

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

September 21, 2023

AGENDA

- I. **CALL TO ORDER:** 6:00 PM, Civic Center Council Chambers, 1175 E. Main Street
- II. **ANNOUNCEMENTS**
- III. **CONSENT AGENDA**
 - A. Approval of August 17, 2023 Minutes
- IV. **PUBLIC FORUM** (6:05-6:20)
- V. **REPORTS FROM OTHER CITY COMMITTEES** (6:20-6:30)
- VI. **NEW BUSINESS**
 - A. North Mountain Avenue Public Hearing (6:30-8:00, action required, take public input on protected bike lane improvements and elimination of parking along North Mountain Avenue in order to make a recommendation to the City Council).
- VII. **UNFINISHED BUSINESS**
 - A. None
- VIII. **INFORMATIONAL ITEMS**
 - A. None
- IX. **AGENDA BUILDING – Future Meetings**
- X. **ADJOURNMENT: 8:00 PM**

Next Meeting Date: October 19, 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).



ASHLAND TRANSPORTATION ADVISORY COMMITTEE
MEETING NOTES
August 17, 2023

CALL TO ORDER: 6:00pm

Members Present: Mark Brouillard, Corinne Vièville, Linda Peterson-Adams, Holly Christiansen, Dylan Dahle

Staff Present: Scott Fleury

Liaison Present: Eric Hansen

Guests Present: Edem Gomez, Gary Shaff

ANNOUNCEMENTS

The Transportation Advisory Committee will be holding a public hearing on September 21 at 6pm at the Council Chambers (1195 E Main St) regarding the design of the N Mountain Ave Rehabilitation Project installation of a protected bike lane. Written comments may also be submitted to the TAC for inclusion via the link on the city's website, or sent to Eric Hansen at eric@ashland.or.us or dylan.bloom@council.or.us.

City Council approved a contract with a company for a more user-friendly website.

Congratulations to Nick Davids who will be the newest member of the TAC starting in September. This leaves one position open on the TAC. Applications are available online.

CONSENT AGENDA

The following corrections for the July 20th minutes were requested:

- Under Public Forum in the third paragraph, the comment about Ross Ln being a one-way road should be changed to it's "basically a one lane road".
- In the discussion about the Bird Scooters, rephrase the sentence where Hansen asks for the timeline.
- Also in the discussion about the Bird Scooters, change "her" to "she" regarding Peterson-Adams and making contact with the Chamber of Commerce.

Vièville moved to accept the minutes with the corrections. Brouillard and Christiansen seconded. All ayes.

PUBLIC FORUM

No one was in the audience of the meeting, however several letters and comments have been received regarding the N Mountain Ave Rehabilitation Project. Those that were not included in the packet for this meeting will be included in the packet for the public hearing on September 21st.

Peterson-Adams thanked Paul Rostykus for his comments on the work done by ODOT.

Brouillard stated that while working on the Bike Rack Inventory Project, out-of-town visitors inquired if there was more bike parking, and requested that bike repair shops be put on the map.

Christiansen stated that she saw people on Next Door posting about bicycles on sidewalks downtown, and discussion on what the laws are. She stated that she remembers there being information near the corners of the sidewalks downtown that outlined where bicyclists can and cannot ride that seems to have worn off. She highlighted the importance of maintaining those educational materials.

Peterson-Adams stated these things should be included in the Rediscover Downtown project.

REPORTS FROM OTHER CITY COMMITTEES

Gary Shaff stated that the Climate and Environment Policy Advisory Committee met earlier this month, and most of the discussion focused on reduction of emissions from city operations, and continued efforts to find a way to limit

ASHLAND TRANSPORTATION ADVISORY COMMITTEE
MEETING NOTES
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natural gas use in new residential construction. Shaff had intended to share with the Climate and Environment Policy Advisory Committee the presentation that he gave to the TAC this past February that demonstrated the safety associated with protected bike lanes but was unable to do so due to time constraints. Since the presentation was delayed until next month, Shaff hopes to get some statistics from Brouillard in the meantime.

Edem Gomez looked at the rider-ship last month regarding RVTD's Route 17. There were over 400 rides in July. Gomez hopes to continue to share rider-ship data with the group. Peterson-Adams requested that the data be compared with the data from the Ashland Connector.

Peterson-Adams went to the Planning Commission and spoke with the chair, and they are working on putting together meetings for all the chairpersons of the commissions and committees.

NEW BUSINESS

Committee Liaisons to Other Committees/Commissions

Peterson-Adams inquired about volunteers to attend other committee and commission meetings. The volunteers would need to look at the agendas for meetings and see if there's anything that may be related to transportation or may be of interest to the TAC, and then attend or watch the meetings.

Brouillard volunteered to do the Planning Commission meetings. Vièville volunteered to do the Parks and Recreation Senior Advisory Committee and the regular Parks and Recreation Commission meetings. Dahle volunteered to do the Housing and Human Services Advisory Committee. Christiansen volunteered to do the Social Equity and Racial Justice Committee. Peterson-Adams volunteered to do the Climate and Environment Policy Advisory Committee. The remaining TAC members who do not have a committee or commission assigned to them will be consulted later. Fleury volunteered to give updates to the group regarding RVACT and MPO. Hansen and city council member Dylan Bloom are going to start attending RVTD meetings.

UNFINISHED BUSINESS

Committee Workplan

Christiansen suggested that the Bike Parking Inventory should be under the third category. Brouillard stated that only doing the Bike Parking Inventory downtown is a disservice, as the information for the whole city would be useful. Fleury stated that under the third category there would need to be Bike Parking Inventory and Bike Parking Improvements as well, because the inventory needs to be established first before improvements can be made. Fleury will change the order.

Parklet Program Business Outreach

Hansen, Fleury, and Peterson-Adams met with the Chamber of Commerce. Hansen stated that the Chamber of Commerce was receptive to doing some of the leg-work if the TAC could create a poll for the businesses. Fleury stated that the Chamber is wanting to do outreach to local businesses about the Rediscover Downtown initiative and the beautification process.

Brouillard asked Hansen if the Chamber was going to look at businesses outside of downtown, as businesses outside of the downtown corridor aren't being heard. Hansen stated that during the discussion that him, Fleury, and Peterson-Adams had with the Chamber, the idea of the parklet program being extended to areas outside the downtown was discussed, as well as the fact that the city is more than just the downtown area.

North Mountain Ave Public Hearing Details

Public comment letters have been received by Fleury, and they will be presented during the public hearing. Fleury

ASHLAND TRANSPORTATION ADVISORY COMMITTEE
MEETING NOTES
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will talk to Dorinda Cottle about putting something on the website about the meeting. The notification letters will be sent out shortly after Labor Day. Brouillard stated that the Ashland Chronicle has been doing a good job of posting what's happening in the city, and hopefully Ashland News will do the same. Christiansen pointed out that in the signature section of the draft letter, it says "Ashland Transportation Committee Chair" rather than "Ashland Transportation Advisory Committee Chair", and it's like that on the website as well. Fleury will correct it.

Bird Next Steps

Peterson-Adams stated that the group is still in the investigation stages of whether to continue with the Bird Scooter Program, and she has reached out to the Chamber, the Parks and Recreation Commission, the Senior Advisory Committee, and SOU for further discussion.

Brouillard asked Hansen about the wattage of the scooters, and Hansen responded that he thinks it's 500 but he isn't sure. Brouillard stated that he spoke with multiple insurance companies in town, and they stated that if the scooters were over one horsepower and could go 20mph then separate insurance would be needed. Brouillard and Hansen will put together a question for Peterson-Adams to ask the Bird representative regarding the insurance/liability situation. Fleury suggested that since the question of liability is coming up that Officer MacLennan would be a good resource regarding the enforcement issues of the scooters. Fleury stated that he had a conversation with Officer MacLennan who told him that he's been seeing issues with electric bikes and scooters around town, such as speeding.

Peterson-Adams let the group know that they could send questions and comments about the program to her directly at lindaforashland@gmail.com.

Brouillard commented that on a recent trip to San Francisco, he saw that there are three vendors doing scooter programs, and they require riders to wear a helmet, not ride them on the sidewalks, and lock the scooters up after use to a bike rack. Brouillard is concerned that people will just leave the scooters in the sidewalks causing a trip hazard or take up bike parking which the City of Ashland doesn't have enough of as is. Brouillard also stated that e-bikes would be a better approach for the city because the Zagster program was successful and most people in town know what the bike laws are. Brouillard stated that doing the scooter program downtown or in the Railroad district is too unsafe, and people don't know that with a scooter one has to abide by the bike laws. Fleury stated that his worry is that the sidewalks downtown are narrow, there's no bike facility downtown, and there are multiple safety concerns in terms of obstacles on the sidewalks as is. Fleury stated that before deciding whether to move forward with the Bird program, having a conversation with SOU, the parks department, and the police department about the pros and cons would be beneficial. He also commented that there's a pilot program that could be utilized.

