

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

July 17, 2025

AGENDA

CALL TO ORDER 6:00PM: Meeting Held Virtually Via Zoom:

Link: <https://zoom.us/j/94350935689>

- I. ANNOUNCEMENTS**
- II. CONSENT AGENDA**
 - A.** Approval of June 26, 2025 Minutes
- III. PUBLIC FORUM (6:05–6:20)**
- IV. REPORTS FROM OTHER CITY COMMITTEES (6:20–6:30)**
- V. NEW BUSINESS**
 - A.** A Street Crosswalk Request (6:30–7:00, action required, discuss crosswalk request and associated issues).
- VI. UNFINISHED BUSINESS**
 - A.** See Click Fix – Issues (7:00–7:30, action required, discuss submittals to See Click Fix and develop process to mitigate).
 - B.** Strategic Communication (7:30–7:45, action required, discuss educational articles to develop).
- VII. INFORMATIONAL ITEMS**
 - A.** Wayfinding Project Update
 - B.** TSP Update
 - C.** August 21, 2025 In Person Meeting
- VIII. AGENDA BUILDING – Future Meetings**
- IX. ADJOURNMENT: 8:00 PM**

Next Meeting Date: August 21, 2025 (In Person)

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).

**CITY OF
ASHLAND**



ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

June 26, 2025

CALL TO ORDER: 6:00 PM; Zoom

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

Members Not Present: Dave Kahn, Mark Brouillard

Staff Present: Scott Fleury, Marlena Correnti

Council Liaison Present: Eric Hansen

Guests Present: Meg Wade, Erik Nelson, Gary Shaff – CEPAC

ANNOUNCEMENTS

- Peterson-Adams reads Labor Acknowledgement from SERJAC
- June is LGBTQIA+ Pride Month
 - Medford Pride on Saturday, June 28
- July: [Disability Pride Month](#)
- July 4th: [Ashland parks run](#) at 7:30 AM, parade at 9:30 AM
 - Complete details for [Independence Day Celebrations](#) on City website
 - Lake of the Woods is going with a laser show for fire mitigation reasons
- Richard offers accolades to Schweizer and Street Department following weeks of slurry seal work: “Great job! Smooth bike lanes... Glenview is especially nice!”
- [1X RVT route is cancelled](#) for summer due to lack of federal funding
 - RVT may cut two-thirds of bus routes; read more [HERE](#)

CONSENT AGENDA

- Approval of May 15, 2025 Minutes

Vieville motions to approve Minutes; Richards seconds. All approved.

PUBLIC FORUM (6:05-6:20)

- Thank you for your comments! Reminder: City website has [TAC contact form](#)
- Nelson: Thank you for traffic calming efforts! Thank you, TAC, for your time.
 - Requests review of traffic calming from A Street up to E Main Street

REPORTS FROM OTHER CITY COMMITTEES (6:20-6:30)

- Parks and Rec: working towards creating a dog-walking path through Lithia Park from Winburn Way corridor, through the bandshell, and up to Granite St
 - Citizens may submit comments to Ashland Parks and Recreation Commissioners [HERE](#).
- CEPAC: Shaff – CEPAC endorses revised incentives for energy and climate, bringing a new category for low- and moderate-income households
 - Proposing to Council that standard \$1000 incentive for the purchase of Electric Vehicles (EVs) be increased to \$2000 for low- and moderate-income households
 - Suggests TAC recommend to Council that E-bikes and cargo bikes also be treated with a comparable and equitable doubling of the incentive for purchase
 - Cargo bikes and E-bikes currently have a \$300 and \$600 rebate, respectively
 - Fleury to connect with CEPAC liaison
 - Shaff believes that E-bike affordability could allow more residency in Ashland

Transportation Advisory Committee

June 26, 2025

Page 1 of 3

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

June 26, 2025

- Council: Hansen – [Derek Sherrell](#) is new City Councilor
 - Second meeting of Economic Opportunity Analysis; Construction is one of the fastest growing businesses in Ashland
 - Report available detailing commuters to work in Ashland; 2017 Transit Feasibility Study reveals substantial increase in commuter population

