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
June 22, 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 (revised)
- B. Approval of Minutes: April 27, 2017

IV. PUBLIC FORUM

V. NEW BUSINESS
- A. Bicycle Swap and Education Program Presentation by Ashland Parks (20 min.)
  - ➢ Presentation by Ashland Parks regarding 2017 bicycle swap and bicycle education program
- B. Zagster Bike Share Program (30 min.)
  - ➢ Rogue Valley Council of Governments (RVCOG) will discuss future pilot program
- C. July 2017 Meeting Date (10 min.)
  - ➢ Discuss change of July meeting date

VI. TASK LIST
- A. Discuss current action item list

VII. OLD BUSINESS
- A. Pilot Residential Parking Permit System for Gresham St. (Between Hargadine and Beach – 5 spots) (45 min.)
  - ➢ Public Hearing to discuss proposal

VII. FOLLOW UP ITEMS
- A. None

VIII. INFORMATIONAL ITEMS
- A. Action Summary
- B. Accident Report
- C. Making an Impact Newsletter (May)

IX. COMMISSION OPEN DISCUSSION

X. FUTURE AGENDA TOPICS
- A.

XI. ADJOURNMENT: 8:00 PM

Next Meeting Date: July 2017 Meeting TBD

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
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.

Original: 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.

Revised: 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 the land use plan that is out there 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, those are all in the network and are assumed. Newberry said she created some spreadsheets because the maps were a little hard to read. She observed the counts that we are looking at, as far as with and without the bridge, were quite low. 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. Newberry asked how substantial it was at Hersey and Eagle Mill. Sylvester said Hersey is running about 50 with the two directions and Eagle Mill is a bit higher than that.

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 siting 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.

Original: 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.

Revised: Original: 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, what he talked about is that is part of the project. When we did the 2012 TSP update, the technical review committee actually included the County Public Works group. We talked about this as a potential bypass and whether or not that would work in terms of a bypass with the facilities the way they are. They did not have any issues with us as listing this project and supported it as part of the technical review for the TSP 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.

Original: 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.

Revised: Graf said he feels an obligation to the people in the developments that are east of the creek, they are sandwiched between I5 and the creek and if there is only one way out, why isn't Eagle Mill Rd an acceptable second egress for the people who live there. If almost all the people who are going to take the bridge according to the model take it from east to west, are people who would have gone over the interstate and that wouldn't necessarily be people who actually live in that community. He is confused about the value added of the bridge to the people who live to the east of it and that makes it hard for him to figure out which way to lean on this. Sylvester said we saw an increase in traffic 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

SCJ ALLIANCE
CONSULTING SERVICES

TECHNICAL MEMORANDUM

TO:	Mike Faught, Director Ashland Public Works Department 51 Winburn Way Ashland, Oregon
FROM:	Anne Sylvester, PTE
DATE:	February 15, 2017
PROJECT #:	722.01 E. Nevada Street Extension
SUBJECT:	Traffic Impact Analysis for E. Nevada Street Extension

1. INTRODUCTION

This memorandum documents our review of the transportation planning and traffic engineering issues associated with the City's proposed project to extend E. Nevada Street across Bear Creek. Completion of this project would create a connected east/west collector street to serve the north and eastern portions of the City. Our review includes the following:

- A brief synopsis of the history of this project and it's planning context.
- An evaluation of impacts and benefits associated with adding the new connection. These include not only an assessment of its potential traffic-related effects, but also other considerations that related to consistency with City policy, safety, and other issues.
- A summary of conclusions.

2. BACKGROUND/POLICY CONTEXT

2.1 1998 Transportation System Plan (TSP)

In April of 1998, Ashland adopted a transportation plan that provided policy guidance and standards for development of the multimodal transportation system in the city, and laid out a program of recommended improvement projects. Specifically pertinent to the E. Nevada Street project are the following:

- The plan established the street classifications of boulevard and avenue that are intended to be consistent with the more commonly used definitions of arterials and major collectors, respectively. E. Nevada Street was identified in the Plan as an avenue, as was Mountain Avenue, Oak Street, Hersey Street and many others in the vicinity. The following are characteristics of avenues as described in the Plan:
    - Avenues are intended to penetrate neighborhoods and distribute trips to/from boulevards. They balance a need to provide direct property access with through traffic connectivity.

- Avenues are expected to carry daily traffic volumes that would range from 3,000 to 10,000 vehicles with speeds typically posted at 25 mph.
- Standards for new avenues would typically have two travel lanes (ranging from 10 to 10.5 feet in width), two 6-foot bike lanes, and two 5-foot sidewalks. Ultimate curb-to-curb width of avenues would range from 33 to 44.5 feet.
- Street design for both boulevards and avenues shall provide for emergency and fire vehicle access. Street widths of less than 28 feet are discouraged.
- The recommended spacing of avenues as a component of the community-wide transportation system is ¼ mile.

- Development of the Plan included preparation of traffic forecasts using the Rogue Valley regional model which includes Ashland, but also surrounding unincorporated areas and other communities in the vicinity. The model was used to test alternatives that included consideration of the need for the E. Nevada Street connection. The Plan recommended that the E. Nevada Street connection be made as part of a short-range (five year) plan implementation strategy. As indicated in the Plan, the street "*provides needed capacity improvement in North Ashland*". It would provide an alternative route to using the Hersey Street corridor which, in turn, would be improved to provide relief for North Main Street, Siskiyou Boulevard and Ashland Street. The Nevada Street extension and new bridge would provide for full multimodal connectivity by including general vehicle travel lanes, bicycle lanes and sidewalks (see TSP page 9-4).

2.2 2008 Handbook for Planning and Designing Streets (City of Ashland)

In 2008, the City of Ashland adopted a handbook that presents the City's approach to developing and improving its multimodal transportation system based on the policy guidance of the earlier *Transportation Plan* and the *Transportation Element* of the *Comprehensive Plan*. Key elements of the Handbook that are relevant to the E Nevada Street project include:

- The Handbook strongly encourages development of traditional street design in the city which is typically focused on providing narrower streets and an interconnected street network with smaller blocks that better accommodates multiple route choices and multimodal travel.
- Section II of the Handbook documents the City's street connectivity standards that stress interconnectivity, development of walkable neighborhoods, maximum block size, preservation of natural features and other factors.
- Section III of the Handbook lays out the specific design standards that are applicable to all streets in Ashland that are under city jurisdiction. These standards are summarized in Table 1 of the Handbook which is attached to this report. Applicable to E Nevada Street are the 2-lane standards for Avenues. As illustrated:
  - The recommended pavement width for a 2-lane avenue is 32 to 33 feet, with travel lanes varying between 10 and 10.5 feet.
  - 6-foot bicycle lanes would be provided on both sides of the street, as would on-street parking in 8-foot bays.
  - The overall street right-of-way would also accommodate sidewalks on both sides and landscaped buffers.

- This section also notes that the function of Avenues is to "*provide access from neighborhoods to neighborhood activity centers and boulevards*", and traffic volumes are expected to range from 3,000 to 10,000 per day (with the lower end of the range being more likely along a 2 lane avenue such as E Nevada Street). Speeds would be posted at 20 to 25 mph.
- The Handbook also notes that in certain situations where the physical features of the land create severe constraints, or natural features should be preserved, exceptions to the standards may be made.

2.3 2013 Transportation System Plan (TSP)

In 2013, the City completed and adopted an update to the earlier *Transportation Plan*. The purpose of this update was to reflect new development expectations and the completion of projects included in the prior plan, and to incorporate emerging city values and priorities, particularly with respect to multimodal transportation. Especially relevant to the E. Nevada Street project are the following:

- The Plan endorses the City's 2008 street standards with the addition of a shared street classification. Thus, the street standards identified for an avenue in the 2008 Handbook are the applicable design standards for E. Nevada Street.
- The Plan provides existing and future year (2034) traffic volume forecasts and analysis of traffic operations which indicate heavy congestion on Highway 99, particularly in the vicinity of the intersection of N Main Street with Hersey/Wimer Streets and the intersection of Oak Street with both E Main Street and Lithia Way. The intersection of Mountain Avenue at E. Main Street is also currently heavily congested. Crash experience at several intersections in the downtown area is also high, and is generally dominated by rear end collisions. There is a strong relationship between this crash experience and congestion.
- The Plan includes Project #R17 to extend E Nevada Street across Bear Creek completing a direct connection between Mountain Avenue and Oak Street.
    - Nevada Street would retain its classification as an Avenue and the stated purpose of the improvement would be to "*balance mobility and access*". The need for the project is high and is recommended to be completed within five years after plan adoption (i.e., by the end of 2017). See attached Figure 10-1 and Figure 10-3 from the TSP for an illustration of this recommendation and the street classification.
    - It is recommended that this street extension include bicycle lanes with a complete connection to be provided between Vansant Street and Mountain Avenue. See attached Figure 8-1 from the TSP for an illustration of this recommendation.
    - With the Nevada Street extension, it is recommended that a new transit route (Route 8) be initiated to serve unserved transit-supportive areas along Mountain Avenue. E Nevada Street would form the northern extension of this service that is intended to connect many of the neighborhoods of Ashland to each other and the downtown/Highway 99 corridor. See attached Figure 9-1 for a map of this new proposed service and Figure 9-2 for a map of existing transit-supportive areas that are presently unserved.
- The Plan also supports the use of Eagle Mill Road as an alternative bypass route of the downtown area to destinations along Highway 99 north of the city, and the City encourages Jackson County

to make improvements to this road in a timeframe consistent with the City's proposed improvements to E Nevada Street.

3. IMPACTS AND BENEFITS OF THE CONNECTION

This section presents a discussion of potential impacts and benefits associated with the E Nevada Street connection project. Included are:

- An evaluation of potential shifts in future traffic volumes associated with the project and the traffic operational implications of expected changes.
- Consistency of the project with adopted plans and policies.
- Accessibility and connectivity considerations.
- Safety considerations.
- Environmental Justice considerations.
- Air quality considerations.
- Potential alternatives to the E Nevada Street connection.

3.1 Analysis of Traffic Volume Changes and Potential Operational Impacts

To assess the effect of the E. Nevada Street connection on both localized and community-wide traffic circulation, development of future year traffic forecasts for conditions with and without the connection was undertaken. This section describes the modeling and analysis process, and documents key findings and conclusions.

Traffic Analysis Methods and Assumptions

The preparation of traffic forecasts was based on PM peak hour data from the Rogue Valley travel demand model that is developed and maintained by the Oregon Department of Transportation's (ODOT's) Transportation Planning Analysis Unit (TPAU) in Salem. This model covers the entire Rogue Valley region from Eagle Point to Ashland, and includes a level of detail for the local and regional street system appropriate for preparing travel forecasts within each community. Model version 3.1 was used as this was the most current scenario available. The future modelling horizon year was 2038, which is four years beyond the analysis horizon used in the City's 2013 TSP. Separate model runs were made to reflect conditions with and without the E. Nevada Street connection so that the effects of this transportation network change could be specifically identified.

The preparation of future traffic forecasts also relied on existing traffic count data which is used to normalize model output. Models are very good at estimating the traffic implications of land development and changes to the transportation network, but models are not calibrated to match existing traffic volumes on each individual roadway. Accordingly, the traffic forecasting process always applies projected growth to real world traffic counts to get a more realistic estimate of likely future traffic conditions. Existing traffic count data used to develop future 2038 PM peak hour traffic forecasts were obtained by the City of Ashland and included turning movement counts (primarily in the downtown area), and roadway segment counts on many of the streets in the vicinity of the proposed E. Nevada Street extension. A review was also made of 2009 PM peak hour turning movement counts collected for the 2013 TSP, where they were useful in understanding potential traffic impacts.

Traffic Analysis Findings and Conclusions

Figures 1 and 2 attached to this report illustrate the 2038 PM peak hour projections for key roadway segments in the community, particularly for roads near or affected by the completion of the E. Nevada Street connection. Figure 1 presents projections for conditions without the E. Nevada Street connection, while Figure 2 shows conditions with the connection.

The addition of the E. Nevada Street connection would cause a shift in projected volumes from a number of streets or corridors in the broader Ashland area. Most notably:

- A small traffic shift would be experienced on Hersey Street resulting from a spread of traffic east of Mountain Avenue and north of Hersey Street wishing to travel east/west within the city.
- A small diversion of traffic that would otherwise use Lithia Way and E. Main Street in the downtown core area, as well as N Main Street, likely desiring to go to/from destination further up Highway 99 north of the city.
- A diversion of traffic expected to use Eagle Mill Road to travel between Mountain Avenue and destinations to the north and west along Eagle Mill Road. This could include traffic destined for the I-5 interchange at Valley View Road.

As noted in Figure 2, in the 2038 PM peak hour, traffic volumes on the new E. Nevada Street connection are expected to be approximately 195 vehicles westbound and 170 vehicles eastbound. This totals to about 365 total vehicles during that future PM peak hour or approximately 3,000 to 3,600 daily vehicles. This level of traffic represents the low end of the range expected for an avenue based on the City's street planning and design standards. Traffic volumes will likely be less during the immediate years after construction of the connection pending future growth in the vicinity and increasing congestion on other streets over time.

The impacts of these traffic volume shifts are not expected to result in any significant traffic congestion problems at key intersections in the vicinity. A comparative review was conducted based on intersection level analysis conducted for the City's TSP at the following locations:

- E Nevada Street at Oak Street – projected in the TSP to operate at LOS B during the 2034 PM peak hour. Total approach volumes in this earlier analysis were higher than total approach volumes projected for the 2038 PM peak hour without the E. Nevada Street connection, but lower than those projected for conditions with the connection. It is anticipated that future LOS with the connection may drop slightly from LOS B, but it is expected that the intersection would still continue to meet the City's intersection performance standards.

  Operational analysis was conducted of projected turning movements at this intersection for conditions with and without the E Nevada Street extension in the 2038 PM peak hour. Analysis results are illustrated in Table 1 below. These results indicate that without the E Nevada Street connection, the intersection is expected to operate at Level of Service (LOS) B or better for all movements. With the addition of the E Nevada Street connection, the intersection is expected to operate at an acceptable LOS C or better for all movements. Of note is the eastbound movement at this intersection which is expected to drop from LOS B to LOS C with an increase in average delay of 4.6 seconds per vehicle. This change is not significant and the intersection would continue to operate substantively better than the City's LOS E standard. Based on information in

the 2013 TSP, the intersection currently operates at LOS B with an average of 10.7 seconds of delay for the eastbound movement.

- Mountain Avenue at Hersey Street – projected in the TSP to operate at Level of Service (LOS) B during the 2034 PM peak hour. Total approach volumes in this earlier analysis are higher than the total approach volumes expected for the 2038 analysis both with and without the project. This is because, 2016 baseline traffic counts have dropped in comparison with the 2009 counts used in the TSP. This has been a common occurrence in many communities since the Great Recession.

  Operational analysis results are illustrated in Table 1 below. These results indicate that with or without the E Nevada Street connection, the intersection is expected to operate at Level of Service (LOS) B or better for all movements. Based on the 2013 TSP, the intersection is currently operating with very similar levels of delay.

Table 1: Summary of 2038 PM Peak Hour Intersection Operations Analysis

		Without E Nevada Street			With E Nevada Street		
Intersection	Movements	Delay (sec)	V/C Ratio	LOS	Delay (sec)	V/C Ratio	LOS
E Nevada Street @ Oak Street	NB Left	7.6	0.03	A	0.03	7.6	A
	EB All	0.12	11.0	B	0.24	15.6	C
	WB All	0.03	11.2	B	0.32	12.7	B
	SB Left	0.00	7.5	A	0.09	7.7	A
Mountain Avenue @ Hersey Street	NB All	.047	13.4	B	0.46	13.2	B
	EB Left	0.03	9.2	A	0.05	9.4	A
	EB Right	0.34	10.5	B	0.30	10.1	B
	SB Thru	0.25	10.1	B	0.30	10.5	B
	SB Right	0.04	7.8	A	0.03	7.6	A

Note 1: NB means northbound, SB means southbound, EB means eastbound and WB means westbound.
Note 2: V/C Ratio refers to the relationship between projected traffic volumes and expected street capacity.
Note 3: LOS means level of service.

3.2 Intersection Improvements and Stopping Sight Distance

E Nevada Street at Mountain Avenue Improvement

In conjunction with the E Nevada Street extension, the City of Ashland has developed a proposed project that would improve the connection between E Nevada Street and Mountain Avenue. This project would relocate E Nevada Street from its existing intersection with Mountain Avenue approximately 230 feet north of Fair Oaks Way further north to be directly opposite Skylark Place (driveway to the Skylark Assisted Living facility). This location is within the upward climb from the existing E Nevada Street intersection to the I-5 overpass to the north. This project would eliminate the two 90-degree turns that currently exist on E Nevada Street immediately west of Mountain Avenue, replacing them with a more gradually turning alignment. This improvement would result in greater separation between E Nevada Street and Fair Oaks Way and would consolidate turning movements on Mountain Avenue near the northern edge of the city to one location.

E. Nevada Street at Mountain Avenue Sight Distance

Using American Association of State Highway and Transportation Officials (AASHTO) methodology, the minimum stopping sight distance at the intersection of E Nevada Street with Mountain Avenue is 250 feet for a 35 mph design speed, which is considered a conservative assumption based on a 25 mph posted speed limit and similar 85th percentile speed data gathered on Mountain Avenue to the south. Based on field research conducted by Southern Oregon Transportation Engineering (SOTE), the existing sight distance from E Nevada Street at Mountain Avenue is approximately 310 feet looking to the south and 495 feet looking to the north. Thus, to the south the existing intersection has close to the minimum sight distance required, and has more than sufficient sight distance to the north.

As measured by SOTE, at the new intersection location sight distance is approximately 500 feet to the south and 380 feet to the north. Thus, both the existing and proposed E Nevada Street connections area shown to provide the minimum stopping sight distances as recommended by AASHTO. The existing location is shown to have greater sight distance to the north than the proposed location (495 feet versus 380 feet), but the proposed location is shown to have greater sight distance to the south than the existing location (500 feet versus 310 feet). A copy of the sight distance analysis report prepared by SOTE is appended to this memo.

E Nevada Street at Oak Street Sight Distance

Visual observation by SOTE of sight distance at the intersection of E. Nevada Street with Oak Street indicates that all approaches have good visibility that is inhibited in some locations by vegetation. If necessary, vegetation within the public right-of-way could be pruned to improve visibility.

Eagle Mill Road at Oak Street Sight Distance

Visual observation by SOTE at the intersection of Eagle Mill Road with Oak Street, indicates that sight distance is constrained by the curving road alignment and bridge to the south of this intersection (assuming that the Oak Street/Eagle Mill Road through moving segment runs north/south and the segment of Eagle Mill Road that passes under I-5 runs east/west). This sight distance constraint affects both southbound left-turning vehicles and westbound right turning vehicles in an area where speeds are posted for 35 to 45 mph. Traffic on both of these movements would be diverted by the E Nevada Street project and would become through movements. This diversion would reduce the potential for crashes at this location.

Sight distance is also constrained by an existing earthen slope located in the northeast corner of the intersection. This particularly affects vehicles turning left from Eagle Mill Road onto southbound Oak Street.

3.3 Consistency with Adopted City Plans and Policies

As noted in the discussion under Section 2, E Nevada Street has been functionally designated as an Avenue with the intended purpose of providing connections within and between neighborhoods, linking them to boulevards or other regionally-significant roads. The role of avenues is to balance accessibility and mobility by providing both for through-moving traffic and property access. The proposed project to extend E Nevada Street across Bear Creek as a multimodal street facility is entirely consistent with the definition of an avenue and was recommended for implementation in both the adopted 1998 Ashland Transportation Plan and the Transportation System Plan adopted in 2012. The project is also included in the *Regional Transportation Plan* adopted by the Rogue Valley Council of Governments.

