

Note: Anyone wishing to speak at any Transportation Advisory Committee 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 City for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

TRANSPORTATION ADVISORY COMMITTEE

June 20, 2024

AGENDA

- I. CALL TO ORDER:** 6:00 PM, Meeting held virtually via Zoom
Link: <https://zoom.us/j/96073919566>
- II. ANNOUNCEMENTS**
- III. CONSENT AGENDA**
 - A.** Approval of May 23, 2024 Minutes
- IV. PUBLIC FORUM** (6:05–6:20)
- V. REPORTS FROM OTHER CITY COMMITTEES** (6:20–6:30)
- VI. NEW BUSINESS**
 - A.** 300 Clay Street Annexation (6:30–7:00, action required, presentation from consultant staff on annexation of 300 Clay Street, review and provide feedback about development proposal)
 - B.** Jurisdictional Transfer (7:00–7:30, no action required, staff presentation and background on jurisdictional transfer and State Committee requirements, HB2793)
- VII. UNFINISHED BUSINESS**
 - A.** ODOT ADA Program (7:30–7:45 no action required, staff to provide update on letter developed and sent to ODOT regarding the “safety based solution” for the ADA ramps and currently grouted rock system).
 - B.** B Street Corridor Safety Analysis (7:45–7:55, no action required, staff to update TAC on process and outcomes of site walking audit and open house)
 - C.** Bike Parking (7:55–8:00, action required, discuss next steps for bike parking inventory and improvement plan)
- VIII. INFORMATIONAL ITEMS**
 - A.** Ashland St. Crosswalks (ODOT)
 - B.** Crash Review (July)
 - C.** Walker School Zone Congestion (July/August)
- IX. AGENDA BUILDING – Future Meetings**
- X. ADJOURNMENT: 8:00 PM**

Next Meeting Date: July 18, 2024

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please email scott.fleury@ashland.or.us. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102–35.104 ADA Title I).

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

May 23, 2024

CALL TO ORDER: 6:01pm

Members Present: Linda Peterson-Adams, Mark Brouillard, Joe Graf, Dave Richards, Corinne Vieville, Holly Christiansen, Dylan Dahle, Nick David

Members Not Present: Julia Sommer

Staff Present: Scott Fleury, Liz Beckerich

Liaison Present: None

Guests Present: Steve MacLennan

ANNOUNCEMENTS

The City launched it's new website.

May is National Bike Month.

June is National Safety Month.

The Vision Zero network has a webinar on May 29th. Registration can be found by googling Vision Zero network seminars.

CONSENT AGENDA

Vieville motioned to approve April's minutes as written. Brouillard seconded. All ayes.

PUBLIC FORUM

None

REPORTS FROM OTHER CITY COMMITTEES

Peterson-Adams reminded the group that when attending meetings for other commissions/committees they should first listen and then report on what was learned, and comment on pertinent information regarding things that the TAC has decided or future agenda items. If there is a problem, committee members should first go to Fleury or Peterson-Adams before going to City Council.

Peterson-Adams requested that David start attending Planning Commission meetings, as Brouillard is unable to do so. David said he would do his best.

Brouillard stated that there was no Historic Preservation Committee meeting this month, but that they have subcommittee meetings twice a month where developers can talk to committee members about their proposed projects, and the committee members will give feedback. Also, Historic Preservation Week was last week, and was celebrated on Saturday. The Playwrights Walk has been approved and there will be 12 plaques to start with.

Peterson-Adams stated she was unable to attend the Housing and Human Services Committee meeting, but mentioned there was a development pre-application for the annexation of 300 Clay Street with affordable housing requirements.

Dahle stated that there wasn't anything related to transportation from the Climate and Environment Policy Advisory Committee meeting. At CEPAC's last meeting they elected the Chair and Vice Chair. Dahle attended a meeting on the 24th about CEPAC and transportation needs, and the takeaway was that the TAC and CEPAC need to work together to accomplish environmentally friendly transportation improvements. Peterson-Adams added that she had a meeting with the Chair of CEPAC and Fleury, and that CEPAC supports the TAC in what the TAC prioritizes in the TSP.

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

May 23, 2024

The Public Arts Advisory Committee has a new Chair person. Cassie Preskenis is taking the place of Ken Englund as Chair.

Peterson-Adams asked Officer MacLennan if traffic from school drop off/pickup has improved, to which he responded it has not and that the area of E Main and Walker Ave has gotten worse. Discussion was had about possible solutions.

NEW BUSINESS

Election of Officers

Brouillard nominated Peterson-Adams for Chair. Richards seconded. Peterson-Adams accepted the nomination. All ayes.

Vieville nominated Brouillard for Vice Chair. Graf seconded. Brouillard accepted. All ayes.

Peterson-Adams thanked all the TAC members for their efforts.

ODOT ADA Program

Peterson-Adams asked the group if they want to give support to the complaint that the Historic Committee submitted to ODOT regarding the rocks at the new ADA compliant curb ramps around town. Brouillard asked Officer MacLennan if the new curb ramps have had an impact on traffic, to which Officer MacLennan responded that it's only been an issue at Granite Street because the ramp sticks out so far that it's being ran over by motorists and people are afraid to hit them when turning. Multiple committee members expressed that the rocks at the ramps are trip hazards.

Brouillard suggested that because the TAC is more concerned about safety, they could write their own letter to ODOT explaining why the rocks were a poor choice from a safety perspective, while also supporting the letter from the Historic Committee.

Christiansen expressed that the Historic Committee's proposed replacement of the rocks with pebbles or plants seems counterproductive from a maintenance perspective. David also expressed concern about maintenance and suggested that the TAC workshop some more preferable solutions and then communicate them with the Historic Committee.

Fleury explained that the Parks Department has a memorandum of understanding that they are responsible for maintaining planters/decorative features in the Plaza, so if the landscaping option to replace the rocks was implemented then the memorandum would have to be amended. Fleury suggested that 1.5 inch rocks would be a better solution, as there is rock mulch in other curb locations that haven't caused problems. There is also a possibility to glue the 1.5 inch rocks down so that they don't get into the street and disrupt traffic or bike lanes. Fleury also explained that he spoke with ODOT and City Planning Department staff about possibly using bike racks and hand rails at locations where it would be feasible. ODOT has expressed their concern that the curbs need a specific vertical delineation to be high enough for people using canes to navigate. Fleury also stated that if more beautification is eventually done in the downtown area, it would be easy to get rid of the proposed 1.5 inch rocks and replace them with something better, and it would also enable the City to plan better for future irrigation improvements. Brouillard stated that he wasn't concerned with how it looks, he just wants them to be consistent throughout the city.

Other solutions that were suggested included stamped concrete, low bushes, artificial grass, heavy bark chips/woody debris, and boulders. Multiple TAC members expressed support for the boulder idea.

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

May 23, 2024

David motioned to have Fleury direct staff to draft a letter to ODOT to emphatically state that the TAC supports a safety-based solution. Brouillard seconded. All ayes.

SS4A Grant Letter of Support

Peterson-Adams pointed out editing issues with the draft letter template that the TAC received from Evan Brooks Associates as a letter of support for the Safe Streets for Everyone grant.

Brouillard requested data of how many people have died in vehicle vs pedestrian crashes because he believes crashes are being under-reported in the letter.

Dahle pointed out that nowhere on the letter states that it's for Ashland, Oregon.

Peterson-Adams explained that if the TAC gets the grant support then the City will have access to other grant money, and more resources for getting the Vision Zero Action Plan done. Fleury stated that he understood from his discussions with Evan Brooks Associates that having this grant in place would open the City up to federal funding, and that the grant should be awarded by the end of August.

Brouillard motioned to support the letter signed by the Chair after the aforementioned amendments have been changed and reviewed by staff and the Chair. Dahle seconded. Motion carries.

David suggested the City population be mentioned in the letter as well to emphasize the impact of the amount of traffic related deaths.

UNFINISHED BUSINESS

Planning Commission Study Session

Peterson-Adams asked the group if there were any comments on what Fleury and herself plan to present at the Planning Commission Study Session. Fleury explained that he has a few slides put together to present, and he'll do the introduction as well as explain the project implementation process, and then he'll turn it over to Peterson-Adams who will talk about the TSP and work plan, and what the TAC has been working on. Fleury advised the group that if any of them attend the meeting that they should just try to answer questions and have conversations about transportation. Brouillard confirmed that residential parking permits is in the work plan.

Vision Zero Resolution and Action Plan

Fleury suggested that the Vision Zero Resolution and Action Plan be discussed after the SS4A grant is awarded, as by then the TSP update should be moving forward and he'll have a better idea of staff time. Fleury explained that if the TAC waited until August to discuss, then it would give him a chance to start developing some of the encroachment guideline updates. Brouillard suggested that the TAC meet in July because school starts in August. Peterson-Adams suggested a start-to-school transportation meeting, possibly with the new superintendent of Ashland School District.

Bike Parking

Brouillard told the TAC that all the data from the Bike Parking survey has been combined, and now himself, Christiansen, Sommer, Fleury, and City GIS staff should meet to put something together to present to the group. Christiansen stated that with the new standard that minimum bike parking be determined by square footage for commercial buildings, there should be more parking downtown than there currently is, so there should be something

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

May 23, 2024

in the presentation detailing how much parking there is versus the square footage of shops in the downtown area.

David inquired if the new bike parking areas are required to be in the public right-of-way. Brouillard explained that yes, but there are a lot of businesses that would be open to installing more bike parking at their own cost if it's discounted or subsidized in some way. Brouillard suggested that the Ashland High School Welding Department make some bike racks to put around town.

INFORMATIONAL ITEMS

Ashland Street Rehabilitation

The City Engineer, Karl Johnson, had a meeting with Knife River and Dowell to talk about the final striping plan and implementation for Ashland Street. In the next couple of weeks, it should be fully striped and have the bike boxes and candlesticks installed.

Fleury explained that the City is still coordinating the N Mountain Rehabilitation project, and he still needs to do an application for funding for the Transportation Systems Infrastructure Bank. Fleury is hopeful that the N Mountain Project can begin by spring of next year. Additionally, the City just entered into a intergovernmental agreement with ODOT for the middle Clay Street right-of-way and design process.

Vieville requested that the audible signals at Walker and Ashland St be fixed, as not all of them have an audible countdown.

Brouillard asked what Ashland Street would be striped with, and Fleury responded possibly thermal in the intersections and green paint for the rest, but there was just a meeting about it earlier in the day and Fleury hasn't learned the outcome of yet.

Micro Street Sweeper

Fleury presented pictures of the City's new micro street sweeper explaining that it has a 53" base width and will be able to be used for bike lanes and walking paths, such as the one on Siskiyou Blvd.

B St

Fleury stated that the City plans to invite some residents and the TAC to a walkthrough with a consultant firm in a couple of weeks. There will also be an open house in a couple of weeks at The Grove where they'll have a map and safety measures for traffic calming that can be implemented. Currently the City is still gathering data and traffic counting. Fleury expressed wanting to prioritize comments from the residents of B Street before opening it up to everyone.

