

Note: Anyone wishing to speak at any Transportation Commission meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

## ASHLAND TRANSPORTATION COMMISSION

March 17 17, 2022

### AGENDA

- I. **CALL TO ORDER:** 6:00 PM, Meeting held virtually via Zoom
- II. **ANNOUNCEMENTS**
- III. **CONSENT AGENDA**
  - A. Approval of Minutes: January 20, 2022
- IV. **PUBLIC FORUM** (6:05-6:20)
  - A. Public Forum-if you wish to speak during public forum please register with [Scott.fleury@ashland.or.us](mailto:Scott.fleury@ashland.or.us) by 10am February 16<sup>th</sup>.
  - B. If you wish to provide public comment or discuss an agenda item please contact [Scott.fleury@ashland.or.us](mailto:Scott.fleury@ashland.or.us) by February 16<sup>th</sup> by 10am to register to participate. Written comments can also be submitted in the same time frame.
  - C. If you are interested in watching the meeting via Zoom please utilize the following link:<https://zoom.us/j/96703647546>
- V. **CRASH REPORT** (6:20-6:30)
- VI. **NEW BUSINESS**
  - A. Transportation System Improvements and Funding Options (6:20-6:50 no action required, discuss improvement program and how projects are funded)
- VII. **OLD BUSINESS**
  - A. Parking Program - Plan (6:50-7:30, action required discuss Parking Program Plan and Council Recommendations)
- VIII. **TASK LIST** (If time allows)
  - A. Discuss current action item list
- IX. **FOLLOW UP ITEMS**
  - A. Safe Routes To School – Project Identification Grant
  - B. Faith Avenue Traffic Calming
- X. **INFORMATIONAL ITEMS** (If time allows)
  - A. Bike and Pedestrian Subcommittee – Update
  - B. North Mountain Emergency On-Ramp
- XI. **COMMISSION OPEN DISCUSSION** (If time allows)
- XII. **FUTURE AGENDA TOPICS**
  - A. 2022 In-Person Meeting Discussion
  - B. Planning Department Presentation
  - C. Crosswalk Policy
- XIII. **ADJOURNMENT:** 8:00 PM

**Next Meeting Date: April 21, 2022 Meeting**

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please email [scott.fleury@ashland.or.us](mailto:scott.fleury@ashland.or.us). Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title 1).

**ASHLAND TRANSPORTATION COMMISSION**  
**MINUTES**  
**February 17, 2022**

**CALL TO ORDER:**

**Commissioners Present:** Mark Brouillard, Joe Graf, Linda Peterson-Adams, Katharine Danner, Holly Christiansen, Derrick Claypool-Barnes,

**Commissioners Not Present:** Corinne Vièville

**Council Liaison Present:** Paula Hyatt

**Staff Present:** Scott Fleury

**Guests Present:** Amy Gunter, Robert Kendrick, Kelly Sandow, Micah Horowitz

**ANNOUNCEMENTS**

Vièville will not be present for this meeting.

Brouillard stated that he had a positive interaction with Officer MacLennan and noted that Ashland Police Department officers are doing a great job.

**CONSENT AGENDA**

*Danner motioned to approve the minutes from last month as written. Brouillard seconded. All ayes, motion passed.*

**PUBLIC FORUM**

No one present for public forum. Commissioners were emailed by Gary Shaff regarding the Grand Terrace Annexation which was discussed later in this meeting. Peterson-Adams stated that all ideas from the public are taken into consideration and encouraged the public to continue to communicate with the Transportation Commission.

**CRASH REPORT**

Officer MacLennan was not present to give the crash report.

Brouillard mentioned that a pedestrian was hit near Ashland Street and Washington Street. The Mayor at a previous Council meeting asked Fleury if any plans were being made to improve the crosswalk at that location either by the city or ODOT. Nothing has been planned in the Transportation System Plan, but Fleury reached out to ODOT and they stated that they are investigating that pedestrian crossing currently. Commissioners discussed the possibility of doing more in that area to improve the pedestrian crossing as pedestrian traffic is increasing there.

Graf stated that according to this month's data if someone rear-ends stopped traffic, they have a 50% chance of not being cited, and it looks bad for the city. Peterson-Adams stated that perhaps the Transportation Commission should write a letter to the Ashland Police Department Chief.

**NEW BUSINESS**

**A. Grand Terrace Annexation**

Amy Gunter, Robert Kendrick, Kelly Sandow, and Micah Horowitz were in attendance to give a presentation on the proposed 8.5 acre annexation at 1511 Highway 99N. The property is currently zoned as Jackson County rural residential. Just north of the property is zoned as Jackson County commercial. The property is within the urban growth boundary for the city. The plan is for 10 two-story structures each containing 23 units for a total of 230 units on the property. Each building will be 500 square feet.

A Transportation Impact Analysis was done and the intersections that were studied included Highway 99N at South Valley View, Highway 99N at Jackson Road, North Main Street at Maple Street, and Highway 99N at the projected access points. It was found that the property would not cause a substantial increase in traffic or queuing conditions. All proposed site driveways are projected to operate safely and efficiently. The Traffic Impact Analysis recommends that Highway 99 be restriped to include a left turn lane for vehicles entering the site. The analysis concluded that the Transportation Planning Rule has been demonstrated to

**ASHLAND TRANSPORTATION COMMISSION**  
**MINUTES**  
**February 17, 2022**

be met, that the Minimum Intersection Site Distance and Site Stopping Distance requirements are met or exceeded, and that the queue length does not cause impediments to other drivers on the roadway. Additionally, a new transit supportive plaza and southbound bus stop are proposed along the project frontage. The bus stop has preliminary approval from RVTD.

A safety evaluation was also done of the area. Highway 99 currently has buffered bike lanes along the development frontage and bike lanes on both sides of the road. The development proposal includes bike lanes in accordance with city standards as well as 2 multi-use path connections to the site. There are currently no sidewalks on Highway 99 at the proposed site so the applicant will provide sidewalk improvements in compliance with ODOT. A high visibility crosswalk would be put in place across Highway 99 in the form of a Rectangular Rapid Flashing Beacon and would be between North Main and Schofield near the bus stops. ODOT did a speed study in the area and found that 45 mph was appropriate and average for that stretch of Highway 99.

Also in the proposal is a sidewalk at the railroad bridge including a vertical barrier between the sidewalk and the street. This area was also discussed as an evacuation route and how the barrier/width of the road in that location may affect that option. The issue of bicyclists feeling unsafe in that area was also discussed at length.

Robert Kendrick touched on environmental concerns and stated that the buildings will include solar panels and bike racks behind the buildings to encourage bicycling. The buildings will also be built off-site and transported to discourage construction waste. There will also be a multi-use trail that will be lit at night and will be ADA accessible.

Graf mentioned that one parking spot per unit may not be enough as some people have more than one vehicle. Gunter explained the parking capacity requirements that they followed when planning out the parking lot.

Fleury commented that if this project does continue and gets built that he hopes that traffic stress, specifically in terms of bike traffic is accounted for when looking at potentially reducing the speed limit in that area. Micah Horowitz with ODOT explained the speed re-evaluation process.

The main concerns of the Transportation Commission for this project included reducing speed, implementation of protected bike lanes, and better sidewalks.

**B. Safe Routes to School Planning Grant**

*Graf moved that the Transportation Commission recommends to the City Council that they authorize Public Works to move forward in conjunction with the Ashland School District on a Safe Routes to School Grant Project Identification Program Grant Application. All seconded. All ayes, motion passed.*

**OLD BUSINESS**

**A. Parking Program**

Fleury stated he wants the Transportation Commission to establish a programmatic parking plan to present to Council. Fleury developed a memo in the packet that outlines what Public Works would need to do as well as what consultants would need for the strategies detailed in the Strategic Downtown Parking Management Plan could be implemented. Fleury would also like for a cost and a funding strategy to be established.

Graf stated that he would like to gather more data, but that it's impossible to do so accurately during COVID.

**ASHLAND TRANSPORTATION COMMISSION**  
**MINUTES**  
**February 17, 2022**

Graf also mentioned that if some of the Parking Program could be added to the TSP that it may help with funding. The relevance of Rick Williams' parking study done pre-COVID was discussed. Fleury to develop plan and bring back for further discussion.

**B. Randy Street Traffic Analysis**

A speed and volume study was conducted on Randy Street and discussed by the Commission. Currently there isn't speeding on Randy, but the connection to Vansant Street is an issue due to visibility and maneuvering the curve. There currently isn't a centerline for the curve and staff will investigate the need for one. Staff will also keep an eye on the speed/volume once construction starts to tail off and a normal traffic pattern is established. The residents will be informed of the Traffic Calming Program and they can determine if they would like to participate in the program.

