

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

November 20, 2025

AGENDA

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

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

- I. ANNOUNCEMENTS**
- II. CONSENT AGENDA**
 - A.** Approval of October 16, 2025 Minutes
- III. PUBLIC FORUM (6:05-6:20)**
- IV. REPORTS FROM OTHER CITY COMMITTEES (6:20-6:30)**
- V. NEW BUSINESS**
 - A.** Commission & Committee Appreciation Event (6:30-7:00, action required, discuss workplan accomplishments and actions for 2026)
- VI. UNFINISHED BUSINESS**
 - A.** Grandview Drive (7:00-7:30, action required discuss previous background relative to newest safety review request by the public)
 - B.** Working Group TAC Email Review and Responses (7:30-7:45, 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: December 18, 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 1).

**CITY OF
ASHLAND**



ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

October 16, 2025

CALL TO ORDER: 6:15 PM

Members Present: Linda Peterson-Adams, Corinne Vieville, Dave Richards, Dylan Dahle, Dave Kahn, Nick David, Joe Graf, Thor Morris, Mark Brouillard, Cassie Preskinis – SERJAC

Staff Present: Scott Fleury, Marlena Correnti

Council Liaison Present: Eric Hansen

Guests Present: Edem Gomez – RVTD, Meg Wade – Ashland News, Mona McArdle

ANNOUNCEMENTS

- Welcome to TAC's newest member: Thor Morris!
- Monday, October 20, 2025: [Community Resource Fair](#)
 - 4-6 PM at Ashland Public Library, lower-level meeting rooms
- [Community Belonging & Welcoming Survey](#)
 - Developed by SERJAC and Housing Committee
 - Includes some transportation access questions that may be beneficial in TSP update

CONSENT AGENDA

- Approval of September 18th Minutes
 - TAC reviews New Business section, clarifying previous discussion of Winburn Way proposals presented by Houston

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

PUBLIC FORUM

- Thank you for your comments! Reminder: There are many ways to share your comment or concern with TAC:
 - Submit [TAC contact form](#) on the City website
 - Use [SeeClickFix](#)
 - Attend monthly meetings via Zoom – Public attendees can indicate their intent to speak with a virtual “hand raise” which will be visible to the Chair and/or meeting host.
 - TAC meetings are held on the third Thursday of each month
- McArdle – following up on submission concerning fire accident and safety at Grandview Drive
 - TAC Working Group reviewed submission and believes that this topic should receive formal and thorough discussion by the whole TAC as a separate agenda item
 - Fleury to compile and present historic traffic data and speed counts. Grandview discussion to center on:
 - Traffic calming
 - Parking
 - Guardrail
 - Signage
 - Peterson-Adams suggests [Traffic Calming](#) application
 - Correnti to share with McArdle

REPORTS FROM OTHER CITY COMMITTEES

- Council – Hansen: construction approved on North Mountain
 - Fleury: contracts underway, project end date: June 30, 2026

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

October 16, 2025

- SERJAC – Preskinis: [Community Belonging & Welcoming Survey](#) launched today
 - ODOT is redoing some of the utility boxes that currently hold public art; discussion about whether the retired art boxes can be repurposed and displayed elsewhere
 - Playwright Walk plaques being identified around town; some to be installed at SOU, others going in around OSF's campus
 - Public Arts Committee approved the use of some of their maintenance and repair funds for another repair of the Bouncing Ball piece on the walkway from the Thomas Theatre near Handlebar; sustainability of this art piece is being evaluated as it is frequently vandalized and is expensive to repair
- Planning – Peterson-Adams: Clay Street development went through Planning Commission and will move to final consideration of Council
- CEPAC: Woodward talking about incentive program with Council on October 21st
 - Sohl and Peterson-Adams in communication regarding respective roles on TSP
- RVTD – Gomez: Update as of September 2, 2025 – service reduction in effect (65% reduction; from 16 routes down to 6 routes)
 - Onboard passenger survey aims to identify customer priority and determine which routes and services are first to be reinstated
- APRC Trails Advisory Committee – Richards: moving to bi-monthly meetings
 - Discussed refining trail proposal procedure
 - Interest in setting service levels to rate Parks trails

UNFINISHED BUSINESS

- Water Street & Van Ness St intersection: discussion on bollards and closure
 - Surrounding residents received mailed notice
 - Emergency services involved in the conversation
 - Fleury suggests newsletter/website post to market this change, citing Near Miss data and reminding residents that closure to vehicles using candlesticks/bollards is a low-cost and modifiable implementation
 - David: What is the estimated timeframe for this?
 - Fleury: following cost research then collaboration with Street Department, APD, and Fire, estimated completion late 2025 or early 2026 with respect to current B Street priorities
 - Ancillary details: MUTCD compliance, creating correct visuals to direct motorists, etc

Richards motions to put flexible candlesticks and signage along Water Street at both ends of the train tunnel to prohibit vehicle traffic (while continuing to allow pedestrians and bicycles). David seconds. Approved.

- Working Group recap: Dahle led Working Group on Tuesday, October 14th
 - Grandview discussion to be placed on next month's agenda
 - Audible traffic signals requested at N Mountain and Main St
 - Fleury to approach ODOT with this request and add to next month's agenda
 - Correnti to assist Vieville with submitting a formal request for similar at Siskiyou Blvd
- Strategic Communication Assignments
 - [TAC FAQ](#) live on City website
 - Fleury coordinating with Cottle to publish TAC articles in e-newsletter
 - Kahn: E-bike Rule Structure, Distracted Pedestrian Crossing

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

October 16, 2025



- Peterson-Adams: Vision Zero/Safe System Approach
- Dahle: Winter Driving Safety, Driving Fatigued
- Brouillard: Navigating Uncontrolled Intersections, Emergency Response Rules to Follow
- Morris: 20 is Plenty
- David: Distracted Driving, Basic Speed Rule
- Richards: Car Seat and Seat Belt Rules
- Vieville: Stopping for Pedestrians in Unmarked Intersections

ADJOURNMENT: 8:00 PM

Next Meeting Date: November 20, 2025 via Zoom from 6:00 PM – 8:00 PM

*Respectfully submitted,
Marlena Correnti, Administrative Assistant*

Memo

DATE: November 10, 2025

TO: Transportation Advisory Committee

FROM: Scott Fleury PE, Public Works Director

DEPT: Public Works

RE: Transportation Committee Workplan Review 2026-2028

BACKGROUND:

Annually the City Council receives updates from Commission/Committees on their formally developed workplan at a meeting in December. This meeting is also meant as a volunteer celebration to recognize the hard work of citizens volunteering on Commission/Committees.

Staff has attached multiple documents for discussion purposes:

1. 2023-2025 workplan
2. 2024 Council Presentation on workplan and associated accomplishments
3. 2026-28 Draft workplan for discussion/development from Chair

An addition to the workplan should likely include alternatives analysis for formally connecting and finishing the Central Ashland Bike Path. This project could potentially be grant funded or the use of System Development Charges could fund the first phase.

Conclusion:

The Committee should discuss the 2026-2028 workplan and prepare for the December 15, 2025 presentation and volunteer celebration with Council. Each Commission/Committee will be given approximately 5 minutes to review the status of the workplan and past accomplishments.

CITY OF ASHLAND

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Transportation Safety and Multimodal Advisory Committee

Work Plan 2023-25

I. Transportation System Plan Update

- A. Vision Zero Resolution and Action Plan

II. Capital Improvement Projects(Protected Bike Lanes/Multimodal Analysis)

- A. Ashland Street Rehab
- B. North Mountain Rehab
- C. B Street Bike Boulevard
 - 1. Safety Analysis
 - 2. Design

- D. Oak Street Rehabilitation

III. Traffic Safety, Parking, Signage, Striping, etc. – Continuous

- A. Public Education and Outreach Program
 - 1. Collaboration with Council, CEPAC, Housing Committee and Planning Commission
- B. Traffic Calming Program
- C. Traffic Crash and Near Miss Review (twice annually)
- D. Bike Parking Inventory (downtown)
- E. Transit Support as needed (RVTD)

IV. Council Directed Projects for Review

- A. Bird Scooter Program Review
- B. Parklet Program Review
- C. Downtown Revitalization Grants
- D. ODOT Collaboration

Transportation Advisory Committee
Report to Council December 15, 2025

Work Plan Outline 2026-2028

- I. Transportation System Plan Update

- II. Capital Improvement Projects(Protected Bike Lanes/Multimodal Analysis)
 - A. North Mountain Rehab Phase I and Phase II
 - B. B Street Bike Boulevard
 - C. Oak Street Rehabilitation
 - 1. A Street Intersection
 - 2. Van Ness Intersection
 - D. Water Street & RR Trestle
 - E. Van Ness & Helman Intersection

- III. Traffic Safety, Parking, Signage, Striping, etc. – Continuous
 - A.Public Education and Outreach Programs**
(Collaboration with Council, Standing Advisory Committees, Parks Commission and Planning Commission)
 - B. Encroachment Guidelines Review
 - C. Traffic Crash and Near Miss Review (twice annually)
 - D. Bike Parking Project
 - E. E-Bike Safety Project
 - F. Transit Support as needed (RVTD)

- V. Council Directed Projects for Review
 - A. Wayfinding (With Economic Development)
 - B. ODOT Collaboration



Council Study Session

Date: December 16, 2024

| | |
|--------------------|--|
| Agenda Item | Commission & Committee Workplans & Updates 2024/2025 |
| From | Sabrina Cotta |
| Contact | sabrina.cotta@ashland.or.us |

SUMMARY

This is a review of all the Standing Advisory Committees. Standing Advisory Committees include Social Equity and Racial Justice Advisory Committee (SERJ), Housing and Human Services Advisory Committee (HHSAC), Public Arts Advisory Committee (PAAC), Historic Preservation Advisory Committee (HPAC), Climate & Environment Policy Advisory Committee (CEPAC), Transportation Advisory Committee (TAC). The Planning Commission and Ashland Parks and Recreation Commission (APRC) have also provided updates.

POLICIES, PLANS & GOALS SUPPORTED

- Excellence in governance and City services
- Respect for the citizens we serve, for each other and for the work we do

BACKGROUND AND ADDITIONAL INFORMATION

The City is currently in the process of updating the Ordinance that outlines the Committee's charges. Resolution 2023-06 updated the Standing Advisory Committee structure. The following information has been provided by the Committees and Commissions on accomplishments and future goals:

Social Equity and Racial Justice Advisory Committee

SERJAC has encountered much change and growth in 2024. We have changed personnel within the committee (staff, co-chairs, and members) as well as our strategy for reaching our overarching goal of improving Social Equity and Racial Justice in the City of Ashland. (See 2025 work plan)

2024 Accomplishments:

- Read, evaluated, and provided recommendations based on the City of Ashland DEI Assessment.
- Participated in starting the Welcoming Project (now Ashland Voices). This is a joint project with SOU and the Chamber of Commerce that highlights organizations and businesses led by individuals of marginalized identities in Ashland.
- Prepared SERJ Research Project and Report investigating ways in which the City of Ashland helped and/or harmed the Civil Rights of historically marginalized populations and presented it to City Council.
- Identified, contacted, and met with community partners including SOU's Black Student Union and SOU's Native Nations Liaison.
- Supported Community events including:
 1. Rev. Dr. Martin Luther King, Jr. Celebration
 2. Cesar Chavez
 3. Juneteenth
 4. SOPRIDE
 5. Indigenous People's Day
 6. Ashland Together and Ashland Sunrise Project speaker series
- Received DEIA training from an outside consultant familiar with SERJAC that was particularly tailored to the work of the committee.
- Considered and provided feedback on Climate Friendly Areas
- Welcomed two new committee members
- Engaged other committees in collaboration and support including HHSCA and CEPAC

2025 Workplan





Council Study Session

As we move into 2025, our members are excited to continue to support the work we started this Fall to stabilize and refocus the committee on its charge to assist the City of Ashland in growing its equity lens and equity actions.

Those efforts include:

- Appointed two new members and are actively recruiting two more.
- We initiated a strategic planning process to assist in developing our 2025 workplan to ensure collaborative and measurable goals for the committee.
- And, in our biggest shift, we have assigned added responsibilities for committee members, naming each as liaison to another City of Ashland committee or commission. This makes tangible strides toward earlier goals related to better interaction with other committees

o We have liaisons for Public Arts, Historic Preservation, Housing and Human Services, CEPAC, and Parks. As we settle our new members, assignments will be finalized for 2025 and will cover all committees and Parks with the goal of assisting the committees apply an equity lens to their work and decision-making process.

- Additionally, we have set some specific goals related to better communication and connection with the City of Ashland, other municipalities and Ashland's population.
- Our goals fall into three main categories: Outreach, Communication, and Connection.

1. Outreach

- o Increase awareness of SERJAC in Ashland and beyond
- o Table at events (SOU Meet Ashland, OLLI, etc)
- o Increased visibility and participation at DEIA-aligned events in our region
- o Continue to grow partnerships and collaboration with values aligned non-profits, clubs/organizations, businesses, SOU departments, local and regional affinity groups, etc
- o Plan, write, administer, and evaluate a DEIA Climate Survey for the population of Ashland. Goal is to complete in 2025 with possible evaluation and publication crossing into 2026.

2. Communication

- o Improve internal committee communication
- o Develop more efficient ways of sharing ideas and collaborating on projects
- o Onboarding and offboarding processes
- o Improve external communication with community
- o Increase visibility of existing DEIA-related resources (e.g. Oregon DoJ Bias Response Hotline)

3. Connection

- o Follow through on the work we began with the City DEI Assessment and obtain a report regarding the status of the recommendations by the consultant and the trainings that are being offered to employees and assist as requested by City Council in those efforts.
- o Improve and maintain connection with Ashland's population
- o Focus: who do we serve and how do we serve them?
- o Better visibility and connection with other City of Ashland Committees (see above)
- o Connect and collaborate with other aligned municipal bodies across Oregon

Housing and Human Services Advisory Committee:

In 2024 the Housing and Human Services Advisory Committee completed or addressed the following items in pursuit of the current workplan:

- Reviewed and recommended appointment of members to the council requested ad-hoc Subcommittee to address the development of the Homeless Services Masterplan Report.
- Reviewed applications and made recommendations regarding the allocation of \$134,000 in Social Service Grant funding to twelve non-profit organizations.
- Reviewed applications and made recommendations regarding the allocation of \$350,000 in Affordable Housing Trust Fund Grant funding to three affordable housing organizations and one homeless services provider.





Council Study Session

- Reviewed applications and made recommendations regarding the allocation of \$179,575 in Community Development Block Grant funding to two non-profit organizations.
- Worked with Homeless Services Masterplan Subcommittee on community engagement and data collection to help inform the development of the masterplan.
- Provided a mid-cycle update as requested by Council at a Study Session on the development of the masterplan.
- Engaged in planning for the Housing Resource Fair to take place in February 2025
- Held the Annual Rent Burden Meeting in November 2024.
- Review and recommendation of the Homeless Services Masterplan Report – The Advisory Committee will review and make a recommendation to the Council at their regular meeting on July 18th.

Key Projects

- **Develop an Equitable Housing Plan-Initial Stages**
 1. The Equitable Housing Plan must be adopted concurrent with the 2025-2029 CDBG Consolidated.
 2. Development of the Plan was pre-empted by the request to develop a Homeless masterplan report and the purchase and development of 2200 Ashland street as every night low barrier emergency shelter. Staff is working on a scope of work for a consultant and the Committee is communicating with SERJAC about community engagement.
- **Rent Burden-Education and Outreach Event– underway.**
 1. The HHSAC has heard from a variety of community members regarding potential topics and formats for the annual educational event, topics range from information about ADU development, community education on the Community Land Trust Model, and workforce and middle housing.
 2. The HHSAC began developing a plan for this year's event at their regular meeting in June.
- **Manufactured Home Park Zoning Ordinance– underway.**
 1. This project will be undertaken by the Planning Commission and planning staff and will go before the HHSAC for review and recommendation.
- **Consolidated Plan for the Use of Community Development Block Grant Funding**
 1. City Staff is in the initial stages of developing a five-year plan for the use of CDBG funding. The HHSAC will primarily be engaging in Community input for development of goals and priorities for the use of funding and for reviewing and making a recommendation for the draft plan.
- **Development of a Request for Proposals for the Beach Creek Property and or other City Surplus property as directed by Council.**
 1. The HHSAC will work with staff to draft an RFP for development of the Beach Creek property by an eligible affordable housing developer.
 2. Should the City identify other surplus City Property as suitable for Affordable Housing Development, the HHSAC will advise staff on the development of an RFP for consideration by the City Council.
- **Update of the Fair Housing Analysis of Impediments to fair housing choice**
 1. The Analysis of Impediments to Fair Housing Choice must be adopted concurrent with the 2025-2029 CDBG Consolidated.
 2. The Equitable Housing Plan, the Consolidated Plan and the Analysis of Impediments have similar data and narrative sections and have several areas of overlap. All three documents require some community input, the HHSAC will work with SERJAC to complete community engagement activities with will be used to inform all three documents.

