

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

## ASHLAND TRANSPORTATION COMMISSION

November 19, 2015

### AGENDA

- I. **CALL TO ORDER:** 6:00 PM, Mountain Meadows (Mt. Ashland room), 857 Mountain Meadows Drive
- II. **ANNOUNCEMENTS**
- III. **CONSENT AGENDA**
  - A. Approval of Minutes: September 24, 2015 and October 22, 2015
- IV. **PUBLIC FORUM**
- V. **NEW BUSINESS**
  - A. None
- VI. **OLD BUSINESS**
  - A. N. Main Crosswalk Discussion (30 min.)
    - The Traffic Engineer will discuss the N. Main crosswalk design and provide update
  - B. Transit System Study Session (60 min.)
    - Group will have a study session reviewing existing transit system defined within the TSP
  - C. November and December meeting dates (5 min.)
    - Discuss permanent date changes to November and December meeting dates
- VII. **FOLLOW UP ITEMS**
  - A. Mayors Brown Bag
  - B. Grandview Shared Road Status
  - C. Oak Knoll and Highway 66 intersection
- VIII. **INFORMATIONAL ITEMS**
  - A. Action Summary
  - B. Traffic Crash Summary
- IX. **COMMISSION OPEN DISCUSSION**
- X. **FUTURE AGENDA TOPICS**
  - A. Public Outreach/Education-Oregon Impact Programs
  - B. Traffic Control Resolution Update
  - C. Traffic Crash Summary PD letter
  - D. Car Share-Zip Car
  - E. Code Enforcement Discussion
  - F. Bridge St. Parking Prohibition
- XI. **ADJOURNMENT:** 8:00 PM

**Next Meeting Date: December 10, 2015**

*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).*

**ASHLAND TRANSPORTATION COMMISSION  
MINUTES  
September 24, 2015**

These minutes are pending approval by this Committee

**CALL TO ORDER**

Chair Joseph Graf called the meeting to order at 6:00 p.m. in the Civic Center Council Chambers, 1175 E. Main Street.

**Commissioners Present:** David Young, Joe Graf, Alan Bender, Danielle Amarotico, and Dominic Barth

**Commissioners Absent:** Corinne Viéville

**Staff Present:** Scott Fleury, Tami De Mille-Campos

**Council Liaison Present:** Michael Morris

**ANNOUNCEMENTS**

Graf asked for a volunteer to represent the Transportation Commission at the Mayor's brown bag lunch on Friday, the 25<sup>th</sup> at noon. Amarotico said she would be able to go but she would only be able to stay for 30 minutes.

**CONSENT AGENDA**

Approval of Minutes: None

**PUBLIC FORUM**

Louise Shawkat, 870 Cambridge  
Read letter (see attached)

Jeff Sharp, 553 Fordyce

He gave kudos to council. He said he has been around to most of the commissions and the Transportation Commission is one of the few that not only allow public input at the beginning of the meetings but dialogue is also encouraged. He thinks this is a good thing that council can really learn from. He stated he supports the e-shuttle concept and he suggested there may be a good collaboration with the Ashland School district. They are doing some work with them right now and the school district is looking at switching to propane or possibly hybrid busses. And he hopes the city might consider a connector for the bike path from the road diet down to the corner of Valley View. That one piece is missing from connecting Ashland to Medford. He said he realizes it is out of the city's jurisdiction but it would be nice if we could keep it striped and swept.

Tom Fink, 1176 N. Main

He is a recent arrival in Ashland. He moved here from the bay area (San Jose) 6 months ago. He was visiting that area last week and said it reaffirmed his decision to move up here. He spoke about how traffic is a major issue down there and most people who have retired and left the area did so because it had become unlivable. He doesn't want to see that happen to Ashland and he can see how the accommodation of the automobile is becoming a problem. He added that he worked for the Santa Clara Valley Transportation Authority for 40 years.

**NEW BUSINESS**

**Bike Share**

Connie Wilkerson, United Way

Connie gave a presentation updating the commission on the Bike Share for the People of Jackson County (see pages 28-50 of attachment).

Young remarked he was surprised to see these bikes when they first showed up in town. The bike share program is an element of the recently updated Transportation System Plan and there is a fair amount of community support for it. There are many other cities, especially tourist cities that have these except Ashland. While he is in favor of this program he pointed out that the last time she came to the commission she was requesting bike lockers at which point the commission gave some feedback that the city has a bunch of rusting unused bike lockers around. She then came back to the commission and proposed a bike rack. He has mixed feelings about this. He thinks it is incredible that they completely went under the radar and did something that probably would have taken them a couple of years and a lot of money to do but it was shocking in a way but on the other hand they approved a bike rack and there was never any mention of a bike share program. While he understands that she went through the planning department and this is on ODOT land he feels there would have been an advantage to her coming before the commission to discuss some joint planning efforts; such as location choice. He feels there could have been better location choices especially if they're trying to connect to transit. He added it's very important for SOU to be a part of this system. He applauded their vision and effort but he would like to see them look at what location works best for this model (the Plaza, SOU, near Bi Mart/Shop N Kart, Science Works etc.). Connie responded saying she hopes they weren't viewed as being deceitful. She thought they were very clear with what they were doing in all of their emails with the city. She apologized if it came across that they were not because that was never their intent. Regarding locations, they have looked for other land in Ashland but the land has to be donated to them because they don't have the money in the grant to purchase land. She also pointed out that she had informed Bill Molnar that the docks could be removed at anytime if it becomes problematic in the long range planning.

Bender wondered if Zagster has any performance measures in place for them to follow. Connie said they haven't received them just yet because shortly after installation is when the Valley got his with the wildfires which affected the bike usage.

Amarotico asked which stations are most successful so far. Connie answered all of the Medford locations have had really good usage and Ashland's usage has been increasing.

Graf asked how much the cost would be if they didn't get the grant. Connie said the current contract with Zagster is for \$92,000 (bikes, mechanic, and insurance) for 2 years. Each bike costs \$1,440 per year and each station costs \$4,000 per year.

Graf asked if they had contacted SOU yet. Connie said she had contacted the students that run their own bike share program but they were pretty adamant about what they were doing and felt like that met a need but she said she needs to follow that up further with Administration.

### **Various Ashland Transportation System Concerns**

Fleury shared with the commission his plan to provide routine updates to them regarding things that staff is working on behind the scenes before they're actually brought to the table. Some of the things would include transportation concerns, project updates etc. He went on to share some updates with them:

The Walker Avenue sidewalk project is almost complete.

Oak Street will be closed Friday night through Monday morning while Railworks installs concrete panels at the rail crossing. Once they're done Kogap will come in and complete the sidewalk work. The pedestrian improvement piece should be completed by the end of October.

The city received \$88,000 from ODOT to do handicap ramp improvements in the downtown corridor. Lithia Street between 3<sup>rd</sup> and Oak and on Main Street between Oak and 3<sup>rd</sup> there are 5 ramps on each that

currently do not meet ADA standards. ODOT received money from the federal government for the project and the city entered into an Intergovernmental agreement with them to engineer and construct those ramp improvements.

Council approved the Downtown Beautification project at the plaza loop where the cedar tree is. A curb bump out was designed at that location which would extend the handicap ramp out so when a pedestrian is standing at that corner a driver can see them and they can see the driver before they cross the street to the park.

He has received a couple of citizen requests for looking at RRFB's (rectangular rapid flashing beacons) on East Main at Wightman. Kim Parducci will be looking at that crossing for pedestrian improvements.

There have been a couple of complaints about the crosswalk at Albertsons & YMCA Way on Tolman Creek. Kim is also going to take a look at that one. He said it could end up that the crosswalk is moved to a safer location.

With the extra help from summer temp. employees our street crews managed to paint quite a few curb returns (the painted yellow around corners). They didn't get to all of them but they were able to get the boulevards and main arterials. Hopefully over the next couple of years they'll be able to get all of the corners striped and create appropriate vision clearance at all of the intersections.

Graf asked what was happening with the parking lot at Pioneer and Lithia. Fleury said it was one of the projects that were recommended for improvement by the Downtown Beautification Committee to Council and Council approved that recommendation. Keri KenCairn, Landscape Architect has the design for the landscaping and irrigation but that has yet to be approved by Council. He thinks it is going before them on October 20<sup>th</sup>. Graf added he feels that is something the Downtown Parking Committee should look at since that is one of the lots that is important to downtown. Fleury pointed out that she isn't proposing any circulation changes or anything like that. It is just a landscape improvement.

Barth wondered where things were at with the Grandview shared road item that was discussed at the last meeting. Fleury said he was going to provide an update later in the meeting during the Normal Avenue discussion.

Morris inquired about whether bump outs are automatic when adding a crosswalk. There was a crosswalk put in near SOU a while ago and parking was left next to it so you can't see the curb and the crosswalk. Fleury said crosswalks should have 20 feet of no parking directly adjacent to them on both sides. He added there are various requirements for meeting ADA grade. ODOT's typical standard is to do the bump out. Morris said he was curious about the midblock crossings. Fleury said a Traffic Engineer would need to look at those to see if there were sight issues to warrant a bump out.

## **OLD BUSINESS**

### **Ashland Shuttle**

Amarotico mentioned she was at the Livability Forum in Medford the previous day and one of the main things that the area appeared to be lacking for livability was transportation. With that, she does have a few concerns.

The route (exit 14 to 19) that is proposed includes areas that are currently served by RVTD from 5:30am to 8:00pm.



She is concerned we aren't trying to reinvent the transportation wheel. She feels like it could put our public transportation in a worse position than it is currently in.

Her second major concern is who is going to pay for the shuttle. When the bus service was free ridership was up and when that went away ridership went down. One of the things that was mentioned was to have the hotels help pay for it but she pointed out the Windsor has a shuttle. They said it is highly used for the plays (approximately 8:00-11:30 pm) but that it is only run seasonally. This tells her the private sector doesn't have a big incentive to run it year round.

If this is what the citizens of Ashland want she would like to see where we can get the money for an electric shuttle and how we can invest and enhance what is already going with RVTB, rather than starting our own transportation system.

Young thanked Amaratoc for putting a lot of thought into this. He doesn't feel this is the Transportation Commission's place to worry about fiscal and other aspects of it. In 22 years he has watched it dismissed because of concern regarding who is going to pay for it. His sense is there are enough people out there to form a well represented group of people who have the desire to do the research necessary to move this forward. He feels like we'll stop all innovation by them being the ones to voice what it's going to cost. The bike share was one idea that languished because the committee thought there was no money. He said it feels like we'll stop any and all innovation by them being the ones to voice what it is going to cost. There is a tremendous amount of citizen energy. The SOCAN group gave a great presentation at the prior commission meeting. They show a tremendous amount of energy, they are not fiscally irresponsible people, and they demonstrate an ability to work together. As far as the RVTB conflict, the reason ridership is down locally is who is going to spend the money on a bus that only comes every thirty minutes as opposed to something that is just serving Ashland? He added he spoke to Paige Townsend at RVTB and she wants them to know they are willing to work with the city at the appropriate time. As far as seasonality, he thinks that is something this group would determine. He thinks their role is really to support the formation of an ad hoc committee that is carefully selected, willing to do the work and includes as many players as possible.

Barth said he is sort of a hybrid of both points. He would like to see RVTB blend seamlessly with whatever solution Ashland comes up with. He also appreciates the RVTB experiment that did work when it was free to ride.

Bender agreed with Young and thinks this will become one of the attractive things about Ashland for tourists and residents. He agrees with establishing an ad hoc committee.

Graf essentially agrees with everything everyone said about the benefit of having a shuttle. He worries that at one end they are thinking too big and on the other hand they are thinking too small. If the city is truly going to be served they really need to think about the circuit down E Main and not just run the shuttle side by side with RVTB down route ten.

Morris asked to comment before the motion was made. He said he wasn't at the last meeting when the presentation was made but his view on RVTB in the past twenty five or thirty years is they like their busses the way they are. The busses don't cover a lot of town and people up on the hills have no access to the bus unless they can get down to the main streets. So if a shuttle was created it would need to cover more than just route ten. It also would have to go somewhere where RVTB could transfer them to other parts of the valley. He said there is a whole group of people that this isn't going to fit. He pointed out that the group present in the audience is older and he wonders where the younger segment of the population is. He feels that is the energy needed to drive the project. He thinks if they want to form a subcommittee there are a lot of things that need to be looked at before financing. He mentioned Dave Chapman had once said at a council meeting that the biggest problem with transportation is we always want to get

people that can't pay for it to ride it and in order for it to work you have to get people that can and will pay for it. He said this is only his personal opinion and not a council opinion. He will support a subcommittee to explore this but it needs to be defined as to what they're trying to do (ridership, funding etc.).

Graf said those are all of the things a subcommittee would need to do and he thinks what Young has been saying is everybody sees all of these issues and just throws their hands up and walks away because they think nothing can be done. This commission is saying they don't quite want to do that but there are a lot of devils in the details that have to be worked out as a part of the plan.