**FUTURE AGENDA TOPICS**

- A. 2022 In-Person Meeting Discussion
- B. Planning Department Presentation
- C. Crosswalk Policy

**ADJOURNMENT: @ 8:00pm**

*Respectfully submitted,*  
*Elizabeth Beckerich, Office Assistant II*  
**\*\*Full Video Available by Request\*\***

Transportation Commission Contact Form Submitted  
Thursday, February 24, 2022 9:26:36 PM

**Date:**

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[EXTERNAL SENDER]

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

Full Name: **Huelz Gutcheon**

Phone:

Email:

Subject: **Transportation Safety**

Message: **Hi Transportation Commissioners, Safety is soo important. Some of you haven't seen these. 2 Public Forums at the Planning Commission**

**<https://www.youtube.com/watch?v=Em95tO7PQjE&t=3s> and (the volume needs to be turned up...) <https://www.youtube.com/watch?v=M1J1nkKBY20&t=13s> Huelz**

Attachment 1 file:

Attachment 2 file:

Attachment 3 file:

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

SubscriberID: **-1**

SubscriberUserName:

SubscriberEmail:

RemoteAddress: **66.241.70.76**

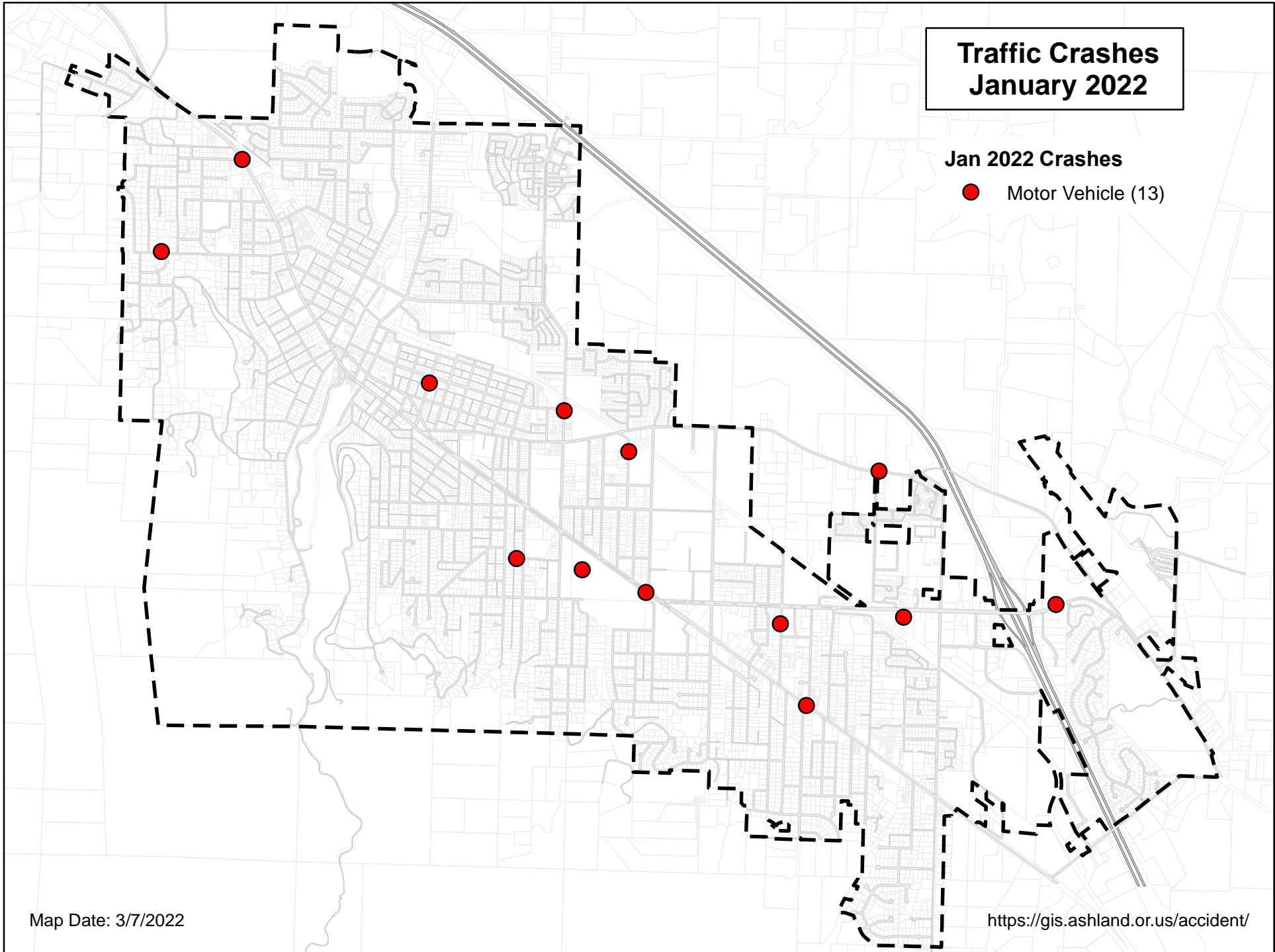
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# Traffic Crashes January 2022

## Jan 2022 Crashes

● Motor Vehicle (13)



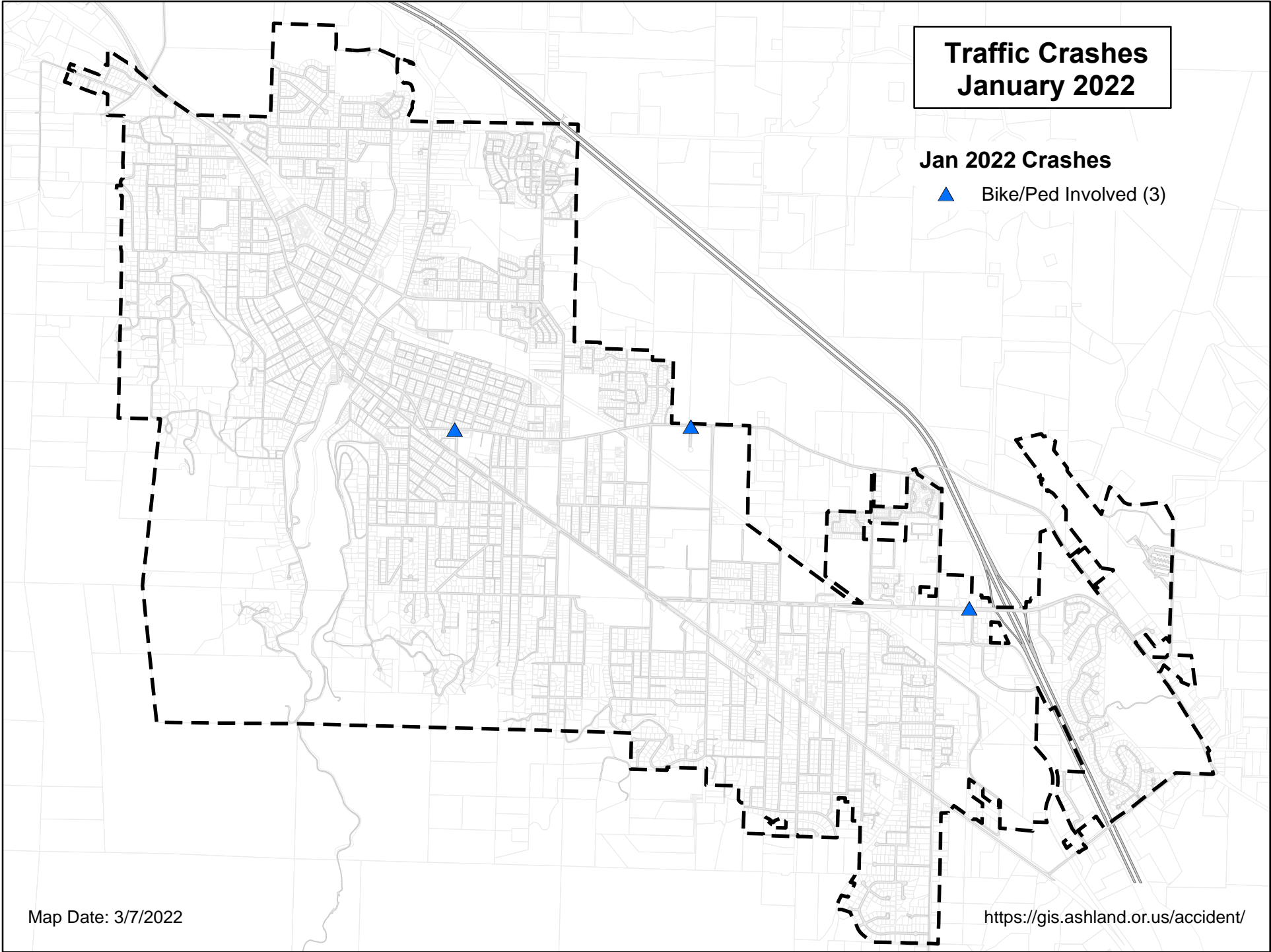
Map Date: 3/7/2022

<https://gis.ashland.or.us/accident/>

# Traffic Crashes January 2022

## Jan 2022 Crashes

▲ Bike/Ped Involved (3)



