

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

October 16, 2025

AGENDA

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

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

- I. ANNOUNCEMENTS**
 - A. New Commission Member Introduction
- II. CONSENT AGENDA**
 - A. Approval of September 18, 2025 Minutes
- III. PUBLIC FORUM (6:05-6:20)**
- IV. REPORTS FROM OTHER CITY COMMITTEES (6:20-6:30)**
- V. NEW BUSINESS**
 - A. N/A
- VI. UNFINISHED BUSINESS**
 - A. Water Street and Van Ness Street Intersection (6:30-7:00, action required, discuss safety improvement options)
 - B. Working Group TAC Email Review and Responses (7:00-7:15, action required, discuss as necessary)
 - C. Strategic Communication Assignments (7:15-7:45, action required, discuss educational articles to develop)
- VII. INFORMATIONAL ITEMS**
 - A. TSP Update
 - B. Bike Rack Installations
- VIII. AGENDA BUILDING – Future Meetings**
- IX. ADJOURNMENT: 8:00 PM**

Next Meeting Date: November 20, 2025

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
September 18, 2025

CALL TO ORDER: 6:00 PM

Members Present: Linda Peterson-Adams, Joe Graf, Dave Richards, Dave Kahn, Mark Brouillard, Nick David

Members Absent: Corinne Vieville, Dylan Dahle, Dave Richards, Cassie Preskinis – SERJAC

Staff Present: Scott Fleury, Rocky Houston, Marlena Correnti

Council Liaison Present: Eric Hansen

Guests Present: Edem Gomez, Bryan Sohl

ANNOUNCEMENTS

- September 27, 2025: Ashland Mountain Challenge – mountain biking race
- October 11, 2025 – [Wildfire Evacuation Drill](#) from 9:30-11:30 AM; Sign up [HERE](#)
- Transportation Advisory Committee seeks to fill vacant position; Apply [HERE](#)

CONSENT AGENDA

- Approval of August 21st Minutes – David motions to approve Minutes. Brouillard seconds. Approved unanimously.

PUBLIC FORUM

- Thank you for your comments! Reminder: City website has [TAC contact form](#)

REPORTS FROM OTHER CITY COMMITTEES

- Council – Hansen: enhanced area of law enforcement rules passed
- Historic Preservation: next meeting in October
- CEPAC: received letter from TAC
- RVTD & Bike Repair Program – Gomez: Service reduction went into effect on September 2, 2025; (65% reduction from 16 routes down to 6 routes)
 - Gomez to share with Brouillard RVTD's formal response to public inquiries concerning frequency of routes and updates, as Brouillard has received several related inquiries directly
 - Injunction in June enabled partial award of grant funds; Update for remaining fund distribution is expected in December 2025
 - Kahn: *Are SOU students impacted by this service reduction?*
 - Gomez: Morning service presents difficulties, but the last bus leaves Ashland around 7:30 PM, which helps most students. All community partners for the RVTD Bus Pass Program have been receiving communications.

NEW BUSINESS

- Parks and Recreation Director – Houston: reviewing options to revamp Winburn Way near Lithia Park for multi-modal transit
 - Option 0: No change
 - Option 1: Addition of pedestrian dedicated route in road right-of-way
 - 1A: 5 ft pedestrian lanes on either side of roadway, 10 ft vehicle lanes with Bike Sharrows
 - 1B: 8 ft pedestrian lane, 11 ft vehicle lanes with Bike Sharrows
 - Option 2: one-way uphill/southbound
 - Option 3: addition of elevated crosswalks in the four high-traffic spaces
 - Perozzi Fountain

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

September 18, 2025

- Lithia Bandshell
- Pickleball Courts
- Upper Duck Pond
- Option 4: close the road to vehicles; bicycles and pedestrians ONLY
- Houston requests input/recommendation on Options presented, and on the proposal for “Y” intersection between Winburn Way and Granite
- Adams: *Is ADA parking included within the budget for Lithia Park Master Plan?*
 - Houston: YES, it will be parallel parking with accessible sidewalks
- Graf: *What was the sentiment of public and within the Open House?*
 - Houston: Majority favors Favor Option 1B, but also like the elevated crosswalks detailed in Option 3.
- Kahn: advocates for not mixing bikes and cars, or bikes and pedestrians
- Brouillard: emphasizes strong preference for Option 0: No change, citing that only one crash was reported on Winburn Way over 28 years of data
- Majority of TAC favors Option 0: No change, with Option 1B as second popular.
 - TAC interested in “Y” Winburn/Granite Street intersection proposal, noting that a positive reinforcement speed sign is a low-cost, high-quality improvement

