

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

May 21, 2026

AGENDA

CALL TO ORDER 4:00PM: Meeting Held Virtually Via Zoom:

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

- I. ANNOUNCEMENTS**
- II. CONSENT AGENDA**
 - A.** Approval of April 16, 2026 Minutes
- III. PUBLIC FORUM (4:05-4:20)**
- IV. REPORTS FROM OTHER CITY COMMITTEES (4:20-4:30)**
- V. NEW BUSINESS**
 - A.** Granite Street Traffic Calming (4:30-4:50, action required, discuss Granite Street Traffic Calming application and associated data)
- VI. UNFINISHED BUSINESS**
 - A.** Ashland Municipal Code Updates (4:50-5:20, action required, discuss potential changes to the bicycle, pedestrian and traffic control sections of the municipal code)
 - B.** Review Traffic Calming Program (5:20-5:40, action required, review traffic calming application edits)
 - C.** TAC email/See Click Fix Review and Responses (5:40-6:00, action required, discuss as necessary)
- VII. INFORMATIONAL ITEMS**
 - A.** Enterprise System Funding (Transportation)
- VIII. AGENDA BUILDING – Future Meetings**
- IX. ADJOURNMENT: 6:00 PM**

Next Meeting Date: June 18, 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 I).

**CITY OF
ASHLAND**



ASHLAND TRANSPORTATION ADVISORY COMMITTEE
MINUTES
April 16, 2026

CALL TO ORDER: 4:00 PM

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

Staff Present: Scott Fleury, Marlena Correnti

Council Liaison Absent: Eric Hansen, Gina DuQuenne

Guests: John Tyler – SERJAC, Laura Marshall, Nancy Boyer (call-in listener), Blair Wojcik (call-in listener)

ANNOUNCEMENTS

- Previous month TAC Agenda & Minutes – [March 19, 2026](#)
- May 26, 2026: Council and Parks and Rec will meet to discuss median redesign
 - Request for public comment on City website
- 2026 Rogue Valley Bike Swap – Saturday, April 18, 2026 – 12:00-2:30 PM at The Grove
 - Correnti to provide Peterson Adams with neighborhood signage
- ODOT discussion to be included under “Informational Items” per request by Dahle and David
 - Roger Thom – Consultant Project Manager – Roger.Thom@odot.oregon.gov – 541-499-9862

CONSENT AGENDA

- Approval of March 19, 2026 Minutes - CORRECTIONS:
 - Adjust time for future meetings in print: 4-6 PM, not 6-8 as previous
 - Under ANNOUNCEMENTS, add link to previous month’s Agenda & Minutes
 - Peterson Adams; reference consistently without hyphen in surname
 - Resolve incomplete sentences
 - Typos: commhnication should be *communication*, likly should be *likely*
 - Planning Commission: *Gil Livni*, not Gail Libney
 - Graf: requested mini-roundabout signage
 - Redo bullet points under INFORMATIONAL ITEMS

Brouillard moves to approve Minutes with aforementioned corrections. Morris 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 from 4:00 – 6:00 PM PST
- Marshall:
 - Was provided Keep Kids Alive, Drive 25 sign from Public Works
 - Several neighbors concerned about drivers coming up Oak St from Eagle Mill speeding
 - Requesting TAC investigate additional measures for traffic calming and safety
 - Peterson Adams affirms TAC will discuss during SeeClickFix review as additional public comments were submitted regarding this issue

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

April 16, 2026

REPORTS FROM OTHER CITY COMMITTEES

- Council – Peterson Adams: possibility of changes to the food and beverage tax
- SERJAC – Tyler: Belonging Survey responses are being tallied
- Trails Advisory Committee (TrAC) – Richards: no report
- Parks – David: no transportation topics; pickleball and tennis are the primary topics of discussion
- Planning Commission – Brouillard: Croman Mill site discussion; potential roundabout on OR 99 may come to TAC
- HPAC – Brouillard: no meeting
- Public Arts – Peterson Adams: [Playwrights Walk](#) continuing
- Housing and Human Services Advisory Committee (HHSAC) – no transportation topics
- CEPAC – Morris: Road striping discussed; *When is road striping in alignment with City's street designs for multi-modal transportation? Is this related to ownership of the road?*
 - Discussion of road maintenance versus rehabilitation; *When is TSP happening?*
 - Discussion on incentives for [Class 3] e-bikes
- Fleury: City invites input on [long-range strategic plan](#)
 - [Survey](#) available now through mid-June; Cottle to push something to Committees and Commissions

NEW BUSINESS

- Ashland Municipal Code Discussion – updates by Brouillard primarily put the onus and authority on Public Works Director as opposed to Council; Brouillard to email proposed edits to Fleury
 - Fleury: this is the first draft for code updates; Committee members are encouraged to share their edits, Fleury will compile, and TAC will discuss before anything is shared with legal
 - Ashland Municipal Codes were last amended in 1968, before the inception of MUTCD, [AASHTO](#), and modern design standards Public Works adheres to today
 - Kahn: *Is there any language concerning special consideration for a street with a median?*
 - Fleury: a median stipulates a two-stage crossing, Fleury will investigate legal language
 - Vieville: seeking clarity of “crossing at right angles”
 - Fleury to confer with APD regarding bicycle licensing

UNFINISHED BUSINESS

- Oak Street, A Street, and Van Ness Intersections Area Discussion (5:15-5:30 PM)
 - Peterson Adams prefers Option 2: Delineator Curbing/Crew in the memo, but additionally wants to include a Stop sign
 - David and Dahle express support for Option 2: Delineator Curbing/Crew, but does NOT want to include a Stop sign
 - Dahle: mentions limited visibility into shared gravel driveway on Oak St, and cautions about adding a stop sign
 - Morris: *How far south would the Delineator Curbing extend to?*
 - Fleury: approximately 50'
 - Graf: *Have we considered the unintended consequences of closing off Van Ness? How easily can Delineator Curbing be removed if there is public outcry?*

ASHLAND TRANSPORTATION ADVISORY COMMITTEE
MINUTES
April 16, 2026

David moves to approve the use of up to 70' of Delineator Curbing between the travel lanes on Oak Street from A Street to and through Van Ness Street, and move the "No Parking from Here to Intersection" sign 25' backwards. Morris seconds. TAC approves unanimously.

- Review Traffic Calming Program (5:30-5:45 PM)
 - Change number of petition signatures from five to 10?

Morris motions to extend requirement of Traffic Calming signatures from five to 10. Brouillard seconds. TAC approves unanimously.

- TAC email/SeeClickFix Review and Response (5:45-6:00 PM)
 - East and West Nevada Site Distance – submitted by guest Marshall
 - Peterson Adams suggests Traffic Calming Application
 - Brouillard acknowledges past crashes 1998, 2001, 2008, 2023 accidents
 - Ask Officer Moore to do some targeted enforcement
 - Correnti to respond to reporter in email and BCC TAC Working Group
 - Oak Street Stop Sign
 - ADA Parking on Helman:
 - Request denied; cite reasons provided with previous request for ADA spot on Eighth Street
 - Correnti to respond to reporter in email and BCC TAC Working Group

Dahle moves to extend meeting by 15 minutes. Graf seconds. Brouillard and Kahn vote NO due to other commitments. Loss of quorum at 6:00 PM prevents this motion from moving forward.