Map Date: 3/7/2022

<https://gis.ashland.or.us/accident/>

# MOTOR VEHICLE CRASH SUMMARY

MONTH: JANUARY 2022

NO. OF ACCIDENTS: 16

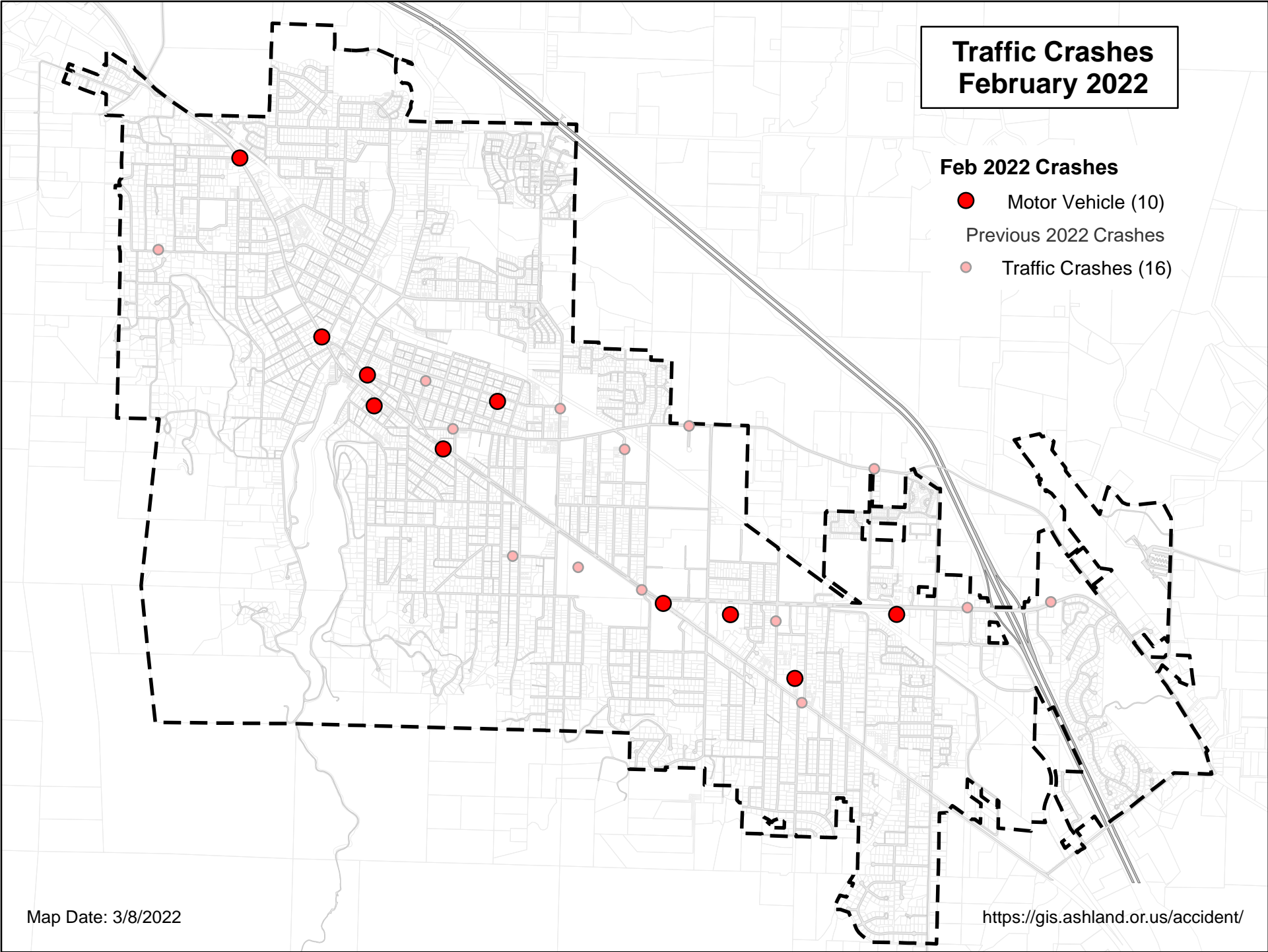
Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
Rep	3	17:22	Mon	Siskiyou Blvd near Park St	2	N	N	N	N	Y	Y	Y	N	N	Dv2 stopped in traffic lane to make a left turn. Dv1 crashed into the rear of v2. Dv1 cited for following too closely/accident.
Rep	4	15:28	Tue	E Main St near Sherman St	3	Y	N	P	N	N	Y	Y	N	N	Dv1 outbound stopped for ped crossing, dv2 stopped behind v1, Dv3 did not see the vehicles stopped and crashed into the rear of v2, pushing it into v1. Possible minor injuries to dv1 and dv2.
Rep	5	8:09	Wed	Campus Way at E Main St	1	2	N	Y	N	N	Y	N	N	N	Crossing guard was in street and allowed ped to enter into the path of the vehicle. The driver did not see crossing guard or ped and drove on the foot of the ped. Ped transported to ACH. No citation.
Rep	10	13:31	Mon	Normal Av near Fremont	2	N	N	N	N	N	Y	Y	N	N	Dv2 backed out of driveway, striking v1 that was passing by. No injury.
Rep	12	18:58	Wed	Ashland St near Clover Lane	1	N	N	N	N	Y	Y	U	Y	N	Driver attempted a burn out, lost control of vehicle and struck and damaged a tree. Driver cited for careless driving.
NR	17	5:50	Mon	California St near Quincy	2	N	N	U	U	N	Y	N	Y	N	Vehicle was struck while parked. No suspects nor leads, damage estimated less than \$1000.
Rep	17	16:54	Mon	Wimer St near Prim	1	N	N	N	N	Y	Y	Y	N	N	Driver pulled over to the side of the road to jump out and close tailgate, and the vehicle rolled backwards and damaged a private water system. Driver cited for being suspended and no insurance.
NR	19	6:27	Wed	Ashland St near Washington	1	Y	N	N	N	N	Y	N	N	N	Dv1 inbound on Ashland Street struck ped who was crossing street at an angle, not in a marked or unmarked crosswalk. No injury. No damage, no injury, no citation.



Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
Rep	19	9:25	Wed	N Mountain Av near B St	2	N	N	P	N	N	Y	Y	N	N	Dv1 was NB, stopped at intersection. Dv2 failed to stop and rearended v1. Both drivers expressed possible injuries, no citation, damage over \$5000.
NR	20	13:24	Thr	N 3rd near B St	2	N	N	N	N	N	Y	N	N	Y	While parking, Dv2 rearended parked V1, a city vehicle. Minor damage, information exchanged.
Rep	23	16:42	Sun	Ashland St	2	N	N	N	Y	Y	Y	Y	Y	N	Dv1 backed into parked v2 and left the area. Dv1 was found and cited for DUII, Hit and Run, no insurance, suspended license.
NR	23	23:59	Sun	University Way near Siskiyou Blvd	1	N	N	U	U	N	N	U	Y	N	Driver struck and damaged handrail on university property and left the area. No leads.
Rep	24	12:03	Mon	Henry St near Beach St	2	N	N	N	N	N	Y	Y	N	N	Dv1 backed out of driveway and struck parked v2. Information exchanged.
Rep	24	13:54	Mon	E Main St near Clay St	2	N	N	Y	N	Y	Y	Y	N	N	Dv1 was stopped in lane, waiting to make a left turn. Dv2 failed to stop and rearended v1. Dv1 transported to hospital. Dv2 cited for following too closely.
Rep	27	20:33	Thr	Siskiyou Blvd at Indiana St	2	N	N	N	N	Y	Y	N	N	N	Dv1 was stopped at red light. Dv2 rearended v1. Dv2 cited for driving while suspended, following too closely, driving uninsured, expired registration.
Rep	29	10:53	Sat	N Main St near Grant St	2	N	N	N	N	N	Y	Y	N	N	Dv1 was in the turn lane waiting to make a turn when Dv2 backed out of a driveway and crashed into v1. Information exchanged.

