

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

March 23, 2017

AGENDA

- I. **CALL TO ORDER:** 6:00 PM, Civic Center Council Chambers, 1175 E. Main Street
- II. **ANNOUNCEMENTS**
- III. **CONSENT AGENDA**
 - A. Approval of Minutes: February 23, 2017 & February 9, 2017
- IV. **PUBLIC FORUM**
- V. **NEW BUSINESS**
 - A. Nevada St. Bridge (2 Hr.)
 - Staff Update
 - Commission Questions
 - Commission Discussion
 - Potential Motions
 - Next Steps
- VI. **TASK LIST**
 - A. Discuss current action item list
- VII. **OLD BUSINESS**
 - A. None
- VII. **FOLLOW UP ITEMS**
 - A. None
- VIII. **INFORMATIONAL ITEMS**
 - A. Action Summary
 - B. Accident Report
 - C. Making an Impact Newsletter (February)
- IX. **COMMISSION OPEN DISCUSSION**
- X. **FUTURE AGENDA TOPICS**
 - A. Transportation System Plan update process
 - B. CIP Budgeting
- XI. **ADJOURNMENT:** 8:00 PM

Next Meeting Date: April 27, 2017

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).

**CITY OF
ASHLAND**
Transportation Commission
Contact List as of March 2017

Name	Title	Telephone	Mailing Address	Email Address	Expiration of Term
Dominic Barth	Commissioner	617-840-5425	586 ½ C Street	dofriesgowiththatshake@yahoo.com	4/30/2018
Danielle Amarotico	Commissioner	541-840-3770	265 Alta Avenue	Danielle@CommonBlockBrewing.com	4/30/2017
Joe Graf	Commissioner	541-488-8429	1160 Fern Street	jlgrtrans15@gmail.com	4/30/2018
Vacancy					
Corinne Vièville	Commissioner	541-488-9300 or 541-944-9600	805 Glendale Avenue	corinne@mind.net	4/30/2019
David Young	Commissioner	541-488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2018
Sue Newberry	Commissioner	775-720-2400	2271 Chitwood Lane	sue.j.newberry@gmail.com	4/30/2019
Non-Voting Ex Officio Membership					
Mike Faught	Director of Public Works	541- 488-5587	20 E. Main Street	faughtm@ashland.or.us	
Stefani Seffinger	Council Liaison	541-708-3665	20 E. Main Street	stefani@council.ashland.or.us	
Brandon Goldman	Planning Department	541- 488-5305	20 E. Main Street	goldmanb@ashland.or.us	
Steve MacLennan	Police Department	541- 552-2433	20 E. Main Street	macledds@ashland.or.us	
Scott Hollingsworth	Fire Department	541- 552-2932	20 E. Main Street	hollings@ashland.or.us	
Janelle Wilson	SOU Liaison	541-552-8328	1250 Siskiyou Blvd	wilsonjan@sou.edu	
VACANT	Ashland Schools				
Dan Dorrell PE	ODOT	541- 774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Edem Gómez	RVTD	541-608-2411	3200 Crater Lake Av 97504	egomez@rvtd.org	
VACANT	Ashland Parks		20 E. Main Street		
Jenna Stanke	Jackson County Roads	541- 774-6231	200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org	
David Wolske	Airport Commission			david@davidwolske.com	
Staff Support					
Scott Fleury	Eng. Service Manager	541-488-5347	20 E. Main Street	fleury@ashland.or.us	
Karl Johnson	Associate Engineer	541-552-2415	20 E. Main Street	johnsonk@ashland.or.us	
Kyndra Irigoyen	Administrative Assistant	541-552-2427	20 E. Main Street	irigoyenk@ashland.or.us	

ASHLAND TRANSPORTATION COMMISSION SPECIAL MEETING

MINUTES

February 9, 2017

These minutes are pending approval by this Commission

CALL TO ORDER

Graf called the meeting to order at 6:02 pm

Commissioners Present: Joe Graf, Danielle Amarotico, Dominic Barth, Sue Newberry Corinne Viéville, and David Young

Council Liaison Absent: Stef Seffinger

SOU Liaison Absent: Janelle Wilson

Staff Present: Scott Fleury, Mike Faught, and Kyndra Irigoyen

RVTD Liaison Present: Paige Townsend

ANNOUNCEMENTS

None.

ADJUSTMENTS TO THE AGENDA

None.

PUBLIC FORUM

Willow Denon 132 6th St

She lives between B St and C St and since May there have been two wrecks there on the corner. People speed down B St at 40 MPH. She is requesting that there be a four-way stop on 6th St at B St and at C St. People will have to stop at C St and B St instead of flying through in their car. There are yield signs at C St but people still speed.

NEW BUSINESS

Transportation System Plan Update Request for Proposal

Graf and Fleury gave an overview of what the Transportation System Plan (TSP) is and the process for selecting a consultant for the five year plan update.

Public Forum

Sharon Javna 219 Almond St

Read from attached letter.

Ron Adams 642 Oak St

About 15 years ago he was in Santa Barbara, they have a lot of parking issues during the summer, as a tourist there he found it refreshing to get on the trolley to get around town, it made it easier, and it was popular. The driver of the bus pointed out points of interest and there was a sense of community on the bus, it was like a party. He thinks it would be great to have that in Ashland. The benefits are carbon footprint, fewer cars downtown, pedestrian friendly, reduce traffic and pollution, reduce competition for parking and eliminate for more parking or parking structures. He hopes that the consultant that is hired can incorporate the Climate Energy Action Plan and the Downtown Parking Plan and one that understands municipal public transportation rather than regional. In addition, we need someone who understands our carbon and emission goals, clean energy goals, and our desire to reduce traffic and the need for more parking. We need a consultant who understands the need for renewable and sustainable public transportation.

Marni Koopman 1206 Linda Ave

Read from attached PowerPoint.

James Stephens 640 Oak St

Read from attached PowerPoint.

Roy Sutton 989 Golden Aspen Pl

He agrees with Denon about the traffic on B St. Having an electric trolley will create less pollution for pedestrians. Business has to be supported, a proper shuttle would provide equal access to downtown without searching for parking space. He is in support of a citizen advisory committee to assist the commission.

Susan Rust 42 N Wightman

As the revision of the TSP begins, she urges the commission to include the following in the RFP:

- Ensure all elements of TSP are consistent and supportive with the Climate and Energy Action Plan
- Consultant coordinates closely with both staff and with ad-hoc committee
- Consider how each decision will reduce greenhouse gas emissions
- Coordinate with RVTB in ways the entire system can go from natural gas to electric buses
- Consider methods of providing electric shuttle to transport citizens and tourists in and out of the downtown area
- Coordinate connectivity for all modes of transportation
- Ensure that parking planning is incorporated in the TSP with eye for reducing parking altogether

Elizabeth Hallett 938 Mt. Meadows Circle

She thanked the Transportation Commission for shoehorning us into the new era.

Donna Swanson 863 Plum Ridge Dr

She said she echoes Hallett's comments.

Huelz Gutcheon 2253 Hwy 99

He seconds everything everyone has said. In the 90's the buses would pick up anyone who was walking on the side of the road and it was calm. Now everything is faster. Only 20% more people changed the town. The buses now run fast. They ruin the ambience of the town because they are running behind. Accidents happen and we do not know who causes them. The accidents are caused by cars, not the people walking. Everyone is driving fast. Build it and they will come.

Fleury said he has made additions to the RFP based on comments he has received. Graf said we should include the bullet points in the RFP. Newberry liked the comment made about including someone who has a municipal knowledge, not just regional. She asked if it was possible to have a steering committee. Fleury said one of things we would talk about is the schedule for the transit related issues and have meetings associated with the TSP. Last time it was the Transportation Commission and the Planning Committee working together for the update. Javna said they are not looking for an ad-hoc committee right now, they are looking for a citizens committee and call it a steering committee. She would like the Commission to direct them to form it, so they can report who the members of the citizen committee are.

Graf said we have the following three groups: One who evaluate the consultants for the RFP. One who will assist in updating the TSP and one who will help with the transit part of the TSP update. Fleury said all of the meetings that we have for the update will have a public forum, so if someone is not part of any of the groups, they will have a chance to give input.

Townsend said in her experience when doing planning projects, there is a citizens advisory committee that can be a broad reach of citizens from the community and also a technical advisory committee that can be a broad reach of city staff and others who have technical knowledge that can be available to you. Those committees would work together and report back to the Commission or Council.

Graf said there is a group of citizens who have been working hard for a long time who want to be part of this. If we created a steering committee, it might not just be this group and include other members of the community. We need to balance this group and have the right makeup of this committee to make the decisions. Young said the scope of this to get to a feasibility study and to help guide a feasibility study, with no assumption that it will be feasible. The charge of this group is to look at many points of view. If we make it too big, referring to the downtown committee, it could be a drag on the feasibility process. He does not think we need to be concerned of the makeup when we have a group here already. Viéville said other people will have the opportunity to come to the regular meetings for input

instead of putting them on the steering committee.

Amarotico asked how we go about recommending this group as a steering committee without excluding others who are not aware of it. Fleury said he envisions a sub-committee to focus in on the feasibility of transit and have a technical advisory committee that focuses on the TSP itself. We have to find a way to give them the power to make recommendations to the Transportation Commission without being an appointed committee. Young said we should have a committee that does not require staff but has a liaison between the committee and the Commission. Viéville said we should have a committee that is loose, where people are not appointed and people can join and participate when they want. Newberry asked to include in the RFQ that the consultant have experience working with citizens and find out their ideas how they would work with various groups.

Commission agreed to have a citizens group as a resource to update the TSP.

The Commission agreed to have Dave Young as the liaison to the citizens group.

The Commission agreed to include in the RFP that the consultant will consult with the citizens group.

Newberry asked that we have engagement opportunities with the citizens prior to a draft.

Fleury will include updates in the RFP from this meeting. Newberry will be the liaison from the Commission to help grade the RFPs. Fleury will have the RFP in May, grade responses in June, and award in July or August.

TASK LIST

None.

OLD BUSINESS

None.

FOLLOW UP ITEMS

None.

INFORMATIONAL ITEMS

None.

COMMISSION OPEN DISCUSSION

None.

FUTURE AGENDA TOPICS

TSP update process

Nevada St Bridge (February)

CIP Budgeting

ADJOURNMENT

Meeting was adjourned at 8:16 p.m.

Respectfully submitted,

Kyndra Irigoyen

Public Works Administrative Assistant

Sharon Javna

Transportation Commission Special Meeting 2/9/17

My name is Sharon Javna. I am an attorney, a founder of ScienceWorks Museum and I have been a resident of Ashland for 21 years.

I would like to introduce you to a Citizens Group that has coalesced to promote an idea which has been envisioned in this city for 2 decades. That idea is to create and implement a public transportation system that is powered by clean energy within Ashland.

The goal of sustainable public transportation dovetails with already adopted goals of the City of Ashland, including the votes taken by the Transportation and Planning Commissions in 2012 to make this goal a priority, the Climate Energy Action Plan, and the 10 by 20 ordinance. *ultimately sourced*

Our immediate goal is the creation of a Feasibility Study for an affordable, environmentally sound, efficient, convenient and attractive transit system that Ashland can be proud of and that will take us into the next century. Our long-term goal is to design a system *for future regional transit connectivity* *that affords seamless*

We would like the Feasibility Study to be completed within 6 months of the hiring of a consultant. There is no need at this point for another Ad Hoc Committee. Instead, we hope you will appoint a Liaison from the TC to interface between the consultant, the Commission and the Citizen's Group. The Citizens Group has expertise in many areas that could assist with the creation of the Feasibility Study, including research, planning, budgeting and funding.

We would like to be recognized as a Steering Committee to facilitate the involvement of the public with the selection of the consultant and to subsequently work with the Consultant and the TC Liaison to develop this feasibility study. We request to meet with City Staff to help develop the RFP.

The time for debate is over. This is the time to finally move this project forward without delay.

Today we will hear from:

- 2) Marni Koopman of the GEOS Institute and active member on the CEAP Ad Hoc Committee.
- 1) Ron Adams - A citizen with a long standing interest in this issue.
- 3) James Stephens - President of SOHEVA (Southern Oregon Hybrid & Electric Vehicle Association)

Citizen Presentation Ashland Transportation Commission

Special Meeting – February 9, 2017

Renewable and Sustainable
Public Transportation

Living in Ashland, I would like to have Transportation Options

- Walking safe, clean streets with less vehicle traffic.
- Safe Bicycling with less vehicle congestion.
- Available Public Transit when traveling for longer distances, locally.

I care about the Environment and the Impact I may have on it when driving my car

- ▶ I want to leave my car parked at home, whenever possible.
- ▶ I care about pollution and my Carbon Footprint when driving.
- ▶ When I do drive in Ashland, I would like the streets to be less congested with traffic.

Ashland has been talking about Public Transit for a long time. It is time to Act.

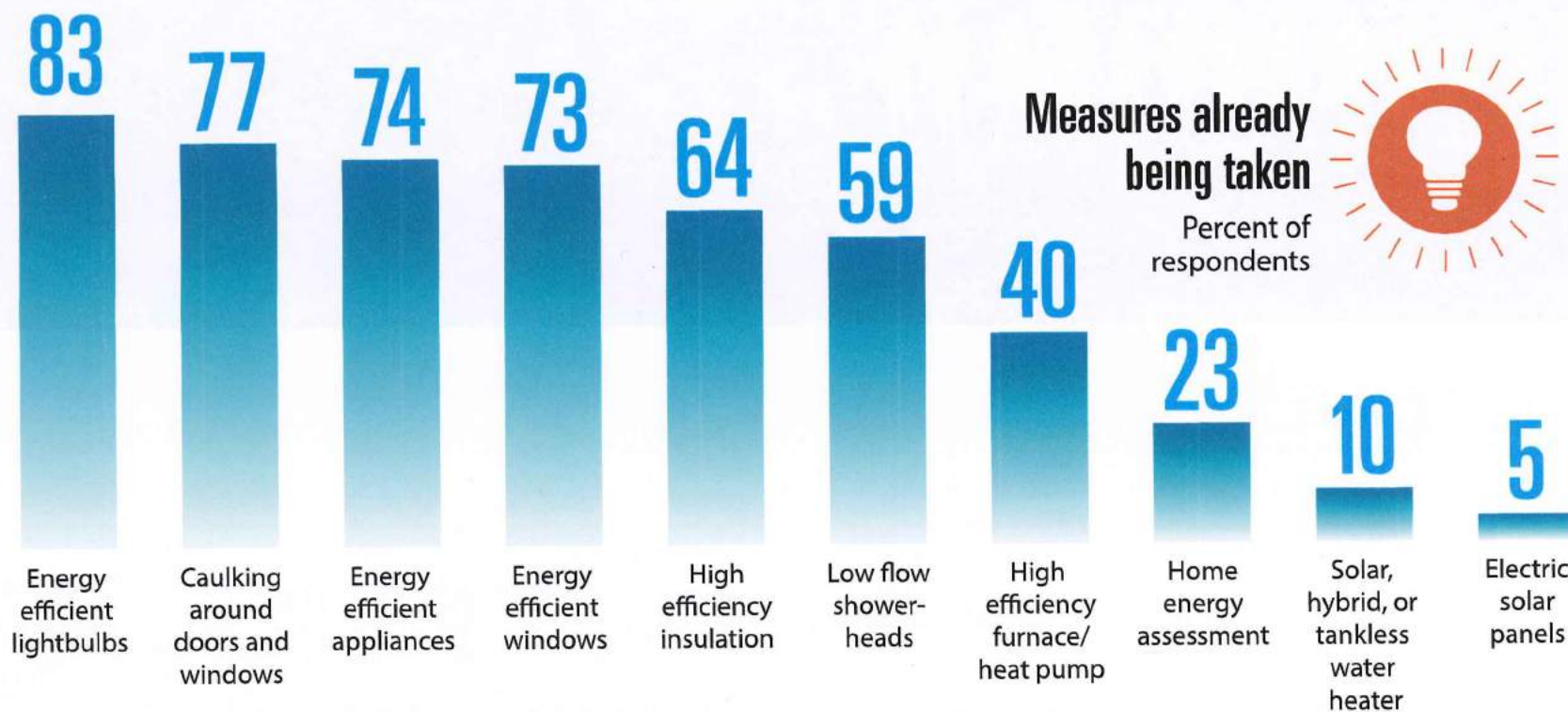
- ▶ Choose multimodal transportation solutions.
- ▶ Hire a consultant who understands our commitment to sustainable and renewable energy.
- ▶ Maintain community involvement.

Ashland Survey on Climate and Energy

What did
we hear?

- ✓ 2,000 surveys mailed to Ashland households
- ✓ More than 1,000 returned!

- Most people think climate change is a threat and want action
- Many residents find alternative transportation too inconvenient
- Renters have fewer options than home owners for saving energy
- Respondents supported measures taken by the City to reduce our greenhouse gas emissions



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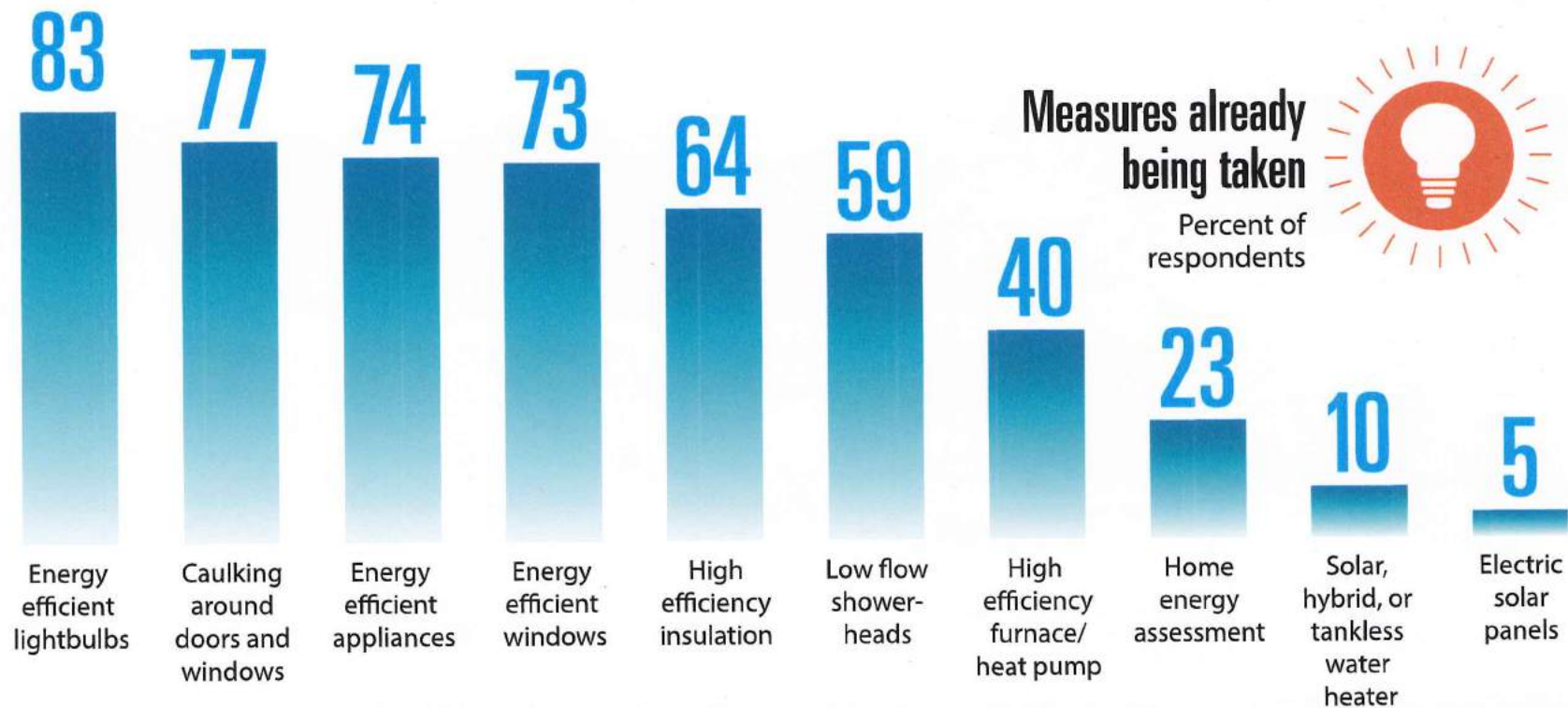
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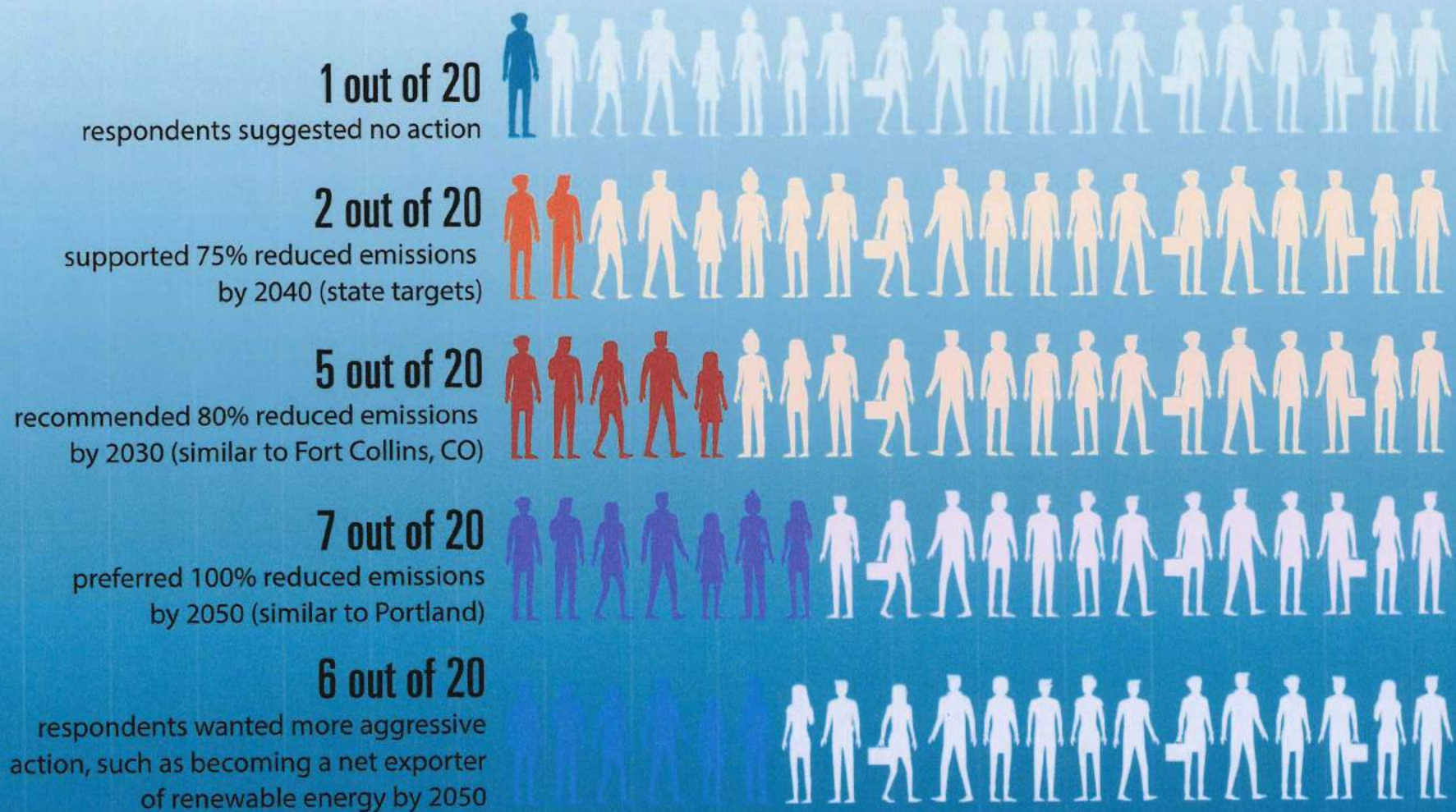
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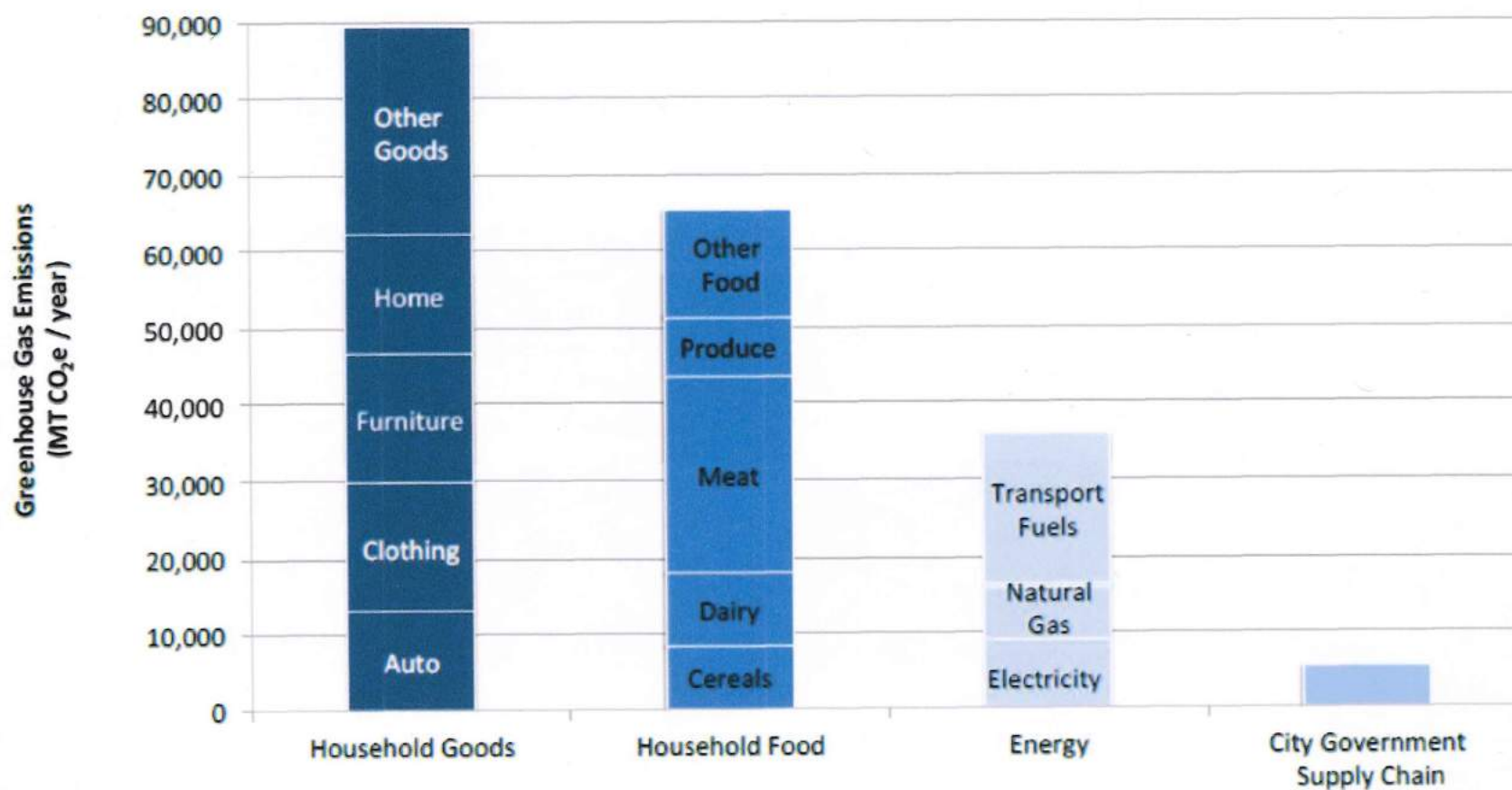


A majority of survey respondents support aggressive action on climate change!

Cities around the nation are setting greenhouse gas emissions targets and taking action on climate change. How aggressive should Ashland be compared to others? We asked residents this question, and this is what we heard.

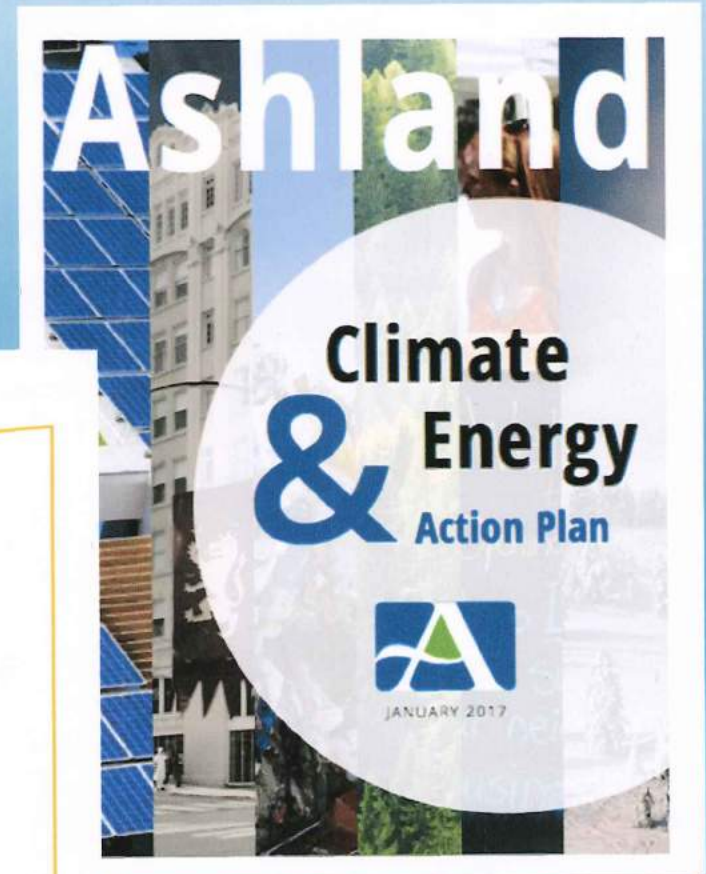
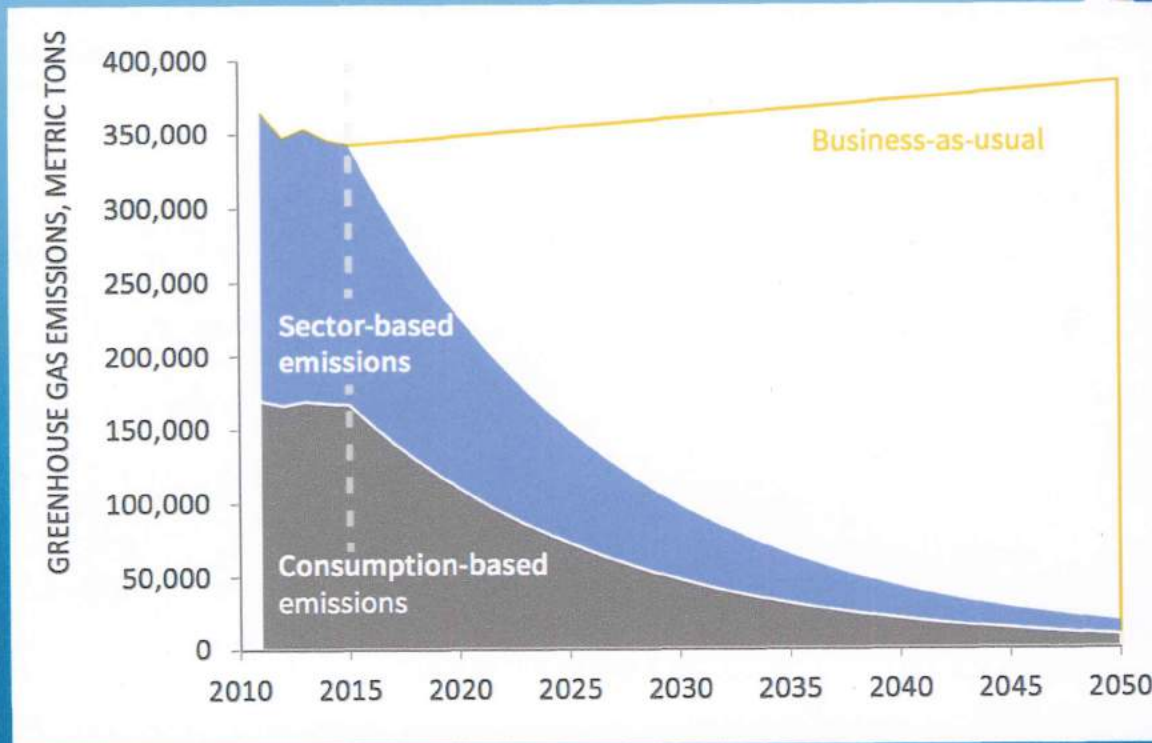


Ashland's Greenhouse Gas Emissions



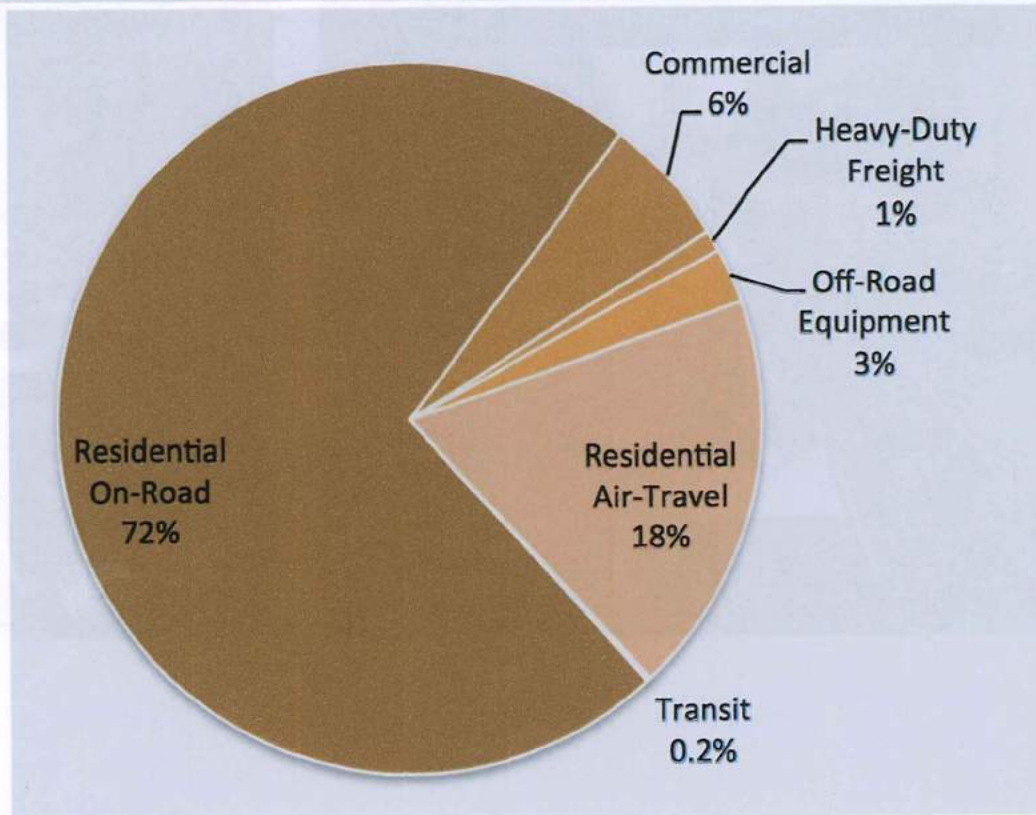
Ashland's Climate and Energy Action Plan (CEAP)

Reduce emissions 8% per year

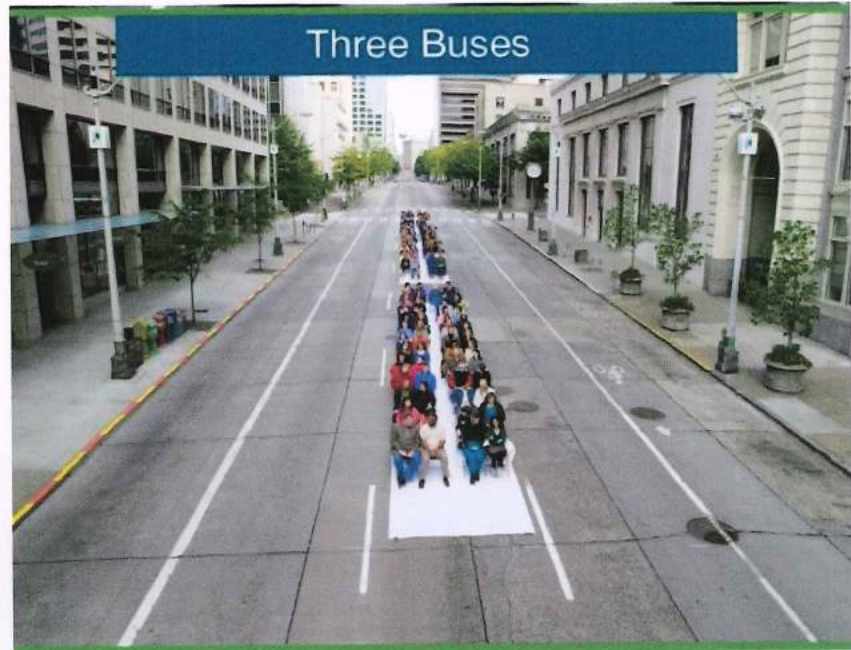
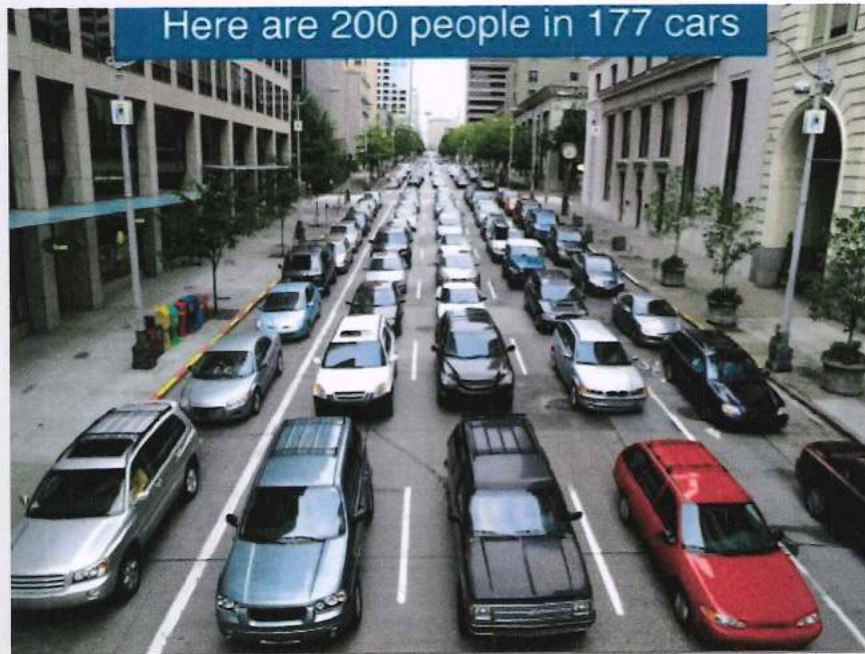


The Environmental and Sustainable Energy Case for an Electric Shuttle

Figure 11: Distribution of On-Road transport emissions, by vehicle category, as estimated by RSPM.



A way to visualize the last slide...



An Easy Way to Move Toward Renewable and Sustainable Public Transportation

- Serving Local Neighborhoods
- Connected and Inclusive
- Business Friendly
- Serving Tourists
- Accessible
- Environmentally Friendly
- Powered by Renewable Energy



Many cities and towns already use Electric Shuttles and Trolleys.



BYD Build Your Dreams
K7 y K8 (BYD Andino)

Electrified Public Transportation





Who wants an Electric Trolley?




**KEEP
CALM**
and
**RAISE YOUR
HAND**

What are the next steps?

- Appoint a Citizen Advisor to work with a “Commission Liaison” in selecting a consultant.
- Hire a Consultant who understands the importance of Sustainable Public Transit.
- Keep the community involved and informed.

Thank You!

Questions?

Sharon Javna – sjavna@gmail.com

Ron Adams – 61649@msn.com

Marni Koopman – marnikoopman@yahoo.com

James Stephens – james.stephens@soheva.net

ASHLAND TRANSPORTATION COMMISSION

MINUTES

February 23, 2017

These minutes are pending approval by this Commission

CALL TO ORDER

Graf called the meeting to order at 6:02 pm

Commissioners Present: Joe Graf, Danielle Amarotico, Dominic Barth, Sue Newberry Corinne Viéville, and David Young

Council Liaison Absent: Stef Seffinger

SOU Liaison Absent: Janelle Wilson

Staff Present: Scott Fleury, Mike Faught, and Kyndra Irigoyen

ANNOUNCEMENTS

None.

APPROVAL OF MINUTES

Approval of January 26, 2017 minutes

The minutes were approved as amended.

ADJUSTMENTS TO THE AGENDA

None.

PUBLIC FORUM

None.

NEW BUSINESS

Nevada St Bridge

Anne Sylvester read from the attached Technical Memorandum.

Bill Molnar, Community Development Director, gave an overview of the history of transportation in Ashland and referred to the attached PowerPoint slides. The first comprehensive plan was adopted in 1982. Our transportation chapter identified the need to have a diverse transportation system. Even back then, there was an initial map in 1983 with respect to arterials and collectors, which identified the connection of Mountain to Oak. In the 1990's land use planning and transportation was done together, focusing on reducing reliance on automobiles and reducing vehicle miles traveled; there was renewed system on grid systems. The new transportation system plan identifies modal equity.

John Karns, City Administrator, formerly the Ashland Fire Chief, spoke from a fire operation standpoint. Medical response time is critical. For this area, we are a little restricted. If we are responding from fire stations it does not make a difference with the bridge, however most of the time fire calls come in while responders are in other areas from a previous call. In 2016 there were over 300 calls to the Mountain Meadows area, 15% were critical calls (cardiovascular, strokes) time of delivery of patient to hospital is critical. Ashland Fire responds to ACH, Rogue Regional, and Providence. In the case of a cardiac event where CPR is in progress, we would go to ACH, which would make a difference in response time if the bridge were there. In case of a major emergency event, people are trying to get out while emergency responders are trying to get in, the more routes the better. Graf asked Karns how many ambulances would use the bridge yearly. Karns said about 100.

Faught presented from the attached PowerPoint. Faught said the grant money needs to be used to build the bridge by 2018. He asked RVCOG if the grant money could be used to build a pedestrian bridge instead of a vehicle bridge, which is what was applied for, and that is uncertain. The project would have to go back RVCOG to be considered and could lose the grant money. Viéville asked what happens if more grants are not received. Faught said if we do not receive grant money we would have a conversation of the local residents paying a share of the cost.

Newberry asked how ADT's were calculated from peak hour volumes. Sylvester said we have ground counts that were taken by the City for several days, we looked at a correlation of what was counted in the peak hour and what is the whole day. It varies in this area from 9-10%. Newberry asked if the forecast included completion of things like Kestrel Parkway, do they take into consideration of the land use plan and how the traffic would flow if those links are completed by 2038. Sylvester said they take into consideration the comprehensive plan and looking at the elements of what is in the TSP. Newberry asked if this bridge will significantly decrease traffic in the downtown area. Sylvester said it is a small reduction in the downtown area; it is more noticeable at Hersey and Eagle Mill.

Ted Hall 210 E Nevada St
Read from attached letter.

Jim Flint 355 Fair Oaks
Read from attached letter.

Susan Sullivan 305 Stoneridge Ave
Read from attached memo.

Marty Breon 295 E Nevada St
She hopes the Commission considers adopting a 12ft pedestrian bridge that accommodates emergency vehicles.

Spike Breon 295 E Nevada St
Nevada is curvy and has an awkward connection to N. Mountain Ave. It does not fit the description of an avenue. All we need is a pedestrian bridge. A 12 ft. wide bridge can be built for under \$2 million.

Dennis Kendig 870 Cypress Point Loop
Read from attached letter.

Nancy Driscoll 348 Fair Oaks Ave
Why did the City of Ashland approve and permit a development after 1998 which obstructs its own goals. The street connectivity and design now in place from the recent City approved development is inadequate and obstructive to the 1998 and 2013 TSP priority project. Fair Oaks Ave is the main avenue into this development. If traffic starts to go through and the development gets larger, people will use Kestrel and Fair Oaks; there are some real problems existing already on Fair Oaks Ave. The medium at the bottom, in front of her home, obstructs fire trucks from getting into the alley. People drive the wrong way on the street to get into the alley. Why would you want more cars? There are children on scooters and elderly people who walk their dogs to the dog park. For four years, she rides her bike, walks, or drives her car daily. She observes the elder, children, animals, wildlife, drainage, very carefully through all the seasons and she has decided there should not be a bridge there at all.