Faith Ave

Fleury and the Streets Supervisor will look at putting up temporary traffic circles at the intersections and then doing data collection to find if there's an impact on traffic. The temporary traffic circles are planned to be large orange barrels with a wraparound curb. Brouillard stated that data should be collected for Park St and Normal Ave first because traffic calming on Faith Ave will cause traffic anxiety on those streets.

Oak Street

Karl Johnson is working on getting a consultant firm for the design phase of redoing Oak Street. Fleury explained that there will be a different layer of public engagement for that area, especially if a bike boulevard is being suggested because it would remove a lot of parking.

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

May 23, 2024

ADJOURNMENT: @ 7:41

Respectfully submitted,

Elizabeth Beckerich, Administrative Assistant

*****Full Video Available by Request*****

To Whom It May Concern (please direct to best place):

Our home of almost 25 years now borders a new subdivision. We haven't complained about the loud noise, vibrations shaking the walls of our home, dust, obstructed views or anything else. We knew it was inevitable and we have focused on the positive of having new neighbors. However, we went from our street dead ending in front of our home, to now having people coming from five directions. We live at 210 Village Park Drive with that road now going in two directions, people turning from Hagen Way (from Wheeldon Wy), people turning from Village Square, and People turning from Old Willow. We are a cut through from North Mountain for people in several neighboring subdivisions.

Old Willow was also a dead end until the development. There are at least six homes on that short block with young children. Clearly things have gotten stressful because someone resorted to putting up 7 construction cones, I assume to convince cars to slow down. They've also posted a sign set into the ground at the other end of the block. The cones, however, have become a nuisance and people are hitting them, knocking them over, and cars are struggling to park with cones in the road. The original Old Willow only allows parking on one side of the street. But, in the newer part there are not consistent signs.

We need yield and/or stop signs. Too many cars are using these streets with no regard for young children. Our home went from being a dead end to having traffic from many directions on both sides. I am attaching photos hoping they illustrate a need for you to consider signage. The new subdivision will eventually have 52 added homes. That should demand signage.

Please let us know how you can help this to be a consideration.

(First two photos taken from the same spot in front of our home. 3rd photo is of the cones)







Thank you,
Nikki & Dave Heun

Memo

CITY OF
ASHLAND

Date: June 13, 2024
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Transportation Advisory Committee – 300 Clay Street Annexation

BACKGROUND:

The Transportation Advisory Committee per code requirements is meant to review and advise on Type III planning applications during the preapplication process.

A local consultant planner who is facilitating the annexation process for 300 Clay St. has requested to present the proposed annexation/development to the TAC for review and comments. Associated documentation regarding the development is attached for review.

CONCLUSION:

Action required, receive presentation from representative of annexation process for 300 Clay Street and provide comments/feedback on development proposal, specifically related to transportation.

ATTACHMENTS:

Application materials



Memo

To: City of Ashland Transportation Advisory Committee

From: Amy Gunter, Rogue Planning & Development Services, LLC

Date: June 12, 2024

Re: Pre-application Review of an Annexation, Performance Standards Subdivision, including Multi-Family Site Design Review

The proposal seeks Annexation approval for an approximately 4.8-acre area of land that is directly adjacent to properties within the city of Ashland. The annexation request also annexes the adjacent Clay Street right-of-way along the frontage of the property into the city of Ashland. The proposed annexation and zoning comply with the Comprehensive Plan designation and intended zoning of Suburban Residential (R-1-3.5). The proposal includes an Outline Plan Subdivision request for a phased subdivision, and Site Design Review of four, four-plex structures.

There are 21 residential lots. Each residential development lot has the potential for one- or two-family dwellings including primary dwelling and duplex or accessory unit type of layout. There are four lots each with a four plex.

Transportation improvements and future connectivity:

The proposal includes the development of a new east / west street connection which will intersect with Engle Street an existing public right of way.

The streets will be developed to the standards from AMC 18.4.6 for new public streets. The proposal demonstrates that adequate transportation can and will be provided to serve the annexed area.

Clay Street is improved with curb, gutter, landscape park row and sidewalk along the frontage of the property. It is a shared street for bicyclists.

The proposed street extension of Engle Street will be developed to city standards for a Neighborhood Street. A 47-foot right of way with a landscape park row and sidewalk is proposed. On-street parking is proposed along the west side of the street.



The new street Neighborhood Street extending from Clay Street through the annexed area will be fully improved as well with a 47-foot-wide public right of way, on street parking along the south side, and landscape park row and sidewalk along both sides of the street.

Vehicular access to the properties that front upon the new public street are from the two public alleys that are along the north and south boundaries of the property.

The lots to the east of Engle Street are accessible from the public right of way via a private street that will lead to the rear garage/driveway area of the six lots facing Engle Street and the parking area of the multifamily residential units along the eastern side of the property.

The private street is proposed to be developed with a paved access of 22-feet, parallel parking along the north side of the street, and a six foot sidewalk connecting the public sidewalk to the private sidewalk system that provides pedestrian access to and through the multiple family development portion of the proposal.

The pedestrian access continues to the north with a pathway that connects to an existing access easement that was platted in the Dollarhide Subdivision (aka Bud's Dairy) to the north.

The type of street classification for Clay Street, the extension of Engle Street and the new street does not require bicycle lanes.

The Central Ashland Bike Path is accessible from an informal path that crosses ODOT right of way of Ashland Street and connects to the bike path after crossing the railroad tracks. A better route is the roads to Ashland Street, use the bike lane on Ashland Street and enter the bike path from Shamrock Lane or through the Ashland Street Cemetery and Normal Avenue. There is not a direct route or other pathway to create connectivity to the Central Ashland Bike Path. To the north, eventually accessible from Engle Street where it connects to Abbott Avenue to the north will be a future city of Ashland park. One of the proposed features of this park is a bicycle pump track. The public right of way will provide direct access to this park. It is less than 350-feet to the north of the annexed area.

Transit service via Route 17, the Ashland Circulator has a southbound bus service that stops near the entrance to Wingspread, approximately 900 feet to the south. Other transit via Ashland Route 10 and the Medford Ashland Express is available on Ashland Street which is just over 1,800 feet to the south. These bus services provide frequent transit service throughout Ashland and into Medford.

A future right of way area of 27-feet is proposed in the southeast corner of the development extending from Engle Street right of way to the adjacent properties to the east. This right of way is shown in the 2012 Transportation System Plan (project R22). The right of way for R22 is shown on the site plan. Due to a lack of available future right of way on the adjacent property to the



south to connect this future street to Clay Street, the public street does not continue west to Clay Street. A public alley extends from this point to the north.

The proposed public and private streets and alleys are interconnected to reduce travel distance, promote the use of alternative modes, provide for efficient provision of utilities and emergency services, and provide multiple travel routes. The smaller block lengths provide for a human scale, walkable neighborhood. Where the block length is in excess of 400-feet it is due to the physical features of the land where the wetland area/public park land, storm drainage infrastructure exist. Pedestrian access exists from Clay Street along the subject property boundary leading to Engle Street. An alley will also be provided within the excessive block length reducing an perceived negative impacts. The provision of on-street parking on one side of the street, and pedestrian refuges at the intersections provide traffic calming. The streets are also not completely linear with slight curvature reducing the speeds.

The proposed annexation has been reviewed by a Traffic Engineer and based on the proposed development and unit types there are less than 50 AM or PM peak hour trips. There are no heavy vehicle trips generated and the proposed development appears to not trigger a Traffic Impact Analysis.

County RR-5 to City R-1-3.5 - Trip Generation Table									
Land Use	Unit	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
210 - Single Family Residential Detached	DU	15	176	13	3	10	17	11	6
215 - Single Family Residential Attached	DU	12	86	6	2	4	7	4	3
220 - Multifamily Residential (Low Rise)	DU	16	108	6	1	5	8	3	5
Total Trips			370	25			32		
DU = dwelling unit									

There are numerous diversion points accessible from the proposed streets. The connection of Engle Street through the development allows for vehicular, pedestrian and bicycle traffic to enter / exit the property from the south via Clay Street and Villard Street or Clay Street and McCall Drive.

The extension of Engle Street to the north will allow for traffic dispersal via Dollarhide Way, and Abbott Avenue, both of which connect from Clay Street to Tolman Creek Road to the east.

Traffic will disperse north to East Main Street, and south to Ashland Street from the new street and Clay Street intersection.

A Traffic Memo and Transportation System Planning Rule findings will be proposed with the final application.



The development plans and additional findings will demonstrate that the standards for Annexation, Subdivision and Site Design Review are met and that the extension of public facilities including sidewalks streets and sidewalk connections, the site development standards for multi-family residential site development are met as proposed.

Please see the attached site plan for additional information.

Thank you for your time and consideration.