3.4 Accessibility and Connectivity

The E Nevada Street extension is intended to play a key role in building an interconnected traditional street network in North Ashland as recommended by adopted plans and the City's street design handbook. National guidelines recommended that as an area develops and its street system is established, collector streets (or avenues in Ashland) be established at approximately ¼ to ½ mile spacing depending on density, physical features and other connectivity in the vicinity. As there is no east/west collector north of Hersey Street to serve the entire North Ashland area between I-5 and Highway 99, there is a need for a connection to serve overall traffic circulation in North Ashland, particularly as the community develops. The E Nevada Street extension provides the only realistic opportunity to meet this need.

The benefits of providing connectivity such as E Nevada Street include:

- Provides access to/from and between neighborhoods consistent with the long term land development plans in the area.
- Provide access and circulation for emergency vehicles traveling between neighborhoods and to/from police or fire stations or the Ashland hospital. For example, calculation of travel time savings between the Skylark Assisted Living facility on Mountain Avenue near I-5 indicates that with the E. Nevada Street connection the travel distance to the Ashland hospital would be approximately 1,660 feet shorter and about ¾ minute faster. The use of this structure by non-local emergency vehicles would necessitate a street cross-section that is wide enough to safely pass any bicyclists or pedestrians on the structure without slowing.
- Provide walking access to schools, such as Helman Elementary School, where some students must currently be driven.
- Provide access to the Bear Creek Greenway.
- Provide a shorter path for pedestrians and cyclists for general east/west travel.
- Providing street system redundancy in the event one travel path is heavily congested or unavailable.
- Provides better sharing of the traffic burden as opposed to relying solely on Hersey Street for east/west travel north of the railroad.

As noted above, the purpose of a designated Avenue such as E Nevada Street is to provide access to/from and within neighborhoods. As such, they are intended to carry some through traffic, as well as local traffic. As noted in *Comprehensive Plan* policy 10.09.02.32 boulevards, avenues and collectors are specifically excluded from the discussion about discouraging non-local traffic on a local street. Thus the use of this road by traffic traveling between Mountain Avenue and destinations to the west is entirely consistent with its function and street classification.

3.5 Safety Considerations

As noted above under the discussion of the City's 2013 TSP, there is currently a relatively high incidence of crashes occurring in the downtown core area, particularly along E. Main Street and Lithia Way, as well as the Siskiyou Boulevard, Ashland Street and N Main Street corridors. These higher crash rates are typically correlated with traffic congestion as there are a significant number of rear end collisions. Diversion of traffic away from Highway 99 and the downtown area that is anticipated to result from the E Nevada Street connection would help to address these existing safety problems. It is not expected that the street connection would result in any greater safety concern that other typical avenues in the city – most of

which have operated with relatively low crash rates (based on TSP analysis of roadway segments and key intersection throughout the city).

A review of more recent available crash data (2011 through 2015) indicates that there were no reported crashes on Mountain Avenue at the intersections with Skylark Place, E Nevada Street or Fair Oaks Avenue. One crash was reported at the intersection of E. Nevada Street with Oak Street. This crash occurred on April 30, 2012 at 11 am and involved an angle collision between a westbound vehicle turning left from E Nevada onto southbound Oak Street and a vehicle traveling south on Oak Street. Failure to observe right-of-way was cited as the cause of the crash.

3.6 Environmental Justice Considerations

A concern has been raised about the impact of the E Nevada Street extension on Environmental Justice (EJ) populations. According to the US EPA, environmental justice, by definition, refers to the "*fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies*. Meaningful involvement for minority, low income and other interested parties requires outreach and engagement to ensure that groups facing difficult barriers to participation are included in decision-making about federal actions, particularly through the NEPA environmental process. Federal actions include transportation funding of community projects.

The Rogue Valley Council of Governments is charged with the responsibility of ensuring that EJ requirements are met for federally-funded transportation projects in the Rogue Valley region. To assist, in 2014 they published an *Environmental Justice and Title VI Plan* which documents EJ review requirements and provides the demographic information about EJ-covered population groups including low income, minority, non-English-speaking, senior and others. Typically, an environmental justice evaluation is conducted to ensure that impacts to these groups are fairly considered. When the E Nevada Street project was incorporated into the RVGOG's *Regional Transportation Plan* consideration was given to potential EJ population groups and no issues were identified.

3.7 Air Quality Considerations

The two pollutants of concern in the Rogue Valley include Carbon Monoxide (CO) and Particulate Matter (PM_{10}). Since the E Nevada Street project is included in the RVCOG's *Regional Transportation Plan* (RTP) as project #161, an analysis of potential CO and PM^{10} air quality impacts was conducted. Called an Air Quality Conformity Analysis, this evaluation found that the roadway improvement projects in the RTP (including E. Nevada Street) would not result in exceedance of the National Ambient Air Quality Standards for CO. The analysis of PM^{10} indicates that the project may have a net benefit to air quality.

3.8 Potential Alternatives to E. Nevada Street Connection

A potential alternative to the E Nevada Street project has been suggested through the public process. This improvement would entail construction of a new interchange on I-5 at Mountain Avenue. A quick assessment of this option raises some potential concerns. These include:

- Development of an interchange at this location violates Oregon Highway Design Manual (HDM) policies on interchange spacing along an Interstate Highway. Minimum interchange spacing in an urban area is identified as being no closer than every three miles. The distance to the existing interchange to the north (Valley View Road) is about 2.5 miles. The distance to the south (Ashland

Street) is about 1.9 miles. Neither of these meet the minimum interchange spacing standards and it is highly unlikely that such a project would be approved.

- The addition of an interchange at this location would also need to satisfy FHWA's criteria under the Added Access Decision Report process. This process requires that local circulation problems be solved on local streets. It would also be unlikely that FHWA would approve this project. In cooperation with ODOT, FHWA has considerable say over the use of and access to interstate highways.
- A new interchange would be substantially more expensive than the proposed E Nevada Street extension project. By way of comparison, the recently completed I-5/Fern Valley interchange cost $72 million.
- A new interchange would have substantial impact on Mountain Avenue and would likely necessitate building a four-lane road like Ashland Street.
- A new interchange at this location would also likely have a growth-inducing impact on land on the east side of I-5 which is outside of the City's Urban Growth Boundary and not in an urban reserve area slated for long-term development.

4. SUMMARY OF CONCLUSIONS

The purpose of this memorandum is to evaluate the likely traffic consequences of building the E. Nevada Street connection to link Mountain Avenue with Oak Street in the northern portion of the City. As documented in the discussion above:

- 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.
- Based on data available from the City's TSP as updated by new traffic counts and model projections, no significant adverse traffic operational impacts are anticipated with the new connection.
- Past and current Ashland transportation plans and policies support development of this connection to provide necessary system connectivity and route choice redundancy, balance travel demand for all modes, provide the opportunity for new North Ashland transit service, and provide improved emergency vehicle response times, particularly to the Ashland Hospital.
- The bridge project provides the impetus and opportunity to improve the existing connection of E. Nevada Street with Mountain Avenue eliminating the two 90-degree turns, and widening the spacing of E. Nevada Street from Fair Oaks Avenue along Mountain Avenue. No adverse impacts to required stopping sight distance are anticipated, and stopping sight distance for vehicles turning left from E. Nevada Street to Mountain Avenue would be improved.
- No realistic alternatives are available to meet this connectivity need.

Attachments:
Figure 1: 2038 PM Peak Hour Volumes without E. Nevada Street Connection
Figure 2: 2038 PM Peak Hour Volumes with E. Nevada Street Connection
Table 1: Ashland Street Design Standards, a *Handbook for Planning and Designing Streets,* 2008
TSP Figure 8-1: Existing and Planned Bikeway Network

TSP Figure 9-1: Existing and Planned Transit Service
TSP Figure 9-2: Transit Supportive Areas Based on Existing Service (shows areas that are largely unserved)
TSP Figure 10-1: Existing and Planned Street Network
TSP Figure 10-3: Planned Intersection and Roadway Projects
Intersection capacity analysis worksheets
Memorandum from Kim Parducci to Mike Faught dated February 15, 2017 and titled "*E Nevada Street Sight Distances*"


Figure 1
2038 PM Peak Hour Volumes without E. Nevada Street Connection
Eagle Mill Rd
Eagle Mill Rd
BEAR CREEK
N Mountain Ave
Nevada St
Nevada St
Fair Oaks Ave
Kestrel Pkwy
INTERSTATE 5
Helman St
Oak St
BEAR CREEK
N Mountain Ave
East Dr
W Hersey St
E Hersey St
NORTH MOUNTAIN PARK
BEAR CREEK
N Main St
Oak St
N Mountain Ave
Lithia Way
E Main St
ASHLAND CREEK
E Main St
Siskiyou Blvd
LITHIA PARK
0 500 1,000 1,500 2,000 Feet
N

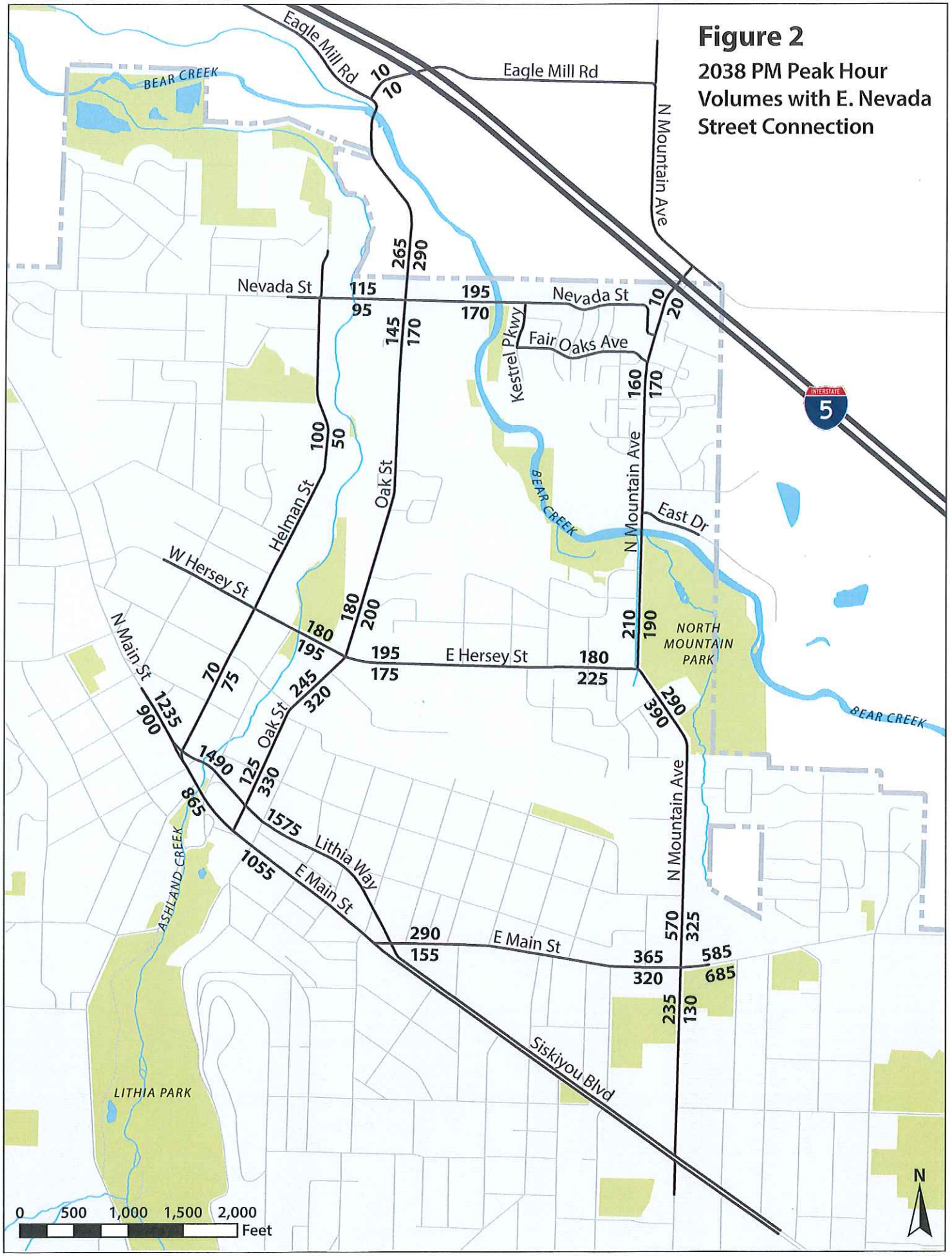


Figure 2
2038 PM Peak Hour Volumes with E. Nevada Street Connection
Eagle Mill Rd
Eagle Mill Rd
BEAR CREEK
N Mountain Ave
Nevada St
Nevada St
Fair Oaks Ave
Kestrel Pkwy
INTERSTATE 5
Helman St
Oak St
BEAR CREEK
N Mountain Ave
East Dr
W Hersey St
E Hersey St
NORTH MOUNTAIN PARK
BEAR CREEK
N Main St
Oak St
Lithia Way
E Main St
N Mountain Ave
ASHLAND CREEK
E Main St
Siskiyou Blvd
LITHIA PARK
0 500 1,000 1,500 2,000 Feet
N

Table 1: City of Ashland Street Design Standards

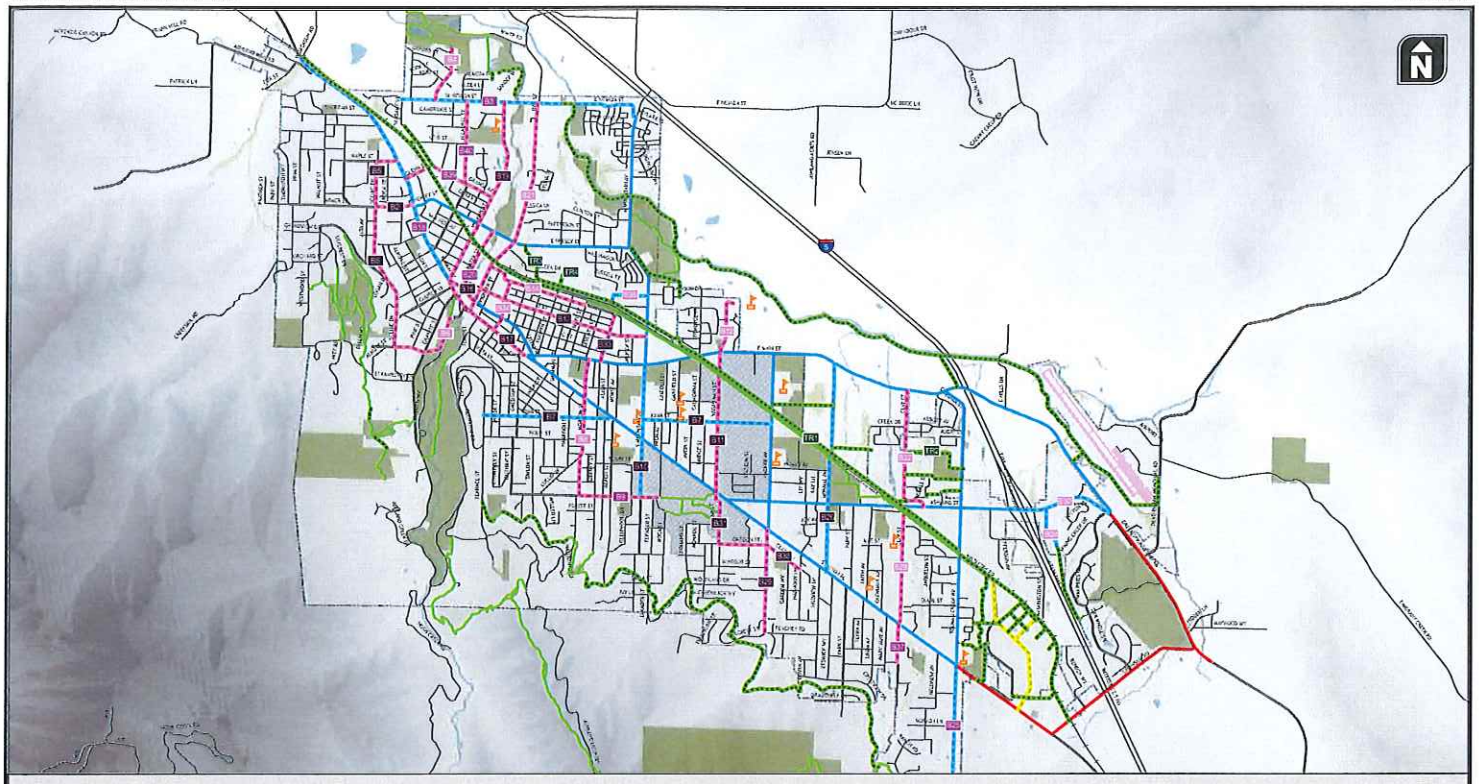
TYPE OF STREET	ADT	R.O.W. WIDTH	CURB-TO-CURB PAVEMENT WIDTH	WITHIN CURB-TO-CURB AREA				CURB	PARK-ROW	SIDE-WALKS
				MOTOR VEHICLE TRAVEL LANES	MEDIAN AND/OR CENTER TURN LANE	BIKE LANES on both sides	PARK-ING	on both sides	on both sides	on both sides
2-Lane Boulevard	8,000 to	61'-87'	34'	11'	none	2 at 6' each	in 8' bays	6"	5'-8'[1]	6'-10'[2]
3-Lane Boulevard	30,000	73'-99'	46'	11'	12'	2 at 6' each	in 8' bays	6"	5'-8'[1]	6'-10'[2]
5-Lane Boulevard	ADT	95'-121'	68'	11'	12'	2 at 6' each	in 8' bays	6"	5'-8'[1]	6'-10'[2]
2-Lane Avenue	3,000 to	59'-86'	32'-33'	10'-10.5'	none	2 at 6' each	in 8' bays	6"	5'-8'[1]	6'-10'[2]
3-Lane Avenue	10,000 ADT	70.5'-97.5'	43.5'-44.5'	10'-10.5'	11.5'	2 at 6' each	in 8' bays	6"	5'-8'[1]	6'-10'[2]
Neighborhood Collector, Residential	1,500 to				NA	NA[3]				
No Parking	5,000	49'-51'	22'	11'			none	6"	8'	5'-6'
Parking One Side	ADT	50'-56'	25'-27'	9'-10'			one 7' lane	6"	7'-8'	5'-6'
Parking Both Sides		57'-63'	32'-34'	9'-10'			two 7' lanes	6"	7'-8'	5'-6'
Neighborhood Collector, Commercial										
Parallel Parking One Side		55'-65'	28'	10'			one 8' lane	6"	5'-8'[1]	6'-10'[2]
Parallel Parking Both Sides		63'-73'	36'	10'			two 8' lanes	6"	5'-8'[1]	6'-10'[2]
Diagonal Parking One Side		65'-74'	37'	10'			one 17' lane	6"	5'-8'[1]	6'-10'[2]
Diagonal Parking Both Sides		81'-91'	54'	10'			two 17' lanes	6"	5'-8'[1]	6'-10'[2]
Neighborhood Street, Residential	less than				NA	NA[3]				
Parking One Side	1,500	47'-51'	22'	15' Queuing			one 7' lane	6"	7'-8'	5'-6'
Parking Both Sides	ADT	50'-57'	25'-28'	11'-14' Queuing			two 7' lanes	6"	7'-8'	5'-6'
Alley	NA	16'	12' paved width, 2' strips on both sides	NA	NA	NA	none	none	none	none
Multi-Use Path	NA	10'-18'	6'-10' paved width, 2'-4' strips on both sides	NA	NA	NA	none	none	none	none

[1] 7' – 8' landscape parkrow shall be installed in residential areas, a 5' hardscape parkrow with tree wells shall be installed in commercial areas.

[2] 6' sidewalk shall be installed in residential areas, 8'-10' sidewalk shall be installed in commercial areas. A 10' sidewalk shall be required on Boulevards (arterial) streets in the Downtown Design Standards Zone.

[3] Bike lanes are generally not needed on low volume (less than 3,000 ADT) and/or low travel speed (Less than 25mph) streets

[4] All dimensions and ranges in the City of Ashland Street Design Standards represent minimum standards or ranges for the improvements shown. The approval authority may require a dimension within a specific range based upon intensity of land use, existing and projected traffic and pedestrian volumes or when supported through other applicable standards. The approval authority may approve dimensions and ranges greater than those shown when volunteered by the applicant.

