



STUDY SESSION AGENDA

November 5, 2025

Council Chamber, 1175 E Main Street – 6:00 PM

To provide public input see participation instructions.

- I. CALL TO ORDER
- II. ROLL CALL
- III. PUBLIC FORUM
- IV. WINBURN WAY SAFETY
- V. INDOOR FACILITY USE PROCEDURE
- VI. LOOKAHEAD REVIEW
- VII. ADJOURNMENT

If you need special assistance to participate in this meeting, please contact Nancy Mero at Nancy.mero@ashlandoregon.gov or 541-552-2256 (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.

Participation Instructions: This meeting will be held in-person in Council Chamber 1175 E. Main St. Those who wish to provide oral testimony must attend the meeting, fill out a speaker request card, and give it to a staff member before the meeting begins. If you wish to listen and/or provide oral testimony via Zoom, email Nancy Mero at nancy.mero@ashlandoregon.gov before 10:00 AM the day of the meeting. Please include **"Virtual Public Testimony"** in the subject line.

Written testimony will be accepted via email sent to Nancy Mero at nancy.mero@ashland.or.us. Please include **"Public Testimony"** in the subject line. Written testimony submitted by 11:00 AM the day before the meeting will be made available to the Parks Commissioners before the meeting. All testimony will be included in the meeting minutes.



STUDY SESSION AGENDA REPORT

November 5, 2025

Agenda Item	IV. Winburn Way Safety	
Presenter	Rachel Dials	Deputy Director
Item Type	Commission Requested ☒ Request for Direction ☐ Information ☐	

SITUATION

The working group has completed its work and public engagement has occurred, bringing forth the information gathered for Park Commission consideration of a potential policy recommendation to address safety on Winburn Way through Lithia Park.

BACKGROUND

The Lithia Park Master Plan identified a recommendation to address safety on Winburn Way. As part of the FY26-27 Department Work Plan, the Park Commission identified that the Department would work on a proposed solution to improve safety on Winburn Way through Lithia Park. This is in addition to the previous direction to add ADA improvements from Winburn Way to the Japanese Garden.

In March 2025, the Park Commission identified a working group comprised of Commissioner Gardiner, Commissioner Weiner, and Director Houston. The working group spent seven months reviewing options, assessing safety needs, and reviewing feedback from the community, other departments, committees, and reviewing plans associated with this project.

ASSESSMENT

The working group met to review potential options to address safety on Winburn Way. The working group reviewed the options identified in the Lithia Park Master plan, as well as other options that had come forth from Park Commissioners and staff. A total of 11 options were reviewed. The working group identified five options to move forward for public engagement:

- **Option 0** – No change
 - This option kept the current conditions as they are.
- **Option 1** – Addition of pedestrian and/or bike route in roadway
 - **1.A** – Addition of 5 ft pedestrian route on outside of each travel lane
 - **1.B** – Addition of 8 ft pedestrian route on the northbound (downhill) travel lane.
 - **1.C** – Addition of a southbound (uphill) bike lane and a northbound (downhill) pedestrian route
- **Option 2** – One-way travel route southbound (uphill) and a 12 ft pedestrian route on the downhill side of the road
- **Option 3** – Addition of elevated sidewalks at three locations
 - Pickleball Court, north of Japanese garden (to restroom), and fountain (to bandshell sidewalk)
- **Option 4** – Closure of Winburn Way from the Bandshell to the Upper Duck Pond

An additional transportation improvement was identified at the intersection of Granite Street and Winburn Way. Currently there is a Y, providing northbound and southbound access in two locations. The sightlines on the easterly portion of the Y are creating a safety concern as one travels south from Winburn Way to Granite Street.

The Department requested that public works complete a travel study at two locations (south of Winburn Way on Granite Street north of the upper duck pond). The traffic study identified the following:

Winburn Way – S of Pickleball Courts		Granite St – S Pioneer to Lantern Hill	
Avg Traffic (Weekdays Only)	846 ADT	Avg Traffic (Weekdays Only)	1,033 ADT
Avg Traffic (Full Week)	880 ADT	Avg Traffic (Full Week)	1,013 ADT
Avg Speed	17.3 mph	Avg Speed	21.7 mph
85% Percentile Speed	21.14 mph	85% Percentile Speed	26.62 mph

The Department held a public meeting on August 27, 2025 during which staff reviewed the pros and cons of each option. A straw vote for each option was held at the end of the meeting. There were five votes for Option #3, four votes for Option #1b and one vote for options #1a, #2, and #4.

A public comment period was conducted from August 15 to September 15, 2025. There were 42 individual comments received. 79% wanted to keep Winburn Way open to vehicles. 36% wanted to see some traffic calming on Winburn Way. 10% wanted to see Winburn Way closed to vehicles.

The Department presented the options to the Ashland Transportation Advisory Committee (TAC). The TAC identified that there had not been any accidents involving a pedestrian in the project area for the last 30 years. TAC members asked why the pedestrians could not use non-roadway pathways and/or why a portion of the park could not permit dogs to alleviate the pedestrian use of the roadway. They recommended no action, option #0 as their primary solution, as there are other roadways in the city with more pressing needs to address safety. They did identify the inclusion of elevated crosswalks as a safety improvement they could support. They recommended addressing the Y at Winburn Way and Granite Street.

Staff met with Public Works staff onsite to review the TAC recommendations to address the safety at the Y at Winburn Way and Granite Street. They recommended closing the south easterly section of the Y due to the sight line issues. They recommended the installation of curbing from the redwood tree (south of the intersection) to the northerly Y access point. The new curbing would need to be straight between those two points and include a 4-6 ft wide median with street trees. They recommended no bicycle or pedestrian access within the old roadway due to their recommendation of oncoming (southbound) vehicle access into the parking lot from Winburn Way. They recommended that pedestrians should use the existing sidewalk and cyclists use the roadway. They recommended having an engineer plan the parking lot access and new curbing alignment to facilitate the continuation of a one-way parking lot and ensure compliance with city roadway guidelines.

The working group met and reviewed all the information gathered through the process. This is staff's summary of their conclusions:

- All agreed to Option#1b with an eight foot wide pedestrian route, consideration of a double white line to delineate it from the vehicle lane, and adding an additional two foot space between vehicles and pedestrians.
- Agreement was made to add crosswalks at the suggested three locations but not make them elevated crosswalks until we see if these safety improvements effectively slow traffic.
- A majority of the working group members agreed on the safety improvements that the Y-closure recommended by Public Works and the TAC, but there were concerns raised on the unintended consequences associated with the solution recommended by public works. This included community feedback recommending no closure of Winburn way, large vehicle access turning radius, no turnaround on Granite Street south of the intersection for large vehicles and only

one identified accident at the intersection since 2018 (Five accidents on Granite Street over the past 15+ years).

The current cost estimate* for the project is as follows:

- | | |
|---|--------------------|
| • ADA Parking stalls and ADA route improvements | \$80,000 |
| • Striping of roadway and crosswalks | \$15,000 |
| • 200 feet of pedestrian route improvements | \$5,000 – \$30,000 |
| • Y Safety improvements | \$50,000 |
| • <i>Elevated Crosswalks (future potential project)</i> | \$45,000 |

*Note: These are rough estimates that will require engineering to be completed, and a final cost estimate developed and bidding before a final cost can be identified.

DISCUSSION QUESTIONS OR SUGGESTED NEXT STEPS

Staff's recommendation is to hire an engineering firm to address the design of the Y safety improvements and develop construction drawings on the addition of a center lane stripe with 8 ft wide pedestrian route with a double white line delineator and three new crosswalks and the deletion of the existing crosswalk. This would include a widening of the pedestrian route near the ADA parking stalls near the Japanese Garden. These construction drawings would be added to the existing ADA parking stalls and improved ADA route to the Japanese Garden.

Staff is seeking input from the Park Commission on the direction of an action at the December 3, 2025 Park Commission Meeting.

POLICIES, PLANS & GOALS SUPPORTED

This will address the Department Work Plan item #6.

FINANCIAL CONSIDERATIONS

There is an approved capital budget item of \$250,000 to complete this project and other Lithia Park master plan tasks identified as item #6 in the Department Work Plan.

ATTACHMENTS

Winburn Way Safety Project – Public Engagement Summary, Traffic Count Summary, Open House presentation

PREPARED BY

Rocky Houston, Director



Winburn Way Safety Project

Open House

Date: 8/27/2025

Location: Senior Center

Staff identified the project boundary and goals of the project: to improve safety for the (3) modes of travel in Lithia Park (vehicular, cyclist, and pedestrian). Staff identified that most of the pedestrians were dog walkers, due to Lithia Park not allowing dogs and that there were alternative pedestrian routes that were not on the roadway. Staff led a facilitated conversation through each option. Below is a summary of the conversation.

Option 0 – No Change – Leaving Winburn as is but adding a center yellow line.

Costs are low.

- Consider more 15 mph signs?
- Has there been a crash analysis done to see if there have been any crashes involving pedestrians on that part of the road.
- Keeping it the same keeps it too busy and there is still no protection for pedestrians or bicyclists.
- Wouldn't center line increase the speed of the cars traveling since the line gives them more comfort that they have that entire portion of the road, instead of having to use caution and watch for other cars and people with no yellow dividing line.
- If we didn't change it and had center line people wouldn't veer, and it would somewhat slow them down.

Option 1 – 5 ft Pedestrian Routes with Bike icon, shared use of the roadway, OR 8ft pedestrian lane on east side (Creekside) with wider vehicle lane. Cost low.

- Con – people are not going to pay attention to the lines, and walkers are going to be out in the street.
- Con – Having a designated pedestrian lane invites MORE pedestrians so there would be even more traffic.
- Walking to the Japanese Garden is inefficient any other way.



- 99% of dogwalkers on Creekside / pedestrian lanes need to match peoples walking behaviors.
- A path would help people with disabilities. Putting the pedestrian lane on the left does no good for ADA.
- Another person said that there is abrasive paint that can be used to paint the roads so that blind people can differentiate between the curb and road, which negates the above comment for blind people.
- Cross sections should include 10ft travel lanes and additional stripe that create greater margins.

Option 2 – One Way Car Lane – 12ft vehicle lane \ bike lane and 12ft pedestrian lane.

- One comment was to make the bikes and cars go in opposite directions to decrease the speed with which the bicycles compete with the cars.
- What's the budget?
- Con – If the Bike Lane is 2-way and only room for 6ft for each way, it is too narrow for bicyclists to pass other bicyclists safely.
- Suggested that the bike lane be also just one way.
- Not wide enough for bikes and cars in same lane.
- What would the cost be to paint the pedestrian lanes a different color to clearly show the different lanes.
- Need to consider where the other direction of traffic goes. If this option is chosen, all traffic gets diverted to Granite.
- Going through park, would you be directed to go up Nutley?
- Would cars just be going in circles by the bandshell?
- If it's going to be downhill, there should be a ONE-WAY Road sign.
- No stop signs on Nutley crossing over on Granite, so increases safety risk for pedestrians with the increased car traffic.

