

CITY OF
ASHLAND
JOINT PLANNING COMMISSION AND
TRANSPORTATION COMMISSION MEETING
Wednesday, May 16, 2012
6:00 – 9:00 PM
Council Chambers, 1175 East Main Street
Agenda

- I. CALL TO ORDER: 6:00 PM
- II. INTRODUCTORY REMARKS AND ADOPTION OF PREVIOUS MEETING MINUTES (March 15, 2012): 6:05 PM
- III. PUBLIC FORUM: (15 min.)
- IV. FOLLOW-UP DISCUSSIONS ON THE DRAFT PREFERRED AND FINANCIALLY CONSTRAINED PLAN FACILITATED BY MIKE FAUGHT:
In preparation for the meeting, a review of Draft Technical Memo 9 – Preferred and Financially Constrained Plans is suggested.

*The Draft Preferred and Financially Constrained Plan is available for download at:
http://www.ashlandtsp.com/statics/draft_documents*

ACTION ITEMS:

- a. Railroad Crossings - Mike Faught (30 min.)
- b. Bikeway Networks - Mike Faught (10 min.)
- c. Roadway Projects R22 / R23 - Mike Faught (10 min.)
- d. SOU Pedestrian Crossing - Susie Wright (20 min.)
- e. Fees in Lieu of Sidewalk - Susie Wright (15 min.)
- f. Clay Street Alternative - Mike Faught (15 min.)
- g. ODOT - Median/Roundabout - Mike Faught (10 min.)
- h. Transit - Mike Faught (30 min.)
- i. (O1) Create TravelSmart Educational Program - Susie Wright (10 min.)
In preparation for the meeting, a review of the articles located at the links provided below is suggested.

Portland SmartTrip Program:

<http://www.walkinginfo.org/library/details.cfm?id=3961>

Whatcom County SmartTrip Program:

<https://www.whatcomsmarttrips.org/news/video.aspx>

- V. NEXT MEETING DATE:
Thursday, June 14, 2012
- VI. ADJOURN: 9:00 PM

Note to Commissioners: Call Jodi Vizzini at 541-552-2427 or vizzinij@ashland.or.us if you cannot attend the meeting.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Public Works Office at 488-5587 (TTY phone number 1 800 735 2900). Notification 48 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 I).

**JOINT ASHLAND PLANNING COMMISSION AND
ASHLAND TRANSPORTATION COMMISSION MEETING
MINUTES
Thursday, March 15, 2012**

CALL TO ORDER

Chair Pam Marsh called the meeting to order at 6:07 p.m. in the Civic Center Council Chambers, 1175 East Main Street.

Transportation Commissioners Present: Tom Burnham, Mike Gardiner, Pam Hammond, Steve Ryan, Corinne Vièville and David Young

Planning Commissioners Present: Michael Dawkins, Eric Heesacker, Richard Kaplan, Pam Marsh and Melanie Mindlin

Staff Present: Mike Faught, John Peterson, Steve MacLennan and Jodi Vizzini

Ex Officio: Maria Harris

Council Liaison: Dennis Slattery

Consultant: Susie Wright, Kittelson & Associates (via conference call)

Absent: Shawn Kampmann, Brent Thompson, Debbie Miller and Councilor David Chapman

INTRODUCTORY REMARKS AND ADOPTION OF PREVIOUS MEETING MINUTES

Chair Marsh welcomed newly affirmed Transportation Commissioner Pam Hammond.

Commissioners Gardiner/Dawkins m/s to approve February 9 and February 23, 2012 minutes. Voice vote: all AYES. Motion passed: 11 – 0.

ADJUSTMENTS TO THE AGENDA

None

PUBLIC FORUM

Jenna Stanke/ 670 C Street/Stated as the Bicycle-Pedestrian Program Manager for Jackson County, one of her main duties is helping to maintain and manage the Bear Creek Greenway and look at expansion opportunities. She expressed her appreciation for the work done to support Ashland's drive to become more multi-modal, and is impressed with how the Transportation System Plan (TSP) is coming together. Her request was based on the Greenway and connectivity issues in the City. She pointed out the need for the addition of Nevada St. from Kestrel Pkwy to Oak St. as a pedestrian project and planned pedestrian network, and explained the benefits to such additions. She requested this project be moved from medium priority to a high priority status.

DISCUSSION ITEMS

Chair Marsh reviewed the agenda for the meeting and outlined the direction for the next six months. She recommended the idea of dividing into subcommittees of specialty areas to accomplish the issues remaining for discussion.

Remaining Action Items:

Commissioners reviewed a list of remaining TSP items left for discussion and deliberation. The list included:

Shared Roads
Functional Classification Maps
Railroad Crossing Projects
Intersection Projects
Transit (*potential subcommittee work*)
Bikeway Network (*potential subcommittee work*)
Roadway Projects R22, R23, R25
Review Clay Street Alternate Road/Bike @ Hwy 66

SOU Pedestrian Crossing
Discuss Fees in Lieu of Sidewalks for Frontage
Multi-Modal SDC Methodology

Final TSP Timeline:

Commissioners reviewed a proposed timeline for the final TSP. The timeline included:

Early DECEMBER –	City Council both SDC & TSP
NOV/DEC –	Planning Commission Meeting (two meetings)
Mid OCTOBER –	Town Hall Meeting
Mid SEPTEMBER –	45 Day Legal Notice Planning Commission
Late AUGUST –	Coordinate Forum with Chamber of Commerce
Late JULY –	TC/PC Meeting – Kittelson to present TSP Draft
Mid JULY –	Submit Final TSP to Kittelson & Associates
Late JUNE –	Staff needs Final Commissioner's TSP
MAY/JUNE	Two Joint TC/PC Meetings

Michael Dawkins suggested a work session for the Planning Commission to look over the street standards and recommended Mr. Faught's presence for the discussion.