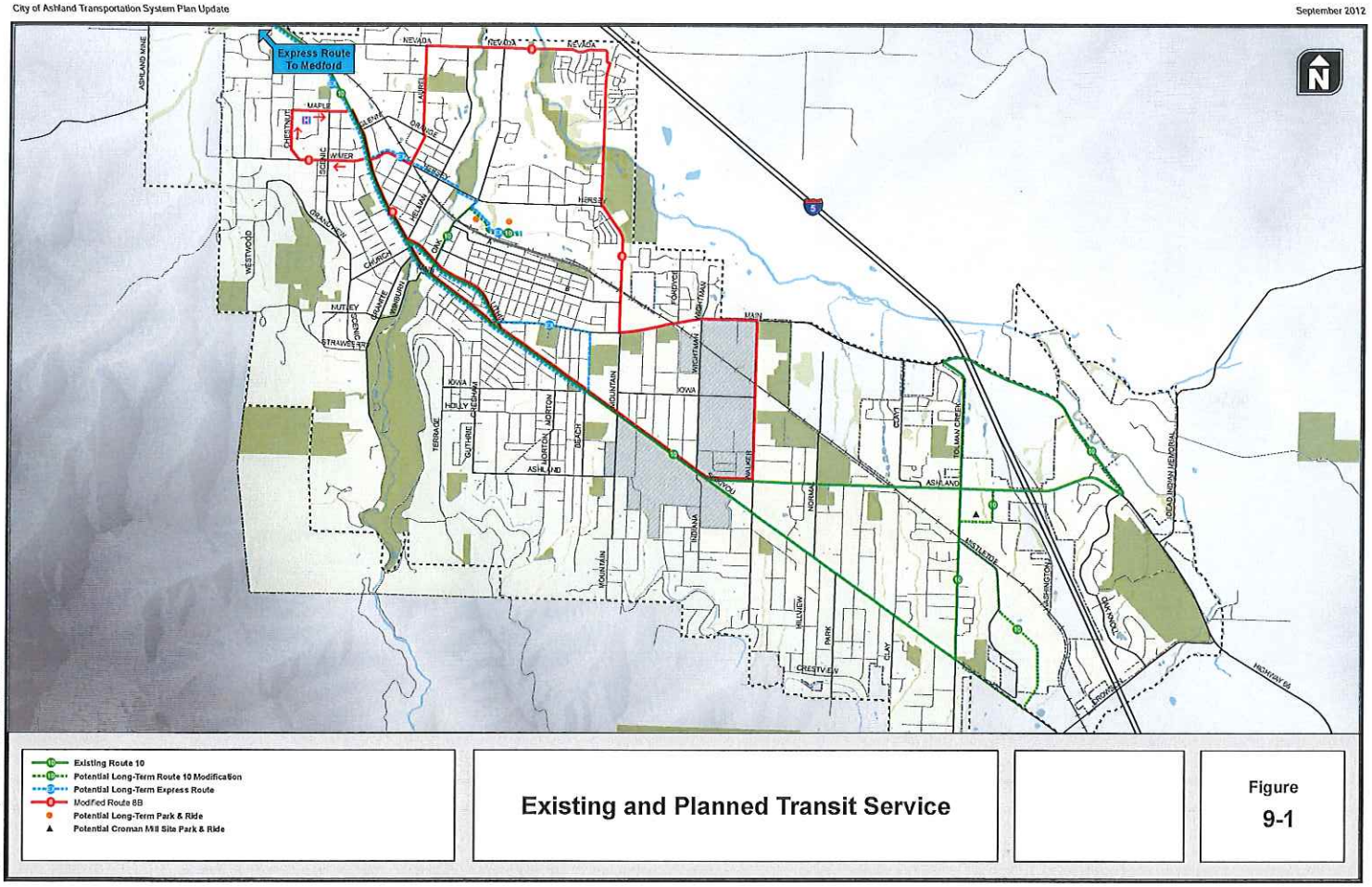


Existing and Planned Bikeway Network

CITY OF ASHLAND

Figure 8-1

G:\10-055 Ashland TSP\MXD



Existing and Planned Transit Service

Figure 9-1

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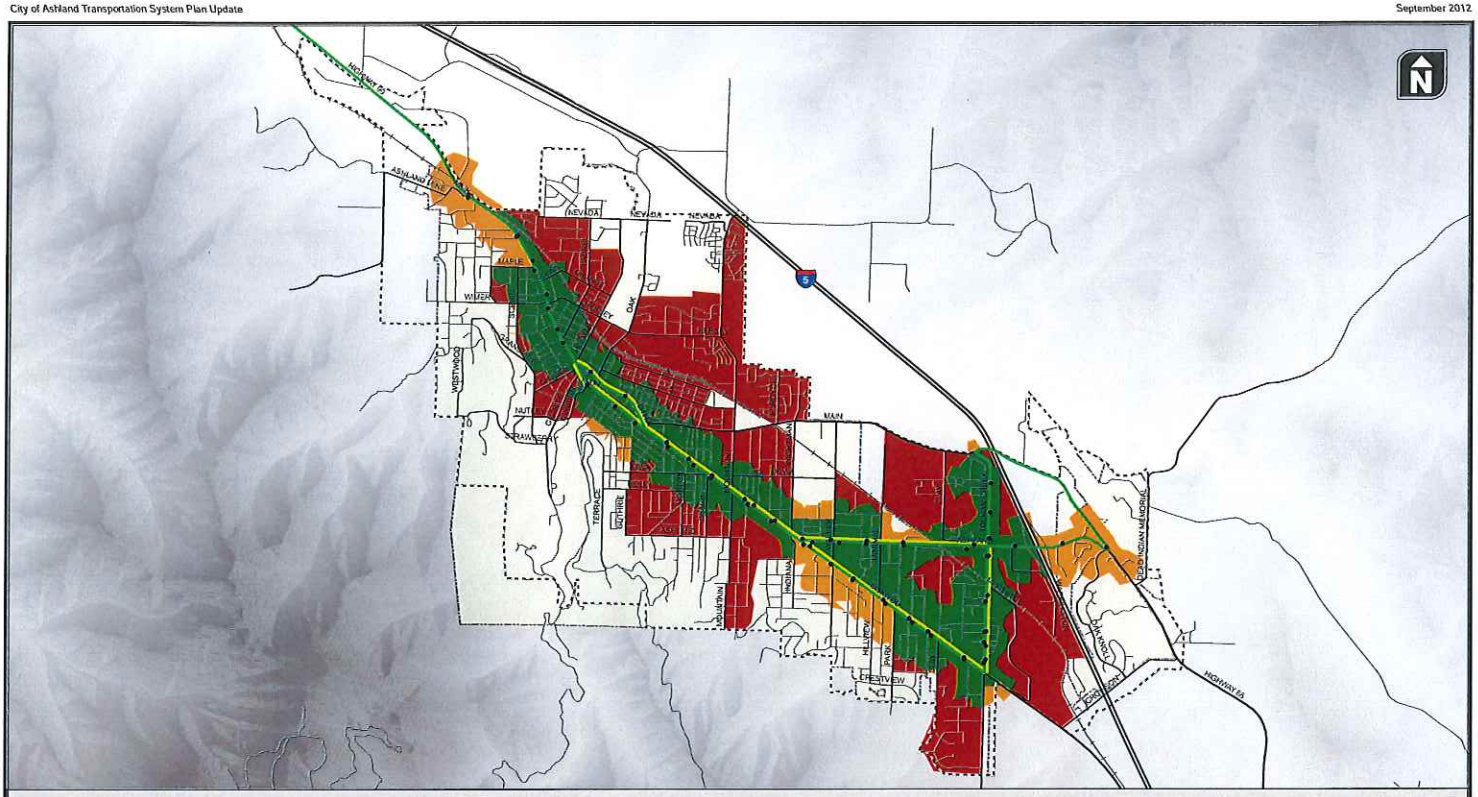


- Bus Stops
- Bus Route 10
- Bus Route 15
- Transit Supportive Areas Served
- Current Service Coverage Area
- Transit Supportive Areas Unserved
- City Limits
- City UGB

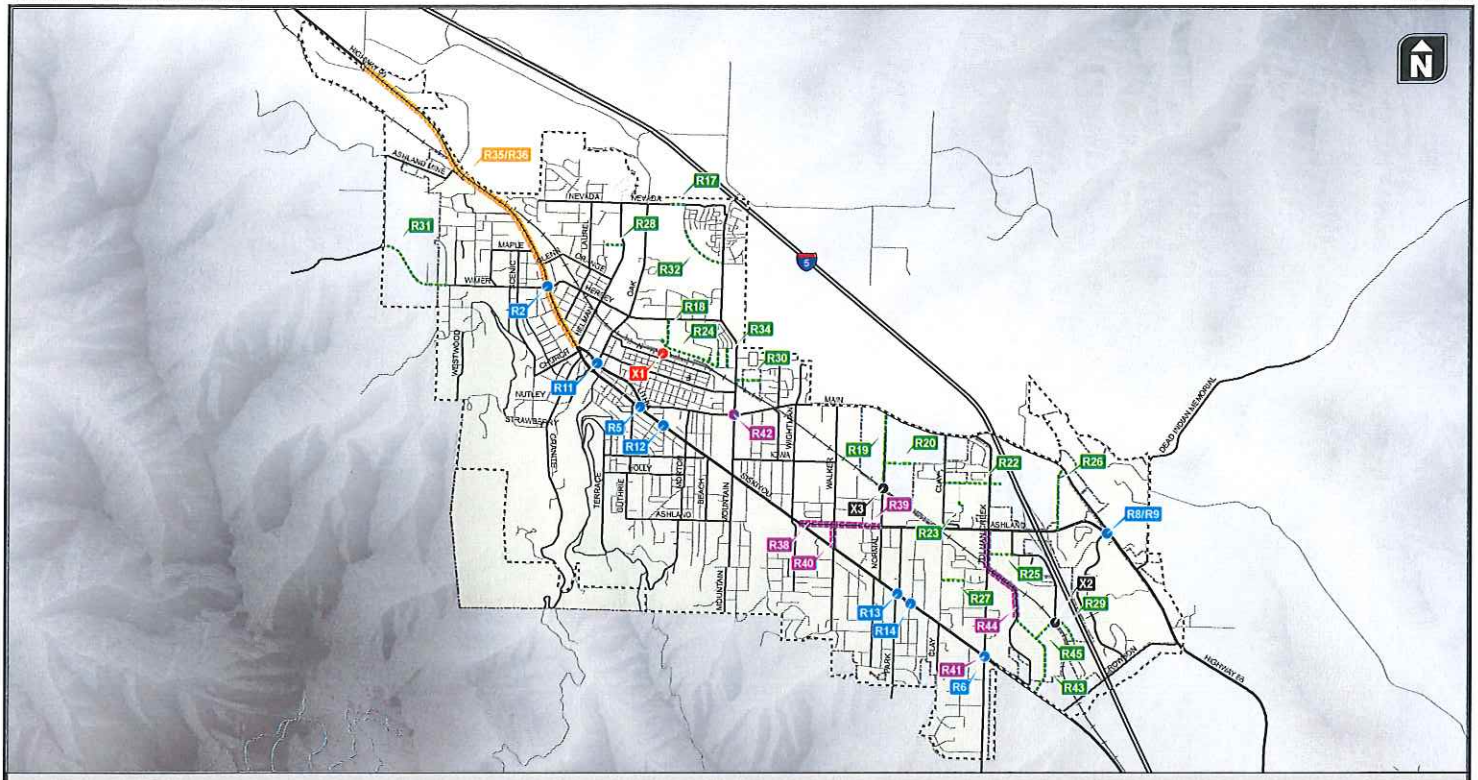
Transit Supportive Areas Based on Existing Service

(Based on 2034 Household and Employment Forecasts)

Figure 9-2

Existing and Planned Street Network

Figure 10-1



- Proposed New At-Grade Ped/Bike Rail Crossing
- Proposed New At-Grade Rail Crossing
- Planned Intersection Projects
- Planned Streetscape Projects
- Planned Streetscape Projects
- Planned Road Diet
- Planned Roadway Projects
- XX Project Number

Planned Intersection and Roadway Projects

Figure 10-3

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	1	40	5	5	5	35	130	5	5	100	55
Future Vol, veh/h	35	1	40	5	5	5	35	130	5	5	100	55
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	10	0	4	0	0	0	0	1	0	0	2	2
Mvmt Flow	39	1	44	6	6	6	39	144	6	6	111	61

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	384	381	146	405	408	147	172	0	0	150	0	0
Stage 1	153	153	-	225	225	-	-	-	-	-	-	-
Stage 2	231	228	-	180	183	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.5	6.24	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.2	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4	3.336	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	560	555	896	560	536	905	1417	-	-	1444	-	-
Stage 1	831	775	-	782	721	-	-	-	-	-	-	-
Stage 2	754	719	-	826	752	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	537	536	893	515	517	905	1412	-	-	1444	-	-
Mov Cap-2 Maneuver	537	536	-	515	517	-	-	-	-	-	-	-
Stage 1	806	771	-	759	699	-	-	-	-	-	-	-
Stage 2	721	697	-	777	748	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	11.2	1.6	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1412	-	-	680	602	1444	-	-
HCM Lane V/C Ratio	0.028	-	-	0.124	0.028	0.004	-	-
HCM Control Delay (s)	7.6	0	-	11	11.2	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	15	0	230	0	0	0	0	0	175	100	20
Future Vol, veh/h	0	15	0	230	0	0	0	0	0	175	100	20
Peak Hour Factor	0.90	0.96	0.96	0.96	0.90	0.96	0.96	0.96	0.90	0.96	0.96	0.96
Heavy Vehicles, %	2	0	0	0	2	0	0	0	2	1	1	2
Mvmt Flow	0	16	0	240	0	0	0	0	0	182	104	21
Number of Lanes	0	1	0	1	0	0	0	0	0	0	1	0

Approach	EB	NB
Opposing Approach		SB
Opposing Lanes	0	2
Conflicting Approach Left	SB	EB
Conflicting Lanes Left	2	2
Conflicting Approach Right	NB	
Conflicting Lanes Right	1	0
HCM Control Delay	10.4	13.4
HCM LOS	B	B

Lane	NBLn1	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	59%	100%	0%	0%	0%
Vol Thru, %	34%	0%	0%	100%	0%
Vol Right, %	7%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	295	15	230	155	30
LT Vol	175	15	0	0	0
Through Vol	100	0	0	155	0
RT Vol	20	0	230	0	30
Lane Flow Rate	307	16	240	161	31
Geometry Grp	6	7	7	7	7
Degree of Util (X)	0.469	0.027	0.338	0.246	0.042
Departure Headway (Hd)	5.49	6.295	5.085	5.488	4.781
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	651	565	702	647	739
Service Time	3.572	4.073	2.861	3.28	2.572
HCM Lane V/C Ratio	0.472	0.028	0.342	0.249	0.042
HCM Control Delay	13.4	9.2	10.5	10.1	7.8
HCM Lane LOS	B	A	B	B	A
HCM 95th-tile Q	2.5	0.1	1.5	1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↑	↱
Traffic Vol, veh/h	0	0	155	30
Future Vol, veh/h	0	0	155	30
Peak Hour Factor	0.90	0.96	0.96	0.96
Heavy Vehicles, %	2	0	0	0
Mvmt Flow	0	0	161	31
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	
Conflicting Lanes Left	0
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	9.7
HCM LOS	A

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	55	35	10	25	160	35	130	5	110	100	55
Future Vol, veh/h	5	55	35	10	25	160	35	130	5	110	100	55
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	10	0	4	0	0	0	0	1	0	0	2	2
Mvmt Flow	6	61	39	11	28	178	39	144	6	122	111	61

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	714	614	146	665	642	147	172	0	0	150	0	0
Stage 1	386	386	-	225	225	-	-	-	-	-	-	-
Stage 2	328	228	-	440	417	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.5	6.24	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.2	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4	3.336	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	336	410	896	376	395	905	1417	-	-	1444	-	-
Stage 1	621	614	-	782	721	-	-	-	-	-	-	-
Stage 2	668	719	-	600	595	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	230	360	893	284	347	905	1412	-	-	1444	-	-
Mov Cap-2 Maneuver	230	360	-	284	347	-	-	-	-	-	-	-
Stage 1	602	556	-	759	699	-	-	-	-	-	-	-
Stage 2	500	697	-	461	539	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.6	12.7	1.6	3.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1412	-	-	445	686	1444	-	-
HCM Lane V/C Ratio	0.028	-	-	0.237	0.316	0.085	-	-
HCM Control Delay (s)	7.6	0	-	15.6	12.7	7.7	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	1.4	0.3	-	-

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	25	0	200	0	0	0	0	0	160	110	20
Future Vol, veh/h	0	25	0	200	0	0	0	0	0	160	110	20
Peak Hour Factor	0.90	0.96	0.96	0.96	0.90	0.96	0.96	0.96	0.90	0.96	0.96	0.96
Heavy Vehicles, %	2	0	0	0	2	0	0	0	2	1	1	2
Mvmt Flow	0	26	0	208	0	0	0	0	0	167	115	21
Number of Lanes	0	1	0	1	0	0	0	0	0	0	1	0

Approach	EB	NB
Opposing Approach		SB
Opposing Lanes	0	2
Conflicting Approach Left	SB	EB
Conflicting Lanes Left	2	2
Conflicting Approach Right	NB	
Conflicting Lanes Right	1	0
HCM Control Delay	10	13.2
HCM LOS	A	B

Lane	NBLn1	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	55%	100%	0%	0%	0%
Vol Thru, %	38%	0%	0%	100%	0%
Vol Right, %	7%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	290	25	200	190	20
LT Vol	160	25	0	0	0
Through Vol	110	0	0	190	0
RT Vol	20	0	200	0	20
Lane Flow Rate	302	26	208	198	21
Geometry Grp	6	7	7	7	7
Degree of Util (X)	0.459	0.046	0.297	0.298	0.027
Departure Headway (Hd)	5.467	6.342	5.13	5.426	4.719
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	653	561	694	655	749
Service Time	3.546	4.119	2.907	3.213	2.506
HCM Lane V/C Ratio	0.462	0.046	0.3	0.302	0.028
HCM Control Delay	13.2	9.4	10.1	10.5	7.6
HCM Lane LOS	B	A	B	B	A
HCM 95th-tile Q	2.4	0.1	1.2	1.2	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↑	↱
Traffic Vol, veh/h	0	0	190	20
Future Vol, veh/h	0	0	190	20
Peak Hour Factor	0.90	0.96	0.96	0.96
Heavy Vehicles, %	2	0	0	0
Mvmt Flow	0	0	198	21
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	
Conflicting Lanes Left	0
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.2
HCM LOS	B

S.O. Transportation Engineering, LLC
319 Eastwood Drive
Medford, OR 97504
Telephone 541.941.4148
Fax 541.535.6873
Kwkp1@Q.com

Memorandum

To: Mike Faught, Ashland Public Works Director

Date: 02/15/2017

Subject: E Nevada Street Sight Distances

Southern Oregon Transportation Engineering, LLC measured sight distances from E. Nevada Street at existing and proposed connections to N. Mountain Avenue. Results are provided below.

E. Nevada Street at N. Mountain Avenue

E. Nevada Street currently intersects N. Mountain Street approximately 230 feet north of Fair Oaks Avenue and 150 feet south of Skylark Place. This location is at a low point of two vertical crests as can be seen in the following pictures. (E. Nevada Street is located at the arrow in each picture)

On N. Mountain looking south (from I-5 overpass)

On N. Mountain looking north (from Fair Oaks)

The minimum stopping sight distance, using American Association of State Highway and Transportation Officials (AASHTO) methodology, is 250 feet for a 35 mph design speed, which is considered a conservative assumption based on a 25 mph posted speed limit and similar 85th percentile speed data gathered to the south. The sight distance from E. Nevada Street was measured in the field to be approximately 495 feet to the north and 310 feet to the south when positioned where a vehicle would pull forward to see N. Mountain Avenue traffic. Sight distance to the south was limited by a vertical curve at Fair Oaks. See below.