Vièville inquired if there is a way to tell who the last person who rode a scooter was so that warnings or fines could be distributed if a rider leaves their scooter in an inappropriate place. Brouillard stated that Bird does have a way to tell who last rode them, but there's no way to prove that if it was put away wrong that it was the last rider, because people can physically move them without registering as a rider.

The group will continue to investigate the program.

INFORMATIONAL ITEMS

Bike Rack Inventory Project

Christiansen noted that the amount of customers for any given business needs to be taken into account when installing bike racks, as she noticed that Ace Hardware for example typically has a lot of bikes parked outside. She also noted that the positioning of the bike racks caused some bikes to overhang onto the sidewalk when parked.

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Peterson-Adams inquired if Christiansen and Brouillard found places where more bike parking would be beneficial.

Brouillard stated that he found four bike parking spots that were taken out for the new sidewalks and noted that people were locking their bikes to metal street signs. He suggested that a survey be done to see where bike parking was taken away, and then put bike parking back in those spots. He also noted that there's not enough bike parking at Lithia Park, as the only bike parking is near the kids playground. Hansen mentioned that there's no central bike parking spot yet either, and that that would be received well if recommended by the group for the Master Plan. Fleury stated that the idea of lockers has also been mentioned before.

Brouillard also noted that many people he talked to during the surveying process were unhappy about a lack of a bike lane downtown. He also explained the way that San Francisco does their green striping for bike lanes, and the benefits of the various types of paint.

Viëville inquired if bike theft is a prevalent problem in Ashland, and Fleury responded yes, and noted that in the public comment part of the Safe Routes to School program, there were comments about bike theft around the schools. Brouillard inquired if a large camera like the one at Target could be utilized to watch a bike facility. Fleury stated it was plausible, and that city council had approved security cameras in multiple areas. Christiansen stated that people who use their bikes to commute like bike lockers not just for the security but because it helps protect the bike from weather. Also that some bikers may not want to leave their bikes in a central location that may be far walking distance from where they're going.

Grant Support Services

Fleury stated he met with Evan Brooks Associates, and they are well equipped to help the city in finding grants for all of the city's projects. He's working on putting together the contract and funding portion for it and is hoping to have it done and approved by the city in September, and to get city council's approval. He stated that Evan Brooks Associates is willing to write the grants if needed, or city staff can.

Public Education Materials

Fleury informed the group that the materials are already in city staff's possession so contact Liz Beckerich to obtain them. He would also like to give some of the information to Dorinda Cottle so that she can distribute it in the mailers, newsletters, and the city website.

Peterson-Adams asked if Dorinda Cottle could promote the Near Miss Application on the website more, and Fleury said he would talk to her about it.

Brouillard requested that the new city website include heat mapping. Hansen suggested that a letter to city council about it would be helpful, as well as emailing Jason Wegner with the city's IT at Jason.wegner@ashland.or.us.

Agenda Building

Brouillard mentioned the reports of violence against pedestrians and bikers under the Ashland St overpass and suggested a camera or some sort of security measure. The pros of removing the overpass would be that it would make it easier to evacuate town if needed, would slow traffic, and would make it so there's a continuous bike lane. Hansen noted that with the new emergency shelter people will be noticing the state of southeast Ashland and the problems that exist near that overpass, but it could be an opportunity to address the issues.

ADJOURNMENT: @ 8:00 PM

ASHLAND TRANSPORTATION ADVISORY COMMITTEE
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August 17, 2023



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

Memo

CITY OF
ASHLAND

Date: September 13, 2023
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: North Mountain Avenue Rehabilitation Design and Bike Facility Improvements

BACKGROUND:

The Transportation Advisory Committee (TAC) has been discussing the potential for bike facility improvements associated with major roadway rehabilitation projects, most recently associated with the Ashland St. project and now with the North Mountain Ave. project.

As part of this continued discussion the TAC scheduled a public hearing to take public input regarding the installation of PBLs on North Mountain Avenue. The installation of PBLs require the removal of streetside/curbside parking to accommodate the improvement and it is necessary to understand both issues in completely in order for the TAC to make a recommendation to the City Council on whether or not to move forward with a PBL and parking reduction. As a reminder only parking that is curbside adjacent to the travel lane would need to be eliminated to support the PBL. Parking within parking bays would not need to be eliminated to support the PBL installation.

The TAC approved the notification boundary and staff previously sent notification letters to all property owners within that boundary making them aware of the meeting and associated discussion issue.

Staff has included all public comment received to the date of which the meeting packet was created and posted online (September 14, 2023). Additional public comment received after the packet posting deadline will be forwarded to the TAC and captured for the Council packet.

The current Transportation System Plan (TSP) has 4 established goals that align with providing modal equity and improving bike/pedestrian systems. The mission of the TAC is also defined as:

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

ensures that we will have the opportunity to conveniently and safely use the transportation mode of our choice, and allow us to move toward a less auto-dependent community."

Goal #1

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

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

Goal #2

Make safety a priority for all modes of travel.

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

Goal #3

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

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

Goal #4:

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

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

The CFEC and updated TPR program works to:

- Meet legislative climate policy and goals
- Increase housing and employment options
- Foster vibrant downtowns and centers
- Improve transportation choices
- Promote equitable outcomes

One of the components of the new TPR rule is that parking mandates are no longer allowed within ½-mile of frequent transit where most CFAs are likely to be located, and once adopted, parking mandates will not be allowed within ½-mile of CFAs themselves unless a menu of parking management policies are enacted and parking for multi-family units is 'unbundled'.

The Planning Department is developing the CFA areas and updates to the parking code for adoption by the City Council. Staff has attached the update provided to the TAC at the March 16th meeting on the TPR/CEFAC requirements.

North Mountain Avenue Project Information:

Dowl Engineering is currently in the design phase for the North Mountain Rehabilitation Project. They provided an analysis and schematic diagram for changing North Mountain Avenue from a standard bike lane configuration to a protected bike lane (PBL) configuration. PBLs are not feasible for the entire length of Mountain Avenue because of the constrained right of way but are feasible for a large section with the reduction of on street parking. The installation of PBLs also requires the reduction of the current travel land width. Staff has attached the drawing provided by Dowl Engineering showing the location where parking would need to be eliminated. The project also includes sidewalk infill, pedestrian safety enhancements (RRFBs), striping, signage and overall pavement rehabilitation.

North Mountain Avenue General Info:

Mountain Avenue classified as an avenue in the TSP.

Mountain Avenue has a 60 foot right of way

Mountain Avenue generally has continuous sidewalk and a bike lane facility in place

Mountain Avenue has sections of on-street parking provided for in bays

P22 Project in the TSP recommends sidewalk infill along North Mountain Avenue

CONCLUSION:

The Committee should discuss the issues, receive public comment, and develop any recommendations for staff to move forward to the City Council for a final decision. Staff will coordinate with the City Manager to bring this topic forward to the City Council for another discussion and final decision.

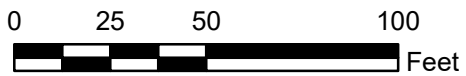
Attachments:

1. North Mountain Schematic Layout-PBL
2. North Mountain Traffic Count Data
3. North Mountain Bike Count Data
4. P22 Fact Sheet
5. March 16, 2023 CEFAC Presentation Information