NEW BUSINESS

- Water Street one-way conversion (6:30 – 7:00; action required, discuss conversion to one-way and process to recommend)
 - Improving safety in this intersection is paramount; One option includes creating a one-way from Van Ness to Hersey because of visibility issues and angle crashes there due to underpass
 - Discussion that A Street and B Street one-way couplet may be advantageous
 - Effective use of City staff time is critical; TAC to review plans then recommend to Council

UNFINISHED BUSINESS

- Vision Clearance Issues collected from Near Miss surveys discussed
 - Fleury: Tree removal on Starflower and Thimbleberry is scheduled; The tree currently obstructs the only Yield sign on the downhill slope. “Shark’s Teeth” triangular markings (example image below) to be added as advanced warning of the Yield.



- Following slurry seal, signage changes and markings to be added to bicycle path
- Near Miss form to be removed from City site, but data from previous submissions will be compiled
 - Near Miss category within SeeClickFix is live. Correnti often directs callers to submit their relevant TAC reports via SeeClickFix. Fleury has received more submissions since this was added.
 - After choosing the appropriate Category (*examples include Recurrent Traffic Concern, Near Miss report, Intersection Vision Clearance Form, etc*), SeeClickFix prompts the submitter with a map. A location/address of incident must be provided to continue with the SeeClickFix submission
- Improve education and outreach efforts
 - TAC Chair and/or Co-Chair to consider bulletized online newsletter to increase public engagement
 - Event tabling
 - Coordinated efforts to inspire conversations between neighbors and local businesses

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

June 26, 2025

- Social media presence; Consider Cottle to assist with TAC's communications

INFORMATIONAL ITEMS:

- Safe Streets and Roads for All (SS4A) Grant: Grant agreement received back from FHWA, but it has not been signed as City's legal team is carefully reviews grant assurance changes and verbiage related to DEI components, sanctuary state components, and union labor components
- TSP Update: 95% through the process of getting consultants on board and through ODOT's procurement and budget departments to finalize contract
- B Street signs and marking
 - 3rd Street will be converted to all-way stop
 - Enhancing crosswalks and adding "No Parking Here to Corner"
 - Traffic circles coming late summer, early fall 2025

ADJOURNMENT: 7:50 PM

Next Meeting Date: July 17, 2025, 6:00 PM – 8:00 PM

Respectfully submitted,

Marlena Correnti, Administrative Assistant

Memo

CITY OF
ASHLAND

Date: July 10, 2025
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: A Street Crosswalk Request

BACKGROUND:

The Deputy City Manager was contacted by a local resident/business owner regarding the potential installation of a crosswalk on A Street (mid-block) near the hardware store. There was a recent vehicle/pedestrian crash at the location that prompted the discussion and request.

It was represented that a lot of pedestrians cross A Street at this location to access businesses on either side of the street.

There are challenges along this stretch of corridor for crossings. There is a marked crosswalk at First St. and A St. on the west side only. There is no marked crosswalk or ADA ramps at Second St. and A St. and the potential ramp installation on A St. at Second St. on the north side of the road is hampered by an existing driveway access point and underground utilities, reference figures 2 & 3. The crosswalk at the First Street intersection is approximately 190' away and the Second St. intersection is approximately 160' away.

Installation of a mid-block crossing is feasible, but there are several issues that need to be addressed/referenced in the discussion by the TAC.