Susan Hall 210 E Nevada
Read from attached letter. She heard earlier that the connection across Bear creek was to always be a vehicular bridge, this is not true, the original plan to cross Bear Creek was a pedestrian/bike bridge.

Tom Mar 955 N Mountain Ave
He is disappointed, at the last meeting, the Commission asked the City to present a pedestrian bridge, which was not presented tonight. An auto bridge is counterproductive the goals of the Transportation Commission. More traffic in a family neighborhood is going to be more hazardous. The more cars, the more congestion and frustration, and speed will increase. It will discourage pedestrian travel and bicycle travel. No one wants to be on crowded roads with many vehicles. Construction in a riparian zone that happens to be a major tributary of Bear Creek is not a good idea. This construction will break up the green areas we have there currently and protecting what fish runs are trying to continue to recover. Kestrel Park Way was granted by the City to be in a flood zone. The idea that his bridge will be an alternative to the Mountain Ave bridge, it will not work because it floods in a minor flood. It is not viable. He agrees that the original N Mountain plan had a footbridge and that was changed without due process. This will cost a lot more than just the cost of the bridge. He is against an automobile bridge but is in favor of a pedestrian bridge.

Dave Helmich 468 Williamson Way

He has been asking for about three years to see schematic plans for alternatives. There is an approach fill on each end, which will have an impact on the neighborhood and the wetlands. The price cannot be estimated without a model. When approvals are done in the Planning Commission they demand schematic plans. This is an unusual project for Public Works. He thinks the Transportation Commission should expect the same level of presentation that the Planning Commission does. It will tighten up what the potential conflicts are from neighbor to neighbor and it will better define what the costs will be.

Bryan Fulbright 960 Oak St

Maintaining existing streets should have priority over the bridge. A pedestrian bridge would be acceptable only if it were to be part of the greenway completion and economical. There is a bridge over Ashland Creek just before it connects to Bear Creek on the greenway; does not think it costs anywhere near a million dollars to build. In the last election, the measure to increase by 25% the amount of meals tax to buy land and to remove from tax rolls was labeled as a measure to increase road maintenance funds. We need the streets repaired and maintained and not remove more money from the tax rolls. He thinks this project should be dropped. If you build the bridge anyway, will it be maintained as well as Hersey St is now.

Greg Williams 744 Williams

He takes Admiral Brown's expertise to the highest degree. We have some real problems in this City. The bridge over Ashland Creek is inadequate. He has written to Faught and the Planning Commission about it. He could spend the million and half fixing that. He was here in '97, '74, and '64 and that bridge completely washed out. Raw sewage was being dumped into the stream; that bridge needs to be fixed. If that washed out, this new bridge will do no good. Now that we have the road diet, people are traveling over that bridge constantly. He encourages the Commission to look at where they are spending the money.

Craig Anderson 575 Elizabeth Ave

He has been a transportation planner for 25 years and worked for Rogue Valley Council Governments for six of those years. He developed the transportation model that has been referred to with ODOT when he was there. He currently works for Jackson County, but is representing himself, not Jackson County. Transportation projects are primarily oriented towards serving future development. This project is coming before you to mainly provide the infrastructure for the N Mountain plan development. It has been justified and funds were allocated by the NPO for a bypass project. This bypass relies on Eagle Mill Road, which is a highly substandard road that will not be improved by the county; it is not in their TSP. It relies on E Nevada, which is a steep street; it is a 19% gradient over a section of it. It is 24ft wide and there is no development proposed on the right side that would pay for the widening of the street. The City recently completed a project on Plaza Ave. Plaza Ave is a one block street, it has eight residents on it, so the only people who use it are the people who live there or who visit. That project was completed for \$800,000; that gives you an idea of the lack of thought that has gone into the construction of projects in the City of Ashland in recent years. He worked with Paula Brown who got the Siskiyou Blvd project done for \$2.2 million. That project provides transportation for everyone in the City every day. Another issue that is related to this is the Normal Ave plan that was recently approved. Normal Ave for 20 years plus, was planned as a through connection from Ashland St to E Main. The City had owned right of way, it was a straight shot and relatively easy to construct. When they worked with the developer for that project, the result was a street that meanders around the development and provides excellent access for that development, but provides no connectivity for existing residents. The existing residents are going to end up paying for that street. The cost of the railroad crossing alone is going to exceed the forecast costs for all of the streets that are going to be built. The original cost estimate for this bridge in the TSP is \$2 million. We have developers that are paying SDC fees based on those ridiculously low costs in our TSP. Development needs to pay its share. Existing City residents should not have to pay for new infrastructure required by new development. Whatever this Commission prioritizes as its projects should be based on what is in our TSP and what our TSP says in terms of broad policies, which is primarily promoting bicycle and pedestrian transportation and multi modal transportation. This project is not going to do that. RVTD will not run buses up that street and they do not have money to run that route anyway.

Andrew Kubik 1251 Munson Dr

He has 25 years of planning experience in Cal Trans. He wrote a letter to the Daily Tidings about a year ago. A

project should have a purpose of needs statement to be initiated and they need to become justified. They also need to have a project study report. These things did not occur early on. They should have been the first thing that occurred and from there, we would have had a more fluid planning process. The purpose and needs has not been established. Bridges are among the most challenging projects any agency can undertake and he cannot describe the number of pitfalls and surprises one discovers in a course of one of these projects. The \$8.8 million estimate that ODOT provided is based upon many things they know; he would not brush that aside, it could cost even more than this estimate. If this were presented to him as a planner, without having the documents necessary and the necessary rationale, he would say no to the project.

Linda Peterson Adams 642 Oak St
Read from attached letter.

David Brabec 440 Drager St
Read from attached letter.

Jennifer Hall 440 Drager St
Read from attached letter.

Jennifer Butler 986 Stoneridge Ave
Agrees with Jennifer Hall's comments. We have 17 children living on one block and roam free there. This project will destroy our neighborhood.

Megan Danforth 248 Orange Ave
She supports so many of the sentiments that have been communicated already. She values the undeveloped places in her neighborhood, there is a huge space of just green space with Bear Creek going through it, and it is not a park. To be able to go down there and enjoy that space in the heat of summer is an exquisite treat for their neighborhoods. She has lived there for 10 years and watched tons of families move in. Her friends on the other side of the bridge have never thought they needed easier access between Hersey and Eagle Mill Rd. The communities on either side seriously do not want this. Is it not our obligation to respond to the immediate need in those areas in order to improve the quality of life.

Brian Comnes 444 Park Ridge Pl
The City of Ashland is about to embark on the energy action plan. One of the stated aggressive goals on that is reducing our carbon footprint. Any project that promotes more cars is going to work against those citywide goals. Let us stick to a bike/pedestrian bridge and not enable more cars to pass through our town faster.

Peter Schultz 375 E Nevada
He is in favor of the bridge. He has property on both sides of the bridge. He wants to see pedestrians, bikes and vehicles go across it. He travels to Medford and it is a great way to get to the north Ashland interchange, it is a great way to get to downtown and will save us from going over to Eagle Mill which has no shoulders or room for pedestrians to walk. All the people who live on Eagle Mill are subjected to cars going by all the time, a lot faster than they would be going down E Nevada St. He has heard a lot of objections to the bridge by citing environmental problems, but what it comes down to is that people do not want more cars going by their house and he was there before that subdivision. If he had protested that subdivision, none of those people would be living there today if he had protested successfully. Every road, bridge, and house we have in this town was not there before it was built, we all want to live in houses and drive on roads, it will vastly increase connectivity from east to west and a boom for the area and help traffic in Ashland. He is for it.

Beth Oehler 215 E Nevada
Read from attached letter.

Andrea Napoli 325 Stoneridge Ave
She is in favor of a connection. She knew when she bought her house a connection would be coming in. She does not want to rely on their car all the time to get to downtown. She would love to be able to walk or bike to downtown.

The N Mountain neighborhood is a mixed-use neighborhood; we have one existing commercial building, one mixed-use building currently under construction, and two more mixed-use buildings that will be coming along soon. Right now, the existing commercial building has been empty for quite some time, there was a coffee there but it had to close its doors because of the lack of connectivity. She of course does not want speeding cars past her house, but a 20 MPH roadway with some traffic calming is not that scary to her. She wants to see a bike/pedestrian connection and does not want the commercial to fail in that area.

Don Morehouse 325 Stoneridge Ave

Agrees with Napoli's comments. He hears comments about the bridge generating traffic, which he does not agree with. He is in favor of the bridge. The main point is connectivity. He wants to be connected to downtown and Lithia Park. There are not many options right now for getting to downtown or Lithia Park. What we have now is inadequate.

Laz Ayala 604 Fair Oaks Ct

He is in favor of the bridge. He supports the connectivity for the same reasons that Schultz, Napoli, and Morehouse stated. He rides bikes and there is no safe way to bike out of that neighborhood. There is a need for connectivity and this neighborhood is still in the development process. There is plenty capacity to build for what remains of the vacant land. He lives there, works there, and thinks it makes sense for the community to build the bridge.

Mark Knox 485 W Nevada St

He is in support of the bridge. He hopes the Commission does not deny the project because of a few neighbors complaining about a few extra trips past their houses. He is asking the Commission to base their decision on the comprehensive plan and sound analysis by at least two certified traffic engineers. The maps that he handed out to the Commission show aerial views that show the growth from 1994 to 2012. Roughly 900 units have been developed or being planned. As a land use planner himself, he cannot imagine how the community does not plan for that type of growth where we do not have any east/west connections. We are sending trips out Eagle Mill Rd where there are no shoulders and cars go by 50 MPH, where kids are walking to their houses without any refuge. He hears many conflicting comments that is ok to push off traffic onto other streets but not in their backyard. There are tough decisions that have to be made and not based on emotion but on sound analysis.

Graf said people will have two weeks to send in comments about the bridge before we make a decision.

Barth asked about the left turn on Eagle Mill to N Mountain and how that was a problem at the speed, changing the left turn to Nevada would be safer. Why not drop the speed limit on Eagle Mill toward that left, it would solve the problem. Sylvester said the speed limit is set by the state traffic engineer. It is based on a speed zone study. It measures speeds that people are currently driving and they set the limit to what is close to the 85th percentile and that is perceived by drivers as a safe speed. We do not want to set speed limits that are artificially low because that will encourage people to disobey them.

Newberry asked about 2.3 on the analysis. She looked at the numbers here and did not see that these comments had anything to do with the bridge because there was no significant impact. Sylvester said she was being comprehensive about where she saw the shifts occurring. She saw a small shift here and this is a problem location that will get worse.

Amarotico said people had mentioned slope of that street and if it could be an avenue. Faught said they will answer that at the next meeting. She asked about the developer and the neighborhood and if costs would be passed on to residents and what the chances are of that happening. Faught said his goal is get grant funding for the project and not have residents pay. If the residents did have to pay, it is a shared responsibility because it is a collector; it would be a small piece that would be tied to the neighbors in terms of cost. The rest would be funded by existing funds we have.

Viéville said there is not a schematic with exact building and costs. Does the City have to do environmental impact studies? It seems that we are being asked to approve a blank check without knowing how much everything will cost. Faught said we are in the early phases of deciding to do a project or not to do it. We hired a bridge building consultant that understands all the environmental constraints. He is confident in their cost estimate. Since we are in

the phase of deciding, we do not want to spend additional money until we decide to approve the connection. This is common with Public Works documents. We get a project estimate, then it is approved, then we start with the specific design. If we are not going to do the project it does not make sense to do the full schematic design.

Barth said he thought the update of Eagle Mill was contingent with this solution, but it is not in Jackson County's TSP to improve it. Faught said he did not talk about improving Eagle Mill, he said it was part of the project. We talked about this during the 2012 TSP update, the technical review committee talked about this as a potential bypass and they did not have any issues with us as listing this project and supported it for the update.

Amarotico asked how this moves forward if the Commission approves. Faught said we would get larger schematics for design options to review with the Commission and then it would go to Council. He would continue to work on getting the rest of the funding for the project.

Graf asked why Eagle Mill Rd is not an acceptable second egress for the people who live there. If all the people who are going to take the bridge according to the model, from east to west, are people who would have gone over the interstate, it would not necessarily be people who live in that community. Sylvester said we saw an increase in the model west of Oak St on Nevada. When the connection is built through, there is some through movement of traffic that is coming from Mountain Ave area from the west. Graf said it would be easier for him to understand if he saw the traffic counts from Nevada St and Fair Oaks right now, without the bridge. Sylvester said we could get those counts. She said Eagle Mill is out of the way, it is not going to be improved based on the county's plans, it is not good condition, not enough shoulder, the intersection and Oak and Eagle Mill Rd where traffic today is making a left and going on Eagle Mill opposed to following the natural pattern of the road to go straight and go across the bridge, logically the way the road is laid out it would direct you down Oak St, it would make sense to do that if you have the Nevada bridge connection. Graf asked if we went with a pedestrian/bike bridge, is it clear that this is the best place to put the bridge? Faught said he is working with parks to do an analysis of where the best location would be.

Young said he wants to attend the next meeting via Skype because he will not be in town. He feels that from the get go this thing has been done wrong and backwards. He regrets supporting this from the beginning because he did not have the right information. He does not think this project should be considered and push it back to the TSP update. Viéville said she seconds that. She voted for it without understanding the full implications because she did not have all the information. She would like to push it back to the TSP update and prioritize it then. We could work on other projects in the meantime. Newberry said this project does not do any of things it has been portrayed to do, shown clearly in Sylvester's traffic modeling. We do not have estimates based on diagrams, drawings or studies. She thinks this project has been a colossal waste of our time. She does not think there is anything that justifies it and all of this should have been done before applying for a grant. She thinks it should be pushed back to the TSP update. Barth said there have been so many inconsistencies with this project and would like it to go back to the TSP update. Amarotico said she would like to have more input from the community for the next two weeks and make a decision then. Graf said he is not sure a vehicle bridge is justified based upon the data he is seeing. He is not convinced the pedestrian/bicycle bridge will be in the best place right there.

TASK LIST

Discuss current action item list

None.

OLD BUSINESS

None.

FOLLOW UP ITEMS

None.

INFORMATIONAL ITEMS

Action Summary

None.

Accident Report

None.

Making an Impact Newsletter (January)

None.

COMMISSION OPEN DISCUSSION**FUTURE AGENDA TOPICS**

Transportation System Plan update process

CIP Budgeting

ADJOURNMENT

Meeting was adjourned at 9:30 p.m.

Respectfully submitted,

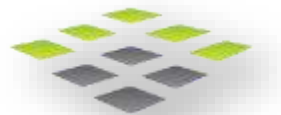
Kyndra Irigoyen

Public Works Administrative Assistant

E Nevada Street Extension Transportation Analysis

Ashland Transportation Commission Meeting

February 23, 2017

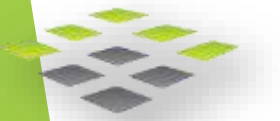


Introduction

- *Review of proposed E Nevada Street connection from a transportation planning & traffic engineering perspective*
 - *Background*
 - *Traffic Analysis*
 - *E Nevada Street planning considerations*

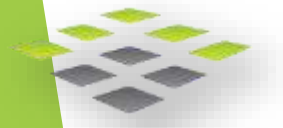


Background



Background

- *1998 Transportation Plan*
 - *Identified E Nevada Street as an “avenue” whose function is to connect neighborhoods to major streets (boulevards), balancing through and local traffic*
 - *Identified parameters for design (width and lanes), speeds and target traffic volumes for avenues*
 - *¼ mile spacing of avenues*
 - *Included project to connect E Nevada Street with a bridge to serve vehicles, pedestrians and bicyclists*



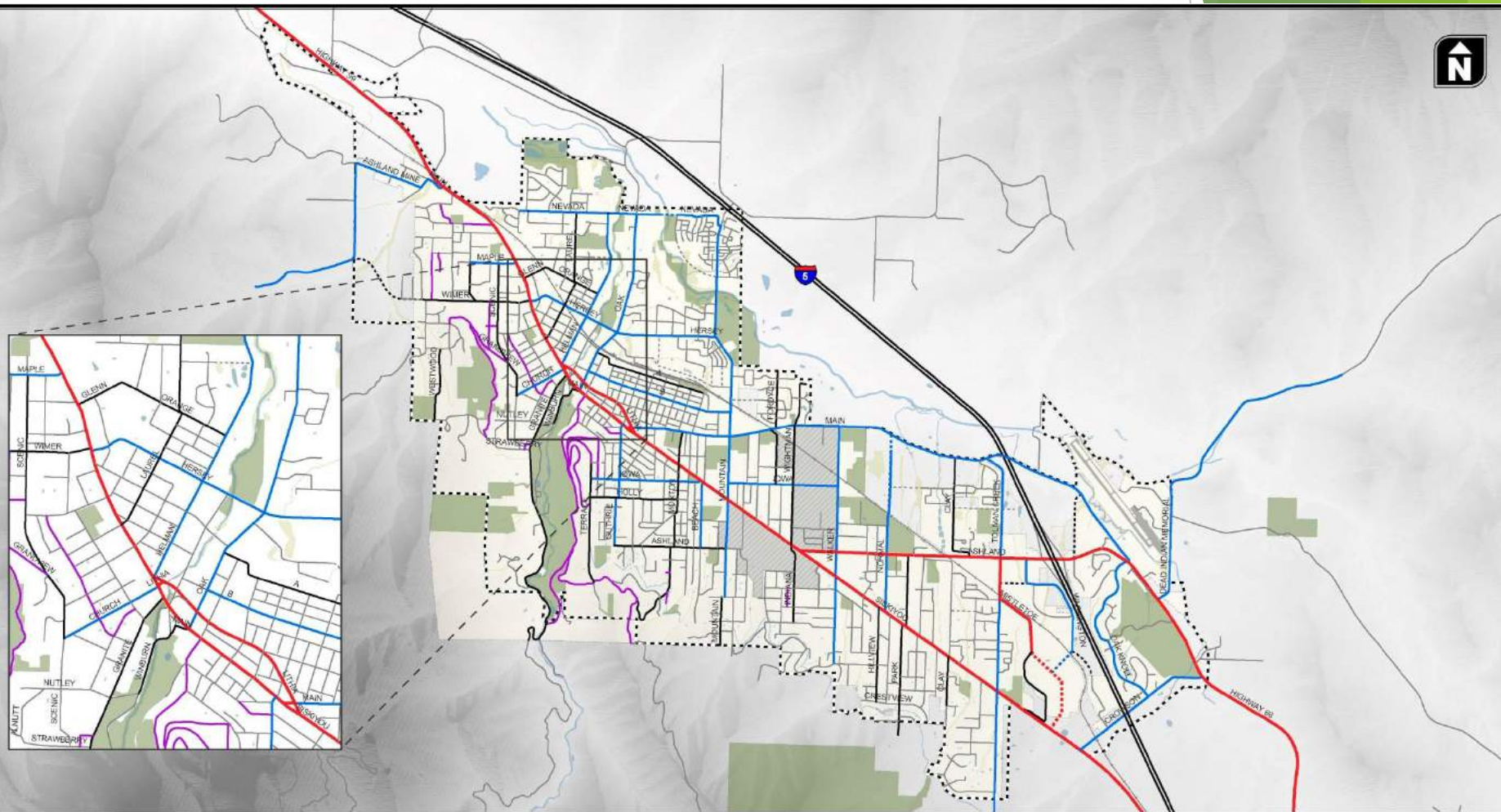
Background

- *2008 Handbook for Planning and Designing Streets*
 - *Establishes city's connectivity standards*
 - *Identifies street curb-to-curb widths for 2 lane avenues (32-33 feet) with 6-foot bike lanes and buffered sidewalks*
 - *Daily traffic volumes expected range from 3,000 to 10,000 with speeds posted at 20-25 mph*



Background

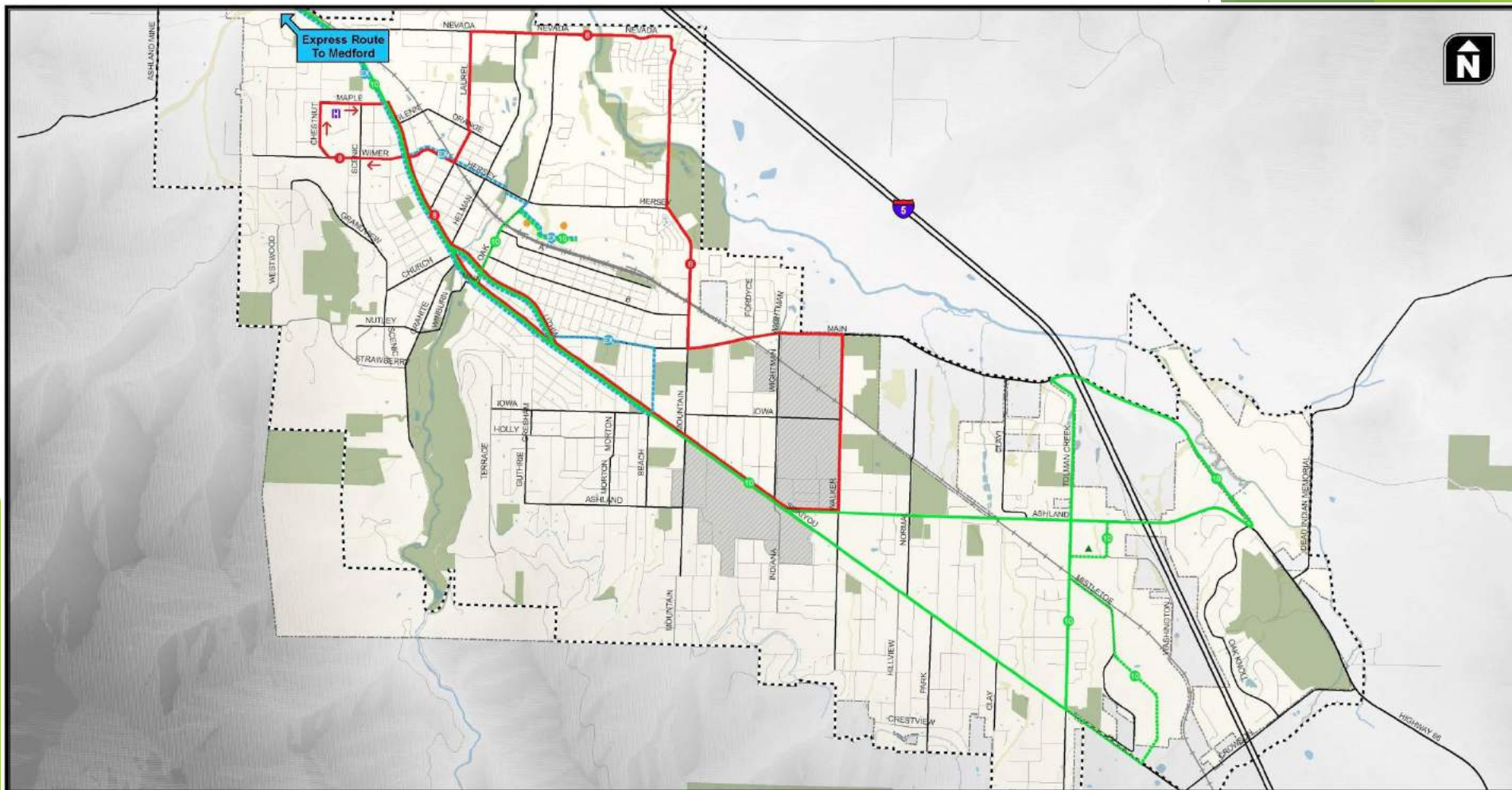
- *2013 Transportation System Plan (TSP)*
 - *Endorses 2008 street standards*
 - *Includes Project #17 – E Nevada Street extension (street to connect over Bear Creek)*
 - *Classified as an avenue – to balance mobility and access*
 - *Serve all modes (vehicles, bikes and pedestrians)*
 - *Identifies a new N Ashland transit route with E Nevada Street connection as a key link to serve a largely unserved area*



**Existing and Planned
Street Network**

**Figure
10-1**

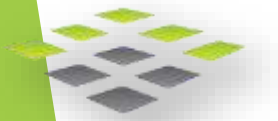
Background



Existing and Planned Transit Service

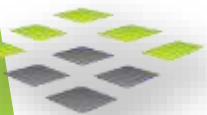
**Figure
9-1**

Traffic Analysis



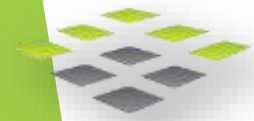
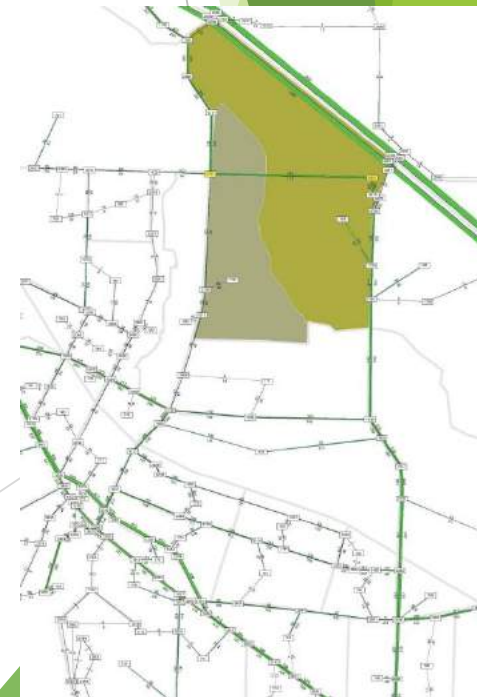
Traffic Analysis

- *Developed 2035 PM peak hour traffic projections on streets in vicinity of E Nevada with and without the proposed connection*
- *Purpose was to identify how this connection could change existing traffic patterns in the City and determine if adverse traffic impacts would be created*



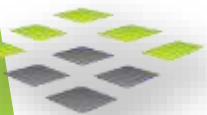
Traffic Analysis Approach

- *Obtained traffic count data from City and other sources*
- *Obtained 2038 PM peak hour traffic forecasts and other data from latest version of Rogue Valley regional model with and without E Nevada Street*
- *Evaluated model output, developed roadway segment and intersection turning movement projections based on industry procedures*
- *Evaluated intersection operations*



Traffic Analysis Findings

- *Shift in traffic volumes observed from other east/west streets to E Nevada Street*
 - *Hersey Street*
 - *Main Street/Lithia Way*
 - *Eagle Mill Road*
- *Volumes on E Nevada Street expected to be about 365 vehicles by the 2038 PM peak hour*
 - *Volumes will likely start out lower and grow as surrounding area develops*
 - *Equates to about 3,600 daily vehicles – low end of range for an avenue*



Traffic Analysis Findings

- *Intersection operations analysis conducted at E Nevada/Mountain & E Nevada/Oak*
 - *No significant adverse intersection impacts anticipated*
 - *Intersections expected to operate much better than city mobility standards*

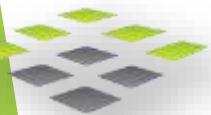
2038 PM Peak Hour Intersection Operations Analysis

Intersection	Movements	Without E Nevada Street			With E Nevada Street		
		Delay (sec)	V/C Ratio	LOS	Delay (sec)	V/C Ratio	LOS
E Nevada Street @ Oak Street (Standard = LOS E)	NB Left	7.6	0.03	A	0.03	7.6	A
	EB All	11.0	0.12	B	0.24	15.6	C
	WB All	11.2	0.03	B	0.32	12.7	B
	SB Left	7.5	0.00	A	0.09	7.7	A
Mountain Avenue @ Hersey Street (Standard = LOS D)	NB All	13.4	0.47	B	0.46	13.2	B
	EB Left	9.2	0.03	A	0.05	9.4	A
	EB Right	10.5	0.34	B	0.30	10.1	B
	SB Thru	10.1	0.25	B	0.30	10.5	B
	SB Right	7.8	0.04	A	0.03	7.6	A

Traffic Analysis Findings

- *Sight distance evaluated using national (AASHTO) roadway design stopping sight distance requirements*
 - *E Nevada/Mountain – considered both existing location and potential relocation of intersection further north opposite Skylark Place to improve connections when bridge is in place*
 - *All requirements met with or without this change*

E Nevada St

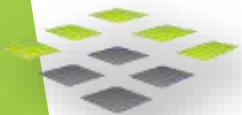


Traffic Analysis Findings

Sight Distance Evaluation at E Nevada Street/Mountain Avenue

Intersection	Direction	Existing Intersection			Relocated Intersection		
		Available Sight Distance	Sight Distance Needed	Adequate Sight Distance	Available Sight Distance	Sight Distance Needed	Adequate Sight Distance
E Nevada Street @ Mountain Avenue	Looking south	310 ft	250 ft	Yes	500 ft	250 ft	Yes
	Looking north	495 ft	250 ft	Yes	380 ft	250 ft	Yes

Note: Sight distance requirements based on assumed conservation 35 mph speed which is faster than 85th percentile speed measured on Mountain Avenue near Fair Oaks Avenue (29 mph northbound and 24 mph southbound).



Traffic Analysis Findings

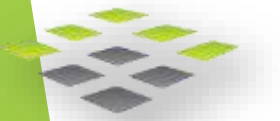
- *Sight distance also evaluated at other key intersections*
 - *E Nevada/Oak – visual observation indicates some interference by vegetation. No change with or without the bridge.*
 - *Oak/Eagle Mill – visual observation indicates some obstruction to/from the south due to curving road and bridge on Oak. With E Nevada bridge diversion of traffic currently using Eagle Mill Road to Oak Street would reduce risk of crashes*

Oak Street

Eagle Mill Rd

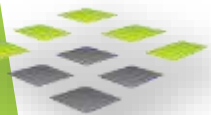


Why Build the E Nevada Street Connection?



Why E Nevada Street?

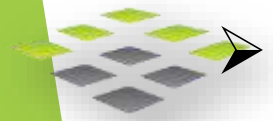
- ***Consistent with both 1998 and 2013 Transportation System Plans***
 - *The connection has been adopted city policy since 1998*
 - *Is also included in the Regional Plan*
- ***Safety considerations***
 - *No reported crashes (2011 to 2015) at Mountain at Skylark, E Nevada or Fair Oaks*
 - *1 reported crash at E Nevada/Oak*
 - *No significant change expected – likely future crash experience similar to other streets in vicinity which is low*



Why E Nevada Street?

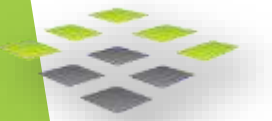
- ***Accessibility & Connectivity***

- *Connects neighborhoods consistent with long term plans including ¼ mile spacing standard*
- *Emergency vehicle access/circulation for larger community. Could save \pm 45 seconds between Skylark Assisted Living and Ashland Hospital.*
- *Walking/biking access to Helman School and general east/west active transportation*
- *Access to Bear Creek Greenway*
- *Street system redundancy*
- *Better sharing of east/west traffic burden*
- *Makes future transit route more viable*



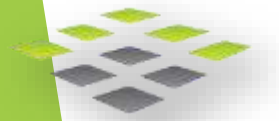
Why E Nevada Street?

- ***Environmental Justice*** considerations
 - *EJ issues and demographic data were evaluated when E Nevada connection added to Regional Transportation Plan (RTP). No issues were identified.*
- ***Air Quality*** considerations
 - *Analysis of project for inclusion in RTP indicates that there would be no violation of national CO standards and may benefit PM_{10} pollution levels*

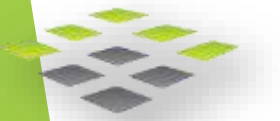


Why E Nevada Street?

- *Evaluation of **Potential Alternatives** such as new I-5 interchange at Mountain Avenue*
 - *Inconsistent with Oregon Highway Design Manual interchange spacing standards (3 miles required, 2.5 to north and 1.9 to south)*
 - *Would not satisfy FHWA Added Access Decision Report process requiring local traffic problems be solved on local streets*
 - *Very expensive (I-5/Fern Valley = \$72 million)*
 - *Would likely require reclassification & widening of Mountain Avenue, may induce growth east of I-5 or north of existing city*

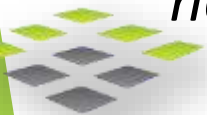


Conclusions



Conclusions

- *Projected volumes appropriate for street's designated function as an avenue*
- *No adverse traffic operational or safety impacts are anticipated*
- *Past and current transportation plans call for the improvement as a short-term action (0-5 years after plan adoption)*
- *Opportunity to improve alignment of E Nevada Street approaching Mountain Avenue to reduce street curvature and improve flow. Meets stopping sight distance requirements.*
- *No realistic alternative exists to meet connectivity need*



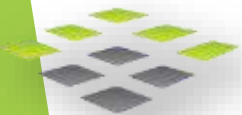


Figure 1
2038 PM Peak Hour
Volumes without
E. Nevada Street
Connection

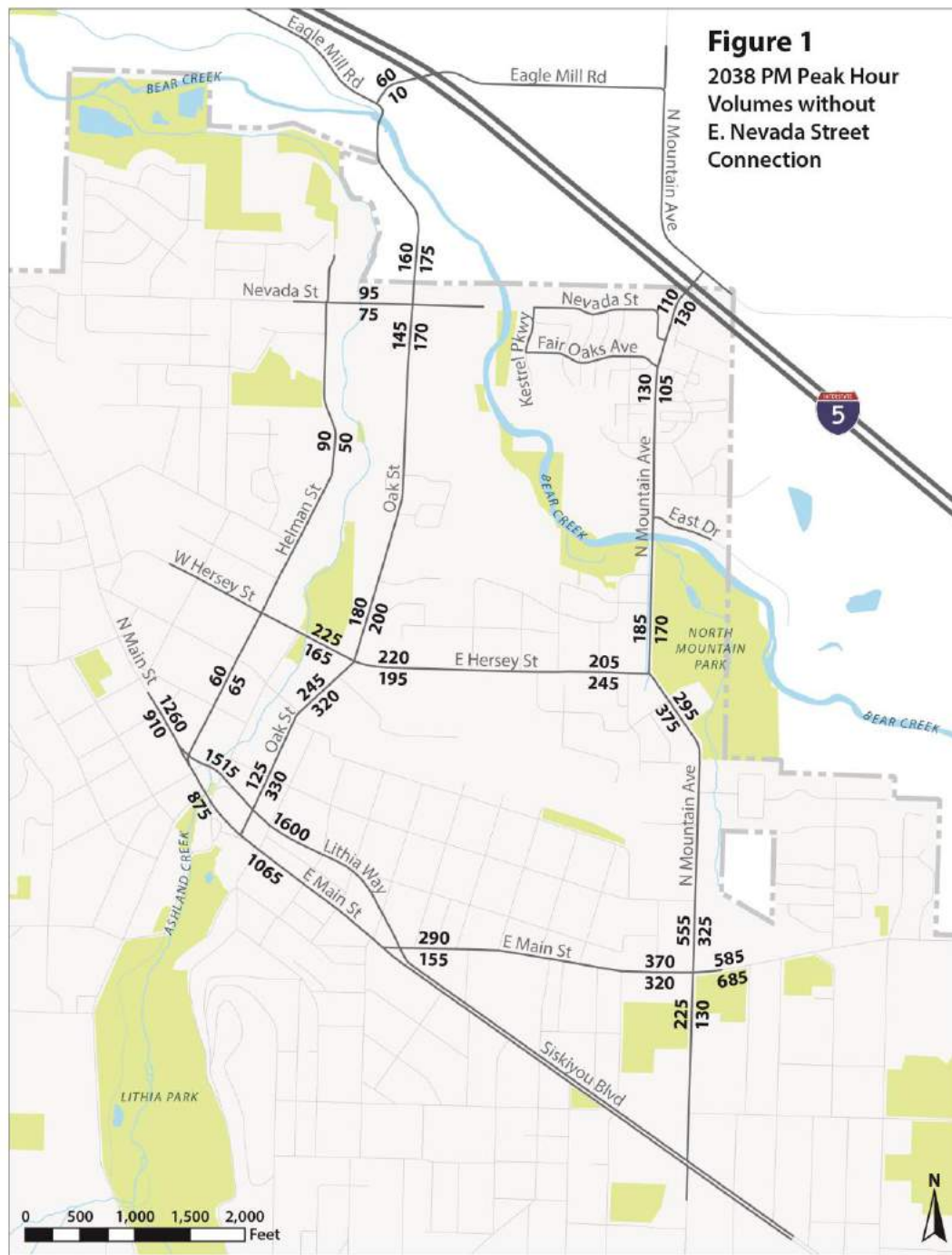
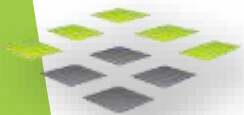
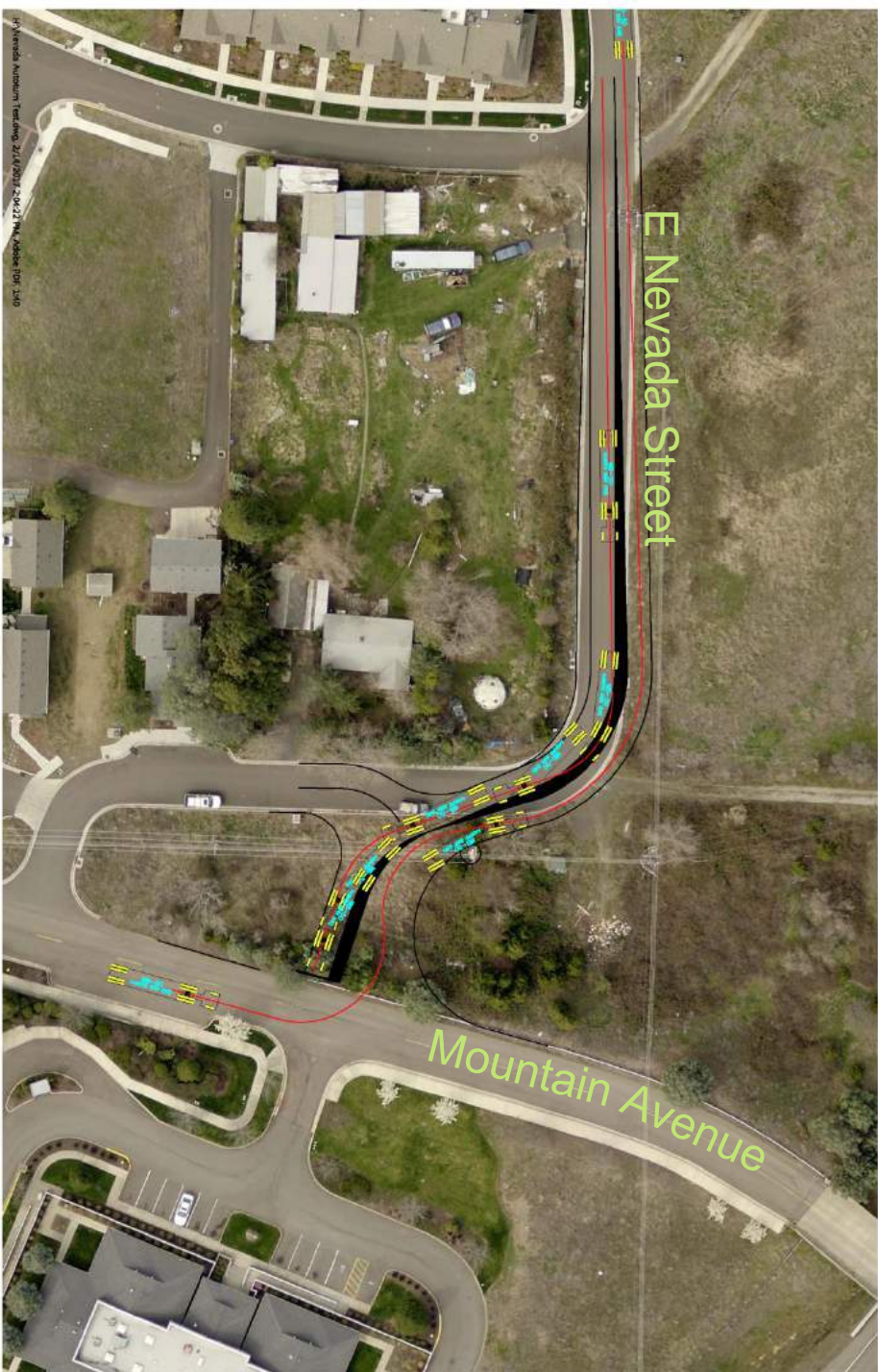
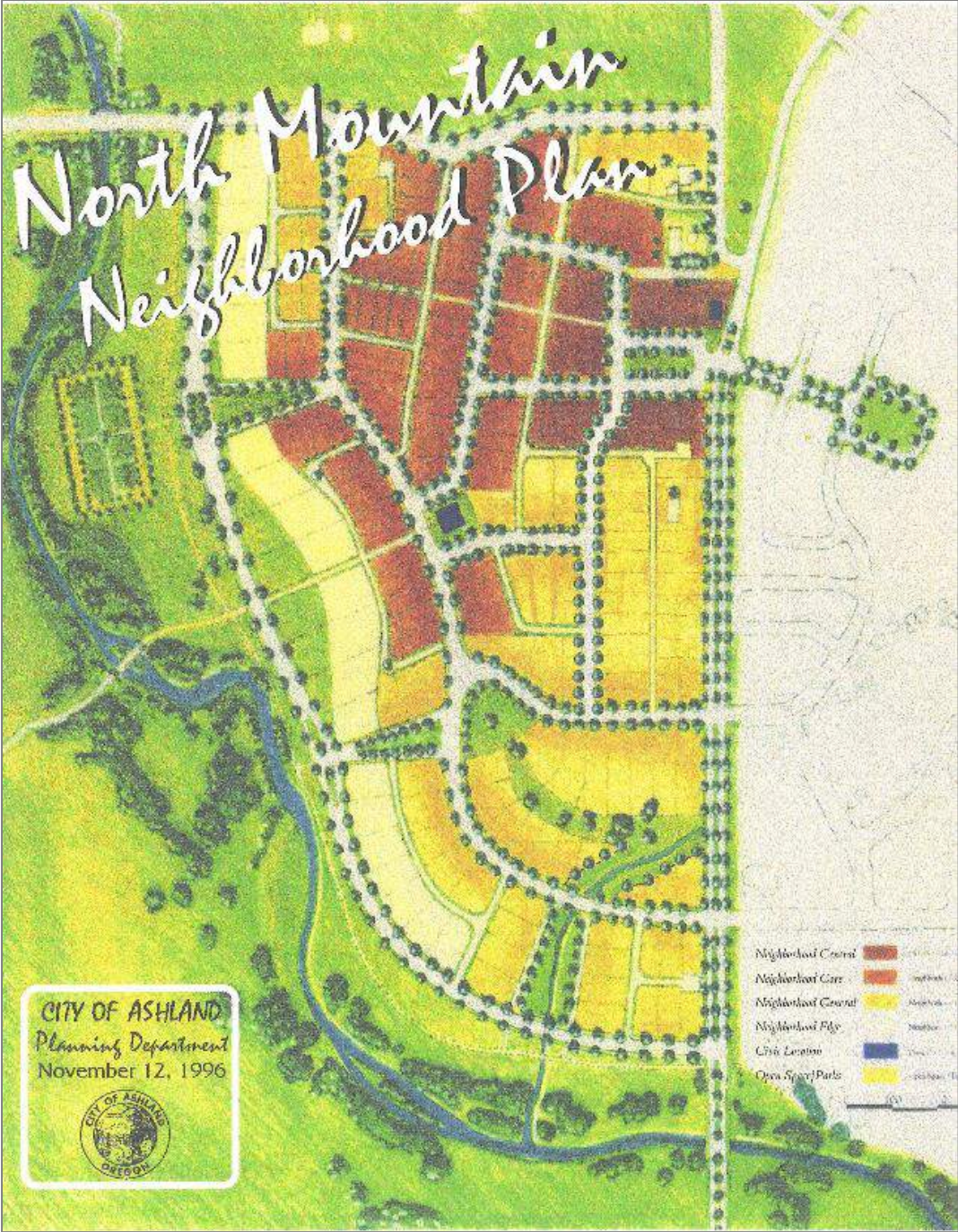


