protected bike lanes would reduce parking encouraging people not to drive. Protected bike lanes would also be safer for children walking to school.

Julia Sommer of Village Square Drive, who also submitted a written comment prior to the meeting, supported protected bike lanes and sidewalks. Summer stated that car and truck travel seems to have quadrupled, especially with all the construction. They bike up and down N Mountain twice a day and it's daunting due to traffic and construction. They stated that adding protected bike lanes would give residents and visitors a safe alternative to get downtown. Further, speed bumps would also be a good idea, and there should be a flashing beacon where the bike path crosses N Mountain.

Bob Alteras, who strongly supported bike lanes, stated that they bike N Mountain every day, and they feel they're taking their life into their hands every time because N Mountain is a mess. They stated that the flaggers for the current construction have mentioned the number of bikers. Alteras also has witnessed kids riding their bikes on sidewalks because they're scared of the bike lane.

Peterson-Adams stated that City Council approved and set as policy to put in protected bike lanes where feasible. An example of this is the Ashland Overlay Project slated for this fall. Peterson-Adams explained the duty of the

Transportation Advisory Committee to make decisions "based not on our own feelings or fears or self interest but on an understanding of the goals and plans that the community has established, not on our individual conceit, but on our commitment to choose what we think is best for the community as a whole."

Richards asked Fleury that since the synagogue nearby would be losing parking for their events, how many cars can fit on N Mountain? And how many spaces would be lost versus how many would remain? Fleury responded that all parking bay spaces would remain, but that it's difficult to give an exact number for spaces lost due to the spots not being marked. Generally, the rule for a parking spot is 20 feet long with a 4 foot gap in between, but in some places people can park bumper to bumper. Brouillard stated that 20 spots from the railroad tracks to the corner can fit. Fleury also added that the intersection locations also need to be taken into consideration as there is no parking 20 feet back from crosswalks due to visual clearance issues. Also marked crosswalks are to be put in at Village Green Drive so there will be a loss of parking no matter what at that location as part of the safety portion of the project. Residents with driveways are also allowed to mark their curb 6 feet on either side to discourage parking.

Vièville inquired if the driving lanes would be narrowed for the project. Fleury responded that it was going to vary, like on Ashland Street. Nominal traffic lane width would be 10 feet wide. Ashland Street has 10-11 feet, and N Mountain is currently 11-12 feet. Fleury recalled that the group had talked about bus and emergency vehicle width, and a 10 foot travel lane could accommodate those. Also, the turn radius for trucks turning from Hersey Street onto N Mountain is not an issue due to the width of the intersection, but the protected bike lane barriers would have to end near the intersection.

Vièville then asked how easy the barriers for the bike lane are to remove. Fleury explained that they can be bent if ran over, and they're usually attached with asphalt tape, so they can be replaced and moved. The typical spacing of the barriers is 20 feet.

Vièville mentioned that N Mountain is one of the evacuation roads. Peterson-Adams responded that when speaking with the city's Emergency Management Coordinator, Kelly Burns, he was pleased that the city would be getting rid of some of the parking on N Mountain, but was not pleased about the barriers going in, because wider roads are safer. Fleury added that the road is still within the appropriate width for evacuations, and there are multiple other evacuation routes in the area.

Dahle asked if there was a possibility of reducing the speed limit on the street since the roadway would be narrowed. Fleury responded that currently there is no way to reduce it from 25 mph to 20 mph due to the state rules, but there is a lot of discussion about letting local networks make their own decisions in that regard.

Brouillard inquired if Fleury had conferred with UPS about taking away parking, because they consider N Mountain a "deliverable route" meaning that they won't park the mail truck and walk. Also, UPS won't deliver packages if there's nowhere for them to park. Fleury said that he sees them park and block the road often. Brouillard also expressed concern that with the narrowing of the road more cars will be going over the lane line resulting in more traffic tickets.

Graf asked how the bike lanes would affect the area between B Street and Main Street. Fleury responded that there are 2 parking bays that fit the cross section between B Street and the railroad tracks. The bike lane would extend all the way up and terminate just below the parking bay edge at the last lot at N Mountain and Main Street. Fleury clarified that the schematic map that was presented to the group is not a final design, it's just for layout purposes to show feasibility. Graf asked if that meant there would be no bike line from that spot to the corner. Fleury explained that there would be transitional striping.

Fleury told the group that he reached out to Recology regarding trash pickup but has not heard back. He is expecting that the garbage truck's arm will be able to reach over to get resident's trash cans still but he isn't sure how that structure works. Peterson-Adams suggested the option of leaving the garbage cans in the driveways.

Graf inquired how much obligation the city has to provide street parking to meet resident's needs/desires, as the expected code change that would absolve developers of putting in parking would eliminate even more of the parking in that area, and there's already a lot of cars that need to be parked somewhere. Fleury stated that per the Division of Land Development, parking is market driven.

David asked if the protected bike lanes would follow the curb into the parking bays and if so would cars have to cross over the protected bike lanes to get into the parking bays? Also, when would the proposed layout be less conceptual and more permanent? Fleury responded that drivers would need to cross over the bike lane to get to the parking bays. Also, the idea needs to be approved before the plans can be finalized, and a change order would need to be done with Dowell with striping patterns fully completed and a decision made on that basis. Fleury also stated that the striping could be moved to the other side of the street on the high school side. Currently the project limit is to E Main Street but Fleury doesn't think there'd be an issue establishing transitional striping and some signage, without looking at the road rehab and other components.

Brouillard motioned to recommend to City Council that the parking be removed as shown on the schematic on the west part of North Mountain. David seconded.

Graf asked if that meant no parking from B Street to the corner. Brouillard responded that it would be from the parking bay to the corner. Richards asked why the motion was just for removing parking and not the protected bike lanes as well. Brouillard explained that it's easier to do it in parcels, as putting in protected bike lanes is a larger discussion, but removing parking would at least widen the road and make it safer. Richards responded that if the parking is removed but the protected bike lanes aren't put in then it would be removing parking for no reason. Brouillard responded that it would be City Council's decision and then the TAC could talk about what to do with that new space.

Dahle asked if the parking bay on E Main Street would be removed, as mentioned in the public comment letter from the owner of 1081/1079 E Main Street. Brouillard responded that those spaces have to stay there legally. Fleury advised that he had responded to their letter and let them know that the parking there wouldn't be impacted.

Vièville asked if the synagogue could make a bigger parking lot. Brouillard responded that they have more room to pave in the back and the Beach Creek community could let them park there.

Peterson-Adams did a roll call vote for the previous motion to recommend to City Council that the parking on N Mountain Ave be removed as shown on the schematic on the west part of N Mountain Ave. All ayes, unanimous.

Brouillard made a second motion to recommend to City Council that buffered bike lanes be installed on both sides of the road from E Main Street to the highway, meaning 5 foot wide green painted lanes with 2 foot buffers from one point to the other, with candle-type barriers. Richards seconded.

Vièville asked if the candle barriers take up 2 feet. Brouillard explained that they go between the bike lane and the street, and Fleury added that they're 4 inches wide and reflective. Brouillard asked if green paint would be permissible, and Fleury said he would need to clarify that with the traffic engineer, Dowell, and DKS.

Brouillard motioned to use separated (according to the Federal Highway Administration) bike lanes painted green with cross hatches, candle type barriers, and 2 foot wide buffers from E Main Street to I-5. Richards seconded.

Richards asked what space that would leave with the 2 foot buffer and the gutter pan, as a bike can't use the approaching curb. Fleury explained that you almost get the gutter pan back.

Dahle inquired about the type of candle barrier that would be used, and Fleury responded that the group hadn't specified yet but generally it would be the kind that tapes to the street with asphalt tape. Peterson-Adams thought that for ADA purposes the candle could be yellow. Fleury responded that they're generally white or yellow, and traffic control ones are orange.

Vièville expressed concern that the group wasn't ready to make this motion because issues like garbage, mail, and package delivery hadn't been resolved. Brouillard responded that if the candles are laid out in such a way that could avoid the mail boxes then it could work, and the delivery trucks would block the road for about 15 minutes a day. Richards suggested that large cluster type mail boxes be put in that would be large enough for packages, and added that he has seen the Fed Ex drivers deliver while parked in the road so blocking the road is already happening. Dahle added that the delineation of how it is now versus what would happen is that the bike lanes would be more visible so bikers could be more aware and make informed decisions, and if it's working in other places and it just annoys some people for a little bit then it should be a straightforward decision.

Graf expressed concern about making a motion to put the protected bike lanes in wherever feasible as he remembered Fleury saying that it isn't possible. Fleury explained that he was saying a green area through there would be possible but not candles. Graf said he is unsure that this could work at the Main Street intersection.

Graf amended Brouillard's motion to say that the protected bike lane only be put in where the cross section is physically possible. Brouillard seconded. All ayes.

Brouillard asked if the TAC could define what type of candle would be used, and Fleury explained that it was not possible because it would put liability on the TAC, so that decision would need to be run through the traffic engineer. If there's a preference of white or yellow then Fleury could make a recommendation. His preference would be white with yellow reflective tops.

Peterson-Adams did a roll call vote for the motion to use separated (according to the Federal Highway Administration) bike lanes painted green with cross hatches, candle type barriers, and 2 foot wide buffers from E Main Street to I-5 where the cross section is physically possible. All ayes, unanimous.

OTHER

Brouillard went on a ride along with an Ashland Police Department officer. He commented on how overwhelming it was and how many bad drivers there are on the road for all modes of transportation. For example, they witnessed someone on an e-bike going 50 mph, and that is a regular occurrence. Brouillard explained that the officers have to prioritize what they do, and they are doing a commendable job. He also recommended that everyone (TAC members and City Council members) go on a ride along to see what our police department does.

ADJOURNMENT: @ 7:23 PM Respectfully submitted,

Elizabeth Beckerich, Administrative Assistant **Full Video Available by Request**

Dear Fleury,

I am writing to you regarding the absurd proposition to eliminate street-side parking on the west side of Mountain Ave. I am the Owner of 1081/1079 E Main Street. I purchased this building back in 2017 and have been limited by the city ever since, mostly due to the lack of parking. When I bought this building there was a dirt field behind the building which was once its parking. That lot was sold, limiting the use of this building. As it stands right now I only have 4 legal parking spaces, one of which is an ADA-accessible spot for my building. I have not been able to turn this unit into a vacation rental or long-term rental creating more housing in Ashland because the city requires more parking spots. By eliminating the parking in front of my building you are directly limiting the use of my building. The main floor is an open hall which would be another great gathering space here in Ashland but, I am not permitted to do anything with it as again I don't have parking.

The City of Ashland already has parking issues. Deleting more parking is not a resolution. By doing this my clients, and the entire residence of the condos behind my building will be forced to park on B Street and Emerik. These streets are extremely narrow and crowded as it is. I have been here since 2017 and do not see a need for a bike path. The bike traffic is very limited.

Furthermore, it is my understanding that the parking spot in front of my building belongs to the building. I am curious if this does pass what compensation will I be receiving from the City for loss of use for my building?

I would love to have a further discussion about this with you.

Regards, --Lisa Petrini Owner Asurent Property Management

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The following is my input regarding a protected bike lane on North Mountain.

Yesterday I turned onto N. Mountain from E. Main and within a block or so (before the railroad tracks) I observed four cars parked on the West side of N. Mountain Avenue. I recently saw a UPS truck parked on the West side while making a delivery to a house on the East side.

Several houses on the upper portion of N. Mountain have very limited driveways, as do I. This prohibits trucks making deliveries from turning around to exit the property. The alternative the trucks would have on limited driveways would be to back out onto N. Mountain which is obviously dangerous. Parking on the West side of is the easiest and safest alternatives for delivery vehicles.

The same issue occurs when more than one car is visiting a house with limited driveway space. Visitors to my house use the West side to park.

Within the Beach Creek development there are well paved, wide roads with little traffic and perfect for cycling. As the development gets further along I think cyclist will see the advantage to riding through the development. Some of the roads in Beach Creek go all the way through and even down to the Greenway. A safer route than North Mountain.

Obviously I am opposed to a protected bike path on North Mountain and I hope it is given careful and objective consideration.

Catherine Shauger 196 N Mountain From: Judith Singer

Subject: Bicycle Safety in Asland

[EXTERNAL SENDER] Hello -

We are relatively new to town, having moved here July of 2020, and I'm loving it... but I have observed a few things while riding my bike around town that I would like to address with the city regarding my concerns about the safety of the cyclists in Ashland. I am a retiree and live in Mountain Meadows. I ride an ebike that has 1360 miles on it.

I ride mostly on the Bear Creek Greenway and the bike path that crosses North Mountain Ave towards Tolman Creek Road... but by necessity, my shopping trips also take me on the city streets. Here are some thoughts that I believe would make things better and safer for me and other cyclists.

1) On North Mountain, when I leave my home, I must ride down a hill at the very place where the bike lane squeezes into the roadway (effectively ending onto the road) right at a point where the sightlines are limited by the hill and traffic is often traveling at speeds in excess of the 25 MPH posted limit. It is my hope that the planned North Mountain Avenue work will correct this.

2) On the Bike path crossing Main Street, many drivers are mindful but PLEASE upgrade the sign and paint the street with the green crossing lane as I have seen elsewhere about town! The angle of the crossing is weird, traffic is often traveling at speeds faster than posted limits and visibility is terrible. I dread this intersection every time I ride in that direction.

3) The intersection of the Bike Path and North Mountain is BLIND due to the fences on both sides of the bike path. Once again, the place the bikes are crossing is not painted green... and the bike Xing signs are not very visible. Since there is a stop sign just before the crossing, cars heading towards the Nature Center are accelerating, and the bike crossing is unexpected. Please paint the crossing green and reposition the signs.

4) When Mountain Meadows was built more than 20 years ago, I heard that there were discussions and a promise to build a bridge at Nevada Street for bikes and automobiles over Bear Creek which would give us access to the Ashland Dog Park and Bear Creek Greenway. I understand that the folks on the other side objected, so the project was scrapped. With the amount of development going on in Kestrel Park along with the massive number of homes being built up the hill from us, I believe it is time to revisit the bridge.

Disaster evacuation notwithstanding, I would rather not have to ride down Oak Street (and refuse to risk my life on Eagle Mill Road) to reach the Bear Creek Greenway. Minimally, as a matter of safety, emergency vehicles should be able to reach my neighborhood from more than one road or direction... I believe that the long-ago promised bridge should be built for bikes and emergency vehicles, with the option for automobile traffic if needed in an emergency. It is the right thing to do in light of the increasing population density in my side of town which will undisputedly increase the likelihood of traffic congestion. Please, let's prevent car and bike tragedies instead of waiting until an accident to act.

I urge you to make these upgrades. They will serve to protect residents from visiting drivers who are not familiar with our streets or locals who are distracted or speeding. I love riding my bike but want to feel safer than I currently do.

Thank you for your attention. I will look forward to a safer ride on my future trips!

Judy Singer

Scott Fleury - Public Works Linda Peterson Adams - Ashland Transportation Committee Chair City Council - <u>council@ashland.or.us</u> 20 East Main Street Ashland, OR 97520 <u>Scott.fleury@ashland.or.us</u>

Re: Installation of Protected Bike Lanes

Dear Scott and Linda,

I am the home owner at 192 N. Mountain Ave., and I am writing to share my concerns and objections to eliminate street parking along N. Mountain Ave.

