

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

April 21, 2022

AGENDA

- I. **CALL TO ORDER:** 6:00 PM, Meeting held virtually via Zoom
- II. **ANNOUNCEMENTS**
- III. **CONSENT AGENDA**
 - A. Approval of Minutes: March 17, 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 by 10am April 20th.
 - B. If you wish to provide public comment or discuss an agenda item please contact Scott.fleury@ashland.or.us by April 20th 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. Oregon Department of Transportation (ODOT) Project Updates (6:20-7:00 no action required, presentation from ODOT on current and forthcoming projects)
- VII. **OLD BUSINESS**
 - A. Faith Avenue Traffic Calming (7:00-7:45, action required, discuss and score traffic calming application).
 - B. 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
- X. **INFORMATIONAL ITEMS** (If time allows)
 - A. Bike and Pedestrian Subcommittee – Update
- 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: May 19, 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. 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
March 17, 2022

CALL TO ORDER:

Commissioners Present: Mark Brouillard, Joe Graf, Linda Peterson-Adams, Katharine Danner, Holly Christiansen, Corinne Vièville

Commissioners Not Present: Derrick Claypool-Barnes

Council Liaison Present: Paula Hyatt

Staff Present: Scott Fleury, Elizabeth Beckerich

Guests Present: None

ANNOUNCEMENTS

ODOT has started on ADA upgrades through town.

A contract has been obtained and the North Mountain project is able to be started.

CONSENT AGENDA

Vièville noted that minutes from February 2022 stated that the Grand Terrace Annexation section said that buildings at that location would be 500 square feet. It was meant to say that units would be 500 square feet.

Brouillard stated that in the last statement about the Grand Terrace annexation that the group did not say “protected bike lanes” but said “better bike lanes”, and noted that they used the words “safe and accessible”.

Vièville motioned to approve the minutes after the above corrections are made. Danner seconded. All ayes, motion approved.

PUBLIC FORUM

No one present for public forum, however members of the public submitted comments to the group prior to the meeting. Peterson-Adams stated that public comments are appreciated and expressed appreciation specifically for the residents of Faith Ave and their persistence in requesting traffic calming measures.

CRASH REPORT

Officer MacLennan was not present to give the crash report.

Graf noticed that very few citations are given to drivers who rear-end other vehicles and stated that it was concerning. Peterson-Adams said that she would call Ashland Police Department Chief Tighe O'Meara to discuss the concern.

NEW BUSINESS

A. Transportation System Improvements and Funding Options

Peterson-Adams clarified for the commission, council, and the public the transparent process that the Transportation Commission follows to make decisions on projects and how they're funded.

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.

ASHLAND TRANSPORTATION COMMISSION
MINUTES
March 17, 2022

1. Develop Public Engagement Plan
2. Goals and Objectives
3. Existing Conditions
4. Future Conditions
5. Solutions Development and Evaluation
7. Final Documentation
8. Plan Adoption

Peterson-Adams went on to explain that the COVID pandemic delayed this process twice, and that's why the Transportation Commission is where they are in the process and why the TSP hasn't been fully updated and shown to council yet.

OLD BUSINESS

A. Parking Program

Peterson-Adams acknowledged the comprehensive history and action plan put forth by Fleury.

The commission discussed the boundaries for the parking plan at length. It was decided that the boundary would need to be reconsidered and possibly expanded.

Graf motioned to finalize the draft and send the plan to City Council as recommended by the commission. Danner seconded. All ayes, motion passed.

FOLLOW UP ITEMS

A. Safe Routes to School

Fleury stated that he worked with the school district and finalized the PIP grant application which was sent out the morning of March 17, 2022. He stated that ODOT's application process gives applicants the tools to get the applications done and the narratives just needed to be written appropriately. Fleury also stated that he hopes that in the future there could be a Safe Routes to School coordinator who works with all the schools in the district to provide education and feedback, and that perhaps a future grant may fund that position.

B. Faith Avenue Traffic Calming

Fleury stated that a new application for Faith Avenue's traffic calming plan was received. Fleury asked the group how they would like to score the applications based on the new point system that the commission put in place, and if they would like to score it individually and vote or if they'd like to discuss it as a group. General consensus of the group was to score the applications as a group for the sake of transparency. Fleury agreed to get the application packets to the group as far in advance as possible.

INFORMATIONAL ITEMS

A. Bike and Pedestrian Subcommittee

Christiansen summarized the subcommittee meeting that took place the week prior. Christiansen explained the benefits of using a similar model to the GIS maps already in place such as the wildlife map, but also the caveat of having to do frequent public outreach to get the word out about the map and encourage people to use it, as well as the possible accessibility issues for people who are sight-impaired. Currently the subcommittee is working on what options and drop-down menu items there will be on the map, as well as defining near misses, and the group's mission statement. There was also discussion about contacting first responders and the railroad to get input from them about what data points would be helpful.

B. North Mountain Emergency On-Ramp

ASHLAND TRANSPORTATION COMMISSION
MINUTES
March 17, 2022

The group discussed the progress of the North Mountain Emergency On-Ramp. Fleury stated that it just needs a little more grating and then it will be ready, but hopefully will not need to be used. Graf stated that the public should be informed that the on-ramp is southbound only, and stated that a traffic control person should be designated for getting drivers onto the freeway. Fleury responded that part of the approval process for the project was that ODOT had to come up with a traffic control plan that takes place before the gate gets opened. Fleury has not seen the final plan yet but there will be a coordination between Public Works, ODOT, and emergency services.

Brouillard inquired about a northbound evacuation route. Fleury stated that there was talk about a break in the cable barrier serving as a way for people to go northbound but nothing has been put in place at this time.

The group discussed the difference between “evacuating” and “fleeing”.

Graf mentioned that the emergency on-ramp does not take away the need for another crossing at Bear Creek as people who live on West Nevada will need an alternate route to get out of their neighborhood if the existing bridge fails. The project is in the TSP but had been postponed previously and residents were not in agreement.

COMMISSION OPEN DISCUSSION

Vièville stated that there are some holes and bumps on the walking path near Siskiyou Boulevard on the upper side. Fleury stated he would pass the information along to the Streets Department.

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*****

[EXTERNAL SENDER]

*** FORM FIELD DATA ***

Full Name: **Sarah Wardwell**

Subject: **Traffic Calming on Liberty St.**

Message: **Hi! I live at 650 Liberty St and my neighbors and I are very concerned about the speed of cars that come down our hill. We're interested in finding out if there are any things we could do to help encourage others to drive slower. We have a group of small children on our street and they like to cross the road to see each other. Also, we don't have sidewalks, so everyone who wants to walk to the TID trails needs to walk on the road, so helping encourage drivers to slow down would benefit the whole community. Thanks!**

-----Original Message-----

From: administration@ashland.or.us <administration@ashland.or.us>

Sent: Monday, March 28, 2022 6:21 PM

To: administration <administration@ashland.or.us>

Subject: website user

[EXTERNAL SENDER]

Contact Us Reply Form

From: Jillian Peabody

Subject: Pedestrian Traffic Safety

Nature of Suggestion: Suggestions

I would like an email response: yes

Message:

I am concerned about the safety of my child, and other children while walking to school. She attends Helman elementary and has to cross Nevada Street at the Voris Street intersection. There is currently a crosswalk, however, almost daily we are close to being struck by drivers either speeding or failing to yield to us while in the crosswalk. I am wondering if the city can extend the 20 mph school speed zone to protect walkers in that area, or install "Yield to Pedestrian" signage near the crosswalk so that it is more apparent to drivers in the area. Ideally, the city could do both. My child will be old enough to walk to school on her own next year, and while I trust her to get there safely, I do not trust adult drivers. These changes would protect all pedestrians in the area, not just children. The Ashland Dog Park and Greenway access are nearby, which increases foot traffic in our neighborhood.