Option 3 – Road would stay the same and there would be added speed humps that would also be crosswalks, giving people a safe place to cross.

- Fire department would not like that – concerns of the speed bumps slowing down response time for emergency vehicles.
- Speed humps could pose a tripping hazard.



- Well placed crosswalks would help enhance safety and allow people to meander more freely through the park.
- What about water treatment plant construction traffic, has that been considered as well?
- One person supports the addition of Crosswalks.
- Another was concerned about where the crosswalks lead and how that affects wheelchair access.
- Improves pedestrian safety.

Option 4 – Close Winburn to vehicles. Only open to pedestrians, bicyclists and ADA.

- How would that work diverting over 900 cars a day to Granite?
- People who live on Granite already must deal with pickleball players and all the noise. Closing Winburn way to cars would increase traffic on Granite, which would not be good.
- Move Pickleball courts.
- Granite is part of the Evacuation route, how does not having extra road (Winburn) affect emergency evacuations?
- It is not a good idea to move all cars to Granite when it is already crowded.

Option 5 – Modify Winburn & Granite cross street.

No comments on this.

Voting:

Option 0 = No votes	Option 1a = 1 vote	Option 1b = 4 votes
Option 3 = 5 votes	Option 2 = 1 vote	Option 4 = 1 vote



Winburn Way Safety Project

Public Comment Period

Close Date: 9/15/2025

Summary of written comments on Winburn Way Safety

Total comments received: 42 individual comments (several people sent in multiple comments and were counted only once)

- 79% Want to keep Winburn Way open to vehicular traffic citing reasons such as too much traffic on Granite already, concern regarding egress if there were a fire or other emergency, importance of keeping Winburn open for people with mobility issues
- 36% Would like to see some sort of traffic calming on Winburn Way through the park, raised crosswalks, speed humps, and/or a pedestrian only lane, etc.
- 10% Want to close Winburn Way to vehicular traffic

All Public Comment for Winburn Way Safety

In response to your question about what is to be done about traffic and pedestrians on Winburn way, I am for creating walkways for pedestrians as well as speed bumps. There is certainly room for the addition of sidewalks, which would also improve aesthetics. Closing off vehicle traffic or making traffic one way will increase traffic on Granite Street, which is already a problem with narrow capabilities due to street parking.

Respectfully,

Keith Holland, Ashland

Option 4 please

Chris Benoit, Ashland

Maybe I'm late to the party, but is there a documented history of a significant number of conflicts or problems with walkers, cyclists, and cars on Winburn Way? I'm not in the Park that often, but it's always been pretty quiet when I've been along that stretch. My highest priority is for the City and Parks to not spend more money unless we absolutely have to. If we "have to", I would prefer Option 1, and paint the pedestrian lane a different color so it's obviously not part of the car lane. I am strongly opposed to making the street one-way



going uphill because I think it's a mistake to reduce outward bound access for anyone living or recreating uphill of that area when a wildfire occurs.

Consider these comments in lieu of me attending your public meeting.

Holly Cochran

Dear P&R,

Thank you for the opportunity to send feedback about the Windows Way plans.

I was wondering why there is not an option where there is a walking path/sidewalk along one side of Winburn Way, protected by the curb . Keep the road the same, add a walking path that could be decomposed granite, concrete or bark chips hugging the curb, or meandering near the road, similar to how the interior path of the park follows Ashland Creek. Close the road for events, but keep it open and safer for pedestrians by putting them up on the curb level out of the path of vehicles. I don't think a painted line or speed bumps offer a pedestrian much protection.

Sincerely,

Kimberly Meyer-Rooklyn

Public Input Meeting on potential alternatives to improve safety of travel on Winburn Way through Lithia Park.

My Questions:

- What is the budget and timeline for this project?
- Have traffic studies been done for Granite St. (a major evacuation route and primary route for trucks/traffic for the water treatment plant construction), Nutley Street and Main Street?
- What is driving the need for this change right now?
- Why is this public meeting being held at "The Grove" a distance from Winburn Way and not at any of the following public buildings/spaces actually on Winburn Way?
- In the park, perhaps at the band shell



- At the Community Center
- At Pioneer Hall
- At the Community Development Building
- On the Plaza
- Since this is being proposed for public safety purposes, where are the most recent and historical crash and other safety reports for this area specifically?

Thank you. Elin Silveous, Ashland

I prefer Option 4. We too often must dodge cars between the Bandshell and Upper Duck Pond. Vehicular access is maintained to Upper Duck Pond via Granite. This option is not expensive, requiring only portable vehicle barriers (moveable in emergencies) to be placed.

Ron Voss, Ashland

I favor option 4, since there's no parking between the bandshell and the upper duck pond. Except it would be nice to allow handicapped people to get dropped off between those points.

Second choice is option 2, the one way, which I would combine with option 3, the raised crosswalks.

By the way, what is the problem you're trying to remedy? I use that section half a dozen times per month – by bicycle or car – and have never encountered dangerous situations..

Noël Chatroux
Ashland

Hello, I attended part of the meeting last evening at the Grove regarding Winburn Way. In these times that parks is trying to do so much I vote for Option 0 – do nothing. Spend zero dollars. Take better care of current resources before starting something else. Focus on continuing to find ways to reduce spending. Just because a Master Plan was set in place in 2017 doesn't mean it is still relevant today. I get it to attempt is to slow traffic but it was not mentioned that bicycle traffic might be the more important speed to try to slow. To me, simple common sense is to slow spending. I have a systemic issue with parks where I perceive the leadership operates in a vacuum about spending. This is specific to Parks



Commission.

If E. Main park is so over budget makes no sense to take on another project that will probably go over budget.

Thank you,
Sharon Bryson

Dear Commissioners and Director.

The picture below is not an accurate depiction of the current situation on Winburn Way. At no time during my many walks in Lithia Park have I ever witnessed two cars, five pedestrians (four walking in the street when there is a sidewalk), a baby in a stroller and someone carrying a bicycle. Why the misleading visual?

APRC has closed bathrooms and the splash pad earlier this year. The Daniel Meyer Pool has also cut back its hours. The Perozzi-Butler Fountain and East Main are costing a lot more than estimates. Are the new properties in the Liberty St. area being fully maintained? What happened to the handicap parking across from the Japanese Garden. APRC has many projects to start and/or complete. Why are you initiating another one?

Sincerely,
Pat Turner

Dear Director Houston,

Option 2 - One way (southbound/uphill) will also divert traffic down Granite St. instead of Winburn Way. (BTW I live at the south end of town.) My concern is creating a situation which worsens traffic at a time when construction on the water treatment plant will already impact the neighborhood. I would like APRD to concentrate on maintenance of our parks property and complete projects before spending more time and funds on designs which may not be supported by the majority of the residents.

Sincerely,
Pat Turner

Dear Director Houston,

Please explain the symbiotic relationship between closing Winburn Way, rerouting traffic to Nutley and then to Granite St. Lithia Park isn't an island and parks department should recognize it's not an independent part of city government. In case of a fire, how will this closure and rerouting affect the residents?

Also, "Environmental concerns were raised last week after it was disclosed that the project



would require excavation and hauling away 80,000 to 88,000 cubic feet of dirt, rocks and other materials, an estimated 4,000 dump truck loads. In addition, many more truckloads of construction materials, including concrete, would need to be delivered through city streets to the 1111 Granite street site. There is limited access to the location of the new plant in the watershed above Lithia Park." Ashland Chronicle Oct. 6, 2024.

Sincerely,

Pat Turner

Ashland City Resident

Hello! Just wanting to weight on the possibility of making Winburn Way a one way street. I personally not only don't understand why but can't see the value in doing this. Were it put to a vote, I will vote no. Thanks for your time.

Regards,

Joni Holland

To Whom It May Concern:

This email is submitted in opposition to the proposed closure of Winburn Way and the resulting impact on Granite Street. As a long time resident of Granite Street, my wife and I have witnessed a dramatic increase in traffic (car, truck and heavy equipment), the speed of that traffic and the resulting overall congestion on this historic street. Additionally, the street has become a favored parking location for those using the Alice Peal Walkway as a convenient access to downtown thus decreasing the width of the street. What was originally established as a quiet pedestrian friendly residential neighborhood street has become a dangerous and unsafe thoroughfare. To further burden this already over-used street with an additional expected 800 plus cars per day as a result of the proposed Winburn Way closure seems short sighted.

Attempting to solve a problem on Windburn Way by shifting the burden to Granite Street, seems inpurent and ill conceived.

Submitted by:

Neil and Lorena Harris

Dear Parks Commission,

I read online that you are considering closing Winburn way to all cars, which would force an



additional 850+ cars onto Granite St.

While I appreciate the focus on pedestrians, I also know how important that Winburn way is for traffic dispersal and emergency access and egress.

Please reconsider your closing of Winburn for public safety, emergency management and traffic mitigation. If you've ever seen Granite st. when the City Band or Epic Ashland happens, you realize how quickly Granite street clogs up and is a pedestrian and emergency safety hazard.

Thanks,

David Tourzan

Ashland, Oregon

I want to express my opinion regarding Winburn Way....

...Keep it open.

- Put in MULTIPLE crosswalks on Granite St.
- Make Nutley a 4-way stop

Oh, and **make the parking in Lithia Park, especially the spaces between the bandshell and Main St. metered.** Pay to Park.

This is an obvious revenue source. Low hanging fruit with long term payback.

Robin Donaldson

I'm not sure who comes up with these ideas, but maybe it's due for their performance review.... Or maybe they should be shown the door !

Ashland is a town filled with bottlenecks and some of the most obnoxious traffic management in the entire state! I've been to nearly every city in this state. Few places can compete.

Diverting traffic to Granite st is a mistake ! The road diet was a mistake. Let's make



downtown two lanes while you're at it and take away some more parking while you're at it!

I'd love to hear the asinine reason for its closure

Ben LaMere

Via a phone message left on the Parks information line.

Alona – Long term resident of Ashland – She said closing Winburn to car traffic is a dangerous plan and would negatively impact tourism and people with children trying to get from one part of the park to the other with strollers. She said it is a dumb plan, and that Winburn is a historic road that has always been open to cars. She was also concerned about the busses for school groups and other tourists that access the upper part of Lithia and how they would not be able to park up there, or get school groups up there. She thinks this is a poor move on the city and part of the privatization of the area for the wealthier residents, which is not appropriate for everyone else. In her conclusion she said its , Dangerous, not good for drivers or Granite St, and would have a negative affect on tourism and traffic.

Hello,

I live on Granite St, and I have heard about the proposal to make Winburn Way a one way street or possibly even close it to vehicular traffic.

Please do not alter the traffic pattern on Winburn. We on Granite St already have to deal with pickleball and event parking, and a ton of traffic from the park. This would really impact our street for the worse.

While I understand the motivation to make Winburn Way safer, altering the traffic pattern on Winburn will make Granite St even more unsafe than it already is.

Thank you,
Jessalynn Jones



To our hardworking Parks Department managers!

