

Note: Anyone wishing to speak at any Transportation Advisory Committee 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.

TRANSPORTATION ADVISORY COMMITTEE

July 20, 2023

AGENDA

- I. CALL TO ORDER:** 6:00 PM, 6:00 PM, Meeting held virtually via Zoom
Link: <https://zoom.us/j/96161760895?pwd=SmVMRFJBNkx6UkhpeDN0N2w2MXgxdz09>
- II. ANNOUNCEMENTS**
- III. CONSENT AGENDA**
 - A.** Approval of June 15, 2023 Minutes
- IV. PUBLIC FORUM** (6:05-6:20)
- V. REPORTS FROM OTHER CITY COMMITTEES** (6:20-6:30)
- VI. NEW BUSINESS**
 - A.** Bird Scooter Program Presentation (6:30-7:10, no action required, presentation by Bird Scooter to Transportation Committee).
 - B.** Committee Workplan (7:10-7:30, action required, discuss workplan for 2023-2205 biennium for reporting back to Council).
- VII. UNFINISHED BUSINESS**
 - A.** Parklet Program Business Outreach (7:30-7:40, no action required, brief update on Parklet Program status)
 - B.** North Mountain Avenue Public Hearing Details (7:40-7:50, action required, review map of public notification boundary for North Mountain Avenue parking removal associated with protected bike lanes)
 - C.** Public Education and Outreach Materials (7:50-7:55, no action required, staff to update Committee on education/outreach material process)
- VIII. INFORMATIONAL ITEMS**
 - A.** Grant Support Services
 - B.** Staffing Limitations
- IX. AGENDA BUILDING – Future Meetings**
- X. ADJOURNMENT: 8:00 PM**

Next Meeting Date: August 17, 2023

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).

CITY OF
ASHLAND



ASHLAND TRANSPORTATION SAFETY AND MODAL EQUITY COMMITTEE
MEETING NOTES
JUNE 15, 2023

CALL TO ORDER: 6:12pm

TAC Members present: Mark Brouillard, Joe Graf, Corinne Vièville, Linda Peterson-Adams, Holly Christiansen

Staff Present: Scott Fleury, Liz Beckerich

Liaison Present: Eric Hansen

Guests Present: Edem Gomez (RVTD), Gary Schaff

ANNOUNCEMENTS

There are still spots available on the committee. City council will appoint two new committee members at the June 20th council meeting – Dave Richards and Dylan Dahle.

CONSENT AGENDA

Christiansen motioned to approve the May 25th meeting minutes. Brouillard seconded. All ayes.

PUBLIC FORUM

Gary Schaff spoke briefly about the importance of committees and commissions working together and integrating their work.

NEW BUSINESS

Crash Summary and Near Miss Data Review

The committee discussed the data gained from the monthly crash reports and the Near Miss App. Fleury recommended that the group separate issues and areas into items that could potentially be put into the TSP or Safe Routes to School. He also noted that although the city isn't in charge of improvements through the ODOT corridor, the group can make recommendations to ODOT, and could potentially offer council support for an action and monetary support by taking over maintenance of an improvement, like crosswalk markings. That would also give ODOT the ability to apply for All Roads Safety Transportation Program grants.

Brouillard stated that there are several sections of town that can be looked at, but the B Street and downtown areas are ones that the group could make the most improvements on possibly with the TSP. From the data, it appeared the areas were not safe for pedestrians or vehicles, and vehicle vs pedestrian was the most common accident/near miss type. There was also a lot of activity on Ashland Street near Wendy's.

Fleury explained that many of the incidents in the data could be attributed to distracted driving or a lack of education about the rules and laws. Some areas, depending on the complaints, could be looked at for engineering deficiencies or vegetation being overgrown and blocking a line of sight. Fleury stated that a few years ago the city was doing an educational blurb on the city website that would tie into the Utility Billing inserts, and they would be about things such as driving carefully in the snow and how to navigate unmarked intersections. He suggested that the city start doing that again.

Items of note that were discussed as possible education components were driving on ice, bicyclists being required to stop at stop signs, bicyclists speeding on the bike path, stopping for pedestrians, and how close vehicles can be parked to a street corner.

Brouillard summarized the discussion succinctly stating that the main points were that the committee wants more outreach and education for everyone, recommendations for bike path improvements such as more signage and markings, more green striping on the ground for bike lanes, and more enforcement.

