Transportation Advisory Committee Meeting Agenda

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

REGULAR MEETING AGENDA

Thursday, August 21, 2025

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.

I. CALL TO ORDER

II. ANNOUNCEMENTS

III. CONSENT AGENDA

1. Approval of July 17, 2025 Minutes

IV. PUBLIC FORUM

15 minutes – Public input or comment on City business not included on the agenda

V. REPORTS FROM OTHER CITY COMMITTEES

VI. NEW BUSINESS

1. Crash and Near Miss Review (6:30-7:30, action required, review crash and near miss data and discuss any actions if appropriate).
2. Climate and Environment Policy Advisory Committee (7:15-7:30, action required discuss letter from Chair and develop a response)

VII. UNFINISHED BUSINESS

1. Water Street and Van Ness Street Intersection (7:30-7:45, action required, discuss safety improvement options)
2. Strategic Communication Assignments (7:45-8:00, action required, discuss educational articles to develop)

VIII. INFORMATIONAL ITEMS

1. Wayfinding Project Update
2. TSP Update
3. See Click Fix - Accessibility Standards

IX. AGENDA BUILDING

X. ADJOURNMENT

Next Meeting Date:

If you need special assistance to participate in this meeting, please contact Scott Fleury at scott.fleury@ashlandoregon.gov or 541.488.5587 (TTY phone number 1.800.735.2900). Notification at least three business days before the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting in compliance with the Americans with Disabilities Act.

Council Business Meeting

Date: August 21, 2025

Agenda Item	Approval of July 17, 2025 Minutes
Department	Public Works
From	

TIME ESTIMATE

CATEGORY
Staff Direction - provide direction to staff on the body's desired next steps.

SUMMARY

POLICIES, PLANS & GOALS SUPPORTED

BACKGROUND AND ADDITIONAL INFORMATION

FISCAL IMPACTS

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

REFERENCES & ATTACHMENTS
None

ASHLAND TRANSPORTATION ADVISORY COMMITTEE
MINUTES
July 17, 2025

CALL TO ORDER: 6:00 PM; Zoom
Members Present: Linda Peterson-Adams, Joe Graf, Dave Richards, Dylan Dahle, Corinne Vieville, Dave Kahn, Mark Brouillard
Members Absent: Nick David
Staff Present: Scott Fleury, Marlena Correnti
Council Liaison Absent: Eric Hansen
Guests Present: Cassie Preskinis – SERJAC, Meg Wade – Ashland News, Edem Gomez – RVTD, Mark Williams, Jessica Sara Wong, David Lennett

ANNOUNCEMENTS
- July: Disability Pride Month – 35th anniversary of the adoption of the Americans with Disabilities Act
- Beginning July 21st: major crossing on Ashland Creek will undergo construction for the remainder of the year, limiting public access. Read more about the Culvert Replacement Project HERE
  - View a map of the closures HERE
- Transportation Advisory Committee seeks to fill vacant position; Apply HERE

CONSENT AGENDA
- Approval of June 26, 2025 Minutes – CORRECTIONS:
  - Lake of the Woods did laser show in lieu of fireworks **due to direction by Homeowners Association**, *not* for fire mitigation purposes.
  - Under Public Forum, it should read Traffic Calming on **4th Street** from A Street up to E Main Street
  - Last bullet of Reports from Other City Committees: Shaff believes that e-bike affordability could **allow more residents to use e-bikes**

Dahle motions to approve Minutes as amended. Richards seconds. Approved.

PUBLIC FORUM (6:05-6:20)
- Thank you for your comments! Reminder: City website has TAC contact form
- Williams – lives on Pinecrest Terrace, daily walker in this area; requests removal of 25 mph sign and replacement with a sign to the effect of "SLOW for Pedestrians" or "SLOW – Children at Play" or "SLOW – Animal Crossing"
  - SLOW – DUST signs were present along Pinecrest Terrace when the road was gravel/dirt. The road was paved in 2023, and SLOW – DUST signs remained in place until recently, but the signs were consistently ignored by drivers
  - Experienced consistent non-response from Street Department
- Wong – lives on Pinecrest Terrace, affirms previous comments
  - High speeds along this section of Pinecrest Terrace (*specifically from Elkader St to Woodland Dr toward The Grove*) present extreme danger to children and wildlife
  - APD indicated they do not have the budget to bring police presence to this area; Wong submitted same request via SeeClickFix and received conflicting response
- Lennett – lives on S Mountain, daily walker in this area, affirms previous comments
  - This is not a road rage issue; it's a matter of safety for numerous pedestrians and cyclists to access the TID trail

- Peterson-Adams suggests Traffic Calming and Safety Improvement Program

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

- Council: SOU Masterplan was discussed; approval to occur late August 2025
- SERJAC & PAC – Preskinis: Plaque was installed in sidewalk near Railroad Park
    - Small sculptures donated from Fringe Festival to the City may be installed in new South Ashland medians
- Parks: possible changes to E Main Street Park Project because annexation criteria involves sidewalks and must meet pedestrian and cyclist connectivity. This was unbudgeted and would add approximately $1.5 million
- HPAC: moving to quarterly meetings instead of monthly due to difficulty obtaining quorum with three open seats
    - 142 E Main Street – New coffee kiosk planned; designed like Burrito Republic. Brouillard expressed concerns surrounding ADA compliance with coffee kiosk's proposed 20" handoff plane potentially encroaching on ODOT's sidewalk space
- CEPAC: further sub-group discussion on urban land use and transportation
- RVTD – Gomez: Attorney general and governor's office delay signature on master agreement with the FTA citing language that violates State Sanctuary laws; Oregon now facing federal grant funding delay of several millions of dollars (approximately 50% of RVTD's operating funds)
    - A federal judge granted an injunction, but delay on federal fund disbursement persists
    - Fiscal deficit expected 2026-2027
    - Beginning September 2, 2025:
        - 50-60% of RVTD staff will be laid off
        - Reduced frequency of transit services
        - Reduced days of operation (No Saturday service at all)
        - Paratransit services like Valley Lift will also be impacted. Vanpooling options are being considered, with RVTD to remind of carpooling programs and bicycling options.
        - Significant reduction of total available routes; Current proposal for RVTD Board of Directors reduces bus routes from 15 down to seven.
            - View a map of proposed service routes HERE
    - RVTD Board Meeting on Wednesday, July 23, 2025 at 5:30 PM
        - Attendance to Public Hearing is encouraged!
        - In person at RVTD's Administration Office Building: 101 S Front Street, Medford, OR 97501 *or*
        - Attend via Zoom

NEW BUSINESS

- A Street Crosswalk Request (6:30-7:00, action required, discuss crosswalk request and associated issues)
    - Brouillard: There is a crosswalk at A & First Street already; Jaywalking from hardware store to businesses across the street is a personal choice
        - "Convenience is not the same as safety". This is about pedestrian expectations, not infrastructure gaps
    - Kahn & Graf: agree with Brouillard's summary
        - Very familiar with the chaos of A Street (as pedestrian, cyclist, and motorist)
    - Peterson-Adams: jaywalking will persist regardless of the availability of crosswalks

        - Suggests a roadway or intersection painting funded by businesses in the area
        - Suggests allocating ADA grant funds to this section of A Street
    - Fleury: TSP to review A, B, and C Street as a "couplet" which would drive the design for the A Street rehabilitation project (already in current adopted capital improvement plan)

Brouillard moves to wait until fiscal year 2030-2031 to assess ADA access via crosswalk at 2nd Street. Vieville seconds.

Brouillard rescinds initial motion. Vieville seconds.

Brouillard moves that A Street crosswalk discussion be moved to TSP update. Graf seconds. All approved; Motion passes unanimously.

UNFINISHED BUSINESS

- SeeClickFix – Issues (7:00-7:30, action required, discuss submittals to SeeClickFix and develop a process to mitigate)
    - Crash data and SeeClickFix submissions to be reviewed regularly, potentially alternating monthly
    - Act quickly when people raise reports!
        - Regarding Pinecrest issue brought up in Public Forum: Fleury notes that 25 mph speed limit sign can be quickly removed, and "Share the Road" signs installed instead.
        - Though Pinecrest Drive is Jackson County's jurisdiction, the County Engineer permits City of Ashland to install signs where existing signposts are, making a sign swap is very simple.

Graf motions to recommend that Public Works Director promptly investigate the removal of existing 25 mph speed sign on Pinecrest Drive and replace with "Share the Road" signs. Richards seconds.

- ***How should TAC proceed to answer public questions/submissions?***
    - Public Works Director has discretion to immediately address pressing safety issues, and then share with TAC what action was taken
    - Richards & Vieville – favor monthly discussion of pertinent items pre-sorted by Fleury
    - Brouillard – suggests bimonthly review group for SeeClickFix via subcommittee
        - Graf – expresses reservation about extra workload and potential delay to resolution with a subcommittee
        - Peterson-Adams, Dahle, and Brouillard volunteer to be a part of subcommittee review of SeeClickFix submissions virtually, held two weeks prior to the next TAC meeting
            - Correnti to coordinate reservation of Siskiyou Room or Lithia Room for subcommittee if in-person meetings are desired
    - Fleury to review SeeClickFix routing structure to ensure that SeeClickFix reports are appropriately routed to relevant departments expeditiously, and no submissions go without response
    - Correnti to facilitate clarifying questions for requests where more details are needed
        - Including Chair, Vice-Chair, and Public Works Director on email communications
- Strategic Communication (7:30-7:45, action required, discuss educational articles to develop)
    - Fleury to draft FAQ page:
        - *What can TAC do for you? What are the limitations of TAC?*

- *What is TAC's role and responsibility in the community?*
- *How will your submissions be addressed?*
- *TAC decisions are based on modal equity. What is modal equity?*

- TAC members to write articles on transportation topics they are passionate and knowledgeable about

INFORMATIONAL ITEMS:

- TSP Update – final scope has been developed with consultant Alta Planning. Subconsultant is Fehr & Peers
  - Fehr & Peers to handle traffic-related components, traffic analysis, emergency evacuation, etc.
  - Document, scope, and fees is 99% complete; Alta Planning to make minor changes then submit to ODOT's procurement department for approval
  - TSP website coming soon. Fleury to meet with Cottle to develop TSP site by end of July/early August. Must meet State-defined website accessibility standards

ADJOURNMENT: 7:58 PM
Next Meeting Date: August 21, 2025, In Person at Council Chambers (1175 E Main) from 6:00 PM – 8:00 PM
Respectfully submitted,
Marlena Correnti, Administrative Assistant

Council Business Meeting

Date: August 21, 2025

Agenda Item	Crash and Near Miss Review (6:30-7:15, action required, review crash and near miss data and discuss any actions if appropriate).
Department	Public Works
From	Scott Fleury, Director

TIME ESTIMATE

CATEGORY
Staff Direction - provide direction to staff on the body's desired next steps.

SUMMARY
The TAC reviewed the last six months of crash and near miss data (2024) at the February meeting. This is a review of the first six months of crash and near miss data (2025). During the 2024 reviews certain items were identified for further consideration and action. Staff has outlined these below along with their current status.

POLICIES, PLANS & GOALS SUPPORTED
N/A

BACKGROUND AND ADDITIONAL INFORMATION
Further Action & Consideration:
At the February 2025 Transportation Advisory Meeting, the TAC reviewed the final six months worth of 2024 crash and near miss data. Numerous issues were identified by the TAC and staff that warrant further discussion and potential mitigation efforts (2024). Staff has captured the primary issues identified in the previous discussion and they are itemized below.

1. Signal timing issues **(No status change-staff budgeted for controller upgrades in 2025-2027 biennium for ODOT to implement)**
    1. Coordinate with ODOT about timing improvements
    2. Pedestrian time length (Maple, Sherman)
    3. Potentially could require controller unit upgrades
2. Bike Path Safety **(Bike path has been analyzed and recommendations for signage and striping consistency approved by TAC. Street Department to implement after paving season)**
    1. Review bike path signage and striping
    2. Review crossing locations for vision, signage and striping (conflicts)
    3. Develop recommendations for improvements
3. Crosswalk at Library **(No status change)**
    1. Review for vision, signage and striping
    2. RRFB?
    3. Is removal warranted/required?
4. A Street and Oak Street Intersection **(No status change**)
    1. Review conflicts in conjunction with Van Ness and Railroad location
    2. Restrict turn movements (median island)?
    3. Close crosswalk at Van Ness and Oak?
    4. Oak Street Rehabilitation project could install potential long term solutions
5. Van Ness Street & Helman **(No status change)**
    1. Flashing Stop Sign?
6. Water Street at Railroad Trestle **(Current and ongoing discussion by TAC)**

1. Make One-Way?

7. Left Hand Bike Movement from Mountain Ave to B Street **(No status change)**
    1. Have DKS look at improvement as part of the Mountain Avenue Rehabilitation Project
8. Crashes **(No status change)**
    1. Hersey Street at Carol and Phelps (multiple crashes)
9. Tolman Creek Road @ Siskiyou Boulevard Stop Sign Compliance **(No status change)**
    1. Review vision and site distance
    2. Discuss with ODOT
    3. Townmakers Development on Croman Mill Site (northbound approach “slow”)
10. General Safety **(No status change)**
    1. Speed Reduction
    2. Photo Enforcement