I think it's fair to predict that any closure of Winburn Way (either one-way or complete) would re-route vehicular traffic to the already too-narrow, too-sped-along, too-few-stop-signs, no-crosswalks, no-bicycle-lane GRANITE street. Which just shifts the issues you are trying to address. And even amplifies them because there are more residents directly affected by increased traffic.

I whole-heartedly endorse adding well-marked pedestrian crosswalks, a bicycle lane, and even speed humps to any parts of Winburn Way where they could improve safety and preserve character without too much cost. But please don't close the road to traffic in either direction!!

Thanks for soliciting and listening to public opinion.

Yours respectfully,
Nancy F. Jacobs

Closing Winburn Way to cars would create a traffic jam at Granite and Main and push even more traffic onto High Street and down smaller streets to Main St.

It's a bad idea, since High Street and Bush Street are too narrow to accommodate the ever-increasing traffic already.

Carolyn Kelly

Please let me know where to find information in the Ashland Fire and evacuation plans regarding option of full closure. The drawing show trees in the road so can't just move the gate. I live on upper granite and am opposed to the closure of the one of two escape routes.

Diane Parry

I vote for **Option 4**, Vehicluar closure from the Lithia Bandshell to the Upper Duck Pond



Julia Sommer
Ashland

Via a phone call:

Carolyn is in opposition to closing Winburn to Cars. She says she lives on Granite throughout the year, and it is already busy enough with traffic, that increasing the traffic would be a terrible idea and she doesn't understand why that was even being considered. She does not think it is right to push the problem to Granite, especially when there are no crosswalks on Granite so increasing traffic would increase the safety risk. She is PRO crosswalks on Winburn and Speed Humps. She said that adding traffic calming features to Winburn is what we should be doing and leave Granite out of it!
Carolyn Mastain

Hello

I believe the most effective and least expensive option is #3 because the added traffic to an already congested Granite St would cause more hazards.

Nancy AufderHeide

To whom it may concern,

Having been a longtime resident living on Granite Street, I am concerned with the idea of closing Winburn Way to all cars and forcing an estimated 850+ additional vehicles to use Granite Street each day. Over the 10+ years of living here, the amount of traffic has not only increased but has also become increasingly populated by the local wildlife, i.e. deer, bears, foxes, turkeys, etc. I implore you to leave Winburn Way open to vehicle traffic at least during daytime hours. Thank you.

Sincerely yours,

Paul A. Lewis

Please do not close winburn way to cars.



We live on granite and are very concerned about all the traffic some of your proposals will create on Granite Street. This is the opposite direction. We wish you would go. We would like to see less traffic on granite.

Thank you

David Scoggin

73 granite street

Hi,

We are new to living at 73 Granite Street and find parking by our house very difficult. A lot of traffic on Granite already. If you end up closing vehicle access from the Lithia Bandshell to the Upper Duck Pond , it will force many more cars onto Granite street.

If possible, how about making Granite and Church street one way streets and allow parking on both sides of the road? Add cross walks and stop signs to help slow cars and make it safe for pedestrians to cross.

Parvaneh Scoggin

To the park commissioners,

I am astonished at how little the park department values the extraordinary gift that was given to Ashland with the upgrade to the Japanese Garden.

As the garden was reopening, the decision was made to put a pickleball court directly across from the garden and aimed right at the Zen garden corner. The noise from the pickleball court in the morning when guests come to reflect is jarring. You can hear the pickleball noise throughout the Japanese garden. The pickleball noise isn't a surprise. It's been well documented throughout the country. Yet you converted not one but two quiet tennis courts to pickleball courts right across from the garden.

You have ignored the reasonable request to provide handicap parking for the garden forcing people in wheelchairs or with mobility issues to make the long walk up from the skating rink. They could have a shorter walk but the closer parking spaces are taken by the



pickleball players

Your next assault on those less mobile is to make Winburn car free, The older or less mobile people including mothers with little children in strollers can now be dropped off at the steps to the garden while the driver searches for a parking spot. You're anxious to take even that possibility away from those who aren't more active by closing Winburn.

Time for you all to review just how much money is contributed to the Japanese garden by happy visitors. The visitors value the beauty that the garden offers even if this department does not.

Keep the park for ALL residents and guests, not just those who are very mobile. Don't close Winburn to cars.

MaryBeth Limpert
Ashland

Dear Sirs/Madams:

Thank you for soliciting comments on proposed modifications to Winburn Way in Lithia Park, as described in <https://ashlandoregon.gov/DocumentCenter/View/3892/Winburn-Open-House-Materials-for-August-27-2025?bidId=> and https://ashlandoregon.gov/CivicAlerts.aspx?AID=330&fbclid=IwY2xjawMrtfRleHRuA2FlbQIxMABicmlkETFZZ0hGbWRFWG5xcm9KNUd3AR5SAmGV710YXu5hSmvA2dIHrV6fzQoQQQfMLoXNVd_JDlanrcMZibi0-RK5Q_aem_C479vpiQrhJwmJFxnutaq8A.

I agree that some change is desirable. To enhance safety, pedestrians should be separated from cars. Accordingly, I do not favor option 0, "No Change." But this option would be acceptable with the additional changes I suggest in my last paragraph below.

Option 1, "Addition of pedestrian dedicated route on road right-of-way," would accomplish the goal. In addition, if we do not already have a 10 mph speed limit on the road, we should impose one with proper signage and appropriate enforcement.

Option 2, "One way (southbound/uphill)" is undesirable because it will move traffic onto



Granite Street where it will travel at faster speeds and where speed is already a safety problem. If implemented, speed humps and additional stop signs should be placed on Granite Road to slow the traffic. Painting crossing walks on Granite Street at every intersection with a side street would also help slow traffic.

Option 3, "Addition of speed humps at at-grade crossings," is desirable and should be done by itself and also if Options 1 or 2 are implemented.

Option 4, "Vehicular Closure," is undesirable because it reduces access for mobility-impaired people to the upper band shell (where there is a wheel-chair platform), Japanese Gardens, Pickleball Courts, Upper Duck Pond, and lawns used for picnics. People visiting these places sometimes drop off their mobility-impaired family and friends to ease their access. (I have done so for my parents.) This option would also increase traffic on Granite, where, as observed above, it will travel at faster speeds and where speed is already a safety problem. If implemented, speed humps, more stop signs, and painted crosswalks should be placed on Granite Street to slow the traffic.

Note also that on busy days, closing Winburn Way just before the bandstand will increase congestion on lower Winburn Way as cars make their U-turns in the loop in the parking lot below the bandstand. Additional congestion in the parking lot below the bandstand increases the probability of accidents in the lot and on the road below where cars park nose in.

Also note that utilization of the parking above the proposed closure would decrease as visitors who do not know our park would not know that additional parking could be found above (which they would have to access by going around the closure on Granite Street). A closure thus would put more traffic on the Plaza and throughout downtown as visitors search for parking.

Overall, I think that Options 1 and 3 are most desirable.

I also note that pedestrians already have pedestrian-only pathways on both sides of Windburn Way on which they can walk parallel to Windburn Way. Signage that will direct them onto these pathways would ease the problem. Accordingly, Option 0, "No changes" with "Pedestrian Route" signage and painted crosswalks to encourage pedestrians to stay



on their paths and discourage them from using Winburn would be acceptable. In addition, an enforced lower speed limit would also improve the current situation.

Thank you for your attention to this safety issue.

- Larry Harris

Good day,

I am writing to express my opinion that Winburn Way should not be closed to vehicle traffic. I have lived on Granite Street for over 20 years and am concerned for a number of reasons.

1. Increased traffic on Granite Street. With more people using trails, vehicle traffic on Granite has already increased, particularly after Covid. An increase of over 800 cars a day would be putting people and animals at risk.
2. Non resident drivers on Granite are more prone to driving well above the posted 25 MPH limit.
3. Parking on Granite is already somewhat limited, particularly around the area close to the pickleball courts.
4. Even with a sidewalk on one side of Granite, plenty of dog walkers use the park side of Granite to walk their dog, resulting in pedestrian traffic on Granite. While some people would suggest closing Winburn would allow dog walkers a better route, most will still want to make a loop, up or down Winburn then onto Granite, much like they do now.
5. Closing Winburn will decrease access to the \$2 million dollar Japanese Garden.

There are other reasons but this is sufficient to voice my objection to most of the plans.

Thank you,
Rob and Susan Cain
255 Granite Street

This idea is not only a disservice to people living on Granite street, only an emergency hazard, not only power and money involvement, but highly dangerous regarding more traffic coming and going on Granite.



This idea is a hazardous plan.

Please consider doing nothing other than bike and walking paths, speed bumps, speed signs and police monitoring this area.

I also am concerned about the children on granite, the deer and the countless close calls happening daily.

This idea could lead to tragedy, regarding what I have mentioned, as well as a replay regarding the Paradise fire.

I am a very concerned citizen.

Juliann Mastain

I continue to write, regarding the hazardous idea of closing winburn way to all cars.

A plan of doing nothing,

Or bike and walking paths, pay parking for cars, side walks,, anything to avoid a traffic problem in Ashland. This could Solve many problems and perhaps make most park going happy.

Please think this through wisely, for residents not for money.

Juliann mastain

Via a phone message left on the Parks information line.

Lives at 70 Granite St. She is in opposition to making any changes to Winburn as she feels like removing vehicle access would cause a fire hazard for anyone trying to evacuate if there was a fire. She said it is also unkind to close it.

Juliann Mastin

Dear Park Commissioners,

Please adopt Option 3 for Winburn Way: the addition of speed bumps at pedestrian crossings.

This will improve pedestrian safety without disrupting necessary vehicular travel.

I suggest that you also post conspicuous 15 miles per hour speed limit signs and at each pedestrian crossing you post signs that vehicles must stop for pedestrians. You could also add a few more pedestrian crossings where appropriate.



Thank you.

Sincerely,

Allen Drescher

Commissioners,

I have no idea why I did not get the postcard many others received concerning the proposed changes to the flow of traffic into/out of Lithia Park.

I live above the park and I walk the park an average of three times a week.

I am vehemently opposed to this ridiculousness that has no priority in the needs under the purview of APR department!!!!

Is this about bikes?

Is everything about bikes?

Leave it alone... other than ADA for Japanese Garden.

Enough!

And, Granite street entering into Main Street ... really?

Joan Marks

"I would like to see our Country the most generous on Earth." President James Carter

Hello Ashland Parks Commissioners,

I have looked at the options which the Parks Department has proposed, some of which may close upper Winburn Way. My wife and I have lived on Granite Street for 50 years and are very concerned about the options which could affect Granite Street - not just the residents of Granite, but the overall safety and use of a major arterial road of Ashland.

Any proposal adding more vehicular traffic and especially causing congestion at the sloped intersection of Nutley Street and Granite would cause greater problems than it



would solve.

We have been told that one of the problems to be solved has to do with dog walkers using the street since they cannot use the pedestrian park trails. We favor the option of having designated lanes on Winburn for pedestrians and dogs and especially since it may remind people to keep dogs leashed and stay out of the park inhabited by native wildlife.