Young responded saying Graf covered most of his thoughts but he disagrees with the assumptions about routes, ridership and what was said about RVTD. He believes RVTD is an important player in this envisioned planning group. He added this is about forming a group to look at everything, leaving no stone unturned.

Graf added that what he has seen done in the past is this sort of back of the envelope calculations with different assumptions and people quit because they aren't that exciting. We may need to throw all of that away and start at a new place by designing a system that really works for Ashland.

Bender shared there is a revolution going on in the U.S. with regard to public transportation. Currently they are seeing the highest ridership in public transportation since the 1950's and a lot of it is young people.

Young/Bender m/s the Transportation Commission issue a statement of support for an Ashland shuttle and request the Mayor and City Council, in consultation with the Transportation Commission, develop a process to further explore this.

Young said he is nervous about the composition of the subcommittee. He would like to see something similar to the Siskiyou Boulevard ad hoc committee that he was on fifteen years or so ago. His hope is that the Transportation Commission oversees this committee.

**Motion withdrawn.**

Young/Bender m/s the Ashland Transportation Commission supports the further study of an Ashland shuttle and requests that the Mayor and City Council, in consultation with the Transportation Commission, appoints an ad hoc committee to this end.

**Motion withdrawn.**

Young/Barth m/s the Ashland Transportation Commission requests the Mayor and City Council, in consultation with the Transportation Commission, to form a committee to explore the viability of a shuttle in Ashland.

**All in favor. Motion passes unanimously.**

#### **FOLLOW UP ITEMS**

##### **Downtown Parking and Multi-Modal Circulation Study Update**

Graf and Young gave a brief update. Graf shared there will be no meeting in October and he also added the guiding principles and the proposed eighteen month timeline are up on the city's website as well as the other committee documents.

## **N. Main Bus Stop locations**

Fleury said the Chair had sent him an email about this issue and he spoke to Paige Townsend about it. She said to send her the bus stop id number and potential relocation spots. Both of the stops if they were pushed one to two hundred feet south would be in ideal locations which wouldn't interfere with any driveways or access points. Paige said they would go out next week and determine if the potential locations meet all of the requirements to be moved there. Fleury said this would open it up for cars to safely pass the busses when they are stopped.

## **Normal Ave. Neighborhood Plan Status Update**

Fleury provided an update. He said the ordinances and plan are at council. As far as the shared road, the ordinance still has to go through first reading and then it has to go to second reading. Once the second reading is complete it becomes codified and the shared road can actually be enacted.

## **INFORMATIONAL ITEMS**

### **Action Summary**

### **Traffic Crash Summary**

MacLennan shared with the Commission he had received a copy of a letter sent to ODOT (see attached).

Further discussion was had regarding the crash summary. Amarotico stated the bike accident in August involved one of her daughter's close friends and it was her fault (riding on the sidewalk, against traffic etc.). She wondered what resources kids have for learning how to ride properly. Young said Egon is a really good resource but Amarotico pointed out that she attends Willow Wind which may have refused the Egon's program. Young said Bellview refused it but they weren't sure about whether Willow Wind did.

### **Oregon Impact September Newsletter**

### **Encroachment Guidelines**

## **COMMISSION OPEN DISCUSSION**

Young asked who is responsible for keeping sidewalks free of obstructions. Fleury said it falls under the nuisance ordinance which regulates that the abutting property owner must maintain the sidewalk. The nuisance ordinance is managed by Kevin Flynn, Code Compliance Officer with the Community Development department. Young said he would like to see a future agenda item where they make a statement to council to direct somebody to do a sweep of our sidewalks throughout the city.

Graf is concerned with how they can be sure that all of the various commission talk to one another. He said he heard about the public art piece that is going in by the fire station at the Mayor's brown bag. He added it is kind of like the bike rack thing where it would be nice if they knew about these things before they happen. He trusts that staff is looking at some of this stuff but it would be nice to have it as an informational item. Young said maybe they need to seek out a way to stay informed because sometimes there are also firewalls between the departments. Fleury responded saying the open discussion is sort of a way to stay on top of things and also by him providing routine updates to the commission as previously discussed during this meeting.

## **FUTURE AGENDA TOPICS**

### **Public Outreach/Education-Oregon Impact Programs**

### **Traffic Control Resolution Update**

### **Deer Signage**

### **Traffic Crash Summary PD letter**

**ADJOURNMENT**

Meeting adjourned at 8:10 pm

*Respectfully submitted,*

*Tami De Mille-Campos, Permit Technician*

**ASHLAND TRANSPORTATION COMMISSION**  
**MINUTES**  
**October 22, 2015**

These minutes are pending approval by this Committee

**CALL TO ORDER**

Chair Joseph Graf called the meeting to order at 6:00 p.m. in the Civic Center Council Chambers, 1175 E. Main Street.

**Commissioners Present:** David Young, Joe Graf, Danielle Amarotico, Corinne Viéville, Alan Bender, and Dominic Barth

**Commissioners Absent:** None

**Staff Present:** Scott Fleury, and Tami De Mille-Campos

**Council Liaison Absent:** Michael Morris

**ANNOUNCEMENTS**

Graf pointed out the agenda is going to change so the North Main crosswalk item won't be discussed tonight due to Kim Parducci not being able to attend the meeting.

**CONSENT AGENDA**

Approval of Minutes: August 27, 2015

Young correct minutes as follows:

*David Young met with Mike Faught to specifically discuss the draft design for the continuous bike lane for downtown. Currently large trucks double park to load and unload, and two (2) of the businesses park their smaller vehicles in the yellow zone to unload and have been cited. It was determined to temporarily create a loading zone in the last space to allow loading/unloading. The final solution/decision would be based on the recommendation from the downtown parking committee.*

*David and Mike met with business owners on the block (Brothers, Liquid Assets, Spice and Tea Exchange) and presented them with a current design plan for the corridor. During that meeting, there was some dialogue regarding parking issues and solutions. In addition, Diamond Parking's ticketing of smaller vehicles unloading/loading in the yellow zone was discussed and they were in agreement to reserve a space to allow unloading and loading.*

Minutes approved unanimously as corrected.

Young asked why the September minutes were not on the agenda for approval. He commented that it doesn't serve the commission and he doesn't know what it will take. Whether staff needs a volunteer from the commission to help get them done but to not have them available isn't fair to those that may rely on that historical record.

**PUBLIC FORUM**

Joyce Van Anne, 386 North Laurel

She said about 6 years ago the city designated Laurel as a safe route to school zone and put in sidewalks to make it safer for kids to walk back and forth to school. At the corner of Laurel and Orange there is a 4-way stop sign and at the corner of Laurel and Hersey (at the RR tracks) there is another 4-way stop sign. She lives in between those two points. In her opinion traffic is going way too fast and above the posted speed limit. Her concern is that someone is going to get hurt. She would like to suggest the transportation commission to study that area on Laurel and see if there is some way to encourage people to slow down (stop sign at Ohio, speed reader board or calming bumps like they have on Oak Street).

Bender asked if the city could do anything and Fleury explained typically the first thing that would be done is a speed and volume study to see what the 85<sup>th</sup> percentile is and then from there, staff can make further decisions based on the data collected.

## **NEW BUSINESS**

### **Climate conference transportation session**

Graf attended the conference put on by SOCAN (Southern Oregon Climate Action Now) in Medford in October. He said not surprisingly the transportation group largely focused on strategies that would get people out of cars and into transit. The three major areas the breakout group wanted to work on were: increased funding for transit, educating people on ways they could use other modes of transportation, and breaking down the barriers to people using different modes of transportation. He mentioned he had a discussion with someone from RVTD after that meeting and told them that the city wanted to study a trolley. The person asked why we were going to reinvent the wheel and study this again. Graf said he came back and did some research and found that the Transportation System Plan (TSP) actually has a pretty comprehensive transit plan in it. He spoke to Mike Faught yesterday and in talking with Mike and Scott the challenge with the motion that was made at the last meeting is that it is a very general charge to just form a committee. He said he tends to agree with the person from RVTD in why are we going to reinvent the wheel by forming a committee. If a committee was formed the chances are the committee wouldn't start right away, it likely wouldn't start until after the downtown committee finishes up. So after all of that, he has put some thought into this so he is recommending that this be held in this commission a little longer. It could be a study session with RVTD and Faught where the commission digs through what is in the TSP so that way they can be more specific with what they are recommending to the Council. Otherwise this could be pushed off and momentum would be lost in the process.

Amarotico said it sounds good but wondered what to do since the motion was already made last month. Graf said we could do a motion saying we want to retract the previous motion but on the other hand the motion wasn't specific.

Young said his motion wasn't to hand anything off to Council. He thinks Graf has given this a lot of thought but he is a little skeptical. He said it was similar to what he is recommending with keeping it with the Transportation Commission and spearheading a diverse group of people who have the interest and expertise to provide beneficial feedback. By mentioning council he just thought maybe the commission needed to get their blessing. Now what he is worried about is that this is a stall tactic from the point of view of some people.

Graf actually thinks this is a better, faster way to get where they want to get. As he understood the motion, it was a recommendation to the Mayor to constitute a committee. Young thanked Graf for that and said he is convinced.

Corinne remembers the TSP and what is being proposed as being a little different from each other. She said everyone needs to be brought up to speed on the TSP first.

Barth said he likes it but wondered if there is any risk if they find things within the TSP that they disagree with.

Graf said that is perfectly ok because things have changed since then and they may decide they want to make different recommendations.

Young said there really isn't that specific. There was identification of a new bus route and a transit hub near the railroad tracks but the TSP itself is broadened to where they don't have to amend it.

Bender asked in terms of the commission continuing the discussion would it continue to be on the agenda.

Graf said it would be once we can get RVTB and Mike here for a meeting, ideally at the next meeting. Corrine wondered if the commission could discuss this amongst themselves without RVTB and then the commission would know what they are talking about when they meet with them. Barth thinks the same thing.

Graf said they could do that if they wanted to but the idea of having RVTB and Mike present is they have the TSP background knowledge.

Barth said Vieville's suggestion was maybe so that they could all be more focused.

Young said everyone should really be familiar with the TSP. What he likes about this is they are making a commitment as a commission to now focus on transit for a period of time. He added if he understood what Graf was saying about the conversation with Mike, to study the shuttle in isolation from the transit plan it would be a disservice to the TSP.

Graf agreed, saying the goal isn't necessarily to get people into a shuttle but to get people out of their car and move people around more effectively. The answer may be a shuttle; it may not be a shuttle.

Bender RVTB is just one player in this. The University, OSF etc. should also be included. He thinks it would be ok to meet with RVTB first if need be with the understanding that the other players would be included at some point.

Corrine would like to try to get RVTB to come but if they aren't able to make it she would like to see the commission be able to continue without them and then have them at the next meeting.

#### **November and December Meeting Dates**

With the November and December meetings landing on holidays the commission agreed to change the meeting dates to the following:

November 19<sup>th</sup> and December 10<sup>th</sup>

#### **Deer Signage**

Fleury shared with the commission that the Mayor had a deer summit and there was a lot of discussion about what to do with the deer population. The City Administrator has asked the Transportation Commission to discuss the possibility of installing deer crossing signs within certain areas of the city. The commission had a discussion regarding the ideal locations for the deer crossing signs.

Officer MacLennan feels anywhere on North Main (maybe between the 900 block and Maple) would be a good place and Siskiyou Blvd around Haggen's (Morton to Sherman area).

The commission recommended the following: Near the breadboard restaurant, for northbound traffic and near the railroad trestle for southbound traffic.

#### **Traffic Crash Summary**

Young said it seems to be the same issue where the driver stops for a pedestrian and gets rear ended and there is no citation issued. He asked why and what message is being sent by this? MacLennan said he agrees and isn't sure why citations aren't being issued especially when they have cars being towed away and people complaining of injuries.

Further discussion was had regarding the crash summary.



MacLennan said the principal at Walker is requesting a crosswalk. He discussed with her the possibility of midblock crossings but doesn't know if they would have anyone able to man those. He wasn't able to ask her because she was busy but he will get with her next week to talk about that. Fleury said the only way Kim Parducci would come close to recommending a mid block crosswalk for a school would be if it was a manned crosswalk. MacLennan agrees with that. Fleury said with something like that you would want to do a new drop ramp and curb bump out to shorten up the crossing. The problem with this location is it is already narrow due to the bike lane. MacLennan will follow up with the principal and they will go from there.

He also brought up the issue with the Bridge Street parking. The business owners want to know if the upper portion between Lee and Siskiyou can be timed. Fleury said the businesses made the request to Kevin Flynn (Code Compliance officer) and Kevin passed that on to him but it wasn't in time to add it to this agenda. Staff will bring something formal back to the commission at a future meeting.