A new E. Nevada Street alignment proposes to intersect N. Mountain Avenue along the west side across from Skylark Place. This location is within an upward climb from the existing E. Nevada Street intersection to the I-5 overpass to the north. The sight distance measured in the field from this location was approximately 380 feet to the north and 500 feet to the south. Sight distance to the north was limited by a horizontal curve at the I-5 overpass. See below.


Directly across the street at the existing Skylark Place approach, sight distance was measured to be approximately 250 feet to the north and 400 feet to the south. Sight distance to the north is shown to be limited more on the east approach than on the west approach by the same horizontal curve at the I-5 overpass.

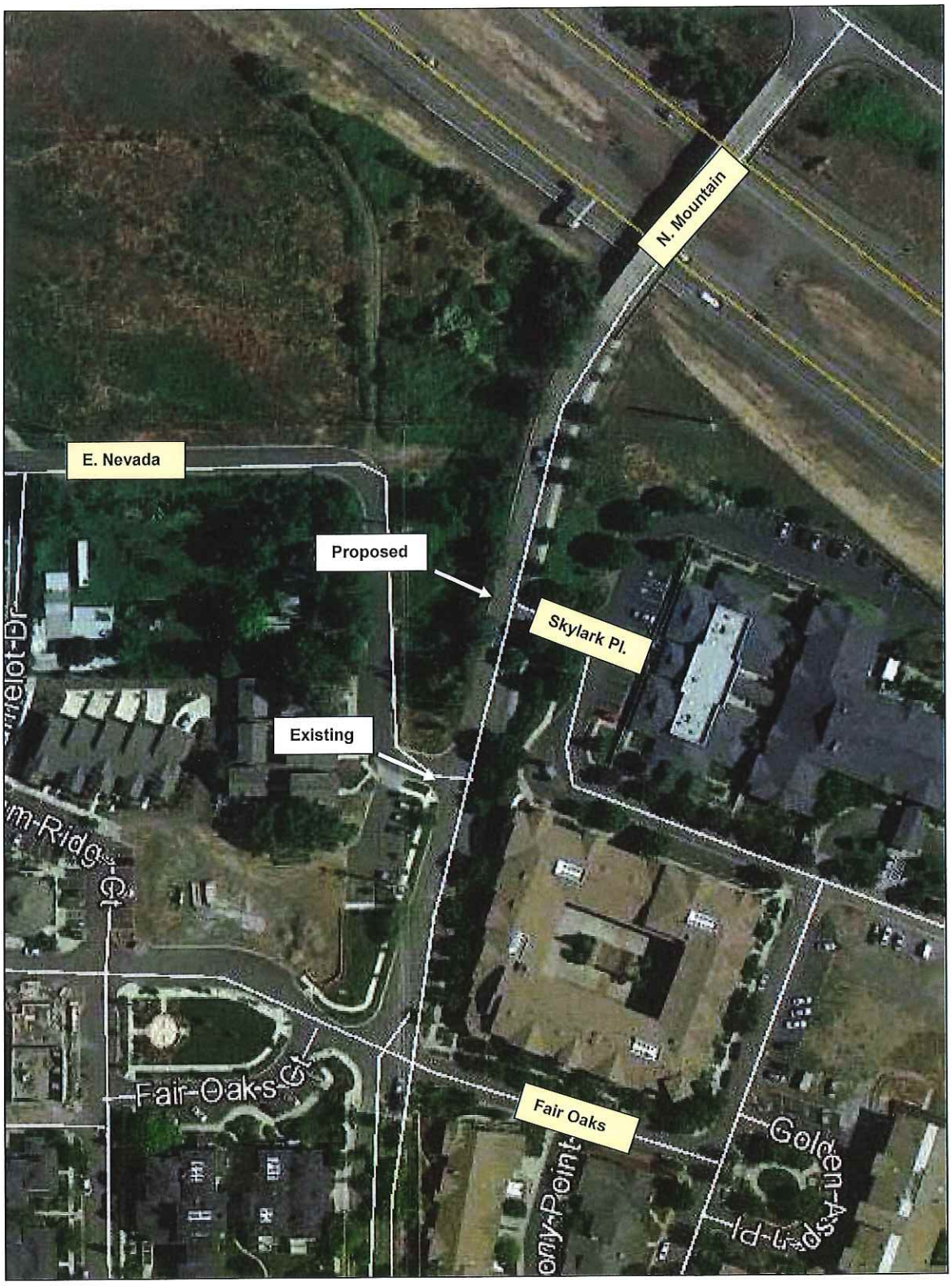

Both the existing and proposed E. Nevada Street connections are shown to provide minimum stopping sight distances as recommended by AASHTO. The existing location is shown to have greater sight distance to the north (495 feet versus 380 feet) than the proposed location, but the proposed location is shown to have greater sight distance to the south (500 feet versus 310 feet) than the existing location. Please feel free to contact us with any questions or concerns regarding this analysis.

Southern Oregon Transportation Engineering, LLC

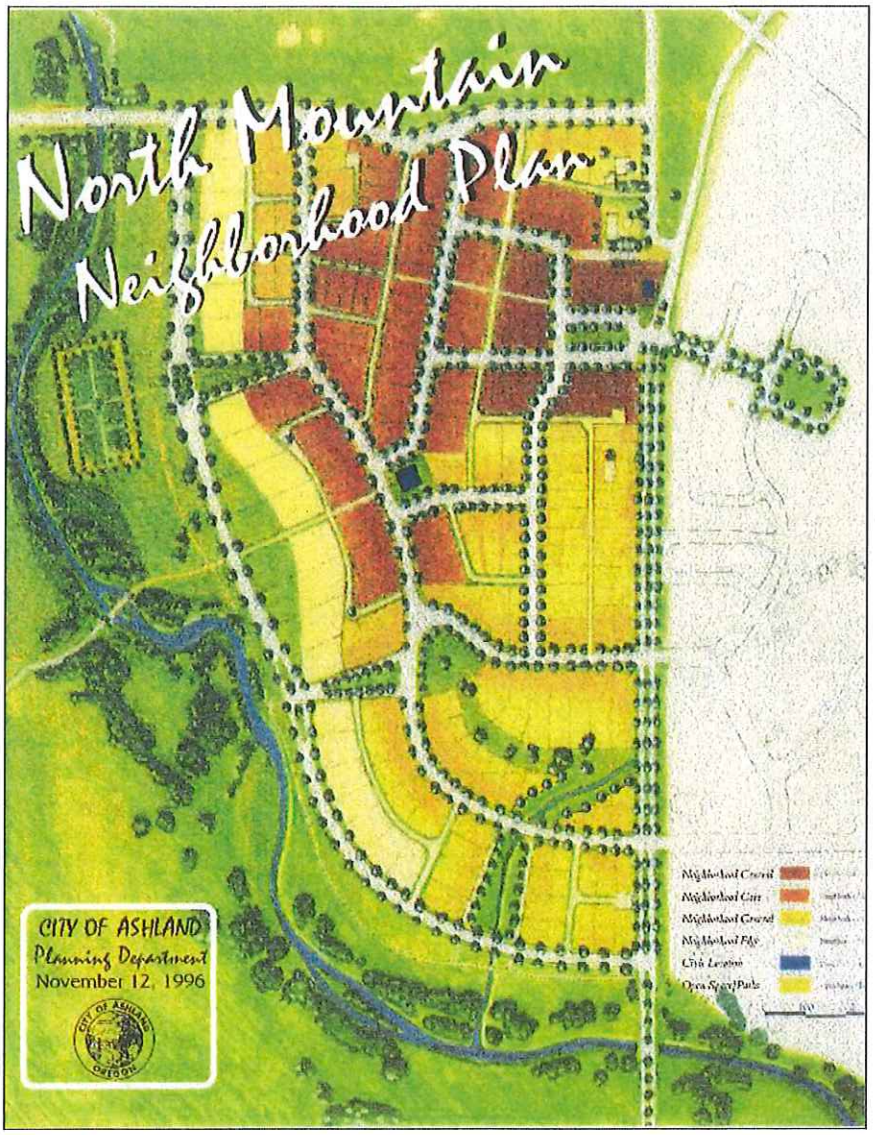
Kimberly Parducci, PE PTOE
Firm Principal

Attachment: Vicinity Map

REGISTERED PROFESSIONAL ENGINEER
53200PE
OREGON
SEPT 10, 2002
KIMBERLY PARDUCCI
RENEWS 12/31/18

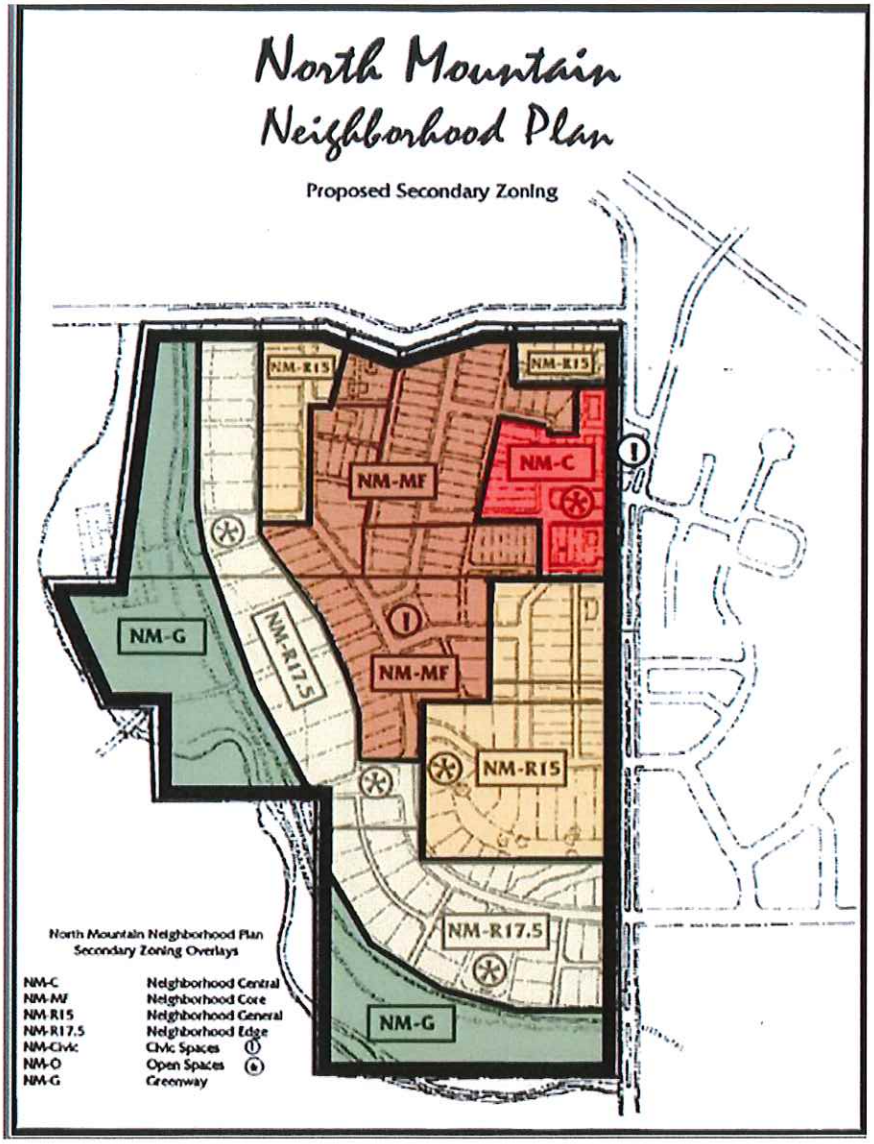

N. Mountain
E. Nevada
Proposed
Skylark Pl.
Existing
Fair Oaks
Fair Oaks
Golden Aspen Pl

North Mountain
Neighborhood Plan

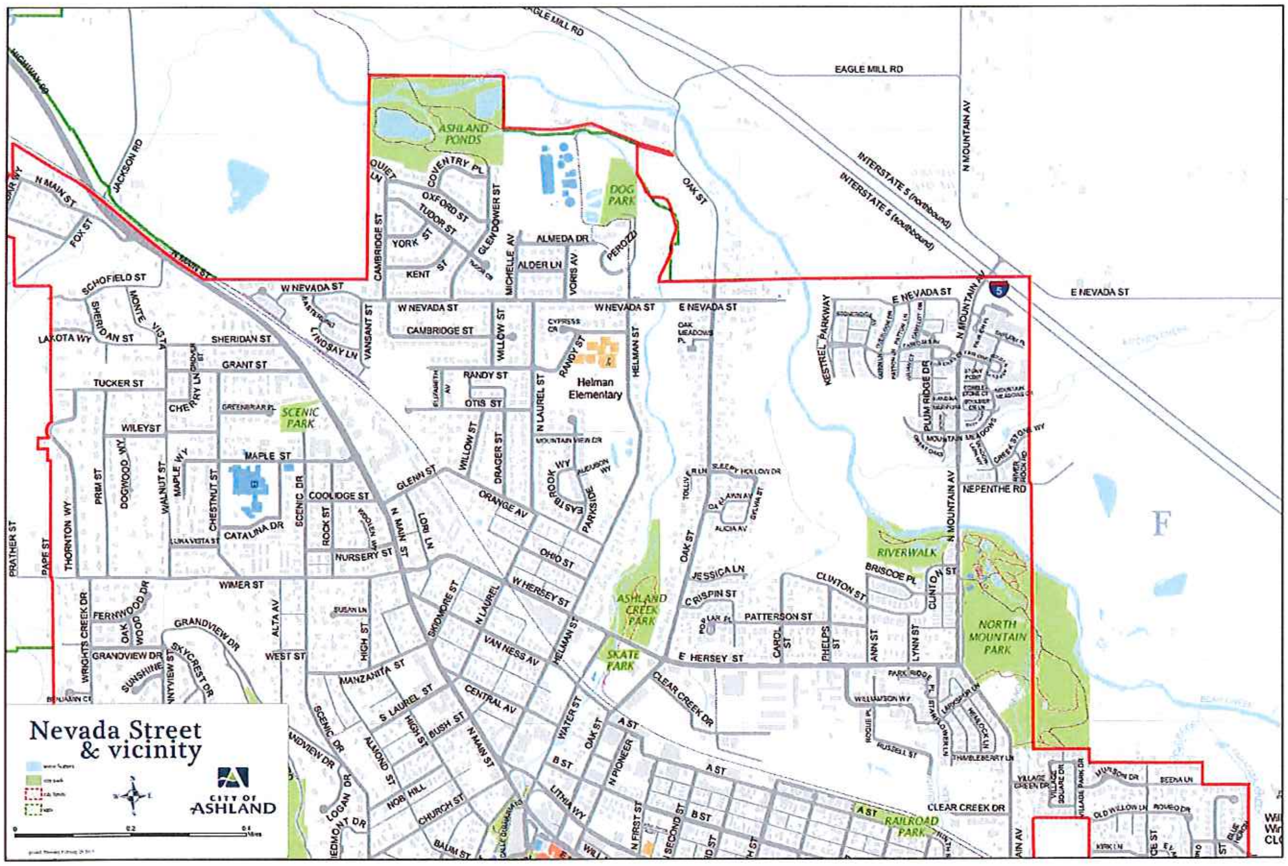


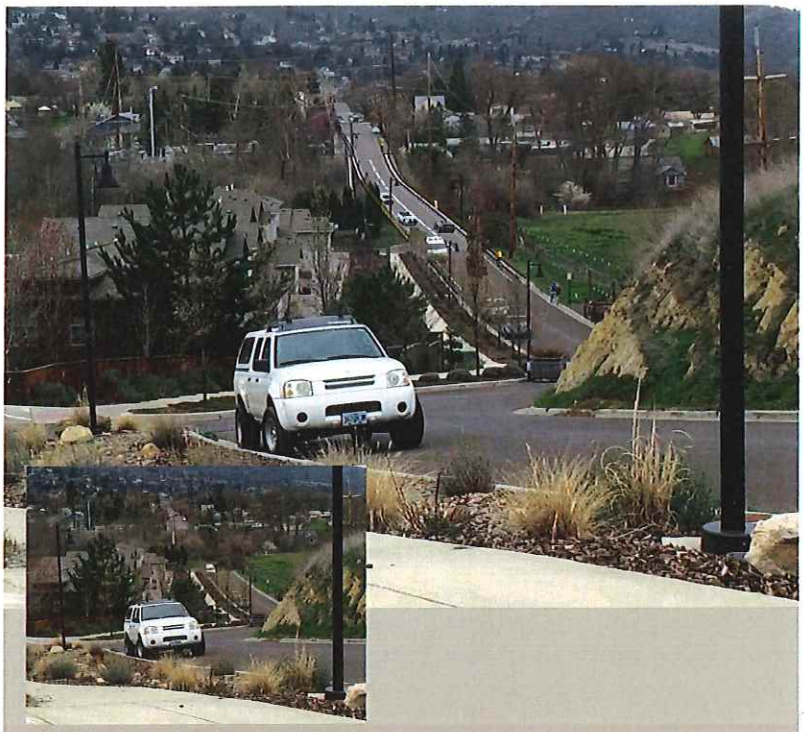
North Mountain Neighborhood Plan

Land Use Designations



Proposed East Nevada Street Bridge Project

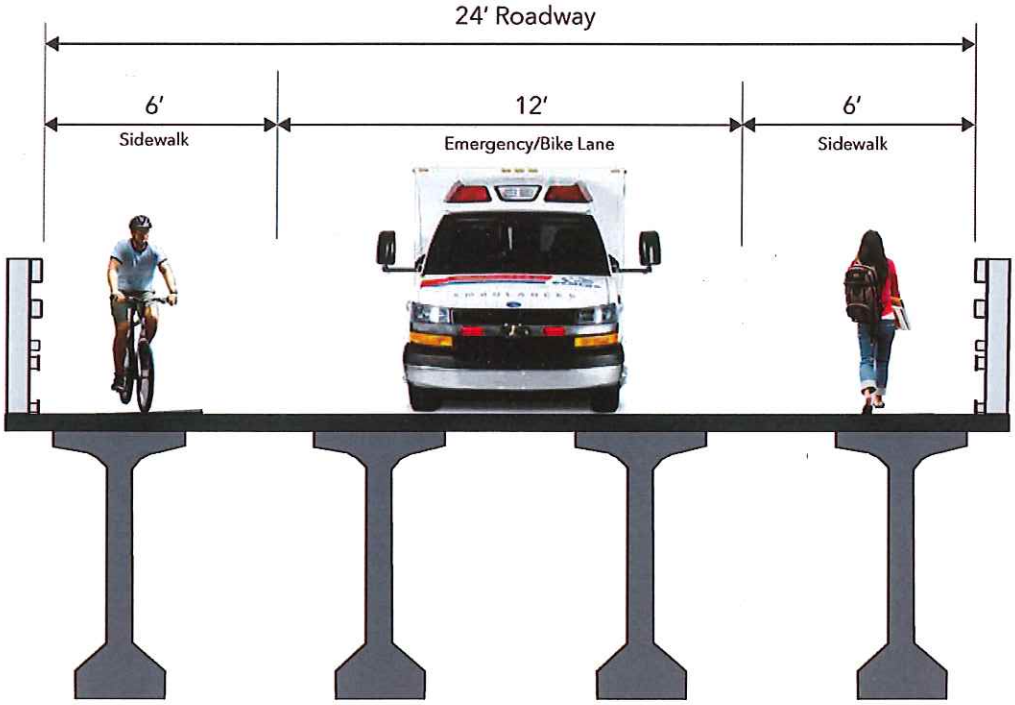

Nevada Street
& vicinity
CITY OF ASHLAND
ASHLAND PONDS
DOG PARK
SCENIC PARK
Helman Elementary
ASHLAND CREEK PARK
SKATE PARK
RIVERWALK
NORTH MOUNTAIN PARK
RAILROAD PARK
EAGLE MILL RD
INTERSTATE 5 (northbound)
INTERSTATE 5 (southbound)
N MOUNTAIN AV
E NEVADA ST
W NEVADA ST
N MAIN ST
E HERSEY ST
OAK ST
HELMAN ST
WIMER ST
NEPENTHE RD
CLEAR CREEK DR
A ST
B ST



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

9/8/16


E NEVADA ST
KESTREL PW


H:\Nevada Autoturn Test.dwg, 2/14/2019 2:04:22 PM, Adobe PDF, L40

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
Kyndra

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 [redacted] Automobiles. This scewed 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 the 1998 City's ~~2013~~ TSP ~~has~~ and included ~~the~~ a 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.