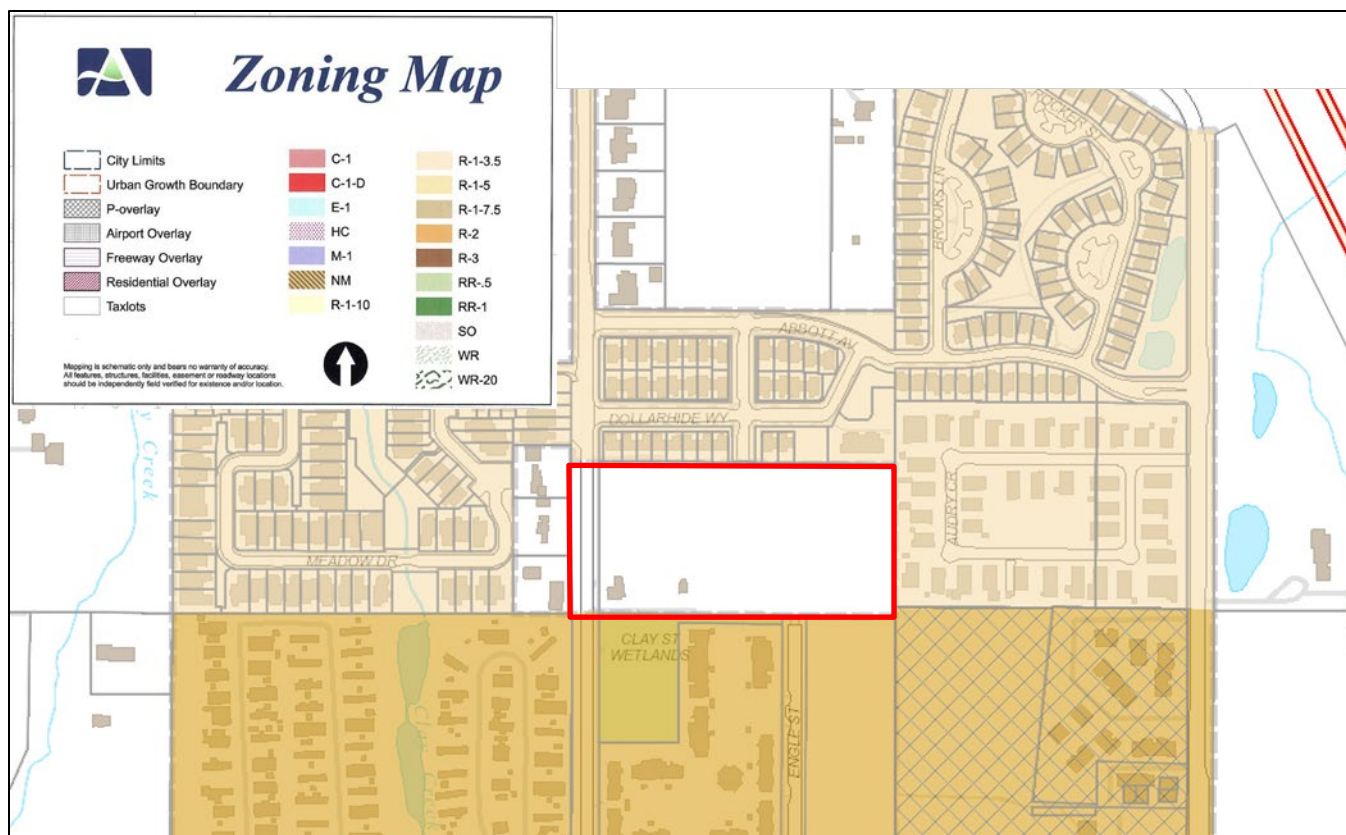
Amy Gunter

Amy Gunter

Rogue Planning & Development Services, LLC







ZONING INFORMATION

BASE ZONE: R-1-3.5 (RESIDENTIAL - SUBURBAN)
OVERLAY ZONES:
SPECIAL DISTRICTS:
MAP & TAX LOT: 391E11CB - 1100
ACERAGE: 4.8 ACRES (209,088 SF)

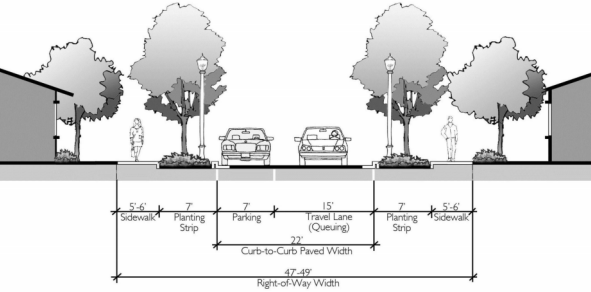
LEGEND - SITE PLAN

- ASPHALT
- CONCRETE
- LANDSCAPE

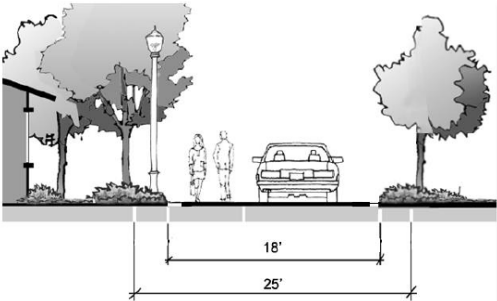
AUTOMOBILE PARKING

ON-STREET PARKING = 51 SPACES
OFF-STREET SURFACE PARKING = 52 SPACES
OFF-STREET GARAGE PARKING = 40 SPACES
TOTAL - 143 SPACES

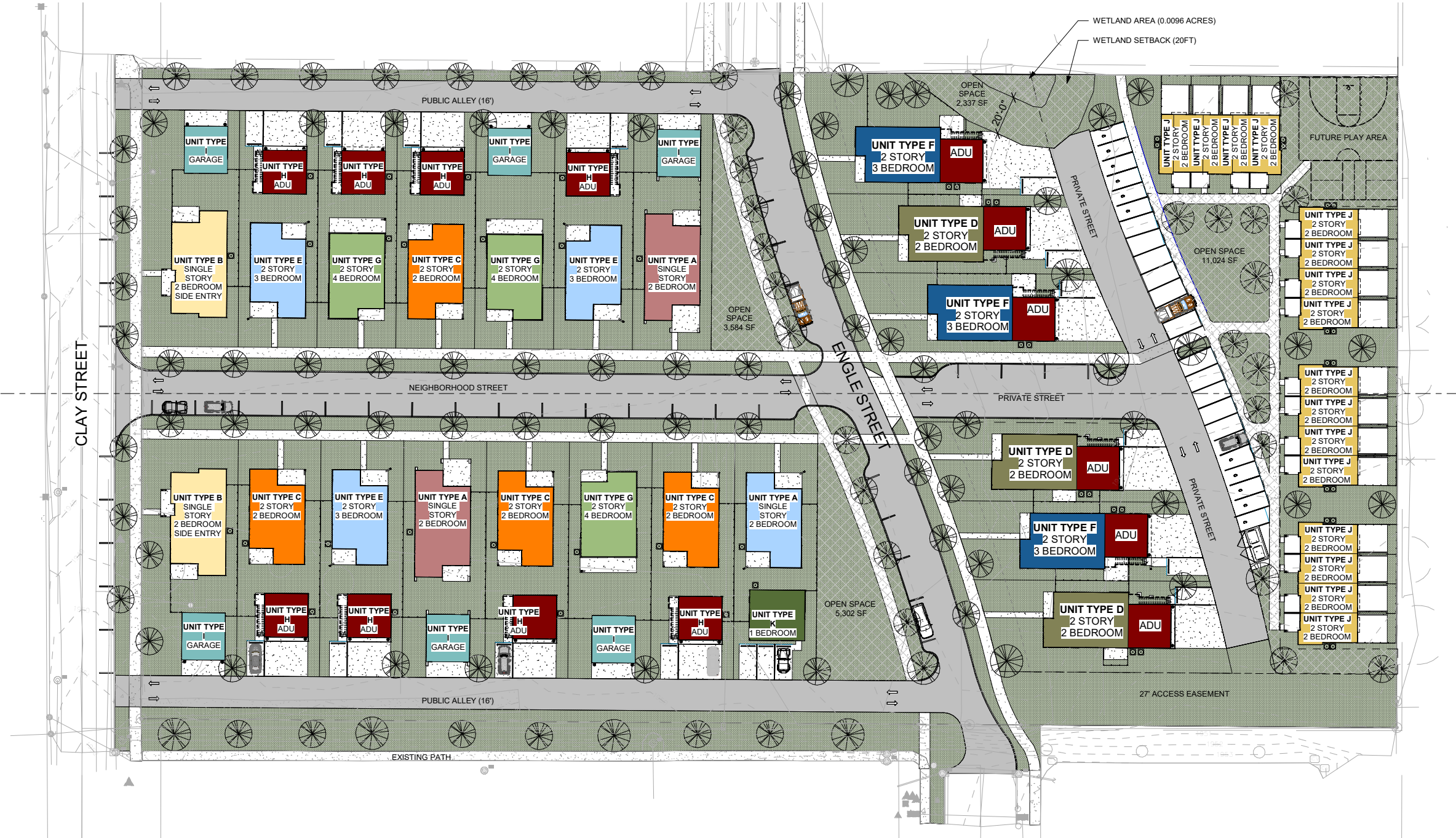
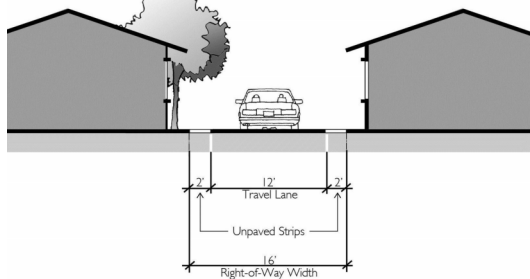
Neighborhood Street - Figure 18.4.6.040.G.4.b



Shared Street - Figure 18.4.6.040.G.8

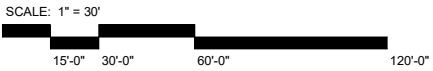


Alley - Figure 18.4.6.040.G.6



SITE - PLAN 1

SCALE: 1" = 30'-0" (24 X 36)
SCALE: 1" = 60'-0" (11 X 17)





ZONING INFORMATION

BASE ZONE: R-1-3.5 (RESIDENTIAL - SUBURBAN)
OVERLAY ZONES:
SPECIAL DISTRICTS:
MAP & TAX LOT: 391E11CB - 1100
ACERAGE: 4.8 ACRES (209,088 SF)

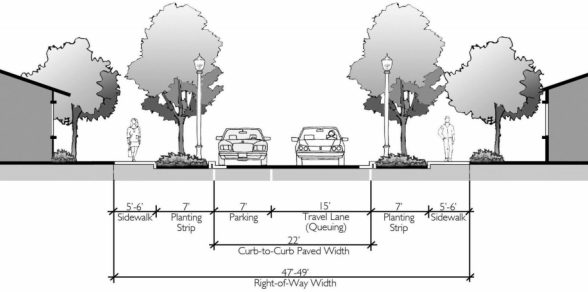
LEGEND - SITE PLAN

- ASPHALT
- CONCRETE
- LANDSCAPE

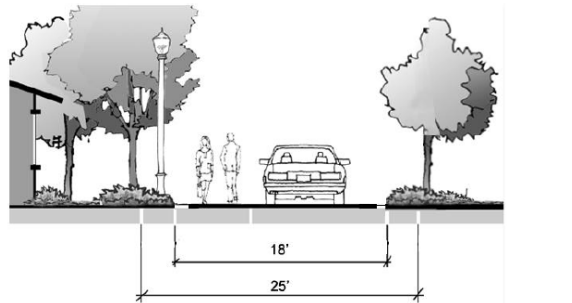
AUTOMOBILE PARKING

ON-STREET PARKING = 51 SPACES
OFF-STREET SURFACE PARKING = 52 SPACES
OFF-STREET GARAGE PARKING = 40 SPACES
TOTAL - 143 SPACES