Subcommittee Assignments (Transit & Bikeway Network)

Commissioners discussed the purpose of subcommittees. Mr. Faught defined the process as small groups pulling together data, coming up with a consensus, and bringing it back to the group for approval. The Commissioners agreed to form subcommittees and individually added their names to a list indicating their interest group.

ACTION ITEMS

Review/Approve Sidewalk Recommendations:

Commissioners reviewed the results from the prior meeting group work on staff recommended additional sidewalks. Mr. Faught proposed two sample motions based on the Commissioner's group activity and combined results of the prior meeting.

Commissioners Burnham/Mindlin m/s to approve Motion 1: Recommend approval of additional staff recommended sidewalks listed as street #s 2, 3, 4, 5, 6, 10, 13, 14, 15, 16, 17, 20 and 21 based on prior group activity. Voice Vote: Burnham, Gardiner, Hammond, Heesacker, Kaplan, Marsh, Mindlin, Ryan, Vièville, Young, YES; Dawkins, NO. Motion passed 10 – 1.

Commissioners Burnham/Young m/s to approve staff recommendations on street #s 1 (Garfield) and 18 (Harrison) and Group D's recommendations on street #s 7, 8, 9, 11, 12, and 19 based on prior group activity. Voice Vote: Burnham, Gardiner, Hammond, Heesacker, Kaplan, Marsh, Mindlin, Ryan, Vièville, Young, YES; Dawkins, NO. Motion passed 10 – 1.

Commissioner Dawkins stated his strong opposition to a sidewalk on Roca Street. Commissioners weighed in their reasoning for adding a sidewalk in this location. John Peterson stated his reasons for this recommendation were based on the hill, corners, parked cars, and the safety concern of children walking on the street in route to school.

Sidewalk Projects:

Commissioners Burnham/Mindlin m/s to approve Motion 2: Recommend approval of staff's recommendations on Sidewalk Projects P1, P2, P3, P5, P6, P7, P9, P10, P11, P12, P13, P14, P15, P16, P18, P19, P20, P21, P23, P24, P25, P26, P27, P28, P29, P30, P31, P32, P33, P34, P35, P36, P37, P38, P39, P40, P41, P43, P45, P46, P47, P48, P49, P50, P52, P53, P55, P56, based on prior group activity.

Commissioner Young asked Mr. Faught to clarify whether the staff recommended sidewalks would include construction on only one side or both sides. Mr. Faught replied the direction Kittelson will get from the Commission and staff will be to include only one side in the preferred (financially constrained) plan, even on those sidewalks

where both sides are recommended. He added that some streets, collectors, arterials and safe routes to schools, need sidewalks on both sides.

Voice Vote: Burnham, Gardiner, Hammond, Heesacker, Kaplan, Marsh, Mindlin, Ryan, Vièville, Young, YES; Dawkins, NO. Motion passed 10 – 1.

Remaining Sidewalk Projects:

The Commissioners discussed the remaining sidewalk projects that did not include a consensus after previous small group activity. Mr. Peterson systematically reviewed the list and explained why staff made the recommendations. He agreed with the commissioner's recommendations with exception to P17 (Beaver Slide), and clarified the direction (north/south vs. east/west) on P58 (Helman St). Commissioners discussed widening P22 (S. Mountain Ave from Iowa to Village Green), and changing the priority of P54 (Iowa St. from Terrace to Auburn) due to the steep grade.

Commissioners Mindlin/Young m/s to approve commissioner's recommendations on sidewalk projects P4, P8, P42, P44, P57 and P58; remove Group A's recommendation of steps instead of sidewalk on P17 and approve staff recommendation; remove Group B's recommendation to widen street on P22 and change to high priority; and approve staff recommendation of low priority on P54. Voice Vote: all AYES. Motion passed.

Commissioner's Additional Recommendations:

Commissioners and staff reviewed the additional sidewalk recommendations based on prior group activity. Mr. Peterson systematically reviewed the list and shared staff's approval or disapproval of said recommendations. The main discussion involved the recommendation of non-urbanized sidewalks on the south side of Siskiyou Blvd. Mr. Faught stated this recommendation would be a planning action and the commissioner's could request this area to be excluded in normal city street standards and leave it as asphalt; not overlay it with concrete.

At the conclusion of the discussion Chair Marsh summarized the group conclusions on the commissioner's additional recommendations as:

- Parkside Drive – approve
- S. Pioneer – remove from list
- Hersey/Oak – approve
- Railroad crossings – approve
- C Street between Fourth and Fifth – approve (Dawkins voted no)
- Jaquelyn – move to shared roads discussion
- Bellevue – approve
- Second St. – remove from list
- Siskiyou Blvd (south side) – designate as bikeway and/or in context as street standards

Commissioners Melanie/Burnham m/s to approve the Commissioner's Additional Recommendations list with the noted revisions. Voice Vote: all AYES. Motion passed.