INFORMATIONAL ITEMS:

- ODOT Project Discussion
 - Dahle urges City to inform residents of project ownership and timeline
 - Fleury: acknowledged complaints; City Council, City Manager, Deputy City Manager, and Chamber of Commerce have written a letter to the Region 3 Manager for ODOT
 - Meeting with Region 3 ODOT Manger on 04/17/2026 about current ADA ramp project and future phases
 - Major complaint: haphazard nature of what is opened while there is a lack of active street work, and not a lot of outreach and notices to the public that businesses are open
 - City signed Intergovernmental Agreement (IGA) with ODOT

AGENDA BUILDING – Future Meetings:

- TSP Update
- Mini roundabouts
- Enterprise System Funding (Transportation)
- Follow-up on newsletter topics

ADJOURNMENT: 6:00 PM

Next Meeting Date: May 21, 2026 via Zoom from 4:00 PM – 6:00 PM

Respectfully submitted,

Marlena Correnti, Administrative Assistant

Memo

DATE: May 11, 2026

TO: Transportation Advisory Committee

FROM: Scott Fleury PE, Public Works Director

DEPT: Public Works

RE: Granite Street Traffic Calming

BACKGROUND:

The Granite Street neighborhood submitted a traffic calming application previously. Do to limited staffing and other priorities analysis and discussion has been postponed until now.

Road Profile:

Classification: Neighborhood Collector

Posted speed 25 mph

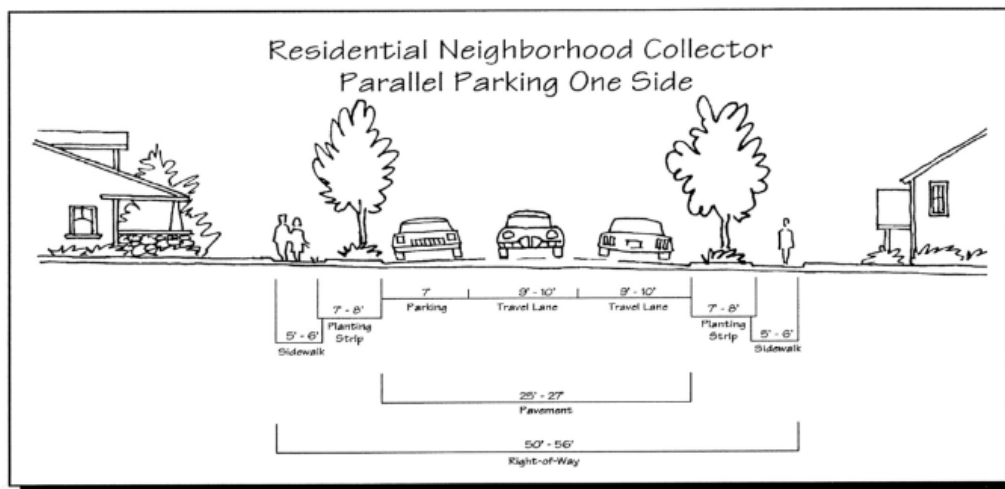
Roadway width = 27.5' curb to curb (E. Main to Nutley)

Roadway width = 29.0 curb to curb (Nutley to Strawberry)

Sidewalk = Both sides (E. Main to Nutley)

Sidewalk = One side (E. Main to Strawberry)

Parking = One side



Memo

Speed and Volume Data:

1. Between Nutley Street and Baum Street
 - a. ADT = 1046
 - b. 85% speed = 27.29 MPH
 - c. Highest speed = 47.2 MPH
 - d. Average speed = 23

2. Between Nutley Street and Strawberry Lane
 - a. ADT = 883
 - b. 85% speed = 28.52 MPH
 - c. Highest speed = 40.8 MPH
 - d. Average speed = 24.49

Activity Center:

1. Lithia Park
2. Downtown

Traffic Control

1. Two Way Stop at intersection of Nutley Street and Granite Street

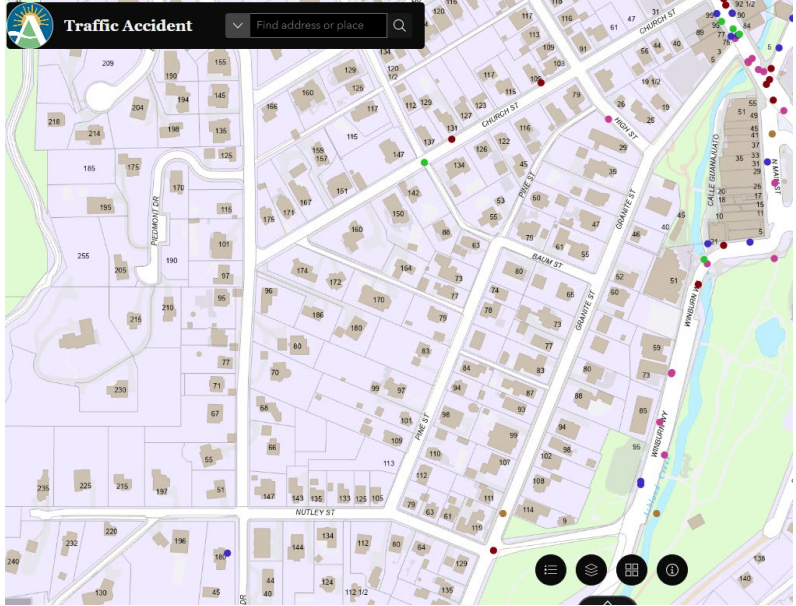
Speed Table

| Nutley to Baum | | |
|----------------|----------|---------------------|
| Speed Range | Vehicles | Percentage of Total |
| 5 - 10 | 58 | 0.79% |
| 10 - 15 | 292 | 3.89% |
| 15 - 20 | 1351 | 18.46% |
| 20 - 25 | 3262 | 44.56% |
| 25 - 30 | 1990 | 27.19% |
| 30 - 35 | 325 | 4.44% |
| 35 - 40 | 37 | .505% |
| 40 - 45 | 3 | .041% |
| 45 - 50 | 2 | 0.027% |
| Total | 7320 | |
| ADT | 1046 | |

| Nutley to Strawberry | | |
|----------------------|----------|---------------------|
| Speed Range | Vehicles | Percentage of Total |
| 5 - 10 | 75 | 1.21% |
| 10 - 15 | 182 | 2.95% |
| 15 - 20 | 765 | 12.38% |
| 20 - 25 | 2420 | 39.16% |
| 25 - 30 | 2227 | 36.04% |
| 30 - 35 | 460 | 7.45% |
| 35 - 40 | 48 | .777% |
| 40 - 45 | 2 | .032% |
| Total | 6179 | |
| ADT | 883 | |

