

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

January 15, 2026

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, Mark Brouillard

Members Absent: Joe Graf

Staff Present: Scott Fleury, Officer Derreck Moore, Marlena Correnti

Council Liaison Absent: Eric Hansen

Guests: Edem Gomez – RVTD, Nancy Boyer, Jateshwar “Jatesh” Das – ECOTEAS, Stefan Schachter – ECOTEAS

ANNOUNCEMENTS

- [City of Ashland Town Hall Gathering](#) – Wednesday, January 21st at 5:30-7:00 PM at Ashland HS Theatre

CONSENT AGENDA

- Approval of December 18, 2025 Minutes
 - CORRECTION – Morris: Clarifies that he abstained from voting on Winburn Way discussion.
 - Peterson-Adams clarifies that any abstention is a “no” vote.
 - AMENDED: 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. **[Morris and] Graf abstain from voting.** Motion receives YES vote from remaining TAC members present.

David motions to approve Minutes as amended. Morris seconds.

Roll call: Unanimous YES. 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
- Boyer – *Where is Zoom link for TAC meetings?*
 - Fleury: Zoom link available at the top of agenda packet
 - Boyer: *Do bicycles have to stop and put their feet down before continuing through a red light?*
 - Officer Moore: Per last legislative update, bicyclists are no longer required to abide by stop signs; however, the stop lights are still required and must be treated just like a motor vehicle would. Alternatively, a cyclist may use the crosswalk the way a pedestrian would. Cyclists cannot proceed through an intersection until the light is green.

REPORTS FROM OTHER CITY COMMITTEES

- SERJAC: Preskinis no longer attending TAC; Fleury to contact SERJAC liaison Gooden to see if SERJAC will appoint someone else to attend TAC meetings
- APRC – Peterson-Adams: Chair Bachman to assign an APRC liaison to attend TAC meetings for future collaborative discussion of Winburn Way
- Trails Advisory Committee – Richards: Bi-monthly meetings, next occurring late January

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- Historic Preservation – Peterson-Adams: North Main Street & Nursery Street lot [Single-room occupancy \(SRO\) building proposal up for review](#); parking implications were discussed
 - 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: PAC has acquired permits from ODOT to paint three (3) additional traffic signal boxes
 - Fleury: still trying to track down and recover the retired signal boxes. ODOT directed Fleury to contractor, and contractor referred Fleury back to ODOT
- Housing and Human Services Advisory Committee (HHSAC) – Peterson-Adams: Joint study session planned for HHSAC, Planning, and Council to discuss Manufactured Home Park Zone Ordinance on January 27, 2026
 - Has several [vacant committee member positions](#)
- Rogue Valley Area Commission on Transportation (RVACT) – Fleury: Meeting was held Tuesday, January 13th to discuss ODOT's recommended prioritized capital improvement projects
 - ODOT to select three (3) to go to the Oregon Transportation Commission (OTC) for approval in April or May 2026
- Rogue Valley Transportation District (RVTD) – Gomez: board meets late January to discuss and vote on levy options; Gomez to share with TAC in February

NEW BUSINESS

- TAC Meeting Time Change Discussion (proposed: 3:00-5:00 PM or 4:00-6:00 PM window)
 - Fleury: City Manager has directed staff to limit comp time and overtime by reducing additional work outside of normal business hours; preference for 4:00-6:00 PM
 - Suggests revising agenda to offer public forum twice (both at meeting beginning and end) to allow for maximum public engagement
 - Peterson-Adams: concerned that proposed new time options would limit citizens from attending
 - Vieville: suggests trialing new meeting times and seeing how attendance is impacted
 - Morris: Planning Commission meets late (7:00-8:00 PM), *is that an option for TAC?*
 - Fleury: Planning Commission is a quasi-judicial body and operates within municipal code, which differs from this Advisory Committee in both structure and established rules.
 - Flexible with these options and would favor 4:00-6:00 PM
 - David: sympathetic to staff, Committee members, and future Committee members; would like to see 5:00-7:00 PM as an option
 - Richards: preference for 4:00-6:00 PM

David moves to change the TAC meeting from 6:00-8:00 PM every third Thursday of the month to 4:00-6:00 PM every third Thursday of the month, effective and starting with next TAC meeting on February 19, 2026. Vieville seconds. Roll call: Unanimous YES. Approved.