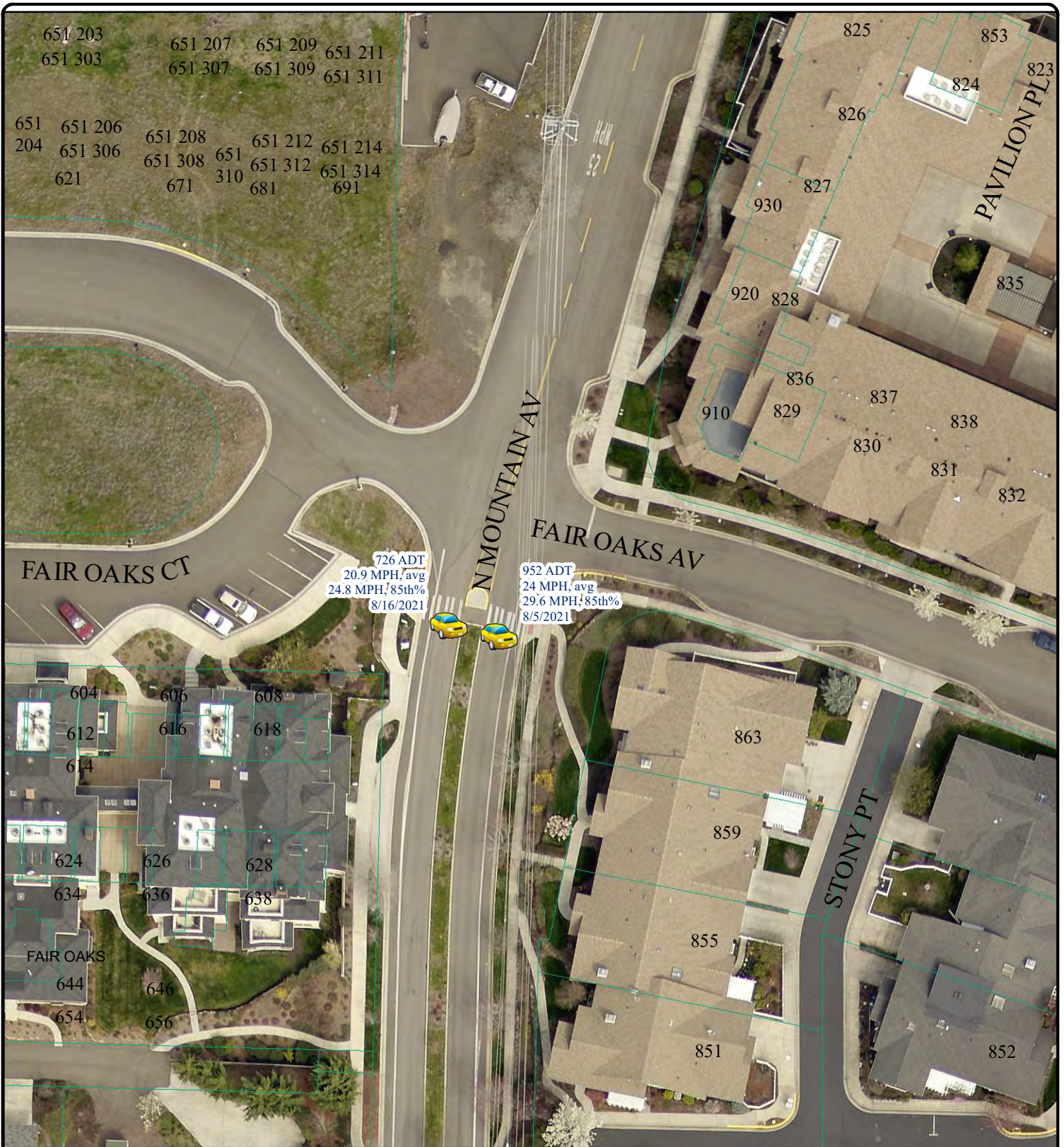


N Mountain Ave Traffic Count Map

Date: 7/7/2022

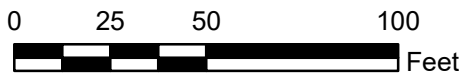


Mapping is schematic only and bears no warranty of accuracy.
All features, structures, facilities, easement or roadway locations
should be independently field verified for existence and/or location



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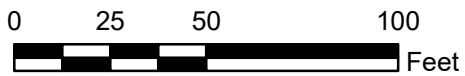


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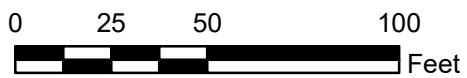


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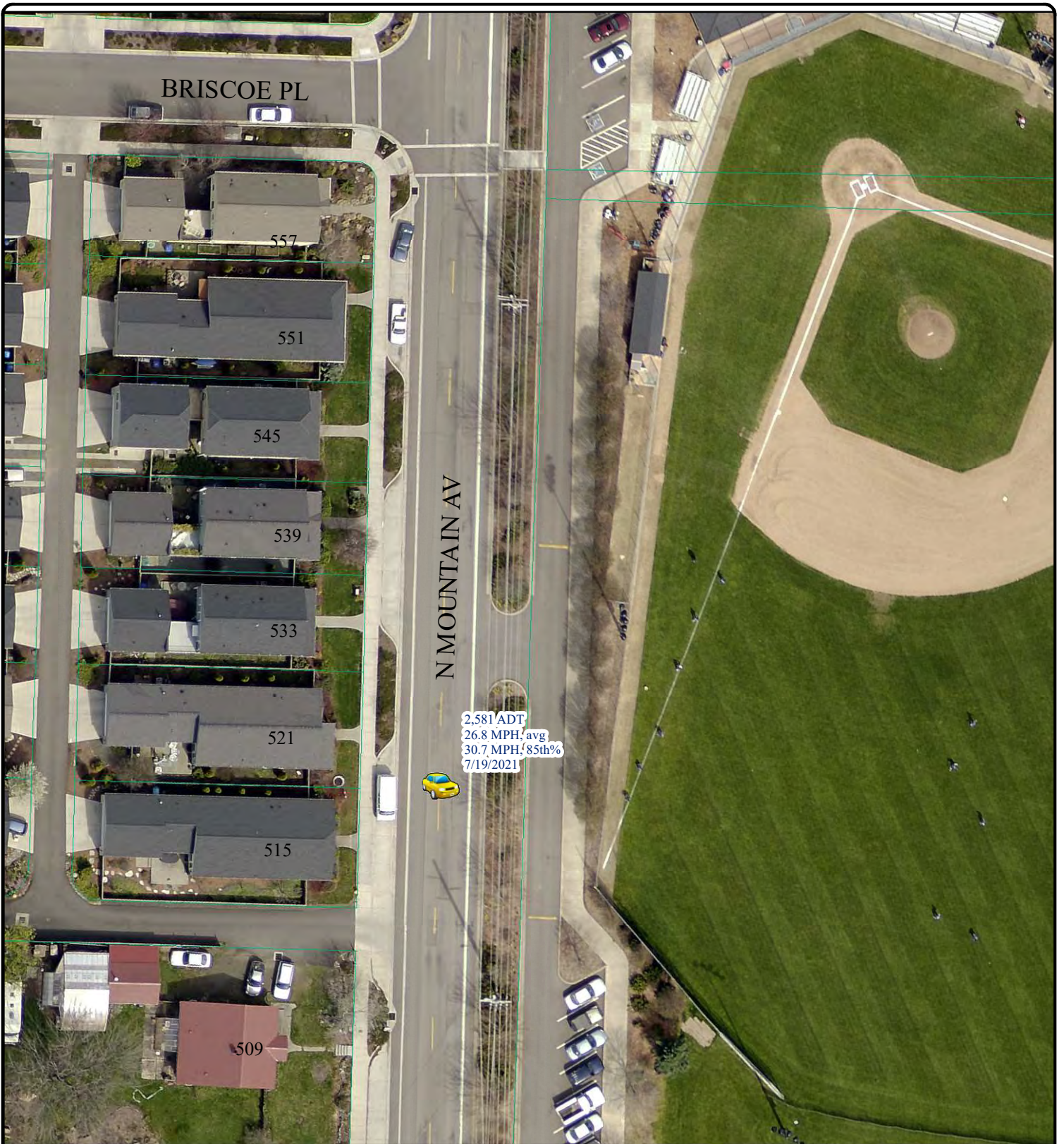


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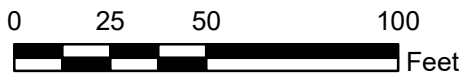
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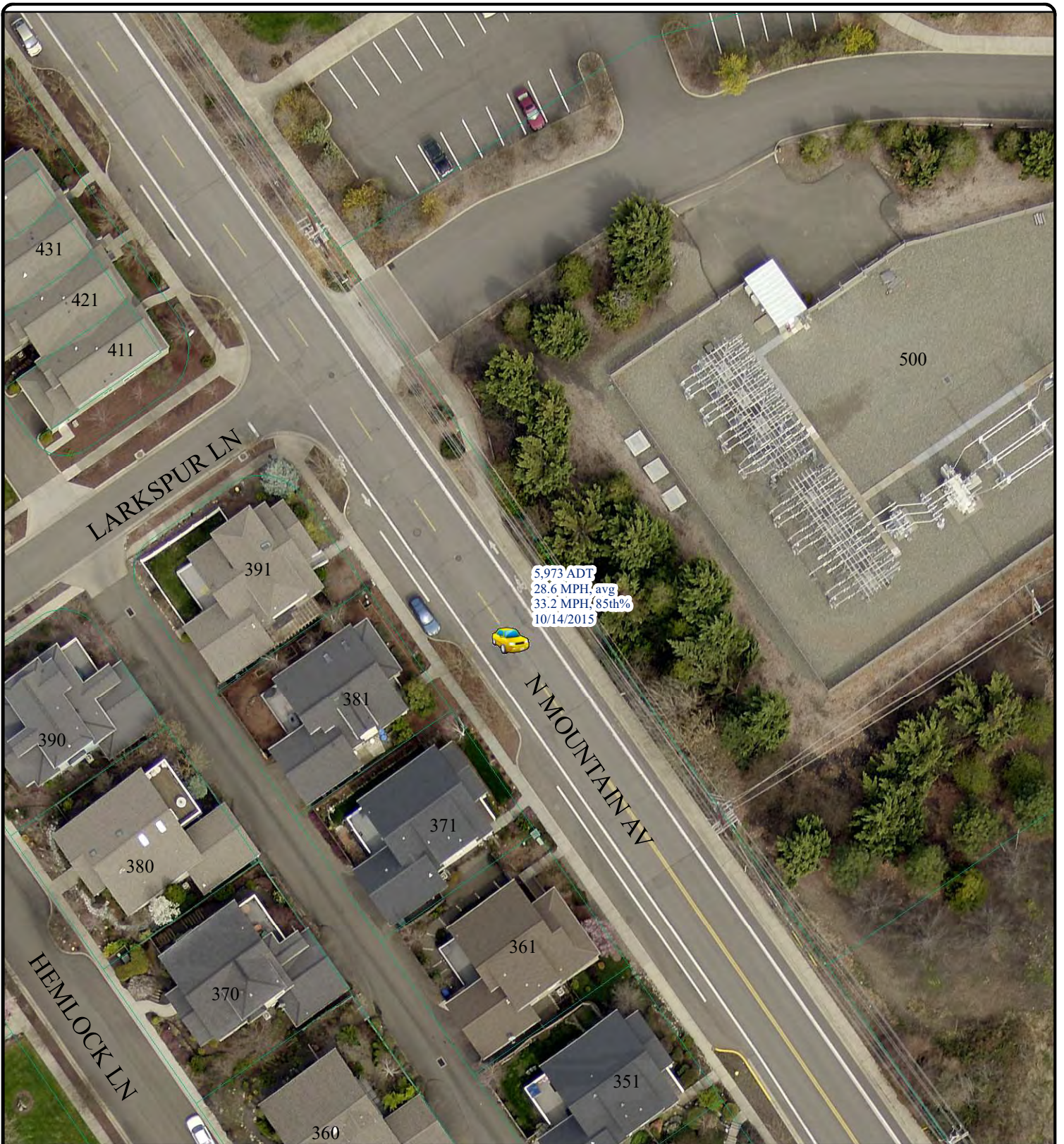
2,581 ADT
26.8 MPH, avg
30.7 MPH, 85th%
7/19/2021