UNFINISHED BUSINESS

- Water St and Van Ness St intersection – problem to solve: Visual clearance issue
 - Fleury: Waiting to hear from Recology about how access would be impacted with proposed improvements
 - David & Kahn: favor closing under-bridge access to vehicles; bicycles and pedestrians ONLY
 - David: suggests protective bollards
 - Fleury: suggests reflective 3K guardrails on the Van Ness side; easily removable for fire vehicle access
 - Hansen: cites packet page 42 – Oak Street redesign with TSP update would mitigate backups at the Water & Van Ness St intersection
 - Graf: reminds that notifying residents is pertinent and kind
 - David: *What is the minimum required [resident] notice time for items like this?*
 - Fleury: Generally, Public Works follows Planning’s procedure and notices all adjacent properties within 200 feet of the effected parcel.
- Strategic Communication Assignments
 - Peterson-Adams: requests revision to TAC FAQ page – “modal equity is more than just a **phrase**. It is a planning concept...”

INFORMATIONAL ITEMS:

AGENDA BUILDING:

ADJOURNMENT: 8:01 PM

Next Meeting Date: October 16, 2025 via Zoom from 6:00 PM – 8:00 PM

Respectfully submitted,

Marlena Correnti, Administrative Assistant

Memo

CITY OF
ASHLAND

Date: October 8, 2025
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Water Street and Van Ness Avenue – Intersection Improvements

BACKGROUND:

At the September TAC meeting the group discussed potential changes to the Water Street and Van Ness Street intersection. Part of the discussion revolved around public participation in a future discussion and emergency services feedback regarding the potential one way/closure of the access to the recycle center from Van Ness Street.

Staff informed the TAC that typically a 200' notice boundary has been used previously regarding a topic, most recently regarding the North Mountain Avenue parking removal discussion for installation of buffered/protected bike lanes.

Staff also informed TAC they would reach out to emergency services regarding their view of closure.

Emergency Services Consultation:

The Police Department prefers leaving access open for emergency response to the area. Closure could allow someone of foot/rolling device to evade and PD could not directly follow. PD is more supportive of one-way access (northbound) as it still would serve there access to the area.

The Fire Department would not use that access point for firefighting related activities but do support PD's need for direct access.

Public Notice of Discussion:

Staff mailed out notice of discussion by TAC (October 16, 2025) to adjacent properties in the area, reference attached notice.

Intersection Background:

The intersection is partially skewed from both roadway approaches.

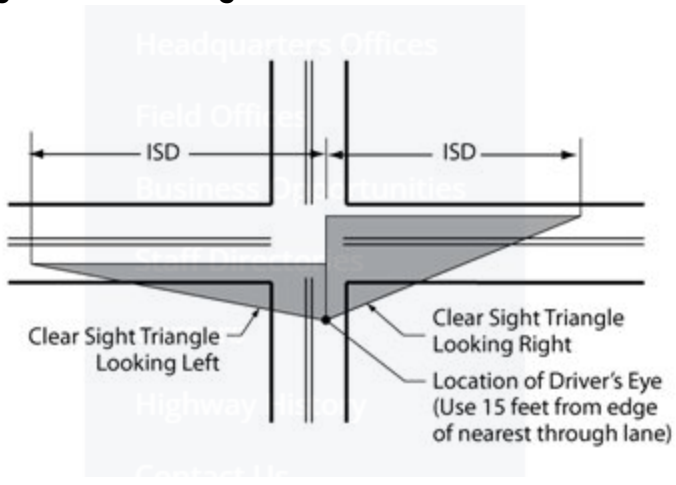
Van Ness Avenue:

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

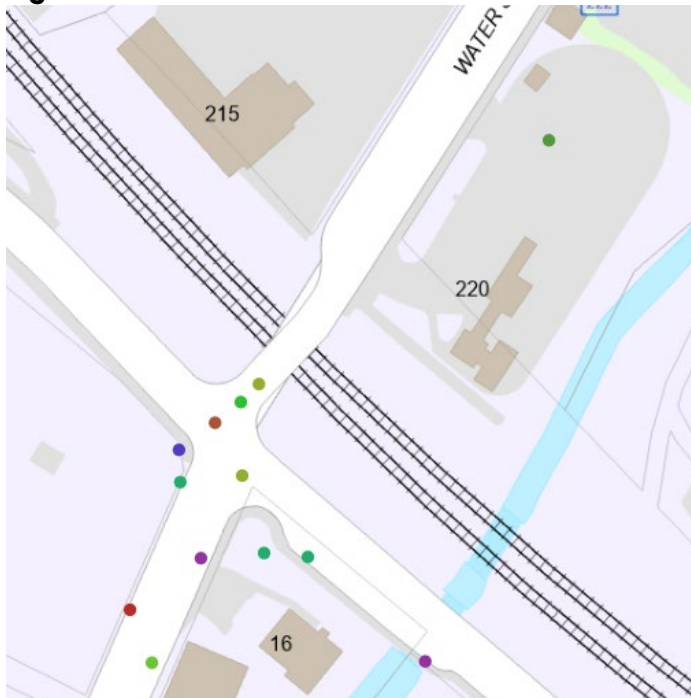


Figure 2: Intersection aerial



Figure 3: Recycle Center Circulation



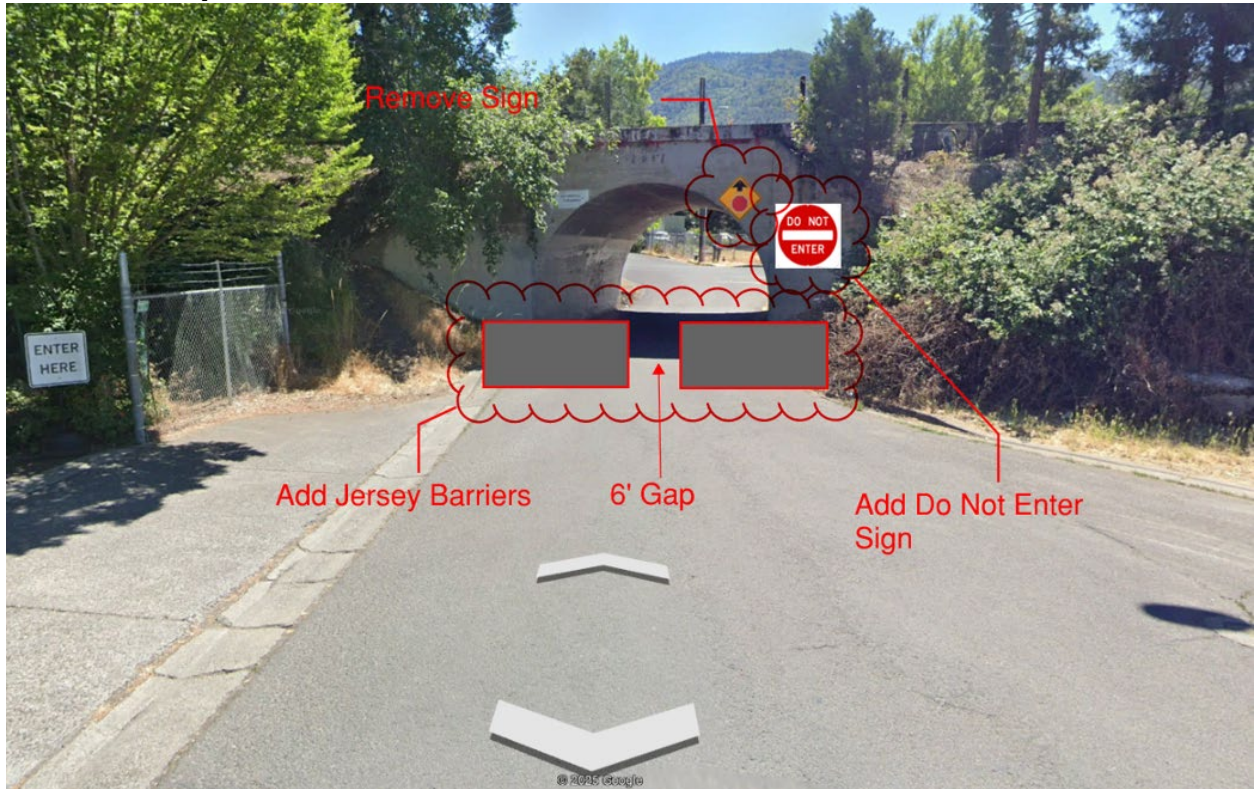
Figure 4: Site Distance Issue



Closure: Jersey Barriers



Closure: Jersey Barriers



Closure: Bollards



One Way: Northbound Only



One Way: Northbound Only



Do Nothing:



Do Nothing Approach

CONCLUSION:

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



October 9, 2025

Resident
Ashland OR, 97520

RE: Water Street and Van Ness Street Intersection Discussion

Dear Resident,

The Transportation Advisory Committee (TAC) will be holding a public meeting on October 16, 2025 at 6pm (virtually) to discuss potential changes to the Water Street and Van Ness Street intersection.

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

Intersection changes include the potential to eliminate or reduce access from Van Ness Street to Water Street. Reduced access would allow one way traffic from Van Ness Street to Water Street and not allow access from Water Street to Van Ness Street. Elimination of access would require all vehicles to access Water Street (skate park and recycling center) from Hersey St.

The option to maintain bicycle and pedestrian access would be maintained for any option considered by the TAC.