FISCAL IMPACTS

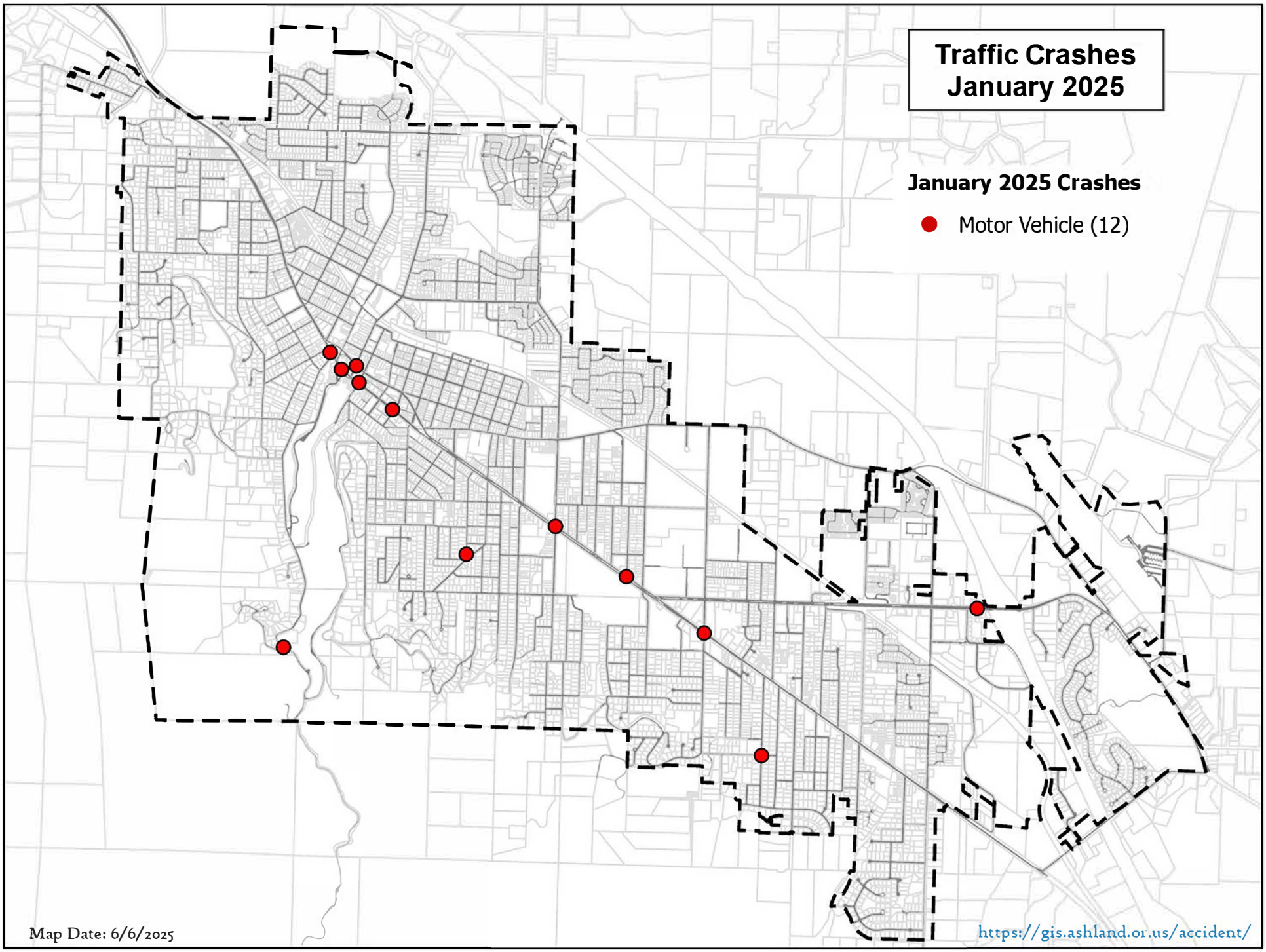
N/A

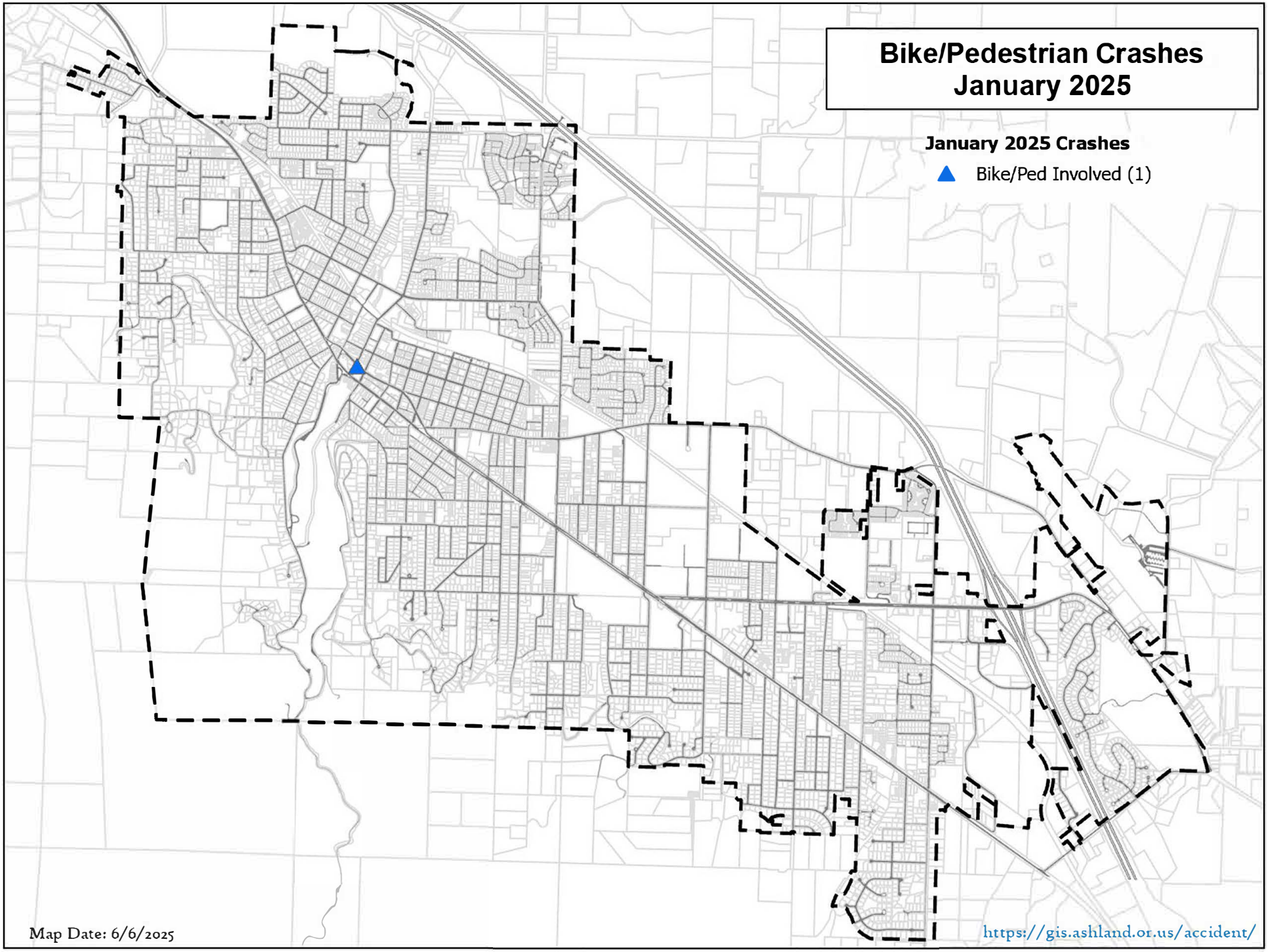
SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

Action required, review previous six months of data, discuss and confirm any additions to mitigation list.

REFERENCES & ATTACHMENTS

None


Traffic Crashes
January 2025
January 2025 Crashes
Motor Vehicle (12)
Map Date: 6/6/2025
https://gis.ashland.or.us/accident/


Bike/Pedestrian Crashes
January 2025
January 2025 Crashes
Bike/Ped Involved (1)
Map Date: 6/6/2025
https://gis.ashland.or.us/accident/

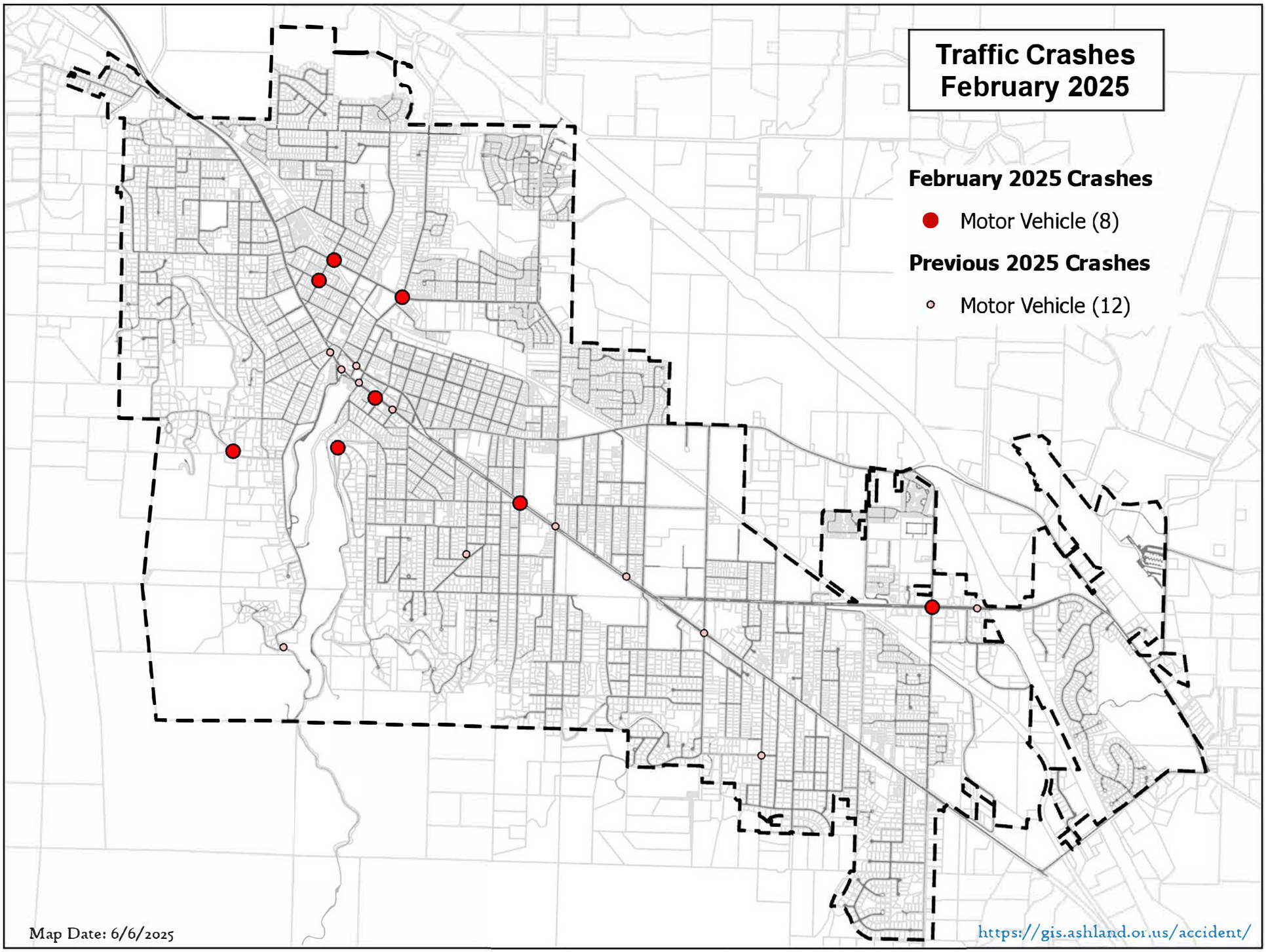
MOTOR VEHICLE CRASH SUMMARY

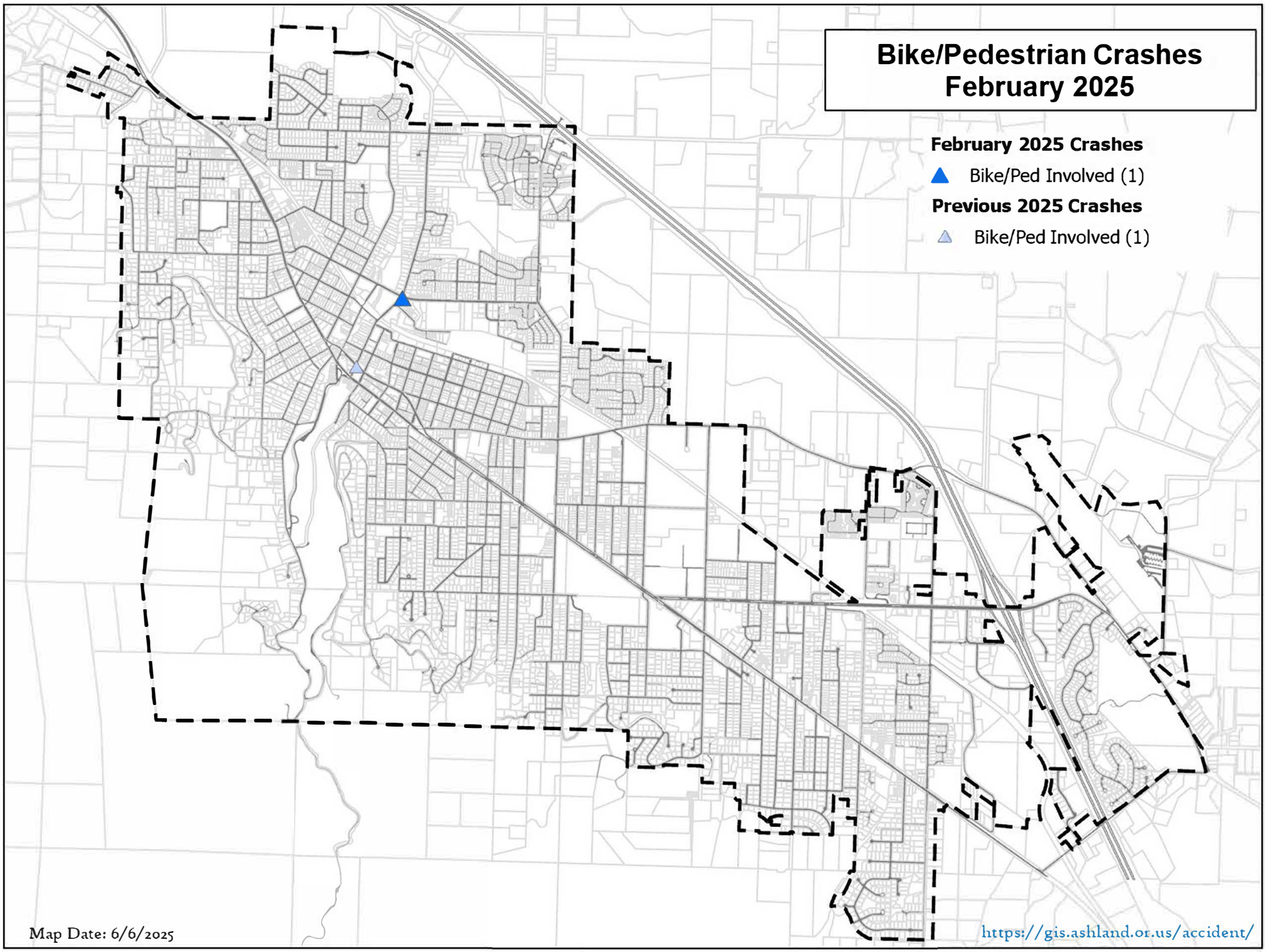
MONTH: JANUARY NO. OF CRASHES 12

YEAR: 2025

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
R	4	7:40	SAT	ASHLAND ST	2	N	N	N	N	N	Y	Y	N	N	V1 merged into the fast lane while V2 was still there causing a collision.
R	9	8:35	THR	SISKIYOU BLVD & WALKER AVE	2	N	N	N	N	N	Y	Y	N	N	V2 slid into the intersection on a red light. V1 collided with V2 as they entered the intersection on a green light. D2 at fault due to driving to fast for icy conditions.
R	11	8:23	SAT	GRANITE ST	1	N	N	N	Y	Y	Y	Y	Y	N	V1 went off road into a steep ravine. Prior, D1 admitted to causing damage at Lithia and RR park. Arrested for 1st degree criminal mischief, reckless driving, and fail to perform duties of a driver.
R	13	13:07	MON	HILLVIEW DR & PEACHEY RD	2	N	N	Y	N	Y	Y	Y	N	N	V1 was traveling SB through the intersection when V2 failed to yield at the yield sign posted on Peachey Rd and collided with V1. D2 was cited with fail to obey traffic control device
R	13	UNK	MON	95 N MAIN ST	1	N	N	N	N	N	N	Y	Y	N	V1 was parked at location on 1/13/25 and damaged at an uknown time.
NR	14	10:45	TUE	N MAIN ST	2	N	N	N	N	N	Y	N	N	N	V1's (parked) brakes failed causing the vehicle to roll backwards and collided with a parked V2.

