

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

ASHLAND TRANSPORTATION COMMISSION

November 18, 2021

AGENDA

- I. **CALL TO ORDER:** 6:00 PM, Meeting held virtually via Zoom
- II. **ANNOUNCEMENTS**
- III. **CONSENT AGENDA**
 - A. Approval of Minutes: October 21, 2021
- IV. **PUBLIC FORUM** (6:05-6:20)
 - A. Public Forum-if you wish to speak during public forum please register with Scott.fleury@ashland.or.us by 10am November 17th.
 - B. If you wish to provide public comment or discuss an agenda item please contact Scott.fleury@ashland.or.us by November 17th by 10am to register to participate. Written comments can also be submitted in the same time frame.
 - C. If you are interested in watching the meeting via Zoom please utilize the following link:
<https://zoom.us/j/92982794484?pwd=REF1cmorbniPME9VTFJFUHRvR0lGZz09>
- V. **CRASH REPORT** (6:20-6:30)
- VI. **NEW BUSINESS**
 - A. East Main Street Park Pre-Application (6:30-7:15, action required, review and provide recommendations on the East Main Street Park Pre-Application/Annexation project)
 - B. Bellview School Circulation (7:15-7:30, action required – Ashland Police Department request to discussion drop-off and pickup related congestion issues)
- VII. **OLD BUSINESS**
 - A. Traffic Calming Program (7:30-8:00, action required discuss “updates” to the Traffic Calming Program)
- VIII. **TASK LIST** (If time allows)
 - A. Discuss current action item list
- IX. **FOLLOW UP ITEMS**
 - A. Transportation System Plan Council Presentation – Outcome
- X. **INFORMATIONAL ITEMS** (If time allows)
 - A. None
- XI. **COMMISSION OPEN DISCUSSION** (If time allows)
- XII. **FUTURE AGENDA TOPICS**
 - A. 2022 In-Person Meeting Discussion
 - B. Planning Department Presentation
 - C. Residential Parking Program
 - D. Crosswalk Policy
- XIII. **ADJOURNMENT:** 8:00 PM

Next Meeting Date: December 16, 2021 Meeting

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Public Works Office at 488-5587 (TTY phone number 1 800 735 2900). Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title I).



Chapter 2.13

TRANSPORTATION COMMISSION

Sections:

- 2.13.010 Purpose and Mission**
- 2.13.020 Established Membership**
- 2.13.030 Powers and Duties, Generally**
- 2.13.040 Powers and Duties, Specifically**
- 2.13.050 Subcommittees**

2.13.010 Purpose and Mission

- A. *Role.* The Transportation Commission advises the City Council and Planning Commission on transportation-related issues, including safety, planning, and funding for auto, truck, transit, ride hailing, bicycle and pedestrian modes, and vehicle parking.
- B. *Mission.* The need for a Transportation Commission is emphasized in the Transportation Element:

“Ashland has a vision - to retain our small-town character even while we grow. To achieve this vision, we must proactively plan for a transportation system that is integrated into the community and enhances Ashland’s livability, character and natural environment. ...The focus must be on people being able to move easily through the City in all modes of travel. Modal equity then is more than just a phase. It is a planning concept that does not necessarily imply equal financial commitment or equal percentage use of each mode, but rather ensures that we will have the opportunity to conveniently and safely use the transportation mode of our choice, and allow us to move toward a less auto-dependent community.”

(Ord. 3173 § 1 (part), amended, 02/19/2019; Ord. 3003, amended, 02/18/2010; Ord. 2975, added, 11/18/2008)

2.13.020 Established Membership

- A. *Voting Members.* The Transportation Commission is established and shall consist of seven (7) voting members as designated by the Mayor and confirmed by the Council. Voting members will all be members of the community at large and will represent a balance of interest in all modes of transportation.
- B. *Staff Liaison.* The Director of Public Works or designee shall serve as the primary staff liaison and as Secretary of the Commission.

C. *Nonvoting Ex Officio Membership.* Including the staff liaison, there will be twelve (12) total nonvoting ex officio members who will participate as needed and will include one (1) member of the Council as appointed by the Mayor, Community Development and Planning, Police, Fire, Southern Oregon University, Ashland Schools, Oregon Department of Transportation, Rogue Valley Transportation District, Ashland Parks and Recreation, Jackson County Roads, Airport Commission. (Ord. 3173 § 1 (part), amended, 02/19/2019; Ord. 3076, amended, 11/06/2012; Ord. 3003, amended, 02/18/2010; Ord. 2975, added, 11/18/2008)

2.13.030 Powers and Duties, Generally

The Transportation Commission will review and make recommendations on the following topics as it relates to all modes of transportation:

- A. Safety: will develop, coordinate and promote transportation safety policies and programs;
- B. Planning:
 - 1. Will review and serve as the primary body to develop recommendations to the City's long range transportation plans and assist with ancillary transportation plans (sidewalk and safe routes to school, transit, traffic, parking, etc.).
 - 2. Will review and make recommendations in Type III Planning Actions during the pre-application process.
- C. Funding: will make recommendations to the Public Works Director on the transportation section of the City's Capital Improvements Program;
- D. Advocacy: will advocate and promote all modes of transportation to ensure that modal equity is a reality in Ashland.
 - 1. Facilitate coordination of transportation issues with other governmental entities.
 - 2. Select one (1) or more members to attend meetings with other transportation-related committees in the Rogue Valley.
 - 3. Examine multi-modal transportation issues.
- E. The Transportation Commission will review and forward traffic implementation designs to the Public Works Director for final approval and implementation. (Ord. 3173 § 1 (part), amended, 02/19/2019; Ord. 3003, amended, 02/18/2010; Ord. 2975, added, 11/18/2008)

2.13.040 Powers and Duties, Specifically

The Transportation Commission will review and forward all traffic implementation regulations to the Public Works Director for final approval and implementation of official traffic safety and functional activities. (Ord. 3003, amended, 02/18/2010; Ord. 2975, added, 11/18/2008)

2.13.050 Subcommittees

- A. *Purpose.* The purpose of a Transportation Commission Subcommittee is to focus on specific transportation topics of concern and bring back critical information for discussion with the whole body.
- B. *Membership.* Subcommittees will be established for a specified purpose and duration and will consist of three regular members of the Transportation Commission who shall sit concurrently on the full Commission. Specific Subcommittee members shall be appointed by the Transportation Commission. The Public Works Director and Transportation Commission Chair shall determine what matters warrant Subcommittee involvement and meetings shall be convened on an as-needed basis.
- C. *Minutes.* Meetings must be noticed and must have summary minutes. No final decisions will be made at the subcommittee level. All recommendations will go to the full Transportation Commission. All Subcommittee summary minutes will be forwarded for the next scheduled Transportation Commission meeting. (Ord. 3173 § 1 (part), amended, 02/19/2019; Ord. 3003, amended, 02/18/2010; Ord. 2975, added, 11/18/2008)

The Ashland Municipal Code is current through Ordinance 3199, passed June 15, 2021.

Disclaimer: The City Recorder's office has the official version of the Ashland Municipal Code. Users should contact the City Recorder's office for ordinances passed subsequent to the ordinance cited above.

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[City Website: www.ashland.or.us](http://www.ashland.or.us)

City Telephone: (541) 488-5307

[Code Publishing Company](#)

ASHLAND TRANSPORTATION COMMISSION

MINUTES

October 21, 2021

CALL TO ORDER: 6:01pm

Commissioners Present: Mark Brouillard, Joe Graf, Corinne Vièville, Linda Peterson-Adams, Katharine Danner, Derrick Claypool-Barnes, Holly Christiansen

Commissioners Not Present None

Council Liaison Present: Paula Hyatt

Staff Present: Scott Fleury, Elizabeth Beckerich

Guests Present: Jeff Jackson, Maria Harris, Kat Smith

ANNOUNCEMENTS – Welcome to the new Commissioner, Holly Christiansen.

CONSENT AGENDA

Danner requested corrections to September meeting minutes. First correction on page 3 changing “the” to “there is”. Second correction to be on last page stating, “Fleury can look into is” being changed to “Fleury can look into it”. Peterson-Adams requested motion to approve the minutes as amended, Vièville motioned, Danner seconded, motion approved.

PUBLIC FORUM

Wimer Street Parking Restrictions – Ashland resident Jeff Jackson

Faith Street Traffic Calming – Kat Smith

CRASH REPORT

Officer MacLennan not present for crash report.

Christiansen inquired about the purpose of the Crash Report. Fleury explained that all accidents are tracked in a database and used for analysis in traffic calming to identify hot spots and systemic issues. It is also used for grant applications. Peterson-Adams added that the information is useful for programs such as Vision Zero as well. Christiansen asked why bikes and pedestrians are grouped together, as they should be separate groups. Fleury advised that in the database that information can be filtered to include one or the other. Christiansen inquired where the information for the database comes from and whether it's only accidents that are reported to the Ashland Police Department. Claypool-Barnes stated that the information was based also on accidents reported to the DMV. Graf added that talking to Officer MacLennan about accidents was useful for determining cause.

NEW BUSINESS

A. Wimer Street Parking Restrictions

Fleury stated that Officer MacLennan talked to him about the Police Department receiving complaints about the parking situation on Wimer Street. Specifically, driveways being blocked and people parking in the yellow zone. MacLennan asked that the Transportation Commission investigate switching the parking area from one side of the street to the other to remedy the issues. Fleury advised that parking being on the curbside closest to the Wimer Heights apartments would be beneficial to the pedestrians trying to access those apartments. Fleury also stated that due to how the striping was previously done on the south side of the street, site distance should be examined as well. Peterson-Adams inquired if the parking restrictions were approved if the striping would be included in that plan or if it would be a long-term goal. Fleury stated that if approved then site distance would need to be verified, then striping could occur.

Jeff Jackson, presented requests/concerns regarding the proposed parking changes. Jackson stated that he agrees with moving the street parking to the north side of Wimer but he requested that the yellow striping on

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the south side near Scenic Avenue be repeated on the south side for multiple reasons. The first reason being that there had been 2 accidents reported in the area, with one fatal accident in 2019 where a driver was turning onto Wimer from Scenic. Jackson believes that yellow striping would help prevent that from happening again. The second reason Jackson stated was that there is a fire hydrant on the south side corner of the intersection and that without the yellow striping emergency vehicles will not be able to stage as they won't be able to park. The third reason Jackson stated was that his home is on the National Historic Register, and the tree in his front yard is Tree of the Year. Jackson's neighbor Sam Whitford, who is a member of the Ashland Historic Commission, told Jackson that the view of the house and tree are valuable to the community, so therefore should not be blocked by hedges which Jackson stated would be put up to block the view of cars parked in front of the house. Jackson requested that what is done on the north side in terms of yellow striping be the same for the south side.

Viëville motioned that the Transportation Commission approve the requested change of moving the parking from the north side to the south side, and also that the site distance be verified to make matching yellow striping along the curb as requested. Danner seconded.

Danner then inquired if any residents that currently live on the side where vehicles are parking had made any comments. Fleury replied that there was a letter from a resident in the apartments that is in favor of the change. Brouillard stated that he did not see a reason to carry on the yellow line as the historic house is being blocked by Scenic Avenue anyway, and three parking spots would be lost if they moved the parking because they were not taking the egress of the apartment complex into consideration. Peterson-Adams reminded commissioners that part of the motion is to have Public Works determine the site distance. Fleury stated that Public Works would have to look at the driveway in question in comparison to number of parking spaces. Graf requested that commissioners look at Google Street View and stated that he thinks it makes more sense to have parking near the apartments, and if parking is not moved that a crosswalk be put in as the area is a good candidate for Traffic Calming. Peterson-Adams stated that a high priority project to be completed soon is the bike boulevard from Scenic Ave to North Main St, and a medium priority project also to be completed is sidewalks from Thornton Way to North Main Street, so perhaps Traffic Calming applications for Wimer could wait until those are completed as they may alleviate some of the issues.

Commissioners looked at Google Street View of the area and saw that there were cars parked in the yellow. Brouillard stated that they are over parking and that's why they're parked in the yellow. Fleury argued that simplicity and a shorter walking distance is why they're parking in the yellow. Graf questioned if the picket fence in front of the historic house was in the correct spot/up to code and stated that the fence may be more of a problem in regard to the fire hydrant than the parking situation. Brouillard stated that the Tree of the Year in their yard is blocking site distance, and the yellow line should go past the tree. Brouillard asked if the historic residence is still being used as a Bed and Breakfast? The resident stated that the house is a private residence now. Graf requested that the motion be changed to include that the yellow line be extended. Brouillard disagreed stating that 407 Scenic Ave should not be the only house included in the yellow striping and it should go all the way to the intersection of Scenic Ave and Chestnut St as to not discriminate. Fleury stated that they could cover the area in signage to get the point across.

The motion was amended to be that site distance in the area of Wimer and Scenic will be verified at all access points. The amendment and main motion passed unanimously.

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B. Draft Code Amendments – Changes to Annexation Standards

Maria Harris, Planning Manager from City of Ashland Community Development, presented on the project of changes to Annexation Standards. An update to the Annexation Standards was initiated by City Council in August of 2021 to look at issues raised on appeal before the Oregon Land Use Board of Appeals (LUBA). On the north end of town near the railroad trestle there was an annexation for 17 acres for a residential multi-family development. The frontage property was to have a sidewalk built to city standards and include a planting strip. One area of this sidewalk was approved for a bus pullout, which would go against the city code. The City granted an exception for the bus pullout as part of the annexation approval process. The exception decision was appealed to the board of appeals and they ruled a procedural error was made because rules state that there can be no exceptions. Despite that rule, exceptions have been made in the past, such as at the end of Helman St and Nevada St near the dog park, which was done because the builder applied for the development and the annexation at the same time. Another exception was Bud's Dairy on Main Street due to delineated wetland.

OBJECTIVES OF THE PROJECT

1. Address issues in appeal to LUBA.
2. Provide clear standards for the evaluation of needed housing.
3. Provide clarity and responsiveness in Ashland's development process.

EXCEPTIONS AND VARIANCES

- Approval authority may grant exceptions and variances to the annexation standards.
- Approval criteria can be used to grant exceptions and variances to annexation standards.
- Public facility requirements apply to annexations.
- Flexibility added to Exception to Street Standards.

PUBLIC FACILITY/TRANSPORTATION IMPROVEMENTS

- A. Clarification added that City Council may require additional public facility improvements and grant exceptions and variances to annexation standards. Requirements for transportation improvements reworded for clarity.
- B. Specify requirements bordering and in annexed area.
- C. Likely connections to destinations within a quarter mile.

NEXT STEPS

- November 1, 2021 – City Council Study Session
- November 9, 2021 – Planning Commission Public Hearing
- November 16, 2021 – City Council Public Hearing

In the presentation the idea of taking the words "safe and accessible" out of the Annexation Standards was brought up due to the words being subjective. Brouillard stated that he does not want to take those words out. Graf agreed that "safe" should not be taken out as all developments need to have the goal of safety in mind, and the language in the in the code implies that this is applied for all developments. Harris clarified that this change would not apply to most developments, just annexations. Vièville agreed with Graf and questioned if this change would set a negative precedent if "safe and accessible" are not involved. Peterson-Adams stated that the goal of taking the words out is clarity. Peterson-Adams then stated that the mission of the Transportation Commission is for people to be able to move through the city by mode of their choice, and the commission must consider safety. She went on to state that the Transportation Network Planning System that the Transportation Commission uses is the same one that the state uses, and they resolve to build a

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transportation system that increases safety, therefore requirements for annexation leading to development should include safety as well. Peterson-Adams also noted that "accessibility" is not specifically talking about ADA requirements but is more general.

Fleury asked Harris if builders can annex without providing a development proposal. Harris replied that requirements have been changed to where they need to do both, however some applications don't need a development proposal for things like bringing existing roads into the city. Fleury then asked if annexation is always a Type 3 project, and Harris responded yes. Fleury stated that those types of projects always come to the Transportation Commission and wondered if there is a way in the process to include guidance on what is "safe and accessible" to make it less ambiguous. Harris inquired if there is a way to put some sort of measurement into the code to help set a standard of what "safe" is. Vièville asked why "safe and accessible" is a problem as is, and Harris responded that "safe" is not tied to a Transportation or Engineering standard, and it's defined by whoever is reading it. Vièville asked if they (Transportation Commission) would need to come up with this definition and Harris stated that they are looking into hiring a Transportation Engineer to help with it. Claypool-Barnes clarified that the language needs to be rooted in math/engineering standards, to which Harris agreed.

Brouillard stated that the Webster's Dictionary definition of "safe" is "Freedom from damage, injury, or danger" and that he doesn't find that ambiguous. Claypool-Barnes argues that is it ambiguous from an engineering standpoint. Brouillard stated that annexation would widen roads and take out bike lanes which would be less safe.

Vièville inquired if there's a crosswalk on North Main St to which Peterson-Adams responded no, but LUBA talked about it previously however it wasn't taken into consideration. Graf added that it was brought up multiple times in the pre-application phase but no one from the Planning Commission was there to hear the comments.

Graf stated that if safety is not considered at this point then it will be later when complaints start to come in about traffic and pedestrian issues. Vièville stated that people with impairments need a crosswalk because they can't watch for cars coming to cross the street. Peterson-Adams reminds commissioners that they should be talking more generally and not about a specific project. Vièville replied that it sets a precedent when they do things for specific projects.

Fleury said that the city can request whatever they want but since there are multiple agencies involved, notably ODOT having right of way, in this specific project it ultimately isn't up to them. Fleury then stated that using sound engineering judgement and standards such as ODOT's provides a general requirement that the city can follow, and it exists already. It can help build what a safe network is and how it gets tied into design and layout, like at North Mountain Ave where it was specifically designed to slow people down. "Safe" can be defined in the proposal for a project and it would give the policy body comfort to know that it's safe based on standards that they can point to. Vièville stated that the standards need to be put into the language and then the Transportation Commission can revisit it.

Peterson-Adams asked if that precludes keeping "safe and accessible" in the annexation? Fleury replied that no, it should be required for anything having to do with the Transportation Commission and city planning in general, to which Peterson-Adams clarified includes annexation.

Brouillard then stated that he thinks this discussion sounds like a discussion on how to annex Grand Terrace

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and thinks that it should be put to a vote to the citizens because it abuts county property, not city property.

Vièville stated that she feels this discussion is more about making developers able to build more houses, and the city standards are being changed to make them more accommodating to builders.

It was decided that Harris will provide the minutes from this meeting to the Planning Commission. Vièville asked if the Transportation Commission will revisit the topic after a traffic engineer looks at it? Harris replied that the next step is for this topic to go to a public hearing and then to City Council. Hyatt stated to Harris and Fleury that there are more details in this discussion than she can communicate to Council, and asked if there is a way to communicate this feedback in a more detailed way? Harris deferred to Scott regarding minutes to be provided to Council. Vièville recommended that the conversation be sent to City Council for the upcoming November 1st study session. Peterson-Adams recommended that "safe and accessible" be put back into the language. Vièville stated that the commission needs to be more firm about it and the whole of the discussion needs to be given to City Council for their study session. Peterson-Adams said that part of their charge is to advise City Council and the Planning Commission, and that they're advising now that "safe and accessible" be put back into the document.