To begin, eliminating street parking will make it impossible for anyone who is visiting to find a place to park. I can fit one car in my driveway safely, leaving them some space to turn around before going out onto N. Mountain Ave. If a second car pulls in, they would have to back out onto N. Mountain Ave. due to the allotted turnaround space being blocked by the first car. There are other factors to consider when it comes to safety, such as delivery vehicles stopping in the middle of the street because there's no parking available on the street.

I pay attention to the cars parked on N. Mountain and there are always plenty of them. Where will they park if nothing is available? Shoving more cars into driveways (if there's even room) will only create a situation where more people are backing out onto N. Mountain. I was told when I was renovating my home that the City did not want this to happen and that I needed a turnaround space.

Across the street from me is the Jewish temple and they have had many large events and the street parking is necessary. Further, the two new homes near the railroad tracks just south of me have five small apartments per building. Those homes may need to house as many as 10 vehicles or more, surely they will need some parking on N. Mountain Ave.

In general, taking away parking in Ashland is not a good idea, and the lack of spaces in this particular instance will leave people nowhere to park if the parking were gone. There are already bike lanes on N. Mountain Ave., and I see no need to eliminate parking that is desperately needed. I have seen the amount of bikes that use N. Mountain Ave., and it is not that great of a need. Too, it's not like bicycles need to pay any kind of fees to take priority over vehicles. Further, widening traffic lanes would only speed up traffic, yet another safety concern.

In summary, I am strongly opposed to eliminating parking on N. Mountain Ave., for all the reasons stated above. Thank you in advance for considering leaving the street as is.

Sincerely, Linda Smith 192 N Mountain Avenue Ashland, OR 97520

Hello Scott

We are long time Ashland residents and bike riders - 40 years and counting - and love our town and appreciate all of the good work you do!

We are not super active on city issues, but this one seems quite important. We saw that the city is considering putting in a dedicated bike lane - which we presume would include some sort of concrete barrier - on Mountain Street, eliminating parking on one side of the road.

If this means putting in the type of barriers recently introduced in Talent we are voting NO. Though they are great for bikers they are not only an eyesore because Talent can't afford to maintain the landscaping, but if there is a fire, this escape route is not totally inflexible. They now cannot make the entire road one lane and they lost valuable road space for evacuations and it cost Talent a lot of money!

So, if the city is considering the Talent type of permanent barriers we vote NO.

If the city is considering removing parking and, with painted lines, creating a dedicated bike lane, we vote YES.

We expect that the latter will be much less expensive and will also allow for traffic flexibility in case of an all city evacuation.

We will be out of town the night of the meeting, so I hope our letter can be our form of comment.

Thanks again.

Joyce and Richard Stanley 44 Scenic Drive Ashland OR 97520 541 292 3457

Transportation Advisory Committee members:

I support the addition of protected bike lanes on N. Mountain Avenue.

Adding protected bike lanes on N. Mountain and on other major streets in Ashland will give residents and visitors a safe alternative to the way they get around town. Without protected bike lanes, bicycling will never be a practical way to make short in-town trips; the risk of serious injury or death is too high.

I would bike more if I didn't have to share the road with cars/trucks.

With gratitude,

Mike Wright 111 Montview St.

Hello Scott,

I would like to express my support for the proposed protected bike lane project along North Mountain Avenue. I believe this project will be of much benefit to the community and the immediate neighborhood including future Beach Creek residents.

I kindly ask this letter be added to the record.

Sincerely,

Laz Ayala KDA Homes 541-944-9561 Re: Streetside Parking Elimination

If I correctly understand the proposal, I oppose it. There is now a bike lane on the west side of North Mountain from E. Main to the railroad crossing (the area of my concern). There is also a bike lane on the east side, although not marked from E Main to approximately 54 N Main.

My understanding is that the area facing units 51-59 was carved out to provide parking when that development was built. (There is also a carve-out just north of E Main which is claimed as private property. I have no views on that.) I also concur with not allowing parking on the west side north of the carved out parking area extending to the railroad tracks. Cars do sometimes park there, but that is inconsistent with the west side bike lane and no parking signs would be appropriate.

But the 51-59 carve out should remain as parking. This entire area is very short of parking. (My development, 58-74 has only two guest spaces and no way to add more. Deliveries often require unit owner cooperation.

When I have guests, I often suggest that they use the parking lot by the police station on E Main. But some are elderly (like me) and even a three minute walk on major thoroughfares can be difficult.

I admit that this is not perfect for the cyclists. On the other hand, there is a very easy work around for those traveling on N Mountain toward E Main. Turn right on B St and L on Emerick.

Yours.

Mary Coombs

60 N Mountain Ave.

Ashland OR 97520

I am a senior citizen writing in support of better bike lanes on Mountain St and, actually, any place they can be installed. Biking on that road feels like taking my life into my hands, but it is often the most direct route to where I am going and just because I am on a bike doesn't mean my time and effort doesn't matter. Drivers will complain-people hate losing a perceived privilege-and then they will slow down perhaps even to the posted speed limit and (I hope) pay more attention to other users of our public thoroughfares. Laura Duncan



Havurah Shir Hadash

חבורת שיר חדש

185 Mountain Avenue, Ashland, OR 97520 Mailing address: PO Box 1262, Ashland, OR 97520 Tel.(541) 488-7716 Fax(541) 622-0203 www.HavurahShirHadash.org

August 11, 2023

To the Attention of:

Scott Fleury - Public Works Linda Peterson Adams - Chair (Transportation) City Council - council@ashland.or.us 20 East Main Street Ashland, OR 97520 scott.fleury@ashland.or.us

Re: Street Parking Elimination plan

Dear Scott and Linda,

The Havurah Synagogue, at 185 N. Mountain Street, hosts many events both for the community at large and our own membership at the synagogue. These large events include holiday prayer services, such as Rosh HaShanah and Yom Kippur in the Fall, holiday events such as our Hanukkah Fest in December and our Passover Seder in the Spring, as well as widely attended concerts. Although we do have a parking lot, overflow parking is needed on North Mountain for larger events. Our venue can host up to 250 guests inside and more outside. (Last fall for instance a Ukrainian Benefit brought in visitors from all over the valley.) Our own parking spaces are limited to 50 spaces.

In addition to our events, our facility is regularly rented to other non-profits and organizations for their concerts, workshops, etc., for which they would also need overflow parking.

There is no other parking nearby - other than N. Mountain Street itself - and for this reason we favor and request a decision to keep the street parking as is, rather than eliminate it for a protected bike lane. Parking on N. Mountain is already limited and there are bike lanes on both sides of this street.

In addition, our nearby neighbors need to have streetside parking available to them for larger deliveries and emergency vehicles. Some do not even have driveways.

Another issue is that our parking lot becomes neighborhood overflow parking when spaces are limited. This has been true especially lately with all the construction and utility work on this stretch of road. Even road workers have had no other place to park while they help divert traffic into one lane, and so they have parked in the Havurah parking lot.

In short, we feel it would be a disservice to delete parking spaces on the west side of the street and hope you will consider and value our request.

Respectfully,

data a

Ayala Zonnenschein Executive Director Havurah Synagogue

Art Schreiber Havurah Council Member

Denise Deneaux Office Manager Havurah Synagogue

Daniel Greenblatt Havurah Council President

City of Ashland Attn: Scott Fleury, Public Works Director 59 Winburn Way Ashland, OR 97520

Subject: North Mountain Avenue; Street-Side Parking Elimination - SUPPORT

Thank you for the opportunity to be heard on this matter. I'm 100% supportive of eliminating parking along North Mountain Avenue in order to gain a protected bike lane. Ashland has a relatively successful bike transportation system from east to west via the Central Bike Path and Siskiyou Boulevard, but its north to south system falls short and is often times a defensive experience. Further, Heresy Street and North Mountain are intrinsically linked and heavily relied upon to collect and distribute various modes of traffic along the north half of Ashland, but because North Mountain Avenue's deficiencies with both bike lanes and sidewalks, this part of the system falls woefully short and thus needs the dedicated bike lanes.

In addition, over the last two decades, roughly 85% of Ashland's residential growth has occurred in the North Mountain Neighborhood, from the railroad tracks to I-5, including a number of businesses along Heresy Street, Williamson Way and Russell Street, have put an emphasis on employees utilizing alternative modes of transportation to get to and from work. At the present time, there's no easy connection to these areas, including the North Mountain Commercial Zone, so bicyclists are forced to risk their safety.

Finally, I'm well aware of the section of North Mountain Avenue (from E. Main to the area just north of Village Green Drive) where adjacent property owners use the street for parking, but the vast majority of the parcels along this area have plenty of room to accommodate their daily needs and future development opportunities, but for the 3 to 4 parcels just north of Village Green Drive, on the east side North Mountain Avenue. These parcels do not have on-street parking today and likely rely on parking from the other side of the street, but a possible 2-space parking bay, on the west side, designed into the improvement plan would easily suffice the occasional guest parking need.

In conclusion, I support the Transportation and City Council's decision, which should be unanimous, in improving our community's efforts to encourage all modes of transportation. Ashland is a wonderful place to live and work, but as a community we need to understand that the best part of Ashland is its human scale experiences, which includes walking and biking throughout the City.

Sincerely,

Mark Knox 670 Nepenthe Road Ashland, OR 97520

481 North Mountain Ave. Ashland, OR 97520

September 13, 2023

Dear Mr. Fleury,

I am writing to you as an Ashland resident who uses my bicycle for commuting to work and errands around town, as well as for recreation into areas of Jackson County. I am always in favor of infrastructure modifications that make cyclists safer and more comfortable, as I feel that this is the only way to increase the use of bicycles in our community. Having ridden on protected bike lanes in other cities, I feel that they go a long way towards accomplishing these goals.

In this specific instance, the number of living units that will have their parking affected (between Village Green and East Main on the north side of North Mountain) is minimal, and they are either houses with private driveways or multi-family units with alternate parking in the alley behind or in garages. The aforementioned section of street is one that is used for cycling to several local schools and North Mountain Park.

Therefore, I wholeheartedly support this protected bike lane.

Yours Truly, Martha De Aquino

Hi Scott. I'm an Ashland resident, and strongly support protected bike lanes throughout the city. I have two young kids and would love to take them biking more, and protected lanes would greatly increase safety. I understand the city is deciding whether to put protected bike lanes in on North Mountain—please do it! It's a great investment for a safer, more sustainable, city that encourages people to get outdoors.

Anna-Rose

Anna-Rose Mathieson • Bio

Complex Appellate Litigation Group LLP <u>www.calq.com</u> • (415) 649-6700 Hi,

both of the owners (me and my sister) both commute to work on bikes and we would love more protected bike lanes in the valley. Ashland is a great place to bike around in but it is intimidating and dangerous for young and older folks. protected bike lanes are critical for increasing bike use with those groups. I think North Mountain is a pretty wide road and could easily accommodate bike paths. thanks, Chris Uhtoff

and Marie Caballero-Uhtoff

Northwest Nature Shop 154 Oak St. Ashland OR 97520

| Mary Paschke | |
|---|--|
| Scott Fleury | |
| info@ashlandclimate.org | |
| Protected bike lanes in Ashland, OR - N Mountain Avenue | |
| Saturday, September 09, 2023 1:36:08 PM | |
| | |

To the Transportation Advisory Committee members:

Protected bike lanes are a key element in increasing bicycle ridership in Ashland. Although many of us would like to cycle for routine trips around town, there are many streets on which we do not feel safe and which are not served by the central bike path. The addition of protected bike lanes on Ashland Street is a great start. **The addition of protected lanes on North Mountain Avenue would also be of benefit to many in the community. Please consider this addition.**

Thank you, Mary Paschke 1077 Beswick Way, Ashland, OR

Dear Scott Fleury,

I hope that this email finds you well.

I live on North Mountain Avenue, am a professor at SOU, and ride my bike to campus daily. I am writing to show my support for the proposed protected bike lane on North Mountain Avenue. The current infrastructure on Mountain Avenue is really inadequate. Where a lane exists, it is in many very narrow, squeezing cyclists between fast-moving traffic and the danger of parked car doors opening. I am eager to learn of the proposed improvement of a protected lane for cyclists.

I am a lifelong cyclist and a strong believer in how cycling infrastructure can improve towns and cities, making it safer not just for cyclists but for pedestrians and drivers as well. I am grateful for everything that Ashland has already done to support cyclists and hope that the city will continue to improve in this regard. I understand that this sometimes includes hard/unpopular decisions, including the removal of existing vehicle parking and the expense of new infrastructure, but I believe these hard decisions are worth it, and help to carve out a more sustainable and healthy future for Ashland's citizens.

Thanks for all your hard work-Dr. Hannah Archambault

Transportation Advisory Committee members:

I support the addition of protected bike lanes on North Mountain Avenue from North Main to the Bear Creek Bridge, and the construction of sidewalks, where missing, throughout the project's length.

Adding protected bike lanes on N. Mountain and on other major streets in Ashland will give residents and visitors a safe alternative to the way they get around town. Without protected bike lanes, bicycling will never be a practical way to make short in-town trips; the risk of serious injury or death is too high for most people.

Bicycling is fun, healthy, helps reduce greenhouse gas emissions, reduces congestion, boosts the local economy, and saves people money.

Thank you,

Harlan Bittner 3126 Alameda St #107 Medford OR 97504

Sent from my iPad

Begin forwarded message:

From: Nancy Boyer <boyerbeware@yahoo.com> Date: September 20, 2023 at 9:49:31 AM PDT To: Nancy Boyer <boyerbeware@yahoo.com> Subject: Fwd: Mountain Ave Rehabilitation?

Sent from my iPad

Begin forwarded message:

From: Nancy Boyer <boyerbeware@yahoo.com> Date: September 20, 2023 at 9:46:56 AM PDT To: Nancy Boyer <boyerbeware@yahoo.com> Subject: Mountain Ave Rehabilitation?

To Scott Fleury n the TAC.

I am opposed to "rehabilitating" Mountain Ave., narrowing the traffic lanes and removing parking for many people!

Looking at the traffic studies, there most often 2-4 bikes to over 1000 cars, in the same time frame!

What cost to the city will this involve for the few? The problem has been identified as mostly speed! Let's reduce the speed limit to 20mph. Ticket the speeders! Paint the bike lanes green as some have suggested, and forgo the expense of buffering the bike lanes. Put a reflective stripe delineating the the bike lane, alongside the green paint. Put the money to better use finding another escape route to I-5 !

N Mt., is currently inadequate as an escape route to 1-5 ! N mt., is currently inadequate as an escape route , and to "rehabilitate" this with your proposals, only exacerbates the problem! Let's fix the many streets in Ashland that are in disrepair first and spend our money wisely! Note:During the councils "Business Round Table", (to encourage tourism), discussion,9-18-23, it was noted the south entrance to our city needed some aesthetic improvements, ,for visitors entering our city!

The same application with green painting and reflective striping along side, for the bike lanes, could be applied on Ashland St., allowing for a cleaner and more inviting look, for those entering our city!

I am strongly opposed to this "Rehabilitation" project!

Thanks, Nancy K Boyer and 45 year resident.

Sent from my iPad
Dear Scott,

The Siskiyou Velo cycling club supports the addition of protected bike lanes on North Mountain Avenue from North Main to the Bear Creek Bridge, and the construction of sidewalks, where missing, throughout the project's length. Protected bike lanes are an integral part of infrastructure improvements to make cycling and other non-motorized transportation safer for everyone.

Adding protected bike lanes on N. Mountain and on other major streets in Ashland will give residents and visitors a safe alternative to the way they get around town. Without protected bike lanes, bicycling will never be a practical way to make short in-town trips; the risk of serious injury or death is too high for most people.