[EXTERNAL SENDER]

*** FORM FIELD DATA ***

Full Name: **Marvin Walder**

Subject: **Ideas for the future of Ashland's pedestrian and cyclist paths**

Message: **Hello Ashland Transportation Commission, My name is Marvin Walder, I'm a student at SOU and an aspiring photographer and filmmaker. In my free time, I also like to get outside and explore Ashland and the surrounding areas on my mountain bike, OneWheel or on a run. I have to say that I really appreciate the urban planning that has gone into Siskiyou Blvd and the surrounding areas. Siskiyou Blvd provides a really strong centralized avenue of transportation through Ashland, and contains many well marked and safe ways for pedestrians to cross. For a city, the transportation network is like the circulatory system, it's a vital component that facilitates the flow of resources and people. Additionally, enabling alternative means of transport is vital to contributing to the reduction of CO2 emissions, since the EPA states that 29% of total US greenhouse gas emissions come from transport. Central Bike Path is also another great NW/SE connection that encourages alternate means of commuting like cycling, and I have frequently used it to get downtown. One definite geographical challenge to transportation in Ashland is the verticality of the town, as there are areas that naturally become less accessible to pedestrians due to slope grade or other terrain features. However, I believe there are two areas that could use improvement when it comes to accessibility for cyclists and pedestrians. Both in the interest of efficiency and safety, but also to add infrastructure to encourage emission reductions through alternate means of transit. The first issue I've encountered is a lack of clear NE/SW connections. Many residential roads become quite steep and lack continuous sidewalks in older parts of town. Crossing E Main St. and zig-zagging the angled grid of residential roads can also make NE/SW commutes tricky. The second issue is the difficulty in traversing downtown as a cyclist. Siskiyou Blvd becomes pretty busy, and the sidewalks are full of pedestrians, so reaching downtown destinations such as Lithia Park can be troublesome. An idea I would like to propose is to add branching paths to the Central Bike Path, which could connect key locations and parks to the main path. According to a document from the Ashland.gov website, it seems there already are some proposed additions to the Central Bike Path. I believe this would be a reasonably achievable project which could further enhance the Central Bike Path as an accessible and safe method of transport, effectively turning it into the Siskiyou Blvd equivalent for pedestrians and cyclists. I've personally grown up in Bend, and they've done a great job implementing similar transport options. I think the linked page from the City of Bend Website could provide good inspiration for future projects. I know you'll be more knowledgeable as to what's possible, and what Ashland needs, but I hope my ideas have given you some food for thought. Thank you for reading my letter, and contributing to Ashland in the way that you do! Sincerely, Marvin Walder**

Ashland.gov Document:
<https://www.ashland.or.us/Files/CentralBikePath.pdf> City of Bend Webpage:

<https://www.bendoregon.gov/government/departments/growth-management/transportation-planning-program/multimodal-safety-program/strategic-implementation-plan-for-walking-and-bikin>

[EXTERNAL SENDER]

Good afternoon Mr. Fleury,

Officer Dave McClelland referred me to you. I live at 496 Scenic Drive in Ashland. We first moved here in 2016. After realizing how fast the traffic went in front of my house going to<>from Wimer and Maple I contacted your office. At the time I was hoping the commission would consider a traffic light on North Main between Wimer and Hersey. I was told that some sort of study had been done and it wasn't recommended. I believe it is time for a new look at getting a light there. First off, it is very hard to go to the end of Wimer and turn L. on N. Main at many hours in the day. Therefore, people often turn on Scenic and zip down to Maple street then turn R. to catch the light at Maple. Second, people tend to drive faster now. Our neighbors cat was killed when someone was driving too fast on Scenic past Nursery and down the hill to Maple. Of note, I have a large van that I back out of my driveway at 496 Scenic. I don't always have room the first time backing out because cars are parked across the street behind me. Therefore, I have to back up, pull forward some, then complete my backing out process. During this there is a time I am horizontally blocking the entire road just below the hill on Scenic between Nursery and Coolidge. I fear times because as I'm attempting to get out of my driveway, I pray that someone doesn't come flying down that hill like I have seen them do many times now. Also, plenty of us have been nearly hit by passing cars while attempting to get groceries, etc. out of our cars which many of us park along the street.

I only see two solutions to this problem. Either have the city install speed bumps like they have on Oak street or put a traffic light on North Main between Wimer and Hersey (Two major roads that connects neighborhoods). I personally, would prefer the traffic light because I believe that alone would keep people from turning down Scenic to catch the light at Maple. The other reason I prefer the light is that if we have another Sept. 8, 2020 and need to evacuate in a hurry. The hospital will be using Maple Street and that would create huge congestion and it would make it difficult to evacuate my immediate neighborhood as well as much of Strawberry Hald and anyone coming from upper Scenic Drive. A light at North Main between Wimer and Hersey would make it easy to cross to Hersey to use the now being built evacuation ramp off North Mtn. Road at I-5 or to turn left onto N. Main Street to evacuate that direction.

I am interested in your feedback and having the commission consider this proposal for a light for the safety of all of us. Best regards, Ana Hagerty

MOTOR VEHICLE CRASH SUMMARY

MONTH: FEBRUARY, 2022

NO. OF CRASHES: 11

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	6:13	Tue	N Main St near Jackson Rd	1	N	N	N	N	N	Y	Y	N	N	Driver of vehicle swerved to miss a deer that was crossing the road, and vehicle slipped in icy conditions. Veh hit light pole, sheering it off. Vehicle totaled.
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.

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	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.