1. Approximate loss of 3 parking spaces on south side of A Street to allow for crosswalk installation and appropriate signage installation as generally referenced in figure 4.
2. Design and construction of ADA ramps on each side of the crosswalk. The grade is fairly flat some compliance with slope requirements should not be too complicated
 - a. A bump-out ramp would most likely be needed on the south side to accommodate regular sidewalk ADA access and not infringe on business access. This would also improve safety by improving vision site lines for the pedestrian and drivers using the corridor
3. Cost for design and construction
 - a. Design and surveying costs could run from \$10-20k and construction of single access point ramps could range from 5k to \$15 depending on complexity.
4. There are no directly budgeted funds for this improvement in the current biennium, so funds for any changes would reduce other anticipated maintenance items for the Street Division.
5. A Street is on the rehabilitation list of the CIP (FY30/31). All ADA and pedestrian improvements would be designed into the rehabilitation project.

Figure 1: Street View of Location for Mid Block A Street



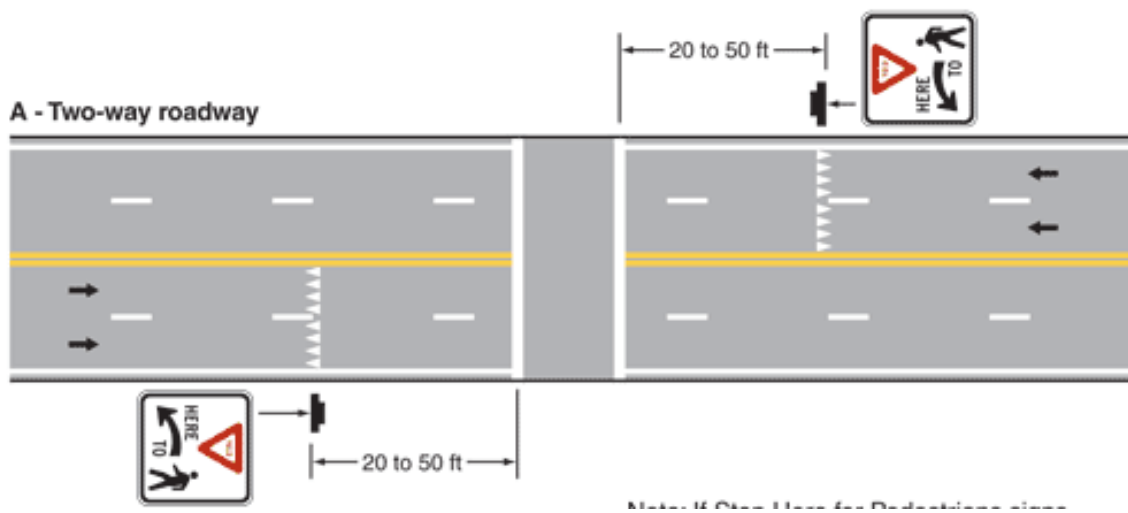
Figure 2: Aerial view of A Street location



Figure 3: Second St. Street View



Figure 4: MUTCD General Mid-Block Crossing Structure



CONCLUSION:

Action required, discuss potential options and how to move forward.

Options:

1. Do nothing
2. Develop as a project
3. Leave improvements to be included in the A Street rehabilitation
4. Investigate installation of a crosswalk and ADA ramps at the Second Street intersection
5. Other

Memo

CITY OF
ASHLAND

Date: July 10, 2025
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: See Click Fix – Submittal Resolution Plan

BACKGROUND:

The TAC has previously discussed the transition of the near miss application into the City's See Click Fix interface. The See Click Fix application also has numerous other "Transportation" related submittal options. In addition to See Click Fix application, the TAC has an email contact for residents to provide comment on issues through a form entry on the City's website:

<https://ashlandoregon.gov/FormCenter/Public-Works-20/Transportation-Advisory-Committee-Contac-118>

The form entry items come directly to the TAC staff liaison and administrative assistant for processing.

The See Click Fix entries go to various other staff within the Public Works Department, most of which they handle directly as part of daily operations. Also some submittals come through under and in-correct category and they are still logged and generally re-categorized or forwarded to the correct person/department for resolution.