Public Arts Advisory Committee

2024 Achievements

- Implemented Street Crossing Art, "*Walking Upstream*" at entrance to Lithia Park; installed on July 2, 2024.





Council Study Session

- Coordinated and implemented the Playwright Walk and first plaque, a Shakespeare quote in front of the Chamber, installed on October 7, 2024.
- Coordinated and implemented artist installation of three (first 3 of 20 identified) Oregon Department of Transportation utility traffic controller boxes community painting project with local artist and community engagement; implemented August – November 2024; task group planning for next set of boxes to be painted.
- Supported community-driven effort to fund and create a permanent, public art installation entitled “Ancestor’s Future: Crystallizing Our Call” by Micah Blacklight inspired by the “Say Their Names” Memorial.
- Support community-driven effort to fund and create a public mural installation at the Elks Building in Downtown Ashland entitled “Where the Crow Lights” by John Pugh.
 1. *The updated design will be presented by John Pugh to the PAAC on December 19, 2024, and recommendations from the PAAC to City Council regarding the updated design are forthcoming.*
- Recruited the first SOU student representative to PAAC.
- Updated list and photos of City owned public artworks; began discussions for development of a maintenance plan.
- Kickoff meeting for update the PAAC Strategic Plan (formerly 2007 Master Plan).

2025 PAAC Upcoming Efforts

The PAAC set priorities during a Study Session on January 19, 2024, and started a formal goal setting for 2025 during a special meeting, Study Session on November 21, 2024. The following are PAAC priority projects and initiatives - some originate from the community and others are initiatives of committee members and public citizens.

- Update and adopt a Strategic Public Arts Plan in 2025, including potential launch to achieve UNESCO World Heritage status in the next 10 years.
- Continue to strategize, identify, recommend, and implement projects that align with PAAC goal to create Ashland as an art destination through “Art Activations for Art Destinations” as identified in early 2024 PAAC priorities.
- Continue to implement the Council/Oregon Department of Transportation (ODOT) MOU to promote local artist or community designed artwork on ODOT Traffic Controller Boxes, with funding assistance from the City of Ashland.
- Obtain designation of the Downtown Historic District as the next Marking Ashland Places (MAP II) district, in concert with the Historic Preservation Advisory Committee and in compliance with the APRC *Art in Parks* policy.
- Continue to support community-driven efforts in the ongoing implementation of the Playwrights Walk. Springboard from the initial philanthropic donation of 12 downtown plaques by Barry and Kathryn Thalden to an ultimate collection of 100 plaques city-wide for OSF’s 100th year anniversary in 2035.
- Develop a plan, review the city insurance coverage for artwork, and evaluate ongoing maintenance and repairs needs and cost estimates to develop a line-item funding budget for artworks that are in the Public Art Collection, all in cooperation with the Public Works Department.
- Select, coordinate, and implement additional street crossing art projects
- Continue to add to the StoryMap and evaluate public reception of the self-guided Public Art Walking Tour.
- Organize a celebration of “We Are Here” for the 2026 anniversary. Make a recommendation to City Council to make a proclamation for the celebration.
- Identify opportunities and discuss and consider public art projects for southeast Ashland.
- Identify, discuss and consider a permanent alternative or addition to the “Say Their Names” memorial.
- Invite and add SERJAC member as liaison to PAAC with goal to promote and to include equity practices in public art.





Council Study Session

- Continue to support community-driven effort to fund and create a permanent, public art installation entitled "*Ancestor's Future: Crystallizing Our Call*" by Micah Blacklight inspired by the Say Their Names Memorial.
- Continue to support community-driven effort to fund and create a public mural installation at the Elks Building in Downtown Ashland entitled "*Where the Crow Lights*" by John Pugh.
- Work to promote environmental awareness and sustainable practices in public art.

Historic Preservation Advisory Committee

Over the course of 2024, the Historic Preservation Advisory Committee (HPAC):

- Resumed the in-person HPAC Review Board, a bi-weekly subcommittee to review building permits and pre-application proposals as well as being available by appointment to discuss potential historic preservation issues.
- Celebrated Historic Preservation Week 2024. This event was a celebration of preservation in Ashland and of the first phase of the Marking Ashland Places (MAP) project in the Ashland Railroad Addition Historic District presented cooperatively with the Public Arts Advisory Committee (PAAC), Ashland Chamber of Commerce, Ashland Parks Department, Southern Oregon University (SOU) and WalkAshland.
- Continued to review and advise on land use applications in Ashland's four National Register-listed historic districts including single-family, multi-family, commercial, public and legislative projects.
- Reviewed the "Walking Upstream" painted crosswalk treatment, the "Playwright's Walk" proposal, and mural proposals for Northwest Nature Shop, the Ashland Elks Lodge and KS Wild.
- Created a subcommittee and provided detailed recommendations to the Oregon Department of Transportation (ODOT) through its Architectural Historian on the rockwork treatment in crosswalk accessibility projects and utility box replacement proposals.
- Continued the successful partnership with the Public Arts Advisory Committee and Parks Department in a subcommittee to begin looking at the next phase of the Marking Ashland Places project in the downtown.
- Met with the Parks Foundation to discuss restoration of the Butler-Perozzi Fountain and had two members (Shostrom and Whitford) who served on the Parks Foundation's steering committee for the planning and fundraising effort.
- Toured the Community Center building and had one member (Shostrom) appointed to the Management Advisory Committee (MAC) looking at options for the future of this individually listed historic resource from the National Register of Historic Places.

2025 HPAC Upcoming Efforts

The Historic Preservation Advisory Committee (HPAC) has identified the priorities and work plan below for the 2025 calendar year:

- **Update the City's Historic Preservation Plan.** The current Historic Preservation Plan was completed in 2008 using consultant services funded by a Certified Local Government (CLG) grant. The plan speaks to the city's planned preservation activities from 2009-2018. Members believe it overdue for an update and will revisit the plan and work at updating it systematically through regular meetings when there aren't land use items on the agenda.
- **Update HPAC Webpage** - HPAC members will work with staff to update the committee's page of the city's new website.
- **Continuing Education for HPAC Members** - When meeting time is available, HPAC will look at continuing to educate new and existing members on the information needed to carry out their responsibilities, including roles and responsibilities; reviewing planning action procedures and development standards; reviewing the Secretary of the Interior's national standards for historic preservation, and becoming familiar with the responsibilities of being designated as a Certified Local Government in Oregon.
- **Raise Public Awareness of Preservation and HPAC** – Promote preservation and the committee through events, activities and partnerships including the Preservation Awards, direct mailings to new





Council Study Session

property owners in the districts, targeted outreach to professional groups, updating the Committee's webpage, and on-going work with the Public Arts & Advisory Committee to continue the Marking Ashland Places project.

Climate and Environment Policy Advisory Committee

1. - Accomplishments

- o *Passed on to City Council a Clean Air and Electrification Ordinance pertaining to new residential construction*
 - o *Worked Jointly with the local realtor community to put in place a Clean Energy Home Score*
 - o *Working with our Climate analyst, reviewed and provided feedback on USDA RESP Loan*
 - o *Began regular relationships with other committees, in particular working on Transportation and Land Use issues.*
 - o *Significant and on-going work addressing pollution, emissions and noise from lawn blowers and other gas powered small-engine yard and landscape equipment*
- *CEPAC 2025 Work Plan – Short Term*
 - *Bring existing projects to finish line*
 1. *Clean Air Ordinance*
 2. *Small Engine / Leaf Blower plan*
 3. *Home energy scores – Secure a dedicated CEPAC member to work with the local realtor community*
 4. *USDA RESP Loan*
 - *Work with, and support community groups working on climate mitigation and adaptation initiatives (CEAP 2017)*
 1. *Community Education. Who does this?*
 - *Recommendations to Staff/Council re: AVISTA franchise agreement*
 - *Bring CEPAC Membership back to a full complement of members*

A Suggested 2025 Work Plan – Ongoing

- 1) Recommendations to Council regarding decreasing methane emissions from existing Residential and Commercial structures
- 2) Urban, Land Use, and Transportation issues (Work with Transportation Commission)
 - a. Transportation System Plan (TSP)
 - b. Expand pedestrian and bike-friendly transportation
 - Implement, and expand upon, existing Safe Routes to Schools recommendations
 - Dedicated work on identifying safe bike and pedestrian routes
- 3) Funding Source identification and capture for climate and environmental work
- 4) Support food waste diversion and composting
- 5) On-going involvement with City Plans such as the Comprehensive Plan, Water Update, Electric Plan, TSP, etc.
- 6) Evaluate, and make recommendations regarding climate and environmental issues related directly to City of Ashland Municipal Operations

Transportation Advisory Committee

2024 Accomplishments:

Completed Projects

- Review and Recommendations for the Climate Friendly and Equitable Communities(Presentation with 3J consulting, ECONorthwest and JET Planning)
- Review and Recommendations for B Street Corridor Safety Analysis(including Public Engagement process with Kittleston and Associates)
- Review and Recommendations of Type III Planning Action(Townmaker's Croman Mill Development)





Council Study Session

- Ashland Street Rehabilitation Project (complete with protected bike lanes, and bike boxes and dedicated street sweeper as well as other multi-modal improvements)
- City-wide Bike Rack Inventory
- Bird Scooter Program review and rejection
- Letter of Support for RVTG grant to expand Route 17 Hours and Frequency
- Yearly Crash Analysis and Near Miss Review(Distracted Driving + Speed=Majority of issues)

In Process and Ongoing Work

- Securing Safe Streets and Roads 4 All Federal Grant utilizing Vision Zero Resolution and methodology, Safe Routes to School Planning for City-Wide Safety Analysis
- North Mountain Rehabilitation Project (Publicly Noticed Hearing and Design Review completed. Final Construction Review and construction to begin in 2025)
- Type III Planning Action Review Casita Development Pre Application Review 12/24
- Encroachment Ordinance Review(Parklets reviewed and not recommended)
- Crash and Near Miss Analysis Mitigation Measures
- Collaboration and Engagement with other advisory Committee and Commissions(TAC members volunteer to attend and report on other Standing Committee and Commission business; CEPAC and TAC work on Transportation Aspects of the CEAP)
- Downtown Revitalization (Wayfinding Process with Economic Development 12/24)

Education

- Chip Seal and Roadway Maintenance Overview(Includes introduction of new complaint portal SeeClickFix App)
- E-Bike Rules and Regulations(Citizen Concern, Council Questions, Enforcement, preventive mitigation discussions)

Work Plan Outline 2025-2027

I. Transportation System Plan Update

II. Safe Streets 4 Everyone Safety Planning Grant

III. Capital Improvement Projects(Protected Bike Lanes/Multimodal Analysis)

A. North Mountain Rehab

B. B Street Bike Boulevard

C. Oak Street Rehabilitation

1. A Street Intersection

2. Van Ness Intersection

D. Water Street & RR Trestle

E. Van Ness & Helman Intersection

IV. Traffic Safety, Parking, Signage, Striping, etc. – Continuous

A. Public Education and Outreach Programs

(Collaboration with Council, Standing Advisory Committees, Parks Commission and Planning Commission)

B. Encroachment Guidelines Review

C. Traffic Crash and Near Miss Review (twice annually)

D. Bike Parking Project

E. E-Bike Safety Project

F. Transit Support as needed (RVTG)

V. Council Directed Projects for Review

A. Downtown Revitalization Grants





Council Study Session

B. ODOT Collaboration

C. Wayfinding (With Economic Development)

Planning Commission

2024 Achievements

The Planning Commission is unique among advisory bodies to the Council in that the bulk of its work plan is driven by development proposals, Council direction, and State legislative land use mandates.

Over the course of 2024, the Planning Commission conducted public hearings to consider:

- Approval of the new Parks, Trails & Open Space Map
- Approval of the new Buildable Lands Inventory
- Approval of the new East Main Street Park.
- Development of a 15-lot Performance Standards Subdivision consisting of 38 units as the final phase of the Kestrel Park Subdivision.
- Development of a five-lot Performance Standards Subdivision at 210 Alica Avenue.
- Development of a four-lot subdivision for deed-restricted affordable housing at 452 Williamson Way.
- Development of a four-lot Performance Standards Subdivision at 113 Pine Street.
- Development of a four-unit Cottage Housing Development at 765 Cambridge Street
- Site Design Review for a new RV & Truck Service Area at Les Schwab at 2308 Ashland Street.
- The installation of new Wireless Communication Facilities on the Southern Oregon University Science Building.
- Modifications to the previous hillside development approval at 329 Granite Street
- A request to vacate a portions of the public right-of-way for segments of Fern Street and Mountain Meadows Drive.

The Planning Commission also conducted Study Sessions exploring:

- The Housing Element, Housing Needs Analysis & Housing Production Strategy.
- The Transportation Element and Transportation System Plan with the Public Works Director and the Transportation Advisory Committee Chair.
- The Energy, Air & Water Conservation Element of the Comprehensive Plan and the Climate Energy Action Plan with staff Climate & Energy Analyst and the chair of the Climate & Environment Policy Advisory Committee.
- The Southern Oregon University Masterplan as a preface to a coming light update.
- The Southern Oregon University Business Venture Tournament Team's Presentation
- Recent state legislation with a focus on Senate Bill 1537.
- Climate Friendly Area review and recommendations, and public engagement plan.
- Development Process Management Advisory Committee (DPMAC) recommendations
- The Croman Mill site environmental clean-up progress.
- An update on the Manufactured Home Park Zone ordinance adoption.
- The Economic Opportunities Analysis Public Engagement Plan.

The Planning Commission also held its annual retreat which looked at:

- The redevelopment of downtown Phoenix post-Alameda Fire, with a focus on the Phoodery and the subsequent development of the adjacent properties as a success of the Phoenix Urban Renewal Agency.
- Site visits and tours of the Royal Oaks Mobile Home Park (Phoenix), Pacific Village Mobile Home Park (Phoenix) and Talent Mobile Estates (Talent) with presentations by the Housing Authority of Jackson County on the post-fire redevelopment of the Royal Oaks as affordable ownership housing and by the Coalición Fortaleza on their work with CASA of Oregon to convert Talent Mobile Estates to a resident-owned cooperative (ROC) in preparation for the coming discussions of a Manufactured Housing Park Zone ordinance for Ashland.





Council Study Session

2025 PC Upcoming Efforts

The PC reviewed priorities during a regular meeting on November 12, 2024. The following are PC priority projects and initiatives - some originate from State legislative land use mandates, and others are reflective of Council and community goals.

Current Planning

- **Annexation for 1511 Highway 99N**

A new Grand Terrace application has been received and is now in review.

- **Annexation for 300 Clay St**

An application has been received and is now in review.

- **Kestrel Park Subdivision Multi-Family Zoned Portion**

An application has been received and is now in review.

- **Annexation and Master Plan Modification for the former Croman Mill site**

Discussions with Townmakers, LLC are on-going, the property owners continue to work with Oregon DEQ on clean-up, and an application is anticipated at any time.

Advanced (Long Range) Planning

Long-range planning involves developing and implementing policies and regulations that guide a community's growth and development over the long term, typically 20 years or more. It focuses on creating a strategic vision, addressing future challenges and opportunities, and shaping lasting impacts on land use, infrastructure, housing, and sustainability. These "long range" legislative changes are less about the time it takes to adopt them and more about their enduring influence on the community's social, economic, and environmental future. Each of the planning initiatives listed below are to be undertaken in the 2025 calendar year.

- **Climate Friendly Areas (CFA) Designation & Zoning Code Amendments**

A Council study session occurred on November 4th. The project consultant team including 3J Consulting, JET Planning and ECOnorthwest are now working on draft code language which will come back to the Planning Commission and Council for review later this fall. The deadline for this project has been extended by the state until June 30, 2025. *[This project is funded through a grant from the Department of Land Conservation & Development.]*

- **Walkable Design Standards Ordinance Adoption**

The State of Oregon has introduced "Walkable Design Standards" as a statewide initiative to promote sustainable urban design and support multi-modal travel options, including walking, biking, and wheelchair accessibility, to foster pedestrian-friendly development in communities across the state. Staff are working with Cascadia Partners to develop code changes necessary to implement Walkable Design Standards required under the Climate Friendly & Equitable Communities (CFEC) rules. It is hoped that any necessary code changes will be adopted in conjunction with the CFA adoption process. *[This project is funded through a grant from the Department of Land Conservation & Development.]*

- **Manufactured Home Park Zoning Ordinance**

3J Consulting is working with staff to develop a 'Manufactured Home Park Zone' ordinance which is one of the strategies identified in the recently adopted Housing Production Strategy. This item is to be complete by mid-2025. *[This project is funded through a grant from the Department of Land Conservation & Development.]*

- **Economic Opportunities Analysis (EOA)**





Council Study Session

An Economic Opportunity Analysis (EOA) is moving ahead with Community Attributes, Inc. (CAI). The City of Medford is also currently conducting an EOA with CAI, and it is hoped that this will provide an opportunity for coordinated consideration of regional economic issues. The EOA is planned for completion mid-2025. *[This project is funded in part through a grant from the Department of Land Conservation & Development.]*

- **Southern Oregon University Master Plan**

Southern Oregon University staff and counsel have been in on-going discussions with Planning staff and have had a campus open house to discuss the upcoming master plan update. Staff anticipate that a pre-application submittal will be received this fall and that an application for a "light update" of the existing 2010 Master Plan will be received early in 2025.