Is there a vehicular traffic problem? We think not; we sat near the Bandshell on a Saturday (in busy August!) for an hour and watched traffic go through at a rate of one car every 2 to 5 minutes and a few times, two cars came through within 1 minute. That doesn't constitute a traffic problem.

We have more specific comments to discuss on each of the factors below, but we have listed topics below that must be considered:

- * Increased traffic at the hazardous intersection of Nutley and Granite Streets (especially since Nutley is a steep slope as it meets Granite);
- * Heavy use by bicycles including mountain bikers (including those from out of town and unfamiliar to our streets) coming down/up Granite from our popular mountain bike trails;
- * Heavy pedestrian traffic at all parts of Granite Street for pickle ball courts, for the playground and Lithia Creek, for Alice Peil Walkway to downtown, for the stairs opposite High Street to Guanajuato Way; and for the Japanese Garden;
- * The already extremely heavy traffic on Granite Street (a residential street as well as an artery for emergency vehicles) by construction vehicles such as dump trucks hauling heavy loads both up and down, cement trucks, and heavy equipment tractor/trailers hauling backhoes, excavators, dozers, etc.;
- * A wildlife crossing area
- * A fairly narrow Granite street width with no possibility of parking on both sides, and which have no bike lanes, and no designated crosswalks.

There are probably important improvements that can be made to both Lithia Park and to Granite Street but the idea of closing Winburn Way does not appear to be one of them.

Thank you for your time and we are available to speak directly with you if possible.



Douglas R Smith and Linda G. Smith

Good afternoon Parks/Recreation Department and Commission:

Of the five options being considered for modifying Winburn Way, I am in support of doing nothing.

1. Winburn Way is an integral component of Ashland's existing vehicular infrastructure. Any significant modification (ie. closure in one or both directions to cars) would create serious hazards and unnecessary traffic congestion to Granite Street, the surrounding neighborhoods, and the plaza.
2. Consider slowing traffic with raised crosswalks. Lithia park needs crosswalks and these would help calm traffic. Win-win.
3. Pedestrians shouldn't be in the roadway. Several sidewalks, trails, and paths along that route already exist.
4. Money/time allocated for this project should focus on creating appropriate parking and access to the Japanese garden. Three years out, and there is still no ADA accessible walkway to the garden.

Please keep traffic flowing on Winburn Way. Thank you for your time and consideration.

Respectfully,
Andrea Weiner

Hello,

I understand that there is a Parks Commissioners meeting to be held tonight and that you will be discussing:

1) Finances for the east Main Street Park, and

2) Making Winburn Way a one way through the park.

1) I would like you to strongly consider reducing the budget for the East Main Street Park.

While I agree that that neighborhood could use a park I disagree with ALL of the amenities



that are planned, specifically, the Pump Track. Especially given that the parking will negatively affect the neighborhood.

2) I strongly OPPOSE making Winburn Way a one-way street. This will also affect an already crowded and narrow Granite Street neighborhood in a negative way.

Quit trying to "fix things that ain't broke"!!!!

Jean Taylor

Ashland, OR

Dear City Managers,

as a resident at 599 Ashland Creek Drive, from which myself and my family use Granite Street

almost daily, i am opposed to the proposed closure of Winburn Way.

please reconsider how to achieve the results your are looking for,
without closing Winburn Way.

thank you.

sincerely,

Hugh Milne

Hello- I oppose plans to close Winburn way to vehicular traffic. It is always easy to forget that not all users of the park are mobile fit pedestrians. Many times I have driven through the park with my 98 year old mother in order to enjoy the scenery, the changing leaves etc. There is no other option other than driving that would have allowed this enjoyment of the park for her. Neither walking nor wheelchair were possibilities. You've already walled off the Japanese Garden, why limit things even further?

Furthermore, the additional traffic and parking to that "duck pond" section of Granite would make an already cramped situation worse and more hazardous. Granite cannot handle



that additional traffic on a daily basis. The occasional influx from graduations or outdoor concerts is manageable, but not the total flow of traffic through the park.

Closing Winburn would seem to be "solving" a nonexistent problem by something worse.

Thanks for your consideration-
Nancy Noyce



Safer Streets, Less Traffic, a Happier Ashland.

To: Ashland Parks and Recreation Commission & Transportation

Advisory Committee

From: Streets for Everyone

Date: September 12, 2025

RE: Proposed changes to Winburn Way

We've reviewed APRC's five options to improve Winburn Way. We believe that by drawing off the best features of each, it is possible to improve Winburn Way in ways that: 1) meet the needs of all Lithia Park users, 2) minimize costs, 3) fulfill APRC's primary objective "to reduce speeds and improve safety for pedestrians and bicyclists," and 4) compliment Lithia Park itself by making it a better, more enjoyable and safe place for everyone.



It is recommended that APRC utilize the city's street standards (Development Code 18.4.6.040.F) for "neighborhood streets with parking on one side." This standard is consistent with Winburn Way's:

- 1) 30-foot wide curb-to-curb width, and 2) roughly 1,000 motor vehicles per day.

This recommendation also leaves room within the curb-to-curb distance to create a safe pedestrian space (in lieu of the five to six foot wide sidewalks as shown in the road standards table).

Development Code table 18.4.6.040.F.

TYPE OF STREET	AVERAGE DAILY TRIPS (ADT)	RIGHT-OF-WAY WIDTH	CURB-TO-CURB PAVEMENT WIDTH	WITHIN CURB-TO-CURB AREA				CURB on both sides	PARK-ROW on both sides	SIDE-WALKS on both sides
				MOTOR VEHICLE TRAVEL LANES	MEDIAN AND/OR CENTER TURN LANE	BIKE LANES on both sides	PARKING			
Neighborhood Street	less than 1,500				NA	NA 3				
Parking One Side		47'-51'	22'	15' Queuing			7'	6"	5'-8'1"	5'-6'
Neighborhood Street										
Parking Both Sides		50'-57'	25'-28'	11'-14' Queuing			7'	6"	5'-8'1"	5'-6'

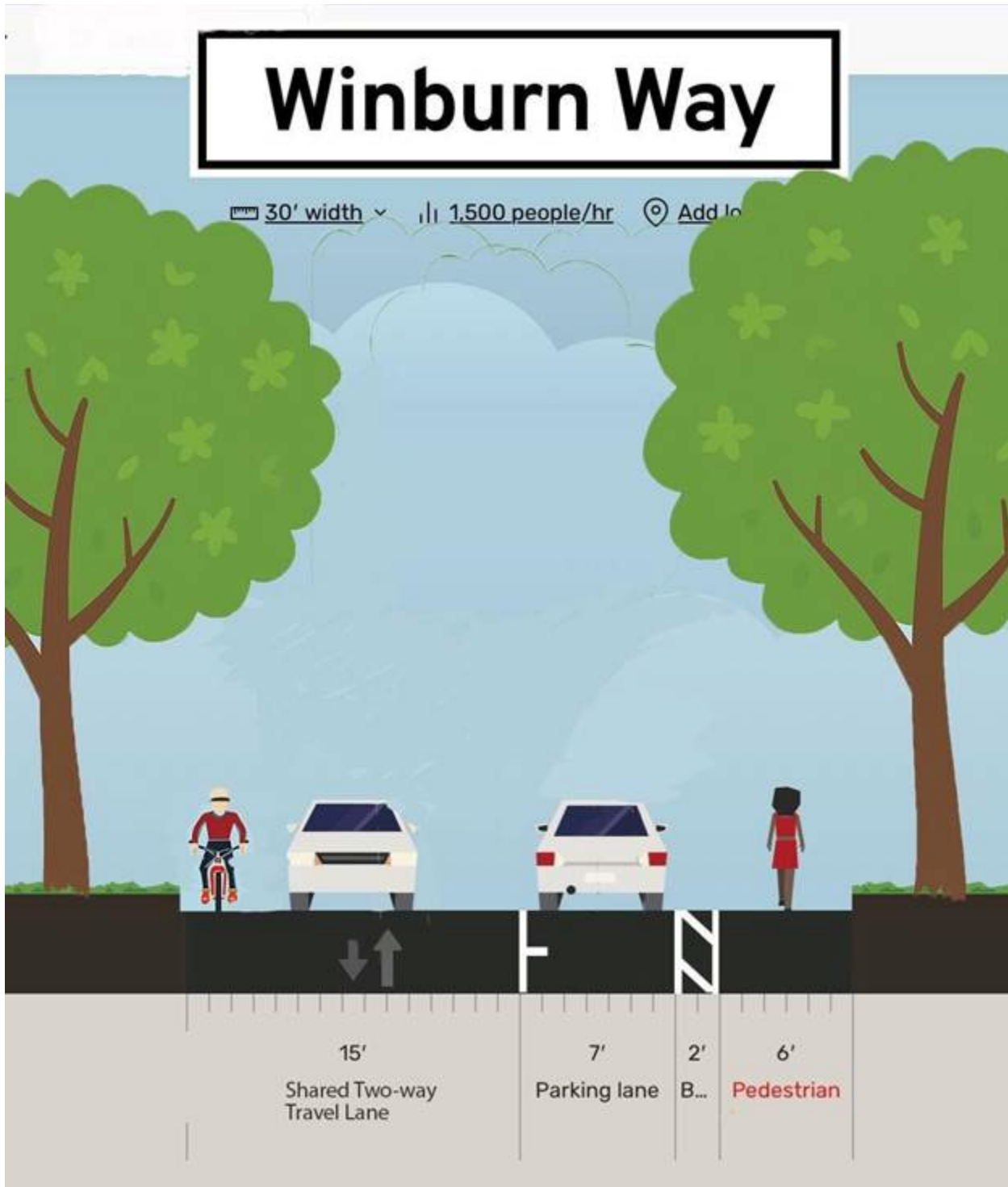
Utilizing the Code's dimensions for a neighborhood street with parking on one-side allows: 1) a single shared 15-foot travel lane, 2) a seven-foot wide parking lane on one side, and 3) leaves an eight-foot wide paved area a pedestrian walkway (15+7+8=30).

Given the Commission's objectives, as expressed during the August 27th Open House, the lack of funding for the construction of sidewalks, coupled with the 30' pavement width and low daily traffic volumes on Winburn Way - a neighborhood street with parking on one-side is a perfect fit. It will maintain two-way traffic, provide for motor vehicles, bicycles, and pedestrians and, importantly, have a positive impact on the Lithia Park environment. It will also allow people walking and people using wheelchairs to conveniently access (and get between) important Park features (the



Butler Bandshell, Butler Perozzi Fountain, Japanese Garden and Upper Duck Pond).

Included below is Streets for Everyone's recommended cross section. We believe it integrates the best of the APRC's options.



The identified parking should be reserved for disabled persons and located at multiple



locations (the Butler Bandshell, Japanese Garden and Upper Duck Pond). The parking, besides giving disabled persons improved access to Lithia Park, would also serve as a physical protection for people walking. The construction of raised cross-walks at these same locations, as proposed by APRC at the Open House, would enhance the user experience, improve accessibility, and serve to calm traffic (i.e. slow people driving automobiles to speeds consistent with the 15 MPH posted maximum speed limit).