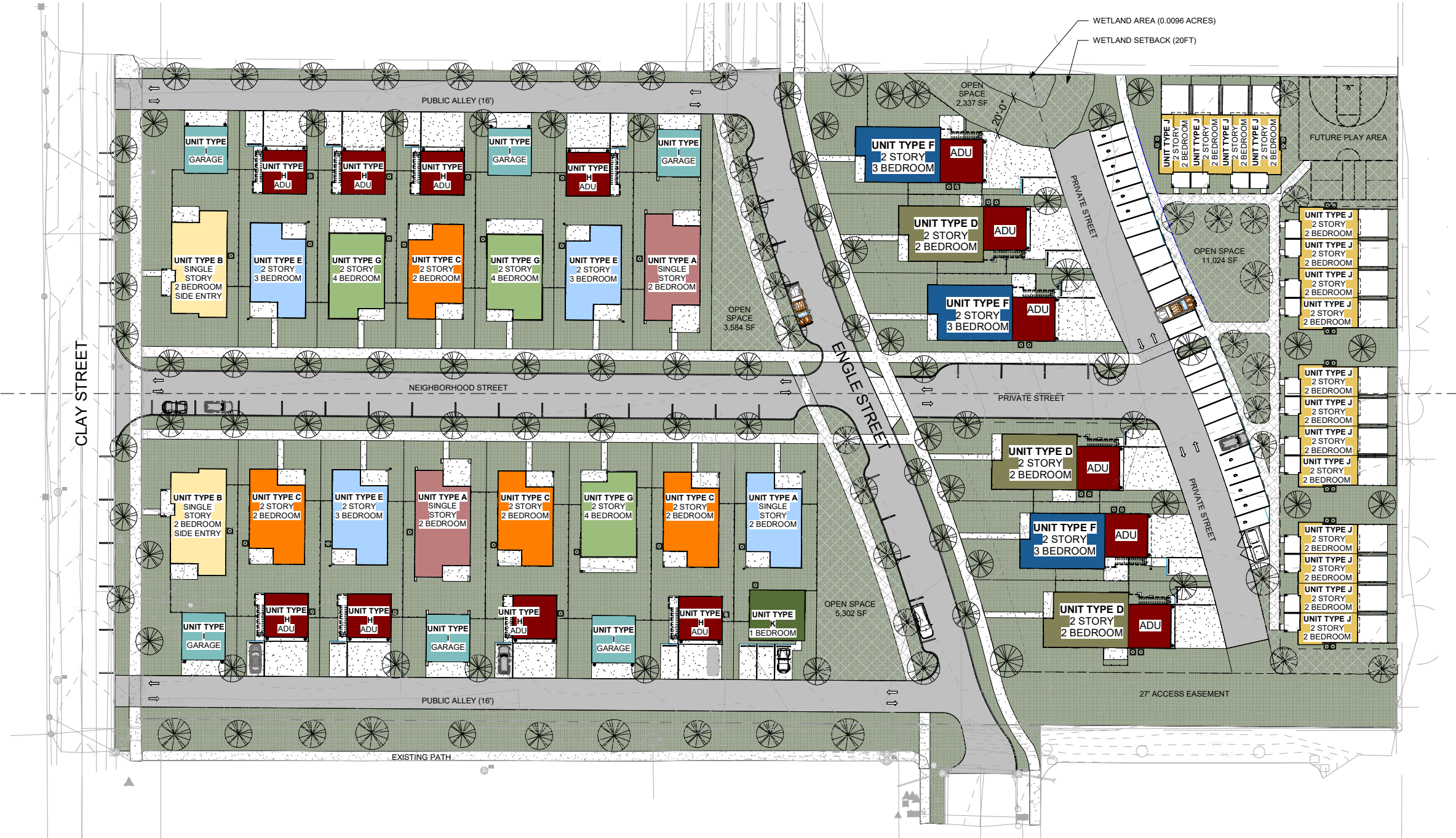
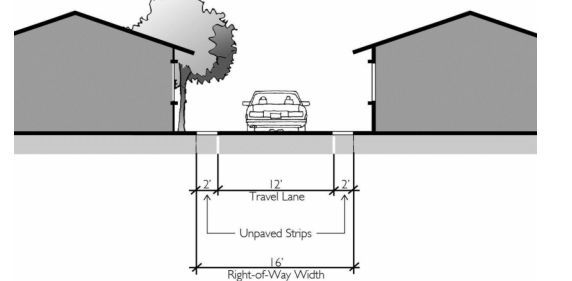
Neighborhood Street - Figure 18.4.6.040.G.4.b



Shared Street - Figure 18.4.6.040.G.8

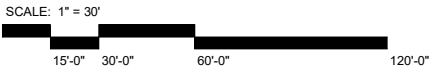


Alley - Figure 18.4.6.040.G.6



SITE - PLAN 1

SCALE: 1" = 30'-0" (24 X 36)
SCALE: 1" = 60'-0" (11 X 17)



Memo

CITY OF
ASHLAND

Date: June 12, 2024
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Transportation Advisory Committee – Jurisdictional Transfer Overview

BACKGROUND:

The City has long been engaged in the jurisdictional transfer process with the Oregon Department of Transportation (ODOT) and Jackson County. The City accepted transfer of Siskiyou Boulevard from 3rd Street to Walker Avenue and Ashland Street from Siskiyou Boulevard to the Faith Street intersection years ago from ODOT. More recently the City accepted Peachey Road from Walker Avenue to xx from Jackson County. The City is also working with Jackson County in improvement to middle Clay Street from Siskiyou Boulevard to Faith Avenue which is a County road. Once improved the City will take ownership of the right of way from Jackson County.

For County roads within the City limits, typically the City will not take jurisdiction over the roadway until they are brought up to City standards, which was the case with Peachey Road and is the case with middle Clay Street.

There are still a few County and ODOT controlled roadways within the City limits that have been and will continue to be discussed as options for jurisdictional transfer. Most recently as part of the defunct Revitalize Downtown process the City was discussing the jurisdictional transfer of East Main Street and Lithia Way (couplet) with ODOT. The benefits to the City are control of the right of way and development of standards/requirements that align with City goals and policies. Under ODOT control the City is obligated to follow ODOT and State Highway regulatory requirements, which often don't align with the character and needs of an urbanized downtown. The flip side is the City would be financially responsible for maintenance and improvements within the right of way in perpetuity. Jurisdictional transfers from ODOT often come with physical improvements being completed and some level of monetary "cash" benefit provided to the City. This cash benefit previously was meant to align with 20-years of maintenance responsibility for the corridor considered for transfer.

The State of Oregon created a Jurisdictional Transfer Advisory Committee in 2023, see below and attached House Bill 2793 for background information. The goal of the committee is to work with and identify high priority corridors within ODOT right of way to transfer to local communities. The downtown couplet has always been considered high priority location for transfer within ODOT region 3 (local) and at the State level. Because of the Advisory Committee and the focus on JD's throughout the State, more dollars are being put together and offered to local jurisdictions to accept control of the right of way. Staff feels if future conversations occur between the City and ODOT regarding transfer of the couplet specifically that any monetary benefit received must be adequate to cover all maintenance and improvement costs for the corridor and that those funds be placed in a restricted account

to only be utilized for the couplet itself. This way from a budgetary standpoint the City can show cost accounting for work done on the couplet in a transparent manner. This also gives the City a small ability to invest the monies when not being utilized to provide for small investment return.

JD Advisory Committee Background:

During the 2023 legislative session, the Oregon Legislature passed House Bill 2793, which established a Jurisdictional Transfer Advisory Committee. The purpose of the committee is to make recommendations to the Oregon State Legislature's Joint Committee on Transportation. The committee was appointed by the Governor and is staffed by the Oregon Department of Transportation.

The Committee is tasked with developing a list of three jurisdictional transfer candidates per biennium interested in receiving funding to support transferring portions of state highways from ODOT to a city or county. These recommendations will be made in consultation with the Oregon Transportation Commission.

No later than Sept. 15, of each even-numbered year, the committee will submit a report to the Joint Committee on Transportation, as described in ORS 192.245, that includes the list of jurisdictional transfers recommended for funding. The committee is advisory; they do not have a budget and do not distribute funds.

The first step in a jurisdictional transfer is for a city or county to engage in conversation with their local ODOT district and region. A city or county may wish to transfer ownership of a highway from ODOT to themselves for a variety of reasons. Frequently it is because the highway segment no longer fills a statewide need and instead supports local access to jobs, shopping and housing. While the uses of the highway have shifted, the design has remained constant.

Reconstructing the roadway to support local users can be costly, as such these transfers require new funding to complete. Cities and counties may apply, with the support and assistance of ODOT staff, to the Jurisdictional Transfer Advisory Committee to be considered for recommendation to the legislature for financial support of the transfer.

CONCLUSION:

No action required, this item is for information and discussion purposes at this time. In the future the TAC will be called upon to make recommendations to Council on acceptance or denial of potential jurisdictional transfers from ODOT and the County.

ATTACHMENTS:

HB2793

Enrolled House Bill 2793

Sponsored by Representatives BOWMAN, NOSSE; Representatives CHAICHI, CONRAD, ELMER, FAHEY, GAMBA, GRAYBER, HARTMAN, LIVELY, MCINTIRE, OWENS, PHAM K, WALTERS, WRIGHT, Senators CAMPOS, DEMBROW (Presession filed.)

CHAPTER

AN ACT

Relating to transportation; creating new provisions; amending ORS 802.348; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

SECTION 1. (1) **The Jurisdictional Transfer Advisory Committee is established within the Department of Transportation.**

(2) The committee consists of 11 members appointed by the Governor. The members of the committee shall include:

- (a) Two members who are transportation engineers;**
- (b) Two members who represent cities and who have experience working on transportation projects;**
- (c) One member who represents a county and who has experience working on transportation projects;**
- (d) One member who represents a regional government and who has experience working on transportation projects;**
- (e) One member who represents road users;**
- (f) One member who represents law enforcement;**
- (g) One member who represents transit users;**
- (h) One member who represents the advisory committee on bicycle traffic established in ORS 366.112; and**
- (i) One member who represents the Transportation Safety Committee established in ORS 802.300.**

(3) The Governor shall appoint members to the Jurisdictional Transfer Advisory Committee so that there is at least one member of the committee from each congressional district in this state.

(4) The Jurisdictional Transfer Advisory Committee shall, from the jurisdictional transfer applications submitted under section 3 of this 2023 Act:

- (a) Review the applications; and**
 - (b) Develop a list of three jurisdictional transfers to recommend for funding.**
- (5) The committee shall actively solicit reviews and comments from the Oregon Transportation Commission in the development of the list described in subsection (4)(b) of this section. The committee shall also shall take into consideration the following:**

(a) The difference between the applicant's and the department's standards of maintenance;

(b) The amount of deferred maintenance;

(c) A description of how the highway is used in the community;

(d) The climate impact of a transfer and subsequent upgrades the applicant could provide;

(e) The potential positive impacts on historically underserved groups;

(f) The increase in multimodal transportation options provided by a transfer;

(g) A description of the safety issues that exist; and

(h) A transfer readiness assessment that may include:

(A) The interest of the community;

(B) Funding capacity of the applicant for the transfer and maintenance in the future; and

(C) The existing condition of the highway and its current state of maintenance.

(6) No later than September 15 of each even-numbered year, the Jurisdictional Transfer Advisory Committee shall submit a report to the Joint Committee on Transportation, in the manner provided in ORS 192.245, that includes the list of jurisdictional transfers recommended for funding under subsection (4)(b) of this section.

(7) The term of office of each member of the Jurisdictional Transfer Advisory Committee is four years, but a member serves at the pleasure of the Governor. Before the expiration of the term of a member, the Governor shall appoint a successor whose term begins on January 1 next following. A member is eligible for reappointment. However, a member of the committee may not serve more than two terms. If there is a vacancy for any cause, the Governor shall make an appointment to become immediately effective for the unexpired term. When a vacancy occurs in an appointment made from a congressional district, the successor shall be appointed from the congressional district for which the vacancy exists.

(8) A majority of the members of the committee constitutes a quorum for the transaction of business.