Memo

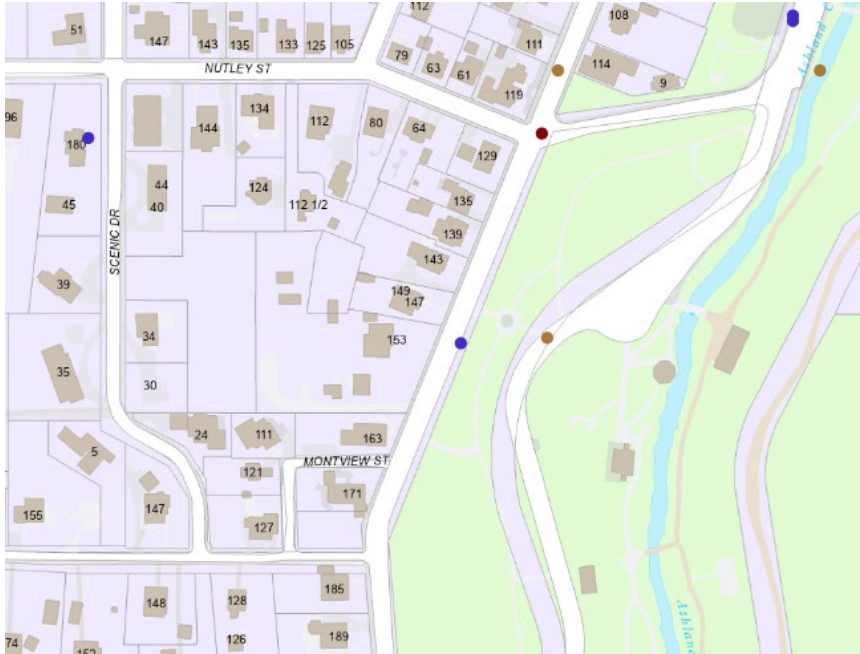
Five Year Crash History – Two crashes (E. Main to Nutley)



2/12/2024 at 12:03pm. Multivehicle intersection crash

9/29/2021 at 11:07pm. Multivehicle hit and run

Five Year Crash History – One crashes (Nutley to Strawberry)



8/15/2023 at 12. Fixed Object Crash

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

Conclusion:

The Committee should discuss application and next steps if any.

Attached:

1. Granite Street Application

June 5, 2025

Dear City of Ashland, Public Works Department,

Residents of Granite Street and surrounding area are hereby requesting initiation of the City of Ashland Traffic Calming program to address concerns of Pedestrian Safety Measures and Traffic-Calming Strategies urgently needed on Granite Street and adjoining streets on Granite Street, from High Street all the way to the end of the pavement (1.2 miles) and Nutley Street, from Winburn Way to Scenic Drive and nearby streets, including High Street and Baum Street.

Please find attached Petition to Initiate Neighborhood Traffic Calming Program and accompanying signatures.

With best wishes,

Mardi

Carey

Mardi Mastain (114 Granite St) and Carey Mastain (227 Granite St)

Petition to Initiate Neighborhood Traffic Calming Program

For City of Ashland, Public Works Department, June 5, 2025

Location: Granite Street, from High Street all the way to the end of the pavement (1.2 miles) and Nutley Street, from Winburn Way to Scenic Drive and nearby streets, including High Street and Baum Street.

Statement of Need: Pedestrian Safety Measures and Traffic-Calming Strategies are urgently needed on Granite Street and adjoining streets.

DETAILS OF THE PROBLEM:

Granite Street, the street that runs along Ashland's world-famous, ever-popular, and highly used Lithia Park has ONLY ONE PEDESTRIAN CROSSWALK, and that is where Granite Street meets North Main Street. Every other spot along the 1.2 miles of paved Granite Street requires pedestrians to cross the street without the safety and protection of marked crosswalks. Even the busy intersections at High Street and at Nutley do not have crosswalks.

Whereas Ashland's downtown streets are models of pedestrian safety, that concern for safety does not extend to the nearby major street of Granite.

Pedestrians, both children and adults, are risking life and limb every time they cross Granite Street from the west side to the east side, to play pickleball, to attend summer band concerts, to climb and swing at the children's playground, to wander through the Japanese Garden, to hike along the creek, or to access the downtown area using Alice Peil Walkway and Calle Guanajuato Park stairway. And they are again at risk when they cross from the east side to the west side of Granite to reach their cars or homes.

There is a school bus stop on Granite near High Street, so children must cross Granite to board the bus and again to return to their homes west of Granite. No crosswalk exists to show the safest place for the students to cross, and since Granite Street curves at that place, this is an especially dangerous blind spot. In addition to students, the hundreds of other neighbors who live west of Granite Street (off of High, Baum, Nutley, and Strawberry Streets) have no safe place to cross.

The problem is exacerbated by the fact that drivers are not adhering to the 25-mph speed limit, nor are they consistently stopping at the two-way stop signs at Nutley. Often, they are not even slowing down at the stop signs.

Many neighbors report that cars are speeding on Granite Street after dark, from High Street all the way past the Cottonwood Memorial parking lot. Several neighbors have had the side mirrors of their parked cars 'nicked' at night. In addition to the safety and legality issues, the noise is

exasperating.

Bicycle riders, both children and adults, do not have the safety of a designated bike lane as they navigate their way on Granite to the Ashland Watershed Mountain Biking Trails.

In summary, these are the four parts to the safety problem in our neighborhood: 1) the **absence of crosswalks** on Granite Street, 2) the **speeding traffic** along the 1.2 miles of Granite Street, due to a lack of traffic calming features and non-enforcement of the 25 mph speed limit, 3) the **absence of sidewalks** (or painted pedestrian lanes) south of where the sidewalk ends at the Parks and Recreation entrance and 4) the **absence of a designated bike lane** along Granite Street.

These safety issues have been present for many years and have gotten steadily worse. Approximately 6 years ago, several residents were successful in getting the city to place a speed trailer in two different locations at two different times: First on Granite Street near the park steps that are up the hill from the pickleball courts and then on Granite Street at Nutley Street. In both of those studies, drivers would slow down considerably upon seeing the speed sign. As soon as they crossed the wire in the street, they would speed up again. And as soon as the trailer was removed, the traffic went back to its usual 30 to 40 mph speeds. As a deterrent, the speed trailer worked well. As a measure of the problem, it did not. The results were skewed and did not show the actual traffic speeds. Ideally, the data collection device should be concealed from drivers during the data collection phase and/or a permanent speed sign should be installed.