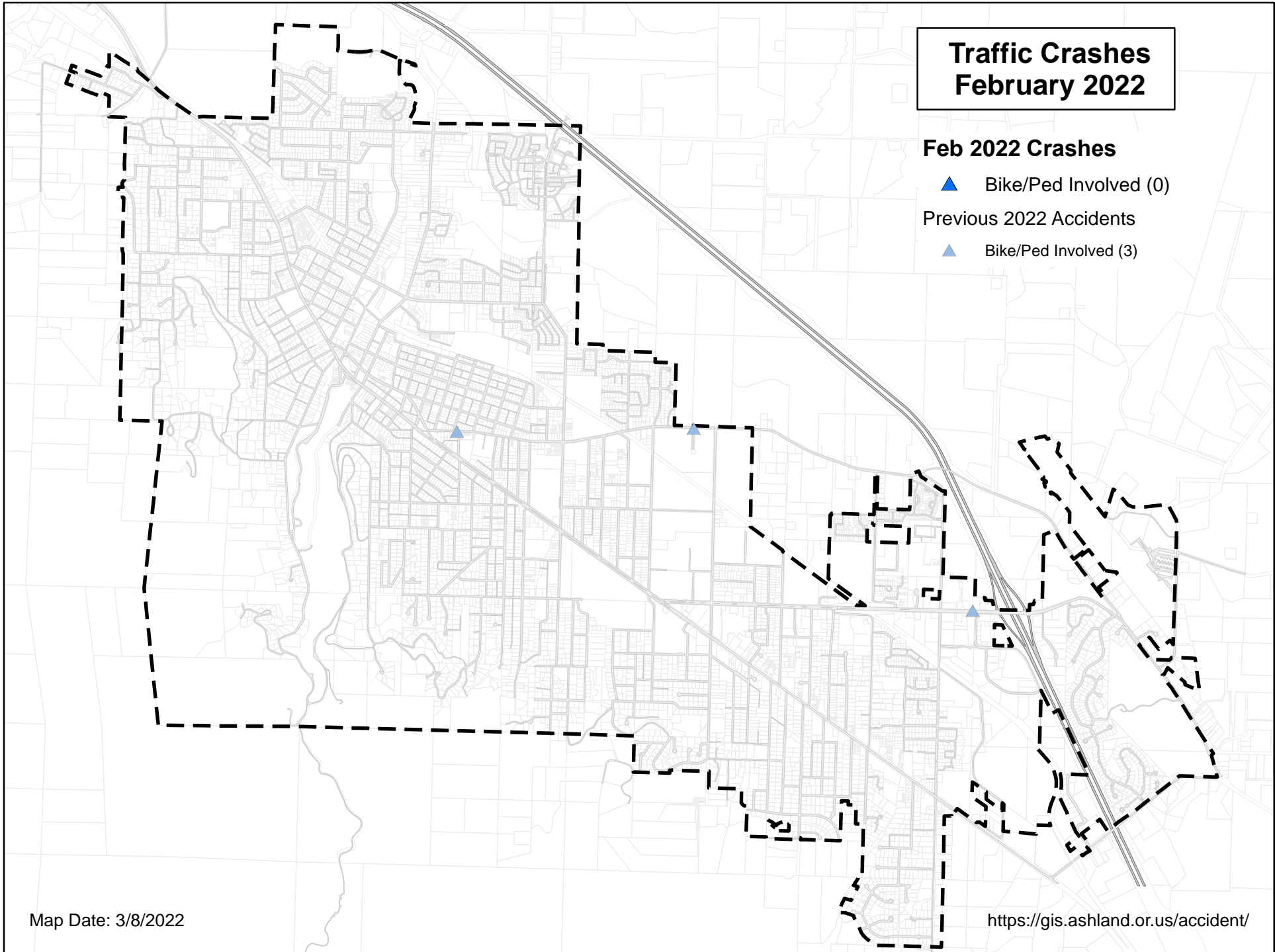
Traffic Crashes February 2022

Feb 2022 Crashes

▲ Bike/Ped Involved (0)

Previous 2022 Accidents

▲ Bike/Ped Involved (3)



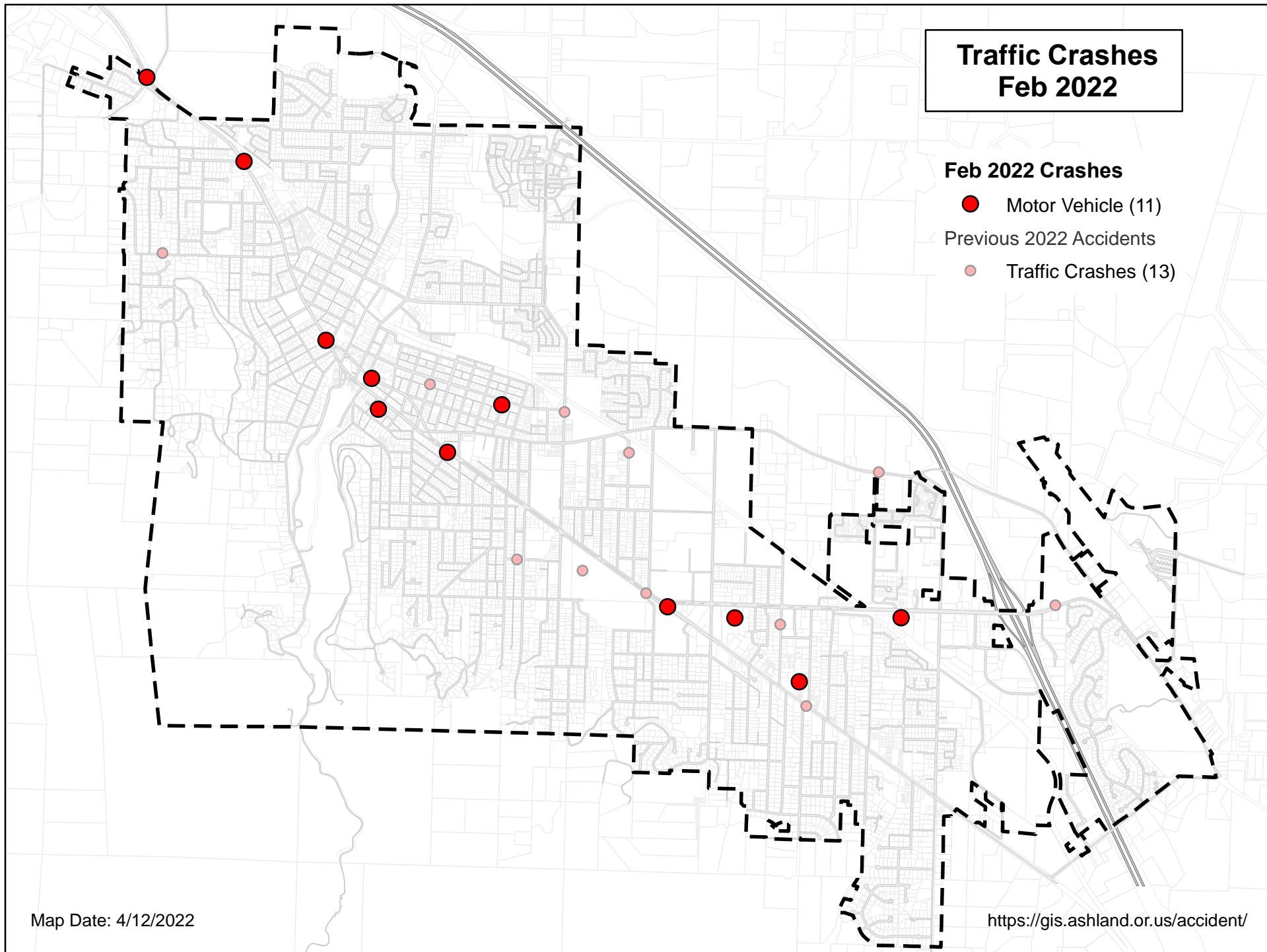
Traffic Crashes Feb 2022

Feb 2022 Crashes

● Motor Vehicle (11)

○ Previous 2022 Accidents

● Traffic Crashes (13)