Fleury stated that the minutes could be done as early as next week however they would still only be a draft until they are approved at the next Transportation Commission meeting in November. Fleury suggested that the phrasing be something like "safe and accessible based on sound transportation engineering practices" or "safe and accessible utilizing transportation related engineering analysis and judgement". He went on to say that the language could then point to the ODOT or National Association of City Transportation Officials design guides as part of traffic impact analysis, enabling them to say that certain types of improvements will make things safer based on studies already done. It would also add flexibility for professionals in the field based on their knowledge.

Graf stated that he doesn't think it's fair to make City Council read the minutes and that presenting it as Fleury put it is ideal as it's shorter and more effective. Vièville agreed. Danner requested that Peterson-Adams revise the statement to include what Fleury said.

Graf motions that a recommendation be made to the Planning Commission and City Council, the language says "safe and accessible based on transportation engineering standards". Danner seconded. Brouillard requested to also include Peterson-Adams' previous statement. Danner seconded. All ayes except Claypool-Barnes who briefly left the meeting.

Hyatt added that the motion will be useful for all parties. Peterson-Adams stated that the Transportation Commission tends to have problems presented to them after they've already happened, and that they need to be caught earlier. Commissioners then stated their appreciation for Fleury's helpfulness and positive attitude.

Old Business-

A. Traffic Calming

Peterson-Adams brought up a need to make improvements to the Traffic Calming program due to several people applying but not meeting requirements to put them into phase 2. It was suggested that the ranking system needs to be evaluated.

Kat Smith, a resident of Faith Avenue and former Transportation Commissioner, and her neighbors

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submitted a Traffic Calming Application in December 2020 and it did not meet requirements to go past the pre-application suggestions. Smith spoke about her experience being at 770 Faith Avenue for the last 11 years. She said that she has built connections with her neighbors through block parties and year after year the conversation comes back to traffic calming. Smith talked about the need for sidewalks due to a high population of elderly people, children, and people walking their dogs. She also talked about the suggestion of speed bumps and traffic circles to calm traffic. She stated that sharrows were suggested and put in, and while they are helpful it's not enough to provide adequate results. Smith also stated that a speed radar trailer has been placed on her street twice with positive results. Signatures were submitted by the neighborhood twice for traffic calming measures but both times criteria was not met to continue the process. Smith suggested that Faith Avenue be used as a pilot area for a program like 20 is Plenty because the street is often used as a throughfare between Highways 66 and 99.

Brouillard stated that providing traffic calming measures on Faith Avenue would push the issues to areas like Park Street and all the other connector streets. Peterson-Adams stated that the basis for priority needs to be made for these streets and they can't do traffic calming projects based purely on a street being a "squeaky wheel". Vierville added that the school near Faith Avenue may contribute to more traffic. Smith stated that a city-wide effort would be ideal, and that Faith Ave is willing to be a pilot area for traffic calming measures.

Claypool-Barnes asked if Clay Street belongs to ODOT or if it had been transferred to the City of Ashland. Fleury responded that Jackson County is in the process of transferring the street over and that the city will improve it with a grant they were given. Claypool-Barnes inquired if that grant could be used for the whole neighborhood, but Fleury advised the funds would only cover street improvements. Claypool-Barnes stated that funding for traffic calming had still not been addressed.

Graf commented that in the document about prioritization the 50th percentile speed descriptor doesn't accurately describe what it is. Fleury stated that instead of using 25 mph as the base speed the intent was to use the measured 50th percentile speed as the base to start the scoring and said he would clean up the wording. Additionally, Graf questioned why having no sidewalk should earn 5 points whereas having no bike lane only counts for 2 points. Graf said that the point system needs to be considered along with the amount of crashes and speeding in a particular area, with criteria not solely based on crashes or speed. Peterson-Adams asked Graf if he thinks that having no sidewalks should earn less points to close the gap, to which Graf replied no, that having no bike lanes should earn more points. Vierville stated that the commission shouldn't wait for crashes to be an issue for them to approve a project.

Claypool-Barnes stated that a program needs to be created from the ground up and a supply and demand approach needs to be taken. He suggested that the scoring criteria should be based on what the commission can do and how many people want things done, and that basing what gets done on what funds are available would be beneficial. Christiansen added that she believes there are multiple unreported crashes and she's concerned about that. Fleury stated that the discussion was being looked at through the lens of Vision Zero and trying premeditatively to not have crashes is part of the solution. Fleury also stated that setting aside funds for projects can be done, but criteria needs to be decided first. The budget is still being decided so there is currently no specific budget set aside for traffic calming. Brouillard pointed out that in the past solutions that were suggested were not received well by residents and rejected.

Tying back into Christiansen's comment, Brouillard shared that he had experienced multiple accidents that went unreported, so he agreed with Graf that an area having no accidents should not mean that it shouldn't

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be considered for improvements. Claypool-Barnes pointed out that originally the idea that was discussed was that there would also be a citizen self-reporting aspect implemented. Peterson-Adams stated that that could be included in a statement of need and included on the application. Fleury agreed that a statement of need could push an application over the top. Peterson-Adams then asked if the commission could make a comparison with the new criteria and Faith Avenue, as it could change the outcome and point value. Fleury responded that he would build a spreadsheet for the few streets that have applied and how they will rank with the updated criteria, and stated that that may help Graf's concerns. Graf stated that one reason for having a numerical scoring system was to take the onus off the Transportation Commission. Another way to do that may be to state that they are going to score every project based on criteria and they will take that and other factors into consideration, making the final decision as the commission. That way the numbers aren't used as a crutch but will help make the decision.

Danner stated that if a project is not approved the first time around then they can be put on hold and a higher budget/more funds can be requested for the future to be put aside for said projects. Fleury added that there is potential for funds from other grants, and that he would like to be able to tell citizens that their projects are being put on hold and not forgotten rather than outright rejected.

Claypool-Barnes stated that he wants to open the scope of the program, as he believes it could be used for multiple safety issues and not just traffic.

Peterson-Adams stated that in the criteria it should be included if there are any Capital Improvement Programs already in the works, and if so, how far out they are, and that that should also be included when prioritizing proposed projects. Fleury agreed, and it was pointed out that Faith Avenue is already in the Capital Improvement Program.

Claypool-Barnes requested that the Transportation Commission asses what it would look like economically if every request was funded and executed.

FUTURE AGENDA TOPICS

Traffic Calming

ADJOURNMENT: @ 8:07pm

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

From: [brittney bass](#)
To: [Scott Fleury](#)
Subject: Re: Parking
Date: Tuesday, November 02, 2021 3:09:25 PM

Brittney,

I can raise this issue with the Transportation Commission as they are interested in evaluating the parking restrictions in that area along with parking permit programs. I think we can have a preliminary discussion at the November meeting and see what if anything can/should be done.

Thanks,

Scott A. Fleury, P.E. Public Works Director

City of Ashland, Public Works

20 East Main Street, Ashland OR 97520

(541) 552-2412, TTY 800-735-2900

Fax: (541) 488-6006

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

From: brittney bass

Sent: Tuesday, November 02, 2021 1:46 PM

To: Public Works Information **Subject:** Parking

[EXTERNAL SENDER]

November 2, 2021

To Whom It May Concern

Re: Resident Parking Permit

I currently reside at 240 N 1st Street in Ashland. I have lived in this location for over 20 years. Within the last year, the city has turned our residential side of the street to only 2-hour parking, and that parking does not allow for moving the car to a different space without a ticket. I do have 1 off street parking spot, but we have two cars. So where are we supposed to park the 2nd car. The city also painted the one tiny spot in front of our home with a yellow mark, so no one can park there.

There is now only 1 spot on our block that allows for a no limit parking time and that is in front of my neighbor's house.

I propose turning the "yellow" spot in front of my house into a permit parking only spot. That way, I can use that spot for my other car.

Thank you for your time and consideration in this matter. I look forward to hearing back from you in a timely manner.

Sincerely,

Brittney Bass

From: Sarah Morris

Sent: Friday, September 17, 2021 11:19 AM

To: publicworksinfo@ashland.or.us

Subject: New Traffic Light Request

Would you please consider installing a traffic light at the **Walker & East Main Intersection**? It has always been difficult to make a left turns off Walker onto East Main and vice versa. Even more so during the school year because of the location of the *Willow Wind* entrance as well as *AMS* and *Walker School*.

Now that Walker School will be located at the Science Works site for the next year (or more), this intersection is even more difficult to navigate. Additionally, AMS is currently under construction and the pick-up/drop-off site is very problematic. Compounding these problems is the Farmers Market at the Ashland Armory on Tuesdays.

I travel south on East Main Street to Tolman Creek road daily. Not only do I see backed-up traffic, but I also see impatient drivers taking risky left turns. In addition, I see many speeding cars between the railroad tracks at California Street to the actual start of the 40 mile/hour section past the AMS sports field.

Current Problems

1. Difficult left turns at Walker and East Main.
2. Difficult left turns at Willow Wind and East Main.
3. Difficult left turns at Science Works (temporary Walker School Site) and East Main.
4. Difficult left turns at Whitman and East Main - specifically on Tuesdays during the Farmers Market.
5. Risky driver behavior at these intersections.
6. Speeding cars on East Main between California Street and the end of the AMS sports field.

Benefits of a New Traffic Light

1. Improved traffic flow.
2. Car collision prevention.
3. Pedestrian safety.
4. Reduced vehicle speed on East Main.

Please consider performing a traffic survey and installing a new traffic light. If a traffic light cannot be installed perhaps a police officer could conduct traffic during peak times.

Sincerely,
Sarah Peterson

From: [City of Ashland, Oregon](#)
To: [Scott Fleury](#); [Taina Glick](#)
Subject: Transportation Commission Contact Form Submitted
Date: Thursday, November 04, 2021 5:49:43 PM

[EXTERNAL SENDER]

*** FORM FIELD DATA ***

Full Name: **Amy Merwin**

Subject: **Install a light for schools**

Message: **Plese install a traffic light at E. Main Walker. It's dangerous trying to turn there during school hours. Thank you, Teacher and Parent**

From: [City of Ashland, Oregon](#)
To: [Scott Fleury](#); [Taina Glick](#)
Subject: Transportation Commission Contact Form Submitted
Date: Friday, November 05, 2021 9:45:02 AM

[EXTERNAL SENDER]

*** FORM FIELD DATA ***

Full Name: **Catherine Hatfield**

Subject: **Traffic light at Walker and E. Main St**

Message: **Yes- I absolutely support and want a traffic light at Walker and E.Main St. It?s been needed for years!**

From: [City of Ashland, Oregon](#)
To: [Scott Fleury](#); [Taina Glick](#)
Subject: Transportation Commission Contact Form Submitted
Date: Thursday, November 04, 2021 6:35:04 PM

[EXTERNAL SENDER]

*** FORM FIELD DATA ***

Full Name: **David French**

Subject: **Better traffic control at Tolman and Siskiyou**

Message: **We live just above this intersection and have seen many off the stop sign posts run over. Now the challenge is getting traffic to come to a stop. On occasion, traffic on Siskiyou is just BLOWING right through the intersection. Most of them are from out of state but none the less it's a massive opportunity for collision. I started to pull out one day and a gal from California, on her phone, waived at me when I laid on my horn. I was not saying "hello". I'm not sure if a full signal is needed, just worry about people (and kids who walk to Belview school) and their safety.**

From: [City of Ashland, Oregon](#)
To: [Scott Fleury](#); [Taina Glick](#)
Subject: Transportation Commission Contact Form Submitted
Date: Friday, November 05, 2021 10:01:51 AM

[EXTERNAL SENDER]

*** FORM FIELD DATA ***

Full Name: **Diane Novak**

Subject: **Stoplight at the corner of East Main and Walker please**

Message: **I have always wondered why there is not a traffic light at East Main and Walker. It is a high traffic area and the safety of the students should be relevant. What is the process to get a light put in at that location?**

From: [City of Ashland, Oregon](#)
To: [Scott Fleury](#); [Taina Glick](#)
Subject: Transportation Commission Contact Form Submitted
Date: Friday, November 05, 2021 1:28:05 AM

[EXTERNAL SENDER]

*** FORM FIELD DATA ***

Full Name: **Lily Easter-Thomas**

Subject: **Traffic signal in school zone**

Message: **Hi. I vote yes on putting in a stop light at the intersection of Walker and East Main. Traffic control is needed there. Let?s keep our babies safe during there commute to and from school as well as all the time.**

From: [City of Ashland, Oregon](#)
To: [Scott Fleury](#); [Taina Glick](#)
Subject: Transportation Commission Contact Form Submitted
Date: Thursday, November 04, 2021 6:15:06 PM

[EXTERNAL SENDER]

*** FORM FIELD DATA ***

Full Name: **Mark Dailey**

Subject: **Walker Ave & East Main Street traffic light**

Message: **I read an idea about a traffic signal placed there. As a parent of multiple children in AMS, this is the best idea to solve the unsafe conditions for both students and drivers. Please consider this at your earliest convenience. I thank you for your time and efforts.**

From: [City of Ashland, Oregon](#)
To: [Scott Fleury](#); [Taina Glick](#)
Subject: Transportation Commission Contact Form Submitted
Date: Thursday, November 04, 2021 8:42:17 PM

[EXTERNAL SENDER]

*** FORM FIELD DATA ***

Full Name: **Mary Conn-Fitch**

Subject: **Traffic at walker and East main**

Message: **Please put a stop sign or light at this intersection. Going to the growers market on Tuesday early it is nuts, and very unsafe as parents are frantic trying to get their kids to school on time**

From: [City of Ashland, Oregon](#)
To: [Scott Fleury](#); [Taina Glick](#)
Subject: Transportation Commission Contact Form Submitted
Date: Friday, November 05, 2021 6:23:34 AM

[EXTERNAL SENDER]

*** FORM FIELD DATA ***

Full Name: **Rebecca Johnson**

Subject: **traffic light at E Main @ Walker**

Message: **I am very much in support of the idea of installing a traffic light at E Main and Walker. Traffic needs to slow down to a stop there and the left turn is excruciatingly difficult with very long waits. For the kids? safety and for safer traffic flow, we really need a light there. Thank you**

From: [City of Ashland, Oregon](#)
To: [Scott Fleury](#); [Taina Glick](#)
Subject: Transportation Commission Contact Form Submitted
Date: Friday, October 15, 2021 2:52:35 PM

[EXTERNAL SENDER]

*** FORM FIELD DATA ***

Full Name: **Sarah Peterson**

Subject: **Traffic Light Request at Walker & East Main**

Message: **Would you please consider installing a traffic light at the Walker & East Main Intersection? I have attached a PDF with more detailed information to support my request. But the long and short of it is - it is difficult to make a left turns off Walker onto East Main and vice versa. Even more so during the school year because of the location of the Willow Wind entrance as well as AMS and Walker School. Not to mention the Tuesday market at the Armory. I appreciate your consideration on this matter. Please let me know if you do not receive the attachment, I am having difficulty with the attachment function. Sincerely, Sarah Peterson 1380 East Main Street Ashland, OR**

From: [City of Ashland, Oregon](#)
To: [Scott Fleury](#); [Taina Glick](#)
Subject: Transportation Commission Contact Form Submitted
Date: Thursday, November 04, 2021 10:56:28 PM

[EXTERNAL SENDER]

*** FORM FIELD DATA ***

Full Name: **Timothy W Muser**

Subject: **Student and pedestrian safety**

Message: **Please install a traffic light, not a sign, at Walker and E. Main for the safety and well-being of students and pedestrians.**

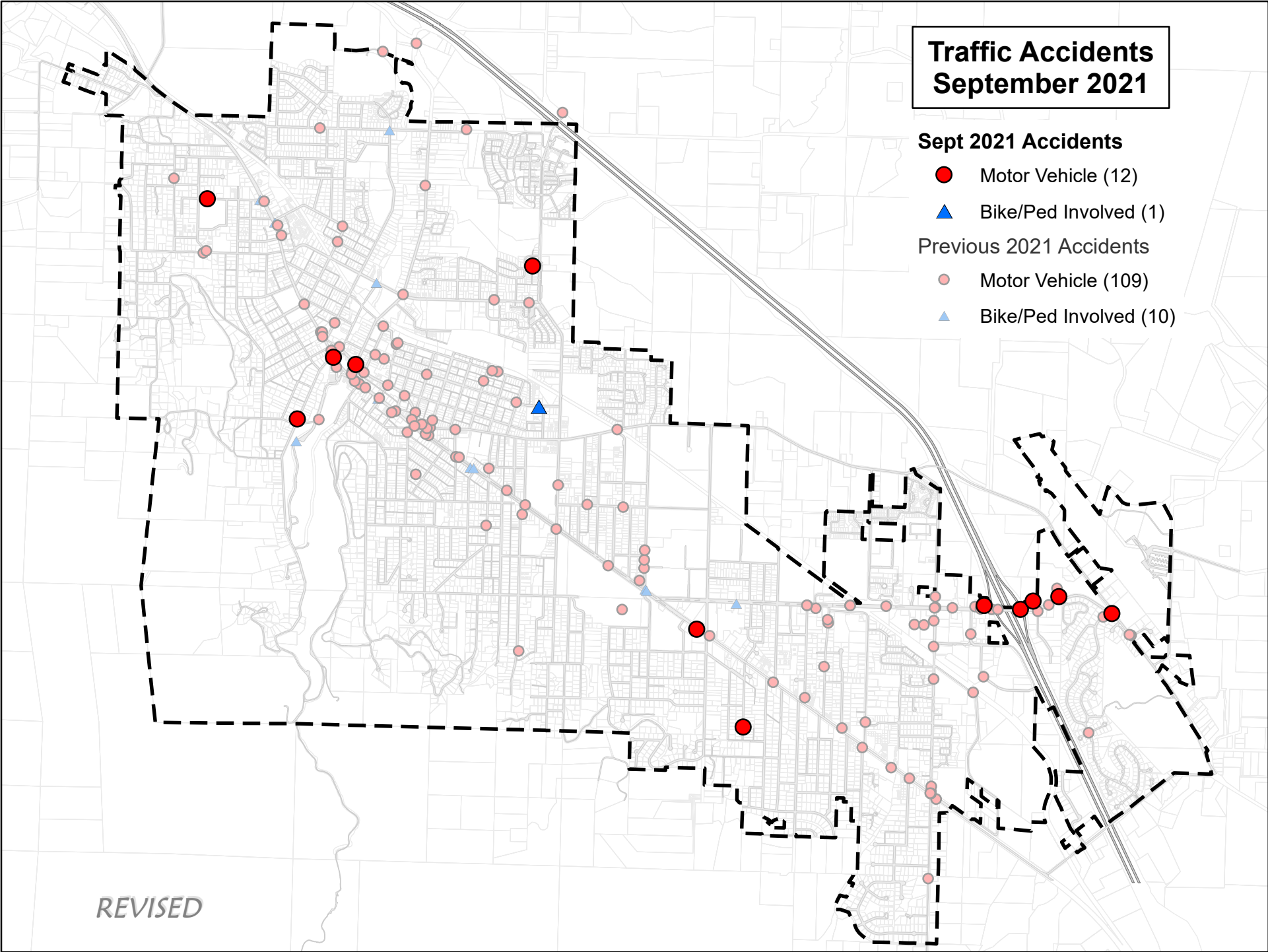
Traffic Accidents September 2021

Sept 2021 Accidents

- Motor Vehicle (12)
- ▲ Bike/Ped Involved (1)

Previous 2021 Accidents

- Motor Vehicle (109)
- ▲ Bike/Ped Involved (10)



REVISED

MOTOR VEHICLE CRASH SUMMARY

MONTH: SEPTEMBER 2021

NO. OF ACCIDENTS: 13

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
Rep	1	15:15	Wed	Ashland St at E Main St junction	2	N	N	N	N	Y	Y	Y	N	N	Dv1 pulled out from E Main, hesitated and then started to move forward slowly. Dv2 was driving on Ashland St and did not anticipate v1 in roadway and crashed. Dv1 cited for failure to yield while entering road.
Rep	4	19:00	Sat	N Mountain near Briscoe Pl	1	N	N	N	Y	Y	Y	Y	N	N	Driver ran into garage door. Driver was reported to police, and found to be intoxicated. DUII, damage to property.
NR	5	1:00	Sun	B St near Emerick	1	N	Y	N	Y	U	N	N	Y	N	Bicyclist struck parked v2 and left the area. Cyclist was found to be intoxicated.
Rep	7	10:16	Tue	Maple St near Chestnut St	2	N	N	N	U	N	Y	N	N	N	Dv1 sideswiped parked v2, no citation.
Rep	11	14:28	Sat	Ashland St at I5 NB on-ramp	2	N	N	P	N	Y	Y	Y	N	N	Dv1 began to make a left turn onto the NB I5 onramp and crashed into v2 who was traveling through WB on Ashland St. Both drivers had possible injuries. Dv1 cited for failure to obey a tcd.
Rep	14	12:12	Tue	Lithia Way at Oak St	2	N	N	N	N	Y	Y	Y	N	Y	Dv1 was westbound in the left lane. Dv2 westbound on Lithia in the right lane made a left turn across the travel left travel lane causing v1 to crash. Dv2 cited improper left turn.
NR	14	19:53	Tue	Private business on Ashland St	1	N	N	N	U	N	Y	Y	Y	N	Driver ran into private business and then left the area without contacting anyone. No leads.