This public input will be utilized by the Transportation Advisory Committee to generate a recommendation to Public Works on potential intersection changes.

After the Committee meeting and development of their recommendation if any, another meeting will be scheduled for finalizing and approving the formally designed solution.

If you wish to submit written testimony, please send to scott.fleury@ashland.or.us or via regular mail to 20 East Main Street, Ashland

Sincerely,

Scott Fleury PE
Public Works Director
City of Ashland





Transportation System Request

Created Date:
09/04/2025 5:39 PM

348 N Main St Ashland, Oregon, 97520

Details

Island should be removed and replaced with candles and paint

Secondary Questions

If you have further details, please provide more information in this box.

Interferes with emergency evacuation route. Inconsistent with "temporary" road diet Four lanes required for emergency evacuation

What is your first name?

Dave

What is your last name?

Helmich

What is your phone number? (PLEASE NOTE: If there are additional questions or information required to process the request and there is not a contact number available it may result in the request not being resolved.)

What is your email address?


Would you prefer us to email or call you if we need to contact you?

Email, Phone Call

 3  6

Request Information

Reporter:
[David Helmich](#) | Registered User

 Pelon

 seeclickfix@helmichdm.com

Report Method:
iPhone

Comments

All Public Only Internal Only

 [David Helmich](#) | Registered User
Opened

Other: Island should be removed and replaced with candles and paint

09/04/2025 5:39 PM



This would impact Zone 10 of [Ashland's Evacuation Zone Map](#). "It will interfere with achieving 4 lanes north (or less likely south) in an evacuation."





Near Miss report

388 Grandview Dr Ashland, Oregon, 97520

Created Date:
08/29/2025 4:31 PM

Details

The house at this address caught fire because a car hit it when going to fast around the corner. We need speed bumps on Grandview. Many people drive too fast and I have missed being hit several times while walking my dog. I have called the police, but t...

Secondary Questions

When did the event occur? (Time and Date)

August 28, 2025 15:00

Which parties were involved?

Motor Vehicle

Were there any adverse weather conditions? If so, what were the conditions?

Weather conditions not a factor

What happened leading up to the near miss?

Driver was going to fast.

What factors contributed to the near miss?

Speeding



Request Information

Reporter:

[Ashland, OR Neighbor](#) | Guest

Report Method:

Portal

Comments

All

Public Only

Internal Only



Ashland, OR Neighbor | Guest

Comments

All

Public Only

Internal Only



Ashland, OR Neighbor | Guest

Opened

The house at this address caught fire because a car hit it when going to fast around the corner. We need speed bumps on Grandview. Many people drive too fast and I have missed being hit several times while walking my dog. I have called the police, but they can't sit there all day. The sign that tells you to slow down is of no use, people just ignore it. This is an accident waiting to happen.

Flag · 08/29/2025 4:31 PM



Ashland, OR | Verified Official

Assignment

Ashland, OR assigned this issue to PW Admin Assistant

Flag · 08/29/2025 4:31 PM



City Manager's Office | Verified Official

Acknowledged

This request has been received and has been referred to the correct department to follow up. Thank you for your report.

Flag · 09/02/2025 8:42 AM



PW Admin Assistant | Verified Official

Closed

[Edit](#)

Thank you for your Near Miss report. This has been referred to Transportation Advisory Committee for consideration of speed bumps or police presence on Grandview. We appreciate you bringing this to our attention.

Flag · 09/12/2025 8:12 AM

Transportation System Request

Created Date:
09/18/2025 6:06 PM

17-99 Church St Ashland, Oregon, 97520

Details

About 30% of vehicles on High Street and crossing Church Street do not stop at the Stop sign on High Street This is causing a dangerous situation for vehicles coming down Church Street and a number of "near misses". The intersection either needs a four ...

Secondary Questions

Please let us know what is blocking the line of sight:

Other

What is your first name?

Glenn

What is your last name?

Splieth

What is your phone number? (PLEASE NOTE: If there are additional questions or information required to process the request and there is not a contact number available it may result in the request not being resolved.)

What is your email address?

Would you prefer us to email or call you if we need to contact you?

Email

 2  6

Request Information

Reporter:

[Glenn Splieth](#) | Registered User

 grs

Report Method:

iPhone

Comments

All

Public Only

Internal Only



[Glenn Splieth](#) | Registered User

Opened

Intersection Vision Clearance Concern: About 30% of vehicles on High Street and crossing Church Street do not stop at the Stop sign on High Street This is causing a dangerous situation for vehicles coming down Church Street and a number of "near misses". The intersection either needs a four way stop or more prominent stop signs on High Street I see this issue happen daily

09/18/2025 6:06 PM

From: [Ashland City Recorder](#)
To: [Linda Peterson-Adams](#); [Scott Fleury](#); [Eric Hansen](#)
Subject: FW: Online Form Submittal: City Council Public Comment Form
Date: Thursday, September 18, 2025 9:26:31 AM

Hi all,

Please see the following request and comments.