Bicycling is fun, healthy, helps reduce greenhouse gas emissions, reduces congestion, boosts the local economy, and saves people money.

All Ashland residents deserve streets that motorists can drive to and through with ease, which people can access safely and conveniently on their bikes or by foot, and where businesses can thrive. We encourage the City of Ashland to install dedicated bike lanes on North Mountain Ave. during the upcoming re-paving projects.

Sincerely,

Lisa Brill, President, <u>Siskiyou Velo</u> Harlan Bittner, Ann Smith, Advocacy Co-Chairs, <u>Siskiyou Velo</u>

Hello,

I would like to add my name to those in favor including protected bike lanes on North Mountain Avenue when it is repaved. We have a limited number of ways of getting over the tracks safely when we're on our bikes and this would be a great way to support that. Please help make biking in town as safe as we can. Thanks you.

Sincerely, Jack Cannon 453 Williamson Way Ashland, OR 97520 To: Transportation Advisory Committee, TAC CC: Ashland City Council From: Climate Environment Policy Advisory Committee, CEPAC Date: September 13, 2023 RE: Addition of Protected Bike Lanes on North Mountain Avenue

The CEPAC recommends:

• The TAC endorses the addition of protected bike lanes on North Mountain Avenue from North Main to the Bear Creek Bridge.

Members of the CEPAC appreciate the opportunity to offer testimony as a part of the TAC's September 21st public hearing on the North Mountain repaying project. We understand the challenges associated with change especially when it happens on a street in front of someone's home or business.

Removing parking is controversial and we know that it may create a hardship on some property owners. But ultimately CEPAC members concluded that the city must modify its transportation system to be more efficient, safe, and convenient for all road users. We're pleased to say that is exactly what the TAC and Council did on Ashland Street by adding protected bike lanes. We hope that you will recommend to the Council do the same on North Mountain.

There are specific goals/policies in the <u>Climate and Energy Action Plan (CEAP)</u>, and the <u>Transportation System Plan (TSP)</u> that support this recommendation. They are listed below along with brief statements describing why the addition of protected bike lanes on North Mountain is required, pursuant to the city's adopted goals.

CEAP Goal - Reduce community and City employee vehicle miles of traveled and greenhouse gas emissions.

The CEAP goal can only be achieved by fostering more walking, rolling, bicycling or transit use. The city, as a principal provider and owner of the transportation system, is uniquely responsible for transforming the existing auto-centric transportation system in ways that will make it safe, practical and efficient for people to accomplish in-town travel by any means that they might find convenient. To foster choice, the pedestrian and bicycle networks must support travel, from anywhere to everywhere, for people of all ages and abilities—and be equal or more convenient and safer than travel by auto. Adding protected bike lanes on major roads, such as North Mountain, is crucial to achieve the goal.

TSP - Goal # 1: Create a "green" template for other communities in the state and nation to follow.

The addition of a <u>protected bike lane</u> on Ashland Street is the first of many that will be needed on major streets within town in order to constitute a "green template." Since at least 2013, the year the city's TSP was adopted, cities in Oregon and throughout the nation have been adding protected bike lanes, building off-street multi-use paths, and modifying residential streets through traffic calming. Together, these efforts help reduce congestion, improve human health, lower transportation costs, and reduce greenhouse gas emissions. The city has made and needs to continue to make progress on this goal.

TSP - Goal # 2: Make safety a priority for all modes of travel.

The addition of protected bike lanes on major streets alters the street environment and makes them safer. Protected bike lanes have the obvious benefit of making bicycling safer by placing a physical barrier between people riding bicycles and people driving cars/trucks. But, as importantly, they serve to make it safer for <u>all road users</u>. [see: <u>Why</u> <u>Cities with High Bicycling Rates are Safer for All Road Users</u>]

According to Wesley Marshall, PhD, PE, assistant professor in the College of Engineering, Design and Computing at CU Denver and the author of the above cited study, "...bicycling seems inherently dangerous on its own. So, it would seem that a city with a lot of bicycling is more dangerous, but the opposite is true. Building safe facilities for cyclists turned out to be one of the biggest factors in road safety for everyone."

We recognize that the Transportation Advisory Committee is keenly focused on safety. Adding protected bike lanes on N. Mountain will help improve safety and will also have the potential to boost the number of people bicycling for some of their short in-town trips.

Thank you again for giving CEPAC an opportunity to provide its recommendation on this vital project.

Transportation Advisory Committee members:

I support the addition of protected bike lanes on North Mountain Avenue from North Main to the Bear Creek Bridge, and the construction of sidewalks, where missing, throughout the project's length.

Adding protected bike lanes on N. Mountain and on other major streets in Ashland will give residents and visitors a safe alternative to the way they get around town. Without protected bike lanes, bicycling will never be a practical way to make short in-town trips; the risk of serious injury or death is too high for most people.

Bicycling is fun, healthy, helps reduce greenhouse gas emissions, reduces congestion, boosts the local economy, and saves people money.

Thank you, Sean Chon 100 Schofield St.

Transportation Advisory Committee members:

I am a life-long bicycle commuter, and I support the addition of protected bike lanes on North Mountain Avenue from North Main to the Bear Creek Bridge, and the construction of sidewalks, where missing, throughout the project's length.

Adding protected bike lanes on N. Mountain and on other major streets in Ashland will give residents and visitors a safe alternative to the way they get around town. Without protected bike lanes, bicycling will never be a practical way to make short in-town trips; the risk of serious injury or death is too high for most people.

Bicycling is fun, healthy, helps reduce greenhouse gas emissions, reduces congestion, boosts the local economy, and saves people money.

Thank you, Sonya Daw Ashland, Oregon

Sonya Daw (she/her)

Dear Mr. Fleury,

I'm writing about the proposal to install protected bike lanes on N. Mountain Ave. I support adding these bike lanes. Even though some on-street car parking will be eliminated, it is worth it.

I regularly bicycle around Ashland for shopping, errands, recreation, etc. Even though I'm an experienced cyclist and don't mind "taking the lane", the section on N. Mountain between Village Green and E. Main is not bike friendly. And, it is along a route used to access schools.

Thank you for the opportunity to comment and I hope the project to install these bike lanes goes through.

Sincerely, Manuel De Aquino 481 N. Mountain Ave. Ashland, Oregon 541-625-0391

Hey Mr. Fleury,

Just a quick note to communicate our support for protected bike lines on N mountain avenue! We are a family of four who own our home in Ashland and want to see Ashland continue to grow in safe, healthy and green ways. Let's leave our cars in the driveway unless we head out of town! Let's make our beautiful community as bikeable and walkable as possible!

Thanks for your support! Gabriela Fernandez Tim Getman Clara (8) and Rosie (4)

| From: | <u>Jim Hartman</u> |
|----------|---|
| То: | Scott Fleury |
| Cc: | Info |
| Subject: | Protected Bike Lanes on Mountain Avenue |
| Date: | Monday, September 18, 2023 1:15:05 PM |

Dear Scott and the Transportation Advisory Committee

I wanted to encourage the City of Ashland to create protected bike lanes on North Mountain between E. Main and Bear Creek during the upcoming repaving project. We need to make biking a more attractive option in this town. I realize some parking spaces will be lost but citizen's do not have a right to free on-street parking by their house. Streets are for public use, not for private parking. Overall these protected bike lanes will improve the livability of our city and help reduce our greenhouse gas emissions. More and more people are open to getting around on electric bikes. Protected bike lanes make this option more attractive.

Sincerely,

Jim Hartman

Hello,

I am an avid bicyclist that lives on Mountain

Ave. I have long been an advocate of protected bike lanes and think this would be win win for motorist and riders. I have ridden in San Francisco and Portland. I always feel safer if there is a barrier between me and the traffic. I am glad that Ashland is making moves to make our streets safer for all.

Kathleen Hering 236 N. Mountain Ave Ashland OR 97520 541-778-5206

Dear Scott,

I am an avid cyclist and have been a rider for forty years. I have ridden in rural and urban locals. Even though I am comfortable throughout the Rogue Valley, I am aware that many are not.

It is a shame to have many avoid the bicycle because of fear of being struck. And that fear is justified! I was a trauma surgeon in NC, and I saw the effects of motor vehicles on pedestrians and bicyclists.

Protected bike lanes and adequate sidewalks will help separate cars from non motorized traffic. Just the other day I saw a motorist talking on their cell phone pinned against their shoulder making a turn with a baby on board! What?!?!

Thank you for considering increasing protected bike lanes!

As always, F. Alan Hubbard, MD 434 Courtney Street Ashland, OR 97520

Sent from Hubs' iPad

Transportation Advisory Committee members:

I support the addition of protected bike lanes on North Mountain Avenue from North Main to the Bear Creek Bridge, and the construction of sidewalks, where missing, throughout the project's length.

Adding protected bike lanes on N. Mountain and on other major streets in Ashland will give residents and visitors a safe alternative to the way they get around town. Without protected bike lanes, bicycling will never be a practical way to make short in-town trips; the risk of serious injury or death is too high for most people.

Bicycling is fun, healthy, helps reduce greenhouse gas emissions, reduces congestion, boosts the local economy, and saves people money.

Thank you, Marcia Hunter 2105 E. Main St. Ashland, OR 97520

Hello Scott,

I understand a protected bike lane on North Mountain Ave. from N. Main to the Bear Creek Bridge is being considered.

This is an excellent idea as it will give an additional opportunity to travel safely around town. As a 66 year old occasional cyclist, this would increase my likelihood to travel by bicycle and not just my car.

Thank you, Frances Iba

Transportation Advisory Committee members:

I support the addition of protected bike lanes on North Mountain Avenue from North Main to the Bear Creek Bridge, and the construction of sidewalks, where missing, throughout the project's length.

Adding protected bike lanes on N. Mountain and on other major streets in Ashland will give residents and visitors a safe alternative to the way they get around town. Without protected bike lanes, bicycling will never be a practical way to make short in-town trips; the risk of serious injury or death is too high for most people.

Bicycling is fun, healthy, helps reduce greenhouse gas emissions, reduces congestion, boosts the local economy, and saves people money.

Thank you, Katherine Jimison 4023 Crystal Springs Dr. Medford OR

| From: | Tim Learmont |
|----------|---|
| То: | Scott Fleury |
| Cc: | info@ashlandclimate.org |
| Subject: | Protected Bike Lanes on North Mountain Ave. |
| Date: | Tuesday, September 19, 2023 1:24:48 PM |
| | |

I strongly encourage all of the Ashland Transportation Advisory Committee to help provide for protected bike lanes and necessary sidewalks along North Moutain Ave. from North Main St to Bear Creek. We must continue to make it safer an easier for people to use non-car transportation. This is becoming even more important with the increase of electric assist bikes which allow many people who wouldn't have ridden a bike in hilly Ashland to now actually use a bicycle as transportation. North Mountain is a perfect example of a road that might have been daunting before eBikes, but now is do-able. BUT, without protected bike lanes, many people will be hesitant to ride along North Mountain, and will continue to use cars, adding to our climate change problem.

Can we really complain about smoke/fire/drought problems if we aren't working to reduce the underlying causes?

Tim Learmont

502 Allison St., Ashland

TO: <u>Scott.fleury@ashland.or.us</u>

Cc: info@ashlandclimate.org

Subject: Protected Bike Lanes - North Mountain Avenue

Transportation Advisory Committee members:

I support the addition of protected bike lanes on North Mountain Avenue from North Main to the Bear Creek Bridge, and the construction of sidewalks, where missing, throughout the project's length.

Adding protected bike lanes on N. Mountain and on other major streets in Ashland will give residents and visitors a safe alternative to the way they get around town. Without protected bike lanes, bicycling will never be a practical way to make short in-town trips; the risk of serious injury or death is too high for most people.

Bicycling is fun, healthy, helps reduce greenhouse gas emissions, reduces congestion, boosts the local economy, and saves people money.

Thank you, Steve Levesque 3986 Jonathan Way Central Point, OR 97502

Hi,

I am a former resident of Ashland and I still visit Ashland numerous times throughout the year. When I am here, I like to use my bicycle for many errands as well as recreative purposes. I would love to see protected bike lanes on all major north-south and east-west routes, as well as traffic quieting on major neighborhood streets.

I use North and South Mountain to navigate on a daily basis.

Please improve safety and access for all alternative transportation in town! Alcyon Lord

Transportation Advisory Committee :

I would like to see the addition of protected bike lanes on N. Mountain Avenue as part of the repaving project. I think adding protected bike lanes for this project would be a good start to see how they work to increase bike ridership and decrease car use (and emissions) for a major commuting street in Ashland, especially with a connection to the Central Bike Path. As an avid biker I have observed the need for the increased safety that comes by separating bicyclists from cars and trucks, especially for younger and older riders. Putting in protected bike lanes on N. Mountain Avenue will give us data on how to increase bicycle ridership and safety while managing traffic flow, parking and lane cleaning that we can use for future decisions.

Ray Mallette

Ashland

Hi Scott. I support protected bike lanes on North Mountain Ave. from East Main to the Bear Creek Bridge. I am an avid cyclist and I am aware that protected bike lanes raised above the road are highly effective at protecting cyclists. Both of my children were born deaf and this extra support raised bike lanes provides them with a added safety measure when biking around town. The present painted lines for bike lanes have little provided safety benefits from motorists swerving into them.

Thanks for the consideration.

David Minter, LCSW, QMHP

Behavioral Health Clinical Lead/ Mental Health Therapist at La Clinica School-Based Health Centers, Central Point and

Mae Richardson Elementary

dminter@laclinicahealth.org 541-494-6749

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We need protected bike lanes on N Mountain Avenue. Protected bike lanes provide safer streets for riders and motorists. They also provide equity among street users and make a healthy choice for people to travel and fight climate change.

A designated crosswalk with lights is need at the top of the hill connecting the park to the neighborhood walkway. This crossing is a blind spot to traffic making it hazardous for pedestrians.

An addition of sidewalks on both sides of the street are needed as well. Adding these requests will improve riders and pedestrians safety.

Katherine Nabielski

Mr. Fleury.

Thanks for your time and for all you do for the city of Ashland. It is recognized and appreciated.

I am writing to express my deep support for protected bike lanes on Mountain Avenue. As a daily bike commuter and a father of two children who are attempting (though it often feels very dangerous) to ride with me, protected bike lanes would a a strong symbol to the town of the equality of roads for all citizens (not just those who choose to/are able to drive automobiles).

Thanks for anything you can do to make this vision a reality. My and my children's safety applaud you.

sincerely, Barret O'Brien.

--

Barret O'Brien Adjunct Professor of Acting Oregon Center for the Arts @ Southern Oregon University <u>he/him/his</u>

I live on Starflower Lane two blocks over from N Mountain Ave. I ride a road bike and sometimes my route takes me onto N Mountain either heading out toward Emigrant Lake or the other direction past Mountain Meadows toward Pilot View. I am very uncomfortable on N Mountain in tight quarters with so many cars. I would love a protected bike Lane.

Also, I see three little kids ride their bicycles in front of my house and heading out to N Mountain to go to and from school. Being little kids I think they are squirrely, unpredictable riders and am surprised they are allowed to ride on N Mountain at all. I think the little kids would be much safer in a protected bike lane. Jean O'Donnell 364 Starflower Lane

Ashland

Sent from my Galaxy

| From: | <u>Vicki Orendurff</u> |
|----------|---|
| То: | Scott Fleury |
| Subject: | Support for Protected Bike Lanes on N. Mountain Ave |
| Date: | Monday, September 18, 2023 4:03:20 PM |

Scott & all of the Ashland Transportation Advisory Committee,

Thank you for your service to our community.