As staff mentioned during the June meeting, the TAC will need to develop a plan/process for addressing all submittals related to "transportation" coming from See Click Fix that reach the level of the staff liaison (staff is confirming where all requests are being sent to once submitted to ensure they arrive at the right staff person/division). Typically crash and near miss data have been reviewed on a 6-month rotational basis, but staff believes addressing questions/concerns raised by residents through See Click Fix and the TAC form submittal would most likely best served by addressing them more frequently.

Staff has attached multiple submittals related to the TAC form from the website to this staff report.

Questions:

1. Does the TAC have a standing monthly agenda item to review and develop responses to submittals?
2. Does the TAC continue to review all submittals and crash data on a sixth month basis?
3. Does the TAC review on another schedule (quarterly, every other month, etc.)
4. What do responses look like?
 - a. Initial form email response, should it be sent?
 - b. Outcome from TAC discussion response from staff or response from Chair?

5. Are there submittal types the TAC believes staff should handle directly?

TEST: Near Miss report
Sidewalk Problem
Sign Issue
Street Sign Problem
Street Surface Concern: Other
Street Surface Concern: Pothole
Transportation System Request
Intersection Vision Clearance Concern

See Click Fix Ashland Website:

<https://ashlandoregon.gov/980/Report-an-Issue>

CONCLUSION:

Action required, develop plan of how the TAC would like to be incorporated into the process and how to address submittals.

[EXTERNAL SENDER]

Contact City Council

Your submission will be sent to Council and become part of the public record.
Use the [Public Testimony Form](#) if you want your submission to be on the record
and archived with Agenda Packet.

Full Name	Byron B. Carrier
Phone	
Email	
Subject	Potential stop sign at the Bike Path
Are you a City of Ashland resident?	Yes
Message	Please read my letter fo concern regarding a potential stop sign at the corner of E. Main and the Bike Path. If you want a more readable file, please email me. June 18, 2025 To: Ashland Climate Collective, Bicycles To: Ashland City Council From: Byron Bradley Carrier Ashland, OR Dear Ms and Sirs, I am writing regarding the new markers at the intersection of E. Main and the Bike Path. I am concerned that the city may intend to put a stop sign there. If so, I consider that to be an unintelligent resolution to an admittedly ambiguous intersection. Please consider my reasoning on both the process of how that decision is being made and that potentially wasteful result. I usually use my bike rather than my car. I have travelled that route three times a week for a few years now. The trouble with that intersection is ambiguity. Cars can't see the stop sign for

bikes. Instead, they see white lines. If I've stopped on my bike waiting for a gap in traffic, as I should, some cars stop, either out of courtesy or worry they'll be ticketed. To resolve the temporary halt, I nod thanks to the driver and proceed, even though I wish they hadn't stopped, stopping also all cars behind them. I don't want to cause that needless delay and waste. I'd prefer to wait for a gap, or if too much traffic, I walk my bike out. No problem.

I had joined one of the bike tours put on by the Climate Collaborative. (I like it that the Collaborative is addressing various issues, including biking.) On that ride, I spoke with a member also concerned about that ambiguous intersection. He told me they were concerned and advising the city to put in a stop sign, a sign that would require all drivers to always stop - even when there is no one and nothing to stop for. I tried to object to that plan and explain why. Twice, he cut me off and spouted back his reasoning without ever pausing to hear mine.

If the Collaborative has advised this and the city is doing it, what is the process of gathering input on such a radical and wasteful act? How is this inclusive democracy on the part of the Collaborative or the city?

The man was resentful of cars in general. As a fellow biker, I have reason to resent cars too, especially smelling them. However, I often use my car, as do most people. Resenting cars doesn't resolve car issues. The approach of suddenly requiring all cars to always stop, all day, all night, even when there is only rarely someone there to stop for only inflicts delay and waste on all drivers.

Cars pollute their worst at idle and acceleration. Demanding by law that all drivers do exactly that all day, all night, even when there is no one there to stop for, is a stupid and insulting waste. We should only be stopping when there is an actual reason to do so.