- **Transportation System Plan (TSP) Update**

Public Works will begin a TSP update in mid-2025. Given that planning for newly identified Climate Friendly Areas will be key to the update process and that the city is expected to handle the full public engagement portion of the project, staff anticipate that the Planning Commission and Planning staff will play a bigger role in this update than they have in past updates.

Ashland Parks & Recreation Commission

2024 Accomplishments

Staffing:

- New Employees/Roles
 1. Janitorial Team
 - Rick Deckelman
 - Drew Bailey
 - Jesse Rowland
 - Forest Rota
 2. Senior Services Coordinator – Shannon Holt
 3. Golf Program Manager – Brian Weaver
 4. Environmental Education Manager – Kirsten Came
 5. Senior Services Superintendent – Natalie Mettler
 6. Director – Rocky Houston

Programs:

- Park Operations
 1. Safety/Training Initiative
 2. 37,960 restrooms cleaned and 16,790 trash cans emptied
- Recreation
 1. Ice Rink
 - New Cover for tent & new Chiller for ice
 2. SmartRec – new software for registering online
- Senior Services
 1. Exceeding pre-COVID utilization of programs and services

- Planning & Development
 1. Secured (2) OPRD Local Government Grants
 - Hunter Park Tennis Court Restoration
 - East Main Community Park – Phase I Development
 2. Parks Foundation raised \$800,000 for Butler-Perozzi Fountain Restoration
 3. Capital Improvement Plan 2026-2031 completed (draft)





Council Study Session

4. 10-year Strategic Plan ready for kickoff in 2025

FISCAL IMPACTS

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

Please direct any work plan questions or suggestions to the appropriate Commission or Committee staff liaison and/or member.

REFERENCES & ATTACHMENTS

None



Memo

DATE: November 10, 2025

TO: Transportation Advisory Committee

FROM: Scott Fleury PE, Public Works Director

DEPT: Public Works

RE: Grandview Drive Roadway History and Background

BACKGROUND:

At the October TAC meeting one of the discussion points revolved around a Transportation System Request for Grandview Drive. There was a serious crash on Grandview near the intersection of Grandview Drive and Skycrest Drive that resulted in a house catching on fire (reference resident submittal).

During the discussion staff referenced a long history of discussion regarding Grandview Drive and a guardrail that was installed along a short section of the roadway in conjunction with construction of a new house. Staff informed the TAC that they would compile some historic information for the group to review at a future meeting as part of the safety concern voiced by residents.

1. Guardrail was installed along a short section of Grandview Drive in conjunction with construction of a new single family house
2. An encroachment permit for the installation was not obtained prior to installation
3. Adjacent property owners voiced safety concerns regarding the guardrail installation and not having it permitted as part of an approval process
4. Public Works worked with the Transportation Commission and City Council to develop a plan/process to address resident issues and make the corridor safer
5. Public Works performed paving, signage, striping and speed zone upgrades to the upper portion of Grandview Drive

Staff has attached Council Communications, traffic and structural engineering evaluations and design plans for changes that occurred on Grandview Drive after the 2016 installation of guardrail as background reference materials.

Staff has also attached speed and volume data collected on Grandview Drive.

CITY OF ASHLAND

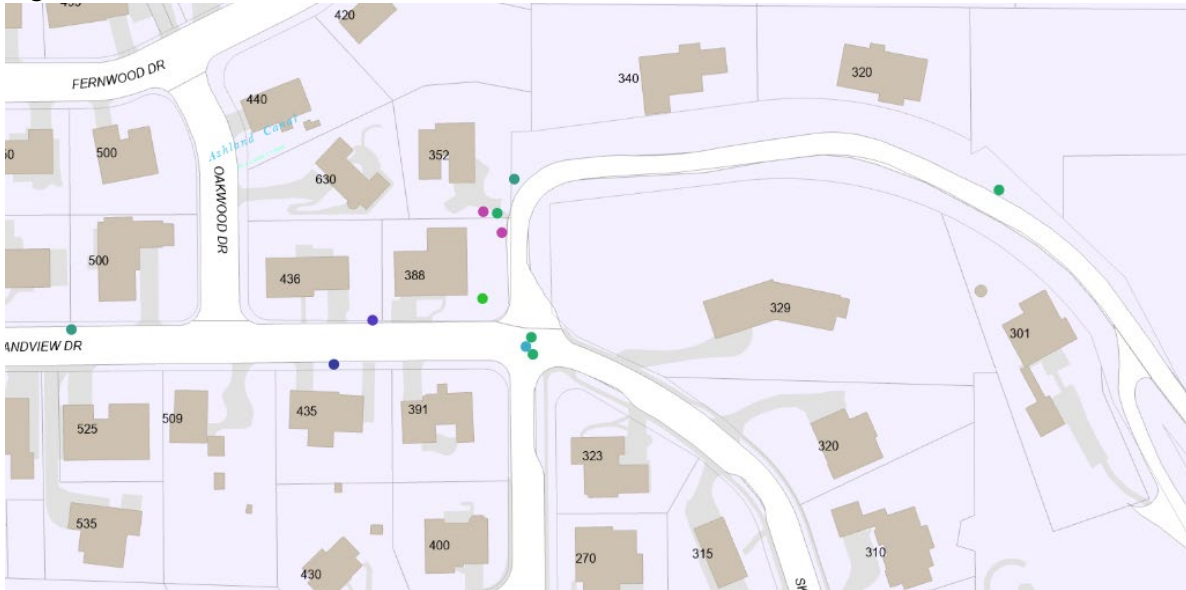
20 East Main Street
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.6002
Fax: 541.488.5311
TTY: 800.735.2900



Memo

Figure 1: Crashes



Conclusion:

The Committee should discuss the background information and develop a recommendation for changes if any are warranted.

Memo

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.](#)

Council Communication

September 6, 2016, Business Meeting

Continuation of Grandview Drive Discussion

FROM:

Michael R. Faught, Public Works Director, michael.faught@ashland.or.us

SUMMARY

This is a continuation of the June 21, 2016, July 19, 2016 and August 2, 2016 Council business meetings. As directed by Council, staff has developed a cost estimate to construct phase one of the proposed interim Grandview Drive shared road project. That estimate, including a 30% contingency, is \$127,200. If approved, staff will hold a second public meeting with residents, finalize engineering plans and attempt to construct the project by December, 2016.

BACKGROUND AND POLICY IMPLICATIONS:

The Grandview Drive guardrail has been on the Council's agenda three times: June 21, 2016, July 19, 2016 and August 2, 2016 (see attached Council Communications). At the August 2, 2016, Council meeting staff presented an interim solution for that section of Grandview where the non-permitted guardrail was installed that includes the following:

- a 3' refuge on the guardrail side;
- an 18' paved section;
- a 3' refuge on the uphill side;
- reduced speed limit to 15 mph;
- installation of two speed indicator signs;
- make the Skycrest Drive and Grandview Drive intersection a 4-way stop;
- leave the non-permitted guardrail in place as recommended by both the traffic engineer and Construction Engineering Consultants Inc. (CEC).

As directed by Council at the August 2, 2016 meeting, staff had CEC provide cost estimates to construct the proposed interim solution that includes the four-way stop sign at Skycrest and Grandview. CEC's cost estimate based on contracting all of the work out (see attached) for the interim solution is \$127,200. That figure includes a \$29,000 contingency, but does not include an estimated cost of \$20,000 for the Electric Department to move two of its power poles.

The interim project does not include costs to level the existing road or to widen the refuge areas to 5 feet which reduced the cost down from \$240,000.

If Council were to approve phase one at this meeting and staff is able to get the two other utilities on our power poles to move their facilities within our timelines, staff believes we can construct the interim phase one project by December 1, 2016. On the other hand, if the other utilities are unable to



move their utilities in time to meet our accelerated schedule, then the project will have to be delayed until next spring. If that occurs, staff will install the new stop signs at Skycrest Drive and Grandview Drive and place two “Share the Road” signs on Grandview in the fall of 2016.

Additionally, if the interim option is approved, staff will require the property owner to submit a right-of-way permit application for the non-permitted guardrail.

Phase II Update

Staff should have the survey work on the lower half of Grandview completed within the next couple of weeks. After the survey work is completed CEC will complete the engineering and design component of the project. CEC estimates they can provide conceptual drawings within three months and if approved, another three to six months to complete construction drawings for the second phase of the project.

New Information

There have been five reported crashes on this stretch of Grandview, none of them in the last ten years (see attached map).

Our traffic engineer’s review of the five reported crashes is as follows: “Four of the five crashes were in the westbound or southwest direction and resulted from drivers not being able to maneuver through the 90 degree bend on Grandview before reaching the stop controlled intersection at Skycrest & Grandview. All were single car collisions with fixed objects and resulted in vehicles running into either fences or trees when leaving the roadway. The remaining crash was heading eastbound in the vicinity of Ditch Road and involved a single car collision with a fixed object. The vehicle went over the embankment and was stopped by a tree. The stated cause for the crash was fog and the driver being distracted (reaching down to adjust the heat).

“It states on all five crash reports that Dick's Towing was contacted. None involved injury, but no further detail was provided. Attached is a map showing roughly where the crashes occurred based on crash descriptions and diagrams from the crash reports.”

Options:

1. The Council could decide to leave the guardrail in place and take no further action. *Staff and the traffic engineer could support this option.*
2. The Council could decide to leave the guardrail in place and authorize staff to construct the interim shared road project this fall. *This is the preferred option by the Public Works staff and traffic engineer.*
3. The Council could direct staff to require the contractor to remove the guardrail. *This option is not recommended by Public Works staff or any of the contracted engineering firms.*

COUNCIL GOALS SUPPORTED:

N/A

FISCAL IMPLICATIONS:

The engineer’s estimate for the interim solution, which includes a 30% contingency, is \$127,200. This first phase of the project could be funded this year as proposed in the Street Fund budget by reducing planned slurry seals by \$130,000.



The Street Fund budget allocated \$200,000 per year for slurry seal work in the 2016/17 biennium budget. This project is dependent on our Street crew completing crack sealing and base repair in order for the roads to be slurry sealed. In 2016 City crews were only able to prep \$140,000 worth of slurry seal work. Based on that, staff feels reducing the anticipated 2017 slurry seal project costs to \$130,000 more accurately reflects the amount of slurry seal work that can actually be accomplished.

STAFF RECOMMENDATION AND REQUESTED ACTION:

Staff recommends Council leave the existing non-permitted guardrail in place and authorize staff to construct the shared road project this fall.

SUGGESTED MOTION:

- 1) Move to leave the non-permitted guard rail in place.

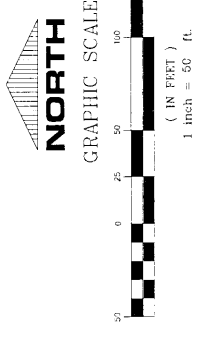
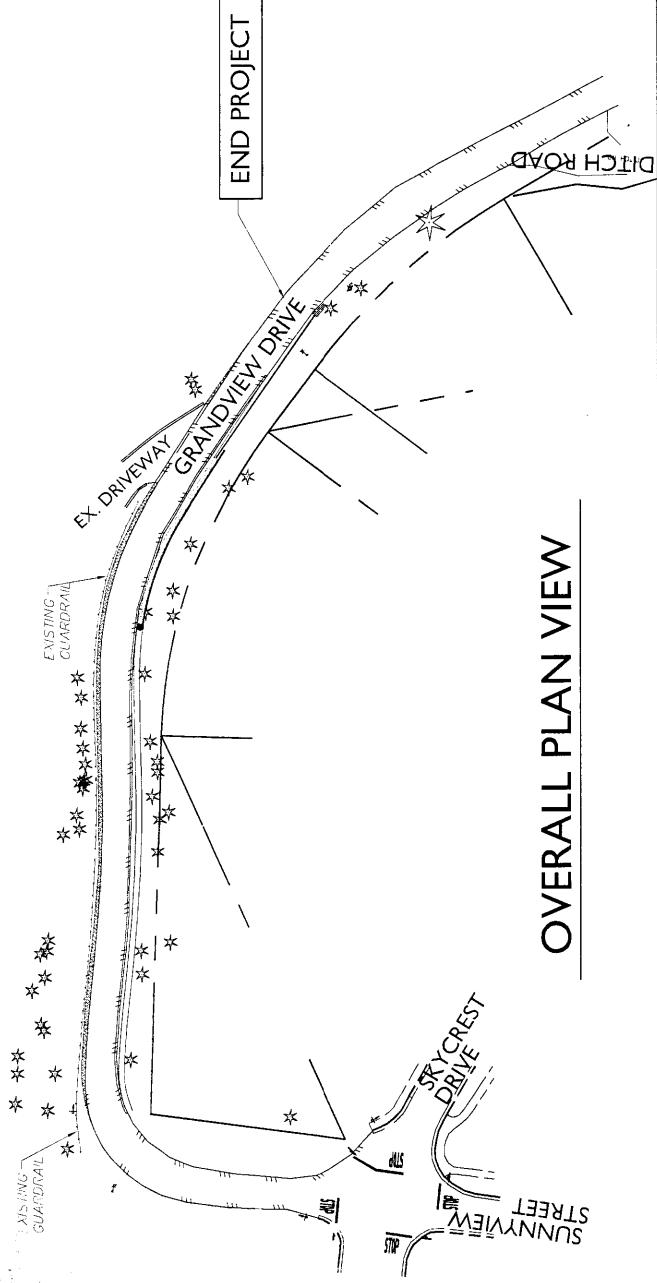
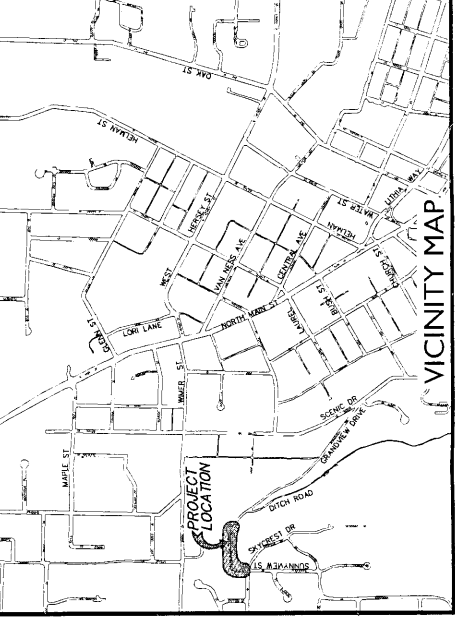
- 2) Move to approve the interim plan for improving Grandview Dr. to the shared road standard with final approved engineering drawings.