Street Functional Classification

The Commissioners reviewed the Kittelson document titled "*Street Functional Classification Review*" and asked clarifying questions. Mr. Faught explained how street functional classifications drive the street standards. He added the street classifications are based on volume. Consultant, Susie Wright and Planning Manager, Maria Harris defined street classifications based on how streets work and how people move around. Specific streets of concern were Wimer St., Guthrie St./Gresham St., Nevada St., Westwood St., Normal Ave., Hillview Dr., Holly St., and Indiana St.

Commissioners Burnham/Heesacker m/s to approve recommendations summarized in the Street Functional Classification Review document with the understanding that Guthrie Street is Guthrie St/Gresham. Voice Vote: all AYES. Motion passed 11 – 0.

Intersection Projects:

Chair Marsh suggested as each Intersection Project is discussed, Commissioners will pause and give thumbs up or thumbs down with the understanding that thumbs up means approved, and thumbs down means not approved.

R1 – Council already approved this project. All thumbs up.

R2 – All thumbs up with the exception of Commissioner Viéville

R3/R4 – Young expressed he has a problem with queuing back to Plaza with a signal. Commissioner Hammond suggested that a downtown plan needs to be in place before decisions can be made. She added the area as a whole needs to be looked at, not just one section.

Mr. Faught suggested moving the three lane/two lane concepts as well as downtown signals into a downtown plan, like previously done with street patios and the parking study. He added making it one comprehensive downtown plan and listing priorities.

The Commissioners discussed the intersection projects on the list that would be affected by a downtown plan, tabling those intersections and continuing with the discussion on the remaining projects. The intersection projects tabled were: R3/4, R5, R10, R11 and R16, however Mr. Faught pointed out that R15 and R16 were previously approved by the Commissioners.

Chair Marsh continued with the list, beginning at R6. This prompted a discussion that included R7. Ms. Wright was asked to clarify the adequacy of the location for a mini-roundabout. Conversations included the size of the footprint, signaling this intersection and/or making it a four-way stop. After much discussion the conclusions were:

R6 – All thumbs up

R7 – Remove

R8 – All thumbs up

Commissioners discussed project R9 and asked Ms. Wright clarifying questions. Chair Marsh recommended the TSP update should include a study of this intersection instead of installation of a roundabout. Project R9 was tabled for further discussion.

The Commissioners continued voting on Roadway Projects:

R12 – All thumbs up

R13 – All thumbs up

R14 – All thumbs up

R14 – All thumbs up

R15 – Approved by consensus at a previous meeting

R16 – Approved by consensus at a previous meeting

Railroad Crossing:

Did not discuss

SMALL GROUP WORK

Shared Roads:

Did not discuss

ADJOURNMENT

Meeting was adjourned at 9:07 p.m.

*Respectfully submitted,
Jodi Vizzini, Office Assistant II*

Heavy Rail Plan

Group A: Heesacker, Miller, Thompson; Group B: Burnham, Marsh, Ryan; Group C: Dawkins, Kaplan, Mindlin, Young; Group D: Gardiner, Kampmann, Vièville

Project #	Description	Cost	Group A	Group B	Group C	Group D
(L20) Freight by Rail Policy	Identifies ways to improve freight movement into and through the City to support the City's goals for facilitating economic prosperity	N/A				
(X1) 4 th Street At-Grade Railroad Crossing	Pursue and new at-grade railroad crossing at 4 th Street. Coordinate with Project R18.	\$1,000,000		Most important!		Yes
(X2) Washington Street At-Grade Railroad Crossing	Pursue a new at-grade crossing at Washington Street as part of the Croman Mill site development	\$1,000,000				Washington #1 / Normal #2
(X3) Normal Avenue Public Railroad Crossing	Upgrade at-grade crossing at Normal Avenue to public standards. Coordinate with Project R19.	\$750,000	No			Washington #1 / Normal #2
(X4) Glenn Street At-Grade Railroad Crossing Closure	Close Glenn Street at-grade railroad crossing if the City is unable to secure a rail order for a new at-grade crossing as they pursue the 4 th Street, Normal Avenue, and/or Washington Street at-grade railroad crossings.	\$50,000	No	First to close only if no other option (3-1 vote)		Close
(X5) Wightman Street At-Grade Railroad Crossing Closure	Close Wightman Street at-grade railroad crossing if the City is unable to secure a rail order for a new at-grade crossing as they pursue the 4 th Street, Normal Avenue, and/or Washington Street at-grade railroad crossings.	N/A	No			2 to leave in 1 not sure

Group A: IMPORTANT / Fourth Street - negotiate to obtain this without closing any existing crossings.

Group A: NOT IMPORTANT / Croman/Normal - nothing pressing to build Croman. If built then work with new property owners & railroad.

Group A: Wightman - essential to leave.

Group A: Glenn - why make Q. Village residents unhappy?

March 2, 2012

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

On behalf of XXX it is my pleasure to write a letter of support for the Siskiyou Summit Railroad Revitalization Project being submitted by the State of Oregon Department of Transportation (ODOT) and Siskiyou County, California for RailAmerica's Central Oregon and Pacific Railroad (CORP) for the 2012 National Infrastructure Investment program.