# Traffic Crashes February 2022

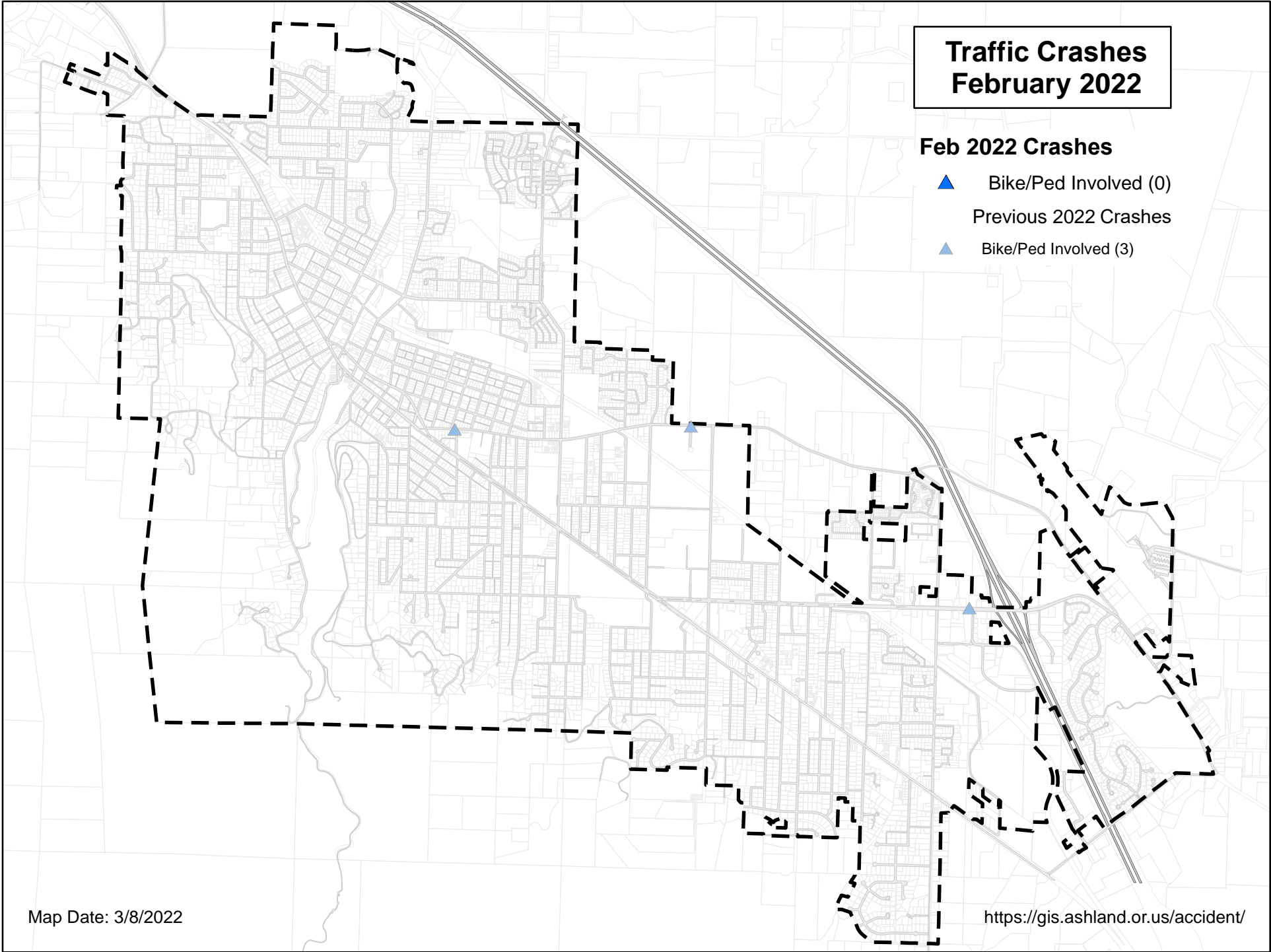
- Feb 2022 Crashes**
- Motor Vehicle (10)
  - Previous 2022 Crashes
  - Traffic Crashes (16)



# Traffic Crashes February 2022

## Feb 2022 Crashes

- ▲ Bike/Ped Involved (0)
- Previous 2022 Crashes
- ▲ Bike/Ped Involved (3)



Map Date: 3/8/2022

<https://gis.ashland.or.us/accident/>

# MOTOR VEHICLE CRASH SUMMARY

MONTH: FEBRUARY, 2022

NO. OF ACCIDENTS: 10

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
NR	2	17:14	Wed	N Main St near Helman	2	N	N	N	N	N	Y	N	N	N	Dv1 was stopped at stoplight when dv2 rearended v1. Drivers exchanged info, no further action.
NR	12	15:06	Sat	Ashland St (parking lot)	2	N	N	N	U	N	N	N	Y	N	V1 was sideswiped while parked in a private parking lot. No leads nor suspects.
R	13	14:29	Sun	Seventh St near B St	3	N	N	N	N	N	Y	Y	N	N	Dv1 was northbound on 7th approaching B St. V2 was parked SB on the east side of street. Dv2 pulled out and v1 and v2 collided, and v2 also struck parked v3.
R	14	15:30	Mon	Lithia Way near Pioneer St	2	N	N	N	N	Y	Y	N	Y	N	Dv1 struck parked v2 while attempting to park and then left the area. Dv1 was located and cited for hit and run.
R	14	17:43	Mon	Siskiyou Blvd near Ashland St	1	N	N	P	N	Y	Y	Y	N	N	Dv1 reported swerving to avoid hitting a cat, and vehicle hit tree in the median. Dv1 cited for no insurance and careless driving.
R	15	12:10	Tue	N Main St at Grant St	2	N	N	N	N	Y	Y	Y	N	N	Dv1 slowed to allow a vehicle to the front to exit the street, and v2 rearended v1. Dv2 cited for following too closely.
R	21	16:54	Mon	Ashland St (parking lot)	2	N	N	N	N	Y	Y	Y	N	N	Driver ran into parked vehicle. Driver mixed up the brake and gas pedals. Driver cited for failure to carry car insurance.
R	22	11:58	Tue	Siskiyou Blvd at Union St	2	N	N	N	N	N	Y	Y	N	N	Dv2 foot stuck between gas and brake pedals, and was unable to stop. Dv2 swerved around a vehicle at the stop sign and ran into the rear quarter of v1. No injuries, report taken.
NR	25	UNK	Fri	Ventura Circle near Park St	2	N	N	N	U	N	N	N	Y	N	Vehicle was struck while parked, no leads.
NR	26	22:16	Sat	S First St at Enders Alley	2	N	N	N	N	Y	Y	N	N	N	Dv1 was backing out of a parking spot, drifted downhill and ran into parked v2. Dv1 cited for driving while suspended and obstruction of vehicle windows.

# Memo

CITY OF  
ASHLAND

Date: March 1, 2022  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Transportation System Plan Process and Capital Project Funding

## **BACKGROUND:**

The Transportation System Plan (TSP) is the fundamental planning document that analyzes all transportation modes in the City and recommends improvements and changes to meet the transportation needs of the community.

The TSP is required to meet the Transportation Planning Rule (TPR) (OAR 660-12). The Division of Land Conservation and Development is currently in the process of updating the Transportation Planning Rule under direction from Governor Brown. One-page informational sheets about the rulemaking are attached for reference.

***On March 10, 2020, Governor Kate Brown issued Executive Order 20-04, directing state agencies to reduce climate pollution. In response, the Land Conservation and Development Commission (commission) is working on updating Oregon's Transportation Planning Rules and related administrative rules.***

***The Commission initiated rulemaking at its September 2020 meeting, and aims to adopt rules at its May 2022 meeting.***

***The rulemaking is focused on significantly strengthening Oregon's administrative rules about transportation and housing planning in Oregon's eight urban areas with populations over 50,000 people (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Medford/Ashland, Portland Metro, Salem/Keizer). No significant rule changes will occur for communities outside those areas.***

When developing a TSP goals and objectives are developed that outline the “direction” the Community wishes to head with respect to its transportation options and associated improvements. Once the goals are agreed upon then existing conditions are analyzed and future conditions are predicted. This future analysis leads to development of improvement alternatives. Once all of the projects are defined an implementation plan is developed. The general layout of a TSP/process is shown below. With all master plans developed by the City public engagement is a priority and facilitated in various ways including, through open houses, committee participation, Commission review and Council presentations.