ASHLAND TRANSPORTATION SAFETY AND MODAL EQUITY COMMITTEE
MEETING NOTES
JUNE 15, 2023

INFORMATIONAL ITEMS

Bird Micro-Mobility Presentation

Peterson-Adams and Brouillard spoke with Bird, which is a micro-transit group mostly involved with scooters and electric bikes. The scooters and bikes would be left at various locations in town, and people could use an app on their phone to rent them. The program is at no cost to the city, just the renters, and someone local would act as the fleet manager for the area. The fleet manager would redistribute the scooters/bikes and recharge them at night as needed. There's also an income-level based fee system that people can apply for to potentially have lower fees to use the scooters/bikes.

Brouillard stated that he did some canvassing after the conversation with Bird, and many people were interested in the scooters, specifically for going to the grocery store. Peterson-Adams stated she spoke with the city of Medford, and they love the program. Additionally, the scooters and bikes have geofencing capabilities to keep them out of areas where they aren't wanted, like on campus at SOU, on the bike path, or potentially ODOT jurisdiction roads. Peterson-Adams and Fleury agreed they would need to look at the ordinances around the city to see if these devices would be legal and in which areas.

Bird will potentially do a presentation for the committee at next month's meeting on July 20th.

RVTD Route 17 Modifications

Edem Gomez with RVTD dropped off a new schedule with a few modifications for the Route 17 bus route. Route 17 will no longer be serving the Oak St/Nevada St/Helman St loop, as there were a lot of complaints from residents. The route will also not serve Abbot St and will use E Main St instead. The route launches June 26th. RVTD will be doing outreach events and working with Dorinda Cottle. The route will run from 9am to 4pm starting out, but RVTD is hoping to expand those hours later. Gomez also gave everyone a packet detailing RVTD's last fiscal year information, financials, passenger survey results, and information about RVTD. The number of riders has started to recover since being restricted for Covid. There are also talks at RVTD about electric buses, and there are currently 3 hybrid electric vehicles in use.

North Mountain Avenue Public Meeting

Fleury inquired to the committee who should be given notice regarding the public meeting for N Mountain Ave parking/bike safety improvements – from I-5 to E Main St or I-5 to Hersey St. Fleury stated concern for confusing the residents in the area about what the public meeting would be for, as the one in question is regarding taking away parking in favor of a protected bike lane specifically, not the N Mountain Ave project as a whole. Graf stated that there's no reason to notify people in places that the group wouldn't be taking away parking.

Parklet Program Downtown Business Survey

Peterson-Adams stated that she and Hansen will go to the chamber of commerce and ask them about their desire of where to possibly have parklets, as well as considering where outside of ODOT's jurisdiction that the parklets could go. Brouillard stated that when he talked to business owners previously about parklets, they mostly said they would prefer to have bike parking because the amount in the plaza isn't adequate. However, more car parking was also something they wanted. Peterson-Adams stated that when they talk to the chamber of commerce, they can develop a survey that will incorporate all options.

ADJOURNMENT: @ 8:04

Respectfully submitted,

Elizabeth Beckerich, Administrative Assistant

****Full Video Available by Request****

[EXTERNAL SENDER]

*** FORM FIELD DATA ***

Full Name: **Sandra Jensen, President, The Sands Unique Condominium Assn**

Subject: **Request for speed bumps in paved alley connecting Van Ness Avenue to W. Hersey St.**

Message: **The Sands is a 4-unit condominium complex that sits in the paved alley connecting Van Ness Ave with W. Hersey St. We have two buildings on the south side of the alley. The front building contains 2 units facing Van Ness (248 and 250 Van Ness); the back unit further down the alley contains 2 units (252 and 254 Van Ness). This is a densely populated alley. There is a house on the corner of Van Ness and the alley, and there are several condo units across from 252 and 254. Below that on the south side there is a small house below which are a number of apartment units with garages facing the alley. On the W. Hersey corner The Arden Forest Inn is located, which has it's own parking area facing the alley. While Google maps shows our alleyway as an extension of Skidmore St, it is in fact not a street but a narrow alley that is only wide enough for one car; two-way traffic is not possible. In part due to the location of the Minute Market convenience store on the corner of N. Main and Skidmore, our alley is often used as a short-cut between Skidmore and W. Hersey. Folks who drive down our alley often travel at unsafe speeds for the narrow conditions. There are also children and pets in the area. During night-time hours, drivers speed through the alley more recklessly than they do during the day. We would like to explore the possibility of installing at least two speedbumps in the alley, and we were told by the Public Works Department to contact your committee as the first step toward getting this accomplished. Please provide me with guidelines for how to proceed with this request.**

[EXTERNAL SENDER]