The Siskiyou Summit project will involve rail improvement work in two states; Oregon and California. Infrastructure improvements will be made along the CORP that operates in Jackson/Josephine and Douglas County, OR as well as Siskiyou County, CA and connects with the national railroad network system in Weed, CA. Businesses in Northern California and Southern Oregon depend heavily on the CORP railroad as their only rail connection to the national railroad network and provides safe and efficient transportation for the shipment of goods throughout both states.

RailAmerica's CORP Railroad is an economic importance to our communities; we fully support their endeavors to secure capital for reinvestment into the rail infrastructure customers vitally depend upon. Funding for the Siskiyou Summit Railroad Revitalization Project will support continued, safe, reliable rail service throughout Jackson/Josephine and Douglas County, OR along with Siskiyou County, CA. As ODOT has communicated to us, the Siskiyou Summit Railroad Revitalization Project will protect existing jobs and put unemployed people in this region back to work.

Respectfully,

****Downtown Projects B15, B16, B17, B18, B20, B33**

(ID#) Policy, Program, Study, or Project	Description	Safe Routes to School	Included in Constrained Plan?	Cost	General Comments	Subcommittee Results
(B1) Schofield Street/Monte Vista Drive/Walnut Street/Grant Street/Chestnut Street	Bicycle Boulevard - From N. Main Street to Wimer Street		Yes	\$100,000		Remove
(B2) Wimer Street	Bicycle Boulevard - From Thornton Street to Main Street. Coordinate with Project R31.	Yes	Yes	\$50,000	(R31 Approved)	Approve: Keep lower part of N. Main to Scenic/eliminate west of Scenic
(B3) Nevada Street	Bike Lane - From Vansant Street to Mountain Avenue. Coordinate with Project R17.	-	Yes	\$250,000	(R17 Approved)	Approve
(B4) Glendower Street	Bicycle Boulevard - From the Bear Creek Greenway to Nevada Street	-	Yes	\$50,000		Approve
(B5) Scenic Drive/Nutley Street	Bicycle Boulevard - From Wimer Street to Winburn Way	Yes	Yes	\$100,000		Approve: Extend to Scenic/Maple
(B6) Winburn Way	Shared Space - From Calle Guanajuato to Nutley Street			Cost information not available ³	How will parking along this section of Winburn Way be affected by this project? <i>Kittelson's answer: The White Paper on Shared Streets addresses the concept greater in detail. It is not possible to determine the exact impact to parking that a Shared Street application might have on parking in this segment without further analysis. However, under no circumstances would parking be removed altogether, if that is the concern. Shared Streets typically group parking spaces in clusters, as opposed to providing a typical parking lane.</i>	Bring back to Joint TC/PC change to Planned Bicycle Blvd (fuchsia dotted line)
(B7) Iowa Street	Bike Lane - From Terrace Street to road terminus	Yes	Yes	\$250,000		Approve
(B8) Morton Street	Bicycle Boulevard - From Siskiyou Boulevard to Ashland Street	-	Yes	\$50,000		Approve

(ID#) Policy, Program, Study, or Project	Description	Safe Routes to School	Included in Constrained Plan?	Cost	General Comments	Subcommittee Results
(B9) Ashland Street	Bicycle Boulevard - From Guthrie Street to S. Mountain Avenue	Yes	Yes	\$50,000		Delete from Guthrie to Morton
(B10) Mountain Avenue	Bike Lane - From Siskiyou Boulevard to Prospect Street	Yes	Yes	\$100,000		Delete from Ashland St. to Prospect
(B11) Wightman Street	Bicycle Boulevard - From E Main St to Siskiyou Boulevard	Yes	Yes	\$100,000		Approve
(B12) Wightman Street	Bicycle Boulevard - From road end E Main St	-	Yes	\$100,000		Approve
(B13) B Street	Bicycle Boulevard - From Oak Street to Mountain Avenue	Yes	Yes	\$100,000		Approve
(B14) A Street	Shared Space - From Oak Street to 6th Street	-	-	Cost information not available ³		Bring back to Joint TC/PC change to Planned Bicycle Blvd (fuchsia dotted line)
** (B15) Pioneer Street	Bicycle Boulevard - Main Street to Ashland Creek Path	-	Yes	\$50,000		Remove
** (B16) Lithia Way	Buffered Bike Lane - From Helman Street to Siskiyou Boulevard. Included as part of Project R16.	Yes	Yes	Included as part of Project R16. See Project R16.		Approve: Change to blue dotted line/Planned Bike Lane
** (B17) N. Main /E. Main Street	Buffered Bike Lane - From Helman Street to Siskiyou Boulevard. Included as part of Projects R15 and R37.	Yes	Yes	Included as part of Project R16.		Approve: Change to blue dotted line/Planned Bike Lane
** (B18) N. Main Street	Bike Lane - From Jackson Street to Helman Street. Included as part of Projects R35 and R36.	-	Yes	Included as part of Project R16.		Approve
(B19) Helman Street	Bicycle Boulevard - From Nevada Street to N. Main Street	Yes	Yes	\$100,000		Approve
** (B20) Water Street	Bicycle Boulevard - From Hersey Street to N. Main Street	Yes	Yes	\$50,000		Approve
(B21) Oak Street	Bike Lane - From Nevada Street to E. Main Street	-	Yes	\$200,000		Approve: Change to Fuchsia dotted line/Planned Bicycle Blvd