ATTACHMENTS:

CEC Engineering Drawings
CEC Preliminary Cost Estimates
Traffic Engineering Memo
Street Classification-Shared Roadway
ACE engineering LLC – Guardrail Engineer Observation Report
June 21, 2016 Grandview Council Communication
July 19, 2016 Grandview Council Communication
August 2, 2016 Grandview Council Communication
Grandview Shared Road Questions – Ashland City Council
Code Complaint Response to Mr. Rostykus
Legal Department Code Deferral Explanation
Grandview Crash Data 1997-2016
Letter from Hathaway Koback Conners, LLP dated September 1, 2016



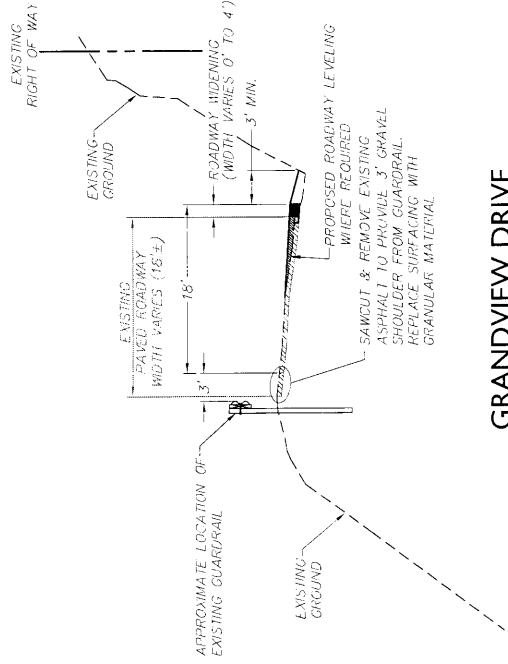
CONCEPTUAL
ROAD IMPROVEMENT PLANS
FOR
GRANDVIEW AVENUE
LOCATED IN
CITY OF ASHLAND
JACKSON COUNTY, OREGON



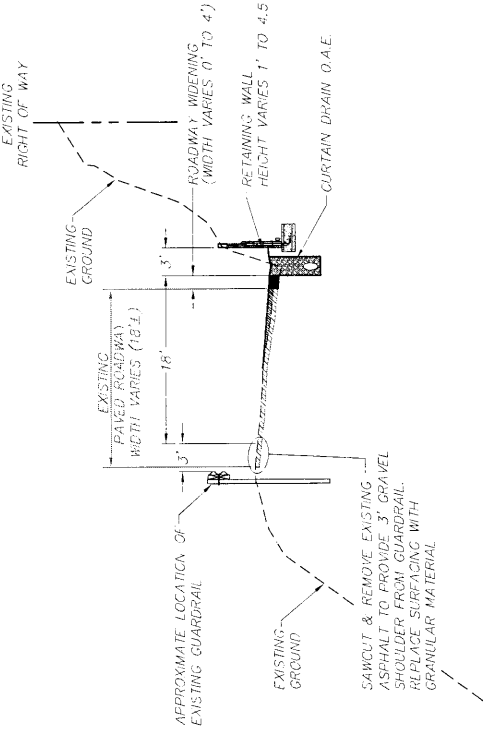
GENERAL NOTES

1. THESE PLANS ARE CONCEPTUAL AND ARE NOT INTENDED TO DETECT ALL OF THE DETAILS OF THE WORK REQUIRED.
2. DAYLIGHT SLOPES SHOWN ARE BASED ON EXISTING SLOPES IN THE AREA AND WILL BE VERIFIED BY THE CONTRACTOR. GEOTECHNICAL EVALUATION WILL NEED TO BE COMPLETED PRIOR TO FINAL DESIGN CONSTRUCTION DRAWING APPROVALS.
3. RETAINING WALLS OF SLOPE EASEMENTS MAY BE REQUIRED.
4. BENCHMARK: AS PROVIDED BY CITY ASHLAND TOPOGRAPHIC SURVEY

**GRANDVIEW DRIVE
CONCEPTUAL ROADWAY SECTION
(STA 11+65 TO STA 13+38)**



**GRANDVIEW DRIVE
CONCEPTUAL ROADWAY SECTION
(SECTION @ RETAINING WALL)**



LEGEND

| LINES | SYMBOLS |
|-------------------|--------------------|
| PROPOSED PAVT | AREA GRAN |
| PROPOSED SIDEWALK | PIPE PLUS |
| EXISTING SIDEWALK | CATCH LUNCH BASIN |
| PROPOSED STORM | UTILITY POLE |
| PROPOSED SEWER | STREET LIGHT |
| PROPOSED WATER | TELEPHONE FEDESTAL |
| R/W | POWER TRANSFORMER |
| PROPERTY LINE | CUT-IN SLEEVE |
| CENTER LINE | AIR VALVE |
| PIE | CUT-IN SLEEVE |
| PROPOSED C & G | POWER SWITCHGEAR |
| PROPOSED DITCH | GAS VALVE |
| | EXISTING DITCH |
| | EXISTING FENCE |
| | EXISTING DRIVE |

SHEET INDEX

| TITLE | SHT # | DATE |
|----------------------------------|-------|------|
| COVER SHEET | 1 | |
| CONCEPTUAL ROAD IMPROVEMENT PLAN | 2 | |

CITY OF ASHLAND
**GRANDVIEW DRIVE
CONCEPTUAL
ROAD IMPROVEMENT PLAN
COVER SHEET**

DRAWING NO
1 OF 2

PROJECT NO

CONSTRUCTION CONSULTANTS
P.O. BOX 1724 • MEDFORD, OREGON 97501
PH. (541) 779-8288 • FAX (541) 779-9139

DATE: 03/16
CHECKED BY: MMK, AHB
DRAWN BY: MMK

DATE: 03/16
APPROVED: MMK
DATE: 03/16
APPROVED: MMK, AHB
DATE: 03/16
APPROVED: MMK, AHB
DATE: 03/16
APPROVED: MMK, AHB

CALL 48 HOURS BEFORE YOU DIG
ORIGINATION CENTER DID NOT EXCEED 100 FEET FROM THE PROPERTY LINE

NOT FOR CONSTRUCTION

VERIFY SCALES!!!
BEFORE YOU START ANY WORK
ADJUST SCALES ACCORDINGLY

1" = 100'



P.O. BOX 1724 • MEDFORD, OR 97501 • PH (541) 779-5268 • FAX (541) 779-3139

**GRANDVIEW DRIVE
PRELIMINARY COST ESTIMATE
AUGUST 31, 2016**

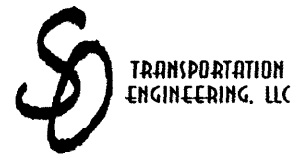
| Item | Description | Quantity | Unit | Unit Price | Total Price |
|------------------------------|--|----------|------|------------------------|---------------------|
| General Work | | | | | |
| 1 | Mobilization | 1 | LS | \$9,800.00 | \$9,800.00 |
| 2 | Install/Maint Erosion Control | 1 | LS | \$2,500.00 | \$2,500.00 |
| 3 | Clearing and Grubbing | 1 | LS | \$2,500.00 | \$2,500.00 |
| 4 | Traffic Control | 1 | LS | \$7,500.00 | \$7,500.00 |
| 5 | Construction Survey Staking | 1 | LS | \$4,000.00 | \$4,000.00 |
| | | | | Sub-Total | \$26,300.00 |
| Street Work/Site Work | | | | | |
| 6 | General Excavation and Haul-off (Cut) | 500 | CY | \$20.00 | \$10,000.00 |
| 7 | General Embankment (Fill) | 10 | CY | \$25.00 | \$250.00 |
| 8 | AC, Level 2, 1/2" Dense HMAC (Widening) | 25 | TON | \$100.00 | \$2,500.00 |
| 9 | Base, 3/4"-0" Crushed Rock | 125 | CY | \$32.00 | \$4,000.00 |
| 10 | Decomposed Granite | 55 | CY | \$25.00 | \$1,375.00 |
| 11 | Geotextile Fabric, Woven | 275 | SY | \$1.50 | \$412.50 |
| 12 | Pavement Removal & Haul-off | 15 | CY | \$30.00 | \$450.00 |
| 13 | Sawcut Existing Asphalt | 820 | LF | \$2.50 | \$2,050.00 |
| 14 | Retaining Wall | 475 | SF | \$30.00 | \$14,250.00 |
| 15 | Striping & Signing | 1 | LS | \$8,500.00 | \$8,500.00 |
| 16 | Speed Indicator Sign (Cost to be verified) | 2 | EA | \$6,000.00 | \$12,000.00 |
| | | | | Sub-Total | \$55,787.50 |
| Utility Work | | | | | |
| 17 | Drainage Inlet | 1 | EA | \$1,800.00 | \$1,800.00 |
| 18 | Curtain Drain | 110 | LF | \$45.00 | \$4,950.00 |
| 19 | 12" RCP Storm Drain | 100 | SF | \$75.00 | \$7,500.00 |
| 20 | Rip Rap Outfall | 1 | LS | \$1,500.00 | \$1,500.00 |
| | | | | Sub-Total | \$15,750.00 |
| | | | | Total | \$97,837.50 |
| | | | | 30% Contingency | \$29,351.25 |
| | | | | Grand-Total | \$127,188.75 |

**** Quantities/Cost to be determined from Utility Company plans**

This preliminary estimate is based on concepts and not engineered plans. This estimate is intended to give a general range of the costs associated with the type and scope of work involved.

Notes:

- Unit prices based on recent construction costs and do not reflect actual contractor bids. Actual Contractor bids may vary significantly
- This estimate was prepared prior to engineered documents and is based on the preliminary conceptual layouts
- A detailed cost estimate should be completed after engineered documents are completed and approved.
- Estimates for required Utility Company work should be obtained from the respective utility providers.
- This estimate does not include costs associated with landscaping / irrigation
- Volumes and quantities listed here are approximate.
- There are additional costs associated with the project not included in this estimate such as building permit fees, utility company fees, etc. It is the owners responsibility to determine all cost of the project.



**S.O. Transportation
Engineering, LLC**

112 Monterey Drive
Medford, OR 97504

Telephone 541.941.4148
Fax 541.535.6873

Kwkp1@Q.com

Memorandum

To: Mike Faught, Ashland Public Works Director

Date: 06/14/2016

Subject: Grandview Drive Guardrail Review

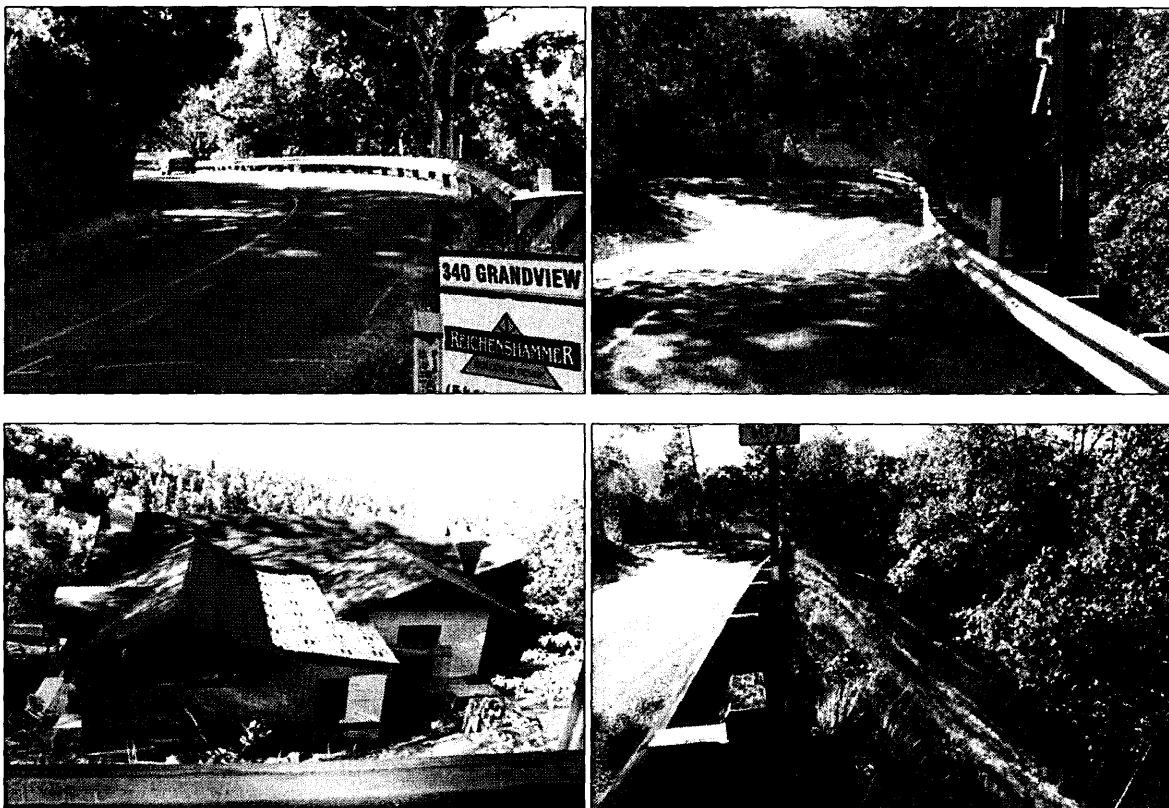
Southern Oregon Transportation Engineering, LLC evaluated a guardrail that was installed on Grandview Drive along the upper section of roadway north of its intersection with Skycrest Drive. The analysis was prepared to address citizen concerns and determine whether it would be safer to remove it or leave it.

Background

Grandview Drive is a two-lane Neighborhood Collector under existing conditions, which means it distributes traffic from higher order streets such as Boulevards and Avenues to neighborhood streets. It has a posted speed of 25 miles per hour (mph) with a warning sign within the curves of 15 mph. The City's Transportation System Plan (TSP) recommends changing the functional classification of Grandview Drive to a Shared Street, which is a classification designated for streets with right-of-way constraints by topography. The constrained right-of-way prevents typical bicycle and pedestrian facilities such as sidewalks and bike lanes. The entire width of the street, therefore, is collectively shared by pedestrians, cyclists, and vehicles. The recommended speed of a Shared Street in the TSP is 15 mph.

Field Data

Grandview Drive was measured in the field to be approximately 19 feet in paved width with sections through the curve as narrow as 17 feet. There is a consistent gravel shoulder of at least 2 feet the entire length of the guardrail, which widens out at the upper portion to over 4 feet. There's a steep drop off along the north side of Grandview Drive.



Other field observations included low vehicular volumes and speeds. The pedestrian activity was also fairly low while out there with only one jogger observed in the hour. There were no cyclists observed. We were out taking field measurements in late September on a weekday between 1:00-2:15 pm. Grandview Drive may get more pedestrian and bicycle activity later in the day after work.

Evaluation and Recommendations

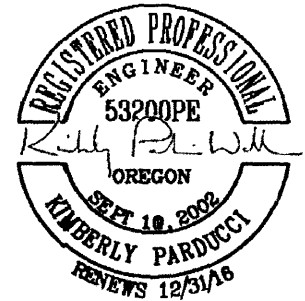
The goal of roadside safety devices is to protect motorists from potentially serious hazards located near the travel way. Severe embankments are a hazard that, if encountered, can be deadly, and this is one of the reasons that guardrails are used. In looking at the guardrail on Grandview Drive, it meets design requirements and was installed correctly. There is no official crash history to date, but City staff remember one vehicular crash in the area of the guardrail many years ago when a vehicle went over the edge. From our standpoint, many factors contribute to this not having a high crash occurrence, which include low traffic volumes, low traffic speeds through the curve, and limited sight distance which makes drivers and pedestrians more cautious when on Grandview Drive, but this doesn't mean that a crash won't ever occur. In the event of a crash, the guardrail reduces the severity. If a vehicle or pedestrian is forced over the edge then the result is severe. It is our opinion that Grandview Drive is safer with the guardrail than without it based on these reasons.

We hope this addresses citizen concerns and provides the background necessary for the City to move forward. Please feel free to contact us with any further questions or concerns.

Southern Oregon Transportation Engineering, LLC



Kimberly Parducci, PE PTOE
Firm Principal



Shared Street

Provides access to residential uses in an area in which right-of-way is constrained by natural features, topography or historically significant structures. Shared Streets may additionally be used in circumstances where a slower speed street, collectively shared by pedestrians, bicycles, and autos, is a functional and preferred design alternative. The design of the street should emphasize a slower speed environment and provide clear physical and visual indications the space is shared across modes. See Figure 18.4.6.040.G.8.

Prototypical Section: Shared Street

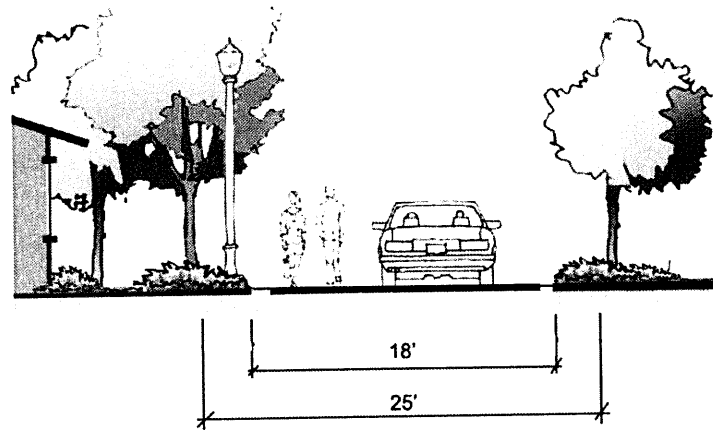


Figure 18.4.6.040.G.8
Shared Street

| | |
|------------------------------------|---|
| <i>Street Function:</i> | Provide vehicular, pedestrian, and bicycle neighborhood circulation and access to individual residential and commercial properties designed to encourage socializing with neighbors, outdoor play for children, and creating comfortable spaces for walking and biking. |
| <i>Connectivity:</i> | Connects to all types of streets. |
| <i>Average Daily Traffic:</i> | 1,500 or less motor vehicle trips per day. |
| <i>Managed Speed:</i> | Motor vehicle travel speeds should be below 15 mph. |
| <i>Right-of-Way Width:</i> | 25' |
| <i>Pavement width:</i> | 18' minimum, maintaining full fire truck access and minimum turning paths at all changes in alignment and intersections. |
| <i>Motor Vehicle Travel Lanes:</i> | Minimum 12' clear width. |
| <i>Bike Lanes:</i> | Not applicable. Bicyclists can share the travel lane and easily negotiate these low use areas. |

Parking:

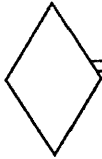
Parking and loading areas may be provided within the right of way with careful consideration to ensure parked vehicles do not obstruct pedestrian, bicycles, or emergency vehicle access.