How to manage that tricky spot? We could put up a stop sign on E. Main saying, "Stop only for bicycles and pedestrians, otherwise proceed," or, "Proceed unless there are bikes or pedestrians crossing." Both too wordy. Perhaps it would improve the situation to remove the stop sign for bikes and leave white cross lines to alert drivers to stop when there are bikes or pedestrians trying to cross. Bikes could wait for gaps in traffic or poke on out. Cars would and should then stop.

But making all drivers of cars and trucks always stop for no one and nothing merely adds aggravating delay and pollution without increasing safety.

Thank you for reading this and considering my objection. If I have

spoken prematurely or mischaracterized the Collaborative or the city, I apologize.

My fuller reasoning on such stop signs can be read at <https://www.earthlyreligion.com/stop-when-you-must/> .
Comments are welcome there or directly to my email:
carrierbrad@gmail.com.

Upload Your File

Field not completed.

Email not displaying correctly? [View it in your browser.](#)

[EXTERNAL SENDER]

Transportation Advisory Committee Contact Form

Name	Heath London
Address	
City	Ashland
State	OR
Zip Code	97520
Phone Number	n/a
Email Address	
Message to Transportation Advisory Committee	concern of people parking on Grandview Drive endangering and encroaching on the street. Cars frequently park on the lower left sharp curve of the driveway-- not only does this block the driveway for residents, it also makes an already narrow road even more difficult for emergency vehicles to access. Recommend "No Parking" signs all along Grandview Drive. [Originally submitted via SeeClickFix 05/29/2025. Ashland PD and Street Department reviewed]
Attachments	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

[EXTERNAL SENDER]

Transportation Advisory Committee Contact Form

Name	Diane Jetter
Address	
City	Ashland
State	OR
Zip Code	97520
Phone Number	
Email Address	
Message to Transportation Advisory Committee	So many cars speed on this road. They do not stop for people trying to cross the street. I am requesting a digital sign to slow cars down. Email is my preferred method of contact. [Original request came through SeeClickFix on 06/17/2025; Street Dept noted the suggestion and will investigate further.]
Attachments	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

[EXTERNAL SENDER]

Transportation Advisory Committee Contact Form

Name	Erik Nelson
Address	
City	Ashland
State	Oregon
Zip Code	97520
Phone Number	5412522590
Email Address	erik@rockwellrealestate.com
Message to Transportation Advisory Committee	Dear Sirs, We've just had another domestic animal (cat 6/23 ~ 730pm) killed by a car on 4th st (between B & C) moving West up toward E. Main. Driver did not stop. We kindly would like the City to install some type of speed reduction program (ie. Speed Bumps, Signage, Stop Sign @ C St). Beyond Domestic Animals, we have many deer, pedestrians and children that are frequently walking the area, going to church, etc. ...and speeding vehicles are a significant risk. There is a speed bump precedent on Oak St. (works just fine!) ...we need help!! We would like the Committee to hear us, and move forward with a plan to help us SLOW DRIVERS DOWN ON 4th STREET.
Attachments	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

[EXTERNAL SENDER]

Transportation Advisory Committee Contact Form

Name	Jennifer Kert-Ransweiler
Address	n/a
City	Ashland
State	OR
Zip Code	97520
Phone Number	n/a
Email Address	
Message to Transportation Advisory Committee	How do I request that lights be put in at the crosswalk in front of Roco? Many high school students use that crosswalk at lunch, and many members of the community do also. I have experienced trying to cross there without any cars stopping. I have also noticed that the lights at the crosswalks in front of SOU seem to be very affective. Best, Jennifer
Attachments	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

[EXTERNAL SENDER]

Transportation Advisory Committee Contact Form

Name Ron Todd

Address

City Ashland

State OR

Zip Code 97520

Phone Number

Email Address

Message to
Transportation
Advisory Committee

On behalf of ACCA Board, resident requesting one space to be designated as a "30 minute loading zone" rather than a single public parking space. The Ashland Creek Condominiums are comprised of 10 units that are home to seniors in their 70s, 80s, or 90s who depend on drop-offs and pickups by food providers, FedEx, UPS, post office, and everyday in-town transportation by family members and friends.