Map Date: 4/12/2022

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

MOTOR VEHICLE CRASH SUMMARY

MONTH: MARCH, 2022

NO. OF CRASHES: 13

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	1	12:42	Tue	A Street near N 2nd St	2	N	N	N	N	N	Y	Y	N	N	V1 was parked on the side of the street. Dv2 attempted to park in front of v1 but sideswiped v1 with the rear passenger side. Info exchanged.
Rep	1	13:38	Tue	Siskiyou Blvd at Indiana St	2	N	N	N	N	N	Y	Y	N	Y	Dv2 stopped at intersection was rearended by v1. Information exchanged.
Rep	10	10:37	Thur	Ashland St at Exit 14 NB off-ramp	1	N	P	P	N	N	Y	Y	N	N	Vehicle (semi truck and trailer) flipped when turning right onto Ashland St off the off ramp. Suspected minor injury, vehicle totalled.
Rep	11	9:53	Fri	E Main St	1	N	N	N	Y	U	Y	Y	N	N	Dv2 was travelling too fast for conditions, swerved to miss another vehicle making a turn, lost control and ran into a power pole. Report shows DUII, but no citation info recorded.
NR	11	20:30	Fri	Winburn Way near Nutley St	2	N	N	N	N	N	Y	U	N	N	Dv1 backed out of a parking space and struck parked v2 directly to the rear. No citation, no injury, amount of damage not reported.
Rep	16	16:00	Wed	Ray Lane at Ashland St	1	Y	N	P	N	N	Y	N	N	N	Driver struck pedestrian when attempting to make a right turn. Officer assisted with exchange of information. Possible injury.
NR	19	7:03	Sat	Ashland St near Walker Av	1	N	N	N	N	N	Y	U	N	N	Private driveway off Walker. Driver ran over a jersey barrier when attempting to make a turn.
Rep	20	14:38	Sun	Scenic Dr near Maple St	2	N	N	N	N	N	Y	Y	N	N	Dv1 turning from Maple onto Scenic took too wide of a turn and ran into v2.
Rep	21	6:39	Mon	Bellview Dr near Siskiyou Bl	2	N	N	N	N	N	Y	Y	N	N	Dv1 sideswiped parked v2. Information exchanged. Damage over \$5000 (over \$2500 each)

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	21	18:31	Mon	A Street near N 1st St	2	N	N	N	N	N	Y	N	N	N	Dv1 struck parked v2. Minor damage, info exchanged.
NR	22	23:15	Tue	Beach St near Henry St	2	N	N	N	N	N	N	N	N	N	Dv2 struck parked v1. Info privately exchanged, but later it was found that driver was not insured. Civil matter.
Rep	26	15:24	Sat	Ashland St	2	N	N	N	N	Y	Y	Y	Y	N	private parking lot on Ashland St. Dv2 backed into parked v1 and left the area. Witness 1 reported info. Dv2 was found and cited for hit and run, no insurance, driving while suspended.
NR	29	10:23	Tue	B St near 5th St	2	N	N	N	N	N	Y	N	N	Y	Dv1 in a City of Ashland vehicle struck the rearview mirror while driving west on B Street. Information exchanged.

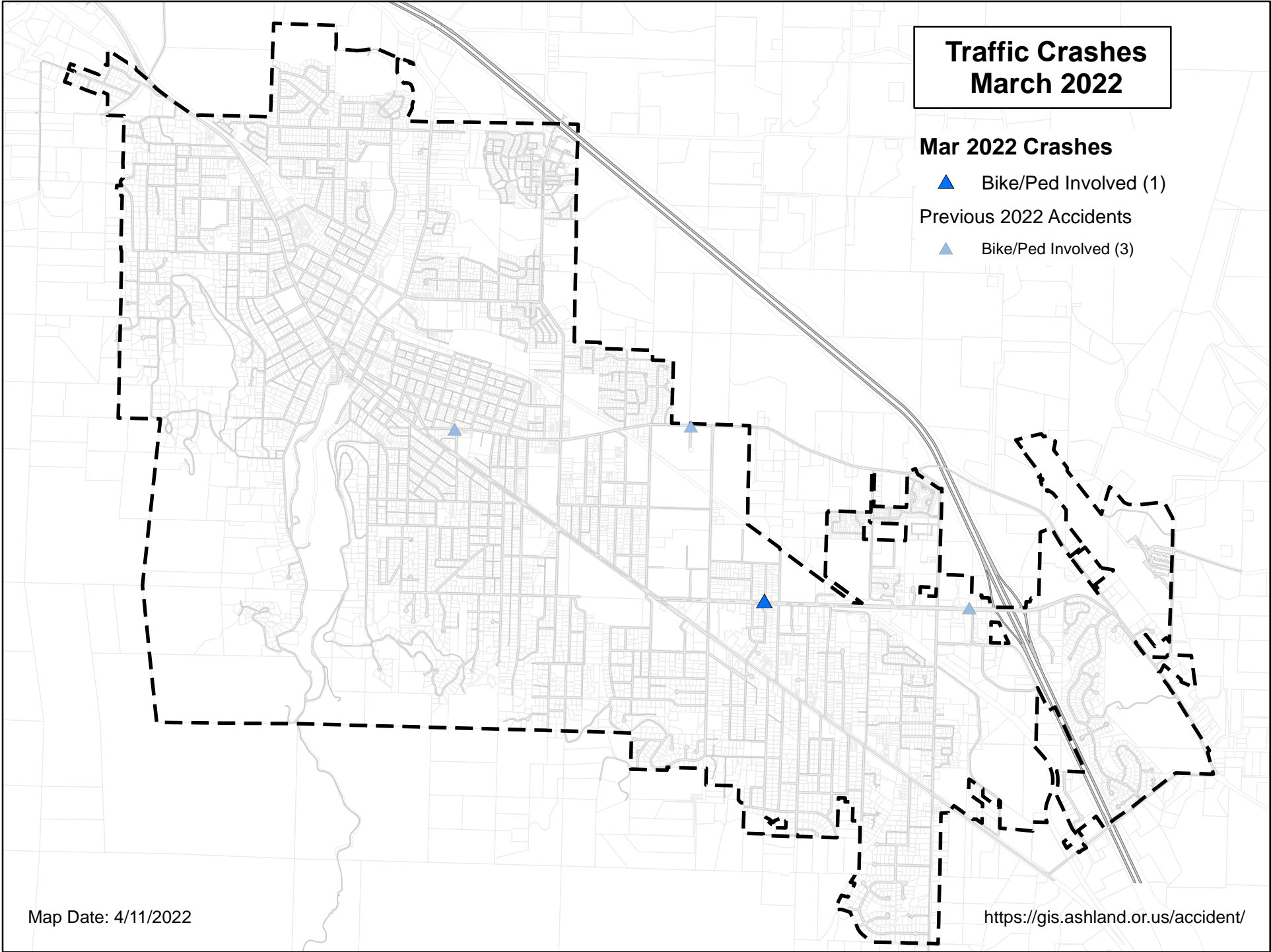
Traffic Crashes March 2022

Mar 2022 Crashes

▲ Bike/Ped Involved (1)

Previous 2022 Accidents

▲ Bike/Ped Involved (3)