15
M.P.H.

Transportation Commission
Ashland, Oregon
CC: Ashland City Council

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~~ SCJ Alliance Traffic Impact Analysis, a study Public Works recently ordered at a cost of thousands of taxpayer dollars, to justify a ~~grandiose~~ 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.~~

In the study, ~~SJC~~ SCJ 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 $1milllion 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.

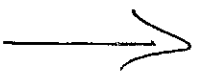
I asked "why would anyone want to build such a bridge Hank, it doesn't make sense?"
He answered: "Susan, FOLLOW THE MONEY"
HUH??

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.

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 feet 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

ASHLAND TRANSPORTATION COMMISSION
MINUTES
April 27, 2017

These minutes are pending approval by this Commission

CALL TO ORDER
Graf called the meeting to order at 6:00 pm

Commissioners Present: Joe Graf, Danielle Amarotico, Dominic Barth, Sue Newberry, and Corinne Viéville
Commissioners Absent: David Young
Council Liaison Present: Stef Seffinger
SOU Liaison Absent: Janelle Wilson
Staff Present: Scott Fleury, Mike Faught, and Tami De Mille-Campos

ANNOUNCEMENTS
The commission thanked Amarotico for her service as this is her last meeting due to her term expiring.

APPROVAL OF MINUTES
Approval of Minutes: March 23, 2017

The minutes were approved as presented.

PUBLIC FORUM
Willow Denon, 132 6th Street Ashland
She walks to Railroad park frequently and there is a concrete walkway there. She said most of the time you have pedestrians on the walkway and there will be bicyclists coming along very quietly so the pedestrians do not even know there is someone coming from behind them. She said on a few occasions she stopped them and recommended they make a noise or something to alert the pedestrians in front of them and the reaction she got was them telling her this is a bike path. She is seeking some advice on how to address this.

Faught said staff will look to make sure there is adequate signage designating that as a multi-use path which is what that path is.

NEW BUSINESS
Proposed Pilot Residential Parking for Gresham Street (between Hargadine and Beach)
Faught pointed out that during the Downtown Parking and Multi-Modal committee discussions there was a lot of talk about the need for residential parking permits based on the parking strategies. Mr. Wright had approached staff about the problem he has been experiencing due to living right next to the library without having any off street parking. During library business hours, the parking spots adjacent to his home are taken up and he is looking for some relief. After meeting with Mr. Wright and Scott Fleury on site they decided since there had been discussion about these residential parking permits, maybe this would be a good situation to attempt a pilot program and see if it provides the relief that Mr. Wright is looking for as well as testing the program itself. After seeking guidance on how to implement such a program, staff was put in contact with Linda Fait with Diamond Parking, which is who the City contracts the parking enforcement through. Staff would stripe the five spaces adjacent to 25 Gresham Street and the theory is those five parking spaces would be available solely for residential parking permits to those residents that live along that one block stretch. The parking permit program would be 24/7 which is really the only way to ensure those spaces were available to the permit holder when needed.

Linda Fait, Diamond Parking, shared that in the City of Medford, they have one area where they do residential parking permits and what they do is they have the resident come to the Diamond Parking office with proof of residency. The first permit issued is at no charge and then any additional permits they want is $50/year. She said the permit itself can be a variety of things such as a hangtag, tent card, sticker or whatever the City determines it to be. She said it would be a simple program to enforce because they already go up Gresham Street and then back behind

the library and outside of enforcement hours, the residents could always contact the police department for assistance if a non-permitted person was parking there.

Graf asked if we would have public comment on this. Faught said yes. This is first being brought to the commission to see if there is interest and then this topic would be brought back at a future meeting and we would open it up to public comment at that point.

Newberry asked if there is a mechanism for not allowing the other two homes, who do have off street parking available, to get permits unless needed. She said what gets people really upset about residential parking permits is when parking spaces are left empty and could otherwise be used. Fait said when she and Faught were discussing some of the details they talked about offering the permits to the three residences along that block and if there were any spaces unclaimed then they could potentially offer them to residences further up Gresham Street. Newberry asked if we could have four permit spaces and leave one of the spaces one. Faught said when he first started thinking about this he thought maybe we should just start with a couple spaces but after speaking with Linda about how it actually works, he is leaning towards the whole block section (five spaces).

Craig Wright, 25 Gresham Street Ashland
Mr. Wright shared with the commission the issues that he has had to deal with since moving to this home in the summer of 1994. He stated the neighbor above him has off street parking for one vehicle and the neighbor below him who operates a bed and breakfast has parking on Hargadine. When he first moved in there was a big double gate, which cars could pull into off the alley in the backyard and they were told they had an easement for it. He checked with the City and after talking to Mark Knox, planning department, he was told to let his neighbors know he was going to use it and as you can imagine that did not go well. The neighbor ended up blocking the access off with a temporary structure so he contacted the City again and the City said the only option was litigation. He retained an attorney, Tom Hauser, and they went to court. Twenty thousand dollars later, he lost the lawsuit. The attorney wanted to keep going but Mr. Wright did not have the money to keep fighting it. Over the years, he has approached the City to find a solution but often times there has been no solution for him.

He shared that since then, it has been a nightmare trying to find nearby parking. The library employees are told to park there, the library patrons park there day and night for meetings, downtown employee's park there, traveling campers also park there due to their not being a time limit (they sometimes park there for three or four days at a time). He said he has invited City Councilors numerous times to come and observe this situation, Faught and Fleury are the first to ever take him up on the offer. There are two nearby neighbors on Vista that sort of informally block off the off-street parking with cones and they are able to get away with it but they aren't allowed to do that because of the high turnover.

He shared his experience from earlier in the day. He was pulling up Gresham Street and could see there was nowhere to park. He could see a few spaces available in the two hour time stay spots but he has to be careful about parking there because he was parked in one of those spaces this morning so if he parks there again in the afternoon he will get a ticket from Diamond Parking. He was headed home and turned and went down the alley, then down Vista, came back up Gresham and then onto Hargadine where there was still no parking. He then turned down Second Street and came up Main Street where he saw one spot that he may have been able to grab but he didn't want to risk it and then when he came back up Gresham he managed to grab a spot about three blocks up. Now imagine having to haul groceries in from several blocks away! This is a typical experience for him. At one point when he was single and didn't have children he went without a car but then he had children and with raising kids it was more difficult to go without a car.

He thinks it has been hard to get the City to do anything because it is troublesome. There are a lot more people that would voice their concern in opposition than just him in favor of it. He has resisted building off street parking in his front yard in an effort to preserve the historical context of his home. About six or eight years ago he had actually pulled permits to build the off street parking, and his neighbor at the time begged and pleaded with him to not do it so they elected not to proceed. He added that simply running to the grocery store isn't an option, they really have to plan their trips out and often times have to carry their groceries from four or five blocks away, which in the wintertime isn't

very safe. His uphill neighbors who bought their home about three years ago have been gracious enough, up until a week ago, to allow them to use their spot, when they are out of town, but they are now here to stay permanently. To be clear he added that there are times, maybe twenty-five percent of the time, when you may be able to find a nearby space easily. He worries more and more as they age. He asked the commission to help him remedy this situation. He thought originally, after talking to Faught, that this would just be a permit program in the evening hours, which would still be difficult for them but he is happy to learn that the proposal is twenty-four hours a day.

Steven Cutler, 31 Gresham Street Ashland
He shared that they live next door to Mr. Wright. They are now living there permanently and the space that they had previously been letting them use is no longer available. They have watched what the Wright family has had to go through and it is horrible, including watching them struggle with groceries during the winter months, but beyond just that, it is a general quality of life thing.

Pat Cuter, 31 Gresham Street Ashland
She doesn't need to reiterate what they have seen these poor people go through but it isn't right. Residents should have priority over employees and visitors and she feels residents should have first consideration for things that are affecting their quality of life, as opposed to giving it to people who don't even live or pay taxes in Ashland.

Willow Denon, 132 6th Street Ashland
She suggested designating two parking spaces for Mr. Wright but after hearing the previous speakers who are experiencing similar issues, she thinks maybe five spaces does make sense.

Faught said staff is seeking support from the commission and if there is support then the next step would be to hold a public hearing.

Amarotico asked if it is worth considering only removing three of the five spaces and designating the other two spaces as short term (15 minute) so that way people feel like they haven't lost all the flexibility. Faught said he started with the same thoughts of only doing two spaces in order to solve Mr. Wright's issue but after talking about this issue with Linda Fait, it just doesn't work very well. He suspects there is enough displacement going on that those five spaces will be easy to fill He said the points are well taken and he thinks when we get to the larger strategies, for other areas in the downtown, we will have to look at the big picture (short-term, loading zones etc.) but that is in the future.

Graf said if this were in the railroad district and not right next to the co-op it would be a slam dunk but with the library parking it is a little concerning to eliminate five parking spaces right in front of the library. Mr. Wright has done everything he can to solve the problem and it's not fair to not do anything to help him, although he does worry a little about the five spaces as opposed to three spaces. Faught said if the commission wants to start with three spaces we can do that and then monitor it as a pilot project and be flexible to adjust to whatever the needs are.

Newberry said she is inclined to start with the five spaces. If the spaces are full then she doesn't feel it creates the resentment. Other towns do this and she was surprised, when she moved here, that we didn't have residential parking permits. She really supports this.

Amarotico asked if there was a set time period for this 'pilot'. Faught said we will be monitoring it and will evaluate it at six months and then again at one year, to see if this is something that should be made permanent.

Newberry/Vieville m/s the Public Works department pursue the implementation of a pilot project for five (5) parking spaces on Gresham Street (in the area that has been discussed). Prior to implementation of that, public hearings should be held.

All ayes. Motion passes.

Draft letter to Mayor and Council regarding Nevada Bridge
Graf shared that Newberry had drafted a letter to Council on behalf of the commission. He pointed out that he had made some suggestions to her on drafting the letter. The goal is to have a letter that everyone on the commission is comfortable with. Each member of the commission was supportive of the draft letter as presented.

Barth/Vieville m/s accept the draft letter to Mayor and Council regarding the Nevada Bridge project for the June 20, 2017 Council meeting.

All ayes. Motion passes.

TASK LIST

Discuss current action item list
Newberry said she goes through the task list and she happened to observe that the numbering changed somewhere between February and April. #13 used to be Glenview Drive shared roadway and that one went away and Siskiyou Boulevard got renumbered on the list. Fleury said Glenview was removed from the list because of the chip seal funding that came through. Originally there was talk about having further discussion about making Glenview a shared road and moving that project forward but then we received grant approval and there is no longer a need to have additional discussions about just the single road. What he had planned to do is have public outreach once we get to the point where the grant is a little bit closer. Faught pointed out we thought we would only get about 400k for the chip sealing but there is additional funding that came forward and every project that was going to be partially funded was funded to 100%.

Newberry said that is good news. She added what she would have liked to have seen is this list in a spreadsheet, something where the commission doesn't just lose track of an item on the action list. She would prefer that the numbering be kept as is and then next to it out on there that it was resolved through that grant. By doing it this way, you can see that tasks are being accomplished.

Graf said he doesn't think the chip seal on Glenview Drive solves their problem. He said the problem isn't that it's a dirt road, their bigger problem is that cars drive too fast and it's especially problematic when there are pedestrians walking down the street. Making it a shared road is different than chip sealing it and if the shared road is still on the table, that is something that will need a public hearing before moving it forward. Fleury responded that the basis of the grant for the roads designated in the Transportation System Plan (TSP) as shared roads accounts for that conversion, so those designations would make sure that when Glenview was chip sealed it would be converted to the TSP classification, which is a shared roadway. This would require treatments as necessary, signage, posting of the 15mph speed limit etc.

Newberry said before we begin the public process for the Chip Sealing projects she would like to discuss the best way to go about that. Staff agreed.

Newberry asked about #8 (sidewalk clearance and vegetation maintenance). She asked about the brochures that Kyndra had previously worked on. The last time she was in the Community Development building she didn't see the brochures out. Fleury said there was a transition period with Kyndra leaving but the intent was to distribute the brochures through our Code Compliance officer as he goes out and also display them in our building. Faught pointed out that staff has been very busy with budget season and with losing an employee during the busy time, it was hard to stay ahead but with budget wrapping up in the next month or so we will be able to get back to these tasks.

Barth asked about the Hersey/Wimer signal analysis. He said this has been kicked around for a while and he has lost track. He asked if it is two crosswalks and one stop light. Faught said Kim Parducci was here a few months ago and said the traffic signal at Hersey/Wimer would not function well and she does not recommend that. She recommended two crosswalks and that is what was approved by the Commission. That is now included in in the Capital Improvement Project list which is included in the upcoming budget process.

OLD BUSINESS

Transportation System Plan Request for Proposal (RFP)

Fleury shared he has a good rough draft of the RFP started and he has incorporated comments from the February 9th special meeting. He previously offered to the commission to come and review the document and make any comments independently. Newberry took him up on that offer and came to the office and provided a few comments overall. He is getting ready to finalize the document before sending it over to our Legal department for their review and approval. Once the Legal department gives their approval then he can post it on the Oregon Procurement Network for public solicitation. Usually a solicitation such as this one, is posted for at least thirty (30) days, sometimes forty five (45), depending on the number of pages. He is hoping to get responses by the middle of June and then it'll take a few weeks to grade the applications, he said Newberry volunteered to be a part of the grading team. The grading team will consist of himself, Newberry and hopefully a member of the Planning department. For something like this three (3) is the minimum but he would like to see five (5), just in case it gets down to interviewing the highest ranked firms. He added there is a good portion of the document that focuses on transit and accessibility as requested by the commission. He added, for people that aren't used to this type of process, this document doesn't have to include every single scope item itemized since this is a qualification selection. It has to be broad stroke with some caveats of what we are looking at so they can show they are qualified to do the general scope of services that are outlined. Once a selection is made then we go into a full blown negotiation where everything is itemized on a task level basis. At that point, his intent is to bring it back to the commission to have a recommendation made to approve the final scope and fee and then that is what will go forward to Council for their consideration.

Fleury explained to the commission how the Qualifications Based Selection (QBS) process works; the QBS process has a 100k threshold in the state of Oregon. Any engineering services (surveying, photographs, and architectural services) than exceed 100k in cost, require you to only select the consultant based on their qualifications to perform the work, there is no discussion of money at the beginning stage. Then once you make the consultant selection that is when you go into the negotiation process. Sometimes, especially with the aviation (FAA) type of stuff, we will make the consultant selection based on their qualifications and then after negotiations are finished we send that to a third party purveyor. The third party purveyor then goes through and looks at the scope and completes their own fee worksheet associated with what they think those tasks will take as far as hours and if it is more than a 10% difference between the two, then you get to renegotiate the cost down. We have used that a couple of times in the past, on FAA and non FAA stuff, so that is a possibility and we can discuss that more if it gets to that point.

Newberry said she though Fleury did a really good job as far as including the transit element in this. She also thanked Fleury for the explanation on the option of being able to hire a third party examiner because that is a concern of hers.

FOLLOW UP ITEMS

Street Mural Permit

Fleury is working on the Council Communication to take this to the Council at the second meeting in May.

INFORMATIONAL ITEMS

2018/2019 Street Improvement Capital Project List

Update Commission on Biennium Capital Project List

Fleury said the list includes some carryovers from the current biennium budget period. A few of the new ones which this commission prioritized are the mid-block crosswalks on North Main Street and the Super Sharrow striping through the downtown.

Graf asked what is going to happen if Council decides to not do the East Nevada Street Bridge. He asked if that happens is staff going to come back to the commission for direction on where to put whatever money there might be from that project (SDC money). Faught said it can't come off of the CIP list until Council decides what to do with the project. He explained that System Development Charges (SDC's) can only be used on those projects that are designated for SDC funding. He shared the three projects that are going to be shared with the Technical Advisory Committee (TAC) are the bicycle/pedestrian bridge, bicycle/pedestrian/emergency vehicle bridge, and the Independent Way project. The plan is to talk to the TAC about whether there is a strategy on what is the best project

to move forward with to the Metropolitan Planning Organization (MPO). They will have more direction after the June 20th Council meeting.

Newberry said she needs more of an understanding of how the TSP serves the CIP list and how the CIP list serves the budget. Her understanding is the column on the CIP spreadsheet that shows SDC's, those are funds that we actually have. She asked about the grant column and in respect to the East Nevada Street bridge project it shows three million dollars in grants but yet we currently only have one and a half million secured. Faught said we told Council and the budget committee that if that project moved forward, we would try to secure additional grant funding to fully fund that project and that is why we hired Al Densmore and the JWA group to seek more money. Newberry replied, they didn't get that money. Faught said that is correct and without that additional grant money that project would likely not move forward. He explained these projects have to be on the CIP list and incorporated into the budget so that if we secure the other funding sources, then we have budget authority to move forward. Newberry expressed some confusion because it seems different aha traditional budgeting in that you are planning to spend money that you don't already have. Faught said governmental budgeting is a bit different because these budgets are put together in advance and some of the projects are contingent upon securing further funding during the biennial budget period. If you don't put it into the budget and you secure the funding then you are stuck having to wait until the next budget period.
Newberry asked about LID's and noticed that there isn't anything listed in that column. Faught explained that Local Improvement Districts (LID's) can be created in two ways. If the Council has a project that they want to move forward or if the residents have something and they approach Council, and have a petition with 60% support. The reason you don't see very many is because they generally have to fund the project themselves through ten year repayment bond.

The next column on the spreadsheet is fees and rates and Faught explained those include street user fee, gas tax, and the food and beverage tax.

Newberry pointed out that she observed where the municipal code says "the Transportation Commission will review and make recommendations on the following topics as it relates to all modes of transportation" and #3 is funding, "will make recommendations to the City's transportation section of the Capital Improvements Program'. She said she knows we set some priorities but that seems to be a little different than having the role as described in the municipal code. Faught said she makes a very good point but the way we have handled this is to come to the commission and ask them to prioritize the projects that are contained in the TSP. Newberry shared that she had gone back through the minutes from the meetings where the prioritization was done and from what she observed, it was done in piece mail fashion and she feels like that didn't allow for the big picture.

Newberry said she walks along Siskiyou Boulevard a lot and one thing she noticed in the TSP is the access management study along Siskiyou. Access management includes guidelines used to determine how wide a driveway is, or how big a curve is, which determines how fast a car can turn onto it etc. All of those things have an impact to pedestrians and right now Siskiyou Boulevard is being built as though it was a rural highway because it is an Oregon Department of Transportation project. If she had been around when priorities were being discussed she would have pushed it; studies were not even looked at. Faught informed her that we applied for a TGM grant for a safety study but did not receive the grant. Newberry said if they were actually advising on the CIP something she would be pushing for is the access management study because that will take some time and even after it is done, it will take time to get the standards and designs changed. Faught said he wishes that she had been on board when the commission went through the prioritization process and he doesn't necessarily disagree. This is a whole new commission right now and thinks those are important things to change. Fleury informed her that he has spoken to Dan Dorrell, ODOT, about the issues with the radius on the south side with the ditch and the bike path.

Fleury shared with the commission that he is currently working with the GIS department on a project for the past few months to try to incorporate the following plans into one database: transportation system plan, storm drain master plan, water master plan, sewer master plan, facilities plan, Electric utility plan, Parks capital improvement plan, and the pavement management plan. This way when we go into the next round of prioritizing for the Transportation System Plan there will be a map that everyone can look at and get a big picture view. Hopefully we can eventually we

can get our franchisees (Avista, Century Link, Qwest, Charter) to provide us with their data layers so we can incorporate that data as well.