- Traffic Calming – Green Meadows
 - Fleury: Initial application came in 2022, but traffic data was collected in 2025
 - There are no posted speed signs in this neighborhood
 - As part of the scoring for a Traffic Calming Petition, TAC considers ancillary facilities

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- (sidewalks, bike paths, prevalence of “hotspot activity” essentially popularity of the area because of nearby trails or schools). Speeds, volume, and crash data alone do not suggest any issues in Green Meadows
- Classifying Green Meadows as a bike boulevard would allow City to quickly post it with “Share the Road” signs, sharrows, and 20 mph signs
 - Consult Street Supervisor Schweizer for cost estimate of signs, then revisit TAC with this information
 - Medford Sign Shop makes signs for City of Ashland, which is more cost effective than previous in-house production
 - Recommends multi-stage process:
 1. Bring reader board out to flash message like, “Drive like your kids live here”
 2. Speed trailer positioned by Officer Moore
 3. Install crosswalk
 - David: *How accurate are the speed counters? How do we verify their accuracy?*
 - Fleury: Counting system was replaced in 2025. City now uses classifiers, which can discern between delivery trucks, vehicular traffic, bicycles, pedestrians, etc based on the impact to the tube laid in roadway. Speed trailer could corroborate calibration.
 - Encourage communities to get together and spread awareness about speeding; Coordinated effort to improve the neighborhood should begin with one’s neighbors, rather than rely on intervention by local government (which often sets a precedent for other neighborhoods)
 - Dahle: TSP Update may address this
 - Officer Moore: this area does see routine patrols, and he has not personally encountered speeding in this neighborhood
 - Morris: potential for a four-way stop at intersections for Ranch Road and Lupine Drive
 - Peterson-Adams: possibly designate as bicycle boulevard as part of outreach for the TSP Update
 - Richards: favors a lowered speed limit to be posted
 - Kahn: *what would this cost?* If TSP will address this within a reasonable timeframe, perhaps City waits until that point, although acting first it is an opportunity to be proactive.

Fleury to contact petition submitter, inform them of TAC’s movement on this (adding speed trailer and getting sign quotes), and encourage them to revisit the topic with neighbors.

UNFINISHED BUSINESS

- Working Group TAC Email Review and Response – ECOTEAS Request for Freight Loading Zone (Hersey & Helman)
 - Fleury: MUTCD standards dictate no blocking of or encroaching upon bike lane, and parking setback must be minimum of 20’ back from crosswalk for vision clearance
 - Das: currently, semi-trucks and 53’ freight trailers are placed in the roadway
 - Richards: *How long does it take to unload a delivery truck?*
 - Das: 10-15 minutes for typical deliveries (28’ trucks); Full container loads (53’ trucks) are rare but take much longer. Employees use a forklift out in the street to do this, which is a safety concern.
 - Schacter: 53’ truck/container loads received 6-10 times annually
 - Brouillard: *Which tenant(s) in industrial building would have rights to loading zone?*

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- *Can ECOTEAS use cones to block off the space for a truck to come in the next day?*
 - Fleury: Yes, with a [Right-of-Way Closure permit](#) through Public Works.
- Moore: concerned that traffic moving eastbound on Hersey would not see cyclists using the bike lane due to vision clearance being blocked by delivery truck in potential loading zone
- David: *How often are delivery trucks sitting in the roadway?*
 - Das: three times per week on average
 - *How many employees does ECOTEAS have on site?*
 - Schachter: 3 employees onsite regularly, and contract workers occasionally; parking spots are available in lot, but many employees live locally and ride bicycles in
- Morris: Suggests a timed loading zone or signs that indicate “Unload Only Zone Between Hours of 0:00 and 0:00” could allow businesses to balance delivery needs without permanently eliminating public parking
 - David: *What window of time would be most beneficial to the businesses in this area?*
 - Schachter: 9:00 AM – 3:00 PM ideal, Das: 12:00 PM – 3:00 PM essential

ECOTEAS employees Das and Schachter were encouraged to speak with broader community in this commercial development area and present information at the next TAC meeting.

- Work Plan Next Steps and Actions
 - Fleury: ODOT Procurement Office’s comments were addressed by consultant; contract expected to be in place within the next few weeks
 - Capital Improvement Projects:
 - N Mountain Avenue Overlay Project underway
 - B Street Bike Boulevard: four-way stops and 20 mph signage is appreciated
 - 4th & 8th Street roundabouts – Fleury: Engineer Johnson is ordering temporary roundabouts from manufacturer, which can be reused in alternate locations if permanent roundabout is installed at 4th & 8th following this
 - Oak Street Rehabilitation
 - Water Street and the Railroad Trestle

AGENDA BUILDING – Future Meetings:

- Central Ashland Bike Path Analysis – system development charges (SDC) may be allocated to this project as it is a bike capacity improvement
- Traffic Calming Petition – review and edit

ADJOURNMENT: 8:00 PM

Next Meeting Date: February 19th, 2026 in-person at Council Chambers (1175 E Main St) and via Zoom from 4:00 PM – 6:00 PM

Respectfully submitted,
Marlena Correnti, Administrative Assistant