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

January 15, 2026

AGENDA

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

Link: https://zoom.us/j/94830438616

I. ANNOUNCEMENTS

II. CONSENT AGENDA

A. Approval of December 18, 2026 Minutes

III. PUBLIC FORUM (6:05-6:20)

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

V. NEW BUSINESS

A. Meeting Time Change Discussion (6:30-6:45, action required, discuss change to meeting time to align with other committees)

B. Traffic Calming – Green Meadows (6:45-7:15, action required review application and associated data to determine next steps)

VI. UNFINISHED BUSINESS

A. Working Group TAC Email Review and Responses (7:15-7:30, action required, discuss as necessary)

B. Work plan next Steps and Actions (7:30-8:00 action required, discuss work plan and next steps/actions)

VII. INFORMATIONAL ITEMS

A. February in Person Meeting-Crash and Near Miss Review

VIII. AGENDA BUILDING – Future Meetings

IX. ADJOURNMENT: 8:00 PM

Next Meeting Date: February 19, 2026

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
December 18, 2025

CALL TO ORDER: 6:00 PM
Members Present: Linda Peterson-Adams, Corinne Vieville, Dave Richards, David Kahn, Mark Brouillard, Thor Morris, Nick David, Dylan Dahle, Joe Graf
Members Absent: Cassie Preskinis – SERJAC (reassigned as liaison)
Staff Present: Scott Fleury, Officer Derreck Moore, Marlena Correnti
Council Liaison Absent: Eric Hansen
Guests: Bryan Sohl

ANNOUNCEMENTS
- N Mountain Avenue Overlay Project will begin January 5, 2026
  - Improving ADA, bicycle, and pedestrian safety
- City of Ashland Town Hall Gathering – Wednesday, January 21st at 5:30-7 PM
  - Ashland HS Theatre
- Community Belonging & Welcoming Survey
  - Developed by SERJAC and Housing Committee
  - Includes some transportation access questions that may be beneficial in TSP update
- Oregon Capital Chronicle article – Funding uncertainty comes as Oregon needs road maintenance from landslides
- Brouillard: Train services through Ashland now defunct
  - Roseburg Forest Products Plant contract with Central Oregon & Pacific Railroad (CORP) ended and operations have ceased, effective Thursday December 11, 2025 per engineer with CORP
  - Fleury: considers implications of this for North Mountain crossing and TSP
  - Richards: if railroad tracks are abandoned in the future, could Pedal-Powered Tourism be introduced?
    - Brouillard: City would have to coordinate with CORP

CONSENT AGENDA
- Approval of November 20, 2025 Minutes

Vieville motions to approve Minutes as written. Richards 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
- Sohl – request to add a bike rack near Pony Espresso between USPS office and EV Charging station

REPORTS FROM OTHER CITY COMMITTEES
- Trails Advisory Committee – Richards: Bi-monthly meetings
- Winburn Way review: Parks postponed decision until January 2026; Y intersection with Winburn and Granite has been "tabled indefinitely"

- Planning Commission – Brouillard: Scenic property driveway expansion
    - Discussion about adding two-story buildings to shopping center which includes Shop'n Kart, opposite Yuan Yuan Restaurant
    - Tree Advisory Committee was not consulted, so this topic will move to future meeting
- Historic Preservation – Peterson-Adams: reenactment event at cemetery May 2026 TBD
- Public Arts – Peterson-Adams: decorated signal boxes are being removed by ODOT
    - PAC trying relocated the retired boxes to be art features within Ashland
        - Fleury on the recovery process to track down the retired signal boxes
- CEPAC – Dahle: gas powered yard tools discussion
    - Mapping of 2026 goals including TSP discussion
        - Dahle advised to attend summer in-person meeting
- APD – Moore: Granite resident Mastain submitted Traffic Calming Petition which received 19 signatures
    - Fleury alerted City engineer, and confirmed receipt of petition with Mastain, emphasizing other priority projects at this time
        - Speed and Volume count to happen in summer, as fall and winter present difficulty with leaves, ice, and routine street sweeping that could damage the speed counters
    - Speed sign was introduced; temporarily defunct but now repaired
    - Moore has done several extra patrols on identified areas, but fastest recorded vehicle speed was 28 in 25 mph zone
    - Brouillard reminds there was a pedestrian fatality on Granite back in 1999
    - Morris: could this be added to a broader "20 is Plenty" discussion?

NEW BUSINESS

- Election of Chair and Vice Chair
    - Municipal code was updated December 2024: [Chair and Co-Chair] term shall be one year, they may serve multiple terms, but no more than two consecutive years in the same role

Vieville motions to reelect Brouillard and Peterson-Adams in their respective roles by acclimation. Richard seconds wholeheartedly. Unanimous reappointment.

UNFINISHED BUSINESS

- Working Group TAC Email Review and Response
    - TAC discusses submissions individually; Correnti to send emailed responses to submitters
    - SS4E: [speaking as citizen] David expresses concern over the SS4E's proposed plan

David moves to emphasize that TAC discussed Parks' proposed options at length and TAC formally supports maintaining the status quo. This motion serves to reiterate TAC's position to uphold the current arrangement of Winburn Way along Lithia Park. Kahn seconds. Graf abstains from voting; Motion receives YES vote from remaining TAC members present.

Fleury and/or Correnti to send email to APRC Admin Assistant to reiterate TAC's position.