Parkrow:

Not applicable.

Sidewalks:

Not applicable. Pedestrians can share the travel lane and easily negotiate these low use areas. Refuge areas are to be provided within the right of way to allow pedestrians to step out of the travel lane when necessary.



Allan Goffe, Professional Structural Engineer
ACE engineering LLC
P. O. Box 231, Ashland, Oregon 97520
Telephone (541) 552-1417
ace-engineeringllc.com

ENGINEER OBSERVATION REPORT

PROJECT: **Vehicular Shoulder Guardrail, Grandview Drive, Ashland, Oregon**

DATE: **07-07-2016**

DESCRIPTION OF THE SITE:

On 06-20-2016 the existing vehicular shoulder guardrail installed on the north side of the roadway near the uphill portion of the street was observed. Measurements were taken of the existing post sizes, spacing, rail size and bolt size. The posts are embedded in soil so length was not able to be verified. No disruption to the site or structure was performed.

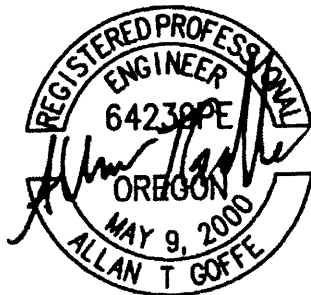
ADDITIONAL INFORMATION:

On 07-07-2016 information about the guardrail materials were received via email from Scott Fleury of the City of Ashland (COA). This information was forwarded from Brian Bowman of Gage It Construction the apparent installer of the existing guardrail.

CONCLUSION:

**The size, spacing and gage of the guardrail materials measured at the site match the requirements of ODOT Standard Roadway Drawings series 400 and the information provided by the apparent installing contractor.
The existing vehicular shoulder guardrail appears to comply with Oregon Department of Transportation (ODOT) standards.**

PERFORMED BY:
Allan Goffe, P.E., S.E.



EXPIRES 6/30/2017

DISTRIBUTION: (email) Mark Kamrath (CEC), Scott Fleury (COA), Mike Faught (COA), Karl Johnson (COA), Robin Warren (AGEGC)

Council Communication

June 21, 2016, Business Meeting

Grandview Drive Shared Road Project Proposal

FROM:

Michael R. Faught, Public Works Director, michael.faught@ashland.or.us

SUMMARY

This item is an update to Council regarding the conversion of Grandview Dr. to a shared road and the installation of a non-permitted guardrail barrier. In addition, staff is asking for authorization to spend up to \$240,000 of street funds to convert Grandview Dr. into a shared roadway. If approved staff will finalize engineering plans, hold a second and final public meeting with residents and construct the project.

BACKGROUND AND POLICY IMPLICATIONS:

On March 18, 2010 the Transportation Commission heard testimony from Grandview residents who petitioned the City to install sidewalks. Because of the topography challenges on Grandview, staff estimated the cost of installing sidewalks at \$1.4 million. As a result, the Transportation Commission recommended designating Grandview as a Shared Road where all modes of transportation share the space.

Grandview Drive was designated as a shared road with the adoption of the 2012 Transportation System Plan (TSP). When the City's consultant traffic engineer determined a non-permitted guardrail installed on Grandview Drive represented a vehicular safety improvement, staff hired an engineering firm to develop a shared road solution that includes leaving the guardrail in place while maximizing pedestrian refuge in the adjacent area.

The new street classification was eventually incorporated into the 2012 TSP, where several roads with similar topographic challenges were designated as shared roads (see attached street classification). Following that, a standard shared road cross section was approved and codified during the Normal Neighborhood master planning process. The shared road cross section includes an 18-foot paved travel way that is shared by all modes of travel. The cross section also includes, at a minimum, 3' shoulders adjacent to the travel way as refuges for pedestrians. This refuge creates a safe spot for pedestrians while vehicles pass each other on the road. The most critical aspect of a shared road is a speed limit posting of 15 mph. The reduction in posted speed limit allows all users to safely use and occupy the shared way.

A contractor building a home on Grandview Drive installed a guardrail in the public right of way adjacent to the tax lot boundary in the spring of 2016. The contractor had requested information about the City's guardrail standards prior to the installation of the Guardrail; however no permit was ever submitted. The new house is located at the bottom of a steep drop-off and the contractor installed the



guardrail without a permit to protect the home in the event cars were to drive off the road at that location.

Current language in AMC 13.05.020 exempts guardrail installation to protect a driveway approach even when it extends into the right-of-way. When Public Works staff learned that the guardrail had been installed on the right-of-way without a permit they contacted both the City Attorney and a traffic engineer for guidance. Based on AMC 13.05.020, the City Attorney initially determined the guardrail installation was exempt and did not require a permit. However, after Legal learned the extent of the guardrail, they determined that a case could be made for a code violation. In addition, Kim Parducci, PE PTOE of Southern Oregon Transportation Engineering, determined the guardrail should stay as it would reduce the severity of a vehicular crash and that the road is safer with the guardrail (see attached report).

The installation of the guardrail created several complaints from residents in the Grandview Drive area. Given the findings of the traffic engineer, the Public Works staff hired Construction Engineering Consultants, Inc., to look at shared road engineering solutions. Initially, the engineering firm provided five alternatives, but staff narrowed it down to two options that were presented in a public meeting (see attached engineering drawings).

The primary option:

- uses existing right-of-way,
- provides an 18 foot travel lane as required in the recently adopted shared road cross section,
- provides a five-foot pedestrian refuge on the south side or inside the curve and a six foot refuge area on the north side or by the steep drop-off where the guardrail is,
- cuts into the existing bank,
- constructs a retaining wall and gutter to improve drainage,
- places two new chip seal coats on the 18 foot roadway,
- places gravel in the pedestrian refuge areas (see attached drawings),
- sets the speed at 15 miles per hour, and
- installs two automated speed display signs and two “Shared Road” signs.

The estimated cost for the proposed project is \$240,000 (this cost includes a 30% contingency and some of the work could be completed by staff).

On June 2, 2016, Public Works staff held a Grandview Drive neighborhood group meeting to discuss the proposed project and staff’s recommendation to leave the guardrail in place on Grandview. While not everyone supported the project, a majority of the residents in attendance indicated that they would support the project.

Given the amount of concern about the limited space for pedestrians with the guardrail in the street’s current configuration, staff recommends constructing the project this summer.

As to the guardrail, staff has informed both the property owner and the contractor we will likely require some modifications to the existing guardrail. The two options our engineering firm is evaluating require the installation of either a cable or wood guardrail (see photos). In addition, there are areas where staff will require the contractor (subject to geotechnical review) to relocate the



guardrail closer to the edge of the bank. The contractor has indicated a willingness to comply with the City's final guardrail placement requirement.

COUNCIL GOALS SUPPORTED:

N/A

FISCAL IMPLICATIONS:

The engineer's estimate, which includes a 30% contingency is \$240,000. This project could be funded this year as proposed in the Street fund budget by reducing planned slurry seals by \$160,000 and delaying the \$112,000 A Street sidewalk improvement project.

The Street Fund budget allocated \$400,000 for slurry seal in the 2016/17 biennium budget. The 2016 slurry seal project is only \$140,000 and the 2017 slurry seal project can be reduced to \$100,000. Final design of the A Street project needs to wait until the Downtown Parking and Multi-modal committee completes their work which will push this project out to the 2017/2018 biennium budget.

STAFF RECOMMENDATION AND REQUESTED ACTION:

Staff recommends the Council authorize staff to construct the shared road project once final engineering occurs and require the contractor who installed the non-permitted guardrail to either install a cable or wood guardrail as specified by the City's contract engineer.

SUGGESTED MOTION:

Move to approve the reallocation of funding for improving Grandview Dr. to the shared road standard with final approved engineering drawings.

ATTACHMENTS:

CEC Engineering Drawings
Traffic Engineering Memo
Street Classification-Shared Roadway
Guardrail figures (Timber & Cable)



Council Communication

July 19, 2016, Business Meeting

Continuation of Grandview Drive Discussion

FROM:

Michael R. Faught, Public Works Director, michael.faught@ashland.or.us

SUMMARY

Staff is asking for authorization to leave a non-permitted guardrail in place and spend up to \$240,000 of budgeted street funds in order to construct phase one of the proposed Grandview Drive shared road project. If approved, staff will hold a second public meeting with residents, finalize engineering plans and construct the project.

BACKGROUND AND POLICY IMPLICATIONS:

This item is a continuation of the discussion that began at the June 21, 2016 Council meeting (see attached June 21, 2016 Council Communication). The Council asked to conduct a site visit of Grandview Drive in order to see the guardrail and site constraints. The Council site visit, moderated by the City Attorney occurred on July 7, 2016.

The following is a brief history of the project:

- On March 18, 2010 Grandview residents petitioned the City to install sidewalks. Topography challenges on Grandview led the Transportation Commission to recommend designating Grandview as a shared road.
- Grandview Drive was designated as a shared road with the adoption of the 2012 Transportation System Plan (TSP).
- A contractor building a home on Grandview Drive installed a non-permitted guardrail in the public right of way adjacent to the tax lot boundary in the spring of 2015.
- Staff became aware of the guardrail installation in September, 2015 and the City's consultant traffic engineer determined that the guardrail should not be removed as it represented a safety improvement.
- The City of Ashland's Legal Department initially determined the guardrail was exempt based on AMC 13.02.050 Encroachment Permits, which requires a permit for all work in the public right-of-way. However, Section 2.c, Exemptions, lists as a use not requiring a permit: Guard/handrails along edges of driveway approaches, walks, stairs, etc. that encroach in public right-of-way.



- Kim Parducci PE PTOE, Traffic Engineer with Southern Oregon Transportation Engineering, determined the guardrail represents a safety improvement and should not be removed.
- On February 2, 2016 the Public Works Director responded to an email complaint from Paul Rostykus regarding the guardrail. The explanation pointed out that a resolution to the Grandview Drive guardrail question is complex, making it important to take the time necessary to develop the best possible long term solution (see attachment).
- The City of Ashland’s Legal Department provided a more detailed discussion of why code enforcement was deferred (see attachment).
- Staff hired Civil Engineering Consultants Inc. (CEC) to develop a shared road solution that includes leaving the guardrail in place.
 - Developed a plan that includes 5 foot refuge areas on both sides of an 18’ travel lane at an estimated cost of \$240,000 (including a 30% project contingency). The actual costs of the project may be lower as some of the work can be accomplished by City staff.
 - Determined that the guardrail had been constructed to City/ODOT Standards.
 - Determined that any improvement project would require the installation of a guardrail.
- Details of the proposed Share Road Project are as follows:
 - Uses existing right-of-way,
 - Provides an 18 foot travel lane as required in the recently adopted shared road cross section,
 - Provides a five-foot pedestrian refuge on the south side or inside the curve and a five foot refuge area on the north side or by the steep drop-off where the guardrail is,
 - Cuts into the existing bank,
 - Constructs a retaining wall and gutter to improve drainage,
 - Places two new chip seal coats on the 18 foot roadway,
 - Places gravel in the pedestrian refuge areas (see attached drawings),
 - Sets the speed at 15 miles per hour, and
 - Installs two automated speed display signs and two “Shared Road” signs.
- On June 2, 2016, Public Works staff held a Grandview Drive neighborhood group meeting to discuss the proposed project and staff’s recommendation to leave the guardrail in place on Grandview Drive. While not everyone supported the project, a majority of the residents in attendance indicated that they would support the project.
- On July 7, 2016, the City Council conducted a site visit on Grandview Drive near the guardrail (see attached questions and answers).

Options:

1. The Council could decide to follow the engineer’s recommendation to leave the guardrail in place and take no further action. *Staff could support this option.*



2. The Council could decide to follow the engineer's recommendation to leave the guardrail in place and authorize staff to construct the shared road project this summer or fall. *This is the preferred option by the Public Works staff.*
3. The Council could direct staff to require the contractor to remove the guardrail. *This option is not recommended by Public Works staff or the contracted engineering firms.*

COUNCIL GOALS SUPPORTED:

N/A

FISCAL IMPLICATIONS:

The engineer's estimate, which includes a 30% contingency, is \$240,000. This first phase of the project could be funded this year as proposed in the Street Fund budget by reducing planned slurry seals by \$130,000 and delaying the \$112,000 A Street sidewalk improvement project.

The Street Fund budget allocated \$200,000 per year for slurry seal work in the 2016/17 biennium budget. This project is dependent on our Street crew completing crack sealing and base repair in order for the roads to be slurry sealed. In 2016 City crews were only able to prep \$140,000 worth of slurry seal work. Based on that, staff feels reducing the anticipated 2017 slurry seal project costs to \$130,000 more accurately reflects the amount of slurry seal work that can actually be accomplished.

Final design of the A Street project needs to wait until the Downtown Parking and Multi-modal ad hoc committee completes their work which will push this project out to the 2017/2018 biennium budget. This is important as the improvement needs to match future urban design concepts.

STAFF RECOMMENDATION AND REQUESTED ACTION:

Staff recommends Council leave the existing non-permitted guardrail in place and authorize staff to construct the shared road project this summer or fall.

SUGGESTED MOTION:

- 1) Move to leave the non-permitted guard rail in place.
- 2) Move to approve the plan for improving Grandview Dr. to the shared road standard with final approved engineering drawings.

ATTACHMENTS:

CEC Engineering Drawings
Traffic Engineering Memo
Street Classification-Shared Roadway
ACE engineering LLC – Guardrail Engineer Observation Report
June 21, 2016 Grandview Council Communication
Grandview Shared Road Questions – Ashland City Council
Code Complaint Response to Mr. Rostykus
Legal Department Code Deferral Explanation



Council Communication

August 2, 2016, Business Meeting

Continuation of Grandview Drive Discussion

FROM:

Michael R. Faught, Public Works Director, michael.faught@ashland.or.us

SUMMARY

This is a continuation of the June 21, 2016 and the July 19, 2016 Council business meetings where staff requested authorization to leave a non-permitted guardrail in place and spend up to \$240,000 of budgeted street funds in order to construct phase one of the proposed Grandview Drive shared road project. If approved, staff will hold a second public meeting with residents, finalize engineering plans and construct the project.

BACKGROUND AND POLICY IMPLICATIONS:

The Grandview Drive Guardrail has been on the Council's agenda twice, June 21, 2016 and July 19, 2016 (see attached Council Communications). This agenda item has been continued to the August 2, 2016 Council business meeting to consider staff's request for authorization to leave a non-permitted guardrail in place and spend up to \$240,000 of budgeted street funds in order to construct phase one of the proposed Grandview Drive shared road project.

In addition, on July 7, 2016 the Council conducted a site visit of Grandview Drive in order to see the guardrail and site constraints.

The following is a brief history of the project:

- On March 18, 2010 Grandview residents petitioned the City to install sidewalks. Topography challenges on Grandview led the Transportation Commission to recommend designating Grandview as a shared road.
- Grandview Drive was designated as a shared road with the adoption of the 2012 Transportation System Plan (TSP).
- A contractor building a home on Grandview Drive installed a non-permitted guardrail in the public right of way adjacent to the tax lot boundary in the spring of 2015.
- Staff became aware of the guardrail installation in September, 2015 and the City's consultant traffic engineer determined that the guardrail should not be removed as it represented a safety improvement.



- The City of Ashland’s Legal Department initially determined the guardrail was exempt based on AMC 13.02.050 Encroachment Permits, which requires a permit for all work in the public right-of-way. However, Section 2.c, Exemptions, lists as a use not requiring a permit: Guard/handrails along edges of driveway approaches, walks, stairs, etc. that encroach in public right-of-way.
- Kim Parducci PE PTOE, Traffic Engineer with Southern Oregon Transportation Engineering, determined the guardrail represents a safety improvement and should not be removed.
- On February 2, 2016 the Public Works Director responded to an email complaint from Paul Rostykus regarding the guardrail. The explanation pointed out that a resolution to the Grandview Drive guardrail question is complex, making it important to take the time necessary to develop the best possible long term solution (see attachment).
- The City of Ashland’s Legal Department provided a more detailed discussion of why code enforcement was deferred (see attachment).
- Staff hired Civil Engineering Consultants Inc. (CEC) to develop a shared road solution that includes leaving the guardrail in place.
 - Developed a plan that includes 5 foot refuge areas on both sides of an 18’ travel lane at an estimated cost of \$240,000 (including a 30% project contingency). The actual costs of the project may be lower as some of the work can be accomplished by City staff.
 - Determined that the guardrail had been constructed to City/ODOT Standards.
 - Determined that any improvement project would require the installation of a guardrail.
- Details of the proposed Share Road Project are as follows:
 - Uses existing right-of-way,
 - Provides an 18 foot travel lane as required in the recently adopted shared road cross section,
 - Provides a five-foot pedestrian refuge on the south side or inside the curve and a five foot refuge area on the north side or by the steep drop-off where the guardrail is,
 - Cuts into the existing bank,
 - Constructs a retaining wall and gutter to improve drainage,
 - Places two new chip seal coats on the 18 foot roadway,
 - Places gravel in the pedestrian refuge areas (see attached drawings),
 - Sets the speed at 15 miles per hour, and
 - Installs two automated speed display signs and two “Shared Road” signs.
- On June 2, 2016, Public Works staff held a Grandview Drive neighborhood group meeting to discuss the proposed project and staff’s recommendation to leave the guardrail in place on Grandview Drive. While not everyone supported the project, a majority of the residents in attendance indicated that they would support the project.
- On July 7, 2016, the City Council conducted a site visit on Grandview Drive near the guardrail (see attached questions and answers).