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Date: 7/7/2022

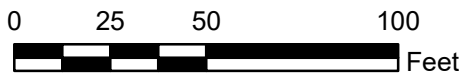


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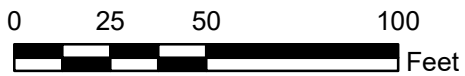


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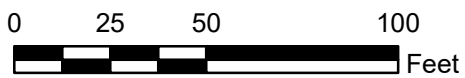


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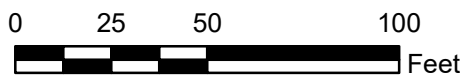


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**N Mountain Ave
Traffic Count Map**

Date: 7/7/2022



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City of Ashland
Public Works/Engineering Department
Traffic Study Report

N Mountain Ave : -
Briscoe : to
Hersey :

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

Classification Grand Totals

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

Study Grand Totals														
	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
north-bound	7991	12 0.2%	6451 80.7%	1105 13.8%	11 0.1%	353 4.4%	10 0.1%	0 0.0%	45 0.6%	3 0.0%	0 0.0%	1 0.0%	0 0.0%	0 0.0%

City of Ashland
Public Works/Engineering Department
Traffic Study Report

N Mountain Ave : -
Briscoe : to
Hersey :

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

Classification Grand Totals

Hourly Averages

south-bound

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

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
south-bound	8449	9 0.1%	6504 77.0%	1388 16.4%	28 0.3%	464 5.5%	10 0.1%	0 0.0%	42 0.5%	3 0.0%	1 0.0%	0 0.0%	0 0.0%	0 0.0%

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Classification Grand Totals

Hourly Averages

Combined

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

Study Grand Totals

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

City of Ashland

Public Works/Engineering Department
Traffic Study Report

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

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

Classification Grand Totals

Hourly Averages

north-bound

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

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
north-bound	7893	30	6355	1126	46	279	23	0	29	2	0	2	0	1
		0.4%	80.5%	14.3%	0.6%	3.5%	0.3%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%

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Classification Grand Totals

Hourly Averages

south-bound

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

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
south-bound	8616	20 0.2%	6562 76.2%	1517 17.6%	15 0.2%	442 5.1%	19 0.2%	7 0.1%	32 0.4%	2 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%

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Classification Grand Totals

Hourly Averages

Combined

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	11.4	0.0	8.6	1.8	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	7.2	0.0	5.6	1.2	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	7.6	0.0	6.0	1.2	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	4.2	0.0	3.8	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	3.8	0.0	3.2	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	11.0	0.2	7.4	2.8	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	61.2	0.0	41.4	14.6	0.0	4.8	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0
7:00 AM	95.3	0.3	67.5	20.8	0.0	5.3	0.8	0.0	0.5	0.3	0.0	0.0	0.0	0.0
8:00 AM	174.3	0.3	129.8	30.3	1.8	10.3	1.0	0.3	0.5	0.0	0.0	0.0	0.0	0.3
9:00 AM	210.8	0.3	161.8	34.8	1.5	10.8	0.3	0.3	1.0	0.3	0.0	0.0	0.0	0.0
10:00 AM	260.8	1.0	197.3	44.8	1.0	13.0	1.3	0.5	1.8	0.3	0.0	0.0	0.0	0.0
11:00 AM	267.3	1.5	204.3	45.8	1.0	12.3	1.0	0.3	1.3	0.0	0.0	0.0	0.0	0.0
12:00 PM	282.8	1.0	219.0	46.8	1.8	11.5	1.5	0.3	1.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	293.4	1.2	225.4	46.0	0.8	16.6	0.8	0.2	2.2	0.2	0.0	0.0	0.0	0.0
2:00 PM	292.0	0.8	224.4	46.4	1.6	16.0	1.4	0.0	1.2	0.0	0.0	0.2	0.0	0.0
3:00 PM	316.6	1.4	245.8	51.8	0.8	15.6	0.2	0.0	1.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	291.4	1.0	234.4	42.8	1.2	10.6	0.0	0.0	1.2	0.0	0.0	0.2	0.0	0.0
5:00 PM	297.6	1.2	237.4	46.4	1.4	10.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0
6:00 PM	243.8	0.4	200.6	34.8	0.4	7.0	0.4	0.0	0.2	0.0	0.0	0.0	0.0	0.0
7:00 PM	166.2	0.2	132.6	28.2	0.2	4.6	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
8:00 PM	118.0	0.2	102.6	12.8	0.2	1.8	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
9:00 PM	76.8	0.0	65.0	9.6	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	40.8	0.0	33.2	6.2	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	26.0	0.0	22.4	2.8	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	3560.0	10.9	2779.3	573.2	13.6	156.8	9.6	1.7	13.4	1.0	0.0	0.4	0.0	0.3

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Combined	16509	50	12917	2643	61	721	42	7	61	4	0	2	0	1
		0.3%	78.2%	16.0%	0.4%	4.4%	0.3%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%
north-bound	7893	30	6355	1126	46	279	23	0	29	2	0	2	0	1
		0.4%	80.5%	14.3%	0.6%	3.5%	0.3%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%
south-bound	8616	20	6562	1517	15	442	19	7	32	2	0	0	0	0
		0.2%	76.2%	17.6%	0.2%	5.1%	0.2%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%

City of Ashland

Public Works/Engineering Department
Traffic Study Report

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

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

Classification Grand Totals

Hourly Averages

south-bound

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

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
south-bound	4768	6	3452	915	21	320	19	12	20	3	0	0	0	0
		0.1%	72.4%	19.2%	0.4%	6.7%	0.4%	0.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%

City of Ashland

Public Works/Engineering Department
Traffic Study Report

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

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

Classification Grand Totals

Hourly Averages

north-bound

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

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
north-bound	4253	5 0.1%	759 17.8%	1260 29.6%	641 15.1%	1537 36.1%	12 0.3%	0 0.0%	36 0.8%	1 0.0%	2 0.0%	0 0.0%	0 0.0%	0 0.0%

City of Ashland

Public Works/Engineering Department Traffic Study Report

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

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

Classification Grand Totals

Hourly Averages

Combined

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

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Combined	9021	11	4211	2175	662	1857	31	12	56	4	2	0	0	0
		0.1%	46.7%	24.1%	7.3%	20.6%	0.3%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%
south-bound	4768	6	3452	915	21	320	19	12	20	3	0	0	0	0
		0.1%	72.4%	19.2%	0.4%	6.7%	0.4%	0.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%
north-bound	4253	5	759	1260	641	1537	12	0	36	1	2	0	0	0
		0.1%	17.8%	29.6%	15.1%	36.1%	0.3%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%

City of Ashland
Public Works/Engineering Department
Traffic Study Report

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

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

Classification Grand Totals

Hourly Averages

south-bound

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

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
south-bound	4824	1 0.0%	3569 74.0%	859 17.8%	23 0.5%	320 6.6%	22 0.5%	9 0.2%	17 0.4%	3 0.1%	1 0.0%	0 0.0%	0 0.0%	0 0.0%