PROPOSED SOLUTIONS:

Crosswalks

The first proposal of this petition is for the City of Ashland Public Works to promote the safety of pedestrians by painting crosswalks at the following locations:

1. On High Street and on Granite Street where they meet (2 crosswalks);
2. At the intersection of Granite and Nutley Streets (4 crosswalks);
3. On Granite, from 143 Granite Street to the inclined path that leads to the Butler-Perozzi Fountain (1 crosswalk);
4. On Granite, from 163 Granite Street to the steps and path that lead to the Butler-Perozzi Fountain (1 crosswalk);
5. On Granite, from 205/207 Granite Street to the steps that lead to the Japanese Garden (1 crosswalk);
6. On Granite, from 227 Granite Street to the steps into Lithia Park above the pickleball courts (1 crosswalk);
7. On Granite, at Winburn, near the upper duck pond (3 crosswalks);
8. On Granite at the entrance to the old Parks and Recreation office/S. Pioneer Street (1 crosswalk);
9. On Granite at the Cottonwood Memorial parking lot (1 crosswalk);

10. At Nutley and Winburn (2 crosswalks);

Traffic-calming Features

The second proposal of this petition is to request traffic-calming features that include the following:

1. Installation of two additional stop signs at the intersection of Granite and Nutley; It should be a four-way, not a two-way, stop;
2. Two stop signs on Granite Street at the High Street intersection;
3. Speed bumps, strategically placed all along Granite Street, with gaps placed between the bumps so a fire engine can pass without needing to go over the bumps;
4. Reduce the speed limit from 25 mph to 15 or 20 mph all along Granite Street and on Nutley Street from Windburn to Scenic. It is well established that the faster the car speed, the more likely someone is to die from being hit.
5. A permanent digital speed indicator;
6. A bike lane on Granite Street between North Main and the swimming reservoir;
7. Other features as described in your Traffic Calming and Safety Improvement Program.

Additional Sidewalk or Designated Pedestrian Path Where There is Neither

The third proposal of this petition is to request safe passage for pedestrians on Granite Street where there is neither a sidewalk nor a dirt path. This occurs on the section of Granite Street from S. Pioneer Street (also known as the entrance to the Parks and Recreation office) south, up the hill, to the place where there is a dirt path, on the east side of Granite Street. Possible solutions include the following:

1. Installation of a sidewalk;
2. Creation of a pedestrian lane by painting a safe zone on the pavement;
3. Creation of a dirt path on the perimeter of the park on that stretch of the street.

CONCLUSION:

In conclusion, this is a heartfelt plea from many Ashland residents for the immediate and long overdue actions that will increase the safety of pedestrians and bicyclists in our neighborhood. Let's not wait for a fatal accident before doing the right thing.

| | |
|------------------------------------|-------------------------------------|
| Printed name: <i>Mardi Mastain</i> | Phone: <i>541-261-3000</i> |
| Address: <i>114 Granite Street</i> | Support <i>Yes</i> Oppose <i>No</i> |
| Signature: <i>Mardi Mastain</i> | Date: <i>June 1, 2025</i> |

| | |
|--------------------------------------|-------------------------------------|
| Printed name: <i>Carey Mastain</i> | Phone: <i>916-806-0017</i> |
| Address: <i>227 Granite street</i> | Support <i>Yes</i> Oppose <i>No</i> |
| Signature: <i>Carolyn L. Mastain</i> | Date: <i>June 1, 2025</i> |

| | |
|--------------------------------------|-------------------------------------|
| Printed name: <i>Juliann Mastain</i> | Phone: <i>707-293-8215</i> |
| Address: <i>70 Granite street</i> | Support <i>Yes</i> Oppose <i>No</i> |
| Signature: <i>Juliann Mastain</i> | Date: <i>June 1, 2025</i> |

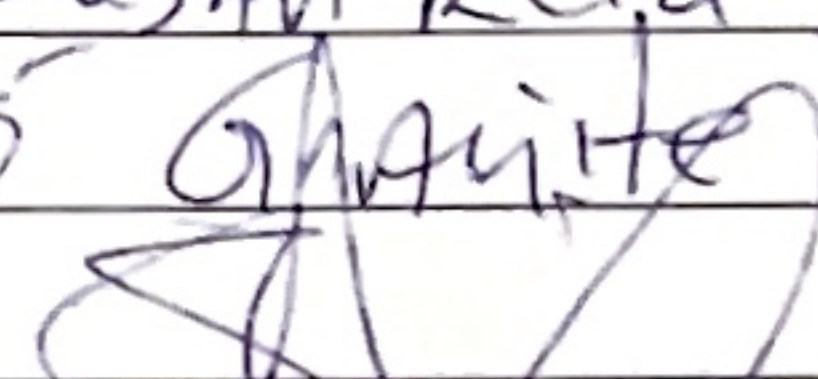
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|----------------------------------|-------------------------------------|
| Printed name: <i>Connie Lynn</i> | Phone: <i>541-292-1509</i> |
| Address: <i>74 Granite St</i> | Support <i>Yes</i> Oppose <i>No</i> |
| Signature: <i>Connie Lynn</i> | Date: <i>6/2/25</i> |

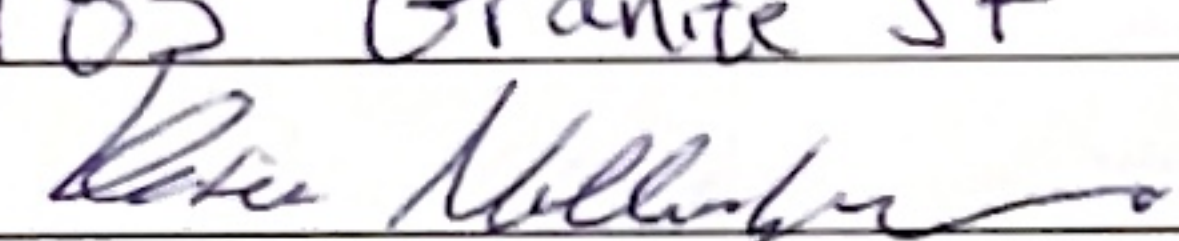
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|------------------------------------|-------------------------------------|
| Printed name: <i>CARLA BONNETT</i> | Phone: <i>408-605-1158</i> |
| Address: <i>55 GRANITE ST</i> | Support <i>Yes</i> Oppose <i>No</i> |
| Signature: <i>Carla Bonnett</i> | Date: <i>6/2/25</i> |

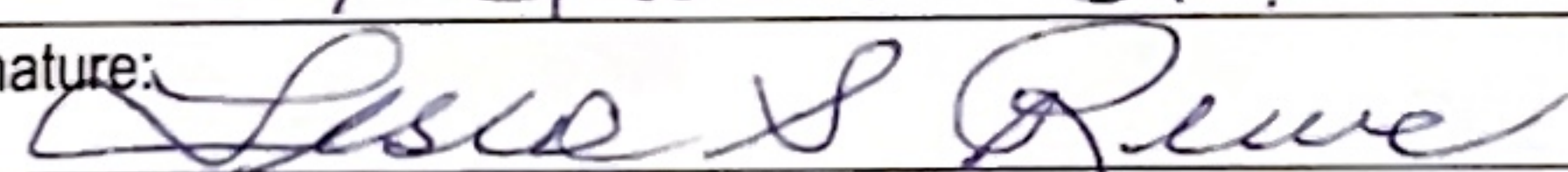
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| Printed name: <i>Christian Langenstein</i> | Phone: <i>561-693-9466</i> |
| Address: <i>47 Granite St.</i> | Support <i>Yes</i> Oppose <i>No</i> |
| Signature: <i>Christian Langenstein</i> | Date: <i>6/2/25</i> |