### **Mayor Brown Bag Meeting**

Danielle said she attended half of the meeting and really enjoyed attending. Graf said the reason this is on the agenda is because some of the commissioners said they were interested in learning about what was going on with the other commissions throughout the city so this would be a recurring agenda item for whoever is representing the commission at the meeting to report back. Young asked if any of the commissioners would be interested in fanning out to the other commissions and acting as a liaison. Fleury said it will be an ongoing item in the informational items section of the agenda. Graf pointed out the Mayor's brown bag meeting tomorrow is cancelled.

There was a discussion regarding the liaisons and those that are currently vacant such as SOU & Ashland School District.

### **OLD BUSINESS**

#### **North Main Crosswalk Analysis**

Agenda item postponed.

### **FOLLOW UP ITEMS**

#### **Grandview Shared Road and Guardrail Status**

Fleury shared some of the background on this issue. He said Mike recently met out there with David Chapman, Paul Rostakis and the property owner and now he has been tasked with bringing an engineer on board to determine an appropriate solution that protects the homeowner's interest and also the shared road interest. Right now the guardrail from edge of pavement is right around the 2 foot range. According to the street standards the shoulder width should be around 3 ½ feet for pedestrian refuge so the task is to create a solution to that. He will be meeting with an engineer on Monday morning to scope it and start working on the solution and then once the solution is identified Faught will work with the property owners and propose a couple of the solutions and get consensus.

#### **Normal Ave. Neighborhood Plan Update**

He shared with the commission that Normal Avenue is going back for a continued first reading at the November 17<sup>th</sup> meeting and then the second reading would be in December. Once all the ordinances are finalized the one ordinance that is critical to this is the designation of the shared road within our development and design standards which then will allow for the implementation of any shared road to occur.

#### **N. Main Bus Stop locations**

Fleury said Paige Townsend has given her maintenance guy the green light to relocate those 2 bus stops with the semi seats about 100' south at each location which will then allow vehicles to get around the bus.

## **INFORMATIONAL ITEMS**

### **Action Summary**

**Traffic Crash Summary** – moved up in the agenda

**Oregon Impact September Newsletter**

## **COMMISSION OPEN DISCUSSION**

Barth asked which commissions would be good ones to sit it on. Graf said Planning would be a good one because a lot of it relates to the Transportation Commission. Young said he would like to see someone from this commission attend the Planning Commission meetings maybe on a rotational basis and report back. This way this commission isn't surprised by things such as the Normal Avenue neighborhood plan. Fleury pointed out the Conservation Commission has a new subcommittee related to climate change and carbon footprint, that might be one to attend. Barth is going to try to attend the 4<sup>th</sup> Tuesday of the month Planning Commission meetings.

Vieville asked about the lights on Walker. She said she thought he was going to put 2 more lights (4 buttons). Fleury said he just needs to order 4 more buttons to complete that intersection. Further discussion was had between Vieville and Fleury regarding the Audible Pedestrian Signal buttons on Walker.

Bender wanted to share with the commission that someone had tried a car share concept here a number of years ago which was a failure but he would like the commission to continue to look at car sharing. Young pointed out that SOU actually has two available cars through Zip Car directly across the street from 7-11. Amarotico said anyone can use them, not just SOU students. The commission would be interested in having someone come to a meeting to talk a little more about the program. Fleury will try to coordinate that for a future meeting.

Young said he notices in his neighborhood that homeowners are not taking responsibility for maintaining a safe corridor for walking on the sidewalks. He said Kevin Flynn, Code Compliance officer is supposedly in charge of this but it is on a complaint driven basis, rather than having someone going out and enforcing this. He would like to have Kevin come to a future meeting. Fleury said his understanding is that after noticing them, if it's not fixed then city staff will go out. The Electric department does their routine work around the wires. We typically maintain vision clearance around street signs but we really don't go out and do any type of vegetation maintenance adjacent to the sidewalk without first noticing the property owner of the nuisance ordinance. He went on to say if there is a trip hazard and an ADA issue and we get notice of that the property owner has 30 days to fix that. If they don't fix it within the 30 days the city fixes it and then we lien the property until we get paid back for the work. Our Engineering department handles these complaints. As soon as we are in receipt of the complaint, Karl Johnson sends the notice out and stays on top of tracking those. Vegetation, trash cans, bumpers blocking the sidewalk falls more into Kevin's area because that is under the nuisance section of the code. The commission decided they would like to have Kevin attend a future meeting.

## **FUTURE AGENDA TOPICS**

**Public Outreach/Education-Oregon Impact Programs**

**Traffic Control Resolution Update**

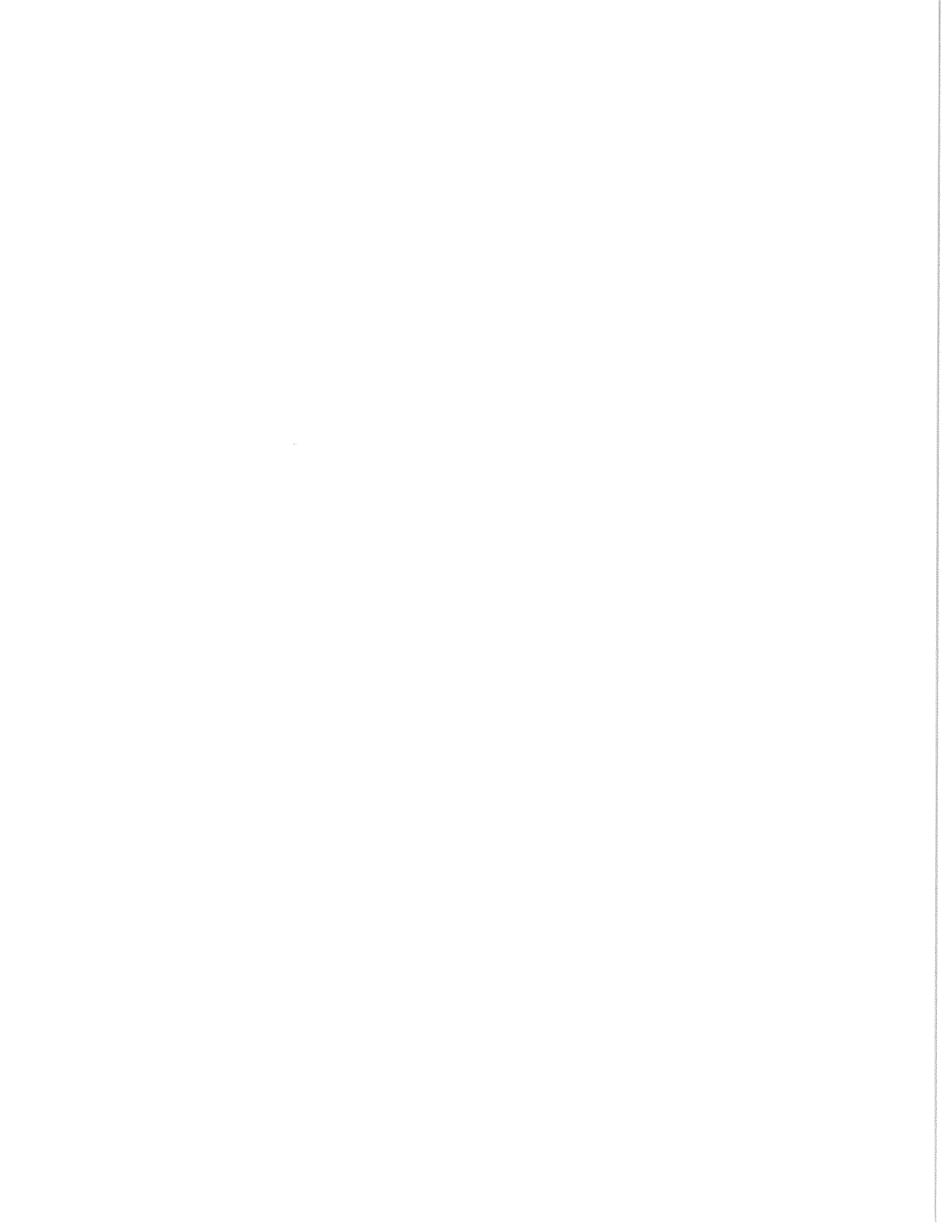
**Traffic Crash Summary PD letter**

## **ADJOURNMENT**

Meeting adjourned at 8:01 pm

*Respectfully submitted,*

*Tami De Mille-Campos, Permit Technician*



# Memo

CITY OF  
ASHLAND

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Date: November 10, 2015  
From: Scott A. Fleury  
To: Transportation Commission  
RE: N. Main Crosswalk Discussion

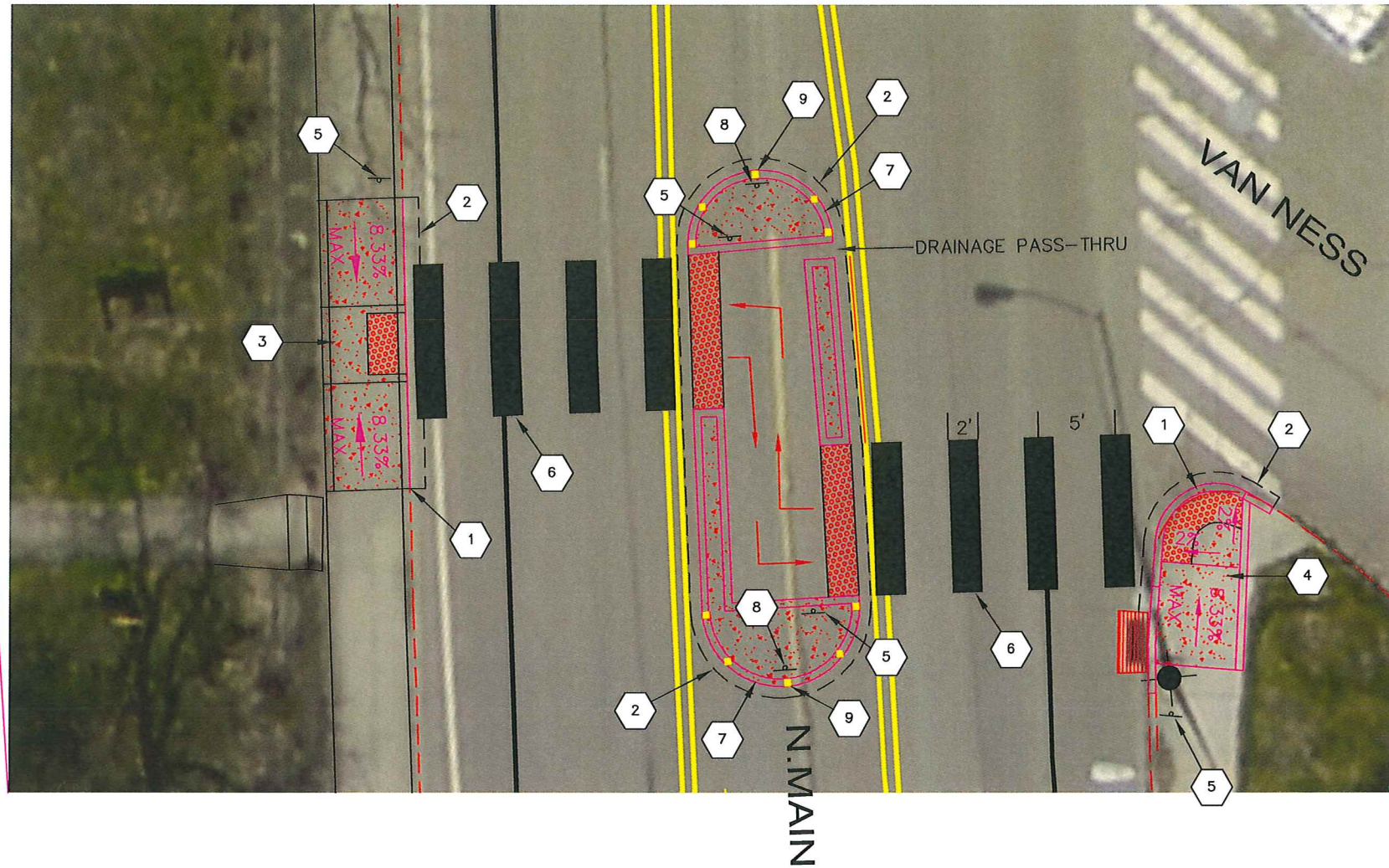
**BACKGROUND:**

Kim Parducci of Southern Oregon Transportation Engineering will discuss her N. Main crosswalk analysis to date with the Commission and answer questions. Reference attached design documents for crosswalk improvements.

**CONCLUSION:**

This item is for continued discussion and questions regarding the proposed crosswalks at Van Ness and Nursery. Once the Oregon Department of Transportation reviews and approves the crosswalk locations the design will be presented before the City Council for approval.