(ID#) Policy, Program, Study, or Project	Description	Safe Routes to School	Included in Constrained Plan?	Cost	General Comments	Subcommittee Results
(B22) Clay Street	Bicycle Boulevard - From E. Main Street to Ashland Street	-	Yes	\$50,000	Jackson County Right-of-Way. Would require additional funds to acquire necessary ROW	Approve
(B24) Clover Lane	Bike Lane - From Ashland Street to proposed bike path	-	Yes	\$50,000		Approve
(B25) Tolman Creek Road	Bike Lane - From Siskiyou Boulevard to Greenmeadows Way	-	Yes	\$200,000	Crestview Drive does not intersect Tolman Creek Road. Not sure what this project will actually entail.	Approve
(B26) Normal Avenue	Bike Lane - From the rail line to Siskiyou Boulevard	Yes	Yes	\$100,000		Extend from railroad tracks to E. Main St.
(B28) Clay Street	Bicycle Boulevard - From the rail line to Siskiyou Boulevard	-	Yes	\$50,000	Jackson County Right-of-Way. Would require additional funds to acquire necessary ROW	Approve
(B29) Walker Avenue	Bike Lane - From Siskiyou Boulevard to Peachey Road	-	Yes	\$100,000		Approve
(B30) Ashland Street	Bike Lane - From I-5 Exit 14 SB to E. Main Street	Yes	Yes	\$100,000	ODOT Right-of-Way. Would require additional funds to acquire necessary ROW	Approve
(B31) Indiana Street	Bicycle Boulevard - Siskiyou Boulevard to Woodland Drive	-	Yes	\$50,000		Stop at Oregon St., include Oregon St. to Clark to Harmony
*(B33) 8 th Street	Bicycle Boulevard - A Street to E. Main Street	Yes	Yes	\$50,000		Bring back to Joint TC/PC (did not discuss at meeting)
(B34) 1 st Street	Bicycle Boulevard - A Street to E. Main Street	-	Yes	\$50,000		Approve
(B35) Railroad Property	Bike Lane - From Railroad to N. Mountain Avenue	-	Yes	\$50,000	Road not yet built. Alignment is conceptual	Bring back to Joint TC/PC (did not discuss at meeting)
(B37) Clay Street	Bicycle Boulevard - From Siskiyou Boulevard to Canyon Park Drive	-	Yes	\$50,000		End at Mohawk

ROADWAY PROJECTS

(ID#) Policy, Program, Study, or Project	Description	Safe Routes to School	Included in Constrained Plan?	Cost	General Comments	Subcommittee Results
(R15) E. Main Street (OR 99 SB) Cross-Section Modifications	Modify the cross-section of E. Main Street from Oak Street to southern couplet terminus to two vehicle travel lanes with a buffered bicycle lane	-	Yes	\$33,000	Approved - group consensus <i>Downtown Plan Subcommittee: Approved: **Add further review of truck parking not compromising existing parking, and Reference (L8)</i>	
(R35) North Main Street Temporary Road Diet	Implement a temporary road diet on North Main Street. Temporary road diet includes converting North Main Street to a two-lane roadway with a two-way center turn lane and bicycle lanes in both directions	-	Yes	\$160,000	Council approved / Consensus based on no comments	
(R36) North Main Street Implement Permanent Road Diet	Convert temporary road diet to permanent installation, which includes, at a minimum, signal modifications to North Main Street/Maple Street and North Main Street/Laurel Street intersections	-	Yes	\$200,000	Council approved / Consensus based on no comments	
(R37) Main Street Cross-Section Modification with Wider Sidewalks ³	Update the Main Street roadway cross-section from R15 to include wider sidewalks. Requires converting buffered bicycle lane to a traditional bicycle lane	-	Yes	\$396,000		