City of Ashland
Public Works/Engineering Department
Traffic Study Report

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

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

Classification Grand Totals

Hourly Averages

north-bound

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	3.6	0.0	1.6	1.0	0.1	0.7	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.0	0.0	0.1	0.6	0.4	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.7	0.0	0.3	0.4	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.3	0.0	0.4	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	2.0	0.0	0.4	0.4	0.4	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.4	0.0	1.1	1.3	0.6	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	15.7	0.0	2.1	4.9	2.7	5.6	0.3	0.0	0.0	0.1	0.0	0.0	0.0	0.0
7:00 AM	29.3	0.2	13.3	6.8	0.8	7.5	0.3	0.2	0.0	0.2	0.0	0.0	0.0	0.0
8:00 AM	46.7	0.0	21.0	12.8	1.0	10.8	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0
9:00 AM	59.0	0.3	25.4	17.9	1.6	12.6	0.4	0.0	0.7	0.1	0.0	0.0	0.0	0.0
10:00 AM	57.3	0.0	22.6	20.3	2.6	10.9	0.4	0.0	0.4	0.1	0.0	0.0	0.0	0.0
11:00 AM	63.0	0.0	22.3	19.6	5.0	14.9	0.4	0.1	0.7	0.0	0.0	0.0	0.0	0.0
12:00 PM	76.0	0.0	28.0	21.6	7.4	17.3	0.1	0.1	1.4	0.0	0.0	0.0	0.0	0.0
1:00 PM	71.7	0.1	27.7	22.0	2.7	17.3	0.6	0.1	1.0	0.1	0.0	0.0	0.0	0.0
2:00 PM	63.6	0.0	29.9	23.7	1.3	7.0	0.6	0.0	1.1	0.0	0.0	0.0	0.0	0.0
3:00 PM	69.6	0.0	26.1	30.0	1.1	11.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0
4:00 PM	60.3	0.0	25.9	21.7	0.7	11.4	0.1	0.0	0.4	0.0	0.0	0.0	0.0	0.0
5:00 PM	69.0	0.0	26.7	25.6	0.1	16.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
6:00 PM	54.7	0.0	18.6	18.7	0.6	16.4	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
7:00 PM	40.6	0.0	9.7	15.9	0.4	14.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
8:00 PM	30.3	0.0	8.1	9.1	1.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	17.3	0.0	4.4	5.6	1.9	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	12.6	0.0	4.3	2.9	1.1	4.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.7	0.0	0.6	0.4	0.6	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	856.3	0.6	320.8	283.1	34.5	203.9	3.8	0.6	8.2	0.7	0.0	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
north-bound	5918	4 0.1%	2211 37.4%	1962 33.2%	240 4.1%	1409 23.8%	26 0.4%	4 0.1%	57 1.0%	5 0.1%	0 0.0%	0 0.0%	0 0.0%	0 0.0%

City of Ashland
Public Works/Engineering Department
Traffic Study Report

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

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

Classification Grand Totals

Hourly Averages

Combined

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	6.0	0.0	3.3	1.6	0.1	0.9	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
1:00 AM	4.4	0.0	2.3	0.6	0.4	0.9	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	2.6	0.0	0.7	0.9	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.9	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	3.9	0.0	2.0	0.7	0.4	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	13.0	0.0	5.3	3.4	0.6	3.4	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
6:00 AM	39.7	0.0	15.3	12.6	2.7	8.6	0.3	0.0	0.1	0.1	0.0	0.0	0.0	0.0
7:00 AM	59.5	0.2	28.7	15.7	1.5	11.8	0.8	0.2	0.3	0.2	0.2	0.0	0.0	0.0
8:00 AM	87.0	0.2	51.2	19.0	1.3	13.8	0.5	0.2	0.8	0.0	0.0	0.0	0.0	0.0
9:00 AM	105.9	0.3	57.1	27.1	1.9	17.3	0.9	0.1	0.9	0.3	0.0	0.0	0.0	0.0
10:00 AM	101.0	0.0	54.6	27.3	2.7	14.9	0.7	0.1	0.4	0.3	0.0	0.0	0.0	0.0
11:00 AM	109.0	0.0	53.7	29.4	5.1	18.6	1.0	0.1	1.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	127.7	0.0	64.6	32.6	8.0	20.1	0.4	0.4	1.6	0.0	0.0	0.0	0.0	0.0
1:00 PM	132.0	0.1	71.9	33.0	3.0	21.6	0.9	0.3	1.1	0.1	0.0	0.0	0.0	0.0
2:00 PM	113.0	0.0	65.4	32.9	1.4	11.0	0.9	0.1	1.3	0.0	0.0	0.0	0.0	0.0
3:00 PM	122.9	0.0	65.7	39.9	1.7	14.7	0.0	0.1	0.7	0.0	0.0	0.0	0.0	0.0
4:00 PM	113.4	0.0	68.0	29.1	0.9	14.1	0.3	0.1	0.9	0.0	0.0	0.0	0.0	0.0
5:00 PM	121.1	0.0	70.4	32.1	0.1	18.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
6:00 PM	98.4	0.0	53.0	25.0	0.6	19.3	0.1	0.0	0.4	0.0	0.0	0.0	0.0	0.0
7:00 PM	69.6	0.0	33.9	20.4	0.4	14.6	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
8:00 PM	55.1	0.0	30.1	11.6	1.0	12.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	34.0	0.0	19.0	7.3	2.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	25.1	0.0	14.9	4.6	1.1	4.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
11:00 PM	9.3	0.0	5.1	1.3	0.6	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	1555.5	0.8	837.1	408.0	38.0	250.7	7.0	1.9	10.7	1.2	0.2	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Combined	10742	5	5780	2821	263	1729	48	13	74	8	1	0	0	0
		0.0%	53.8%	26.3%	2.4%	16.1%	0.4%	0.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%
south-bound	4824	1	3569	859	23	320	22	9	17	3	1	0	0	0
		0.0%	74.0%	17.8%	0.5%	6.6%	0.5%	0.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%
north-bound	5918	4	2211	1962	240	1409	26	4	57	5	0	0	0	0
		0.1%	37.4%	33.2%	4.1%	23.8%	0.4%	0.1%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%

City of Ashland

Public Works/Engineering Department Traffic Study Report

N Mountain Ave : -
Mountain Meadows : to
Nepenthe :

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

Classification Grand Totals

Hourly Averages

north-bound

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

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
north-bound	7776	9	5931	1270	16	486	25	1	28	6	0	1	0	3
		0.1%	76.3%	16.3%	0.2%	6.3%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%

City of Ashland
Public Works/Engineering Department
Traffic Study Report

N Mountain Ave : -
Mountain Meadows : to
Nepenthe :

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

Classification Grand Totals

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

Study Grand Totals														
	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
south-bound	6464	18 0.3%	5239 81.0%	892 13.8%	15 0.2%	271 4.2%	14 0.2%	3 0.0%	7 0.1%	5 0.1%	0 0.0%	0 0.0%	0 0.0%	0 0.0%

City of Ashland
Public Works/Engineering Department
Traffic Study Report

N Mountain Ave : -
Mountain Meadows : to
Nepenthe :

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

Classification Grand Totals

Hourly Averages

Combined

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	4.9	0.0	4.3	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.3	0.0	2.4	0.7	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	2.1	0.0	2.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	4.6	0.0	2.9	1.4	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	17.7	0.0	11.6	4.7	0.0	1.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	38.4	0.0	25.3	9.1	0.0	3.7	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
6:00 AM	83.7	0.0	59.2	16.0	0.8	6.7	0.5	0.3	0.0	0.2	0.0	0.0	0.0	0.0
7:00 AM	120.2	0.3	88.2	21.3	0.5	7.3	1.3	0.0	0.7	0.3	0.0	0.0	0.0	0.2
8:00 AM	159.8	0.5	124.5	26.0	0.3	7.7	0.2	0.2	0.5	0.0	0.0	0.0	0.0	0.0
9:00 AM	167.3	0.5	133.2	23.2	0.7	8.8	0.5	0.2	0.3	0.0	0.0	0.0	0.0	0.0
10:00 AM	167.3	0.3	130.7	24.7	0.2	9.8	1.0	0.0	0.5	0.2	0.0	0.0	0.0	0.0
11:00 AM	200.3	0.2	157.7	31.2	0.3	9.3	0.8	0.0	0.5	0.2	0.0	0.0	0.0	0.2
12:00 PM	164.8	0.3	127.3	24.3	0.2	10.8	0.7	0.0	0.8	0.3	0.0	0.0	0.0	0.0
1:00 PM	187.0	0.3	147.5	27.0	0.5	10.0	0.3	0.0	1.2	0.0	0.0	0.0	0.0	0.2
2:00 PM	172.7	0.7	130.1	29.0	1.0	10.4	0.3	0.0	0.7	0.4	0.0	0.0	0.0	0.0
3:00 PM	158.7	0.3	123.9	26.1	0.1	8.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
4:00 PM	154.3	0.3	127.1	18.7	0.1	7.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	128.4	0.0	104.6	17.4	0.0	6.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
6:00 PM	86.9	0.1	72.1	11.1	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	73.4	0.0	62.4	8.4	0.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	60.6	0.1	49.6	8.6	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	31.7	0.1	25.9	4.4	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	17.6	0.0	15.6	1.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	7.1	0.0	6.1	0.9	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	2212.9	4.2	1734.0	336.5	4.9	118.2	6.3	0.7	5.6	1.7	0.0	0.1	0.0	0.5