**N.MAIN CROSSWALK AT VAN NESS**  
SCALE 1" = 10'

**CONSTRUCTION NOTES**

- 1 CONSTRUCT VERTICAL CURB, PER OREGON STANDARD DWG RD700, E= MATCH EXISTING
- 2 SAWCUT AND REMOVE EXISTING AC, SIDEWALK, AND CURB TO CUTLINE. (CLOSEST JOINT)
- 3 CONSTRUCT HANDICAP RAMP PER OREGON STD DWG RD755 "PARALLEL RAMP" REAR CURB INSET INTO SIDEWALK. BRICK RED TRUNCATED DOMES
- 4 CONSTRUCT MODIFIED HANDICAP RAMP PER PWE STD DWG CD750 "DESIGN B". BRICK RED TRUNCATED DOMES.
- 5 CITY FORCES TO INSTALL W11-2 (36" X 36") AND W16-7P (30" X 15").
- 6 CITY FORCES TO INSTALL THERMOPLASTIC PAVEMENT STRIPING - 9' WIDE CROSSWALK WITH 24" WIDE SOLID STRIPES PER ODOT STD DWG TM503
- 7 CONSTRUCT RAISED MEDIAN ISLAND PER OREGON STD DWG RD710, AND RD707 OPTION "B" E=7" FULL HEIGHT E=3" AT NOSE. 1.0' SHY DISTANCE, CITY FORCES TO PAINT NOSE TRAFFIC YELLOW
- 8 CITY FORCES TO INSTALL R4-7 KEEP RIGHT SYMBOL SIGN 18" X 24"
- 9 CITY FORCES TO INSTALL YELLOW BI-DIRECTIONAL TYPE I RPM AS SHOWN (5 EACH NOSE)

**STRIPING AND SIGNING NOTES**

- 1. STRIPING SHALL BE TYPE B-HS, THERMOPLASTIC, NON-PROFILE, 3.0MM. EXTRUDED PER SECTION 00867 OF THE OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION.
- 2. ALL SIGNS AND PAVEMENT MARKINGS SHALL COMPLY WITH CURRENT MUTCD, AND OREGON SUPPLEMENT.
- 3. ALL EXISTING STRIPING IN CONFLICT WITH PROPOSED STRIPING TO BE SAND BLASTED PRIOR TO INSTALLING PROPOSED STRIPING.

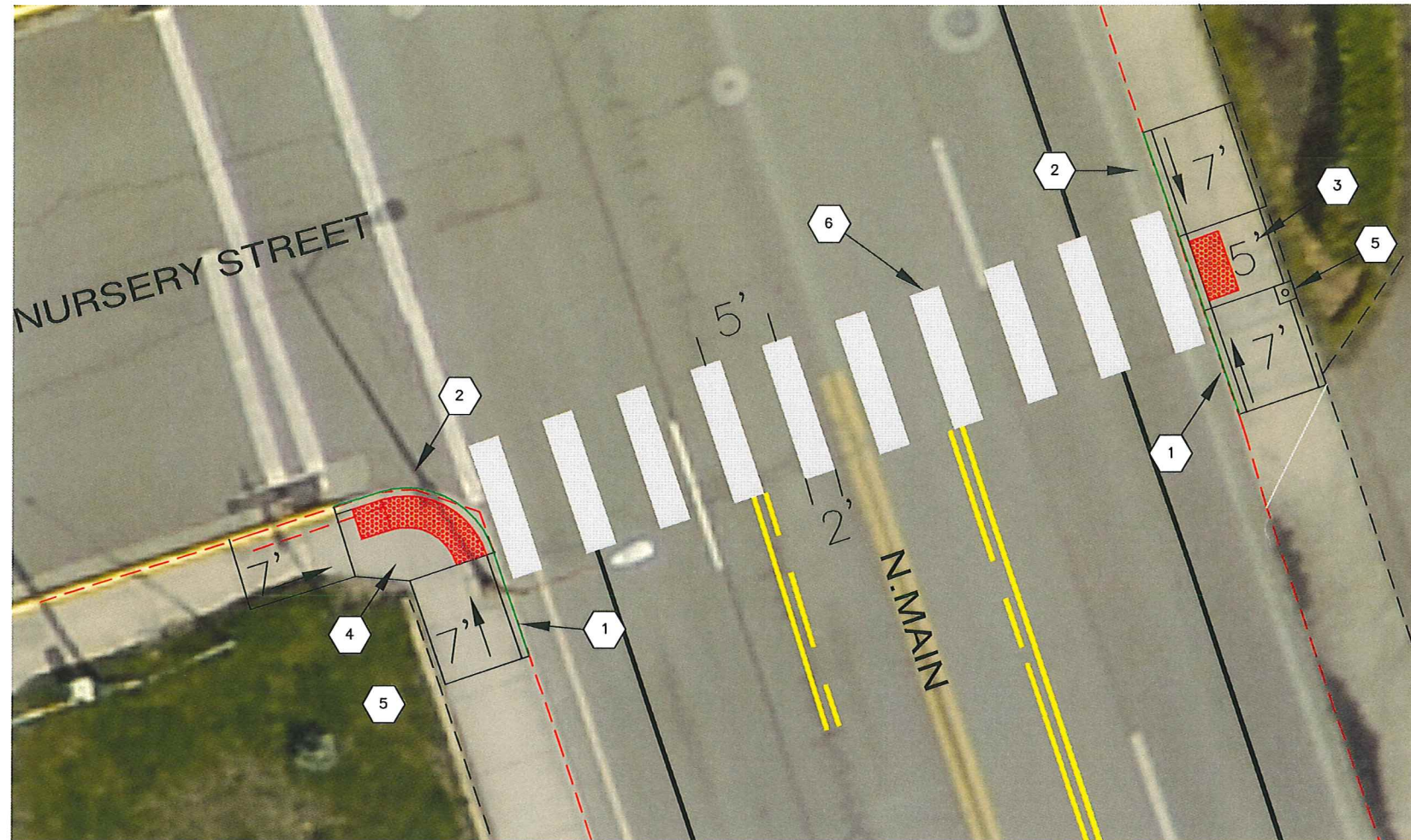
**GENERAL NOTES**

- 1. CONSTRUCTION SHALL CONFORM TO THE 2015 OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION.
- 2. ALL CONCRETE TO BE 3300 PSI AT 28 DAYS UNLESS OTHERWISE SPECIFIED.
- 3. CONTRACTOR SHALL BE RESPONSIBLE TO CLEAN AND MAINTAIN EXISTING PUBLIC STREETS IN A TIMELY MANNER.
- 4. CONTRACTOR SHALL NOTIFY OREGON UTILITY NOTIFICATION CENTER (811) PRIOR TO BEGINNING WORK.
- 5. ALL CONTRACTORS AND SUBCONTRACTORS SHALL BE PRE-QUALIFIED WITH ODOT AND THE CITY OF ASHLAND PRIOR TO BEGINNING WORK.
- 6. ALL EXISTING APPURTENANCES TO BE SET FLUSH WITH FINISH GRADE, ALL BOXES TO BE SET SQUARE WITH CURB.
- 7. ALL EXCAVATION OVER UTILITIES TO BE HAND EXPOSED (POTHOLED) AND USE REASONABLE CARE TO PREVENT DAMAGE TO EXISTING UTILITIES.
- 8. CONTRACTOR TO FIELD VERIFY ALL UTILITIES PRIOR TO CONSTRUCTION.
- 9. CONTRACTOR TO INSTALL EROSION CONTROL PRIOR TO BEGINNING CONSTRUCTION.
- 10. OBTAIN ALL NECESSARY PERMITS FROM COA AND ODOT FOR PROJECT.



N.MAIN CROSSWALK AT VAN NESS 20 E. MAIN STREET ASHLAND, OREGON					
DESIGNED BY	BFB	DATE	2015-06-02	PROJECT'S JOB NO.	
REVIEWED BY	KP	DATE	2015-06-02	AGENCY JOB NO.	
REVISIONS		DATE	2015-06-02	2015-	
PUBLIC WORKS ENGINEERING				DRAWING NO.	C1
www.ashland.or.us 541-488-5597 fax 488-6008				OF	1





**N.MAIN CROSSWALK AT NURSERY STREET**  
SCALE 1" = 10'

**GENERAL NOTES**

1. CONSTRUCTION SHALL CONFORM TO THE 2015 OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION.
2. ALL CONCRETE TO BE 3300 PSI AT 28 DAYS UNLESS OTHER WISE SPECIFIED.
3. CONTRACTOR SHALL BE RESPONSIBLE ALL CONCRETE TO BE 3300 PSI AT 28 DAYS UNLESS OTHER WISE SPECIFIED.
4. CONTRACTOR SHALL BE RESPONSIBLE TO CLEAN AND MAINTAIN EXISTING PUBLIC STREETS IN A TIMELY MANNER.
5. CONTRACTOR SHALL NOTIFY OREGON UTILITY NOTIFICATION CENTER (811) PRIOR TO BEGINNING WORK.
6. ALL CONTRACTORS AND SUBCONTRACTORS SHALL BE PRE-QUALIFIED WITH THE CITY OF ASHLAND PRIOR TO BEGINNING WORK.
7. ALL EXISTING APPURTENANCES TO BE SET FLUSH WITH FINISH GRADE, ALL BOXES TO BE SET SQUARE WITH CURB.
8. ALL EXCAVATION OVER UTILITIES TO BE HAND EXPOSED (POTHOLED) AND USE REASONABLE CARE TO PREVENT DAMAGE TO EXISTING UTILITIES.
9. CONTRACTOR TO FIELD VERIFY ALL UTILITIES PRIOR TO CONSTRUCTION.
10. CONTRACTOR TO INSTALL EROSION CONTROL PRIOR TO BEGINNING CONSTRUCTION.

**CONSTRUCTION NOTES**

1. CONSTRUCT STANDARD CURB AND GUTTER PER PWE STD DWG CD700
2. SAWCUT AND REMOVE EXISTING AC, SIDEWALK, AND CURB TO CUTLINE. (CLOSEST JOINT)
3. CONSTRUCT HANDICAP RAMP PER OREGON STD DWG RD755 "PARALLEL RAMP" REAR CURB INSET INTO SIDEWALK. BRICK RED TRUNCATED DOMES
4. CONSTRUCT MODIFIED HANDICAP RAMP PER PWE STD DWG CD750 "DESIGN B". BRICK RED TRUNCATED DOMES.
5. INSTALL SIGN POLE BASE, CONTROLLER, AUDIBLE BUTTON, SIGNS PER DETAIL. FOLLOW MANUFACTURES SPECIFICATIONS FOR INSTALLATION OF RRFB AND CONTROLLERS. POLE FOUNDATION, UTILITY VAULT 4-LB OR EQUIVALENT, COORDINATE ANCHOR BOLT SIZE AND SPACING WITH UTILITY VAULT WHEN ORDERING.
6. CITY FORCES TO INSTALL THERMOPLASTIC PAVEMENT STRIPING - 9' WIDE CROSSWALK WITH 24" WIDE SOLID STRIPES PER ODOT STD DWG TM503

**STRIPING AND SIGNING NOTES**

1. STRIPING SHALL BE METHOD B, THERMOPLASTIC, NON-PROFILE, 3.0MM. EXTRUDED PER SECTION 00862 OF THE OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION.
2. ALL SIGNS AND PAVEMENT MARKINGS SHALL COMPLY WITH CURRENT MUTCD, AND OREGON SUPPLEMENT.
3. ALL EXISTING STRIPING IN CONFLICT WITH PROPOSED STRIPING TO BE SAND BLASTED PRIOR TO INSTALLING PROPOSED STRIPING.

**NOTES**

CITY FORCES TO INSTALL SIGN POLE BASE'S, ELECTRICAL, SOLAR POWERED SIGNS, AND CONTROLLERS FOR RRFB PER MANUFACTURES SPECIFICATIONS, AND ODOT STANDARDS.



N.MAIN CROSSWALK AT NURSERY ST 20 E. MAIN STREET ASHLAND, OREGON			
DRAWN BY	DATE	PROJECT'S JOB NO.	
BFB	2015-06-02		
REVIEWED BY	DATE	ISSUE JOB NO.	
KP	2015-06-02		
REVIEWED BY	DATE	ISSUE JOB NO.	
??	2015-06-02	2015-??	
PUBLIC WORKS ENGINEERING			drawing no. C1 OF 1
www.ashland.or.us 541-488-5587 fax 488-5006			

# Memo

CITY OF  
ASHLAND

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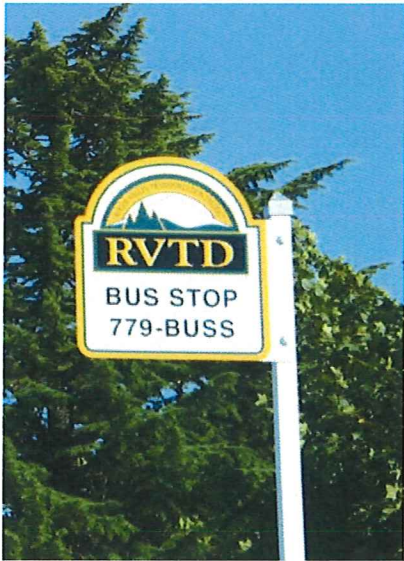
Date: November 10, 2015  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Transit Study Session

**BACKGROUND:**

This item is in response to the Commission wanting to have a study session regarding the existing and future planned transit improvements within the City of Ashland.