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
R	15	18:15	WED	E MAIN ST	2	N	N	Y	Y	Y	Y	Y	Y	N	V2 was stopped at the red light when V1 excelerated forward after it turned green and rear ended V2 and drove away. D1 cited and arrested for DUII.
R	18	14:03	SAT	HARRISON ST	2	N	N	N	N	Y	Y	N	N	N	V1 was backing out of the driveway when it crashed into V2 (parked). D1 cited for driving uninsured and failure to renew registration
R	24	12:55	FRI	E MAIN ST & S PIONEER ST	2	N	N	N	N	N	N	Y	N	N	V2 was changing lanes when V1 left from a parking spot and collided with V2.
R	25	20:28	SAT	LITHIA WAY & OAK ST	2	Y	N	N	N	Y	Y	Y	N	N	*PEDESTRIANS IN CROSSWALK* V2 was stopped for pedestrians and D1 did not stop in time and rear ended V2. D1 cited.
R	28	21:50	TUE	SISKIYOU BLVD & S. MOUNTAIN AVE	2	N	N	N	N	Y	Y	Y	N	N	V2 was turning left on a green light onto Siskiyou Blvd from S. Mountain Ave when V1 failed to stop at the red light and crashed into V2. D1 cited 811.265
R	29	7:53	WED	SISKIYOU BLVD & BRIDGE ST	2	N	N	N	N	N	Y	Y	N	N	V1 was turning left onto Bridge St and D1 did not see V2 which caused a collision.
Totals					**22**	**1**	**0**	**2**	**2**	**6**	**10**	**10**	**3**	**0**	


Traffic Crashes
February 2025
February 2025 Crashes
Motor Vehicle (8)
Previous 2025 Crashes
Motor Vehicle (12)
Map Date: 6/6/2025
https://gis.ashland.or.us/accident/

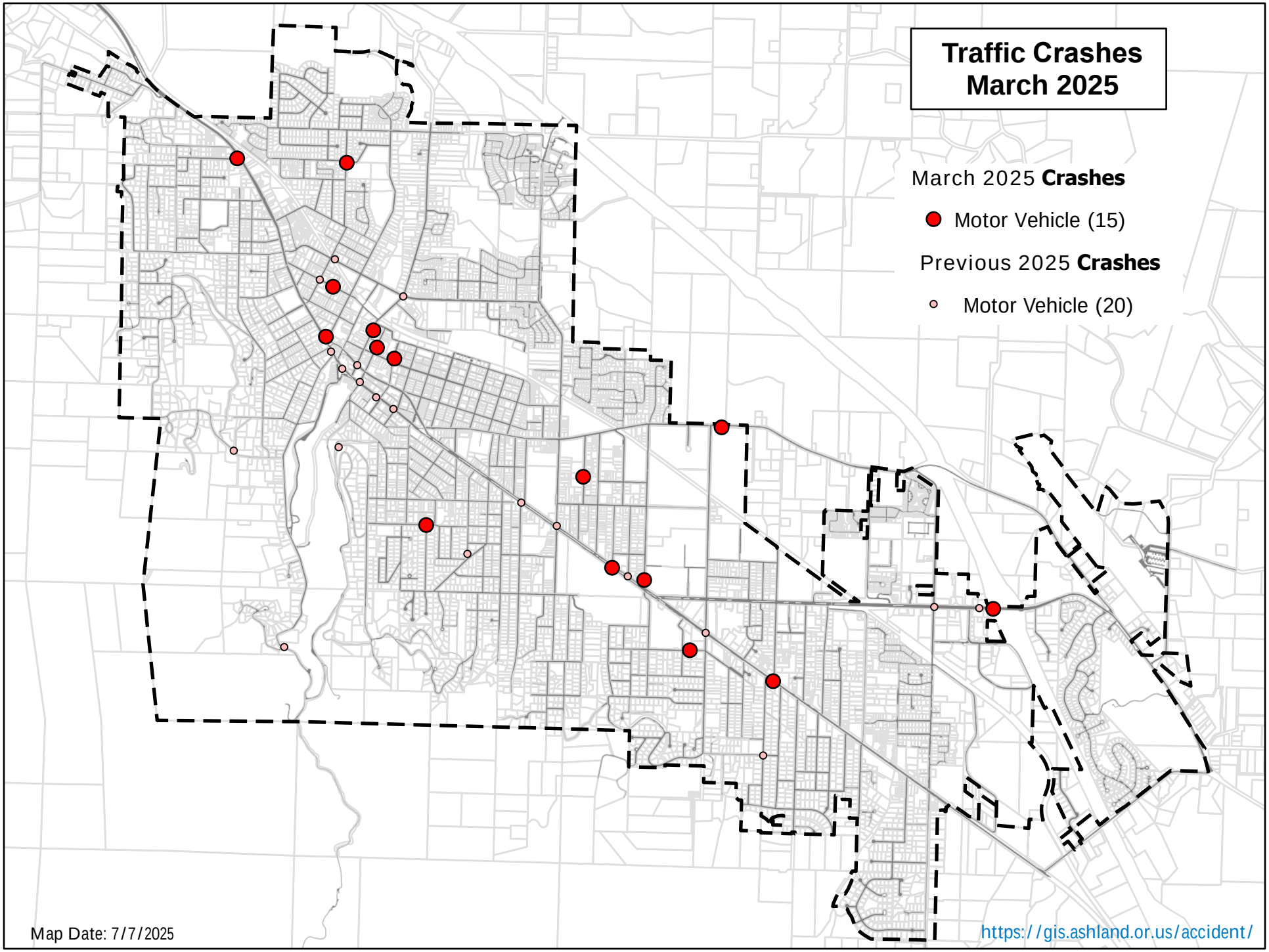

Bike/Pedestrian Crashes
February 2025
February 2025 Crashes
Bike/Ped Involved (1)
Previous 2025 Crashes
Bike/Ped Involved (1)
Map Date: 6/6/2025
https://gis.ashland.or.us/accident/

MOTOR VEHICLE CRASH SUMMARY

MONTH: FEBRUARY NO. OF CRASHES: 8

YEAR: 2025 NO. OF PREVIOUS CRASHES: 12

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
R	3	16:42	MON	ALNUT ST & STRAWBERRY LN	1	N	N	N	N	N	N	Y	N	N	V1 crashed into CoA railing due to ice/snow.
NR	7	14:44	FRI	E MAIN ST & FIRST ST	2	N	N	N	N	N	Y	N	N	N	RVTD bus was pulling over at the bus stop when it struck a vehicle parked at the bus stop.
NR	8	20:24	SAT	W HERSEY ST & N LAUREL ST	1	N	N	N	N	N	Y	N	N	Y	CoA vehicle struck a street sign due to icy conditions
R	10	16:40	MON	GLENDVIEW DR	2	N	N	N	N	N	Y	Y	N	Y	CoA snow plow was getting around an abandoned truck stuck in the snow and slide into the vehicle.
R	11	8:24	TUE	SISKIYOU BLVD & MORSE RD	2	N	N	N	N	N	Y	Y	N	N	V2 was waiting to turn left when D1 did not see that V2 was still waiting at the light when it proceeded to pull forward and rear end V2 due to obstruction of view from ice.
R	12	9:17	WED	ASHLAND ST & TOLMAN CREEK RD	2	N	N	N	N	Y	Y	Y	N	N	V2 turned left on a flashing yellow light while V1 was turning right on the same road when the collision occurred. D2 ticketed for no insurance.
R	13	11:30	THR	VAN NESS AV & LAUREL ST	2	N	N	N	N	N	Y	Y	N	N	V2 failed to obey the traffic control device and yield to V1 causing the collision in the intersection.
R	19	21:29	WED	OAK ST & E HERSEY ST	1	Y	N	Y	N	Y	Y	N	N	N	V1 struck a pedestrian as they were crossing the street in the marked crosswalk. D1 cited for 811.028
Totals:					**13**	**1**	**0**	**1**	**0**	**2**	**7**	**5**	**0**	**2**	


Traffic Crashes
March 2025
March 2025 Crashes
Motor Vehicle (15)
Previous 2025 Crashes
Motor Vehicle (20)
Map Date: 7/7/2025
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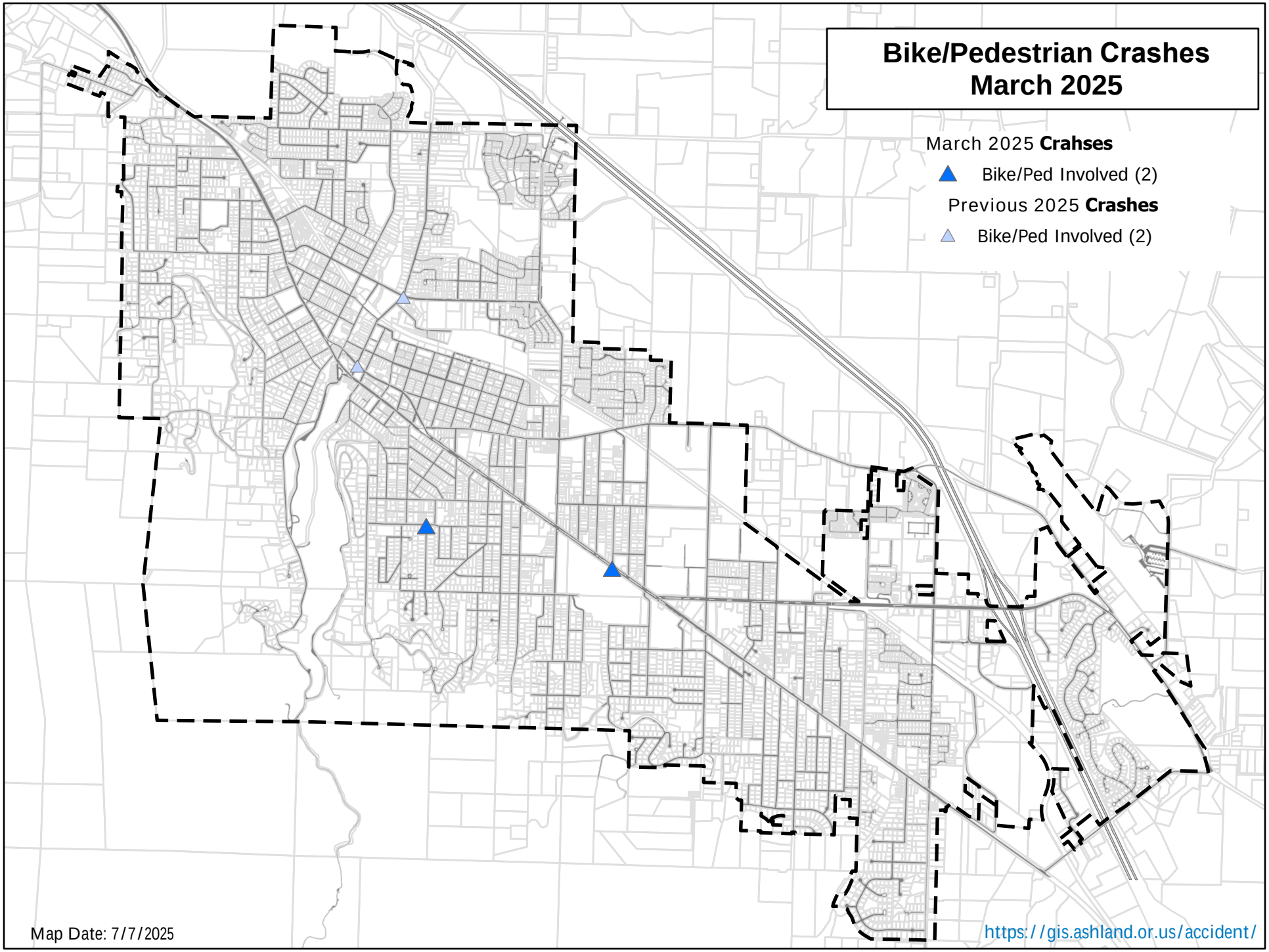

Bike/Pedestrian Crashes
March 2025
March 2025 Crahses
Bike/Ped Involved (2)
Previous 2025 Crashes
Bike/Ped Involved (2)
Map Date: 7/7/2025
https://gis.ashland.or.us/accident/