I strongly support the installation of protected bike lanes on N. Mountain Ave from E. Main to the Bear Creek Bridge. The loss of parking is a small price to pay for the benefit that will be gained. So many more people would ride bikes to do their in-town trips if they felt safe. Protected bike lanes on main arterials in Ashland would help get more people using alternative, climate friendly forms of transportation and out of their cars, helping to reduce CO2 emissions and help Ashland get on track to meet its stated climate goals.

I just read the following from CNN "The world has just experienced the hottest summer on record, according to a new report from the European Union's Copernicus Climate Change Service. Data shows the planet experienced its hottest June followed by the hottest July, as triple-digit heat seared parts of the US and popular global travel destinations. July and August were also estimated to have been 1.5 degrees warmer than pre-industrial levels — a key threshold scientists have long warned the world must stay under to prevent the most catastrophic impacts of climate change."

We just had another smoky day yesterday. I'm wondering how many more we have to have before some people stop supporting more car infrastructure and get on board with building bicycle and pedestrian infrastructure. Without aggressive measures to stop our greenhouse gas emissions, we will not reach our goals as a City and we will continue to breath unhealthy air year after year. Let us follow the lead of other cities in Oregon like Portland, Eugene, and Medford in making our streets safe for bike commuting and healthier for everyone. Rarely do I see a cyclist in Ashland who doesn't have a smile on their face. Cycling compared to driving is cheaper, healthier, often quicker, better for the environment and more fun!

Vicki Orendurff 432 Parkside Dr Ashland

Transportation Advisory Committee members:

<u>I support the addition of protected bike lanes on North Mountain Avenue</u> from North Main to the Bear Creek Bridge, and the construction of sidewalks, where missing, throughout the project's length.

Thank you Carl Prufer 502 Herbert st. Ashland, OR 97520

Transportation Advisory Committee members:

I support the addition of protected bike lanes on North Mountain Avenue from East Main St. to the Bear Creek Bridge, and the construction of sidewalks, where missing, throughout the project's length.

Adding protected bike lanes on N. Mountain and on other major streets in Ashland will give residents and visitors a safe alternative to the way they get around town. Without protected bike lanes, bicycling will not be a practical way to make short in-town trips; the risk of serious injury or death is too high for most people.

Bicycling is fun, healthy, helps reduce greenhouse gas emissions, reduces congestion, boosts the local economy, and saves people money.

Thank you, Paul Rowland 1030 Clay St., Ashland

Madam Chair and members of the Transportation Advisory Committee,

I support the addition of protected bike lanes on North Mountain Avenue. North Mountain, like other major streets in Ashland, is unsafe for people riding bicycling. I bicycle and I can attest to that fact.

Because the city's transportation network is unsafe for people bicycling serves to explain why so few people bicycle for short in-town trips. Most residents are afraid to share the road with motor vehicles and are unwilling to risk serious life-altering injury or death to do everyday trips; get to school or work, shop, go to the library, get to soccer or baseball practice, visit a friend or family, or countless other errands.

The Transportation Advisory Committee's mission is to ensure(s) that we (members of the community) "will have the opportunity to conveniently and safely use the transportation mode of our choice." Adding protected bike lanes to North Mountain by converting existing onstreet parking (between E. Main and the top of the hill on North Mountain - near the electric substation) is the only option to ensure that people of all ages and abilities can safely and conveniently bicycle on North Mountain.

I've included the entirety of Committee's mission statement, below, for your convenience.

Thank you, Gary Shaff 516 Herbert St.

Ashland Municipal Code 2.13.010 Purpose and Mission *Mission.* The need for a Transportation Commission is emphasized in the Transportation Element:

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

i want bike lanes in Ashland! I am a lifelong bike rider. My daughter got hit near the Coop on a street with no bike lane. C'mon! It's so obvious! This will make Ashland better just like all the other place that promote biking! We should have a shuttle downtown also while I'm at it!

Thank you, Linda Serbu

Sent from my iPhone

Hi Scott,

We need protected bike lanes on N. Mountain Ave.

Thank you, Shereen Vesalpour

Greetings Scott,

Please consider including protected bike lanes for N. Mountain Avenue. It is a well used bike path and would provide a saver environment for bikes and cars. Thank you for your consideration in this matter.

Philippe Sprague Long time Ashland resident and bike rider.

Sent from my iPad

Dear Scott and Transportation Advisory Committee Members,

I am writing you to express my support for including protected bike lanes along the upcoming road improvement project route along North Mountain Avenue. Being an experienced bicycle rider on all kinds of city streets as well as long distance country highway roads, I can personally attest to the need for continuing improvements for bicycle and pedestrian user safe routes along the City of Ashland's roads as well as many more of our Rogue Valley roads.

I work with Mike Veerger as a volunteer fixing bikes to give to people in need almost every Thursday at the Grove bike workshop in Ashland. I see his commitment to advocating bicycle riding safety education for everyone, especially our elementary school children. I've attended some of his bicycle safety education classes/lectures and they are excellent. However, along with education, I feel as many other bicyclist do that better bike and pedestrian safe road improvements are needed. The project scheduled for North Mountain street in the near future is a prime opportunity to make that happen for another majorly traveled road in Ashland. Many autos, bikes and pedestrians do so every day but so many more would if it were truly made safer by adding protected bicycle lanes.

Just one month ago, on August 16th, I rode my bike to North Mountain Park to attend an ice cream social in honor of the many Ashland Parks and Recreation volunteers of which I am one because of the wonderful collaboration of the parks department with RVTD (whom Mike Veerger is an employee of and his job includes the above mentioned bicycle safety education classes provided to many of our Ashland elementary school children). I've ridden that route hundreds of times for over 40 years of living in Ashland and can tell you that the auto traffic on North Mountain Street has increased enormously since all the housing and business development that has taken place!

Unfortunately, I had a harrowing experience that day on the way to the volunteer ice cream social. As I'm sure you are all aware, there is yet another huge development project happening just beyond the railroad crossing while heading to North Mountain Park. As I was about to enter that area, riding in the bike lane, an ambulance and three fire trucks came speeding past me with lights flashing and sirens blaring. As I was trying to come safely to a stop while the last fire truck was about to pass me, I was distracted from watching the bike lane and all of a sudden started to slip and slide because the bike lane was covered in sand from all the construction! There was no signage warning of this hazardous condition of the bike lane nor had any attempt been made by the construction crews to block off the bike lane because of it!

Fortunately, I am an experienced bicycle rider and was able to finally come to a safe stop just as the fire truck was next to me but all I could envision at the time was sliding in front of or underneath the fire truck and likely seriously injured or killed. Soon after, I called the Ashland Street Division to register my concern of not having any attempt made to warn bicyclists of the potential danger or just closing the bike lane all together. My call was not answered because a message said there was no one available in the office at the time (just after 2 PM?). So I proceeded to call the Ashland Police Department to report the situation and was told that an officer would be sent to drive by the area and assess it. I had occasion to drive past that same section of North Mountain Street just last week, approximately one month later and the only change made was a large orange "BUMP" sign just before the construction area where there is still sand in the bike lane...great.

I believe a protected bike lane there would have gotten much more attention paid to it for making it safe to detour bicycle riders around the hazardous section.

Please seriously consider adding protected bike lanes to North Mountain Street and any other Ashland City streets when road improvement projects are being planned. Just one more bicycle user of our community streets is one less auto potentially adversely impacting bicycle and pedestrian traveler's safety...as well as helping reduce our carbon footprint and ultimately global warming.

Thank You In Advance.

Sincerely,

Steven C. Thomas

Dear Scott and Transportation Advisory Committee members,

As a longtime cyclist and Ashland resident, I am writing to support the installation of protected bile lanes wherever and whenever possible. This would include in conjunction with the upcoming improvements on North Mountain Avenue.

Frankly, I am either brave or stupid enough to ride with motor vehicle traffic in most settings. In many places, of course, there is no choice if one needs to get from point A to point B. However, I can assure you that many riders do not share this attitude and many simply won't ride (or let their children ride) on the hope that motor vehicles will, indeed, share the road.

Also, the recent explosion in e-bike usage has significantly changed the demographics of the bicycle riding public. Our road infrastructure needs to change and accommodate this shift, for the safety of all concerned. Protected bike lanes are one answer.

Thank you very much,

Dan Thorndike

Hello Mr. Fleury and members of the TAC and city council:

I write today in favor of installing protected bike lanes (PBLs) on N. Mountain Ave.

One could weigh the pros and cons to arrive at a prudent decision.

Cons:

- Removing parking spaces will require drivers of cars to walk further when they park.
- People fear that, because of reduced travel lane width, emergency evacuation would be slowed. While this may not be true, Nextdoor.com suggests that the fear is real.

Pros:

- Greater safety is conferred to ALL road users (not just those on bikes).
- Residents (including young and old) could choose from among transportation options. Only the very bold and assertive among us are currently choosing to ride bikes.
- Boost public health.
- Meet our climate goals.
- Attract visitors, new residents, and investment, because people see safe bikeability goes hand in hand with a high quality of life.
- PBLs help make Ashland more affordable for folx with low incomes. With safe streets, households could choose to get around without using a personally-owned car. Essential workers could live in town rather than commute from nearby communities. (https://247wallst.com/city/cost-of-living-in-ashland-oregon).
- New state planning law will require protected bike lanes be planned for major roads. We can start now (https://secure.sos.state.or.us/oard/viewSingleRule.action? ruleVrsnRsn=293043).

Neither pro nor con:

 The city's own Evacuation Time Estimate Study (among other studies elsewhere) suggests travel times would not change substantively (https://www.ashland.or.us/Files/KLD_Ashland_Final_ETE_4-13-2021_red.pdf). Note: I work for RVTD promoting transportation options. My email today does not purport to convey any RVTD endorsement. I will say, however, that in my line of work, people tell me all the time that if we build a connected network of safe streets, they will come and ride them on bicycles. And that would be great for everybody.

--Mike Vergeer 300 Creekside Rd Ashland OR 97520

Transportation Advisory Committee members:

I support the addition of protected bike lanes on North Mountain Avenue from North Main to the Bear Creek Bridge, and the construction of sidewalks, where missing, throughout the project's length.

Adding protected bike lanes on N. Mountain and on other major streets in Ashland will give residents and visitors a safe alternative to the way they get around town. Without protected bike lanes, bicycling will never be a practical way to make short in-town trips; the risk of serious injury or death is too high for most people. I lived and biked in Washington DC and these protected bike lanes were a game changer!

Bicycling is fun, healthy, helps reduce greenhouse gas emissions, reduces congestion, boosts the local economy, and saves people money. Please make it easier for everyone to bike in Ashland!

Thank you,

Sarah Wardwell 650 Liberty St.
Hello Scott,

I spoke with Chuck today and he said you would be the best person to contact with my questions and comments. Here goes .

- We live on North Mountain nearest side street is Village Green. How long the construction is expected to last and what they will be doing next? We are happy to see the infrastructure upgrade, just wondering on the timeline.
- Will you be adding speed bumps? Traffic always speeds down North Mountain and many of the residents hope like on Hersey speed bumps will be put in. If speed bumps are not planned already can the residents put in a request or signatures on a petition or something like that to get them added?
- Regarding taking away parking and adding a protected bike line. We are very against this. As you know, there is already only parking allowed on one side of the street.
 - Most of the houses need that parking when having friends visit.
 - Most houses have very short driveways that don't offer parking other than for residents.
 - Havurah Synagogue needs extra parking for special events.
 - Parked cars on North Mountain actually help keep the speeding down.
 - There is already parking only on one side of North Mountain.
 - With the new development the need for additional parking only increases.

Thank you for thinking considerately about not taking away parking and adding speed bumps to North Mountain.

Lori Wolfe

Fun To Teach



Hi Scott,

We just wanted to reiterate if it's not obvious that we whole heartedly support protected bike lanes and sidewalks on North Mountain ave. from East Main to Bear Creek.

We thank you for working hard to keep all transportation modalities supported and safe.

Best, Piccadilly Cycles (541)482-9500 info@piccadillycycles.com

*** FORM FIELD DATA***

Full Name: **Bret Miller** Phone: **3108956207** Email: **info@atbagsend.com**

Subject: North Mountain Avenue Rehabilitation Design and Bike Facility Improvements Message: October 2, 2023 Bret Miller 311 N. Mountain Ave. Ashland, OR 97520 To whom it may concern: I oppose the proposed North Mountain Avenue protected bike lane. I feel putting a plastic candle every 20 feet would NOT make it any safer for bicyclists. In fact, it would only create new problems for garbage pickup, UPS, FEDEX, USPS and other delivery services. It will also make it more difficult FOR ME to enter and leave my driveway at 311 N. Mountain Ave. This project is misguided. It does not address the real problem, traffic speed, specifically between E. Hersey St. and E. Main St. There are several methods to reduce traffic speed and the city HAS DONE NONE in the 9 years I have lived here on N. Mountain Ave. 1. Lower the speed limit to 20 MPH 2. Create a traffic median 3. Cross walks with RFFPs (flashing lights) Furthermore, I have advocated multiple times there needs to be a crosswalk for pedestrians to enter the southern most entrance to N. Mountain Park at the top of the hill which happens to be across the street from my house. What is it going to take? Does someone have to get hurt for you to take notice? Does someone have to die for you to take action? Sincerely, Bret Miller

Attachment 1 file: Attachment 2 file: Attachment 3 file:

*** USER INFORMATION *** SubscriberID: -1 SubscriberUserName: SubscriberEmail: RemoteAddress: 66.241.70.76 RemoteHost: 66.241.70.76 RemoteUser:

*** FORM FIELD DATA***

Full Name: Bridget Reilly

Phone:

Email: bridget@reillysite.org

Subject: Barricaded Bike Lane Mountain Avenue

Message: Bridget Reilly 311 North Mountain Avenue Ashland, OR 97520 October 4, 2023 Dear City Council, I strongly urge you not to approve Transportation Committee motion to install barricaded bike lane on North Mountain Avenue. Forty-inch plastic candle barriers would be an undesirable eyesore. A candle barricade would also pose challenges for garbage collection, mail delivery, street sweeping, and would unintentionally impede traffic in the event of evacuation. The real issue on North Mountain Avenue is traffic speed. The City should work with ODOT to reduce speed limit to 20mph, and Ashland Police should enforce speed limit. An enforced 20mph speed limit would improve safety for everyone using North Mountain Avenue. Thank you for your consideration, Bridget Reilly cc: Transportation Committee Public Works Ashland Police Ashland Recology Ashland Postmaster

*** USER INFORMATION *** SubscriberID: -1 SubscriberUserName: SubscriberEmail: RemoteAddress: 66.241.70.76 RemoteHost: 66.241.70.76 RemoteUser:

| From: | Michael Orendurff |
|--------------|---|
| To: | Scott Fleury |
| Subject: | "Heavy" protected bike lanes reduce bike crashes by 90% |
| Date: | Sunday, October 15, 2023 4:10:13 PM |
| Attachments: | PastedGraphic-8.png |
| | Cicchino - Not all protected bike lanes are the same- Infrastructure and risk of cyclist collisions and falls leading |
| | to emergency department visits in three U.S. cities AAP 2021.pdf |

Hi Scott,

I'm writing you this email as a community member and cyclists, and my views are not necessarily endorsed by Streets for Everyone...yet.