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
Rep	18	10:13	Sat	Ashland St	2	N	N	N	N	N	Y	Y	N	N	V1 and 2 collided in a private parking lot driveway access. Information exchanged.
Rep	22	11:15	Wed	Siskiyou Blvd near Walker Av	2	N	N	N	N	N	Y	Y	N	N	Dv1 (with a delivery trailer) sideswiped parked v2 while attempting to park. Information exchanged.
NR	27	UNK	Mon	Harmony Lane near Sunset	2	N	N	N	U	N	N	Y	Y	N	Vehicle was struck while parked, no leads. Damage over \$2500. Report taken.
NR	28	18:00	Tue	N Main St near Granite St	2	N	N	N	U	N	N	N	N	N	Dv1 stopped at a crosswalk and reported being rearended by v2. Report was called in at a later time, and Dv2 was not reachable, so no fault was determined. No further information.
Rep	29	16:58	Wed	Private parking lot, Ashland St	2	N	N	N	Y	Y	Y	N	N	N	Commercial business off Ashland St. Dv1 was paused and dv2 ran into the front corner of v1. Dv2 was found to be DUII and was cited for DUII, Reckless Driving and Criminal Mischief 2.
Rep	29	19:07	Wed	Granite St near Nutley St	2	N	N	N	U	N	N	Y	Y	N	Dv1 was SB on Granite St when V2 traveling NB at a very high rate of speed sideswiped v1 and then left the area. No leads.

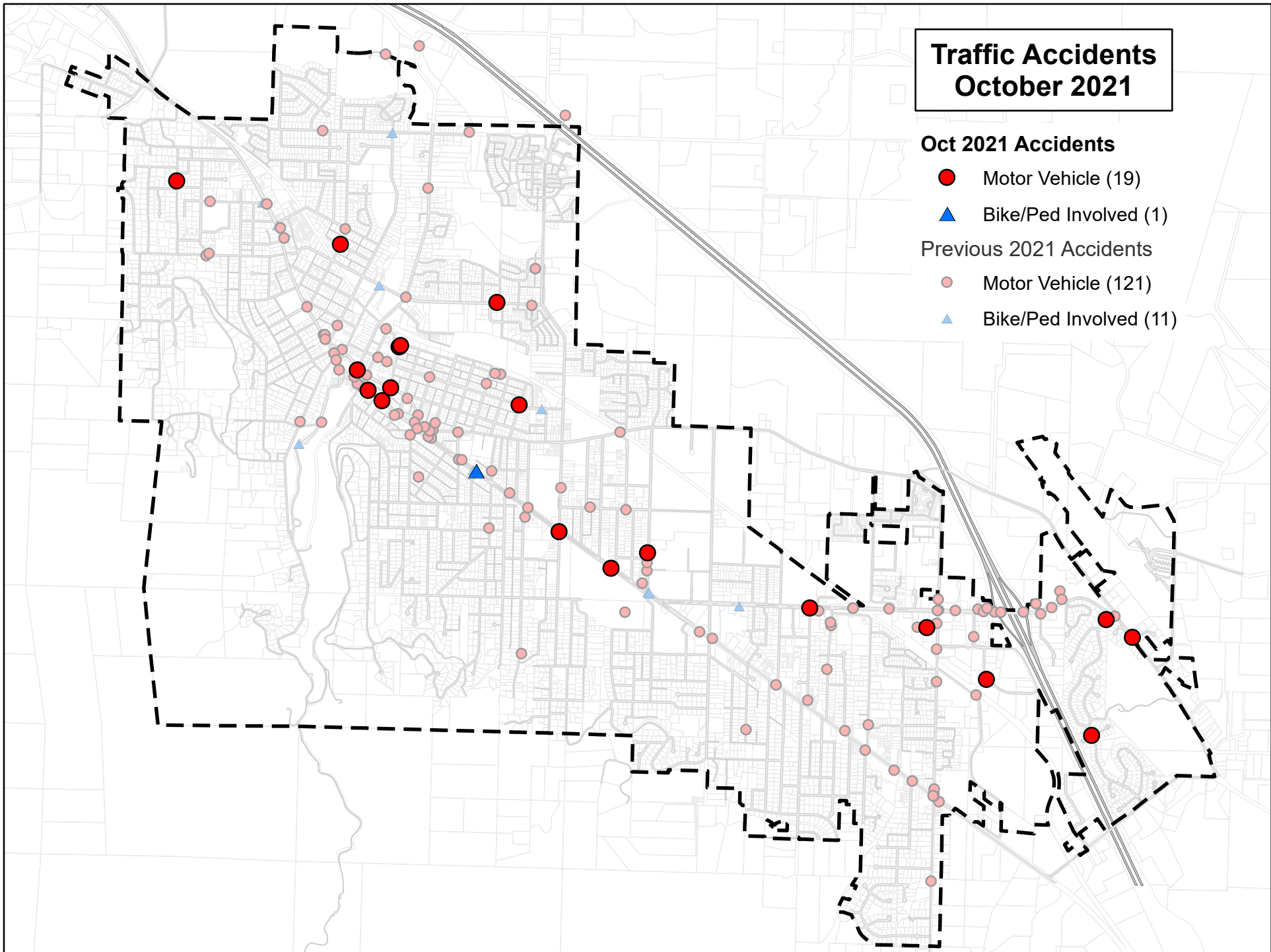
Traffic Accidents October 2021

Oct 2021 Accidents

- Motor Vehicle (19)
- ▲ Bike/Ped Involved (1)

Previous 2021 Accidents

- Motor Vehicle (121)
- ▲ Bike/Ped Involved (11)



MOTOR VEHICLE CRASH SUMMARY

MONTH: OCTOBER 2021

NO. OF ACCIDENTS: 20

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUI	Cited	Police On Site	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
Rep	1	2:30	Fri	Lithia Way at N First St	2	N	N	N	Y	Y	Y	Y	Y	N	Dv1 was wb on Lithia Way when Dv2 nb on N first St did not stop at the intersection and crashed into the side of v1, then left the area. Dv2 found and cited H&R. DUII, eluding and reckless driving.
Rep	1	5:55	Fri	Siskiyou Blvd at S Mountain Av	2	N	N	N	N	Y	Y	Y	N	N	Dv1 was eastbound through intersection on a green light when dv2 failed to yield on conditional left turn and ran into v1. Dv2 cited for failure to obey tcd.
Rep	1	10:56	Fri	Jefferson Av near Washington St	2	N	N	N	N	N	Y	Y	N	N	Dv2 had stopped in the road to wait for a bicycle who was in the road, and DV1 waited as well. Dv1 thought V2 had started to move again and pulled out into road striking the side of v2. Info exchanged.
NR	4	9:30	Mon	Walnut St near Wiley	2	N	N	N	N	N	Y	N	N	Y	2 vehicles were illegally parked (facing wrong direction) on a narrow street. Dv2 in a City owned vehicle tried to pass between the 2 vehicles, but struck the mirror of the vehicle on the west side. Info excvchanged.
Rep	4	12:47	Mon	Siskiyou Blvd near Harrison	1	Y	N	P	N	N	Y	N	N	N	Witness in lane 2 had come to stop to allow ped to cross the street. When ped got to the lane 1, Dv2 struck the wagon that was being pulled by ped, and the ped was flipped into the median. Possible injury, information exchanged.

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUI	Cited	Police On Site	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
Rep	5	11:40	Tue	Highway 66 at Applegate Wy	3	N	N	Y	N	Y	Y	Y	N	N	Dv2 was outbound, waiting to make a left turn onto Applegate Wy. Dv3 rear-ended v2, pushing it into the oncoming lane where v2 scraped v1. Dv3 cited for careless driving.
Rep	8	12:08	Fri	N First St near A St	2	N	N	N	N	Y	Y	Y	N	N	Dv1 contacted parked v2 while backing, presumably from angle parking. Dv1 cited for no operator's license and no insurance. No further information.
Rep	9	17:05	Sat	Ashland St at Park St	2	N	N	Y	N	Y	Y	Y	N	N	Dv1 made a left turn across oncoming traffic and caused collision with v2. Dv1 cited for failure to yield right of way.
NR	11	18:00	Mon	E Hersey St near Ann St	2	N	N	N	U	N	N	N	Y	N	Parked v1 was struck by unknown v2. No leads.
Rep	11	18:48	Mon	E Main St near S Pioneer	3	N	N	N	N	N	Y	Y	N	N	Dv1 in a semi was in the left lane and began to merge into the center lane, and did not see v2 in centerlane. V1 struck v2, and it moved around the front of v1 and spun into a parked vehicle. Information exchanged.
Rep	13	15:01	Fri	B St at Eighth St	2	N	N	N	N	Y	Y	Y	N	N	Dv2 was traveling eastbound on B St passing through 8th St intersection when v1 southbound on 8th did not stop at stop sign and crashed into v1. Dv1 cited failure to obey TCD
Rep	14	13:07	Thur	N First St near A St	2	N	N	N	N	Y	Y	N	Y	N	Dv2 scraped the left side of parked v1 while attempting a right turn, and then left the area. Dv2 was found and cited for failure to perform duties of a driver/property damage.
NR	15	UNK	Fri	Oak Knoll Dr	1	N	N	N	N	N	N	N	N	N	Driver crashed into mailboxes and left the area. Contact was made the next day and the driver was referred for driver evaluation. No further action taken.

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUI	Cited	Police On Site	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
Rep	17	2:22	Sun	Wightman St near Lee St	2	N	N	N	Y	Y	Y	Y	N	N	Dv1 was southbound on Wightman and crashed into parked v2. Dv1 arrested DUII, Reckless Driving, Criminal Mischief.
Rep	17	15:17	Sun	E Main St at N First St	2	N	N	N	N	N	Y	Y	N	N	Dv1 was traveling eastbound on E Main St, Dv2 turned left onto E Main St from N First St and v1 and v2 crashed. Fault not determined, information exchanged.
Rep	19	12:52	Fri	N Laurel St at Ohio St	2	N	N	N	N	N	Y	Y	N	N	Dv1 slowed and pulled over to the right to make a u-turn at the Ohio St intersection. Dv2, following, started to pass right when v1 began to turn and the 2 vehicles collided. Info exchanged.
Rep	23	11:56	Sat	Oak Knoll Dr near Ashland St	2	N	N	P	N	N	Y	Y	N	N	Dv2 executed a wide turn crossing into oncoming lane in order to access a driveway, and v1 did not see v2 on approach. Dv1 crashed into the rear of v2. Information exchanged.
Rep	25	21:20	Mon	Siskiyou Blvd near Avery St	1	N	N	N	N	N	Y	Y	N	N	V1 was struck by a deer running across the road, causing over \$2500 damage. Report only.
Rep	30	15:30	Sat	parking lot at business on Ashland St	2	N	N	N	N	Y	Y	Y	Y	M	Business parking lot on Ashland St. Dv2 struck v1 while reversing out of a parking spot and left the area. Dv2 was located and cited for failure to perform duties of a driver/property damage.
Rep	31	2:20	Sun	Oak St near Lithia Way	2	N	N	N	Y	Y	Y	Y	N	N	Dv1 rear-ended v2 at stop sign. Dv1 arrested DUII, Reckless driving, and criminal mischief 2.

Memo

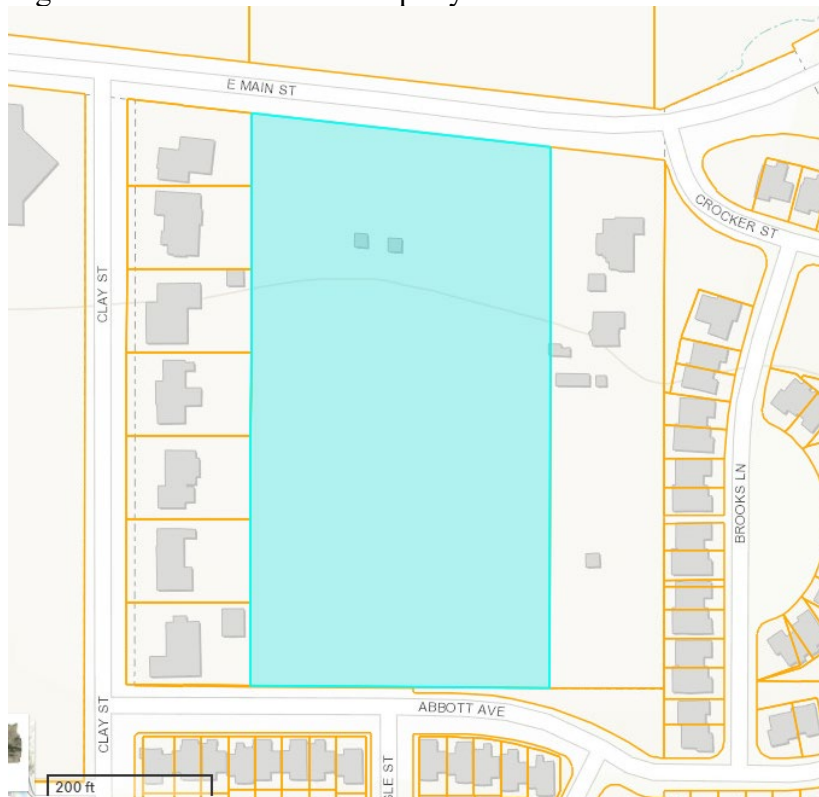
Date: November 9, 2021
From: Scott A. Fleury
To: Transportation Commission
RE: East Main Street Park Annexation

BACKGROUND:

Before the Commission is a proposed annexation and development of a City owned property on East Main. The Parks Department is looking to develop the parcel as a new “Park”. It is located adjacent to East Main Street and Abbott Avenue, reference figure 1. The Parks Department previously submitted a preapplication for the development of the property, but too much time has elapsed and they are submitting an updated preapplication.

As part of an updated preapplication process the Parks Department has requested to present the project and associated traffic impacts to the Transportation Commission. Parks is requesting comments and feedback on the proposed development directly associated with the Transportation System.

Figure 1: East Main Street Property



Transportation System Plan Projects-Subject Area

1. No pedestrian improvements are defined in the TSP for the subject area.
2. Bicycle Network Projects include:
 - a. B22-Bicycle Boulevard from East Main Street to Ashland Street
 - b. TR2-Multiuse Path from Clay Street to Tolman Creek Road
3. Roadway Network Projects include:
 - a. R22-New road connection between Clay Street and Tolman Creek Road (development driven)

Figure 1: Bicycle Plan Projects

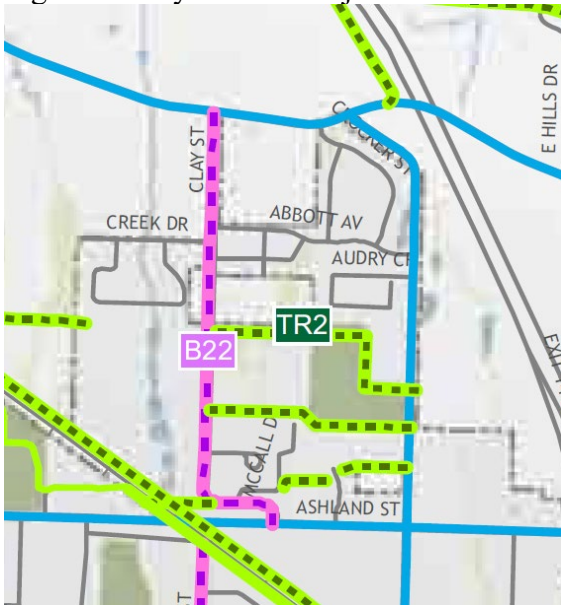


Figure 2: Roadway Plan Project



Annexation “Adequate Transportation” Criterion (AMC 18.5.8.050.E)

1. For vehicular transportation a 20-foot wide paved access exists, or can and will be constructed, along the full frontage of the project site to the nearest fully improved collector or arterial street. All streets adjacent to the annexed area shall be improved, at a minimum, to a half-street standard with a minimum 20-foot wide driving surface. The City may, after assessing the impact of the development, require the full improvement of streets adjacent to the annexed area. All streets located within annexed areas shall be fully improved to City standards. Where future street dedications are indicated on the Street Dedication Map or required by the City, provisions shall be made for the dedication and improvement of these streets and included with the application for annexation.
2. For bicycle transportation safe and accessible bicycle facilities exist, or can and will be constructed. Should the annexation be adjacent to an arterial street, bike lanes shall be provided on or adjacent to the arterial street. Likely bicycle destinations from the project site shall be determined and safe and accessible bicycle facilities serving those destinations shall be indicated.
3. For pedestrian transportation safe and accessible pedestrian facilities exist, or can and will be constructed. Full sidewalk improvements shall be provided on one side adjacent to the annexation for all streets adjacent to the proposed annexed area. Sidewalks shall be provided as required by ordinance on all streets within the annexed area. Where the project site is within one-quarter (1/4) mile of an existing sidewalk system, the sidewalks from the project site shall be constructed to extend and connect to the existing system. Likely pedestrian destinations from the project site shall be determined and the safe and accessible pedestrian facilities serving those destinations shall be indicated.
4. For transit transportation, should transit service be available to the site, or be likely to be extended to the site in the future based on information from the local public transit provider, provisions shall be made for the construction of adequate transit facilities, such as bus shelters and bus turn-out lanes. All required transportation improvements shall be constructed and installed prior to the issuance of a certificate of occupancy for any new structures on the annexed property.