*** FORM FIELD DATA ***

Full Name: **Robert Frey**

Subject: **Request that a curb area be designated yellow**

Message: **Dear Transportation Advisory Committee, I am writing about a safety issue at the east corner of the Harmony Lane x Ross Lane T-intersection. We strongly believe the city should eliminate parking for the first 20 feet or so from the SE corner on Harmony (fronting our property). I recently spoke with someone at the Public Works office about this who was to pass this request to the TAC and I want to provide more information for a discussion at your next meeting if possible. You all are likely aware that both streets are narrow for almost all their stretches pretty much single vehicle (Harmony due to curbside parking on both sides). The intersection is barely wide and deep enough for a large vehicle to turn in any of the three directions. Several Recology truck operators have pointed out to us that a vehicle parked on both sides of Harmony Lane at the intersection presents an avoidable challenge for them and other large vehicles. We stopped parking at our side years ago, but other people park there. The Recology trucks and other big trucks (moving, delivery trucks, p/ups with trailers) often have a challenge there - either shortcutting the corners onto private property or making multi-point turns with loud backup beeping in a quiet neighborhood. Aside from the large vehicle congestion and noise, we are more concerned that a large emergency vehicle would be obstructed and delayed navigating the intersection because of the near-corner parking. So, we think that a very simple fix is to designate and paint the Harmony Lane uppermost 20 or so feet curb yellow to forbid parking ? or at least one side and we volunteer our curb. We cannot see any disadvantages that could outweigh the advantages and hope this can happen very soon. Please do contact me if I can provide more information. Thank you for your attention to this matter that is important to us, Robert Frey and Rose McAuley 964 Harmony Lane**

Memo

CITY OF
ASHLAND

Date: July 11, 2023
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Bird Scooter Presentation

BACKGROUND:

TJ Birkel from Bird Scooters will present an overview of the program to the Transportation Committee and answer questions. A brief breakdown of the program is attached for reference.

CONCLUSION:

The Committee can and should ask questions about the program to gain a better understanding of the Bird system.



What is Bird?

Bird is a last-mile electric vehicle company dedicated to bringing affordable, environmentally-friendly transportation solutions to cities everywhere. Today, Bird serves over 300 communities worldwide, ranging from metropolises like Los Angeles, CA (pop. 4 million), to smaller cities like Fort Scott, KS (pop. 7,700).

Our mission is to get people out of cars and:



Solve the last-mile problem and connect more residents to transit options



Reduce congestion and over-reliance on cars



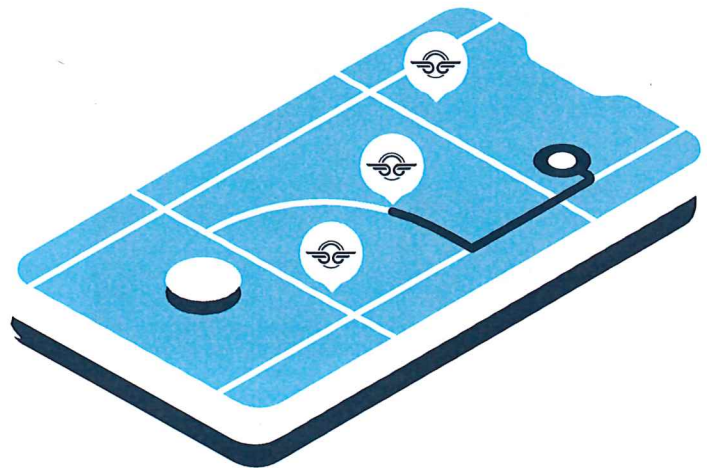
Improve air quality and reduce GHG emissions



Improve the overall quality of life in cities

How it works.

Bird uses electric-powered scooters, two-wheeled stand-up vehicles designed to safely and sustainably get you around your city. Through the Bird smartphone app, riders can see the closest Bird on a map, unlock it, complete the safety tutorial, and ride directly to their destination. It costs \$1 to start, then a per minute fee.



1

Find Birds on the map

2

Scan QR to begin ride

3

Watch safety tutorial

4

Enjoy the ride!



Bird's impact on the communities we serve

Prioritizing safety, first.

Bird partners with cities across the globe to develop programs that maximize the positive impact of micro-mobility.

Connectivity

Bird supplements car use by providing a new, affordable transportation option. In fact, Bird provides up to a 9x increase in the reach of transit stations, driving tourism and bringing the community together.



Bird leads the industry in safety.

Safety is deeply embedded across all components of our business- from our policy and operations; to our community education and engagement; to our industry leading vehicle design.

One sustainable ride at a time.

Bird's custom vehicles are the most durable micro-mobility options on the road today.

Each Bird Scooter on the road today represents:



18 months +

OF SUSTAINABLE RIDES



1,500 pounds

OF CO2 AVOIDED

Bolstering the local economy.

58%

of Bird rides ending at local businesses helping connect shops and restaurants with riders in their community.

\$921 / scooter

a recent study showed that e-scooters directly contributed to spending at local food and beverage businesses averaging \$921/scooter over six months.