1. Develop Public Engagement Plan
2. Goals and Objectives
3. Existing Conditions
4. Future Conditions
5. Solutions Development and Evaluation

6. Funding Program
7. Final Documentation
8. Plan Adoption

Public Works and the Commission have spent significant time working with Kittelson Associates on development of a scope and fee for the TSP update. The TSP update process has been postponed twice due to COVID related issues and now the City is waiting for the TPR update to be approved. Since the City is potentially in line for funding through the State we are also waiting for the Oregon Department of Transportation (ODOT) to develop draft scope of services documents that ensure compliance with the TPR in order to have the current scope updated. Staff is in contact with ODOT and will update the Commission on any changes moving forward.

In addition to needing to meet new requirements in the TPR, new analysis tools have been implemented since the last TSP update include the “level of traffic stress” for bicycle and pedestrians networks. This LTS defines the stress users feel based on the improvement and conditions and can lead to recommendations for improvements that reduce the LTS with the expectation that more users will then use that mode choice. The recently completed Rogue Valley Active Transportation plan set a goal for all projects to meet an LTS2. A current versus improved LTS can help prioritize capital projects moving forward.



**Funding:**

The “Street Fund” and associated transportation projects are funded through the collection of the street user fee, State Gas Tax, Franchise Fees, System Development Charges, local improvement districts (LIDs) and Grants.

During the TSP update process improvements are defined for all modes and generally all of the projects defined and total costs exceed the planned available funding within a 25 year planning window. This total is referenced as the preferred plan.

The projects are then paired down to what is considered a “fiscally constrained” list. This list is defined as what is expected to be funded within the 25 year window when compared to previous expense and associated revenues.

***The Financially Constrained Plan and Preferred Plan facilitate the TSP’s implementation. The projects, programs, and studies included in the Financially Constrained Plan are higher priority projects on which the City plans to focus their funding resources. The Preferred Plan helps the City leverage opportunities that may arise through development, unexpected grant***

*monies, and/or agency partnerships to implement additional projects, studies and/or programs identified as needed and desired.*

Details about the preferred plan and fiscally constrained plan are developed in chapter 14 of the current TSP. Table 14-2 in the TSP provides an overview of the preferred plan and shows the estimated total costs for all projects developed within the document, see below. There was a total of \$67 million dollars of projects developed in the whole plan. The fiscally constrained portion of the plan reduces that total down to \$30 million over the 25 year period.

**Table 14-2 Transportation Programs, Studies and Project Cost Summary by Timeline**

Priority (Timeline)	General	Pedestrian	Bicycle	Transit	Freight	Studies	Intersection and Roadway	Total Program Study and Project Costs
High (0-5 Years)	\$100,000	\$8,550,000	\$3,230,000	\$1,000,000	-	\$35,000	\$5,073,000	\$17,988,000
Medium (5-15 Years)	\$30,000	\$4,050,000	\$1,150,000	\$2,750,000	-	\$245,000	\$4,005,000	\$12,230,000
Low (15-25 Years)	-	\$2,975,000	\$570,000	\$3,800,000	-	\$75,000	\$3,650,000	\$11,070,000
Development Driven	-	-	\$330,000	-	\$2,025,000	-	\$23,555,000	\$25,910,000
<b>Total</b>	<b>\$130,000</b>	<b>\$15,575,000</b>	<b>\$5,280,000</b>	<b>\$7,550,000</b>	<b>\$2,025,000</b>	<b>\$355,000</b>	<b>\$36,283,000</b>	<b>\$67,198,000</b>

The projects in the preferred and fiscally constrained plan are given three distinct priorities, High (0-5 years), Medium (5-15 years) and Low (15-25 years). A charge of the Transportation Commission is to: “make recommendations to the Public Works Director on the transportation section of the City’s Capital Improvements Program”. Public Works coordinates this recommendation process with the Transportation Commission each budget biennium and prior to any Council actions on the CIP.

Public Works then takes the transportation system prioritized projects and aligns them in the 2/6/20 year Capital Improvement Plan (CIP). The priority of the project is one consideration that is given to a project when aligning them in the CIP document. Other considerations include associated projects from other enterprise funds and their master plan requirements (water, wastewater and storm); project funding and grant availability during given years; road network Pavement Condition Index; Regulatory requirements/changes and Council goals. The CIP is a living and evolving document and changes from biennium to biennium based on all the considerations/requirements at the time. The CIP is a planning level document and not prescriptive in the expectation that all projects get completed in the specified timeframe and at the estimated costs. Generally, the costs shown in the CIP are planning level estimates and can fluctuate dramatically given inflation in labor and materials. The project scope can also change from when it is original development either increasing or decreasing project cost. Actual project costs are refined through the preliminary and final engineering process for each project.

Once the Council approves the CIP document and the biennium budget then staff begin the process of “project delivery”. This usually starts with development of a solicitation for professional services and then contract negotiation with the highest ranked proposer for engineering services. This is the process that was followed when we set about performing the TSP update. Once a scope and fee is negotiated then contract approval is brought before the City



Council. Once the engineering phase is complete the project is publicly bid for construction and again a construction contract is brought before Council for approval.

All projects in the CIP are posted online in the City's CIP storybook located here:

[CIP Storybook](#)

**CONCLUSION:**

No formal action is required of Commission at this time, this is for informational purposes. Future actions include processing the TSP update and reviewing the 2023-2025 Capital Improvement Program projects.

# Transportation Planning Rules

As part of the Climate-Friendly and Equitable Communities rulemaking to better comply with state goals for greenhouse gas reduction, Oregon's Land Conservation and Development Commission (LCDC) is considering updating rules guiding transportation and land use planning in Oregon's eight metropolitan areas.

## Why?

### Meeting Greenhouse Gas Reduction Targets for Oregon Metropolitan Areas

Since 1991, the Transportation Planning Rules (TPR or OAR Chapter 660, Division 12) have set transportation planning requirements for all Oregon cities and counties. These rules are designed to ensure coordinated land use and transportation planning, that plans include all modes of transportation, and in metropolitan areas, that plans increase transportation choices and reduce reliance on the automobile.

It has become clear over the last decade that Oregon's existing rules are not sufficient to meet our [Metropolitan Greenhouse Gas Reduction Targets](#). To reduce climate pollution, local governments need to improve their plans so different land uses are more connected, encouraging a walkable mix of destinations and accelerating investments in walking, biking and transit. To achieve these objectives, LCDC is expected to update the state's transportation planning requirements for local transportation plans and will deliver additional health, equity, and economic benefits to residents of Oregon.

### Proposed Rules: Updating land use transportation planning rules to reduce climate pollution

In collaboration with community service providers, planners and members of a Rules Advisory Committee, Department of Land Conservation and Development (DLCD) staff are proposing amendments to existing rules, resulting in updated state and local plans that meet the state's greenhouse gas reduction goals. DLCD and other state agency partners including the Oregon Department of Transportation will provide a range of new and amplified services to local governments to help meet greenhouse gas reduction goals, including grants, technical assistance, tools, and publications, to help local governments adopt plans that meet or exceed the state's greenhouse gas reduction goals.

The amended rules would require local governments in metropolitan areas to:

- Plan for greater development in transit corridors and downtowns, where services are located and less driving is necessary;
- Prioritize system performance measures that achieve community livability goals;
- Prioritize investments for reaching destinations without dependency on single occupancy vehicles, including in walking, bicycling, and transit;
- Plan for and manage parking to meet demonstrated demand, and avoid over-building of parking in areas that need housing and other services;
- Plan for needed infrastructure for electric vehicle charging; and
- Regularly monitor and report progress.

The scope and scale of these requirements will vary by jurisdiction. The amendments will align with other state strategies to reduce transportation related climate pollution. Finally, it is important to note these amendments are intended to align with and support other priorities such as equity, safety, public health, and housing.

**Draft Rule Language** is available at [www.oregon.gov/lcd/LAR/Pages/CFEC.aspx](http://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx)

## Questions?

Bill Holmstrom, Land Use and Transportation Coordinator, [bill.holmstrom@dlcd.oregon.gov](mailto:bill.holmstrom@dlcd.oregon.gov), 971-375-5975





# Climate-Friendly and Equitable Communities Rulemaking

**Oregon is not meeting its goals to reduce climate pollution.** While some sectors have made significant progress, transportation-related climate pollution has increased. If current trends continue, Oregon will come nowhere near to meeting our 2050 goal.

**Transportation accounts for roughly 38% of Oregon's climate pollution.** On March 10, 2020, Governor Kate Brown issued [Executive Order 20-04](#), directing state agencies to reduce climate pollution. In response, the Oregon Land Conservation and Development Commission (LCDC) directed the Department of Land Conservation and Development (DLCD) to draft updates to Oregon's [transportation and housing planning](#) rules, and to convene a rulemaking advisory committee to help guide rule development.

**There are many benefits to reducing greenhouse gas pollution,** including better health outcomes, cleaner air and more choices for Oregonians on how to get to places they want to go.