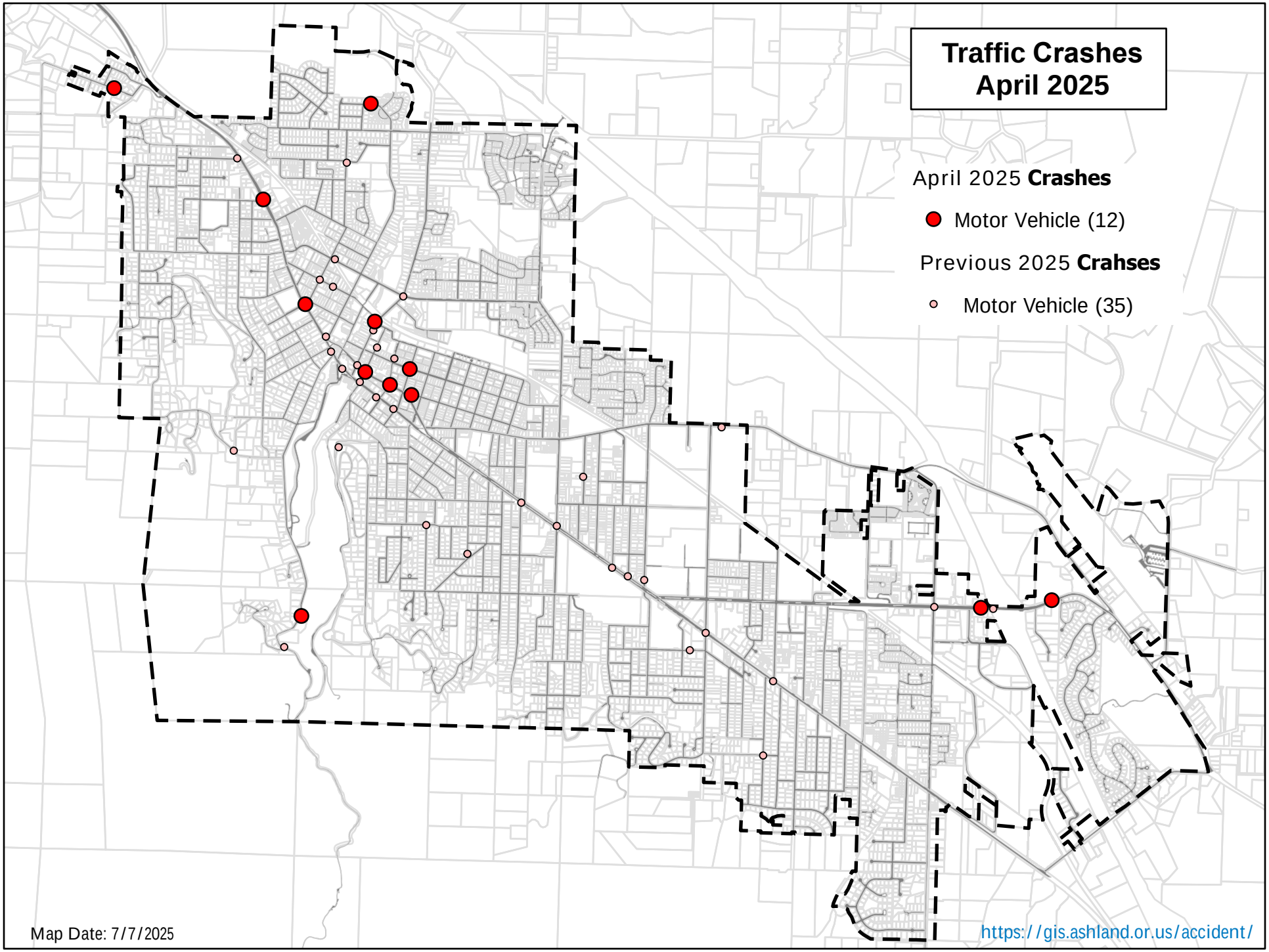
MOTOR VEHICLE CRASH SUMMARY

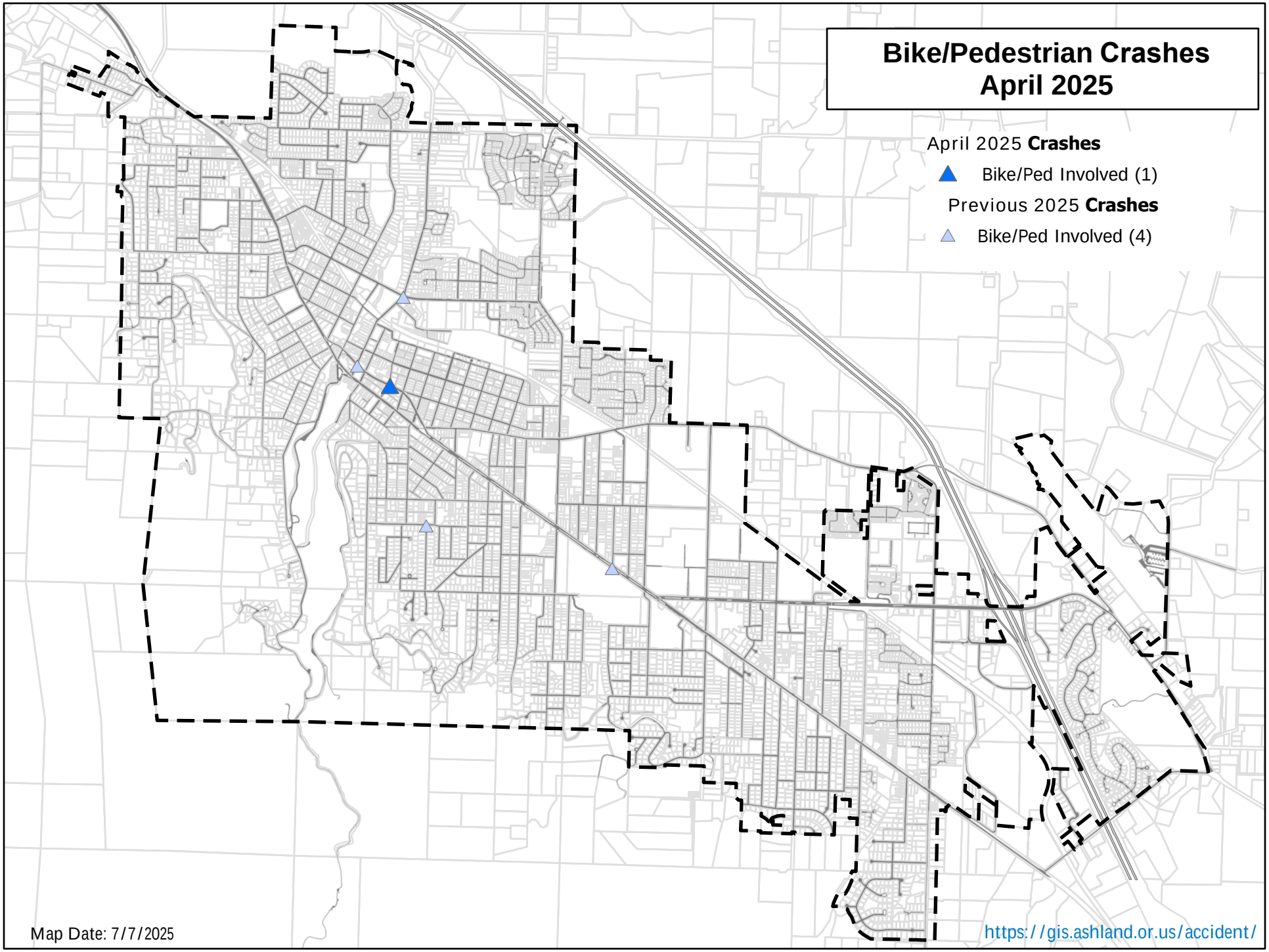
MONTH: MARCH NO. OF CRASHES: 15

YEAR: 2025 NO. OFPREVIOUS CRASHES: 20

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
R	5	13:17	WED	ASHLAND ST & WASHINGTON ST	2	N	N	N	N	Y	Y	N	N	N	V2 was following closely behind V1 when V1 braked and V2 rear ended V1. D2 cited for driving to closely.
R	6	10:19	THR	SISKIYOU BL & HILLVIEW DR	2	N	N	Y	N	Y	Y	Y	N	N	V2 was following closely behind V1 when V1 braked and V2 rear ended V1. D2 cited for driving to closely.
R	9	21:50	SUN	N MAIN ST & HELMAN ST	1	N	N	N	Y	Y	Y	Y	N	N	V1 was driving along a slight curve when they lost control and hit a light pole on the sidewalk. D1 was arrested for DUII and Reckless Driving.
R	13	12:41	THR	OREGON ST	2	N	N	N	N	N	Y	Y	N	N	V1 was turning left onto OR St from a parking lot and struck the side of V2.
NR	13	15:48	THR	VAN NESS AV	2	N	N	N	N	N	Y	N	N	N	V2 was traveling west on Van Ness Av when V1 attempted to make a U-turn and collided with V2.
R	13	16:08	THR	E MAIN ST	1	N	N	N	N	N	Y	Y	N	N	V1 was avoiding an animal that strayed in the road and swerved into a drainage ditch
R	13	16:37	THR	149 LINCOLN ST	2	N	N	N	N	N	N	Y	N	N	V1 struck a parked V2 for an unknown reason.
R	16	1:41	SUN	OAK ST	2	N	N	N	Y	Y	Y	Y	N	N	D1 was trying to change the music on his phone when he struck a parked V2. D1 was charged with DUII, Reckless Driving and Criminal Mischief II.
R	16	14:16	SUN	HOLLY ST & TAYLOR ST	1	N	Y	Y	N	N	Y	N	N	N	Unit 1 (cyclist) failed to stop and the stop sign and rode into the intersection and then crashed into V2. Cyclist sustained injuries
R	18	14:09	TUE	FIRST ST & A ST	2	N	N	N	N	Y	Y	Y	N	N	A parked V1 was opening door as V2 was passing by and the door of V1 and V2 collided. D1 cited with 811.490

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
NR	21	9:56	FRI	WIGHTMAN ST	2	N	N	N	N	N	Y	N	N	N	V1 was merging into lane of travel after being parked and struck V2.
R	24	21:31	MON	LAUREL ST & RANDY ST	2	N	N	Y	N	Y	Y	Y	N	N	V1 struck a parked V2 for an unknown reason. D1 cited for 811.265, reckless driving, and driving uninsured.
NR	25	14:51	TUE	N PIONEER ST	2	N	N	N	N	N	Y	N	N	N	V1 turned into a parking lot and cut the corner then struck V2 (parked).
NR	31	12:41	MON	SISKIYOU BL & AVERY ST	2	Y	N	N	N	N	Y	U	N	N	*Pedestrians in Crosswalk* V2 made a stop for pedestrians when V1 rear ended V2.
R	31	15:43	MON	GRANT ST	2	N	N	N	N	Y	Y	U	N	N	V1 struck a parked V2 to avoid a vehicle in the intersection. D1 cited for reckless driving.
Totals					**27**	**1**	**1**	**3**	**2**	**6**	**14**	**8**	**0**	**0**	


Traffic Crashes
April 2025
April 2025 Crashes
Motor Vehicle (12)
Previous 2025 Crahses
Motor Vehicle (35)
Map Date: 7/7/2025
https://gis.ashland.or.us/accident/


Bike/Pedestrian Crashes
April 2025
April 2025 Crashes
Bike/Ped Involved (1)
Previous 2025 Crashes
Bike/Ped Involved (4)
Map Date: 7/7/2025
https://gis.ashland.or.us/accident/

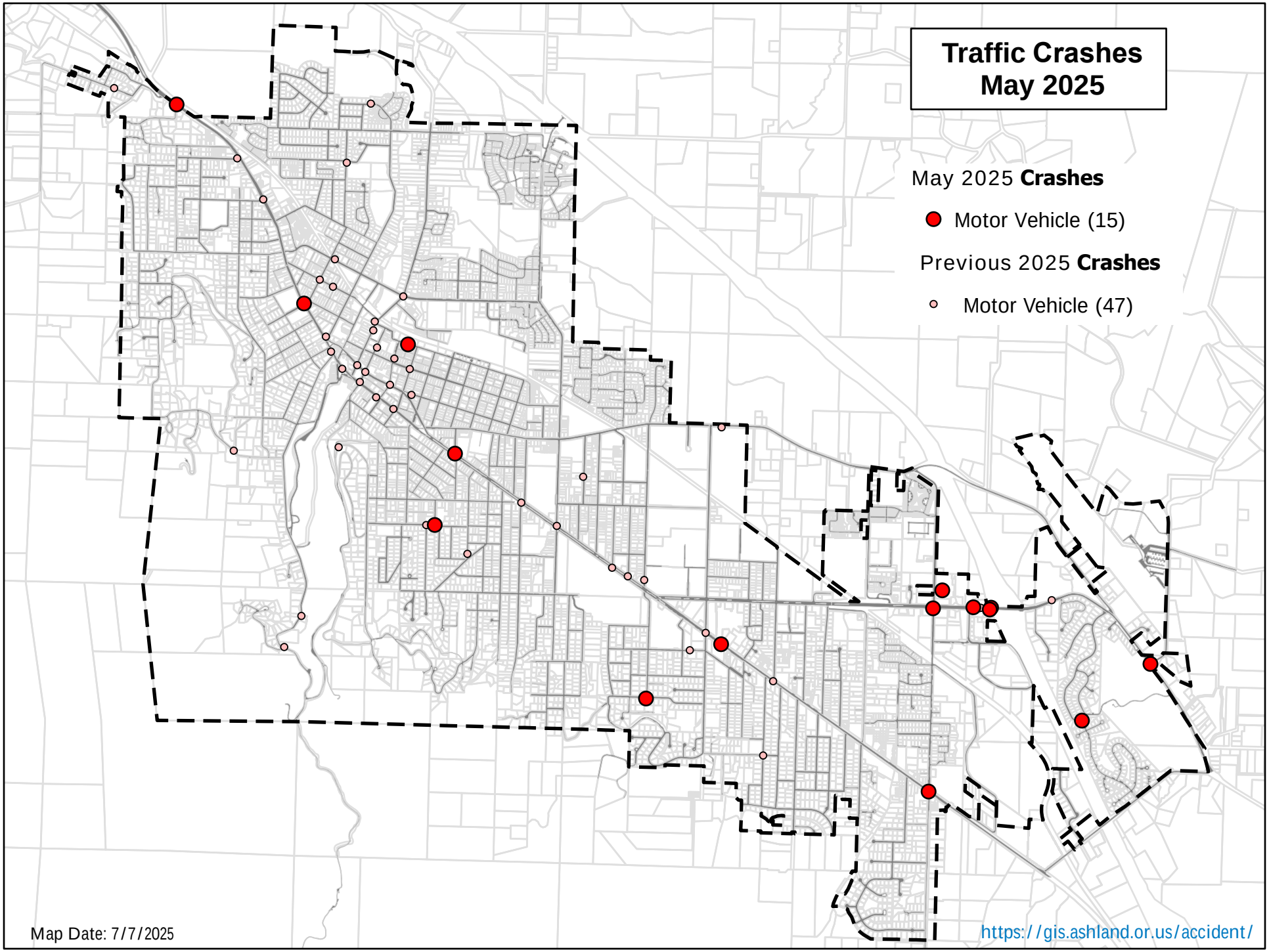
MOTOR VEHICLE CRASH SUMMARY

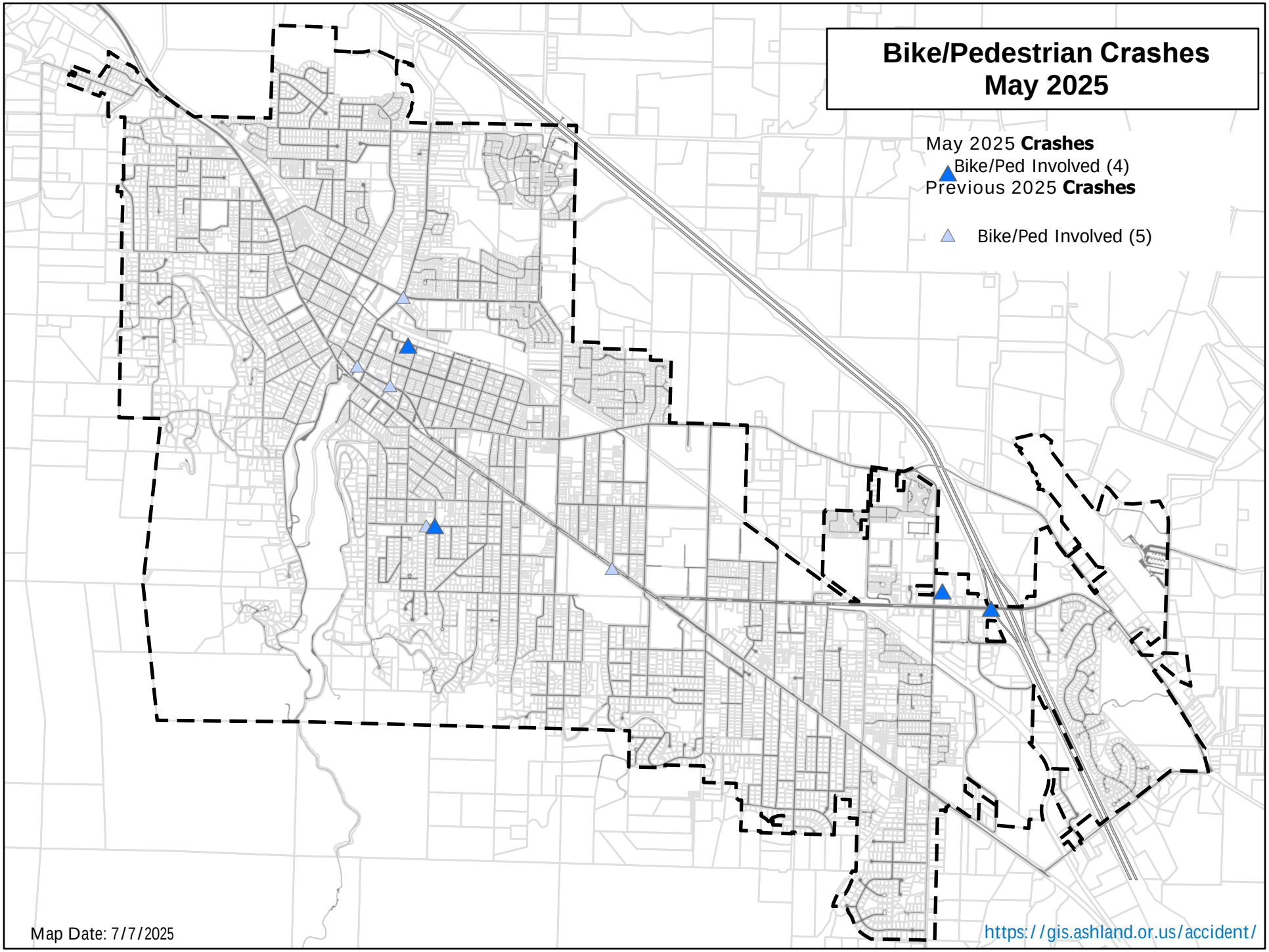
MONTH: APRIL NO. OF CRASHES: 12

YEAR: 2025 NO. OF PREVIOUS CRASHES: 35

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
R	10	12:03	THR	GRANITE ST	2	N	N	N	N	N	Y	Y	N	N	V1 was backing out of their driveway and backed into V2 that was parked on C St.
R	10	23:15	THR	N MAIN ST & LAUREL ST	2	N	N	N	N	N	Y	Y	N	N	V2 slammed on brakes to avoid a deer when V1 rear ended V2. D1 left area and was later contacted.
R	13	7:00	SUN	OAK ST & A ST	1	N	N	N	Y	Y	Y	Y	N	N	V1 hit the curb, crossed over the sidewalk and plowed through a fence and hitting a tree. D1 was cited for DUII, Reckless Driving and Criminal Mischief II
R	17	12:10	THR	ASHLAND MINE RD	2	N	N	N	N	Y	Y	N	Y	N	V1 strucked a parked V2. D1 thought it was a tree branch and kept driving. D1 cited.
R	19	16:46	SAT	C ST	2	N	N	N	N	N	Y	Y	N	N	V1 was parked legally when V2 backed out of driveway, arching in a circle when the vehicles collided.
NR	19	19:03	SAT	ALMEDA DR	2	N	N	N	N	N	Y	N	Y	N	V1 was parked on a side street and found damage to vehicle along with a broken gold mirror from V2.
R	21	18:57	MON	ASHLAND ST & SUTTON PL	2	N	N	Y	N	Y	Y	Y	N	N	V1 was turning left onto Ashland St and didn't clear traffic when colliding with V2. D1 cited for ORS 811.280
R	23	14:03	WED	N SECOND ST & B ST	2	N	N	N	N	N	Y	Y	N	N	V1 was turning onto 2nd St when view was obstructed by a parked truck on 2nd St and collided with V1.
R	26	23:06	SAT	LITHIA WAY & PIONEER ST	2	N	N	Y	Y	Y	Y	Y	Y	N	V1 was waiting at the stop light when they were rear ended by V2. V2 did not stop, pushed through V1 and took off. Witnesses obtained info and D2 was found, arrested and cited for DUI, Reckless Driving and Hit & Run.