ASHLAND TRANSPORTATION ADVISORY COMMITTEE
MINUTES
December 18, 2025

INFORMATIONAL ITEMS

- Oregon State University Transportation Training – two sessions attended by Fleury
    - Informational slide deck including Temporary Pedestrian Access Routes (TPAR) and MUTCD update allowing for better signage and striping
    - Crash analysis evolving
- Bike Rack Installations on 3rd Street
    - Regarding Sohl's request, Fleury to reach out to building owners about installing bike racks along the frontage at Pony Espresso
        - 2024: City asked Chamber to reach out to their members to there was interest in adding bike racks; Fleury to help facilitate
- Kahn: explore how bike lane disappears along Lithia Way coming from Ashland going north out of town
    - Fleury to provide historical data and context to this, post-North Main Safety Corridor Improvement Project
- TSP review to occur in early 2026
    - Contract has been vetted by ODOT Procurement Office and Alta Planning is making some final changes to the fee schedule
    - Fleury to send Downtown Parking and Multimodal Study to Morris

ADJOURNMENT: 8:00 PM
Next Meeting Date: January 15 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: TAC Meeting Time

BACKGROUND:
Before the TAC is a discussion about changing the meeting time to align with all other advisory committee's currently operational for the City. The goal is to reduce staff burden and overtime related issues when managing an advisory committee.

Currently the TAC meets on the 3rd Thursday of the month from 6-8pm. All other committees generally meet in the 4-6pm range monthly to quarterly, see below.

Climate and Environmental Policy Advisory Committee – 2nd Thursday of the month from 4-6pm
Historic Preservation Advisory Committee – 1st Wednesday of the month at 4pm
Housing and Human Services Advisory Committee – 4th Thursday of the month at 4pm
Social Equity and Racial Justing Advisory Committee – 1st Thursday of the month at 4:30pm
Ashland Senior Advisory Committee – Quarterly from 3:30-5:00pm
Recreation Division Advisory Committee – Quarterly with no time specified
Trails Advisory Committee – No specific monthly date, 4:15-5:45

Conclusion:
The Committee should discuss a change to the meeting time moving forward in either a 3-5 or 4-6 window. During the TSP process with the TAC as lead advisory body, additional public meetings will be scheduled to ensure appropriate public participation that will be outside of the TAC's general meeting window.

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: Green Meadows Traffic Calming

BACKGROUND:
The Green Meadows Way neighborhood submitted a traffic calming application previously. Do to limited staffing and other priorities analysis and discussion has been postponed until now.

Road Profile:
Posted speed 25mph
Roadway width = 33' curb to curb
Sidewalk = None
Parking = Both sides

Speed and Volume Data:

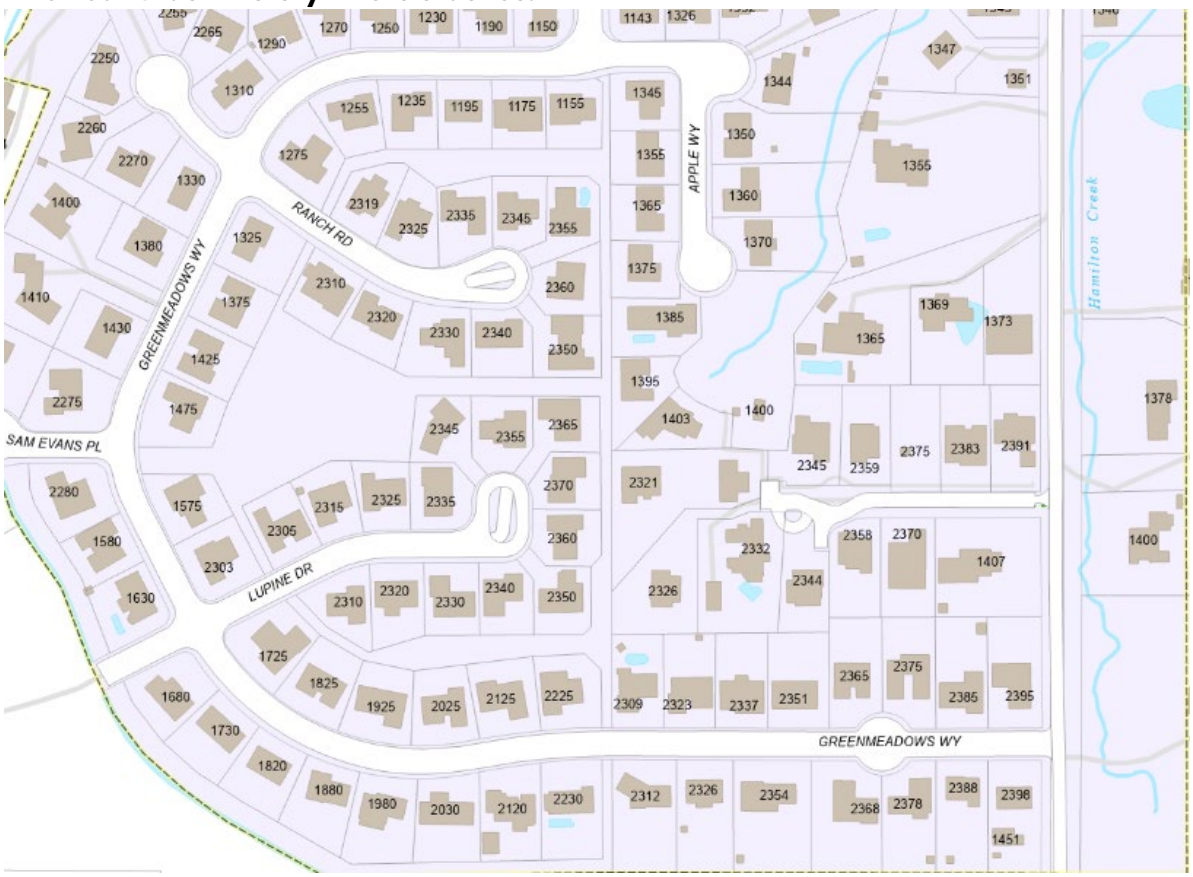
1. Between Lupine Drive and Tolman Creek Road
    a. ADT = 208
    b. 85% speed = 25.95 MPH
    c. Highest speed = 36.8 MPH
    d. Average speed = 21.64

2. Between Sam Evans Place and Lupine Drive
    a. ADT = 117
    b. 85% speed = 21.03 MPH
    c. Highest speed = 29.1 MPH
    d. Average speed = 16.6

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

Five Year Crash History – Zero crashes.