Figure 2
2038 PM Peak Hour
Volumes with E. Nevada
Street Connection





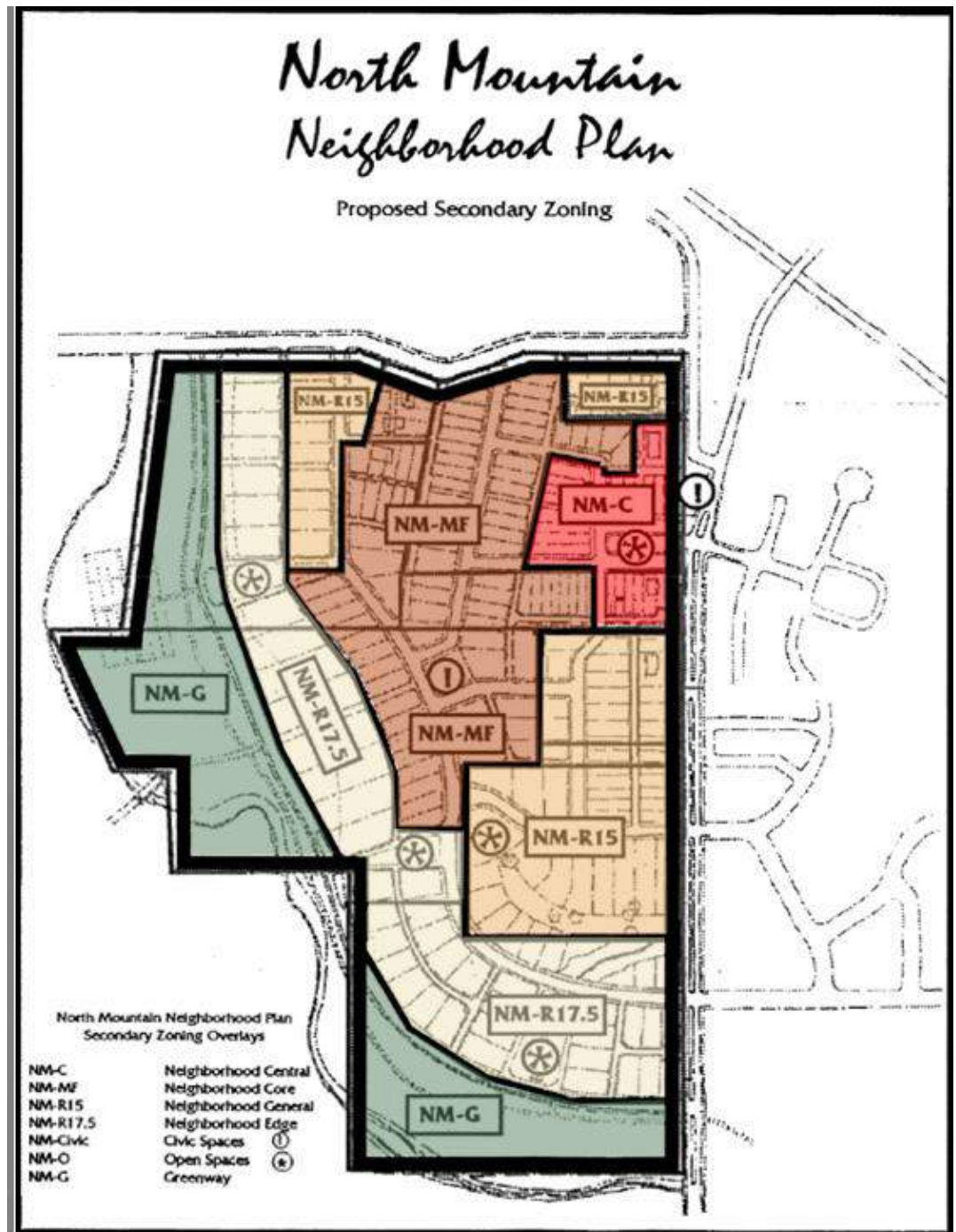
North Mountain
Neighborhood Plan



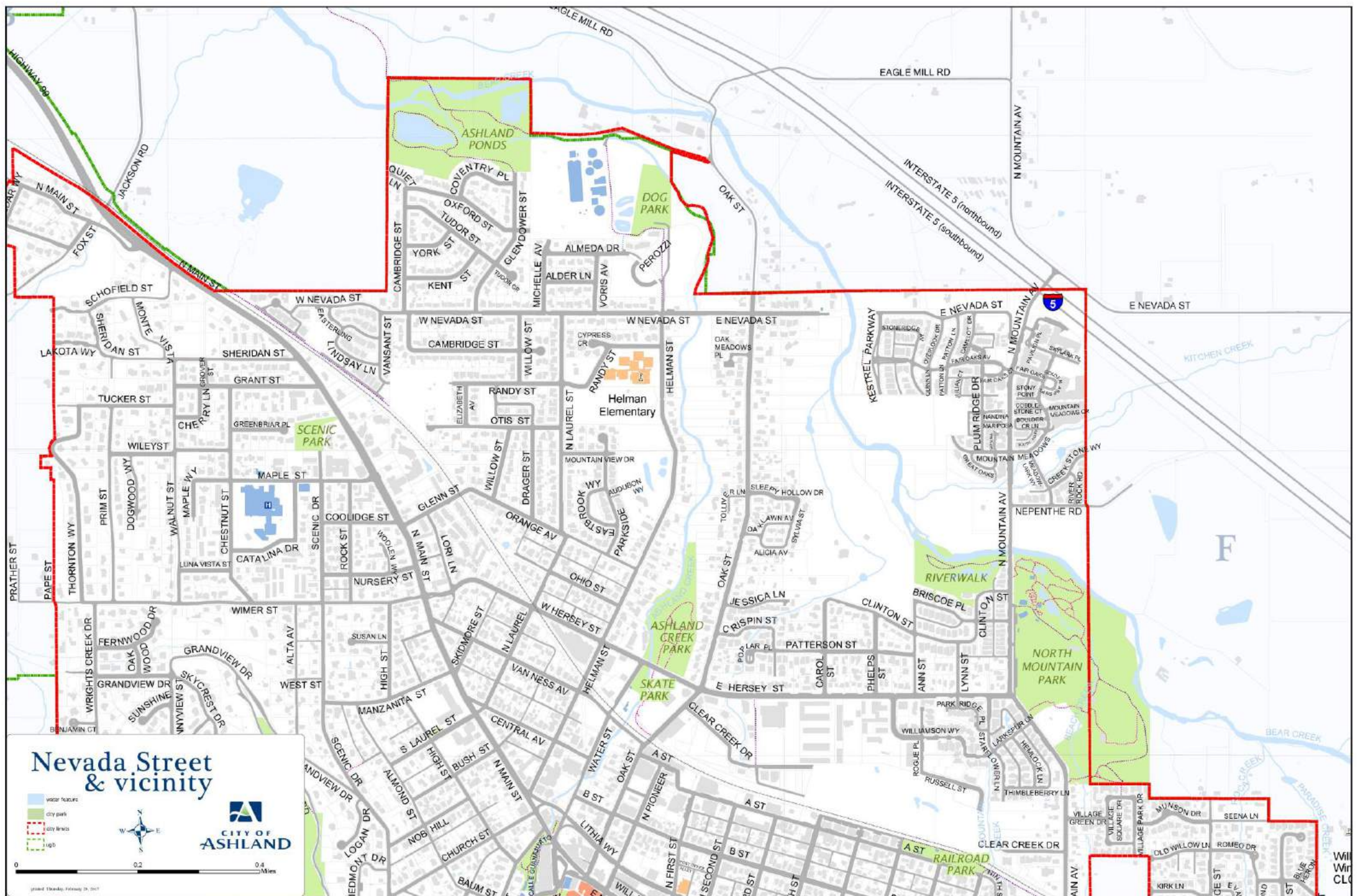


North Mountain Neighborhood Plan

Land Use Designations



Proposed East Nevada Street Bridge Project

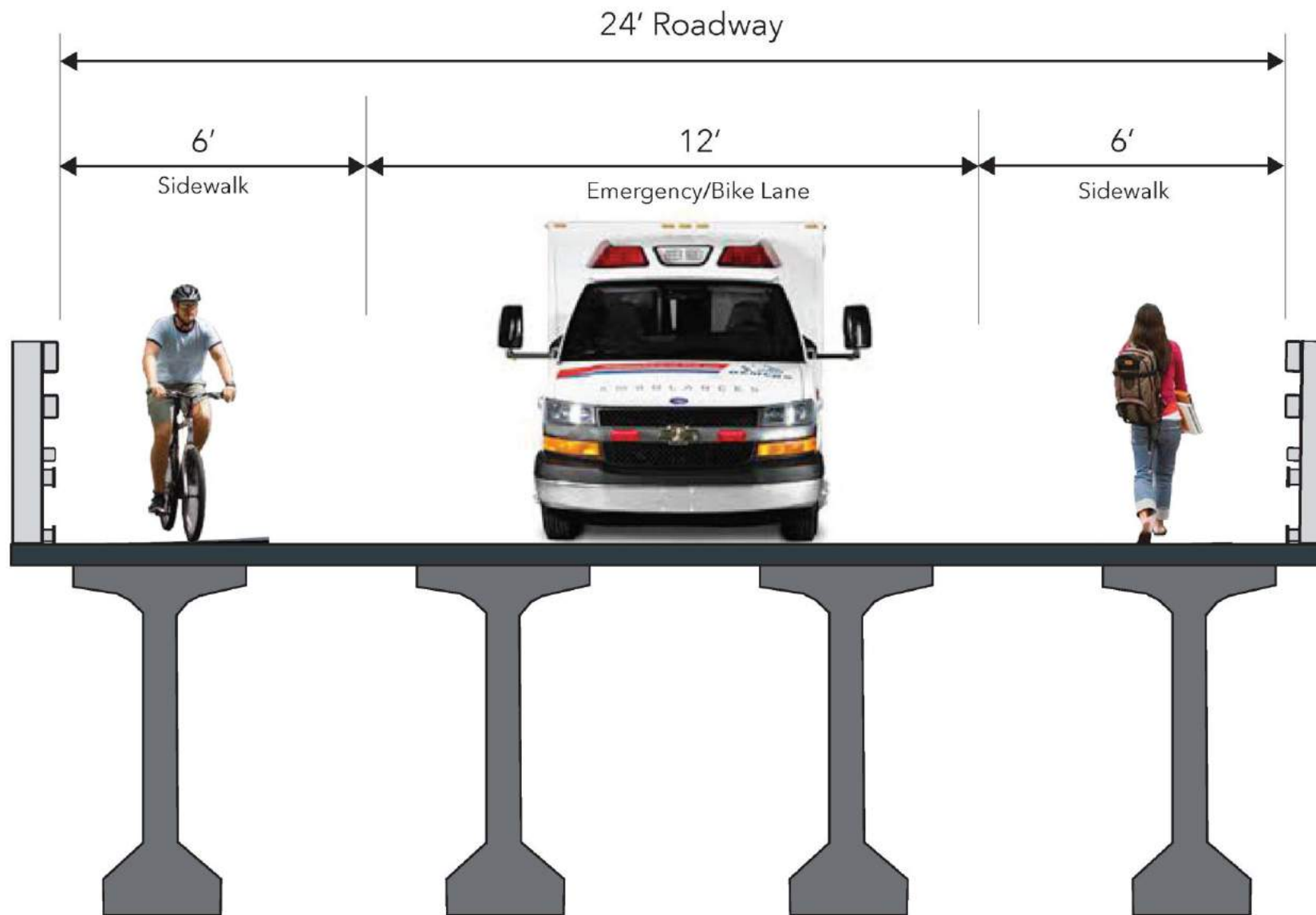




ASHLAND EAST NEVADA BRIDGE CONCEPT

OPTION A: STANDARD BRIDGE

CITY OF ASHLAND, OREGON SEDER ARCHITECTURE + URBAN DESIGN OBEC CONSULTING ENGINEERS APRIL 21, 2016



Typical Section
Emergency Access Option





Estimated Bridge Costs

▶ Conventional Bridge (11' lanes, 6' walk, 6' bike)	\$6,292,715
▶ One Bridge (with combined 12 Bike/Ped on one side)	\$5,760,125
▶ Two Bridges (one vehicular the other bike/Ped)	\$6,292,715
▶ Emergency and Ped/Bike Only (24')	\$4,390,400
▶ Realign Nevada and North Mountain	\$ 430,600

For Record
Kynora

City of Ashland Oregon Transportation Commission Meeting 2-23-17

Ted Hall, PE- Remarks for the Record

210 East Nevada

Ashland, Oregon

(408) 839-3230

The Following Comments refer to The Scott Fleury Memorandum of 2-17-2017 and SCJ attached TIA:

The TIA has numerous errors and interpretations of qualitative language that is harmful to the walking and bicycle citizenry of Ashland in favor of the ~~Automobile~~ Automobiles. This skewed approach to the E. Nevada transportation topic is contrary to the Objectives for the City of Ashland's Transportation Goals included in the October 2012 TSP. A detailed comment on the errors and omissions of the TIA will follow in writing next week.

Five specific comments follow.

Rationale pg. 1/7:

1. The Memo says that the "there is no east/west collector north of Hersey Street."

Comment: This is not true, Eagle Mill Road serves as the current east/west collector Road.

The memo goes on to say that E Nevada Street extension provides the only Realistic opportunity to meet the "NEED".

This statement is untrue since Eagle Mill Rd. already serves as the North Ashland east/west collector north of Hersey. Therefore a vehicle bridge at E. Nevada is not needed. There is no Vehicle bridge need at E. Nevada over Bear Creek,

2. The memo says that Nevada bridge extension has been in the City's plans for "numerous years" and it was a priority Project in 1998 City's ~~2013~~ ^{and a} TSP ~~has~~ included ~~the~~ vehicle bridge. So the E. Nevada Bridge satisfies a **purpose** "to balance mobility and access".

Comment: The 1998 TSP included a Pedestrian Bicycle Bridge on East Nevada as a section 3.4 Long Range Project not a vehicle bridge. Then the 2013 TSP update talked about a Nevada Street extension but never did the due diligence required to determine if a vehicle bridge Need is supported there. In fact, traffic modeling shows that a vehicle bridge at east Nevada is not supported by a NEED. (Show RVCOG Model). A Ped/Bike bridge does balance mobility for pedestrians and Bicyclists. Ped/Bike yes, Vehicle no.

3. On page 2/7 the memo states, "Nevada Street is classified as an Avenue".

Comment: The classification of East Nevada on the East Side of Bear Creek labeled as an AVENUE an error, without Engineering due diligence. East Nevada east of Bear Creek can never serve as an Avenue as its slope is significantly greater than 7%. Boulevards and Avenues are restricted 7% grade or less per TSP (1998).

There is solid engineering rationale for grade slope restrictions on major roadway arterials in Ashland and any City. The comprehensive plan allows that Avenues can accommodate Non-local through traffic. Steep roadways used by folks from out of the area, not accustomed to windy 90 degree bends and a steep terrain is a safety issue.

4. Page 6/7 Alternative Bypass Route: Shows Eagle Mill to Oak to E. Nevada to N. Mountain.

Comment: The alternative bypass route already exists in Ashland and it is Eagle Mill to Oak to Hersey, to N. Mountain. The diagram on page 6/7 is an unnecessary waste of public funds. There is also another straight forward alternative by pass route of Eagle Mill Rd. to N. Mountain. The page 6/7 route would not be allowed environmentally and would be violate Environmental Justice laws since large traffic flows could result running up to and in front of the Skylark Assisted Living and enhanced Care Facility.

Citizens of Ashland have asked that the arterial by pass for down town and the alternative be officially designated as Eagle mill to Oak tom Hersey and or Eagle Mill to N. Mountain which is actually the case today. See RVCOG Traffic Modeling Map.

5. Page 7/7, Recommend a Greeway bicycle/pedestrian bridge:

Should read Recommend a 12 foot wide greenway Ped/Bike/Emergency vehicle bridge.

Comment: The citizens of Ashland have been asking for a 12' Ped/Bike/Emergency Vehicle bridge. Why was a 28 Foot wide option studied? The State standards for a Ped/Bike/Emergency vehicle bridge is 12 feet to 14 feet. Ashland residents have asked for a 12 foot one. Standards dictatethat anything wider than 12-14 feet is a waste of public funds.

All other entries on the Memorandum:

- Vehicle connectivity not needed, already exists
- Remove E. Nevada from comprehensive plan regarding automobile connectivity issues. Topography precludes vehicle connection and already exists anyway. A continuous non-automotive connection in the form of a multi-use path or trail shall be provided.
- Encourage walking, bicycling

- Transit best carbon footprint already can circulate Ref Figure 4, From Oaks St. to down town, down Oak st. to the Dog park, back up Oak to Main, to East Main to Mountain, Down N. Mountain to skylark and return.
- Vehicle connectivity already exists in multiple paths: Eagle mill to oak to Hersey. Eagle Mill to N. Mountain to Hersey. Hersey to Oak to Eagle Mill, Heresy to N. Mountain to Eagle Mill. Additional redundancy is Fiscally irresponsible.





Transportation Commission
Ashland, Oregon
CC: Ashland City Council

SCJ For some time now public works has tried to justify building a vehicular bridge connecting Nevada across Bear Creek. One by one their rationales have been rebutted. Now we're presented with the ~~SJC~~ Alliance Traffic Impact Analysis, a study Public Works recently ordered at a cost of thousands of taxpayer dollars, to justify a ~~crumbling~~ rationale for building the bridge to nowhere. ~~It's a study you'd expect to order to see if a project is warranted, not to try to justify it years later.~~

SCJ In the study, SJC reiterates many of the same ~~so-called~~ ^{alleged} needs that have been soundly refuted, among them the infamous "Downtown Bypass." Hersey and Eagle Mill already provide that. Diverting traffic down a hole to a bridge on Nevada would be a gas guzzling detour.

In the latest Public Works packet to hit the table with a thud is a map labeled, "Existing and planned transit service." In the small print on the map, the word describing non-existing routes is not "planned" but "potential." There is more truth in that word. RVTD officials have said that NO route using a Nevada bridge is planned and is NOT even on the horizon.

The traffic analysis predicts traffic counts in 2038, 21 years from now. In all scenarios, there is little or no impact from a Nevada bridge. The biggest relief estimated in a couple of places is one car fewer every two to three minutes during a peak hour. The biggest take-away is that a Nevada bridge would divert traffic away from the county's Eagle Mill Road down into small neighborhoods. Is that what the city wants?

The packet argues that a Nevada bridge would provide an alternative east/west route rather than "relying solely on Hersey." Currently east/west traffic doesn't rely SOLELY on Hersey. It travels down North Main, Lithia Way, East Main, Siskiyou, and EAGLE MILL road as well.

"Connectivity" is the only thing Public Works has left in its arsenal—a mere buzzword in this instance. And where does such a bridge lead?...To a dead end four blocks away at North Mountain, and to a dead end in the other direction at Billings Ranch. It is not much of an east/west route when it can never connect with highways 99 or 66.

Isn't the best kind of connectivity the city of Ashland could provide across Bear Creek on Nevada a modest bike/pedestrian bridge? Not the 24-foot over-the-top alternative proposed by Mr. Faught, but a 12- or 12.5-foot bridge that fits state standards. It still would allow for passage of an emergency vehicle if needed. It's much more environmentally sound. It's much more in the spirit of Ashland.

We hope the T.C. recommends the modest bike/ped alternative.
Jim Flint, 355 Fair Oaks Ave., Ashland, Oregon

Jim Flint 2/23/17

February 23, 2017

To: Transportation Commission, City of Ashland

Fr: Susan Sullivan, Resident, City of Ashland

Re: Proposed Nevada St. Vehicular Bridge

I have provided input in a previous memo to the Commission asking them to remove the Nevada St. Project (R17) as a vehicular bridge from the Transportation System Plan. In that memo I included information relating to the Goals and Objectives of the City's Transportation Plan and the violations to three particular goals related to a "Green" approach, safety, and character of our community. Today I became aware of Scott Fleury's February 15 memo to the Transportation Commission and the attached Traffic Analysis by the consulting firm SCJ Alliance dated on the same day. To say that I am alarmed is an understatement.

Questions and concerns that come to mind include:

- Why was a traffic analysis with its included rationale for the Nevada St. Project only being completed 8 days ago?
- As I read Scott's memo and the attached report it was obvious that this was written as a rationale for supporting a vehicular bridge for developers. It is not a plan to consider the needs of or to support our community. **This is most disheartening!**
- There is the continued rationale of "connectivity" for justifying an expensive, over-reaching vehicular bridge while ignoring the fact that Eagle Mill Rd. provides the necessary connectivity. A 12'-14' pedestrian/bike bridge with access for emergency vehicles meets the community's connectivity goal and prevents redundancy that will only encourage disruption to the safety and character of neighborhoods.
- Mr. Faught told the 25 -30 people who met with him last September that if the community didn't want a vehicular bridge that it wouldn't be built. Is this double-speak?
- Mr. Fleury's memo makes reference to a **Waiver of Right to Remonstrate and Consent to Participate in Costs of Improvement**, once again repeating the untruth that residents in Meadowbrook Park have waived their right to oppose a vehicular bridge and agree to pay for additional costs associated with it. Neither any of the residents of Meadowbrook Park or the developers, Mr. Ayala or Mr. Cox, saw or signed such a document. If such a document actually exists, it lies hidden in the bowels of a much older land title originated by an earlier land owner. To infer that we who live here signed away our rights and consented to fund accommodations to build this bridge is an insult!
- Finally, in all due respect, Mr. Faught and Mr. Fleury do not live in Ashland and have no skin in the game. I am at a loss to understand their motivation to try to force a bridge that has so many environmental and fiscal problems upon a community where the majority does not want it. For whom are we building this bridge?!

TRANSPORTATION COMMISSION MEETING

2.23.17

Good evening.

My name is Dennis Kendig. I reside at 870 Cypress Point Loop in Ashland. I'm here to offer comments on the proposed vehicular bridge on East Nevada across Bear Creek. After reading the engineering reports on this project, and noting its cost, I have no idea how the proposal ever got this far. But it did, and I'm interested in expressing my views for two reasons:

First, I previously lived at 440 E. Nevada, in the Billings Ranch area. I became familiar with the fact that there was no connection between West and East Nevada and thought about whether it would be desirable to connect them. I concluded it would be a good idea to have a pedestrian or bike path connection, but that a vehicular connection would only serve to create unnecessary traffic.

Second, I'm concerned about the cost of building, let alone maintaining, a vehicular bridge. I understand there is a grant that will cover the first \$1million or so on the project. That's great, but where will the extra \$5 Million come from? Let me repeat that number: \$5 Million. That's \$5 Million for a bridge the residents in the area don't want and the City doesn't need.

Don't get me wrong; I'd be at the front of the line of those espousing the potential societal benefits of large infrastructure projects. But spending this kind of money on a project that perhaps a dozen people will use on a regular basis is nothing short of absurd.

Having said that, I would not be opposed to building a smaller, bike/pedestrian bridge. It would benefit local residents without creating unnecessary traffic, and it would apparently be paid for in full by an existing grant. A no-brainer, in my view.

Thank you for listening.

Place in Public Record

2-23-17

My name is Susan Hall

Please put my comments in the record

My address is 210 E. Nevada, Ashland

Good Evening

I am here opposing an Auto Bridge over Bear Creek

I would like to tell you a story about my brother Hank.

Hank lives in Austin and has an Engineering degree, an MBA and a Law degree.

So naturally, I called him back in April when the Nevada Street Bridge was on your Agenda. I told him people showed up to protest putting a BIG auto bridge over beautiful Bear Creek and run cars up/down the neighborhood streets teeming with children. I described the beautiful setting where kids could play in the creek and salmon swim.

I asked "why would anyone want to build such a bridge Hank, it doesn't make sense?"

He answered: "Susan, FOLLOW THE MONEY"

HUH??

Then last September I called Hank and described the bridge monstrosity Mike Faught presented to residents at Marty's house. I told Hank we asked for modest bike/ped bridge. I told Hank Mike's Bridge didn't fit with the City of Ashland's Transportation Goals and Objectives.** It was an insult to the first Goal of creating a "green" template for other communities to follow.

What was going on?

Mike's bridge didn't reflect ODOT's Design Standards for Pedestrian/Bike Bridges.***

I told Hank it didn't make sense to spend \$6 million dollars of taxpayer money to build an auto bridge that had no Purpose & Need when \$2 million would give us a ped/bike bridge that an emergency vehicle could cross in an emergency.

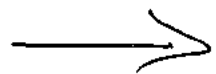
He said, "Susan, FOLLOW THE MONEY". "Ask the hard questions Susan. Ask who, beside the City, is pushing this auto bridge? Who has something to gain?"

Two nights ago, I called Hank again.

I told Hank the City FINALLY was going to show us a ped/bike bridge that an emergency vehicle could cross if needed.

YEAH!!

But when we looked at the cost estimates in the SCJ Traffic Impact Analysis (TIA) attached to the City Memo we were surprised to see the new bridge option was 28 ft wide with a price tag of \$4.3 Million.



I asked Hank,

"Why is the City persisting with this width of Bridge?"

"ODOT Standards consider 12 -14 feet reasonable and anything over that is considered "unreasonable".

His Final Answer was : YOU GUESSED IT

"Susan, FOLLOW THE MONEY".

** Ashland Transportation System Plan October 2012: Transportation Goals & Objectives and Plan & Policy Review.

*** (Source: Oregon Dept. Of Transportation's Design Standards for Pedestrian/Bike Bridges. See Ted Hall's notebook Tab 6 in Agenda packet).

(Source: Memo & SJC TIA; TC Agenda packet for 2/23/17.)

Susan Hall
2-23-17

February 23, 2017

Transportation Commissioners,

After perusing the entire packet for tonight's meeting, I firmly believe that a vehicle(automobile) bridge over Bear Creek is not necessary, nor is it fiscally responsible.

I particularly appreciated the testimony of Paula Brown, our former gem of a Public Works Director and engineer who suggested "that this project be reconsidered and rescoped as a bike/ped bridge with potential for emergency access only."

I wholeheartedly agree.

A handwritten signature in blue ink, appearing to read 'Linda Peterson Adams', with a long horizontal flourish extending to the right.

Linda Peterson Adams

642 Oak Street

Ashland

gardengriotashland@gmail

My name is Dave Brabec

My address is 440 Drager Street

Towns originate when a group of people decide to share a common area. Decisions once made over the campfire are now done over the kitchen table, coffee shops, and occasionally barstool. But the ideas begin with people in a community trying to make something better for their friends and neighbors.

The traffic commission, the city council and the mayor put their official stamp on the decision but its true origins begin with its people. That is how democracy works and will continue to work if it wants to remain a legitimate, viable form of government.

Ashland is a city that has transformed itself from a rough blue collar logging spot, to a creative, art loving, forward thinking town. Taking the lessons learned from the past and not repeating its mistakes.

Thanks to people like you, our citizens, you help continue this effort.

You volunteer to insure that Ashland will remain a great place to live,

raise a family, and grow in a responsible manner. A town many aspire to become.

So it was with great concern when I saw the bids supplied by the public works director. There is no bid for a 12 foot wide bike/pedestrian bridge.

How am I supposed to go to my neighbors and friends and make the comparison if this option is not there.

So instead of a cordial debate amongst the citizens of our city, I am going to listen to people and their justifiably frustrated comments about how the city is not listening. Instead of saying here are the options, they are going to be yelling where are the options we have been asking for. Where is the option the city originally planned for that runs more true to the theme and spirit of our city. One of alternative transportation, a greener future and a continued safe place for our children and citizens to travel upon.

This city has many nature gifts laying before it. Beautiful mountains, wondrous trees and clean running streams. Go to Lithia during rain or shine and see people play around the creek.

But instead the city planner only suggest a road wide enough to bypass one of its natural gifts, to raise the speed limit from 15 to 30 so cars can fly around corners, down hills, and across a creek where people want to gather.

You and I will decide this debate, like our forefathers around the campfire.

I'm not demanding we choose the 12 foot bridge. But I would like to present it to my friends and neighbors over coffee, dinner, or maybe the occasional barstool.

Thank-you for your tireless and often thankless job. I thank-you in advance for trying to keep the conversation open and honest.

David Brabec

My name is Jennifer Hall.
My address is 440 Drager Street

Thank you so much for allowing public input for the pedestrian/bike bridge over Bear Creek. In the heat of summer my boys go down with their friends to Bear Creek to build things such as bridges and forts while reenacting major naval battles. But mostly they go to cool off with friends in a safe and creative way that we want all of our children to do.

The problem with building a vehicular bridge is that it will make cars and kids collide more often, at the bottom of 2 steep hills.

I have been an Emergency Room doctor for over a decade and while I love my job, one of the worst things I see is a child hit by a car. It most commonly involves a kid making a common mistake like swerving in the street and colliding with a driver on a cell phone.

I see the broken body, I see the swollen face, I see the lifeless hands, I hear the howl of their parents when I tell them their child is dead.

Because that is the way you can say it. You can't say they have passed on, you can't say they are gone, if you give them one sliver of hope with ambiguity they will take it.

My first attending physician said to me "you have to say the words they are dead or else they will not believe what you are telling them."

As the stewards of safety in Ashland, you have an opportunity to further the dream of this beautiful community: a town of tolerance, love and the best place to raise a kid in America.

There is an alternative to a vehicle bridge; build one that is environmentally friendly, promotes activity through exercise, and gives an alternate form of transportation at a reduced cost to taxpayers.

Putting a vehicle bridge in this area jeopardizes the safety of our neighborhood and brings no increased quality of life to Ashland while spending millions of dollars that will be taken from other projects or cost more tax dollars to build.

We respect our obligation to pay taxes and urge you to understand your obligation in spending them in the most judicious, honest and fair way possible.

Thank you

February 23, 2017

To the Members of the Ashland Transportation Commission:

I am opposed to building a vehicular bridge over Bear Creek at East Nevada St.

1) It is an unnecessary connection.

*From the Ashland Transportation System Plan: Policy #26 (L26) Eagle Mill Road
The City of Ashland supports the following route as an **alternative route around the downtown area** to areas south and east of downtown from the I-5/Valley View Road interchange: Eagle Mill Road from Valley View Road to Oak Street, Oak Street from Valley View Road to Nevada Street, **E Nevada Street** from Oak Street to N Mountain Avenue, and North Mountain Avenue from E Nevada Street to E Main Street. The City of Ashland encourages Jackson County to make improvements to Eagle Mill Road on a similar timeframe to the City's Nevada Street Extension project.*

There is already an alternative route around the downtown area. I commute every day from the west side of the proposed bridge on East Nevada Street to Walker Avenue during peak hours. I *always* avoid downtown. This commute takes me 8 minutes. (My car times it for me.) If I get stuck behind a school bus or a train, it has taken me up to 10 minutes. However, there is rarely much traffic. As a matter of fact, the hardest point of my commute is trying to turn left onto Oak from E. Nevada. If there was more traffic coming off of East Nevada, this would be much harder turn. There would be more accidents and the intersection would be more dangerous for the students of Helman Elementary who are trying to cross the street and for the middle and high school students waiting on Oak Street for the school bus. The \$6,500,000 bridge would maybe save me 30 seconds or so (mostly because I would not need to complete the left turn onto OAK.)

According to the report from Mr. Faught, "projected traffic volumes on this new connection are expected to range from 3,000 to 3,600 vehicles per day in 2038. Volumes are expected to be lower during the initial years of operation no significant adverse traffic operational impacts are anticipated with the new connection." I cannot begin to imagine the back up as vehicles wait to turn left onto Oak from East Nevada with this amount of traffic. But the real question is, where do these numbers come from? The numbers that I see on the TIA "Figure 2: 2038 Peak Volume without East Nevada Street Connection" seem to be the same as the numbers on "Figure 1: 2038 Peak Volume Numbers with East Nevada Street Connection". (I will admit, the PDF files I am looking at are very hard to read and may not be accurate.) I cannot figure out how 195 cars during peak hours translates to 3,600 per day. Admittedly, I am not an engineer, but it looks like there is predicted to be MORE cars on East Nevada than there are going up and down Oak Street. Does this make sense given the width of the streets and the desire to provide a safe route for school children to commute to Helman?

2) There are cost not calculated in the proposal.

While East Nevada may be classified as an Avenue, Hersey and Oak Street are much wider than East Nevada. There would be additional costs that are not accounted for in the proposal to make the road wide enough to handle the additional traffic. Ashland's two-lane standards for Avenues include a pavement width of 32 to 33 feet, 6 foot bike lanes on both sides, 8 foot parking bays as well as sidewalks. I cannot see how the existing parts of East Nevada Street would accommodate these standards, so many more improvements not listed in the proposal should be expected.

East Nevada Street really should be reclassified as a "neighborhood street" based on its current width.

3) The proposed bike/pedestrian/emergency vehicle bridge is much more expensive than is needed.

The following information (with websites in parenthesis) indicate that a 28' bridge is over-kill.

- a) The width of a fire truck is 102" (or 8.5") (https://fama.org/wp-content/uploads/2015/09/1441593313_55ecf7e17d32d.pdf)
- b) Width – A large fire truck requires a minimum road width of 10 feet. (http://botetourtva.gov/government/documents/road_guidelines.pdf)
- c) The report entitled "Pedestrian/Bicycle Overcrossings: Lessons Learned" by Rory Renfro of the Portland State University Masters of Urban and Regional Planning advocates for a "12' to 14' bridge to accommodate maintenance and emergency vehicles" (http://web.pdx.edu/~jdill/Files/Renfro_Bike-Ped_Overcrossings_Report.pdf)

4) A RVTD Transit Route could happen without the bridge.

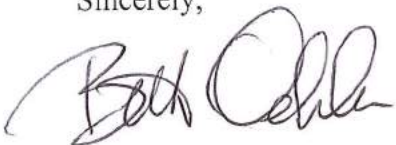
I see the advantage of having bus routes through this part of Ashland, but it seems like a lot of money to spend on a route that might happen someday. A bus route could serve these neighborhoods by continuing on North Mountain to Eagle Mill Road, to Oak. According to Mr. Faught, the intersection of Oak Street and Eagle Mill Road provide some visual challenges, but I do believe that a bus driver, who sits up higher, could see across the bridge on Oak Street with no problems. Six million dollars seems like a lot to spend to save 8 to 10 buses a day from taking this route that already exists.

5) A vehicle bridge on East Nevada Street ^{does not} uphold the mission statement of the Transportation Commission.

It will not retain our small-town character which should include having small, intimate neighborhoods that are safe for children. It only minimally allows for people in cars to move easily through the city, and only for a select few that live on one side or other of the creek or in the rare event that I-5, Hersey Street AND Eagle Mill Road are all temporarily blocked. It will not enhance the natural environment (and may, in fact, harm the natural ecosystem of Bear Creek). It definitely does not move Ashland towards being a "less auto-dependent community" unless it is a bike/pedestrian only bridge.

The bridge across Nevada Street is a waste of taxpayer money and should not be built.

Sincerely,



Beth Oehler
215 E. Nevada St.
Ashland, OR 97520
bethoehler@hotmail.com
541-941-4850

Transportation Commission Meeting

March 23, 2017

Title:	East Nevada Street Bridge	
From:	Michael R. Faught	Public Works Director
	mike.faught@ashland.or.us	

Suggested Next Steps:

If the Commission is inclined to recommend the proposed East Nevada Street Bridge then the commission should make a simple motion recommending Council approve the bridge.

If the Commission decides to recommend delaying the East Nevada Street Project and have it further evaluated with the TSP update, then the Commission would need to make a recommendation for the disposition of the \$1.5 million grant.

If the Commission decides to recommend that the East Nevada Street Bridge not be constructed, the commission should provide recommended modifications to the related AMC as well as recommend the disposition of the \$1.5 million grant listed below.

If the Commission decides to recommend the construction of a bike/ped emergency only bridge in compliance with the Oregon fire code (minimum 20 feet width; per attached memo from the City of Ashland Division Chief/Fire Marshall), it will trigger a new project review with the granting agency. The Commission should also determine if any modifications to the existing project meet the long term priorities of the transportation system needs.

Discussion Questions:

If the Commission does not recommend approval of the East Nevada Street Bridge specified in the TSP as high priority project what modifications to the following Ashland Municipal Code (AMC), Comprehensive Plan, and 2012 TSP will the Commission recommend be made to AMC 18.4.6.040?

- a. AMC 18.4.6.040.D.6
- b. AMC 18.4.6.040.D.8
- c. AMC 18.4.6.040.D.10
- d. AMC 18.4.6.040.D.21
- e. AMC 18.4.6.040.E.1

2. Comprehensive Plan; AMC 10.09.02.32

- a. Modify Transportation element #32 Interconnections between residential neighborhoods.
- b. Modify transportation element #33 Plan for the full improvement of Hersey, Nevada and Mountain Avenue as alternative routes to the downtown areas for north-south traffic.

3. 2012 TSP

- a. Modify the Street Classification Map.
- b. Modify Financially Constrained project list.

What are the Commission's recommendations for the disposition of the \$1.5 million grant for the project?

If the Commission decides to recommend a bike/ped emergency vehicle bridge only, what width of bridge would they recommend? Is the recommendation compliant with the Oregon Fire Code?

What other alternative bridge crossings does the Commission recommend to meet connectivity requirements outlined in the AMC?

Policies, Plans and Goals Supported:

The proposed East Nevada Street Bridge is identified in the 2012 adopted TSP as a high priority project and meets Goal #4 "Create a system-wide balance for serving and facilitating pedestrian, bicycle, rail, air, transit, and vehicular traffic in terms of mobility and access within and through the City of Ashland".

This project is supported in the AMC and the Comprehensive Comp Plan as identified above.

Background and Additional Information:

The Commission held a public hearing on February 23, 2017 on the proposed East Nevada Street Bridge. The record was held open for two additional weeks and was closed on March 9, 2017.

Our contract traffic engineer, Ann Sylvester, has outlined the following benefits of the proposed East Nevada Street Bridge.

The E Nevada Street connection would:

- Provide additional access and circulation for emergency vehicles traveling between North Ashland neighborhoods and to/from police or fire stations or the Ashland Hospital. In some cases this new access could reduce emergency vehicle response times to/from N Mountain Avenue neighborhoods;
- Provide walking or bicycling access to/from the Bear Creek Greenway, while also providing a shorter travel path for pedestrians and cyclists who generally want to travel east/west across North Ashland or to/from downtown;
- Provide vehicle access to/from and between neighborhoods consistent with the long term land development plans in the area;
- Provide necessary street system connectivity and redundancy in the event of an emergency along N Mountain Avenue and/or Hersey Street;
- Result in no significant adverse traffic or safety impacts with the new connection;
- Provide the opportunity to improve E Nevada Street west of N Mountain Avenue by smoothing the S-curves and relocating the existing intersection to a spot opposite Skylark Place;

- Provide the opportunity for new North Ashland transit service in the future as called for in the City's Transportation Plan.

The commission wanted to know how the City competes for limited transportation funds through the Rogue Valley Metropolitan Planning Organization. The process is a very competitive process, and the project must have regional significance in order to compete. Generally a project like widening Foothills as east/west corridor, or Lozier Lane, Table Rock, State projects etc. In order to compete with these types of projects, our grant applications have to be significant and listed as a high priority (0-5 years) in the TSP.

There has been ongoing questions about how the remaining portion of the project would be funded. To that end, I have recently learned that a proposed transportation funding package may be getting legislative traction. They are considering three funding options: an 11 cent gas tax increase, a 21.5 cent gas tax increase and a 30 cent gas tax increase. An 11 cent gas tax increase would generate sufficient funds to pay the debt service on this project.

There has also been a lot of discussion about maintaining the existing infrastructure. The good news here is that with Ashland voters approving the reallocation of Food and Beverage Funds to Street maintenance, there will be a little over \$1 million available in the next biennium budget for streets and \$2.5 million per year by 2023 after the wastewater debt has been paid off.

The commission had some questions about whether or not we had sufficient preliminary engineering work to adequately estimate the price of the project. To that end, we will have the engineer of record at the meeting to answer any detailed questions the commission has.

Responses to questions raised through testimony and by commissioners are as follows:

Testimony

- "All collectors or Avenues cannot exceed 7% grade". In Ashland grades are limited to 15% for new roads AMC 18.4.6.040.c.a. East Nevada is 13.9%, Hersey at North Mountain is 11.7%, and North Mountain at Hersey is 13.7%.
- "A bike/Ped Bridge with emergency service can be 12 to 14 feet." In Ashland the City has adopted the Oregon Fire Code that requires a minimum of 20 feet per AMC 15.28.010.
- There was a question about bike sharrows on East Main. Our contract traffic engineer confirms that placing bike sharrows on East Nevada is an acceptable method of providing bike facilities (examples of other places in town with bike sharrow includes Oak Street and "A" Street which are both collectors.

Attachments:

Additional Citizen Written Testimony

Memo from Margueritte Hickman, Division Chief/Fire Marshall

Memo

DATE: March 15, 2017
TO: Mike Faught
FROM: *mlh* Margueritte Hickman, Division Chief / Fire Marshal
RE: East Nevada Bridge

This memo is to respond to the request for a fire code application to fire apparatus access.

The through connect of Nevada Street bridge has the potential to reduce response times for Ashland Fire & Rescue and is a positive improvement to our city's street system for emergency response. Many of our calls take us to the North Mountain area, so this through connection could provide quicker transport to ACH and a quicker response to the Quite Village and Billings Ranch area when responding from the North Mountain area.

The Oregon Fire Code provides the specifications for the design of fire apparatus access roads. The minimum width of fire apparatus access roads is 20 feet, and the minimum height is 13' 6" high. (OFC 503.2.1) Structural fire engines are approximately nine feet wide at the wheels and approximately 10 feet wide at the mirrors.

In the event that a barricade or security device is installed to prevent unintended travel across the bridge, OFC 503.5 and .6 requires approval of the fire chief, their designee or the code official.

The Oregon Fire Code is adopted by the Oregon State Fire Marshal by OAR 837 Division 40, which causes it to apply throughout the state of Oregon. The Oregon fire code is a minimum code, which means that the local jurisdiction is not permitted to modify or amend the code to be less restrictive. The City of Ashland adopts the Oregon Fire Code with Ashland amendments through AMC 15.28.010.

If additional information is desired, please feel free to contact me.

ASHLAND FIRE & RESCUE

455 Siskiyou Boulevard
Ashland, OR 97520
(541) 482-2770 • Fax (541) 488-5318
TTY: 800-735-2900



Kyndra Irigoyen

From: Kim Blackwolf <wolf@mind.net>
Sent: Tuesday, March 07, 2017 11:39 AM
To: Kyndra Irigoyen
Subject: Nevada Street Bridge

Dear Joe Graf and Kendra Irigoyen;

I would like to comment on the Nevada Street Bridge proposal. I have reviewed both the available Public Works materials and the informal discussions about this issue on media platforms. I regret missing the Transportation meeting at which this was discussed.

I feel the bridge is a good idea. I think having additional vehicle and pedestrian/cycle access is not only a positive for the community but probably smart in light of potential neighborhood emergencies. The Nevada - Mountain Street area is only going to continue to grow and I think it has very limited egress considering the numbers of people in the newer subdivisions, Mountain Meadows, and an additional subdivision now in planning for Nevada up to the freeway edge. I do not live in that area of town but I am a native Oregonian and a 35 year resident of Ashland. I understand the opposition's concerns but I also think a lot of it is "not in my backyard." I feel for those people but feel the larger advantage to the community as a whole needs to outweigh the adjustment of a few.

Thank you for your time.

Kim Blackwolf
354 Liberty St.
Mail to: P.O. Box 757
Ashland Or 97520

541-324-4237

PO Box 644
Ashland OR



3/3/17

97520
Re Nevada Street Bridge
to Ashland Traffic Commission
Ashland City Council Members

I have owned a home in Ashland for 12 years, and for 15 years prior to that I lived in a mobile home in Ashland. I am writing to express my support of completion of the Nevada Street Bridge Project to accommodate vehicular, emergency vehicles, pedestrians & bicycles, particularly because it is the "green" thing to do. I support building a bridge for cars here because that will help lower auto emissions. Right now the cars forced to use Eagle Mtn Rd & North Mountain are using 25 to 30% more fuel ^{than the would with the bridge} and are expelling those fuel gasses into the air. If the city listens ONLY to the people who

own property (ies) adjacent to Nevada Street and either chooses not to build or worse (In my opinion) to spend millions to put in a walk/bike bridge, the city is ignoring not only its duty to our current and future Ashland residents but also its duty to seek to lower greenhouse gases. The Nevada Street bridge is a logical, legal solution for our future. The federal government gave Ashland a grant for starting a vehicle bridge because it is the best option for Ashland residents and visitors. The longer the project is delayed the more expensive it becomes.

I suggest build the \$6.4 million vehicular bridge and save Ashland dozens millions of dollars in unnecessary fuel costs over time, save money by building it as soon as possible, and help reduce greenhouse gases by providing an east-west route within North Ashland. Thank you for your consideration,
Reggie DeSoutherd



MEDFORD OR 975

04 MAR 2017 PM 2 L



Ashland Administration
20 East Main
Ashland OR

97520

Kyndra Irigoyen

From: Mike Faught
Sent: Tuesday, February 21, 2017 5:46 PM
To: Kyndra Irigoyen
Subject: FW: Nevada Bridge Extension Support

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

From: Nora Knox [mailto:nora@mind.net]
Sent: Tuesday, February 21, 2017 12:37 PM
To: Mike Faught
Subject: Nevada Bridge Extension Support

Hi Mike,

I left you a voicemail and wanted to follow up in writing regarding my support of the Nevada St bridge. I have lived on Nevada St for over 20 years and have watched new homes and new families move across the creek. Unfortunately, these new families have to travel a very long way to transport their children to school each day. The bridge is a natural connector to help traffic flow around our town. I sure hope that the bridge can proceed as planned.