Options:

1. The Council could decide to follow the engineer's recommendation to leave the guardrail in place and take no further action. *Staff could support this option.*
2. The Council could decide to follow the engineer's recommendation to leave the guardrail in place and authorize staff to construct the shared road project this summer or fall. *This is the preferred option by the Public Works staff.*
3. The Council could direct staff to require the contractor to remove the guardrail. *This option is not recommended by Public Works staff or the contracted engineering firms.*

COUNCIL GOALS SUPPORTED:

N/A

FISCAL IMPLICATIONS:

The engineer's estimate, which includes a 30% contingency, is \$240,000. This first phase of the project could be funded this year as proposed in the Street Fund budget by reducing planned slurry seals by \$130,000 and delaying the \$112,000 A Street sidewalk improvement project.

The Street Fund budget allocated \$200,000 per year for slurry seal work in the 2016/17 biennium budget. This project is dependent on our Street crew completing crack sealing and base repair in order for the roads to be slurry sealed. In 2016 City crews were only able to prep \$140,000 worth of slurry seal work. Based on that, staff feels reducing the anticipated 2017 slurry seal project costs to \$130,000 more accurately reflects the amount of slurry seal work that can actually be accomplished.

Final design of the A Street project needs to wait until the Downtown Parking and Multi-modal ad hoc committee completes their work which will push this project out to the 2017/2018 biennium budget. This is important as the improvement needs to match future urban design concepts.

STAFF RECOMMENDATION AND REQUESTED ACTION:

Staff recommends Council leave the existing non-permitted guardrail in place and authorize staff to construct the shared road project this summer or fall.

SUGGESTED MOTION:

- 1) Move to leave the non-permitted guard rail in place.
- 2) Move to approve the plan for improving Grandview Dr. to the shared road standard with final approved engineering drawings.

ATTACHMENTS:

CEC Engineering Drawings
Traffic Engineering Memo
Street Classification-Shared Roadway
ACE engineering LLC – Guardrail Engineer Observation Report
June 21, 2016 Grandview Council Communication
July 19, 2016 Grandview Council Communication



Grandview Shared Road Questions – Ashland City Council
Code Complaint Response to Mr. Rostykus
Legal Department Code Deferral Explanation



Grandview Shared Road Questions – Ashland City Council

On July 7, 2016 at 12:30 pm the Ashland City Council and the residences of Grandview Drive visited the location of the proposed shared road project for Grandview Drive. Mike Faught, Public Works Director, provided the following background information:

- 2010 Citizen request Sidewalk on Grandview
- TC recommends shared road
- 2012 TSP designates Grandview and many other roads as shared roads
- roads with physical and topography constraints (not sufficient room to construct a standard residential road)
- Spring 2015 Guard rail installed w/o permit
- Traffic Engineer said it should stay as she determined it would be safer with the guardrail considering all users.
- Staff hired Construction Engineering Consultants (CEC) to develop a shared road project solution.
- The proposed shared road provides safety for all modes, rail for vehicular, refuge areas for bike and ped, and 18 travel lane for cars and trucks, with a posted speed of 15mph.
- The recommended street improvements would be the same with or without the guardrail; however, the stamped engineer will require the guard rail with the improvement project. Staff has confirmed that the guard rail was constructed to ODOT or our standards. Upgraded with Corten Steel.
- Final recommended design has 5 foot refuge each side with an 18 travel lane (using chip seal) and a guard rail (guard required by the stamped engineer)
- It is important to note that road has been functioning as a shared road all along, the proposed project will make it safer for all modes, by adding guardrail, refuge area and slowing speed down.

The following questions were asked pertaining to the shared road project and the unpermitted guardrail in the proposed area. Public discussion did not take place.

- Will only this section (where guardrail is) of Grandview be a shared road?
 - No the expectation is to convert the whole section of Grandview down to Scenic into a shared roadway. This will be phase one of the project.
- Has an engineer looked at adding a guardrail to extend further down the road?
 - Not yet, this will be evaluated with the engineering done as part of the next phase.

- Is the curve further down the road any safer than the one that has the guardrail?
 - This will be evaluated as part of the engineering work done with respect to the next phase.
- Designating this shared road is not necessarily in a hierarchy, is the traffic higher than a typical shared road?
 - The most recent average daily traffic for Grandview was 565 cars per day. A shared road per the standard allows up to 1500 cars per day.
- Is the guardrail built to standard?
 - Yes, the guardrail is built to ODOT standards as verified by an engineer.
- How deep are the pylons holding the guardrail?
 - Per the installer the posts are 6' and 8' deep, depending on their location in the embankment.
- Six of the support structures are timber, did the engineer take that into consideration?
 - The timber posts are part of the specifications and required as breakaway posts for when a vehicle strikes the end terminal.
- Is the only place that shared roads are authorized and conceptualized are the in the Normal Neighborhood plan that meet the criteria for a shared road?
 - No, there are numerous streets identified in the 2012 TSP that classified as shared roads.
- Are refuge areas required on both sides?
 - Yes
- Where does the 5 ft. of refuge start?
 - The 5' refuge starts at the beginning of the project at the start of the guardrail.
- Will there be a speed study done?
 - There have been numerous speed studies done. The most recent develop an 85% speed of 26.x mph near the guardrail.
- Will the company who installed the guardrail have to retroactively apply and pay for a permit?
 - This will be determined by the attorney.
- Has a geotechnical report been done and if not, when will it be done?
 - A geotechnical engineer is developing a final technical memo on the guardrail.
- What are the differences for a fill and a solid bank?
- How will the City address the other dangerous blind spots?
 - This will be evaluated as part of the engineering work done with respect to the next phase.
- Where the does project start and stop?
 - The current project starts at the beginning of the guardrail section and ends just west of Ditch Rd. Please refer to the drawings in the [Council Communication from June 21, 2016](#).
- Is this in the current CIP?
 - No. Staff had planned on moving forward with this project in the next budget cycle, but the installation of the guardrail has speed up the project. Staff believes this shared roadway project is important.
- Will there be parking along the proposed area?
 - No.

- Has the City looked at budgeting to find money to fix other parts of the road that need work? How do we know this is the worst part?
 - This is phase 1 of the project and the City is working on the engineering design of the rest of the project which will assist in the budget development.
- How was this chosen over other projects?
 - Staff had planned on moving forward with this project in the next budget cycle, but the installation of the guardrail has speed up the project. Staff believes this shared roadway project is important.
- Why not speed bumps?
 - Speed bumps have not been analyzed for the project.
- Has there been discussions for building a wall up where the guardrail is now?
 - Yes, but based on the geotechnical analysis a large portion of the roadway would need to be excavated and reconstructed to allow for shifting the guardrail. The general engineers consensus is the cost for this would be 3-4 times what is current proposed.
- Where would the legal guardrail be?
 - Per the engineers analysis the guardrail would be placed in the same position.
- Is it legal to have a guardrail this close to a driveway? Are there standards on how far away a guardrail needs to be from a driveway?
 - Per the engineers analysis the guardrail would be placed in the same position.
- What will the refuge area be?
 - The refuge area will be constructed with decomposed granite and will represent a visual difference between the chip seal.
- Why does the guardrail have double posts?
 - It has double posts as required by the construction standards.
- Since the guardrail was installed unpermitted, who is responsible for replacing if it is damaged?
 - Typically when something is damaged such as a guardrail, the owner's car insurance will cover the costs.
- Will the refuge area be marked?
 - The refuge area will be decomposed granite and the edge of the chip seal will be marked with a white "fog" stripe to delineate the two areas.
- What will happen to the bank?
 - The bank will be excavated to widen the roads cross section.
- Is the project in our right of way?
 - Yes.
- How tall will the retaining wall be?
 - The retaining wall will between 4 and 12 feet in height depending on the location along the embankment.
- Will the refuge areas be a specified length? What is the consistency of length for the refuge areas?
 - Please refer to the set of plans provided in the [Council Communications from June 21, 2016](#).
- How will the refuge areas transition into the existing road?
 - The refuge areas are meant to continue through the whole length of Grandview. The current phase of the project will terminate to the west of Ditch Rd.
- How far will the bank be cut into?

- The bank will be excavated according to the detached plans which specify the distance of the refuge areas.
- Why is the guardrail sharp to touch?
 - These are standard materials used in guardrail construction.
- What about speed bumps at the beginning of the road to slow down traffic approaching the area?
 - We have not evaluated speed bumps, but the traffic engineer is looking into the installation of a 4-way stop at the start of the project.
- What purpose do the 8" blocks along the guardrail serve?
 - The purpose of guardrail blockouts is to reduce the possibility of "wheel snag" on a guardrail post when a vehicle interacts with the guardrail. These are typically made of wood or recyclable plastic.

Tami Campos

From: Tami Campos
Sent: Tuesday, July 12, 2016 2:58 PM
To: Tami Campos
Subject: FW: Guardrail on Grandview

From: Mike Faught
Sent: Tuesday, February 02, 2016 1:34 PM
To: Rostykus Paul
Cc: Scott Fleury; Kevin Flynn
Subject: RE: Guardrail on Grandview

Hi Paul... Thanks for taking the time to follow up on your municipal code violation complaint regarding the guardrail on Grandview.

In general, city staff responds to code complaints are subject to overall priorities. As you know we have limited resources and must tackle what seems to be the most urgent problems first. We acknowledge that's not very satisfactory to a complainant, however there is no realistic alternative.

Having said that, I want you to know that your complaint has not been overlooked and as you know Public Works has been working on a resolution to the issue but has not yet reached a conclusion.

It is equally important to note that a Resolution of the Grandview Drive issues requires more than simple immediate steps. There are public costs or risks no matter what action is taken. Therefore, it's important for us to take the time necessary to develop the best possible long-term solution and avoid taking immediate steps that could make such a preferred outcome harder to effect.

Michael R. Faught
Public Works Director
City of Ashland
51 Winburn Way
Ashland, OR 97520
mike.faught@ashland.or.us
541/552-2411
541/488-6006 Fax
800/735-2900 TTY

This email 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 let me know.

From: Rostykus Paul [<mailto:prostykus@gmail.com>]
Sent: Sunday, January 31, 2016 7:26 PM
To: Mike Faught
Cc: Scott Fleury; Kevin Flynn
Subject: Re: Guardrail on Grandview

It has now been over 2 months since the city the received my municipal code violation complaint form regarding the guardrail on Grandview Drive.

As noted on the city website:

“Due to the large volume of complaints processed, it is difficult to maintain up to date status reports to complainants. Please feel free to check in with the Compliance staff if you would like to find out the current status of a complaint”. I would like to hear an update on what is happening with this issue.

Thank you.

Paul Rostykus
541-601-9709

On Nov 24, 2015, at 5:53 PM, Kevin Flynn <kevin.flynn@ashland.or.us> wrote:

Mike,

Please find attached the signed municipal code violation complaint form submitted today by Mr. Paul Rostykus regarding the guardrail on Grandview Drive.

As we spoke about, you directed that you would be the point of contact for the city regarding this matter.

Paul,

Mike Faught the City of Ashland Director of Public Works is reviewing this matter and will advise you as to how it is to be resolved. In speaking with Mr. Faught he related the Public Works Department is reviewing the matter and pursuing a resolution with all due diligence.

Kind regards,
Kevin

Kevin Flynn, Code Compliance
City of Ashland Community Development
51 Winburn Way, Ashland OR 97520
(541) 552-2424, TTY: 1-800-735-2900
FAX: (541) 552-2050
kevin.flynn@ashland.or.us

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)552-2076. Thank you.

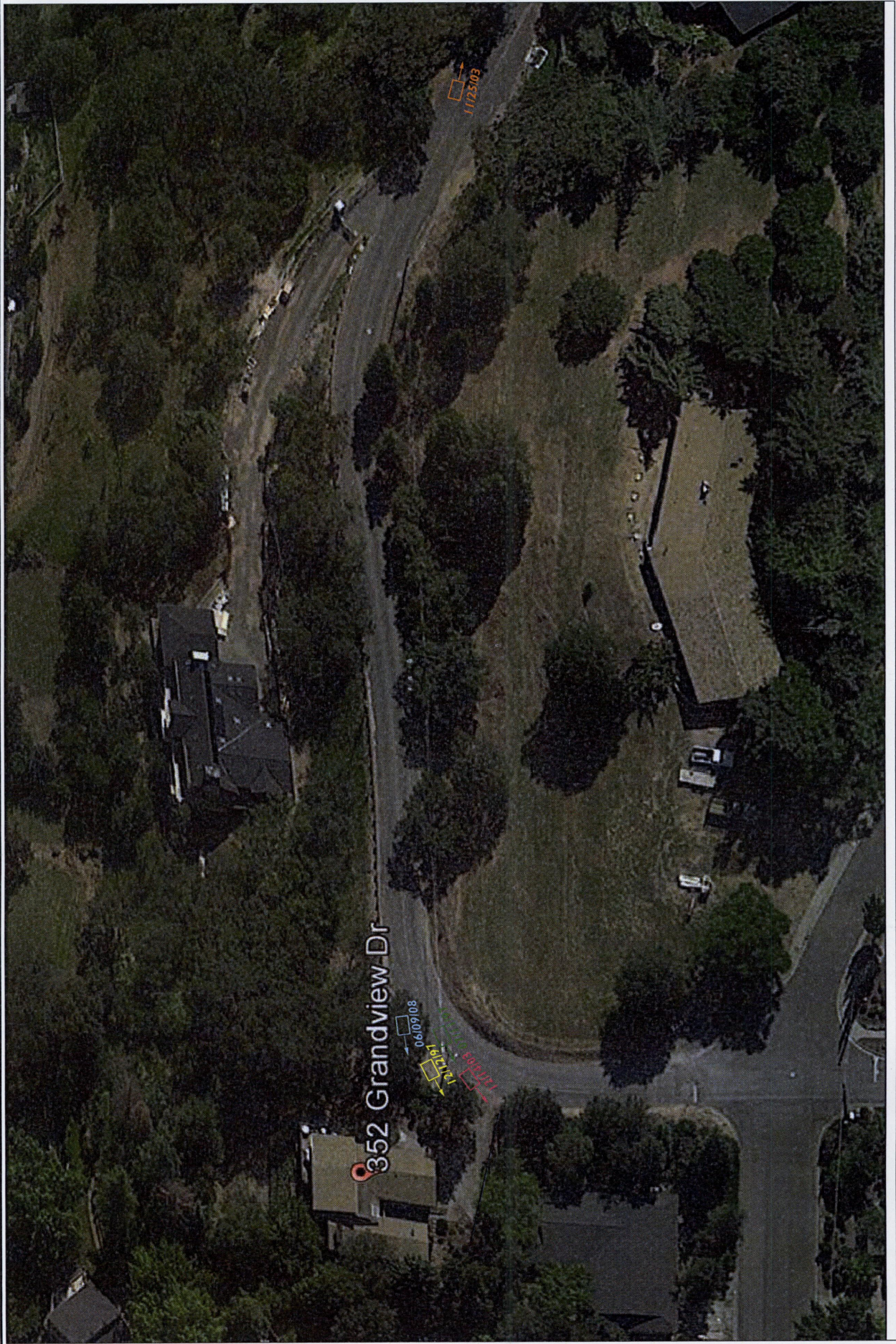
<2015.11.24_Grandview Drive_340_Guardrail installed without permit_Complaint Form.pdf>

REASONS FOR DEFERRING ENFORCEMENT OF ENCROACHMENT PERMIT REQUIREMENT ON GRANDVIEW

- As long as the City is taking reasonable steps towards enforcement of its ordinances and/or the City has a reasonable basis for refraining from immediate enforcement, the City is not required to undertake immediate enforcement in any particular situation.
 - First, city officials have discretion as to when and whether to undertake enforcement actions. Universal immediate enforcement of every ordinance requirement, even including permit requirements, is not feasible for any city from either workload or financial perspectives.
 - Second, in this particular case, the City has had good reasons for postponing enforcement:
 - Preliminary determination (now modified in response to those opposed to the guardrail) that the installed guardrail fully satisfied existing exemptions from encroachment permit requirements (AMC 13.02.050A.2 and 3).
 - Determination by traffic engineer that some type of guardrail is the safest outcome for both pedestrians, vehicles, and adjacent structures along at least portions of the street edge where the guardrail has been installed.
 - Newly created “Shared Road” designation expanded the options for improving safety along Grandview.
 - Requiring removal of the entire guardrail as penalty for failure to obtain a permit is premature until the best course of action can be decided upon: If the guardrail were to be entirely removed and best course of action turns out to be having a guardrail along a portion of the roadway, the City would needlessly have to bear the cost of installing new guardrail.