CONCLUSION:

Ashland Municipal Code requires the Transportation Commission provided comments on Type III development proposals at the preapplication phase.

ASHLAND PARKS & RECREATION COMMISSION

340 S PIONEER STREET • ASHLAND, OREGON 97520

COMMISSIONERS:

Mike Gardiner
Rick Landt
Julian Bell
Leslie Eldridge
Jim Lewis



Michael A. Black, AICP
Director

541.488.5340
AshlandParksandRec.org
parksinfo@ashland.or.us

STAFF MEMORANDUM

TO: Transportation Commission

FROM: Michael Black, APRC Director

DATE: November 9, 2021

SUBJECT: East Main Park Draft TIA

Summary: Ashland Parks and Recreation Commission (APRC) is planning to build a 6.5 acre community park at 2228 East Main. This park is a replacement for the YMCA Park that was sold in 2017. APRC has engaged Terrain Landscape Architecture and Kim Parducci to produce a plan for the park and provide recommendations for transportation for the community park. The attached documentation from Kim Parducci reveals that "the proposed development is shown to be in compliance with the City of Ashland Comprehensive Plan and Land Development Code."

Thank you for taking the time to review the transportation planning aspects for this community park. The park will provide valuable health, recreation, and social structure for the community at large and the immediate neighborhood. We look forward to meeting with you and to discuss this valuable community asset.

ATTACHMENTS

- 1.) S.O. Transportation Engineering Executive Summary for East Main Park
- 2.) Draft TIA for East Main Park

I. EXECUTIVE SUMMARY

Summary

Southern Oregon Transportation Engineering, LLC prepared a traffic analysis for a proposed park located along the south side of East Main Street, east of Clay Street in Ashland, Oregon. The proposed park will include a dog park, community garden, central play area, pump track, and open space. Access to the site is proposed on East Main Street and Abbott Avenue with a pedestrian/bike path to Brooks Lane.

The proposed park is expected to draw from the local community and generate as many pedestrians/cyclists as automobile trips. It is estimated to generate 442 average daily trips (ADT) from automobiles with 20 occurring during the a.m. peak hour and 43 during the p.m. peak hour. During the p.m. peak hour, which is estimated to be the peak of the day, the park is additionally estimated to generate 16 pedestrian trips and 28 bicycle trips. Construction is estimated to begin in year 2022.

Three study area intersections and two site driveways were evaluated under existing year 2021, design year 2022 no-build, and design year 2022 build conditions during the p.m. peak hour to address development impacts.

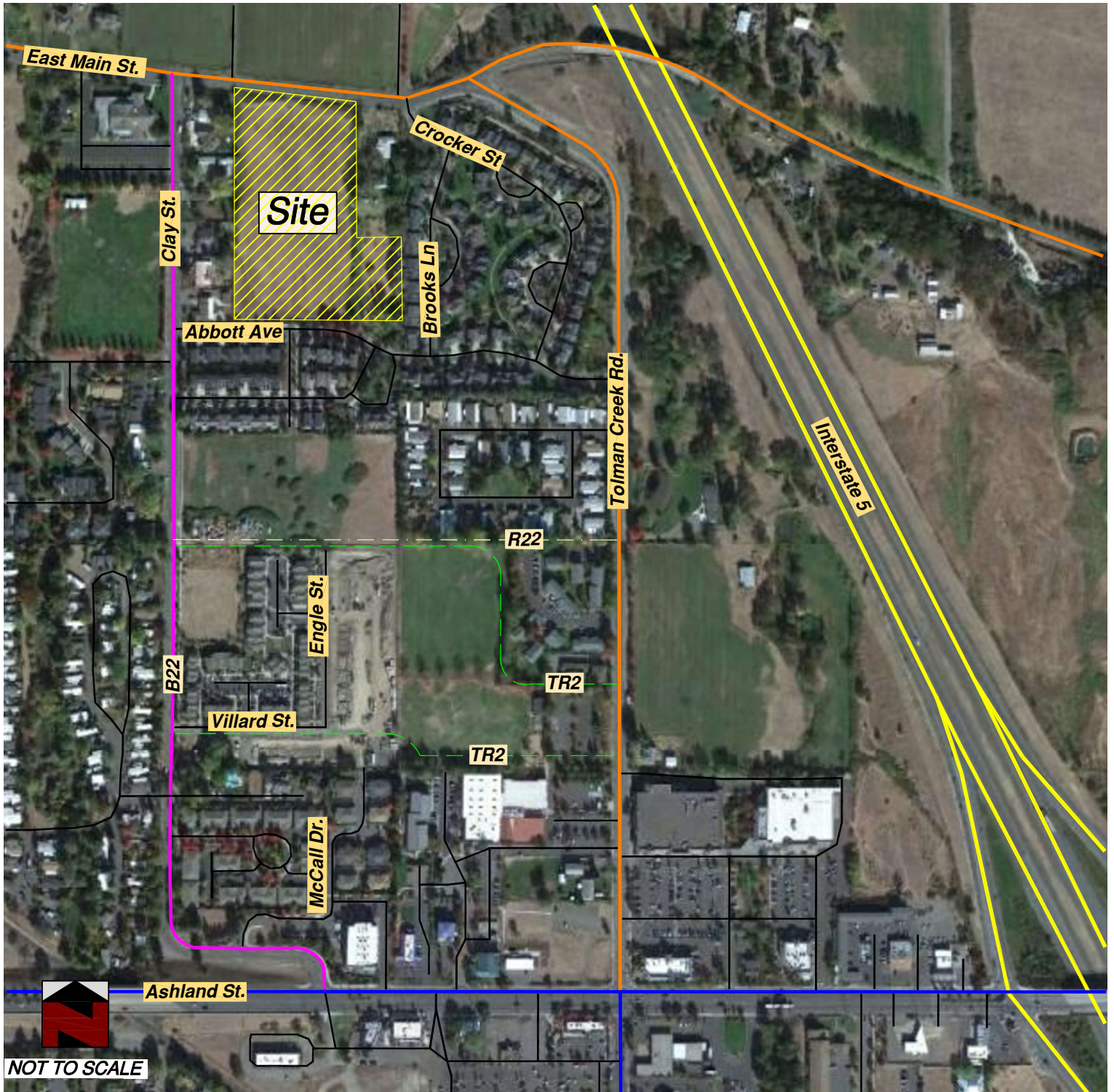
Conclusions

The findings of the traffic impact analysis conclude that the proposed East Main Street Park can be approved without creating adverse impacts to the transportation system. Results of the analysis are as follows:

1. All study area intersections operate acceptably under existing year 2021, design year 2022 no-build, and design year 2022 build conditions during the p.m. peak hour.
2. Crash data was evaluated in the study area for the most recent five-year period and not shown to identify any safety concerns that would require further investigation.
3. Turn lane criterion was evaluated on East Main Street at the proposed site driveway. Results show that neither an eastbound right turn lane nor westbound left turn lane is warranted as a result of development traffic during the p.m. peak hour.
4. Sight distance is shown to be adequate at proposed site access points on East Main Street and Abbott Avenue.
5. Pedestrians and cyclists are expected to use East Main Street, Clay Street, Tolman Creek Road, and streets within the local neighborhoods to access the park. Sidewalks exist on Tolman Creek Road, Clay Street, and within the local neighborhoods, but are missing in segments along East Main Street. Bike facilities (lanes or shoulders) are provided on East Main Street and Tolman Creek Road but are missing on Clay Street. The City of Ashland has a planned project in their Transportation System Plan to upgrade Clay Street to a Bicycle Boulevard, but it is a low priority project with a timeline of 15-25 years. It is our recommendation to provide these improvements as part of the park development.

The proposed development is shown to be in compliance with the City of Ashland Comprehensive Plan and Land Development Code. Streets that serve the subject property will accommodate projected peak hour traffic volumes while maintaining acceptable performance standards in accordance with the City of Ashland and Jackson County Transportation System Plans (TSP).

Figure 1: Vicinity Map

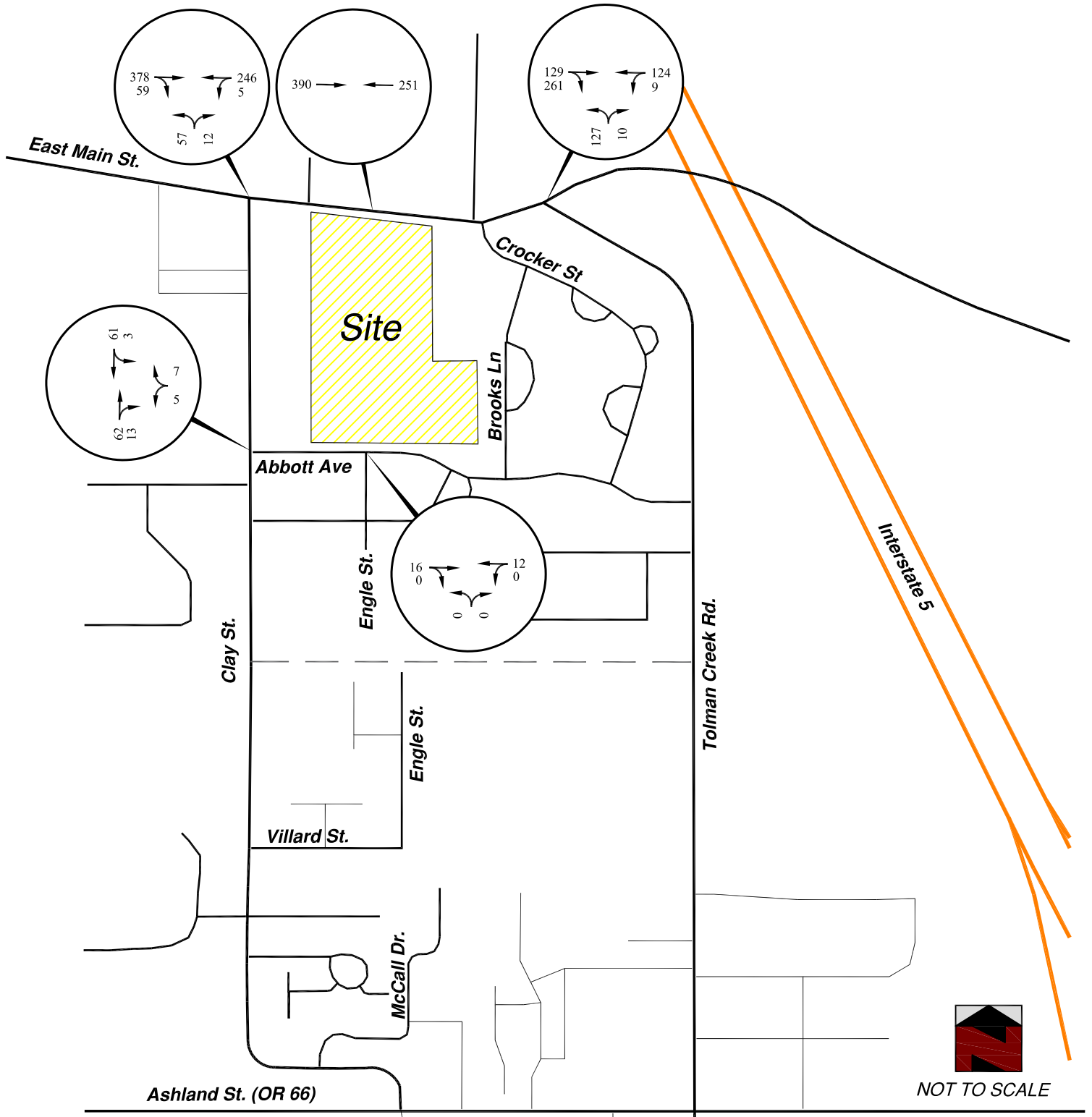


**SOUTHERN OREGON
TRANSPORTATION ENGINEERING, LLC**

Medford, Oregon 97504
ph 541.941.4148 fax 541.535.6873
Kim.parducci@gmail.com

**Ashland Parks Department
East Main Regional Park Dev
Traffic Impact Analysis
Ashland, Oregon**

Figure 4: Design Year 2022 No-Build Traffic Volumes, PM Peak Hour



NOT TO SCALE

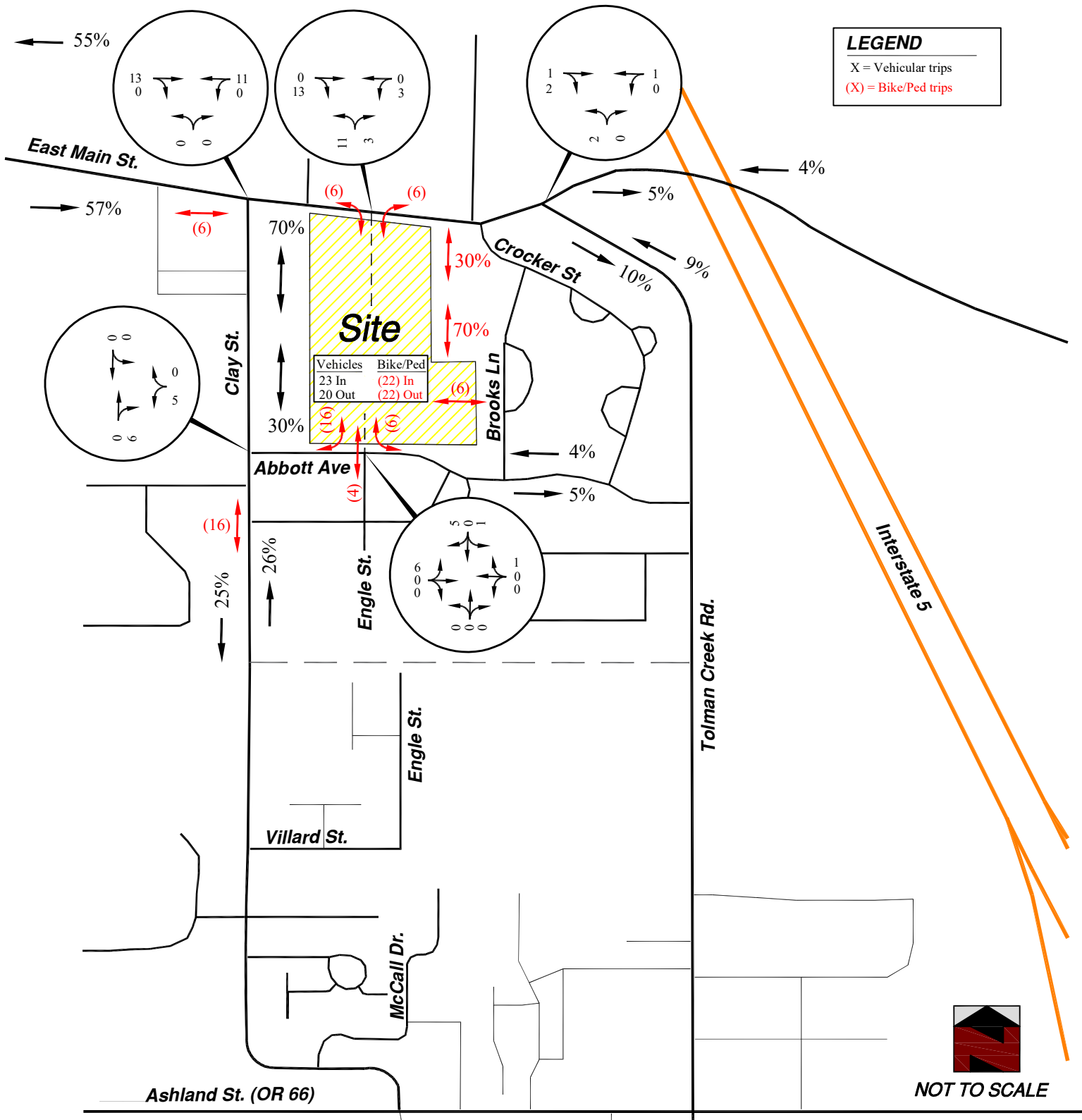


**SOUTHERN OREGON
TRANSPORTATION ENGINEERING, LLC**

Medford, Oregon 97504
 ph 541.941.4148 fax 541.535.6873
 Kim.Parducci@gmail.com

**Ashland Parks Department
 East Main Regional Park Dev
 Traffic Impact Analysis
 Ashland, Oregon**

Figure 5: Development Trip Distributions, PM Peak Hour



**SOUTHERN OREGON
 TRANSPORTATION ENGINEERING, LLC**

Medford, Oregon 97504
 ph 541.941.4148 fax 541.535.6873
 Kim.Parducci@gmail.com

**Ashland Parks Department
 East Main Regional Park Dev
 Traffic Impact Analysis
 Ashland, Oregon**

East Main Street Park Development

- **DRAFT** -

Traffic Impact Analysis

November 1, 2021

Prepared By:



*TRANSPORTATION
ENGINEERING, LLC*

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

East Main Street Park Development

- **DRAFT** -

Traffic Impact Analysis

November 1, 2021

Prepared By:

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC



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I. EXECUTIVE SUMMARY

Summary

Southern Oregon Transportation Engineering, LLC prepared a traffic analysis for a proposed park located along the south side of East Main Street, east of Clay Street in Ashland, Oregon. The proposed park will include a dog park, community garden, central play area, pump track, and open space. Access to the site is proposed on East Main Street and Abbott Avenue with a pedestrian/bike path to Brooks Lane.

The proposed park is expected to draw from the local community and generate as many pedestrians/cyclists as automobile trips. It is estimated to generate 442 average daily trips (ADT) from automobiles with 20 occurring during the a.m. peak hour and 43 during the p.m. peak hour. During the p.m. peak hour, which is estimated to be the peak of the day, the park is additionally estimated to generate 16 pedestrian trips and 28 bicycle trips. Construction is estimated to begin in year 2022.

Three study area intersections and two site driveways were evaluated under existing year 2021, design year 2022 no-build, and design year 2022 build conditions during the p.m. peak hour to address development impacts.

Conclusions

The findings of the traffic impact analysis conclude that the proposed East Main Street Park can be approved without creating adverse impacts to the transportation system. Results of the analysis are as follows:

1. All study area intersections operate acceptably under existing year 2021, design year 2022 no-build, and design year 2022 build conditions during the p.m. peak hour.
2. Crash data was evaluated in the study area for the most recent five-year period and not shown to identify any safety concerns that would require further investigation.
3. Turn lane criterion was evaluated on East Main Street at the proposed site driveway. Results show that neither an eastbound right turn lane nor westbound left turn lane is warranted as a result of development traffic during the p.m. peak hour.
4. Sight distance is shown to be adequate at proposed site access points on East Main Street and Abbott Avenue.
5. Pedestrians and cyclists are expected to use East Main Street, Clay Street, Tolman Creek Road, and streets within the local neighborhoods to access the park. Sidewalks exist on Tolman Creek Road, Clay Street, and within the local neighborhoods, but are missing in segments along East Main Street. Bike facilities (lanes or shoulders) are provided on East Main Street and Tolman Creek Road but are missing on Clay Street. The City of Ashland has a planned project in their Transportation System Plan to upgrade Clay Street to a Bicycle Boulevard, but it is a low priority project with a timeline of 15-25 years. It is our recommendation to provide these improvements as part of the park development.