I would also love to access Mountain street from Nevada St to access the park and other attractions. I am sorry to miss this important meeting but hope my support can help the process move forward.

Sincerely,

Nora Wehmeyer-Knox
485 W Nevada St

Sent from my iPad

March 9, 2017

To: Mike Faught, Director, Public Works
Ashland, Oregon

From: Mountain Meadows Owners' Association

Attached please find petitions signed by the residents of Mountain Meadows Owners' Association in support of the Nevada Street Bridge for vehicular, bicycle and pedestrian traffic.

Contact: Lola Egan
541-488-7709

Lee Bowman
541-552-9134

51 Winberry Way
Mike Fugitt

Date: 3/8/17

Petition in Favor of the Nevada Street Bridge
From the Mountain Meadows Community

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5. The connection of the two parts of Nevada Street has been shown in the City's plans for at least 20 years.

Name (please print):

Address:

Signature:

<u>GIDEON WIZANSKY</u>	<u>827 PAVILION PL.</u>	<u>G. Wizansky</u>
<u>Judith Goffe</u>	<u>817 Boulder Creek Ln</u>	<u>Judith B Goffe</u>
<u>DENNIS HOLEMAN</u>	<u>822 PLUM RIDGE DR.</u>	<u>Dennis L. Holman</u>
<u>Janice Trieglaff</u>	<u>825 Boulder Creek Ln</u>	<u>Janice M. Trieglaff</u>
<u>Robert Tower</u>	<u>812 Plum Ridge Dr</u>	<u>Robert B Tower</u>
<u>LEE BOWMAN</u>	<u>554 MOUNTAIN MEADOWS DR</u>	<u>L. E. B.</u>
<u>Hal Hayden</u>	<u>564 Great Oaks</u>	<u>H. E. Hayden</u>
<u>Lola Egan</u>	<u>836 Pavilion Pl.</u>	<u>Lola Egan</u>
<u>BOB KOHRS</u>	<u>836 PAVILION PLACE</u>	<u>Robert H. Kohrs</u>
<u>Eric Fugitt</u>	<u>959 Golden Aspen Pl.</u>	<u>Eric H. Fugitt</u>
<u>DONNA SWANSON</u>	<u>863 PLUM RIDGE DRIVE</u>	<u>Donna Swanson</u>

Date: 3/8/17

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Name (please print):

Address:

Signature:

<u>RICHARD BEE</u>	<u>583 NANDINA ST</u>	<u>Richard Bee</u>
<u>Nancy Schlarzen</u>	<u>832 Plum Ridge Dr.</u>	<u>Nancy Schlarzen</u>
<u>Harriet Berman</u>	<u>817 Pavilion Place</u>	<u>Harriet Berman</u>
<u>Gyivide Bradford</u>	<u>985 Goldenspoon Pl.</u>	<u>Gyivide Bradford</u>
<u>Madeline Hill</u>	<u>828 Boulder Creek Lane</u>	<u>Madeline Hill</u>
<u>Dena Bates</u>	<u>846 Stony Pt.</u>	<u>DENA BATES</u>
<u>Carol Lee Rogers</u>	<u>327 Glenn St.</u>	<u>Carol Lee Rogers</u>
<u>Wendy Rubach</u>	<u>2100 Rockfellow St</u>	<u>Wendy Rubach</u>
<u>MARGE RUSNAK</u>	<u>918 MT. MEADOWS CIRCLE</u>	<u>Marge Rusnak</u>
<u>Lucy STRASBURG</u>	<u>935 MT. MEADOWS Cir.</u>	<u>Lucy N. Strasburg</u>
<u>Dolores Dubbs</u>	<u>911 Mtn. Meadows Cr.</u>	<u>Dolores Dubbs</u>

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Name (please print):	Address:	Signature:
<u>Margaret Tower</u>	<u>812 Plum Ridge Drive ^{Ashland} OR 97520</u>	<u>Margaret L. Tower</u>
<u>W. Ferguson</u>	<u>818 PAVILION P</u>	<u>W. Ferguson</u>
<u>Charlotte Silbaugh</u>	<u>914 mm circle</u>	<u>Charlotte V. Silbaugh</u>
<u>Colleen Heltzel</u>	<u>832 Pavilion Pl.</u>	<u>Colleen Heltzel</u>
<u>Anne Greiner</u>	<u>916 Mountain Meadows Cir</u>	<u>Anne Greiner</u>
<u>Joel Taylor</u>	<u>590 Mountain Meadows Dr.</u>	<u>Joel S. Taylor</u>
<u>Donna Taylor</u>	<u>590 Mountain Meadows Dr.</u>	<u>Donna R. Taylor</u>
<u>Samuel Mitchell</u>	<u>892 Plum Ridge Dr</u>	<u>Samuel Mitchell</u>
<u>Suzanne Mitchell</u>	<u>892 Plum Ridge Dr</u>	<u>Suzanne Mitchell</u>
<u>Barbara Kunsinger</u>	<u>591 Nandina St</u>	<u>Barbara Kunsinger</u>
<u>Virginia Prigge</u>	<u>741 Nephthys Rd.</u>	<u>Virginia Prigge</u>

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Name (please print):

Address:

Signature:

THOMAS J. BUECHER	829 BOULDER Ck. LN	Thomas Buecher
William J. Walker	844 STONY POINT 975	William J. Walker
Lue Anne Cook	975 Golden Aspen Pl	Lue Anne Cook
Juliet & Bill	777 N. Mountain	Juliet & Bill
Annelle Buchanan	5795 Creek Street	Annelle Buchanan
Bette H. Henry	980 Golden Aspen Place	Bette H. Henry
Terry S. Bateman	829 Pavilion Place	TERRY S. BATEMAN
Miyoko Ishihara	971 Golden Aspen Pl.	Miyoko Ishihara
Catherine Hager	750 River Rock Rd	Catherine Hager
MARY DEVLIN	842 Stony Point	Mary Devlin
Dorothy Levy	975 Golden Aspen Pl.	Dorothy Levy

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Name (please print):

Address:

Signature:

Jeremy Dailey

971 Golden Aspen Pl, Ashland

Jeremy Dailey

Olive M. Johnson

986 Golden Aspen Pl, Ashland

Olive M. Johnson

ELSPETH WALKER

981 Golden Aspen

Elspeth Walker

Megan Hempstead

912 Mt Meadows Circle

Megan Hempstead

Sheena Hunter Fine

780 Creek St, Ashland

Sheena Hunter Fine

Jack Lentfer

813 Plum Ridge Dr

Jack Lentfer

Patti Lane

964 Golden Aspen

Patti Lane

Jean Buechle

829 Boulder Creek Lane

Jean Buechle

Bethany Metcalf

584 Great Oaks Dr

Bethany Metcalf

Chris Borovansky

855 Mt. Meadows Dr.

Chris Borovansky

JOHN TRAMMELL

598 NANDINA ST

John R. Trammell

Date: _____

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Name (please print):

Address:

Signature:

Carole Trammell

578 Harding

Carole Trammell

Jeanette Sill-Holman

882 Plum Ridge Dr

Jeanette Sill-Holman

Kyndra Irigoyen

From: Robb Collins <robbned@yahoo.com>
Sent: Wednesday, March 08, 2017 4:57 AM
To: Kyndra Irigoyen
Subject: Nevada Street Bridge

Kendra,

As a resident of Ashland for almost 30 years, and an avid cyclist, I think that the Nevada Street bridge would be a great addition to traffic flow in town.

My wife and I live off of Fordyce, it would gave us an optional route in and out.

I recognize there is a vocal opposition to bridge, much of it from the NIMBY folk, while I understand their objection, I don't think it trumps the greater good the bridge could serve.

I would opt for vehicle - pedestrian type, but as second choice would settle for bike - ped.

Thanks,

Just wanted to add my voice in debate.

Robb Collins

RECEIVED

MAR 08 2017

Date: 3-8-17

City of Ashland Petition in Favor of the Nevada Street Bridge
From the Mountain Meadows Community

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Name (please print):

Address:

Signature:

MARY K. KNOKE

958 GOLDEN ASPEN PL.

Mary K. Knoke

Fae R. Linn

832 Cobblestone Court

Fae R. Linn

~~ANITA WALKER~~

~~844 STONY PT. ERROR~~

~~Anita Walker~~

Mary K. King

907 Mt Meadows Creek

Mary K. King

~~LEURIE ASHBROOK~~

574 GREAT OAKS DR.

~~Leurie Ashbrook~~

JUANITA WALKER

844 STONY PT.

Juanita Walker

RECEIVED

MAR 08 2017

City Of Ashland

Date: _____

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Name (please print):

Address:

Signature:

FRANK H. NICHOLS

814 MTN. MEADOWS DR.

Frank H. Nichols Jr.

PATRICIA C NICHOLS

814 MTN. MEADOWS DR.

Patricia C Nichols

Hunter Hill

8208 Boulder Creek Ln

Hunter Hill

Norma A Anderson

815 Pavilion

Norma A Anderson

David W Snook

840 Pavilion

David W Snook

Carl Rudy

951 Golden Aspen Pl

Carl Rudy

March 8, 2017

City of Ashland Transportation Commission
20 East Main
51 Winburn Way
Ashland, Oregon 97520

RE: Nevada Street Bridge
FR: Resident of Mountain Meadows Community

As a coordinator of a small subsection of our community's Emergency response, I am concerned about routes for evacuation. A former resident of California's Bay Area, I experienced the 1989 Loma Prieta earthquake and its effects, in which bridges and highway overpasses gave way. MM is between one bridge that is not up to code and a freeway overpass -- the only ways out in case of earthquake or flood. Nevada Street bridge is essential for the evacuation of a population between ages 55 and 94. It also is essential for public transportation that is sorely needed in face of the consequences of global warming that our planet is experiencing. This project has been in the City's plans for two decades and money for it is now available. Common sense dictates the approval of a fully functioning bridge.

Sincerely yours,



Patricia C. Nichols
814 Mountain Meadows Drive
Ashland OR 97520

RECEIVED

MAR 08 2017

City Of Ashland

RECEIVED

FEB 21 2017

February 16, 2017

City of Ashland, Oregon
20 East Main Street
Ashland, OR 97520

City of Ashland

Transportation

Commission

Joe Graff, Chairman
Dominic Barth
Corine Vièville
Danielle Amrarotico
David Young

Mayor & Council

John Stromberg, Mayor
Stefani Seffenger
Mike Morris
Rich Rosenthal
Greg Lemhouse
Dennis Slattery

Although I do plan to attend the February meeting of the Transportation Commission, I seriously object to the City imposing an automobile bridge over Bear Creek at East Nevada. Please include my written comments in the public record of the Transportation Commission meeting of February 23, 2017.

A large bridge is unnecessary and unwanted. A large bridge threatens irreparable harm to the environment and to the quality of life in adjoining established neighborhoods.

Instead, a standard 12 foot wide bike/pedestrian/emergency vehicle bridge will provide connectivity, but it won't overwhelm the environment, the site nor city coffers.

We urge the City Council to:

- Adopt a more cautious approach considering future capital improvements
- Require the standard Purpose and Needs Statements
- Require reputable engineering analysis
- Confirm public support
- Approve a project before investing in a lobbyist to seek funding

Sincerely,
signature

Carol Ann Williams

printed name

CAROL ANN WILLIAMS

address
97520

1154 Oak St.

Ashland, Oregon

E-mail contact info

cawilliams1154@msn.com

RECEIVED

FEB 21 2017

February 16, 2017

City of Ashland, Oregon
20 East Main Street
Ashland, OR 97520

City of Ashland

Transportation
Commission

Joe Graff, Chairman
Dominic Barth
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Sincerely,
signature

Jerry Ken Williams

printed name

JERRY KEN WILLIAMS

address
97520

1154 Oak St.

Ashland, Oregon

E-mail contact info

jerrykenwilliams@gmail.com

Kyndra Irigoyen

From: Stephany Smith-Pearson <stephanysp@gmail.com>
Sent: Thursday, February 23, 2017 11:39 AM
To: danielle@commonblockbrewing.com; dofriesgowiththatshake@yahoo.com; Mike Faught; Scott Fleury; Brandon Goldman; jlgtrans15@gmail.com; Kyndra Irigoyen; sue.j.newberry@gmail.com; Stefani Seffinger; corinne@mind.net; dyoung@jeffnet.org
Subject: Nevada Street Bridge Project

To the Members of the City of Ashland Transportation Committee:

I write to express my strong opposition to the Nevada Street Bridge Project.

- The bridge will greatly increase automobile and large truck traffic on Oak Street. Oak Street is residential neighborhood with no commercial activity and it already bears more than its fair share of heavy traffic. Big rigs travel up and down the street, as do city utility vehicles and other large trucks. Their rate of speed is alarming. Many children walk along Oak Street in the mornings, either traveling to Helman School or waiting for buses. The kids who have to scamper across Oak to get to the sidewalk on the west side of the street are already at great risk. Increasing traffic on Oak Street will increase the likelihood of a serious accident.
- The bridge will direct heavy traffic into the East Nevada Street neighborhood, a subdivision with narrow, winding streets, no sidewalks and no clearance along the verge for pedestrians or bicycles. If the purpose of the bridge is to increase pedestrian and bike traffic, opening it up to automobile and truck traffic on East Nevada will have the opposite effect.
- The bridge is being built to accommodate the so-called 100-year flood plain. If this winter has taught us anything, old flood plain calculations no longer apply. After the floods of 2017 and in an era of global climate change, flood plains will have to be recalculated. This will inevitably increase costs.
- The last cost estimates for this project were overly optimistic. We have heard estimates from ODOT that the project could cost upwards of \$10 million, not the <\$5 million figure being circulated by the City. If the project exceeds \$5 million, as it inevitably will, where will the money come from?

City funds would be much better spent on repaving commercial roads such as Hersey Street and on buying another snow plow. If this winter has taught us anything, it is that the City of Ashland is woefully unprepared for snow storms.

The transportation committee has received a lot of feedback about this project and the vast majority has been negative. Please reflect the will of your constituents and permanently cancel The Nevada Street Bridge.

Respectfully,
Stephany Smith-Pearson
1150 Oak Street
Ashland, Oregon
(541) 890-4652

February 22, 2017

To: Transportation Commission, City of Ashland

Fr: Susan Sullivan, Resident, City of Ashland

Re: Proposed Nevada St. Vehicular Bridge

As you are aware, there is significant opposition to a vehicular bridge at E. Nevada where it meets Bear Creek. Upon reviewing the evidence that we have been able to uncover, it is our opinion that the current project (R17) in the City's Transportation System Plan (TSP) appears to contain flawed planning and is a poor use of public funds. **I and others who have been following this process advocate that the vehicular bridge be removed from the TSP and be replaced with a 12' – 14' pedestrian/bike bridge with a locked bollard access for emergency vehicles.**

There are numerous issues with the plan for a vehicular bridge and it is unclear how much more it will cost taxpayers or what further costs and changes will be required to meet standards for completing it. A pedestrian/bike bridge with access for emergency vehicles would better meet the goals of the City's Transportation Plan and be far more affordable. It would allow us to prioritize other projects such as **maintain and retrofit the safety of the bridges Ashland already has.**

As evidence to support a pedestrian/bike bridge over a vehicular bridge I want to focus on a few of the goals contained in the City's Transportation System Plan. With the City's newly developed Climate Action Plan and previous input from the community at large, there is a stated desire for the TPS to integrate multimodal transportation and land use that focuses on community values and an environmental approach. As examples, the following Transportation Goals and Objectives reflect the appropriateness of a pedestrian bridge over a vehicular bridge. They include:

- Goal #1 – Create a "green" template for other communities in the state and nation to follow.
- 1A. - Create a prioritized list of active transportation (e.g. travel by bicycle, foot and/or combination of non-auto modes), green projects that reduce the number of auto trips, auto trip length, and vehicle emissions. **A vehicular bridge here is a violation of the Transportation plan.**
- Goal #2 – Make safety a priority for all modes of travel which includes Objective 2A - Coordinate with safe routes to school (SRTS) plan for local schools. **A vehicular bridge violates safety standards to separate kids from cars.**
- Goal #3 – Maintain small town character which includes Objective 3A – Develop an integrated land use and transportation plan to increase the viability of active transportation. **A vehicular bridge is designed for developers, not for the community and significantly alters the character of the community.**

In summary, I and my community colleagues respectfully request that the Nevada St. Project (R17) be removed from the TSP and a pedestrian/bike bridge be considered as a far more environmentally and fiscally responsible option.

current political turmoil

Phoenix grad killed while changing tire in Atlanta

GUEST OPINION

Guest Opinion: Follow best practices on Nevada Street

COMMENT

4

Recommend 0

By Andrew Kubik

Posted Mar. 2, 2016 at 12:01 AM

Roy Sutton's pieces (Jan. 26 and Feb. 16) concerning the proposed Nevada Street Bridge are interesting, but I'd like to point out that there are a number of "best practices" that come into play when a project of this magnitude is proposed.

What I have to say is based on more than 20 years in transportation planning in California. I do not expect nor presume that Oregon municipal or state planning practices would be identical to California, but I do know there are some universal principles that should be followed no matter where public infrastructure and tax dollars are involved.

My take is that the level of citizen involvement and approval of this project is and has been sorely lacking. I further believe that this can and should be corrected for this and other proposed capital projects.

Once a project of the size and scope of Nevada Street is conceptualized, there should then come a "devil's advocate" exercise in the form of a "purpose and need statement." Although this planning tool may be known under different titles in different locales, it essentially challenges the agency to ask itself if the project truly is needed and then to justify that answer.

It requires analyses of unmet needs, growth rates, traffic, development patterns, safety and any previous documentation that might be available. It's not an easy assignment, because it forces the project to justify its existence in light of competing capital needs, rather than just being a "good idea."

Has this exercise yet been undertaken by the city? If not, it's necessary and the results should be readily available to the public.

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Negan Kills
Abraham on The
Walking Dead**



**Big Brother 18's
Bronte on the
Vote Flip: "My
Initial Feeling
Was t..."**

It's not unusual for cost estimates to vary with degree of design completion for large projects. However, when the amounts change, as they have in the case of this proposed project, from around \$2.3 million (Mr. Sutton's point of reference from the 2012 Transportation System Plan (Project R17) to around \$5.5 million (consultant's estimate to Public Works, Transportation Commission minutes Oct. 23, 2014) to \$8.8 million (ODOT estimate to Public Works, Transportation Commission minutes Oct. 23, 2014), there is need for a clarified project scope and something equivalent to a "project study report".

If it's not already in existence, an "alternatives analysis" is also needed and should be the heart of the project study report. This is what planning is actually all about: project alternatives each being identified, described and looked at in terms of strength and weakness. Of course, the very real alternative of "no build" is also included. From these examined alternatives, the preferred alternative is determined. Like the purpose and need statement, this should be a heavily publicized work product.

There is more work to be done, not the least of which will be finalized hydraulics, dimensions and a host of engineering studies. Although Mr. Sutton might be ready to roll with Project R17, there are still a lot of questions that must be answered. Until we have these answers, our answer should be "No".

The minutes from the Feb. 23, 2012, Joint Transportation Commission and Planning Commission meeting (approved projects for the 2012 TSP, referenced by Mr. Sutton), indicate that Project R17 and several Normal Neighborhood road projects were simply waved through, over the objections of other commissioners. One commissioner referred to the process as "railroading." Needless to say, many citizens were upset and angry. Many still are.

Mr. Sutton has mentioned the need for citizen involvement in the planning process with his "Ashland CAN" idea. I couldn't agree more. Transportation Commission minutes dating back to 2012 contain numerous citizen objections/concerns regarding several large projects. The issues are far from being resolved, in either a democratic or technical sense.

A ready solution may already exist in an unused city ordinance. The Citizens Planning Advisory Committee ordinance is still on the city books and was intended to facilitate much-needed citizen engagement. CPAC was effectively abandoned in the 1990s, but there is no reason it cannot be resurrected now. It's clearly needed and there's a strong indication of popular, willing participation.

Andrew Kubik lives in Ashland

2 of 3 Premium Clicks used this month

PRINT + ONLINE SUBSCRIBER ACTI

My name is Britan Jacques and I live at 467 Drager Street in Ashland. I oppose the bridge for automobiles over bear creek at East Nevada. I do support building a bridge 10-12 feet wide for bikers, walkers/runners, horses, and occasional emergency access. I am saying No to excessive debt, increased hazards for Helman students, and especially connectivity redundancy. As a taxpayer, I am opposed to an automobile bridge. thank you.

Britan Jacques

Britan Jacques 2/23/17

551 Strawberry Lane
Ashland, Oregon
February 23, 2017

Transportation Commission
City of Ashland

Re: Proposed Nevada Street Bridge

Gentlemen and Ladies:

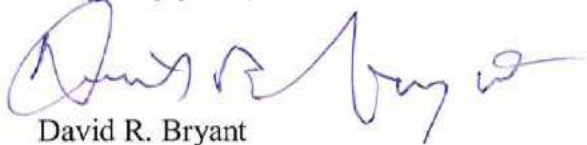
I write to you in opposition to the proposed bridge across Bear Creek at Nevada.

My position is simple and straightforward. The estimated cost of this project - some \$6 million plus possible improvements needed to Nevada Street - is an awful lot of money for a town the size of Ashland for a project whose utility is questionable at best.

Indeed, this amounts to at least \$300-400 for every man, woman and child in Ashland. Would this money not be better spent on fixing the roads and other infrastructure?

Thanks for your consideration.

Very truly yours,

A handwritten signature in blue ink, appearing to read "David R. Bryant", with a stylized flourish at the end.

David R. Bryant

February 22, 2017

City of Ashland, Oregon
20 East Main Street
Ashland, OR 97520

Attention:

Transportation Commission:

Joe Graf: Chair
Dominic Barth
Corinné Vieville
Danielle Amorotico
David Young
Sue Newberry

REFERENCE: Proposed E. Nevada Street Bridge

Although I am unable to attend the February 23rd meeting of the Transportation Commission, I seriously object to a proposed two lane automobile bridge over Bear Creek at East Nevada. Please include my written comments in the public record of the Transportation Commission meeting of February 23, 2017.

A wide 2-lane bridge threatens irreparable harm to the environment and to the quality of life in adjoining established neighborhoods. It is unnecessary and unwanted.

Instead, a standard 10-12 foot wide bike/pedestrian/emergency vehicle bridge will provide connectivity, but it won't overwhelm the environment, the site nor City \$\$ budget.


Sincerely,

signature

date

printed name

address



February 23, 2017

Denise D. Daehler

977 Overlook DR., Ashland, OR

Ashland, Oregon 97520

February 22, 2017

City of Ashland, Oregon
20 East Main Street
Ashland, OR 97520

Attention:

Transportation Commission:

Joe Graf, Chair
Dominic Barth
Corinné Vieville
Danielle Amorotico
David Young
Sue Newberry

REFERENCE: Proposed E. Nevada Street Bridge

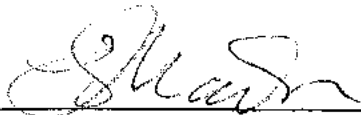
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Instead, a standard 10-12 foot wide bike/pedestrian/emergency vehicle bridge will provide connectivity, but it won't overwhelm the environment, the site nor City \$\$ budget.

Sincerely,

signature



date

2-23-17

printed name

EDWARD MASON

address

841 B ST

Ashland, Oregon 97520

February 22, 2017

City of Ashland, Oregon
20 East Main Street
Ashland, OR 97520

Attention:

Transportation Commission:

Joe Graf, Chair
Dominic Barth
Corinné Vieville
Danielle Amorotico
David Young
Sue Newberry

REFERENCE: Proposed E. Nevada Street Bridge

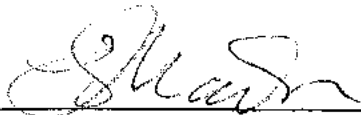
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Sincerely,

signature



date

2-23-17

printed name

EDWARD MASON

address

841 B ST

Ashland, Oregon 97520

February 22, 2017

City of Ashland, Oregon
20 East Main Street
Ashland, OR 97520

Attention:

Transportation Commission:

Joe Graf: Chair
Dominic Barth
Corinné Vieville
Danielle Amorotico
David Young
Sue Newberry

REFERENCE: Proposed E. Nevada Street Bridge

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Instead, a standard 10-12 foot wide bike/pedestrian/emergency vehicle bridge will provide connectivity, but it won't overwhelm the environment, the site nor City \$\$ budget.

Sincerely,

signature



date

2/23/2017

printed name

Edward Brayles

address

916 Stone Ridge

Ashland, Oregon 97520

WC completely and totally endorse this viewpoint. As an Ashland taxpayer, I agree that there are many higher priority issues to consider in our budget. Thank you!

DATE: Feb 23, 2017
TO: Transportation Committee Members
FROM: Gerald Stein & Kay Stein, 989 Camelot Dr., Ashland, OR

RE: Nevada Street Bridge Options

Due to a family medical emergency, we have been called out of town and unfortunately can't attend tonight's meeting.

Our neighbors Jo and Brian Johns have kindly agreed to pass along our views regarding the bridge options.

We do not feel a full traffic bridge is needed, and, in fact, think it would be a poor use of resources and would needlessly increase automobile traffic through a quiet neighborhood.

We do support the possibility of a pedestrian/bicycle bridge, which would link the two sides of the creek without increasing vehicle safety concerns and additional pollutants.

Thank you for your consideration.

Gerald Stein 
Kay Stein 

February 22, 2017

City of Ashland, Oregon
20 East Main Street
Ashland, OR 97520

Attention:

Transportation Commission:

Joe Graf: Chair
Dominic Barth
Corinné Vieville
Danielle Amorotico
David Young
Sue Newberry

REFERENCE: Proposed E. Nevada Street Bridge

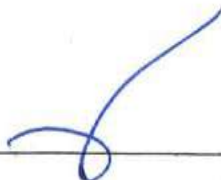
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Instead, a standard 10-12 foot wide bike/pedestrian/emergency vehicle bridge will provide connectivity, but it won't overwhelm the environment, the site nor City \$\$ budget.

Sincerely,

signature



date

2/23/2017

printed name

Ginger Humphrey

address

593 Plum Ridge CT.

Ashland, Oregon 97520

February 22, 2017

City of Ashland, Oregon
20 East Main Street
Ashland, OR 97520

Attention:

Transportation Commission:

Joe Graf: Chair
Dominic Barth
Corinne Vieville
Danielle Amorotico
David Young
Sue Newberry

REFERENCE: Proposed E. Nevada Street Bridge

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Instead, a standard 10-12 foot wide bike/pedestrian/emergency vehicle bridge will provide connectivity, but it won't overwhelm the environment, the site nor City \$\$ budget.

Sincerely,

signature



date

2/23/17

printed name

Jim Piotter

address

977 Overlook Dr.

Ashland, Oregon 97520

Laura Marshall 214 E Nevada St
Supports bike/ped bridge 2-23-17
Laura Marshall

CITY OF
ASHLAND

Richard Marshall 214 E. Nevada St.
I will support a bike/ped bridge, NOT a car traffic bridge.
R Marshall

February 13, 2017

City of Ashland Resident

RE: Nevada St. Bridge Extension Project

Dear Sir or Madam,

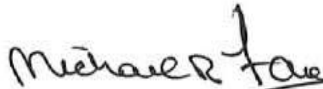
On Thursday, February 23, 2017 the Ashland Transportation Commission will hold their monthly meeting. One of the agenda items will be a presentation on the **Nevada St. bridge project**. The Commission will take public testimony on the project.

You are being notified about this meeting as you either live in the general vicinity of the project or have previously indicated an interest in the project.

The meeting is scheduled from 6 and 8 pm and is located in the Council Chambers, at 1175 E. Main St.

If you would like more information, please feel free to call our office at 541-488-5347.

Sincerely,



Michael R. Faught
Public Works Director



February 22, 2017

City of Ashland, Oregon
20 East Main Street
Ashland, OR 97520

Attention:

Transportation Commission:

Joe Graf: Chair
Dominic Barth
Corinné Vieville
Danielle Amorotico
David Young
Sue Newberry

REFERENCE: Proposed E. Nevada Street Bridge

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Instead, a standard 10-12 foot wide bike/pedestrian/emergency vehicle bridge will provide connectivity, but it won't overwhelm the environment, the site nor City \$\$ budget.

Sincerely,

signature

Linda G. Fox

date

2/20/17

printed name

Linda G. Fox

address

365 Stoneridge Ave

Ashland, Oregon 97520

February 22, 2017

City of Ashland, Oregon
20 East Main Street
Ashland, OR 97520

Attention:

Transportation Commission:

Joe Graf: Chair
Dominic Barth
Corinné Vieville
Danielle Amorotico
David Young
Sue Newberry

REFERENCE: Proposed E. Nevada Street Bridge

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Instead, a standard 10-12 foot wide bike/pedestrian/emergency vehicle bridge will provide connectivity, but it won't overwhelm the environment, the site nor City \$\$ budget.

Sincerely,

signature



date

2.23.2017

printed name

LAURA SCHULTZ

address

375 EAST NEVADA ST.

Ashland, Oregon 97520

February 22, 2017

City of Ashland, Oregon
20 East Main Street
Ashland, OR 97520

Attention:

Transportation Commission:

Joe Graf: Chair
Dominic Barth
Corinné Vieville
Danielle Amorotico
David Young
Sue Newberry

REFERENCE: Proposed E. Nevada Street Bridge

Although I am unable to attend the February 23rd meeting of the Transportation Commission, I seriously object to a proposed two lane automobile bridge over Bear Creek at East Nevada. Please include my written comments in the public record of the Transportation Commission meeting of February 23, 2017.

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Instead, a standard 10-12 foot wide bike/pedestrian/emergency vehicle bridge will provide connectivity, but it won't overwhelm the environment, the site nor City \$\$ budget.

Sincerely,

signature

Martene Gander

date

2/21/17

printed name

Martene Gander

address

1608 E Nevada ST Ashland

Ashland, Oregon 97520

February 22, 2017

City of Ashland, Oregon
20 East Main Street
Ashland, OR 97520

Attention:

Transportation Commission:

Joe Graf: Chair
Dominic Barth
Corinne Vieville
Danielle Amorotico
David Young
Sue Newberry

REFERENCE: Proposed E. Nevada Street Bridge

Although I am unable to attend the February 23rd meeting of the Transportation Commission, I seriously object to a proposed two lane automobile bridge over Bear Creek at East Nevada. Please include my written comments in the public record of the Transportation Commission meeting of February 23, 2017.

A wide 2-lane bridge threatens irreparable harm to the environment and to the quality of life in adjoining established neighborhoods. It is unnecessary and unwanted.

Instead, a standard 10-12 foot wide bike/pedestrian/emergency vehicle bridge will provide connectivity, but it won't overwhelm the environment, the site nor City \$\$ budget.

Sincerely,

signature

Mary Silva

date

2.20.17

printed name

Mary Silva

address

955 Overlook Dr.

Ashland, Oregon 97520

Kyndra Irigoyen

From: Russ Silbiger <russ@zintech.org>
Sent: Thursday, February 23, 2017 10:00 AM
To: danielle@CommonBlockBrewing.com; jlgtrans15@gmail.com; Kyndra Irigoyen; sue.j.newberry@gmail.com; corinne@mind.net; dyoung@jeffnet.org; Stefani Seffinger
Subject: Nevada Street Bridge

Transportation Commissioners:

I am writing in opposition to the Nevada Street Bridge project.

While we may all agree that connectivity is important, when one weighs the positive and negatives of this proposal, it easily falls flat. Or hilly, since as connectivity goes, this one doesn't cut it.

The "need" for another access? E. Nevada to Eagle Mill. Hersey.

Simple. No need to spend, what? How much. Remember, Public Works estimate. So double it.

Look at the path traveled for connectivity. Up and down a hill, around a corner, through residential neighborhoods. Look at the extra costs for sidewalks. Why? So a couple of folks that live on one side or the other can save a minute or two? Seriously?

The proposal for a pedestrian/ emergency access? 90% of the cost with little benefit.

In the grand hierarchy of needs to the City, this one simply does not rise above the bottom rung. Look at your utility bill. Look at your property tax bill. Look at the projects in the works and what they will cost us. Just because this got stuck in the grand everything transportation wish list doesn't mean it's the right project for this time.

This is the wrong project at the wrong time. We have already wasted far too much money on this. Don't throw good money after bad. Just say NO. Try it.

--

Russ Silbiger 541-227-6606

In 1998, Nevada Street was a work in process. It was possible then to draw a straight line on a map along Nevada connecting North Mountain to Highway 99. This looked like a dandy route for a major collector. But a bridge over Bear Creek would be needed to complete the connection. Thus the bridge became a priority(?) item in the 1998 TSP.

Time passes. The 99 end of Nevada was blocked permanently by development. On the Mountain end, residential development yielded a steep half-street with sharp curves. Nevada no longer qualified as a Major Collector. The bridge was no longer needed, but it persisted like a virus in City documents with justifiers twisted into knots to make it seem important.

Today a bike/pedestrian bridge will provide environmentally friendly and fiscally responsible connectivity between the

neighborhoods on either side of the creek.

I have read Paula Brown's letter in the packet. To borrow a line from *When Harry Met Sally*, I'll have what she's having.

February 23, 2017

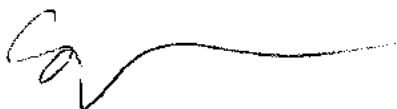
Transportation Committee
City of Ashland
20 East main
Ashland, OR 97520

Dear Commission Members:

I am writing you about the proposed Nevada Street Bridge project. I support the idea of a bike and pedestrian bridge. Having served on the Bear Creek Greenway Board of Directors for several years, where we advocated for this bridge, I am familiar with the City's plan for a bridge and recognize the important link—for particularly pedestrians and bicyclists, emergency vehicles, and school children—that this bridge affords. This bridge provides responsive connectivity for the long-term needs of Ashland's biking/walking community and our rapidly expanding neighborhood citizens on either side of Bear Creek.

Thank you for considering my thoughts.

Respectfully,

A handwritten signature in black ink, appearing to read 'Susan', followed by a long, horizontal, slightly wavy line that extends to the right.

Susan Roudebush
512 Fair Oaks Ave
Ashland, OR 97520
541-282-3005

Kyndra Irigoyen

From: Sue Newberry <sue.j.newberry@gmail.com>
Sent: Friday, February 24, 2017 5:06 PM
To: Kyndra Irigoyen
Subject: Fwd: WOW Very Impressive Commissioners

Fyi

----- Forwarded message -----

From: Susan Hall <srhallrn@comcast.net>
Date: Fri, Feb 24, 2017 at 4:46 PM
Subject: WOW Very Impressive Commissioners
To: Dave Young Tc commissioner <dyoung@jeffnet.org>, Danielle Amarotico TC Commissioner <Danielle@commonblockbrewing.com>, Joe Graf TC Commissioner (Chair) <jlgrans15@gmail.com>, Dominic Barth TC Commissioner <dofriesgowiththatshake@yahoo.com>, Corinne Vieville TC Commissioner <corrine@mind.net>, Sue Newberry TC Commissioner <sue.j.newberry@gmail.com>
Cc: Susan Hall <srhallrn@comcast.net>

2/24/17

Commissioners,

I want to send over my compliments on the hard work you have done in evaluating the E. Nevada Bridge project. It was evident last night you had spent considerable time and energy to read and study all the materials sent to you. And the maps were a challenge! Your questions and queries to Staff and the SJC consultant to provide needed clarification were probing and comprehensive. You were persistent in trying to get answers especially if you had conflicting data in front of you & you did a lot of math to try and figure out traffic counts.

It was clear that you could spot data that lacked credibility. For Example: Calling E.Nevada an Avenue when the maximum grade for an Avenue is 7%??

Really? (E. Nevada +/- 19% ?)

Thanks so much for listening patiently to all the public comments, especially comments from folks with professional expertise in Transportation and Planning. They had invaluable information on the steps that are required to initiate a project of this size. Steps that have not been followed. It can't be easy for you to try and get answers from the Ashland PW department without an Engineer PE as Director. (Maybe we can BEAM Admiral Paula Brown PE back?)

There were multiple direct questions by the Commission & public to the City regarding the \$\$ for the Auto bridge.....none of which were clearly answered. We just heard a lot of "hoping for" statements regarding where the needed \$\$ will appear from.

While it may be premature to comment on this....I believe the decision to reexamine this Project's HIGH priority status will be a wise one if that is your decision. Ashland has over \$8 million in unfunded projects for bike, ped, ADA , transit and accessibility already on the TSPit is a challenge to decide where to spend \$\$.

We didn't hear a clear answer from the City as to how the "fund exchange" \$\$ could be redirected or if it could be redirected. It seems the City PW dept. should be responsible to give the TC clear answers on this. Since it is crystal clear the auto bridge is not needed, surely the \$\$ can be used for a 12 foot Bear Creek ped/bike/emergency vehicle bridge.?? (Built to Oregon Design Standards for Bike/Ped Bridges.)**

Again, thanks for your time and hard work. It was very impressive to listen to you last night. Your volunteer work is much appreciated.

Susan Hall RN

**

I will look these up for you and send them to D. Young to forward.

Sent from my iPad

Kyndra Irigoyen

From: Sue Newberry <sue.j.newberry@gmail.com>
Sent: Saturday, February 25, 2017 2:29 PM
To: Georgeanne Hislop; Kyndra Irigoyen
Subject: Re: The Bridge

Thank you for your input. Your letter will be included in the public comments.

Sue Newberry
Transportation Commissioner

On Sat, Feb 25, 2017 at 2:16 PM, Georgeanne Hislop <georgienurse1@gmail.com> wrote:

Dear Miss: I live at 275 E. Nevada st. and my house would be right next to the proposed bridge. Just for the record, I am opposed to the vehicle bridge but could live with a pedestrian bridge. Thank you. Georgie Hislop.

RECEIVED

FEB 23 2017

City of Ashland

February 22, 2017

City of Ashland, Oregon
20 East Main Street
Ashland, OR 97520

Attention:

Transportation Commission:

Joe Graf: Chair
Dominic Barth
Corinne Vieville
Danielle Amorotico
David Young
Sue Newberry

I'm not well-informed on all the details of the bridge proposal, but it doesn't seem to me that there's an urgent need for a \$10,000,000 bridge. I like the idea of a smaller bridge to provide access across the creek.

REFERENCE: Proposed E. Nevada Street Bridge

Although I am unable to attend the February 23rd meeting of the Transportation Commission, I seriously object to a proposed two lane automobile bridge over Bear Creek at East Nevada. Please include my written comments in the public record of the Transportation Commission meeting of February 23, 2017.

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Instead, a standard 10-12 foot wide bike/pedestrian/emergency vehicle bridge will provide connectivity, but it won't overwhelm the environment, the site nor City \$\$ budget.

Sincerely,

signature

date

printed name

address

Carolyn Prentiss

2/21/17

CAROLYN PRENTISS

996 OAK

Ashland, Oregon 97520

Kyndra Irigoyen

From: danielle@commonblockbrewing.com
Sent: Sunday, February 26, 2017 3:04 PM
To: Denise Daehler
Cc: Kyndra Irigoyen
Subject: Re: Nevada bridge project

Hi Denise,

Thanks for your comments. See you tomorrow!

Danielle

Quoting Denise Daehler <denise@liquidassetswinebar.com>:

> Hi Danielle,
> Hope you are doing well. I've been having fun in the kids classroom,
> helping out once a week. It's been fun getting to know Lucas. He's a
> sweet kid and funny.
>
> I wanted to drop you a quick note about the Nevada St bridge. I live
> in that neighborhood and have great concerns about the proposed
> project. It is a nice quiet neighborhood with a lot of kids which is
> rare in Ashland with so many retirees. A through road would really
> change the neighborhood, decrease real estate values and make an
> unsafe place for the kids. It would be very disappointing to see this
> happen. I also believe it would take the community feel away which is
> very strong in the neighborhood. People walk and are out playing with
> their kids and we know each other well. A change to the traffic flow
> would make this area much more transient with people moving in and out
> of the neighborhood more often and that would be a travesty to such a
> close knit community. I know all my neighbors and most of them I know
> very very well. Most say they would move if this goes through. It also
> is an area which has enough traffic noise from the freeway, adding a through road would make the noise increase
tremendously.
>
> I do think the neighborhood would be amenable to a driving bridge that
> was only used as an emergency vehicle pass through that had gates or
> posts to prevent traffic flow.
>
> Thank you for listening.
> Denise

Kyndra Irigoyen

From: Sue Newberry <sue.j.newberry@gmail.com>
Sent: Sunday, February 26, 2017 2:50 PM
To: Ruth Sloan; Kyndra Irigoyen
Subject: Re: Nevada Bridge

Ruth: Thank you for your thoughtful remarks. I forwarded them to Public Works to ensure they become part of our public input records.

Sue Newberry
Transportation Commissioner

On Sun, Feb 26, 2017 at 2:41 PM, Ruth Sloan <risible305@gmail.com> wrote:

I have been following the discussions regarding the bridge across Bear Creek at Nevada. I drive and walk around Ashland a lot, looking for gardens to be honored as the Ashland Garden Club's Garden of the Month. A regular automotive bridge at this location doesn't make much sense to me, especially because the roads on the east side don't connect well. The time to realign them would have been before there was so much development there.

Admittedly the proposed bridge doesn't have much impact on me and, while a pedestrian/bike bridge might be fun, it doesn't appear to warrant the huge cost. I'd hate for the City of Ashland to be responsible for any further degradation of Bear Creek and its environment for what does not appear to be of a great deal of benefit to its citizens.

Ruth Sloan
733 Elkader Street
Ashland

Kyndra Irigoyen

From: Scott Fleury
Sent: Tuesday, February 28, 2017 6:33 AM
To: Kyndra Irigoyen
Subject: FW: website user

Follow Up Flag: Follow up
Flag Status: Flagged

Scott A. Fleury, Engineering Services Manager City of Ashland, Public Works
20 East Main Street, Ashland OR 97520
(541) 552-2412, TTY 800-735-2900
Fax: (541) 488-6006

This email transmission is official business of the City of Ashland, and it is subject to Oregon Public Records Law for disclosure and retention. If you have received this message in error, please contact me at (541) 552-2412. Thank you.

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

From: Ann Seltzer
Sent: Tuesday, February 28, 2017 6:32 AM
To: Scott Fleury
Subject: FW: website user

FYI

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

From: christy@whoishere.com [mailto:christy@whoishere.com]
Sent: Monday, February 27, 2017 4:12 PM
To: Ann Seltzer
Subject: website user

Contact Us Reply Form

From: Chrsty Frenzen
EmailAddress: christy@whoishere.com
Phone: 720-252-2747
Subject: Nevada St Bridge Project
Nature of Suggestion: Comments
I would like an email response: no

Message:

I was unable to attend the 2/23 meeting. I do not live in the neighborhood where the bridge is proposed. (I live near Garfield Park.) Despite the large amount of federal funding the city would likely receive for the project, I strongly oppose this bridge. Designing our urban environment for the convenience of the automobile over all other values is short-sided. As a city that aspires to address climate change with real, tangible actions, we need to rethink transportation

infrastructure. Thank you to all on the Transportation Commission who have encouraged community input through meeting announcements and availability of documents.

Kyndra Irigoyen

From: Joseph Graf <jlgtrans15@gmail.com>
Sent: Monday, February 27, 2017 12:30 PM
To: Kyndra Irigoyen
Subject: Fwd: automobile bridge over Bear Creek at East Nevada

----- Forwarded message -----

From: **Kim Larson** <kimldavem@yahoo.com>
Date: Mon, Feb 27, 2017 at 10:10 AM
Subject: automobile bridge over Bear Creek at East Nevada
To: "jlgtrans15@gmail.com" <jlgtrans15@gmail.com>, Danielle Amarotico
<danielle@commonblockbrewing.com>, "dofriesgowiththatshake@yahoo.com"
<dofriesgowiththatshake@yahoo.com>, "sue.j.newberry@gmail.com" <sue.j.newberry@gmail.com>,
"corinne@mind.net" <corinne@mind.net>, "dyoung@jeffnett.org" <dyoung@jeffnett.org>

Hello,

I was unable to attend the meeting of the Transportation Commission on February 23rd but I wanted to express my opinion.

I object to the automobile bridge. We have lived on East Nevada between Oak and Helman for 14 years. We have continued to watch the traffic on our street increase during this time. As more homes have been and continue to be constructed this issue will only get worse. There are small children and animals who are threatened by the increase in traffic. Adding an automobile bridge will only increase the traffic here. In addition the corner of Oak and Helman is an already busy intersection that will probably need to be reworked if the automobile bridge goes in.

I would love to see a bike and pedestrian bridge in that area that area for people to enjoy the creek and natural beauty and connect the neighborhoods.