Cycling deaths in Oregon have doubled from 2016 to 2022, from 10 to 20. <u>https://oregoninjurydata.shinyapps.io/transport/?</u> <u>utm_medium=email&utm_source=govdelivery</u> Bike riding has actually decreased slightly in that same time period

Bike riding has actually decreased slightly in that same time period.

Here is the data from a 2020 paper by Cicchino and colleagues showing that "Light" protection (plastic bollards and painted lines results in a non-significant 19% increase in bike crashes.

"Heavy" protection (concrete planters, curbs with steel posts) results in a significant **90%** reduction in bike crashes.

These crashes meant a trip to the Emergency Room, and about half of them involved cars.

Here is the Cicchino paper:

People, especially potential new riders correctly assess that cycling with cars is dangerous. Potential cyclists correctly perceive that concrete curbs and steel poles are safer ways to protect bike lanes, and they would be more likely to start riding on these safer bike lanes.

The cheapest (and easiest to repair) might be plastic bollards and paint, but that won't do the job. A human life is estimated to be worth about \$5 million.

Please consider the safety of potential cyclists when making the decision about what type of protection to install on a "protected" bike lane. This peer-reviewed and robust scientific data shows that "Heavy" protection reduces bike crashes. Plastic bollards makes it worse.

Kind regards,

Michael Orendurff, PhD 432 Parkside Drive Ashland From:Bob KaplanTo:Scott Fleury; Linda Peterson AdamsCc:Eric Hansen; Dylan BloomSubject:Fwd: North Mountain Ave.Date:Monday, September 25, 2023 11:49:38 AM

FYI.

Bob Kaplan, Councilor <u>*Pronouns*</u> He/él

City of Ashland Council 20 E Main St, Ashland, Oregon 97520 541.488.6002 | TTY 800.735.2900 bob@council.ashland.or.us | council@ashland.or.us (email all Councilors)

Online <u>ashland.or.us;</u> social media (Facebook @CityOfAshlandOregon | Twitter @CityofAshland)

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 541.488.6002.

Begin forwarded message:

From: linda smith <berries2mi@yahoo.com> Date: September 25, 2023 at 11:06:38 AM PDT To: Tonya Graham <tonya@council.ashland.or.us>, Paula Hyatt <paula.hyatt@council.ashland.or.us>, Dylan Bloom <dylan.bloom@council.ashland.or.us>, Jeff Dahle <jeff.dahle@council.ashland.or.us>, Bob Kaplan <bob@council.ashland.or.us>, Gina DuQuenne <Gina.DuQuenne@council.ashland.or.us>, Eric Hansen <eric@council.ashland.or.us> Subject: North Mountain Ave.

[EXTERNAL SENDER]

Dear City Council Members,

I am writing to you regarding the installation of protected bike lanes along N. Mountain Ave. I attended the transportation committee public hearing on September 21 and as I'm sure you are aware, they voted to recommend the installation of the protected bike lanes and eliminate the parking on the west side of the street. Prior to that meeting, I submitted a letter against eliminating the parking, and to leave the structure of N. Mountain Ave. the way it is since there are already bike lanes. However, now that the recommendation has gone on to you, I feel the need to express my concerns with the plan moving forward.

First of all. I have just spent a million dollars to save the old farmhouse at 192 N. Mountain Ave., making it my final home. I never anticipated that I would have what would look like a circus in the front of this beautiful historical home. With painting on the road and "candles" along the protected bike path, not only would not only look like a circus, but it would deminish the beauty and the value of the entire street. Please imagine for a moment how it would feel if you had to look at something like that every day. Frankly, it will look ridiculous, and for lack of a better word, ugly. I understand the need for bicycles, but there is nowhere else in Ashland that has anything like what was recommended at the meeting. This begs the guestion why green painted lanes and "candles" aren't elsewhere and everywhere in Ashland? I can only surmise that no one wants it and it makes the roads too tight for traffic, not to mention the unwanted aesthetics. Can't we at least tone it down and not have it look so bad? It's one thing to lose the parking that is much needed but it's another to do something so atrocious in our beautiful town.

I might add that I still have safety concerns about how tight the road will be with deliveries, trash day pick up, and emergency vehicles needing more space. The road getting narrower for vehicles does not seem wise, especially with the amount of firetrucks and ambulances that go down this street.

After I have invested so much in my new home, I am hopeful I can at least have some input as to what happens in front of my house. Thank you in advance for taking the time to consider what should and should not happen to N. Mountain Ave. in order to maintain some beauty in our lovely town. At the very least I would suggest eliminating the "candles" from the design.

Linda Smith 192 N. Mountain Ave. Ashland 541-973-9795

P.S. I would like to be kept apprised of what will be happening moving forward. What would be the best way for me to do that?







2752–80159.01 N. MOUNTAIN OVERLAY EXHIBIT #1: STRIPING OVERVIEW WITH BUFFERED BIKE LANES





Date: 7/7/2022





Date: 7/7/2022





Date: 7/7/2022





Date: 7/7/2022





Date: 7/7/2022





Date: 7/7/2022





Date: 7/7/2022





Date: 7/7/2022





Date: 7/7/2022



<u>City of Ashland</u> Public Works/Engineering Department

Public Works/Engineering Department Traffic Study Report

N Mountain Ave : -Briscoe : to Hersey : Site: Eng - 07-2021 Monday, 7/12/2021 3:00 PM -Monday, 7/19/2021 6:00 AM

| Classification Gra | and Totals |
|--------------------|------------|
|--------------------|------------|

| Hourly Averages | | | | | | | | | | | | | | |
|-----------------|--------|------|--------------------|----------------|-------|------------------|----------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|
| | | | | | | north | <mark>i-bound</mark> | | | | | | | |
| Interval Start | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi |
| 12:00 AM | 3.4 | 0.0 | 3.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 AM | 1.9 | 0.0 | 1.7 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 AM | 3.6 | 0.0 | 2.4 | 0.9 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 AM | 1.3 | 0.0 | 0.9 | 0.3 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 AM | 7.1 | 0.0 | 5.4 | 1.4 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 AM | 18.1 | 0.0 | 13.9 | 3.3 | 0.0 | 0.9 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 AM | 39.8 | 0.0 | 32.0 | 5.7 | 0.0 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 AM | 57.3 | 0.2 | 44.5 | 8.8 | 0.2 | 2.8 | 0.2 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 AM | 87.3 | 0.0 | 68.3 | 13.7 | 0.0 | 4.5 | 0.2 | 0.0 | 0.5 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 AM | 95.7 | 0.0 | 76.8 | 13.3 | 0.2 | 4.2 | 0.2 | 0.0 | 0.8 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 AM | 86.7 | 0.0 | 66.5 | 13.7 | 0.2 | 4.8 | 0.3 | 0.0 | 1.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 AM | 124.0 | 0.2 | 99.5 | 16.7 | 0.2 | 6.7 | 0.2 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12:00 PM | 97.2 | 0.2 | 77.2 | 13.3 | 0.5 | 5.3 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 PM | 112.5 | 0.3 | 90.0 | 15.5 | 0.3 | 5.3 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 PM | 101.5 | 0.0 | 78.5 | 17.5 | 0.3 | 4.2 | 0.2 | 0.0 | 0.7 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| 3:00 PM | 91.1 | 0.4 | 75.1 | 10.0 | 0.0 | 5.1 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 PM | 94.0 | 0.0 | 77.7 | 12.1 | 0.0 | 3.7 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 PM | 70.9 | 0.1 | 60.1 | 7.7 | 0.0 | 2.4 | 0.1 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 PM | 53.9 | 0.1 | 45.3 | 6.6 | 0.0 | 1.7 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 PM | 44.6 | 0.1 | 39.0 | 4.9 | 0.0 | 0.4 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 PM | 34.3 | 0.0 | 28.1 | 5.6 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 PM | 17.9 | 0.0 | 15.1 | 2.3 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 PM | 8.9 | 0.1 | 7.7 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 PM | 3.3 | 0.0 | 2.9 | 0.3 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Daily Average | 1256.1 | 1.8 | 1012.0 | 174.7 | 1.8 | 56.1 | 1.6 | 0.0 | 7.3 | 0.5 | 0.0 | 0.2 | 0.0 | 0.0 |
| | | | | | | Study G | and Totals | | | | | | | |
| | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi |
| north-bound | 7991 | 12 | 6451 | 1105 | 11 | 353 | 10 | 0 | 45 | 3 | 0 | 1 | 0 | 0 |

0.2%

80.7%

13.8%

0.1%

4.4%

0.1%

0.0%

0.6%

0.0%

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0.0%

N Mountain Ave : -Briscoe : to : Hersey

Site: Eng - 07-2021 Monday, 7/12/2021 3:00 PM -Monday, 7/19/2021 6:00 AM

| Classification Gra | and Totals |
|--------------------|------------|
|--------------------|------------|

| Hourly Averages | | | | | | | | | | | | | | |
|-----------------|--------|------|--------------------|----------------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|
| | | | | | | south | n-bound | | | | | | | |
| Interval Start | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi |
| 12:00 AM | 3.6 | 0.0 | 3.3 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 AM | 2.1 | 0.0 | 1.6 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 AM | 2.9 | 0.0 | 1.6 | 0.9 | 0.0 | 0.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 AM | 3.4 | 0.0 | 2.4 | 0.9 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 AM | 13.6 | 0.0 | 10.1 | 3.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 AM | 34.7 | 0.0 | 23.0 | 7.7 | 0.0 | 3.7 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 AM | 46.5 | 0.0 | 35.3 | 7.2 | 0.3 | 3.3 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 AM | 69.0 | 0.0 | 51.0 | 12.7 | 0.2 | 4.7 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 AM | 85.5 | 0.2 | 63.0 | 15.7 | 0.5 | 5.7 | 0.2 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 AM | 96.3 | 0.3 | 72.3 | 16.0 | 0.5 | 6.3 | 0.0 | 0.0 | 0.5 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 AM | 104.7 | 0.0 | 79.5 | 17.2 | 0.3 | 6.0 | 0.5 | 0.0 | 1.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 AM | 100.5 | 0.2 | 71.0 | 21.0 | 0.5 | 6.5 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12:00 PM | 100.0 | 0.2 | 75.3 | 18.3 | 0.8 | 4.5 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 PM | 115.8 | 0.2 | 92.8 | 16.5 | 0.3 | 5.3 | 0.2 | 0.0 | 0.3 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 |
| 2:00 PM | 101.7 | 0.0 | 77.2 | 17.2 | 0.3 | 6.5 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 PM | 89.7 | 0.0 | 70.1 | 13.7 | 0.4 | 5.1 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 PM | 86.4 | 0.1 | 71.9 | 10.7 | 0.0 | 3.6 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 PM | 76.9 | 0.0 | 62.7 | 11.9 | 0.1 | 1.9 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 PM | 61.6 | 0.0 | 49.1 | 9.7 | 0.0 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 PM | 56.1 | 0.1 | 44.3 | 8.6 | 0.0 | 2.9 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 PM | 38.1 | 0.0 | 30.9 | 4.3 | 0.1 | 2.7 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 PM | 21.7 | 0.0 | 18.0 | 3.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 PM | 9.1 | 0.1 | 7.4 | 1.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 PM | 4.1 | 0.0 | 3.4 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Daily Average | 1324.1 | 1.4 | 1017.4 | 218.5 | 4.5 | 73.3 | 1.6 | 0.0 | 6.7 | 0.5 | 0.2 | 0.0 | 0.0 | 0.0 |
| | | | | | | Study Gr | and Totals | | | | | | | |
| | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi |
| south-bound | 8449 | 9 | 6504 | 1388 | 28 | 464 | 10 | 0 | 42 | 3 | 1 | 0 | 0 | 0 |

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77.0%

16.4%

0.3%

5.5%

0.1%

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N Mountain Ave : -Briscoe : to Hersey :

Site: Eng - 07-2021 Monday, 7/12/2021 3:00 PM -Monday, 7/19/2021 6:00 AM

| Classification | Grand | Totals |
|----------------|-------|--------|
|----------------|-------|--------|

| | | | | | | Hourly | Averages | | | | | | | |
|----------------|--------|------|--------------------|----------------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|
| | | | | | | Con | nbined | | | | | | | |
| Interval Start | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi |
| 12:00 AM | 7.0 | 0.0 | 6.6 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 AM | 4.0 | 0.0 | 3.3 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 AM | 6.4 | 0.0 | 4.0 | 1.7 | 0.0 | 0.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 AM | 4.7 | 0.0 | 3.3 | 1.1 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 AM | 20.7 | 0.0 | 15.6 | 4.4 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 AM | 52.9 | 0.0 | 36.9 | 11.0 | 0.0 | 4.6 | 0.1 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 AM | 86.3 | 0.0 | 67.3 | 12.8 | 0.3 | 5.5 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 AM | 126.3 | 0.2 | 95.5 | 21.5 | 0.3 | 7.5 | 0.7 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 AM | 172.8 | 0.2 | 131.3 | 29.3 | 0.5 | 10.2 | 0.3 | 0.0 | 0.8 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 AM | 192.0 | 0.3 | 149.2 | 29.3 | 0.7 | 10.5 | 0.2 | 0.0 | 1.3 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 AM | 191.3 | 0.0 | 146.0 | 30.8 | 0.5 | 10.8 | 0.8 | 0.0 | 2.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 AM | 224.5 | 0.3 | 170.5 | 37.7 | 0.7 | 13.2 | 0.2 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12:00 PM | 197.2 | 0.3 | 152.5 | 31.7 | 1.3 | 9.8 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 PM | 228.3 | 0.5 | 182.8 | 32.0 | 0.7 | 10.7 | 0.2 | 0.0 | 1.3 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 |
| 2:00 PM | 203.2 | 0.0 | 155.7 | 34.7 | 0.7 | 10.7 | 0.2 | 0.0 | 1.2 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| 3:00 PM | 180.9 | 0.4 | 145.3 | 23.7 | 0.4 | 10.3 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 PM | 180.4 | 0.1 | 149.6 | 22.9 | 0.0 | 7.3 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 PM | 147.7 | 0.1 | 122.9 | 19.6 | 0.1 | 4.3 | 0.1 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 PM | 115.4 | 0.1 | 94.4 | 16.3 | 0.0 | 4.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 PM | 100.7 | 0.3 | 83.3 | 13.4 | 0.0 | 3.3 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 PM | 72.4 | 0.0 | 59.0 | 9.9 | 0.1 | 3.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 PM | 39.6 | 0.0 | 33.1 | 5.3 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 PM | 18.0 | 0.3 | 15.1 | 2.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 PM | 7.4 | 0.0 | 6.3 | 1.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Daily Average | 2580.3 | 3.3 | 2029.4 | 393.3 | 6.4 | 129.4 | 3.2 | 0.0 | 14.0 | 1.0 | 0.2 | 0.2 | 0.0 | 0.0 |
| | | | | | | Study G | and Totals | | | | | | | |
| | | | | | | | | | | | | | | |

| | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi |
|-------------|-------|------|--------------------|----------------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|
| Combined | 16440 | 21 | 12955 | 2493 | 39 | 817 | 20 | 0 | 87 | 6 | 1 | 1 | 0 | 0 |
| | | 0.1% | 78.8% | 15.2% | 0.2% | 5.0% | 0.1% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| north-bound | 7991 | 12 | 6451 | 1105 | 11 | 353 | 10 | 0 | 45 | 3 | 0 | 1 | 0 | 0 |
| | | 0.2% | 80.7% | 13.8% | 0.1% | 4.4% | 0.1% | 0.0% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| south-bound | 8449 | 9 | 6504 | 1388 | 28 | 464 | 10 | 0 | 42 | 3 | 1 | 0 | 0 | 0 |
| | | 0.1% | 77.0% | 16.4% | 0.3% | 5.5% | 0.1% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