Criteria Scoring:
Crashes = 0
ADT = 0
Speed = 0
Pedestrian Generators =3 (Bellview School and Oredson-Todd Woods)
Bus Stops = 0
Sidewalks = 5
Bicycle Facilities = 5
Total Scoring = 13

Based on speed, volume and crash data there is the potential option to classify Green Meadows as a bicycle boulevard and update the facility with share the road and 20 mph

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

signage. Investigation into marked crosswalks for pathway connections could also be investigated as a potential traffic calming implementation solutions.

Conclusion:
The Committee should discuss application and next steps.

Attached:

1. Green Meadows Application

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

Petition and Pre-application Material

City of Ashland
Department of Public Works
Attn: Scott Fleury
Traffic Calming Pilot

Submitted by: Don Moreaux
1825 Green Meadows Way
Ashland, Oregon 97520
(208) 761-2845
dmoreaux@live.com

Appendix A: Petition & Pre-application

Petition to Initiate Neighborhood Traffic Calming Program

Location: Green Meadows Way, between Tolman Creek Road and Bellview Avenue

Statement of Need:

Green Meadows Way is a multi-use residential roadway that runs through a neighborhood of approximately 67 single-family residences between Tolman Creek Road and Bellview Ave and includes no commercial properties. There are no sidewalks along the route, and parking is allowed on both sides of the street. In addition to local traffic, many non-residents drive through the neighborhood and park on several of its cul-de-sacs to access the Ashland Park's Oredson-Todd Woods Trailheads. Our roadway is also a popular and heavily used route by city cyclists on their way up Tolman Creek, both by bike and by motorized vehicles.

The intersection of Tolman Creek Road and Green Meadows Way is approximately ½ mile from Bellevue Elementary School, making it a reasonable walk for elementary school age children. Green Meadows Way is also a bus route for secondary school children, with several drop-off points along the roadway.

Both speeding and inattentive driving have been on the increase on Green Meadows Way. This presents a real threat to those residents who walk, bike and park along the route. Many of the residents are aged, and often travel the street assisted by walkers, canes, and in two instances by wheelchair. We also have many families whose young children bike and play close to or on the roadway.

At several locations along Green Meadows Way there are blind and unmarked pedestrian crossings that connect a private footpath owned by the Mountain Meadows Property Owners. Much of Green Meadows Way is curved, making visibility a challenge even for those vehicles traveling at 25 mph. Pedestrians and bicyclists also have a difficult time seeing traffic as they work their way around the curve and parked cars.

We as residents along Green Meadows Way would like to see speed along the route controlled and if appropriate reduced to 20 mph. Any action taken to accomplish this would be a benefit to both residents of Green Meadows Way, and the many recreationalists who also use the road.

A resident of **Green Meadows Way** has requested initiation of the City of Ashland Traffic Calming program to address concerns of **Speeding** on **Green Meadows**. In order to begin the process, this petition must be signed by at least 5 adult citizens representing separate properties on **Green Meadows Way** between **Tolman Creek Rd**. and **Bellview Ave**. This level of neighborhood support is needed to justify data collection, analysis, and development of a traffic calming plan.

Please sign the attached petition, include your address and telephone number, and indicate whether you support (yes) or oppose (no) this proposal. If this petition receives the necessary neighborhood support, the City of Ashland staff will collect data about traffic conditions in the identified area for use in developing a Proposed Improvement Plan.

Printed name: Don & Mary Moreaux	Phone: (208) 761-2845	
Address: 1825 Green Meadows Way	Support: Yes	~~Oppose~~
Signature: Mary S Moreaux	Date: 07/23/2022	

Printed name: Alan & Laurie Rathsam	Phone: 541-488-1518	
Address: 2395 Green Meadows Way	Support: Yes	Oppose
Signature: Alan D. Rathsam Laurie Rathsam	Date: 07/24/2022	

Printed name: Valerie Tyler	Phone: 541-482-4567	
Address: 1925 Greenmeadows Way	Support: Yes	~~Oppose~~
Signature: Valerie Tyler	Date: 7-23-22	

Printed name: Jeff & Cora Yockers	Phone: 541.499.7412	
Address: 1090 Green Meadows Way	Support: Yes	Oppose
Signature: J. Yocker	Date: 7/24/22	

Printed name: MARGARET EVANS	Phone: 541-482-3075	
Address: 1250 Green Meadows	Support: Yes	Oppose
Signature: Margaret Evans	Date: 7/26/22	

Printed name: Barb Evans	Phone: 541 301-2704	
Address: 1150 Greenmeadows Way	Support ✓	Oppose
Signature: Barbara Evans	Date: 7/26/22	

Printed name: LORNE HOGAN	Phone: 541)482-2071	
Address: 1725 GREEN MEADOWS WAY	Support	Oppose
Signature: Lorne Hogan	Date: 7/26/22	

Printed name: Charlie LUSTMAN	Phone:	
Address: 1880 Green Meadows way	Support	Oppose
Signature:	Date: 7/26/22	

Printed name:	Phone:	
Address:	Support	Oppose
Signature:	Date:	

Printed name:	Phone:	
Address:	Support	Oppose
Signature:	Date:	

Printed name:	Phone:	
Address:	Support	Oppose
Signature:	Date:	

Printed name:	Phone:	
Address:	Support	Oppose
Signature:	Date:	