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
R	28	15:48	MON	N MAIN ST & MAPLE ST	4	N	N	Y	N	Y	Y	Y	N	N	V1 struck V2 who was turning left, V2 struck V4 after being struck by V1. Then V1 struck V3 after striking V2. D1 arrested on multiple charges.
R	29	18:37	TUE	ASHLAND ST	2	N	N	N	N	N	Y	Y	N	N	V1 (trailer attached) merged directly in front/side of V2 causing a collision. D1 at fault.
R	30	14:43	WED	LITHIA WAY & N FIRST ST	1	N	Y	Y	N	Y	Y	N	N	N	V1 was turning right onto First St when they collided with the bicycle in the biking lane. D1 said they did not see the bicycle. Person on bicycle was seriously injured. D1 cited to failure to yield.
Totals:					**24**	**0**	**1**	**4**	**2**	**6**	**10**	**9**	**3**	**0**	


Traffic Crashes
May 2025
May 2025 Crashes
Motor Vehicle (15)
Previous 2025 Crashes
Motor Vehicle (47)
Map Date: 7/7/2025
https://gis.ashland.or.us/accident/


Bike/Pedestrian Crashes
May 2025
May 2025 Crashes
Bike/Ped Involved (4)
Previous 2025 Crashes
Bike/Ped Involved (5)
Map Date: 7/7/2025
https://gis.ashland.or.us/accident/

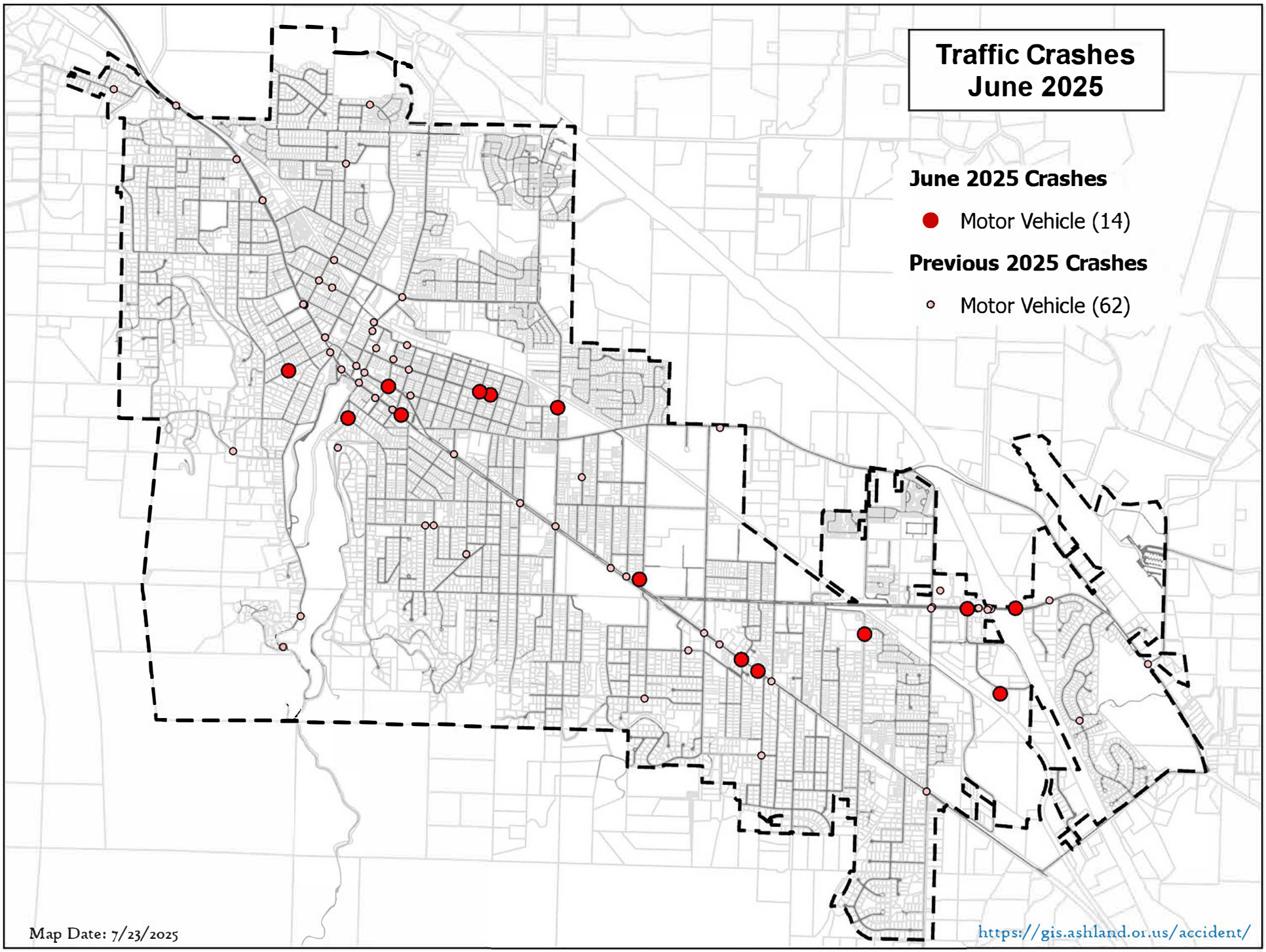
MOTOR VEHICLE CRASH SUMMARY

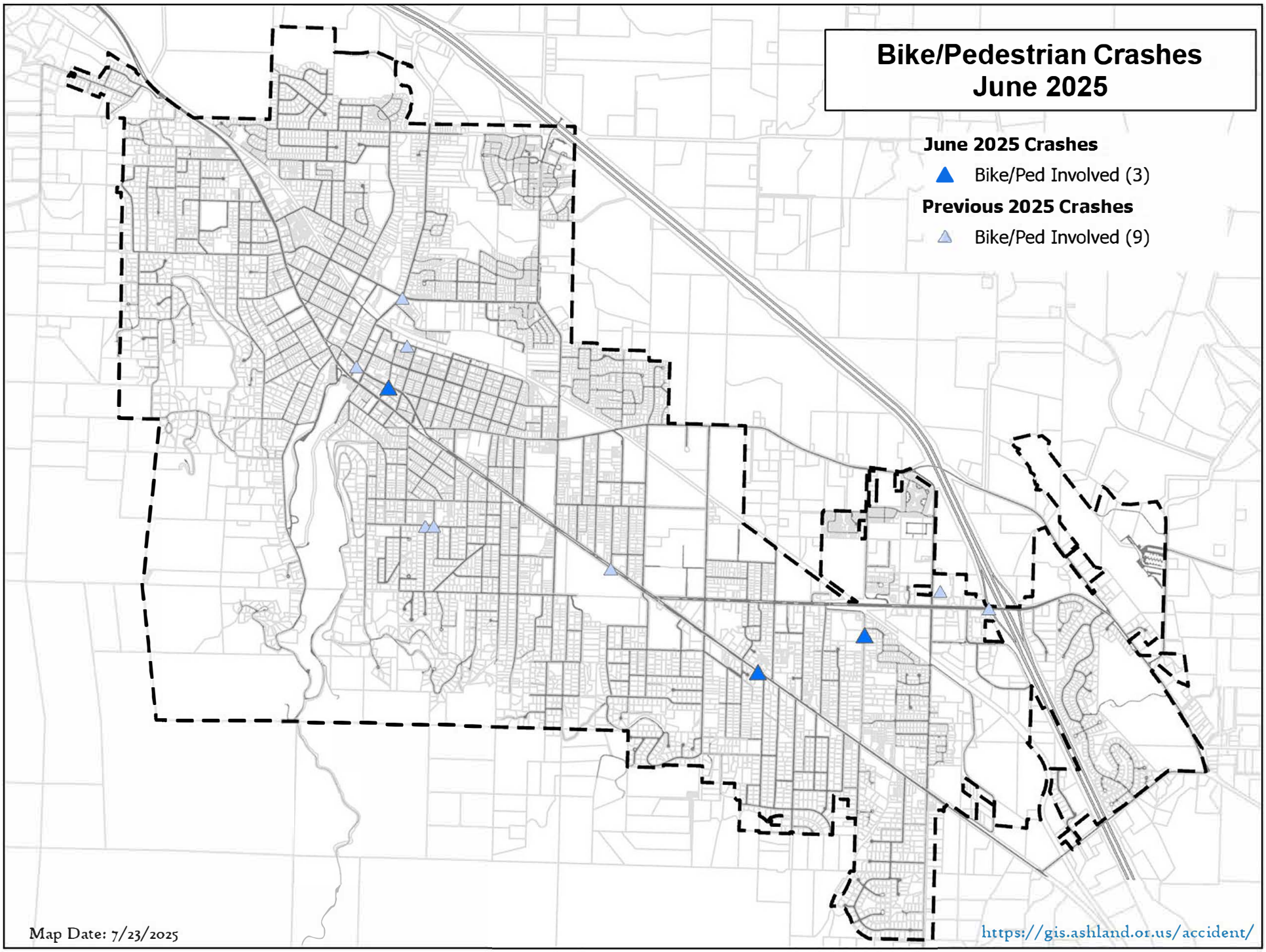
MONTH: MAY NO. OF CRASHES 15

YEAR: 2025 NO. OFPREVIOUS CRASHES: 47

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
R	1	12:50	THR	HWY 66 S & DEAD INDIAN MEMORIAL RD	2	N	N	N	N	Y	Y	Y	N	N	V1 was following to closely behind V2 when V2 signaled to turn left and V1 rear ended V2. D1 cited.
R	4	16:49	SUN	ASHLAND ST	1	Y	N	Y	N	N	Y	N	N	N	Pedestrian was walking across parking lot lane when V1 did not see P1 and struck them. Sunlight was causing visibility issues. Ped was hospitalized.
R	6	15:15	TUE	ASHLAND ST & TOLMAN CREEK RD	2	N	N	Y	N	Y	Y	Y	N	N	V1 was turning left on a flashing yellow light onto Tolman when it drove in front of V2 that had a green light traveling straight through the intersection. D1 cited for failure to obey traffic control.
R	8	15:13	THR	ASHLAND ST & EXIT 14	2	N	N	N	N	N	Y	Y	N	N	V2 was stopped for traffic when V1 rear ended V2 due to looking down.
R	12	8:23	MON	OAK KNOLL DR & TWIN PINE CIR	2	N	N	Y	N	N	Y	Y	N	N	V1 struck a parked V2 due to blacking out and then V1 rolled over. D1 sustained minor injuries.
R	12	12:57	MON	SISKIYOU BLVD	2	N	N	Y	Y	Y	Y	Y	N	N	V2 was waiting to turn when V1 rear ended V2. D1 was cited for DUII, driving while suspended, driving uninsured, and following to close.
R	12	16:40	MON	A ST	1	Y	N	Y	N	N	Y	N	N	N	V2 was driving on A St and did not see the pedestrian crossing at a non intersection. Ped at fault.
R	13	15:14	TUE	ASHLAND ST	1	Y	N	Y	N	Y	Y	N	N	N	V1 did not yield to pedestrian in crosswalk as they were turning. D1 cited.
NR	14	19:39	WED	N MAIN ST	2	N	N	N	N	N	Y	N	N	N	V1 was stopped at a red light when V2 rear ended at a low speed
R	18	9:52	SUN	N MAIN ST & SCHOFIELD ST	1	N	N	N	Y	Y	Y	N	N	N	V1 driving on wrong side of the road and then drove over median causing damage to vehicle.Arrested for DUII.