Currently, more than 72 percent of people driving automobiles on this section of Winburn Way go faster than the posted speed; according to the city's speed study conducted between July 30 and August 7. Traffic calming is essential in order to make Winburn Way more harmonious with the Lithia Park environment and will cause little or no inconvenience for auto drivers.

A two-way 15-foot travel lane, which would only exist where handicapped accessible parking is provided, is sufficient to allow vehicles of average width (i.e. less than [six-feet](#)) to pass one another safely. There are many streets in Ashland, with parking on one-side or on both sides of the street, which require people driving automobiles to share the travel lane with oncoming traffic. Table 1, below, includes a sampling of streets with an approximate 15-foot shared travel lane.

Table 1. – Streets with an Approximate 15-foot Shared Travel Lane

Street Name	Curb to Curb Width	Parking (one/both sides)	Net Travel Lane Width
Hargadine	18' 6"	One	11' 6"
Hargadine	29' 10"	Both	15' 10"
Pioneer (above OSF)	29' 6"	Both	15' 6"
Orange	21' 9"	One	14' 9"
Vista	19' 10"	One	12' 10"
Morton	28'10"	Both	14' 10"

The proposed cross section has been proven, throughout the city, to be very safe. Traffic calming, coupled with the 15 MPH speed limit, will change the character of Winburn Way



from a "car" street into a multi-function paved "way" for all.

Thank you for the opportunity to join with you in making Ashland and Lithia Park better for everyone.

Streets for Everyone Team

Aaron Michelson, Mike Vergeer, Sharon Dorman, Thor Dodson, Gary Shaff

Please leave Winburn Way open to vehicle traffic. I live on Granite Street and can hardly manage the current traffic volume. To add more because of the absence of Winburn Way would be tragic for me and my Granite Street neighbors.

Chris Pieklo
393 Granite Street

September 13, 2025

Do not close Winburn Way. Lithia Park is on the National Register of Historic Places. This listing provides benefits for both the Park and OSF, which sits on land covered by the listing. Closing the drive through the Park would jeopardize these benefits. Lithia Park represents an early 20th century Auto Camp Park, designed by John McLaren of Golden Gate Park fame. It is one of the first of its kind in the country. The leisurely drive through the park is still enjoyed today. People unable to walk the park paths are able to see and sometimes remember special personal moments at the band shell, duck ponds and the Perozzi Fountain. Do not take this away.

Rod Reid
155 Granite St.
Ashland, Oregon
Member National Trust for Historic Preservation

DO NOT CLOSE WINBURN WAY

Winburn and Granite St are the only way out of Ashland Canyon in case of WILDFIRE. Do not put your neighbors lives at risk by closing Winburn Way.

Susan Reid

City of Ashland - Engineering Division

Weekly Vehicle Counts (Virtual Week)

Datasets:**Site:** [333 Granite St (Parks)] Granite St - South of S Pioneer**Survey Duration:** 7:00 Wednesday, July 30, 2025 => 9:25 Thursday, August 7, 2025,**File:** H:\PROJECTS\Traffic Safety Commission Information\Traffic Counts\Classifier Counts\2025 Counts\Parks Dept\333 Granite St (Parks) 0 2025-08-07 0926.EC0 (Plus)**Profile:****Filter time:** 7:00 Wednesday, July 30, 2025 => 7:00 Tuesday, August 5, 2025 (6)**In profile:** Vehicles = 6080 / 6541 (92.95%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-88**Site:** 333 Granite St (Parks).0.1NS**Description:** Granite St - South of S Pioneer**Filter time:** 7:00 Wednesday, July 30, 2025 => 7:00 Tuesday, August 5, 2025**Scheme:** Vehicle classification (Scheme F3)**Filter:** Cls(1-13) Dir(NESW) Sp(5,60) Headway(>0) Span(0 - 328.084) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	1.0	2.0	*	3.0	1.0	7.0	8.0	1.8	3.7
0100-0200	0.0	0.0	*	1.0	3.0	2.0	0.0	1.0	1.0
0200-0300	1.0	1.0	*	1.0	0.0	1.0	0.0	0.8	0.7
0300-0400	0.0	0.0	*	0.0	1.0	1.0	0.0	0.3	0.3
0400-0500	2.0	2.0	*	2.0	1.0	1.0	0.0	1.8	1.3
0500-0600	9.0	11.0	*	11.0	8.0	2.0	1.0	9.8	7.0
0600-0700	13.0	8.0	*	8.0	18.0	4.0	9.0	11.8	10.0
0700-0800	27.0	*	26.0	45.0	42.0	22.0	17.0	35.0	29.8
0800-0900	42.0	*	62.0	59.0	66.0	33.0	32.0	57.3	49.0
0900-1000	62.0	*	102.0	83.0	58.0	80.0	59.0	76.3	74.0
1000-1100	74.0	*	100.0	81.0	89.0	62.0	81.0	86.0	81.2
1100-1200	95.0	*	91.0	83.0	78.0	81.0	83.0	86.8	85.2
1200-1300	80.0	*	104.0	85.0	97.0	84.0	84.0	91.5	89.0
1300-1400	80.0	*	118.0	105.0	70.0	73.0	94.0	93.3	90.0
1400-1500	103.0	*	95.0	97.0	98.0	94.0	91.0	98.3	96.3
1500-1600	100.0	*	107.0	88.0	89.0	105.0	89.0	96.0	96.3
1600-1700	80.0	*	83.0	84.0	65.0	83.0	72.0	78.0	77.8
1700-1800	56.0	*	74.0	61.0	66.0	63.0	90.0	64.3	68.3
1800-1900	41.0	*	36.0	52.0	43.0	50.0	44.0	43.0	44.3
1900-2000	42.0	*	49.0	45.0	43.0	53.0	75.0	44.8	51.2
2000-2100	35.0	*	24.0	42.0	25.0	34.0	21.0	31.5	30.2
2100-2200	3.0	*	17.0	12.0	10.0	13.0	10.0	10.5	10.8
2200-2300	9.0	*	9.0	5.0	12.0	14.0	10.0	8.8	9.8
2300-2400	1.0	*	8.0	9.0	2.0	12.0	4.0	5.0	6.0
Totals									
0700-1900	840.0	*	998.0	923.0	861.0	830.0	836.0	905.5	881.3
0600-2200	933.0	*	*	1030.0	957.0	934.0	951.0	1004.0	983.5
0600-0000	943.0	*	*	1044.0	971.0	960.0	965.0	1017.8	999.3
0000-0000	956.0	*	*	1062.0	985.0	974.0	974.0	1033.0	1013.3
AM Peak	1100	*	*	1100	1000	1100	1100		
	95.0	*	*	83.0	89.0	81.0	83.0		
PM Peak	1400	*	1300	1300	1400	1500	1300		
	103.0	*	118.0	105.0	98.0	105.0	94.0		

City of Ashland - Engineering Division

Speed Statistics

Datasets:**Site:** [333 Granite St (Parks)] Granite St - South of S Pioneer**Survey Duration:** 7:00 Wednesday, July 30, 2025 => 9:25 Thursday, August 7, 2025,**File:** H:\PROJECTS\Traffic Safety Commission Information\Traffic Counts\Classifier Counts\2025 Counts\Parks Dept\333 Granite St (Parks) 0 2025-08-07 0926.EC0 (Plus)**Profile:****Filter time:** 7:00 Wednesday, July 30, 2025 => 7:00 Tuesday, August 5, 2025 (6)**In profile:** Vehicles = 6080 / 6541 (92.95%)

Vehicles = 6080

Posted speed limit = 25 mph, Exceeding = 1476 (24.28%), Mean Exceeding = 27.77 mph

Maximum = 44.9 mph, Minimum = 5.2 mph, Mean = 21.7 mph

85% Speed = 26.62 mph, 95% Speed = 29.42 mph, Median = 21.81 mph

12 mph Pace = 16 - 28, Number in Pace = 4835 (79.52%)

Variance = 22.94, Standard Deviation = 4.79 mph

Speed Bins

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 6	1 0.016%	1 0.016%	6079 100.0%	0.00	0.00	0.00
6 - 12	195 3.207%	196 3.224%	5884 96.78%	0.00	0.00	0.00
12 - 19	1316 21.64%	1512 24.87%	4568 75.13%	0.00	0.00	0.00
19 - 25	3028 49.80%	4540 74.67%	1540 25.33%	0.00	0.00	0.00
25 - 31	1410 23.19%	5950 97.86%	130 2.138%	0.00	0.00	0.00
31 - 37	119 1.957%	6069 99.82%	11 0.181%	0.00	0.00	0.00
37 - 43	10 0.164%	6079 100.0%	1 0.016%	0.00	0.00	0.00
43 - 50	1 0.016%	6080 100.0%	0 0.000%	0.00	0.00	0.00
50 - 56	0 0.000%	6080 100.0%	0 0.000%	0.00	0.00	0.00
56 - 62	0 0.000%	6080 100.0%	0 0.000%	0.00	0.00	0.00
62 - 68	0 0.000%	6080 100.0%	0 0.000%	0.00	0.00	0.00
68 - 75	0 0.000%	6080 100.0%	0 0.000%	0.00	0.00	0.00
75 - 81	0 0.000%	6080 100.0%	0 0.000%	0.00	0.00	0.00
81 - 87	0 0.000%	6080 100.0%	0 0.000%	0.00	0.00	0.00
87 - 93	0 0.000%	6080 100.0%	0 0.000%	0.00	0.00	0.00
93 - 99	0 0.000%	6080 100.0%	0 0.000%	0.00	0.00	0.00
99 - 106	0 0.000%	6080 100.0%	0 0.000%	0.00	0.00	0.00
106 - 112	0 0.000%	6080 100.0%	0 0.000%	0.00	0.00	0.00
112 - 118	0 0.000%	6080 100.0%	0 0.000%	0.00	0.00	0.00
118 - 124	0 0.000%	6080 100.0%	0 0.000%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields

	Limit	Below	Above
0	25 (PSL)	4604 75.7%	1476 24.3%

City of Ashland - Engineering Division

Speed Statistics by Hour

Datasets:**Site:** [333 Granite St (Parks)] Granite St - South of S Pioneer**Survey Duration:** 7:00 Wednesday, July 30, 2025 => 9:25 Thursday, August 7, 2025,**File:** H:\PROJECTS\Traffic Safety Commission Information\Traffic Counts\Classifier Counts\2025 Counts\Parks Dept\333 Granite St (Parks) 0 2025-08-07 0926.EC0
(Plus)**Profile:****Filter time:** 7:00 Wednesday, July 30, 2025 => 7:00 Tuesday, August 5, 2025 (6)**In profile:** Vehicles = 6080 / 6541 (92.95%)

Vehicles = 6080

Posted speed limit = 25 mph, Exceeding = 1476 (24.28%), Mean Exceeding = 27.77 mph

Maximum = 44.9 mph, Minimum = 5.2 mph, Mean = 21.7 mph

85% Speed = 26.62 mph, 95% Speed = 29.42 mph, Median = 21.81 mph

12 mph Pace = 16 - 28, Number in Pace = 4835 (79.52%)