Best,

Alissa Kolodzinski, City Recorder

City of Ashland

City Manager's Office

20 East Main Street, Ashland, OR 97520

Phone 541-552-2012|TTY 800.735.2900|Fax 541.488.5311

This email transmission is official business of the City of Ashland, and it is subject to Oregon Public Records Law for disclosure and retention. If you have received this message in error, please contact me at (541) 552-2012. Thank you.

From: Marlee Boxler <[REDACTED]>
Sent: Wednesday, September 17, 2025 10:10 AM
To: Ashland City Recorder <recorder@ashland.or.us>
Subject: Re: Online Form Submittal: City Council Public Comment Form

[EXTERNAL SENDER]

Thank you, Alissa. I realized the city has a transportation advisory committee and they meet tomorrow. Is it possible to forward my public comment to them, as it's more relevant to their work? I couldn't find a way to submit it to them online.

Thanks,
Marlee

On Tue, Sep 16, 2025 at 10:34 AM Ashland City Recorder <recorder@ashland.or.us> wrote:

Hello Marlee,

Thank you for taking the time to write your testimony. It will be provided to the City Council and recorded.

Best,

Alissa Kolodzinski, City Recorder

City of Ashland

City Manager's Office

20 East Main Street, Ashland, OR 97520

Phone 541-552-2012|TTY 800.735.2900|Fax 541.488.5311

This email transmission is official business of the City of Ashland, and it is subject to Oregon Public Records Law for disclosure and retention. If you have received this message in error, please contact me at (541) 552-2012. Thank you.

From: noreply@civicplus.com <noreply@civicplus.com>

Sent: Monday, September 15, 2025 5:20 PM

To: Ashland City Recorder <recorder@ashland.or.us>

Subject: Online Form Submittal: City Council Public Comment Form

[EXTERNAL SENDER]

City Council Public Comment Form

Public Comment

Use this form to submit public comment for City Council meetings. This form must be submitted by **10 a.m.** the day of the meeting to be on the record.

If you wish to speak to the Council in person at a meeting, you must fill out a Speaker Request form available on-site. Do not use this form.

Full Name Marlee Boxler

Meeting Date 09/16/2025

Email Address 

Are you a City of Ashland resident? No

Indicate if you want to provide written testimony, or if you want to speak via Zoom. Written

Which agenda item would you like to address? IX. Public Forum (non-agenda item)

Comments (Leave this section blank if you are requesting to speak electronically.)

To the Ashland Mayor and City Councilors,

I recently had the pleasure of visiting your charming town and was really impressed with what I saw and experienced. I shopped in some of your small businesses (The Websters is an absolute gem), enjoyed Lithia Park (the man playing the cello was so peaceful), and had a wonderful lunch (those potato skins at Greenleaf were top notch). In all, I had a wonderful time, but it seems I overstayed my welcome. After 2 hours and 45 minutes (and having contributed \$200 in visitor spend to your local economy) I made my way back to my car and was met with a parking ticket. \$30 isn't much, but it changed my perspective and experience of the day, and as a tourist destination the memories you leave with people can have an impact greater than your parking ticket revenue.

I was actually shocked to see that your downtown parking was free, you guys are known for tourism! As there was no wayfinding to point me in the direction of 4 hour or longer parking, I took the spot and explored your town. Normally free parking comes with no enforcement (unless it's a severely extended stay), because who really wants to move their car every 2 hours when they come downtown? I wouldn't have batted an eye to paying a few dollars to park and re-up by the hour on an app if I wasn't ready to leave (aka stop spending money). If you think about it, how much can a tourist really see and do in 2 hours? How much can your locals get done (certainly not a hair appointment)? At 2 hours, no one is making an afternoon of it, bopping around, trip chaining, or taking a leisurely stroll.

I encourage you to think about your goals and objectives with parking. Think about how you want someone to spend a day in Ashland. Do your parking rules match that? Have you communicated with visitors how and where to park? If turnover is the goal because you want more people to be able to come downtown, have you considered the impact of the time limits on spending? If your concern is employees taking up parking all day, have you identified areas for employee lots? If revenue is the desire, are you really making that when its free? Is the bad taste in peoples' mouths over tickets worth the cost? I hope in the future, if I visit Ashland, I can simply pay you for parking and leave feeling fine, rather than fined.

Thank you for your time,
Marlee

Upload a file or image

Field not completed.