The proposed development is shown to be in compliance with the City of Ashland Comprehensive Plan and Land Development Code. Streets that serve the subject property will accommodate projected peak hour traffic volumes while maintaining acceptable performance standards in accordance with the City of Ashland and Jackson County Transportation System Plans (TSP).

II. INTRODUCTION

Background

Southern Oregon Transportation Engineering, LLC prepared a traffic analysis for a proposed Regional Park located along the south side of East Main Street, east of Clay Street in Ashland, Oregon. The proposed park will include a dog park, community garden, central play area, pump track, and open space. Access to the site is proposed on East Main Street and Abbott Avenue with a bike/pedestrian path to Brooks Lane.

Development of the park will require annexation into the City of Ashland and Site Review Design. The property will be annexed with R-1-3.5 zoning. A traffic analysis is required by the City of Ashland and Jackson County to address development impacts on the transportation system. The study area consists of the following intersections/driveways:

1. Clay Street / E Main Street
2. Abbott Avenue / Clay Street
3. Tolman Creek Road / E Main Street
4. Site Access / E Main Street
5. Site Access / Abbott Avenue

Study area intersections and driveways were evaluated under existing year 2021 no-build, design year 2022 no-build, and design year 2022 build conditions during the p.m. peak hour.

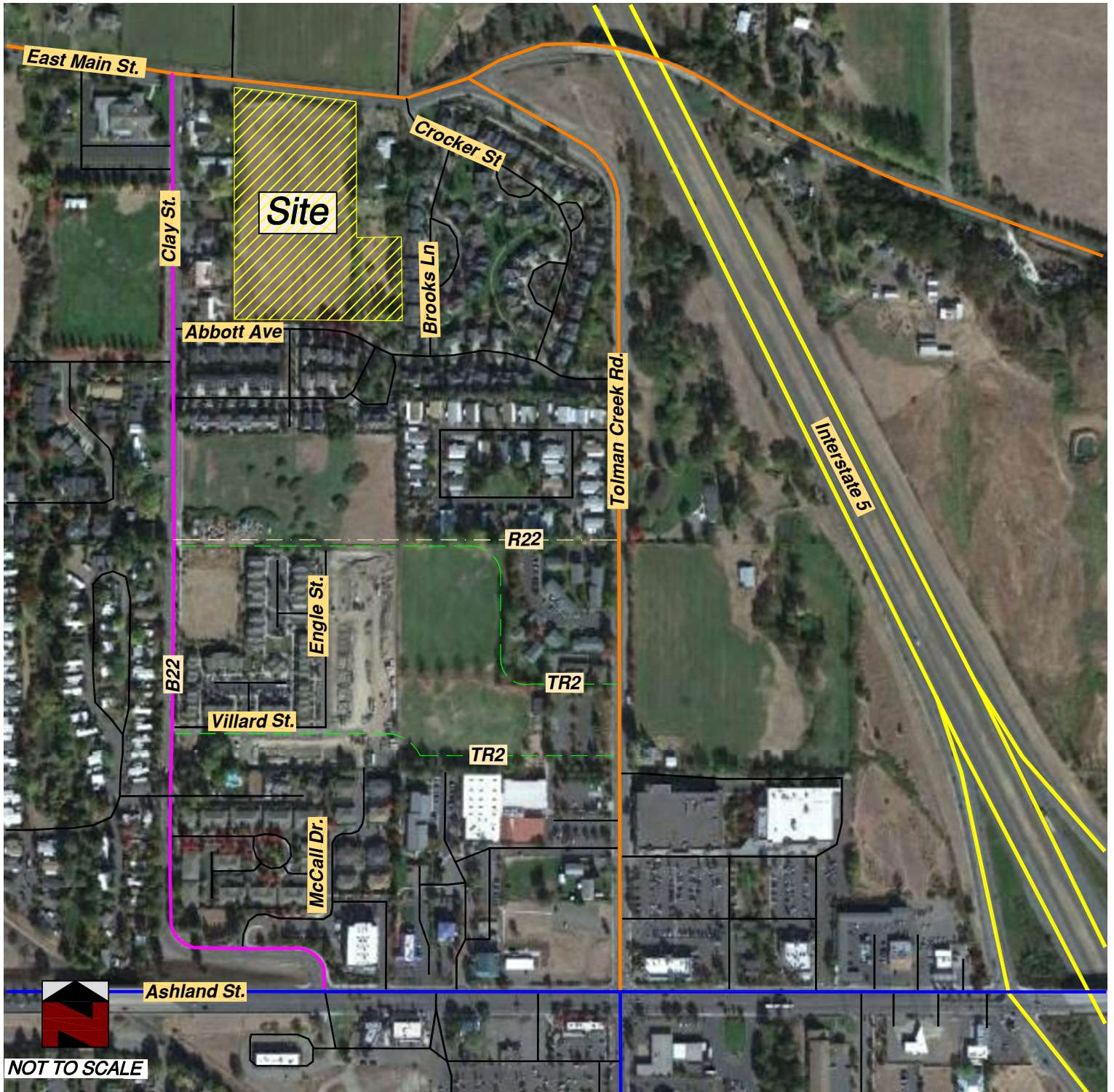
Project Location

The proposed East Main Street Park is located at Township 39S Range 1E Section 11CB on tax lots 100 and 200. The subject property is approximately 7.55 acres in size and will be developed under City of Ashland R-1-3.5 zoning. Access is proposed from East Main Street and Abbott Avenue. Refer to Figures 1 and 2 for a vicinity map and site location.

Project Description

The proposed development includes a dog park, community garden, central play area, pump track, and open space. It is estimated to generate 422 ADT with 20 trips occurring during the a.m. peak hour and 43 during the p.m. peak hour. Additionally, the park is estimated to generate 16 pedestrian and 28 bicycle trips during the p.m. peak hour. Construction is estimated to begin in year 2022.

Figure 1: Vicinity Map



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Insert Figure 2 – Site Location

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III. EXISTING YEAR 2021 NO-BUILD CONDITIONS

Site Conditions

The subject property is located along the south side of East Main Street, east of Clay Street in Ashland, Oregon. Access is proposed through private driveways on East Main Street and Abbott Avenue. The site is currently occupied by a single-family residence.

Roadway Characteristics

The project study area includes intersections along East Main Street, Clay Street and Abbott Avenue. Study area intersections and driveways are analyzed in accordance with City of Ashland and Jackson County standards.

Table 1 provides a summary of existing roadway classifications and descriptions in the study area.

Roadway	Jurisdiction	Functional Classification ¹	Sidewalk	Bike Lane	Number of Lanes	Posted Speed (MPH)
East Main Street	Jackson County	Major Collector	Partial	No	2	40
Clay Street	Jackson County	Minor Collector	Partial	No	2	25
Abbott Avenue	City of Ashland	Neighborhood	Yes	No	2	Not Posted
Tolman Creek Road	City of Ashland	Avenue	Partial	Yes	2	25

1. City of Ashland and Jackson County Transportation System Plans

Traffic Counts

Manual traffic counts (4-6 p.m.) were collected in July of 2021 and then again in October of 2021 to account for school traffic. Count data was seasonally adjusted in accordance with ODOT's Analysis Procedures Manual (APM) to represent peak conditions. A growth rate of 2% per year was added to year 2021 count data to develop design year 2022 no-build conditions. Growth was determined from existing and projected traffic volumes in the City of Ashland TSP. Year 2021 no-build traffic volumes at study area intersections are provided in Figure 3. Manual traffic counts are provided in Appendix A.

Pedestrian and Bicycle Accessibility

Pedestrian and bicyclist activity was observed to be low along all streets counted during p.m. peak period counts. No pedestrians were counted on East Main Street or Tolman Creek Road, one on Clay Street, and a few on Abbott Avenue. Similarly, bicycle counts were equally low with none counted on any study area street. Regardless of activity, connections for pedestrians and bicyclists are decent in all but one direction. Sidewalk connectivity is poor to/from the west along East Main Street. To/from the east, sidewalk exists within 350 feet beginning at Crocker Street and continuing on Tolman Creek Road. Once frontage improvements occur, there will be continuous sidewalk along the south side of East Main Street between Tolman Creek Road and Clay Street. To/from the south, Clay Street provides continuous sidewalk on one side or the other from East Main Street to Ashland Street

(OR 66) and there's continuous sidewalk to/from the east and west along Abbott Avenue. At some point in the future, Engle Street is expected to connect from Villard Street to Abbott Avenue, which will provide continuous sidewalk north and south between the proposed park and residential areas to the south.

Bicycle routes to/from the west include East Main Street and a multi-use path adjacent to the rail corridor (Central Bike Path) that provides a connection indirectly to Clay Street. Clay Street is planned in the City's TSP as a bicycle boulevard (project B22) from Ashland Street to East Main Street, which means it will eventually provide a shared roadway to allow through movement of bicycles. The City's TSP rates East Main Street as having a multi-modal bicycle level of service "C-D" under existing and future no-build conditions, which is considered adequate, and this route is more direct, but the shoulder provided along East Main Street is inconsistent in width. The varying shoulder width and posted speed of 40 miles per hour (mph) makes the path less desirable for bike riders of all ages and abilities. Our assumption is that Clay Street and Tolman Creek Road will be used more often by cyclists to/from the site.

Transit Service

The nearest transit route to the site is Bus Route 10 provided by Rogue Valley Transit District (RVTD). It runs east-west on Ashland Street. The closest bus stop on Route 10 is at Bi-Mart. Route 10 runs on 20-30 minutes scheduled stops between 5am and 7pm Monday -Friday and 7am to 7pm on Saturdays. In the City of Ashland Transit Expansion Study, completed in March of 2019, Route 10 is planned for increased service coverage, which includes an additional loop from Ashland Street north on Clay Street, east on East Main Street, and south on Tolman Creek Road closing the loop back to Ashland Street. A bus stop is proposed on the south side of East Main Street along the proposed park frontage. See local transit route concept map below (provided from the Ashland Transit Expansion Study).

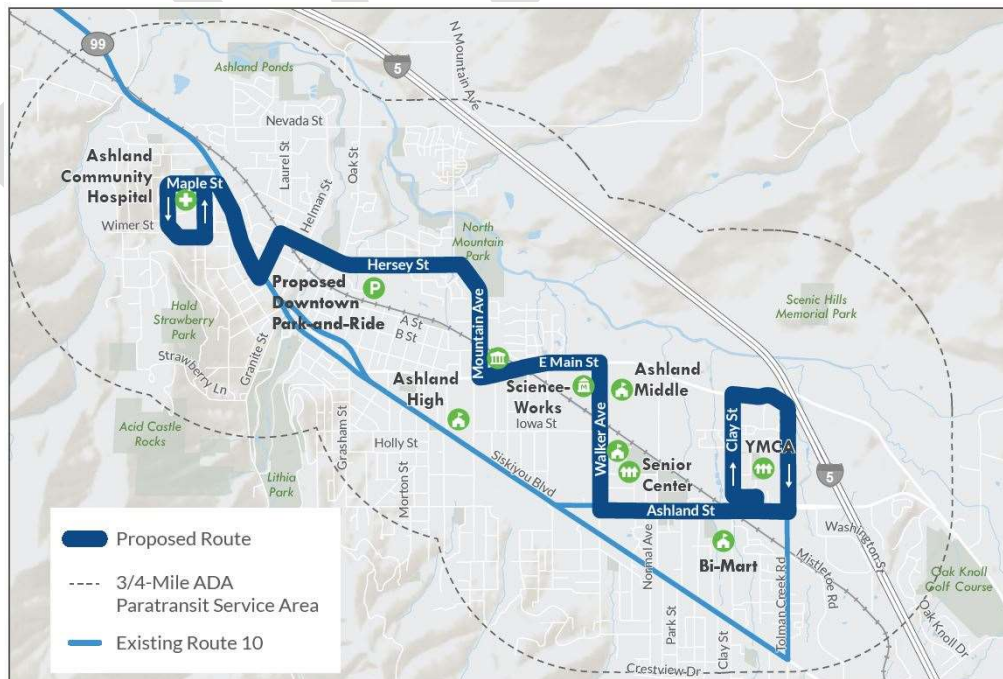
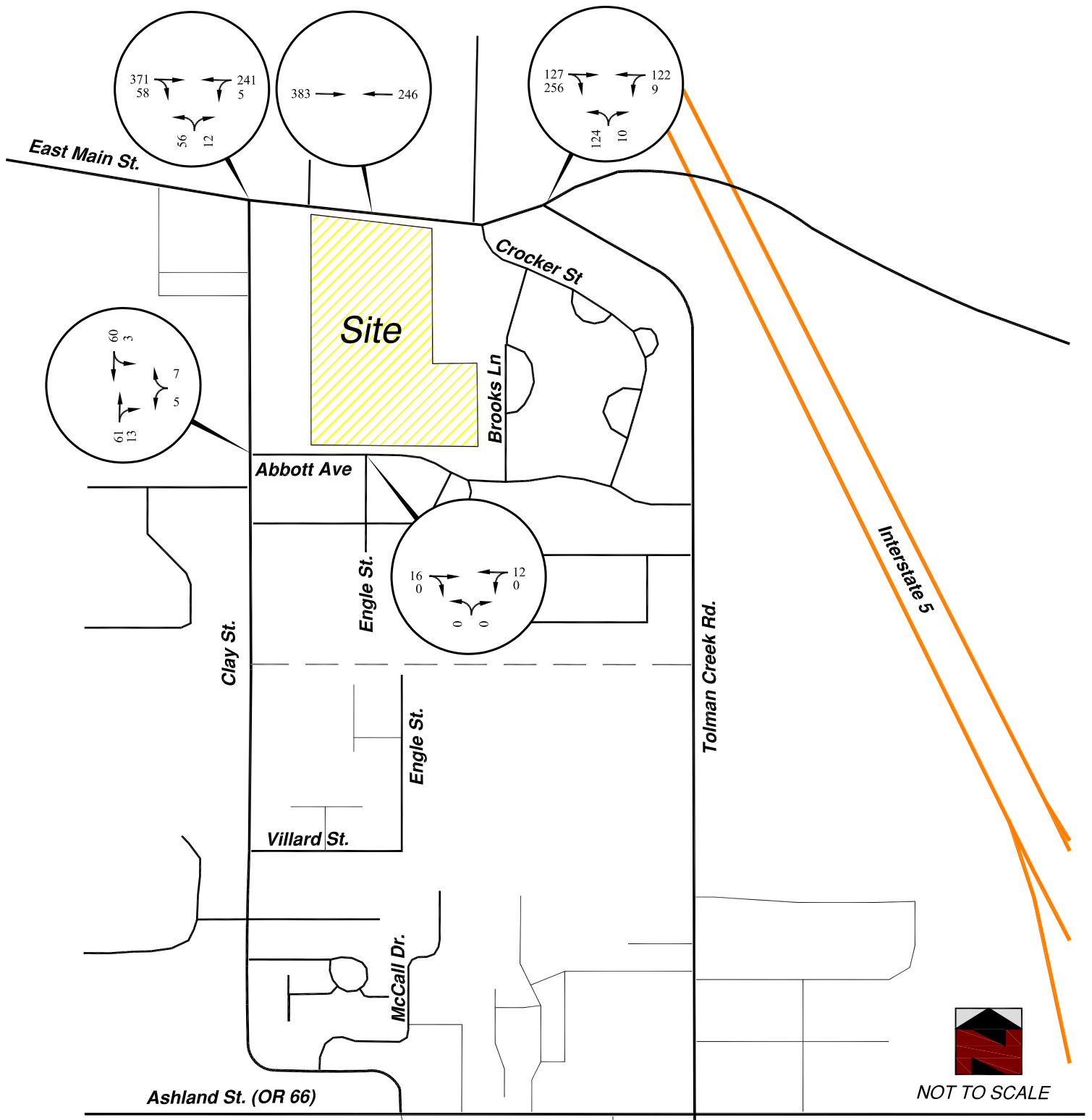


Figure 3: Year 2021 No-Build Traffic Volumes, PM Peak Hour



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Intersection Capacity and Level of Service

Intersection capacity calculations were conducted utilizing the methodologies presented in the *Highway Capacity Manual (HCM 6th Edition)*. Capacity and level of service calculations for unsignalized intersections were prepared using “SYNCHRO” timing software.

Level of service quantifies the degree of comfort afforded to drivers as they travel through an intersection or along a roadway section. The level of service methodology was developed to quantify the quality of service of transportation facilities. Level of service is based on total delay, defined as the total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. Level of service ranges from “A” to “F”, with “A” indicating the most desirable condition and “F” indicating an unsatisfactory condition. The HCM LOS designations for stop-controlled intersections are provided in Table 2.

Level of Service	Delay Range
A	< 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	> 50

Volume-to-capacity (v/c) ratios are decimal representations of used capacity and range between 0.00-1.00, or zero to 100%. Lane movements with low v/c ratios have an excess of available capacity, while movements with high v/c ratios are shown to be near or at capacity.

Streets within the study area are under City of Ashland and Jackson County. The City of Ashland performance standard for stop-controlled intersections is a LOS “D”. The Jackson County performance standard is a v/c ratio of 0.95 for the critical movement. Mitigation is required at study area intersections where operational standards are not met, and it can be shown that proposed development trips make conditions significantly worse (beyond target compliance) than they would have otherwise been under no-build conditions.

Year 2021 No-Build Intersection Operations

Study area intersections were evaluated under existing year 2021 no-build conditions during the p.m. peak hour. Results are summarized in Table 3.

Intersection	Performance Standard	Traffic Control	PM Peak Hour
Clay St. / E Main St.	V/c 0.95	TWSC	0.22, NB
Clay St. / Abbott Ave.	LOS D	TWSC	A, 9.0 seconds WB
Tolman Creek Rd. / E Main St.	LOS D, V/C 0.95	TWSC	B, 0.26, 13.5 seconds NB

LOS = level of service, TWSC = two-way stop control, NB = northbound, WB = westbound
 Note: Exceeded performance standards are shown in bold, italic

Results of the analysis show all study area intersections operate acceptably (within performance standards) under existing year 2021 no-build conditions during the p.m. peak hour. Refer to Appendix C for synchro output sheets.

Year 2021 No-Build 95th Percentile Queuing

Queue lengths are reported as the average, maximum, or 95th percentile queue length. The 95th percentile queue length is used for design purposes and is the queue length reported in this analysis. Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths. Queues were evaluated at study area intersections under existing year 2021 no-build conditions during the p.m. peak hour. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 4.

Intersection / Movement	Available Link Distance (Ft)	PM Peak Hour	Exceeded Roadway
<u>Clay St. / E Main St.</u>			
Westbound Left/Through	675	25	None
Northbound Left/Right	725	75	None
<u>Clay St. / Abbott Ave.</u>			
Westbound Left/Right	325	50	None
Southbound Left/Through	725	0	None
<u>Tolman Creek Rd. / E Main St.</u>			
Westbound Left/Through	1550	25	None
Northbound Left/Right	1125	75	None

Note: Exceeded performance standards are shown in bold, italic

Results of the queuing analysis show all study area queue links are shown to stay within available link distances under existing conditions during the p.m. peak hour. The longest reported queues occur northbound on Clay Street and on Tolman Creek Road at East Main Street. Refer to Appendix C for a full queuing and blocking report.