Variance = 22.94, Standard Deviation = 4.79 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 25 mph
0000	22 0.362%	20.7	42.7	25.9	24.5	30.1	41.2	10 45.45%
0100	6 0.099%	20.6	33.6	26.3	24.9	33.5	33.6	3 50.00%
0200	4 0.066%	20.6	29.4	25.2	25.5	29.4	29.4	2 50.00%
0300	2 0.033%	17.6	27.9	22.8	22.7	27.9	27.9	1 50.00%
0400	8 0.132%	17.7	34.6	25.6	26.8	32.5	34.6	5 62.50%
0500	42 0.691%	10.0	38.9	25.2	25.7	29.9	33.5	23 54.76%
0600	60 0.987%	14.3	35.4	23.9	23.0	28.6	30.6	26 43.33%
0700	179 2.944%	9.2	35.0	22.4	23.0	27.7	29.8	58 32.40%
0800	294 4.836%	7.6	35.7	22.1	22.4	27.0	29.2	80 27.21%
0900	444 7.303%	8.2	41.3	21.2	21.5	25.6	27.7	81 18.24%
1000	487 8.010%	8.0	33.5	21.2	21.6	25.7	28.3	98 20.12%
1100	511 8.405%	7.5	40.7	21.2	21.1	25.8	28.6	100 19.57%
1200	534 8.783%	7.3	38.8	21.6	21.7	26.2	28.5	123 23.03%
1300	540 8.882%	7.3	36.8	21.4	21.5	26.3	28.5	117 21.67%
1400	578 9.507%	7.5	36.1	21.7	21.6	26.9	29.6	133 23.01%
1500	578 9.507%	8.1	35.8	21.9	21.8	26.5	29.0	132 22.84%
1600	467 7.681%	8.7	35.7	22.1	22.6	27.2	29.5	135 28.91%
1700	410 6.743%	7.4	34.7	21.1	21.3	25.9	28.7	91 22.20%
1800	266 4.375%	7.5	34.5	21.7	22.1	26.5	29.5	67 25.19%
1900	307 5.049%	6.5	34.1	21.0	21.1	25.7	28.7	57 18.57%
2000	181 2.977%	5.2	32.6	21.5	21.1	27.0	30.2	45 24.86%
2100	65 1.069%	16.3	38.8	25.5	25.6	29.6	32.8	34 52.31%
2200	59 0.970%	15.3	37.5	25.6	25.8	30.2	36.0	32 54.24%
2300	36 0.592%	14.9	44.9	26.6	27.4	32.0	39.5	23 63.89%
----	6080 100.0%	5.2	44.9	21.7	21.8	26.6	29.4	1476 24.28%



**Traffic Counter - Granite St, South of S. Pioneer St
In front of 333 Granite St**

City of Ashland - Engineering Division

Weekly Vehicle Counts (Virtual Week)

Datasets:**Site:** [Winburn Way (Parks)] Winburn Way (S of Pickleball Courts)**Survey Duration:** 7:00 Wednesday, July 30, 2025 => 9:29 Thursday, August 7, 2025,**File:** H:\PROJECTS\Traffic Safety Commission Information\Traffic Counts\Classifier Counts\2025 Counts\Parks Dept
\Winburn Way (Parks) 0 2025-08-07 0929.EC0 (Plus)**Profile:****Filter time:** 7:00 Wednesday, July 30, 2025 => 7:00 Tuesday, August 5, 2025 (6)**In profile:** Vehicles = 5283 / 5659 (93.36%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-87**Site:** Winburn Way (Parks).0.1NS**Description:** Winburn Way (S of Pickleball Courts)**Filter time:** 7:00 Wednesday, July 30, 2025 => 7:00 Tuesday, August 5, 2025**Scheme:** Vehicle classification (Scheme F3)**Filter:** Cls(1-13) Dir(NESW) Sp(5,60) Headway(>0) Span(0 - 328.084) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	1.0	5.0	*	2.0	0.0	9.0	4.0	2.0	3.5
0100-0200	0.0	2.0	*	4.0	3.0	2.0	0.0	2.3	1.8
0200-0300	0.0	1.0	*	2.0	0.0	3.0	0.0	0.8	1.0
0300-0400	1.0	0.0	*	0.0	0.0	0.0	0.0	0.3	0.2
0400-0500	0.0	0.0	*	2.0	0.0	0.0	0.0	0.5	0.3
0500-0600	2.0	3.0	*	1.0	1.0	0.0	1.0	1.8	1.3
0600-0700	8.0	17.0	*	18.0	4.0	4.0	8.0	11.8	9.8
0700-0800	16.0	*	15.0	25.0	16.0	12.0	17.0	18.0	16.8
0800-0900	38.0	*	49.0	43.0	41.0	20.0	20.0	42.8	35.2
0900-1000	49.0	*	75.0	58.0	49.0	62.0	49.0	57.8	57.0
1000-1100	89.0	*	90.0	77.0	81.0	49.0	70.0	84.3	76.0
1100-1200	86.0	*	59.0	67.0	64.0	69.0	99.0	69.0	74.0
1200-1300	65.0	*	58.0	67.0	66.0	86.0	104.0	64.0	74.3
1300-1400	69.0	*	94.0	73.0	80.0	85.0	118.0	79.0	86.5
1400-1500	85.0	*	66.0	65.0	96.0	91.0	91.0	78.0	82.3
1500-1600	60.0	*	62.0	66.0	68.0	96.0	85.0	64.0	72.8
1600-1700	56.0	*	58.0	57.0	49.0	71.0	67.0	55.0	59.7
1700-1800	64.0	*	55.0	32.0	73.0	66.0	79.0	56.0	61.5
1800-1900	47.0	*	48.0	9.0	79.0	66.0	50.0	45.8	49.8
1900-2000	50.0	*	45.0	64.0	73.0	52.0	62.0	58.0	57.7
2000-2100	49.0	*	37.0	27.0	37.0	39.0	33.0	37.5	37.0
2100-2200	3.0	*	14.0	10.0	16.0	17.0	14.0	10.8	12.3
2200-2300	4.0	*	5.0	6.0	3.0	13.0	8.0	4.5	6.5
2300-2400	2.0	*	4.0	1.0	3.0	7.0	1.0	2.5	3.0
Totals									
0700-1900	724.0	*	729.0	639.0	762.0	773.0	849.0	713.5	746.0
0600-2200	834.0	*	*	758.0	892.0	885.0	966.0	831.5	862.8
0600-0000	840.0	*	*	765.0	898.0	905.0	975.0	838.5	872.3
0000-0000	844.0	*	*	776.0	902.0	919.0	980.0	846.0	880.5
AM Peak	1000	*	*	1000	1000	1100	1100		
	89.0	*	*	77.0	81.0	69.0	99.0		
PM Peak	1400	*	1300	1300	1400	1500	1300		
	85.0	*	94.0	73.0	96.0	96.0	118.0		

City of Ashland - Engineering Division

Speed Statistics

Datasets:**Site:** [Winburn Way (Parks)] Winburn Way (S of Pickleball Courts)**Survey Duration:** 7:00 Wednesday, July 30, 2025 => 9:29 Thursday, August 7, 2025,**File:** H:\PROJECTS\Traffic Safety Commission Information\Traffic Counts\Classifier Counts\2025 Counts\Parks Dept
Winburn Way (Parks) 0 2025-08-07 0929.EC0 (Plus)**Profile:****Filter time:** 7:00 Wednesday, July 30, 2025 => 7:00 Tuesday, August 5, 2025 (6)**In profile:** Vehicles = 5283 / 5659 (93.36%)

Vehicles = 5283

Posted speed limit = 15 mph, Exceeding = 3854 (72.95%), Mean Exceeding = 18.98 mph

Maximum = 41.3 mph, Minimum = 5.2 mph, Mean = 17.3 mph

85% Speed = 21.14 mph, 95% Speed = 23.71 mph, Median = 17.22 mph

12 mph Pace = 11 - 23, Number in Pace = 4666 (88.32%)

Variance = 14.95, Standard Deviation = 3.87 mph

Speed Bins

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 6	6 0.114%	6 0.114%	5277 99.89%	0.00	0.00	0.00
6 - 12	504 9.540%	510 9.654%	4773 90.35%	0.00	0.00	0.00
12 - 19	2970 56.22%	3480 65.87%	1803 34.13%	0.00	0.00	0.00
19 - 25	1652 31.27%	5132 97.14%	151 2.858%	0.00	0.00	0.00
25 - 31	137 2.593%	5269 99.73%	14 0.265%	0.00	0.00	0.00
31 - 37	11 0.208%	5280 99.94%	3 0.057%	0.00	0.00	0.00
37 - 43	3 0.057%	5283 100.0%	0 0.000%	0.00	0.00	0.00
43 - 50	0 0.000%	5283 100.0%	0 0.000%	0.00	0.00	0.00
50 - 56	0 0.000%	5283 100.0%	0 0.000%	0.00	0.00	0.00
56 - 62	0 0.000%	5283 100.0%	0 0.000%	0.00	0.00	0.00
62 - 68	0 0.000%	5283 100.0%	0 0.000%	0.00	0.00	0.00
68 - 75	0 0.000%	5283 100.0%	0 0.000%	0.00	0.00	0.00
75 - 81	0 0.000%	5283 100.0%	0 0.000%	0.00	0.00	0.00
81 - 87	0 0.000%	5283 100.0%	0 0.000%	0.00	0.00	0.00
87 - 93	0 0.000%	5283 100.0%	0 0.000%	0.00	0.00	0.00
93 - 99	0 0.000%	5283 100.0%	0 0.000%	0.00	0.00	0.00
99 - 106	0 0.000%	5283 100.0%	0 0.000%	0.00	0.00	0.00
106 - 112	0 0.000%	5283 100.0%	0 0.000%	0.00	0.00	0.00
112 - 118	0 0.000%	5283 100.0%	0 0.000%	0.00	0.00	0.00
118 - 124	0 0.000%	5283 100.0%	0 0.000%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields

	Limit	Below	Above
0	15 (PSL)	1429 27.0%	3854 73.0%

City of Ashland - Engineering Division

Speed Statistics by Hour

Datasets:**Site:** [Winburn Way (Parks)] Winburn Way (S of Pickleball Courts)**Survey Duration:** 7:00 Wednesday, July 30, 2025 => 9:29 Thursday, August 7, 2025,**File:** H:\PROJECTS\Traffic Safety Commission Information\Traffic Counts\Classifier Counts\2025 Counts\Parks Dept\Winburn Way (Parks) 0 2025-08-07 0929.EC0
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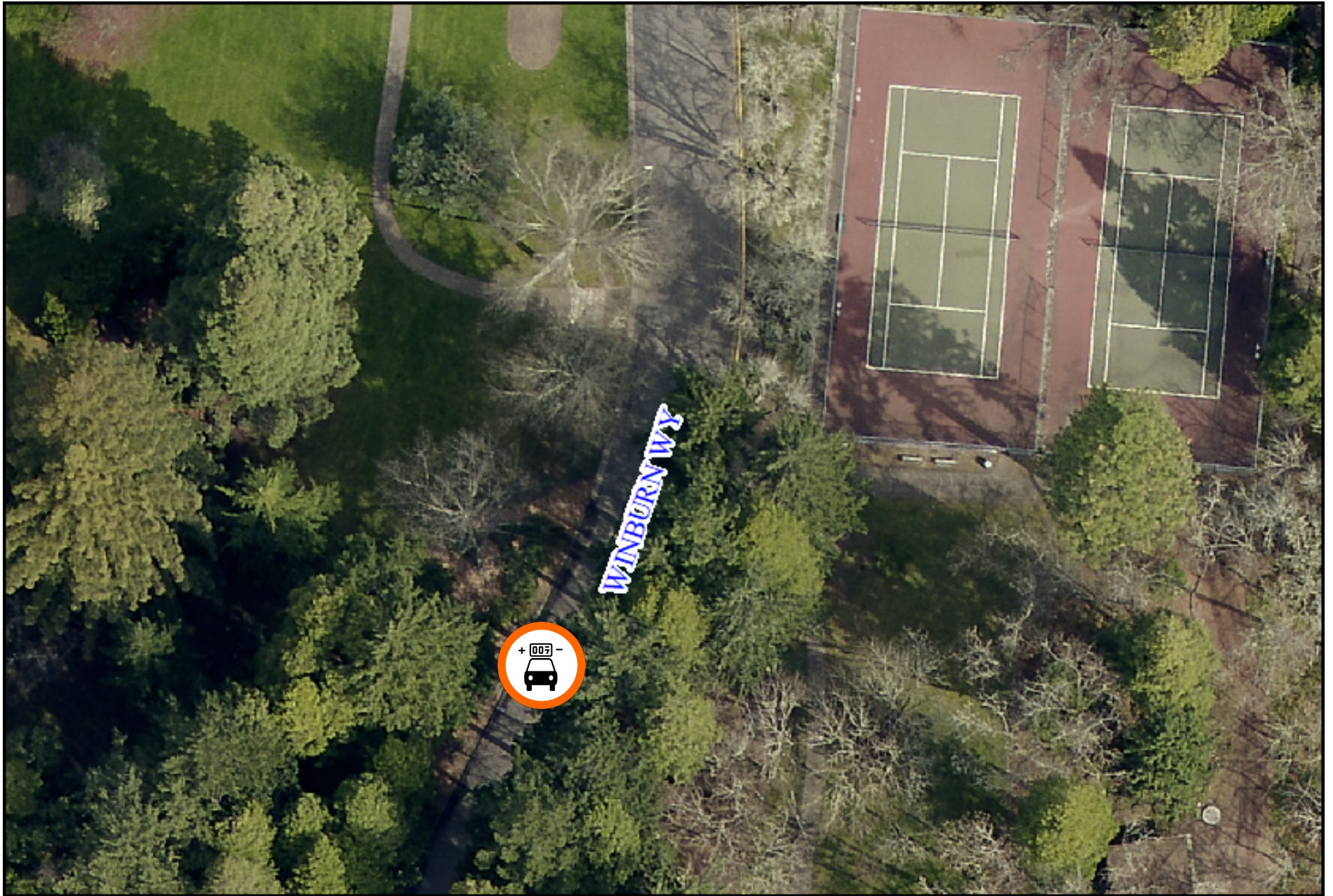
85% Speed = 21.14 mph, 95% Speed = 23.71 mph, Median = 17.22 mph

12 mph Pace = 11 - 23, Number in Pace = 4666 (88.32%)

Variance = 14.95, Standard Deviation = 3.87 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 15 mph
0000	21 0.398%	15.6	38.9	23.5	24.2	30.6	38.4	21 100.0%
0100	11 0.208%	12.3	31.2	21.4	22.4	27.5	31.2	9 81.82%
0200	6 0.114%	14.4	41.3	24.4	23.7	40.5	41.3	5 83.33%
0300	1 0.019%	13.2	13.2	13.2	13.2	13.2	13.2	0 0.000%
0400	2 0.038%	17.1	21.4	19.3	19.3	21.4	21.4	2 100.0%
0500	8 0.151%	12.7	29.2	22.8	23.5	29.2	29.2	7 87.50%
0600	59 1.117%	11.4	28.7	19.7	19.9	23.4	27.5	52 88.14%
0700	101 1.912%	7.1	26.4	17.0	17.1	20.0	23.5	76 75.25%
0800	211 3.994%	8.4	26.0	18.1	18.1	21.8	23.2	179 84.83%
0900	342 6.474%	7.5	28.8	17.2	17.2	20.8	23.0	241 70.47%
1000	456 8.631%	5.2	25.8	16.5	16.4	20.1	22.2	309 67.76%
1100	444 8.404%	7.4	25.4	16.4	16.6	19.7	21.8	302 68.02%
1200	446 8.442%	5.2	28.7	17.5	17.5	21.0	23.3	347 77.80%
1300	519 9.824%	5.4	37.0	17.3	17.0	21.1	23.5	380 73.22%
1400	494 9.351%	7.9	33.8	17.5	17.4	21.5	24.8	366 74.09%
1500	437 8.272%	6.7	29.2	17.1	17.2	21.4	22.9	311 71.17%
1600	358 6.776%	6.6	31.4	17.5	17.4	21.2	24.0	264 73.74%
1700	369 6.985%	8.1	36.9	17.6	17.4	21.5	24.4	279 75.61%
1800	299 5.660%	6.4	29.5	16.8	16.6	20.8	23.3	202 67.56%
1900	346 6.549%	5.6	28.0	16.7	16.3	20.6	24.3	222 64.16%
2000	222 4.202%	6.2	37.6	17.7	17.3	22.7	24.6	171 77.03%
2100	74 1.401%	10.8	35.0	19.4	19.1	23.9	27.8	59 79.73%
2200	39 0.738%	7.9	27.0	19.2	19.7	23.0	25.9	35 89.74%
2300	18 0.341%	14.2	31.9	19.7	18.6	24.8	31.9	15 83.33%
----	5283 100.0%	5.2	41.3	17.3	17.2	21.1	23.7	3854 72.95%



**Traffic Counter - Winburn Way
South of the Lithia Park Pickleball Courts**



Winburn Way Safety

August 27, 2025



Welcome!

The Lithia Park Master Plan identified a safety improvement for Winburn Way.

We are holding this meeting to gather input on options to improve the safety for pedestrians, cyclists, and vehicles.



Open House Agenda

- Overview of the study area, parameters, & options
- Gather input on each option
- Review Next Steps





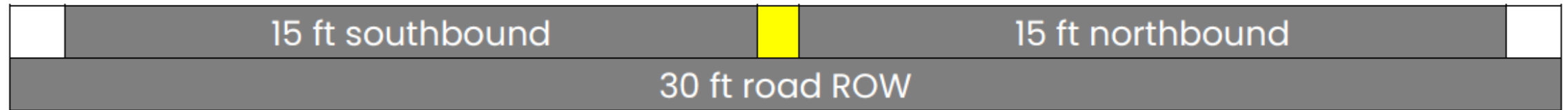
Objective:

Assess each Winburn Way travel option for vehicles, bicycles, and pedestrians through Lithia Park.

Action(s):

Each option will be reviewed, and staff is seeking input on the pros and cons on each option.

Option 0 – No change



This alternative would result in no change to the current road design, except for the installation of a center line to assist in identifying lanes of travel.



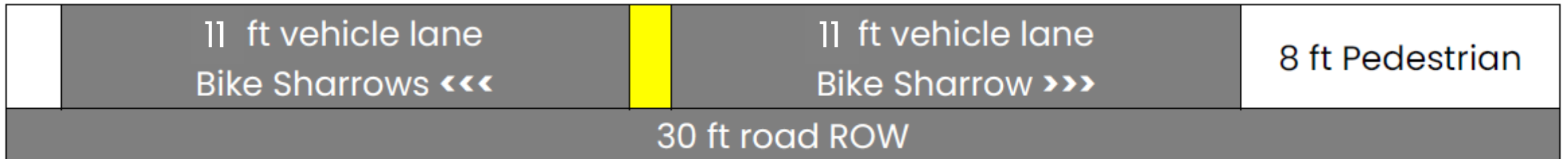
Option 0—Current Conditions (no changes)

Cost	Safety	Character
\$	+	😊😊

Option 1 – Addition of pedestrian dedicated route in road right-of-way



Or





Option 1 — 5 ft Pedestrian Routes

Cost



Safety



Character





Option 1 — 8 ft Pedestrian Route

Cost



Safety



Character



Option 2 – One-way (southbound/uphill) Pedestrian and bike route in road right-of-way (2-way)

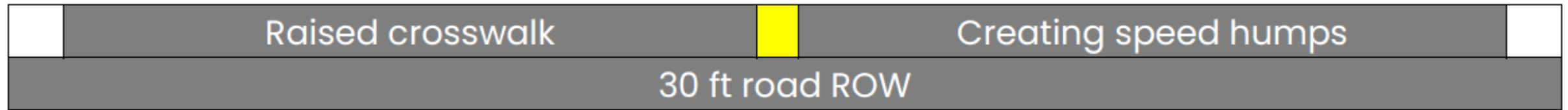
	12 ft vehicle lane Bike Sharrows <<<	6 ft Bike 2-way	12 ft Pedestrian
30 ft road ROW			



Option 2—One-way (southbound)

Cost	Safety	Character
💰	🟢🟢	😊😊😊

Option 3 – Addition of speed humps at at-grade crossings





Option 3—Speed Hump installation	Cost	Safety	Character

Option 4 – Vehicular closure Bandshell to Upper Duck Pond

30 ft road ROW



Option 4—Vehicular Closure

Cost



Safety



Character





Winburn Way - Granite Street Intersection

Proposed Modification



Winburn Way - Granite Street Intersection

Proposed Modification

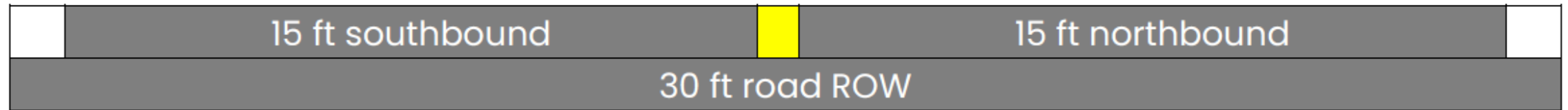
Preference

Out of the options we have reviewed, what is your preferred option?

We will call for a raising of your hand for each option.



Option 0 – No change

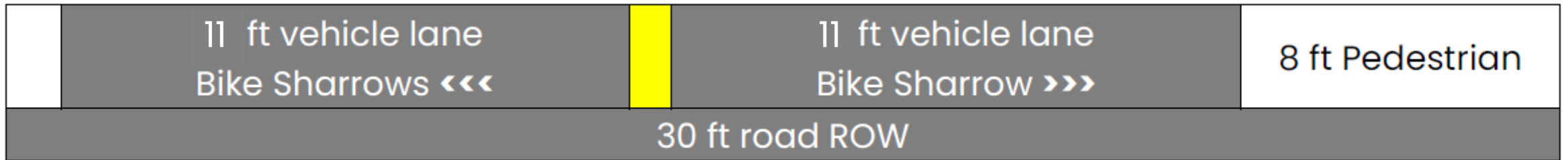


This alternative would result in no change to the current road design, except for the installation of a center line to assist in identifying lanes of travel.