Faught said it is a possibility that if the East Nevada Bridge project doesn't move forward, the access management study could be a recommended alternate for use of the SDC funds.

Graf asked about whether the Transportation Commission will be consulted about the street overlays. Fleury said the ones that have been selected are the ones with the highest need. The Wightman and Mountain overlays have already been engineered and so those are able to be completed early on in the upcoming biennium. The map that GIS is working on will actually show the pavement index rating which will be helpful. During the upcoming TSP update the Transportation Commission will look at this map and begin to piece together the future CIP projects. The commission would like to see the CIP prioritized across categories. Fleury is hoping to have that ready to go by October or November of 2019 and that way we have all of that date in time for the next budget process.

Action Summary

Accident Report

Making an Impact Newsletter (March)

COMMISSION OPEN DISCUSSION

Graf reminded the commission about the two vacancies.

Newberry said in her study of the municipal code she noticed it says "the advisory commissions and boards are encouraged to establish annual goals and action items that reflect the bodies charge as stated in the specific commission ordinance". She feels it would be useful to have an hour at one of the meetings where the commission can talk about goals and be more proactive, rather than waiting for staff to put together an agenda. Faught said he believes the commission has done goal setting before. He thinks it might be a better idea to do goal setting in a special study session rather than a regular commission meeting. Newberry feels the commission can be more productive and effective once goals are established. The commission agreed it might be a good idea to wait until the two vacancies are filled and those new commissioners come on board.

Barth said during the East Nevada Bridge process there were several times when things came up that the Planning department was supposed to do but failed to follow through with. He is hopeful that if staff sees opportunities for things that are going to be coming up in the future that we ensure Planning follows through. He also wonders if there is a way for the commission to play a role in helping to ensure there is follow through, as opposed to looking back in hindsight. Faught said he has the same frustrations. He said the Transportation Commission is now required to look at any type III developments, so a large development such as Mountain Meadows would be looked at. He said he would like to have a Planner come to the commission and explain the role that they play in the type III review.

Amarotico pointed out that there are a lot of biking activities in the month of May, such as bike to work week, bike to school day etc. and the Siskiyou Velo Club is putting on a lot of bicycle education activities.

Vieville said she has been getting a lot of complaints from people in wheelchairs, about not being able to get across some of the intersections because they have such large potholes, specifically Siskiyou/Tolman. Faught asked Vieville to have those people call staff directly so we can get the necessary information to address the issue. He also pointed out that the Police department has a new phone app where you can also report Public Works issues such as potholes, sign issues etc.

FUTURE AGENDA TOPICS

Next Meeting Date: May 25, 2017 meeting cancelled due to budget hearings

ADJOURNMENT
Meeting was adjourned at 8:06 p.m.

Respectfully submitted,
Tami De Mille-Campos
Public Works Administrative Supervisor

ASHLAND PARKS & RECREATION COMMISSION

340 S PIONEER STREET • ASHLAND, OREGON 97520

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Director

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MEMORANDUM

TO: Transportation Commission

FROM: Rachel Dials, Recreation Superintendent

DATE: June 9, 2017

SUBJECT: Bicycle Safety Education & Bike Swap 2017 Report

Each year, Ashland Parks and Recreation Commission (APRC) uses funds generated from the Ashland Community Bike Swap to facilitate a Bicycle Safety Education program operated in schools throughout the Ashland School District. APRC assumed the role of managing the bicycle education program in 2012 after it was determined that Bicycle Transportation Alliance (BTA) costs were too high to allow the program to continue in Ashland. Program costs, estimated at $9000 per year and housed within the APRC budget, include instructor time to teach the course and supplies to maintain the fleet of bikes.

The 2017 Bike Swap netted just over $6400. The gap between our expenses for the bicycle safety program ($9000 for instructor and supplies) and net revenue from the 2017 Bike Swap ($6400) increased this year. This was due to a decrease in the amount of customers attending the bike swap and the purchase of bikes. This year was the first year that the Bike Swap date was in direct conflict with Easter weekend and the closing day of the Mt. Ashland ski area. The gap between revenue and expenditures for 2017 was $2600 compared to just $1000 in 2016.

During the fall and spring of the 2016/2017 school year, the Bicycle Safety Education Program, taught by Egon Dubois was held at Helman, Walker and John Muir Elementary. A total of 10 classes and 276 students accessed the program. The previous year the total was 284 students with the same amount of classes. APRC appreciates the established partnership with the Transportation Commission and hopes that it can continue.

Lori Ainsworth, Volunteer and Event Coordinator and Egon Dubois, Bicycle Safety Instructor will give a brief presentation and answer any questions you may have about the bicycle safety program and the bike swap.

Bike Swap 2017

Revenue	
Bike Fees	$3,141.00
Donation bikes	$4,145.00
Helmets	$240.00
Helmet donation	$2.00
Admissions	$325.67
Vender Tables	$90.00
Raffle	$296.00
Get-n-Gear	$260.00
Cash Overage	$5.00
Total Revenue	$8,504.67
Expenses	($2,078.70)
Profit	$6,425.97

Bike Swap 2017 Statistics

Admissions: 332
Raffle: Sold 15, including 7 from admission
Vendors: 5 total/3 paid
Helmets: 30 Sold
Bikes: 305 total/175 Sold
Parts: 49 total/16 Sold
Volunteers: 65
Donation Bike revenue: $4145.00
Raffle: $296
Profit: $6425.97

Bike Swap 2016 Statistics

Admissions: 412
Raffle: No tkt site sale info from 2016
Vendors: 3 paid
Helmets: 65 sold
Bikes: 291 total/212 Sold
Parts: 36 total/16 Sold
Volunteers: 65
Donation Bike revenue: $4478.00
Raffle: $659
Profit: $8,500

Memo

CITY OF ASHLAND

Date: June 12, 2017
From: Scott A. Fleury
To: Transportation Commission
RE: Zagster Bicycle Program

BACKGROUND:
The City of Ashland was recently contacted by Rogue Valley Metropolitan Planning Organization (RVMPO) regarding the current and future proposed Zagster bicycle rental program. RVMPO is working on expanding the current system within Ashland as a new pilot program as the current station in Ashland shows the highest overall use within the Rogue Valley. Reference attached pie chart breakdown created by RVMPO staff. The Zagster systems offer a 3 year lease cycle, reference attached monetary breakdown.

The current station within Ashland located off of Water St. is about to lose its grant funding and will be removed soon. The United Way applied for a grant to fund installation and maintenance of Zagster bicycle stations and this three year grant is expiring. Connie Wilkerson from United Way has previously presented before the Commission regarding the program.

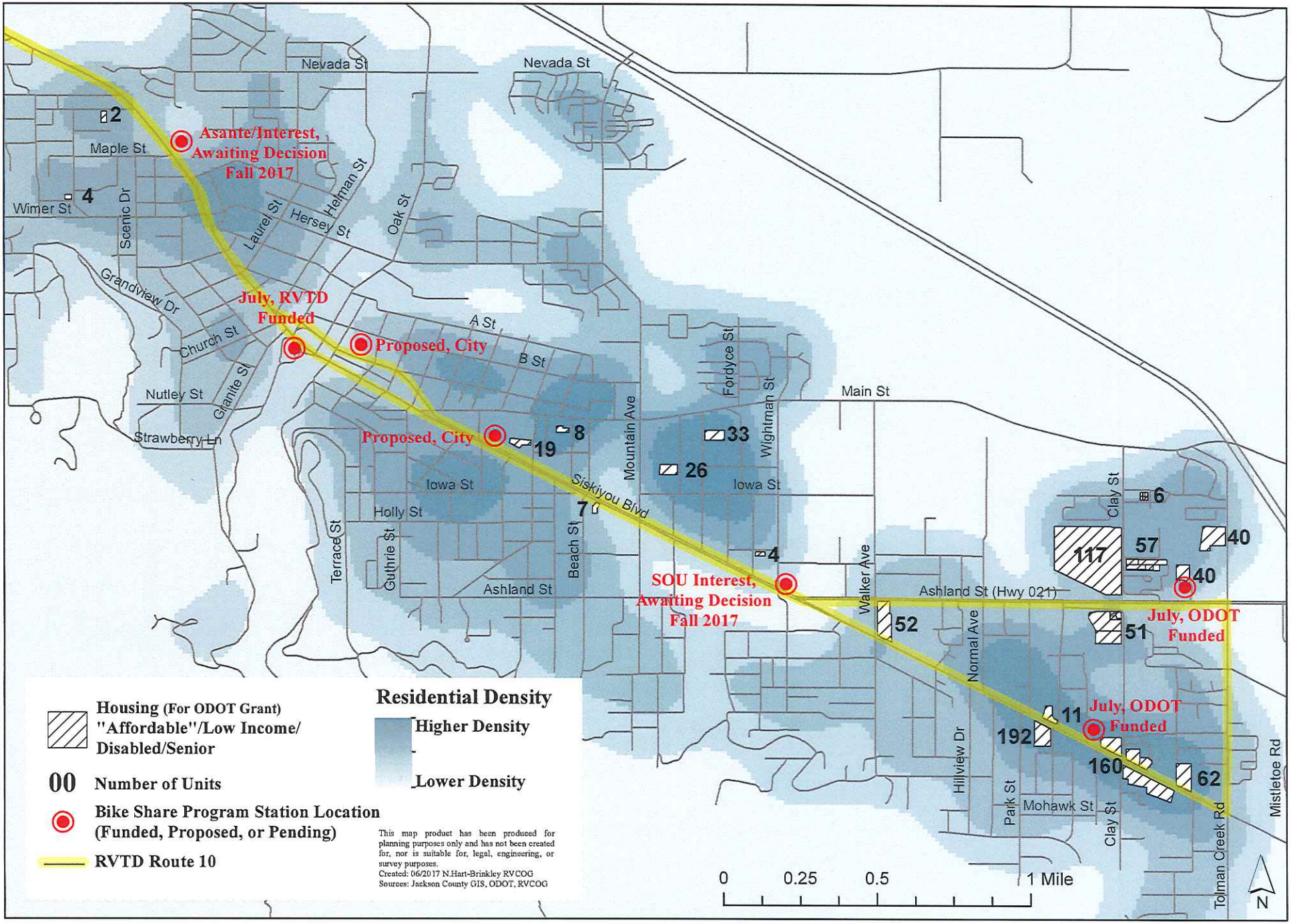
The Oregon Department of Transportation is issuing a Grant to fund installation of two stations within Ashland. Southern Oregon University and Ashland Asante Hospital are interested in funding stations respectively, but a decision will not be made until fall. RVTD also intends to fund installation of one system within Ashland. Public Works staff in discussions with RVMP staff have voiced support for installation of two systems in the downtown area, with one placed near Safeway and the other possibly near the Pioneer/Lithia Way parking lot. Reference attached Rogue Bike Share: Ashland map for proposed/potential locations for Zagster systems. They are all proposed to be adjacent to RVTD route 10.

The systems proposed by Public Works staff would require City funding. The cost breakdown for Zagster systems is attached as reference. If recommended by the TC and approved by the City Council funds would come from the Street Department. Public Works staff supports the funding for two systems in conjunction with the two systems supported by ODOT grant, one by RVTD and the potential for two more systems via SOU and the hospital.

The Zagster systems typically have a return of 15% after RVMPO administrative costs that can be re-invested in the system. RVMPO would act as administrator for the complete system within Ashland.

CONCLUSION:
Commission is asked to discuss Zagster program and recommend to Council on whether or not to support the installation of two systems funded with City dollars.

Rogue Bike Share: Ashland



Scott Fleury

From: Andrea Napoli <anapoli@rvcog.org>
Sent: Monday, June 12, 2017 12:43 PM
To: Scott Fleury
Subject: Bike Share Costs, City of Ashland
Attachments: UnitedWayBikeShareStats_4.24.17.pdf

Hi Scott,

Per your request, below is the cost breakdown for the City to fund:

1. One 9-stall station (no bikes), and
2. One 10-stall station with 5-bikes

Remember that the opportunity to fund just a single station (with no bikes) is a result of the ODOT grant that is funding 2 stations and 20 bikes for 3-years – as the ratio of bikes per station is generally 5:1 (5 bikes per 10-stall station). Additionally, please keep in mind that the rates shown below reflect the "RVCOG Rate" as originally negotiated by United Way and includes all maintenance.

Costs:

1 Station (10-stalls) w/ 5 Bikes
$6,600 per year, plus $3,000 one-time station install fee
2-year Commitment (paid over 2-years)
Cost: $16,200

Station, Only (No Bikes)
$300 per stall (@ 9-stalls) = $2,700 (paid up-front)
Cost: $2,700

TOTAL COST: $18,900

For reference, I've attached a pdf that documents usage of the current 6-station system from July 2015 to April 2017 under United Way – which shows nearly 50% of all usage coming from the single Ashland station. This was the basis for deciding to invest the new ODOT and RVTD bike share funds in Ashland – as somewhat of a pilot project, with the hope of later expanding back into other areas of the Valley.

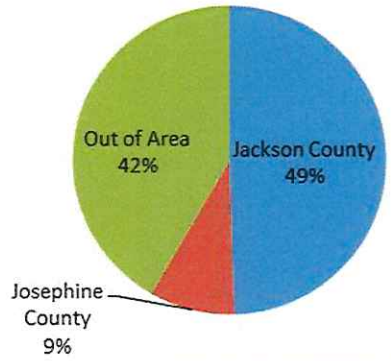
Thanks,

Andrea Napoli, AICP | Senior Planner
Rogue Valley Council of Governments
155 N. 1st Street | P.O. Box 3275
Central Point, OR 97502
(541) 423-1369
www.rvcog.org | www.rvmpo.org | www.mrmpo.org

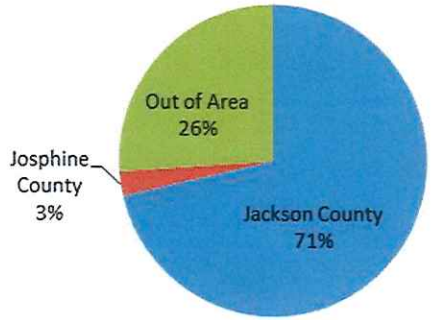
Jackson County Bike Share (United Way) Usage Data

Program Inception (2015) to April 23, 2017

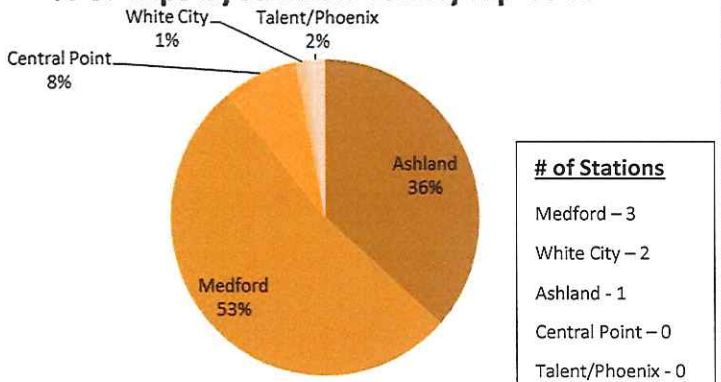
% of Registered Users by Zip Code



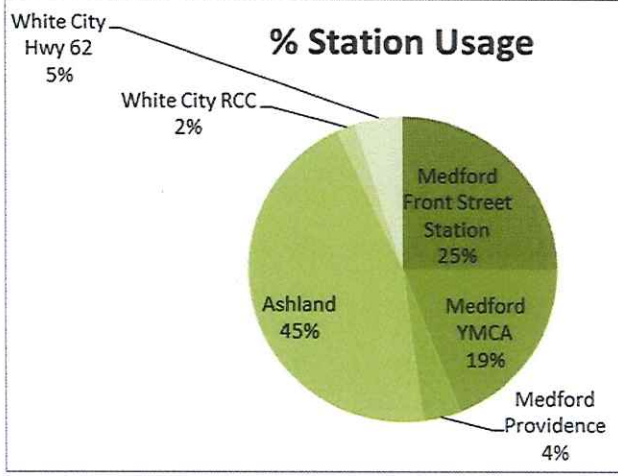
% of Trips by User Zip Code



% of Trips by Jackson County Zip Code



% Station Usage



CITY OF
ASHLAND

Transportation Commission
Action Item List

June 22, 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
e. Staff has requested FY18/19 biennium budget approval for funding a super sharrow striping project.

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/July 2017)

e. Award Contract (July/August 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.
k. March 23, meeting held and Commission motioned to "Recommend the City Council reject a motorized vehicle bridge as proposed in TSP project R17 (East Nevada Street bridge). This

motion does not preclude the possibility of revisiting the need for a bridge in the future, if plans or conditions change."

*l. **Project will be discussed by the City Council at the June 20, 2017 regular business meeting. Public input will be taken and all previous information collected will be given to Council for review in consideration of the project.***

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.
   *e. **Staff has requested FY18/19 biennium budget approval for funding installation of RRFB's at the intersection of Mountain Ave. and Fair Oaks as a recommendation by staff and the consultant traffic engineer.***

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) Staff has incorporated additional permit language suggested by the Legal Department.
   f. Planning reviewing street mural permit in association with sign code requirements.
      i. Planning has reviewed permit with respect to sign code requirements and determined a street mural is exempt from the sign code.

g. Staff is drafting a Council report for approval of a street mural permit.

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 Sisksiyou 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. Siskiyou Blvd. and Sherman St. intersection issues
   a. Citizen reported potential hazard with length of intersection (Siskyou)
   b. Staff forwarded information to Traffic Engineer for review and recommendations
   c. Traffic Engineer working with ODOT on signal timing to increase "all red" phase to 2 seconds as an improvement.
14. Iowa St. safety concerns (May 2017)
   a. Staff has conducted speed/volume studies on Iowa St. and Garfield St.
   b. The speed trailer was placed onsite
   c. Staff has contacted Traffic Engineer to perform corridor safety study, to include recommendations in bicycle lane/boulevard improvements, crosswalks, speed reduction treatments, 4-way stop improvements and signage. (June 2017) Traffic Engineer to scope project and begin specific traffic counts/turning movement analysis when school is back in session.

Memo

CITY OF ASHLAND

Date: June 12, 2017
From: Michael R. Faught
To: Transportation Commission
RE: Pilot Residential Parking Permit -Gresham between Beach Avenue and Vista St.

BACKGROUND:
As discussed at the April 27, 2017 meeting staff has publicly notified residents and business in the general vicinity of the Gresham St. where the residential parking permit pilot system could be employed.

The Commission will hear public testimony regarding the implementation of a residential parking permit pilot program for five (5) parking spots between Beach Ave. and Vista St. on the west side of the roadway, reference attached map.

History:
The Downtown Multi-Modal and Circulation Committee discussed the need to consider incorporating residential parking permits in the downtown area sometime in the future. While most of the committee discussion related to the railroad district, we have a situation on Gresham between Hargadine Street and Beach Avenue (see attached map) that may be a perfect location to implement a pilot residential permit in that block.

Mr. Wright who lives at 25 Gresham (across from the Library) does not have residential parking on his property. In most neighborhoods there is sufficient street parking available to provide residential parking; however in this case, Mr Wright lives across from the Library and the street parking on the block are generally full most of the time.

To remedy this situation, staff consulted with Diamond Parking (who has experience with residential permitting) to develop the following draft pilot residential parking permit:

- Designate all 5 parking spots on this block as residential permit parking only 24/7;
- Allow all residents on the block to apply for the permit;
- Diamond would develop enforcement up to 5:30 pm and the police department would enforce after that;
- Each resident would be allowed one permit at no cost and would have to pay $25 for a second permit if available.

City crews will purchase and install signs, develop parking permits, and Diamond Parking will develop the residential policy and process the request for the parking permits.

CONCLUSION:

The Commission is to take public input on the proposed residential pilot program and make a recommendation to the City Council regarding whether to implement the pilot program or not. Public Works staff will then bring this item to the Council for discussion.