City of Ashland Pilot Traffic Calming and Safety Improvement Program

Acknowledgements

City of Ashland Council

Mayor John Stromberg

Dennis Slattery

Rich Rosenthal

Stef Seffinger

Tonya Graham

Julie Akins

Stephen Jensen

City of Ashland Transportation Commission

Bruce Borgerson

Derrick Claypool-Barnes

Corrine Vievielle

Joseph Graf

Linda Peterson Adams

Katharine Danner

Mark Brouillard

Table of Contents

Section 1: Introduction 4
Section 1.1 Traffic Calming and Safety Improvement Program Overview 4
Section 1.2 Program Timelines 4
Section 2: Project Request and Review Process 5
Section 2.1: Petition & Pre-application Process 5
Section 2.2: Phase One Immediate Actions 5
Radar Speed Trailer 6
Police Enforcement 6
Temporary Speed Signage 6
Reader Message Board 7
Neighborhood Flyer 7
Section 2.3: Phase Two Project Ranking, Acceptance and Prioritization 7
Section 2.4: Phase Two "Neighborhood Meeting" 9
Section 3.0: Phase Two 10
Traffic Safety Campaign 10
Vegetation and Vision Clearance 11
Signage 11
Pavement Markings 12
Intersection Painting 12
Curb Extensions 13
In Street Speed Reduction Measures 13
Diverters 17
Gateway Treatments 17
Stationary Radar Signs 17
Other 18
Monitoring 18
Appendixes 19
Appendix A: Petition & Pre-application 19

Section 1: Introduction

Section 1.1 Traffic Calming and Safety Improvement Program Overview

The City of Ashland's Traffic Calming and Safety Improvement Program is part of the City's commitment to the safety and livability of our neighborhoods and shall incorporate the goals, policies and objectives of the City's comprehensive plan. A collaborative effort of City staff, the Transportation Commission and residents, the program is designed to reduce the impacts of traffic and provide for a safe roadway network for all users. Through active participation by area residents, the City can identify the problem, plan the approach, implement solutions and evaluate the effectiveness.

The program is open to all roadways within the City and works in two distinct phases. The initial phase focuses on data collection along with passive and easily implementable measures such as law enforcement, radar speed trailer placement and temporary signage. If phase one does not prove effective in meeting the defined goals for traffic calming or safety improvement, then a project can move to phase two. Phase two calls for engineering and construction of permanent physical treatments to address the defined problem.

Neighborhoods can submit one application per calendar year

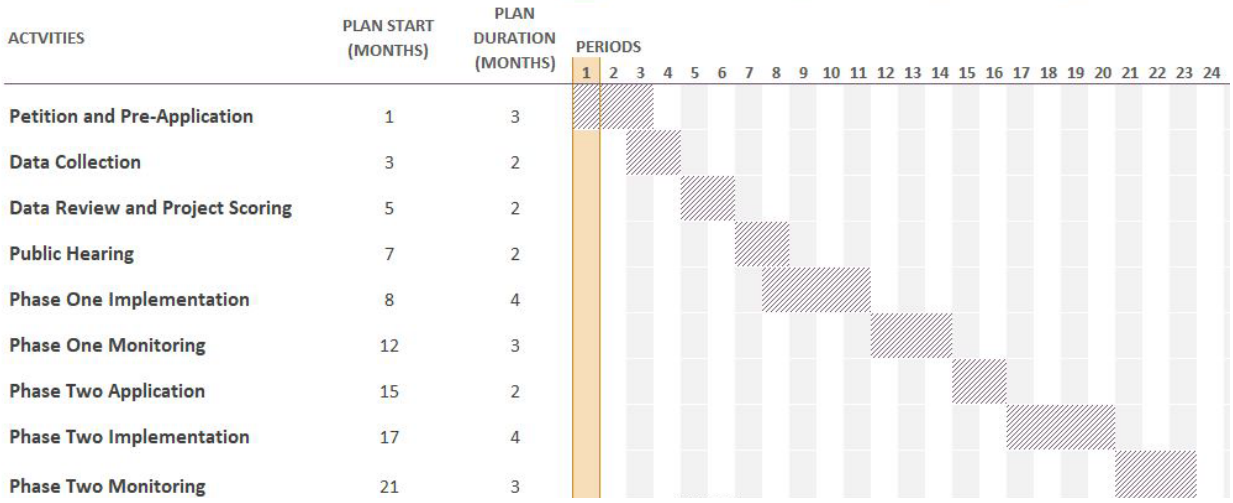
Section 1.2 Program Timelines

The City will accept traffic calming application petitions continuously. The City as time allows will initiate phase 1 for each application received. If the City receives multiple traffic calming application petitions during a six (6) month span the scoring criteria of the applications will be compared and discussed by Public Works Staff and the Transportation Commission at a regularly scheduled Commission meeting.

Figure 1 shows the general timeline for activities for the City's Traffic Calming and Safety Improvement Program. Overall timeline can be affected by staff availability and scheduling of public meetings.

Cumulative duration shown here is the anticipated maximum. If prior phases are completed earlier in the duration window given, then subsequent steps also could be completed earlier.

Figure 1:



Section 2: Project Request and Review Process

Section 2.1: Petition & Pre-application Process

The petition and pre-application process are meant to create neighborhood support for potential Traffic Calming and Safety Improvement Program implementation within a neighborhood or project area. The petition and pre-application forms are attached as Appendix A.

The petition and pre-application require a **statement of need** that detail the issues encountered in the neighborhood due to traffic safety along with a minimum of five (5) adult signatures* from distinct addresses within the neighborhood showing they are in favor of entering into the Traffic Calming and Safety Improvement Program. **Please be as specific and detailed as possible with respect to statement of need.**

Once a verified petition is submitted to Public Works, the City will define the initial study area and begin data collection. After data collection is complete, the City will move forward with targeted enforcement, speed trailer placement and distribution of temporary yard signage if requested.

The study area will initially be influenced by street system configuration, location of schools, hospitals, and/or business centers. Data collection within the study area will include review of accident reports and capturing speed and traffic volumes.

Section 2.2: Phase One Immediate Actions

After data collection is completed, and the data shows some measures are warranted, the City will move forward with directly implementable soft measures for traffic calming. The two items below represent passive traffic calming measures that will be implemented after a successful traffic calming petition is verified by Public Works.

Radar Speed Trailer

The Ashland Police Department can place a portable trailer mounted radar unit that detects vehicular speed and displays it on a digital reader board. The trailer shows the drivers actual speed vs. the posted speed limit. The unit employed by the City of Ashland also collects driver speeds and volumes that can be compared to the previously collected information.