Crash History

Crash data for the most recent five-year period was provided from ODOT’s crash analysis unit and TransGIS website. Results were provided for the period of January 1, 2015 through December 31st, 2019. Crash data was analyzed to identify crash patterns that could be attributable to geometric or operational deficiencies, or crash trends of a specific type that would indicate the need for further investigation at an intersection. Study area intersection crash rates were also compared to the ODOT critical crash rate. Intersections with crash rates greater than the ODOT critical crash rate are recommended for further investigation. Tables 5 and 6 provide a summary of results. Intersections with no reported crashes are not shown in the tables. Comprehensive crash data is provided in Appendix B.

Table 5 - Study Area Intersection Crash Rates, 2015-2019

Intersection	2015	2016	2017	2018	2019	Total Crashes	ADT	Crash Rate	ODOT 90 th %
Clay St. / E Main St.	0	0	0	0	1	1	7450	0.074	0.293
Tolman Creek / E Main St.	0	1	0	0	0	1	6500	0.084	0.293

Table 6 - Crash History by Type, 2015-2019

Intersection	Collision Type					Severity		
	Rear-End	Turning /Angle	Fixed Object	Other	Ped/ Cyclist	Non-Injury	Injury	Fatal
Clay St. / E Main St.	0	1	0	0	0	1	0	0
Tolman Creek / E Main St.	0	1	0	0	0	0	1	0

No study area intersection is shown to have an intersection crash rate exceeding the ODOT critical crash rate, which indicates a need for further investigation. One reported collision occurred at the intersection of Clay Street / E Main Street and resulted in property damage only. One reported collision occurred at the intersection of Tolman Creek Road / E Main Street and resulted in minor injury (INJ C). No reported collisions occurred at the intersection of Abbott Avenue / Clay Street.

Two collisions occurred on E Main Street in between Clay Street and Tolman Creek Road. These occurred at Crocker Street and just east of Crocker Street. Both resulted in property damage only. One collision occurred on Clay Street between E Main Street and Abbott Avenue. It also resulted in property damage only.

No reported collisions at any study area intersection or in between intersections involved pedestrians/cyclists or resulted in severe injury. The most common cause for collisions in between intersections was following too closely. The most common cause for collisions at intersections was failing to yield right-of-way. No further investigation is shown to be necessary.

IV. DESIGN YEAR 2022 NO-BUILD CONDITIONS

Design Year 2022 No-Build Description

Design year 2022 no-build conditions represent development build year conditions for a study area without consideration of proposed development trips. This condition is evaluated to determine how a study area will be impacted by area background growth. Background growth in the analysis was 2% per year to be consistent with estimated growth along East Main Street in the City of Ashland TSP. Refer to Figure 4 for design year 2022 no-build traffic volumes during the p.m. peak hour.

Design Year 2022 No-Build Intersection Operations

Study area intersections were evaluated under design year 2022 no-build conditions during the p.m. peak hour. Results are summarized in Table 7.

Intersection	Performance Standard	Traffic Control	PM Peak Hour
Clay St. / E Main St.	V/c 0.95	TWSC	0.23, NB
Clay St. / Abbott Ave.	LOS D	TWSC	A, 9.0 seconds WB
Tolman Creek Rd. / E Main St.	LOS D, V/C 0.95	TWSC	B, 0.27, 13.7 seconds NB

LOS = level of service, TWSC = two-way stop control, NB = northbound, WB = westbound
 Note: Exceeded performance standards are shown in bold, italic

Results of the analysis show study area intersections continue to operate acceptably (within performance standards) under design year 2022 no-build conditions during the p.m. peak hour. Small increases in delay and v/c ratios occur at intersections but intersection level of service remains the same with background growth. Refer to Appendix D for synchro output sheets.

Design Year 2022 No-Build 95th Percentile Queuing

Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths within the study area under design year 2022 no-build conditions. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 8 for the p.m. peak hour.

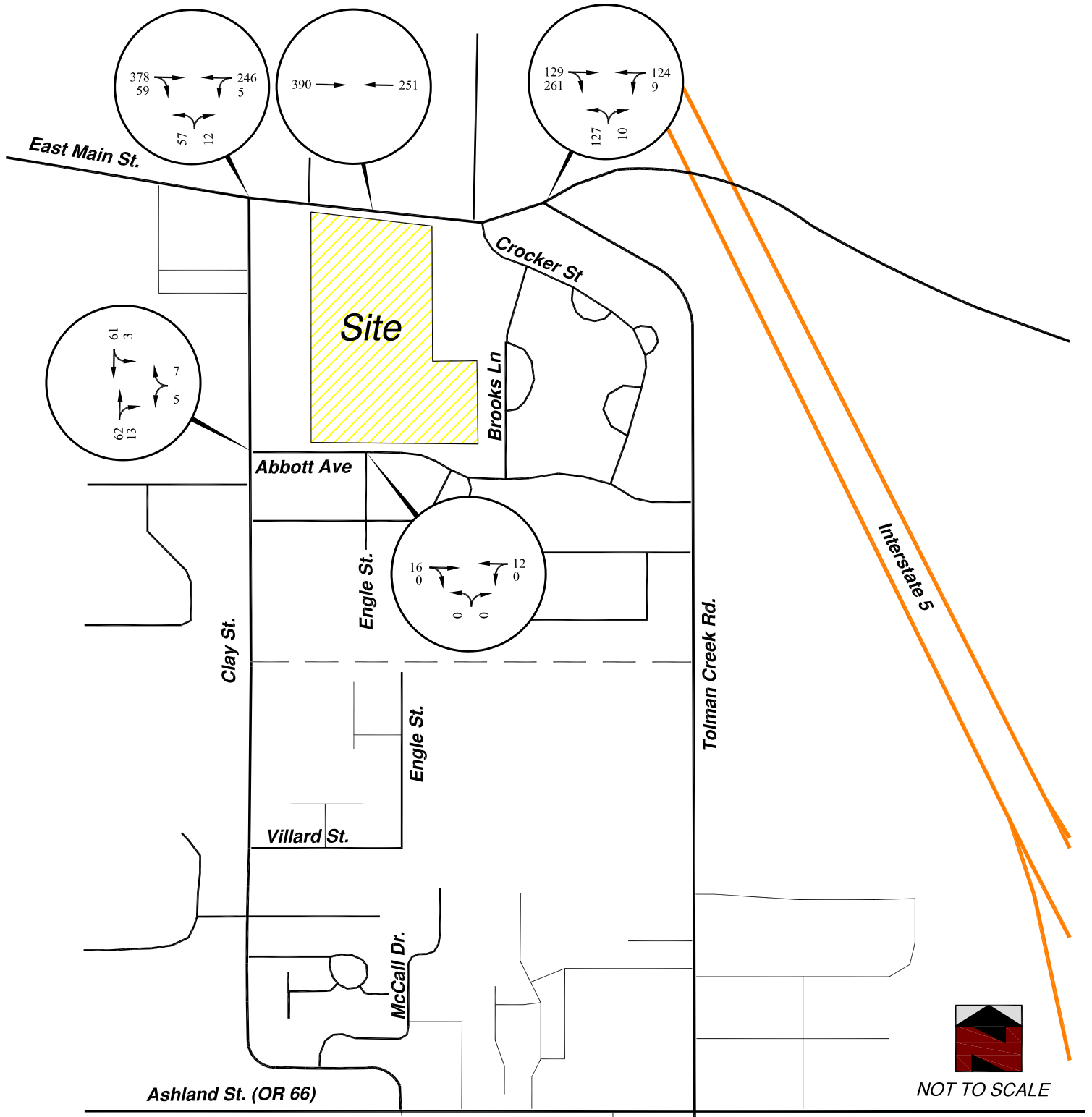
Intersection / Movement	Available Link Distance (Ft)	PM Peak Hour	Exceeded Roadways
<u>Clay St. / E Main St.</u>			
Westbound Left/Through	675	25	None
Northbound Left/Right	725	75	None
<u>Clay St. / Abbott Ave.</u>			
Westbound Left/Right	325	50	None
Southbound Left/Through	725	0	None
<u>Tolman Creek Rd. / E Main St.</u>			
Westbound Left/Through	1550	25	None
Northbound Left/Right	1125	75	None

Note: Exceeded performance standards are shown in bold, italic

Results of the queuing analysis show no changes in queuing at study area intersection due to background growth. Refer to Appendix D for a full queuing and blocking report.

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Figure 4: Design Year 2022 No-Build Traffic Volumes, PM Peak Hour



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V. SITE TRAFFIC

Trip Generation

Trip generation calculations for the proposed park were prepared utilizing the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition and local data. The proposed park will include a dog park, community garden, play area, pump track, and open space. Only one of these uses has adequate data in the ITE, which includes land use 411 – Public Park. This land use was used to generate trips for the open space and play area on the site plan. For uses that don’t have adequate data provided in the ITE, the ITE recommends gathering local data. Local data was gathered for the dog park, community garden, and pump track. Manual counts were taken at existing facilities in Ashland for the dog park and community garden. For the pump track, traffic generations were developed from estimations provided by the Redmond Public Work Director for a similar pump track constructed two years ago. Estimations were based on the maximum number of users at one time on the pump track and the average duration of each user.

A summary of vehicular trip generations for the proposed East Main Street Park is provided in Table 9. ITE graphs and local data is provided in Appendix B.

Data Reference	Unit	Size	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Local – Dog Park	NA	NA	290 ¹	17	10	7	30	17	13
Local – Community Garden	NA	NA	30 ¹	3	2	1	0	0	0
Local – Pump Track	NA	NA	120 ¹	0	0	0	12	6	6
ITE 411 – Public Park	Acres	2	2	0	0	0	1	0	1
Total Trips			442	20			43		

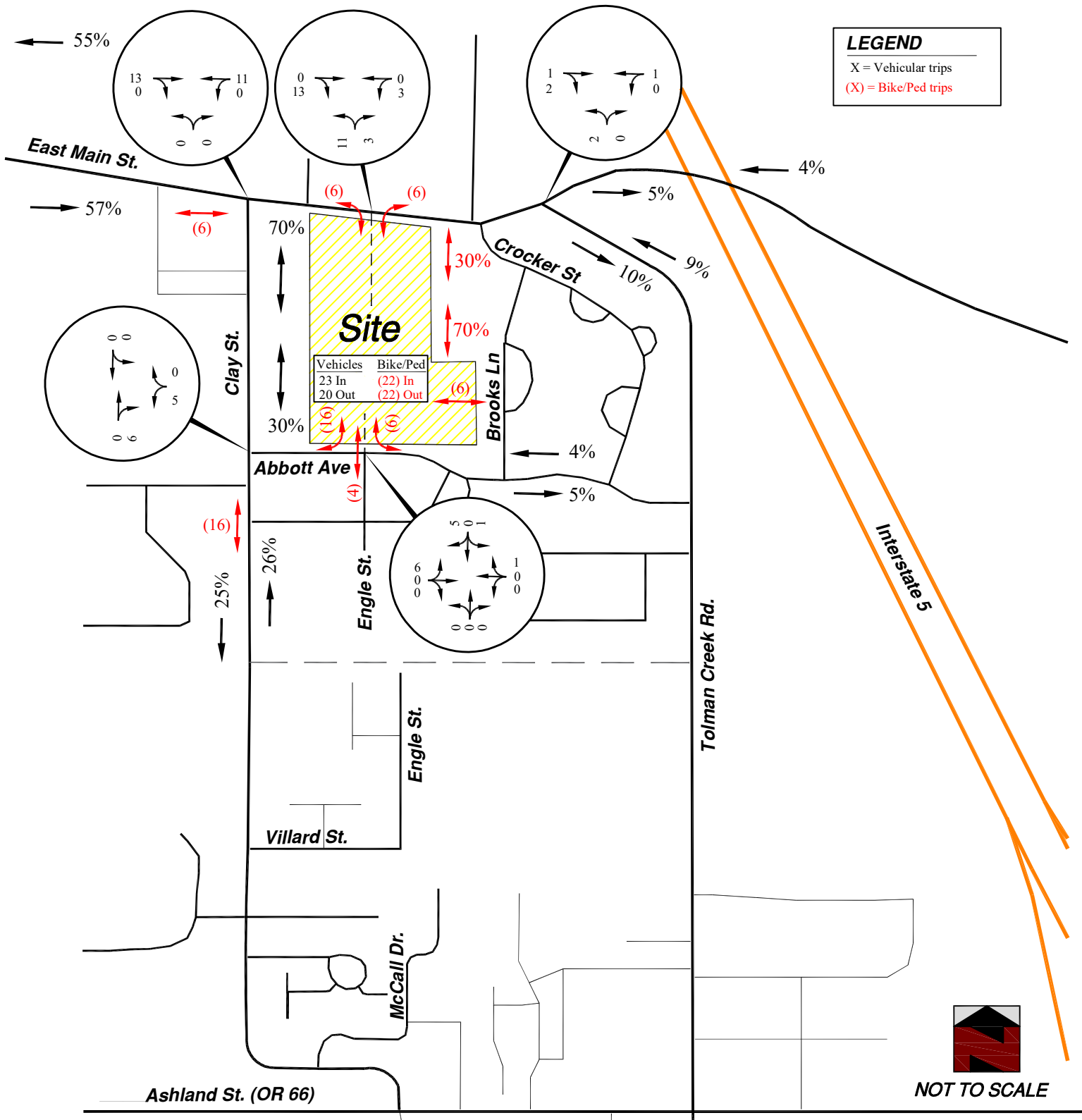
NA = not applicable

1. Daily trips estimated based on 10 times the highest peak hour

Trip Distribution and Assignment

Vehicular development trips were distributed in accordance with existing traffic splits at study area intersections and engineering judgement. An initial assumption was that 70% of vehicular development trips would use the East Main Street access and 30% the Abbott Avenue access. From the access point on East Main Street, approximately 55% of trips were distributed to/from the west and 5% to/from the east. From the access point on Abbott Avenue, approximately 5% was distributed within the residential subdivision surrounding the park and the remaining 25% to/from the south on Clay Street. The majority of bike and pedestrian trips were assumed to come through the Abbott Avenue access and pedestrian/bicycle path to Brooks Lane (70%). It is only estimated that a small amount (30%) will walk or ride to the park using East Main Street. This is based on the proximity of residential areas to the site and average walking/riding distances. All trips were considered new trips on the transportation system. Distributions for multi-modal trips are provided in Figure 5 during the p.m. peak hour.

Figure 5: Development Trip Distributions, PM Peak Hour



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VI. DESIGN YEAR 2022 BUILD CONDITIONS

Design Year 2022 Build Description

Build conditions represent no-build conditions for a study area with the addition of proposed development trips considered. Build conditions are compared to no-build conditions to determine what impacts and/or mitigation measures will result from proposed development. Build conditions in year 2022 are considered for the East Main Street Park.

Design Year 2022 Build Intersection Operations

Design year 2022 build traffic volumes were evaluated at study area intersections during the p.m. peak hour to compare build conditions to no-build conditions. Results are summarized in Table 10.

Intersection	Performance Standard	Traffic Control	PM Peak Hour
Clay St. / E Main St.	V/C 0.95	TWSC	0.24, NB
Clay St. / Abbott Ave.	LOS D	TWSC	A, 9.2 seconds WB
Tolman Creek Rd. / E Main St.	LOS D, V/C 0.95	TWSC	B, 0.27, 13.8 seconds NB
Site Access / E Main St.	LOS D, V/C 0.95	TWSC	B, 0.04, 14.7 seconds NB
Site Access / Abbott Ave.	LOS D	TWSC	A, 8.5 seconds, SB

LOS = level of service, TWSC = two-way stop control, SB = southbound, NB = northbound, WB = westbound
Note: Exceeded performance standards are shown in bold, italic

Results of the analysis show all study area intersections and site driveways continue to operate acceptably (within performance standards) under design year 2022 build conditions during the p.m. peak hour. Small changes are shown to occur at study area intersections as a result of vehicular development trips. Synchro output sheets are provided in Appendix E for further reference.

Design Year 2022 Build 95th Percentile Queuing

Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths at study area intersections under design year 2022 build conditions. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 11 for the p.m. peak hour.

Table 11 – Design Year 2025 Build 95th Percentile Queue Lengths			
Intersection / Movement	Available Link Distance (Ft)	PM Peak Hour	Exceeded Roadways
<u>Clay St. / E Main St.</u>			
Westbound Left/Through	675	25	None
Northbound Left/Right	725	75	None
<u>Clay St. / Abbott Ave.</u>			
Westbound Left/Right	325	50	None
Southbound Left/Through	725	0	None
<u>Tolman Creek Rd. / E Main St.</u>			
Westbound Left/Through	1550	25	None
Northbound Left/Right	1125	75	None
<u>Site Access / E Main St.</u>			
Westbound Left/Through	325	25	None
Northbound Left/Right	250	50	None
<u>Site Access / Abbott Ave.</u>			
Eastbound Left/Through/Right	325	0	None
Westbound Left/Through/Right	250	0	None
Northbound Left/Through/Right	175	0	None
Southbound Left/Through/Right	100	25	None

Note: Exceeded performance standards are shown in bold, italic

Results of the queuing analysis no changes in queue lengths at study area intersections, but small queues are created at site access points on East Main Street and Abbott Avenue. Refer to Appendix E for a full queuing and blocking report.

Sight Distance

Sight distance was measured in the field on East Main Street and on Abbott Avenue at proposed access points. Sight distance is provided at intersections to allow drivers adequate time to perceive other vehicles approaching the intersection and react in time to avoid collisions. The driver of a vehicle approaching an intersection should have an unobstructed view of the entire intersection. Likewise, stopped vehicles at intersections should have a sufficient view of the intersecting roadway to decide when to enter or cross without colliding with on-coming vehicles. Minimum sight distances are provided by the American Association of State Highways and Transportation Officials (AASHTO) and Jackson County within the study area.

Departure sight triangles are considered for left, through, and right turn movements. The length of the leg of the departure sight triangle along the major road for all stop-controlled movements is dependent upon the speed of the major roadway and perception-reaction times of drivers. The minimum stopping sight distance (SSD) represents the minimum sight distance required by AASHTO. The intersection sight distance (ISD) is the desirable sight distance by AASHTO. Jackson County additionally has sight distance standards for urban streets.

East Main Street is a County Urban Major Collector in the Jackson County TSP, which requires a minimum sight distance of 315 feet. Abbott Avenue is a Neighborhood Street in the Ashland TSP, which requires a minimum SSD of 155 feet, in accordance with AASHTO standards.

East Main Street in the project vicinity is fairly flat with horizontal curves to the east (beginning approximately 240 feet away) and west (beginning approximately 600 feet away). Sight distance was measured to be approximately 450 feet to the east and over 700 feet to the west past Clay Street. The AASHTO and Jackson County minimum sight distance is shown to be met in both directions. Pictures are provided below.

From East Main St Access – looking west



From East Main St Access – looking east



Abbott Avenue is flat and straight with no horizontal curves. Sight distance was measured to be 325 feet to the west to Clay Street and approximately 315 feet to the east past Dollarhide Way. The AASHTO minimum SSD of 155 feet is shown to be met in both directions. Parked cars along the north side of Abbott Avenue may limit sight distance at times throughout the day. Pictures are provided below.