Proposed Pilot Residential Parking Permit

Legend

Proposed Parking Lines

Taxlots

0 12.5 25 50 Feet

N

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 Intesection Analysis	Traffic Engineer under contract to perform services	
August 12 TC	Centerline marking on Takelma Way	Approved, TR 2012-03	9/12
March 12	Sharrow markings on Maple St.	approved, TR 2012-01	10/12
March 12	Centerline marking on Crispin St.	approved, TR 2012-02	10/12
March 12	Loading zone on Lithia Way	not approved	
November 11 TC	Parking prohibitions on Highwood Dr.	approved, TR 2011-09	2/26/12
October 11 TC	Crosswalk on A Street	approved TR 2011-08	12/1/11
August 11 TC	Parking prohibitions on Almond	approved TR 2011-07	✓
August 11 TC	Stop sign at 4th and A Streets	not approved	
Jul 11 TC	Parking Prohibitions on E. Nevada	approved;TR 2011-04	3/6/12
Jul 11 TC	Stop Sign at Starflower	approved yield; TR 2011-05	11/17/11
Jul 11 TC	A' Shared Road	approved; TR 2011-06	10/28/11
June 11 TC	N. Main Road Diet	TC recommend implementation asap, approved 8/2/11	
June 11 TC	Parking prohibition on Central	TR 2011-03, install painted centerline, only	✓
May 11 TC	Stop sign on Homes	Stop sign not approved, other improvements implemented.	
May 11 TC	Stop sign on 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 Jul 10 TSC	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 Goal 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/Allison and Fairview Intersection	not approved	✓
Nov 09 TSC	Yield Sign at Palmer Rd	not approved	✓
Nov 09 TSC	Stop Sign at Indiana St	not approved	✓
Dec 09 TSC	Terrace St Traffic Calming	not approved	✓
Dec 09 TSC	Ashland Village Traffic Calming	not approved	✓

MOTOR VEHICLE CRASH SUMMARY

MONTH: MARCH, 2017 NO. OF ACCIDENTS: 12

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	8:00	Wed	W Hersey St near Helman St	2	N	N	N	N	N	Y	Y	N	Delivery vehicle was struck while parked and unoccupied. No suspects or leads. Minor damage.
NR	2	10:10	Thur	B St near Emerick St	2	N	N	N	N	N	N	N	N	Spare Tire carrier on V1 swung out and struck parked v2. Driver left scene, but was later contacted. Dv1 unaware contact had been made. minor damage only. no citation.
NR	3	17:11	Fri	Beach St	2	N	N	N	N	N	N	N	N	Unoccupied U haul rolled backward into another parked car on the side of the street. Unknown level of damage, non reportable.
R	7	15:36	Tue	E Main St (downtown)	2	N	N	N	N	Y	Y	N	N	Dv2 pulled from a parking spot directly to the center lane stricking v1. DV2 cited for driving uninsured and no insurance.
R	10	11:16	Fri	N Main St near Schofield St	3	N	N	Y	N	Y	Y	N	N	Dv1 stopped in inbound lane due to traffic congestion. Dv2 stopped behind V1. Dv3 rearended V2, pushing it into v1. Dv3 cited for following too close. Dv3 and Dv2 transported to hospital.
NR	15	13:40	Wed	E Main St at N Pioneer St	1	Y	N	Y	U	N	N	Y	N	Driver vehicle struck ped while crossing in the crosswalk. Ped injury to calf. Driver stopped and looked at ped, and then sped off. No leads.
NR	18	14:00	Sat	E Main St at Gresham St	1	N	Y	P	N	N	N	N	N	Bicyclist riding on sidewalk against traffic entered intersection at crosswalk (wrong way) and was struck by V1 that was making a right turn. Bicyclist taken to hospital by dv1. Accident reported 10 days later. Minor injury, no citation, no damage
NR	19	14:29	Sun	Siskiyou Blvd at Bridge St	2	N	N	N	N	N	N	N	N	Dv1 slowed suddenly causing v2 to rearend v1. No peds were involved. No injury, minor damage, no citaiton.
R	19	20:44	Sun	Ashland St near Exit 14	2	N	N	N	N	Y	Y	N	N	V1 and v2 travelling west. Dv2 made a lane change and struck v1. Both veh had front end damage.
R	25	14:00	Sat	Maple St near Rock St	2	N	N	N	N	Y	Y	Y	N	Dv1 struck v2 while backing into a parking spot, then left scene. Witnesses reported the info, the dv1 was found and cited for failure to perform the duties of a driver.
R	27	12:16	Mon	Iowa St at Garfield St	2	N	N	Y	N	Y	Y	N	N	Dv1 reported stopping, then proceeding through intersection, striking v2 mid-intersection causing it to rollover. Dv1 cited for failure to obey TCD.
R	30	08:57	Thur	Lithia Way at Third St	2	N	N	N	N	Y	Y	N	N	Dv2 struck V1 in intersection. Dv2 cited for failure to obey tcd.

MOTOR VEHICLE CRASH SUMMARY

MONTH: APRIL, 2017 NO. OF ACCIDENTS: 20

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	10	08:48	Mon	N Main St at Water St	2	Y	N	N	N	Y	Y	N	N	Dv1 stopped for ped crossing and was rearended by v2. Dv2 cited for following too close.
R	13	19:00	Thur	Morton St at Siskiyou Blvd	1	N	Y	N	N	Y	N	N	N	Driver struck bicyclist who was travelling the cross street legally in the bike lane and had right of way. Dv1 cited for failure to obey a traffic control device
R	16	16:59	Sun	Ashland St near Walker Av	3	N	N	N	N	Y	Y	N	N	DV3 entered roadway without checking for traffic, and caused v1 to evasively swerve out of the way striking v2 in blind spot. Dv3 was cited for careless driving and recommended for DMV retesting.
R	18	15:00	Tue	N Main St at Church St	2	N	N	N	N	N	Y	N	N	Both drivers were turning onto N Main St and collided in the middle of the street.
R	18	22:20	Tue	N Main St near W Hersey St	2	N	N	N	Y	Y	Y	Y	N	No narrative provided, however diagram shows a crash in center of intersection when both vehicles were executing a turn. DV2 apparently then fled the scene. Arrested DUII, Reckless Driving.
R	19	11:00	Wed	E Main St near Second St	2	N	N	N	U	N	Y	Y	N	Veh was struck while parked. No leads.
R	20	08:08	Thur	Siskiyou Blvd at Wightman	1	N	Y	Y	N	Y	N	N	N	Dv1 started to make a right turn onto Wightman St and struck bicyclist who was traveling in the bike lane. Dv1 cited for failure to yield to a bicyclist in the bike lane.
R	20	22:03	Thur	Lithia Way at Oak St	2	Y	N	Y	N	N	Y	N	N	Dv2 stopped for ped crossing in crosswalk and was rearended by v1. Possible injury to Dv2. No citation.
R	21	13:00	Fri	Lithia Way near N First St	2	N	N	Y	N	Y	U	N	N	Dv1 slowed in heavy traffic and was rearended by v2. D and passenger of veh 1 injured. No citation.
R	22	14:21	Sat	E Main St to the east of Walker Av	2	N	N	N	N	Y	Y	N	N	Dv1 pulled into traffic lane from shoulder and sideswiped v2 which was travelling in lane. Dv1 cited for no vehicle insurance.
R	23	09:50	Sun	Fairview St at Union St	2	N	N	N	N	N	Y	N	N	Dv1 and Dv2 entered uncontrolled intersection at the same time and collided. No citation.
NR	24	16:40	Mon	Sherman St near Siskiyou Blvd	2	N	N	N	N	N	N	N	N	Driver of commercial vehicle was backing and contacted parked v2. No citation.

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	26	01:32	Wed	Oak St near Sleepy Hollow Dr	1	N	N	N	Y	Y	Y	Y	N	Dv1 crashed into a fire hydrant and then 2 trees, totalled car, and then fled on foot. Was located and arrested DUII, Reckless driving, hit and run and Criminal mischief.
NR	26	12:00	Wed	N Main St	2	N	N	N	U	N	Y	Y	N	unsure of location; vehicle was damaged (over $1500) while parked, no leads or suspects
NR	26	13:00	Wed	N Second St near Lithia Wy	2	N	N	N	U	N	Y	N	N	V1 was damaged while parked on the side of street, no leads.
NR	27	16:39	Thur	Water St near N Main St	2	N	N	N	N	N	U	N	N	While backing into a parking spot, dv1 backed into v2. Info exchanged. No damage, documentation only.
R	29	10:56	Sat	Siskiyou Blvd at Morton St	2	N	N	N	N	Y	Y	N	N	Dv1 stopped and then began crossing Siskiyou Blvd, and ran into the driver side of v2 which was driving along Siskiyou Blvd. Dv1 cited for failure to stop and remain stopped at a stop sign.
NR	30	21:39	Sun	Glenview Dr at Vista St	1	N	N	N	N	N	N	N	N	Dv1 slid off road after negotiating curve. No citation, unknown damage, no injury.
R	30	13:10	Sun	Glenn St near the RR Tracks	2	N	N	N	N	N	Y	N	N	Dv2 ran into the rear of v1. Over $1500 damage on both vehicles. No further info.
R	30	19:14	Sun	Iowa St at Avery St	2	N	N	P	Y	Y	Y	N	N	Dv1 sideswiped parked v2, and then ran into a utility pole. Driver was arrested for DUII, minor injury.

MOTOR VEHICLE CRASH SUMMARY

MONTH: MAY, 2017 NO. OF ACCIDENTS: 18

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	6	13:09	Sat	Ashland St west of Ray Lane	2	Y	N	N	U	Y	Y	N	N	Dv2 was rearended by v1 while stopped at crosswalk. Dv1 provided info to Dv2, but it was not reciprocated. Dv2 later identified and cited driving while suspended, providing false information, failure to perform duties of a driver.
NR	8	15:30	Mon	A St near Third St	2	N	N	N	N	N	Y	N	N	Dv2 sideswiped parked v1 while trying to share the narrow street with an oncoming vehicle. Dv2 left contact info. No citation, report only.
R	10	14:02	Wed	Lithia Way near N First St	1	N	Y	Y	N	N	N	N	N	Dv1 pulled right across bike lane into a parking spot, causing bicyclist to crash into right rear. Minor damage, minor injury, report taken.
R	10	17:34	Wed	Ashland St near Washington St	2	N	N	N	N	Y	Y	N	N	Dv2 crashed into the rear of v1 in traffic, heavy damage to both vehicles. Dv2 cited for following too close.
R	11	00:45	Thur	Crowson Road near Hwy 66	1	N	N	N	N	Y	Y	N	N	Dv lost control and skidded into a tree. Driver cited for careless driving and use of a cell phone during vehicle operation.
R	12	14:03	Fri	Granite St near N Main St	2	N	N	N	N	Y	N	Y	N	Dv1 rearended parked v2 pushing it forward into another v, and left the scene without leaving contact info. She was found and cited for failure to perform duties of a driver.
R	15	16:06	Mon	Siskiyou Blvd near Harrison St	2	Y	N	N	N	Y	Y	N	N	Dv1 stopped for a pedestrian crossing in a crosswalk and was rearended by dv2. Dv2 cited for following too close.
R	16	10:09	Tue	Morton St near Iowa St	2	N	N	N	N	N	Y	N	N	V1 had just been parked at the side of the road, and dV1 opened the driver door. Dv2 was driving by and struck the open door. Info exchanged, report taken, extensive damage to both vehicles.
R	18	16:08	Thur	E Main St near N Main St	2	N	N	N	N	N	Y	N	N	Dv1 was pulling out from the curb into the traffic lane; dv2 was changing lanes. Dv1 struck the side of V2. No citation, no injury. Info exchanged.

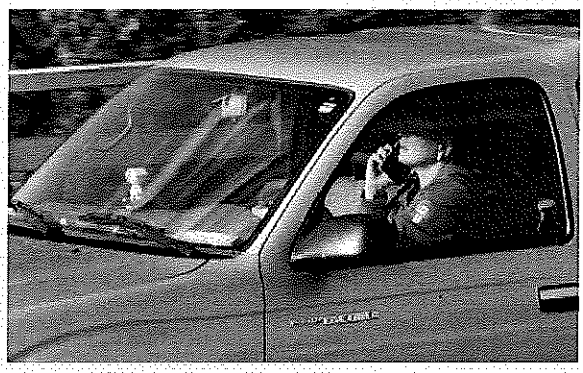
Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	18	16:20	Thur	Ashland St near Tolman Creek	2	N	N	P	N	Y	Y	N	N	Dv2 turned across 2 lanes of traffic and was struck by dv1 driving straight in lane 2 who did not see v2. Dv2 cited for dangerous left turn.
R	20	08:36	Sat	B St at Eighth St	2	N	N	N	N	Y	Y	N	N	Dv1 was driving on B St when Dv2 pulled out into intersection. Dv1 struck v2. Dv2 cited for failure to obey traffic control device.
R	21	11:55	Sun	Gresham St near E Main St	1	N	N	N	N	N	Y	N	N	E-brake (parking) of vehicle failed and v rolled downhill and into a tree. Dv reported accident to police dept. No citation. More than $1500 damage.
NR	21	14:00	Sun	Lithia Way near N Pioneer St	2	N	N	N	U	N	Y	Y	N	Vehicle was bumped while parked on side of the street, no leads. Minor damage.
NR	24	02:00	Wed	Granite St near N Main St	2	N	N	N	U	N	Y	Y	N	Vehicle was side swiped while parked. No leads, minor damage.
NR	24	18:05	Wed	Ashland St	1	N	N	N	N	N	N	N	N	Dv1 accelerated when attempting to park and crashed into building. Minor damage. No citation.
NR	27	20:24	Sat	N Mountain Av near Clear Creek Dr	1	N	N	N	N	N	U	N	N	Dv1 was struck by a deer crossing the street. Unknown amount of damage, deer was injured.
R	27	22:41	Sat	Siskiyou Blvd at E Main St	2	Y	N	Y	N	Y	Y	N	N	Dv2 stopped for pedestrians and was rearended by dv1. Pv2 was transported to hospital for injury. Dv1 cited (report does not say what violation)
R	28	17:14	Sun	Oak St at W Nevada St	2	N	N	N	N	Y	Y	N	N	Dv2 was driving south on Oak St when Dv1 made a sudden left turn onto E Nevada St causing v2 to crash into the side of v1. Dv1 cited for dangerous left turn.

Making an Impact

May 2017 - Volume 4, Issue 8

STUDY REVEALS STARTLING BEHAVIOR — WHILE BEHIND THE WHEEL OF THEIR CARS PEOPLE USE THEIR SMARTPHONES 88 OUT OF 100 TRIPS!

A company that uses sensors in smartphones to study driving behavior has revealed startling — yet unsurprising — facts about Americans' selfish attitudes while behind the wheel of their cars: People use their phones during 88 out of 100 trips. When extrapolated out for the entire U.S. population, that number shoots up to about 600 million distracted trips per day.



In what they bill as the "largest and most robust driver phone use study done to date on the planet," Zendrive analyzed three million drivers and 570 million trips over a three-month period.

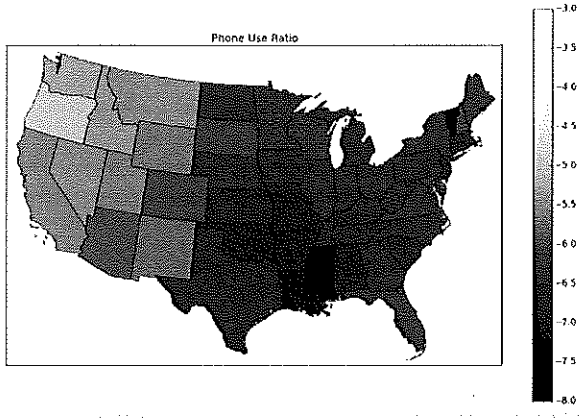
While what they found is unnerving to say the least, Oregon drivers came in as the "least distracted" in the entire country. By calculating the average amount of time drivers use their phones every day divided by the average time they drive everyday, Zendrive determined that Oregon drivers used their phones while driving 3.7 percent of the time. The most distracted state was Vermont, whose drivers used their phones 7.4 percent of the time.

The study also found that of the ten states with the lowest distraction levels, six have laws that ban hand-held phone use (and so does Vermont, for what it's worth). Overall, the impact of cell phone laws on driving behavior remains inconclusive.

On a citywide level, Portland came in 10th out of 15 cities. Los Angeles had the most distracted drivers and Seattle came in as least distracted.

Another way to look at the data is that during an hour-long trip, drivers spent an average of 3.5 minutes on their phones. "This finding is frightening," the report authors said. "Especially when you consider that a 2-second distraction is long enough to increase your likelihood of crashing by over 20-times. In other words, that's equivalent to 105 opportunities an hour that you could nearly kill yourself and/or others."

If the performance of Oregon drivers isn't enough to give you a bit of solace, you might be interested to know that Zendrive isn't just a faceless company that just crunches numbers. They're an advocacy group that's fully behind Vision Zero and they're actively working to help cities reduce — and eventually eliminate — traffic deaths. "Zendrive is working with communities, local decision-makers, safety experts and driving coaches to use our data to save lives," their website reads. "If you can measure it, you can manage it."



Phone use by state shows that westerners tend to be less distracted.

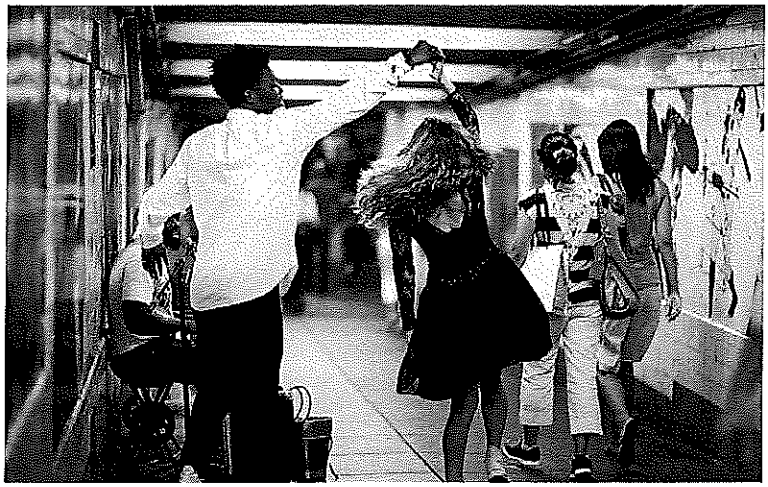
Check out the study results and download the full report with the link below:

http://blog.zendrive.com/distracted-driving/

— Jonathan Maus: (503) 706-8804, @jonathan_maus on Twitter and jonathan@bikeportland.org

Celebrate Safe, Drive Safe

State Farm™ Tips for parents and teens during prom and graduation season



With proms and graduations, the end of the school year is a celebratory time for high school students. Crashes are still the leading cause of death for teens*, State Farm is here to help teens and their parents stay safe on the road and beyond.

Check out the tips below for parents and teens. More information is on the State Farm Teen® Driver Safety website. Encourage your teen to make positive choices while driving.

Parents

1. **Connect with other parents** - Speak directly with any parents supervising after-parties your teen will attend since some parents may allow underage drinking.
2. **Talk about (not) drinking/doing drugs** – According to Mothers Against Drunk Driving (MADD), parents play an important role. Talk to your teen about dealing with peer pressure, the dangers/repercussions of underage drinking and driving, using illegal substances, and contacting you for a ride in situations involving drugs or alcohol.
3. **Offer options for rides** - If a group insists on traveling together to prom and numerous graduation parties, talk to other parents about hiring a limo. That way no one gets behind the wheel. If it's not in the budget, offer to drive them yourself, or research other public transportation options in your community.
4. **Have the party come to you** - Plan your own, adult-supervised, drug/alcohol free after-party at your house, school or local community center.
5. **Set the example** - You can't always be in the car, but you can keep safety top-of-mind by demonstrating and enforcing habits like wearing a seat belt, not using a cell phone while driving, following the speed limit and driving 2N2® - 2 eyes on the road, 2 hands on the wheel.