Map Date: 4/11/2022

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

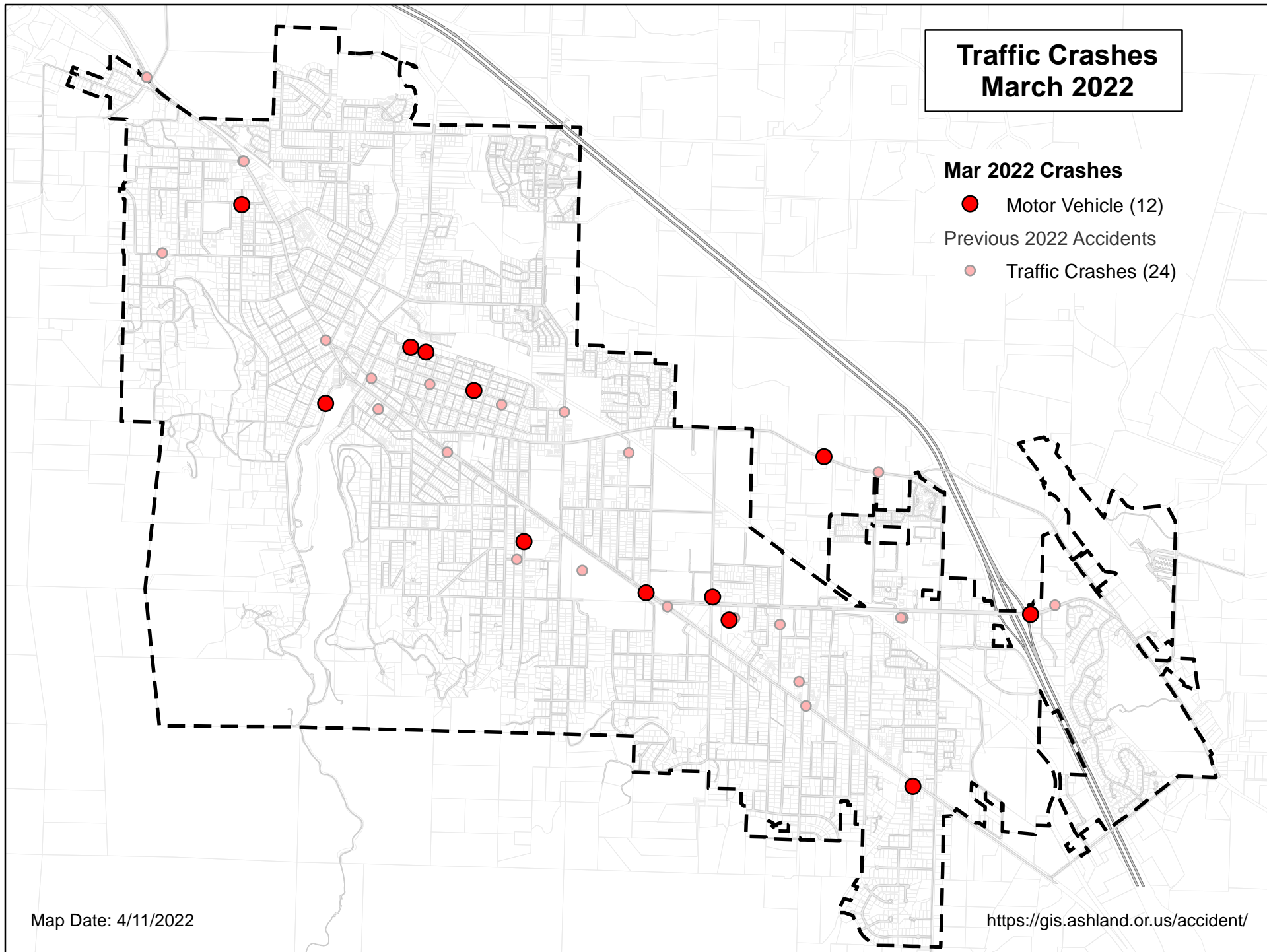
Traffic Crashes March 2022

Mar 2022 Crashes

● Motor Vehicle (12)

○ Previous 2022 Accidents

● Traffic Crashes (24)



Memo

CITY OF
ASHLAND

Date: April 14, 2022
From: Scott A. Fleury
To: Transportation Commission
RE: Oregon Department of Transportation-Project Presentation

BACKGROUND:

Jenna Marmon the Region 3 Active Transportation Liaison will present information on ODOT projects, programs and planning efforts. A list with links is provided below.

- Our ADA curb ramp project on North Main and Siskiyou (and other areas throughout the Valley)- <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=21492>
- The Safe Routes to School grant solicitation- <https://www.oregonsaferoutes.org/find-funding/>
 - Project Identification Program
 - Infrastructure
- Community Paths Program grant solicitation- <https://www.oregon.gov/odot/Programs/Pages/OCP.aspx>
- Rogue Valley Active Transportation Plan (completed)- <https://rvmpo.org/wp-content/uploads/2021/03/Draft-Active-Transportation-Plan-MPO-TAC-030121.pdf>
- Upcoming Envision Bear Creek planning effort for the Bear Creek Greenway Corridor- <https://envisionbearcreek.com/>

CONCLUSION:

No formal action required of Commission, but questions are encouraged.

Memo

CITY OF
ASHLAND

Date: April 11, 2022
From: Scott A. Fleury
To: Transportation Commission
RE: Faith Avenue Traffic Calming Program – Scoring Update

BACKGROUND:

After the Transportation Commission updated the Traffic Calming Program, the residents of Faith Avenue have re-applied for the program. Staff has created updated scoring sheets that are included in the packet along with the statement of need developed by the residents.

Staff has also included the previous traffic data collected and is in process of refreshing that speed and volume study that was conducted in 2020.

CONCLUSION:

The Commission has requested to use meeting time and walkthrough the scoring criteria associated with the updated Traffic Calming Plan for Faith Avenue in order to obtain consensus on a new score.

Petition to Initiate Neighborhood Traffic Calming Program
Location: Faith Avenue between Ashland Street and Siskiyou Boulevard

Statement of Need:

We ask that the City of Ashland begin the process to institute calming measures as provided in its Traffic Calming and Safety Improvement Program to help build Faith Avenue into a safe, pedestrian and bike friendly neighborhood.

Currently, Faith Avenue is unsafe for its residents because of the speed and, at times, the volume of traffic. Faith is used as a convenient cut-through between Ashland Street and Siskiyou Boulevard (Hwys. 66 & 99), especially for traffic exiting I-5, north and south. This is noticeably problematic during morning and evening commute hours as well as during work hours when trucks and other large vehicles cut through the neighborhood.

People are increasingly in a hurry and Faith is relatively straight and smooth. Drivers turn off of Ashland Street and Siskiyou Boulevard (both of which have higher speed limits than Faith) maintaining or increasing the speeds they were traveling.

Faith Avenue is relatively narrow. Its design allows for parking on both sides of the street which limits the travel lane to one car driving down the street at a time—not two-way traffic or traffic passing on the road. More trucks on our narrow road has led to more swerving and less room and safety for walkers and bikers.