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
R	20	12:24	TUE	SISKIYOU BLVD & SHERMAN ST	2	N	N	N	N	Y	Y	U	N	N	V1 turned in front of V2 causing a collision. D1 given a citation.
R	21	16:32	WED	IDAHO ST & HOLLY ST	1	N	Y	Y	N	N	Y	N	N	N	V1 was turning left when their view was obstructed by parked cars on both sides and bushes when it struck bicycle at the intersection.
R	24	14:35	SAT	WOODLAND DR & INDIANA ST	1	N	N	N	Y	Y	Y	N	N	N	V1 struck a stone wall and then drove off and was pulled over by police. Arrested for DUII.
R	29	14:51	THR	ASHLAND ST	2	N	N	Y	N	Y	Y	Y	N	N	V1 merged into V2 causing a collision. D1 cited.
R	30	17:27	FRI	SISKIYOU BLVD & TOLMAN CREEK RD	2	N	N	N	N	N	Y	Y	N	N	V2 stopped at stop sign and proceeded forward when V1 collided with V2.
Totals					**24**	**3**	**1**	**8**	**3**	**8**	**15**	**7**	**0**	**0**	


Traffic Crashes
June 2025
June 2025 Crashes
Motor Vehicle (14)
Previous 2025 Crashes
Motor Vehicle (62)
Map Date: 7/23/2025
https://gis.ashland.or.us/accident/


Bike/Pedestrian Crashes
June 2025
June 2025 Crashes
Bike/Ped Involved (3)
Previous 2025 Crashes
Bike/Ped Involved (9)
Map Date: 7/23/2025
https://gis.ashland.or.us/accident/

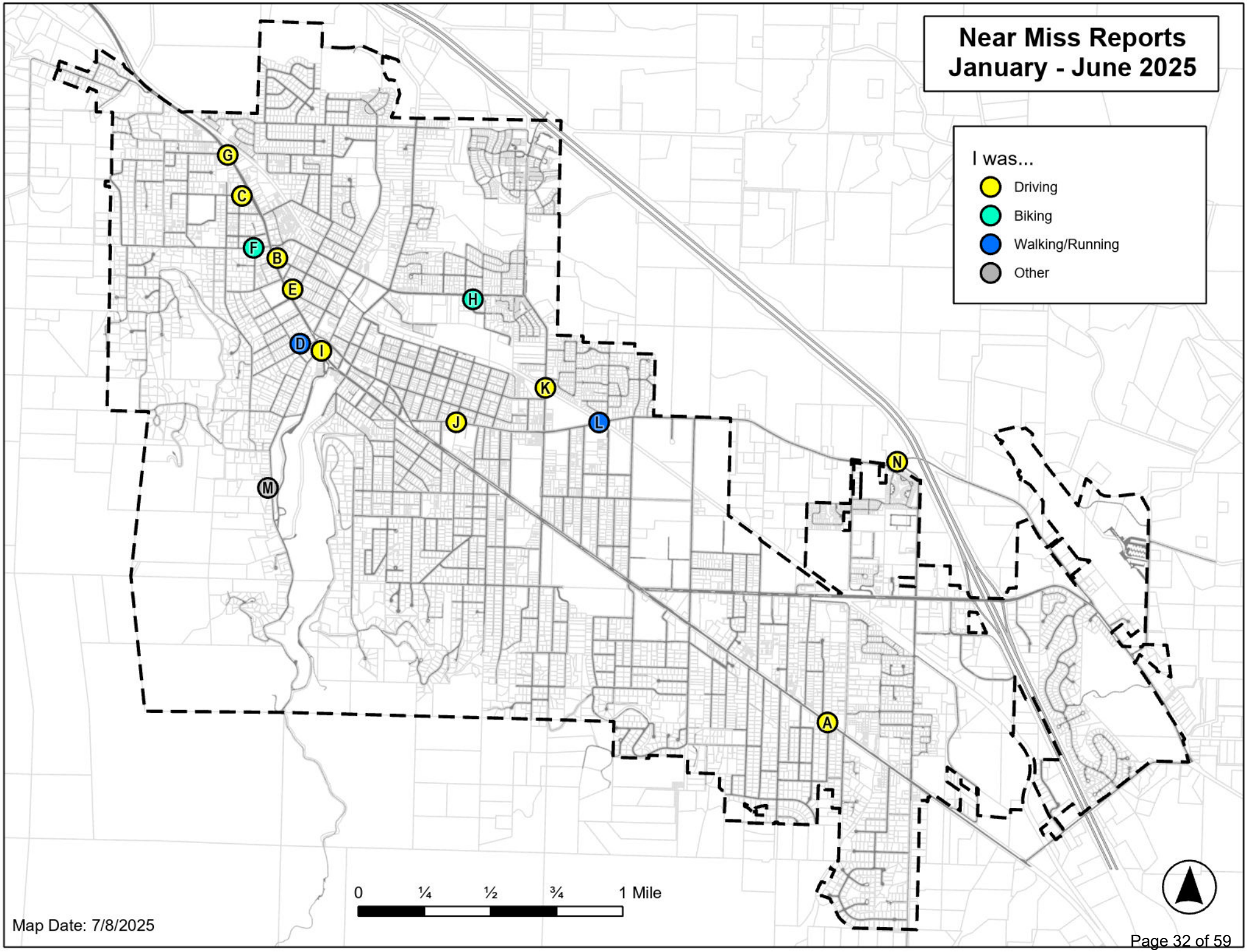
MOTOR VEHICLE CRASH SUMMARY

MONTH: JUNE NO. OF CRASHES: 14

YEAR: 2025 NO. OF PREVIOUS CRASHES: 62

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
R	1	16:32	SUN	LITHIA WAY & N 1ST ST	2	Y	N	N	N	Y	Y	Y	N	N	*PEDESTRIAN IN CROSSWALK* V2 was stopped at a crosswalk waiting for pedestrians when V1 rear ended V2. D2 cited for driving uninsured and driving while suspended but D1 was at fault.
R	4	11:00	WED	SISKIYOU BL	1	N	Y	Y	N	N	Y	N	N	N	Bicyclist failed to signal to car before changing lanes and collided with V2.
R	6	8:34	FRI	SISKIYOU BL	2	N	N	N	N	Y	Y	Y	N	N	V1 pulled in front of V2 while turning left onto Siskiyou Bl from Harmony Ln. D2 could not stop in time and collided with V1. D1 cited.
R	7	1:25	SAT	CLAY ST	1	Y	N	Y	U	N	Y	U	Y	N	Pedestrian in wheelchair refused to get out of the way of V2. V2 reversed and hit pedestiran. V2 drove off. Pedestrian has potential broken back
R	7	20:21	SAT	FORK ST & VISTA ST	2	N	N	N	N	N	Y	Y	Y	N	V1 was struck while legally parked on Fork St. V2 was attempting to park when collision happened. D2 given a warning.
R	10	11:13	TUE	CHURCH ST & ALMOND ST	2	N	N	N	N	N	Y	Y	N	N	V2 was performing an illegal U turn when it collided with V1.
R	10	21:44	TUE	ASHLAND ST & WASHINGTON ST	2	N	N	Y	N	Y	Y	Y	N	N	V1 was performing an illegal U turn when it struck V2. D1 was cited.
R	11	18:09	WED	B ST	2	N	N	N	N	N	Y	Y	N	N	V1 swerved and hit a parked V2.
R	20	19:57	FRI	SISKIYOU BL	1	N	N	N	N	N	Y	Y	N	N	D1 was parking at 7-11 and hit the accelorator instead of brake and collided with RedBox and building.

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
R	23	16:45	MON	E JEFFERSON AV	2	N	N	Y	N	N	Y	Y	N	N	V1 thought they was braking when they actually accelerated into a parked V2
R	26	12:17	THR	ASHLAND ST & EXIT 14	2	N	N	N	N	Y	Y	Y	N	N	V1 collided with V2 when D1 changed their mind about not turning and swerved. D1 cited for DWS.
R	27	8:34	FRI	B ST & SIXTH ST	2	N	N	N	N	Y	Y	Y	N	N	V1 had a stop sign and V2 did not. D1 proceeded in front of V2. D1 cited for FTOTCD.
NR	27	12:49	FRI	B ST & N MOUNTAIN AVE	1	N	N	N	N	N	Y	N	N	N	V1 was avoiding the collision with another vehicle when they sharply turned into a street sign.
NR	30	0:47	MON	E MAIN ST	2	N	N	N	N	N	Y	N	Y	N	V1 was parked when it was struck by V2. V2 took off after law enforcements were called.
Totals:					**24**	**2**	**1**	**4**	**0**	**5**	**14**	**10**	**3**	**0**	


Near Miss Reports
January - June 2025
I was...
Driving
Biking
Walking/Running
Other
G
C
F
B
E
H
D
I
K
J
L
N
M
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¼
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1 Mile
Map Date: 7/8/2025

NEAR MISS CRASH SUMMARY
January - June 2025

Entry Letter	Time and date incident occurred:	Location details:	I was...	The other party was a...	Nature of Incident:	Details:	Contributing factors:	Additional information about contributing factors:	Describe any unreported injury, fall or crash that occurred:
A	1/16/2025, 6:00 PM	I was heading west on Siskiyou near Harmony Lane going 30 mph. It was dark enough that it was difficult to see the deer as it walked across the road. I had to slam on my breaks and came within 1 foot of hitting the deer.	Driving	Animal: deer	other	Deer crossing road at night	Low visibility clothing,No street lighting,other	Deer overpopulation	
B	3/2/2025, 12:00 PM	Lori Lane alley and Van Ness	Driving	Motorist	other	Illegal left turn from N. Main onto Van Ness. Driver made illegal left turn onto Van Ness while I was exiting the Lori Ln alley. Driver hit curb and missed two vehicles - 1 parked and 1 driving.	Not caring about road signs	entitlement	
C	3/29/2025, 7:07 AM	I was driving across the intersection of Maple and Scenic streets, traveling from the side of the park and community garden. There was a car parked on Maple almost adjacent to the intersection so I could not see oncoming traffic coming up Maple Street. The curb is yellow there but the paint has chipped and faded, but given that emergency vehicles are frequently approaching that intersection on a Code 3 response, it is my opinion that placing a “No Parking” sign right there would greatly improve safety for everybody. This is the view from Scenic Street of the intersection when a car is parked there illegally:	Driving	other: parked car	other	I was driving across the intersection of Maple and Scenic streets, traveling from the side of the park and community garden. There was a car parked on Maple almost adjacent to the intersection so I could not see oncoming traffic coming up Maple	Obstructed view,other	absence of "No Parking" sign	
D	4/3/2025, 5:27 PM	I was in the (unmarked) crosswalk on the north side (uphill) of Granite Street crossing North Main.	Walking	Motorist	Failure to yield to a person in, Distracted Driver	I was crossing North Main at Granite Street using the curb cuts and in the (unmarked) crosswalk when 3 or 4 vehicles, which had been stopped at the traffic light at Helman and North Main as I entered the crosswalk (after looking both ways as usual). The vehicles accelerated from the traffic light and did not slow or stop even as I was in the (unmarked) crosswalk in the process of walking across North Main. Following vehicles did stop. The driver of one pickup which passed me yelled out for me to use the marked crosswalk further down North Main.	No marked crosswalk,other	North Main in downtown Ashland has 2 unmarked crosswalks (Granite Street and Church Street) where the recently installed or modified curb cuts were created to aid the "visually impaired", as I was told by city staff. Persons who are visually impaired may not be able to adequately determine that a vehicle is not going to stop for them at an unmarked crosswalk.	
E	4/20/2025, 4:13 PM	I witnessed a car driving around a car that was parked in the yellow adjacent to the stop sign on the corner of Central Ave as it meets Main Street (across from Briscoe school). Another car was coming off of Main at the same time and had to swerve out of the way. This happens weekly. Cars are parked there often from noon through 8:00. I have never seen it enforced. I live on the street and see this all the time, but have never heard of the near misses form until now. We have been in near miss accidents as the parked car blocks the view as we drive out of our driveway. Trying to back in can be helpful, but in doing that, we have had a multitude of near misses getting enough rom to back in with a car blocking.	Driving	Motorcyclist	Passing too close, other	Parking in illegal spot in front of a stop sign, forcing cars around into on coming lanes	Obstructed view,other	Needs to repaint the yellow curb, enforce, or put a sign on the stop sign saying no parking	

F	5/16/2025, 9:45 AM	Heading down Wimer St. just above High St.	Running	Motorist	other: Uphill car moves into downhill lane to get around parked car.	This happens often, today while on my bike, but it also happens when I am in my car. The cars turn onto Wimer St. from Main St. and as the road angles to the right (at High St.) the center line is not continued and cars are parked on the right. Uphill cars move to the left to get around the parked cars and don't see a bike or a car coming down the hill, especially if the sun is in their eyes. I would like to see street parking banned in that area. Also, thought not a near miss for me, I believe that the shrubbery at a both houses on the NW & SW corners of Main Street & Wimer St. makes it very difficult to see & safely turn on or cross Main Street without totally crossing the crosswalk--though not recently, a skateboarder riding north on the sidewalk once slapped the hood of my car because he was upset that I was in the crosswalk. Cars can't see without being in the crosswalk and pedestrians cannot use the crosswalk.	Obstructed view,No dedicated bike lane,other	Traffic pattern interrupted by street parking.	
G	5/27/2025, 7:50 AM	The pedestrians walk from Grant St. down to N Main and cross the street there where there is not a designated crosswalk. A lot of employees of the healthcare offices and the Breadboard restaurant. It's dangerous for all involved.	Driving	Pedestrian	Jaywalking	The pedestrians will park up Grant St. and stand at the corner waiting till the coast looks mostly clear and walk across N Main St. Most of the times they are not fast enough to get across the street and traffic coming from both directions need to stop for them. This is dangerous for all involved and it would be nice to have some police presence around this time of the morning to witness this.	No marked crosswalk		
H	5/29/2025, 3:10 PM	Heading to Starflower, children on bikes heading up Williamson Way	Running	Cyclist	Distracted Driver	This is a particularly dangerous intersection routinely used by young cyclists. Riders coming down Starflower contend with a narrow/sharp turn and need momentum to go up Williamson Way which is very steep. I think there needs to be better signage or more stops to protect riders and drivers alike. A protected bike lane would be ideal.	No marked crosswalk,Excessive speed,No dedicated bike lane		
I	6/9/2025, 11:24 AM	Heading south on N Main, delivery driver parked on right hand side of road, blocking the crosswalk that's between Granite Street and entrance street into Plaza (N Main/Winburn Way)	Driving	other: Coca Cola delivery driver, parked on crosswalk	Crosswalk blocked	Police officers and/or parking enforcement (3rd party), police specifically, pass by this area multiple times a day and witness these blatant safety concerns. Are these "professional" delivery drivers, who hold CDL licenses, immune to basic tickets because they are "serving the community"? I'll be reporting often, more so when this feature is a available on the SeeClickFix app.	Obstructed view		
J	6/10/2025, 5:25 PM	I was heading east on the road, another vehicle traveling west. Pedestrian was crossing from north to south.	Driving	Pedestrian	Failure to yield to a person in	Main street is currently being repaved or resurfaced and so the pedestrian crosswalk markings on the street are not present. A pedestrian was almost struck by an oncoming vehicle who seemed to be speeding, but certainly did not yield to the pedestrian. There is a sign indicating a crosswalk in this location.	Excessive speed,No marked crosswalk,Road Construction/Work Zone		
K	6/11/2025, 6:06 PM	Installation of flashing lights on the STOP sign at B Street and North Mountain draw attention away from the dangerous intersection at the bike path	Driving	Cyclist	Pedestrian stepped into street, Distracted Driver, Failure to yield to a person in	There was no near miss today, but over the last 25 years there have been frequent near misses when bikes come off the bike path and cross North Mountain without stopping or looking for traffic. I have to say that the installation of flashing lights on the STOP sign at B Street and North Mountain draw attention away from the dangerous intersection at the bike path and increases the risk to both parties, especially given relaxed bike regulations at legal intersections setting bike expectations for right of way. In 25 years with several passes a day over that time, I have never experienced or observed any near miss or accident at the B Street and North Mountain intersection. The lights are ridiculous and distracting.			

L	6/12/2025, 8:15 AM	I was crossing south to north, while the vehicle was heading west.	Walking	Motorist	Failure to yield to a person in	Main street is currently being resurfaced/repaved and the cross-walk near garfield park for the multi-use trail is now unmarked. There is a sign for the bike-way, but not clear signage to indicate that pedestrians can cross here. Twice this morning, I struggled to cross the street, waiting for a vehicle that would allow me to cross. Ashland has many visitors from out of town, and especially when crosswalk markings on the street are removed, it is hard for visitors to know that these crosswalks exist. Can you please add some temporary signage to assist drivers/pedestrians/cyclists safely interact during the construction?	No marked crosswalk	Honestly, I use this crosswalk 2-4 times a day, and it is just a difficult crosswalk - there is a lot going on here from a motorist perspective (train tracks, roads at interesting angles, bikes who approach the crosswalk quickly and are slightly hidden from view due to fencing). But for pedestrians, there are no light up signs that can help aid their visibility to ensure vehicles stop. I would love to see pedestrian light-up signs (possible before california street for eastbound and before the railroad for vehicles coming west) to help aid with safe crossing of Main Street at what can be a very busy intersection.	
M	6/16/2025, 8:42 PM	I was stationary, in my home, watching this vehicle needlessly back into my driveway and destroy my property. They drove away before I could get down there. Hit and run.	other	Motorist	other: Hit and run	Car went onto my driveway, misjudged his/her abilities and crashed into/destroyed my property. Then sped away. Hit and run.	Reckless driving		
N	6/28/2025, 9:45 PM	I was heading south on E Main. Other party took a left onto E Main from Tolman Creek to start heading north on E Main.	Driving	Motorist	Distracted Driver,other	I travel E Main and encounter this intersection several times a day. It seems that I have a near miss at this intersection almost on a daily basis, some days I have even had more than one near miss at this intersection.		I'm not sure what the solution is since I've seen from the Tolman Creek Rd perspective that there is plenty of visibility.	