Section 9 Transit Plan



## TRANSIT PLAN

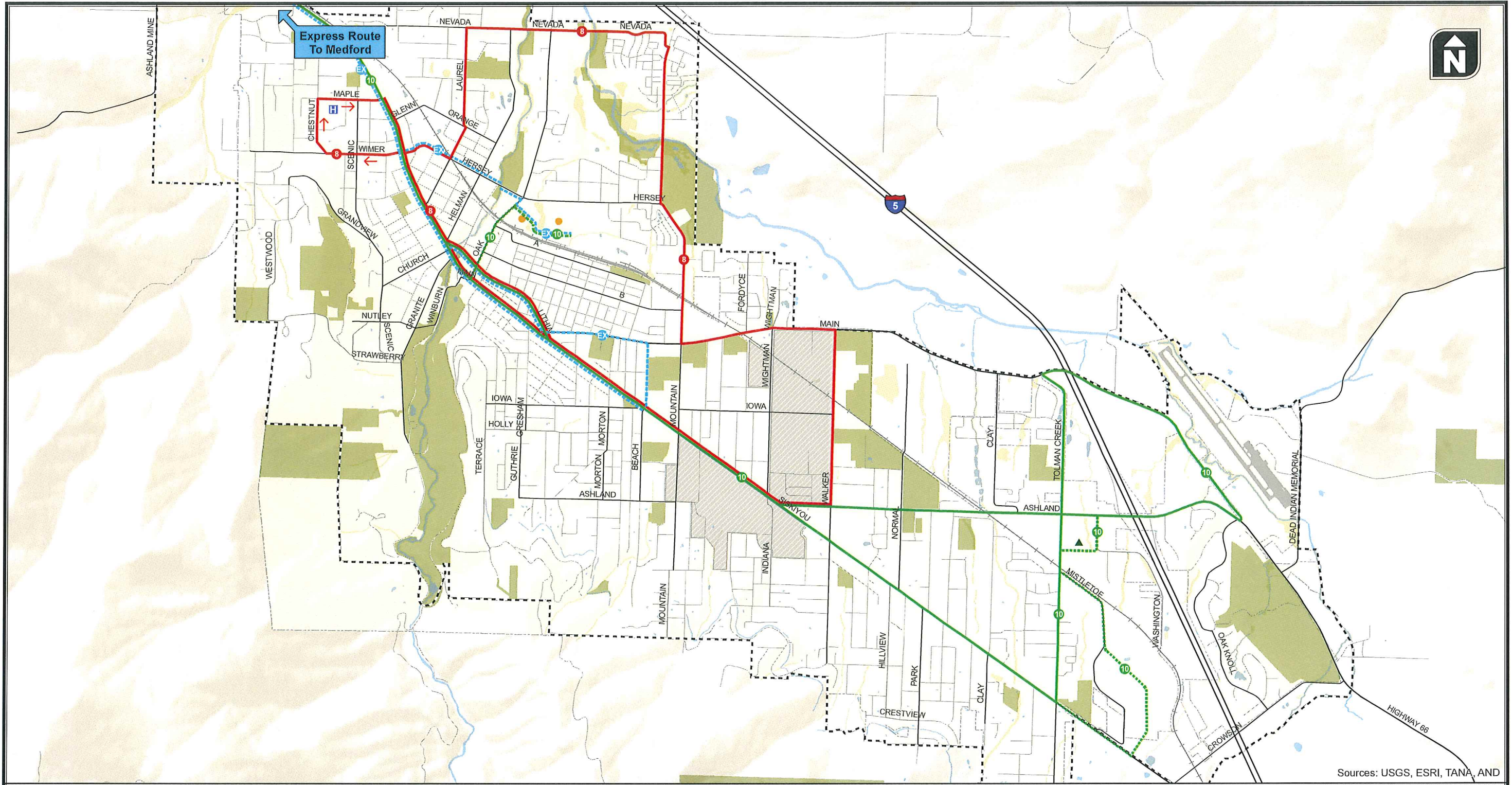
The transit plan presents policies and programs focused on improving transit service within and to/from Ashland. Figure 9-1 illustrates the existing and planned transit routes in the City of Ashland based on the City's transit priorities. The planned routes and service improvements are discussed below in the subsection: Program #5 (O5) Transit Service Program.

### Policy #14-19 (L14 through L19) Transit Enhancement Policies

The following transit enhancement policies improve access to transit, land uses surrounding transit, and/or physical elements or attributes which the City has the direct ability to influence.

- **Policy #14 (L14) Encourage Greater Concentrations of Housing** – Establish policies and/or incentives to encourage a greater concentration of housing along transit corridors and within urban renewal districts as a means to increase transit ridership and establish transit attractive destinations (*Goal 3 and 4*).
- **Policy #15 (L15) Upgrade Sidewalk Facilities** – As project opportunities arise through Capital Improvement Program (CIP) investments or development, upgrade sidewalk facilities to ADA compliance on streets where transit service is provided and/or planned (*Goals 2 and 4*).
- **Policy #16 (L16) Provide Street Lighting** – As project opportunities arise through CIP investments or development, install and/or improve street lighting at transit stops and along streets leading to transit stops (*Goals 2 and 4*).
- **Policy #17 (L17) Provide Bicycle Storage** – As project opportunities arise through CIP investments or development, incorporate bicycle storage at major transit stops, including the downtown core, Southern Oregon University (SOU), and the Ashland Street (OR 66)/Tolman Creek Road intersection (*Goals 3 and 4*).
- **Policy #18 (L18) Increase and Improve Pedestrian Crossing Opportunities** – As project opportunities arise through CIP investments or development, improve pedestrian crossing opportunities across major roadways to facilitate access to transit stops (*Goals 2 and 4*).

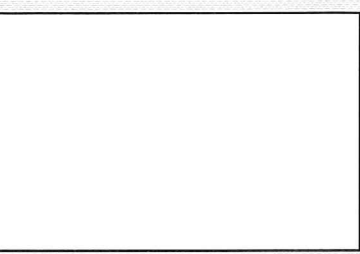




Sources: USGS, ESRI, TANA, AND

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

## Existing and Planned Transit Service



**Figure  
9-1**



- **Policy #19 (L19) Work with RVTD to Monitor and Improve Transit Stop Amenities** – As opportunities arise, upgrade transit stop amenities based on ridership thresholds (*Goals 2 and 4*). Ridership thresholds and amenities include:
  - Level 1 (stops with 0 to 19 riders/day) -  
Bus stop sign with route information and attached bench
  - Level 2 (stops with 20 to 49 riders/day) –  
Level 1 amenities plus separate bench and ADA landing pad
  - Level 3 (stops with 50 or more riders/day) –  
Level 2 amenities plus covered, lit shelter and  
secure bicycle parking (e.g., bicycle lockers)

Policies related to other critical transit service elements such as hours of service, service frequency, fare, and service coverage are included below under “Programs”; these require coordination with the Rogue Valley Transportation District (RVTD), the regional transit provider.

#### Program #5 (O5) Transit Service Program

The Transit Service Program provides funds and guidance on how to allocate funds to improve transit service (and increase transit ridership) in Ashland in collaboration with RVTD. *Improving transit service to, from, and within the City of Ashland is an important element to help the City move toward its goals of creating a green template (Goal 1), supporting economic prosperity (Goal 3), and creating system-wide balance (Goal 4).*

#### ***Brief History of Transit Service in Ashland***

The City of Ashland has a history of subsidizing transit in the form of reducing fares for trips within Ashland and paying for an additional transit route in Ashland. These investments were made with the goal of increasing transit ridership.

In approximately January of 2003, the City of Ashland began subsidizing fares for transit trips within Ashland such that transit use was free to riders. Completely subsidized fare continued until approximately June 2006 at which time the City reduced the amount of the subsidy such that trips within Ashland were \$0.50 for riders. From 2009-2011, the City of Ashland has continued to subsidize fares for transit trips within Ashland (although at a rate less than in 2006) and paid for additional service within Ashland (Route 15) to increase the frequency of bus service to approximately 15-minute headways on weekdays. The addition of Route 15 did not have the level of impact on ridership desired by the City and in 2011, RVTD decided to increase service frequency on Route 10 to 20-minute headways. Route 10 provides service within Ashland and to Medford. As a result, the City of Ashland has ended its subsidy to fund Route 15 and is not currently subsidizing fares.

Subsidies to RVTB for reduced fares and 15-minute service in Ashland were approximately \$200,000 per year after the Business Energy Tax Credit (BETC) credit. Any future subsidized program should have the outcome of increased ridership.

### *Transit Service Priorities*

Transit service priorities for RVTB and the City are discussed below. The priorities identified by RVTB in their long range plan are relevant to the City, because RVTB is currently the City's public transportation provider. The City's priorities discussed below are the specific transit service enhancements the Transit Service Program will use to fund.

#### *RVTB's Transit Service Priorities*

RVTB's Long-Range Plan for transit service expansions includes three tiers of transit service expansion priorities based on three potential funding scenarios. Tier 1 includes the highest priorities for service expansion and primarily includes extended hours on existing transit service with some minor service expansion. Tier 2, which is based on a higher funding scenario, includes Tier 1 service expansions in addition to a second level service expansion priorities which include additional routes, express routes, and peak service. Tier 3 expansions, although still a priority, are lower in priority than the Tier 1 and Tier 2 expansions and include additional routes and the formation of a transit grid system.

The Tier 1, 2, and 3 projects identified in RVTB's long-range plan that would enhance transit service to, from and in Ashland are described in Table 9-1.

**Table 9-1 RVTB's Transit Service Enhancement Tiers**

Transit Service Enhancement Tiers	Transit Service Expansions
Tier 1	Expanded service hours on weekdays (4 a.m. to 10 p.m.) and provide Saturday service (8 a.m. to 6 p.m.)
Tier 2	Provide Circulator Service in Ashland on the east side of OR 99, Four Hour Peak Service, and Express Route (15 minute service) from Medford to Ashland Plaza.
Tier 3	Provide additional transit routes in South Ashland.

#### *The City of Ashland's Transit Service Priorities*

The City of Ashland's priorities for expanded transit service are compatible with RVTB's priorities although slightly different and are described in more detail below.

- 1) Establish a Customized Bus Pass Program** – Establish a customized community bus pass program that will target groups such as high school students, seniors, public employees, and those in financial need. *The program should be crafted to provide passes to groups that are likely to have the most impact on ridership as well as those in financial need of assistance.*

- 2) **Extend Service Hours** – Extend service hours for Route 10 into the weekday evenings (e.g., 10:00 p.m.) and provide service on Saturday and Sunday. Encourage RVDI to implement extended service hours on other key routes.