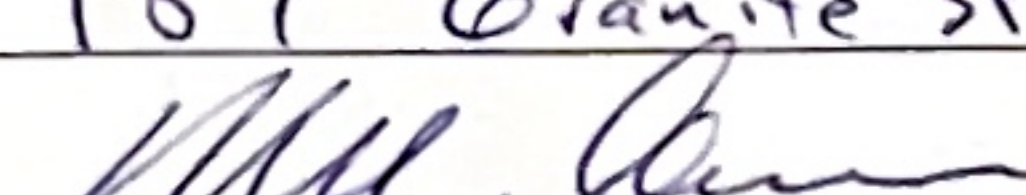
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|---|----------------------------|
| Printed name: <i>Samantha Langenstein</i> | Phone: <i>561-386-1500</i> |
| Address: <i>47 Granite St</i> | Support <i>YES!</i> Oppose |
| Signature: <i>Samantha Langenstein</i> | Date: <i>6/2/25</i> |

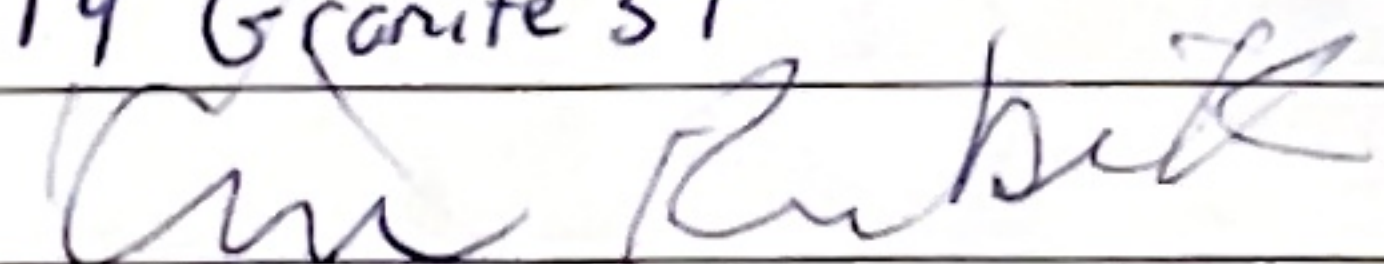
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|--------------------------------|--|
| Printed name: Lorena Harris | Phone: 530.520.4701 |
| Address: 52 Granite St Ashland | Support <input checked="" type="checkbox"/> yes Oppose <input type="checkbox"/> |
| Signature: Lorena Harris | Date: 6.2.25 |

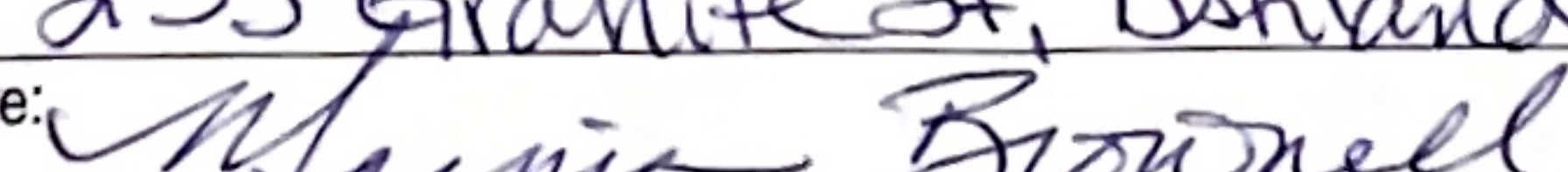
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| Printed name: Susan Reid | Phone: 541 531 9114 |
| Address: 155 Granite St Ashland | Support <input checked="" type="checkbox"/> ✓ Oppose <input type="checkbox"/> |
| Signature:  | Date: 6.2.25 |

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|--|--|
| Printed name: Katie Nollenberger | Phone: 509-701-8605 |
| Address: 185 Granite St | Support <input checked="" type="checkbox"/> ✓ Oppose <input type="checkbox"/> |
| Signature:  | Date: 6-2-25 |

| | |
|---|--|
| Printed name: Leslie Reeve | Phone: 503.313.8108 |
| Address: 189 Granite St. | Support YES! <input checked="" type="checkbox"/> Oppose <input type="checkbox"/> |
| Signature:  | Date: 6/3/2025 |

| | |
|--|---|
| Printed name: Mark Reeve | Phone: 503 888 0843 |
| Address: 189 Granite St | Support YES <input checked="" type="checkbox"/> Oppose <input type="checkbox"/> |
| Signature:  | Date: 6/3/25 |

| | |
|---|--|
| Printed name: Kim Kubik | Phone: 415-866-6469 |
| Address: 119 Granite St | Support yes <input checked="" type="checkbox"/> Oppose No <input type="checkbox"/> |
| Signature:  | Date: June 3, 2025 |

| | |
|---|---|
| Printed name: Marnia Brownell | Phone: 503-207-4979 |
| Address: 233 Granite St, Ashland | Support yes <input checked="" type="checkbox"/> Oppose <input type="checkbox"/> |
| Signature:  | Date: 6/3/25 |

| | |
|------------------------------|---|
| Printed name: CHERYL HARDEN | Phone: (408) 314-1515 |
| Address: 61 Baum St, Ashland | Support <input checked="" type="checkbox"/> YES Oppose <input type="checkbox"/> NO |
| Signature: Cheryl A. Harden | Date: 6-3-25 |

| | |
|-------------------------------|---|
| Printed name: ROBIN DONALDSON | Phone: 907-301-8662 |
| Address: 40 GRANITE ST. | Support <input checked="" type="checkbox"/> YES Oppose <input type="checkbox"/> NO |
| Signature: [Signature] | Date: 6/03/25 |

| | |
|------------------------------|---|
| Printed name: Abigail Harris | Phone: 310 755 8000 |
| Address: 35 Granite St | Support <input checked="" type="checkbox"/> YES Oppose <input type="checkbox"/> NO |
| Signature: [Signature] | Date: 6.4.25 |

| | |
|-----------------------------------|--|
| Printed name: NANCY FOSTER JACOBS | Phone: 650-219-4755 |
| Address: 26 HIGH STREET | Support <input checked="" type="checkbox"/> YES! Oppose <input type="checkbox"/> NO |
| Signature: Nancy Jacobs | Date: 6/4/2025 |

| | |
|--|---|
| Printed name: STELLA (BERNADETTE) GLUHAC | Phone: 408-480-3649 |
| Address: 25 GRANITE STREET | Support <input checked="" type="checkbox"/> YES Oppose <input type="checkbox"/> NO |
| Signature: [Signature] | Date: |

| | |
|----------------------------|--|
| Printed name: Tracy Stoehr | Phone: (650) 504-1863 |
| Address: 135 Granite St. | Support <input checked="" type="checkbox"/> YES! Oppose <input type="checkbox"/> NO |
| Signature: Tracy Stoehr | Date: 04 JUN 25 |

| | |
|------------------------|---|
| Printed name: Ron Kemp | Phone: 541 706-0152 |
| Address: 54 GRANITE ST | Support <input checked="" type="checkbox"/> YES Oppose <input type="checkbox"/> NO |
| Signature: [Signature] | Date: 5/9/25 |