- If someone disagrees that the City’s lack of enforcement in this case has been reasonable, their appropriate course of action is to bring the matter to the attention of the Transportation Commission, the Public Works Department, the City Administrator, and the City Council. It appears that all of these steps have been and are being taken by those who argue for immediate enforcement.
 - If still not satisfied, complainants could file a mandamus action in Jackson County Circuit Court, claiming that the City’s lack of enforcement has been unreasonable.
 - Whether such a claim would be likely to succeed and whether the matter is likely to be resolved administratively before any court could require action, is for the complainants to consider.

Grandview Drive Crash Data - 1997 through 2016



NOT TO SCALE



520 SW Yamhill St.
Suite 235
Portland, OR 97204

Gregory S. Hathaway
503-205-8400 main
503-205-8403 direct

greghathaway@hkcilp.com

September 1, 2016

VIA EMAIL

John Stromberg, Mayor
Michael Morris, Councilor
Rich Rosenthal, Councilor
Stefani Seffinger, Councilor
Greg Lemhouse, Councilor
Carol Voisin, Councilor
Pam Marsh, Councilor
Ashland City Hall
20 East Main St.
Ashland, OR 97520

Re: Grandview Drive Guard Rail/Shared Road Issue

Dear Mayor Stromberg and Members of the Council,

I represent Dr. and Mrs. Ali, the owners of the new home located below the guard rail that was recently installed on Grandview Drive. I am writing this correspondence to assist the Council in its consideration whether to move forward with an interim plan converting Grandview Drive to a Shared Road.

As you know, from your prior proceedings regarding this issue, it was never my client's intention to violate any City Code requirement regarding the installation of the guard rail. The guard rail was installed for the general safety of their home and they were not personally aware that an encroachment permit was required. It was never their intention to create any controversy whether Grandview Drive should become a Shared Road or not. Fortunately, the guard rail was installed in compliance with ODOT's specifications and your Traffic Engineer experts have determined that the guard rail provides vehicle safety on Grandview Drive and should stay.

It appears that the concept of converting Grandview Drive to a Shared Road was officially recognized by the City in the adoption of the City's Transportation System Plan ("TSP") in 2012. It also appears that the installation of the guard rail has accelerated

Page Two
September 1, 2016

the City's consideration of converting Grandview Drive to a Shared Road and spending City resources. It is our understanding that your Public Works Director has prepared alternatives for your Council to consider at your meeting on September 6th whether it makes sense for the City to proceed now with implementing the City's TSP.

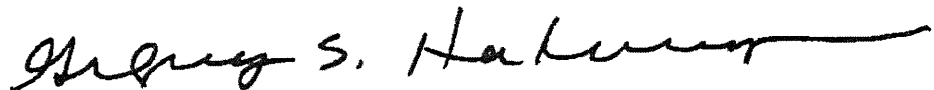
My clients are prepared to cooperatively work and assist the City in any way they can. If your Council decides to proceed with converting Grandview Drive to a Shared Road, my clients are willing to make a contribution to that project since the guard rail will continue to protect their home as well as promote safety on Grandview Drive. Any contribution would be in addition to the cost they have already expended in the installation of the guard rail.

If your Council chooses not to proceed with converting Grandview Drive, my clients are prepared to apply for an encroachment permit. They are willing to pay for any modifications to the guard rail that the City may deem necessary.

My clients respectfully request your consideration regarding these issues and once again wants your Council to understand that they did not intend to cause any inconvenience to the City or those that use Grandview Drive.

Very truly yours,

HATHAWAY KOBACK CONNORS LLP

A handwritten signature in black ink, appearing to read "Gregory S. Hathaway", with a long horizontal flourish extending to the right.

Gregory S. Hathaway

GSH/pl

cc: Dave Lohman, City Attorney (via email)
Dr. & Mrs. Ali

UNFINISHED BUSINESS

1. Continuation of Grandview Drive discussion

Public Works Director Mike Faught explained staff continued to recommend leaving the non-permitted guardrail in place, as recommended by the traffic engineer and supported by the engineering staff. They proposed constructing a shared road facility that extended just past the guardrail and included the following:

- A 3' refuge on the guardrail site;
- An 18' paved section;
- A 3' refuge on the uphill side;
- Reduced speed limit to 15 mph;
- Installation of two speed indicator signs;
- Make the Skycrest Drive and Grandview Drive intersection a 4-way stop;
- Leave the non-permitted guardrail in place as recommended by both the traffic engineer and Construction Engineering Consultants, Inc. (CEC)

If approved, the City would require the property owners to submit a right of way permit application that would include negotiations for the property owner's financial responsibility for the shared road project. The estimated cost was \$127,200 and included a 30% contingency. City staff could construct everything except the 4-foot retaining walls in Phase 1. Survey work for Phase 2 was recently completed. Engineering work for Phase 2 was currently 3 to 6 months out. Another element of Phase 2 was re-profiling the 18-foot section of roadway. The increased costs were due to shifting the road towards the bank.

Tom Bradley/612 Iowa Street/Wanted to see drawings before Council committed to the plans.

City Administrator Dave Kanner responded the road improvement plan and the cross section drawings were in the Council Packet and available on the City website since September 1, 2016.

Courtney Burkholder/124 Manzanita Street/She and her husband purchased the lot at 320 Grandview. The negative opinions from people opposing the guardrail in the local media disturbed her. The guardrail was necessary and she supported the shared road project. The public was vilifying the Ali's for trying to protect their family and doing something that benefited the neighborhood. She asked Council to represent those in support of the guardrail.

Matt Burkholder/124 Manzanita Street/Spoke at the July Council meeting in support of the guardrail and the shared road project. City experts and engineers stated and restated the guardrail needed to remain for the safety of everyone that utilized Grandview Drive. A majority of citizens who attended a recent Grandview meeting supported the guardrail and the shared road plan. He questioned why Council had not voted to retain the guardrail and proceed with the shared road project, and wondered if those aggressively opposing the project had caused that delay.

Katie Ali/340 Grandview Drive/Thanked City staff for their plan to make Grandview Drive a shared road. She urged Council to approve the shared road project. The need to improve Grandview Drive was now and not later. She wanted her children and her neighbor's children to travel the road safely.

Shahrzad Sheibani/111 Sunnyview Street/Represented the East Village Homeowners Association. The road was dangerous and not safe. She took issue that the road was originally "grandfathered" and the City would not have actually installed a guardrail. She noted previous accidents, one that involved her, the dangers of driving at night, and in inclement weather.

Mona McArdle/352 Grandview Drive/Supported the continued improvement of Grandview Drive, noted prior accidents on the property, and how some were not documented. The guardrail created a distinctive edge to the road. She supported the four way stop, reduction in speed and flashing signs.

Carlos Reichenshammer/64 North Pioneer Street/Appreciated the testimony others provided and agreed with the necessity of a shared road and the guardrail. He expressed his gratitude to the Mayor, Council, and City staff for their time and efforts to analyze the different views.

Mr. Faught explained the project to transition Grandview Drive to a shared road was not in the current Capital Improvement Plan (CIP). Staff was planning to recommend the project during the next CIP process. The project would involve the full length of the street. The Public Works Department would pay \$130,000 for the first phase with savings from the slurry seal project. The remaining would come from other street funds. The only potential “payback” was the negotiations with the property owners in terms of their shared costs of the project regarding the permit application.

Engineering Services Manager Scott Fleury clarified the Transportation Commission was updated, a public hearing was held, but the Commission had not reviewed the final plan. Mr. Faught further clarified the Transportation Commission had a prior concern regarding the four way stop however, Kim Parducci, the traffic engineer from Southern Oregon Transportation reviewed the current status and recommended the four way stop based on the activity occurring now.

Councilor Marsh/Morris m/s to approve the submitted plan for improving Grandview Drive to the shared road standards with final approved engineering drawings. DISCUSSION: Councilor Marsh explained it was Council’s job to set aside the accusations, the recriminations, and determine how to make Grandview Drive as safe as reasonable, quickly, and in an economic manner. Councilor Morris agreed with Councilor Marsh and commented he had never seen a public hearing for an encroachment permit. This proposal was probably the best solution given the current standards and actions the City could take.

Councilor Rosenthal would oppose the motion on the principle that project management by duress was not conducive for sound funding decisions. It seemed more reasonable to consider the project during the budget process as part of the Capital Improvement Plan. Using slurry seal funds made him question the budgeting process and allocation for that project. The guardrail had disproportionately influenced the consideration and “painted” Council into a corner. However, he did not fault the property owner or contractor. Councilor Voisin had difficulty that a subcontractor could change the priority on the list of shared roads. Installing a non-permitted guardrail should not drive the decision on which road became shared. She wanted a better inspection of the guardrail to determine its viability. She thought the project was “piece meal” and should be done all at once and not in phases.

Councilor Lemhouse observed the situation put people against each other due to a subcontractor not following the right procedures. This is not how the City should conduct business. It was a difficult issue with valid points on both sides. He had to consider what was the best path going forward and thought this alternative was better than the original proposal. **Roll Call Vote: Councilor Morris, Lemhouse, and Marsh, YES; Councilor Voisin and Rosenthal, NO. Motion passed 3-2.**

NEW AND MISCELLANEOUS BUSINESS (None)

ORDINANCES, RESOLUTIONS AND CONTRACTS

- 1. Approval of first and second reading by title only of an ordinance titled, “An ordinance requiring the City of Ashland to produce 10 percent of the electricity used in the city from new, local, and clean resource by the year 2020 and declared to take effect on its passage”**
City Administrator Dave Kanner explained the ordinance was a result of an initiative petition titled,

Transportation Advisory Committee – Working Group
November, 2025
AGENDA

CALL TO ORDER: 3:00 PM Meeting Held Virtually Via Zoom:

Link:

New Business Review SeeClickFix and email submissions

- Alta towards Grandview – Near Miss
- Downtown Parking Complaint
- Sheridan St.
- Fordyce St.

Agenda Building – Future Meetings

ADJOURNMENT: 3:30 PM



Marlena Correnti

From: noreply@civicplus.com
Sent: Tuesday, October 21, 2025 4:09 PM
To: Public Works Information; Scott Fleury
Subject: Online Form Submittal: Transportation Advisory Committee Contact Form

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL SENDER]

Transportation Advisory Committee Contact Form

| | |
|--|--|
| Name | Laura Duncan |
| Address | [REDACTED] |
| City | Ashland |
| State | OR |
| Zip Code | 97520 |
| Phone Number | [REDACTED] |
| Email Address | [REDACTED]@m |
| Message to Transportation Advisory Committee | <p>I would like to report a near-miss on Tuesday, October 21, around 3:10 PM. I was walking my dog up Alta St. towards Grandview, which we take to the Ditch Trail. A City of Ashland utility truck, license E301448, was coming up Grandview and turned sharply and quickly onto Alta, barely missing us. If the driver had taken the turn more slowly, I would have seen them and could have moved a bit further off the road but there is no sidewalk and the road is barely one lane wide at that point. The driver stopped halfway onto Alta, and I said "people walk on this road," and the driver said "you were walking in the road." This is true, but there is no alternative, as is true of many smaller roads around Ashland (and of Wimer above Scenic, a rather busy street); and cars, particularly city vehicles, should be aware of this. The driver could have apologized rather than giving an unhelpful and rather aggressive response to someone who helps pay for the road and for their salary. The roads are for everyone.</p> |
| Attachments | <i>Field not completed.</i> |

Marlena Correnti

From: noreply@civicplus.com
Sent: Tuesday, October 21, 2025 2:41 PM
To: Public Works Information; Scott Fleury
Subject: Online Form Submittal: Transportation Advisory Committee Contact Form

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL SENDER]

Transportation Advisory Committee Contact Form

| | |
|---------------|---|
| Name | Kathleen Grace |
| Address | <i>Field not completed.</i> |
| City | <i>Field not completed.</i> |
| State | <i>Field not completed.</i> |
| Zip Code | <i>Field not completed.</i> |
| Phone Number | <i>Field not completed.</i> |
| Email Address |  |

Message to Transportation Advisory Committee

From: kgrace
Sent: Tuesday, October 21, 2025 2:31 PM
To: City Managers Office
Subject: Potential driving safety issue needs addressing re:North Main Street

[EXTERNAL SENDER]

I have spoken with two police officers and the rep from the company that manages the downtown parking and was given your name to contact.

Just recently there's become an issue of parking right on N Main Street, right coming up the hill from the 99 into town. Since the dispensary opened on the east side of the street, there have been cars parking across the street that have become an issue because they block views of traffic coming both directions, they sometimes partially block the driveway of the small complex at 775 N Main, and now a vehicle parked too close to the southbound bus stop and the driver wouldn't

stop at that stop, it was too close to do so safely. One of the residents here was forced to walk a good distance carrying heavy bags from weekly grocery shopping, a resident in their mid-70s in poor health, and was greatly put to disadvantage because of the inconsiderate driver parking blocking access to the curb of the bus stop.

From Medford all the way down Hwy 99 until you reach Downtown Ashland, there is no parking on the highway, but now the dispensary has opened, cars are parking there regularly to visit the dispensary, and that includes employees of the dispensary parking there all day. Now once cars are parked there, other car drivers think they have permission to park across there and there's been as many as six cars parked and some large vehicles, and even motor homes have been parked there. Usually now three cars are parked at different times, but dispensary employees park all day. And it isn't just numbers of cars, some are blocking the bicycle paths.

We appreciate that parking is an issue, but now it has become a more immediate safety issue. Cars turning left from Grant Street going north on Main have their view partially blocked by the vehicles parked, and cars pulling out of the apartment parking area have their view almost completely blocked when cars are parked there. And we really have to scramble to avoid incoming traffic.

To note too, that cars coming south into Ashland from that direction hit the town speed limit of 25, after doing 45, then drop to 35mph, and rarely is a vehicle going the speed limit of 25 which applies right at the corner. So it's become a game of race across to avoid contact with incoming traffic - it really is getting unruly and unwieldy, and dangerous having cars parking in that area.

Now, the residents at 775 N. Main Street who have concerns about the safety issue have lived at that residence for in order, 25 years, 17 years, 10 years, and 4 years. There have never before, as long as any of them remember, there have never been any cars parking along that small stretch of street, by their word, cars have not parked there but temporary for a delivery or for some kind of service being provided - it's usually just for an hour or two. And for the miles between Medford and Ashland, no cars parked on the highway until you get into town here.

What I am proposing please, is for somebody from the city come have a look, talk to us, and then we are requesting at the

very least to have the curb from the driveway to the corner painted yellow for the safety of the bus stop and to prevent any vehicles blocking the view or drive. That would be the least we would hope for. And additionally if for the very small area that would fit two vehicles, that the spot have a designated time limit for parking, to discourage lengthy parking in that spot.

We would appreciate your consideration of this, and request please, prompt attention to the matter.

Respectfully,

Kathleen Grace

Attachments

Field not completed.

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, November 11, 2025 11:56:44 AM

[EXTERNAL SENDER]

Transportation Advisory Committee Contact Form

| | |
|--|---|
| Name | Diana Versluis |
| Address | [REDACTED] |
| City | Ashland |
| State | OR |
| Zip Code | 97520 |
| Phone Number | [REDACTED] |
| Email Address | [REDACTED] |
| Message to Transportation Advisory Committee | <p>For several weeks there have been one, sometimes two, and on occasion three cars parked on N. Main near where Sheridan St. meets N. Main. I received an email from Travis Reeder, Permit Technician, on Sept 24 after I sent him a photo. He wrote, "The car in your picture is parked illegally. That is not a parking space." He also suggested calling the non-emergency line for the P.D. I don't drive every day and didn't call. On a later date, I spoke with Kerrick Gooden who suggested I contact this committee about the problem that persists. Yesterday, I wanted to turn left onto N. Main but there were three cars parked on N. Main making it difficult to see oncoming traffic leaving town. Perhaps a "No Parking" sign is all that is needed. Soon, please.</p> |
| Attachments | image001.jpg |

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

Ashland, OR

[Change location]

📍 Follow this Place



HOME > ISSUES > NEAR MISS REPORT

Near Miss report ▶ Closed

Fordyce St & Old Willow Ln Ashland, OR, 97520, USA • [Show on Map](#)

Issue ID: 20248325

Submitted To: [Ashland, OR - City Service Area](#)

Category: Near Miss report

Viewed: 9 times

Neighborhood: [Ashland](#)

Reported: on 10/20/2025

REPORTER

Carly



0 TOTAL THANKS

SAY THANKS!