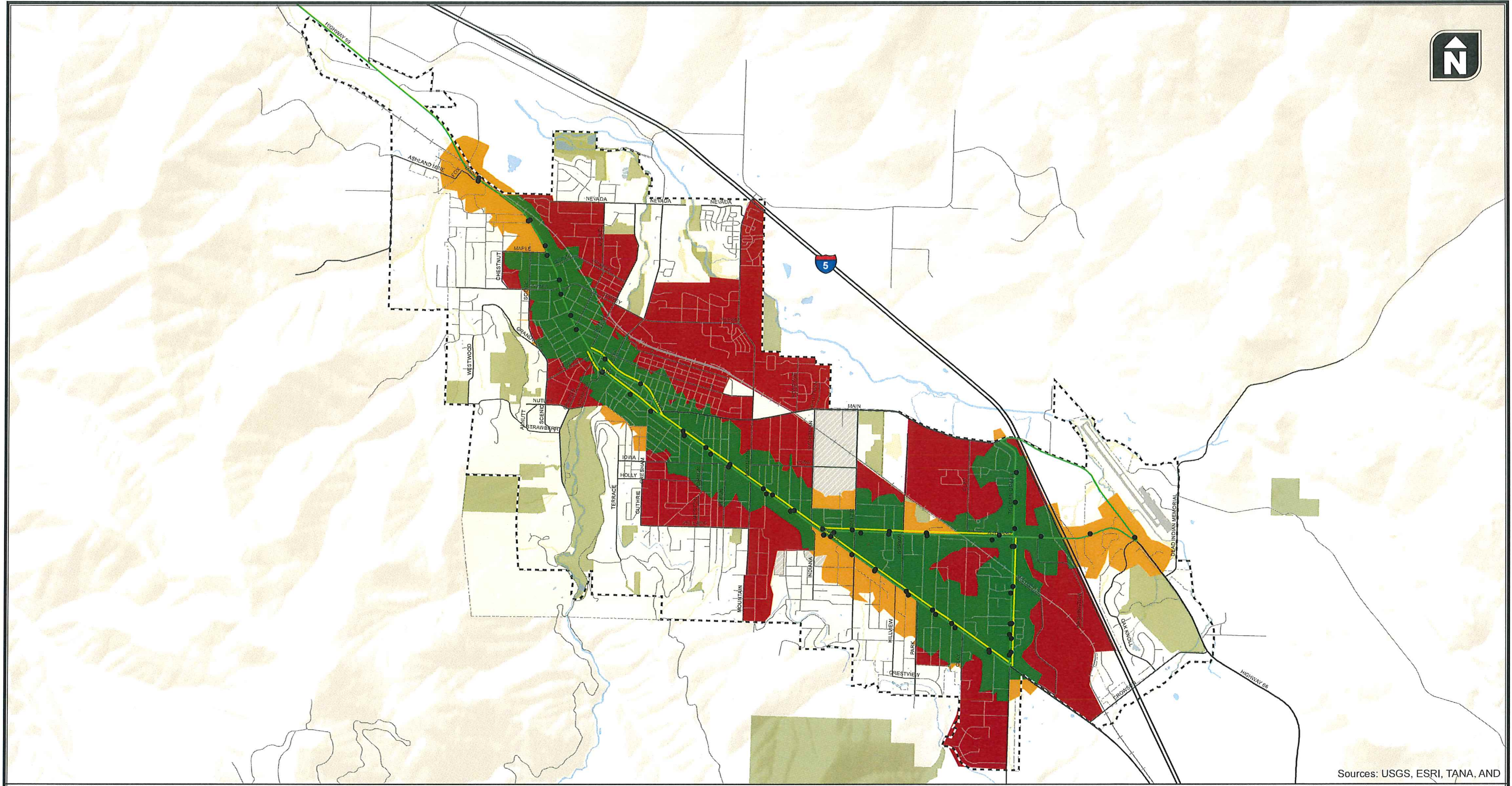
*2012 RVDI extended service hours on Route 10 to 10:00 p.m. on weekdays and provides Saturday service. The benefit of extended service hours is somewhat limited to local trips as not all routes that connect to Route 10 in Medford have extended service hours. However, the extended service hours on Route 10 serve a need between SOU and SOU's Medford campus; however, this need may also potentially be served by a shuttle service operated by SOU.*

- 3) **Provide Express Bus Service to Medford and the Rogue Valley International Airport** – Continue to explore opportunities with RVDI to establish express bus service to and from Medford and the Rogue Valley International Airport during the morning and evening commute hours and timed with flight arrivals and departures.

*Express bus service could be provided via additional service on Route 10 with limited to no stops between downtown Ashland, downtown Medford, and the Rogue Valley International Airport. Figure 9-1 illustrates the potential express bus service route including two long-term park-and-ride locations within the City of Ashland. The two long-term locations are: 1) Railroad District adjacent to Hersey Street and 2) the Croman Mill Site. The Railroad District location preserves the opportunity establish a transit hub near downtown that would be well served by future commuter or passenger rail service. The Croman Mill Site provides the opportunity to operate a two-hub system, if the site and surrounding area develops to such a density to warrant a second hub.*

- 4) **Expand Service Area** – Work with RVDI to expand the transit service area as additional areas within the City become capable of supporting transit services. Areas capable of supporting transit service that are not currently being provided transit service are shown in red in Figure 9-2.





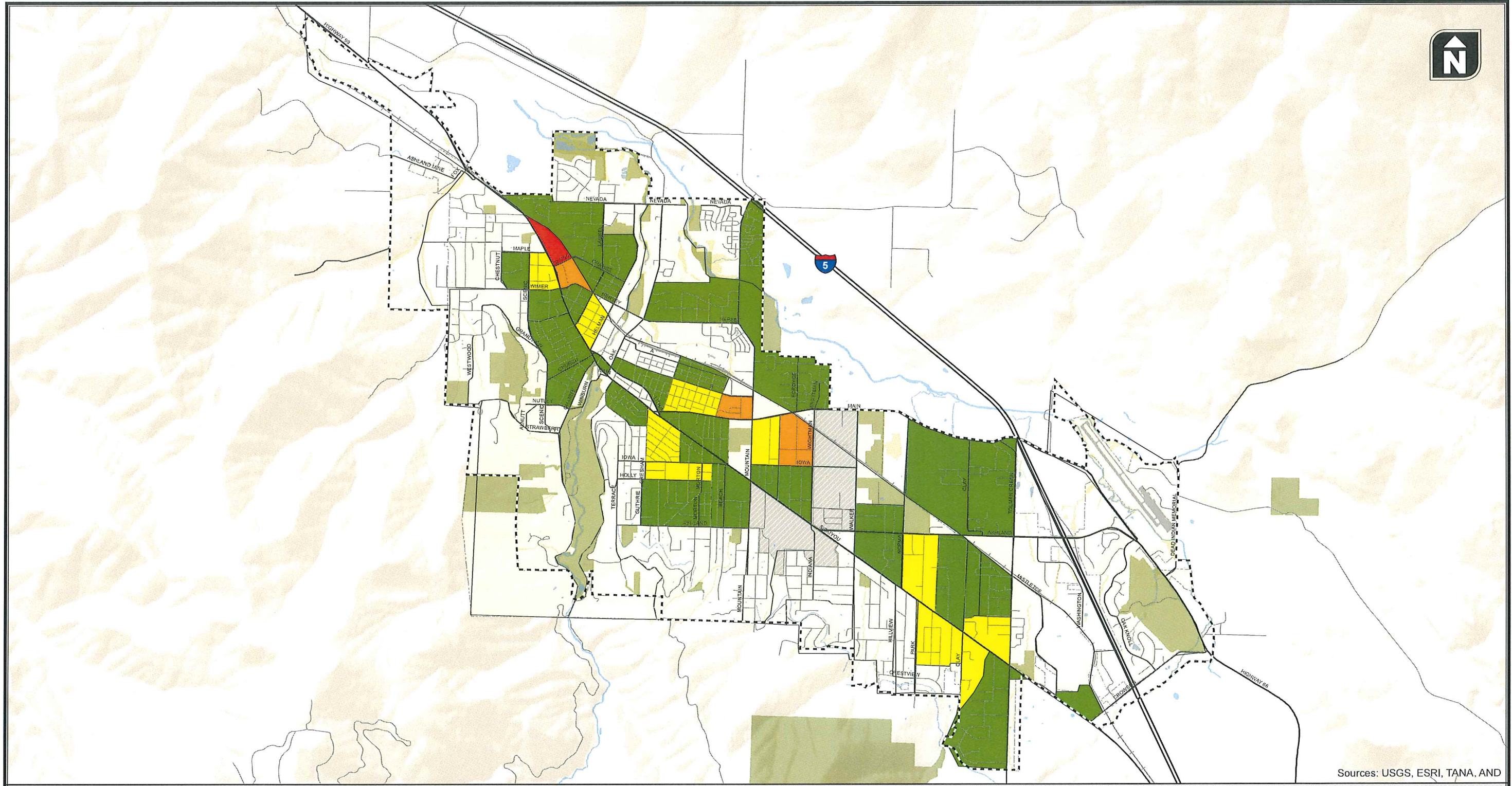
Sources: USGS, ESRI, TANA, AND

- Bus Stops
- Bus Route 10
- Bus Route 15
- Transit Supportive Areas Served
- Current Service Coverage Area
- Transit Supportive Areas Unserved

**Transit Supportive Areas  
Based on Existing Service  
(Based on 2034 Household and Employment Forecasts)**

**Figure  
9-2**





Sources: USGS, ESRI, TANA, AND

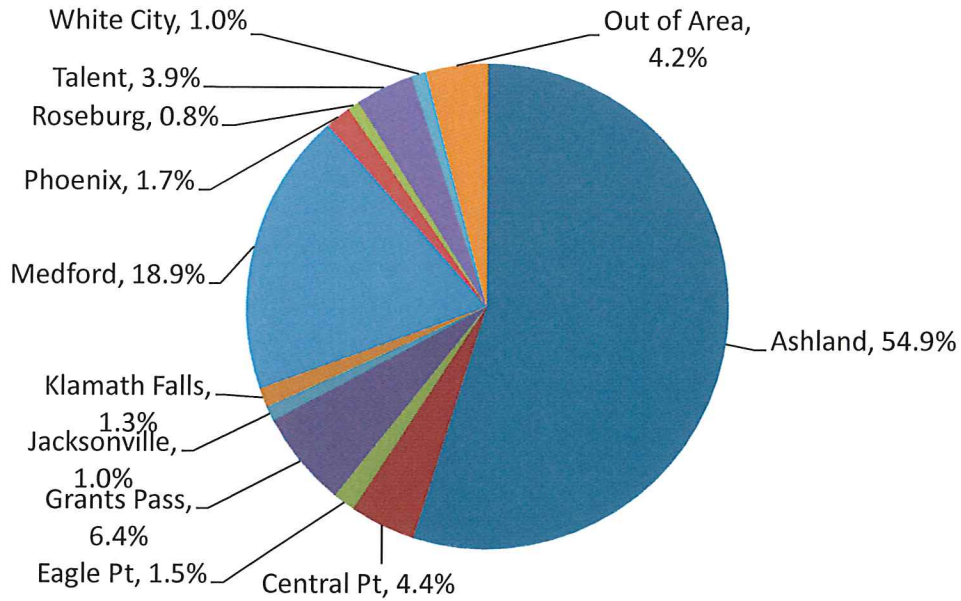
- < 3 HH/Acre (Unsupportive)
- 3 - 6 HH/Acre (1-Hr Service)
- 6 - 8 HH/Acre (30-Min Service)
- 8 - 12 HH/Acre (15-Min Service)
- 12+ HH/Acre (10-Min Service)

## 2034 Forecasted Household Densities and Transit Service Frequency

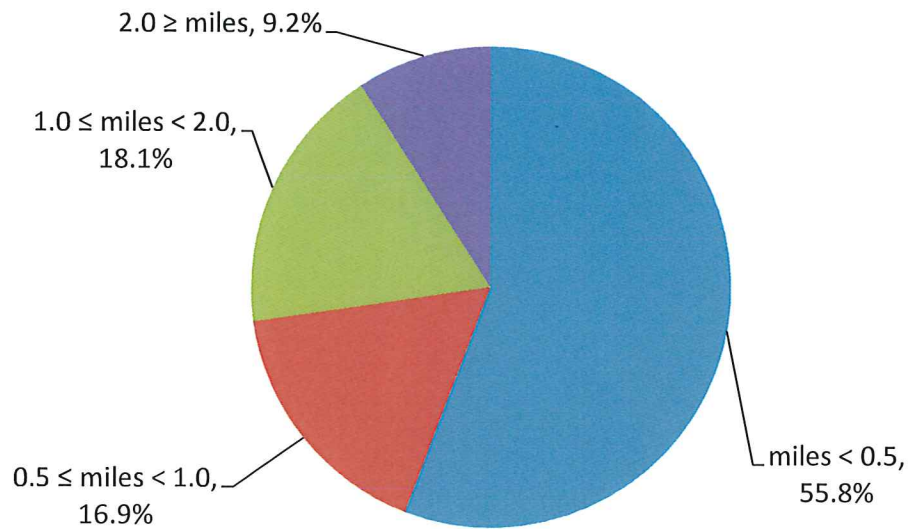
**Figure  
9-3**



**Exhibit 9-1 Percent of Students in Nearby Cities**



**Exhibit 9-2 Percent of Ashland Students Distance from Campus**



- 8) **Support Fare Free Transit in Ashland** – Work with RVTD to continue to explore the feasibility of fare free transit within Ashland.

*As documented in the Supplemental Transit Information Memorandum (dated May 16, 2011), a 2002 synthesis of fareless transit service policies concluded fareless policies may be appropriate for smaller transit systems in communities where some of the primary disadvantages of fareless service (e.g., overcrowding, security, and problem riders) may not be significant concerns. See the Supplemental Transit Information Memorandum (dated May 16, 2011) for more details.*

**10) Establish Rubber Tire Trolley Circulator** – The City should explore opportunities to establish a rubber tire trolley circulator within Ashland as a means to facilitate non-auto travel by visitors, students, and residents making shorter trips. Figure 9-4 illustrates a potential circulator route and stop locations. *The conceptual level cost of establishing a circulator is estimated to be \$2,800,000 to \$4,500,000. This estimate assumes 15 stops along the circulator route (stops on Siskiyou Boulevard and Ashland Street would be located on the outbound and inbound direction of travel) and five trolley vehicles to provide 15 to 20 minute headways. The stops are estimated to cost \$20,000/each to \$50,000/each (depending on the amenities provided) and the vehicles are estimated to cost \$500,000/each to \$750,000/each (depending on quality and type).*

The City may choose to implement lower priority transit service improvements before higher priority transit service improvements based on the opportunities that arise in discussions with RVTB (e.g., in the near-term, it may be more feasible to implement Priority 3 than Priority 1).