| | |
|-----------------------------|--|
| Printed name: Wendell Sharp | Phone: 508-362-3800 |
| Address: 135 NUTLEY | Support <input checked="" type="checkbox"/> Oppose |
| Signature: Wendell M Sharp | Date: 6-3-2025 |

| | |
|-------------------------|--|
| Printed name: Ed Zobel | Phone: 541-482-0721 |
| Address: 29 Granite St. | Support <input checked="" type="checkbox"/> Oppose |
| Signature: Ed Zobel | Date: 6-4-2025 |

| | |
|--|--|
| Printed name: David & Parvaneh Scoggin | Phone: 541-531-8546 |
| Address: 73 Granite St. | Support <input checked="" type="checkbox"/> Oppose |
| Signature: Parvaneh Scoggin | Date: 6-4-2025 |

| | |
|-------------------------------|--|
| Printed name: Justin Petersen | Phone: 612-308-1391 |
| Address: 111 Granite St | Support <input checked="" type="checkbox"/> Oppose |
| Signature: J Petersen | Date: 6/4/25 |

| | |
|---|--|
| Printed name: Michael O'Hare <small>Allegory Broker</small> | Phone: 908-400-7882 |
| Address: 41 Granite St | Support <input checked="" type="checkbox"/> Oppose |
| Signature: Michael O'Hare | Date: |

| | |
|---------------------------|--|
| Printed name: Susan Brown | Phone: 541 973 4818 |
| Address: 139 Granite St | Support <input checked="" type="checkbox"/> Oppose |
| Signature: Susan Brown | Date: 6.4.25 |

| | |
|----------------------------|--|
| Printed name: PAUL GRILLEY | Phone: 541-210-1078 |
| Address: 61 NUTLEY STREET | Support <input checked="" type="checkbox"/> Oppose |
| Signature: Paul Grilley | Date: 2025-June-09 |

PROPOSED SOLUTIONS:

Crosswalks

The first proposal of this petition is for the City of Ashland Public Works to promote the safety of pedestrians by painting crosswalks at the following locations:

1. On High Street and on Granite Street where they meet (2 crosswalks);
2. At the intersection of Granite and Nutley Streets (4 crosswalks);
3. On Granite, from 143 Granite Street to the inclined path that leads to the Butler-Perozzi Fountain (1 crosswalk);
4. On Granite, from 163 Granite Street to the steps and path that lead to the Butler-Perozzi Fountain (1 crosswalk);
5. On Granite, from 205/207 Granite Street to the steps that lead to the Japanese Garden (1 crosswalk);
6. On Granite, from 227 Granite Street to the steps into Lithia Park above the pickleball courts (1 crosswalk);
7. On Granite, at Winburn, near the upper duck pond (3 crosswalks);
8. On Granite at the entrance to the old Parks and Recreation office/S. Pioneer Street (1 crosswalk);
9. On Granite at the Cottonwood Memorial parking lot (1 crosswalk);
10. At Nutley and Winburn (2 crosswalks);

Traffic-calming Features

The second proposal of this petition is to request traffic-calming features that include the following:

1. Installation of two additional stop signs at the intersection of Granite and Nutley; It should be a four-way, not a two-way, stop;
2. Two stop signs on Granite Street at the High Street intersection;
3. Speed bumps, strategically placed all along Granite Street, with gaps placed between the bumps so a fire engine can pass without needing to go over the bumps;
4. Reduce the speed limit from 25 mph to 15 or 20 mph all along Granite Street and on Nutley Street from Windburn to Scenic. It is well established that the faster the car speed, the more likely someone is to die from being hit.
5. A permanent digital speed indicator;
6. A bike lane on Granite Street between North Main and the swimming reservoir;
7. Other features as described in your Traffic Calming and Safety Improvement Program.

Additional Sidewalk or Designated Pedestrian Path Where There is Neither

The third proposal of this petition is to request safe passage for pedestrians on Granite Street where there is neither a sidewalk nor a dirt path. This occurs on the section of Granite Street from S. Pioneer Street (also known as the entrance to the Parks and Recreation office) south, up the hill, to the place where there is a dirt path, on the east side of Granite Street. Possible solutions include the following:

1. Installation of a sidewalk;
2. Creation of a pedestrian lane by painting a safe zone on the pavement;
3. Creation of a dirt path on the perimeter of the park on that stretch of the street.

Memo

DATE: May 13, 2026

TO: Transportation Advisory Committee

FROM: Scott Fleury PE, Public Works Director

DEPT: Public Works

RE: Ashland Municipal Code Review and Updates

BACKGROUND:

The City of Ashland has been comprehensively reviewing and updating the AMC as necessary to reflect current rules, regulations, policies and practices.

There are a few code sections that Public Works staff has recommended be update and multiple sections involve transportation/traffic.

The TAC performed an initial review and developed some recommendations for updates at the April meeting. Staff has continued to update the municipal code sections and is bringing back for a second review/discussion.

1. 11.12 Traffic Control
 - a. City Manager to PW Director?
 - b. Remove Council Section?
 - c. Additions/Subtractions/Clarifications?
2. 11.44 Pedestrians
 - a. Additions/Subtractions/Clarifications
3. 11.52 Bicycles
 - a. Additions/Subtractions/Clarifications
4. 11.54 Skatboards
 - a. Was not previously reviewed or discussed

Staff has included recommendations for update generated by member Brouillard and the original copy documents for reference. Staff in general recommends that decision control go from the City Manager to the Public Works Director where relevant, decision

CITY OF ASHLAND

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ashland.or.us

Tel: 541.488.6002
Fax: 541.488.5311
TTY: 800.735.2900



Memo

control is removed from the City Council and the Council is granted policy control. Staff also recommends ensuring any Oregon Revised Statutes referenced are still accurate and that any entities raised in the code that are no longer operational be replaced with the current entity/group. Staff also would align the code updates with existing policies/plans including goals established in the Transportation System Plan.

Staff expects the TAC to perform one final review at the May meeting and then all recommended updates will be incorporated into changes and final drafts presented to the TAC in June.

After final changes are developed and reviewed staff will bring them to the City Attorney and Council working group for discussion prior to going before the City Council for an ordinance update including First and Second Readings in a Public Hearing format.

Conclusion:

TAC should review the associated code sections and make recommendations for changes. The recommendations will be compiled and sent to Legal for review and final incorporation into AMC updates through the ordinance process.

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Chapter 11.12

TRAFFIC CONTROL

Sections:

- 11.12.010 Powers of City Council**
- 11.12.020 Adoption of traffic regulations**
- 11.12.030 Existing signs and signals**
- 11.12.040 Authority of police and fire officers**
- 11.12.050 Temporary blocking or closing of streets**

11.12.010 Powers of City Council

A. After approval by the State Highway Commission where such approval is required by the motor vehicle laws of Oregon and for the best use of the streets in the public interest, the council may designate by resolution the following traffic controls which shall become effective upon installation of appropriate traffic signs, signals, markings, or other devices:

1. through streets;
2. One-way streets;
3. Truck routes;
4. Streets where trucks, machinery, or other large or heavy vehicles exceeding specified weights shall be prohibited. Such vehicles may, however, be operated on such streets for the purpose of delivering or picking up materials or merchandise, but then only by entering such streets at the intersection nearest the destination of the vehicle and leaving by the shortest route.