**The rulemaking will significantly strengthen Oregon's rules about transportation and housing planning,** particularly in the eight areas with populations over 50,000 people (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Medford/Ashland, Portland Metro, Salem/Keizer). Some rule changes to reduce greenhouse gas pollution and increase transportation choice may apply to communities outside those areas.

**Oregon is committed to increasing equity.** Our state has a long history of discrimination and racism, including in our land use and transportation planning decisions. Rulemaking will focus on reducing pollution while also increasing housing choices and creating [more equitable outcomes](#) for all Oregonians.

Reducing driving is one of the most important ways to reduce pollution. Communities can reduce the number and length of driving trips by bringing land uses closer together, increasing the walkability of the built environment, and mixing land uses. When done well, this gives Oregonians more choices to take public transit, bike, or walk to get around.

Oregon's planning system is a partnership between state and local governments. State law and rules direct how local governments develop comprehensive plans, including land use and transportation elements. In order to meet Oregon's climate pollution reduction goals, state rules and local land use and transportation plans will have to change significantly. We know:

- Most new development will need to be in neighborhoods where shopping, employment, parks and housing are in closer proximity. These include city and town centers, neighborhoods close to centers and services, and along corridors with good transit service.
- Public investments in transportation need to be shifted toward increasing transportation options - making walking, cycling, and transit safer and more convenient.
- Plans for our transportation systems, at every stage, need to be focused less on ensuring motor vehicle mobility, and more on providing people with access to services and destinations.
- Our policies and how we enact them need to ensure the needs of all Oregonians, including historically marginalized populations, are met in an equitable and inclusive way.

The rules will help guide communities toward these outcomes.

## Questions?

Kevin Young, [kevin.young@state.or.us](mailto:kevin.young@state.or.us)

Bill Holmstrom, [bill.holmstrom@state.or.us](mailto:bill.holmstrom@state.or.us)

[www.oregon.gov/lcd/LAR/Pages/CFEC.aspx](http://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx)



Courtesy Sightline



## Draft Rulemaking Adoption and Implementation Schedule

**September 2020** – Rulemaking initiated

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Rulemaking Advisory Committee  
meetings

**Spring 2021** – Community conversations held in  
each of the eight metropolitan areas  
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**2025 and beyond** – all metropolitan area  
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Ron Irish, City of Albany

Sarah Adams-Schoen, University of Oregon

Shane Witham, City of Keizer

Simeon Jacob, Asian Pacific American Network of Oregon

Vivek Shandas, Portland State University

Zack Geary, City of McMinnville

# Transportation Planning Rules

As part of the Climate-Friendly and Equitable Communities rulemaking to better comply with state goals for greenhouse gas reduction, Oregon's Land Conservation and Development Commission (LCDC) is considering updating rules guiding transportation and land use planning in Oregon's eight metropolitan areas.

## Why?

### Meeting Greenhouse Gas Reduction Targets for Oregon Metropolitan Areas

Since 1991, the Transportation Planning Rules (TPR or OAR Chapter 660, Division 12) have set transportation planning requirements for all Oregon cities and counties. These rules are designed to ensure coordinated land use and transportation planning, that plans include all modes of transportation, and in metropolitan areas, that plans increase transportation choices and reduce reliance on the automobile.

It has become clear over the last decade that Oregon's existing rules are not sufficient to meet our [Metropolitan Greenhouse Gas Reduction Targets](#). To reduce climate pollution, local governments need to improve their plans so different land uses are more connected, encouraging a walkable mix of destinations and accelerating investments in walking, biking and transit. To achieve these objectives, LCDC is expected to update the state's transportation planning requirements for local transportation plans and will deliver additional health, equity, and economic benefits to residents of Oregon.

### Proposed Rules: Updating land use transportation planning rules to reduce climate pollution

In collaboration with community service providers, planners and members of a Rules Advisory Committee, Department of Land Conservation and Development (DLCD) staff are proposing amendments to existing rules, resulting in updated state and local plans that meet the state's greenhouse gas reduction goals. DLCD and other state agency partners including the Oregon Department of Transportation will provide a range of new and amplified services to local governments to help meet greenhouse gas reduction goals, including grants, technical assistance, tools, and publications, to help local governments adopt plans that meet or exceed the state's greenhouse gas reduction goals.

The amended rules would require local governments in metropolitan areas to:

- Plan for greater development in transit corridors and downtowns, where services are located and less driving is necessary;
- Prioritize system performance measures that achieve community livability goals;
- Prioritize investments for reaching destinations without dependency on single occupancy vehicles, including in walking, bicycling, and transit;
- Plan for and manage parking to meet demonstrated demand, and avoid over-building of parking in areas that need housing and other services;
- Plan for needed infrastructure for electric vehicle charging; and
- Regularly monitor and report progress.

The scope and scale of these requirements will vary by jurisdiction. The amendments will align with other state strategies to reduce transportation related climate pollution. Finally, it is important to note these amendments are intended to align with and support other priorities such as equity, safety, public health, and housing.

**Draft Rule Language** is available at [www.oregon.gov/lcd/LAR/Pages/CFEC.aspx](http://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx)

## Questions?

Bill Holmstrom, Land Use and Transportation Coordinator, [bill.holmstrom@dlcd.oregon.gov](mailto:bill.holmstrom@dlcd.oregon.gov), 971-375-5975





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Vivek Shandas, Portland State University

Zack Geary, City of McMinnville

# Memo

CITY OF  
ASHLAND

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Date: March 9, 2022  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Parking Program Plan and Council Recommendations

**BACKGROUND:**

**March Update:**

At the February meeting the Commission recommended development of a plan to assess and improve parking in the downtown core using some of the strategies developed in the 2017 Parking Plan. This plan would then be brought before City Council with a recommendation from the Commission to approve moving forward with the review and implementation stages.

Staff has developed a draft plan/outline and associated draft Council staff report for review and discussion.

**CONCLUSION:**

This item is for discussion by the Commission. Changes or recommendations to improve the draft plan and its associated intent are welcome.



# Parking Program Implementation Plan



## Table of Contents

Section 1: Introduction.....	3
Section 1.1 Parking Program Overview.....	3
Section 1.2 Parking Program Recommendations.....	3
Section 2: Phase One Actions.....	4
Section 2.1: Transportation Commission - DPAC.....	4
Section 2.2: Current Inventory and Timing Review.....	4
Section 2.3: Inventory and Timing Change Recommendations.....	5
Section 2.4: Data Collection Schedule.....	5
Section 2.5: Explore Wayfinding and Signage Improvements.....	5
Section 2.6: Budget and Cost Estimate Development.....	6
Section 2.7: Recommendations to Council.....	6
Appendix A:.....	7
Downtown Strategic Parking Management Plan.....	7

DRAFT

## Section 1: Introduction

### Section 1.1 Parking Program Overview

The City of Ashland has put significant effort into planning around the current parking program and less effort into actively managing the parking system in the downtown core. Planning originally started in 2013 with the Downtown Parking and Multimodal Circulation Study. Years of advisory, consultant and staff work were spent towards the goal of improvement parking and circulation in the downtown.

In 2017 the City accepted a Downtown Strategic Parking and Management Plan (DSPMP). The plan developed numerous strategies to employ in sequence that provide for active management of the City's parking program. Some of the plan's strategies included establishing a Downtown Parking Advisory Committee (DPAC) and hiring a parking coordinator. The Council when they adopted the DSPMP did not support hiring additional staff and requested existing staff focus on easily accomplishable and least costly items first.

Since the DSPMP was adopted there has been significant organization change and associated lack of staffing resources to move forward with any of the recommendations. The parking program had previously resided in the Administration Department, but with due to structural organization changes, has been assigned to Public Works. The Transportation Commission and Public Works wish to perform small actions that should provide a benefit to public parking in the downtown area and eventually moving towards larger actions defined in the DSPMP. This "plan" provides an overview of the basic next steps associated with the City's parking program.

### Section 1.2 Parking Program Recommendations

Public Works and the Transportation Commission have been discussing downtown parking and would like to move forward with as the Council requested easily accomplishable and low-cost items developed in the 2017 DSPMP. These actions are intended to utilize existing staff/commission resources. Future actions will require consultant assistance including formal design/branding for wayfinding signage and on street/off-street data collection.