MANUFACTURED
HOME PARK

R22

APARTMENT
BUILDINGS

R23

TOLMAN CREEK

CLAY

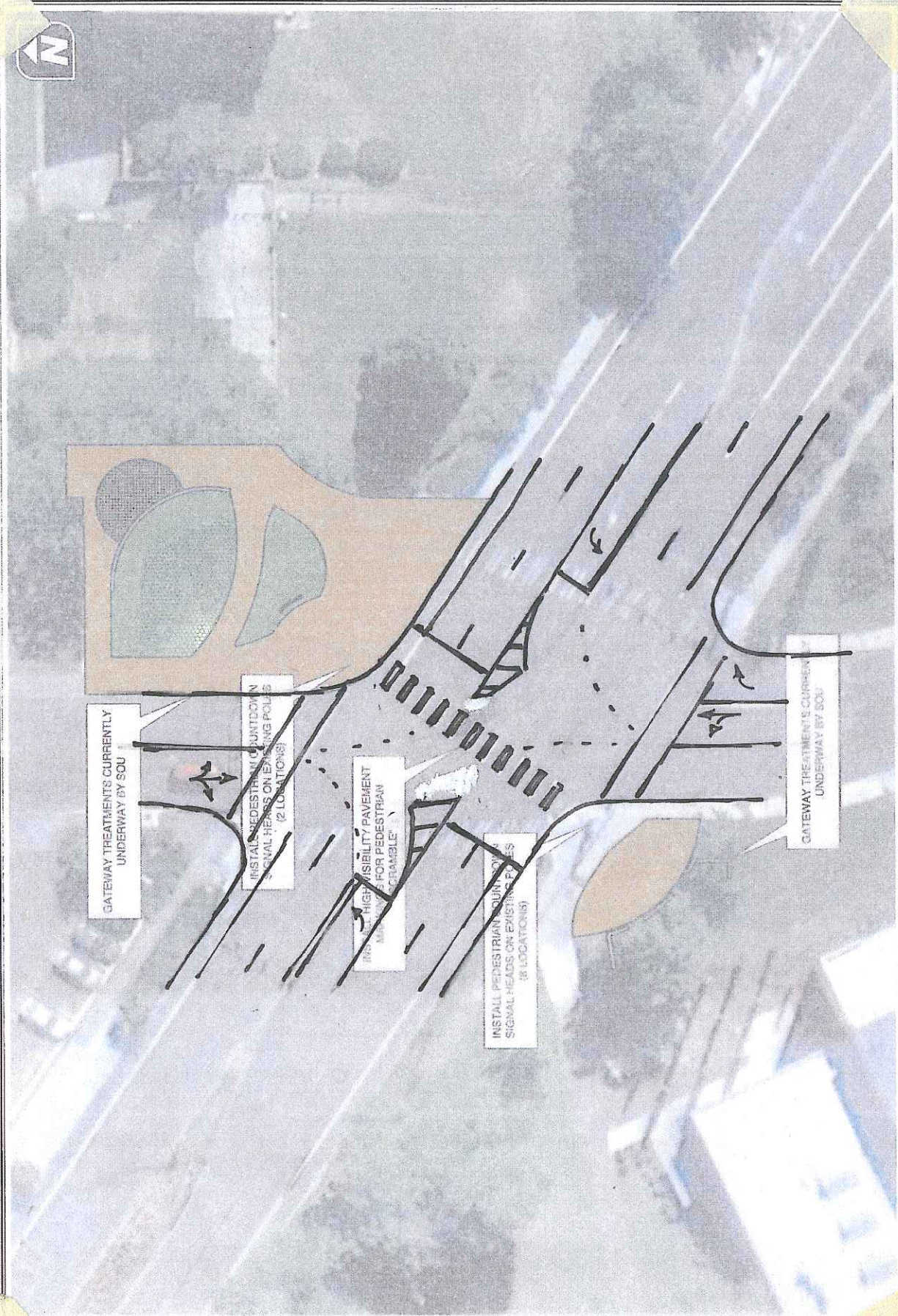
ASHLAND

- Planned Roadway Extension
- Planned Pedestrian/Bicycle Connection
- XX Project Number