Police Enforcement

After data collection phase is completed the Ashland Police Department can use the information collected to perform targeted enforcement within study area during known times of excessive speed.

Temporary Speed Signage

The City offers free of charge “keep kids alive drive 25” temporary yard signs. The signs can be picked up at 51 Winburn Way at the Community Development Building. A total of five signs will be given to residents for each block/neighborhood request.

Reader Message Board

A reader message board can be deployed onsite with appropriate messaging for drivers in a residential zone.

"Residential Neighborhood, Slow DOWN"
"25 MPH Speed Limit"
"Drive like your kids live here"

Neighborhood Flyer

A neighborhood notice/flyer will be generated by the City and sent to adjacent properties.

Section 2.3: Phase Two Project Ranking, Acceptance and Prioritization

The City of Ashland has established criteria for phase two improvements that must be met to proceed forward. Data from the collection phase will be used to score and rank the project initially. If more than one application is received in a calendar year, then the projects will be compared and prioritized based on additional established criteria.

Criteria	Definition	Value	Points
Average Daily Traffic (ADT)	Traffic volume over a 24-hour period	<500 500-1000 1000-1500 1500-2000 2000-3000 >3000	0 1 2 3 4 5
50th Percentile Speed used as baseline to 85% for scoring criteria	The speed at or below which 50 percent of all vehicles are observed to travel under free-flowing conditions	1-5 5-10 10+	2 4 6
Crashes	Number of reported crashes, correctable by traffic calming on the project street within the last 5 years	1 2 3 4	2 4 6 8

		>5	10
Pedestrian Generators	Public and private facilities on or near the project street, such as schools, parks, community houses, senior housing, etc., which generate a substantial amount of pedestrian traffic	<1 mile ¾-1 mile ½ - ¾ mile ¼ - ½ mile < ¼ mile	1 2 3 4 5
Bus Stops	Access to transit within ¼ mile of project street	< ¼ mile	1
Sidewalks	Existing facilities	No sidewalk Sidewalk 1 side Sidewalk both sides	5 2 0
Bicycle Facilities	Existing Facilitates	No bike facilities Sharrows Bike Lanes Shared Use Path	5 2 0 0

A total score of 12 points is required to move forward with any phase two solution.

Depending on the number of applications received during a calendar year, the Transportation Commission will review each project and associated initial scoring at a minimum every six (6) months within any one calendar year. An additional set of prioritization criteria listed below well assist in ranking projects to move forward with the limited funding available for the program.

If a Transportation Commission member is within a project boundary, they will recuse themselves from discussion of project scoring and prioritization process.

The Transportation Commission review will use the criteria listed below, with 60 points being the maximum score (evaluators are to start at zero and award points accordingly):

How well was the problem explained (3 points), documented (3 points) and observable (4 points)?

From the current tools available in the Traffic Calming Program Toolbox, how well does the project's component(s) address the traffic issue in the short term (4 points) and long term (6 points)?

Who (such as pedestrians, bicyclists, motorists and property owners) will benefit from the project (6 points)?

Are specific individuals identified who would benefit from the project (4 points)?

How strongly have the general neighborhood and adjacent residents/property owners demonstrated support for the project (4 points)?

Estimated truck and cut through traffic greater than 10% (2 points)?

Has the project received recent endorsements from area organizations, such as the neighborhood associations, service organizations, schools, etc. (4 points)?

In comparison with the other projects in the same funding category (striping/signage or infrastructure/signaling), how high is the priority for this project (20 points.)?

When all scores from the Transportation Commission review have been submitted, they will be combined with the City's scores to prioritize the projects based on the total City and Transportation Commission scores. Upon acceptance of the combined scores by the Transportation Commission, the prioritized project list will then be matched up with available funding to determine how many projects will receive funding. In most cases, not all projects will be chosen as there is a limited amount of funding for the City's traffic calming program.

Projects that are not selected due to funding restraints may be rolled over into the next year's project selection process. If it is not funded within those two cycles, the project will be removed from the list. Additional projects may be funded beyond the final project list if supplementary funding is made available to the program or a surplus of funds remain after the initial projects are constructed.

Section 2.4: Phase Two "Neighborhood Meeting"

If the City of Ashland receives numerous traffic calming program applications during any budget biennium, each application will be ranked and phase one data assessed to determine project prioritization. Phase two work begins once projects are ranked and the need for traffic calming and safety improvements is verified. Public Works will verify if the minimum criteria are met to proceed forward with any phase two actions. If the project fails to meet the minimum established criteria it will not move forward to phase two, but the City will still place the radar speed trailer onsite perform periodic targeted enforcement and offer free temporary speed signs.

To move forward with any phase two improvements the minimum scoring based on the established criteria shall be 12 points.

After projects are prioritized public meetings will be scheduled at a regular Transportation Commission meeting starting with the highest priority project. Resident support for a traffic calming and safety program is inherent to its success. To develop full support and consensus on project goals and potential solutions, the public hearing will be held by the Transportation Commission at a regularly scheduled meeting where goals and solutions will be discussed and agreed upon. The public hearing will consist of a report prepared by Engineering staff, public input from neighborhood residents and discussion by the Commission. Based on all information provided and discussion The Commission can recommend to the Director of Public Works potential phase two solutions for implementation. A majority of phase 2 solutions have budget ramifications that must be accounted for in the timing and approval of solutions.

Section 3.0: Phase Two

After completion of the data collection phase and immediate implementable actions have been enacted, the City and Transportation Commission will rank all projects in the program and schedule public hearings with neighborhood groups to discuss the potential of phase two actions. A clear set of goals with respect to traffic calming actions should be established in the public meeting, which will enable the pursuit of solutions that match with defined goals. Phase two installations can be considered "pilot" or final in-place solutions depending on the evolution of phase two.