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

Near Miss report

Created Date:
09/20/2025 1:29 PM

Oak St & A St Ashland, Oregon, 97520

Details

This intersection is one of the most challenging places to turn left from A street onto Oak st. I hate this intersection. People go so fast through here, mostly traffic coming from east Oak St heading west to downtown. It feels very dangerous to pull out ...

Secondary Questions

When did the event occur? (Time and Date)

September 20, 2025 15:00

Which parties were involved?

Motor Vehicle, Bicycle, Pedestrian, Motorcyclist

Were there any adverse weather conditions? If so, what were the conditions?

Overcast

What happened leading up to the near miss?

This intersection is dangerous!!! very challenging to turn off of it. please make this intersection more safe

What factors contributed to the near miss?

Speeding, Vision Clearance Issue: vegetation, Vision Clearance Issue: parked vehicles, Something else



Request Information

Reporter:

[Ashland, OR Neighbor](#) | Guest

Report Method:

Portal

Comments

All

Public Only

Internal Only



Ashland, OR Neighbor | Guest

Opened

This intersection is one of the most challenging places to turn left from A street onto Oak st. I hate this intersection. People go so fast through here, mostly traffic coming from east Oak St heading west to downtown. It feels very dangerous to pull out beyond the cross walk just to see around the corner to the Right if you're trying to turn left from A to Oak. PLEASE PLEASE PLEASE consider making this into a 3 way stop.

09/20/2025 1:29 PM

Near Miss report

Created Date:
09/20/2025 11:15 AM

E Hersey St & Oak St Ashland, OR, 97520, USA

Details

I was very close to a horrifying near miss. I was stopped at the sign going toward town on Oak at Hersey. A car in the turn lane, turning left onto Hersey started turning just as a child on a bike (10-11 years old) came zooming down Oak through the inte...

Secondary Questions

When did the event occur? (Time and Date)

September 01, 2025 15:00

Which parties were involved?

Motor Vehicle, Bicycle

Were there any adverse weather conditions? If so, what were the conditions?

Weather conditions not a factor

What happened leading up to the near miss?

see description. For date--this was several weeks ago but I finally determined how to get to the reporting site. (Had to call the police dept to find out)

What factors contributed to the near miss?

Speeding, Lack of awareness/distraction



Request Information

Reporter:

Hannah Horn | Registered User

resident



Report Method:

Portal

Comments

All

Public Only

Internal Only



Hannah Horn | Registered User

Opened

I was very close to a horrifying near miss. I was stopped at the sign going toward town on Oak at Hersey. A car in the turn lane, turning left onto Hersey started turning just as a child on a bike (10-11 years old) came zooming down Oak through the intersection. They saw each other and stopped perhaps 10 feet apart from a head on collision.

09/20/2025 11:15 AM

From: noreply@civicplus.com
To: [City Council](#)
Subject: Online Form Submittal: Contact City Council
Date: Wednesday, October 08, 2025 11:27:40 AM

[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	Billy Crawford
Phone	[REDACTED]
Email	[REDACTED]
Subject	Street Parking - Bike Transportation
Are you a City of Ashland resident?	Yes
Message	<p>I know that all cities struggle with too many cars and too many cars parking on both side of narrow streets. I encourage you to make more streets with parking only one one side, suck as Ashland Street between Morton and Sherman. With the number of streets that are two-way, one lane, it is difficult to get around in a car, much less on a bike. Please consider limiting street parking on A between Oak and 4th, Sherman, and Mountain. Additionally this would help in case of evacuations.</p> <p>Another suggestion is stricter enforcement of mobile homes, 5th wheels, boats, and construction trailers that park on the street, sometimes for months at a time.</p> <p>Thank you for serving on the council! Billy Crawford</p>
Upload Your File	<i>Field not completed.</i>

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

From: noreply@civicplus.com
To: [Public Works Information](#); [Scott Fleury](#)
Subject: Online Form Submittal: Transportation Advisory Committee Contact Form
Date: Wednesday, September 17, 2025 11:42:54 AM

[EXTERNAL SENDER]

Transportation Advisory Committee Contact Form

Name	Mona McArdle
Address	352 Grandview Drive
City	Ashland
State	Oregon
Zip Code	97520
Phone Number	[REDACTED]
Email Address	[REDACTED]

Message to
Transportation
Advisory Committee

Safety of Grandview Drive and residents
Inbox

Mona McArdle
Thu, Sep 11, 10:19 AM (6 days ago)
to Citymanageroffice, me, bcc: me

I am not completely sure who to address this concern and question to, so I will reach out to this office first.