These include and are further detailed below in section 2:

1. Establish the Transportation Commission as the defacto DPAC
2. Review existing DSPMP and associated strategies/recommendations
3. Review existing vehicle parking inventory and associated timing
  - a. 2-hour
  - b. 4-hour
  - c. Loading zones
  - d. Handicap accessible
  - e. Surface lots
  - f. Bicycle
4. Review existing bicycle parking inventory
5. Develop Data Collection Schedule
6. Explore Wayfinding and Signage Improvements

7. Make recommendations to Council on improvements and next steps

## Section 2: Phase One Actions

### Section 2.1: Transportation Commission - DPAC

A primary role of the Transportation Commission as defined in the Municipal Code is to advise the City Council on Transportation related issues, one of which is parking. The 2017 DSPMP recommended establishment of a Downtown Parking Advisory Committee. Public Works recommends the Transportation Commission act in this capacity under the existing Municipal Code as their isn't staff capacity to manage a new Committee and the Transportation Commission already has the role to advise the Council.

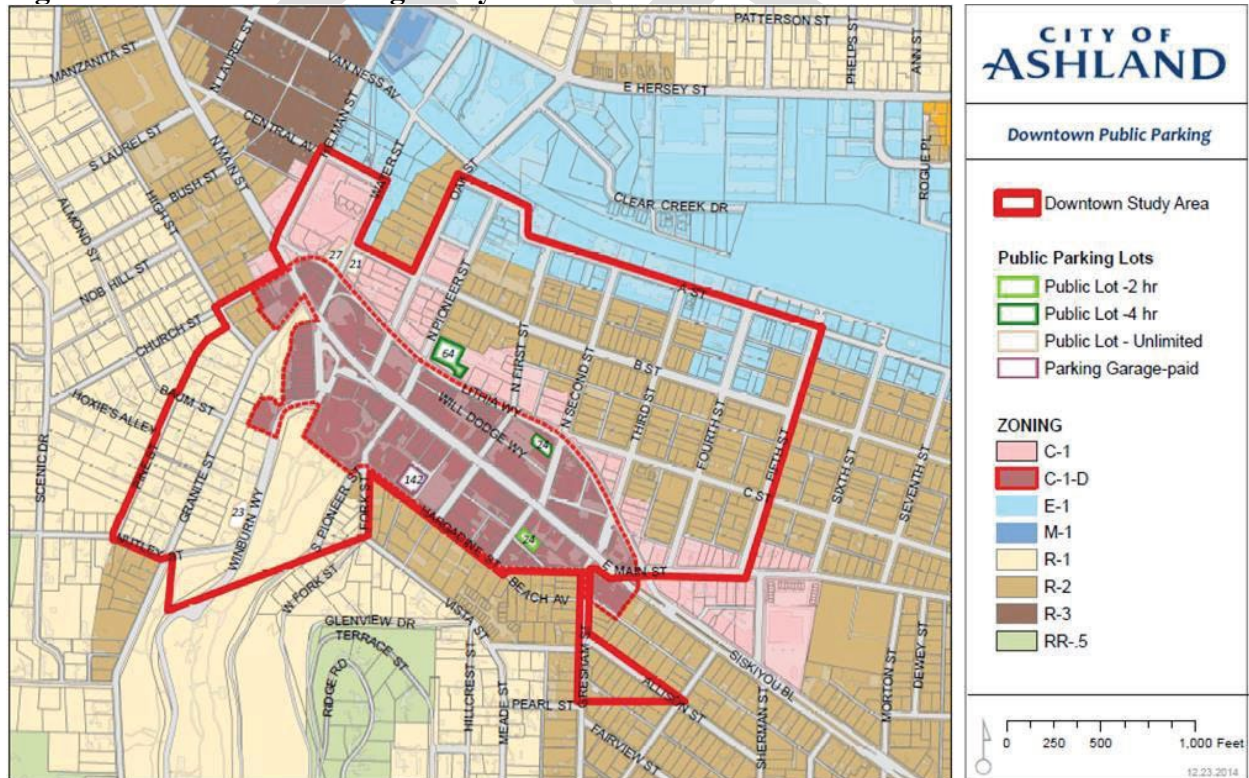
#### Action:

Authorize the Transportation Commission to act as the DPAC for actions associated in this implementation plan.

### Section 2.2: Current Inventory and Timing Review

Public Works and the Transportation Commission will review current inventory and associated timing of parking in the downtown area referenced in figure 1. Inventory review will also include bicycle parking.

Figure 1: Downtown Parking Study Area



**Action:**

Itemize the location and number of parking spaces (vehicle and bicycle) for each restriction type. Update existing parking map to incorporate current system data. Review potential striping improvements that could increase parking supply for any restriction type. Review existing signage for all restriction types.

**Section 2.3: Inventory and Timing Change Recommendations**

After data collection Public Works and the Transportation Commission will review total number of spaces and their associated timing. The review will also include recommendations for changes and updates to the current timing restrictions and potential striping changes to add parking inventory. This will also include outreach to downtown stakeholders.

**Action:**

Review parking inventory/timing, develop recommendations for improvement. Include outreach to stakeholders for direct feedback on recommended changes.

**Section 2.4: Data Collection Schedule**

The DPSPMP recommends development of a reasonable schedule for data collection to better assess performance of the downtown parking supply.

A system for routine data collection will need to be established. Objective and up-to-date data will help the City and local stakeholders make better informed decisions as the downtown grows and redevelops. The data collection system does not need to be elaborate, but it should be consistent and routine and structured to answer relevant questions about occupancy, seasonality, turnover, duration of stay, patterns of use, and enforcement. Parking information can be collected in samples, and other measures of success can be gathered through third-party data collection and/or volunteer processes. A methodology for conducting parking inventory and data analyses is provided in Oregon Transportation & Growth Management's *Parking Made Easy: A Guide to Managing Parking in Your Community*, most specifically Chapter 7. Data derived from these efforts can be used by the City and a future Downtown Parking Advisory Committee to inform decisions, track use, and assess success measures.

**Action:**

Develop a data collection schedule to address issues raised regarding peak and non-peak parking dynamics. Schedule and initiate a non-peak-season occupancy study for both on and off-street systems. Conduct inventory and occupancy analyses no less than once every 24 months.

**Section 2.5: Explore Wayfinding and Signage Improvements**

The DPSPMP recommends development of a new parking brand that can be utilized at all City-owned lots and shared supplies and in parking and marketing/communications. The wayfinding system for the downtown should link parking assets and provide directional

guidance, preferably under a common brand or logo. The intent is to create a brand that unifies the public supply of parking and is easily communicated, both at parking sites and, ideally, through a wayfinding system located throughout the downtown and on maps, websites and other communications and promotions. The linchpin of any such program is a brand. It is recommended that the City engage a design firm to develop an attractive and recognizable “parking brand” for use by the City of Ashland at all of its public off-street facilities, and any shared use facility that offers visitor access.

**Actions:**

Work with stakeholders and a consultant to create a new parking brand for Ashland. Develop options and assist in developing a final recommended brand/logo. Develop cost estimates for the creation and placement of new brand/logo signage packages at all City-owned off-street sites and shared use facilities. Assist in signage creation.

**Section 2.6: Budget and Cost Estimate Development**

After completion of the inventory review, development of recommended changes including analysis into development of a parking brand and associated wayfinding signage, cost estimates will be developed for implementation.

**Section 2.7: Recommendations to Council**

Public Works and the Transportation Commission will develop a list of recommendations on parking restrictions, improvements to the bicycle parking inventory and branding/wayfinding to be brought before the Council at a future date.

Appendix A:

**Downtown Strategic Parking Management Plan**

DRAFT

# Council Business Meeting

TBD, 2022

<b>Agenda Item</b>	Parking Program	
<b>From</b>	Scott Fleury PE	Public Works Director
<b>Contact</b>	<a href="mailto:Scott.fleury@ashland.or.us">Scott.fleury@ashland.or.us</a>	541-552-2412

## **SUMMARY**

The Council is being asked to support the Transportation Commission's plan to review and enhance parking in the downtown core. Over numerous meetings the Commission has discussed the parking program and associated 2017 Downtown Strategic Parking Management Plan (DSPMP) and previous study efforts. Public Works and the Transportation Commission have developed a Parking Program Implementation Plan that moves forward certain strategies developed in the 2017 DSPMP.

## **POLICIES, PLANS & GOALS SUPPORTED**

### **Tier 3: Lower Priority**

b: Downtown Parking

### **CEAP:**

ULT-2-1. Implement bicycle- and pedestrian-friendly actions in the Transportation System Plan and Downtown Parking Management Plan.

## **PREVIOUS COUNCIL ACTION**

At the August 6, 2013 Business Meeting, the City Council approved a contract with the University of Oregon Community Planning Workshop to develop a Downtown and Multimodal Circulation Study ([Minutes](#)).

At the November 5, 2013 Business Meeting, the City Council approved the Downtown and Multimodal Circulation Ad-Hoc Committee ([Minutes](#)).