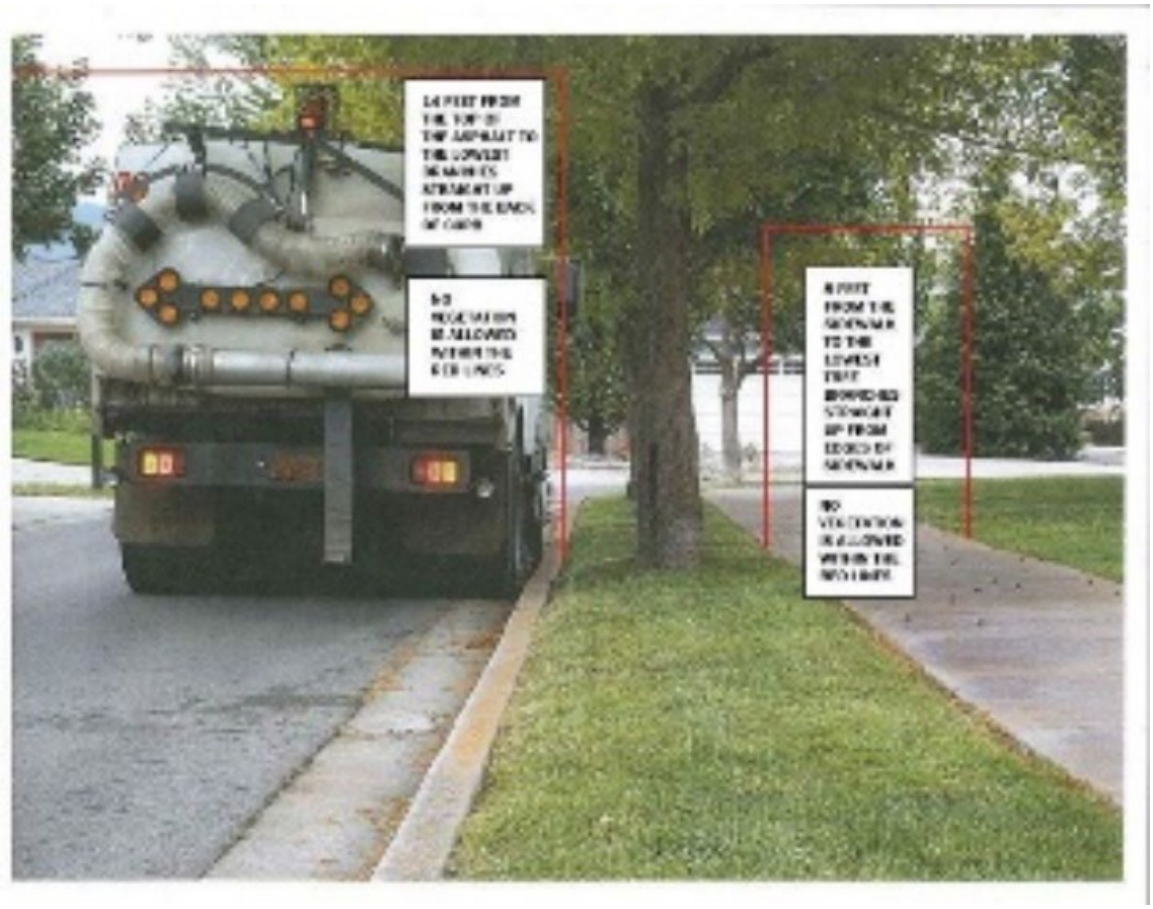
The following phase two measures are listed in general order of cost and difficulty of implementation. Some measures could be implemented in the near term using available funds in the current Public Works budget. Other measures, particularly those requiring significant changes to the roadway, will be implemented only if initial measures fail to calm traffic, and may require inclusion in future budgets as a capital improvement project.

Traffic Safety Campaign

An information letter is prepared by the City and mailed to residents within the study area. The letter explains traffic volumes and speeds captured during data collection. The informational packet will also contain traffic calming features, traffic laws and bicycle and pedestrian safety information. The goal is to heighten traffic safety awareness within the project area.

Vegetation and Vision Clearance

Removal of vegetation that obscures sight lines or traffic control signage, creating a hazardous situation, shall be considered as a phase two improvement. Removal shall be done by either homeowners or City staff depending on property ownership.



Signage

The addition of appropriate signage shall be considered, including additional speed limit signs, parking restrictions, and pedestrian and bicyclist informational signs.

Pavement Markings

The addition of pavement markings shall be considered. Markings can include centerlines, fog lines, identification of crossings and speed limits.

Intersection Painting

The City of Ashland has a permit approval process for intersection street painting on low volume residential roadways. Painted intersections help create a community identity and are a great way to organize your neighbors around a common goal. They may also have indirect effects on helping to slow traffic in your neighborhood by making drivers aware that residents take pride in their neighborhood, encouraging them to be more respectful while driving down your street.

Curb Extensions

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees. Curb extensions may be implemented on downtown, neighborhood, and residential streets, large and small.

Curb extensions have multiple applications and may be segmented into various sub-categories, ranging from traffic calming to bus bulbs and midblock crossings.

(NACTO Image)

In Street Speed Reduction Measures

Median

Medians create a pinchpoints for traffic in the center of the roadway and can reduce pedestrian crossing distances.

Median refuge islands are protected spaces placed in the center of the street to facilitate bicycle and pedestrian crossings. Crossings of two-way streets are facilitated by allowing bicyclists and

pedestrians to navigate only one direction of traffic at a time. Medians configured to protect cycle tracks can both facilitate crossings and function as two-stage turn queue boxes.