Option 1 – Addition of pedestrian dedicated route in road right-of-way



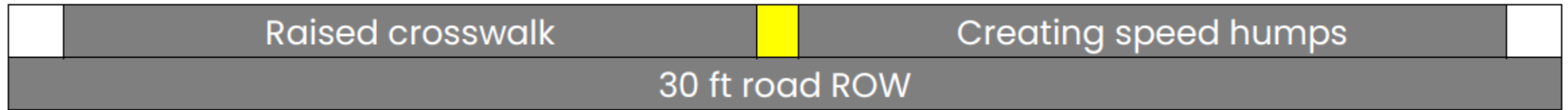
Or



Option 2 – One-way (southbound/uphill) Pedestrian and bike route in road right-of-way (2-way)

	12 ft vehicle lane Bike Sharrows <<<	6 ft Bike 2-way	12 ft Pedestrian
30 ft road ROW			

Option 3 – Addition of speed humps at at-grade crossings



Option 4 – Vehicular closure Bandshell to Upper Duck Pond

30 ft road ROW

Next Steps

1. Gather Information

1. Transportation Advisory Committee (September, 2025)
2. Comments close September 5, 2025

2. Decide on Direction (Park Commission)

3. Implement Direction



Thank You!

Comments:

parksinfo@ashlandoregon.gov

Subject: Winburn Way





STUDY SESSION AGENDA REPORT

November 5, 2025

Agenda Item	V. Indoor Facility Use Procedure	
Presenter	Rachel Dials	Deputy Director
Item Type	Commission Requested ☐ Request for Direction ☐ Information ☒	

SITUATION

Staff are seeking feedback on the Indoor Facility Use Procedure. This procedure applies to all individuals and groups who reserve and use indoor Ashland Parks and Recreation Department facilities and establishes consistent guidelines for the reservation of those facilities.

BACKGROUND

Policy 1.01.001. – Policy Framework sets forth the process to develop, review, and adopt policies, protocols, and procedures for the Department.

DISCUSSION QUESTIONS OR SUGGESTED NEXT STEPS

Staff are seeking feedback from the Commissioners related to this procedure. Once feedback has been received and incorporated, the procedure will be reviewed and signed off by the city attorney and the parks director.

POLICIES, PLANS & GOALS SUPPORTED

Biannual budget process

FINANCIAL CONSIDERATIONS

Not applicable

ATTACHMENTS:

Draft Procedure 3.04.002 Indoor Facility Use Procedure

PREPARED BY: Rachel Dials, Deputy Director



PROCEDURE

PROCEDURE:			
3.04.002 Indoor Facility Use Procedure			
EFFECTIVE:	DATE APPROVED	CANCELS:	PRIOR EFFECTIVE DATE
DIVISION(S):	Recreation	NEXT REVIEW:	2 TO 5 YRS
KEY TERMS:			
Facility, Rentals, Reservation,			
APPROVED:			
Rocky Houston, Director		Johan Pietila, City Attorney	

I. PURPOSE

- a. The purpose of this procedure is to establish consistent guidelines for the reservation of Ashland Parks and Recreation Department (APRD) indoor facilities. This ensures the availability of a wide range of spaces for public and private gatherings.

II. SCOPE

- a. This procedure applies to all individuals and groups who reserve and use APRD facilities

III. REFERENCES

- a. 10.68.030 Park Commission Authority–Ashland Municipal Code
- b. City of Ashland Miscellaneous Fees and Charges
- c. 1.03.001 Indoor Facility Rental Policy

IV. DEFINITIONS



- a. **Reservation:** A confirmed and paid booking of an APRD facility through the reservation system
- b. **Eligible Renter:** An individual who is 21 years of age or older and is responsible for the facility during its use.
- c. **Permit:** An approved rental agreement authorizing the use of a facility for a specific time and purpose. The permit must be with the customer at the time of the reservation.

V. GENERAL PROCEDURES

- a. APRD Staff determine times, locations, and availability of reservations.
- b. Reservations can be made by email, phone, or in person.
- c. The eligible renter must be at least 21 years of age.
- d. Frequency of reservations. Renters may reserve as often as the facility is available.
- e. Staff will review the request to ensure the location is suitable and available and to determine what permits are needed.

VI. FACILITY USE GUIDELINES

1. Facilities can only be used during the rental times listed on the approved permit. Rental time must include set up and clean up time.
 - a. **For Community Center and Pioneer Hall:** A **two-hour** minimum applies to all weekday rentals (Monday-Friday until noon). A **four-hour** minimum applies to all weekend rentals (Friday 12:00 PM through Sunday 9:00 PM and any holidays).
2. Building access is provided via a code or key box, as designated for each facility. Access details are provided upon final confirmation of the reservation.
3. Tables and chairs are available within each facility for use as part of the rental. The number and sizes available will vary based on the location. If extra tables and chairs are needed for an event that is the responsibility of the renter.



4. **For the Ashland Senior Center:** Use of the kitchen area is not permitted as part of the rental.
5. Any amplification including PA system or live band is to be contained within the building. The sound level should not be noticeable to adjacent residential areas.
6. Please be aware of any parking restrictions. Blocking or reserving parking for your event is prohibited.
7. Turn off unused lights and keep doors and windows closed when using heat or air conditioning.
8. Renters must clean the building thoroughly, following the cleaning checklist provided in your permit and posted inside, and lock all doors before leaving.
9. Buildings must be closed and secured by 9 PM, unless prior approval is granted in writing as part of the rental agreement or special use permit.
10. Zero Waste Events are encouraged. Consider recycling as much as possible and use programs like Lend-Me-A-Plate through www.somra.org
11. Trash must be removed from the building prior to departure and properly secured within the designated, enclosed receptacle located outside of the building. **[All trash that does not fit into the receptable is the responsibility of the renter to dispose of offsite.]** Recycling (boxes, cans, glass) must be taken with you. Failure to comply will result in a fee.
12. All food and beverages must be removed from the building at the end of the event. Failure to comply will result in a fee.

VII. Fees, Cancellations & Refunds

- a. Full payment of all applicable fees is required at the time of reservation.
- a. Fees are refundable with notice of five (5) business days in advance of scheduled reservation.



- b. City of Ashland Adopted Fees will determine reservation fees.

VIII. Disclaimer & Liability

- a. Facility renters are required to submit a Certificate of Liability Insurance with an endorsement naming the City of Ashland as additional insured. Evidence of coverage must be provided at least 5 business days prior to the first date of your reservation.
- b. For any event serving alcohol, proof of liquor liability insurance is required. **Indoor facilities where alcohol is allowed with a permit:** Pioneer Hall and the Community Center.
- c. APRD reserves the right to cancel or revoke the permit for any event that has not provided evidence of this coverage prior to the event.
- d. Individuals or groups using the buildings are responsible for cleaning as agreed upon in the permit and for any damage to the building during use. Failure to comply will result in a fee.



Date	Agenda Item	Presenter
11/5	Park Commission Study Session Council Chamber 6 PM	
	Winburn Way Safety	Dials
	Indoor Facility Use Procedure	Dials
11/12	Park Commission Business Meeting Council Chamber 6 PM	
	Senior Services Division Annual Report (Information)	Mettler
	Financial Update Fourth Quarter FY25 (Information)	Terry
	Indoor Facility Use Policy (Action)	Dials
	East Main Community Park Phase II (Action)	Dials
12/3	Park Commission Business Meeting Council Chamber 6 PM	
12/10	Park Commission Special Meeting Council Chamber 6 PM	
	Park Commission Strategic Goals	Houston
APRC Advisory and Management Advisory Committees		
1/15/2026	Recreation Division Advisory Committee, the Grove 3:30 PM	
1/12/2026	Ashland Senior Advisory Committee, Senior Center 3:30 PM	
11/19/2025	Trails Advisory Committee, Lithia Cabin 4:15 PM	
TBD	Ashland Japanese Garden MAC Lithia Cabin 2:00 PM	
TBD	Bee City USA MAC	
TBD	Current Parks, Conservation, and Maintenance MAC	
Council Business/Budget Meetings/Commissions		
Public Meetings		



Department Work Plan

PROS Plan	
3/10	Senior Services Focus Group ✓
3/13	Trails Focus Group ✓
3/19	Natural Resources Focus Group ✓
3/20	Recreation Focus Group ✓
4/8	PROS Plan Kickoff Meeting Senior Center 5:30 - 7:00 PM ✓
4/17	South Ashland Neighborhood Meeting, Temple Emek Shalom ✓
4/23	Central Ashland Neighborhood Meeting, Stevenson Union ✓
4/24	North Ashland Neighborhood Meeting, United Methodist Church ✓
7/11	Commercial Focus Group - Chamber Meet and Greet Pioneer Hall 8:15 AM ✓
7/4	Youth and Family Survey/Community Values Survey July 4 th Booth ✓
9/17	Second Community Meeting Senior Center 5:30 – 7:00 PM ✓

- Complete projects identified in the adopted Capital Improvement Plan for FY 26-27
 - Preventative Maintenance Projects
 - Lithia – Butler Perozzi Fountain Restoration
 - ADA Improvements
 - Lithia – Master Plan work plan projects
 - Hunter Park – Tennis Court Rehabilitation
 - Irrigation Controllers
 - Siskiyou Mountain – Trail Re-route
 - East Main – Phase I development
- Improve recreation and senior programming access by replacing staff eliminated during COVID-19 and developing a cost recovery policy.
- Complete the Parks, Recreation, Open space, & Senior services strategic plan (PROS)
- Establish Equipment Replacement and Repair program to be consistent with Citywide fleet standards.
- Update employee onboarding, training, and safety program
- Complete work plan items identified for FY 26-27 to implement the Lithia Park Master Plan
 - Fuels reduction between Glenview Rd & Ashland Creek
 - Hazard tree removal
 - Development and promotion of citizen science and/or other environmental education
 - Winburn Way traffic speed and road design
 - Trail map update
 - Replacement of interpretive signs for flora
- Develop funding strategy for future capital projects, specifically:
 - Pool replacement project
 - East Main future development phase(s)

**2025 – 2026 New Revolving Format**

OCTOBER	NOVEMBER	DECEMBER
Return of the Salmon Family Field Day	Senior Services Annual Report	Ashland Parks Foundation Annual Report
JANUARY	FEBRUARY	MARCH
Budget Concepts (odd years) Adopt CIP (odd years) Golf Course Annual Report	VIP Annual Report Budget Direction (odd years)	Recommend Budget (odd years) Recreation Division Annual Report
APRIL	MAY	JUNE
Misc Fees and Charges	Environmental Education Annual Report	
JULY	AUGUST	SEPTEMBER
July 4 th Parade		