B. Except when contrary to state law, if it appears that the public safety or welfare does not require the installation or maintenance of a traffic sign, signal, marking, or other device or will be better served by the removal or alteration thereof, the council by resolution may forbid the installation or order the removal or alteration of any traffic signs, signals, markings, or other device that is proposed or installed under Section [11.12.020](#). Such traffic controls shall become inoperative or modified only when removed or altered. (Ord. 1557 § 3, amended, 1968)

11.12.020 Adoption of traffic regulations

A. In making the best use of streets and sidewalks for vehicle traffic and parking and pedestrian traffic, the City Manager is authorized to provide appropriate and reasonable regulation of the classes of traffic signs, signals, markings, and other devices described in subsection [B](#) of this section for the streets, sidewalks, and other public

property of the City as are appropriate for the public safety, convenience and welfare. Subject to approval by the State Highway Commission where such approval is required by the motor vehicle laws of Oregon, the City Manager shall base his determination only upon:

1. Traffic engineering principles and traffic investigations;
2. Standards, limitations, and rules promulgated by the State Highway Commission; and
3. Other recognized traffic control standards.

B. Pursuant to subsection [A](#) of this section, the City Manager may establish, maintain, remove, or alter the following classes of traffic controls:

1. Street areas and City-owned or leased land upon which parking may be entirely prohibited or prohibited during certain hours, and the angle of such parking;
2. The location and time of operation of traffic control signals;
3. Bus stops, bus stands, taxicab stands, any other passenger common carrier vehicle stands;
4. The location of passenger loading zones for use in connection with the hotel, auditorium, theater, church, school, or public building;
5. Loading zones for commercial purposes;
6. Intersections or areas where drivers of vehicles shall not make right, left, or U-turns, and the time when the prohibition applies;
7. Crosswalks, safety zones, parking spaces, traffic lanes, and other symbols;
8. Traffic control signs; and
9. All other signs, signals, markings, and devices required to implement traffic and parking controls enacted by the Council or required by State law or regulation.

C. Pursuant to subsection [A](#) of this Section, the City Manager may provide for temporary, experimental, or emergency traffic regulation that shall not remain in effect for more than thirty (30) days. No temporary, experimental or emergency regulation is effective until adequate traffic signs, signals, markings, or other devices are erected, clearly indicating the regulation.

D. The City Manager shall not remove or alter a traffic sign, signal, marking, or other device if this act would be contrary to State law or ordinance. If a traffic sign, signal, marking, or other device is installed under authority of a resolution of the Council, the Council shall first approve, by resolution, any change or alteration by the City Manager. (Ord. 3192, amended, 11/17/2020; Ord. 2361, amended, 1985; Ord. 1557 § 4, amended, 1968)

11.12.030 Existing signs and signals

All official traffic signs and signals existing at the time of the enactment of the ordinance codified in this chapter, such as stop signs, caution signs, slow signs, no-reverse-turn signs, signs designating time limits for parking or prohibiting parking, lines painted or marked on streets or curbs designating parking areas or spaces, markers designating loading zones, parking meters, and all other official traffic signs or signals erected, installed, or painted for the purpose of directing, controlling and regulating traffic are approved. (Ord. 1557 § 5, amended, 1968)

11.12.040 Authority of police and fire officers

- A. It shall be the duty of the Police Department through its officers to enforce this title.
- B. In the event of a fire or other emergency, officers of the Police Department may direct traffic as conditions may require to expedite traffic or to safeguard pedestrians, notwithstanding other provisions of this title.
- C. When at the scene of a fire, members of the fire department may direct or assist the police in directing traffic. (Ord. 1557 § 6, amended, 1968)

11.12.050 Temporary blocking or closing of streets

- A. Notwithstanding other provisions of this title, the council may authorize and direct the City Manager, or designee, is delegated authority by Special Order to temporarily block or close a City street to traffic and prohibit its use when deemed necessary for any of the following reasons:
 - 1. To prevent disturbing and interfering with parades, dances, races, or other celebrations on the street when such temporary use has been reviewed and approved by the Public Works Director, Police Chief and Fire Marshal;
 - 2. To reduce traffic congestion or noise which disturbs a theatrical, sport, religious, or other event where a substantial number of people have congregated;
 - 3. To assist in an emergency.
- B. The street shall be blocked or closed by the use of signs, barricades, personal directions of police officers, or other means which would inform the general public that the street is closed or blocked. (Ord. 3192, amended, 11/17/2020; Ord. 3027, amended, 08/03/2010)

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Chapter 11.44

PEDESTRIANS

Sections:

- 11.44.005 Use of sidewalks**
- 11.44.010 Illegal cancellation of a Traffic Citation**
- 11.44.020 Crossing At right angles**
- 11.44.030 Crosswalk Use required**
- 11.44.040 Penalty**

11.44.005 Use of sidewalks

Pedestrians shall not use a roadway for travel when abutting sidewalks are available for doing so. (Ord. 3137, amended, 2017; Ord. 3027, amended, 08/03/2010)

11.44.010 Illegal cancellation of a Traffic Citation

No person shall cancel or solicit the cancellation of a traffic citation without the approval of the municipal judge. (Ord. 3137, amended, 2017; Ord. 3027, amended, 08/03/2010)

11.44.020 Crossing At right angles

No pedestrian shall cross a street at any place other than by a route at right angles to the curb or by the shortest route to the opposite curb except in a marked crosswalk. Crossing at right angles is a Class IV violation. (Ord. 3027, amended, 08/03/2010)

11.44.030 Crosswalk Use required

In blocks with marked crosswalks, no pedestrian shall cross a street other than within a crosswalk. (Ord. 3137, amended, 2017; Ord. 3027, amended, 08/03/2010)

11.44.040 Penalty

Any person who violates any provision of this Chapter is subject to Section [1.08.020](#) of the Ashland Municipal Code. Except for [11.44.010](#), which is a Class I violation; violation of any other section of chapter AMC [11.44](#) is a Class IV violation. (Ord. 3137, amended, 2017)

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Chapter 11.52

BICYCLES

Sections:

- 11.52.010 Definitions**
- 11.52.015 Standards**
- 11.52.030 Regulations**
- 11.52.050 Responsibility of Parent or Guardian**
- 11.52.060 Failure to Report Accidents**
- 11.52.070 Bicycle License Required**
- 11.52.080 Issuance of License**
- 11.52.090 License Tags – Registration Cards**
- 11.52.100 License Fee**

11.52.010 Definitions

The following words and phrases, when used in this Chapter, shall, for the purpose of this Chapter have the following meanings:

- A. Bicycles mean every device propelled exclusively by human power upon which any person may ride and is designed to travel with not more than three (3) wheels in contact with the ground and which are more than fourteen (14) inches in diameter.
- B. Bike Lane - where bicycle travel and demand is substantial and where adequate width is available, a portion of the roadway may be designated for preferential use by bicyclists.
- C. Bike Path - a bike path is a bikeway which is physically separated from motorized vehicular traffic by an open space or barrier and may be within the roadway right-of-way or within an independent right-of-way.
- D. Riding is the act of propelling the bicycle by means other than pushing it with the hands.
- E. Shared Roadway - on a shared roadway facility, bicyclists share the normal vehicle lanes with motorists. Where bicycle travel is significant, these roadways are signed as bicycle routes.
- F. Shoulder Bikeway - smooth paved roadway shoulders provide a good area where bicyclists can ride with few conflicts with faster moving motor vehicle traffic. Where bicycle travel is significant, shoulder bikeway routes are signed as bicycle routes.
- G. Operating is the act of having one or more feet on the pedals to propel the bicycle.