(9) Official action by the committee requires the approval of a majority of the members of the committee.

(10) The committee shall elect one of its members to serve as chairperson.

(11) The committee shall meet at times and places specified by the call of the chairperson or of a majority of the members of the committee, provided that the committee meets at least four times a year.

(12) The committee may adopt rules necessary for the operation of the committee.

(13) The Department of Transportation shall provide assistance and space for meetings as requested by the chair of the committee.

(14) Qualified members, as defined in ORS 292.495, of the advisory committee are entitled to compensation for actual and necessary travel or other expenses incurred in the performance of their official duties as specified for qualified members of boards or commissions in ORS 292.495 (4).

SECTION 2. Notwithstanding the term of office specified by section 1 of this 2023 Act, of the members first appointed by the Governor to the Jurisdictional Transfer Advisory Committee:

(1) Two shall serve for a term ending January 1, 2025.

(2) Three shall serve for a term ending January 1, 2026.

(3) Three shall serve for a term ending January 1, 2027.

(4) Three shall serve for a term ending January 1, 2028.

SECTION 3. (1) The Department of Transportation shall adopt rules specifying the process by which a city or county may apply for inclusion on the list of jurisdictional transfers recommended for funding and submitted to the Joint Committee on Transportation under section 1 of this 2023 Act.

(2) An application under this section must be on a form prescribed by the department and must include the following:

(a) The name of the city or county;
(b) A description of the portion of the highway to be transferred;
(c) A desired timeline for the transfer;
(d) The scope of the transfer;
(e) A description of which body assumes liability during and after the transfer;
(f) The cost to update the segment of highway transferred to a state of good repair; and
(g) Any other information necessary or helpful to the Jurisdictional Transfer Advisory Committee established in section 1 of this 2023 Act in making its recommendations to the Joint Committee on Transportation.

(3) A jurisdictional transfer applicant must submit:

(a) Plans to provide at least 20 percent of the moneys required for the jurisdictional transfer; and

(b) A community vision plan that describes the applicant's plan for managing and improving the highway.

SECTION 4. ORS 802.348 is amended to read:

802.348. (1) The Department of Transportation shall ensure that the membership of advisory committees to the department reflects the racial and ethnic and ability composition of this state as determined by the most recent American Community Survey from the United States Census Bureau.

(2) Subsection (1) of this section applies to all advisory committees to the department, including but not limited to:

(a) The Continuous Improvement Advisory Committee established in ORS 184.665.

(b) The Freight Advisory Committee established in ORS 366.212.

(c) The Road User Fee Task Force established in ORS 184.843.

(d) Any stakeholder forum established under ORS 366.215.

(e) The advisory committee on vehicle dealer regulation established in ORS 802.370.

(f) The advisory committee on bicycle traffic established in ORS 366.112.

(g) The Transportation Safety Committee established in ORS 802.300.

(h) **The Jurisdictional Transfer Advisory Committee established in section 1 of this 2023 Act.**

SECTION 5. ORS 802.348, as amended by section 4 of this 2023 Act, is amended to read:

802.348. (1) The Department of Transportation shall ensure that the membership of advisory committees to the department reflects the racial and ethnic and ability composition of this state as determined by the most recent American Community Survey from the United States Census Bureau.

(2) Subsection (1) of this section applies to all advisory committees to the department, including but not limited to:

(a) The Continuous Improvement Advisory Committee established in ORS 184.665.

(b) The Freight Advisory Committee established in ORS 366.212.

(c) The Road User Fee Task Force established in ORS 184.843.

(d) Any stakeholder forum established under ORS 366.215.

(e) The advisory committee on vehicle dealer regulation established in ORS 802.370.

(f) The advisory committee on bicycle traffic established in ORS 366.112.

(g) The Transportation Safety Committee established in ORS 802.300.

[(h) The Jurisdictional Transfer Advisory Committee established in section 1 of this 2023 Act.]

SECTION 6. The amendments to ORS 802.348 by section 5 of this 2023 Act become operative on January 1, 2029.

SECTION 7. Sections 1, 2 and 3 of this 2023 Act are repealed on January 2, 2029.

SECTION 8. Notwithstanding any other law limiting expenditures, the limitation on expenditures established by section 2 (3), chapter _____, Oregon Laws 2023 (Enrolled House Bill 5040), for the biennium beginning July 1, 2023, as the maximum limit for payment of expenses from fees, moneys or other revenues, including Miscellaneous Receipts and federal funds received as reimbursement from the United States Department of Transportation, but excluding lottery funds and federal funds not described in section 2 (3), chapter _____,

Oregon Laws 2023 (Enrolled House Bill 5040), collected or received by the Department of Transportation, for project delivery and support, is increased by \$220,568.

SECTION 9. This 2023 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2023 Act takes effect on its passage.

Passed by House June 14, 2023

.....
Timothy G. Sekerak, Chief Clerk of House

.....
Dan Rayfield, Speaker of House

Passed by Senate June 23, 2023

.....
Rob Wagner, President of Senate

Received by Governor:

.....M.,....., 2023

Approved:

.....M.,....., 2023

.....
Tina Kotek, Governor

Filed in Office of Secretary of State:

.....M.,....., 2023

.....
Secretary of State

Memo

CITY OF
ASHLAND

Date: June 12, 2024
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Transportation Advisory Committee – ODOT ADA Letter

BACKGROUND:

As discussed at the May 23rd TAC meeting, staff developed a letter regarding the grouted rocks installation as part of ODOT's ADA program. The letter focused on the recommended verbiage of a safety-based solution. The letter is attached for reference.

In addition to the grouted rocks letter, ODOT requested the City submit a support letter for use of the colored concrete in the downtown historic district core and staff developed a letter to support this as well. This letter is attached for reference.

CONCLUSION:

No action required, this is just an update on correspondence with ODOT regarding the ADA program.

ATTACHMENTS:

ODOT ADA Letter
ODOT Color Concrete Letter

CITY OF ASHLAND

Jerry Marmon
Rogue Valley Area Manager
Oregon Department of Transportation
100 Antelope Road
White City, OR 97503
Ashland, OR 97520

RE: ODOT ADA Improvements Colored Concrete "San Diego Buff"

Mr. Marmon,

The City of Ashland Public Works Department, Planning Department, Historic Preservation Advisory Committee and the Transportation Advisory Committee all support the installation of colored concrete within the City limits as part of the Oregon Department of Transportation's Americans with Disabilities ramp improvements.

The installation of colored concrete is a current requirement within the historic districts of Ashland, specifically in the downtown that is within ODOT right of way. Understanding ODOT has a concern to ensure adequate color contrast for system users, the City still request the use of colored concrete. In decades worth of installation and use of colored concrete in the historic district including ADA ramps, the City has not received a complaint regarding color contrast. This includes considering able body individuals and those with impaired mobility or vision. The City works closely with the Transportation Advisory Committee and through one of its vision impaired members the City also coordinates with "DUDE" or Disabled United in Direct Empowerment on mobility related issues and color contrast has never been raised as an issue.

If you have any questions please contact me at scott.fleury@ashland.or.us or at 541-552-2412.

Sincerely,



Scott Fleury PE
Public Works Director
City of Ashland

CC: Linda Peterson Adams – Chair Transportation Advisory Committee
Roger Thom – Regional Engineer Oregon Department of Transportation





Jerry Marmon
Rogue Valley Area Manager
Oregon Department of Transportation
100 Antelope Road
White City, OR 97503
Ashland, OR 97520

RE: ODOT ADA Improvements "Grouted Rock"

Mr. Marmon,

The City of Ashland Transportation Advisory Committee recently met and discussed the grouted rock application utilized by the Oregon Department of Transportation (ODOT) for the Americans with Disabilities (ADA) ramp upgrade project.

This was a discussion based on the City's Historic Preservation Advisory Committee review and subsequent letter sent to ODOT regarding the grouted rock installations, specifically in the historic districts of Ashland.

The TAC recommended staff provide ODOT with a formal letter indicating their preference for a "safety based solution" for all modes of transportation and do not feel they should focus on aesthetics. The TAC and Public Works staff support larger scale rock mulch, stamped concrete, handrails, bike racks when appropriate and even the installation of larger boulders that could not be moved by the traveling public. These types of solutions do not preclude the areas from future landscaping if the City so desires to improve the area and maintain.

If you have any questions please contact me at scott.fleury@ashland.or.us or at 541-552-2412.

Sincerely,

A handwritten signature in blue ink, appearing to read "Scott Fleury", with a stylized flourish at the end.

Scott Fleury PE
Public Works Director
City of Ashland

CC: Linda Peterson Adams – Chair Transportation Advisory Committee
Roger Thom – Regional Engineer Oregon Department of Transportation



Memo

CITY OF
ASHLAND

Date: June 12, 2024
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Transportation Advisory Committee – B Street Corridor Safety Analysis

BACKGROUND:

On June 6, 2024 Public Works Staff held a corridor walking audit with residents of B Street who formally initiated the Traffic Calming Program. The walking audit started at 2pm at the intersection of Oak Street and B Street and continued until 4pm when it finished at the intersection of Eighth Street and B Street. The walking audit was a chance for residents of the corridor to walk with City and consultant staff to provide input on issues and challenges they see daily along the corridor.

After the walking audit concluded staff hosted an open house charrette open to the public at the Grove from 5-7pm. The charrette was meant to be an opportunity for the public to learn about safety and traffic calming measures that can be implemented to improve safety and provide traffic calming effects. Numerous display board were available to review along with a full-size plot of the corridor itself. Residents provided additional feedback to city and consultant staff in addition to a dot activity where they placed dots on traffic calming solutions, they believe would work on B St. The charrette boards utilized are attached.

Numerous residents showed up and the last resident left around 7:30 after they were able to provide their input.

In addition to the walking audit and charrette, consultant staff also developed a simple survey that was given to residents and sent to the TAC.

Next the consultant team will take all of the feedback and traffic data collected and develop a draft plan with a list of recommendations to be considered. Staff expects to host the consultant team at the July TAC meeting where the information will be presented to the TAC for discussion and recommendations moving forward. All of the attendees of the walking audit and charrette will be invited to hear the presentation and also provide feedback.

Based on the discussion the consultant team will develop a final plan with recommendations that will be presented before the TAC at either the September or October meeting.

CONCLUSION:

No action required, this item is meant to provide the TAC with an update of the process and answer any questions the TAC may have. Also a special thanks to Vice-Chair Brouillard who attended the charrette and spoke with community members.