Thank you,
Kim Larson
128 East Nevada St

Kyndra Irigoyen

From: Bill Hernon <bhernon1@gmail.com>
Sent: Tuesday, February 28, 2017 8:36 PM
To: Kyndra Irigoyen
Subject: Nevada/Bear Creek Bridge Project

Follow Up Flag: Follow up
Flag Status: Flagged

I appose this project. It is a wasteful use of city funds on an unwanted bridge. This proposed new traffic pattern would be harmful to family friendly neighborhoods and the money would be better spent on repairing existing infrastructure. Ex. Hersey st. Sincerely, Bill Hernon

Sent from my iPhone

Kyndra Irigoyen

From: Kate & Jim Wolf-Pizor <Wolf-Pizor@ashlandhome.net>
Sent: Tuesday, February 28, 2017 4:52 PM
To: jlgtrans15@gmail.com; dofriesgowiththatshake@yahoo.com;
danielle@CommonBlockBrewing.com; sue.j.newberry@gmail.com; corinne@mind.net;
dyoung@jeffnet.org
Cc: Mike Faught; Brandon Goldman; Scott Fleury; Kyndra Irigoyen; Stefani Seffinger
Subject: Proposed Nevada Street Bridge over Bear Creek

Follow Up Flag: Follow up
Flag Status: Flagged

To the City of Ashland Transportation Commission and staff and Liaisons:

Greetings. My name is James Pizor, I am a homeowner residing at 251 Otis Street in Ashland. I am writing to express my strong opposition to the proposed Nevada Street vehicular bridge over Bear Creek.

My mother-in-law is a resident of the assisted care facility Skylark, at Mountain Meadows. Hence, I am one of the very few persons in the Ashland Community who would actually obtain benefit from the proposed bridge. At present I have to take a reasonable route south to Hersey Street, then east to Mountain and finally north to Skylark. I am not severely inconvenienced and have no desire to see the bridge built, which might shave at most 3.5 minutes off my travel time.

As to greater Ashland, what benefits are there?

- Neither Firehouse would gain meaningful access time to address an emergency in the City
- I-5 access is readily had by using Eagle Mill Road between Mountain and Valley View (and keeps through traffic out of residential neighborhoods)
- Elementary School boundaries do not necessitate crossing the creek

Further there are clear disadvantages to the Ashland Community

- Funds spent on the bridge cannot be used for truly urgent problems like Downtown Parking relief
- Risk of Flood Hazard creation by interfering with the Bear Creek drainage flow
- Reduction of wildlife habitat in the Bear Creek ecosystem
- an unnecessary in automobile traffic in the vicinity of the Helman School

Please focus on true problems, like the deteriorating roads throughout Ashland instead of wasting our precious City Resources on a "bridge to nowhere".

Sincerely,
James C Pizor

Kyndra Irigoyen

From: Mallory Loch <malloryloch@gmail.com>
Sent: Tuesday, February 28, 2017 12:16 PM
To: Kyndra Irigoyen
Subject: Nevada Street Bridge

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Kyndra,

I am writing to let you know I oppose the East Nevada Street Bridge project. I feel it is an unnecessary expense to our neighbors as well as will significantly increase traffic on my quiet street which was definitely a reason we chose our home there. I would appreciate if you would please take my opposition into consideration with other comments for the next meeting.

Thank you,
Mallory Loch

Kyndra Irigoyen

From: friedmanneal@aol.com
Sent: Tuesday, February 28, 2017 4:18 PM
To: kathyandneal@aol.com
Cc: corinne@mind.net; Kyndra Irigoyen
Subject: Proposed Nevada Street Bridge

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Joe Graf (Chair) Transportation Commission Ashland, Oregon

c/o Kyndra Irigoyen, City of Ashland Public Works.

Public Works Dept: 51 Windburn Way

Ashland, OR 97520

March 2, 2017

Dear Mr Graf:

I am writing to you as a very concerned citizen who resides in Quiet Village.

It strikes me that the concept to build a vehicle bridge over Bear Creek is totally unwarranted. It is difficult to understand the impetus for this major project, as it doesn't appear that the existing traffic flow is a problem for the residents who reside in the affected neighborhoods, or the Town's overall traffic patterns. On the other hand, there are any number of logical reasons to oppose the project.

Most importantly, it seems evident that the resulting increased traffic that would arise as a result of this bridge would create a much more challenging environment for the many children who attend the Helman Elementary School, who currently enjoy a delightfully safe and bucolic setting without very much vehicular traffic that is not associated with the school itself. Obviously those driving to and from the school have a heightened awareness about the inherent safety issues in this particular area. Absent any overwhelming compelling reason to build this bridge, which doesn't seem to be the case, the Town should certainly prioritize the safety of the young children who will attend this school for many years to come, as well as the other children residing in the neighborhood, over the potential for a slight increase of convenience for relatively few citizens.

In addition, I understand that the cost of this endeavor would be very significant. Once again, without any overwhelming compelling reason to build this bridge, taking on such a considerable expenditure for the potential benefit of a relative few seems without merit. No doubt these funds could be dedicated for infrastructure projects in Ashland that would be of equal or greater benefit to a much larger number of citizens.

Perhaps there is merit in constructing a pedestrian and bicycle bridge that could also accommodate an emergency vehicle, provided the necessary steps to protect the Bear Creek environment were taken. I would be interested in hearing more about the pros and cons of this possibility, including the comparative cost of the two.

If the underlying rationale for this vehicular bridge is to benefit a few local land owners who wish to develop their property, this clearly does not represent the common interests of the community at

large. I urge you to fight against the proposal to construct the Nevada Street Bridge and would be happy to assist in this effort in whatever way I can.

Sincerely,

Neal Friedman
420 Willow Street
Ashland, OR 97520

919-632-5053

Kyndra Irigoyen

From: Marty Breon <marty@breon.org>
Sent: Wednesday, March 01, 2017 10:45 AM
To: Joseph Graf; dyoung@jeffnet.org; corinne@mind.net; Sue Newberry; danielle@CommonBlockBrewing.com; dofriesgowiththatshake@yahoo.com; Mike Faught; Kyndra Irigoyen; John Karns; John Stromberg
Subject: Final Nevada Street Bridge Community Input

To the Transportation Commission and Public Works:

There was no opportunity for the public to ask questions at the TC meeting in February.

First a couple of contradictions that require clarification.

On the one hand Public Works suggests that "a sharrow" (shared roadway) is safe enough for all travelers (bikers, pedestrians, automobiles, and emergency vehicles) on the half street that meanders a quarter mile up and around severe terrain. (This assumes there isn't funding to acquire needed land and spend millions to fill and grade so Nevada complies with Avenue standards of 7% grade and 33' wide.)

On the other hand, Public Works suggests it is unsafe for pedestrians, bikes, and emergency vehicles to share a straight level 200 foot long bike emergency bridge once or twice per week.

Public Works's safety solution of adding a dedicated emergency lane and doubling the cost of a bridge won't withstand a cost benefit analysis.

There is a \$200 smart phone app enabling EMT workers to monitor the bridge so they could warn pedestrians and bikers to clear the way for emergency access.

Public Works has pressed the need for multi-modal connectivity on Nevada vigorously over the last year. Now data proves that there is sufficient vehicular connectivity via existing routes, so an automobile bridge would be a waste of public funds. Connectivity needs for bikers and pedestrians (the reason for the term multi-modal) at Nevada Street remains. Yet suddenly Public Works suggests that they may not want to locate a bike pedestrian bridge at Nevada after all.

And Public Works is unsure if the granted funds can be used for a bike bridge. The Federal Highway Administration states on its website, "Federal surface transportation law provides tremendous flexibility to states and MPOs to fund bicycle and pedestrian improvements from a wide variety of programs. Virtually all the major transportation funds programs can be used for bicycle and pedestrian-related projects."

The local community supports a 12-14 foot bridge for bikes, pedestrians, and emergency vehicles.

The Fire Chief says that he is always looking for ways to cut response time for calls and he cares about access and not the style of access.

Such a bridge does not overwhelm the environment, the site, the neighbors, nor public coffers.

Isn't it time for Public Works, the Transportation Commission, the City Council and the mayor to move forward while we have the funds? Why would we want to go through the process again only to find the cost has doubled? Public Works and the Transportation Commission could achieve this by joining forces and making a vigorous recommendation to the City Council to approve going forward with a bike pedestrian bridge not exceeding 14 feet that can accommodate emergency vehicles.

*Thank you,
Marty Breon
295 East Nevada Street
Ashland, OR 97520*

Kyndra Irigoyen

From: Sascha Meier <saschcpm@gmail.com>
Sent: Wednesday, March 01, 2017 9:56 AM
To: Kyndra Irigoyen
Subject: Nevada Street Bridge to Nowhere Project/Over Bear Creek: City of Ashland

Follow Up Flag: Follow up
Flag Status: Flagged

Dear All:

I am writing to express opposition to the proposed bridge project on Nevada Street in Ashland. I am amongst a majority in our community that oppose the building of this proposed bridge as it will not be of positive benefit in any way. It is:

- A careless and unnecessary use of funds: the transportation commission should be looking at other projects to invest in such as repairing and resurfacing existing roads, etc.
- Danger: Neighborhoods near Bear Creek which are residential locations would be negatively impacted by traffic and potential accidents with a hazardous winding hill/narrow entry and exit from the proposed bridge. As well, these are not highly traveled residential streets and access is not necessary for through-traffic. In no way will it decrease the flow of traffic on Main Street, for example.
- Engineering: Expert advice has shown severe potential issues in relation to flood regulations and preservation of our environment with our treasured Bear Creek.

Let's not be the kind of City that uses funding in this matter or makes decisions that negate our values. It would be a gross mistake for many generations to come.

Sincerely,

Sascha Meier
10 year Ashland, Oregon resident

Sascha Meier
(Cel) 323.376.0328

RECEIVED

MAR 1 - 2017

Feb. 27, 2017

Transportation Commission
City of Ashland
20 East Main St,
Ashland, OR 97520

City of Ashland

Dear Commissioners:

I attended the Feb. 23 commission meeting dealing with the proposed Nevada Street bridge over Bear Creek.

I went into the meeting with the opinion that once a bridge suitable for motor vehicle usage was built, traffic on East Hersey Street, where I live, would be significantly reduced. What I learned in the meeting was that, according to the SCJ report, the addition of the bridge would lead to only "a small traffic shift" on Hersey.

For that reason, plus what I heard about bridge funding uncertainty, neighbors' concerns, etc., etc., I feel I can no longer support building a bridge designed for motor vehicle traffic.

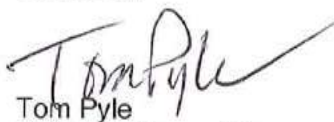
I feel a bicycle/pedestrian bridge would best serve residents of the northern section of the city as well as the public in general.

Perhaps such a bridge could be incorporated into the Bear Creek Greenway -- extending it along the creek and possibly up to the nature center and the rest of North Mountain Park.

Some of the funding needed to do this could, logically, come from the county or the Bear Creek Greenway Foundation. Just a thought since the original idea for the greenway was that it would extend all the way to Emigrant Lake. As a true, continuous, bike/ped path it currently stops at the dog park off Nevada. Oak Street kind of connects it to the Central Ashland path from Sixth and A streets to Tolman Creek Road, nowhere near Bear Creek.

Thank you for the time and thought you are putting into the Nevada Street bridge proposal in particular and city transportation issues in general.

Sincerely,



Tom Pyle
251 East Hersey St.
Ashland, OR 97520

From: [Mike Faught](#)
To: [Scott Fleury](#); [Kyndra Irigoyen](#)
Subject: FW: Nevada st bridge
Date: Thursday, March 02, 2017 2:53:20 PM

FYI

From: jrandbjo@mind.net [mailto:jrandbjo@mind.net]
Sent: Thursday, March 02, 2017 1:07 PM
To: City Council
Cc: John Stromberg
Subject: Nevada st bridge

It is my feeling and understanding that there is no need for a bridge over Bear creek joining E. and W. Nevada streets. I am not sure who is pushing for this construction project but it seems that it is ill-conceived, very expensive whether for pedestrians, bicycles and or automobiles, and totally unnecessary!

Even Ashland's fire chief (and acting city manager) has been quoted that it would save the emergency vehicles only 45 seconds. I believe that there has been a needs assessment done which also showed no need. There are many more important projects on which to spend money for this community!.....Why is this project being pursued???

Betty Jo Reynolds
505 Helman Street

Kyndra Irigoyen

From: Gail Gallaher <gail@mind.net>
Sent: Thursday, March 02, 2017 11:23 AM
To: Kyndra Irigoyen
Subject: East Nevada Street Bridge

To Chairman JOE GRAF:

As a long time resident of Quiet Village, I am writing to oppose the Auto Bridge over Bear Creek. While I live near the proposed bridge site, I find no need for an auto bridge to give me access to Oak Street or Mountain Ave. There are already several perfectly acceptable routes available. I do not want to pay additional taxes for a bridge that is not needed. I do not want to see the existing neighborhood impacted by increased traffic.

However, I do support the Pedestrian Bridge option, with emergency vehicle use dimensions, paid for by the city with funds it already has for this purpose.

Thank you for your attention.

Gail Gallaher
340 Cambridge Street
Ashland

Kyndra Irigoyen

From: Susan Sullivan <susansullivan34@gmail.com>
Sent: Thursday, March 02, 2017 10:44 PM
To: Kyndra Irigoyen
Subject: Nevada Bridge Public Input

Follow Up Flag: Follow up
Flag Status: Flagged

To: Transportation Commission Chair, Jo Graf

I want to thank you and the rest of the Commissioners for your respectful reception of the large number of the Ashland community that gave input at last Thursday's meeting. It was obvious that the large majority of those who spoke had information and opinions that strongly indicated the inappropriateness of a vehicular bridge.

I and the majority who spoke last Thursday ask that a vehicular bridge be removed from the TSP. The goal of "connectivity" that continues to be brought up as the motive for building an expensive, technically inappropriate, and unwanted vehicular bridge could be accomplished with a pedestrian/bike bridge that would meet the needs and desires of the vast majority of the larger community of Ashland.

Therefore, we ask the Transportation Commission and Public Works to robustly recommend to City Council that they move forward on a 12-14 foot bike pedestrian emergency vehicle bridge over Bear Creek at Nevada.

Again, I thank you for your willingness to honestly and sincerely receive the input of the public in regards to this important issue.

Sincerely,

Susan Sullivan

305 Stoneridge Ave.

Ashland, OR

Susan Bradley Krant
994 Stone Ridge Avenue
Ashland, Oregon 97520

March 3, 2017

City of Ashland
Engineering/Traffic Commission
City Councilors
Mayor Stromberg
20 E. Main Street
Ashland, Oregon 97520

Re: Proposed Nevada Street Bridge

Dear City staff and officials working on evaluating the Nevada Bridge Project,

I live on Stone Ridge in the North Mountain at Meadow Park subdivision. The back side of my property, which I bought in 2015, is on a dead end of Nevada Street which terminates by the new park the city recently developed. As you might suspect, I am against the Nevada Street Bridge project, and view it as devastation of my subdivision and the surrounding amenities to it.

The proposed bridge will surely *devastate* my immediate housing community, which was only recently brought back on track for development. Prior to this time, many lots stood vacant and undeveloped. The current building taking place is hoped to continue to create more housing on the still as yet undeveloped lots in the subdivision and surrounding area. This project came to a stop during the recession, and is finally taking off again and creating a beautiful and tranquil place to raise a family for many of my neighbors, or to retire, for individuals looking to do so, like myself. Growth in this subdivision did not take off for many years, but now it is a source of income, opportunity, jobs, and growth of personal investment income for those who live here and have used much of their life savings to purchase homes in this area.

The proposed bridge would also *devastate* the wonderful park the City just developed at the base of this subdivision. The park is wild, abuts wetlands and a creek, and is the only off leash dog park in the city. The proposed bridge will also *devastate* the few remaining wetlands we have, and the idyllic Bear Creek which runs through the park, and through our town, meandering in a natural and lovely undeveloped area of Ashland.

Notably, the bridge will also *devastate* the very stretched and limited fiscal budget for our small town, which faces larger and more important issues to contend with, including (1) retrofitting our seismically unsound City Hall (at an estimated cost in excess of \$6 M), (2) addressing growth in and around the downtown area to encourage businesses and pedestrian access to such businesses (which will require fiscal stimulus in unknown amounts), (3) addressing the much needed additional parking in the downtown area to bring out of town shoppers and visitors to an accommodating downtown (which likely will cost over \$3M to adequately construct), and (4) addressing the

homelessness problem, which will require greater local resources as the Federal Government constricts much needed Federal Funds from progressive blue states such as Oregon and from all states due to diminishing availability of Federal Funds in general.

Hard choices always need to be made when considering big ticket budget items, but in this particular circumstance, *the choice is not even a hard one to make*. The bridge will offer no real advantage in transporting elderly folks residing at Mountain Meadows and Skylark who may require emergency assistance at local hospitals, as it was revealed Heresy Street and the back access to the Freeway currently available adequately meet this need with no congestion of traffic. (reducing 45 seconds from the hospital commute by ambulance is simply not a reason to build such a bridge even if it cost \$100,000!) Moreover, Mountain Meadows was constructed and considered for development *without* such a bridge in existence and was found at that time to be properly accessible to emergency vehicles and response teams. Please do not obscure the debate by "asserting" the residents of Mountain Meadows would be "better" served by such a bridge. To the contrary, the increased traffic from such a bridge which would strain Mountain and Nevada Streets would, in my estimation, actually dramatically *increase* vehicle pedestrian collisions, with assured human and pet losses of life and other injuries. Moreover, in my neighborhood, because there is no easy access to large roads off of Mountain Street, which leads essentially at the end of the City and farm lands just beyond our development, and because the development is uniquely designed to include small, narrow streets and alleys, the children play in the street on bikes and on foot, my neighbors come out of their homes and congregate, and the community feels very friendly and vital because it has a design which allows safe use of the small streets, all of which will be jeopardized by creating a literal thoroughfare on the edge of the subdivision on Nevada Street, which will inevitably result in drivers taking back ways and driving through our neighborhood to miss a few stop signs or signals when traffic congests.

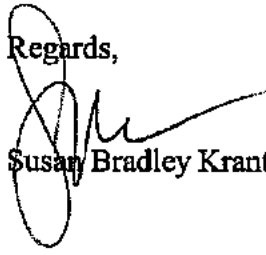
Some of the proponents of the bridge who are my neighbors who spoke at the recent town meeting stated they would like the bridge and see it as a way to easier access downtown. While this sentiment is shared by only a few neighborhood residents, at most, keep in mind that this neighborhood is already *very* accessible to downtown using Heresy Street and the River Walk subdivision for pedestrians and bikers, without any great "elevation" increases which would discourage such non auto transit. Moreover, compared to many other areas of Ashland, which are not nearly as close to downtown, the claimed "need" to have better access to downtown for this neighborhood is somewhat laughable. Another neighbor who is a stated proponent of the bridge owns a large tract of land off Nevada, and it is my belief development potential and possible personal financial gain in subdividing this currently zoned agricultural property in a 5 acre minimum zoning area may be the impetus for such support. Quite frankly, for the city to foster great financial gain for one property owner, while at the same time devaluing all of the other homeowners in my subdivision who will undoubtedly experience marked diminished values in their home investments is simply unjust.

Precisely the reason I bought my home where it is situated, next to wild areas that are green, beautiful, and lovely with agricultural uses, will now be destroyed. The proposed street size increase, bridge, and abundant traffic, and attendant noise would deprive me of all of these unique features and assets I considered when selecting the location of my home in this still wild, yet small and remote, development at North Mountain.

Not only would the investment of taxpayer funds in the proposed bridge be a waste of resources, it would detract from what brings visitors and tourists to our community of Ashland in the first place, which is the preservation of wild and natural areas within the town proper and the "feel" of a small town with small streets. Do not believe for a moment residents of my development think spending money on a foot bridge or bicycle lane with "limited access" for emergency vehicles is a good use of City money or will help them in any meaningful way. We already have plenty of such access on small roads and through adjacent neighborhoods at present, and I bike to town regularly without complaint. Partially funding the proposed bridge is nothing more than crazy math, encouraging our municipality to "take" what is improperly viewed as "free" Federal Money (which would only subsidize less than 1/5th of the projected costs), but which will nonetheless saddle Ashland and the State of Oregon taxpayers with footing the remainder of the steep price tag. And one must ask, *why* is the bridge as proposed in the various alternatives *so expensive*? Because, simply put, locating a bridge in this area will be very disruptive to the natural features of the land which is marshy, wet, unstable, and full of natural ravines, all of which will be destroyed by the installation of a bridge, pylons, fill, and other construction apparatus to support such a bridge. (Take a look at the continuing and never ending I-5 Shasta bridge improvements south of us to get a flavor for what we will have to endure if this bridge project in our community comes to pass).

Finally, let us not forget the tenor and tone of the new President toward Oregon, basically putting us last as we are a state which did not support him at the polls and overwhelmingly does not support his policies. His rhetoric makes me suspicious that such promised federal funds will ever actually materialize if and when this project is green-lighted locally. Personally, I would not support a bond measure to fund this bridge, I would not support money being borrowed by the City to fund such a bridge, and in a time of fiscal crisis and great social services needs, I would not support using limited municipal resources for an unnecessary bridge, rather than funding more needed and vital programs and projects which our small town deserves, and which our residents desperately need.

Regards,



Susan Bradley Krant

Susan Bradley Krant
994 Stone Ridge Avenue
Ashland, Oregon 97520

March 3, 2017



City of Ashland
Engineering/Traffic Commission
City Councilors
Mayor Stromberg
20 E. Main Street
Ashland, Oregon 97520

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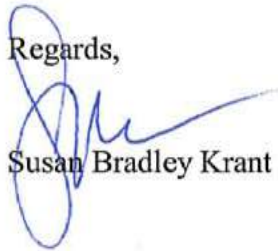
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Precisely the reason I bought my home where it is situated, next to wild areas that are green, beautiful, and lovely with agricultural uses, will now be destroyed. The proposed street size increase, bridge, and abundant traffic, and attendant noise would deprive me of all of these unique features and assets I considered when selecting the location of my home in this still wild, yet small and remote, development at North Mountain.

Not only would the investment of taxpayer funds in the proposed bridge be a waste of resources, it would detract from what brings visitors and tourists to our community of Ashland in the first place, which is the preservation of wild and natural areas within the town proper and the "feel" of a small town with small streets. Do not believe for a moment residents of my development think spending money on a foot bridge or bicycle lane with "limited access" for emergency vehicles is a good use of City money or will help them in any meaningful way. We already have plenty of such access on small roads and through adjacent neighborhoods at present, and I bike to town regularly without complaint. Partially funding the proposed bridge is nothing more than crazy math, encouraging our municipality to "take" what is improperly viewed as "free" Federal Money (which would only subsidize less than 1/5th of the projected costs), but which will nonetheless saddle Ashland and the State of Oregon taxpayers with footing the remainder of the steep price tag. And one must ask, *why* is the bridge as proposed in the various alternatives *so expensive*? Because, simply put, locating a bridge in this area will be very disruptive to the natural features of the land which is marshy, wet, unstable, and full of natural ravines, all of which will be destroyed by the installation of a bridge, pylons, fill, and other construction apparatus to support such a bridge. (Take a look at the continuing and never ending I-5 Shasta bridge improvements south of us to get a flavor for what we will have to endure if this bridge project in our community comes to pass).

Finally, let us not forget the tenor and tone of the new President toward Oregon, basically putting us last as we are a state which did not support him at the polls and overwhelmingly does not support his policies. His rhetoric makes me suspicious that such promised federal funds will ever actually materialize if and when this project is green-lighted locally. Personally, I would not support a bond measure to fund this bridge, I would not support money being borrowed by the City to fund such a bridge, and in a time of fiscal crisis and great social services needs, I would not support using limited municipal resources for an unnecessary bridge, rather than funding more needed and vital programs and projects which our small town deserves, and which our residents desperately need.

Regards,



Susan Bradley Krant

Kyndra Irigoyen

From: Ted Hall <tedhall22@gmail.com>
Sent: Friday, March 03, 2017 8:16 AM
To: Joe Graf; Sue Newberry; Dominic Barth; Danielle; dyoung@jeffnet.org; corinne@mind.net; Stefani Seffinger; Kyndra Irigoyen
Cc: Srhallrn; Jennifer Hall; Marty Breon; Jim Flint; Greg Williams; Dave Helmich; Andrew Kubik
Subject: TC Questions after Staff and public comments 2-23-17

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Commissioners:

I'm hearing impaired so didn't hear every exchange regarding questions asked and answers given after staff and public testimony ended last Thursday at the TC, so at the risk of being redundant I wanted to make sure that the answers to questions governed by Engineering Standards were given to you accurately.

As I think I heard there were the following questions that rely on engineering criteria for an answer:
Thank you for your patience with me.

1. The proper width for a Ped/Bike/Emergency Vehicle bridge
2. Avenue engineering grade slope constraints
3. Effect of Speed limit, traffic calming measures on traffic volumes that might use a bridge at E. Nevada.
4. Where is the Environmental Impact Analysis
5. Eagle Mill Road is the East West connector North of Hersey.
6. Best location for a Ped/Bike/Emergency bridge over Bear Creek.

7. Sue Newberry spread sheet analysis correctly identified that a vehicle bridge at E. Nevada will not improve downtown traffic.

8. Ped/Bike bridge projects funding flexibility and priority ranking when compared to vehicle projects.

9. Also, public comment that "decision should be based on Traffic Study facts not emotion"

Some Of what I did hear was painful to me as Engineering Standards that govern were not discussed. There are basic engineering standards that dictate for some of the issues you are deliberating, I think were not explained well to you from what I was able to hear.

Also Thank you for your energy in reviewing this bridge topic you are an impressive group.

In this first e-mail I will address the first issue listed above. And as I have time I will try to get to the others by the March 8th comment period deadline.

1. Why does the Ped/Bike/Emergency bridge need to be 12-14 feet wide?:

The discussion that I could hear frustrated me a bit as Oregon State standards dictate here and that was not provided to you by staff. The answer is that the width of a Ped/Bike bridge is governed by State of Oregon design standards. Those engineering standards are referred to in the briefing book I gave you at the January TC, under tab 6.

It was painful for me as an engineer to listen to Staff explain an incremental adhoc explanation for a 28 foot made up width. A lane for an emergency vehicle, a bike lane, a pedestrian lane and shoulders. The standards are clear, that the width of a Ped/Bike/emergency vehicle bridge varies between 10 to 14 feet.

And a basic common cost criteria is that Pedestrians and bikes do not use the bridge at the time of emergency! That discussion at the TC somehow inferring that during an emergency there needed to be space for both public and emergency vehicles all at the same time of an emergency. No. In an emergency, the yellow tape goes up. The State standard used by all west coast states is that in an emergency the emergency vehicle uses the same space previously used by pedestrians and bikes.

The discussion about how long it takes to clear the bridge of pedestrians in an emergency was unnecessary as for this small of a bridge, is cleared in seconds. The SF Oakland Bay bridge Ped/Bike path is 2.1 miles long, is 12.5 feet wide and is cleared in minutes as a clear example that the idea of needing width to accommodate both pedestrians and emergency vehicle at the same time is not done, and would be a waste of money.

Back to the width determination:

10 foot wide bridge attributes: Allows an emergency vehicle to cross but the vehicle can't stop and open the doors. Just cross.

12 foot wide bridge attributes:

Allows an emergency vehicle to cross and to stop and open its doors. but costs about \$400k more than a 10 foot bridge.

14 foot wide bridge attributes:

Allows an emergency vehicle to to stop and open its doors and allows additional "clear space." But again has a slightly higher cost.

Refer to the Oregon Ped/Bike/Emergency vehicle bridge inventory under tab 6, pages 31 and 32. There are 10 foot, 12foot and 14 foot bridge facilities in Oregon (and some narrower ones that don't accommodate emergency vehicles). But note that no uncovered bridges wider than 14 feet are listed there.

Why? Fiscal cost responsibility.

The states quite often must mitigate ped/bike/emergency access through transportation corridors (interchanges, rail transit, etc). So in order to be fair to communities impacted, many studies have been done and AASHTO has developed standards so reimbursement mitigations are fair to all and the same to all communities.

So our Ped/Bike/Emergency Bridge can't be 28 Feet wide. It would be a double waste of money.

A 14 foot wide bridge max built to state standards (see tab 6, table 2, page 21) will be approximately \$2 million. This is what the community asked PWD to study and they came back with 28 feet, ignoring state standards.

I hope this has helped you to understand what governs the width of Ped/Bike bridges.

Question 2 in the next e-mail will cover the engineering max slope for Boulevards and Avenues.

Regards

Ted Hall

210 E. Nevada
(408)839-3230

Sent from my iPhone

Kyndra Irigoyen

From: Dianne Cooper <dcooperld@gmail.com>
Sent: Saturday, March 04, 2017 9:48 PM
To: jlgtrans15@gmail.com
Cc: Mike Faught; danielle@commonblockbrewing.com; dofriesgowiththatshake@yahoo.com; Brandon Goldman; Kyndra Irigoyen; sue.j.newberry@gmail.com; Stefani Seffinger; corinne@mind.net; dyoung@jeffnet.org
Subject: Proposed East Nevada Street Bridge

Follow Up Flag: Follow up
Flag Status: Flagged

March 4, 2017

Joe Graf

Chair

Transportation Commission

City of Ashland

Dear Mr. Graf,

My husband and I recently moved to Ashland from the Bay Area. We rented a house on Holly Street while our house was being built on East Hersey Street. We love Ashland and are very glad we made the decision to move to this community.

I have been following the discussion about the proposed bridge on E. Nevada Street and while my first inclination was to be relieved that there might be relief from some of the traffic on E. Hersey, I have since changed my mind about a vehicle bridge on E. Nevada.

We drove over to Nevada Street and what we found was a quiet, human-scale neighborhood. We observed neighbors chatting and children playing. It was clearly what we all would identify as "a neighborhood." There is no possibility that the qualities that people want in their neighborhood would be enhanced or preserved by building a through vehicle bridge on E. Nevada.

While we would like to have less truck traffic on E. Hersey, I do not think that the community is well-served by reducing the quality of life on East. Nevada Street.

Sincerely,

Dianne Cooper

183 East Hersey Street

Ashland, Oregon 97520

dcooperld@gmail.com

--

Kyndra Irigoyen

From: Joseph Friedman <jfriedman1945@gmail.com>
Sent: Saturday, March 04, 2017 12:23 PM
To: Kyndra Irigoyen
Subject: Nevada St. Bridge

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Transportation Commission,

This is not a wise use of tax payer money. There is no compelling reason to build it and there are many better uses of \$6.5million dollars to repair other city streets in dire need of work.

Joseph Friedman



Kyndra Irigoyen

From: Joseph Graf <jlgtrans15@gmail.com>
Sent: Monday, March 06, 2017 10:51 AM
To: Kyndra Irigoyen
Subject: Fwd: E. Nevada bridge public comment

Follow Up Flag: Follow up
Flag Status: Flagged

Kyndra,
Here is another e-mail that came to me. A couple more to come.
Joe

----- Forwarded message -----

From: **Maureen Hicks** <mhicks@mind.net>
Date: Sat, Mar 4, 2017 at 4:44 PM
Subject: E. Nevada bridge public comment
To: jlgtrans15@gmail.com

Dear Mr. Graf—

As a resident of Oak Street, I think it would be *lovely* to be able to walk across a pedestrian bridge from my neighborhood, over Bear Creek into the Mountain Meadows neighborhood. Lovely, but certainly not essential. And as for a vehicular bridge? It seems absurd and unnecessary to me, and I've read many reports about what would be involved in the Daily Tidings and elsewhere. In fact, I thought that since almost all of the opinions expressed were negative about that idea, that it was a settled issue.

But then I just read in the Sneak Preview that Public Works director Mike Faught is *STILL* advocating for this bridge?? I felt I'd better write and express MY opinion, since I haven't done so before. May the scales fall from the eyes of those who persist in longing for an enormous bridge that would accomplish nothing and create an oversize, unnecessary structure in a quiet, sleepy neighborhood. And waste a lot of money, to boot! I'm sure there are many projects in the city that would serve residents' convenience and safety, but this is not one of them.

I hope you will convey this opinion to the rest of the Transportation Commission.

Thank you—

Maureen Hicks
755 Oak Street
Ashland

Kyndra Irigoyen

From: Mike Bahr <budcat425@gmail.com>
Sent: Sunday, March 05, 2017 4:03 PM
To: Kyndra Irigoyen
Subject: Nevada St. Bridge Project

Follow Up Flag: Follow up
Flag Status: Flagged

To: Joe Graf (Transportation Chair)

From: Mike Bahr (73 Nevada St.)

I am writing in opposition to the proposed vehicle bridge for a number of reasons:

1. The project will result in substantial expense. Money could be used elsewhere such as upgrading and maintaining Hersey St.
2. This connection will route more traffic through the Helman School zone. The development to the north of the school will already result in more traffic that is not coming to or from the school.
3. The connection will also route more traffic to the south on Oak St. Oak St. is busy enough without the increased traffic load.
4. The amount of traffic on the segment of Mountain Ave. between the freeway and Hersey is not substantial now. This indicates to me that a multi-million dollar bridge project is not required.

I do support a pedestrian/bicycle bridge that would be a much smaller expenditure and would not cause the disruption to this area that a vehicle bridge would. The project as proposed is a solution to a problem that does not exist in my opinion.

Thanks for your consideration in this matter.

Mike Bahr

Kyndra Irigoyen

From: Richard Marak <RMarak@mind.net>
Sent: Sunday, March 05, 2017 7:34 PM
To: Kyndra Irigoyen
Subject: Nevada Street Bridge

Follow Up Flag: Follow up
Flag Status: Flagged

Chairman Joe Graf,

I live on Cambridge Street in Quiet Village and have had clients at Skylark for 6 years. There are two routes for me to access the facility which take me around 5 minutes to complete. I have walked on lower Nevada, near the creek, and find it peaceful and quiet. I don't see the need for increased access in a quiet neighborhood and feel it would be detrimental to the quality of life for many and because of the increased, cost, traffic and noise in our city. All this for a minimal increase in convenience for a few. Please do not let this project go ahead.

Wishing you well,

Richard Marak

Elder Support Services, LLC

3-6-17

Phone message received by Public Works department from Anne Barton, 361 Patterson St:

Opposed to E Nevada St bridge project. Would cause too much traffic. Walking bridge would be fine. Vehicle bridge is a waste of money.

-end-

Kyndra Irigoyen

From: Carol Bue <cabue33@gmail.com>
Sent: Monday, March 06, 2017 2:43 PM
To: Kyndra Irigoyen
Subject: the bridge being discussed for E Nevada

I'm totally opposed to an auto bridge. The cost is too high and it's not necessary.
Carol Bue
812 Clarence Ln, Ashland

Kyndra Irigoyen

From: Carol Starr <carol@carolannestarr.com>
Sent: Monday, March 06, 2017 4:28 PM
To: Kyndra Irigoyen
Subject: Joe Graf, Chair Transportation Committee

Dear Joe Graf,

I am not in favor of a vehicle bridge connecting East and West Nevada Street. I am sure that you are aware of the reasons against the bridge.

To expensive
Environmentally unsound
Will not reduce traffic on Main St.
Unsafe for Children
Grade is too steep
Bad Carbon footprint
and more

What is more, I can see that it would cause more congestion at the intersection of Nevada and Oak Streets, possibly necessitating a traffic light there, causing even more expense for the city.

Such a bridge might favor those few who own development property in the area. That certainly does not seem to be a good reason to build a bridge that so many others oppose for very good reasons.

Thank you,

Carol Starr
546 N. Laurel St.
Ashland, OR

Kyndra Irigoyen

From: Christine Ashrow <csplash3@gmail.com>
Sent: Monday, March 06, 2017 9:29 AM
To: Kyndra Irigoyen
Subject: Chairman Joe Graf # Nevada st. bridge

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Chairman Graf,

My name is Christine Ashrow. I live on Drager St. In the Quiet Village Neighborhood. I would like to voice my opposition to the East Nevada Street bridge over Bear Creek.

Our neighborhood is very family oriented. Lots of kids playing, an elementary school, and many people feel safe walking, and biking here at all hours. Our neighborhood has already experienced dramatic development in just a few years. Two biologically productive wetlands have been bulldozed and developed into large, highly compact multi family subdivisions. Billings Ranch and the original Jackson Hot Springs. Jewels now lost forever. As a bonus result, traffic has increased and air quality is often poor. Our Neighborhood lies in a foothill level land/air cul du sac. In addition, our lots are sectioned by fences and air can become stagnant. We already have been experiencing some poor air quality due to the backup of emissions from the highway below and Main street above. If you add an additional exhaust burden piped directly into this populated air pocket, our way of life will be adversely affected. We home owners live in this long time residential neighborhood. The majority do not favor losing both our health or monetary value in our property, especially as this bridge is completely unnecessary and unwelcome. There is already a county road that services the area you propose to affect with your SIX MILLION DOLLAR BRIDGE. Surly there is a better use for this vast resource. Such as updating the city septic system. There is many a warm summer day that we have to smell the city's septic stench as it wafts through our yards. Not the nicest atmosphere for a summer afternoon outdoors. Lets update that :) There is also the popular idea of a foot/bike, and emergency access bridge of 14 feet. This would add value and clean access to the existing populations inhabiting all the surrounding neighborhoods. Please rethink this! You cad do good things with this money.

Thank you for your time and consideration,

Sincerely,

Christine Ashrow

To Transportation Chair Joe Graf

C/o

Kyndra.irigoyen@ashland.or.us

Or

Mail or deliver to

Chairman Joe Graf

C/o

Kyndra Irigoyen

Ashland Public Works Department

51 Winburn Way

Ashland (across from Lithia Park)

Dear Commissioners

Thank you for asking for input for the E.Nevada Bridge Project across Bear Creek.
I understand you are taking public comments until **March 8, 2017.**

I am in favor of a pedestrian/bike bridge over Bear Creek.

There are enough automobile bridges in Ashland, we don't need another one.

Thank you

Name (Print) HOWARD ELDRIDGE

Signature Howard Eldridge

Address 175 EAST NEVADA ST.

Date 3.6.17

To Transportation Chair Joe Graf

C/o

Kyndra.irigoyen@ashland.or.us

RECEIVED

MAR 06 2017

City of Ashland

Or

Mail or deliver to

Chairman Joe Graf

C/o

Kyndra Irigoyen

Ashland Public Works Department

51 Winburn Way

Ashland (across from Lithia Park)

Dear Commissioners

Thank you for asking for input for the E. Nevada Bridge Project across Bear Creek.
I understand you are taking public comments until **March 8, 2017.**

I am in favor of a 10-14 foot wide pedestrian/bike bridge over Bear Creek, built to
Oregon State Standards for ped/bike/**emergency vehicle** bridges.

There are enough automobile bridges in Ashland, we don't need another one.

Thank you

Name (Print) JANICE M. REYNOLDS

Signature Janice M. Reynolds

Address 944 Mt Meadows Cir. Ash OR 97520

Date 3/6/17

Kyndra Irigoyen

From: John Engelhardt <jje@jeffnet.org>
Sent: Monday, March 06, 2017 5:27 PM
To: Kyndra Irigoyen
Subject: Nevada St. Bridge

Joe Graf
Transportation Chair
Ashland Public Works Dept.

Dear Commissioners,

I live across from the Helman School playground, having built our house in 1983. I was involved with the petition initiative to pave Helman Street back in the mid 80's when it was a rut-filled, pot-hole laden street. We've come a long way since then with street and sidewalk improvements, but in my estimation there is NO NEED for a vehicle bridge on Nevada across Bear Creek.

I would support a pedestrian/bicycle bridge over Bear Creek and think that would be a neighborhood-friendly way to encourage non-polluting transportation. It would make it easy for elementary students in the North Mountain area to bike or walk to school, whereas now they likely take the bus or are driven by parents. There are enough access streets to get to areas in town (Oak, Mountain for instance) with Hersey or Eagle Mill/East Nevada connecting them. Putting in a motor vehicle bridge at the proposed location seems like environmental degradation and vehicular overkill.

Sincerely,
John Engelhardt

--

John Engelhardt
656 Helman St.
Ashland, OR 97520
Home: 541-482-8222
Cell: 541-324-9541

Kyndra Irigoyen

From: Karen Hiller <khiller@nwlinc.com>
Sent: Monday, March 06, 2017 2:41 PM
To: Kyndra Irigoyen
Subject: Nevada St Bridge

Hi Kyndra,

We are in favor of a cost effective Ped/Bike bridge over Bear Creek(at Nevada) and not an automobile bridge.

There are enough automobile bridges in Ashland, we don't need another one.

I understand you will be able to pass comments along to Joe Graf. Thanks....

Sincerely,

Karen Hiller

Mike Bielec

Shirley McDaniel

980 Ivy Lane

Ashland, Oregon

Kyndra Irigoyen

From: kj <stitchintimebykj@gmail.com>
Sent: Monday, March 06, 2017 5:54 AM
To: Kyndra Irigoyen
Subject: chairman Joe Graf

Follow Up Flag: Follow up
Flag Status: Flagged

I oppose the proposed auto bridge over bear creek.. would support a walking/biking bridge..
thanks, karen a jones~~ ashland resident for > 30 years

To Transportation Chair Joe Graf

C/o

Kyndra.irigoyen@ashland.or.us

Or

Mail or hand- deliver to

Chairman Joe Graf

C/o

Kyndra Irigoyen

Ashland Public Works Department

51 Winburn Way

Ashland (across from Lithia Park)

RECEIVED

MAR 06 2017

City of Ashland

Dear Chairman Graf:

I understand you are taking public input until **March 8, 2017** regarding the E. Nevada St. Bridge Project.

Many other communities in the state of Oregon have learned the benefits of pedestrian/bike over- crossings. They serve many users "including bicyclists, walkers, joggers, pedestrians with strollers, wheelchair users and others" (SNEAK PREVIEW 3/3/2017). I am for a 10-14 foot wide ped/bike bridge (with emergency vehicle access & built to Oregon State Standards for pedestrian/bike bridges) to span Bear Creek at E. Nevada.

Not one that has cars on it. I don't support another vehicle bridge.

Thank you for taking my comments under your consideration.

Name (Print) KAREN PINKHAM

Signature Karen Pinkham

Address 893 Plum Ridge Dr, Ashland

Date 6 March 2017

To Transportation Chair Joe Graf

C/o

Kyndra.irigoyen@ashland.or.us

RECEIVED

MAR 06 2017

City of Ashland

Or

Mail or deliver to

Chairman Joe Graf

C/o

Kyndra Irigoyen

Ashland Public Works Department

51 Winburn Way

Ashland (across from Lithia Park)

Dear Commissioners

Thank you for asking for input for the E. Nevada Bridge Project across Bear Creek.
I understand you are taking public comments until **March 8, 2017**.

I am in favor of a 10-14 foot wide pedestrian/bike bridge over Bear Creek, built to
Oregon State Standards for ped/bike/emergency vehicle bridges.
There are enough automobile bridges in Ashland, we don't need another one.

Thank you

Name (Print) MERLIN S. MORAN

Signature *Merlin S. Moran*

Address 813 Boulder Creek Lane

Date 3/4/17

To Transportation Chair Joe Graf

C/o

Kyndra.irigoyen@ashland.or.us

RECEIVED

MAR 06 2017

City of Ashland

Or

Mail or deliver to

Chairman Joe Graf

C/o

Kyndra Irigoyen

Ashland Public Works Department

51 Winburn Way

Ashland (across from Lithia Park)

Dear Commissioners

Thank you for asking for input for the E. Nevada Bridge Project across Bear Creek.
I understand you are taking public comments until **March 8, 2017.**

public bus an emergency
I am in favor of a 10-14 foot wide pedestrian/bike bridge over Bear Creek, built to Oregon State Standards for ped/bike/emergency vehicle bridges.

There are enough automobile bridges in Ashland, we don't need another one.

I feel that structural upgrade to the bridge on Mountain Ave needs to be addressed.
Thank you

Name (Print) Michael J. Reynolds

Signature *Michael Reynolds*

Address 944 Mountain Meadows Circle

Date 6 March 2017

City of Ashland
Engineering and Traffic Commission
City Counselors
Mayor Stromberg
20 E. Main Street
Ashland, OR 97520

March 6, 2017

RE: OPPOSITION OF NEVADA STREET BRIDGE

Dear City Officials,

This letter serves to stridently oppose the Nevada Street Bridge Project Proposal.

The bridge is a grievous waste and misallocation of city finances, resources, places a harmful impact on neighborhood and environmental populations, and serves little or no benefit to the community. The project is only partially and minimally funded by federal monies. The remaining multi-million dollar burden on our city is far better spent on other, more critical problems.