(NACTO Image)

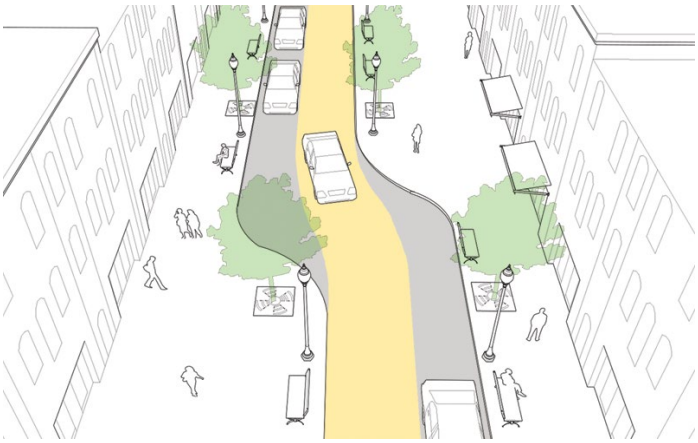
Pinchpoints

Chokers or pinchpoints restrict motorists from operating at high speeds on local streets and significantly expand the sidewalk realm for pedestrians.

(NACTO Image)

Chicane

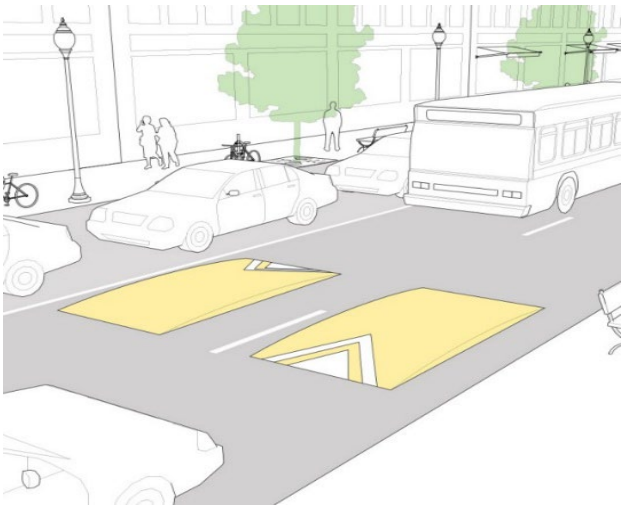
Offset curb extensions on residential or low volume downtown streets create a chicane effect that slows traffic speeds considerably. Chicanes increase the amount of public space available on a corridor and can be activated using benches, bicycle parking, and other amenities.



(NACTO Image)

Speed Hump/Cushion

Speed cushions are either speed humps or speed tables that include wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger car speeds. They can be offset to allow unimpeded passage by emergency vehicles and are typically used on key emergency response routes. Speed cushions extend across one direction of travel from the centerline, with longitudinal gap provided to allow wide wheel base vehicles to avoid going over the hump.

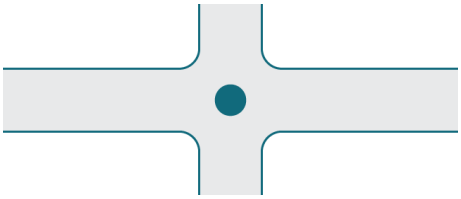


(NACTO Image)

Roundabout/Traffic Circle

Mini roundabouts and neighborhood traffic circles[1] lower speeds at minor intersection crossings and are an ideal treatment for uncontrolled intersections.

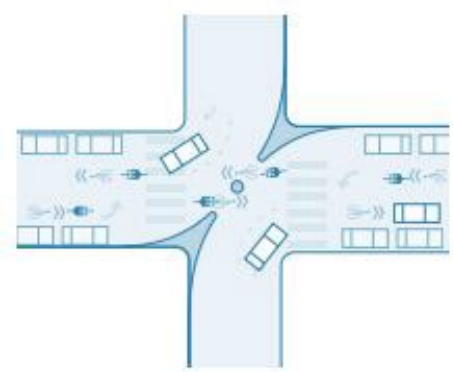
Mini roundabouts may be installed using simple markings or raised islands but are best applied in conjunction with plantings that beautify the street and the surrounding neighborhood. Careful attention should be paid to the available lane width and turning radius used with traffic circles.



(NACTO Image)

Diverters

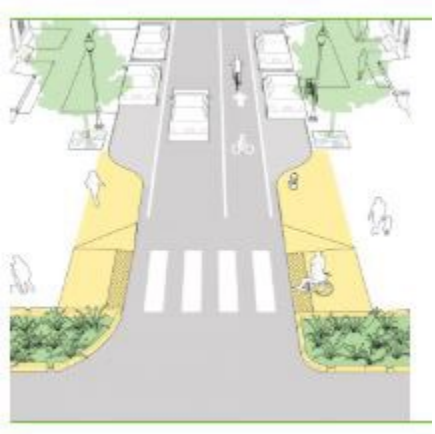
A traffic diverter breaks up the street grid, requiring motor vehicles to turn while allowing passage for pedestrians and bicyclists.



(NACTO Image)

Gateway Treatments

Curb extensions are often applied at the mouth of an intersection. When installed at the entrance to a residential or low speed street, a curb extension is referred to as a “gateway” treatment and is intended to mark the transition to a slower speed street.



(NACTO Image)

Stationary Radar Signs

A radar speed sign is an interactive sign that displays vehicle speed as motorists approach. The purpose of radar speed signs is to slow cars down by making drivers aware when they are driving at speeds above the posted limits. They are used as a traffic calming device in addition to or instead of physical devices such as speed humps, speed cushions, speed tables, and speed bumps.

Other

As transportation network solutions evolve so to can traffic calming and safety improvements. Other solutions may be brought to light during the analysis and public hearings that can be implemented and will not be disregarded if not specifically mentioned within this document.

Monitoring

After approved phase one activities have been implemented the City will monitor changes in driver behavior including speed and accident reduction. The monitoring phase will begin 4-6 months after the end of phase one activities.

The City and Ashland and its Transportation Commission would like to thank the National Association of Transportation Officials (NACTO) for allowing the use of some images contained within this document.

Appendixes

Appendix A: Petition & Pre-application

Petition to be delivered care of the City of Ashland Public Works Director

Mailing Address: 20 East Main Street, Ashland Oregon 97520

Drop off Address: 51 Winburn Way, Ashland Oregon 97520

Petition to Initiate Neighborhood Traffic Calming Program

Location: _____

Statement of Need:

A resident of _____ has requested initiation of the City of Ashland Traffic Calming program to address concerns of _____ on _____. In order to begin the process, this petition must be signed by at least 5 adult citizens representing separate properties on _____ between _____ and _____. This level of neighborhood support is needed to justify data collection, analysis, and development of a traffic calming plan.