ATTACHMENTS:

B Street Charrette Boards

WELCOME

B Street Corridor Safety Improvement Plan

Community Charette

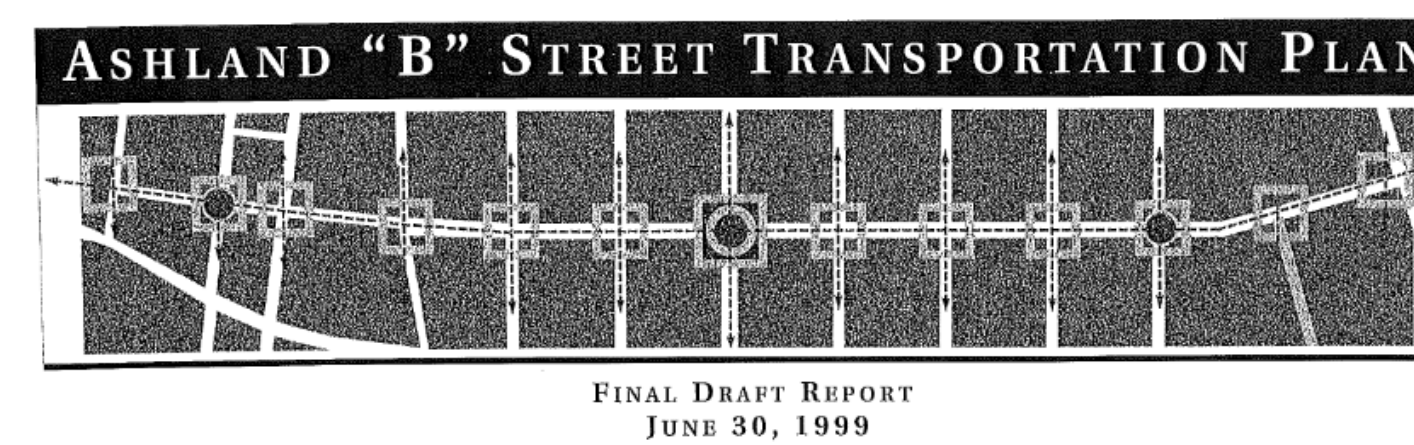
June 6, 2024

Project Overview

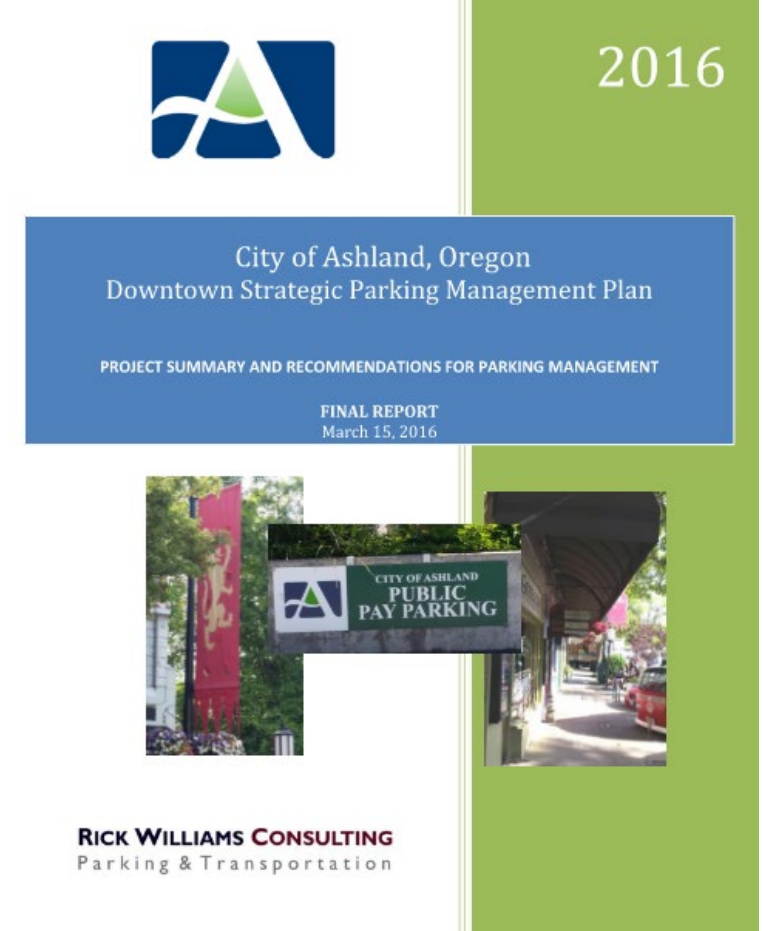
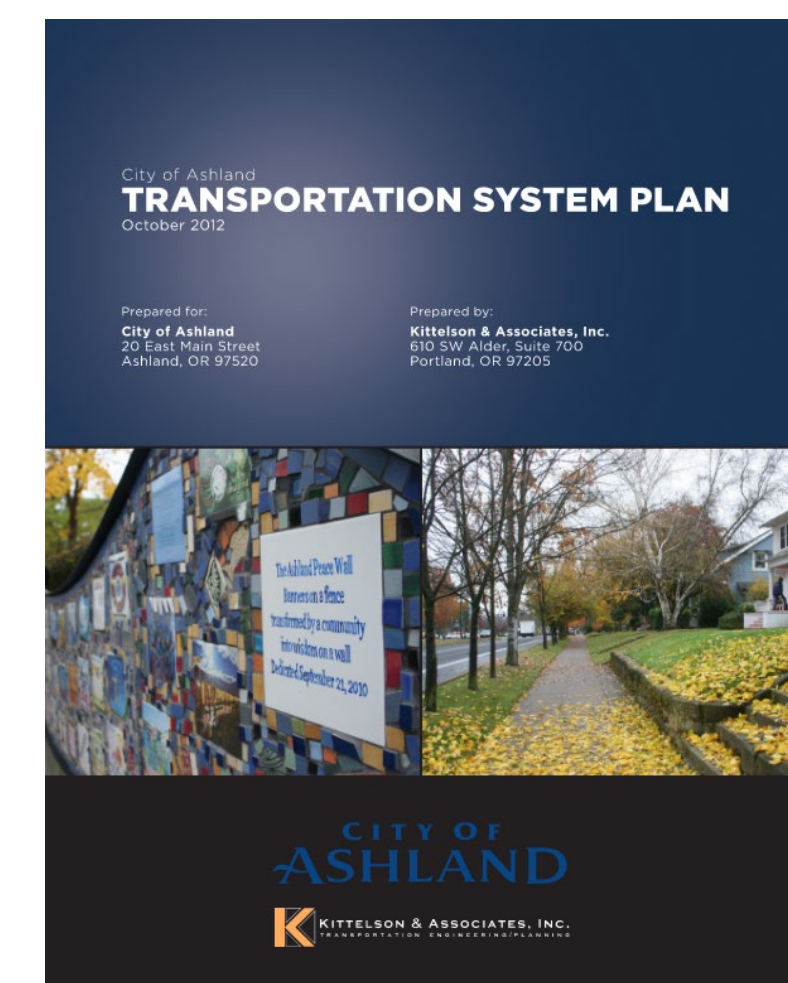
The primary purpose of the B Street Corridor Safety Improvement Plan is to create a **safer, more appealing, and community-oriented** B Street corridor. The plan will focus on improving safety and comfort for people walking, biking, and rolling while maintaining access for local motor vehicle traffic.

Project History

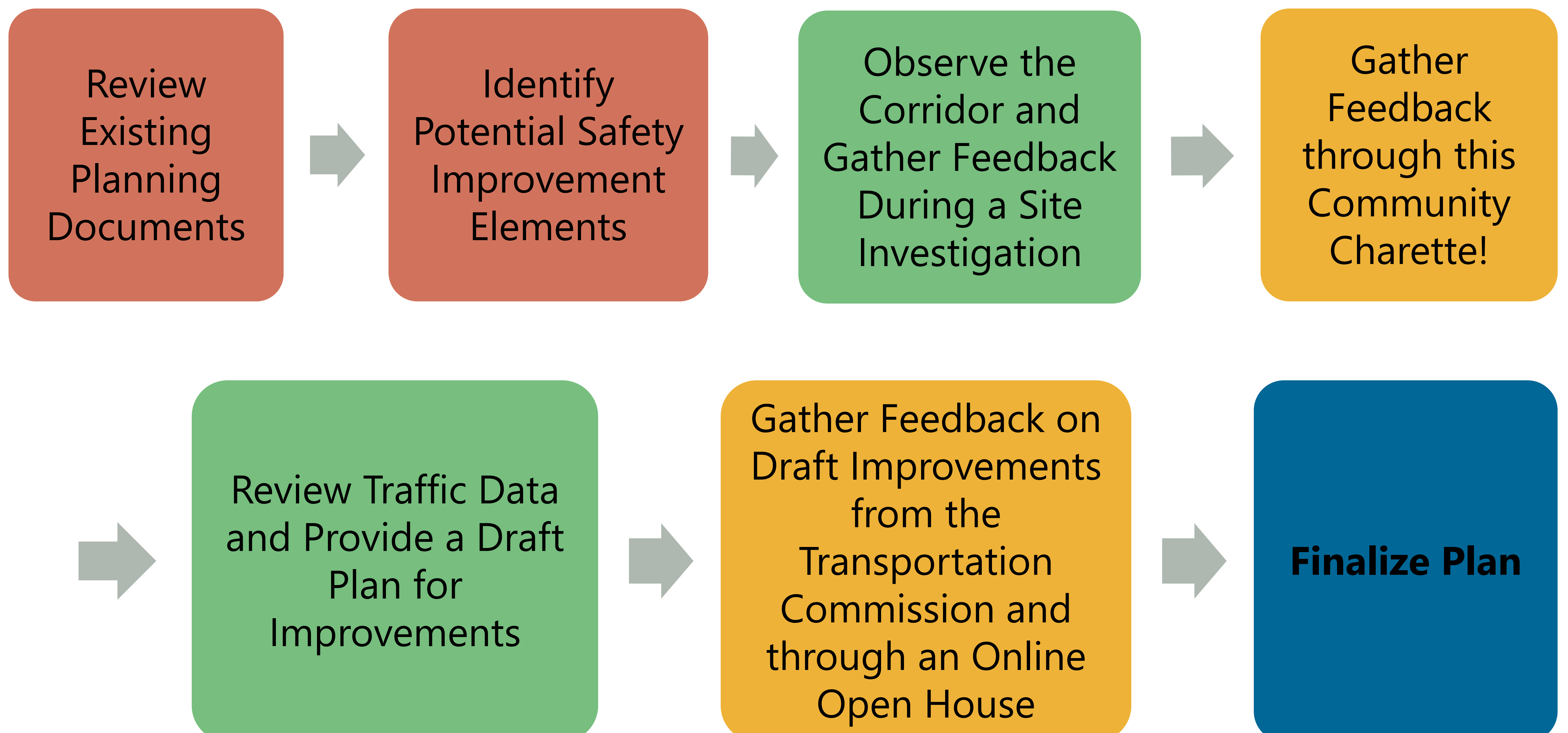
Enhancements to the B Street corridor have been a longstanding focus of the City of Ashland. Several plans call for enhanced livability by slowing traffic, making it more attractive to people walking, biking, and rolling and addressing parking impacts from downtown.



CITY OF ASHLAND • PERE & PERE ASSOCIATES, INC. • FERGUSON CALTHORPE & ASSOCIATES • URSWORTH, INC.