I am writing regarding the safety of Grandview Drive and the residents in that area. This certainly has been an issue for a very long time and was brought to city council a number of years ago with safety concerns of students walking along upper Grandview Drive to access the bus stop and other local resident walkers competing with/dodging the cars on the road. I have lived at 352 Grandview Dr. for 21+ years and have seen a number of incidents, accidents and loss of property including fencing and a number of large trees due to cars hitting them. But the accident that included a car rollover at the curve, resulting in a car fire, a house fire, and a serious vegetation fire that occurred in the early morning hours of Friday, August 29th is the ultimate highlight of this risk. Our community was extremely lucky that there was essentially no wind that night otherwise that entire hillside and neighborhood could easily quickly succumb to a destructive and lethal wildfire. (I am so very thankful and send a great number of kudos to the local police and fire who responded quickly. Including the police that continued to pound on my door and

shine flashlight into the house until I was awakened to be told to immediately evacuate.) Again, we are lucky that the individual in the car was not fatally injured, and they were able to notify the occupant of the house to leave. That could've been 2 fatalities. The safety issues up there has been discussed in the past with options such as widening the road, having guard rails, adding speed humps, or chevron's on the road to encourage people to slow down. Those options were not employed for a number of understandable/logistical reasons at that time. The end result at that time was to add the radar-speed notification for uphill drivers.

I think it may be time to again address the safety issues on that road. I would hope we could consider adding speed humps (that have necessary cut outs or adjustments to allow emergency vehicles through in a timely fashion) and possibly an additional guard rail at the location the car went off the road. I am including a picture taken by neighbor of what the fire looked like just before I drove out drive of my driveway next to the pine trees a flame and a photo of the house next to mine the next day.

Please let me know what the next steps may be or who I should be addressing these concerns and questions to and what actionable steps I can help put in place.

Warm regards,
Mona McArdle

[Redacted signature]

Mona J. McArdle, M.D.

[Redacted signature]

Attachments

[Safety of Grandview Drive and residents.eml](#)

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

From: noreply@civicplus.com
To: [Public Works Information](#); [Scott Fleury](#)
Subject: Online Form Submittal: Transportation Advisory Committee Contact Form
Date: Tuesday, September 30, 2025 3:14:17 PM

[EXTERNAL SENDER]

Transportation Advisory Committee Contact Form

Name	Kathleen "Kathi" Nickel
Address	<i>Field not completed.</i>
City	Ashland
State	OR
Zip Code	97520
Phone Number	██████████
Email Address	██████████
Message to Transportation Advisory Committee	Called Public Works to request an audible traffic signal for the corner of N Mountain and Main Street, near the police department and high school. Blind neighbor walks this route daily and an audible traffic signal would be a welcome safety improvement.
Attachments	<i>Field not completed.</i>

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

Memo

CITY OF
ASHLAND

Date: October 8, 2025
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Strategic Communication – Assignments

BACKGROUND:

At previous TAC meetings the group has discussed development of education and outreach materials. Multiple informational articles have been developed, see attached and will be posted on the website, used in the monthly newsletter, etc. The chair also hosted a table with informational items at the bike swap earlier this year. Additionally at the September meeting it was noted the mission statement was incorrect and that has issue has been resolved, "**phase**" has been updated to "**phrase**".

The Frequently Asked Questions breakdown reviewed by the TAC at the September meeting has been posted on the TAC page here:

<https://ashlandoregon.gov/DocumentCenter/View/4035/TAC-FAQ-2025?bidId=>

Attached:*

1. Peterson – Adams TSP Background (to be posted on TSP site)
2. Richards – Bike Safety to be posted on website/E-newsletter
3. Kahn – E-Bike background and regulations to be formatted by staff and posted on website/E-newsletter

**Staff will discuss with City Manager about including in Council updates/City Manager report.*

Additional article potential:

1. Vision Zero/Safe System Approach
2. 20 is Plenty
3. Basic Speed Rule
4. Navigating uncontrolled intersections
5. Distracted Driving
6. Car Seat and Seat Belt Rules
7. Winter Driving Safety
8. Driving Fatigued
9. Emergency Response Rules to Follow

CONCLUSION:

Action required, continue discussion education and outreach assignments.

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

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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.

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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.

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Ride Smart, Ride Safe

Riding a bike feels like freedom. You can zoom to the park, race your friends, or just feel the breeze as you pedal down the street. But with freedom comes responsibility because when you're on a bike, you're not just playing, you're also sharing the road with cars, trucks, and other people. That means safety has to come first.

Before you even start riding, do your quick **ABC** check. Make sure the **A**ir in your tires is firm so you don't get a flat, test your **B**rakes so you can stop when you need to, and look at your **C**hain and **C**ranks to be sure they won't skip while you're pedaling. A safe bike is the first step to a safe rider.

But bike safety doesn't stop there. When you ride near traffic, you have to follow the same rules as the cars. That means stopping at stop signs, waiting at red lights, and riding on the right side of the road, not weaving in and out like you're in a video game. Cars are bigger and faster than bikes, and drivers can't always see you. The best way to stay safe is to be predictable, which means riding in straight lines and obeying the rules.