Free

\$0 investment from the city.



Leading the way on innovative solutions for cities

Bird is committed to working with cities to manage and maximize the positive impact of our partnerships. That's why we've developed industry-leading technology to measure, innovate, and improve both our fleet and our reporting. Here's just a small sample of our offering for cities:

Custom in-app education

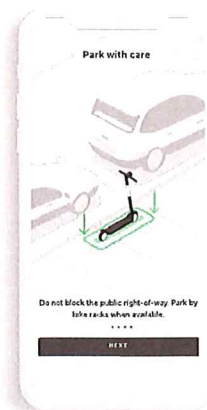
Bird riders are each shown a comprehensive education program that can be customized to address your city's chief concerns.

Community-based reporting

Every member of your community can access community mode in the Bird app to submit complaints directly to our team for fast resolution.

Localized policy zones

Bird's geo-fencing technology allows us to implement no-ride zones, no-parking zones, and reduced-speed zones with custom messaging to increase safe riding.



Parking management

Bird offers a comprehensive suite of parking tools that bridges the gap between technology and infrastructure by both directing and incentivizing riders to park in city-designated areas and reduce the communities concerns of 'clutter'.

Account Manager

Bird's account managers partner with cities to provide a custom experience dedicated to servicing each specific community's needs.



Industry-leading vehicles

Bird's best-in-class teams create innovative new vehicles from the ground-up. From self-reporting damage sensors and tip detection to an industrial-grade anti-tipping kickstand, Bird offers the most advanced shared e-scooter on the road today.

Programs for equitable access

Our city dashboards provide customized information about how our partnership is helping to complement the city's mobility menu. Bird provides cities with easy-to-read dashboards and in-depth APIs to help cities understand how riders move about the city.

Hyper-local operations

Bird partners with local small businesses, or "Fleet Managers," creating additional jobs and using hometown know-how to maximize operational efficiency.

Want to learn more about if Bird would be a good partner to meet your city's goals?

Just reach out to partnerships@bird.co to be connected to your regional representative

Memo

CITY OF
ASHLAND

Date: July 12, 2023
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Transportation Committee Workplan Outline 2023-2025 Biennium

BACKGROUND:

The City Council is interested in receiving information on all the formal Committees workplan for the 2023-2025 Biennium.

Staff has attached the Council update Chair Peterson-Adams provided the City Council in March of this year for discussion regarding the biennium work plan.

Workplan Draft Outline:

1. Transportation System Plan Update
2. Traffic Calming Program
3. Traffic Crash and Near Miss Review (twice annually)
4. Public Education and Outreach Program
5. Traffic Safety, Parking, Signage, Striping, etc. – Continuous
6. Vision Zero Program
7. Parklet Program
8. Protected Bike Lane – Major Roadway Rehabilitation Projects
9. Transit Support as needed (RVTD)
10. Bike Parking Inventory (downtown)
11. Bird Scooter Program Review
12. B Street Corridor Safety Analysis

CONCLUSION:

The Committee should discuss and develop an outline workplan that can be provided to the City Council for discussion.

Transportation Advisory Committee
Report to Council 3/20/23

Madame Mayor, Councilors, City Manager Lessard, Staff and all Citizens of Ashland,

It is with great pleasure on this first glorious day of Spring that I am reporting to you the efforts and **goals for action** of the Transportation Advisory Committee.

On this date in 1916, Einstein published his General Theory of Relativity in which he muses that (he) “has spared himself no pains in his endeavor to present the main ideas in the simplest and most intelligible form”. I shall make the same attempt here tonight.

I want to recognize, for their planetary efforts, committee members , Mark Brouillard, Holly Christiansen, Derrick Claypool, Joe Graf, and Corinne Vieville who diligently work to fulfill the Transportation Advisory Committee’s mission to “ensure that we will have the opportunity to conveniently and safely use the transportation mode of our choice and allow us to move toward a less auto-dependent community.”

Special recognition goes to Councilor Paula Hyatt for her stellar work as our liaison and in realizing the importance of transportation planning and infrastructure development to the vision of Ashland as a welcoming, resilient, sustainable community that maintains the distinctive quality of place for which it is known. She has passed the baton to Councilor Eric Hansen who we know will bring star-like and sunny qualities to our meetings.

The Commission heartily extends our gratitude to Scott Fleury and Public Works Staff, including our recording secretary, Liz Brekerich and ARCGIS maven Leah Light for the work that they do in compiling the information we need to be able to advise the Council and serve the Citizens of Ashland.