Teens

1. **Groom before you zoom** - Before it's time to go, take one last look in the mirror and make sure you're looking good so nothing takes your focus off the road while driving.
2. **Get your beauty rest** - Since many parties last until early morning, make sure you get plenty of sleep leading up to the big day, or ask your parents to pick you up so you and your friends don't have to drive while tired. Fatal car crashes involving teens happen significantly more at night.
3. **Set limits** - Put a limit on the number of friends you ride with. According to the Insurance Institute for Highway Safety (IIHS), the risk of fatal crashes increases with each passenger. And if riding with friends, remind them to put their phones away and turn the music down.
4. **Drive Sober**- Drinking before the age of 21 is illegal, and alcohol and driving should never mix no matter your age. This goes for using drugs and other illegal substances as well.
5. **Seatbelts are the perfect accessory** – A little wrinkle in your dress, tux or graduation gown is not a reason to go without a seat belt. Buckling your seatbelt can save your life and keep you from getting seriously injured. Plus, it's the law!

Drinking Levels Among Youth

The Centers for Disease Control's 2015 Youth Risk Behavior Survey found among high school students (during the 30 days prior to the survey):

- 33% drank some amount of alcohol.
- 18% binge drank.
- 8% drove after drinking alcohol.
- 20% rode with a driver who had been drinking alcohol.

MOTORCYCLE SAFETY

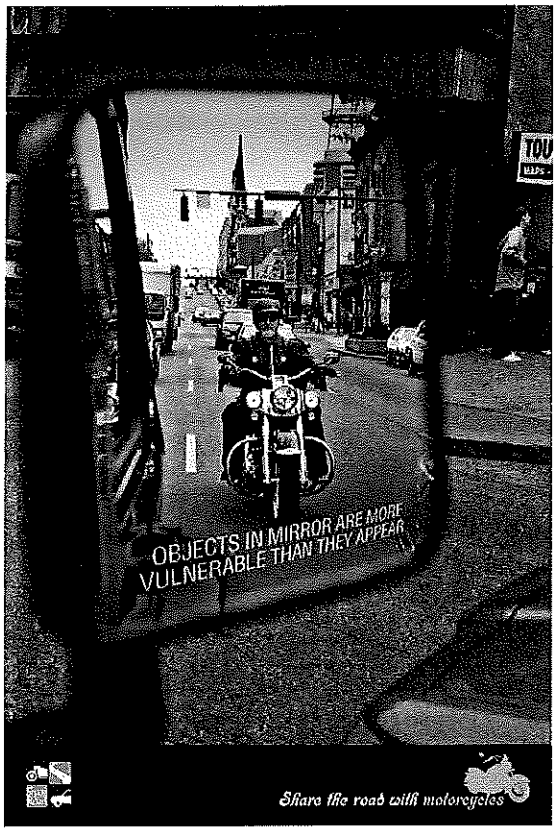
May is Motorcycle Safety Awareness Month

Share The Road

Motorcyclists have all the same rights and privileges as any motor vehicle driver on the roadway. This means they are entitled to their space on the road, no matter the size of their ride. This also means that they must follow the same road laws as other vehicles, including keeping a safe distance from other vehicles. During Motorcycle Safety Awareness Month in May - and during the rest of the year - drivers of all other vehicles are reminded to "share the road" with motorcyclists, and to be extra alert to keep motorcyclists safe.

Use these marketing materials to spread the word about increasing motorcyclists' safety, and support and enhance local motorcycle safety awareness programs for all road users.

COMING SOON: NHTSA has been collecting model Share The Road language from the States and is currently developing highly-specific segmented messages that directly correspond to specific crash factors for states to utilize in their own motorist awareness efforts.



Oregon Impact

Janelle Lawrence
Executive Director

Contact Us

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Funded through
a grant from
ODOT Transportation
Safety Division

SAVE THE DATE

2017 TSD
Transportation Safety Conference

October 23 & 24, 2017

Embassy Suites Hotel - Tigard, Oregon

Registration will open in late June or July

For more information contact:

Kristin.K.TWENGE@odot.state.or.us

Virtual Reality Can Help Drivers Understand the Question, "My Car Does What?"

Mobile app from the National Safety Council and University of Iowa gives drivers a 360 tour of new vehicle technologies

Itasca, IL – A new survey from the National Safety Council found 39 percent of drivers with new safety technologies in their vehicles say sometimes their vehicles act in ways that scare or surprise them. To help educate drivers and understand new vehicle safety technologies, the Council and the University of Iowa have developed the first-of-its-kind virtual reality mobile phone app, CarTech VR360, which gives drivers a 360-degree tour of some of the safety systems so drivers have a better understanding how the technologies work.

The virtual reality app is part of the MyCarDoesWhat initiative, which the National Safety Council and the University of Iowa launched in 2015 to explain new vehicle technologies.

"This might be one of the few cell phone apps that help people be safer drivers," said Deborah A.P. Hersman, president and CEO of the National Safety Council. "Virtual reality is more engaging than any owner's manual; we hope that people use the technology to discover all of the advanced driver assistance systems their vehicles have to offer."

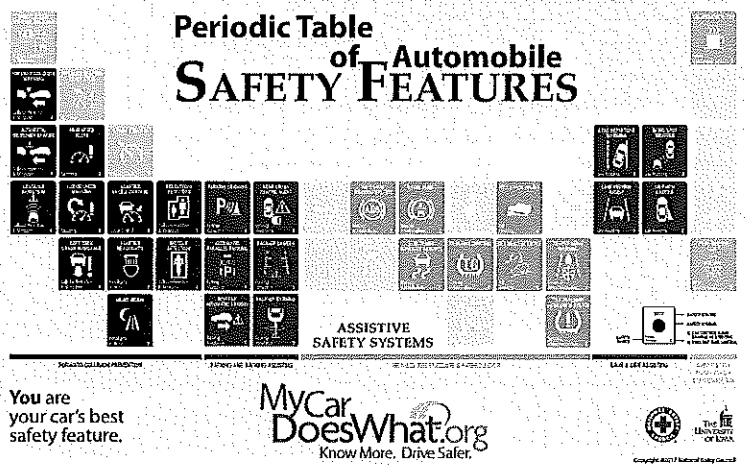
"MyCarDoesWhat has endeavored to address all drivers—virtual reality is a novel medium sure to excite a new generation of road users," said Daniel McGehee, the principal investigator of the MyCarDoesWhat project and a professor in the University of Iowa's college of engineering and director of the National Advanced Driving Simulator.

Fatal car crashes are on the rise, claiming as many as 40,000 lives in 2016, according to National Safety Council preliminary estimates. Technology can help prevent crashes; however, drivers must understand these features and how they work in order to use them to their full potential.

The CarTech VR360 app – designed for both iOS and Android systems is free to download and explains six features:

- Automatic emergency braking
- Blind spot monitoring
- Back-up camera
- Lane departure warning
- Adaptive cruise control
- Drowsiness alert

Instructions for free download can be found here. Reporters can receive a complimentary set of virtual reality goggles by emailing media@nsc.org. The NSC survey can be found here.



Transportation Safety Workshops

TREC Events *UP Highway Safety Workshops* *OSU Kiewit Center*

TREC Workshops are typically held at PSU.

Topic	Date	Time	Registration
TREC Workshop: Behavior Based Freight Modeling at Metro	5/5	12 pm	*More Info*
TREC Workshop: Network Congestion Effect of E-Hailing Transportation	5/12	12 pm	*More Info*
TREC Workshop: Inequities in Urban Mobility in Portland	5/19	12 pm	*More Info*
TREC Workshop: Webinar - Developing Practical Dynamic Evaluation Methods	5/25	10 am	*More Info*
TREC Workshop: Annual Metro Regional Trail Count	5/26	12 pm	*More Info*
TREC Workshop: China's Motorization Wave	6/2	12 pm	*More Info*
OSU Workshop: Highway Capacity Manual (Kearney Hall)	6/22-23	All Day	*More Info*

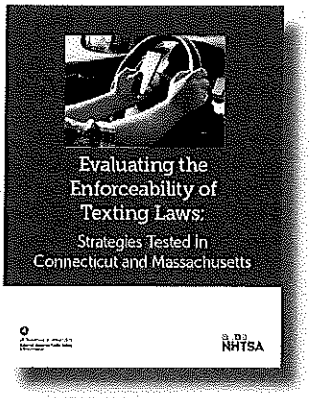
Update from NHTSA's Office of Behavioral Safety Research

Richard Compton, Director of Behavioral Safety Research
Heidi Coleman, Chief of Behavioral Research
Rory Austin, Chief of Injury Prevention Research

April was Distracted Driving Month

Use these resources to reach out to your community about distracted driving.

Recent NHTSA Research Publications – Distracted Driving



Evaluating the Enforceability of Texting Laws: Strategies Tested in Connecticut and Massachusetts
(March 2017; DOT HS 812 367)

This evaluation sought to determine the enforceability of texting laws and to test methods for enforcing these laws. Participating law enforcement agencies in Connecticut and Massachusetts demonstrated that a variety of enforcement strategies could be used to enforce texting laws, including spotter, stationary, and roving patrols. The evaluation found that texting laws can be enforced, and it provides a resource for law enforcement agencies to guide planning and execution of texting enforcement.

For further information about this study, contact Mary Byrd, Social Science Researcher, at Mary.Byrd@dot.gov.

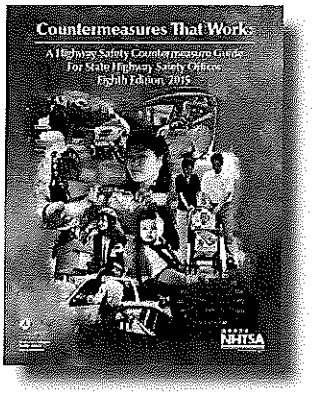
Other Recent NHTSA Distracted Driving Publications and Resources

Distracted Driving 2015
(March 2017; DOT HS 812 381)

Teens and Distracted Driving 2015
(October 2016; DOT HS 812 335)

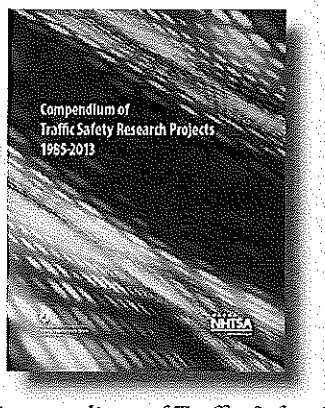
Driver Electronic Device Use in 2015
(September 2016; DOT HS 812 326)

For More Information about distracted driving research, go to Behavioral Research on NHTSA's website and scroll down to the Distracted Driving Section, under the heading Studies and Reports. See also:



Chapter 4 of Countermeasures That Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Eighth Edition (November 2015; DOT HS 812 202)

This guide is a basic reference to assist State Highway Safety Offices (SHSOs) in selecting effective, evidence based countermeasures for traffic safety problem areas. It describes major strategies and countermeasures that are relevant to SHSOs; summarizes strategy/countermeasure use, effectiveness, costs, and implementation time; and provides references to the most important research summaries and individual studies.



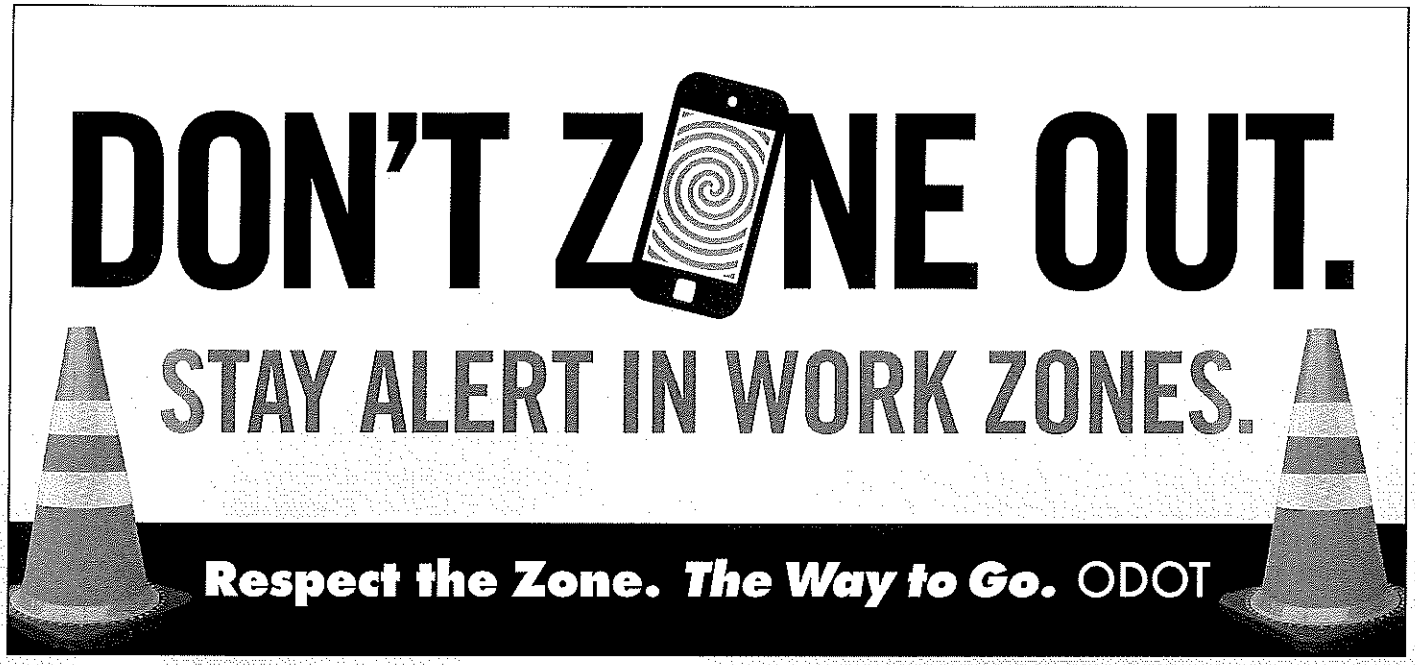
Chapter 9 of the Compendium of Traffic Safety Research Projects (1985-2013) (January 2014; DOT HS 811 847)

Brief summaries of research on alcohol-involved driving, drug-involved driving, occupant protection (e.g., seat belts, and child safety seats), speed and other unsafe driving behaviors, motorcyclist safety, pedestrian and bicyclist safety, older driver safety, novice and young driver safety, fatigue and distraction, and emergency medical services.

NHTSA

May 2017 is Transportation Safety Awareness Month

And Oregon's Kick Off to the Work Zone Construction Season



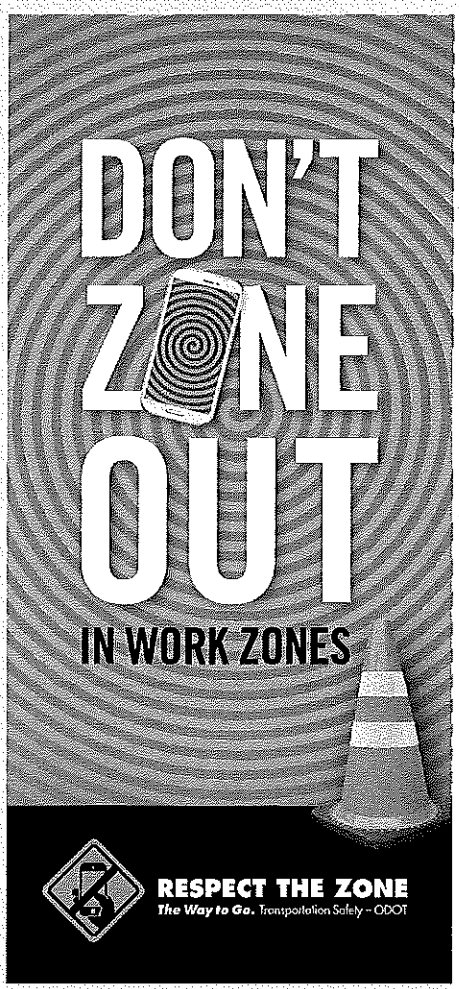
WORK ZONE SAFETY 2017

Work zone safety is a top priority for ODOT, our industry partners and law enforcement. We engineer, construct and enforce work zones to lower the risk to travelers and workers.

Drivers traveling Oregon roads are asked to recognize the importance of slowing down and drive with focus as they approach, enter and travel through work zones, for their own safety and that of their passengers, other drivers, construction and utility workers, and public safety professionals. Dangerous driving behaviors have resulted in an increase in fatalities and injuries on Oregon's roads. Inattention and speed are the most common causes of work zone crashes.

Safety Tips:

- Pay attention and focus on the single task of driving, bicycling, and walking when traveling through Work Zones.
- Orange is your clue to slow down! Pay extra attention when you see orange signs, barrels, cones and barricades. An inattentive driver is the most common cause of work zone crashes. Fines double 24/7 whether workers are present or not.
- Obey all speed signs. Speeds in work zones may be reduced for your safety and the safety of workers.



Secure Your Load Day Is June 6th

According to a new study by the AAA Foundation for Traffic Safety, road debris played a role in more than 200,000 crashes reported to police from 2011 to 2014, killing more than 500 people and injuring another 39,000. AAA says that's a 40% increase since 2001, when the foundation first studied the problem.

People need to stop and ask themselves these simple questions:

- Have I overloaded my vehicle or trailer?
- Have I tied large objects directly to the vehicle?
- Is the entire load secured at the back, sides and top with rope, netting and straps?
- Is there any chance something might fall or blow out of my vehicle?
- What would happen to my load if I hit a bump, had to brake suddenly or was hit by another vehicle?
- Would I feel safe driving behind my secured load?

2017 TGM Grant Application Packet

The 2017 Transportation and Growth Management (TGM) Program Planning Grant Application packet is available here

...along with additional resources to assist applicants.

Applications are due June 9, 2017 and award announcements will be mailed in August.

Car Seat Check-Up Events and Fitting Stations

www.Child Safety Seat Resource Center.org

Date	City	Location	Address	Time
5/2	Salem	Salem Hospital	Visitor Parking Garage	11:00 am - 2:00 pm
5/4	Redmond	Redmond Fire	341 NW Dogwood Ave	11:00 am - 2:00 pm
5/4	Aloha	Farmers Market	17455 SW Farmington Rd.	4:00 pm - 6:30 pm
5/6	Beaverton	Beaverton Police Dept.	4755 SW Griffith Drive	9:00 am - 12:00 pm
5/6	Lake Oswego	LO Fire Dept.	300 B Street	10:00 am - 1:30 pm
5/9	Coos Bay	Coos Bay Fire	450 Elrod Avenue	11:00 am - 1:00 pm
5/11	Ontario	Ontario Fire	444 Southwest 4th Street	4:00 pm - 6:00 pm
5/13	Hillsboro	Tuality Health Ctr.	334 Southeast 8th Avenue	9:00 am - 11:30 am
5/15	Bend	Bend Fire Dept.	1212 SW Simpson Ave.	11:30 am - 2:30 pm
5/17	Redmond	Redmond Fire	341 NW Dogwood Ave	2:00 pm - 4:00 pm
5/20	Vancouver*	Peace Health*	92nd Ave. Entrance	8:45 am - 2:15 pm
5/20	Beaverton	Kuni Auto Center	3725 SW Cedar Hills Blvd.	9:00 am - 12:00 pm
5/20	Tualatin	Tualatin Police Dept.	8650 SW Tualatin Road	9:00 am - 12:00 pm
5/20	Wood Village	Kohl's	22557 NE Park Lane	9:00 am - 11:30 am
5/23	Salem	Salem Hospital	Visitor Parking Garage	11:00 am - 2:00 pm
5/25	Forest Grove	Forest Grove Fire	1919 Ash Street	3:00 pm - 5:00 pm
5/25	Eugene	Eugene Fire	1725 West 2nd Avenue	4:00 pm - 6:00 pm
5/27	Albany	Albany Fire	120 34th Ave. SE	10:00 am - 1:00 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.*