#### ***Transit Service Program Funds***

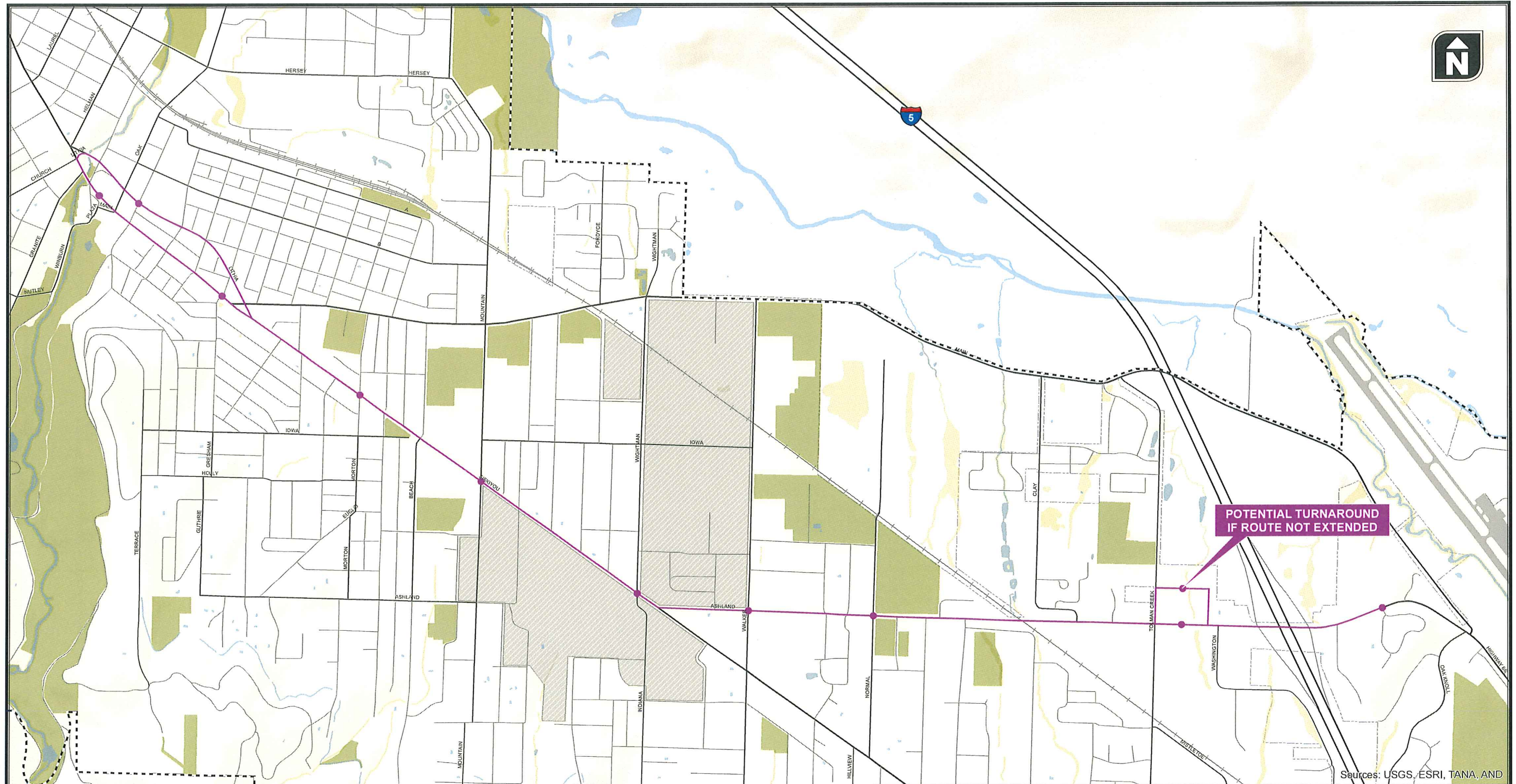
The Transit Service Program funding approach is outlined below. The City will use the funds to support policies L14 through L19 and priorities 1 through 9 discussed above. This includes establishing transit hubs, supporting circulator service to serve visitors, and supporting service to SOU students.

- Years 0 to 5 - \$200,000/year
- Years 5 to 10 – \$250,000/year
- Years 10 to 15 – \$300,000/year
- Years 15 to 25 - \$350,000/year

To the extent the City uses these funds to support service provided by RVTB, the City will work with RVTB to establish a common set of performance measures to help guide decisions on whether changes to transit service have been cost effective investments for the City. The performance measures will help the City decide if incremental increased investment in transit service changes is financially sound. The performance measures may also indicate benefits to RVTB as well as the City, which may provide the basis to establishing a matching funds agreement, where RVTB invests a certain amount of money for every dollar invested by the City.

At some point in the future, the City may choose to alter the funding allocated to the Transit Service Program based on the effectiveness of their investments with RVTB. The City may also choose to use their Transit Service Program funds to hire a private transportation company to provide some or all of their public transit service.





Sources: USGS, ESRI, TANA, AND

● Rubber Tire Circulation Routes and Stops

### Rubber Tire Trolley Route and Stops

Figure 9-4

Members of Ashland Transportation Commission;  
Ashland Police Department;

I live in Ashland, Oregon at 690 Oak Knoll Drive, and have lived there for over 16 years. I visited the Ashland Police Department last week to inform them of my safety concern, and the receptionist indicated that I should bring this issue to the attention of the Transportation Commission.

In the past few years, traffic on Highway 66 has increased significantly, making it difficult and sometime dangerous to negotiate the intersection of Oak Knoll Drive, Highway 66, and East Main Street. I expressed concerns regarding safety to the police department several years ago, and noted that police increased patrols of the area, after which the speeding on northbound Highway 66 seemed to decrease for a while.

I also contacted several road maintenance personnel working in the area and suggested that the visibility from this intersection should be improved by trimming trees, as the distance looking south on Highway 66 from the intersection was short and obscured by tree limbs. I was told that there was a jurisdiction issue between the City of Ashland and ODOT, and nothing could be or was done.

Please refer to the attached pdf and photos of the intersection:

IMG\_0593: Looking across intersection from Oak Knoll, note the damaged guard rail.

IMG\_0595: Looking north from ~3 ft back of white line on Oak Knoll

IMG\_0596: Looking south from sidewalk at corner of Oak Knoll and Hwy 66

IMG\_0597: Looking south from ~3 ft back of white line on Oak Knoll

When negotiating the intersection from Oak Knoll Drive, whether to cross the intersection to East Main Street, or to turn left to go up the hill on Highway 66, the visibility to the south is limited to the vicinity of where Oak Hill Circle intersects Highway 66, about 300 feet. A vehicle traveling at 35 miles/hr will travel this distance in about 6 seconds, hardly enough time to cross the intersection or to turn left and accelerate up the hill of Highway 66. In any event, negotiating the intersection safely is marginal due to vehicle speed, time and distance. Moreover, with vehicles exceeding the 35 miles/hour speed limit, as often happens in both directions, the time to safely negotiate is reduced. At 45 miles per hour, the time to negotiate is reduced to about 4.5 seconds. The visible distance looking north (up the hill) on Highway 66 is about 500 ft, which allows about 10 seconds, provided vehicles are traveling at the 35 mile/hr speed limit. Vehicular traffic on these roads includes passenger vehicles, bicycles, and large logging and earth-moving trucks.

As can be seen from one of the photos, a recent accident has damaged the guard rail, and there have been several accidents occurring at this intersection in the past. To improve the safety at this intersection, several options may be available, including reducing the speed limit, increased police patrols, re-designing the intersection, and installation of a traffic light. Installation of a traffic light would seem to be the only solution that would result in a permanent improvement of



the safety of this intersection now and in the future, as the vehicular traffic will certainly increase.

Please feel free to contact me regarding this safety issue.

Sincerely,

John M. Gisclon  
690 Oak Knoll Drive  
Ashland, OR  
541-488-6928  
[gisclonjm@earthlink.net](mailto:gisclonjm@earthlink.net)