The single biggest issue the city of Ashland faces is the huge increase in the panhandler/street population at the downtown city center location. I have many friends who visit Ashland for its recreation, entertainment, and dining options. They have stopped coming to our city because of the intimidating nature and proximity of these groups. This is a well known problem and its financial impact to our tourism based community takes far higher priority than this bridge. Every person has the right to use the streets and walkways to come and go, but to campout at the walkways in large groups for the purpose of begging for money or a place to stay is a breach of this right. Our funding should go toward building or providing a location for these people to stay, and law enforcement should be hired to move these loiterers along.

The city also faces other higher priority issues such as seismic retrofit of City Hall and severely deteriorated street conditions such as at Hersey and Mountain Avenues.

Any suggestion that a bridge would serve to improve EMS response is hugely over exaggerated and would be far better served, for FAR less money, by other means such as a fire/paramedic station near the I-5/Mountain location. The area is already accessed by Mountain and Hersey Avenues, and Eagle Mill Road which show no signs of being over burdened by traffic. Ashland is transected by many ravines and waterways that lend to its charm and natural beauty. These are not all, and should not be traversed by manmade bridges. The marshland and creek provide a beautiful habitat and an extremely expensive substrate to build upon. They are also part of a designated flood plain.

I do not understand the persistence with this issue. If it is served by special interest or local land owners who would financially benefit from a bridge that would explain this. But a Nevada Street Bridge is NOT supported by logic, or by the city official's financial responsibilities to the residents of Ashland.

Sincerely,

Randy Krant
994 Stone Ridge Ave
Ashland, OR 97520

To Transportation Chair Joe Graf

C/o

Kyndra.irigoyen@ashland.or.us

RECEIVED

MAR 06 2017

City of Ashland

Or

Mail or deliver to

Chairman Joe Graf

C/o

Kyndra Irigoyen

Ashland Public Works Department

51 Winburn Way

Ashland (across from Lithia Park)

Dear Commissioners

Thank you for asking for input for the E. Nevada Bridge Project across Bear Creek.
I understand you are taking public comments until **March 8, 2017.**

I am in favor of a 10-14 foot wide pedestrian/bike bridge over Bear Creek, built to
Oregon State Standards for ped/bike/emergency vehicle bridges.
There are enough automobile bridges in Ashland, we don't need another one.

Thank you

Name (Print) _____

R. L. POHL

Signature _____

[Handwritten Signature]

Address _____

843 PLUM RIDGE Dr

Date _____

3/6/17

To Transportation Chair Joe Graf

C/o

Kyndra.irigoyen@ashland.or.us

RECEIVED
MAR 06 2017
City of Ashland

Or

Mail or hand- deliver to

Chairman Joe Graf

C/o

Kyndra Irigoyen

Ashland Public Works Department

51 Winburn Way

Ashland (across from Lithia Park)

Dear Chairman Graf:

I understand you are taking public input until **March 8, 2017** regarding the E. Nevada St. Bridge Project.

Many other communities in the state of Oregon have learned the benefits of pedestrian/bike over- crossings. They serve many users "including bicyclists, walkers, joggers, pedestrians with strollers, wheelchair users and others" (SNEAK PREVIEW 3/3/2017). I am for a 10-14 foot wide ped/bike bridge (with emergency vehicle access & built to Oregon State Standards for pedestrian/bike bridges) to span Bear Creek at E. Nevada.

Not one that has cars on it. I don't support another vehicle bridge.

Thank you for taking my comments under your consideration.

Name (Print) _____

Rochelle Newman

Signature _____

Rochelle Newman

Address _____

819 Pavilion Place (mt. meadows)
Ashland, OR

Date _____

March 8, 2017

Kyndra Irigoyen

From: Susan Hall <srhallrn@comcast.net>
Sent: Monday, March 06, 2017 8:42 PM
To: Joe Graf TC Commissioner (Chair); corinne@mind.net; Danielle Amarotico TC Commissioner; Dominic Barth TC Commissioner; Sue Newberry TC Commissioner; dyoung@jeffnet.org; Kyndra Irigoyen
Subject: Photo mockup of a Bike/Ped Bridge over Bear Creek

3/7/17

Commissioners

Please enjoy this photo view simulation (view-sim) of a E. Nevada ped/bike bridge passing over Bear Creek. A transportation specialist did this view-sim to show how it might look. While this bridge is only 8 feet wide, you can imagine how it will look at 14 feet wide to accommodate an emergency vehicle and not overwhelm the site.

Kyndra, please put this in the TC Agenda packet for 3/23/17.
We ask this to be entered into the record.

Thanks

Ted & Susan Hall

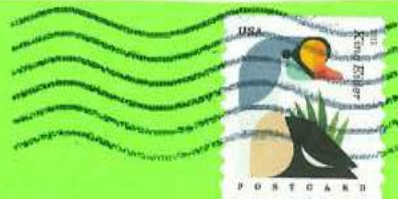


Sent from my iPad

Susanne McDonough
1214 Munson Dr
Ashland, OR 97520-7363

MEDFORD OR 975

MAR 2017 PM 2 T

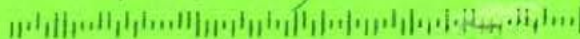


RECEIVED

MAR 06 2017

City of Ashland

*Joe Graf TC
c/o Kyndra Drigoyen
Ashland Public Works
51 Wenburn Way
Ashland OR 97530*



Dear Mr. Graf,

I am in favor of a cost-effective Pedestrian and
bike bridge over Bear Creek on Nevada St.
A larger bridge is not necessary for car traffic.
Save our fair city MILLIONS of dollars
for necessary work - like repairing HERSEY
Street!

Thank you
Susanne McDermott

To Transportation Chair Joe Graf

C/o

Kyndra.irigoyen@ashland.or.us

Or

Mail or hand- deliver to

Chairman Joe Graf

C/o

Kyndra Irigoyen

Ashland Public Works Department

51 Winburn Way

Ashland (across from Lithia Park)

RECEIVED
MAR 06 2017
City of Ashland

Dear Chairman Graf:

I understand you are taking public input until **March 8, 2017** regarding the E. Nevada St. Bridge Project.

Many other communities in the state of Oregon have learned the benefits of pedestrian/bike over- crossings. They serve many users "including bicyclists, walkers, joggers, pedestrians with strollers, wheelchair users and others" (SNEAK PREVIEW 3/3/2017). I am for a 10-14 foot wide ped/bike bridge (with emergency vehicle access & built to Oregon State Standards for pedestrian/bike bridges) to span Bear Creek at E. Nevada.

Not one that has cars on it. I don't support another vehicle bridge.

Thank you for taking my comments under your consideration.

Name (Print) Tom Marr

Signature Tom Marr

Address 955 N. Mountain Av.

Date 3/6/17

To Transportation Chair Joe Graf

C/o

Kyndra.irigoyen@ashland.or.us

RECEIVED

MAR 07 2017

City of Ashland

Or

Mail or hand- deliver to

Chairman Joe Graf

C/o

Kyndra Irigoyen

Ashland Public Works Department

51 Winburn Way

Ashland (across from Lithia Park)

Dear Chairman Graf:

I understand you are taking public input until **March 8, 2017** regarding the E. Nevada St. Bridge Project.

Many other communities in the state of Oregon have learned the benefits of pedestrian/bike over- crossings. They serve many users "including bicyclists, walkers, joggers, pedestrians with strollers, wheelchair users and others" (SNEAK PREVIEW 3/3/2017). I am for that type of bridge.

Not one that has cars on it. I don't support another vehicle bridge.

Thank you for taking my comments under your consideration.

Name (Print) Alice Nagel JAMES E. NAGEL

Signature Alice Nagel James E Nagel

Address 520 Helman St U.S.

Date 3/5/17

Kyndra Irigoyen

From: Robert Rawlings <bobsax@icloud.com>
Sent: Tuesday, March 07, 2017 1:34 PM
To: Kyndra Irigoyen
Cc: amy titus
Subject: Bridge

Hello

I've done a little reading (some between the lines) on the E.Navada bridge.
I gather this is to help with traffic flow on the the north side os town?
I live on N. Main and it handles the traffic ok so I don't think this is a priority.
If the people don't want it then I would rather see the money spent on figuring out a way to bypass Lthia when coming from the south side. Mountain to Hersey just seems way out of the way.

So I recommend build nothing. Spending a lot on a bike bridge is not a good Idea. Only build it if it could be adapted with minimum upgrade into a car bridge in the future.

bob rawlings
326 N Main

Kyndra Irigoyen

From: ccarlson@jeffnet.org
Sent: Tuesday, March 07, 2017 8:43 PM
To: Kyndra Irigoyen
Subject: Nevada bridge

To Chairman Joe Graf, Transportation Commission,

As a Mountain Ave neighbor and having attended the last Transportation Commission meeting, I would like to add my vote for a pedestrian/ bike bridge with emergency vehicle access. Let us spend the lesser money for connection. The future holds many other needs we don't even see yet. I can barely afford my property taxes. Let us spend wisely.

Carol Carlson

509 N Mountain Ave, Ashland OR 97520

To Transportation Chair Joe Graf

C/o

Kyndra.irigoyen@ashland.or.us

RECEIVED
MAR 07 2017
City of Ashland

Or

Mail or hand- deliver to

Chairman Joe Graf

C/o

Kyndra Irigoyen

Ashland Public Works Department

51 Winburn Way

Ashland (across from Lithia Park)

Dear Chairman Graf:

I understand you are taking public input until **March 8, 2017** regarding the E. Nevada St. Bridge Project.

I do not agree with a car bridge

Many other communities in the state of Oregon have learned the benefits of pedestrian/bike over- crossings. They serve many users "including bicyclists, walkers, joggers, pedestrians with strollers, wheelchair users and others" (SNEAK PREVIEW 3/3/2017). I am for that type of bridge.

Not one that has cars on it. I don't support another vehicle bridge.

Thank you for taking my comments under your consideration.

Absolutely not a car BRIDGE!

Name (Print) Helen Jucevic

Signature *Helen Jucevic*

Address 596 Helman St Ashland

Date March 7th March 2017

To Transportation Chair Joe Graf

C/o

Kyndra.irigoyen@ashland.or.us

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MAR 07 2017

City of Ashland

Or

Mail or hand- deliver to

Chairman Joe Graf

C/o

Kyndra Irigoyen

Ashland Public Works Department

51 Winburn Way

Ashland (across from Lithia Park)

Dear Chairman Graf:

I understand you are taking public input until **March 8, 2017** regarding the E. Nevada St. Bridge Project.

Many other communities in the state of Oregon have learned the benefits of pedestrian/bike over- crossings. They serve many users "including bicyclists, walkers, joggers, pedestrians with strollers, wheelchair users and others" (SNEAK PREVIEW 3/3/2017). I am for that type of bridge.

Not one that has cars on it. I don't support another vehicle bridge.

Thank you for taking my comments under your consideration.

Name (Print) ICHIRO KODAKA

Signature 

Address 101 ORANGE AVE, ASHLAND OR 97520

Date 3/6/2017

From: Mr. & Mrs. Ira Rubin
619 N. Mountain Ave.
Ashland, OR 97520

RECEIVED
MAR 07 2017
City of Ashland


To: Joe Graf TC
c/o Kyndra Irigoyen
Ashland Public Works
51 Winburn Way Ashland, Or.

Kids now play on East Nevada and Kestrel. If you drive around Ashland kids and cars do not mix. Where there are over crossings of roads or creeks with lanes for cars and sidewalks for kids and pedestrians, you will find that kids don't play there anymore.

Traffic studies show that another automobile bridge in Ashland is not needed. The last thing we need to do is spend a boatload of \$\$, put Ashland in debt, to create more neighborhoods where kids don't play.

That being said, we are entirely happy with the idea of a pedestrian/bike bridge, which will only enhance the neighborhood and come in at a fraction of the cost.

Sincerely,


Ira Rubin


Brady Rubin

Joe Graf TC
c/o Kyndra Irigoyen
Ashland Public Works
51 Winburn Way
Ashland, OR 97520

RECEIVED
MAR 07 2017
City of Ashland

Dear Mr. Graf,

I am in favor of a cost-effective Pedestrian/Bike bridge over Bear Creek.

There are enough automobile bridges in Ashland, we don't need another one.

Sincerely,

Jean Linington
2228 Dollarhide Way
Ashland, OR 97520



Kyndra Irigoyen

From: Jim Flint <pubathome@yahoo.com>
Sent: Tuesday, March 07, 2017 8:44 PM
To: Kyndra Irigoyen
Subject: Joe Graf, TC chair, Nevada Bridge comment

Public Works director Mike Faught thinks Nevada should be a major east/west route in the city, classified as an "avenue." The maximum avenue grade is 7%, according to the city's own guidelines. On both sides of Bear Creek, there are grades of more than 15%.

Ashland already has east/west routes— North Main , East Main , Lithia Way , Siskiyou Blvd., Hersey, and the county's Eagle Mill Road . Even if traffic were diverted to a connected Nevada , where would it go? On the east side, four blocks up a steep hill to a dead-end at North Mountain . On the west side, to a dead-end at Billings Ranch. Nevada can never connect to Highways 99 or 66.

A prominent "need" cited by Faught is to reduce traffic on some of the existing east/west routes. Even SCJ's report indicates that won't happen. It estimates that by the year 2038 there will be little or no difference in traffic on those streets if a Nevada bridge is built. The biggest impact on a couple of routes is one car fewer every two to three minutes during a peak hour.

Most opponents of an unneeded. expensive (\$6 million plus) vehicular bridge are not opposed to a less expensive (perhaps \$2 million) bike/pedestrian bridge with provision for emergency vehicle access in the rare instance it would be needed..

"Connectivity" is the buzzword Faught is using now, with his previous rationales rebutted. Isn't connectivity with an environmentally friendly bike/pedestrian bridge better than one that encourages gas guzzling vehicles down a hole on Nevada?

In 1998, a Nevada vehicular bridge was given high priority. Many feel that was based on faulty information. There would be nothing wrong in the city correcting an error rather than being married to it for all time.

Jim Flint
355 Fair Oaks Ave.
Ashland

Kyndra Irigoyen

From: john burns <jmbjeb@gmail.com>
Sent: Tuesday, March 07, 2017 2:10 PM
To: Kyndra Irigoyen
Subject: for Joe Graf

Chairman Graf:

I live on the corner of Nevada and Helman Streets, a block away from Helman School. Traffic in the area will soon increase as Verde Village comes on line. I am already concerned by the speed at which traffic comes along Nevada Street over its limited run, particularly while school is starting or letting out. I think some traffic calming is already called for without adding further traffic and a longer run from East Nevada. For this and other reasons, I support only a bicycle/foot bridge connecting East and West Nevada with, at most, allowance for emergency vehicles, if that is warranted.

Thank you,
John M Burns

To Transportation Chair Joe Graf

C/o

Kyndra.irigoyen@ashland.or.us

Or

Mail or hand- deliver to

Chairman Joe Graf

C/o

Kyndra Irigoyen

Ashland Public Works Department

51 Winburn Way

Ashland (across from Lithia Park)

Dear Chairman Graf:

I understand you are taking public input until **March 8, 2017** regarding the E. Nevada St. Bridge Project.

Many other communities in the state of Oregon have learned the benefits of pedestrian/bike over- crossings. They serve many users "including bicyclists, walkers, joggers, pedestrians with strollers, wheelchair users and others" (SNEAK PREVIEW 3/3/2017). I am for that type of bridge.

Not one that has cars on it. I don't support another vehicle bridge.

Thank you for taking my comments under your consideration.

Name (Print)

Julie NORMAN

Signature

Julie Norman

Address

596 Helman

Date

3/7/17

To Transportation Chair Joe Graf

C/o

Kyndra.irigoyen@ashland.or.us

RECEIVED
MAR 07 2017
City of Ashland

Or

Mail or deliver to

Chairman Joe Graf

C/o

Kyndra Irigoyen

Ashland Public Works Department

51 Winburn Way

Ashland (across from Lithia Park)

Dear Commissioners

Thank you for asking for input for the E.Nevada Bridge Project across Bear Creek.
I understand you are taking public comments until **March 8, 2017.**

I am in favor of a pedestrian/bike bridge ^{*}over Bear Creek.
There are enough automobile bridges in Ashland, we don't need another one.

Thank you

* 12'-14' wide

Name (Print) LISA CATRANIDES

Signature *Lisa Catranides*

Address 424 Helman St, Ashland

Date 3/5/17

To: Joe Graf and the other commissioners

March 5, 2017

From: Sue Kurth

Nevada Street Bridge

I am grateful and optimistic our process works. The interest and the questions the commissioners asked at the February 23 meeting, gave me hope you would not just rubber stamp Mike Faught's Nevada Bridge project.

I am asking you to reject the Nevada Street project.

I am surprised the issue is back this year. At a 2016 meeting, after a number of discussions at the Transportation meetings, the community showed up and Mike Faught heard we were not interested in the Nevada Street Bridge. His response was something to the effect, "well, you should have come forward much sooner. This would have saved a great deal of time." With that general comment, I erroneously made the assumption the Nevada Street Bridge was a dead issue.

I support a foot/bike/horse bridge.

I oppose a vehicular bridge for the following reasons:

- (1) The value added for the building the bridge is insignificant compared to the cost! The expense of the bridge vs. the return on the investment is non-proportionate. Faught mentioned at the Feb. 23 meeting a number of possible vehicle bridge scenarios, with a variety of costs. The end result is the same--building a bridge is expensive. It will cost millions while only benefiting a small number, with less than a 3 minute savings in their commute (vs. using Eagle Mill Road). I have tested it three times.
 - (a) Faught has a small amount of money committed for the bridge. Faught states if he cannot find other grant money, then the community would be responsible for paying for the bridge. I am opposed to asking the community for the money. I am a widow. My husband died unexpectedly, and I am struggling financially. It would be a financial impact if the city charged me for such a project.
 - (b) Will the City assume responsibility for financially supporting the maintenance of a bridge, assuming a vehicular bridge is built?
- (2) It was acknowledged the Nevada Street (on the Mountain St. side) would need to be physically changed. I am not sure the cost estimates reflect the accurate cost.
- (3) There was no mention of the safety concern at the Mountain/Fair Oaks intersection. With increased road traffic on Mountain, it will be harder for the aging Mt. Meadows

population to make left turns on to Mountain. There are more left turns made from Mt. Meadows onto Mountain than right turns. If a person is making a left onto Mountain at the Fair Oaks intersection, there are inclines on both sides of Mountain. "Cars driving south on N. Mountain are already hard to see (at the Fair Oaks intersection) as they come up over the rise," said a 70+ year old woman living in Mountain Meadows who asked that her name not be used.

- (4) The devil is in the details. Neither Faught nor anyone else presented the potential impact to the Meadowbrook Park area. Thinking all the vehicles will ALWAYS use E. Nevada is naive. Commuters could easily use Fair Oaks Ave (which runs parallel to E. Nevada St) then use Kestrel Parkway, Overlook Dr., Patton Lane, or Camelot Dr to get to E. Nevada--all narrow streets and were not designed for a large amounts of traffic.

Thank you,

Sue Kurth
965 Camelot Drive
650 279-0575 (cell)

Kyndra Irigoyen

From: Terry Toth <terry@ronkurtz.com>
Sent: Tuesday, March 07, 2017 8:19 AM
To: Kyndra Irigoyen
Subject: Bridge

To Chairman Joe Graf,

I would like to give my opinion on a new bridge over Bear Creek. I am opposed to an auto bridge. I think the alternative of a walking/biking bridge will serve the community in a more supportive way. This area of town has many seniors and has a peaceful feeling presently with less car traffic.

I think we should support the community in less driving and make biking and walking look more attractive. The cost would also be much less, so no tax increases to pay for an unneeded bridge.

Thank you,

Terry Toth

976 Linda Ave

Ashland

To Transportation Chair Joe Graf

C/o

Kyndra.irigoyen@ashland.or.us

Or

Mail or hand- deliver to

Chairman Joe Graf

C/o

Kyndra Irigoyen

Ashland Public Works Department

51 Winburn Way

Ashland (across from Lithia Park)

RECEIVED
MAR 07 2017
City of Ashland

Dear Chairman Graf:

I understand you are taking public input until **March 8, 2017** regarding the E. Nevada St. Bridge Project.

Many other communities in the state of Oregon have learned the benefits of pedestrian/bike over- crossings. They serve many users "including bicyclists, walkers, joggers, pedestrians with strollers, wheelchair users and others" (SNEAK PREVIEW 3/3/2017). I am for that type of bridge.* (12'-14' wide)

Not one that has cars on it. I don't support another vehicle bridge.

Thank you for taking my comments under your consideration.

Name (Print) Thomas W. Daley

Signature Thomas W. Daley

Address 610 Holman St. Ashland, Or.

Date 3/5/17

Kyndra Irigoyen

From: Tom Marr <treemarr@yahoo.com>
Sent: Tuesday, March 07, 2017 8:37 AM
To: danielle@CommonBlockBrewing.com; dofriesgowiththatshake@yahoo.com; Scott Fleury; Scott Fleury; Scott Fleury; Brandon Goldman; jlgtrans15@gmail.com; Kyndra Irigoyen; sue.j.newberry@gmail.com; Stefani Seffinger; corinne@mind.net; dyoung@jeffnet.org
Cc: Matthew Marr
Subject: No Nevada Bridge

Dear Ashland Transportation Commissioners,

I am asking that you reject the proposal to build a bridge on Nevada St. This is a bad idea for my city and my neighborhood. My family has lived at Nevada St. and N. Mountain Ave for twenty five years. We are the last original residents who were involved in the North Mountain plan process. We have seen many changes in that time, some positive and some disruptive to our lives. This bridge would be by far the worst.

Our neighborhood transformed from cow pastures into a family area with bikes, skateboards and pedestrians throughout.

It is also a retirement community with dog walkers, as well as some people with canes and wheelchairs. The neighborhood has flourished without the Nevada bridge.

Increasing the through traffic volume in this residential neighborhood will create more accidents.

East Nevada was not designed for major traffic. It is narrow, steep and sharply curved.

Public works proposes moving Nevada and Mountain intersection north . It would create a number of issues.

It destroys a green corridor

Traffic would now point directly into Skylark.

The grade is too high.

It joins an existing overpass. (has ODOT been consulted? would they approve it?)

There is no sidewalk that far north on the west side of Mountain and no room to build one.

No sanctuary for pedestrians or bikes.

No line of sight from the North.

Last remaining wetlands near the freeway would be lost.

Numerous mature trees would be removed.

This does not solve the more pressing issue of the fair oaks intersection not being designed for this traffic load.

Several residents at Mountain Meadows indicated this was their biggest concern.

This intersection was already rebuilt before. Fundamentally the topography is just wrong for a major connection between Nevada and Mountain.

Overall this intersection realignment would be even worse for our neighborhood than the bridge.

These band aid expensive fixes engineering proposes to the issues created by the bridge demonstrate how flawed the bridge plan itself is. Fundamentally this neighborhood was not designed to be a major thoroughfare across town.

The engineering department wants to remove street parking on the impacted streets. There is already a parking shortage in the neighborhood.

The east side of the bridge would meet Nevada below Kestrel Parkway, which was constructed in the floodplain with special permission.

This street will and has at least twice in the past flooded.

Introducing more traffic creates bigger and more expensive problems. It would not create emergency access in times of flood, but rather risk being another place where people need to be rescued.

Environmentally this bridge comprises a key wildlife corridor along bear creek. Has there been an EIP? That is key information before moving further in the process.

The city is trying to reduce car usage. This bridge takes us in the wrong direction. It would create more costs now and for years including Secondary traffic issues on both sides of the bridge.

Most of the people you are hearing from are opposed to this project. Even at Mountain Meadows, which Mike said was the place which would benefit most from the bridge, opinion is mixed. Please do not think that you are helping our neighborhood in any way by forcing this project on us.

The original plan for our neighborhood was a foot bridge. Everything else, streets, parks, density etc. was designed with that in mind. Only in the final meeting before the neighborhood plan was approved in 1997 was the idea of a driving bridge first floated.

Please keep our city's focus on moving away from heavy reliance on cars and do not recommend a bridge across Nevada street.

Thank you Tom and Isaac Marr.
955 N. Mountain Ave.

Kyndra Irigoyen

From: Ann Barton <annbarton56@gmail.com>
Sent: Wednesday, March 08, 2017 12:10 AM
To: Kyndra Irigoyen
Subject: E Nevada bridge proposal

Dear Transportation Commission Chair Joe Graf,

I don't support a automobile bridge. I live at 361 Patterson st. One of my favorite walks is down to the park along Bear Creek right where you are proposing a bridge. It's peaceful and very few cars in that neighborhood. I walk and drive along N Mt. and am always surprised how many cars there are and how fast they fly down the hill past Mt Meadows.

I do NOT want more traffic on N. Mt or in that quiet neighborhood! I do NOT I see the need for a automobile bridge, it's not like we have any serious traffic problems in Ashland! (I used to live in Seattle!).

I don't understand spending this kind of money when there are so many other projects that would benefit many more people. For instance: electric buses with an expanded bus route (let's get cars off the roads!), more bike lanes into town, subsidies for buying electric cars or subsidies for biking rather than driving.....

If you absolutely have to build a bridge, an 8ft much less expensive bike and walking bridge. My understanding is you have been asked to create a plan for a simple 8-12ft bridge but have not done that. Sounds like people don't feel heard.

It always upsets me when government gets obsessed with an idea even when citizens don't want it. Seems to me, the residents of Ashland don't want an expensive automobile bridge or even an expensive bike and walking bridge.

Sincerely,
Ann Barton

Sent from my iPhone

March 8, 2017

RE: Nevada Street Bridge Proposal

Dear Members of the Transportation Commission,

Thank you for your review and consideration of this issue. I attended the hearing of February 23rd and made a few comments about the proposed bridge over E. Nevada. These comments are intended to supplement those.

As I mentioned at the February 23rd hearing, my property will not be affected by the city's proposed bridge project. And, though I am concerned about how the proposed project may adversely affect residents of the area, this is not my reason for opposing the city's selected project.

First off, it's not clear what the city wants out of this hearing process. Under the city's municipal code, the Transportation Commission (TC) is not empowered to make recommendations to the city council on projects such as this. Rather, they are specifically empowered to "review and forward all traffic implementation regulations to the Public Works Director for final approval and implementation of official traffic safety and functional activities." [AMC 2.13.040] This code language makes it clear that the city council never intended to take direction from the TC on project selection or prioritization, and past actions of the city council with respect to this and other projects are reflective of this intention.

The past actions of the city with respect to this project include: 1) Paying for a Public Works Director to zealously pursue this project; 2) Submitting a grant application (with a subsequent award of \$2M) for this project three years ago without any input from the TC or the public; 3) The hiring of a lobbyist to find more money to build this project and; 4) The hiring of engineers to promote and rationalize this project from a technical perspective.

In consideration of these and other facts concerning this project, such as the Public Works Director's intransigent refusal to provide a bike/ped/emergency bridge option as directed, one is left to wonder whether this hearing process is simply a cynical ploy to deflect criticism and anger away from our elected representatives – who have already decided which project they want without any significant public involvement - and towards a powerless and ineffectual committee.

Be that as it may, the city's selected project should never have been identified as a "high-priority" project in the TSP for reasons that I described over three years ago in a letter to the Rogue Valley Metropolitan Planning Organization (RVMPO) (see attached). Many of the opinions I expressed in that letter have now been echoed by two Professional Engineers, including the City's former Public Works Director, Paula Brown. But no technical background is needed to see what this project represents - a publicly-financed gift to developers of the N. Mountain Plan area masquerading as a critical link in an "alternative route" (Policy #26 in TSP) around downtown.

In a February 2014 email I sent to the Public Works Director (attached) I asked about the cost to construct E. Nevada from Kestrel Pkwy up to N. Mountain, since: 1) Construction of this roadway to an avenue standard is clearly implied by the STP grant application filed by the city with the RVMPO; 2) This stretch of roadway, although relatively newly-built, is way below any reasonable standard for a city avenue given its 15mph curves, 15+% grades, 24' width and poor intersection with N. Mountain; and 3) There is no such project in the city's TSP. He said he didn't know.

I asked him about the main rationale used in the city's grant application in order to be eligible for the \$2M in STP funds, i.e., the "alternative route" using N. Mountain, E. Nevada, Oak and Eagle Mill. How many people had ever contacted him about the need for such an alternative route? He said nobody.

Fast forward to page 53 of this month's *The Sneak Preview* where we learn that, according to our Public Works Director, E. Nevada Street was classified as an avenue "in order to secure funding."

So, our Public Works Director admits that the city classified a street as an "avenue" in order to be eligible for \$2M in federal STP funds to help pay for this bridge. Last time I checked, that was called fraud. The truth is, the city also concocted the "alternative route" – a scheme that relies on sub-standard streets with no money and no plans to fix them from beginning (E. Main/N. Mountain) to end (Eagle Mill/S. Valley View) - for the same purpose. RVTD's Route 8? Same deal.

The reality is that the city knows that virtually all of the traffic that will cross this bridge will have an origin and destination in the N. Mountain Plan area and they don't seriously plan to do anything about E. Nevada east of Kestrel Pkwy. The developers of that plan specifically designed their internal street network to take the traffic off the bridge, run it down Kestrel Parkway, and disperse it internal to their development. It's a nifty way for developers to take millions of dollars out of the public coffers and use it for their own profit, while providing no benefit to the vast majority of city residents – the ones who are paying for it. A virtually identical scheme is playing out across town with the Normal Avenue Plan.

In fact, out of the eight projects listed in the Regional Transportation Plan – projects that are estimated to consume all the funding for transportation projects in the city out to 2038¹ - half of them are needed only as result of new or future development (E. Nevada, Washington Street, Normal Ave., and Clear Creek) and these four projects are estimated to consume 83% of all transportation dollars through that timeframe. The Normal Avenue Extension project (TSP #R19), a project that has been planned for over 20 years to connect directly from Ashland Street to East Main but is now planned to meander around the planned development in a fashion that will make this street useful only to internal traffic, has gone from an estimated cost in the TSP of \$2.7M to \$5.9M in the RTP. What a deal for city residents! We get to pay more than twice as much for a project that provides none of the benefits! The Clear Creek Drive Extension project (TSP #R24) has gone from \$2.5M to \$4.6M. What about all the rest of the projects listed in the city's TSP? Well, we all knew that was a pipe dream, right?

In actuality, the issue you're dealing with is not just a bridge over Bear Creek. This is about incompetence, greed and corruption. It's past time to chase the foxes out of the henhouse and start building the kind of infrastructure that the TSP calls for – one that promotes bicycling, walking and transit and discourages further auto-dependency. In the case of E. Nevada Street, that would be a 12'-14' bike/ped/emergency bridge – a project that will be a critical lynchpin to building the Bear Creek Greenway out to Emigrant Lake.

Thank you for your consideration.

Craig Anderson
575 Elizabeth Avenue

¹ https://www.rvmpo.org/images/plans-and-programs/RTP/Amended_Project_Lists/Combined_List.pdf



Craig Anderson <craig.ashland@gmail.com>

E. Nevada St. Bridge

2 messages

Craig Anderson <craig.ashland@gmail.com>

Thu, Feb 13, 2014 at 12:49 PM

To: Mike Faught <faughtm@ashland.or.us>

Hello Mike,

I have a few questions about the E. Nevada Street Bridge project. If you could respond before our next TC meeting I would be most appreciative. Here they are:

1) Cost estimate - In the TSP the project is listed at \$2.261M. OBEC's cost estimate is \$1.962M. The MPO shows the total cost at \$5.489M with \$1.962M (OBEC's total cost estimate) coming from STP and \$3.527M coming from local funds. All of these cost estimates appear to be for only the portion of E. Nevada connecting from the existing paved section west of Bear Creek to Kestrel PW (approx. 0.12 miles).

A. What is the correct total cost estimate for the 0.12 mile section?

B. What is the cost estimate to complete E. Nevada east of Kestrel (to Avenue standards w/ bike lanes, etc.) and does this include realignment of the Nevada/Mountain Street intersection?

2) There are several projects listed in the TSP for funding through the first five years of the plan. How did this project become prioritized over other high priority (first 5-years) TSP projects?

3) Do you have examples of any letters, emails or other requests from city residents who live outside of the N. Mountain area (i.e., south of Hersey Street) for this project?

4) How much in SDCs has been collected to date by the city from development of the North Mountain Neighborhood Plan area and what amount is yet to be collected?

Thanks very much for your assistance.

Craig

Mike Faught <faughtm@ashland.or.us>

Fri, Feb 14, 2014 at 9:25 AM

To: Craig Anderson <craig.ashland@gmail.com>

Hey Craig... Can you call me...

3/7/2017

Email: E. Nevada St. Bridge

Michael R. Faught
Public Works Director

City of Ashland
51 Winburn Way
Ashland, OR 97520
faughtm@ashland.or.us
541/552-2411
541/488-6006 Fax
800/735-2900 TTY

This email is official business of the City of Ashland, and it is subject to Oregon public records law for disclosure and retention. If you have received this message in error, please let me know.

From: Craig Anderson [mailto:craig.ashland@gmail.com]
Sent: Thursday, February 13, 2014 12:49 PM
To: Mike Faught
Subject: E. Nevada St. Bridge

[Quoted text hidden]

February 25, 2014

Dear Members of the Rogue Valley MPO Policy Committee,

I write concerning a project on your agenda for today's meeting - the City of Ashland's request for \$1.962M in federal Surface Transportation Program (STP) funds for the E. Nevada Street Bridge project. If awarded, these funds, in addition to over \$3.5M of the City's funds, would be used for a 0.12 mile extension of E. Nevada Street across Bear Creek to Kestrel Parkway.

As a member of Ashland's Transportation Commission, I am greatly reluctant to take a position on a project that is not supportive of the staff that serves our Commission. However, as someone who has been charged with the responsibility of helping to determine how best to use the City's limited transportation funds in order to best serve its population, I feel that I'm left with no choice.

To put it succinctly, the project under your consideration should not be paid for with federal funds and, in fact, should not be paid for with funds intended for City-wide use either. Contrary to what has been presented to you, this project has not been conceived to serve a broad swath of the MPO region or even a broad swath of Ashland's population. The need for this project has come about entirely as a result of residential development that has occurred in the recent past or will occur in the near future. As such, the appropriate funding mechanism is through either System Development Charges, a Local Improvement District, or some combination of these two.

I fully understand the challenge of paying for such an expensive project through these sources. However, if the Policy Committee were to grant Ashland the STP funds that have been requested, it would be rewarding grossly irresponsible financial oversight and simply encourage more of the same for years to come.

To specifically address the merits of this project: I have attached a pdf that includes several slides that show the absurdity of the idea that East Nevada Street will ever be an "alternative bypass" route for any travelers beyond those living within close proximity of the proposed project. Although at one point in time - given a different alignment of this street and thoughtful consideration of its intersection with North Mountain Avenue - this may have been a possibility, the development of the North Mountain Plan area has now closed the door to this outcome.

The project description in the City's application packet reads as follows:

The E. Nevada St. extension project involves construction of a new 0.12 mile paved roadway, including a bridge, which links the existing terminus of E. Nevada St. and N. Mountain Ave., providing balance and mobility to the transportation system. Nevada St. is classified as an avenue in the City's Transportation System Plan.

The project provides an additional route for local and regional multimodal east-west travel. The new project will include bicycle lanes, sidewalks, parkrow, provide connectivity to the Bear Creek Greenway and allow for a future transit route.

The public right of way on the west side of Bear Creek is 53.5' and 60' on the east side. The City of Ashland owns property on each side of Bear Creek directly adjacent to the creek. The City has been has the potential to mitigate any flood plain issues with regards to bridge placement and length on its existing property. The cross sectional road detail is a typical section in the city's street design standards manual and the final design will follow these guidelines to the extent allowable within current right of way restrictions and tie into existing features outside of proposed project limits.

From reading the above description, one would reasonably presume that East Nevada Street will be constructed to Avenue standards, not just for the section proposed for funding, but along the remainder of its length to N. Mountain Avenue. Although the right-of-way may exist for this to be theoretically possible, for E. Nevada to be built to Avenue standards (including two 10' travel lanes, bike lanes, sidewalks and a parkrow on each side) to N. Mountain Ave. is, for all practical purposes, not going to happen. The attached pdf slides illustrate why.

E. Nevada Street east of the project area has been rebuilt from the gravel track it was only seven years ago. This newly-constructed street, complete with storm drains on both sides, has a curb-to-curb width of 20'. There is a 15% gradient along a portion of this segment. Approximately 300' of this segment includes a very steep bank cut that would render future widening prohibitively expensive. Parking is allowed on the south side of this street and is regularly used by existing residents. Utilities (including power poles) are located within the right-of-way on the north side. There are two 15 mph curves (one blind) near its terminus with N. Mountain. There is a driveway located within 30' of its intersection with N. Mountain. In appearance and function, it is typical of Ashland's "skinny streets," and is, in no way, usable as a collector street or "Avenue."

According to City staff with whom I spoke, it is anticipated that new development occurring on the north side of E. Nevada will pay for future widening of this street between Kestrel Pkwy and N. Mountain Ave. However, if one considers the City's current zoning and comprehensive plan designation for this land (low-density residential), the developable acreage involved (approximately 3.2 acres) and the above-mentioned physical constraints, there is no reasonably conceivable way that E. Nevada Street will ever be widened beyond its current 20' width and the city has no plans (nor any funding allocated) for doing so.

Although the City's application packet mentions the need for multi-modal connectivity on E. Nevada, there is also no funding allocated for providing transit service here either. And even if there were, the viability of running buses along this street, given its geometrics, is suspect at best. A typical recreational bicyclist will also be unlikely to travel this segment of E. Nevada given its severe gradient. This is particularly true if the planned Bear Creek Greenway is eventually extended just south and west of this location.

The above facts beg the question: who is the proposed bridge project really designed to serve? This project has been described by the City's consultant (OBEC), as needed to "better connect neighborhoods along Mountain Avenue with the north end of Ashland." Kestrel Pkwy is at the eastern terminus of the city's proposed project. With a 27' curb to curb width, this street could carry a reasonable flow of traffic. However, Kestrel Pkwy has been designed to serve only traffic internal to the N. Mountain Plan and Mountain Meadows areas through its connection to Fair Oaks Avenue. Which brings us to our answer: the proposed project will serve the residents of the North Mountain Plan area, the residents of Mountain Meadows and few others.

Although the project has been ranked as a "high-priority" project in the City's Transportation System Plan (TSP) (funding anticipated within first 5 years of plan) it shares this distinction with 5 other roadway projects and 45 other non-roadway projects. Nowhere in the City's TSP is this project ranked above any other high-priority project and nowhere is there a need identified for an "alternative bypass route. " At an original cost estimate of \$2.261M (from October of 2012), representing 12.5% of the City's short-term funding commitment, the project cost has now inexplicably ballooned to \$5.489M - an amount that would consume nearly 30% of the City's high-priority project funds.

The City claims that the project is needed (and federal funds are warranted) because transportation modeling performed by ODOT's TPAU (for the year 2038) shows its viability as a regionally-significant bypass route. Of the many problems with this argument is the fact that the MPO's regional travel demand model is not sensitive to the street geometric limitations (15 mph curves, steep gradients, narrow widths, etc.) described above. If it were, it's likely that the Hersey/Oak Street corridor would have been much more attractive to north-bound traffic approaching the Hersey/Mountain intersection from the south. The Hersey/Oak alternative is a negligibly longer route (370' over a 1.14 mile distance) than the Mountain/E. Nevada route but follows streets with none of the geometric design limitations presented above.

In terms of local support for this project, I challenge the Policy Committee to find anyone who lives outside the N. Mountain Plan or Mountain Meadows area or who doesn't stand to profit directly or politically from the windfall of public monies being used to fund private development. Simply put, this project is before you because inadequate funds were collected by the City from developers of the North Mountain Plan and Mountain Meadows properties. It may be justified for emergency access and other connectivity benefits that would accrue to a small pocket of the City, but it is not needed by the vast majority of the City's residents and it is certainly not needed for other travelers in the MPO region. Thank you for your consideration of these comments during your deliberations.