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Combined	14240	27	11170	2162	31	757	39	4	35	11	0	1	0	3
		0.2%	78.4%	15.2%	0.2%	5.3%	0.3%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%
north-bound	7776	9	5931	1270	16	486	25	1	28	6	0	1	0	3
		0.1%	76.3%	16.3%	0.2%	6.3%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%
south-bound	6464	18	5239	892	15	271	14	3	7	5	0	0	0	0
		0.3%	81.0%	13.8%	0.2%	4.2%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%

Memo

CITY OF
ASHLAND

Date: March 6, 2023
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Climate Friendly and Equitable Communities

BACKGROUND:

At the February 22, 2023 City Council Special Meeting, Planning Staff provided a presentation on the requirements for implementation of the new rules and associated timelines.

Staff has included the Council staff report for reference. Planning staff will be attending the meeting and will provide the Committee with a presentation.

CONCLUSION:

No action required; the information attached is to provide the Committee on an update of the process to conform with new rules.



Parking Reform Summary

November 16, 2022

Rules Implementing

OAR 660-012-0400 through 0450 (see also definitions in 0005 and deadlines and processes in 0012)

Who do the rules apply to, and when is action needed?

The parking reforms apply to the 48 Oregon cities in Oregon's eight metropolitan areas (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Portland Metro, Rogue Valley, Salem/Keizer), and counties in these areas with more than 5,000 people inside the urban growth boundary but outside city limits with urban sewer and water services (Clackamas, Marion, Washington).

Some of the rules take effect December 31, 2022; others require action by March 31, 2023 or June 30, 2023.

Why reform costly parking mandates?

Parking mandates, also known as minimum parking requirements, are a one-size-fits-all approach that ends up hiding the costs of parking in other goods, from housing to business costs to wages. That means the costs of car ownership and use are subsidized, leading people to own more cars and drive more than they would if they were aware of the true costs. Providing 300 square-feet of parking lot for each car that wants a parking spot is a significant cost – in the thousands, and often tens of thousands, of dollars.

Because of the cookie-cutter approach of mandates, parking is often over-built, adding unnecessary costs, while pushing apart buildings and making areas less walkable. That means more driving, and more pollution.

A better approach, one that has been used by communities around the world for decades, is to let the free market provide parking where there is demand. Experience shows lenders usually require sufficient off-street parking, and developers will build it, especially when the on-street parking is properly managed.

How do cities and counties amend their codes to meet the requirements in the rules?

The cleanest path to meet rules requirements is to update local zoning and development codes to meet the requirements in OAR 660-012-0405 through 0415, and repeal all parking mandates. The provisions of 0425 through 0450 do not apply to communities without parking mandates.

Many of the requirements in 0405 through 0415 may already be in city code, as some of those provisions have been required by the Transportation Planning Rules for many years.

If a community prefers to keep some mandates, the provisions in 0425 through 0450 reduce the mandates and the negative impacts of remaining mandates.

Questions?

Evan Manvel
Climate Mitigation Planner
evan.manvel@dlcd.oregon.gov
971-375-5979

Parking A – Reform Near Transit; Certain Uses by December 31, 2022

Apply to development applications submitted after December 31, 2022 (amend code or directly apply these rules)

0430 Cannot mandate more than 1 space/unit for residential developments with more than 1 unit
No mandates for small units, affordable units, child care, facilities for people with disabilities, shelters

0440 No parking mandates allowed within ¼ mile of rail stations or ½ mile of frequent transit corridors

0410 Electric Vehicle Charging **due March 31, 2023*

- New private multi-family residential or mixed-use developments install conduit to serve 40% of units

Parking B – More Reform, Choose an Approach by June 30, 2023 or alternative date

0405 Parking Regulation Improvement

- Preferential placement of carpool/vanpool parking
- Allow redevelopment of any portion of a parking lot for bike or transit uses
- Allow and encourage redevelopment of underused parking
- Allow and facilitate shared parking
- New developments with parking lots more than ¼ acre in size must install 50% tree canopy OR solar panels; requires street trees and street-like facilities along driveways
- Parking maximums in appropriate locations (in existing TPR)

0415 Provisions Specific to More Populous Cities

- Cities >25,000 in metro or >100,000 outside set certain parking maximums in specified areas
(additional provisions for 200,000+ population cities, i.e. Portland, are not listed here)

0420-0450 Three options for parking reform

Option 1 660-012-0420	Options 2 and 3 660-012-0425 through 0450	
Repeal parking mandates	Reduce parking burdens – reduced mandates based on shared parking, solar panels, EV charging, car sharing, parking space accessibility, on-street parking, garage parking. Must unbundle parking for multifamily units near frequent transit. May not require garages/carports.	
	Climate-friendly area parking – remove mandates in and near climate-friendly areas or adopt parking management policies; unbundle parking for multifamily units	
	Cities pop. 100,000+ adopt on-street parking prices for 5% of on-street parking spaces by September 30, 2023 and 10% of spaces by September 30, 2025	
No additional action needed	<p align="center">Option 2 enact at least three of five policies</p>	<p align="center">Option 3 all of the below</p>
	<ol style="list-style-type: none"> 1. Unbundle parking for residential units 2. Unbundle leased commercial parking 3. Flexible commute benefit for businesses with more than 50 employees 4. Tax on parking lot revenue 5. No more than ½ parking space/unit mandated for multifamily development 	<p>No mandates for a variety of specific uses, small sites, vacant buildings, studios/one bedrooms, historic buildings, LEED or Oregon Reach Code developments, etc.</p> <p>No additional parking for changes in use, redevelopments, expansions of over 30%.</p> <p>Adopt parking maximums.</p> <p>No mandates within ½ mile walking distance of Climate-Friendly Areas.</p> <p>Designate district to manage on-street residential parking.</p>



Transportation Planning Rules

The Climate-Friendly and Equitable Communities rules integrate climate and equity into the rules guiding transportation and land use planning in Oregon's eight metropolitan areas.

Meeting Greenhouse Gas Reduction Targets for Oregon Metropolitan Areas

Since 1991, the Transportation Planning Rules 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 connected and safe networks that allow people to walk, bike, and take transit. To achieve these objectives, the Land Conservation and Development



Commission has updated Oregon's transportation planning requirements for local transportation plans to deliver additional health, equity, and economic benefits for Oregonians.

Updating land use transportation planning rules to reduce climate pollution

The rules will result in updates to 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. These services include grants, technical assistance, tools, and publications to help local governments adopt plans that meet or exceed the state's greenhouse gas reduction goals.

The updated rules require local governments in metropolitan areas to:

- Plan for greater development in transit corridors and downtowns;
- Prioritize system performance measures that achieve community livability goals;
- Prioritize investments for reaching destinations by walking, bicycling, and transit;
- Plan for and manage parking to meet demonstrated demand;
- Plan for needed infrastructure for electric vehicle charging; and
- Regularly monitor and report progress.

The scope and scale of these requirements vary by jurisdiction. The amendments 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.

Rules Language is available at <https://www.oregon.gov/lcd/CL/Pages/CFEC.aspx>

Questions?

Bill Holmstrom, Land Use and Transportation Coordinator, bill.holmstrom@dlcd.oregon.gov, 971-375-5975



Council Business Meeting

February 22, 2023

Agenda Item	Climate Friendly & Equitable Communities Update	
From	Brandon Goldman Derek Severson	Title: Interim Community Development Director Title: Senior Planner
Contact	Brandon.goldman@ashland.or.us 541-552-2076 Derek.severson@ashland.or.us 541 552-2040	
Item Type	Requested by Council <input type="checkbox"/> Update <input checked="" type="checkbox"/> Request for Direction <input type="checkbox"/> Presentation <input checked="" type="checkbox"/>	

SUMMARY

This item is an informational update on the requirements for cities to comply with the Climate-Friendly and Equitable Communities rules adopted by the state’s Land Conservation and Development Commission (LCDC) in 2022.