Please sign the attached petition, include your address and telephone number, and indicate whether you support (yes) or oppose (no) this proposal. If this petition receives the necessary neighborhood support, the City of Ashland staff will collect data about traffic conditions in the identified area for use in developing a Proposed Improvement Plan.

Printed name:	Phone:	
Address:	Support	Oppose
Signature:	Date:	

Printed name:	Phone:	
Address:	Support	Oppose
Signature:	Date:	

Printed name:	Phone:	
Address:	Support	Oppose
Signature:	Date:	

Printed name:	Phone:	
Address:	Support	Oppose
Signature:	Date:	

Printed name:	Phone:	
Address:	Support	Oppose
Signature:	Date:	

Printed name:	Phone:	
Address:	Support	Oppose
Signature:	Date:	

Printed name:	Phone:	
Address:	Support	Oppose
Signature:	Date:	

Printed name:	Phone:	
Address:	Support	Oppose
Signature:	Date:	

Printed name:	Phone:	
Address:	Support	Oppose
Signature:	Date:	

Printed name:	Phone:	
Address:	Support	Oppose
Signature:	Date:	

Printed name:	Phone:	
Address:	Support	Oppose
Signature:	Date:	

Printed name:	Phone:	
Address:	Support	Oppose
Signature:	Date:	

Printed name:	Phone:		
Address:		Support	Oppose
Signature:		Date:	

Transportation Advisory Committee – Working Group

New Business Review SeeClickFix and email submissions

- Loading Zone - Helman

CITY OF ASHLAND

Better Together

From: noreply@civicplus.com
To: Public Works Information; Scott Fleury
Subject: Online Form Submittal: Transportation Advisory Committee Contact Form
Date: Wednesday, January 07, 2026 11:08:17 AM

[EXTERNAL SENDER]

Transportation Advisory Committee Contact Form

Name	ECOTEAS
Address	255 Helman Street, STE 4A
City	Ashland
State	OR
Zip Code	97520
Phone Number	[redacted]
Email Address	[redacted]
Message to Transportation Advisory Committee	Hello, We are inquiring regarding the possibility of establishing a loading/unloading zone for our business. We are a local tea distributor with national reach and currently load and unload several trucks per week. To significantly improve our operational efficiency, we would like to designate a section of the curb on Hersey Street, at its intersection with Helman Street, directly in front of our building. As our building is zoned light industrial, we believe a designated truck flow would be a valuable asset for the city and surrounding businesses. We have attached a screenshot showing the proposed location. Could you please advise on the formal process and necessary steps to move forward with this request? Many thanks and best wishes, ECOTEAS
Attachments	Screenshot 2026-01-07 at 10.54.41 AM.png

Email not displaying correctly? View it in your browser.

Memo

DATE: December 10, 2025

TO: Transportation Advisory Committee

FROM: Scott Fleury PE, Public Works Director

DEPT: Public Works

RE: Transportation Committee Workplan 2026-2028 Next Steps and Actions

BACKGROUND:
Before the TAC is a discussion of next steps and actions associated with the work plan presented to Council in December of 2025.

Workplan Outline Update
I. Transportation System Plan Update – Currently in final stages of contract review by the Oregon Department of Transportation. Staff expects a late winter to early spring start for the project. Multimodal inventory analysis underway by ODOT and GIS staff. Information to be supplied to consultant. Per the scope of work, the TAC is the leading review body for the TSP update

II. Capital Improvement Projects(Protected Bike Lanes/Multimodal Analysis)
A. North Mountain Rehab Phase I and Phase II – Phase I slated to start in early January and finish by June. Project reviewed and discussed at length by TAC already. Phase II to start in late 26 or early 27 pending final engineering development and coordination with the Rail Road.

B. B Street Bike Boulevard – Improvements installed to date include 4-way stop conversion at 3rd Street, 20mph signage, share the road signage and sharrows. Pilot roundabouts to be installed in next phase at 4th Street and 8th Street.

C. Oak Street Rehabilitation – Engineering solicitation document in development. TAC to discuss design alternatives and potentially host public meeting discussion about cross section changes in the future (TBD).

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

E. A Street & Van Ness Intersection – No action on this item has occurred. Recommend having a formal future discussion about intersection and potential short term changes that could occur to facilitate safety while the Oak St. rehabilitation project goes through design.

D. Water Street & RR Trestle – TAC recommended conversion to One-Way (NB) as a safety improvement. Staff to formalize a design and cost estimate for improvement and bring back to TAC. Design to included "large candles" and signage, not fixed barriers.

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) – Staff recommends continued collaboration with Committees and Commissions and monthly discussions.

Staff has started to send educational articles previously developed by the TAC to the City's Communication Officer. These articles will be promoted through:

- News post on the City home page and on the TAC page
- e-newsletters
- social media
- cm report

https://ashlandoregon.gov/CivicAlerts.aspx?AID=417

B. Encroachment Guidelines Review – To be discussed at a future TAC meeting where staff will outline issues with current guidelines and recommended changes/updates.

C. Traffic Crash and Near Miss Review (twice annually) – February 2026 in person planned.

D. Bike Parking Project – Staff to reach out to building owner on Lithia Way about rack additions along frontage. Staff to discuss with Parks continued addition of racks in the parks system.

E. E-Bike Safety Project – Waiting on additional developments from Legislature regarding regulations.

F. Transit Support as needed (RVTD)

Memo

III. Council Directed Projects for Review

A. Wayfinding (With Economic Development)

B. ODOT Collaboration

Conclusion:
The TAC should discuss the workplan and any additions, subtractions, priorities and next steps for action.

Generally next work elements outside of the TSP process would consist of evaluating the encroachment guidelines and the A Street/Van Ness intersection area.

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