Roadway Projects



Figure
11B



RECOMMENDED PEDESTRIAN IMPROVEMENTS AT THE WIGHTMAN-INDIANA STREET INTERSECTION
ASHLAND, OREGON



02/17/2012

02/17/2012



02/17/2012

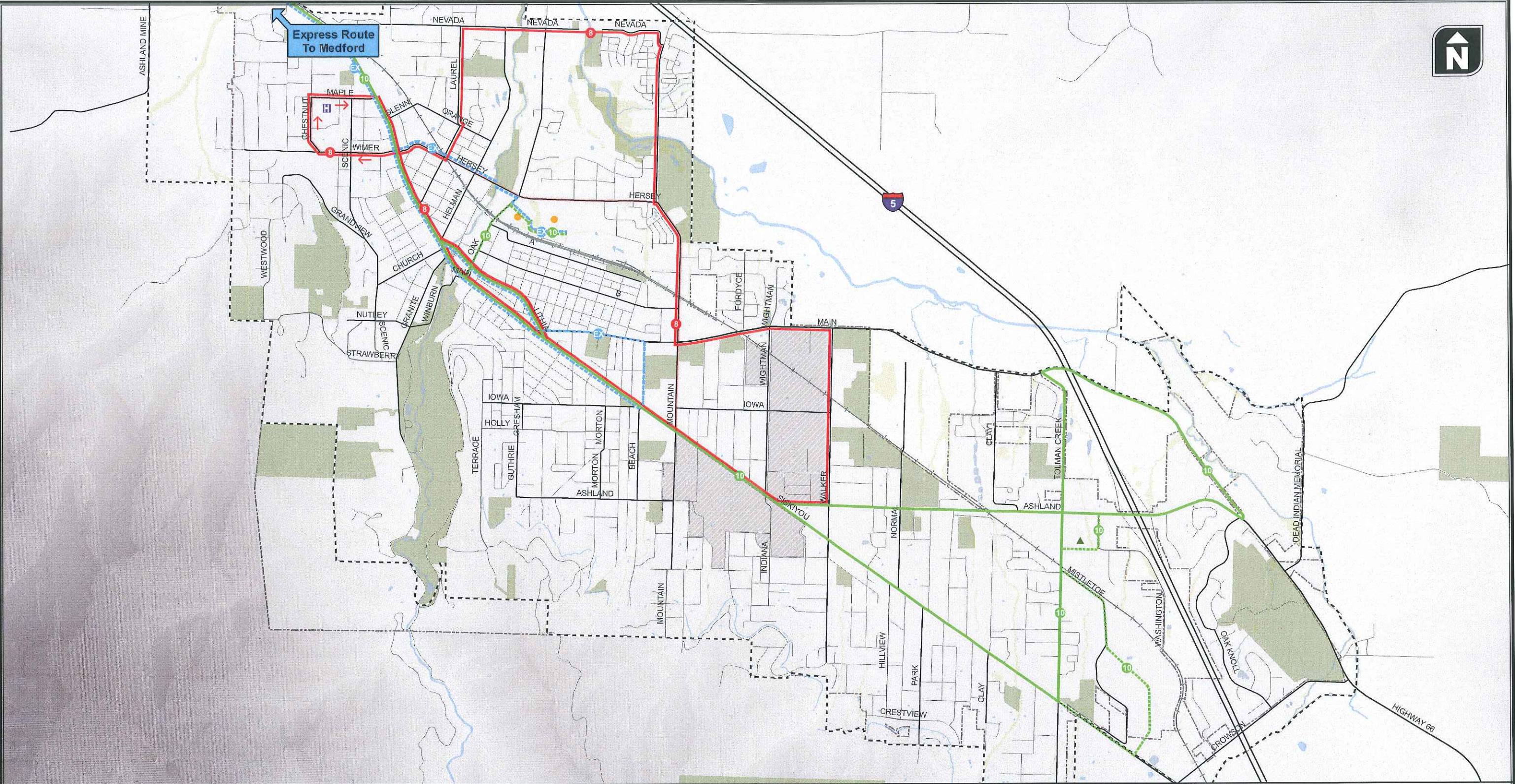




NO
TRESPASSING
PRIVATE
PROPERTY

PLEASE USE
BIKE PATH AND
CITY SIDEWALKS

02/17/2012



- Existing Route 10
- Potential Long-Term Route 10 Modification
- Potential Long-Term Express Route
- Modified Route 8B
- Potential Long-Term Park & Ride
- Potential Crowman Mill Site Park & Ride

Existing and Planned Transit Service

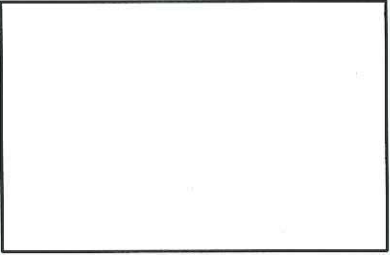
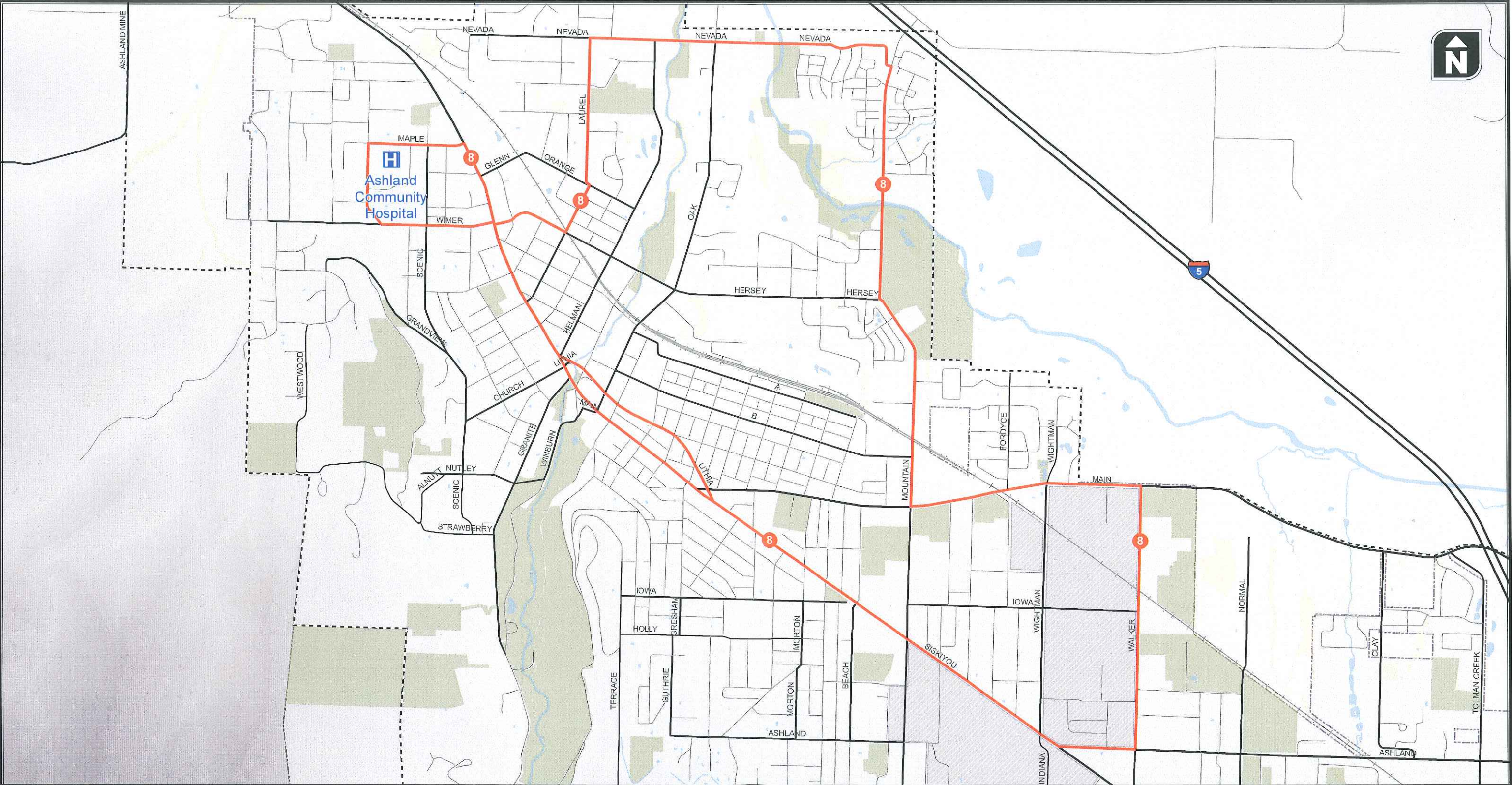