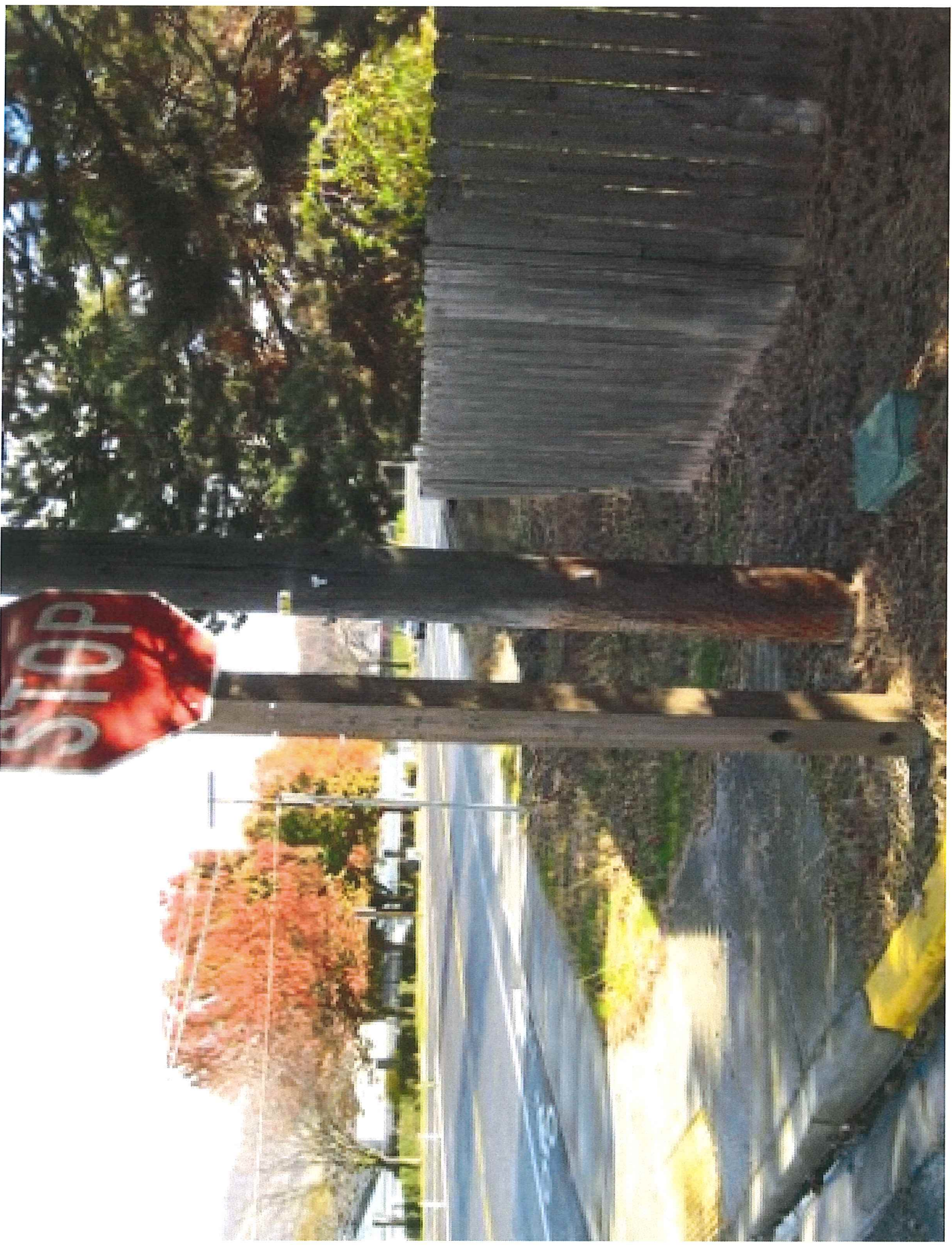














**Transportation Commission  
Action Summary  
as of October**

Month Year	Item Description	Status	Date Complete
June 25 TC	88 N. Main Loading Zone	TR15-02	
December 19 TC	Orange Ave. Bike Boulevard	TR13-14	11/14
October 24 TC	Faith Ave. Sharrows/Signs	TR14-2	11/14
August 26 TC	N. Mountain Ave Improvements	TR13-12	
May 23 TC	Bike Path Signage	Approved TR13-08	
May 23 TC	Plaza Parking Prohibition	Approved TR13-09	6/13
February 28 TC	Main St. Parking Restriction	Approved TR13-07	4/13
February 28 TC	Fair Oaks No Parking Restriction	Approved TR13-03	4/13
February 28 TC	East Main Crosswalk Signage	Approved TR 13-04	4/13
October 12 TC	B St. and Eighth St. sight distance	Approved, TR 2012-04	
October 12 TC	B St. and Second crosswalk sight distance	Approved, TR 2012-05	
September 12 TC	B St. and Second sight distance analysis	Staff report complete	
September 12 TC	Lithia/First Intesection Analysis	Traffic Engineer under contract to perform services	
August 12 TC	Centerline marking on Takelma Way	Approved, TR 2012-03	9/12
March 12	Sharrow markings on Maple St.	approved, TR 2012-01	10/12
March 12	Centerline marking on Crispin St.	approved, TR 2012-02	10/12
March 12	Loading zone on Lithia Way	not approved	
November 11 TC	Parking prohibitions on Highwood Dr.	approved, TR 2011-09	2/26/12
October 11 TC	Crosswalk on A Street	approved TR 2011-08	12/1/11
August 11 TC	Parking prohibitions on Almond	approved TR 2011-07	✓
August 11 TC	Stop sign at 4th and A Streets	not approved	
Jul 11 TC	Parking Prohibitions on E. Nevada	approved, TR 2011-04	3/6/12
Jul 11 TC	Stop Sign at Starflower	approved yield, TR 2011-05	11/17/11
Jul 11 TC	A' Shared Road	approved, TR 2011-06	10/28/11
June 11 TC	N. Main Road Diet	TC recommend implementation asap, approved 8/2/11	
June 11 TC	Parking prohibition on Central	TR 2011-03, install painted centerline, only	✓
May 11 TC	Stop sign on Homes	Stop sign not approved, other improvements implemented.	
May 11 TC	Stop sign on Pincrest	not approved	
May 11 TC	Left turn signal at Wightman	recommended review by traffic engineer	
May 11 TC	Memorial Sign Request	recommended development of a policy, approved by Legal/Planning. Approved by Council	1/27/12
Apr 11 TC	N. Main Road Diet Pilot	Approved by Council 8/2/11	
Feb 11 TC	Parking Prohibitions Meadowbrook	TR 2011-02 order sent to Street Div.	✓
Feb 11 TC	Parking Prohibitions on Liberty St	TR 2011-01 order sent to Street Div.	✓
Feb 11 TC	Bike Corral on Third Street	Completed & installed	✓
Dec 10 TC	Petition for ped. rail crossing	referred to TSP process	
Dec 10 TC	Siskiyou Blvd x-walk at Frances	no action required	12/16/10
Nov 10 TC	S Mountain Mid Block Crosswalk	Approved to be installed in cooperation with SOU	
Nov 10 TC	E Main @ RR Crosswalk Review	Commission asked stop sign replaced	
Oct 10 TC	A St. Sharrow Designation	Commission asked for Kittleson review	
Oct 10 TSC	Safety Sleeve for Bollard @ RR Park	replaced	✓
Oct 10 TSC	Storm Drain on Bike Path @ N Mtn	staff is researching	
Oct 10 TSC	Additional Vehicle Parking Downtown	Contacted ODOT	
Oct 10 TSC	Crosswalk at Lithia and E Main	TR 2010-06, order sent to Street Division	✓
Oct 10 TSC	Stop Sign at Helman & Nevada	not approved	✓
Oct 10 TSC	Stop Sign on 'B' @ Third	not approved	✓
Oct 10 TSC	Crosswalk on Siskiyou @ Morton	not approved	✓
Aug 10 TSC	Grandview/Sunnyview/Orchard/ Wrights	vegetation clearance referred to street dept for	
Aug 10 TSC	15 Minute Parking on A Street	TR 2010-05, order sent to Street Division	
Aug 10 TSC	First St Parking Prohibition Change	TR 2010-04, order sent to Street Division	
Aug 10 TSC	Granite St Parking Prohibition Change	not approved, Swales will resubmit request	✓
Aug 10 TSC	Hargadine St Parking Prohibition Change	review as part of TSP update	
Aug 10 TC	Bridge Street Parking Prohibition Change	Memo received from Fire Dept recommending against change	✓
Jul 10 TSC	Change		
Aug 10 TC	Truck Route Ordinance Review	Staff researching, Nov 2010 agenda item	
Jun 10 TC	2 Year Project List Goal Setting	3 goals selected	✓
Jul 10 TC	Audible Crosswalk Signals for Downtown	Viewille working w/staff to develop priority list for \$27K budget	
Jul 10 TC	Shared Road Policy	review as part of TSP update	
Mar 10 TSC	Yield Sign at Terrace @ Holly	TR 2010-02	✓
Mar 10 TSC	Ashland St @ YMCA Crosswalk	not approved by ODOT	✓
Mar 10 TSC	Oak St Crosswalk at A St	included in Misc Concrete Project; bids due 11/17/10	
Jul 09 TC	Additional Downtown Bike Parking	Implementation list complete, will be installed as budget permits	
Nov 09 TC & TSC	Crosswalk for East Main @ Campus Way	Staff applying for funding through grant application	
Nov 09 TC & TSC	Grandview Shared Road Improvements	TR 2010-03, other improvements likely in future	
Aug 09 TC	Oak Street Sharrows	TR 2010-01	✓
Jul 09 TC	Will Dodge Way Improvements	Complete	9/2010
Apr 09 TC	Siskiyou Bv Pedestrian Improvements	complete	✓
Aug 09 TSC	Union/Allison and Fairview Intersection	not approved	✓
Nov 09 TSC	Yield Sign at Palmer Rd	not approved	✓
Nov 09 TSC	Stop Sign at Indiana St	not approved	✓
Dec 09 TSC	Terrace St Traffic Calming	not approved	✓
Dec 09 TSC	Ashland Village Traffic Calming	not approved	✓

# MOTOR VEHICLE CRASH SUMMARY

MONTH: OCTOBER, 2015

NO. OF ACCIDENTS: 14

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
1	09:43	Thurs	Siskiyou at Bridge St	2	N	N	N	N	N	Y	N	N	DV2 turning right ran into v1 which was in the middle of executing a U-turn. Info exchanged, no citation.
1	20:42	Thurs	3rd St near B St	3	N	N	N	N	N	Y	N	N	Dv1 swerved to miss an animal in the street, panicked and stepped on accelerator instead of brake. V1 ran into parked v2 pushing it into v3. No citation
1	23:00	Thurs	Harrison St near Siskiyou	2	N	N	N	U	N	Y	Y	N	Veh was struck while parked. Heavy damage. No leads nor suspects.
3	02:01	Sat	N Pioneer St at Lithia Wy	2	U	N	N	Y	Y	Y	N	N	Head on crash, DUII and Failure to obey TCD. No narrative on report.
3	18:00	Sat	Beach St south of Henry St	2	N	N	N	U	N	Y	Y	N	Veh was struck while parked. No leads.
6	14:03	Tue	N Mountain Av at B St	2	N	N	N	N	Y	Y	N	Y	Dv1 struck v2 in rear passenger door and rear quarter panel in intersection. DV1 cited for failure to obey TCD for failing to stop at stop sign.
9	08:26	Fri	Hillview near Peachey	3	N	N	N	N	N	Y	N	N	While pulling out of a driveway, dV1 struck v2 which was traveling along the street. V2 was pushed by the impact into parked v3. Dv1 at fault, and warned- failure to yield to through traffic.
9	12:40	Fri	Siskiyou near S Mountain	2	Y	N	N	N	Y	Y	N	N	Dv2 rearended v1 which was stopped for pedestrians. DV2 cited for following too close.
12	10:03	Mon	N Main near Water St	2	Y	N	P	N	N	Y	N	N	Dv2 rearended v1 that was stopped for pedestrians. DV2 cited for following too close.
13	14:34	Tue	Siskiyou Blvd at Indiana St	2	N	N	N	N	N	Y	N	N	Dv1 executing a left turn in intersection was struck by v2 who was travelling through the intersection. No citation

# MOTOR VEHICLE CRASH SUMMARY

MONTH: OCTOBER, 2015

NO. OF ACCIDENTS: 14

16	12:20	Fri	Siskiyou at Bridge St	2	Y	N	N	P	N	N	Y	N	N	Dv1 stopped for peds was struck by dv2. No citation.
16	18:09	Fri	Hwy 66 at Ashland St	1	N	N	N	N	Y	Y	Y	N	N	driver crashed into guardrail, cited careless driving. No other details on report
18	12:12	Sun	8th St at C St	2	N	N	N	N	Y	Y	Y	N	N	Dv1 with right of way travelling through intersection struck v2 which failed to yield at intersection. Dv2 cited failure to obey tcd.
26	17:18	Mon	N Main St near Glen St	3	N	N	N	Y	N	N	Y	N	N	Dv2 rearended v1 pushing it into v3. No further details.

*As documented in the Supplemental Transit Information Memorandum (dated May 16, 2011), certain areas of Ashland not currently served by transit are forecasted to be capable of supporting transit by the year 2034 based on their population and/or employment densities. Areas within ¼ mile walk of a transit stop are considered to be served by transit as indicated by the green and yellow areas on Figure 9-2. The areas shown in red are based on the Transportation Analysis Zones (TAZs) in the regional travel demand model and do not necessarily warrant transit service within a ¼ mile. Rather, the areas in red help identify key corridors where future densities will be supportive of transit service (such as Hersey, Mountain, East Main, and Mistletoe). The City should work with RVTD to identify and fund new routes and/or modify existing routes to best serve these corridors when they develop to a point that transit service becomes feasible.*

Figure 9-1 illustrates the additional transit route, Route 8, identified to serve the unserved transit supportive area along Mountain Avenue. Route 8 is shown circulating via Nevada Street after the Nevada Street extension is complete (see project R17). The estimated cost to operate Route 8 is approximately \$580,000 per year. This assumes two buses operating on 30-minute headways for 10 hours per weekday.

*The need for an additional route in the south end of Ashland is likely longer-term than the proposed Route 8. The route to serve south Ashland would be dependent upon the development pattern but it could potentially travel within the Croman Mill development (as opposed to only along Tolman Creek Road) and serve the portion of E Main Street that is served less frequently by Route 10.*

- 5) **Central Hub** – Identify a location for a future transit hub to serve as a multi-modal transfer center for bus routes and Express Service operating in and to Ashland. Potential locations could include the long term park-and-ride locations shown on Figure 9-1.

*A typical early step for a city where transfers need to occur between routes is to have them occur on-street, perhaps at an enhanced stop (e.g., one with a larger, decorative shelter). Once the system grows to a size where multiple routes are meeting to transfer passengers, then an off-street center begins to make sense. As discussed as part of the Priority 3, two potential long-term transit hubs are: 1) Railroad District adjacent to Hersey Street; and 2) Croman Mill Site. The timing and extent to which these are developed will depend on the development occurring adjacent to the sites. The potential long-term Croman Mill Site could either be served by extending the express route or tied into the Railroad District hub via Route #10.*

*Another instance where an off-street center makes sense is when it serves intermodal transfers multiple times a day (e.g., intercity bus to local bus, commuter rail to local bus). A commuter express route to Medford could still pass through downtown to capture transfers from other routes while still serving the long-term park-and-ride site. Diverting existing routes should be avoided or minimized, because it increases travel time for the majority of passengers and risks increasing the costs of operating the route. The development of a central hub is estimated to*

cost approximately \$1,300,000. The preferred plan includes \$300,000 as local match for potential grant funds.

- 6) **Increase Service Frequency** – Use the thresholds documented in Table 9-2 to coordinate and program with RVTD increased transit service frequency in the future. *The current 20-minute headways on Route 10 are sufficient for Ashland given the existing and forecasted future residential densities.*

**Table 9-2 Transit Service Frequency and Residential Housing Densities**

Transit Service Frequency	Residential Density Threshold
Local Bus Service (1 bus per hour)	4-5 dwelling units/net acre <sup>1</sup>
Intermediate Bus Service (1 bus every 30 minutes)	7-8 dwelling units/net acre <sup>1</sup>
Frequent Bus Service (1 bus every 10 minutes)	12-15 dwelling units/net acre <sup>1</sup>
High Capacity Transit Systems (e.g., Streetcar, Light Rail)	25-50 dwelling units/net acre <sup>1,2</sup>

<sup>1</sup>Net acres are developed land not including streets, parks, etc.

<sup>2</sup>This density applies to station areas.

Figure 9-3 illustrates the 2034 forecasted household densities (densities shown in Figure 9-3 are based on gross acres) and the corresponding transit service frequency.

- 7) **Support Private Transit Circulator** – Work with Chamber of Commerce and existing businesses and hotels to provide a privately run circulator service (trolley or other type) to operate on a fixed route or on demand to help shuttle tourists from hotels to destinations throughout Ashland and potentially to the Rogue Valley International Airport. *Some hotels already provide some limited shuttle service and there could be benefit to consolidating these efforts to provide more robust service to all tourists. This service could be operated seasonally.*
- 8) **Support SOU Transit** – Work with Southern Oregon University (SOU) to provide a privately run circulator that targets SOU students’ needs including service to the Medford campus.

*Exhibit 9-1 illustrates the cities in which SOU students are living with approximately 45% living outside of Ashland some of whom it may be feasible to serve to via a circulator between SOU’s campuses in Ashland and Medford. Exhibit 9-2 illustrates of the 55% of students living Ashland, the percentage of those students living within a 1/2 mile, mile and 2 miles of campus. This information illustrates a well routed local circulator may be able to efficiently serve most of the students within Ashland.*