Below are some of the users impacted by current conditions:

- Residents of the adult foster care facility who need the support of walkers to be ambulatory have nowhere safe to walk
- A disabled neighbor confined to a wheelchair is forced to carefully zig-zag along Faith to do his errands or walk his dog
- Many people who own dogs must quickly duck behind parked cars to avoid cars speeding by
- Children of varying ages on the street, many under the age of 13
- Multiple families with children still in strollers who daily brave traffic to take walks in the neighborhood
- Multiple parked cars have been sideswiped
- Faith Avenue neighbors and folks traveling by foot who live above Siskiyou Boulevard who use Faith Ave to access Clay Street Park, the YMCA, and stores on Tolman Creek Rd.
- People using Faith Ave to access the bike path to get to and from school and work

These impacts and traffic conditions have led to unsafe conditions. We on Faith Ave feel that if these safety concerns are not addressed it could lead to a degradation of the neighborhood. We strongly encourage the City of Ashland to respond to these concerns proactively. We would like Faith Ave to maintain the small-town vibe that Ashland is known and loved for.

Thank you for considering our application. If you have any questions concerning this statement, please let us know.

Faith Avenue Neighbors

City of Ashland Pilot Traffic Calming and Safety Improvement Program Scoring Criteria

Project Scoring Criteria:

The City of Ashland has established criteria for phase two improvements that must be met to proceed forward. Data from the collection phase will be used to score and rank the project initially. If more than one application is received in a calendar year, then the projects will be compared and prioritized based on additional established criteria.

Criteria	Definition	Value	Points
Average Daily Traffic (ADT)	Traffic volume over a 24-hour period	<500	0
		500-1000	1
		1000-1500	2
		1500-2000	3
		2000-3000	4
		>3000	5
50th Percentile Speed used as baseline to 85% for scoring criteria	The speed at or below which 50 percent of all vehicles are observed to travel under free-flowing conditions	1-5	2
		5-10	4
		10+	6
Crashes	Number of reported crashes, correctable by traffic calming on the project street within the last 5 years	1	2
		2	4
		3	6
		4	8
		>5	10
Pedestrian Generators	Public and private facilities on or near the project street, such as schools, parks, community houses, senior housing, etc., which generate a substantial amount of pedestrian traffic	<1 mile	1
		$\frac{3}{4}$ -1 mile	2
		$\frac{1}{2}$ - $\frac{3}{4}$ mile	3
		$\frac{1}{4}$ - $\frac{1}{2}$ mile	4
		< $\frac{1}{4}$ mile	5
Bus Stops	Access to transit within $\frac{1}{4}$ mile of project street	< $\frac{1}{4}$ mile	1
Sidewalks	Existing facilities	No sidewalk	5
		Sidewalk 1 side	2
		Sidewalk both sides	0
Bicycle Facilities	Existing Facilitates	No bike facilities	5
		Sharrows	2
		Bike Lanes	0
		Shared Use Path	0

Faith Avenue Scoring Matrix

Criteria	Value	Points
Average Daily Traffic (ADT)	Traffic volume over a 24-hour period	
50th Percentile Speed used as baseline to 85% for scoring criteria	1-5 5-10 10+	
Crashes	1 2 3 4 >5	
Pedestrian Generators	<1 mile ¾-1 mile ½ - ¾ mile ¼ - ½ mile < ¼ mile	
Bus Stops	< ¼ mile	
Sidewalks	No sidewalk Sidewalk 1 side Sidewalk both sides	
Bicycle Facilities	No bike facilities Sharrows Bike Lanes Shared Use Path	

A total score of 12 points is required to move forward with any phase two solution.

Depending on the number of applications received during a calendar year, the Transportation Commission will review each project and associated initial scoring at a minimum every six (6) months within any one calendar year. An additional set of prioritization criteria listed below will assist in ranking projects to move forward with the limited funding available for the program.

If a Transportation Commission member is within a project boundary, they will recuse themselves from discussion of project scoring and prioritization process.

The Transportation Commission review will use the criteria listed below, with 60 points being the maximum score (evaluators are to start at zero and award points accordingly):

How well was the problem explained (3 points), documented (3 points) and observable (4 points)?

Comments:

From the current tools available in the Traffic Calming Program Toolbox, how well does the project's component(s) address the traffic issue in the short term (4 points) and long term (6 points)?

Comments:

Who (such as pedestrians, bicyclists, motorists and property owners) will benefit from the project (6 points)?

Comments:

Are specific individuals identified who would benefit from the project (4 points)?

Comments:

How strongly have the general neighborhood and adjacent residents/property owners demonstrated support for the project (4 points)?

Comments:

Estimated truck and cut through traffic greater than 10% (2 points)?

Comments:

Has the project received recent endorsements from area organizations, such as the neighborhood associations, service organizations, schools, etc. (4 points)?

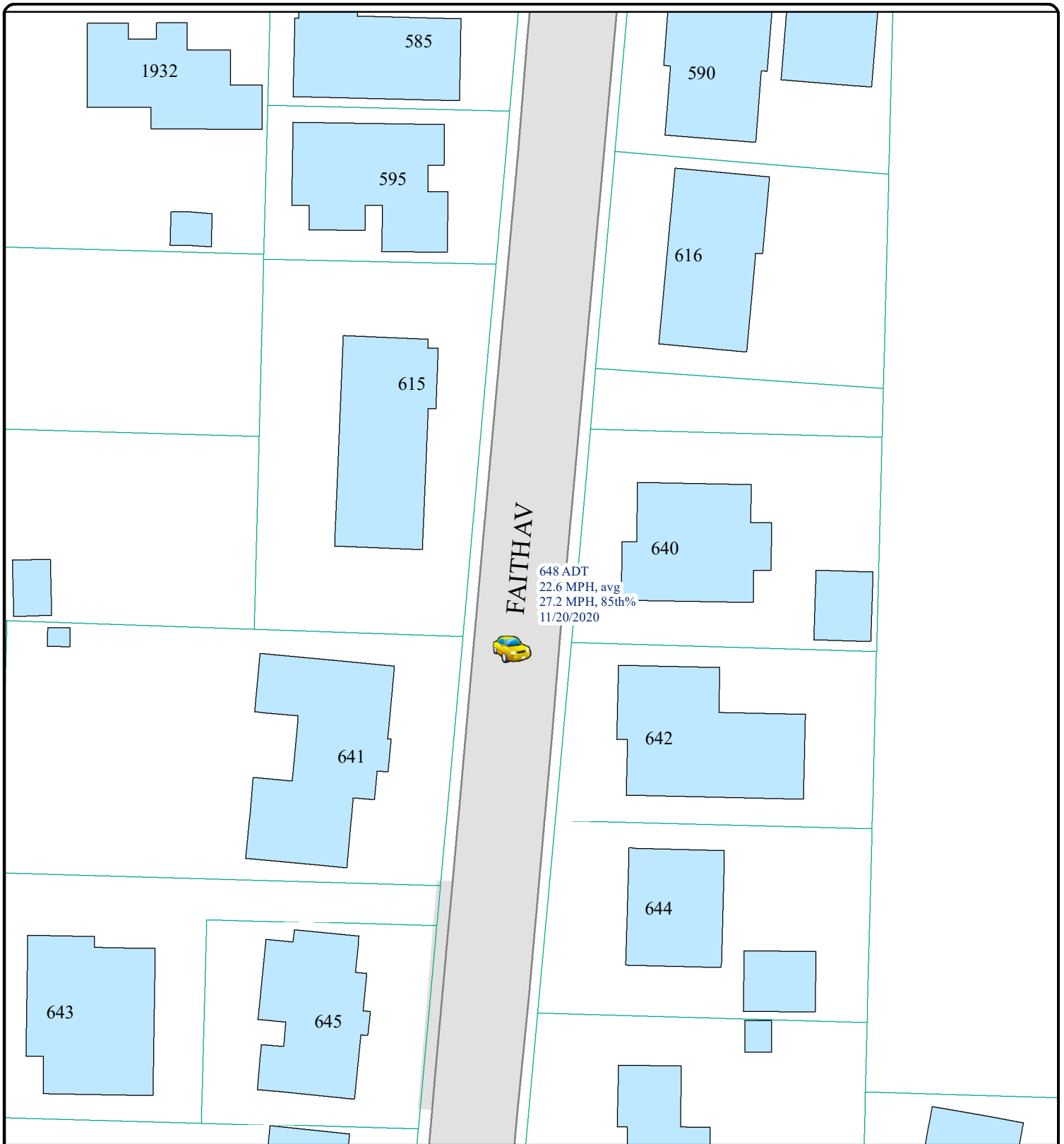
Comments:

In comparison with the other projects in the same funding category (striping/signage or infrastructure/signaling), how high is the priority for this project (20 points.)?

Comments:

When all scores from the Transportation Commission review have been submitted, they will be combined with the City's scores to prioritize the projects based on the total City and Transportation Commission scores. Upon acceptance of the combined scores by the Transportation Commission, the prioritized project list will then be matched up with available funding to determine how many projects will receive funding. In most cases, not all projects will be chosen as there is a limited amount of funding for the City's traffic calming program.

Projects that are not selected due to funding restraints may be rolled over into the next year's project selection process. If it is not funded within those two cycles, the project will be removed from the list. Additional projects may be funded beyond the final project list if supplementary funding is made available to the program or a surplus of funds remain after the initial projects are constructed.



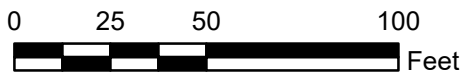
**Faith Ave
Traffic Count Map**

Traffic Counts

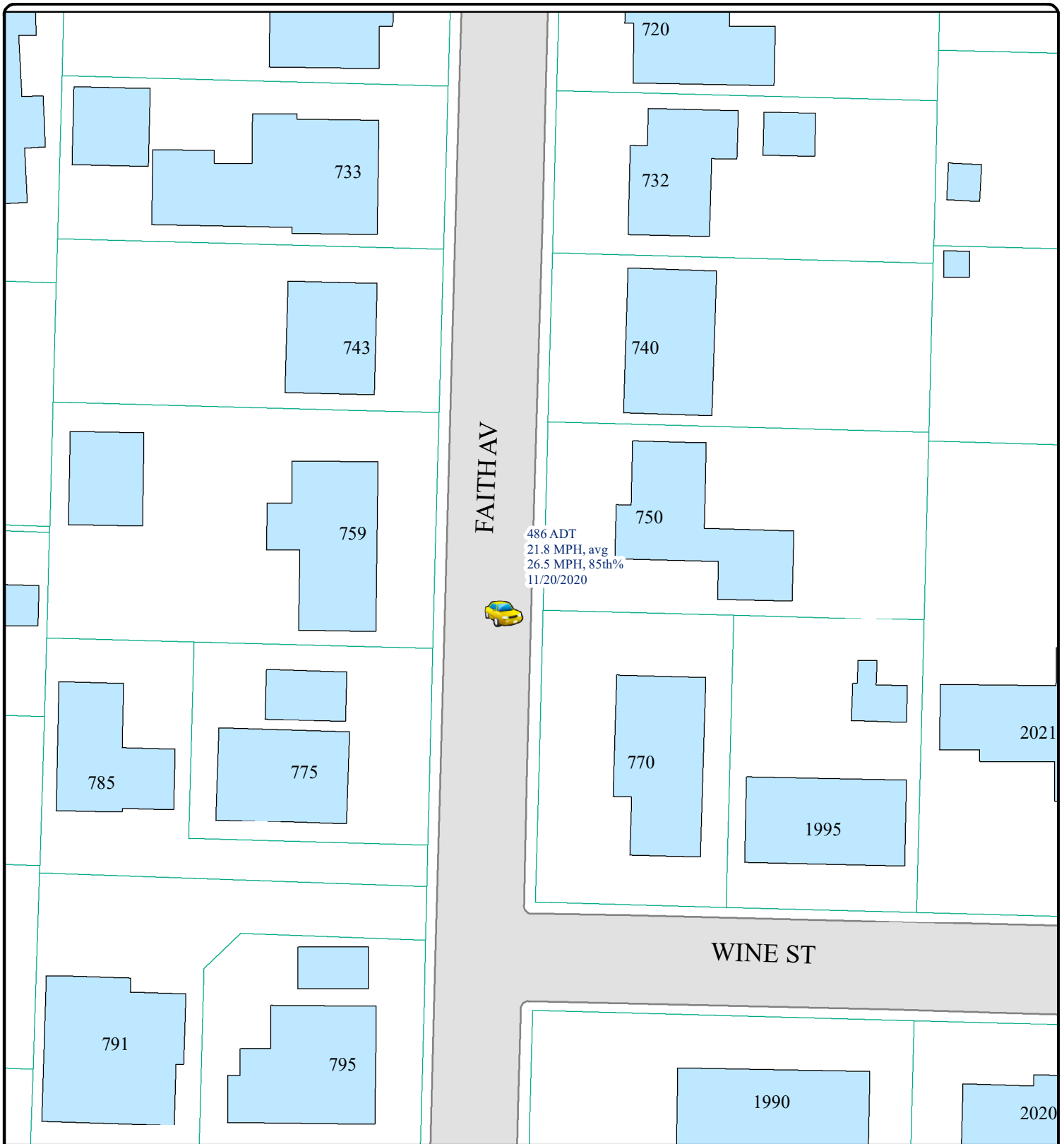
Date: 11/20/2020



Traffic Classifier



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



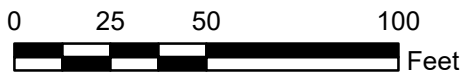
**Faith Ave
Traffic Count Map**

Traffic Counts

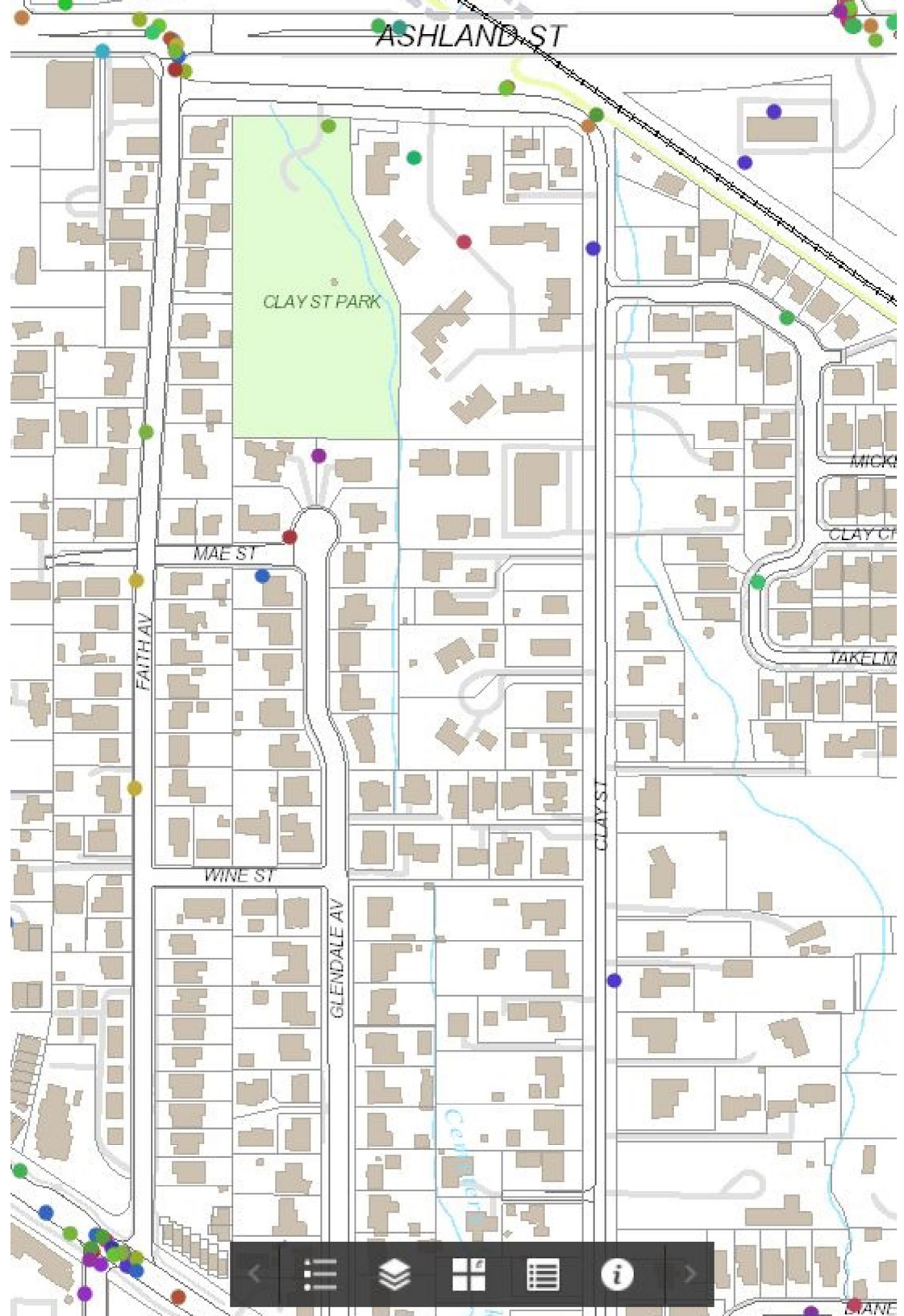


Traffic Classifier

Date: 11/20/2020



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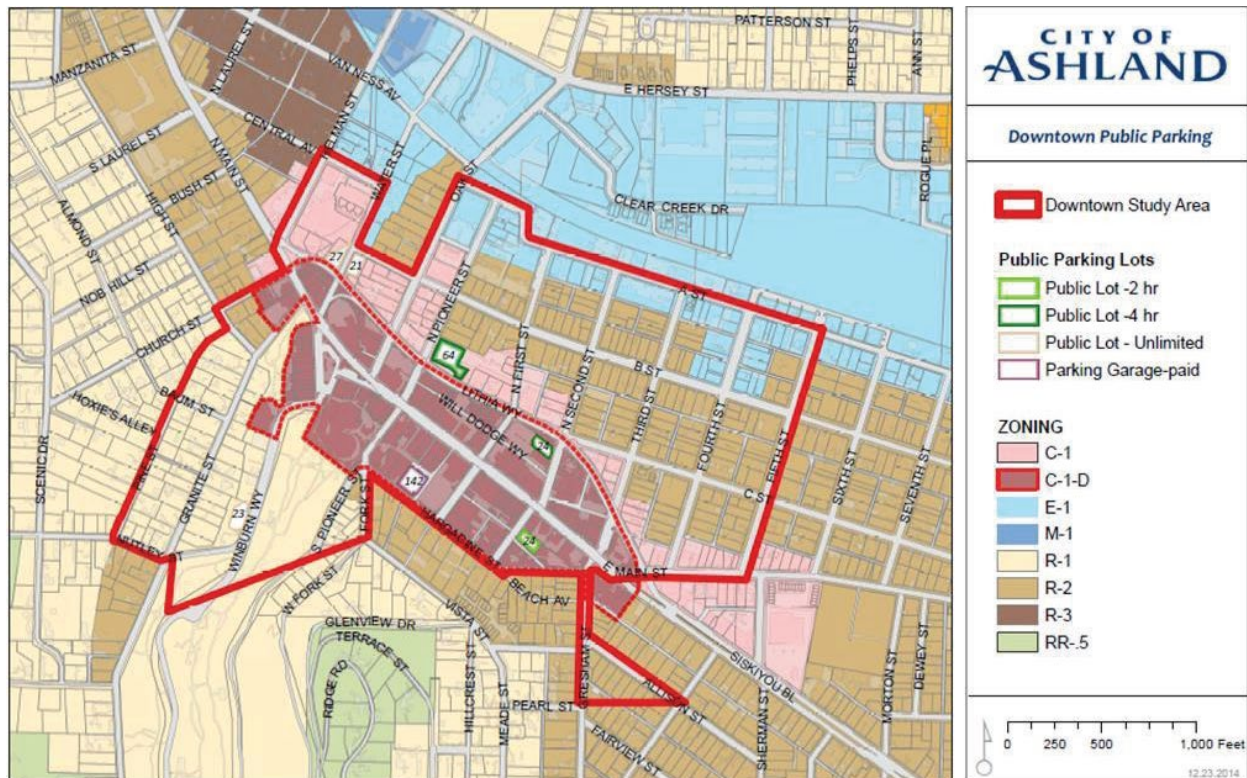


Memo

Date: April 14, 2022
From: Scott A. Fleury
To: Transportation Commission
RE: Parking Program Boundary Map – Phase 1

BACKGROUND:

At the March 17, 2022 meeting the Commission reviewed the parking plan elements developed by staff and recommended moving forward through the Council process. One discussion item left unresolved was the defined boundary for Phase 1 of the program. The parking program map was pulled directly from the Rick Williams Study and referenced below in figure 1. Staff believes the focus for phase 1 should be directly related to the areas that are currently time restricted.



CONCLUSION:

Action required of Commission, formalize appropriate boundary of parking program extents for phase 1.

CITY OF ASHLAND

Transportation Commission **Action Item List**

April 21, 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***