Figure 6

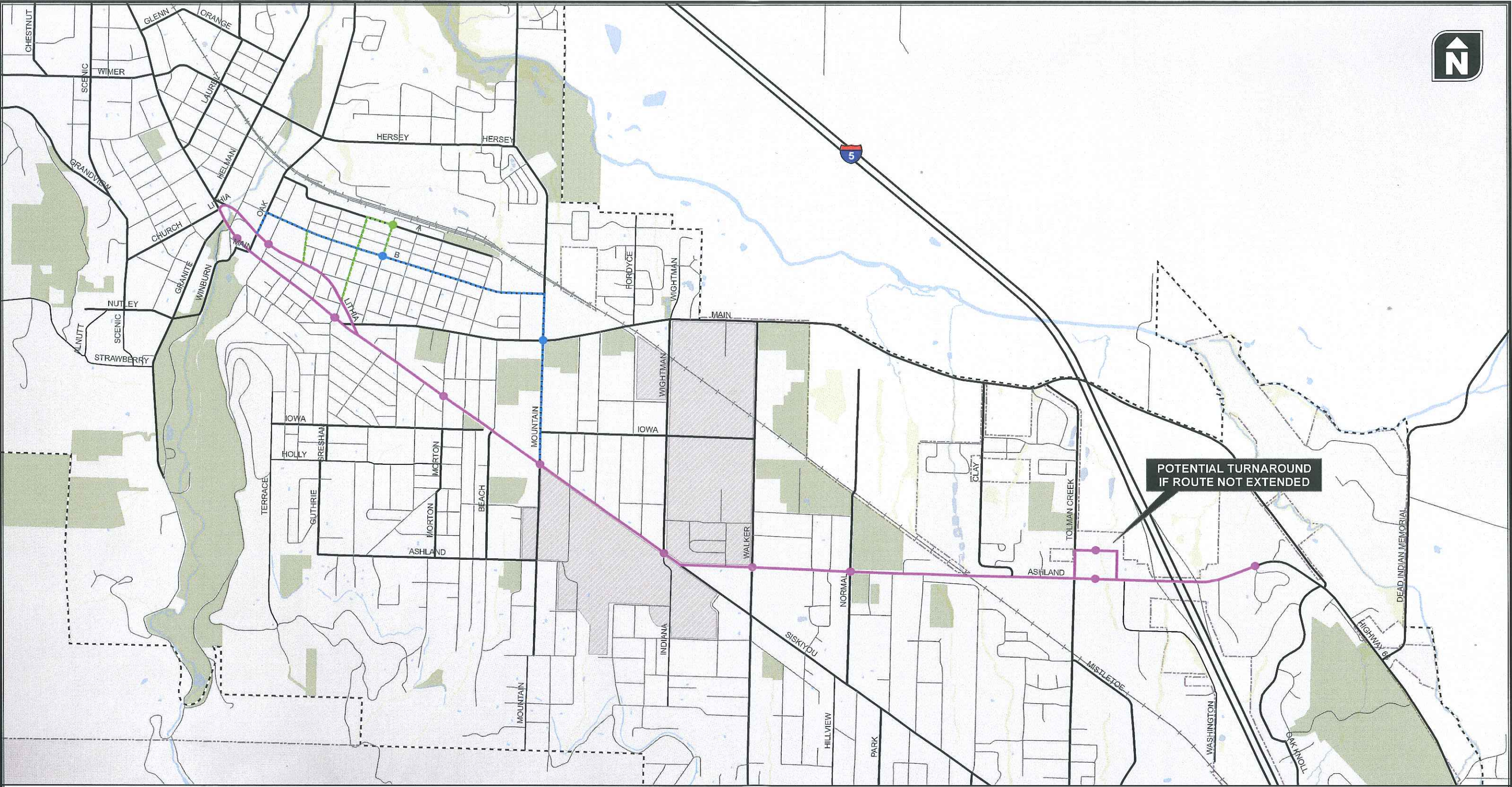


- Modified Route 8
- City Limits
- City UGB

Modified Route 8 Via Nevada Street



Figure 8C



- Rubber Tire Circulation Routes and Stops
- Additional Desired Route Coverage and Stops - Option A
- Additional Desired Route Coverage and Stops- Option B

Rubber Tire Trolley Route and Stops

Figure
6