2022 was a challenging year for us, as the reorganization of the Citizen Commission system and staffing issues caused delays in being able to meet and follow through with ongoing projects under our review and purview. We went from being a Commission to a Management Advisory Committee to a Committee, still meeting as a group throughout the process and, with help from Council , finally recodifying our advisory role in November of 2022.

Staffing issues with Public Works, put a hold on traffic calming applications and implementation for Faith and B Street and two other neighborhoods, patiently waiting for review. Other recommendations such as supporting RVTDR (Rogue Valley Transportation District) grant

opportunities were slow to get on Council's agenda. Staffing also affected Analysis of Crash Reports as Officer McClellan was directed to other duties. (We miss your shining light, Steve.)

But the year, the biennium, was not lost in the space/ time continuum completely. We conducted the Capital Improvement Projects Review, updated the Traffic Calming Program application, promoted the Traffic Calming Program in an Ashland Climate Collaborative Webinar, kept an eye on the Oregon Department of Transportation's ODOT's ADA Upgrades, saw the completion of the first Emergency Evacuation On Ramp, requested a letter of support be sent by Council to the Department of Land Conservation and Development(DLCD) for changes to the Transportation Planning Rule, reviewed and then tabled the Parking Plan because of the Climate Friendly and Equitable Rules changes, reviewed and made comment to pay particular attention to include bike and pedestrian facility improvements such as Protected Bike Lanes on the Ashland Street and North Mountain Rehabilitation Projects and eagerly awaited the beginning of the Safe Routes to School Identification Planning Process.

In January 2022 we formed a Bike and Ped subcommittee whose mission and goal would be to collect additional data that can be used to define areas of concern and see if they correlate to current crash data and find potential hot spots that can be used in the TSP update or other planning documents and to direct other transportation related improvements. The Subcommittee was successful in developing a Near Miss Self-Reporting Survey, near miss being defined as "Incidents where no property was damaged and no personal injury sustained, but where, given a slight shift in time or position, damage and or injury could have easily occurred".

As a Management Advisory Committee we released the Application in an attempt to account for unreported incidents involving bicycles and pedestrians. (This would include skateboards, scooters and other mobility devices as well.) The Survey has blasted off with its own QR Code and the TAC is currently working with the City to advertise its existence and further its use.

As I have mentioned ad infinitum, without a plan you plan to fail. And failure in regards to our transportation system is not an option. The TACs planned actions through the 2023-2025 biennium starts with The Transportation System Plan.

The Transportation System Plan is an overarching document that deals with all things that help us move people, goods, services through and around our town. The emphasis here is on people's ability to use the transportation mode of their choice, safely. The update is critical and essential because it must conform to the state mandated planning rule specific to transportation, itself updated through the Climate Friendly and Equitable Communities Rulemaking. The plan and other "shovel worthy" projects are critical for obtaining grant funding from both the State and the Federal Governments.

CoVid, staffing, changes in City Administration and updating State Planning rules as well as changes to how our TSP will be funded(now by an OTC grant with a 15% required match which can be accomplished with volunteer and staff work) have contributed to at least a four year

delay in beginning the update's public engagement process and incorporating revised Land Use Codes, the Evacuation Time Estimate Study, The Downtown Parking Study, the Transit Feasibility Study, the Climate and Energy Action Plan, the required ordinance changes from CFEC, as well as incorporating the philosophy of People-centric rather than Auto-centric planning.

We have a constellation of other planned actions for the 2023-25 Biennium, the most critical being the Transportation System Plan Update which is now tentatively to begin in 2024. We will continue to review Capital Improvement Projects.(see AMC2.13.030 for our charge) such as LithiaWay/Main Street Intersection Improvements, construction on the Hardesty Site to be able to sell the B Street Yard, improvements to Clay Street, Ashland Street Rehabilitation, North Mountain Rehabilitation Project, and several Bicycle Boulevard Projects. Tonight, our illustrious Public Works Director(I don't know how he does it all) will be presenting the Transportation Network Projects on the queue for the upcoming biennium which the Committee reviewed and recommended at the last two of our Committee meetings.

In the upcoming biennium we hope to form a closer relationship with the Planning Commission and the Planning Department on the Climate Friendly and Equitable Communities work, especially in regards to Parking and on the Croman Mill Comprehensive Plan Changes and Railyard Property possibilities should we be needed.

Communication with Ashland citizens and with citizen advocacy groups has always been valuable in supporting and directing the work we do as a Committee in advising the Council. Engaging the public in their vision for a transportation system that is safe and effective with robust conversations at the development stage of projects and programs that will eventually be presented to Council makes for a healthy, transparent, resilient community. While engagement in town hall meetings gives us a panoptic preview of citizen preferences, meeting with the public at the Committee/Commission level offers a more detailed and in depth view. We had a record number of letters and public comments at our February meeting, for instance, confirming our commitment to encourage protected bike lanes where possible on our rehabilitation projects.