The single space gets used every day and usually ALL DAY by locals or visitors looking for close access to downtown, even though there are many other parking options nearby. The ACCA Board wishes to keep that one space available as a "30 minute loading zone" instead of a single public parking space.

Images attached include current situation for delivery drivers when the parking space is occupied- causing narrowing of road (page 1), and the parking space in question (page 2-3).

We want to do this by the book; Please advise on next steps, EMAIL preferred method of contact. Thank you.

Attachments

[30 min zone requested.pdf](#)

Email not displaying correctly? [View it in your browser.](#)

[EXTERNAL SENDER]

Transportation Advisory Committee Contact Form

Name	Scott Kaiser
Address	
City	Ashland
State	OR
Zip Code	97520
Phone Number	n/a
Email Address	
Message to Transportation Advisory Committee	I'd like to report, as someone who has been walking on Glenview Drive everyday for over thirty years, that the new blacktop the city installed on Glenview has increased vehicle speeds considerably, and those signs have not slowed anybody down. Both locals and tourists alike now drive that road at 25-30 mph, making the road dangerous for pedestrians. How about installing some speed bumps on that stretch of road before someone gets hurt? Thanks for listening, Scott Kaiser Ashland, OR 97520 [Original submission via email to PublicWorksInfo@ashland.or.us on June 27, 2025]
Attachments	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

[EXTERNAL SENDER]

Transportation Advisory Committee Contact Form

Name	Vanessa Finney
Address	n/a
City	Ashland
State	OR
Zip Code	97520
Phone Number	n/a
Email Address	
Message to Transportation Advisory Committee	Recurrent Traffic Concern: Cars traveling perpendicular to B Street don't always realize that those traveling in B Street usually have right-of-way because most intersections lack stop signs for B travelers. I had a near miss yesterday when a driver in Oak briefly stopped at the stop sign at B, then entered the intersection as I entered (without a stop sign on my end). I had to slam in my brakes to avoid a collision. [Originally submitted via SeeClickFix on 06/13/2025]
Attachments	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

[EXTERNAL SENDER]

Transportation Advisory Committee Contact Form

Name	Vanessa Finney
Address	n/a
City	Ashland
State	OR
Zip Code	97520
Phone Number	n/a
Email Address	
Message to Transportation Advisory Committee	Intersection Vision Clearance Concern: When you travel down Hargadine toward Gresham and try to turn left to react the stoplight, there is always poor visibility of cars coming down Gresham towards the light. I see near misses often. Would one of those fisheye mirrors help? [Original submission via SeeClickFix on 06/13/2025]
Attachments	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

Memo

CITY OF
ASHLAND

Date: July 10, 2025
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Strategic Communication

BACKGROUND:

At the June 26th TAC meeting the group discussed the strategic communication plan presented to the City Council by Dorinda Cottle the City's Communication Officer and how best to interact within the strategic plan moving forward.

The TAC has spent portions of many meetings recently discussing education and outreach opportunities along with public engagement for the Transportation System Plan Update. This item is meant to now refine the discussion and develop actions moving forward that both TAC members and staff can develop/facilitate.

The group discussed development of educational articles and public process information about Transportation related items (TSP update, See Click Fix, Traffic Calming, Transportation Safety, etc.).

All of the developed information/outreach components can be shared through the City's various resources.

1. Website
2. Social Media
3. City Manager Report
4. Sneak Preview Articles
5. Ashland.news Articles
6. Coffee and Conversations
7. Newsletter
 - a. Videos
 - b. Infographics

CONCLUSION:

Action required discuss the who/what/how/when of transportation items the TAC can develop systematically moving forward.

Examples:

1. Article on what a TSP is and why it is important
2. Article on bike safety

3. Article on the basic intersection rule
4. Attendance at the next coffee and conversations?
5. Article on Transportation related legislation
6. Article on speed and safety
7. Others