At the April 20, 2015 Study Session, Public Works staff updated the Council on the progress of the Committee and ([Minutes](#), [Staff Report](#))

At the May 2<sup>nd</sup>, 2017 Business Meeting, Public Works presented the Council the draft Downtown Strategic Parking Management Plan and asked for adoption. The Council did not adopt the plan. ([Minutes](#), [Staff Report](#))

At the July 31<sup>st</sup>, 2017 Study Session, Public Works brought back with the draft Downtown Strategic Parking Management Plan for another discussion. [Minutes](#), [Staff Report](#)

At the August 1<sup>st</sup>, 2017 Business Meeting the Council accepted the Downtown Strategic Parking and Management Plan with the understanding that no staff would be hired to support the program and the focus to be on implementing immediate and least costly strategies. ([Minutes](#), [Staff Report](#))

**Add information on the Revitalize Downtown Ashland Project.**

## **BACKGROUND AND ADDITIONAL INFORMATION**



The City of Ashland has put significant effort into planning around the current parking program and less effort into actively managing the parking system in the downtown core. In 2017 the City adopted a Downtown Strategic Parking and Management Plan (DSPMP). The plan developed numerous strategies to employ in sequence that provide for active management of the City's parking program. Some of the plan's strategies included establishing a Downtown Parking Advisory Committee (DPAC) and hiring a parking coordinator. The Council when they adopted the DSPMP did not support hiring additional staff and requested existing staff focus on easily accomplishable and least costly items first.

The parking program had previously resided in the Administration Department, but with due to structural organization changes, has been assigned to Public Works. Since the plan was adopted by Council no formal movement towards improving the program has happened due to the organizational changes and general lack of staffing support.

Public Works and the Transportation Commission would like to work towards improving the parking program through implementation of strategies developed in the DSPMP that are easily implementable with existing staff capacity.

### **Historic Background:**

The 2012 Transportation System Plan did not comprehensively analyze downtown transportation and parking needs. Instead, a separate study was recommended to be completed that focused on the downtown.

#### **Study #2 (S2) Downtown Parking and Multi-Modal Circulation Study**

The City of Ashland will conduct a downtown parking management and multi-modal circulation study to evaluate the effectiveness of existing downtown parking management and truck loading zones and potential changes in parking management and travel demand management (TDM) strategies to increase overall accessibility to downtown for tourists, customers, and employees. The multi-modal circulation study will review pedestrian circulation, bicycle circulation, and vehicle circulation for vehicles and trucks downtown. The study will evaluate the alternatives generated for providing bicycle lanes and wider sidewalks on E Main Street through downtown that were generated during the TSP alternatives analysis phase. The alternatives evaluation will consider impacts to vehicle and truck parking and circulation.

The purpose of allocating funds to a parking and multi-modal circulation study is to enable the City to fully investigate the inter-related nature of parking management and pedestrian, bicycle, and vehicle access and circulation downtown. The intent is to improve safety and access to downtown for all modes of travel and identify preferred approaches for parking management and providing enhanced pedestrian and bicycle facilities without adversely impacting downtown business' access for truck deliveries and parking for customers.

In response to the needed study Public Works coordinated with the University of Oregon's Community Planning Workshop to generate a scope and fee for the proposed study. The Council subsequently approved the studies scope and fee and established the Downtown Parking and Multimodal Circulation Committee in 2013.

The Committee's charge was to evaluate findings and recommendations regarding downtown parking management, truck loading zones, travel demand management and other transportation alternatives identified in the transportation system master plan. The committee will review information mld data collected by the consultant, and identify, prioritize and provide input to the consultant on goals and concerns relating to these issues. Specific issues within the committee's purview include, but are not limited to:

- Parking management (pricing, signage, structures, turnover, etc.) strategy

- Delivery management strategy
- Multi-modal (bike parking, bike lanes, transit, pedestrian travel and safety)
- Downtown streetscape recommendations

After almost two years worth of work with CPW the City hired a new consultant to provide an update and comprehensive analysis of the parking program specifically. That work culminated in the Downtown Strategic Parking Management Plan. The Council accepted this plan in 2017 with the direction to implement items that were low cost and could be done with existing resources.

**Insert section on Revitalize Downtown Ashland Transportation and Growth Management Grant Project that was terminated due to COVID.**

**FISCAL IMPACTS**

The only fiscal impact associated with approval of appointments is the associated with the staff time necessary to bring this action forward to Council and to move forward with implementing the plan as outlined by Public Works and the Transportation Commission.

**STAFF RECOMMENDATION**

Staff recommends the Council support actions by the Transportation Commission and Public Works to review and recommend improvements to downtown parking based on actions developed in phase 1 of the attached plan.

**ACTIONS, OPTIONS & POTENTIAL MOTIONS**

I move to approve moving forward with the parking implementation plan as presented.

**REFERENCES & ATTACHMENTS**

Attachment #1: 2017 Downtown Parking Plan

Attachment #2: Parking Program Plan-phase 1

Attachment #2 (link): Transportation Commission Packet January 2022

Attachment #3 (link): Transportation Commission Packet February 2022

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# CITY OF ASHLAND

## Transportation Commission **Action Item List**

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March 17, 2022

### Action Items:

1. TSP Update (2020-21)
  - Solicitation documents have been submitted and scored by project team
  - Scope, schedule and fee documents under review (TC December 2019/January 2020/February 2020)
  - Professional services contract requires Council approval
  - Schedule Council approval (April 7, 2020)
  - TSP Postponed until timing to start project is more appropriate (FY22/23)
  - Review Scope and Fee (May & June 2021)
  - Recommend approval of a contract with Kittelson Associates to City Council
  - August 2021 approval anticipated
  - Approval postponed (COVID)
    - i. Council Business Meeting scheduled for November 2, 2022 to provide background on TSP and Vision Zero
  - ***Potential Grant Funding through ODOT (Spring/Summer of 2022)***
2. Main St. Crosswalk truck parking (**no change**)
  - Analysis is included in the revitalize downtown Ashland plan and was recently discussed during the kickoff meeting.
  - The Revitalize Downtown Ashland Transportation Growth and Management grant project has begun that will assess safety and parking in the downtown core. (February 2020) No change-March 2020
  - ***The Revitalize Downtown Ashland Project has been cancelled with the expectation to re-start the project at a more appropriate time in the future (1-2 years).***

3. Siskiyou Blvd. and Tolman Creek Intersection Improvements
  - The Oregon Department of Transportation removed median island and restriped Tolman Creek portion of intersection to allow for better right-hand turning truck movements.
  - The Oregon Department of Transportation is also looking at curb ramp design changes to the intersection. (February 2020) No change-March 2020
  - Reference ODOT Intersection Change Schematic Drawing (September 2020)
  - Forwarded TC comments to ODOT regarding review of 60% Design (September 2020)
  - ***ODOT Provided Advance Plans of intersection redesign (March 2021)***
4. 20 is Plenty Subcommittee Work (**November 2020 start**)
  - Mark Brouillard is participating in the 20 mph is plenty subcommittee work with the Climate Policy Commission representatives.
  - Commission endorsed recommendation developed in the 20 is Plenty report discussed at the January 2021 meeting. Next steps include continued discussion of program and associated strategies for public outreach (education, engineering, enforcement, evaluation), inclusion into the TSP update, updating CIP, and holding a formal Council discussion.
  - 20 Is Plenty programmatic discussion to be scheduled for April 2021.
  - Commission recommended moving forward with the Vision Zero program and associated resolution. Options to meet the Vision Zero goal could include the 20 Is Plenty Program and other associated safety improvements (vehicular, bike & ped). The TSP update could assist at a programmatic level in meeting Vision Zero goals.
  - Vision Zero Resolution drafted and recommendation to approve by Council made by the Transportation Commission.
  - ***Approval of Resolution postponed aligning with TSP update***
    - i. Council Business Meeting scheduled for November 2, 2021
5. Railroad District Parking Limitations Review
  - At a future meeting TBD, discuss current parking limitations in railroad district.
  - ***Began discussion at December 16, 2021 meeting and will continue in 2022***

# Memo

CITY OF  
**ASHLAND**

Date: February 28, 2022  
From: Scott A. Fleury  
To: Transportation Commission  
RE: North Mountain Emergency On-Ramp

## **BACKGROUND:**

Construction of the emergency on-ramp at North Mountain Avenue and the interstate is almost complete. The new approach apron has been poured and the gate posts have been set. Pictures of the project are below for reference.

Public Works, Police, Fire and the Oregon Department of Transportation will be coordinating on the standard operating procedures for the use of the emergency on-ramp.

**Figure 1: Approach Apron**



**Figure 2: On-ramp entrance**



**Figure 3: On-ramp**



**Figure 4: On-ramp free access**



**CONCLUSION:**

No action is required, this is just informational.