Citizens who have questions, comments, suggestions or concerns regarding our Transportation System, are always encouraged to send them our way by emailing us from the City website on the Transportation Committee page.

The Transportation Advisory Committee invites all the citizens of Ashland to Zoom into our meetings 6-8 pm on the third Thursday of every month. We welcome your comments and questions and issues surrounding our transportation system throughout the year and hope you have safe travels through our town.

Hopefully I have expanded your universe without going down any black holes tonight and I would be glad to answer any questions you have.

Linda Peterson Adams for the Transportation Commission
(541)554-1544

Memo

CITY OF
ASHLAND

Date: July 12, 2023
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Parklet Program

BACKGROUND:

The Parklet Program was previously discussed by the Committee at the April and May meetings. The consensus was to coordinate an outreach program with the Chamber to survey downtown businesses interest in developing a program. As a reminder the Oregon Department of Transportation stated they will not permit parklets within their right of way on Main Street and Lithia Way.

Staff reached out to the Chamber to discuss next steps. The Chamber's intent was to discuss a parklet program at an already scheduled meeting as part of their "rediscover downtown" program in July. Councilor Hansen is part of the Chamber group and can provide the Committee with and update on Chamber discussions.

CONCLUSION:

This is a continued discussion on the parklet program and associated next steps.

Memo

CITY OF
ASHLAND

Date: July 12, 2023
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: North Mountain Avenue Rehabilitation Public Hearing Boundary

BACKGROUND:

The Committee previously discussed holding a public hearing to take input on the potential elimination of parking along a section of North Mountain Avenue to support the inclusion of protected bike lanes. This input would then be used as part of the recommendation process to the City Council. The discussion also included the noticing boundary limits for the hearing.

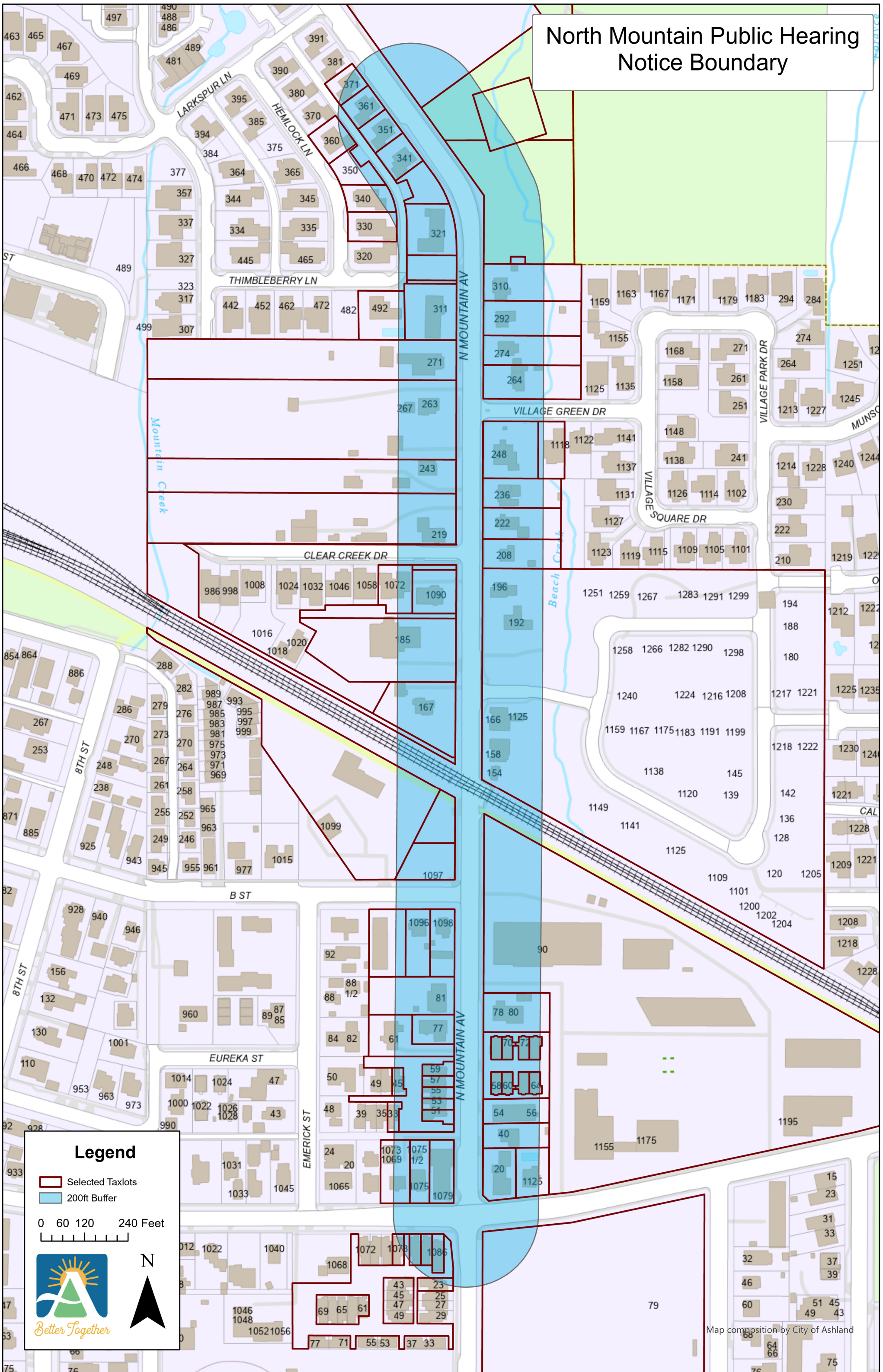
Staff has developed a boundary map (attached) for review and discussion. Staff's intent is to hold the public hearing at the August 17th Committee meeting and then a follow-up in September at the City Council.