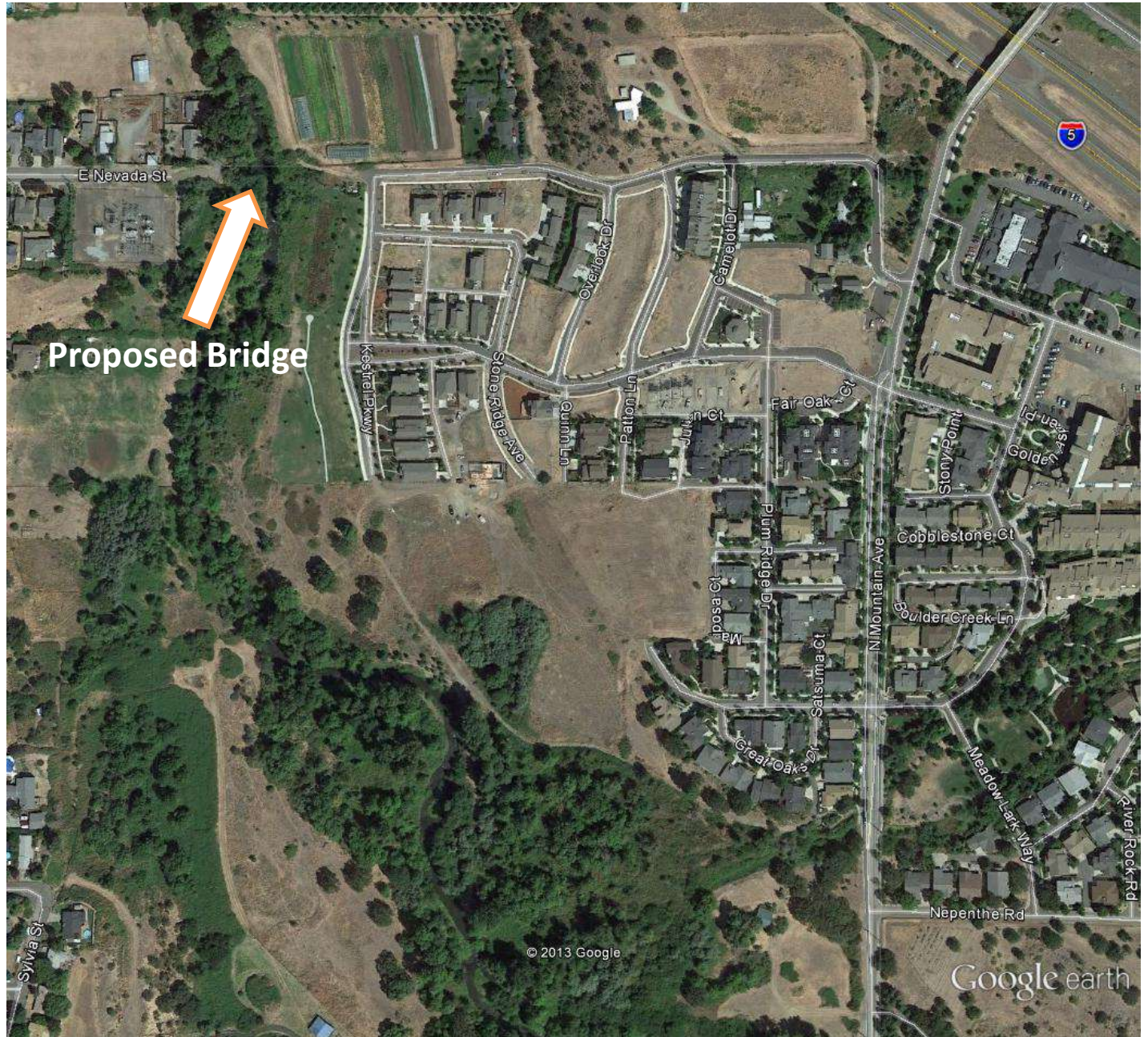
Sincerely,

Craig Anderson
575 Elizabeth Ave.
Ashland

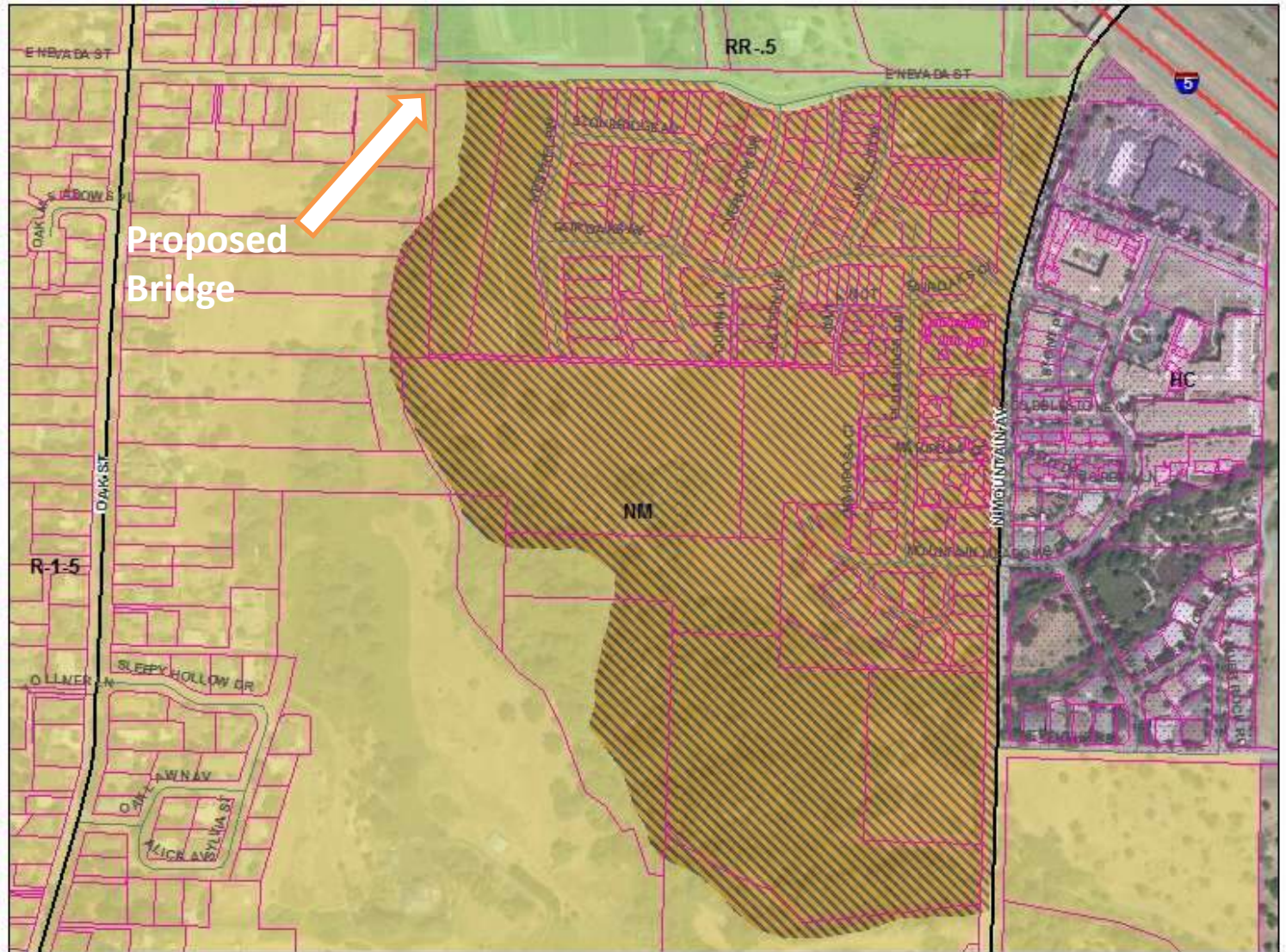
**Location
Map #1
Showing
North
Mountain
Plan and
Mountain
Meadows
Areas**



**Location
Map #2
Showing
North
Mountain
Plan and
Mountain
Meadows
Areas**



**Zoning and
Taxlot Map
of N.
Mountain
Plan Area**

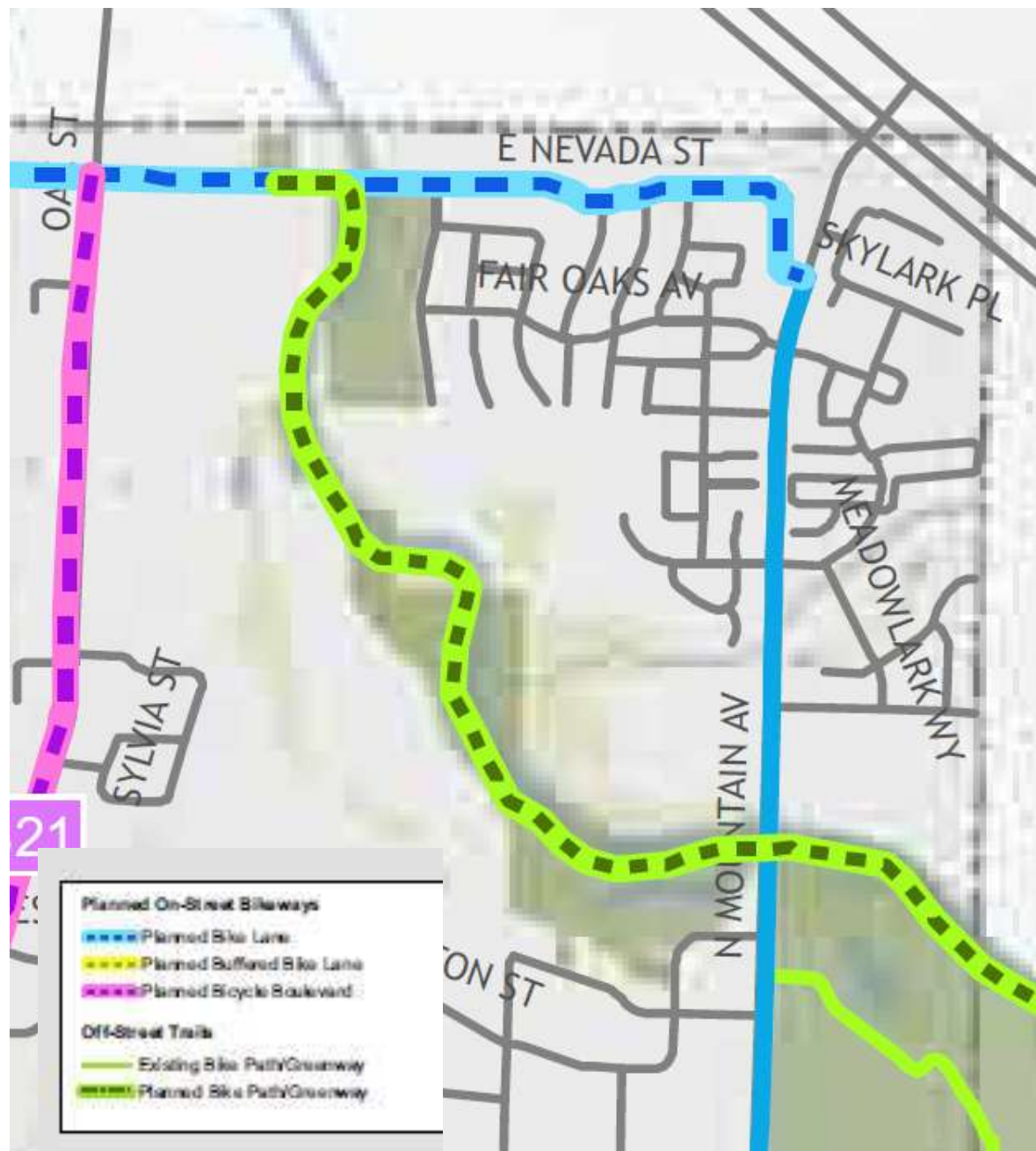


5' Contours N. Mountain Plan Area



Excerpt of Figure 8-1 Ashland TSP

Figure shows planned extension of Bear Creek Greenway adjacent to North Mountain Plan Area and bike lanes on E. Nevada Street



Key to Photo Locations

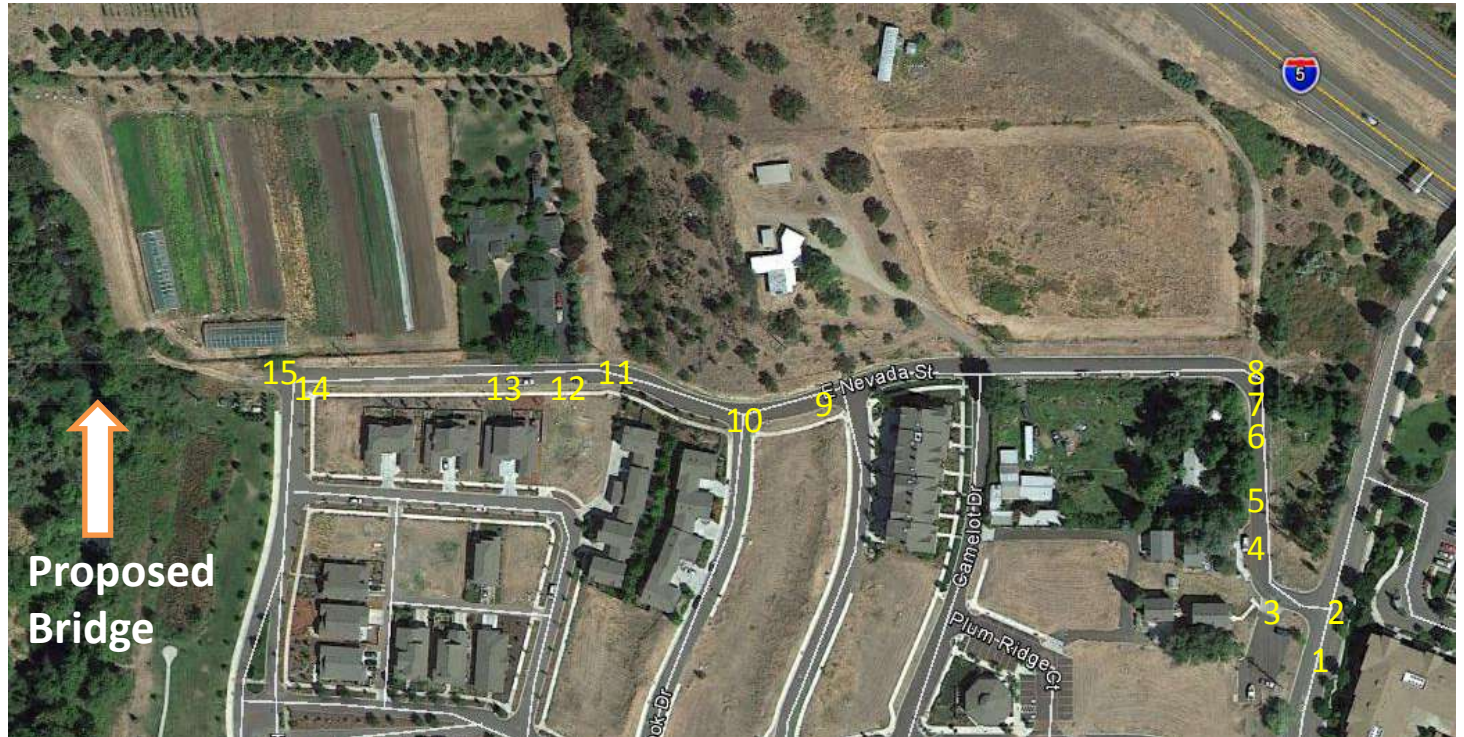


Photo 1

Intersection
of N.
Mountain
and E.
Nevada



Photo 2

Intersection
of N.
Mountain
and E.
Nevada



Photo 3

E. Nevada
looking
North



Photo 4

E. Nevada
looking East



Photo 5

E. Nevada
looking
South



Photo 6

E. Nevada
looking
South



Photo 7

E. Nevada
looking
North



Photo 8

E. Nevada
looking
West



Photo 9

Corner of E.
Nevada and
Overlook
looking
West



Photo 10

Corner of E.
Nevada and
Overlook
looking East



Photo 11

E. Nevada
looking
West



Photo 12

E. Nevada
looking
North at
Schultz
residence



Photo 13

E. Nevada
looking
West
(note parking
allowed on
South side)



Photo 14

E. Nevada
looking East
(note utilities
on North side)



Photo 15

Corner of E.
Nevada and
Kestrel Pkwy
(note Kestrel
Pkwy pavement
width is approx.
7' wider than E.
Nevada)



MEDFORD OR 97505
06 MAR 2017 PM 1



City of Ashland

MAR 08 2017

RECEIVED

Joe Gray TC
C/o Kynadra Drigoyen
Ashland Public Works
51 - Wenburn Way.

Ashland OR 97520

myxio
© 2015 USPS

Dear Mr. Gray,

Ashland does not need a traffic link on Nevada. Routing traffic through a quiet neighborhood where kids are ^{not} free to play is a terrible idea. If a link is deemed necessary, it should be no more than a pedestrian bridge — if any at all.

David Floriani

668 - Draper St

Ashland, OR 97520.

Kyndra Irigoyen

From: Accounting <ellen.alphonso@gmail.com>
Sent: Wednesday, March 08, 2017 8:16 AM
To: Kyndra Irigoyen
Subject: To transportation chair Joe Graf

Dear Commissioners,

Thank you for asking for input for the E. Nevada Bridge Project across Bear Creek. I am in favor of a pedestrian/bike bridge over Bear Creek. There does not seem to be any true advantage to another automotive bridge in Ashland.

Thank you,

Ellen Alphonso

185 East Nevada St

Ashland, OR

3/8/17

Sent from my iPhone



Elodie Bergmann
453 Parkside Dr.
Ashland, OR 97520-1163

MEDFORD OR 975

MAR 08 2017 PM 2 T



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MAR 08 2017

City of Ashland

Joe Graf Jr

To Kyrleia Logoyen

Ashland Public Works

51 Winkburn Way

Ashland, OR 97520

I am a resident in support
of a Ped-Bike Bridge at the
end of E. Nevada.

A vehicle bridge is
unnecessary at this time and too
expensive!

Let's keep the quality of life
high here in Asbland rather than
infill to the hilt! Sincerely,
Edwin Bergman

Kyndra Irigoyen

From: Overland, Gwen <GOverland@roguecc.edu>
Sent: Wednesday, March 08, 2017 12:29 PM
To: Kyndra Irigoyen
Subject: To Transportation Chair Joe Graf

Dear Commissioners:

Thank you for asking for input for the East Nevada Bridge Project across Bear Creek. I understand you are taking public comments until March 8, 2017.

I am against this project for a number of reasons: the ecological impact to Bear Creek, the traffic increase passed my home, the safety of those who live on the west side of East Nevada, and the decrease in property values for all the homes on East Nevada, whichever side of Bear Creek they are on.

With regard to emergency services, in my opinion it would be far less expensive and more efficient to build an annex station on the side of town closest to East Nevada than to build a bridge that serves few but damages many.

Thank you!

Gwendolyn Ann Overland, PhD
190 East Nevada Street
Ashland, OR 97520

March 8, 2017

This e-mail may contain information that is privileged, confidential, or otherwise exempt from disclosure under applicable law. This e-mail was sent in good faith to the address you provided to Rogue Community College. We trust that you have password-protected access to this e-mail account and that any transmitted confidential information is secure. If you are not the named addressee, you should not disseminate, distribute, or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail message by mistake, and then delete this e-mail and any attachments from your system. If you are not the intended recipient, you are notified that disclosing, copying, distributing, or taking any action in reliance on the contents of this information is strictly prohibited.

Kyndra Irigoyen

From: Joan and Wayne Brown <wjbrown@jeffnet.org>
Sent: Wednesday, March 08, 2017 9:51 AM
To: Kyndra Irigoyen
Subject: Nevada Street bridge

Mr. Graf,

My husband and I want to express our opposition to the proposed vehicular bridge on Nevada Street over Bear Creek. We are in favor of a pedestrian/bike bridge. We don't think it is necessary for it to have the capacity for emergency vehicles as Mountain Ave. seems adequate for that need but we have no objection to that particular provision.

We have attended both meetings of the transportation committee but did not speak. We supported the comments and arguments of our neighbors that oppose the vehicular bridge. Many of our neighbors have done extensive research into the issue and the justifications for building such a huge bridge do not stand up under scrutiny. The public works director, Mr. Fought, does not seem to take our objections seriously as he continues to promote the larger, very expensive, disruptive vehicular bridge. There is no need. He has continually ignored our pleas for a 12 ft. pedestrian bridge plan. Why is that?

Joan and Wayne Brown
934 Kestrel Pkwy

From: friedmanneal@aol.com
Subject: Proposed Nevada Street Bridge
Date: February 28, 2017 at 4:18 PM
To: kathyandneal@aol.com
Cc: corinne@mind.net, Kyndra.Irigoyen@ashland.or.us



Mr. Joe Graf (Chair) Transportation Commission Ashland, Oregon

c/o Kyndra Irigoyen, City of Ashland Public Works.

Public Works Dept: 51 Windburn Way

Ashland, OR 97520

March 2, 2017

Dear Mr Graf:

I am writing to you as a very concerned citizen who resides in Quiet Village.

It strikes me that the concept to build a vehicle bridge over Bear Creek is totally unwarranted. It is difficult to understand the impetus for this major project, as it doesn't appear that the existing traffic flow is a problem for the residents who reside in the affected neighborhoods, or the Town's overall traffic patterns. On the other hand, there are any number of logical reasons to oppose the project.

Most importantly, it seems evident that the resulting increased traffic that would arise as a result of this bridge would create a much more challenging environment for the many children who attend the Helman Elementary School, who currently enjoy a delightfully safe and bucolic setting without very much vehicular traffic that is not associated with the school itself. Obviously those driving to and from the school have a heightened awareness about the inherent safety issues in this particular area. Absent any overwhelming compelling reason to build this bridge, which doesn't seem to be the case, the Town should certainly prioritize the safety of the young children who will attend this school for many years to come, as well as the other children residing in the neighborhood, over the potential for a slight increase of convenience for relatively few citizens.

In addition, I understand that the cost of this endeavor would be very significant. Once again, without any overwhelming compelling reason to build this bridge, taking on such a considerable expenditure for the potential benefit of a relative few seems without merit. No doubt these funds could be dedicated for infrastructure projects in Ashland that would be of equal or greater benefit to a much larger number of citizens.

Perhaps there is merit in constructing a pedestrian and bicycle bridge that could also accommodate an emergency vehicle, provided the necessary steps to protect the Bear Creek environment were taken. I would be interested in hearing more about the pros and cons of this possibility, including the comparative cost of the two.

If the underlying rationale for this vehicular bridge is to benefit a few local land owners who wish to develop their property, this clearly does not represent the common interests of the community at large. I urge you to fight against the proposal to construct the Nevada Street Bridge and would be happy to assist in this effort in whatever way I can.

Sincerely,

Neal Friedman
420 Willow Street
Ashland, OR 97520

919-632-5053

Kyndra Irigoyen

From: Nitsa Marcandonatou <nitsamar@yahoo.com>
Sent: Wednesday, March 08, 2017 1:07 PM
To: Kyndra Irigoyen
Subject: E Nevada bridge proposal

Dear Transportation Commission Chair Joe Graf,

I hope that this finds you well. I would like to comment on the bridge proposal at E Nevada Street. I just bought a condo on 592 Fair Oaks Court, which is in the area of the Mountain Meadows complex. I bought it because of its quiet sense of less traffic in the area, the open space and the community essence of the place. Although we do have the freeway next door, we do not need any more added noise and pollution in the neighborhood.

I hope with all of my heart that you are listening really closely to all of whom live there, and in a month I'll be living there as well. Right now I am living in a rented studio, on 537 Phelps street. My favorite hike is on North Mountain Rd, over the bridge to the Mountain Meadows complex and going down to the creek. If you are going to build a bridge over to Nevada street then it becomes a real hazard and dangerous place for older people to live in - because those are the people who mostly live there. Old. Not a good idea for added car traffic in the area.

I feel that instead of a car bridge, it would make more sense to build a simple pedestrian and bike bridge, which will be cheaper and will benefit the people who want to enjoy what we do enjoy in the area - and also support the bikers who want to use a short cut rather than cars. In that way you are taking a stand for supporting a sustainable Ashland and we become examples for other communities in the US.

Please vote against an E Nevada bridge for cars.

Thank you for listening.

Respectfully,
Ourania Marcandonatou

Kyndra Irigoyen

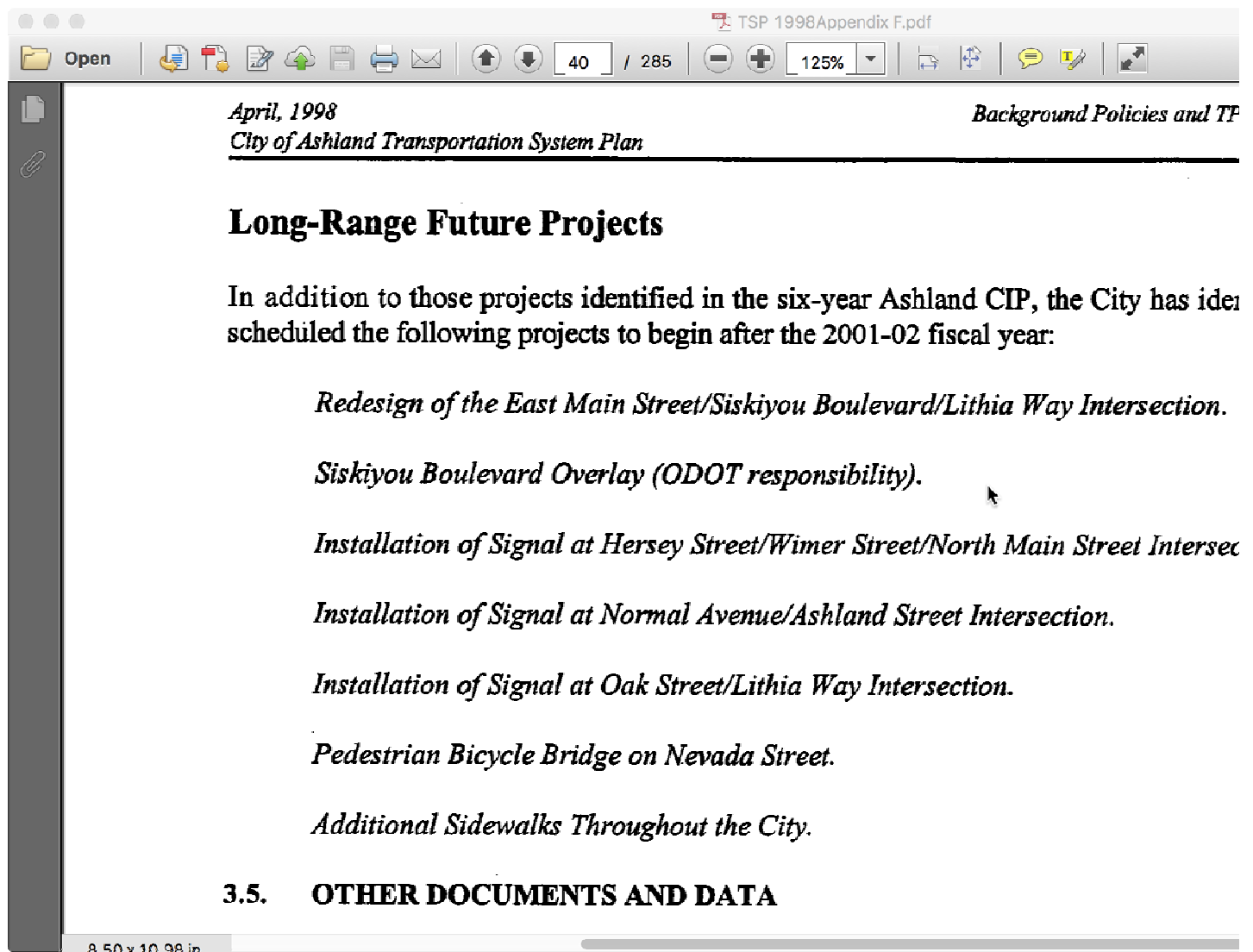
From: Sue Newberry <sue.j.newberry@gmail.com>
Sent: Wednesday, March 08, 2017 1:25 PM
To: Spike Breon; Kyndra Irigoyen
Subject: Re: 1998 TSP chapter 3

Thank you for this information. It clearly supports letters and testimony indicating the 1998 TC project was a bike/pedestrian bridge.

Sue Newberry
Transportation Commission

On Wed, Mar 8, 2017 at 11:02 AM, Spike Breon <spike@breon.org> wrote:
Commissioners,

Below is the only Nevada Street bridge mentioned in the body of the 1998 TSP. There is no mention of an automobile bridge.



And below is the only Nevada Street (non) bridge mentioned in the 2012 TSP. There is no mention of an automobile bridge.



East-west bikeways include shared lanes along Nevada Street and A Street (c bike lanes along Hersey Street. A Street may be an appropriate street, in-term: environment, to provide an interim on-street alternative to the continuation (along the rail corridor. There are a number of gaps along the Nevada Stre incomplete connection across the creek between Kestrel Parkway and Oak Str of Helman Street. Apart from those already provided, there are few opportur west bikeway connections due to geographical and physical barriers.

Spike Breon



181 OAK STREET ASHLAND, OR 97528
WWW.STANDINGSTONEBREWING.COM

REDFORD OAK

06 MAR 2017 PM

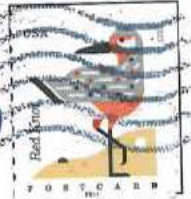
Please build
a ped/bike
bridge over
Bear Creek - E Nevada

Sk Hall
910 E Nevada
Melissa Pedersen
205 E Nevada

Our 260 acre farm is located just a mile down the road from our restaurant & brewery. It is home to happy cows, sheep & honey bees & is fertilized with compost created by our brewery & kitchen waste. Cheers to bringing real food one mile closer to your plate!

RECEIVED

MAR 08 2017



City of Ashland

Joe Graff
Chairman of
Trans. Comm.
Public Works Dept
c/o Kyndra Irigoyen
51 Winburn
Way
Ashland

Kyndra Irigoyen

From: Susan Sullivan <susansullivan34@gmail.com>
Sent: Wednesday, March 08, 2017 9:50 PM
To: Kyndra Irigoyen
Subject: Nevada Street Bridge

To: Transportation Commission Chair, Jo Graf

I was alarmed to read and then hear about details of Mr. Faught's meeting with the Mountain Meadows community on Monday, March 6. Something that concerned me in particular was the inference that by building a vehicular bridge at Nevada the RVTD would add a direct route that would provide daily transportation for Mountain Meadows residents. As one might expect many residents of Mountain Meadows would like bus transportation available to their door but to offer this as a possibility by signing on in support of a vehicular bridge is false advertising.

To begin with, it is not within the authority or power of City staff to offer a new bus route. Secondly, funds for such a venture are doubtful indeed. Only last fall did we vote for a levy that added one day to the RVTD Route 10 (the only route in Ashland) in order to provide Saturday service. That route is a fraction of the Monday to Friday route and was funded by Ashland citizens to support the strained RVTD budget. To say that misleading the senior citizens in our neighborhood is disingenuous is an understatement. Cruel is perhaps more to the point.

What I have heard over and over from my elder neighbor friends is that they frequently fear for their lives trying to cross Mountain Ave. by drivers that do not heed the posted speed signs or stop at the marked crosswalks. But were they made aware of the danger of significant increase in traffic with a vehicular bridge that projects 3000 plus cars daily? Ignoring the realities and relying on false promises is not in the interest of any of the citizens of our neighborhoods or town.

Again, I urgently ask that the Commission consider a modest ped/bike/emergency bridge that meets the real needs and desires of the people who will pay for it and live with it.

Respectfully submitted,

Susan Sullivan
305 Stoneridge Ave.
Ashland

Kyndra Irigoyen

From: Vince <vpmazzi@me.com>
Sent: Wednesday, March 08, 2017 10:18 PM
To: Kyndra Irigoyen
Subject: Nevada street bridge

Dear TC,

I listened to both the for and against arguments concerning the Nevada st bridge, and I am strongly against the city building the bridge.

Thanks for taking input,
Vince Mazzi
Ashland Oregon

RECEIVED

MAR 09 2017

City of Ashland

Mar. 9, 2017

333 Idaho

Ashland, OR 97520

Dear Transportation
Study Group:

Upon discussion and
thought about building
a Nevada St. bridge,
I declare that it is

not a priority for
high quality of life
in Ashland.

Please do not proceed
with the bridge
proposal.

Barbara Settler
BarbaraSettler

To Transportation Chair Joe Graf

C/o

Kyndra.irigoyen@ashland.or.us

Or

Mail or deliver to

Chairman Joe Graf

C/o

Kyndra Irigoyen

Ashland Public Works Department

51 Winburn Way

Ashland (across from Lithia Park)

Dear Commissioners

Thank you for asking for input for the E. Nevada Bridge Project across Bear Creek.
I understand you are taking public comments until ~~March 9th~~, 2017.

MARCH 9th by 5pm

I am in favor of a 10-14 foot wide pedestrian/bike bridge over Bear Creek, built to Oregon State Standards for ped/bike/emergency vehicle bridges.

There are enough automobile bridges in Ashland, we don't need another one.

Thank you

Name (Print) Brian Knickerbocker

Signature Brian Knickerbocker

Address 188 Lennie Drive Ashland, OR 97520

Date 3/9/17

To Transportation Chair Joe Graf

C/o

Kyndra.irigoyen@ashland.or.us

Or

Mail or deliver to

Chairman Joe Graf

C/o

Kyndra Irigoyen

Ashland Public Works Department

51 Winburn Way

Ashland (across from Lithia Park)

Dear Commissioners

Thank you for asking for input for the E. Nevada Bridge Project across Bear Creek.
I understand you are taking public comments until [REDACTED], 2017.

MARCH 9th by 5pm

I am in favor of a 10-14 foot wide pedestrian/bike bridge over Bear Creek, built to Oregon State Standards for ped/bike/emergency vehicle bridges.

There are enough automobile bridges in Ashland, we don't need another one.

Thank you

Name (Print) Carol Knickerbocker

Signature Carol Knickerbocker

Address 188 Scenic Dr., Ashland

Date March 9, 2017

My name is Jennifer Hall.
My address is 440 Drager Street

Thank you so much for allowing public input for the pedestrian/bike bridge over Bear Creek. In the heat of summer my boys go down with their friends to Bear Creek to build things such as bridges and forts while reenacting major naval battles. But mostly they go to cool off with friends in a safe and creative way that we want all of our children to do.

The problem with building a vehicular bridge is that it will make cars and kids collide more often, at the bottom of 2 steep hills.

I have been an Emergency Room doctor for over a decade and while I love my job, one of the worst things I see is a child hit by a car. It most commonly involves a kid making a common mistake like swerving in the street and colliding with a driver on a cell phone.

I see the broken body, I see the swollen face, I see the lifeless hands, I hear the howl of their parents when I tell them their child is dead.

Because that is the way you can say it. You can't say they have passed on, you can't say they are gone, if you give them one sliver of hope with ambiguity they will take it.

My first attending physician said to me "you have to say the words they are dead or else they will not believe what you are telling them."

As the stewards of safety in Ashland, you have an opportunity to further the dream of this beautiful community: a town of tolerance, love and the best place to raise a kid in America.

There is an alternative to a vehicle bridge; build one that is environmentally friendly, promotes activity through exercise, and gives an alternate form of transportation at a reduced cost to taxpayers.

Putting a vehicle bridge in this area jeopardizes the safety of our neighborhood and brings no increased quality of life to Ashland while spending millions of dollars that will be taken from other projects or cost more tax dollars to build.

We respect our obligation to pay taxes and urge you to understand your obligation in spending them in the most judicious, honest and fair way possible.

Thank you

Kyndra Irigoyen

From: Joanna Wheeler-Niemann <joanna@joannaniemann.com>
Sent: Thursday, March 09, 2017 10:57 AM
To: danielle@CommonBlockBrewing.com; dofriesgowiththatshake@yahoo.com; pcue@mind.net; Mike Faught; Scott Fleury; Brandon Goldman; jlgtrans15@gmail.com; Kyndra Irigoyen; sue.j.newberry@gmail.com; Stefani Seffinger; dyoung@jeffnet.org; corinne@mind.net
Subject: our opinions about the Nevada St bridge

Dear Transportation Commissioners,

We urge you to commit to and move forward with construction of the Nevada Street Bridge.

We are dismayed by what opponents claim, kids being hurt, neighborhoods destroyed, money wasted, and so on.

In our experience as 10-year residents of the area, it makes so much sense to create an additional vehicular connection between Mountain Meadows and Exit 19. We would love to be able to walk and bike across, too!

We are committed to different event tonight, or we would be there. A while back I (Joanna) wrote a letter to the Tidings editor, which was printed, saying that those who protest loudest ought not sway opinions, but that all of us, and the future of our town be considered, even more than the protesting voices.

Thanks for hearing,
Joanna and Michael Niemann
(previously at Oak Meadows Pl, now on West Hersey)

To Transportation Chair Joe Graf

C/o

Kyndra.irigoyen@ashland.or.us

RECEIVED

MAR 09 2017

City of Ashland

Or

Mail or hand- deliver to

Chairman Joe Graf

C/o

Kyndra Irigoyen

Ashland Public Works Department

51 Winburn Way

Ashland (across from Lithia Park)

Dear Chairman Graf:

MARCH 9th by 5pm

I understand you are taking public input until ~~MARCH 2~~ 2017 regarding the E. Nevada St. Bridge Project.

Many other communities in the state of Oregon have learned the benefits of pedestrian/bike over- crossings. They serve many users "including bicyclists, walkers, joggers, pedestrians with strollers, wheelchair users and others" (SNEAK PREVIEW 3/3/2017). I am for a 10-14 foot wide ped/bike bridge (with emergency vehicle access & built to Oregon State Standards for pedestrian/bike bridges) to span Bear Creek at E. Nevada.

Not one that has cars on it. I don't support another vehicle bridge.

Thank you for taking my comments under your consideration.

Name (Print) Lois DeBruno

Signature Lois DeBruno

Address 130 W Nevada St, Ashland

Date 3-9-17

Kyndra Irigoyen

From: Nils Ohlson <nilsohls@gmail.com>
Sent: Thursday, March 09, 2017 1:22 PM
To: Kyndra Irigoyen
Subject: Nevada Street Bridge project comment- no auto bridge please

To the honorable Joe Graf, c/o Kyndra Irigoyen
Public Works Department, Transportation Commission
City of Ashland

I recommend to the TC that any new bridge connecting the two halves Nevada Street be a Pedestrian/Bicycle bridge, not a vehicle bridge. Traffic studies show no need for more car bridges.

If the wish is to give slightly faster access from Mountain Meadows to the hospital, to save lives, please consider that children now play safely on East Nevada and Kestrel because they are cul-de-sacs. Their safety would be put at great risk to achieve minimal added safety for Mountain Meadows residents.

Thank you for consideration of my comments.

Sincerely,

Nils Ohlson
514 Clinton Street, Ashland OR 97520
(541) 482-2656 (please call if you have any questions)

3/7/17 Compiled by Ted Hall PE

Peer review analysis of February 17, 2017 Scott Fleury Memorandum and TIA

Comments on Summary Memorandum:

The Following Comments refer to The Scott Fleury Memorandum of 2-17-2017 and SCJ attached TIA:

The TIA has numerous errors and interpretations of qualitative language that are harmful to the walking and bicycle citizenry of Ashland in favor of Automobiles. This skewed approach to the E. Nevada transportation topic is contrary to the Objectives in the City of Ashland's Transportation Goals included in the October 2012 TSP. A detailed comment on the errors and omissions of the TIA follows comments on the Scott Fleury 2/17/17 Memorandum summary.

Seven specific comments follow.

Rationale Page 1/7:

1. The Memo references this Rationale to the attached SJC Alliance TIA:

"As there is no east/west collector north of Hersey Street....."

Comment: This is not true; Eagle Mill Road serves very effectively as the current east/west collector Road.

The SJC Rationale in the memo further states: "The E. Nevada Street extension provides the only realistic opportunity to meet this need".

Comment: This statement is untrue since Eagle Mill Rd. already serves as the North Ashland east/west collector north of Hersey. Therefore a vehicle bridge at E. Nevada is not needed. There is no Vehicle bridge need at E. Nevada over Bear Creek.

2. The memo says that Nevada bridge extension has been in the City's plans for "numerous years" and it was a priority Project in the 1998 City's TSP and included a vehicle bridge. So the E. Nevada Bridge satisfies a **PURPOSE** "to balance mobility and access".

Comment: The 1998 TSP (Chapter 3: 3.5) included a Pedestrian Bicycle Bridge on Nevada Street as a Long Range Future Project. **There is NO vehicle bridge referenced.** The 2012 TSP update referred to a Nevada Street extension but never did the due diligence required to determine if a vehicle bridge "Need" is supported. In fact, traffic modeling shows that a **vehicle bridge** at East Nevada is **not** supported by a **NEED**. (see RVCOG v3, Traffic Model ODOT request #44, September, 2013.). A Ped/Bike bridge does balance mobility for pedestrians and bicyclists. Ped/Bike yes, Vehicles no.

Carefully read across the table in Appendix F of the 1998 TSP regarding E Nevada St. **The information line across from E. Nevada St. refers ONLY to E. Nevada Street EAST of Bear Creek up to N. Mountain Ave. NONE of the items checked or street improvements apply to the WEST side of Bear Creek on E. Nevada St. to Oak St.** This project was always limited to a ped/bike bridge in 1998 as confirmed by the Paula Brown letter (2/8/17) contained in the TC Agenda packet (2/23/17) & discussed in the March 3, 2017 Sneak Preview article, pg. 51.

3. Page 2/7 the memo states, "Nevada Street is classified as an Avenue".

Comment: The classification of East Nevada on the East Side of Bear Creek labeled as an AVENUE is an error, and appears to have been designated as such without Engineering due diligence. East Nevada east of Bear Creek can never serve as an Avenue as its slope is significantly greater than 7%. Boulevards and Avenues are restricted 7% grade or less per TSP (1998).

There is solid engineering rationale for grade slope restrictions on major roadway arterials in Ashland and any city. The Ashland Comprehensive plan allows that Avenues can accommodate none-local-through traffic. However, local roadways used by folks from out of the area, not accustomed to windy 90 degree bends on a steep terrain creates a **safety issue**. Mike Faught, (3/6/17 at Mountain Meadows), referred to other arterials in Ashland with greater than 7% slopes. **Note this important distinction:** E. Nevada St. **EAST** of Bear Creek is a 15% slope with a steep (19%) curve and currently has a posted speed limit of 15mph on the 19% curve.

4. Page 6/7 Alternative Bypass Route: Shows Eagle Mill to Oak to E. Nevada to N. Mountain.

Comment: The alternative bypass route already exists in Ashland and it is Eagle Mill to Oak to Hersey to N. Mountain. This bypass route runs in either direction. The diagram on page 6/7 is an unnecessary waste of public funds.

The page 6/7 route does not pass environmental scrutiny and would potentially violate Environmental Justice when increased traffic flows (plus headlights & noise) would run straight up to and in front of the Skylark Assisted Living and Enhanced Care Facility and the Mountain Meadows Retirement community. This falls under the category of increased exposures to "seniors" which is against the recommendations in the Environmental Justice Act.

Many citizens in Ashland have asked that the arterial by-pass for down town and the alternative be **officially designated** as Eagle Mill to Oak to Hersey to N. Mountain Ave. (See Traffic Envelope map in Sneak Prevue article of March 3, page 52.)

Note: An Emergency vehicle/Bike/Ped bridge at Bear Creek at E. Nevada would provide emergency route redundancy. This is the option many citizens support.

Why?

Cost: Estimated at approximately \$2Million.

Benefits: Bike/strollers/wheelchairs/walkers/horses/ enjoy a safe experience.

AND in an emergency:

The bridge can be used by emergency personnel / vehicles (other users would be temporarily cleared off) It could also serve as a one way evacuation route if needed.

5. Page 7/7 : The memo states: Recommend a greenway bicycle/pedestrian bridge:

Comment: It should read: Recommend a 12 foot to 14 foot wide greenway Ped/Bike/Emergency Vehicle Bridge in accordance with Oregon State Standards.

WHY? The citizens of Ashland have been asking for a 12' to 14' wide Ped/Bike/Emergency Vehicle Bridge. **Why was a 28 Foot wide option (estimated at \$4.5 Million) studied?** The Oregon State Standards for a Ped/Bike/Emergency vehicle bridge are 12' to 14'. Anything wider than 12-14 feet is a waste of public funds.

Other entries on the Memorandum:

- Vehicle connectivity not needed, already exists
- Remove E. Nevada from Comprehensive Plan regarding automobile connectivity issues. Topography precludes vehicle connection and already exists anyway. A continuous non-automotive connection in the form of a multi-use path or trail shall be provided.
- Encourage walking & bicycling
- Future transit service could circulate (Fig.4) from Oak St. to Downtown, and down Oak St. to the Dog park, back up Oak to Main, to East Main to Mountain, Down N. Mountain to the Skylark Facility and return. (Better carbon footprint).
- Vehicle connectivity already exists in multiple paths: Eagle Mill to Oak to Hersey. Eagle Mill to N. Mountain to Hersey. Hersey to Oak to Eagle Mill, Hersey to N. Mountain to Eagle Mill. Additional redundancy is fiscally irresponsible.

6. Page 2/7: Many citizens have requested that the Classification of Nevada Street as an Avenue be change to a neighborhood street. Non-local through traffic should not be directed to Nevada which is a residential street. Traffic Analysis does not support a vehicle bridge over Bear Creek at E. Nevada. The request to remove E. Nevada as part of the Alternative Route Downtown Bypass has been submitted several times in TC meetings and Joint PC/TC meetings by the public. What is the Status of that request?

- ODOT 2013 2038 Traffic Forecast request 044 shows E. Nevada Vehicle Bridge is not needed.
- Already have vehicle connectivity
- Already have confident access to schools
- Multiple routes of travel already exist in the NE Ashland area
- Only A Ped/Bike bridge/Emergency vehicle bridge is warranted to complete connectivity at Bear Creek and East Nevada

7. Page 3/7: Waiver of Right to Remonstrate and Consent to Participate in Cost of Improvements

On 2/23/17, Ms. Susan Sullivan (305 Stoneridge) spoke at the Transportation Commission meeting and advised the Commissioners that this entry in the Scott Fleury memorandum was "insulting and not true". Ms. Sullivan reported the residents in the Meadow Brook Subdivision have **NEVER** signed any paperwork agreeing to a bridge, or street improvements to "increase traffic flow". The statement by the City that residents agreed to participate in paying for traffic increasing improvements is **NOT TRUE**. Any statement suggesting residents signed a waiver to not object to a vehicle bridge on E. Nevada over Bear Creek is **NOT TRUE**. Ms. Sullivan has made this crystal clear with her oral testimony and in previously written letters to the City.

PEER Review Analysis of SCJ TIA:

The following is a Peer Review of the SCJ TIA by 4 reviewers.

Peer Reviewer #1:

1) There is no evidence or proof presented of the **problem** this project is supposed to remedy.

2) Table 1 in SCJ's report has major errors in it. The Delay & V/C results seem to be transposed. You do not get V/C ratios of 15! The majority of Delay & V/C results are less than 1.0. A V/C ratio of 15 suggests that one is trying to pour 2 gallons into a vessel with a 1 pint capacity.

3) The SCJ traffic analyses and the model predictions do not appear to agree. The count data has been used rather than the model flows. The **Grant** for the auto bridge was won using model flows which it now appears the City Public Works (PW) Department has abandoned using. It seems PW has just used observed traffic flows to estimate what will happen if the bridge does open to general traffic. To do that, one needs the information on where traffic is coming from & going to accurately estimate a change in connectivity, as well as the traffic volumes. The numbers are so low that the differences in daily variation are likely to be higher than the changes in flows.

4) All the analyses on traffic operations are irrelevant - no one is suggesting the roads cannot cope with the low level of flow - that is not the point! The relevant point is: It increases traffic exposure to residents.

5) The technical evaluation does not support a vehicle bridge over E. Nevada.

6) The Environmental Justice element is not correctly used.

The TIA incorrectly omitted the identification of adverse effects of reported increase in traffic impacts on seniors at Skylark Assisted Living Facility and Mountain Meadows retirement community. The TIA basically said that this local issue was a Rogue Valley COG responsibility and when the RVCOG ran a traffic modeling in 2013 there was no adverse impact found. The irony here of course is that it is likely true, there will be no adverse traffic impacts as the traffic modeling

shows there is no need for a vehicle bridge at East Nevada. However, the City of Ashland provided SCJ with altered traffic modeling data (figure 2) that shows made up adverse traffic volumes in front of those two aforementioned senior facilities. The constrained traffic modeling then dictates, also not building the East Nevada Bridge, to avoid this adverse traffic flow at the senior facilities. So the numbers are constrained to try to indicate the need for a vehicle bridge which if true would result in Environmental Justice issues against seniors. In either instance a vehicle bridge at East Nevada should not be built.

7) In the SCJ analysis, it appears the bridge is being put there for a miniscule number of local trips not through ones, where the time savings from the greater connectivity are so small as to be nonsensical. On the impact side, by their own admission, the bridge being open to general traffic puts over 3000 vehicles a day where there was access-only traffic before. That is roughly an average of one vehicle every 12 seconds in the peak times, where there was almost none before!

8) **NOTE:** Many of the benefits claimed for the general traffic vehicle bridge, **would be provided** by a Ped/Bike/Emergency vehicle bridge.

The key point becomes clear: There is no vehicle traffic **NEED** demonstrated for a vehicle bridge at East Nevada at Bear Creek. The Public Works Department must recognize by now that the SCJ report, however flawed, shows no need for a vehicle Bridge at East Nevada and Bear Creek.