POLICIES, PLANS & GOALS SUPPORTED

- Climate Energy Action Plan (“Urban Form, Land Use & Transportation”)
- Oregon Administrative Rules 660-012-0320
- Oregon Administrative Rules 660-012-0440

BACKGROUND AND ADDITIONAL INFORMATION

In 2007, the Oregon state legislature adopted a goal of reducing Oregon’s greenhouse gas emissions by 75 percent by 2050 as this level of reduction was necessary to avoid catastrophic impacts to our environment, communities, and economy. Now, 16 years later, Oregon is off track in meeting this goal, and the state is experiencing wildfires increasing in size, severity and timing, and record heat waves. Oregon is particularly off-track in reducing pollution from the transportation sector, which is responsible for at least 38 percent of greenhouse gas emissions. On its current path, Oregon will only reduce transportation pollution by about 20 percent by 2050. In seeking to avoid more weather events, more wildfires, more ocean acidification, and more record heat waves, Governor Brown directed state agencies to initiate a rulemaking effort to promote cleaner vehicles, cleaner fuels, and less driving.

The “Climate Friendly & Equitable Communities” rulemaking which was completed in July of 2022 seeks to reduce greenhouse gas emissions from automobiles in Oregon’s eight metropolitan areas by reducing driving and encouraging walking, biking and transit, as well as by supporting greater usage of electric vehicles. This is to be accomplished through the creation of more pedestrian friendly areas with compact, mixed-use development to be called “climate friendly areas” or CFAs. The rulemaking includes changes to parking mandates; prioritizing investments in high quality, connected and safe pedestrian, bicycle and transit networks; and changing the methodology used in transportation planning including the standards used to determine the success or failure of a roadway so that automobiles are not the sole consideration.

Climate Friendly Area (CFA) Study pursuant to OAR 660-012-0315

The rules adopted in 2022 require that cities within Oregon’s eight metropolitan areas identify CFAs which would accommodate “30 percent of the total identified number of housing units necessary to meet all





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current and future housing needs.” CFAs are to have a minimum residential density requirement of 15 dwelling units per net acre with minimum building heights of no less than 50 feet/four stories, or demonstrate that alternative measures will achieve 20 dwelling units and 20 jobs per net acre; and include limits on what minimum parking requirements can be applied. Beginning in January, parking mandates are no longer allowed within ½-mile of frequent transit where most CFAs are likely to be located, and once adopted, parking mandates will not be allowed within ½-mile of CFAs themselves unless a menu of parking management policies are enacted and parking for multi-family units is ‘unbundled’.

For the CFA study, underway now, cities are to identify likely CFAs and after analysis to ensure that the identified areas can accommodate the targeted housing needs, a report of the study’s findings will be sent to the Department of Land Conservation and Development (DLCD). Cities and counties are to use the study process to identify the most promising area or areas to be chosen as CFAs, but are not required to subsequently adopt and zone every one of those studied areas as a CFA.

To facilitate the CFA study, DLCD has made technical assistance funding available for consultants to support both the technical analysis necessary in identifying likely CFA’s, and the associated public engagement process. For Ashland, the Rogue Valley Council of Governments (RVCOG) is conducting the technical analysis and 3-J Consulting, Inc. will be conducting the public engagement process as well as a required anti-displacement analysis of the identified CFAs.

Climate Friendly Area (CFA) Codes pursuant to OAR 660-012-0320

Once likely CFAs are identified, which must occur by December 31, 2023, the next step for cities will be to adopt a Climate Friendly Element to the Comprehensive Plan along with updated Comprehensive Plan maps to include the identified CFAs and to revise land use codes accordingly. The city will need to prepare supporting findings as wells as identify on-going and newly added housing production strategies to promote affordable housing within CFAs. Transportation System Plans will need to be made consistent with the new rules at their next update. This second step is to be completed by December 31, 2024. *(It is anticipated that state funding will again be available to fund consultants for both the technical work and public outreach process for the map adoption and code amendments.)*

Implementation Timeline

The LCDC-adopted timeline for Climate-Friendly & Equitable Communities-related tasks is detailed below:

Cities are required to eliminate some minimum parking requirements by December 31, 2022 <i>[Requires code changes or implementation directly from rules. Ashland is currently implementing from the rules.]</i>
Cities to require Electrical Vehicle Conduit in Multifamily Developments > 5 units for 40 percent of spaces. <i>[Requirements to implemented through Building Codes beginning March 31, 2023]</i>





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Cities required to eliminate all remaining minimum parking requirements by June 30, 2023 or select from a menu of alternative parking options. <i>[Ashland has requested extension to December 31, 2023.]</i>
Climate Friendly Areas (CFA) Study consultant work through June 30, 2023 <i>[Technical Assistance by Rogue Valley Council of Gov'ts]</i>
CFA Public Engagement and Anti-Displacement Process consultant work through June 30, 2023 <i>[Technical Assistance by 3J Consulting, Inc.]</i>
Final CFA Study report due to DLCD by December 31, 2023
CFA Transportation Modeling by June 30, 2024
CFA Designation, Maps & Code Amendments consultant work through June 30, 2024 <i>[Consultants still to be determined based on available Technical Assistance funds in this phase.]</i>
CFA Designation, Maps and Code Amendments Adoption by 12/31/2024

The Planning Commission was updated on the Climate-Friendly and Equitable Communities rulemaking on August 9, 2022. A virtual meeting to kick off the regional effort to identify climate friendly areas was held on February 2, 2023. This meeting was hosted by 3J Consulting, LLC as the public engagement consultant for the three cities in the southern Rogue Valley (Ashland, Medford and Talent) required to identify climate friendly areas. This meeting featured a presentation explaining the rulemaking as it relates to climate friendly areas and a Q&A session with staff from the Department of Land Conservation & Development (DLCD) as well as break-out rooms for discussions of the specific efforts in each of the three cities. Videos of the main meeting and the break-out session are available at <http://www.ashland.or.us/climatefriendly>.

FISCAL IMPACTS

The current phase of rule implementation requires that cities study potential climate friendly areas and assess the land use code amendments that will be necessary to comply with the rules. A report to the Department of Land Conservation and Development (DLCD) is required no later than December 31, 2023. DLCD has provided grants, and is administering them, for cities to utilize consultants for the geo-spatial analysis and public engagement associated with this first phase work. The subsequent phase will require that cities amend comprehensive plans, zoning maps and ordinances to formalize their climate friendly areas by December 31, 2024. There has been some indication that DLCD intends to provide for similar consultant services arrangements for some or all of this work, but this will be dependent on the state legislature allocating funding through the budget process. There will be significant staff time involved to take the consultant information, finalize reports for DLCD, amend development codes, and shepherd necessary legislative amendments through the local process.

Cities are also required to implement additional changes to parking requirements by June 30, 2023. The elimination of parking mandates within ½ mile of frequent transit routes is already in effect, however the City has enlisted the services of 3J Consulting, LLC to conduct a parking code audit and identify necessary code changes to codify the rules into our local land use ordinance. This work will be completed under an existing professional services contract already approved under the existing budget. The city has requested DLCD approve an alternative date of December 31, 2023 for the final adoption of the requisite changes to Ashland's parking requirements.





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DISCUSSION QUESTIONS

This item is provided for informational purposes to keep the Council abreast of the implementation of these state rules moving forward.


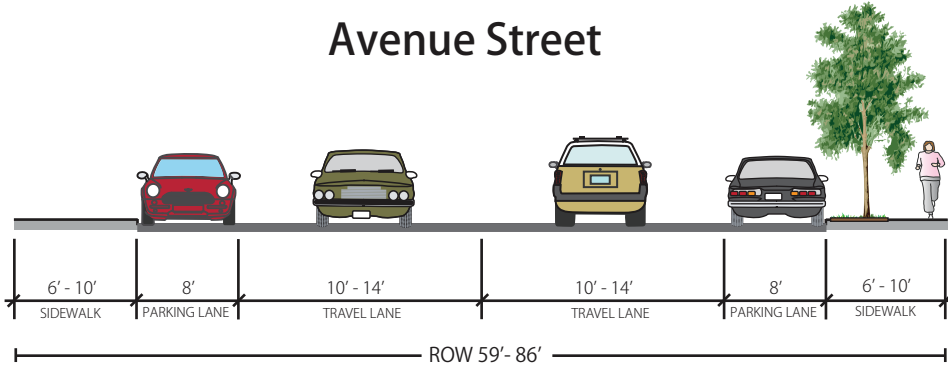
SUGGESTED NEXT STEPS

The City of Ashland has created a website <http://www.ashland.or.us/climatefriendly> which will be kept up to date with project updates moving forward.

The project consultants provided by DLCD will be coordinating a series of stakeholder meetings and a public open house to occur in March and April of this year. A study of the Climate Friendly Areas is expected to be completed in August 2023.