N Mountain Ave : -Clear Creek : to R/R Tracks :

Site: Eng - 08-2021 Wednesday, 8/25/2021 1:00 PM -Monday, 8/30/2021 7:00 AM

| | | | | | | Hourly | Averages | | | | | | | |
|----------------|--------|------|--------------------|----------------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|
| | | | | | | north | n-bound | | | | | | | |
| Interval Start | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi |
| 12:00 AM | 5.0 | 0.0 | 4.6 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 AM | 4.8 | 0.0 | 4.2 | 0.2 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 AM | 3.8 | 0.0 | 3.2 | 0.2 | 0.0 | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 AM | 1.8 | 0.0 | 1.6 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 AM | 1.8 | 0.0 | 1.6 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 AM | 6.0 | 0.2 | 4.6 | 0.6 | 0.0 | 0.4 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 AM | 36.4 | 0.0 | 23.8 | 9.2 | 0.0 | 3.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 AM | 51.0 | 0.0 | 37.8 | 9.8 | 0.0 | 2.8 | 0.3 | 0.0 | 0.3 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 AM | 99.8 | 0.3 | 77.3 | 14.3 | 1.3 | 5.8 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |
| 9:00 AM | 106.0 | 0.3 | 81.5 | 18.5 | 1.3 | 4.0 | 0.3 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 AM | 132.3 | 0.8 | 102.8 | 21.0 | 1.0 | 5.3 | 0.8 | 0.0 | 0.5 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 AM | 131.0 | 0.5 | 103.0 | 20.8 | 0.3 | 4.8 | 0.5 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12:00 PM | 136.5 | 0.5 | 108.3 | 19.3 | 1.5 | 5.3 | 0.8 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 PM | 131.8 | 0.4 | 108.4 | 16.4 | 0.6 | 4.2 | 0.4 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 PM | 132.8 | 0.4 | 104.0 | 19.2 | 1.0 | 7.2 | 0.6 | 0.0 | 0.2 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| 3:00 PM | 143.2 | 1.0 | 116.2 | 20.4 | 0.8 | 4.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 PM | 137.4 | 0.6 | 112.8 | 17.4 | 1.2 | 4.6 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| 5:00 PM | 133.8 | 1.2 | 107.8 | 20.6 | 0.6 | 3.4 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 PM | 115.8 | 0.2 | 96.2 | 16.0 | 0.4 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 PM | 77.0 | 0.0 | 65.2 | 10.2 | 0.2 | 1.2 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 PM | 53.8 | 0.2 | 47.8 | 4.8 | 0.2 | 0.6 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 PM | 36.8 | 0.0 | 33.4 | 2.8 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 PM | 16.8 | 0.0 | 13.8 | 2.4 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 PM | 14.6 | 0.0 | 13.4 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Daily Average | 1709.9 | 6.5 | 1373.1 | 245.9 | 10.3 | 61.4 | 5.3 | 0.0 | 6.5 | 0.5 | 0.0 | 0.4 | 0.0 | 0.3 |
| | | | | | | Study G | and Totals | | | | | | | |
| | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi |
| north-bound | 7893 | 30 | 6355 | 1126 | 46 | 279 | 23 | 0 | 29 | 2 | 0 | 2 | 0 | 1 |

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N Mountain Ave : -Clear Creek : to R/R Tracks :

Site: Eng - 08-2021 Wednesday, 8/25/2021 1:00 PM -Monday, 8/30/2021 7:00 AM

Classification Grand Totals

| | Hourly Averages south-bound | | | | | | | | | | | | | |
|----------------|--------------------------------|------|--------------------|----------------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|
| Interval Start | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi |
| 12:00 AM | 6.4 | 0.0 | 4.0 | 1.4 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 AM | 2.4 | 0.0 | 1.4 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 AM | 3.8 | 0.0 | 2.8 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 AM | 2.4 | 0.0 | 2.2 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 AM | 2.0 | 0.0 | 1.6 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 AM | 5.0 | 0.0 | 2.8 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 AM | 24.8 | 0.0 | 17.6 | 5.4 | 0.0 | 1.6 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 AM | 44.3 | 0.3 | 29.8 | 11.0 | 0.0 | 2.5 | 0.5 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 AM | 74.5 | 0.0 | 52.5 | 16.0 | 0.5 | 4.5 | 0.3 | 0.3 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 AM | 104.8 | 0.0 | 80.3 | 16.3 | 0.3 | 6.8 | 0.0 | 0.3 | 0.8 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 AM | 128.5 | 0.3 | 94.5 | 23.8 | 0.0 | 7.8 | 0.5 | 0.5 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 AM | 136.3 | 1.0 | 101.3 | 25.0 | 0.8 | 7.5 | 0.5 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12:00 PM | 146.3 | 0.5 | 110.8 | 27.5 | 0.3 | 6.3 | 0.8 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 PM | 161.6 | 0.8 | 117.0 | 29.6 | 0.2 | 12.4 | 0.4 | 0.2 | 0.8 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 PM | 159.2 | 0.4 | 120.4 | 27.2 | 0.6 | 8.8 | 0.8 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 PM | 173.4 | 0.4 | 129.6 | 31.4 | 0.0 | 11.2 | 0.2 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 PM | 154.0 | 0.4 | 121.6 | 25.4 | 0.0 | 6.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 PM | 163.8 | 0.0 | 129.6 | 25.8 | 0.8 | 7.2 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 PM | 128.0 | 0.2 | 104.4 | 18.8 | 0.0 | 4.0 | 0.4 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 PM | 89.2 | 0.2 | 67.4 | 18.0 | 0.0 | 3.4 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 PM | 64.2 | 0.0 | 54.8 | 8.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 PM | 40.0 | 0.0 | 31.6 | 6.8 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 PM | 24.0 | 0.0 | 19.4 | 3.8 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 PM | 11.4 | 0.0 | 9.0 | 1.6 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Daily Average | 1850.1 | 4.4 | 1406.2 | 327.3 | 3.4 | 95.5 | 4.3 | 1.7 | 7.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | | | Study G | and Totals | | | | | | | |
| | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi |
| south-bound | 8616 | 20 | 6562 | 1517 | 15 | 442 | 19 | 7 | 32 | 2 | 0 | 0 | 0 | 0 |
| | | 0.2% | 76.2% | 17.6% | 0.2% | 5.1% | 0.2% | 0.1% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

<u>City of Ashland</u> Public Works/Engineering Department

Public Works/Engineering Department Traffic Study Report

N Mountain Ave : -Clear Creek : to R/R Tracks : Site: Eng - 08-2021 Wednesday, 8/25/2021 1:00 PM -Monday, 8/30/2021 7:00 AM

Classification Grand Totals

| | Hourly Averages Combined | | | | | | | | | | | | | |
|----------------|-----------------------------|------|--------------------|----------------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|
| Interval Start | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi |
| 12:00 AM | 11.4 | 0.0 | 8.6 | 1.8 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 AM | 7.2 | 0.0 | 5.6 | 1.2 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 AM | 7.6 | 0.0 | 6.0 | 1.2 | 0.0 | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 AM | 4.2 | 0.0 | 3.8 | 0.2 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 AM | 3.8 | 0.0 | 3.2 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 AM | 11.0 | 0.2 | 7.4 | 2.8 | 0.0 | 0.4 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 AM | 61.2 | 0.0 | 41.4 | 14.6 | 0.0 | 4.8 | 0.2 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 AM | 95.3 | 0.3 | 67.5 | 20.8 | 0.0 | 5.3 | 0.8 | 0.0 | 0.5 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 AM | 174.3 | 0.3 | 129.8 | 30.3 | 1.8 | 10.3 | 1.0 | 0.3 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |
| 9:00 AM | 210.8 | 0.3 | 161.8 | 34.8 | 1.5 | 10.8 | 0.3 | 0.3 | 1.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 AM | 260.8 | 1.0 | 197.3 | 44.8 | 1.0 | 13.0 | 1.3 | 0.5 | 1.8 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 AM | 267.3 | 1.5 | 204.3 | 45.8 | 1.0 | 12.3 | 1.0 | 0.3 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12:00 PM | 282.8 | 1.0 | 219.0 | 46.8 | 1.8 | 11.5 | 1.5 | 0.3 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 PM | 293.4 | 1.2 | 225.4 | 46.0 | 0.8 | 16.6 | 0.8 | 0.2 | 2.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 PM | 292.0 | 0.8 | 224.4 | 46.4 | 1.6 | 16.0 | 1.4 | 0.0 | 1.2 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| 3:00 PM | 316.6 | 1.4 | 245.8 | 51.8 | 0.8 | 15.6 | 0.2 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 PM | 291.4 | 1.0 | 234.4 | 42.8 | 1.2 | 10.6 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| 5:00 PM | 297.6 | 1.2 | 237.4 | 46.4 | 1.4 | 10.6 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 PM | 243.8 | 0.4 | 200.6 | 34.8 | 0.4 | 7.0 | 0.4 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 PM | 166.2 | 0.2 | 132.6 | 28.2 | 0.2 | 4.6 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 PM | 118.0 | 0.2 | 102.6 | 12.8 | 0.2 | 1.8 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 PM | 76.8 | 0.0 | 65.0 | 9.6 | 0.0 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 PM | 40.8 | 0.0 | 33.2 | 6.2 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 PM | 26.0 | 0.0 | 22.4 | 2.8 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Daily Average | 3560.0 | 10.9 | 2779.3 | 573.2 | 13.6 | 156.8 | 9.6 | 1.7 | 13.4 | 1.0 | 0.0 | 0.4 | 0.0 | 0.3 |
| | | | | | | Study G | and Totals | | | | | | | |
| | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi |
| Combined | 16509 | 50 | 12917 | 2643 | 61 | 721 | 42 | 7 | 61 | 4 | 0 | 2 | 0 | 1 |
| | | 0.3% | 78.2% | 16.0% | 0.4% | 4.4% | 0.3% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| north-bound | 7893 | 30 | 6355 | 1126 | 46 | 279 | 23 | 0 | 29 | 2 | 0 | 2 | 0 | 1 |
| | | 0.4% | 80.5% | 14.3% | 0.6% | 3.5% | 0.3% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| south-bound | 8616 | 20 | 6562 | 1517 | 15 | 442 | 19 | 7 | 32 | 2 | 0 | 0 | 0 | 0 |

0.2%

76.2%

17.6%

0.2%

0.2%

0.1%

0.4%

0.0%

0.0%

0.0%

0.0%

0.0%

5.1%

N Mountain Ave : -Fair Oaks : to Mountain Meadows :

Site: Eng - 08-2021 Monday, 8/9/2021 8:00 AM -Monday, 8/16/2021 7:00 AM

Classification Grand Totals

| | Hourly Averages south-bound Tatal Billio Cars & 2 Axle Burger 2 Axle 6 3 Axle 4 Axle <5 Axle 5 Axle >6 Axle <6 Axle 6 Axle >6 Axle >6 Axle | | | | | | | | | | | | | | |
|----------------|--|------|--------------------|----------------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|--|
| Interval Start | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | |
| 12:00 AM | 3.9 | 0.0 | 3.0 | 0.7 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 1:00 AM | 3.6 | 0.0 | 2.3 | 0.7 | 0.0 | 0.3 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 2:00 AM | 0.9 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 3:00 AM | 1.3 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 4:00 AM | 2.0 | 0.0 | 1.6 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 5:00 AM | 6.6 | 0.0 | 4.1 | 1.7 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 6:00 AM | 25.3 | 0.0 | 14.3 | 8.6 | 0.0 | 1.9 | 0.3 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 7:00 AM | 35.3 | 0.0 | 21.3 | 8.3 | 0.2 | 5.0 | 0.2 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 8:00 AM | 43.9 | 0.0 | 27.0 | 12.0 | 0.4 | 3.1 | 0.1 | 0.3 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 9:00 AM | 42.4 | 0.1 | 28.4 | 9.3 | 0.7 | 3.1 | 0.3 | 0.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 10:00 AM | 46.4 | 0.0 | 31.9 | 9.7 | 0.1 | 3.9 | 0.3 | 0.1 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 11:00 AM | 47.7 | 0.1 | 33.7 | 9.0 | 0.3 | 3.9 | 0.3 | 0.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 12:00 PM | 52.7 | 0.0 | 37.9 | 8.6 | 0.6 | 4.9 | 0.3 | 0.3 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 1:00 PM | 49.7 | 0.3 | 33.6 | 11.6 | 0.4 | 3.3 | 0.0 | 0.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 2:00 PM | 53.6 | 0.0 | 41.0 | 9.1 | 0.0 | 3.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 3:00 PM | 54.9 | 0.1 | 42.1 | 8.9 | 0.1 | 3.1 | 0.1 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 4:00 PM | 52.4 | 0.0 | 38.0 | 10.1 | 0.1 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 5:00 PM | 47.1 | 0.0 | 39.6 | 5.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 6:00 PM | 41.1 | 0.0 | 32.0 | 7.4 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 7:00 PM | 23.9 | 0.0 | 18.9 | 4.4 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 8:00 PM | 20.4 | 0.1 | 17.0 | 2.6 | 0.0 | 0.6 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 9:00 PM | 14.7 | 0.0 | 11.6 | 2.6 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 10:00 PM | 10.6 | 0.0 | 9.7 | 0.4 | 0.0 | 0.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 11:00 PM | 5.9 | 0.0 | 5.1 | 0.4 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Daily Average | 686.2 | 0.9 | 496.2 | 131.9 | 3.0 | 46.4 | 2.7 | 1.7 | 2.9 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | | | | | Study G | and Totals | | | | | | | | |
| | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | |
| south-bound | 4768 | 6 | 3452 | 915 | 21 | 320 | 19 | 12 | 20 | 3 | 0 | 0 | 0 | 0 | |
| | | 0.1% | 72.4% | 19.2% | 0.4% | 6.7% | 0.4% | 0.3% | 0.4% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | |

N Mountain Ave : -Fair Oaks : to Mountain Meadows :