So the argument is now shifting to redundancy. Let's build a bridge to have another route to go the same place we already have two routes to go (The traffic envelope of Eagle Mill, North Mountain, Hersey and Oak St. allows access in both directions, if a blockage happens in one direction, vehicles go in the other). Building a third route would ignore the damage to children playing residential neighborhoods that will happen for no good reason. When you build a bridge and insert cars into young children's residential neighborhoods you have to have a very good reason. In this instance there is no good reason.

The other rationale/justification emerging is Emergency vehicle access, which is also provided for by a 12-14 foot wide Emergency Vehicle/Ped/Bike bridge at a third of the cost. The good folks at Mountain Meadows want to be sure at a time of emergency, heart issues, or strokes, that they have the quickest route available

to the destination needed. The current trip time of N Mountain to Hersey to the west is the quickest to the Ashland Hospital. The use of North Mountain to the right to Eagle Mill Road to the Valley View interchange to Rogue Valley trauma center is the quickest to the Medford Hospital resources. E. Nevada and its steep Lombard Lane Curves would actually be slower than the current traffic envelope in the area provides (N Mountain, Eagle Mill, Oak, and Hersey). The report says 45 seconds faster using a vehicle bridge at East Nevada. At any rate, a 14 foot Emergency vehicle/Pedestrian/Bike Bridge will also provide the 45 seconds savings, and be cost effective.

The frequent discussion of a public bus route on E. Nevada St. crossing Bear Creek needs to be examined for validity. A public bus would be provided if the Rogue Valley Transit district were to fund Route 8. However, it is common knowledge there are presently more pressing priorities in the cities of Talent, Phoenix and Medford (Rogue Valley). Currently, a bus would transit on North Mountain to access Mountain Meadows. Note: Emergency vehicle/Ped/Bike routes have been used in many locales as dedicated bus transit corridors. Such a bridge over Bear Creek on E. Nevada could conceivably be used to provide dedicated "bus" connectivity. A bus on this crossing wouldn't compete with general vehicle traffic.

Finally, the PWD now wants to justify the building of a vehicle bridge at East Nevada and Bear Creek because Ashland has a "Road Grid" system. Director of PW, Mike Faught, stated at the Mountain Meadows Community meeting, (3/6/17) "We have a roadway grid system so we should use it." This reason is used to explain extending a straight line across Bear Creek at East Nevada shown on flat street maps. This is an "arbitrary and capricious logic". Just because there is a line on a map, let's build a bridges and road there? Never mind traffic analysis shows it isn't justified. Environmental clearance requires that there be a good reason to do damage to Creek beds, add traffic and carbon exhaust, put traffic in front of senior facilities, create noise pollution that can't be mitigated (under bridge noise), and send cars in quiet neighborhoods where kids are unsuspecting. The proposed conventional two lane auto bridge, with **no Purpose & Need** established and a hefty price tag is clearly unjustified. However, a 14 foot wide Emergency Vehicle/Pedestrian/Bike bridge could effectively connect both sides of Bear Creek at an affordable price.

10) The Department of PW hasn't evaluated or recorded any benefits in the

report, just quoted general policy documents in support, often without tying the general policy statement to a specific, application. The intent of the policy was often overlooked and misapplied.

11) The main purpose of the vehicle bridge seems to have shifted from providing relief to the freeways & downtown congestion, to one of attempting to improve local connectivity via Ashland grid system.

The following errors have not been explained:

- * please explain table 1 and how a V/C ratio can be 15 +
- * How many trips benefit & how much time do they save? The 3/4 of a MINUTE should then be compared to the whole journey time - if in fact that is even accurate.
- * How many trips are diverted off the Main street / I-5 as a percentage of their flows? It will be fractional.
- * What benefit in journey speed will this project provide to the I-5 and Main Street? Virtually none!

Reviewer #2 comments on the ODOT Analysis comments The Following analysis was provided by Kittleson to ODOT:

The paragraphs below closely conforms to the thinking and the process that TPAU used to complete the runs you requested and reflect variables (qualitative) that cannot be directly modeled within the current RVMPO model structure. Variables related to route choice and other driver/roadway preferences require more advanced modeling routines than currently available. Please be aware that link speed variability, which was applied to a limited set of roadways, was also intended to reflect the other roadway conditions you have mentioned in the last paragraph.-

This means that the road type assumed may have been adjusted to better reflect the actual conditions than straight acceptance of the specification (e.g. the road may have 2# 14ft lanes each way but due to the constricted geometry behaves more like 2# 10ft lanes). All BPR speed /flow curves have a functional form that relates speed to flow – so they are all variable. There is a family of about 16 or so descriptions & you have to fit your road to one of them so may not be that precise for roads with exaggerated (out of the norm) horizontal & vertical geometry. Most Models cannot cope with unreliability easily.

At the request of Ashland PWD, the Oregon Department of Transportation's (ODOT) Transportation Planning Analysis Unit (TPAU) completed multiple runs of the Rogue Valley Metropolitan Planning Organization's (RVMPO) travel demand model to evaluate the potential impacts associated with the proposed E Nevada Street extension. The attached model run shows the potential impacts of the extension on traffic circulation in 2038 during the weekday p.m. peak period. As shown, the extension is expected to result in decreased traffic volumes along several major roadways, including segments of Interstate 5 (I-5), North Main Street – Siskiyou Boulevard (OR 99), and Ashland Street (OR66) as motorists re-route to other minor roadways, including segments of Eagle Mill Road, E Nevada Street, and Mountain Avenue.

The model shows that the Eagle Mill Road – E Nevada Street – Mountain Avenue route is more attractive to motorists destined for areas located north and east of downtown than N Main Street – Siskiyou Boulevard (OR 99) and to a lesser extent Interstate 5 (I-5) – Ashland Street (OR 66). The extension is also shown to be a more attractive east-west connection between Eagle Mill Road and Mountain Avenue than the east-west segment of Eagle Mill Road located north of I-5 or the east-west segment of E Hersey Street located further south.

Per discussions with ODOT staff, travel speed was used in the model as a proxy for route choice and driver behavior, simulating a reasonable range of travel patterns in the area. However, travel speed is not the only reason why people may choose to re-route in the future. Travel time, distance, and reliability also play significant roles in route choice. **Improving roadway conditions and removing barriers along Eagle Mill Road, E Nevada Street, and Mountain Avenue will improve the attractiveness of the alternative routes and increase their potential use in the future.** This is a strange statement to make, unless he is inferring that current roadway conditions & barriers are a constraint to the attractiveness of the route. Which is in fact the case: the traffic Model run does not agree with the constrained conditions that exist. The vehicle trips indicated to use a new vehicle bridge at Bear Creek and East Nevada would likely not occur (See Figure 2). In reality, vehicle trips would more likely continue as in Figure 1 for Eagle Mill Road and Hersey. The steep terrain of East Nevada and the 15 mph curves speed make a trip down that "Lombard Lane" unattractive.

I asked TPAU to review this summary to ensure that it accurately reflects the model data. The attached e-mail correspondence shows that it does.

The highlighted is the key statement – all he is saying is that the model has output that you would expect, given the input assumptions, whatever they were. He is not endorsing the project at all in any way.

Thanks!

Matthew Bell
Transportation Planner

Kittelson & Associates, Inc.
Transportation Engineering / Planning
610 SW Alder Street, Suite 700

Portland, Oregon 97205
503.228.5230
503.535.7435 (direct)

Per Marty Breon conversation with Matt Bell of Kittleson (Feb, 18, 2017):

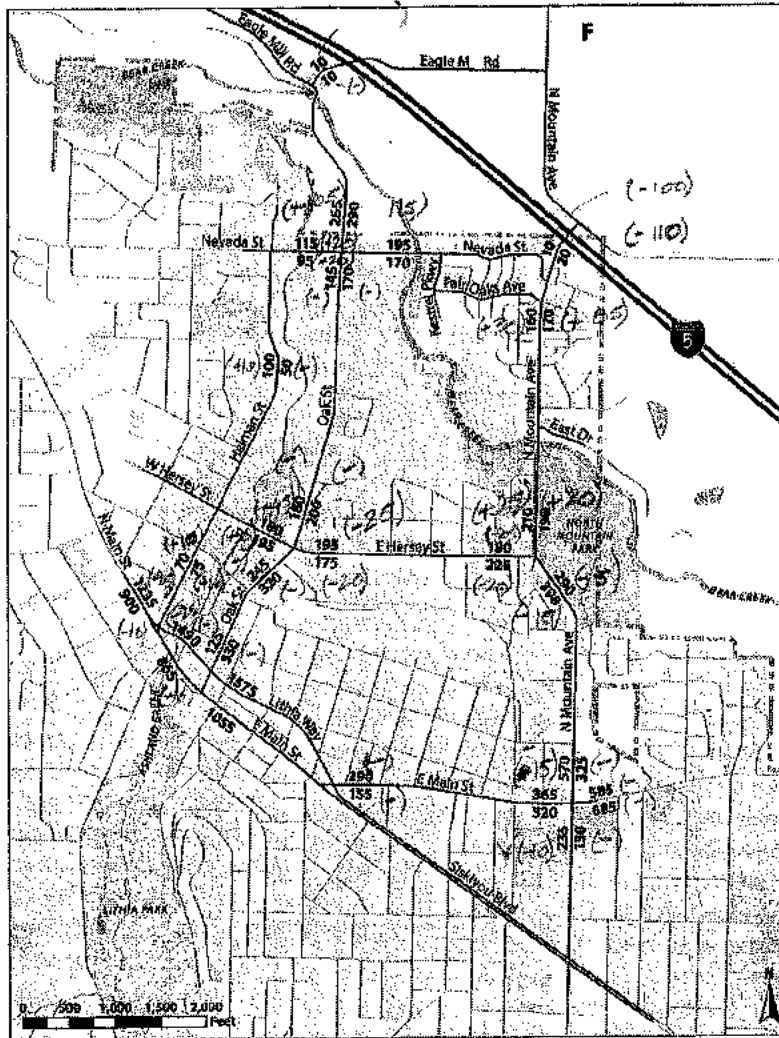
I was assured by Matt Bell the author of the email that his engineering firm did not complete a modeling study or analysis nor submit a report. They did preliminary work only. It is my understanding that this is totally invalid. Reports must be signed and stamped by an highway engineer duly licensed in the State of Oregon. Without such a report this is a rumor. (the email is in the attachment at the end.)

Peer Review #3

I have concentrated on SCJ's traffic forecasts – the V/C errors in their tables of course remain.

So this relates to Figures 1 & 2 in the SCJ report. The traffic forecasts are claimed to be a rationalization of the modelled figures with local observed counts. They are not. I hope to show you that below.

The modeled information showed traffic volume differences, so I converted figures 1 & 2 to the same. On the black & white copy below I show the differences- .i.e. the flows that divert due to the bridge being open. The model shows an increase of 232 vph eastbound on E. Nevada and 155 vph westbound. 176 vph comes from the I-5 and Main St eastbound & 99 westbound. A further 47 eastbound diverted from Eagle Mill Rd / N, Mountain Ave and 49 westbound. Those add up and more or less explain the major diversions in the model derived traffic forecasts.



The SCJ forecasts show 195 eastbound & 170 westbound on E. Nevada , assuming a very low volume without the extension most of these would be reassigned trips adding up to perhaps 350 vph . The model shows 387. So clearly set to match.

How they were derived & the claimed sources of the traffic though are totally different. In the SCJ numbers in Figs 1 & 2 .As the ONLY change is the bridge & nothing -else the numbers should logically all fit together. **They don't.**

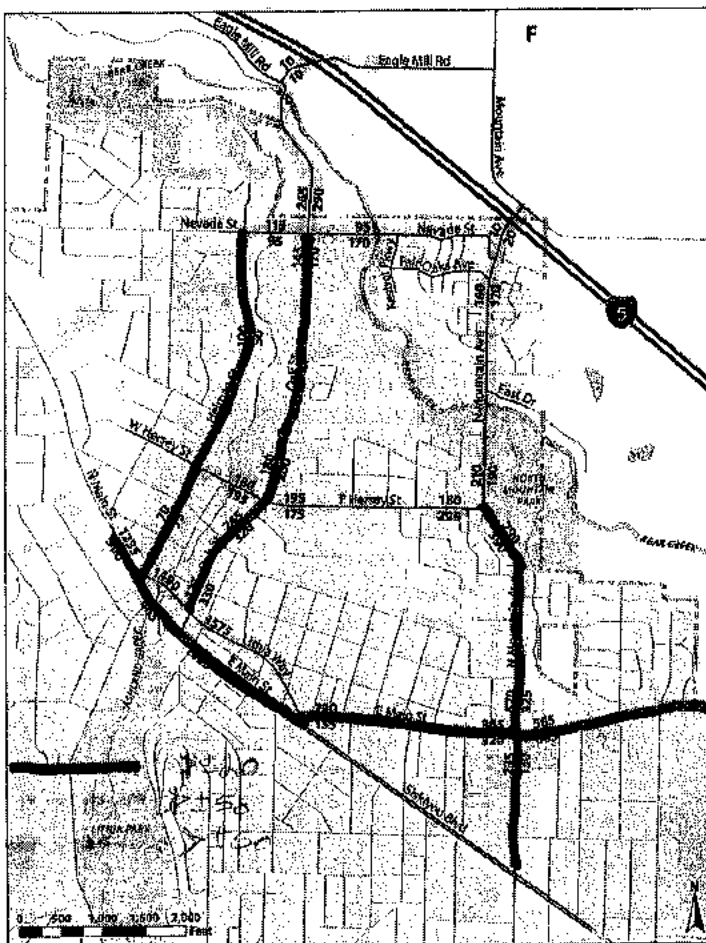
1) At the NW end of the plan, where Eagle Mill Road comes into the intersection with Oak St, no volumes are assigned in the figures. A reduction of 50 vph is shown on Eagle Mill Rd, east of the intersection (2 way, as all these figures will be quoted in that form). By the time the alleged reduction has reached the diversion decision point of N. Mountain Ave & Nevada it has grown from 50 to 210 vph . On Oak Street south of the intersection with Eagle Mill Road an increase of 220 vph is shown. This would presume to be the diverted traffic from Eagle Mill Rd. But the reduction on Eagle Mill Road at the intersection with Oak Street is only shown as 50 vph . **Somewhere on Eagle Mill Rd, 160 vph was lost.?**

2) Taking the intersection with E. Hersey St and N. Mountain Ave , the figures suggest a switch of 45 vph from E, Hersey to N. Mountain Ave and an extended Nevada . This seems to have grown to 105 vph just south of Fair Oaks Ave on N. Mountain Ave. The 45 vph reduction virtually disappears after the intersection of E. Hersey with Oak St. The routes from E, Hersey north up to E. Nevada St (the logical diversion route) shows no change – diverted traffic disappears again. Nor do the figures show Helman St reducing; in fact flows are shown to increase.

3) There are some small changes around the Lithia Way; Oak St; Helman & E. Main but they are all small & not logically affected by the E.Nevada extension.

4) The diversion effect is shown to have disappeared south of the N. Mountain ave / E. Hersey intersection. This means that SCJ are forecasting the diversion to take place entirely within the N. Mountain Ave; Eagle Mill Road; Oak st. and E. Hersley st.

In the colored up version of fig 2 below – I have shown where the diversions effectively take place & where they don't. The red is where no diversion of any significance is shown to take place.



Conclusions

- A) The SCJ analysis seeks to show that the diversion is totally local. The model showed it all as strategic through traffic. So SCJs work is NOT a rationalization of the modelled flows – it is entirely different. They just tried to match the diverted modeled flows with what they derived locally. They show no “through trips” at all. The **arithmetic just doesn’t stack up!**
- B) The SCJ analyses just loses trips – that should not be possible & shows they could **not** get the two number sets (traffic counted flows & modelled flows) to reconcile.
- C) In order to do what SCJ have done you need much more information – such as where the traffic is going to & where it has come from. Even to have had intersection turning movements counted would have been better than just having road link counts. It seems as though they have just tried to match the numbers to try & keep the same order of diversion, perhaps to comply with the grant. I can find no logical basis for SCJ’s conclusions. The numbers just don’t seem to add up.
- D) Is the City now saying that there will be a local diversion & a strategic diversion?

Peer Reviewer #4

The author of the SCJ report is clearly much more at home with the parts on LOS analyses, which show virtually no change with or without the bridge

There is no statement of need or description of any problem; the assignment analyses seems to have no basis what-so-ever and there is no evidence supporting it provided. There was insufficient data to arrive at any conclusions of the kind made; there were mistakes in the analyses and the presentation of data. Also the statement that the modeled flows are rationalized by local data is untrue- the conclusions had no relationship between the two data sets. The only link is that the diversion numbers in the local analyses were matched to the modeled flows but the logic behind the numbers is completely different and contradictory. There was no estimate of who would benefit and the stated 45 seconds is merely conjecture; as well as being very small.

COST BENEFIT ANALYSIS Discussion

A cost benefit analysis was not done. And if one had been done, it would NOT have demonstrated a justification to spend the money for a vehicle bridge at Bear Creek and East Nevada.

What the analyses should have included as a major element of proving the diversion would happen, is to have journey time measurements on the “envelope”, then to have estimated the E. Nevada street journey time based on measuring what is there & calculating the missing section of the bridge. From that you would draw accessibility isochrones & that would easily show if any reassignment was likely to take place & where from.

The report omits the element of **common sense**. Especially at the upper east end of East Nevada where the topographic impediments restrict the flow of traffic so clearly as to void the results shown in Figure 2. Vehicles will stay on Eagle Mill Road as the ODOT Transportation Model (request #044 dated September 27, 2017 RVMPOv3.1), clearly shows. Many more trips than shown will also divert at Hersey to Oak St. even before the E. Nevada decision point.

“In the whole of my career as a transportation planner, I have never seen a proposal that was deliberately intended to take through-traffic off Freeways & Arterials & route that traffic through residential areas.”

CITY OF ASHLAND

Transportation Commission **Action Item List**

February 23, 2017

Action Items:

1. Hersey/Wimer intersection signal warrant analysis-
 - a. Kim Parducci of Southern Oregon Transportation Engineering (SOTPE) was authorized to perform a signal warrant analysis by city staff.
 - b. Once complete information will be sent to TC and discussed with ODOT
 - c. Warrant analysis memo discussed at September 22nd meeting
 - d. Parducci recommends modeling the road diet network with installation of the signal to determine queuing changes if any for the corridor.
 - e. Parducci to model system and develop a final recommendation (January 26, 2017)
 - f. Parducci to present reports on Road diet analysis, Hersey/Wimer Signal and crosswalks (January 26, 2017)
 - g. *Staff to present findings before City Council at a date to be determined*
2. Super Sharrow analysis for downtown
 - a. Commission motion-Council/Downtown Committee support the urgent implementation
 - i. Follow up-Council at the August 1, 2016 study session voiced support for the super sharrow concept and forwarded to the Downtown for review and analysis.

Meeting Minutes:

Mr. Faught explained the Transportation Commission was working on a potential shuttle program as an alternative mode from a transit standpoint and thought the Transportation Commission should continue working on the transportation piece. Council supported the super sharrow project for the interim and wanted the Committee to review the proposal then disband. The remaining charges for the Committee would go into the broader context of urban design. Council also wanted the Transportation Commission to continue researching the trolley or shuttle component and public transportation in general. Council would look into the urban design study for the downtown after the election and form a new committee then.

- b. Staff in process of developing solicitation document in order to perform engineering review, recommendations and design of a super sharrow project for the downtown corridor. Scoping will include super sharrow location and truck parking along with public meetings and coordination with ODOT.
 - c. Kittleson & Associates has been tasked with performing feasibility analysis with respect to installation of a supersharrow through the downtown corridor. Once the technical memorandum is complete results will be presented before TC.
 - d. ***Kittleson has created a draft feasibility analysis and staff is reviewing (January 2017)***
- 3. TSP Update and Internal Circulator Feasibility Analysis
 - a. ***Budget for Engineering Services-including TSP update with core analysis of an internal circulator transit system (feasibility analysis). FY18/19 budget process***
 - b. ***Develop Request for Proposal (RFP) for Engineering Services (TSP update and Circulatory Feasibility). Draft January 26, 2017***
 - c. ***Solicit consultant responses (May 2017)***
 - d. ***Perform consultant select (June 2017)***
 - e. ***Award Contract (July 2017)***
- 4. Nevada Bridge Project
 - a. Project ranked as high priority in current adopted transportation system plan (TSP)
 - b. Grant Application-received \$1.5 million in surface transportation funding for project
 - c. Create additional cost estimates for various bridge configuration
 - i. Standard bridge cross section
 - ii. Separated vehicular/pedestrian/bicycle cross section
 - iii. Completely separated vehicular bridge and pedestrian/bicycle bridge cross section
 - iv. Pedestrian/bicycle and emergency vehicle only cross section
 - d. Held public meeting at TC to take public input on proposed project
 - e. Attended informational meeting at private residence with concerned citizens
 - f. Solicit traffic engineer to perform Traffic Impact Analysis (TIA)
 - g. Traffic Engineer hired to perform TIA.
 - h. Traffic count data being collected for TIA analysis.
 - i. Schedule future public meeting at TC to discuss project and take public input (February 23, 2017)
 - j. ***Follow up meeting scheduled for March 23, to include TC discussion and potential motions.***
- 5. Main St. Crosswalk truck parking
 - a. ***Review and provide for alternate truck parking that does not block crosswalk across Main***

St. at the Water St. intersection.

6. Citizen request for 4-way stop conversion for the N. Mountain and Fair Oaks intersection
 - a. Traffic Engineer will review appropriate warrants for potential changes in intersection control.
 - b. Traffic Engineer also providing analysis for installation of Rectangular Rapid Flashing Beacons (RRFB's) as a pedestrian crossing improvement and or other improvements.
 - c. Traffic Engineers Memo is complete
 - d. ***Staff recommending installation of RRFB's at intersection in conjunction with the N. Mountain Ave. overlay project.***
7. Intersection Enhancements (Street Murals)
 - a. After presentation by citizens on Faith St. Commission would like to have the intersection repair idea as an action item on a future agenda.
 - b. Staff to schedule item on the agenda and provide pertinent information in a staff report
 - c. Staff edited City of Portland Permit and sent to Legal for Review
 - d. Staff met with staff liaison to Public Arts Commission regarding Public Arts input and to discuss their current mural approval process
 - e. ***Need Legal approval of permit***
 - i. ***Legal has reviewed and included draft language additions for staff review (January 2017)***
 - f. ***Planning reviewing street mural permit in association with sign code requirements (January 2017)***
 - g. ***Need Council approval of permit and associated fee***
8. Sidewalk clearance and vegetation maintenance
 - a. Staff proposed a website application where residents could submit vegetation clearance issues along sidewalks.
 - b. Public Works Staff developing informational materials as strategy to meet goals of public education regarding nuisance related items per AMC section 9 (Ongoing)
 - c. Geographic Information System staff (G.I.S.) staff to create draft application for review by the TC. (Ongoing)
 - d. ***Informational brochure completed by staff and draft copy included in March 23, 2017 packet***
9. Citizen request for speed and volume analysis on Cambridge St.
 - a. ***Staff to set counters out as time allows (January 2017)***

10. Citizen request for speed and volume analysis on Bellview along with traffic calming for right hand turn movements onto Bellview from Siskiyou Blvd.
 - a. Staff to set counters out as time allows. (January 2017)*
 - b. Staff to discuss corner layout with ODOT*
11. Citizen request for intersection analysis of Morton/Euclid/Pennsylvania
 - a. Traffic Engineer to review intersection for potential improvements.*
12. Citizen request for striping improvements in Plaza area
 - a. Staff to work with Traffic Engineer on potential striping improvements to prevent wrong direction vehicle movements from occurring. (Summer striping program 2017)*
13. Glenview Dr. Shared Roadway
 - a. Develop preliminary engineering requirements for roadway conversion*
 - b. Develop and schedule public hearing at TC regarding project*
14. Siskiyou Blvd. and Sherman St. intersection issues
 - a. Citizen reported potential hazard with length of intersection (Siskiyou)
 - b. Staff forwarded information to Traffic Engineer for review and recommendations*



Snow doesn't happen very often in Ashland, but when it does it is the responsibility of the adjacent property owner to clear their sidewalk of ice and snow. This includes occupants of the Downtown Business District. Please feel free to contact the city code compliance specialist if you have any questions.

ASHLAND MUNICIPAL CODE 9.08.090 SNOW AND ICE REMOVAL

- A. No owner or person in charge of property, improved or unimproved, abutting on a public sidewalk shall permit:
1. Snow to remain on the sidewalk for a period longer than the first two (2) hours of daylight after the snow has fallen.
 2. Ice to remain on the sidewalk for more than two (2) hours of daylight after the ice has formed unless the ice is covered with sand, ashes, or other suitable material to assure safe travel.
- B. Snow and ice removal is a Class IV violation.

ASHLAND MUNICIPAL CODE 13.04.020 DUTY TO REPAIR & CLEAR SIDEWALKS

It is the duty of the owners of land adjoining any street to maintain in good repair and to remove obstructions from the adjacent sidewalk.

- A. The owner of real property responsible for maintaining the adjacent sidewalk shall be primarily liable to any person injured because of any negligence of such person in failing to maintain the sidewalk in good condition.
- B. If the City is required to pay damages for the injury to persons or property caused by the failure of the owner to perform the duty which this section imposes, such owner shall compensate the City for the amount of the damages thus paid, plus court costs and fees incurred by the City. The City may maintain an action in any court of competent jurisdiction to enforce the provisions of this Section.



CITY OF ASHLAND



RESIDENTIAL PROPERTY MAINTENANCE & OWNER RESPONSIBILITIES

UTILITIES

It is the responsibility of the property owner to maintain and repair the water supply line and the lateral sewer line connected to the home. A good rule of thumb is that any utility line extending from the water meter to the home is the responsibility of the property owner and any utility line extending from the water meter into the public right of way is the responsibility of the City.

LANDSCAPING & PROPERTY UPKEEP

Property owners should keep their properties in good repair. The maintenance of fencing, noxious weeds, and tow away junk vehicles should be cared for on a continual basis. Promoting a safe, clean, and attractive neighborhood is your job as a homeowner.

TREES & SHRUBS

Any tree or shrub growing on private property or in a planting strip abutting public property that is endangering the use of any public street, sewer, sidewalk or utility, should be trimmed. Any tree or shrub extending into the public street should be trimmed to provide a minimum of 14 feet vertical clearance or a minimum of 12 feet vertical clearance for an alley used by vehicles.

INTERSECTION VISION CLEARANCE

All intersections should be cleared of overhanging tree branches, shrubs, or any vegetation that may obstruct the line of sight for a driver in the public right of way. The property owner is responsible for the trimming of any vegetation that obstructs traffic lights, traffic signs, or street signs. It is imperative that the property owner maintain vision clearance for users accessing the public rights of way.

Please visit our website for more information regarding the City of Ashland municipal code at www.ashland.or.us or contact Public Works at 541-488-5587.



SIDEWALKS

It is the responsibility of the property owner to maintain the planting strips and sidewalks adjacent to their property. Sidewalks should be clear of leaves, ice, snow, litter, and any other hazard that may block the pathway. Overgrown vegetation that goes beyond the property owner's property line should be trimmed. Plants, tree branches, or hedges should not be an obstruction to anyone accessing the sidewalk.

The property owner is also responsible for repairing or replacing the sidewalk adjacent to their property. Property owners are liable for any person injured as a result of a neglected sidewalk. The City may deem a sidewalk unsafe and require the resident to repair the issue. If the property owner fails to repair the sidewalk, the City may repair and the costs will be assessed to the property owner.

SIDEWALK FURNITURE

The sidewalk should be clear of any permanent obstructions including utilities, mail boxes, traffic control devices, trees, and furniture. When reconstructing sidewalks and relocating utilities, all utility access points and obstructions should be relocated in an area that will not obstruct the pedestrian right of way.

Placing sidewalk dining, seating, or any permanent fixtures in front of businesses require a permit from the City.

TEMPORARY ITEMS

Temporary items such as "free" goods shall not be placed on the public street or sidewalk. Free goods displayed on private residential property for short periods does not require a permit or approval.

Transportation Commission
Action Summary
as of June

Month Year	Item Description	Status	Date Complete
October 22 TC	N. Main Deer Signs	ODOT	12/15
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 Intersection 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 Pinecrest	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	✓
Aug 10 TC	Truck Route Ordinance Review	Staff researching, Nov 2010 agenda item	
Jun 10 TC	2 Year Project List Goat Setting	3 goals selected	✓
Jul 10 TC	Audible Crosswalk Signals for Downtown	Vieville 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/Alfson 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: FEBRUARY, 2017

NO. OF ACCIDENTS: 14

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
NR	1	19:21	Wed	Ashland St at 2365 Ashland ST	2	N	N	N	U	N	U	Y	N	Unknown Penske moving truck struck parked vehicle twice while trying to negotiate a turn, driver left the scene. No leads or suspects, case inactive.
NR	2	11:00	Thurs	Siskiyou Blvd near East Main	2	N	N	N	U	N	N	Y	N	unclear location, estimated. Vehicle was struck while parked in a parking bay, no leads or suspects.
R	6	15:09	Mon	Tolman Creek Rd within Ashland St	2	N	N	N	N	Y	N	N	N	Dv1 proceeding through intersection slowed in traffic, dv2 did not stop in time and crashed into v1. Dv1 cited for Driving without insurance.
R	8	10:03	Wed	Ashland St near Faith Av	3	N	N	Y	N	Y	Y	N	N	Dv1 stopped behind other cars that had stopped due to road construction. Dv2 stopped behind v2. Dv3 was not able to stop in time, rearended v2, pushing it into v1. Dv2 transported. Dv3 cited following too close.
R	9	10:59	Thurs	Lithia Way approaching Helman St	2	N	N	N	N	Y	N	N	N	Dv2 abruptly changed lanes and side swiped v1. Dv2 cited for unlawful lane change.
R	9	12:32	Thurs	Ashland St near Normal Av	2	N	N	Y	Y	Y	Y	N	N	Dv1 eastbound on Ashland St. Dv2 northbound on Normal Av. Crash occurred mid intersection. Dv1 complained of pain, dv2 transported due to injuries. Dv2 cited DUII and reckless endangerment.
R	18	18:31	Sat	Ashland St 70 ft west of Normal	1	Y	N	Y	Ped	Y	N	N	N	Ped was crossing non-intersection location of Ashland Street, not in a crosswalk. Dv1 struck ped. Ped transported to RRMC. Ped cited for failure to use a crosswalk.
R	20	10:56	Mon	A Street near Oak St	2	1	N	Y	N	N	Y	N	N	Dv2 stopped suddenly because a child was quickly approaching the road, Dv1 was unable to stop quickly and rearended v2. Dv2 transported to hospital.
R	22	12:13	Wed	Park St near Mohawk St	2	N	N	N	N	N	Y	N	N	Dv1 lost control and ran into parked v2. No injury, no citation, but more than \$1500 damage.
R	22	18:47	Wed	Wimer St at Walnut St	1	N	N	N	N	N	Y	N	N	Dv1 lost control in the snow and crashed into a fire hydrant.
R	22	19:20	Wed	Siskiyou Blvd at Bellview Av	2	N	N	P	N	N	Y	N	N	Dv1 slid in the snow while trying to stop at stop sign. Dv2 was making a left turn onto street. V1 slid into v2. Non injury, no citation, extensive damage.

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUI	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	22	19:30	Wed	Hargadine St	1	N	N	N	N	N	Y	N	N	Dv1 slid in the snow and struck a light pole knocking it over. No citation, no injury, damage to vehicle and city property.
R	25	13:48	Sat	Siskiyou Blvd near Wightman St	2	N	N	N	N	N	Y	N	N	Dv2 slowed to make a right turn, dv1 did not slow down and rearended v2. No citation, no injury, damage to v2.
R	28	21:30	Tue	S Laurel St at N Main St	2	N	N	N	U	N	Y	Y	N	V1 was backed into while parked, and driver of v2 left the scene. No leads.



Singing in the rain is fun. But driving? For some people, it's anxiety-producing. According to the U.S. Department of Transportation, there are on average more than 950,000 automobile crashes each year due to wet pavement, resulting in approximately 4,700 deaths and 384,000 injuries.

But being behind the wheel and a rain-splattered windshield doesn't have to be a white-knuckled, nerve-racking experience. Brent Praeter, a supervising instructor at D&D Driving School, Inc. and a member of the Driving School Association of the Americas, both in Kettering, Ohio, offers these tips for driving in a downpour:

1. Think. "Many people drive subconsciously, out of habit," says Praeter. "And when it rains, they often don't adjust their thinking." When conditions are less than ideal, drivers need to stay alert and focused on what's going on around them.
2. Turn on those headlights. It's the law in all states to turn on headlights when visibility is low, and many states also require having the headlights on when the windshield wipers are in use. Praeter says that well-working wipers and relatively new (not threadbare) tires also are must-haves when driving in rain.
3. Beware of hydroplaning. That's the technical term for what occurs when your tires are getting more traction on the layer of water on the road than on the road itself—the result is that your car begins to slide uncontrollably. It's easy enough to hydroplane: All you need is one-twelfth of an inch of rain on the road and a speed of more than 35 miles per hour. If you start to hydroplane, let off the accelerator slowly and steer straight until you regain control.
4. Turn off cruise control. Ironically, on rain- or snow-slick surfaces, cruise control may cause you to lose control. You might think it'll help you stay at one steady speed, but if you hydroplane while you're in cruise control, your car will actually go faster.
5. Slow down. Speed limit signs are designed for ideal conditions, says Praeter, "and that means driving when you have little traffic and good visibility." That's hardly the environment you're driving in when it's raining, so let up on the accelerator and allow more time to get to your destination.



Guide To School Area Safety

Have you ever wondered what it takes to get a school speed zone designated around a school? Who to talk to about getting a crosswalk marked along a school route? How to increase the safety of the walking route to school?

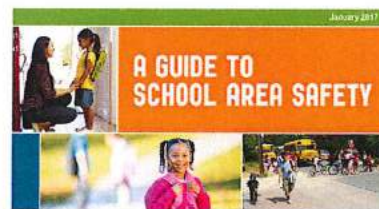
ODOT's "A Guide to School Area Safety" is an excellent resource for school district officials involved in transportation and safety, principals, parents and teachers, city/county public works officials, planners, engineers and safety staff, local advocates and others interested in school area safety.

The guide includes updated information related to:

- Oregon laws regarding school zones
- Safe Routes to School in Oregon
- Street Design Elements such as raised crosswalks and curb extensions
- Traffic Control features such as school speed zones and flashing beacons
- School Zone Safety Resources

The purpose of the guide is to give readers enough information and examples so that you can determine next steps and know who the appropriate contacts are.

*Note that this guide does not establish policy for ODOT or local agencies.



A publication of the
Oregon Department of Transportation
Traffic-Roadway Section and
Transportation Safety Division

ODOT's updated
Guide to School Area Safety
is now [available here](#).



Janelle Lawrence
Executive Director

Contact Us



Funded through
a grant from
ODOT Transportation
Safety Division

TEENS IN THE DRIVER SEAT®

TEEN ADVISORY BOARD

#TDSTAB

2017-2018

Teens in the Driver Seat® is committed to fighting the number-one killer of teenagers in America, but it can only succeed with the involvement and commitment of young people who are represented by the Teens in the Driver Seat® Teen Advisory Board.

The following teens (in any U.S. state) are encouraged to apply:

- Teens who will be in 9th, 10th, 11th or 12th grade in the 2017-2018 school year.
- Are between the ages of 14 and 18.
- Are currently enrolled in school (public, private or home-school).
- And willing to commit to quarterly meetings by conference call, web meeting or in person, as well as respond quickly to e-mail requests for feedback on different subjects.

We will consider multiple applications from the same school. So, make sure all interested students apply.

So how do you get involved? Review the qualifications and commitments then fill out the application with an uploaded current photo and return the 2 additional required forms.

The term of the 2017-2018 Teen Advisory Board will be from May 1, 2017 to April 30, 2018.

[Read more about the current advisory board here.](#)

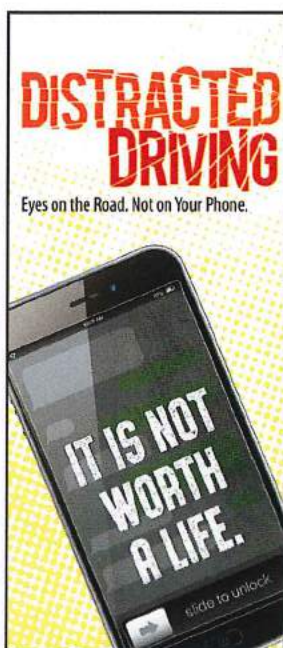
[Find out more about the application process and requirements.](#)

DUII Conference

The impaired driver remains a key reason for the number of traffic fatalities on Oregon roadways. Reducing the incidents of driving under the influence of intoxicants continues to be an ongoing challenge for traffic safety. Through a grant from ODOT Transportation Safety Division, the Oregon DUII Multi-Disciplinary Training Task Force is providing a 2 day multi-disciplinary impaired driving education and training conference April 20 & 21, 2017 at the Seven Feathers Hotel and Casino in Canyonville, OR.

The Oregon DUII Multi-Disciplinary Training Task Force is dedicated to identifying impaired driving training needs for all disciplines (enforcement, prosecution, treatment, prevention etc.). We look at developing and assisting with training programs and encourage participation to deter the incidents of impaired driving in Oregon and the United States. Our goal is to provide resources and training so the number of impaired driving traffic fatalities can be reduced.

For more information and to register for the conference, go to:
www.regonline.com/2017duii



About The New Distracted Driving Brochure

"We created this new brochure to make it easy to spread the message about the dangers of cell phone use while driving," said Nicole Charlson, ODOT Region 2 Transportation Safety Coordinator. "Please help us get the word out and encourage your friends and family to never text or talk while driving."

"Law enforcement, local, state officials and safety advocates are trying to create a cultural and behavioral shift in society that makes it unacceptable to use mobile electronic devices while driving," said Kelly Kapri, Oregon Department of Transportation Distracted Driving Program manager.

[Download your copy here.](#)

Driverless Cars

In September 2016, State Farm worked with Bloomberg Government to measure the public's perception of driverless cars. The results were presented at Bloomberg's Next Tech event in Washington, D.C. on November 15, 2016. Strategic Resources Director Chris Mullen represented State Farm on the panel.

Key Findings:

- Between 30-40% would definitely consider riding in a vehicle with autonomous/self driving capabilities.
- While some are willing to try, most are not completely at ease with the concept.
- Respondents consider it slightly more acceptable to have the physically disabled or the elderly travel in this manner.
- Over half are very concerned about the possibility of dangerous outcomes due to autonomous/self-driving vehicles.
- There are a number of potential benefits that make autonomous vehicles attractive.
- The amount of time an individual spends in a vehicle is positively related to interest. However, those that are rarely passengers are LESS interested in trying an autonomous vehicle.

[For more information and survey results click here.](#)

Transportation Safety Workshops

TREC Events

UP Highway Safety Workshops

OSU Kiewit Center

TREC Workshops are typically held at PSU.

<u>Topic</u>	<u>Date</u>	<u>Time</u>	<u>Registration</u>
TREC Workshop: Big Data and the Future of Travel Modelling	3/3	12 pm	More Info
TREC Workshop: Friday Transportation Seminar	3/10	12 pm	More Info
TREC Workshop: Friday Transportation Seminar	3/17	12 pm	More Info
OSU Workshop: Fundamentals of Traffic Safety	3/14	All Day	More Info

Water Crash Survival

Crash deaths involving fire or water are a small percentage of the approximately 30,000 annual losses, but they catch the imagination, leading to many portrayals in dramas. Sadly, last summer, California news reports described two similar water-related crash events in which adult women survived, but their children did not. With a safety-seated child of her own, these tragedies led Julie Watts of NewsMom.com to investigate how to prepare if a vehicle containing kids starts submerging.

Data shows that 1% or 400 U.S. car crash deaths annually involve water—but submerged vehicles account for 5%-11% of annual drowning. Meanwhile about half the adults surveyed on their approach to this would respond in ways that would hasten their deaths, assuming that being buckled up right would allow them to avoid major/fatal crash injury initially. Dutch data demonstrate this key fact: staying conscious, able to work to one's own benefit, is critical.

The three stages of such crashes are:

1. **Floating:** 15-to-63 seconds before water reaches the windows. Electric windows will cease working; do not try to open the door.
2. **Sinking:** doors can't be opened.
3. **Submersion:** opening doors/windows or breaking glass: glass comes into the compartment with water.

Recommended as a public information campaign are four terms: safety belts; windows; children; OUT. Calling 911 takes too much time so carry a window-breaking tool, preferably attached to the car key. Learn how to release the child's harness without climbing in back; and go through the side windows, pushing the child in front of the adult.

Ideally, this scenario would be part of vehicle design decisions as anti-theft devices, laminated windows, and electronic elements can make escape more difficult. Roll-down windows are nearly gone, e.g. Meanwhile, in road design near water, protective engineering might make a large impact on protection.

- Reprinted with permission from SBS News, January 2017



Car Seat Check-Up Events and Fitting Stations

www.ChildSafetySeatResourceCenter.org

Date	City	Location	Address	Time
2/25	Albany	Albany Fire	120 34th Ave. SE	10:00 am - 1:00 pm
2/25	Salem	Salem Hospital	Mission St. SE	2:30 pm - 4:30 pm
3/2	Redmond	Redmond Fire	341 NW Dogwood Ave	11:00 am - 2:00 pm
3/3	Milwaukie	Oak Grove Fire	2930 SE Oak Grove Blvd.	1:00 pm - 3:00 pm
3/4	Portland	Bethany Doernbecher	15220 NW Laidlaw	9:00 am - 11:30 am
3/4	Vancouver	Legacy Salmon Creek	2211 NE 139th Street	9:00 am - 12:00 pm
3/9	Ontario	Ontario Fire	444 Southwest 4th Street	4:00 pm - 6:00 pm
3/11	Hillsboro	Tuality Health Ctr.	334 Southeast 8th Avenue	9:00 am - 11:30 am
3/11	Oregon City	Oregon City Police	320 Warner Milne Road	1:00 pm - 3:00 pm
3/14	Coos Bay	Coos Bay Fire	450 Elrod Avenue	11:00 am - 1:00 pm
3/14	Salem	Salem Hospital	Mission St. SE	2:30 pm - 4:30 pm
3/15	Redmond	Redmond Fire	341 NW Dogwood Ave	11:00 am - 2:00 pm
3/18	Vancouver*	Peace Health*	92nd Ave. Entrance	8:45 am - 2:15 pm
3/18	Beaverton	Kuni Auto Center	3725 SW Cedar Hills Blvd.	9:00 am - 12:00 pm
3/20	Bend	Bend Fire Dept.	1212 SW Simpson Ave.	11:30 am - 2:30 pm
3/30	Forest Grove	Forest Grove Fire	1919 Ash Street	3:00 pm - 5:00 pm
3/30	Eugene	Eugene Fire	1725 West 2nd Avenue	4:00 pm - 6:00 pm

***Peace Health Event:**
Registration required
by 8:45 am for
9:00-10:00 am class.
First come, first served.
Must attend class to
participate in
the clinic, which is
held from 10:00 am
to 2:00 pm.

Ashland City Council
20 East Main St
Ashland, Oregon 97520

Dear Mayor and Ashland City Council,

February 20, 2017

With the recent passage of Measure 15-156 the City will “issue \$10.5 million in street-repair bonds, pay them off between now and 2030, when the meals tax sunsets, and use the money for badly needed street work.” (Daily Tidings) These funds should be used to both repair and rebuild street pavements, **and** to improve the transportation network used by pedestrians and people riding bikes. There are too many locations where sidewalks are missing, curb ramps not installed, or bike lanes not built/designated.

The Council, if it hasn’t already done so, should direct the Transportation Commission and through them to the Public Works Department to ensure that every all aspects of Measure 15-156 projects conforms to the “complete streets” standard. **Complete Streets** are “**streets** for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. **Complete Streets** make it easy to cross the street, walk to shops, and bicycle to work.” (<https://smartgrowthamerica.org/program/national-complete-streets-coalition/what-are-complete-streets/>)

The City, as with every other roadway jurisdiction in the nation, has historically spent most of its transportation funding on maintenance rather than on constructing new facilities. The street-repair bond will further shift the emphasis to maintenance. It is vital, therefore, that the City “find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance projects.” (United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations - https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_accom.cfm , Signed on March 11, 2010 and announced March 15, 2010, Ray LaHood, United States Secretary of Transportation)

The City is at a critical juncture. If the City doesn’t work to make improvements consistent with the “complete streets” concept using the meal tax wind-fall, then missing sidewalks, bike lanes, and curb ramps will never be constructed.

Thank you for your contributions to making the City of Ashland a better place to live.

Gary Shaff
541.482.4537

Cc: David Young, Transportation Commission (electronic distribution)