From Abbott Ave, looking east



From Abbott Ave, looking west



Access Management & Spacing Standards

The Jackson County access management guidelines in the County TSP are hierarchically prioritized according to three priority levels. Priority Level 1 is to avoid negative effects on intersection operations. Priority Level 2 is to minimize access points, align road approaches when feasible, and utilize shared access points. Priority Level 3 is to maintain access spacing standards depending on the functional classification and purpose of a given roadway. Where an access request would support a higher priority guideline at the expense of a lower priority guideline, the access that accomplishes the higher priority should be promoted.

Under Priority Level 2, one access point is allowed for each parcel or parcels under the same ownership. When a property has frontage on two or more roadways, access is provided from the roadway with the lower functional classification. More than one access may be granted, however, if it can be determined that it will not negatively affect the safety and efficiency of the roadway and the additional access is reasonably necessary for circulation. Two access points are proposed at the East Main Street Park with no connection through the site for vehicular traffic. The site is designed this way to provide access for most of the vehicular traffic (70%) on East Main Street with secondary access on Abbott Avenue. Similarly, most of the pedestrian and bicycle traffic (80%) is expected to use the Abbott Avenue access as the main access and East Main Street as a secondary access. Both access points are integral to the site. No vehicular connection through the site is proposed to prohibit cut-through traffic and provide a higher level of safety within the park and central play area. Having an access on East Main Street additionally benefits the transportation system by reducing out of direction trips, preserves capacity at the intersection of Clay Street / East Main Street, and reducing vehicular congestion within the local neighborhood to the south. It will not negatively affect the safety and efficiency of East Main Street and is reasonably necessary for circulation.

Under Priority Level 3, the minimum access spacing for all driveways and private roads on an Urban Major Collector is 250 feet. The proposed access on East Main Street is approximately 340 feet east of Clay Street (measured centerline to centerline) and 355 feet to Crocker Street. Jackson County minimum access spacing standards are shown to be met.

Turn Lane Criterion

Right Turn Lane Criterion

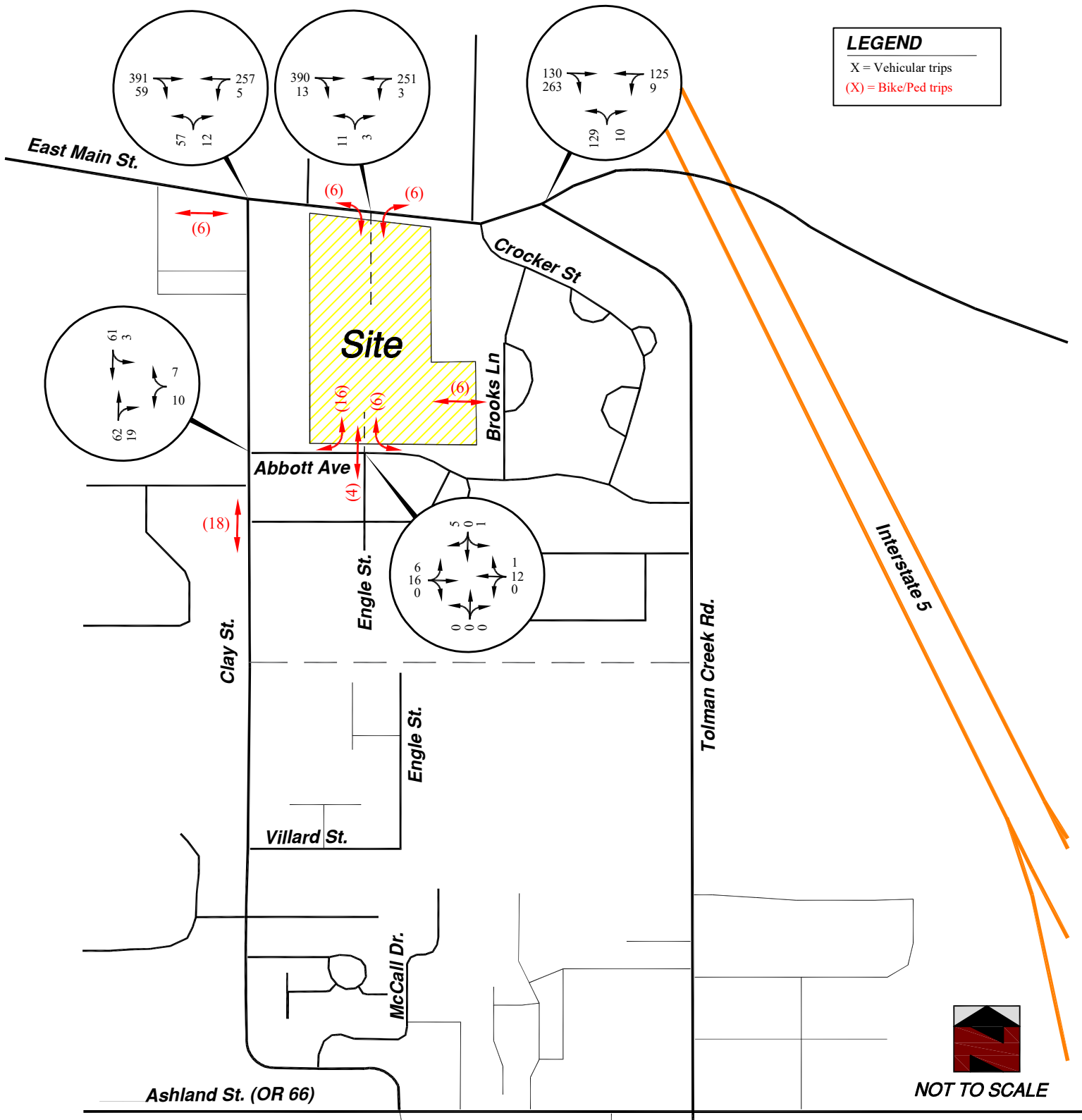
Right turn lane criterion was evaluated on East Main Street at the proposed site access during the p.m. peak hour to determine whether right turn lane criterion is met under design year 2022 build conditions. Results of the analysis show that criterion is not met for an eastbound right turn lane as a result of development. Refer to turn lane graphs in Appendix F for further reference.

Left Turn Lane Criterion

Left turn lane criterion was evaluated on East Main Street at the proposed site access during the p.m. peak hour to determine whether left turn lane criterion is met under design year 2022 build conditions. Results of the analysis show that criterion is not met for a westbound left turn lane as a result of development. Refer to turn lane graphs in Appendix F for further reference.

No turns lanes on East Main Street are shown to be warranted at the site access at the time of development.

Figure 6: Design Year 2022 Build Traffic Volumes, PM Peak Hour



**SOUTHERN OREGON
 TRANSPORTATION ENGINEERING, LLC**

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**Ashland Parks Department
 East Main Regional Park Dev
 Traffic Impact Analysis
 Ashland, Oregon**

VII. CONCLUSIONS

Conclusions

The findings of the traffic impact analysis conclude that the proposed East Main Street Park can be approved without creating adverse impacts to the transportation system. Results of the analysis are as follows:

1. All study area intersections operate acceptably under existing year 2021, design year 2022 no-build, and design year 2022 build conditions during the p.m. peak hour.
2. Crash data was evaluated in the study area for the most recent five-year period and not shown to identify any safety concerns that would require further investigation.
3. Turn lane criterion was evaluated on East Main Street at the proposed site driveway. Results show that neither an eastbound right turn lane nor westbound left turn lane is warranted as a result of development traffic during the p.m. peak hour.
4. Sight distance is shown to be adequate at proposed site access points on East Main Street and Abbott Avenue.
5. Pedestrians and cyclists are expected to use East Main Street, Clay Street, Tolman Creek Road, and streets within the local neighborhoods to access the park. Sidewalks exist on Tolman Creek Road, Clay Street, and within the local neighborhoods, but are missing in segments along East Main Street. Bike facilities (lanes or shoulders) are provided on East Main Street and Tolman Creek Road but are missing on Clay Street. The City of Ashland has a planned project in their Transportation System Plan to upgrade Clay Street to a Bicycle Boulevard, but it is a low priority project with a timeline of 15-25 years. It is our recommendation to provide these improvements as part of the park development.

The proposed development is shown to be in compliance with the City of Ashland Comprehensive Plan and Land Development Code. Streets that serve the subject property will accommodate projected peak hour traffic volumes while maintaining acceptable performance standards in accordance with the City of Ashland and Jackson County Transportation System Plans (TSP).

Memo

CITY OF
ASHLAND

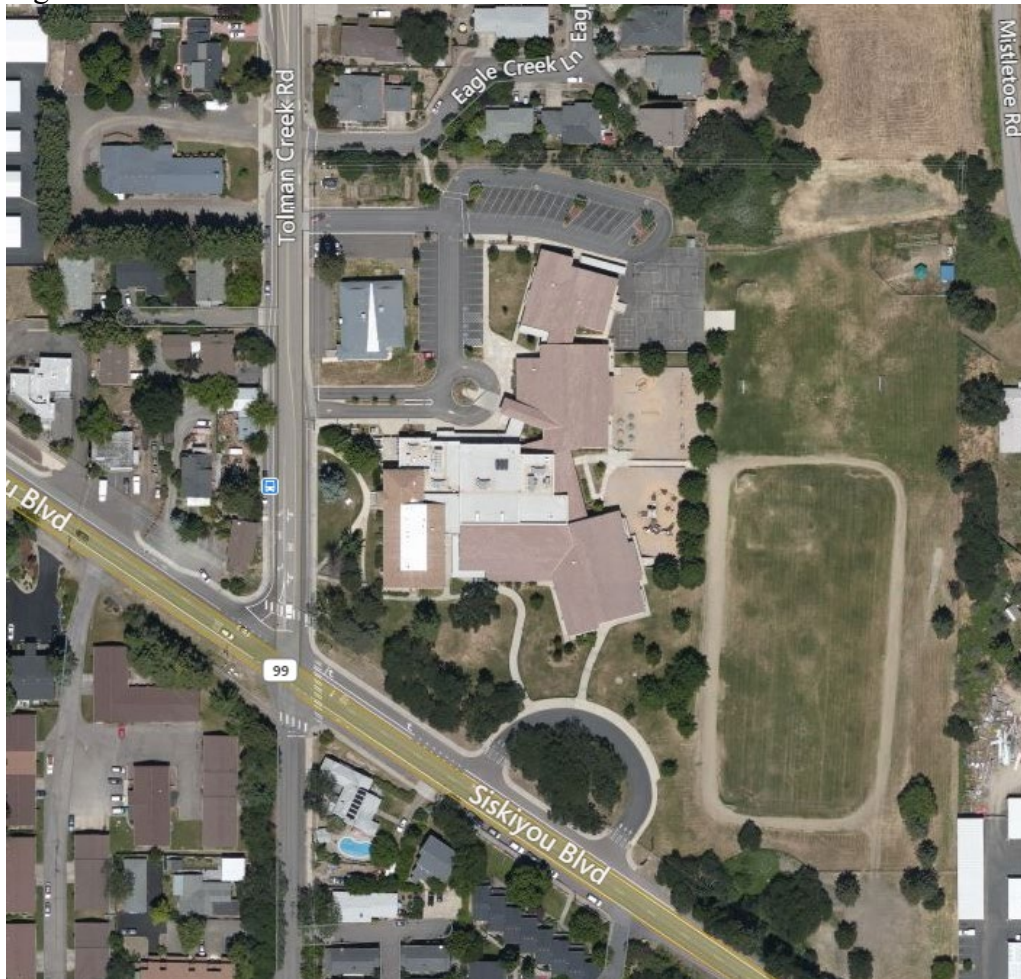
Date: November 9, 2021
From: Scott A. Fleury
To: Transportation Commission
RE: Bellview School Circulation & Timing Patterns

BACKGROUND:

The Police Department has requested the Transportation Commission provide input regarding the current congestion and parking related issues at Bellview School during drop off and pickup times.

The Police Department has and is receiving numerous complaints regarding congestion, safety and parking related issues that occur during the peak drop off and pickup times. School starts at 8:15am and ends at 2:50pm. Wednesday is an early release day at 1:30pm.

Figure 1: Bellview School Aerial



CONCLUSION:

Officer MacLennan should be in attendance at the meeting to discuss and answer questions of the Commission. The Police Department and Public Works feel this is an issue that should be managed by the school and not an obligation of the City to solve. Other schools are proactive when it comes to drop offs and pickups by having staff perform site management during these high-volume traffic times.

Memo

CITY OF
ASHLAND

Date: November 8, 2021
From: Scott A. Fleury
To: Transportation Commission
RE: Traffic Calming Program Updates

BACKGROUND:

The Commission over the past couple of meetings has discussed updates to the Traffic Calming Program and recommended staff create a breakdown of scoring from past applications comparing the old scoring versus the new proposed scoring(criteria). A spreadsheet breakdown is attached showing the scoring for all projects previously analyzed for discussion and consideration.

CONCLUSION:

Commission should continue to discuss the Traffic Calming Program and potential updates or changes that could be incorporated into the document, specifically the scoring criteria. Based on criteria and associated ranking/prioritization updates additional changes will need to occur in the body of the document to better correlate the timing/process for how applications are processed, and next steps entered into (reference language of sections 2.4 and 3.0).

Discussion Questions:

1. What additional criteria should be added?
2. What is the cumulative low score to be considered based on full criteria?
3. Should subjective criteria be added to help prioritize projects?
4. What is the time frame for project review/prioritization?
 - a. Every 6 months
 - b. Every 12 months
5. How are the traffic calming measures selected and when?
 - a. Before the projects are ranked
 - b. After the projects are ranked
6. If a project meets the cumulative low score to be considered, is a second petition sent out to the neighborhood requesting input on what traffic control measure is preferred?

Current Scoring

Street	ADT	Speed (85%)	Crashes	Total Points
Terrace Street	362	28.9	2	
Score	0	2	0	2

Street	ADT	Speed (85%)	Crashes	Total Points
Faith Avenue	648	27.2	2	
Score	1	2	0	3

Street	ADT	Speed (85%)	Crashes	Total Points
Normal Avenue	725	28.1	2	
Score	1	2	0	3

Street	ADT	Speed (85%)	Crashes	Total Points
Mountain Avenue	1324	32.2	3	
Score	2	4	0	6

Proposed Scoring

Street	ADT	20 MPH Design Speed	Speed (50%)	Posted	Difference	Speed (85%)	Design-85%	Difference (85%-50%)	Crashes	Sidewalk	Bike Facilities	Pedestrian Generators	Bus Stop	Total Points
Terrace Street (Holly St. to Loop Road)	362	20	22.9	25	2.1	28.9	8.9	6	2	No	No	No	No service	
Score	0							4	0	5		0	0	9

Street	ADT	20 MPH Design Speed	Speed (50%)	Posted	Difference	Speed (85%)	Design-85%	Difference (85%-50%)	Crashes	Sidewalk	Bike Facilities	Pedestrian Generators	Bus Stop	Total Points
Faith Avenue (Siskiyou Blvd to Ashland St)	648	20	22.6	25	2.4	27.2	7.2	4.6	2	Yes Partial	Yes Sharrows	Yes	Yes (Siskiyou/Faith)	
Score	1							4	0	2	0	3	1	11

Street	ADT	20 MPH Design Speed	Speed (50%)	Posted	Difference	Speed (85%)	Design-85%	Difference (85%-50%)	Crashes	Sidewalk	Bike Facilities	Pedestrian Generators	Bus Stop	Total Points
Normal Avenue (Siskiyou Blvd. to Ashland St.)	725	20	24.2	25	0.8	28.1	8.1	3.9	2	Yes One side	No	Yes Senior Center/Shopping	Yes (Siskiyou/Normal)	
Score	1							2	0	2	2	3	1	11

Street	ADT	20 MPH Design Speed	Speed (50%)	Posted	Difference	Speed (85%)	Design-85%	Difference (85%-50%)	Crashes	Sidewalk	Bike Facilities	Pedestrian Generators	Bus Stop	Total Points
Mountain Avenue (RxR Tracks to Interstate)	1324	20	27.5	25	-2.5	32.2	12.2	4.7	3	Yes Both Sides	Yes bikelanes	Yes North Mountain Park	No Service	
Score	2							4	0	0	0	4	0	10

**City of Ashland Pilot Traffic Calming and Safety
Improvement Program**



Acknowledgements

City of Ashland Council

Mayor John Stromberg

Dennis Slattery

Rich Rosenthal

Stef Seffinger

Tonya Graham

Julie Akins

Stephen Jensen

City of Ashland Transportation Commission

Bruce Borgerson

Derrick Claypool-Barnes

Corrine Vievielle

Joseph Graf

Linda Peterson Adams

Katharine Danner

Mark Brouillard

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Section 1: Introduction

Section 1.1 Traffic Calming and Safety Improvement Program Overview

The City of Ashland's Traffic Calming and Safety Improvement Program is part of the City's commitment to the safety and livability of our neighborhoods and shall incorporate the goals, policies and objectives of the City's comprehensive plan. A collaborative effort of City staff, the Transportation Commission and residents, the program is designed to reduce the impacts of traffic and provide for a safe roadway network for all users. Through active participation by area residents, the City can identify the problem, plan the approach, implement solutions and evaluate the effectiveness.

The program is open to all roadways within the City and works in two distinct phases. The initial phase focuses on data collection along with passive and easily implementable measures such as law enforcement, radar speed trailer placement and temporary signage. If phase one does not prove effective in meeting the defined goals for traffic calming or safety improvement, then a project can move to phase two. Phase two calls for engineering and construction of permanent physical treatments to address the defined problem.

Neighborhoods can submit one application per calendar year

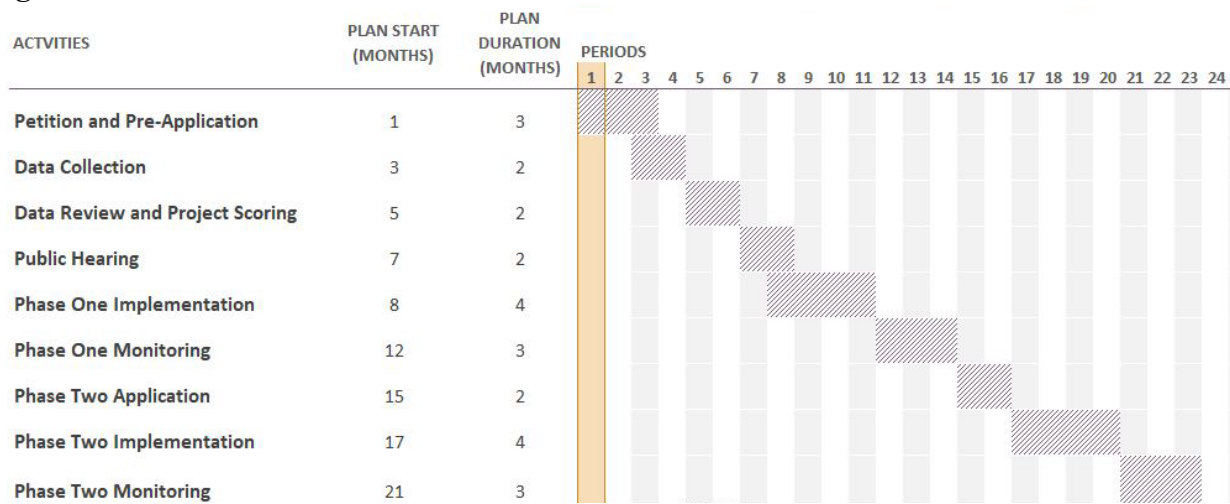
Section 1.2 Program Timelines

The City will accept traffic calming application petitions continuously. The City as time allows will initiate phase 1 for each application received. If the City receives multiple traffic calming application petitions during a six (6) month span the scoring criteria of the applications will be compared and discussed by Public Works Staff and the Transportation Commission at a regularly scheduled Commission meeting.