Site: Eng - 08-2021 Monday, 8/9/2021 8:00 AM -Monday, 8/16/2021 7:00 AM

Classification Grand Totals

| | | | | | | Hourly | Averages | | | | | | | |
|----------------|-------|------|--------------------|----------------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|
| Interval Start | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi |
| 12:00 AM | 1.1 | 0.0 | 0.0 | 0.6 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 AM | 2.1 | 0.0 | 0.1 | 0.7 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 AM | 0.9 | 0.0 | 0.1 | 0.1 | 0.1 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 AM | 0.4 | 0.0 | 0.0 | 0.3 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 AM | 0.9 | 0.0 | 0.0 | 0.3 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 AM | 4.0 | 0.0 | 0.3 | 1.3 | 0.3 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 AM | 10.4 | 0.0 | 2.6 | 2.9 | 0.7 | 3.9 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 AM | 35.8 | 0.2 | 13.2 | 10.3 | 2.0 | 9.8 | 0.2 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 AM | 48.1 | 0.1 | 14.9 | 13.9 | 7.0 | 11.7 | 0.1 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 AM | 51.3 | 0.0 | 13.6 | 18.1 | 6.6 | 12.0 | 0.4 | 0.0 | 0.4 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| 10:00 AM | 56.0 | 0.1 | 11.0 | 20.3 | 5.6 | 18.1 | 0.1 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 AM | 62.0 | 0.0 | 7.3 | 20.4 | 8.3 | 24.6 | 0.1 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12:00 PM | 65.1 | 0.0 | 9.1 | 16.6 | 18.6 | 19.9 | 0.4 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 PM | 52.0 | 0.3 | 8.1 | 13.6 | 11.0 | 18.9 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 PM | 47.0 | 0.0 | 8.4 | 10.9 | 6.3 | 20.6 | 0.3 | 0.0 | 0.3 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| 3:00 PM | 42.4 | 0.0 | 8.1 | 10.1 | 3.4 | 20.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 PM | 33.9 | 0.0 | 7.6 | 9.3 | 4.3 | 12.6 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 PM | 28.3 | 0.0 | 2.0 | 10.0 | 9.3 | 6.9 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 PM | 23.6 | 0.0 | 0.3 | 6.0 | 5.9 | 11.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 PM | 18.4 | 0.0 | 2.1 | 5.1 | 1.1 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 PM | 14.6 | 0.0 | 1.1 | 5.0 | 0.4 | 7.9 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 PM | 6.6 | 0.0 | 0.3 | 3.0 | 0.4 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 PM | 5.0 | 0.0 | 0.0 | 1.4 | 0.4 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 PM | 2.7 | 0.0 | 0.0 | 1.3 | 0.1 | 1.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Daily Average | 612.7 | 0.7 | 110.3 | 181.5 | 91.9 | 221.0 | 1.7 | 0.0 | 5.2 | 0.1 | 0.3 | 0.0 | 0.0 | 0.0 |
| | | | | | | Study G | rand Totals | | | | | | | |
| | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi |
| north-bound | 4253 | 5 | 759 | 1260 | 641 | 1537 | 12 | 0 | 36 | 1 | 2 | 0 | 0 | 0 |
| | | 0.1% | 17.8% | 29.6% | 15.1% | 36.1% | 0.3% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

City of Ashland

Public Works/Engineering Department Traffic Study Report

N Mountain Ave : -Fair Oaks : to Mountain Meadows : Site: Eng - 08-2021 Monday, 8/9/2021 8:00 AM -Monday, 8/16/2021 7:00 AM

| | | | | | | Hourly | Averages | | | | | | | |
|----------------|--------|------|--------------------|----------------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|
| | | | | | | Con | nbined | | | | | | | |
| Interval Start | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi |
| 12:00 AM | 5.0 | 0.0 | 3.0 | 1.3 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 AM | 5.7 | 0.0 | 2.4 | 1.4 | 0.0 | 1.6 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 AM | 1.7 | 0.0 | 1.0 | 0.1 | 0.1 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 AM | 1.7 | 0.0 | 1.3 | 0.3 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 AM | 2.9 | 0.0 | 1.6 | 0.3 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 AM | 10.6 | 0.0 | 4.4 | 3.0 | 0.3 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 AM | 35.7 | 0.0 | 16.9 | 11.4 | 0.7 | 5.7 | 0.3 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 AM | 71.2 | 0.2 | 34.5 | 18.7 | 2.2 | 14.8 | 0.3 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 AM | 92.0 | 0.1 | 41.9 | 25.9 | 7.4 | 14.9 | 0.3 | 0.3 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 AM | 93.7 | 0.1 | 42.0 | 27.4 | 7.3 | 15.1 | 0.7 | 0.3 | 0.6 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| 10:00 AM | 102.4 | 0.1 | 42.9 | 30.0 | 5.7 | 22.0 | 0.4 | 0.1 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 AM | 109.7 | 0.1 | 41.0 | 29.4 | 8.6 | 28.4 | 0.4 | 0.3 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12:00 PM | 117.9 | 0.0 | 47.0 | 25.1 | 19.1 | 24.7 | 0.7 | 0.3 | 0.7 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 PM | 101.7 | 0.6 | 41.7 | 25.1 | 11.4 | 22.1 | 0.0 | 0.4 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 PM | 100.6 | 0.0 | 49.4 | 20.0 | 6.3 | 23.6 | 0.7 | 0.0 | 0.3 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| 3:00 PM | 97.3 | 0.1 | 50.3 | 19.0 | 3.6 | 23.9 | 0.1 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 PM | 86.3 | 0.0 | 45.6 | 19.4 | 4.4 | 16.7 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 PM | 75.4 | 0.0 | 41.6 | 15.7 | 9.3 | 8.6 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 PM | 64.7 | 0.0 | 32.3 | 13.4 | 5.9 | 13.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 PM | 42.3 | 0.0 | 21.0 | 9.6 | 1.1 | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 PM | 35.0 | 0.1 | 18.1 | 7.6 | 0.4 | 8.4 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 PM | 21.3 | 0.0 | 11.9 | 5.6 | 0.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 PM | 15.6 | 0.0 | 9.7 | 1.9 | 0.4 | 3.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 PM | 8.6 | 0.0 | 5.1 | 1.7 | 0.1 | 1.4 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Daily Average | 1298.9 | 1.6 | 606.5 | 313.4 | 94.9 | 267.4 | 4.5 | 1.7 | 8.1 | 0.6 | 0.3 | 0.0 | 0.0 | 0.0 |
| | | | | | | Study G | and Totals | | | | | | | |
| | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi |
| Combined | 9021 | 11 | 4211 | 2175 | 662 | 1857 | 31 | 12 | 56 | 4 | 2 | 0 | 0 | 0 |

north-bound 4253 5 759 1260 641 1537 12 0 36 0.1% 17.8% 29.6% 15.1% 36.1% 0.3% 0.0% 0.8%

24.1%

19.2%

915

7.3%

0.4%

21

4768

south-bound

0.1%

0.1%

6

46.7%

3452

72.4%

20.6%

320

6.7%

0.3%

0.4%

19

0.1%

0.3%

12

0.6%

0.4%

20

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N Mountain Ave : -Fiar Oaks : to Mountain Meadows :

Site: Eng - 08-2021 Monday, 8/2/2021 9:00 AM -Monday, 8/9/2021 7:00 AM

Classification Grand Totals

| | Hourly Averages south-bound Total Bike Taritan Lane Buses 2 Axle 6 3 Axle 4 Axle <5 Axle 5 Axle >6 Axle <6 Axle 6 Axle >6 Axle | | | | | | | | | | | | | | |
|----------------|--|------|--------------------|----------------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|--|
| Interval Start | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | |
| 12:00 AM | 2.4 | 0.0 | 1.7 | 0.6 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 1:00 AM | 2.4 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 2:00 AM | 0.9 | 0.0 | 0.4 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 3:00 AM | 0.6 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 4:00 AM | 1.9 | 0.0 | 1.6 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 5:00 AM | 7.6 | 0.0 | 4.1 | 2.1 | 0.0 | 1.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 6:00 AM | 24.0 | 0.0 | 13.1 | 7.7 | 0.0 | 3.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 7:00 AM | 30.2 | 0.0 | 15.3 | 8.8 | 0.7 | 4.3 | 0.5 | 0.0 | 0.3 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | |
| 8:00 AM | 40.3 | 0.2 | 30.2 | 6.2 | 0.3 | 3.0 | 0.2 | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 9:00 AM | 46.9 | 0.0 | 31.7 | 9.3 | 0.3 | 4.7 | 0.4 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 10:00 AM | 43.7 | 0.0 | 32.0 | 7.0 | 0.1 | 4.0 | 0.3 | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 11:00 AM | 46.0 | 0.0 | 31.4 | 9.9 | 0.1 | 3.7 | 0.6 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 12:00 PM | 51.7 | 0.0 | 36.6 | 11.0 | 0.6 | 2.9 | 0.3 | 0.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 1:00 PM | 60.3 | 0.0 | 44.1 | 11.0 | 0.3 | 4.3 | 0.3 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 2:00 PM | 49.4 | 0.0 | 35.6 | 9.1 | 0.1 | 4.0 | 0.3 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 3:00 PM | 53.3 | 0.0 | 39.6 | 9.9 | 0.6 | 3.0 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 4:00 PM | 53.1 | 0.0 | 42.1 | 7.4 | 0.1 | 2.7 | 0.1 | 0.1 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 5:00 PM | 52.1 | 0.0 | 43.7 | 6.6 | 0.0 | 1.7 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 6:00 PM | 43.7 | 0.0 | 34.4 | 6.3 | 0.0 | 2.9 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 7:00 PM | 29.0 | 0.0 | 24.1 | 4.6 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 8:00 PM | 24.9 | 0.0 | 22.0 | 2.4 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 9:00 PM | 16.7 | 0.0 | 14.6 | 1.7 | 0.1 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 10:00 PM | 12.6 | 0.0 | 10.6 | 1.7 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 11:00 PM | 5.6 | 0.0 | 4.6 | 0.9 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Daily Average | 699.2 | 0.2 | 516.4 | 124.9 | 3.4 | 46.8 | 3.2 | 1.3 | 2.5 | 0.4 | 0.2 | 0.0 | 0.0 | 0.0 | |
| | | | | | | Study G | and Totals | | | | | | | | |
| | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | |
| south-bound | 4824 | 1 | 3569 | 859 | 23 | 320 | 22 | 9 | 17 | 3 | 1 | 0 | 0 | 0 | |
| | | 0.0% | 74.0% | 17.8% | 0.5% | 6.6% | 0.5% | 0.2% | 0.4% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | |

N Mountain Ave : -Fiar Oaks : to Mountain Meadows :

Site: Eng - 08-2021 Monday, 8/2/2021 9:00 AM -Monday, 8/9/2021 7:00 AM

Classification Grand Totals

| Hourly Averages (north-bound) Cars & 2 Axie 2 Axie 6 3 Axie 4 Axie <5 Axie 5 Axie >6 Axie <6 Axie 6 Axie >6 Axie 5 Axie 5 Axie 5 Axie 5 Axie | | | | | | | | | | | | | | |
|--|-------|------|--------------------|----------------|-------|-------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|
| | | | Cara 8 | | | north D Avda C | 1-bound | 4 0.40 | - E Auda | E Aula | | C Aulo | C Aula | |
| Interval Start | Total | Bike | Cars & Trailers | 2 Axie Long | Buses | 2 Axie 6 Tire | 3 Axie Single | 4 Axie Single | <5 Axie Double | 5 Axie Double | >6 Axie Double | <6 Axie Multi | 6 Axie Multi | >6 Axie Multi |
| 12:00 AM | 3.6 | 0.0 | 1.6 | 1.0 | 0.1 | 0.7 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 AM | 2.0 | 0.0 | 0.1 | 0.6 | 0.4 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 AM | 1.7 | 0.0 | 0.3 | 0.4 | 0.3 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 AM | 1.3 | 0.0 | 0.4 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 AM | 2.0 | 0.0 | 0.4 | 0.4 | 0.4 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 AM | 5.4 | 0.0 | 1.1 | 1.3 | 0.6 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 AM | 15.7 | 0.0 | 2.1 | 4.9 | 2.7 | 5.6 | 0.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 AM | 29.3 | 0.2 | 13.3 | 6.8 | 0.8 | 7.5 | 0.3 | 0.2 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 AM | 46.7 | 0.0 | 21.0 | 12.8 | 1.0 | 10.8 | 0.3 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 AM | 59.0 | 0.3 | 25.4 | 17.9 | 1.6 | 12.6 | 0.4 | 0.0 | 0.7 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 AM | 57.3 | 0.0 | 22.6 | 20.3 | 2.6 | 10.9 | 0.4 | 0.0 | 0.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 AM | 63.0 | 0.0 | 22.3 | 19.6 | 5.0 | 14.9 | 0.4 | 0.1 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12:00 PM | 76.0 | 0.0 | 28.0 | 21.6 | 7.4 | 17.3 | 0.1 | 0.1 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 PM | 71.7 | 0.1 | 27.7 | 22.0 | 2.7 | 17.3 | 0.6 | 0.1 | 1.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 PM | 63.6 | 0.0 | 29.9 | 23.7 | 1.3 | 7.0 | 0.6 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 PM | 69.6 | 0.0 | 26.1 | 30.0 | 1.1 | 11.7 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 PM | 60.3 | 0.0 | 25.9 | 21.7 | 0.7 | 11.4 | 0.1 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 PM | 69.0 | 0.0 | 26.7 | 25.6 | 0.1 | 16.3 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 PM | 54.7 | 0.0 | 18.6 | 18.7 | 0.6 | 16.4 | 0.1 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 PM | 40.6 | 0.0 | 9.7 | 15.9 | 0.4 | 14.3 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 PM | 30.3 | 0.0 | 8.1 | 9.1 | 1.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 PM | 17.3 | 0.0 | 4.4 | 5.6 | 1.9 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 PM | 12.6 | 0.0 | 4.3 | 2.9 | 1.1 | 4.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 PM | 3.7 | 0.0 | 0.6 | 0.4 | 0.6 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Daily Average | 856.3 | 0.6 | 320.8 | 283.1 | 34.5 | 203.9 | 3.8 | 0.6 | 8.2 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | | | Study G | and Totals | | | | | | | |
| | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi |
| north-bound | 5918 | 4 | 2211 | 1962 | 240 | 1409 | 26 | 4 | 57 | 5 | 0 | 0 | 0 | 0 |
| | | 0.1% | 37.4% | 33.2% | 4.1% | 23.8% | 0.4% | 0.1% | 1.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |

<u>City of Ashland</u> Public Works/Engineering Department

Public Works/Engineering Department Traffic Study Report

N Mountain Ave : -Fiar Oaks : to Mountain Meadows : Site: Eng - 08-2021 Monday, 8/2/2021 9:00 AM -Monday, 8/9/2021 7:00 AM