Main

Photos and Videos

Notified

0

Manage in CRM

Flag Issue

DESCRIPTION

Today my truck nearly colided with a car. I was coming up Fordyce from Munson and the other car blew from Old Willow to Romeo. This sort of close call has been happening more frequently on Fordyce since new roads have been opened from the newly constructed KDA Beach Creek development off of N Mountain Street. There are two things occurring: an influx of new people are using the roads who have moved into the development, as well as people unrelated to the development using these new roads as a through way. Please consider placing yield or stop signs on Old Willow and Romeo at Fordyce. Perhaps consider other intersections on Fordyce as well. Added signage will increase safety by avoiding confusion, as well as help with speeding. There is a need to adjust since there are new roads and thus new driving habits. Thank you.

also asked...

Q. When did the event occur? (Time and Date)

A. October 20, 2025 15:00

Q. Which parties were involved?

A. Motor Vehicle

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

A. Sunny

Q. What happened leading up to the near miss?

A. Normal driving. It's possible the other person was unfamiliar with the area or looking at their phone.

Q. What factors contributed to the near miss?

A. Speeding, Lack of awareness/distraction, Something else

NEARBY ISSUES



Junk keeps being left on sidewalk...

Memo

DATE: November 10, 2025

TO: Transportation Advisory Committee

FROM: Scott Fleury PE, Public Works Director

DEPT: Public Works

RE: Strategic Communication – Education and Outreach

BACKGROUND:

At the October TAC meeting the group discussed additional education/outreach article assignments for TAC members to complete:

- Kahn: E-bike Rule Structure, Distracted Pedestrian Crossing
- Peterson-Adams: Vision Zero/Safe System Approach
- Dahle: Winter Driving Safety, Driving Fatigued
- Brouillard: Navigating Uncontrolled Intersections, Emergency Response Rules to Follow
- Morris: 20 is Plenty
- David: Distracted Driving, Basic Speed Rule
- Richards: Car Seat and Seat Belt Rules
- Vieville: Stopping for Pedestrians in Unmarked Intersections

Staff has attached articles developed in the past month for review/comment.

Conclusion:

The Committee should discuss and provide comments/edits if necessary.

CITY OF ASHLAND

20 East Main Street
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.6002
Fax: 541.488.5311
TTY: 800.735.2900



Memo

DATE: November 10, 2025

TO: Transportation Advisory Committee

FROM: Scott Fleury PE, Public Works Director

DEPT: Public Works

RE: Strategic Communication – Education and Outreach

BACKGROUND:

Vision Zero / Safe System Approach

Ashland is dedicated to making our streets safer for everyone, including pedestrians, cyclists, and drivers. Vision Zero is a strategy that aims to eliminate traffic fatalities and severe injuries while encouraging safe and healthy ways to move around town. The Safe System Approach recognizes that people will make mistakes. The goal is to design streets and guidelines that help prevent those mistakes from leading to tragedy.

Community involvement is a key part of this effort. We hope all residents will learn about Vision Zero. Our goals include safer street designs, better signage, improved crosswalks, and accessible paths for all ages and abilities. When we understand how design and our actions work together, we can make Ashland a safer place for everyone.

20 is Plenty

Reducing your driving speed by even a few miles per hour can make a big difference for safety. The “20 is Plenty” campaign encourages drivers to slow down to 20 miles per hour in neighborhoods and areas with lots of walking or biking. Lower speeds give drivers more time to react and create a safer environment for everyone, including children and older adults.

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Memo

Speeding is a main cause of crashes. Choosing to drive just a little slower is a simple way to help keep your neighbors safe. Please watch for “20 is Plenty” signs around Ashland and remember the impact your speed can have on our community.

Basic Speed Rule

Oregon’s “Basic Speed Rule” requires drivers to adjust their speed to match driving conditions, not just follow the posted limit. Even the speed limit may be too fast in poor weather, heavy pedestrian areas, or on roads being repaired.

Safe driving means making smart choices about your speed every day. If road or weather conditions change, slow down for safety. This is not just a law, it’s common sense for protecting yourself and others on the road.

Navigating Uncontrolled Intersections

Many intersections in our neighborhoods do not have stop signs or traffic lights. When you come to these spots, it is important to watch and yield to other drivers appropriately. If two vehicles arrive at the same time, the driver on the left must yield to the driver on the right.

Pedestrians always have the right of way in crosswalks, whether or not they are marked. Approach intersections slowly, look both ways, and be ready to stop. When we are patient and alert at intersections, everyone can get where they are going safely.

Distracted Driving

Distracted driving happens anytime a driver’s attention is taken away from the road, such as by texting, adjusting controls, or eating while driving. These distractions can lead to crashes in a matter of seconds.

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Memo

We ask all drivers to stay focused when behind the wheel. Put your phone aside and give the road your full attention. Every driver who stays alert makes Ashland's streets safer for everyone.

Car Seat and Seat Belt Rules

Car seats and seat belts save lives, especially for young children. Oregon law requires that every passenger is properly buckled in a car seat, booster, or seat belt.

Make buckling up a routine every time you get in the car, no matter how short the trip. Double check that your child's seat is correctly installed and that straps fit properly. Taking these small steps can prevent serious injury and is a simple way to show you care.

Winter Driving Safety

Cold weather can make driving risky because of snow, ice, rain, or fog. Before heading out, check your tires, brakes, lights, and wipers. Make sure your windows are clear for the best visibility.

Remember to drive more slowly, allow extra space to stop, and avoid sudden moves. Being prepared and cautious during the winter helps make sure everyone stays safe on the roads.

Driving Fatigued

Driving while tired slows down your response time and affects your judgment. This can be just as dangerous as driving under the influence, especially during long trips or at night.

If you start feeling sleepy while driving, it is important to pull over or switch drivers if you can. Alertness behind the wheel helps prevent crashes and protects everyone who shares the road.

Emergency Response Rules to Follow

When you see an emergency vehicle with flashing lights or hear sirens,

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Memo

Oregon law says you must pull over to the right and stop until it is safe to continue. This allows ambulances, fire trucks, and police to reach their destinations quickly.

During emergencies, such as evacuations, always follow the instructions of authorities and stay tuned to local news or official alerts. Your quick and calm cooperation helps first responders and keeps Ashland safer for all.

Fatigued Driving

As an Ashland citizen, neighbor, and lifelong believer in looking out for one another, I want to talk about an issue that's closer to home than many of us might realize: fatigued driving — also known as drowsy or sleepy driving.

Here in Ashland and throughout the greater Rogue Valley, we have a mix of travelers: commuters, retirees, students, parents, and hardworking folks who put in long hours before heading home on winding, sometimes dark country roads. It's easy to think of "impaired driving" as something that only happens when alcohol or drugs are involved. But research shows that driving when you're overly tired can be just as dangerous, and in some cases even more unpredictable, because we often don't realize how exhausted we really are until it's too late.

Put it this way: if you wouldn't consider getting behind the wheel after a few drinks, please give yourself that same moment of pause if you haven't had enough rest. The cars we drive, the roads we share, and the loved ones who count on us all deserve our full attention, and demand nothing less.

Being awake for 17 hours straight has about the same effect on your reflexes and judgment as a blood alcohol concentration of 0.05%, and staying awake for 24 hours is comparable to a BAC above 0.08% (the legal limit for drunk driving). In other words, fatigue can be just as impairing as alcohol, but without the telltale smell or social stigma that might prompt us to think twice.

We know our drives. Many of us head out early to work or run errands after dark, traveling stretches of I-5 or the backroads between Ashland, Medford, and Talent. These routes, while familiar, can be deceptively dangerous. Studies show that long,

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Memo

uninterrupted stretches of highway, particularly late at night or early in the morning when our body clocks naturally dip, carry a much higher risk of fatigue-related crashes. And some of us, especially those juggling multiple responsibilities or driving alone, may feel tempted to “just make that trip” rather than stop to rest.

But it’s in those moments – when the road is quiet, when our eyelids feel heavy, and/or when our focus drifts, even if just for a second or two – that accidents can happen in the blink of an eye. A few seconds of “microsleep” at 60 mph means you’ve traveled the length of a football field with your eyes closed.

I know that here in Ashland, we pride ourselves on taking care of one another, whether that’s checking on a neighbor, yielding at a crosswalk, or shoveling a driveway after a rare snowfall. Road safety is an extension of that same care. So I ask you, as fellow drivers, neighbors, siblings, parents, grandparents, and friends: please treat fatigued driving with the same caution and seriousness we reserve for driving under the influence. If even one accident is prevented because someone chose to pull over, take a short rest, or hand over the keys, then we’ve already started making this community a safer, smarter place to live.

Conclusion:

The Committee should discuss articles and if necessary recommend any changes/edits.

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Memo

Drowsy Driving: A Hidden Danger on Our Roads

As an Ashland citizen, neighbor, and lifelong believer in looking out for one another, I want to talk about an issue that's closer to home than many of us might realize: fatigued driving — also known as drowsy or sleepy driving.

Here in Ashland and throughout the greater Rogue Valley, we have a mix of travelers: commuters, retirees, students, parents, and hardworking folks who put in long hours before heading home on winding, sometimes dark country roads. It's easy to think of "impaired driving" as something that only happens when alcohol or drugs are involved. But research shows that driving when you're overly tired can be just as dangerous, and in some cases even more unpredictable, because we often don't realize how exhausted we really are until it's too late.

Put it this way: if you wouldn't consider getting behind the wheel after a few drinks, please give yourself that same moment of pause if you haven't had enough rest. The cars we drive, the roads we share, and the loved ones who count on us all deserve our full attention, and demand nothing less.

Being awake for 17 hours straight has about the same effect on your reflexes and judgment as a blood alcohol concentration of 0.05%, and staying awake for 24 hours is comparable to a BAC above 0.08% (the legal limit for drunk driving). In other words, fatigue can be just as impairing as alcohol, but without the telltale smell or social stigma that might prompt us to think twice.

We know our drives. Many of us head out early to work or run errands after dark, traveling stretches of I-5 or the backroads between Ashland, Medford, and Talent. These routes, while familiar, can be deceptively dangerous. Studies show that long, uninterrupted stretches of highway, particularly late at night or early in the morning when our body clocks naturally dip, carry a much higher risk of fatigue-related crashes. And some of us, especially those juggling multiple responsibilities or driving alone, may feel tempted to "just make that trip" rather than stop to rest.

But it's in those moments — when the road is quiet, when our eyelids feel heavy, and/or when our focus drifts, even if just for a second or two — that accidents can happen in the blink of an eye. A few seconds of "microsleep" at 60 mph means you've traveled the length of a football field with your eyes closed.

I know that here in Ashland, we pride ourselves on taking care of one another, whether that's checking on a neighbor, yielding at a crosswalk, or shoveling a driveway after a rare snowfall. Road safety is an extension of that same care. So I ask you, as fellow drivers, neighbors, siblings, parents, grandparents, and friends: please treat fatigued driving with the same caution and seriousness we reserve for driving under the influence. If even one accident is prevented because someone chose to pull over, take a short rest, or hand over the keys, then we've already started making this community a safer, smarter place to live.

Thank you for letting me share this message, and for the care you continue to show — not just for your own safety, but for the safety of everyone who calls Ashland home.

Wishing you all safe travels and a warm holiday season.

- Dylan Dahle, Committee Member, Ashland's Transportation Advisory Committee

Safety First: How Complete Streets and Safe Systems are Transforming Transportation in Ashland

In a decisive move toward prioritizing human life and health, the **Ashland City Council adopted Resolution No. 2024-06**, officially setting a policy goal of **Vision Zero**.¹ This commitment declares that "no loss of life or serious injury on our transportation system is acceptable," fundamentally changing how the city approaches street planning and design.

To achieve this ambitious, yet necessary, goal, Ashland is embracing two interconnected, proven concepts: the **Safe System Approach** and **Complete Streets** design, both of which are now foundational to the City's ongoing **Transportation System Plan (TSP) Update**.

The Vision Zero Philosophy and the Safe System Approach

Vision Zero is more than a goal; it's a profound shift in philosophy that directly informs the Safe System Approach. Its core tenets—that **traffic deaths are preventable** and that **human life takes precedence over mobility speed**—are reshaping the way transportation decisions are made in Ashland.²

This philosophical basis is formally integrated into the city's planning through the **Transportation System Plan (TSP) Update**. The TSP, which guides all future transportation investments, now operates under the **Safe System Approach**, which rests on five key principles:

1. **Humans are Vulnerable:** It recognizes that the human body has a limited tolerance for the kinetic energy released in a crash.³ The system must, therefore, be designed to manage those forces.
2. **Humans Make Mistakes:** Acknowledging that people will inevitably make errors (e.g., speeding, distraction), the system must be forgiving, ensuring mistakes don't result in death or severe injury.⁴

3. **Shared Responsibility:** Safety is a joint responsibility, but **system designers (the city) hold the ultimate responsibility** to build a transportation network where death and serious injury are eliminated.
4. **Redundancy is Crucial:** Multiple layers of protection are required, such as safer speeds *and* safer vehicle design *and* safer road design.⁵
5. **Achieving Zero is Possible:** Traffic fatalities are not "accidents" but predictable, preventable failures of the system.

By embedding this philosophy into the **TSP Update**, Ashland is ensuring that safety becomes a **mandatory design requirement**, not an afterthought or an optional add-on, guiding resource allocation and project prioritization for years to come.

Complete Streets: Implementing the Safe System Philosophy

The principles of the Safe System Approach are translated into physical reality through **Complete Streets** designs, which the TSP Update will now mandate for new and reconstructed roadways.⁶ A Complete Street is designed and operated to enable **safe access for all users**, including pedestrians, bicyclists, transit riders, and motorists, of all ages and abilities.⁷

For Ashland, adopting a Complete Streets policy within the TSP offers a host of benefits that operationalize the commitment to Vision Zero:

- **Prioritizing Vulnerable Users:** Complete Streets mandates features like **protected bike lanes, pedestrian refuge islands, and well-lit, accessible sidewalks**. This directly addresses the equity component of Vision Zero, prioritizing the most vulnerable road users as mandated in the adopted resolution.
- **Managing Kinetic Energy with Safe Speeds:** The design principles incorporate **traffic calming measures** (e.g., roundabouts, narrow travel lanes, chicanes) that physically induce slower, safer vehicle speeds.⁸ This is a direct application of the Safe System principle of reducing kinetic energy to survivable levels.
- **Creating a Forgiving Environment:** Design features that separate modes of travel and reduce crossing distances minimize the opportunity for severe conflict, thereby creating a more **forgiving system** that accounts for human error.⁹

Benefits Beyond Safety

While safety is the central pillar, the TSP Update's commitment to Complete Streets also delivers broad community advantages:

| Benefit Category | Impact of Complete Streets Design |
|------------------|--|
| Public Health | Encourages active transportation (walking and biking), promoting physical fitness and reducing the risk of chronic disease. |
| Environmental | Facilitates reduced reliance on personal vehicles for short trips, supporting the city's climate goals by lowering greenhouse gas emissions . |
| Economic | Enhances community vitality by creating appealing, comfortable public spaces that support local businesses and increase property values. |
| Equity | Provides safe, reliable, and affordable mobility options for all residents, especially those who cannot drive or afford a personal vehicle. |

By making the Vision Zero philosophy and the Safe System Approach the bedrock of the **Transportation System Plan Update**, Ashland City Council is ensuring its streets are designed not just to move traffic, but to **save lives**.

Traffic is crazy unsafe on my street. Can't the City do something?

The Traffic Calming and Safety Improvement Program by the City of Ashland was developed out of a desire to help residents have a dedicated place to petition the City for making their neighborhoods a livable and safe place to walk, roll, bike, or pull out of their driveways. Individual citizens often have questions and complaints about the condition of their street and this is one way that folks can unite their voices to better effect.

Neighbors coming together and actively participating in this process gives the City the ability to identify problems, plan an approach, and implement solutions. In the end, the City can evaluate the effectiveness of the solutions that were made and apply them to other areas of concern in other neighborhoods and throughout our Transportation Network.

How does our Neighborhood apply?

- > Write a Statement of Need which includes all the concerns your neighborhood group has about the traffic issues on your street or in your neighborhood.
- > Collect at least 5 signatures(the more the merrier!) of neighbors in support of the Statement.

>Send (or bring) your application to:

Traffic Calming Program
Public Works
51 Winburn Way
Ashland, OR
(541)488-5587

Public Works and the Transportation Advisory Committee(TAC) then verify the application, establish a study area, collect data (speed and average daily traffic) and review crash reports. TAC then “grades” the application and Public Works plans and implements changes. Easy and inexpensive measures can be implemented to put you on the road to a calmer street should your neighborhood make the grade. More expensive infrastructure measures will be considered as the need arises and the funding made available.

https://www.ashland.or.us/Files/Traffic_and_Safety_Final_Pilot_%286.27.2022%29.pdf
<https://www.youtube.com/watch?v=HLG48MXxa5g>