REFERENCES & ATTACHMENTS

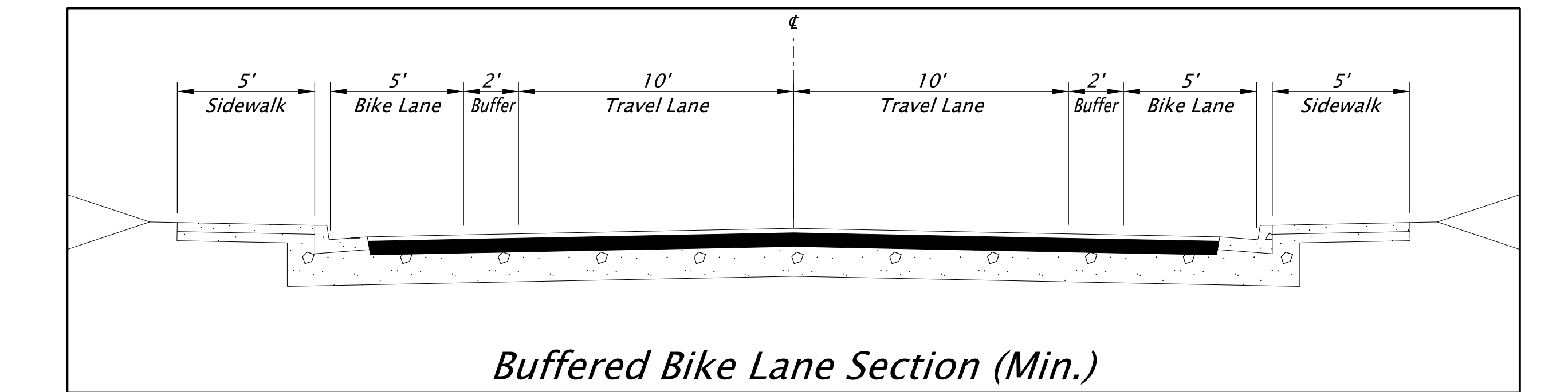
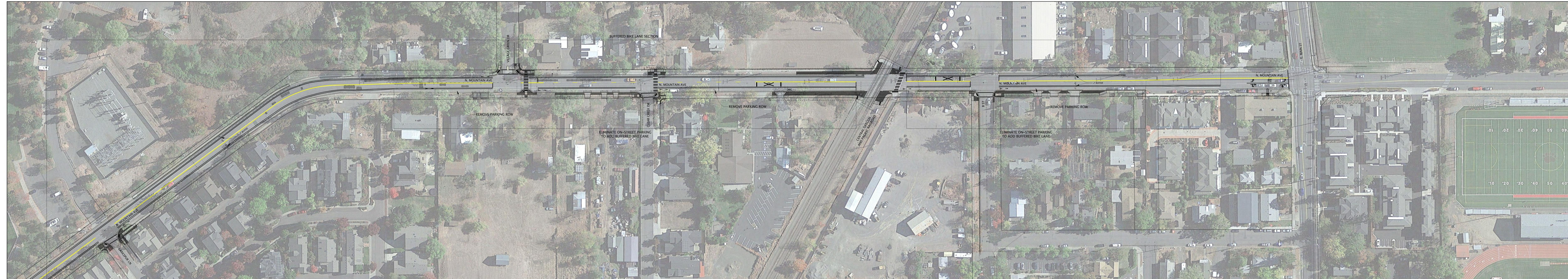
The State of Oregon's Department of Land Conservation and Development (DLCD) has webpages dedicated to the rulemaking process (<https://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx>) and implementation of the rules (<https://www.oregon.gov/lcd/CL/Pages/CFEC.aspx>).

Project #: P22	N Mountain Avenue Sidewalk Infill		
Description: Construct new sidewalks from 100' S Village Green Dr to Iowa St to infill missing sections.			
Category: Sidewalk	Functional Classification: Avenue	Priority High	Total Cost: \$450,000
Project Goals Met:			
Create a Green Template <input checked="" type="checkbox"/>	Improve Safety <input checked="" type="checkbox"/>	Facilitate Economic Growth and Maintain Small Town Character <input checked="" type="checkbox"/>	Balance Mobility and Access <input checked="" type="checkbox"/>
Project Location: 			Safe Routes to School <input type="checkbox"/>
Project Image: <div style="text-align: center;"> <h3>Avenue Street</h3>  </div>			



1" = 40'

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



From: [Lisa Petrini](#)
To: [Scott Fleury](#)
Subject: Streetside Parking Elimination
Date: Tuesday, September 12, 2023 10:00:29 AM

[EXTERNAL SENDER]

Dear Fleury,

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

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

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

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

Regards,

--

Lisa Petrini
Owner
Asurent Property Management

*If we have provided excellent service for you today,
please consider leaving a review*

[Google Review Medford](#)

[Yelp Review Medford](#)

[Google Review Ashland](#)

[Yelp Review Ashland](#)

From: [Kaye Shauger](#)
To: [Scott Fleury](#)
Subject: Protected Bike Lane
Date: Friday, September 08, 2023 6:53:24 PM

[EXTERNAL SENDER]

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

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

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

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

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

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

Catherine Shauger
196 N Mountain

From: Judith Singer

Subject: Bicycle Safety in Ashland

[EXTERNAL SENDER]

Hello -

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

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

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

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

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

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

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

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

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

Judy Singer

From: [linda.smith](#)
To: [Scott.Fleury](#)
Subject: Installation of Protected Bike Lanes
Date: Sunday, September 10, 2023 5:10:32 PM

[EXTERNAL SENDER]

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

Re: Installation of Protected Bike Lanes

Dear Scott and Linda,

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

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

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

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

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

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

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

From: [Joyce Stanley](#)
To: [Scott Fleury](#)
Cc: [Richard Stanley](#)
Subject: Dedicated Bike Lane
Date: Monday, July 24, 2023 7:58:44 AM

[EXTERNAL SENDER]

Hello Scott

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

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

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

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

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

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

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

Thanks again.

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

From: workmwright@gmail.com
To: [Scott Fleury](#)
Cc: info@ashlandclimate.org
Subject: Protected Bike Lanes - North Mountain Avenue
Date: Wednesday, September 13, 2023 4:21:49 PM

[EXTERNAL SENDER]

Transportation Advisory Committee members:

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

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

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

With gratitude,

Mike Wright
111 Montview St.

From: [Laz Ayala](#)
To: [Scott Fleury](#)
Cc: [Mark Knox](#)
Subject: North Mountain Project
Date: Monday, September 11, 2023 2:29:10 PM

[EXTERNAL SENDER]

Hello Scott,

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

I kindly ask this letter be added to the record.

Sincerely,

Laz Ayala
KDA Homes
541-944-9561

Re: Streetside Parking Elimination

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

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

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

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

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

Yours.

Mary Coombs

60 N Mountain Ave.

Ashland OR 97520

From: [Laura Duncan](#)
To: [Scott Fleury](#)
Subject: dedicated bike lines on Mountain
Date: Tuesday, July 25, 2023 12:57:07 PM

[EXTERNAL SENDER]

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



Havurah Shir Hadash

חבורת שיר חדש

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

August 11, 2023

To the Attention of:

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

Re: Street Parking Elimination plan

Dear Scott and Linda,

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

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

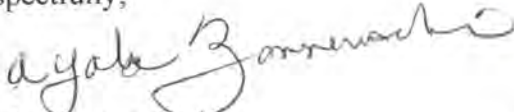
There is no other parking nearby - other than N. Mountain Street itself - and for this reason we favor and request a decision to keep the street parking as is, rather than eliminate it for a protected bike lane. Parking on N. Mountain is already limited and there are bike lanes on both sides of this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


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

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

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

Respectfully,


Ayala Zonnenschein
Executive Director
Havurah Synagogue


Denise Deneaux
Office Manager
Havurah Synagogue


Art Schreiber
Havurah Council Member


Daniel Greenblatt
Havurah Council President

September 12th, 2023

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

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

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

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Knox', with a large, stylized loop at the end.

Mark Knox
670 Nepenthe Road
Ashland, OR 97520

481 North Mountain Ave.
Ashland, OR 97520

September 13, 2023

Dear Mr. Fleury,

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

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

Therefore, I wholeheartedly support this protected bike lane.

Yours Truly,
Martha De Aquino

From: [Anna-Rose Mathieson](#)
To: [Scott Fleury](#)
Subject: protected bike lanes--North Mountain
Date: Monday, September 04, 2023 1:52:30 PM

[EXTERNAL SENDER]

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

Anna-Rose

Anna-Rose Mathieson ▪ [Bio](#)
Complex Appellate Litigation Group LLP
www.calg.com ▪ [\(415\) 649-6700](tel:(415)649-6700)

Hi,

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

thanks,

Chris Uhtoff

and Marie Caballero-Uhtoff

--

Northwest Nature Shop

154 Oak St.

Ashland OR 97520

From: [Mary Paschke](#)
To: [Scott Fleury](#)
Cc: info@ashlandclimate.org
Subject: Protected bike lanes in Ashland, OR - N Mountain Avenue
Date: Saturday, September 09, 2023 1:36:08 PM

[EXTERNAL SENDER]

To the Transportation Advisory Committee members:

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

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