Council Business Meeting

Date: August 21, 2025

Agenda Item	Climate and Environment Policy Advisory Committee (7:15-7:30, action required discuss letter from Chair and develop a response)
Department	Public Works
From	Scott Fleury, Director

TIME ESTIMATE

CATEGORY
Staff Direction - provide direction to staff on the body's desired next steps.

SUMMARY
Staff previously received the attached letter from the Chair of CEPAC regarding participation in the Transportation System Plan Update, reference attached.

POLICIES, PLANS & GOALS SUPPORTED
N/A

BACKGROUND AND ADDITIONAL INFORMATION
N/A

FISCAL IMPACTS
N/A

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS
Action required, discuss letter and develop a response.

REFERENCES & ATTACHMENTS
None

Dear Mr. Woodward,

Please forward to the Chairs of the Planning Commission and Transportation Advisory Committee, and their respective Staff Liaisons, and if appropriate their respective Council Liaisons.

Sincerely,
Bryan Sohl
CEPAC Chair

July 11, 2026

To: Lisa Verner - Chair, City of Ashland Planning Commission
Linda Peterson Adams - Chair, City of Ashland Transportation Advisory Committee

From: Bryan Sohl - Chair, City of Ashland Climate and Environment Policy Advisory Committee

Dear Ms Verner and Ms Peterson Adams,

On March 7, 2017 the Ashland City Council formally adopted the City of Ashland Climate and Energy Action Plan (CEAP). The CEAP was the product of a long (greater than one year) process of public engagement, and dedicated work by city staff and members of the ad-hoc CEAP committee. I was privileged to be one of the 13 ad-hoc committee members that worked to draft the CEAP with our consultant. The CEAP final draft enjoyed strong support by both the community and Council.

In the process of the CEAP work city staff did a greenhouse gas survey for the City of Ashland in 2015. It was discovered that the biggest single contributor to our cities' greenhouse gas footprint, at 17%, was residential on-road travel.

The CEPAC is entrusted to work on behalf of the citizens of Ashland towards the implementation of CEAP goals, and educating of the public about how to meet those goals.

Within the description of the work expected of the CEPAC by the city (as published on the City Website) are included:

1. Recommending CEAP implementation steps or improvements on behalf of the community and for City operations.
2. Providing information to staff and the City Council to ensure that benchmarks, targets or actions develop for, or by the City of Ashland, incorporate the best

available science and practices to achieve the intended climate or environmental related goals and targets.

3. Providing recommendations to ensure the City of Ashland's climate and environmental planning incorporates long-term social, economic and environmental goals, including social equity for low-income households, persons of color, the young and elderly, and those with disabilities.

Furthermore, within the body of the CEAP document are the following guidelines:

CC-3-1. Consider climate change in <u>all</u> City Council policy, budgetary, or legislative decisions.

CC-3-2. <u>Incorporate CEAP goals and actions in future updates of city plans.</u>

I, along with fellow CEPAC members, understand that the current plan for the development of the upcoming (and long delayed) Transportation Systems Plan (TSP) will be for the Planning Commission and the Transportation Advisory Committee, along with City Staff, and the consultant chosen by the city, to be responsible for the plan. And to incorporate the community via a robust public engagement process.

I, along with CEPAC members, feel that CEPAC should be integral member of the TSP working team, on par with the Planning Commission (PC) and the Transportation Advisor Committee (TAC) and not just an "interested community member" showing up at TSP public engagement meetings and getting in line to testify such as might be seen by the Siskiyou Velo Club, or Helman School Parents, or Mountain Meadows Residents, or any such interested "party".

In the last TSP update of 2012 the Planning Commission and the the Transportation Commission were intimately involved. At the time Ashland did not have a CEAP, nor a CEPAC. Given that road use transportation emissions account for 17% of our cities' GHG emissions, we strongly feel that CEPAC should serve an important role in the upcoming TSP development regarding trying to insure that Ashland continues to strive towards meeting CEAP goals as part of the TSP plan. We feel that CEPAC has the expertise to guide this required aspect of the TSP. This is a charge of the CEPAC by the city. Of course we all need to recognize the myriad demands the city faces regarding prioritizing and funding all sorts of projects, especially in an environment that is severely fiscally constrained regarding transportation dollars.

Since the formation of the CEPAC in March 2023 we feel the City of Ashland leadership has not yet incorporated the CEPAC into the "DNA' of the city planning processes regarding seeking CEPAC input regarding CEAP and environmental goals and opportunities. Examples of this are that CEPAC was not asked to be involved early in the process of the recent Electric Plan update, Water Plan update, nor CFA development. We were only involved late in the process of these plan developments and updates via informational meetings about what the updates were to include. We wish to avoid this for the upcoming TSP process, and hope to be involved

throughout the process. We feel CEPAC has much to offer.

We have a direct ask of you, that you (or your committees), ask your staff liaisons and the City Manager to invite CEPAC to be a full partner with you in the TSP process. CEPAC has decided to go to you first with this ask in the spirit of collaboration as opposed to first going to the City Council, Mayor, or City manager. I had hoped to directly ask this of you in person but was informed that the "proper channels" are to send this letter directly to the CEPAC staff liaison (Chad Woodward) who will then forward this on to you via your staff liaisons.

CEPAC very much looks forward to collaborating with you on the upcoming TSP.

Sincerely,

Bryan Sohl
Chair - City of Ashland Climate and Environment Policy Advisory Committee (CEPAC)

Council Business Meeting

Date: August 21, 2025

Agenda Item	Water Street and Van Ness Avenue Intersection (7:30-7:45, action required, discuss safety improvement options)
Department	Public Works
From	Scott Fleury, Director

TIME ESTIMATE

CATEGORY
Staff Direction - provide direction to staff on the body's desired next steps.

SUMMARY
As part of the near miss and crash mitigation process the TAC had previously discussed converting a portion of Water Street near the recycling center to one way access. In the discussion the question was asked if this would solve the issues or is there another measure that could be taken to resolve issues. The primary issue discussed was the vision/access at the intersection of Van Ness Avenue and Water Street underneath the railroad trestle.

POLICIES, PLANS & GOALS SUPPORTED

BACKGROUND AND ADDITIONAL INFORMATION
The intersection is partially skewed from both roadway approaches.

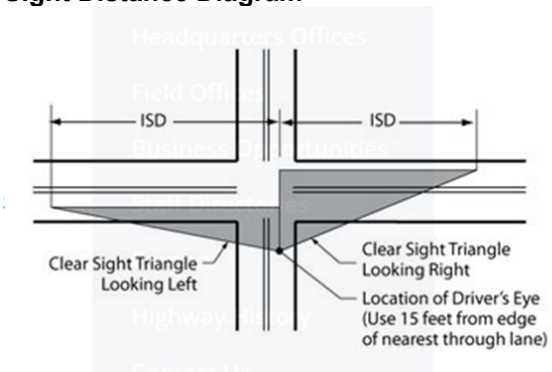
Van Ness Avenue:

1. Roadway width: 33’

Water Street

1. Roadway width: 33’, but narrows at the intersection with Van Ness Avenue.

Sight Distance Diagram



Stopping sight distance for a 25mph roadway is 155 feet. Design intersection sight distance is 280 feet.

Figure 1: Intersection accidents



Figure 2: Intersection aerial

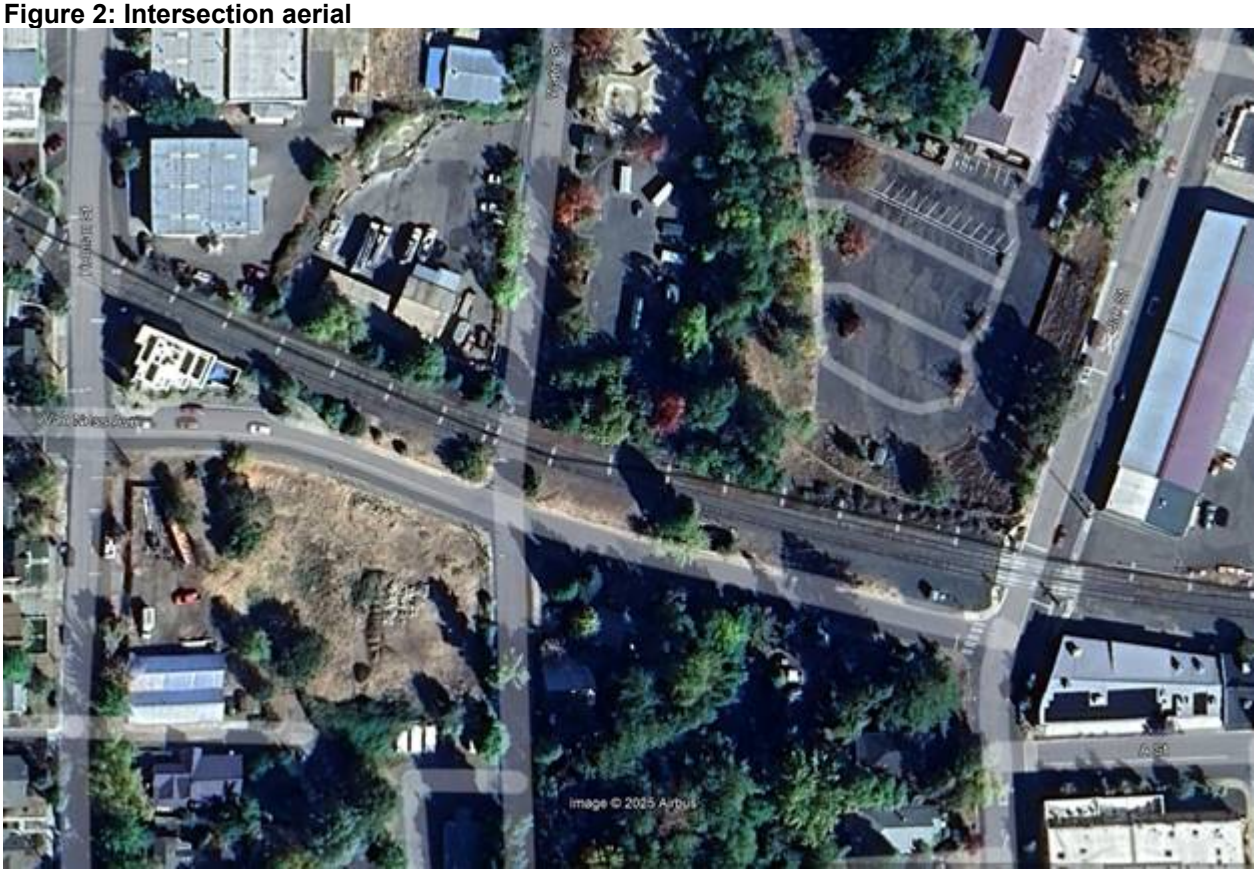


Figure 3: Recycle Center Circulation



Figure 4: Site Distance Issue



Options:

1. Do nothing approach
2. Improve site distance
3. Do not allow access from Van Ness Avenue to Water Street
4. Do not allow access from Water St. to Van Ness
5. One-way on Water Street between Van Ness and Helman

Staff has reached out to Recology to better understand their circulation patterns and operational needs to with respect to access of

FISCAL IMPACTS

N/A

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

Action required, discuss potential changes to intersection/roadway and next steps.

REFERENCES & ATTACHMENTS

None

Council Business Meeting

Date: August 21, 2025

Agenda Item	Strategic Communication Assignments (7:45-8:00, action required, discuss educational articles to develop)
Department	Public Works
From	Scott Fleury, Director

TIME ESTIMATE

CATEGORY
Staff Direction - provide direction to staff on the body's desired next steps.

SUMMARY
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 discussed again at the July 17th meeting and TAC members agreed to develop education/outreach materials to be posted using the City's various resources.

One of the assignments was for staff to develop a FAQ sheet that could be posted on the TAC portion of the City Website. Draft FAQ's below.

POLICIES, PLANS & GOALS SUPPORTED
N/A

BACKGROUND AND ADDITIONAL INFORMATION
Committee Background:
The Transportation Advisory Committee charge and responsibility was recently updated in the municipal code based on year's worth of work to transition from a commission to committee operation.

All Commission's and Committee's are bound by municipal code 2.10: UNIFORM POLICIES AND OPERATING PROCEDURES FOR ADVISORY COMMITTEES AND COMMISSIONS.

Role - The Transportation Advisory Committee advises the City Council on transportation related issues specifically as they relate to safety, planning, funding and advocacy for bicycles, transit, parking, pedestrian and all other modes of transportation.

Mission - The need for a Transportation Advisory Committee 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."

Per Ashland Municipal Code: 2.13.010 (F)

Transportation Advisory Committee (TAC). A Transportation Advisory Committee (TAC) is established by the City Council. Members should have expertise or interest in topics including, but not limited to, various modes of community level transportation, including public transit, bicycling, walking, and rolling.

The TAC shall be responsible for assisting the City in the following:
1. Making recommendations on strategies, actions, and programs related to the transportation system in Ashland.

The issues the TAC shall advise the City Council on include, but are not limited to:
a. Transportation safety policies and programs.
b. Long-range transportation plans and ancillary transportation plans (sidewalk and safe routes to school, transit, traffic, parking, etc.).
c. Type III planning actions during the preapplication process.
d. The transportation section of the City's Capital Improvement Program (CIP).
e. Multimodal transportation issues.
f. Traffic implementation designs.
2. Advocating and promoting all modes of transportation to ensure modal

Frequently Asked Questions (FAQ) – Transportation Advisory Committee Roles and Responsibilities

1. Does the Transportation Advisory Committee meet in person or virtually?
    1. Both, a majority of the meetings are held virtually by Zoom, but the Committee does meet twice annually in person.
    2. Meeting agenda's are released approximately one week prior to the meeting date on the City's website: https://ashlandoregon.gov/129/Agendas-Minutes.
2. How do I apply to join the Transportation Advisory Committee?
    1. Applications can be found here: https://ashlandoregon.gov/414/Application-for-Committee-Commission
3. Does the Transportation Advisory Committee take public comment or input?
    1. Yes, the Committee takes input or comment at each monthly meeting. Individuals can speak on agenda items or provide comment in general. Time is allotted at the beginning of each meeting for public comment
4. How do I relay a transportation related concern to the Transportation Advisory Committee or staff?
    1. There are many avenues to relay transportation related concerns. Including a direct email using the online form:
        9. https://ashlandoregon.gov/FormCenter/Public-Works-20/Transportation-Advisory-Committee-Contac-118
    2. Using the See Click Fix Application
        9. https://seeclickfix.com/web_portal/QPoy7BmpAuASBRZvnB5NQc35/report/category
5. Can the Transportation Advisory Committee direct staff or the City Council to implement Transportation System Improvements.
    1. No, the TAC can only make recommendations to either the Council or staff on system improvements or enhancements
6. Can the Transportation Advisory Committee provide feedback on development proposals?
    1. The TAC can provide feedback to the Planning Commission on Type III development proposals, primarily annexations.
7. Does the Transportation Advisory Committee review capital projects impacting the transportation network?
    1. Yes, the TAC reviews the transportation capital improvement plan and makes recommendations to the City Council for adoption each budget cycle.
8. How do I get speed bumps installed on my roadway?
    1. The TAC previously created a Traffic Calming Program that can be utilized by residents who believe there are speed and safety issues on their residential corridor. Many options exists outside of speed bumps to provide traffic calming impacts on a residential roadway. Speed bumps are not preferred because of the impact they have to emergency service response times.