Project Process



Project Overview

What is a Bicycle Boulevard?

A bicycle boulevard, or neighborhood greenway, is a street designed to give bicycle travel a priority. These facilities include shared lanes for motor vehicles and bicycles, using signs, pavement markings, and speed and volume management measures to encourage slower vehicular speeds and discourage through trips by motor vehicles.



Source: Polina Polikakhina, Kittelson & Associates, Inc.

What is Traffic Calming?

Traffic calming incorporates physical design elements and other measures to encourage safer, more responsible driving and to potentially reduce traffic flow. These changes help improve livability and create a comfortable environment for people walking, biking, and rolling. Bicycle boulevard routes should have speeds under 25 miles per hour and daily volumes of under 1,500 vehicles.



Source: Mateo Van Thienen, Kittelson & Associates, Inc.

Traffic Calming Improvements

Vertical Deflection: Speed Humps



Source: NACTO Urban Street Design Guide

Speed Hump

A section of elevated pavement, typically 12 to 14 feet long and raised 3 to 4 inches high.



Source: FHWA Traffic Calming ePrimer

Speed Table

A section of elevated pavement that is longer than a speed hump and flat-topped.



Source: FHWA Traffic Calming ePrimer

Speed Cushions

A modified speed hump or speed table that includes wheel cutouts for large vehicles.



Source: FHWA Traffic Calming ePrimer

Split Speed Tables

A modified speed table that is offset to allow emergency vehicle passing.

Vertical Deflection: Crossings



Source: FHWA Traffic Calming ePrimer

Raised Crosswalk

A crosswalk that is at the same level as sidewalk. It provides a smooth crossing for people walking and makes people walking more visible to drivers.



Source: NACTO Urban Street Design Guide

Raised Intersection

An entire elevated intersection that requires drivers to reduce speeds. It calms two streets at once.



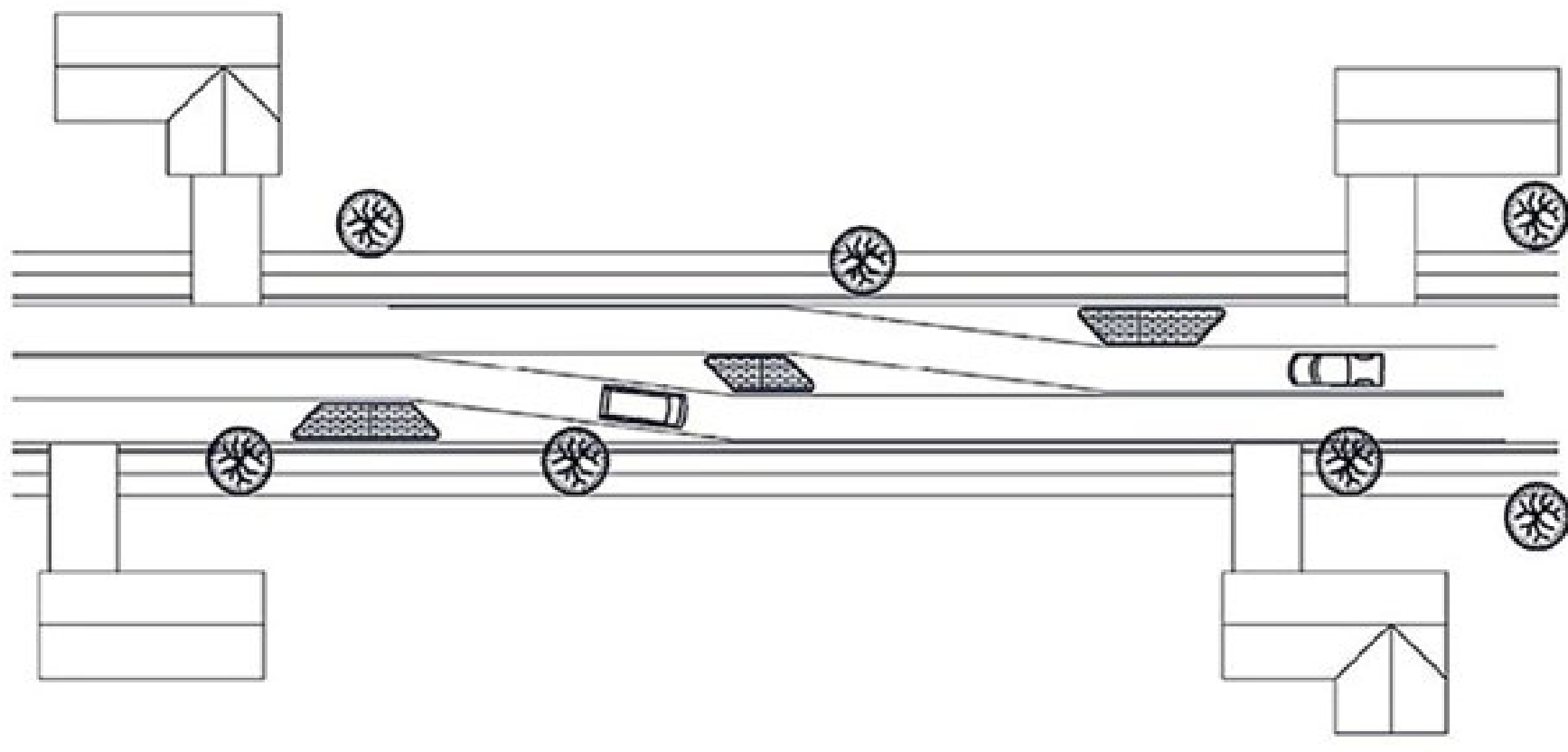
Source: StreetPrint

Textured Crosswalk

A crosswalk constructed with unique materials or paint markings that increase the visibility of a crossing.

Traffic Calming Improvements

Horizontal Deflection



FHWA Traffic Calming ePrimer



Source: FHWA Traffic Calming ePrimer



Source: Greater Greater Washington

Lateral Shift

Realignment of an otherwise straight street that cause travel lanes to shift in one direction.

Chicane

A series of lateral shifts, such as alternating curves or lane shifts.

Traffic Circle

Raised or painted islands that direct vehicles in a circular motion around an intersection.

Traffic Diverters



Source: FHWA Traffic Calming ePrimer

Partial Closure

Creates a one-way street for a short segment, requiring drivers to turn, while allowing people walking, biking, and rolling to continue though.



Source: NACTO Urban Bikeway Design Guide

Full Closure

Physical blockage that fully closes a street to drivers while allowing people walking, biking, and rolling to continue through.

Right-In/Out Diverter

A raised traffic island that requires drivers on one leg of the intersection to make a right turn while people walking, biking, and rolling can continue straight.



Source: FHWA Traffic Calming ePrimer



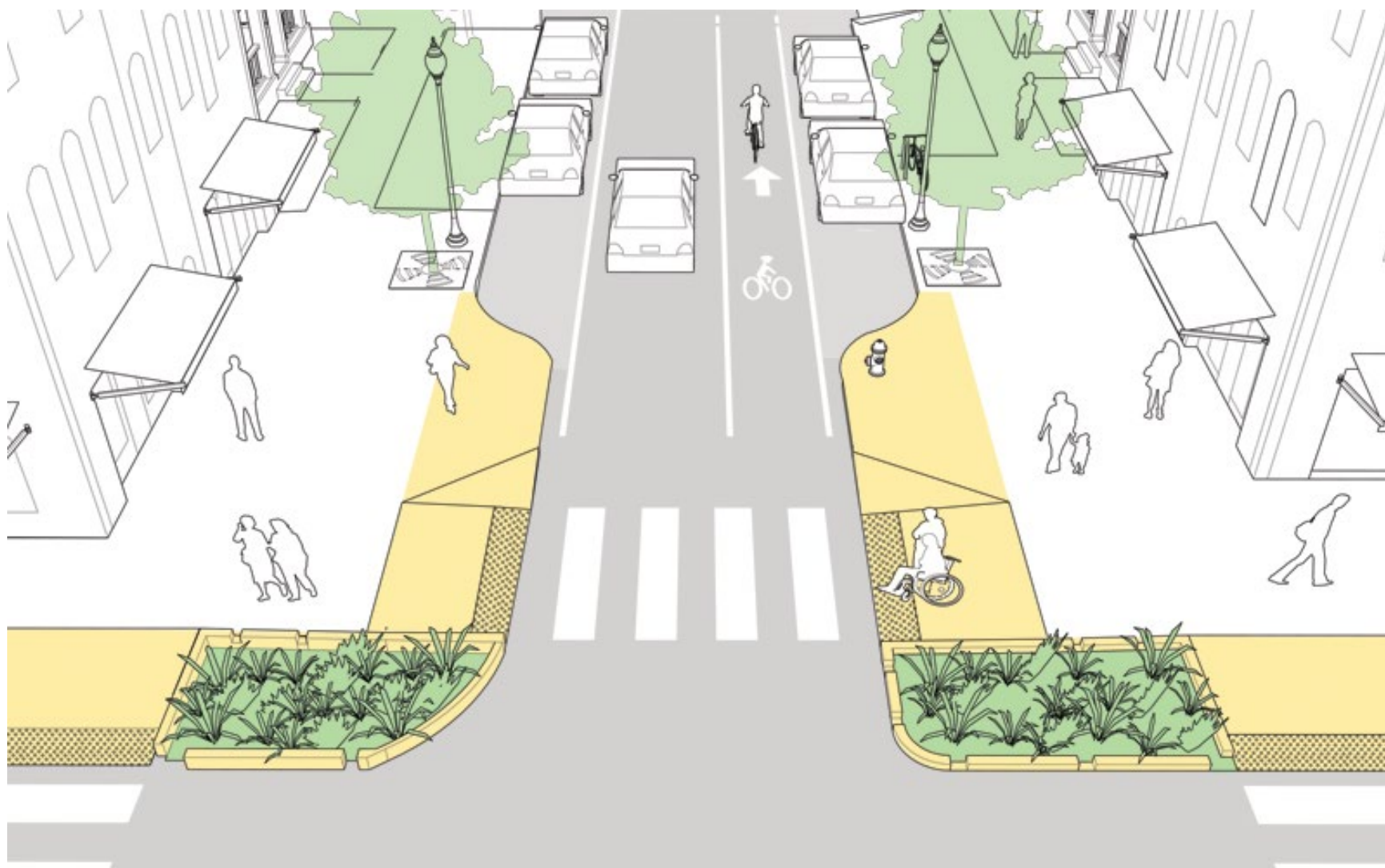
Source: NACTO Urban Bikeway Design Guide

Diagonal Diverter

A structure placed diagonally across an intersection that creates two unconnected intersections where drivers approaching the intersection can only access one leg of the intersection (as opposed to three). People walking, biking, and rolling can continue straight.

Traffic Calming Improvements

Street Width Reductions



Source: NACTO Urban Street Design Guide



Source: FHWA Traffic Calming ePrimer



Source: NACTO Urban Bikeway Design Guide

Curb Extensions

Expanded sidewalks or curbs at an intersection that slow turning speeds for drivers and shorten the crossing distance for people walking.