Classification Grand Totals

| | Hourly Averages Combined Cars & 2 Axle 2 Axle 6 3 Axle 4 Axle <5 Axle 5 Axle >6 Axle <6 Axle 6 Avle >6 Axle >6 Axle >6 Axle >6 Axle | | | | | | | | | | | | | | |
|----------------|---|------|--------------------|----------------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|--|
| Interval Start | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | |
| 12:00 AM | 6.0 | 0.0 | 3.3 | 1.6 | 0.1 | 0.9 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 1:00 AM | 4.4 | 0.0 | 2.3 | 0.6 | 0.4 | 0.9 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 2:00 AM | 2.6 | 0.0 | 0.7 | 0.9 | 0.3 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 3:00 AM | 1.9 | 0.0 | 1.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 4:00 AM | 3.9 | 0.0 | 2.0 | 0.7 | 0.4 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 5:00 AM | 13.0 | 0.0 | 5.3 | 3.4 | 0.6 | 3.4 | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 6:00 AM | 39.7 | 0.0 | 15.3 | 12.6 | 2.7 | 8.6 | 0.3 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 7:00 AM | 59.5 | 0.2 | 28.7 | 15.7 | 1.5 | 11.8 | 0.8 | 0.2 | 0.3 | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | |
| 8:00 AM | 87.0 | 0.2 | 51.2 | 19.0 | 1.3 | 13.8 | 0.5 | 0.2 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 9:00 AM | 105.9 | 0.3 | 57.1 | 27.1 | 1.9 | 17.3 | 0.9 | 0.1 | 0.9 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 10:00 AM | 101.0 | 0.0 | 54.6 | 27.3 | 2.7 | 14.9 | 0.7 | 0.1 | 0.4 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 11:00 AM | 109.0 | 0.0 | 53.7 | 29.4 | 5.1 | 18.6 | 1.0 | 0.1 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 12:00 PM | 127.7 | 0.0 | 64.6 | 32.6 | 8.0 | 20.1 | 0.4 | 0.4 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 1:00 PM | 132.0 | 0.1 | 71.9 | 33.0 | 3.0 | 21.6 | 0.9 | 0.3 | 1.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 2:00 PM | 113.0 | 0.0 | 65.4 | 32.9 | 1.4 | 11.0 | 0.9 | 0.1 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 3:00 PM | 122.9 | 0.0 | 65.7 | 39.9 | 1.7 | 14.7 | 0.0 | 0.1 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 4:00 PM | 113.4 | 0.0 | 68.0 | 29.1 | 0.9 | 14.1 | 0.3 | 0.1 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 5:00 PM | 121.1 | 0.0 | 70.4 | 32.1 | 0.1 | 18.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 6:00 PM | 98.4 | 0.0 | 53.0 | 25.0 | 0.6 | 19.3 | 0.1 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 7:00 PM | 69.6 | 0.0 | 33.9 | 20.4 | 0.4 | 14.6 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 8:00 PM | 55.1 | 0.0 | 30.1 | 11.6 | 1.0 | 12.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 9:00 PM | 34.0 | 0.0 | 19.0 | 7.3 | 2.0 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 10:00 PM | 25.1 | 0.0 | 14.9 | 4.6 | 1.1 | 4.4 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 11:00 PM | 9.3 | 0.0 | 5.1 | 1.3 | 0.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Daily Average | 1555.5 | 0.8 | 837.1 | 408.0 | 38.0 | 250.7 | 7.0 | 1.9 | 10.7 | 1.2 | 0.2 | 0.0 | 0.0 | 0.0 | |
| | | | | | | Study G | and Totals | | | | | | | | |
| | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | |
| Combined | 10742 | 5 | 5780 | 2821 | 263 | 1729 | 48 | 13 | 74 | 8 | 1 | 0 | 0 | 0 | |
| | | 0.0% | 53.8% | 26.3% | 2.4% | 16.1% | 0.4% | 0.1% | 0.7% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | |
| south-bound | 4824 | 1 | 3569 | 859 | 23 | 320 | 22 | 9 | 17 | 3 | 1 | 0 | 0 | 0 | |
| | - | 0.0% | 74.0% | 17.8% | 0.5% | 6.6% | 0.5% | 0.2% | 0.4% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | |
| north-bound | 5918 | 4 | 2211 | 1962 | 240 | 1409 | 26 | 4 | 57 | 5 | 0 | 0 | 0 | 0 | |

0.1%

37.4%

33.2%

4.1%

0.4%

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23.8%

N Mountain Ave : -Mountain Meadows : to Nepenthe :

Site: Eng - 07-2021 Monday, 7/19/2021 2:00 PM -Monday, 7/26/2021 6:00 AM

|--|

| | | | | | | Hourly | Averages | | | | | | | |
|----------------|--------|------|--------------------|----------------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|
| | | | Cars & | 2 Axle | | 2 Axle 6 | 3 Axle | 4 Axle | <5 Axle | 5 Axle | >6 Axle | <6 Axle | 6 Axle | >6 Axle |
| Interval Start | Total | Bike | Trailers | Long | Buses | Tire | Single | Single | Double | Double | Double | Multi | Multi | Multi |
| 12:00 AM | 2.4 | 0.0 | 2.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 AM | 2.3 | 0.0 | 1.7 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 AM | 0.9 | 0.0 | 0.7 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 AM | 2.0 | 0.0 | 1.0 | 0.9 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 AM | 7.0 | 0.0 | 4.0 | 2.6 | 0.0 | 0.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 AM | 16.0 | 0.0 | 12.0 | 3.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 AM | 41.5 | 0.0 | 30.7 | 7.2 | 0.0 | 3.0 | 0.5 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 AM | 62.2 | 0.2 | 44.3 | 11.0 | 0.3 | 5.0 | 0.7 | 0.0 | 0.3 | 0.2 | 0.0 | 0.0 | 0.0 | 0.2 |
| 8:00 AM | 88.0 | 0.2 | 66.5 | 16.0 | 0.2 | 4.7 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 AM | 91.5 | 0.0 | 72.0 | 14.0 | 0.5 | 4.5 | 0.2 | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 AM | 93.8 | 0.3 | 73.0 | 12.7 | 0.2 | 6.3 | 0.8 | 0.0 | 0.3 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 AM | 126.8 | 0.0 | 98.5 | 20.0 | 0.2 | 7.0 | 0.5 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| 12:00 PM | 95.5 | 0.0 | 69.8 | 14.8 | 0.2 | 9.2 | 0.5 | 0.0 | 0.8 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 PM | 99.8 | 0.0 | 74.5 | 17.3 | 0.2 | 6.3 | 0.2 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| 2:00 PM | 96.0 | 0.1 | 69.6 | 18.3 | 0.7 | 6.4 | 0.1 | 0.0 | 0.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 PM | 87.7 | 0.1 | 65.4 | 16.7 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| 4:00 PM | 84.0 | 0.1 | 66.1 | 11.7 | 0.0 | 5.7 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 PM | 68.4 | 0.0 | 54.9 | 9.1 | 0.0 | 4.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 PM | 47.7 | 0.1 | 38.9 | 6.1 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 PM | 39.4 | 0.0 | 31.9 | 5.4 | 0.1 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 PM | 29.7 | 0.1 | 22.0 | 6.0 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 PM | 15.7 | 0.0 | 13.0 | 2.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 PM | 9.0 | 0.0 | 7.7 | 1.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 PM | 3.3 | 0.0 | 2.4 | 0.7 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Daily Average | 1210.7 | 1.4 | 922.9 | 197.6 | 2.5 | 76.0 | 4.0 | 0.2 | 4.5 | 1.0 | 0.0 | 0.1 | 0.0 | 0.5 |
| | | | | | | Study G | and Totals | | | | | | | |
| | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi |
| north-bound | 7776 | 9 | 5931 | 1270 | 16 | 486 | 25 | 1 | 28 | 6 | 0 | 1 | 0 | 3 |
| | | 0.1% | 76.3% | 16.3% | 0.2% | 6.3% | 0.3% | 0.0% | 0.4% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |

N Mountain Ave : -Mountain Meadows : to Nepenthe :

Site: Eng - 07-2021 Monday, 7/19/2021 2:00 PM -Monday, 7/26/2021 6:00 AM

0.0%

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| | | | | | | Hourly south | Averages | | | | | | | |
|----------------|--------|------|--------------------|----------------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|
| Interval Start | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi |
| 12:00 AM | 2.4 | 0.0 | 2.0 | 0.1 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 AM | 1.0 | 0.0 | 0.7 | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 AM | 1.3 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 AM | 2.6 | 0.0 | 1.9 | 0.6 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 AM | 10.7 | 0.0 | 7.6 | 2.1 | 0.0 | 0.9 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 AM | 22.4 | 0.0 | 13.3 | 6.1 | 0.0 | 2.9 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 AM | 42.2 | 0.0 | 28.5 | 8.8 | 0.8 | 3.7 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 AM | 58.0 | 0.2 | 43.8 | 10.3 | 0.2 | 2.3 | 0.7 | 0.0 | 0.3 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 AM | 71.8 | 0.3 | 58.0 | 10.0 | 0.2 | 3.0 | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 AM | 75.8 | 0.5 | 61.2 | 9.2 | 0.2 | 4.3 | 0.3 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 AM | 73.5 | 0.0 | 57.7 | 12.0 | 0.0 | 3.5 | 0.2 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 AM | 73.5 | 0.2 | 59.2 | 11.2 | 0.2 | 2.3 | 0.3 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12:00 PM | 69.3 | 0.3 | 57.5 | 9.5 | 0.0 | 1.7 | 0.2 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 PM | 87.2 | 0.3 | 73.0 | 9.7 | 0.3 | 3.7 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 PM | 76.7 | 0.6 | 60.6 | 10.7 | 0.3 | 4.0 | 0.1 | 0.0 | 0.1 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 PM | 71.0 | 0.1 | 58.4 | 9.4 | 0.1 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 PM | 70.3 | 0.1 | 61.0 | 7.0 | 0.1 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 PM | 60.0 | 0.0 | 49.7 | 8.3 | 0.0 | 1.9 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 PM | 39.1 | 0.0 | 33.3 | 5.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 PM | 34.0 | 0.0 | 30.6 | 3.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 PM | 30.9 | 0.0 | 27.6 | 2.6 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 PM | 16.0 | 0.1 | 12.9 | 2.4 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 PM | 8.6 | 0.0 | 7.9 | 0.6 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 PM | 3.9 | 0.0 | 3.7 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Daily Average | 1002.2 | 2.8 | 811.1 | 139.0 | 2.4 | 42.2 | 2.3 | 0.5 | 1.1 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | | | Study Gr | and Totals | | | | | | | |
| | Total | Bike | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi |
| south-bound | 6464 | 18 | 5239 | 892 | 15 | 271 | 14 | 3 | 7 | 5 | 0 | 0 | 0 | 0 |

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<u>City of Ashland</u> Public Works/Engineering Department

Public Works/Engineering Department Traffic Study Report

N Mountain Ave : -Mountain Meadows : to Nepenthe : Site: Eng - 07-2021 Monday, 7/19/2021 2:00 PM -Monday, 7/26/2021 6:00 AM

Classification Grand Totals

| | | | | | | Hourly | Averages | | | | | | | |
|----------------|--------|------|----------|--------|-------|------------------|------------|--------|----------|--------|---------|------------------|--------|---------|
| | | | Carra 0 | | | Con D Auto C | | 4 Aula | - E Auda | E Aula | | C Aula | C Aula | |
| Interval Start | Total | Bike | Trailers | Long | Buses | Z Axie 6 Tire | Single | Single | Double | Double | Double | ×6 Axie Multi | Multi | Multi |
| 12:00 AM | 4.9 | 0.0 | 4.3 | 0.3 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 AM | 3.3 | 0.0 | 2.4 | 0.7 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 AM | 2.1 | 0.0 | 2.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 AM | 4.6 | 0.0 | 2.9 | 1.4 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 AM | 17.7 | 0.0 | 11.6 | 4.7 | 0.0 | 1.1 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 AM | 38.4 | 0.0 | 25.3 | 9.1 | 0.0 | 3.7 | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 AM | 83.7 | 0.0 | 59.2 | 16.0 | 0.8 | 6.7 | 0.5 | 0.3 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 AM | 120.2 | 0.3 | 88.2 | 21.3 | 0.5 | 7.3 | 1.3 | 0.0 | 0.7 | 0.3 | 0.0 | 0.0 | 0.0 | 0.2 |
| 8:00 AM | 159.8 | 0.5 | 124.5 | 26.0 | 0.3 | 7.7 | 0.2 | 0.2 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 AM | 167.3 | 0.5 | 133.2 | 23.2 | 0.7 | 8.8 | 0.5 | 0.2 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 AM | 167.3 | 0.3 | 130.7 | 24.7 | 0.2 | 9.8 | 1.0 | 0.0 | 0.5 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 AM | 200.3 | 0.2 | 157.7 | 31.2 | 0.3 | 9.3 | 0.8 | 0.0 | 0.5 | 0.2 | 0.0 | 0.0 | 0.0 | 0.2 |
| 12:00 PM | 164.8 | 0.3 | 127.3 | 24.3 | 0.2 | 10.8 | 0.7 | 0.0 | 0.8 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 PM | 187.0 | 0.3 | 147.5 | 27.0 | 0.5 | 10.0 | 0.3 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| 2:00 PM | 172.7 | 0.7 | 130.1 | 29.0 | 1.0 | 10.4 | 0.3 | 0.0 | 0.7 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 PM | 158.7 | 0.3 | 123.9 | 26.1 | 0.1 | 8.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| 4:00 PM | 154.3 | 0.3 | 127.1 | 18.7 | 0.1 | 7.7 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 PM | 128.4 | 0.0 | 104.6 | 17.4 | 0.0 | 6.1 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 PM | 86.9 | 0.1 | 72.1 | 11.1 | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 PM | 73.4 | 0.0 | 62.4 | 8.4 | 0.1 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 PM | 60.6 | 0.1 | 49.6 | 8.6 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 PM | 31.7 | 0.1 | 25.9 | 4.4 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 PM | 17.6 | 0.0 | 15.6 | 1.7 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 PM | 7.1 | 0.0 | 6.1 | 0.9 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Daily Average | 2212.9 | 4.2 | 1734.0 | 336.5 | 4.9 | 118.2 | 6.3 | 0.7 | 5.6 | 1.7 | 0.0 | 0.1 | 0.0 | 0.5 |
| | | | | | | Study G | and Totals | | | | | | | |
| | Tatal | Dile | Cars & | 2 Axle | Duran | 2 Axle 6 | 3 Axle | 4 Axle | <5 Axle | 5 Axle | >6 Axle | <6 Axle | 6 Axle | >6 Axle |
| | Iotai | Віке | Trailers | Long | Buses | Tire | Single | Single | Double | Double | Double | Multi | Multi | Multi |
| Combined | 14240 | 27 | 11170 | 2162 | 31 | 757 | 39 | 4 | 35 | 11 | 0 | 1 | 0 | 3 |
| | | 0.2% | 78.4% | 15.2% | 0.2% | 5.3% | 0.3% | 0.0% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| north-bound | 7776 | 9 | 5931 | 1270 | 16 | 486 | 25 | 1 | 28 | 6 | 0 | 1 | 0 | 3 |
| | | 0.1% | 76.3% | 16.3% | 0.2% | 6.3% | 0.3% | 0.0% | 0.4% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| south-bound | 6464 | 18 | 5239 | 892 | 15 | 271 | 14 | 3 | 7 | 5 | 0 | 0 | 0 | 0 |

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City of Ashland TSP Update

November 2012

Project #: 10633 Page 11

| Description: Const Category: Sidewalk Project Goals Met: Create a Green Template \checkmark Project Location: | Functional Classification: Avenue | 0' S Village Green Dr to Iowa St to infill missing set Priority High Facilitate Economic Growth and Maintain Small Town Character V | ctions. Total Cost: \$450,000 Balance Mobility and Access |
|--|--|--|---|
| Category: Sidewalk Project Goals Met: Create a Green Template V Project Location: | Functional Classification: Avenue Improve Safety Improve Safety | Priority High Facilitate Economic Growth and Maintain Small Town Character | Total Cost: \$450,000 Balance Mobility and Access |
| Category: Sidewalk Project Goals Met: Create a Green Template Project Location: | Functional Classification: Avenue Improve Safety Improve Safety | Priority High Facilitate Economic Growth and Maintain Small Town Character | Total Cost: \$450,000 Balance Mobility and Access |
| Sidewalk Project Goals Met: Create a Green Template V Project Location: | Avenue | High Facilitate Economic Growth and Maintain Small Town Character ✔ | \$450,000 Balance Mobility and Access |
| Project Goals Met: Create a Green Template Project Location: | Improve Safety | Facilitate Economic Growth and Maintain Small Town Character | Balance Mobility and Access |
| Create a Green Template Project Location: | Improve Safety | Facilitate Economic Growth and Maintain Small Town Character | Balance Mobility and Access |
| ✓ Project Location: | | | \checkmark |
| Project Location: | | | |
| Project Location: | | | Safe Routes to School |
| | TENDES TO A CONTRACT OF A CONT | P22 P60 P61 P62 P61 P62 P62 Mass | |
| Project Image: | | Avenue Street | |
| | | | |