Also attached is a draft public hearing notice letter for review.

CONCLUSION:

The Committee should review and provide staff comment on the boundary map attached in order to finalize and develop the final noticing information for the August meeting.

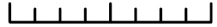
North Mountain Public Hearing Notice Boundary



Legend

- Selected Taxlots
- 200ft Buffer

0 60 120 240 Feet





August x, 2023

Resident
North Mountain Avenue
Ashland OR, 97520

RE: Streetside Parking Elimination

Dear Resident,

The Transportation Committee will be holding a public hearing at the August 17, 2023 meeting to take public input on the potential elimination of streetside parking along the west side of North Mountain Avenue from East Main Street to just north of Village Green Drive of in order to support the installation of protected bike lanes.

This public input will be utilized by the Transportation Committee to generate a recommendation to the City Council on whether to keep the parking or install protected bike lanes as part of the North Mountain Avenue roadway rehabilitation project.

After the Committee meeting and development of their recommendation, another meeting will be scheduled for discussion at the City Council. The City Council will be asked to make the final policy decision regarding parking versus protected bike lanes.

If you wish to submit written testimony, please send to scott.fleury@ashland.or.us or via regular mail to 20 East Main Street, Ashland

Sincerely,

Scott Fleury PE
Public Works Director
City of Ashland

Linda Peterson-Adams
Ashland Transportation Committee Chair



Memo

CITY OF
ASHLAND

Date: July 12, 2023
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Transportation Committee Public Education and Outreach Materials

BACKGROUND:

At the June 15, 2023 meeting, the Committee discussed the crash and near miss reports for the calendar year to date. During the discussion it was noted numerous times that many of the reported crashes and near misses were not good candidates for engineering related solutions. The Committee felt improved education and outreach were better mechanisms to improve drive/pedestrian/cyclist behavior and understanding.

Staff did some preliminary research into education materials and found good material on an Oregon Department of Transportation website, link below. The Committee was asked to review the material and make recommendations to staff on items to obtain.

<https://www.oregon.gov/ODOT/Safety/Pages/Print-Materials.aspx>

Committee member Christiansen took everyone's recommendations and compiled them into a comprehensive spreadsheet, which is attached for review.

CONCLUSION:

The Committee should review the spreadsheet and current recommendations for educational materials and provide any additional input to staff as part of the education and outreach program.