Traffic Calming Program: https://ashlandoregon.gov/DocumentCenter/View/2303/Traffic-and-Safety-Improvement-Program-Final-Pilot-6272022

9. Can the Transportation Advisory Committee change the speed on my roadway?

1. No the TAC cannot change the speed on your roadway, but they can recommend an analysis to look at changing speed zones. Speed limits are set by statutory rules and changing the speed limit requires a specific analysis.

FISCAL IMPACTS

N/A

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

Action required, discuss education and outreach assignments.

REFERENCES & ATTACHMENTS

1. 05 28 24 Planning Commission Presentation 5.13.2024
2. TSP Update



Transportation Elements

May 28, 2024 Planning Commission Study Session

Presentation Overview

Topics

- Agenda
  - General Project Development
  - General Project Costing
  - Transportation Advisory Committee - Workplan
  - Questions

Enterprise System Project Development - How

- Cradle to Grave Process
  - Project Development
    - System Master Plan
      - Citizen Appointed Committee
      - Public Meetings
      - Council Engagement - Feedback
      - Adoption
  - Capital Improvement Plan
    - 2/6-year development
    - Adoption by Council
  - Budget Process
    - Appropriations and Approval
- Project Initiation
  - Request for Proposal
  - Preliminary Engineering
  - Final Engineering
  - Construction Administration
  - Construction Contract

Opinion of Cost– Development

- How are project costs developed?
  - Master Plan, 30%, 60%, 90%, 100%
  - Accuracy Increases Iteratively

Master Plan →

Final Engineering →

				Expected Range of Accuracy		
AACE Class	ANSI Classification	Typical Use	Project Definition	Low Expected Actual Cost	High Expected Actual Cost	Other Terms
Class 5	Order-of-Magnitude	Strategic Planning; Concept Screening	0% to 2%	-50% to -20%	+30% to +100%	ROM; Ballpark; Blue Sky; Ratio
Class 4		Feasibility Study	1% to 15%	-30% to -15%	+20% to +50%	Feasibility; Top-down; Screening; Pre-design
Class 3	Budgetary	Budgeting	10% to 40%	-20% to -10%	+10% to +30%	Budget; Basic Engineering Phase; Semi-detailed
Class 2	Definitive	Bidding; Project Controls; Change Management	30% to 75%	-15% to -5%	+5% to +20%	Engineering; Bid; Detailed Control; Forced Detail
Class 1		Bidding; Project Controls; Change Management	65% to 100%	-10% to -3%	+3% to +15%	Bottoms Up; Full Detail; Firm Price

Workplan

Transportation – Workplan

- Transportation System Plan

WHAT IS A TRANSPORTATION SYSTEM PLAN?

A TSP describes the existing transportation system and the **projects**, **programs**, and **policies** that will allow a community to meet its transportation needs and aspirations now and 20 years into the future.

Questions the *TSP* Process will Help You Answer



What do we have now? | **What do we want?** | **What will we need in the future?** | **How will we fund our projects?** | **What should we do first?**

Workplan

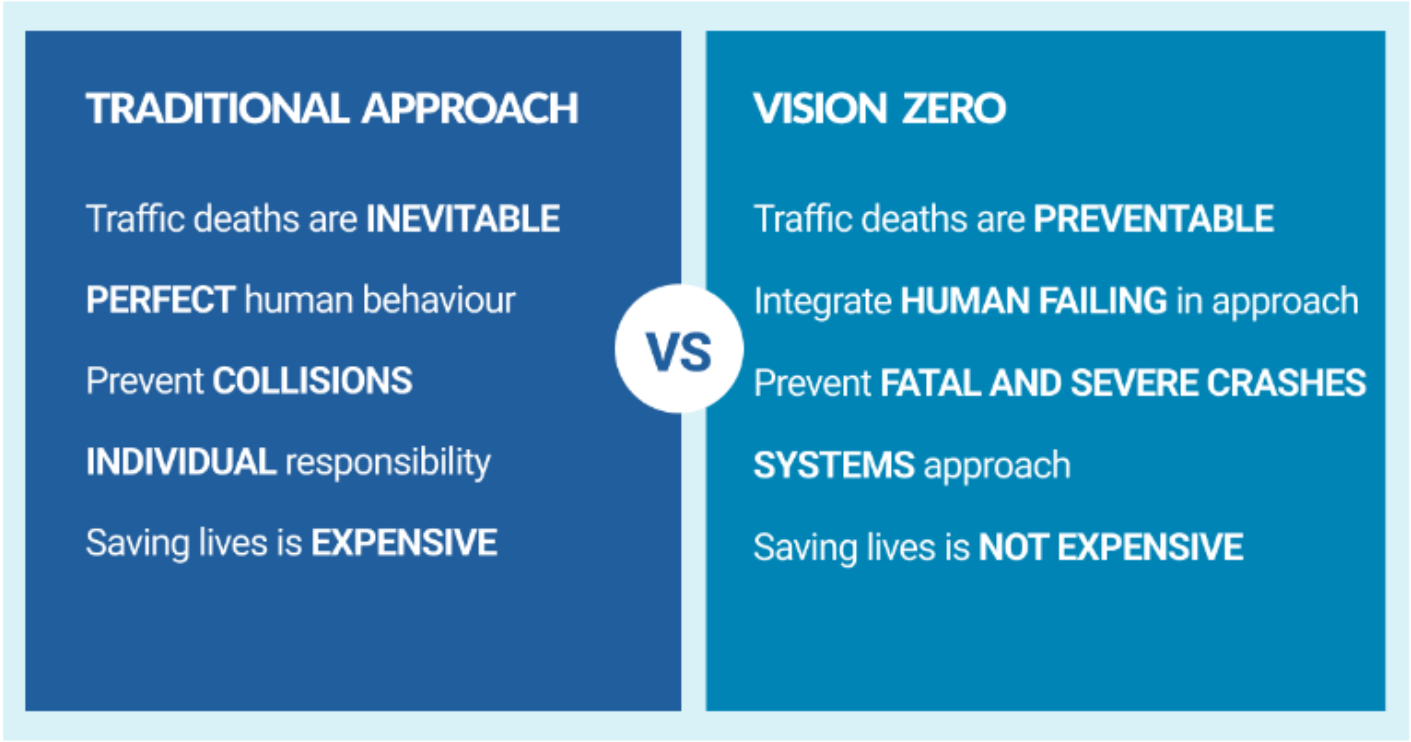
Transportation – Workplan

- Transportation System Plan
  - Grant Funded
  - 18-24 Month Process
- Critical Elements
  - CEFEC and TPR Compliance
  - Update Street Design Standards (Bike Boulevards)
  - High Level of Public Engagement
  - New Policies, Goals and Levels of Service
  - New Fiscally Constrained Capital Plan

Workplan

Transportation – Workplan

- Vision Zero and Safe Streets For Everyone – Action Plan
  - SS4A Grant Application (August Award)
- Action Plan Opens up Future Grant Opportunities



Workplan

Transportation – Workplan

- Capital Projects
  - Roadway Rehabilitation
    - Ashland Street
    - North Mountain Avenue
    - Oak Street
    - Clay Street
- Focus on Bike, Ped and Safety Enhancements
  - Protected Bike Lanes
  - Bike Boxes
  - Rectangular Rapid Flashing Beacons
  - Traffic Calming

Workplan

Transportation – Workplan

- Miscellaneous
  - Public Education and Outreach
  - Traffic Calming
  - ODOT Coordination
  - RVTD Support
  - Bike Parking Inventory and Improvement
  - Encroachment Guidelines and Ordinance Update

QUESTIONS?

The Importance of a Transportation System Plan for Ashland

A Transportation System Plan (TSP) is a crucial document for the City of Ashland, providing a long-range vision and a strategic framework for managing and developing the city's transportation network. It is a key tool for guiding future transportation investments, policies, and projects to ensure the system is safe, efficient, and supports the city's overall growth and community goals.

The update to Ashland's TSP is particularly critical and is a project that the Transportation Advisory Committee (TAC) has eagerly and anxiously awaited. This update will be a comprehensive document that deals with all aspects of moving people, goods, and services through and around our town, with a strong emphasis on people's ability to use the transportation mode of their choice, **safely**.

A Collaborative and Inclusive Process

The TSP update is not a top-down initiative but a collaborative effort that requires a high level of public engagement. This is accomplished through outreach efforts to the general community, underserved populations, advocacy groups, City Committees and Commissions, Southern Oregon University (SOU), and the business community. This inclusive approach, guided by a lens that promotes **equity for all transportation network users**, ensures the plan truly reflects the needs and priorities of all Ashland residents. The plan will also incorporate data from a variety of other studies, including the Evacuation Time Estimate Study, the Downtown Parking Plan and Multimodal Study, and Safe Routes to School. This comprehensive approach ensures a well-informed and robust plan for the future of Ashland's transportation system.

Guiding Future Development and Land Use

A TSP helps align transportation infrastructure with land use decisions. For Ashland, with its unique blend of historic charm, residential areas, and a vibrant downtown, the plan ensures that new developments don't overwhelm the existing road network. The update will incorporate new policies, goals, levels of service, and revised Land Use Codes, promoting a more efficient and sustainable city by identifying areas for growth and planning for the necessary transportation facilities, such as sidewalks, bike lanes, and transit routes, to serve them. This integration helps prevent sprawl and supports a more compact, walkable community.

Enhancing Safety and Accessibility

A well-developed TSP prioritizes the safety of all road users—pedestrians, cyclists, drivers, and transit riders. The update is guided by the **Vision Zero Resolution** passed by the City Council, which provides a backbone philosophy of people-centric rather than auto-centric planning. This approach emphasizes making the transportation system safer and more accessible for everyone. For a city like Ashland, which attracts many tourists and has a significant student population due to Southern Oregon University, a focus on pedestrian and bicycle safety is particularly important.

Promoting Economic Vitality

An efficient transportation system is vital for a healthy economy. The TSP helps Ashland's businesses by ensuring goods and services can move efficiently throughout the city. By addressing traffic congestion and improving access to key destinations like the Oregon Shakespeare Festival and the downtown core, the plan can enhance the visitor experience and support local commerce. It also makes Ashland a more attractive place to live and work, which can help draw new talent and businesses to the area.

Supporting Environmental and Community Goals

The TSP update is critical because it must conform to the state-mandated planning rules, specifically the **Climate Friendly and Equitable Communities (CFEC) Rulemaking**. These rule changes direct attention to include bike and pedestrian facility improvements, such as **Protected Bike Lanes on Roadway Rehabilitation Projects**. This commitment to sustainable and equitable solutions is central to Ashland’s community values. By planning for and investing in alternatives to single-occupancy vehicle trips—like public transit, walking, and cycling—the plan helps reduce traffic congestion and carbon emissions, creating a more livable and environmentally friendly community. The plan will also incorporate data from the Climate and Energy Action Plan, ensuring a cohesive strategy.

Securing Funding and Facilitating Project Implementation

The plan for "shovel worthy" projects is critical for obtaining grant funding from both state and federal governments. The TSP will develop and prioritize Capital Improvement projects within a fiscally constrained capital plan, which is often a prerequisite for receiving federal and state funding. This strategic, data-driven approach helps the city secure the necessary resources to turn its transportation goals into reality. The update's 18-24 month process is grant-funded through the Oregon Department of Transportation (ODOT) with a soft City Match, making a strong financial case for the city's projects.

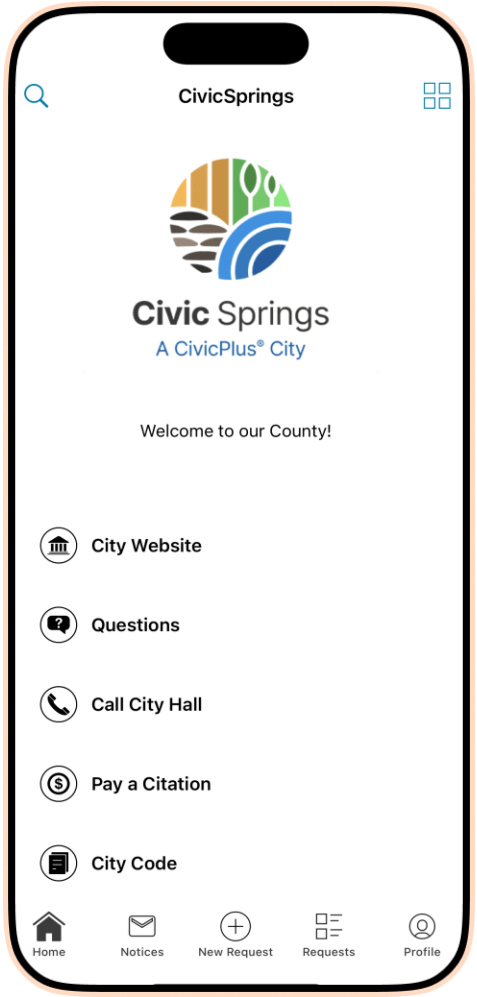
SeeClickFix 311 CRM

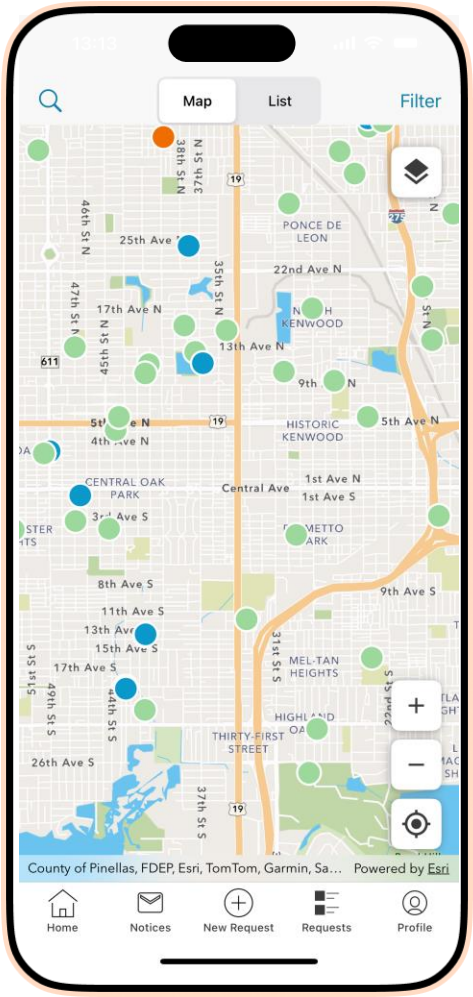
Recently Released

Accessibility Improvements

Launched June 2025

Accessibility and the usability of our products is a top priority at CivicPlus. SeeClickFix 311 CRM has **improved accessibility** for our **resident facing web and mobile interfaces** by implementing Web Content Accessibility Guidelines 2.1 Level AA (WCAG 2.1 AA).





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