Choker

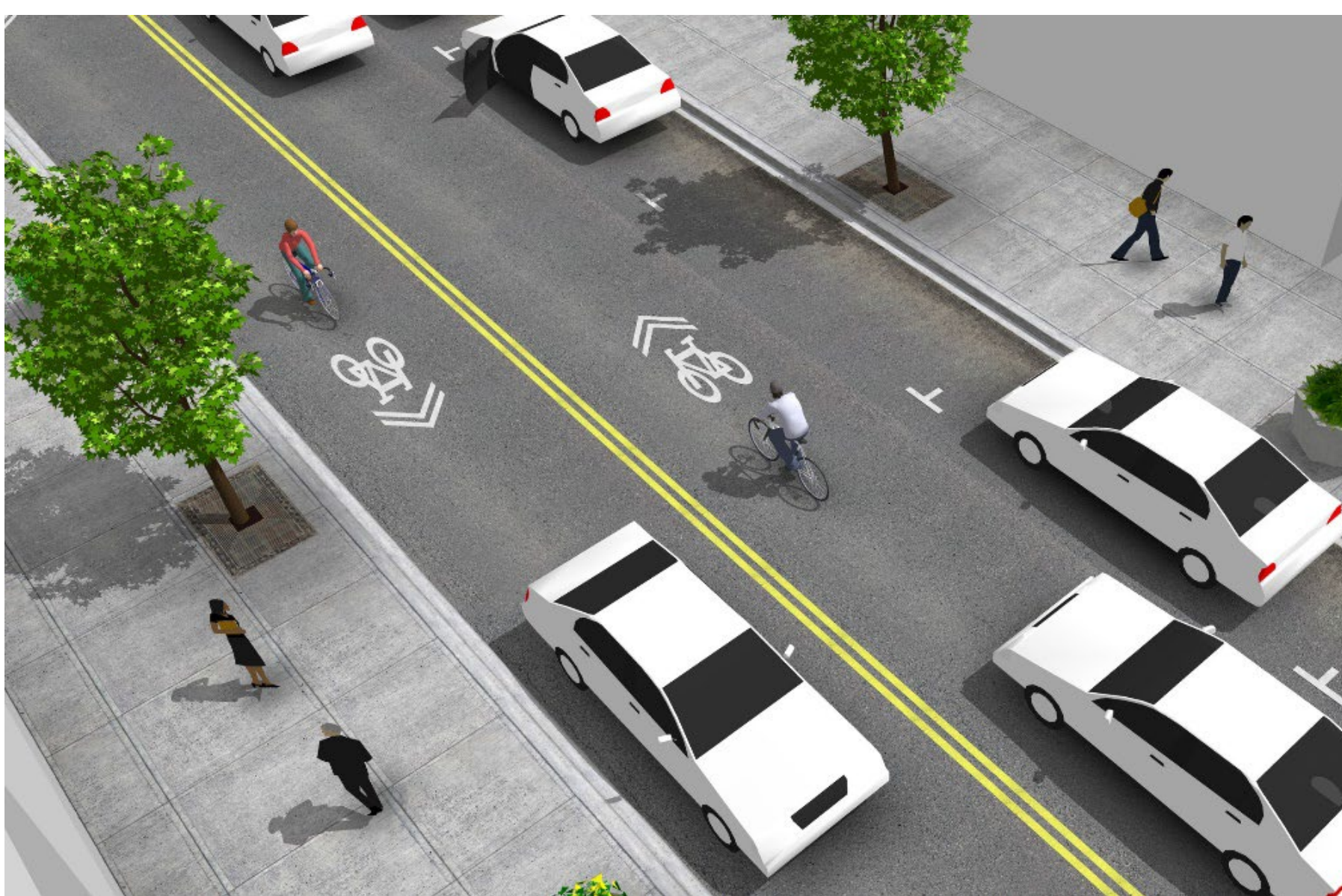
Curb extensions that narrow the street to one direction of travel for a section of the roadway.

Median Island

A short center island that causes drivers to slow their speeds to shift horizontally.

Wayfinding Improvements

Signage and Pavement Markings



Source: NACTO Urban Bikeway Design Guide



Source: NACTO Urban Bikeway Design Guide



Source: NACTO Urban Bikeway Design Guide

Pavement Markings

A symbol painted on the road, such as a shared lane marking, that identifies the street as a bicycle boulevard.

Modified Street Signs

Street signs that include a bicycle symbol or modified color to indicate a bicycle route.

Wayfinding Signs

Guidance signs that provide information about the bike route such as travel times and destinations.

Placemaking Improvements



Source: SF Better Streets



Source: Cree Lighting

Lighting

Pedestrian-scale lighting provides greater visibility for both greenway users and drivers.



Source: NACTO Urban Bikeway Design Guide



Source: American Society of Landscape Architects; City of Portland

Landscaping

Trees, shrubs, plants, or bioswales provide shade, offer wind protection, absorb water runoff, and create a more comfortable walking and biking experience.



Source: NYC Street Design Manual



Source: Urban Street Design Studio; AARP

Corner Plazas

Curb extension filled with furniture, landscaping, or trees create gathering places for residents to meet and mingle.



Source: Walk Bike Cupertino



Source: Gear Junkie

Art

Painted crosswalks, murals, sidewalk art, and creative bike parking could incorporate Ashland's artistic character into the greenway.

Traffic Control Modifications

Stop-Control

Two-Way Stop-Control (TWSC)

Intersections with TWSC include stop signs on two approaches along the same street. National guidance recommends that stop signs be minimized along bicycle boulevards to reduce delay, provide clarity at intersections, and create a continuous travel flow. If an intersection currently has TWSC but has the stop signs facing the bicycle boulevard, the direction of the stop signs can be 'switched' to provide a continuous route for people walking, biking, and rolling.



Source: NACTO Urban Bikeway Design Guide

All-Way Stop-Control (AWSC)

Intersections with AWSC include stop signs on all approaches. This type of traffic control can be used as an interim step before installing a traffic signal, as a safety measure if certain traffic conditions exist, or to provide adequate capacity for specific movements. AWSC is often used when the two intersecting roadways have similar vehicular volumes and where a traffic signal or roundabout is not needed. AWSC intersections are relatively inexpensive and can be implemented more easily than traffic signals and roundabouts.



Source: MUTCD

On bicycle boulevards, AWSC can be used if there are extenuating circumstances such as higher volumes on both intersecting streets, steep grades, or high non-compliance with stop signs. However, TWSC is preferred to maintain continuity along the bike route and create uniformity in the control used along the corridor.

Parking Management

Time Limits

Limit the amount of time a vehicle can remain in a parking space.

Area Parking Permit Programs

Provide parking within a permit district to balance parking between all users.

Parking Pricing

Static or dynamic pricing optimizes parking availability and encourages the use of alternative transportation methods.

Parking Enforcement

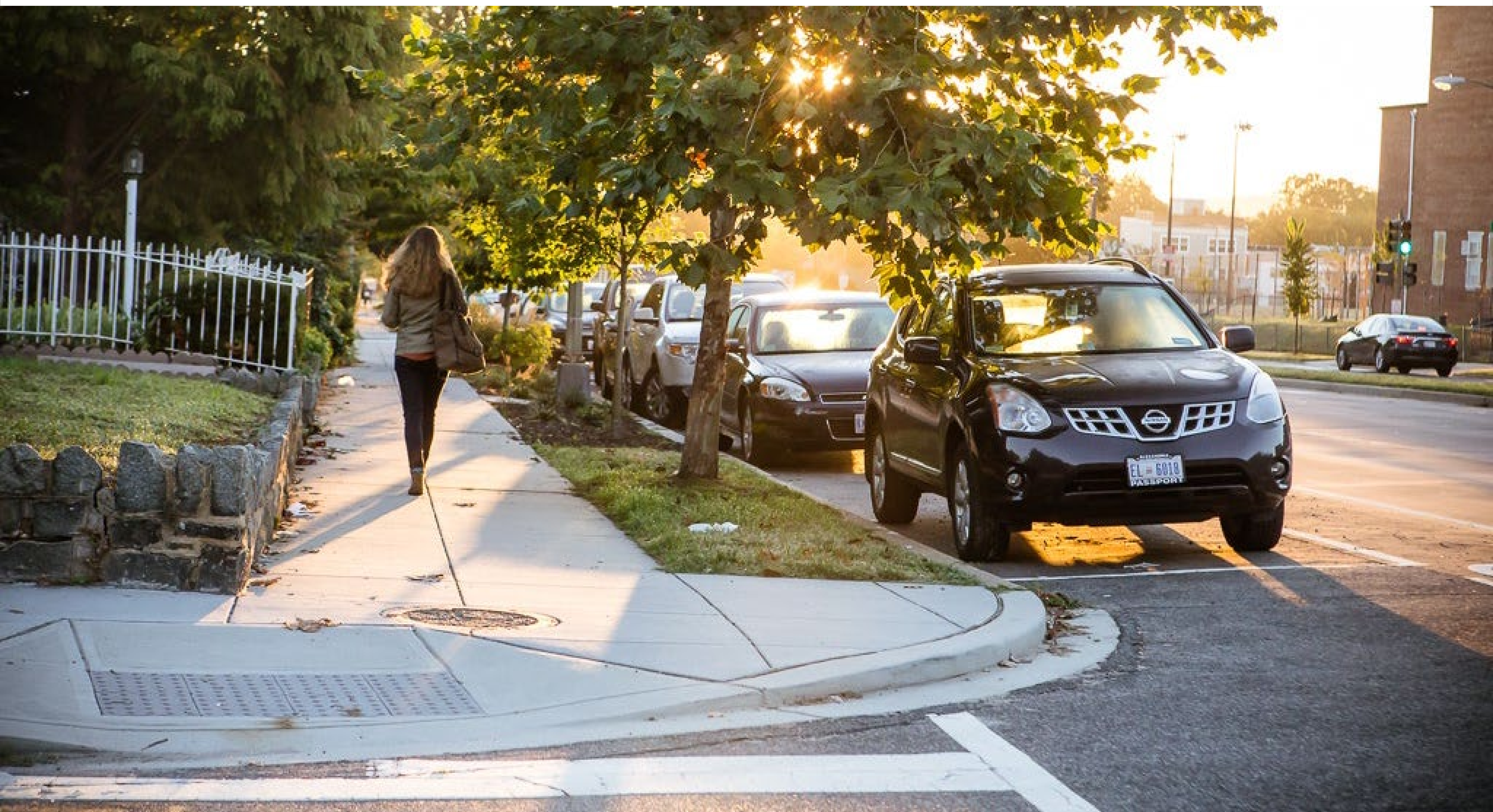
Enforcement that focuses on education and changing behavior, not revenue.

ADA Parking

On-street ADA stalls allow individuals with disabilities to access the urban environment.

Bike Parking

Bike parking can be included at key intersections and curb plazas.



Source: Dorret Oosterhoff