Looking around is just as important as pedaling. Always check both ways before crossing a street, even if it looks clear. Don't assume drivers see you: make eye contact with them if you can and, wait for them to motion that they will wait for you. Bright clothes and reflectors help too, especially in the evening. You want to stand out, not blend into the background.

And of course, helmets aren't optional. They're your shield against the unexpected- a slip on gravel, a car door opening, or even just a crash while turning too quickly. You only get one head, so protect it every single ride.

The truth is, being a safe rider doesn't make biking less fun, it makes it more fun. When you know your bike is ready, when you trust your brakes, and when you're following the rules of the road, you can focus on the best parts: the speed, the freedom, and the adventure.

So remember: check your bike with the ABC's, wear your helmet, follow the rules, and keep your eyes open. If you do those things, every ride can be an adventure worth remembering- for the fun, not the crashes.

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E-Bike Background (Kahn)

[here is info from Oregon.gov](#) on definitions, including ORS references. It doesn't include specific info on Class 4 e-bikes because they are not considered "bikes." Here's info on that:

A [Class 4 e-bike](#) is a type of electric-powered bicycle that can achieve speeds exceeding 28 mph and has a motor output above 750 watts, blurring the lines between bicycles and electric mopeds or motorcycles.

Here's a more detailed explanation:

- **Speed and Power:**

Class 4 e-bikes are characterized by their ability to reach speeds greater than 28 mph (45 km/h) and have a motor output exceeding 750 watts.

- **Classification:**

While they are sometimes referred to as "e-bikes," they are more accurately classified as motor vehicles, similar to mopeds or small motorcycles.

- **Throttle and Pedal Assist:**

Class 4 e-bikes can have any combination of throttle and pedal assist, meaning they can be propelled by either the rider pedaling or by the motor alone, or both.

- **Regulations:**

Due to their higher speeds and power output, Class 4 e-bikes are subject to regulations similar to those for mopeds or motorcycles, including the need for registration, motorcycle licenses, and potentially specific equipment like headlights and turn signals.

Since this info is widely available and doesn't seem to be disputed, it makes sense to me to go with these definitions.

As far as the definitions in the state law in Oregon state there are two that apply:

801.258 "Electric assisted bicycle." "Electric assisted bicycle" means a vehicle that:

- (1) Is designed to be operated on the ground on wheels;
- (2) Has a seat or saddle for use of the rider;
- (3) Is designed to travel with not more than three wheels in contact with the ground;
- (4) Has both fully operative pedals for human propulsion and an electric motor; and
- (5) Is equipped with an electric motor that:
 - (a) Has a power output of not more than 1,000 watts; and
 - (b) Is incapable of propelling the vehicle at a speed of greater than 20 miles per hour on level ground. [1997 c.400 §2; 1999 c.59 §233]

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801.345 "Moped." "Moped" means a vehicle, including any bicycle equipped with a power source, other than an electric assisted bicycle as defined in ORS 801.258 or a motor assisted scooter as defined in ORS 801.348, that complies with all of the following:

- (1) It is designed to be operated on the ground upon wheels.
- (2) It has a seat or saddle for use of the rider.
- (3) It is designed to travel with not more than three wheels in contact with the ground.
- (4) It is equipped with an independent power source that:
 - (a) Is capable of propelling the vehicle, unassisted, at a speed of not more than 30 miles per hour on a level road surface; and
 - (b) If the power source is a combustion engine, has a piston or rotor displacement of 35.01 to 50 cubic centimeters regardless of the number of chambers in the power source.
- (5) It is equipped with a power drive system that functions directly or automatically only and does not require clutching or shifting by the operator after the system is engaged. [1983 c.338 §59; 1985 c.16 §19; 1997 c.400 §5; 2001 c.749 §25]

Everyone seems to agree on Class 1, Class 2, and Class 4. There is some gray area with Class 3 e-bikes. Not quite an e-bike, but also not quite a moped.

[The City of Bend](#) seems to be intentionally vague with their e-bike rules, sidestepping definitions altogether. I see advantages to this.

1. More flexibility in term of enforcement (or lack of enforcement).
2. The onus is on the rider to figure it out.

The City of Eugene goes the other way, offering a [chart and lots of info](#). From my read, like they land on a conservative interpretation of state law: "Class 3 e-bikes are considered vehicles by the Oregon Vehicle Code and are not allowed in bike lanes or on shared-use paths. Class 3 e-bikes must travel in spaces that accommodate cars." I'd like more info on this from experts; as of now, I don't agree.

Oregon State Parks are currently [reassessing e-bike rules](#). Looks like they're leaning toward loosening regs.