| Topic | Item Name | Format | Uses | Language | Stock # | #/package | TAC memb | Notes from TAC member |
|---------------------------------|---|----------------|-------------------|----------|----------|-----------|----------|--|
| Pedestrian Safety | Pedestrians Stand Out - A Guidebook for Pedestrians and Drivers | Booklet | Digital and Print | English | 330591 | 25 | Mark | |
| Pedestrian Safety | Pedestrians Stand Out - A Guidebook for Pedestrians and Drivers | Booklet | Digital and Print | Spanish | 330592 | 25 | Holly | Spanish version |
| Pedestrian Safety | 5 Miles Over the Limit: Stopping Distances | Brochure | Digital and Print | Spanish | 330525-S | 25 | Linda | Spanish version |
| Pedestrian Safety | 5 Miles Over the Limit: Stopping Distances | Brochure | Digital and Print | English | 330525 | 25 | Holly | |
| Pedestrian Safety | A Guide To Oregon Crosswalk Laws | Brochure | Digital and Print | Spanish | 330590 | 25 | Holly | |
| Pedestrian Safety | A Guide To Oregon Crosswalk Laws | Brochure | Digital and Print | English | 330589 | | Dave | |
| Distracted Driving | Distracted Driving - Eyes on the Road | Brochure | Digital and Print | English | 330575 | 25 | Mark | |
| Distracted Driving | Distracted Driving - Eyes on the Road | Brochure | Digital and Print | Spanish | 330606 | 25 | Holly | Spanish version |
| Safe and Courteous Driving | Let's Talk About Aging and Driving | Brochure | Digital and Print | English | 330585 | 25 | Mark | |
| Pedestrian Safety | Oregonians Stand Out - Crosswalk Cross-Training 7x5 | Postcard | Digital and Print | English | 330601 | 25 | Mark | |
| Pedestrian Safety | Oregonians Stand Out - Crosswalk Cross-Training 7x5 - SP | Postcard | Digital and Print | Spanish | 330614 | 25 | Holly | Spanish version |
| Bicycling Safety | Pass Safely | Brochure | Digital and Print | English | 330565 | 25 | Mark | |
| Bicycling Safety | Pass Safely | Brochure | Digital and Print | Spanish | 330567 | 25 | Holly | Spanish version |
| Safe and Courteous Driving | Space Out | Poster | Digital and Print | English | 330011 | 1 | Mark | |
| Safe and Courteous Driving | Space Out It's the Law | Brochure | Digital and Print | English | 330542 | 25 | Mark | |
| Bicycling and Pedestrian Safety | Stop As Yield | Rack Card | Digital and Print | English | 330604 | 25 | Holly | just different format option |
| Bicycling and Pedestrian Safety | Stop As Yield | Rack Card | Digital and Print | Spanish | 330605 | 25 | Holly | Spanish version of different format option |
| Bicycling Safety | Stop As Yield | Brochure | Digital and Print | English | 330594 | 25 | Dave | |
| Bicycling Safety | Stop As Yield | Brochure | Digital and Print | Spanish | 330595 | 25 | Holly | Spanish version |
| Bicycling Safety | Bicycle Safety: What Every Parent Should Know | Booklet | Digital and Print | English | 330417 | | Holly | |
| Bicycling Safety | Bicycle Safety: What Every Parent Should Know | Booklet | Digital and Print | Spanish | 330415 | 25 | Holly | |
| Share the Road | Look Out For Each Other - Sasquatch | Bookmark | Digital and Print | English | 330573 | 25 | Holly | for kids |
| Bicycling Safety | Safe Biking For Kids Activity Sheet | Activity Sheet | Digital and Print | English | 330577 | | Holly | for kids |
| Safe Routes to School | The Adventures of Strider and Viv Comic Book - Issue 1 | Booklet | Digital and Print | English | 330584 | 10 | Holly | for kids, very inclusive of neurodiversity, differently abled kids |
| Safe Routes to School | The Adventures of Strider and Viv Comic Book - Issue 1 in Spanish | Booklet | Digital and Print | Spanish | 330593 | 10 | Holly | Spanish version for kids, very inclusive of neurodiversity, differently abled kids |
| Safe Routes to School | The Adventures of Strider and Viv Comic Book - Issue 2 | Booklet | Digital and Print | English | 330596 | 10 | Holly | for kids, very inclusive of neurodiversity, differently abled kids |
| Safe Routes to School | The Adventures of Strider and Viv Comic Book - Issue 2 in Spanish | Booklet | Digital and Print | Spanish | 330597 | 10 | Holly | Spanish version for kids, very inclusive of neurodiversity, differently abled kids |
| Safe Routes to School | The Adventures of Strider and Viv Comic Book - Issue 3 | Booklet | Digital and Print | English | 330615 | 10 | Holly | for kids, very inclusive of neurodiversity, differently abled kids |
| Safe Routes to School | The Adventures of Strider and Viv Comic Book - Issue 3 in Spanish | Booklet | Digital and Print | Spanish | 330616 | 10 | Holly | Spanish version for kids, very inclusive of neurodiversity, differently abled kids |



Ashland Transportation Near Miss Reporting Survey



Help the City of Ashland collect data to understand and improve the transportation network for all modes of travel.

A "Near Miss" is an incident in which no property was damaged and no personal injury was sustained, but where, given a slight shift in time or position, damage or injury easily could have occurred.

Scan the QR code on the right with your mobile device & bookmark it to promptly and easily report your near miss experiences. You can also use this to report a traffic accident that did not produce injury, or enough damage to be officially reported.

<https://survey123.arcgis.com/share/cb9037a48b3948f88f76786291313266>

If you need help filling out the reporting survey call Public Works at 541-488-5587.



Not for emergency use. In the event of an emergency, Dial 911