Figure 1 shows the general timeline for activities for the City's Traffic Calming and Safety Improvement Program. Overall timeline can be affected by staff availability and scheduling of public meetings.

Cumulative duration shown here is the anticipated maximum. If prior phases are completed earlier in the duration window given, then subsequent steps also could be completed earlier.

Figure 1:



Section 2: Project Request and Review Process

Section 2.1: Petition & Pre-application Process

The petition and pre-application process are meant to create neighborhood support for potential Traffic Calming and Safety Improvement Program implementation within a neighborhood or project area. The petition and pre-application forms are attached as Appendix A.

The petition and pre-application require **a statement of need** that detail the issues encountered in the neighborhood due to traffic safety along with a minimum of five (5) adult signatures* from distinct addresses within the neighborhood showing they are in favor of entering into the Traffic Calming and Safety Improvement Program.

Once a verified petition is submitted to Public Works, the City will define the initial study area and begin data collection. After data collection is complete, the City will move forward with targeted enforcement, speed trailer placement and distribution of temporary yard signage if requested.

The study area will initially be influenced by street system configuration, location of schools, hospitals, and/or business centers. Data collection within the study area will include review of accident reports and capturing speed and traffic volumes.

*Signature must be from resident who has property rights control over distinct address.

Section 2.2: Phase One Immediate Actions

After data collection is completed, and the data shows some measures are warranted, the City will move forward with two directly implementable soft measures for traffic calming. The two items below represent passive traffic calming measures that will be implemented after a successful traffic calming petition is verified by Public Works.

Radars Speed Trailer

The Ashland Police Department can place a portable trailer mounted radar unit that detects vehicular speed and displays it on a digital reader board. The trailer shows the drivers actual speed vs. the posted speed limit. The unit employed by the City of Ashland also collects driver speeds and volumes that can be compared to the previously collected information.



Police Enforcement

After data collection phase is completed the Ashland Police Department can use the information collected to perform targeted enforcement within study area during known times of excessive speed.



Temporary Speed Signage

The City offers free of charge “keep kids alive drive 25” temporary yard signs. The signs can be picked up at 51 Winburn Way at the Community Development Building. A total of five signs will be given to residents for each block/neighborhood request.



Reader Message Board

A reader message board can be deployed onsite with appropriate messaging for drivers in a residential zone.

“Residential Neighborhood, Slow DOWN”

“25 MPH Speed Limit”

“Drive like your kids live here”



Neighborhood Flyer

A neighborhood notice/flyer will be generated by the City and sent to adjacent properties.

Section 2.3: Phase Two Project Ranking, Acceptance and Prioritization

The City of Ashland has established criteria for phase two improvements that must be met to proceed forward. Data from the collection phase will be used to score and rank the project initially. If more than one application is received in a calendar year, then the projects will be prioritized based on additional established criteria.

Criteria	Definition	Value	Points
Average Daily Traffic (ADT)	Traffic volume over a 24-hour period	<500	0
		500-1000	1
		1000-1500	2
		1500-2000	3
		2000-3000	4
		>3000	5
50 th Percentile Speed used as baseline to 85% for scoring criteria	The speed at or below which 50 percent of all vehicles are observed to travel under free-flowing conditions	1-5	2
		5-10	4
		10+	6
Crashes	Number of reported crashes, correctable by traffic calming on the project street within the last 5 years	1	2
		2	4
		3	6
		4	8

		>5	10
Pedestrian Generators	Public and private facilities on or near the project street, such as schools, parks, community houses, senior housing, etc., which generate a substantial amount of pedestrian traffic	<1 mile 3/4-1 mile 1/2 - 3/4 mile 1/4 - 1/2 mile < 1/4 mile	1 2 3 4 5
Bus Stops	Access to transit within 1/4 mile of project street	< 1/4 mile	1
Sidewalks	Existing facilities	No sidewalk Sidewalk 1 side Sidewalk both sides	5 2 0
Bicycle Facilities	Existing Facilities Sharrows Bike lanes Shared use path	No bike facilities	2

A total score of X points is required to move forward with any phase two solution.

Depending on the number of applications received during a calendar year, the Transportation Commission will review each project and associated initial scoring at a minimum every six (6) months within any one calendar year. An additional set of prioritization criteria listed below will assist in ranking projects to move forward with the limited funding available for the program.

If a Transportation Commission member is within a project boundary, they will recuse themselves from discussion of project scoring and prioritization process.

The Transportation Commission review will use the criteria listed below, with 60 points being the maximum score (evaluators are to start at zero and award points accordingly):

How well was the problem explained (3 points), documented (3 points) and observable (4 points)?

From the current tools available in the Traffic Calming Program Toolbox, how well does the project's component(s) address the traffic issue in the short term (4 points) and long term (6 points)?

Who (such as pedestrians, bicyclists, motorists and property owners) will benefit from the project (6 points)?

Are specific individuals identified who would benefit from the project (4 points)?

How strongly have the general neighborhood and adjacent residents/property owners demonstrated support for the project (4 points)?

Has the project received recent endorsements from area organizations, such as the neighborhood associations, service organizations, schools, etc. (4 points)?

In comparison with the other projects in the same funding category (striping/signage or infrastructure/signaling), how high is the priority for this project (20pts.)?

Due consideration should be afforded to those projects which have ranked

When all scores from the Transportation Commission review have been submitted, they will be combined with the City's scores to prioritize the projects based on the total City and Transportation Commission scores. Upon acceptance of the combined scores by the Transportation Commission, the prioritized project list will then be matched up with available funding to determine how many projects will receive funding. In most cases, not all projects will be chosen as there is a limited amount of funding for the City's traffic calming program.

Projects that are not selected due to funding restraints may be rolled over into the next year's project selection process. If it is not funded within those two cycles, the project will be

supplementary funding is made available to the program or a surplus of funds remain after the initial projects are constructed.

Section 2.4: Phase Two "Neighborhood Meeting"

If the City of Ashland receives numerous traffic calming program applications during any budget biennium, each application will be ranked and phase one data assessed to determine project prioritization. Phase two work begins once projects are ranked and the need for traffic calming and safety improvements is verified. Public Works will verify if the minimum criteria are met to proceed forward with any phase two actions. If the project fails to meet the minimum established criteria it will not move forward to phase two, but the City will still place the radar speed trailer onsite perform periodic targeted enforcement and offer free temporary speed signs.

To move forward with any phase two improvements the minimum scoring based on the established criteria shall be 8 points.

After projects are prioritized public meetings will be scheduled at a regular Transportation Commission meeting starting with the highest priority project. Resident support for a traffic calming and safety program is inherent to its success. To develop full support and consensus on project goals and potential solutions, the public hearing will be held by the Transportation Commission at a regularly scheduled meeting where goals and solutions will be discussed and agreed upon. The public hearing will consist of a report prepared by Engineering staff, public input from neighborhood residents and discussion by the Commission. Based on all information provided and discussion The Commission can recommend to the Director of Public Works potential phase two solutions for implementation. A majority of phase 2 solutions have budget ramifications that must be accounted for in the timing and approval of solutions.

Section 3.0: Phase Two

After completion of the data collection phase and immediate implementable actions have been enacted, the City and Transportation Commission will rank all projects in the program and schedule public hearings with neighborhood groups to discuss the potential of phase two actions. A clear set of goals with respect to traffic calming actions should be established in the public meeting, which will enable the pursuit of solutions that match with defined goals. Phase two installations can be considered “pilot” or final in-place solutions depending on the evolution of phase two.

The following phase two measures are listed in general order of cost and difficulty of implementation. Some measures could be implemented in the near term using available funds in the current Public Works budget. Other measures, particularly those requiring significant changes to the roadway, will be implemented only if initial measures fail to calm traffic, and may require inclusion in future budgets as a capital improvement project.

Traffic Safety Campaign

An information letter is prepared by the City and mailed to residents within the study area. The letter explains traffic volumes and speeds captured during data collection. The informational packet will also contain traffic calming features, traffic laws and bicycle and pedestrian safety information. The goal is to heighten traffic safety awareness within the project area.



Vegetation and Vision Clearance

Removal of vegetation that obscures sight lines or traffic control signage, creating a hazardous situation, shall be considered as a phase two improvement. Removal shall be done by either homeowners or City staff depending on property ownership.



Signage

The addition of appropriate signage shall be considered, including additional speed limit signs, parking restrictions, and pedestrian and bicyclist informational signs.



Pavement Markings

The addition of pavement markings shall be considered. Markings can include centerlines, fog lines, identification of crossings and speed limits.



Intersection Painting

The City of Ashland has a permit approval process for intersection street painting on low volume residential roadways. Painted intersections help create a community identity and are a great way to organize your neighbors around a common goal. They may also have indirect effects on helping to slow traffic in your neighborhood by making drivers aware that residents take pride in their neighborhood, encouraging them to be more respectful while driving down your street.



Curb Extensions

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees. Curb extensions may be implemented on downtown, neighborhood, and residential streets, large and small.

Curb extensions have multiple applications and may be segmented into various sub-categories, ranging from traffic calming to bus bulbs and midblock crossings.





(NACTO Image)

In Street Speed Reduction Measures

Median

Medians create a pinchpoints for traffic in the center of the roadway and can reduce pedestrian crossing distances.

Median refuge islands are protected spaces placed in the center of the street to facilitate bicycle and pedestrian crossings. Crossings of two-way streets are facilitated by allowing bicyclists and pedestrians to navigate only one direction of traffic at a time. Medians configured to protect cycle tracks can both facilitate crossings and function as two-stage turn queue boxes.



(NACTO Image)

Pinchpoints

Chokers or pinchpoints restrict motorists from operating at high speeds on local streets and significantly expand the sidewalk realm for pedestrians.

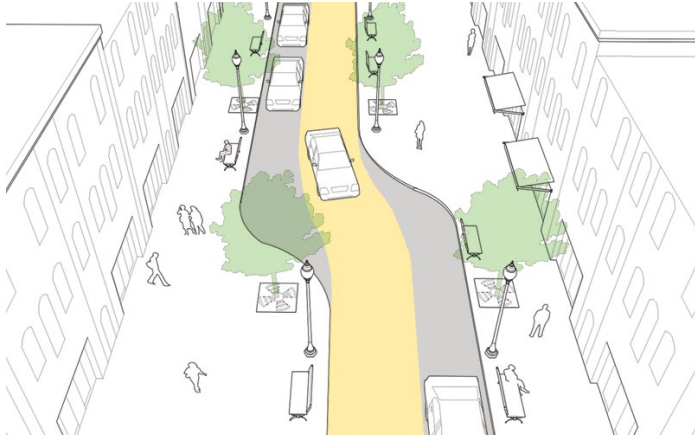


(NACTO Image)

Chicane

Offset curb extensions on residential or low volume downtown streets create a chicane effect that slows traffic speeds considerably. Chicanes increase the amount of public space available on a corridor and can be activated using benches, bicycle parking, and other amenities.

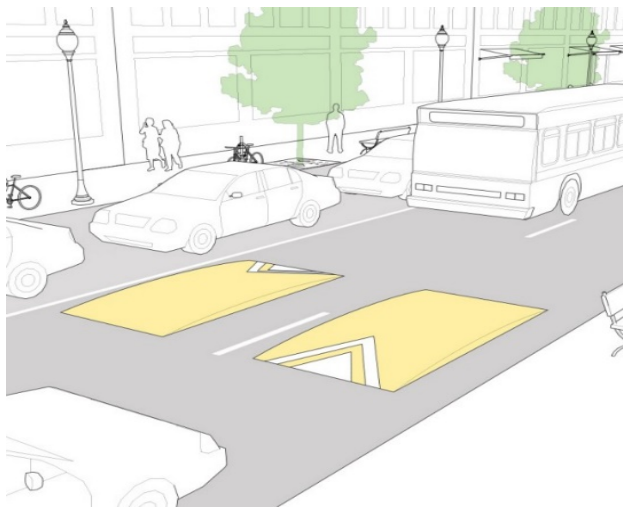
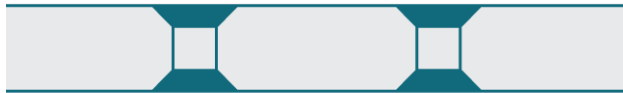




(NACTO Image)

Speed Hump/Cushion

Speed cushions are either speed humps or speed tables that include wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger car speeds. They can be offset to allow unimpeded passage by emergency vehicles and are typically used on key emergency response routes. Speed cushions extend across one direction of travel from the centerline, with longitudinal gap provided to allow wide wheel base vehicles to avoid going over the hump.

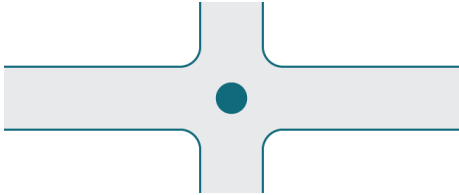


(NACTO Image)

Roundabout/Traffic Circle

Mini roundabouts and neighborhood traffic circles¹ lower speeds at minor intersection crossings and are an ideal treatment for uncontrolled intersections.

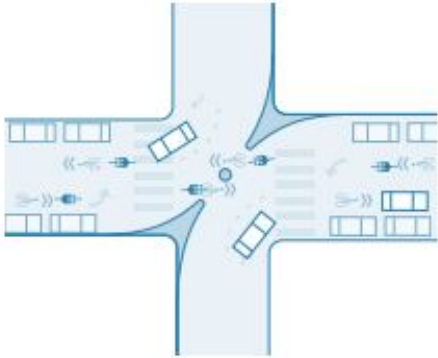
Mini roundabouts may be installed using simple markings or raised islands but are best applied in conjunction with plantings that beautify the street and the surrounding neighborhood. Careful attention should be paid to the available lane width and turning radius used with traffic circles.



(NACTO Image)

Diverters

A traffic diverter breaks up the street grid, requiring motor vehicles to turn while allowing passage for pedestrians and bicyclists.



(NACTO Image)

Gateway Treatments

Curb extensions are often applied at the mouth of an intersection. When installed at the entrance to a residential or low speed street, a curb extension is referred to as a “gateway” treatment and is intended to mark the transition to a slower speed street.



(NACTO Image)

Stationary Radar Signs

A radar speed sign is an interactive sign that displays vehicle speed as motorists approach. The purpose of radar speed signs is to slow cars down by making drivers aware when they are driving at speeds above the posted limits. They are used as a traffic calming device in addition to or instead of physical devices such as speed humps, speed cushions, speed tables, and speed bumps.



Other

As transportation network solutions evolve so to can traffic calming and safety improvements. Other solutions may be brought to light during the analysis and public hearings that can be implemented and will not be disregarded if not specifically mentioned within this document.

Monitoring

After approved phase one activities have been implemented the City will monitor changes in driver behavior including speed and accident reduction. The monitoring phase will begin 4-6 months after the end of phase one activities.

The City and Ashland and its Transportation Commission would like to thank the National Association of Transportation Officials (NACTO) for allowing the use of some images contained within this document.

Appendixes

Appendix A: Petition & Pre-application

Petition to Initiate Neighborhood Traffic Calming Program

Location: _____

Statement of Need:

A resident of _____ has requested initiation of the City of Ashland Traffic Calming program to address concerns of _____ on _____. In order to begin the process, this petition must be signed by at least 5 adult citizens representing separate properties on _____ between _____ and _____. This level of neighborhood support is needed to justify data collection, analysis, and development of a traffic calming plan.

Please sign the attached petition, include your address and telephone number, and indicate whether you support (yes) or oppose (no) this proposal. If this petition receives the necessary neighborhood support, the City of Ashland staff will collect data about traffic conditions in the identified area for use in developing a Proposed Improvement Plan.

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:		Date:	

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:		Date:	

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:		Date:	

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Address:	Support	Oppose	
Signature:		Date:	

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:		Date:	

CITY OF ASHLAND

Transportation Commission Action Item List

November 18, 2021

Action Items:

1. TSP Update (2020-21)
 - Solicitation documents have been submitted and scored by project team
 - Scope, schedule and fee documents under review (TC December 2019/January 2020/February 2020)
 - Professional services contract requires Council approval
 - Schedule Council approval (April 7, 2020)
 - TSP Postponed until timing to start project is more appropriate (FY22/23)
 - Review Scope and Fee (May & June 2021)
 - Recommend approval of a contract with Kittelson Associates to City Council
 - August 2021 approval anticipated
 - *Approval postponed (COVID)*
 - i. *Council Business Meeting scheduled for November 2, 2022 to provide background on TSP and Vision Zero*
 - *Potential Grant Funding through ODOT (2022)*
2. Main St. Crosswalk truck parking (**no change**)
 - Analysis is included in the revitalize downtown Ashland plan and was recently discussed during the kickoff meeting.
 - The Revitalize Downtown Ashland Transportation Growth and Management grant project has begun that will assess safety and parking in the downtown core. (February 2020) No change- March 2020
 - *The Revitalize Downtown Ashland Project has been cancelled with the expectation to re-start the project at a more appropriate time in the future (1-2 years).*

3. Siskiyou Blvd. and Tolman Creek Intersection Improvements
 - The Oregon Department of Transportation removed median island and restriped Tolman Creek portion of intersection to allow for better right-hand turning truck movements.
 - The Oregon Department of Transportation is also looking at curb ramp design changes to the intersection. (February 2020) No change-March 2020
 - Reference ODOT Intersection Change Schematic Drawing (September 2020)
 - Forwarded TC comments to ODOT regarding review of 60% Design (September 2020)
 - ***ODOT Provided Advance Plans of intersection redesign (March 2021)***
4. 20 is Plenty Subcommittee Work (**November 2020 start**)
 - Mark Brouillard is participating in the 20 mph is plenty subcommittee work with the Climate Policy Commission representatives.
 - Commission endorsed recommendation developed in the 20 is Plenty report discussed at the January 2021 meeting. Next steps include continued discussion of program and associated strategies for public outreach (education, engineering, enforcement, evaluation), inclusion into the TSP update, updating CIP, and holding a formal Council discussion.
 - 20 Is Plenty programmatic discussion to be scheduled for April 2021.
 - Commission recommended moving forward with the Vision Zero program and associated resolution. Options to meet the Vision Zero goal could include the 20 Is Plenty Program and other associated safety improvements (vehicular, bike & ped). The TSP update could assist at a programmatic level in meeting Vision Zero goals.
 - Vision Zero Resolution drafted and recommendation to approve by Council made by the Transportation Commission.
 - ***Approval of Resolution postponed aligning with TSP update***
 - i. Council Business Meeting scheduled for November 2, 2021***
5. Railroad District Parking Limitations Review
 - At a future meeting TBD, discuss current parking limitations in railroad district.