H. Rental Agency is any person, firm, co-partnership, association or corporation engaged in the business of offering for rent, and renting, bicycles for use by members of the public. (Ord. 2513, amended, 1989; Ord. 2439 § 1, amended, 1988; Ord. 1787 § 1, amended, 1973)

11.52.015 Standards

The State of Oregon Bicycle Master Plan approved by the Oregon Department of Transportation on March 15, 1988, is incorporated by reference. (Ord. 2513, amended, 1989)

11.52.030 Regulations

- A. *Riding on sidewalks in the C-1-D District.* No person shall ride or operate a bicycle on a sidewalk in the district or commercial zone.
- B. *Racing.* No person shall engage in, or cause others to engage in, a bicycle race upon the streets or any other public property of this City without permission of the City Manager. Major races involving closure or restructuring of city streets must be permitted pursuant to AMC [11.12.050](#).
- C. *Method of Riding.* A person shall not ride a bicycle other than with their feet on the pedals and facing the front of the bicycle. No bicycle shall carry more persons at one time than the number for which it is equipped.
- D. *Carrying Articles.* No person operating a bicycle shall carry any packages, bundles, or articles which prevent the rider from keeping at least one (1) hand upon the handlebars and in full control of said bicycle.
- E. *Traffic Regulations.* The use of a bicycle in the City shall be subject to all of the provisions or laws of the State and the laws of the City, including those applicable to the drivers of motor vehicles, except as to the latter, those provisions that by their very nature have no application.
- F. *Speed on Bicycle Routes.* No bicycle shall be ridden on a bicycle route at a speed greater than reasonable and prudent for the circumstances when approaching a pedestrian.
- G. *Riding Abreast.* No person shall ride a bicycle upon any street, highway, bicycle route or lane in the City abreast, or side-by-side of any other person so riding or propelling a bicycle when it interferes or impedes the normal and reasonable movement of traffic or pedestrians.
- H. *Hitching on Vehicles.* No person, while riding a bicycle shall in any way attaches themselves or the bicycle to any other moving vehicle.
- I. *Bicycle Parking.* No person shall park a bicycle upon a street, other than in the roadway and against the curb, or against a lamppost designated for bicycle parking, or in a rack provided for the purpose of supporting bicycles, or on the curb in a manner so as to afford the least obstruction to pedestrian traffic.

J. Any person who violates any provision of this Chapter is subject to Section [1.08.020](#) of the Ashland Municipal Code. Any violation of this section is a Class IV violation, except for H, which is a Class II violation.

K. *Bicycle Impoundment.* In addition to any other penalty, the court may order impoundment of a bicycle used in an offense committed under this chapter until such time as may appear just and reasonable. (Ord. 3192, amended, 11/17/2020; Ord. 3137, amended, 2017; Ord. 3027, amended, 08/03/2010; Ord. 2986, amended, 06/16/2009)

11.52.050 Responsibility of Parent or Guardian

A. The parent or guardian of any child shall not authorize or knowingly permit any child to violate any of the provisions of this Chapter.

B. Any person who violates any provision of this Chapter is subject to Section [1.08.020](#) of the Ashland Municipal Code. Any violation of this section is a Class III violation. (Ord. 3137, amended, 2017; Ord. 3027, amended, 08/03/2010)

11.52.060 Failure to Report Accidents

A. The operator of any bicycle involved in an accident resulting in injury, death, or damage to personal property shall within seventy-two (72) hours file a written report of such accident with the Police Department.

B. Any person who violates any provision of this Chapter is subject to Section [1.08.020](#) of the Ashland Municipal Code. Any violation of this section is a Class II violation. (Ord. 3137, amended, 2017; Ord. 3027, amended, 08/03/2010)

11.52.070 Bicycle License Required

A. No persons shall operate a bicycle upon the streets, lanes or routes of the City unless such bicycle has been licensed as provided for in this Chapter.

B. A nonresident who has complied with the bicycle registration provisions of the City or county in which they are a resident may operate a bicycle without having first acquired an Ashland bicycle license.

C. Any person who violates any provision of this Chapter is subject to Section [1.08.020](#) of the Ashland Municipal Code. Any violation of this section is a Class II Violation.

D. In addition to any other penalty, the court may order impoundment of a bicycle used in an offense until such time as may appear just and reasonable. (Ord. 3137, amended, 2017; Ord. 3027, amended, 08/03/2010)

11.52.080 Issuance of License

The Police Department, or a bicycle shop in Ashland approved by the Police Department, is authorized and directed to issue, upon written application, bicycle licenses. Such license shall be valid for the life of the bicycle from the date of issuance, as long as the license is clearly legible and the ownership of the bicycle is not transferred to another. When a bicycle that is licensed pursuant to this Chapter is sold or transferred to another person who is also a resident of the City, then the new owner or such bicycle shall, within thirty (30) days from the date of transfer, acquire a new license. Designated agencies or shops shall report such transaction to the Police Department each month and with appropriate fees and forms. (Ord. 2439, amended, 1988; Ord. 2114 § 1, amended, 1981; Ord. 1791 § 1, amended, 1973; Ord. 1787 § 11, amended, 1973)

11.52.090 License Tags – Registration Cards

The City shall provide license tags together with a registration card for each bicycle license issued pursuant to this Chapter. The license tag shall have numbers stamped thereon in numerical order, beginning with number 1; shall have the name of the City printed thereon; and shall be suitable for attachment to the bicycle at a place designated by the Chief of Police. The Police Department shall keep a record of information for each bicycle licensed in order to assist with the recovery of lost or stolen bicycles. (Ord. 2439, amended, 1988; Ord. 1791 § 1, amended, 1973; Ord. 1787 § 12, amended, 1973)

11.52.100 License Fee

Each bicycle license shall be issued upon compliance with the foregoing provisions and upon payment of the required fee as set forth in a Resolution adopted by the City Council. (Ord. 2439, amended, 1988; Ord. 2114 § 2, amended, 1981; Ord. 1791 § 1, amended, 1973; Ord. 1787 § 13, amended, 1973)

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Chapter 11.54 SKATEBOARDS

Sections:

- 11.54.010** Definitions
- 11.54.020** Areas Permitted; Areas Prohibited
- 11.54.030** Skateboard Regulations
- 11.54.040** Penalties

11.54.010 Definitions

The following words and phrases, when used in this Chapter, shall, for the purpose of this Chapter have the following meanings:

- A. Operating is the act of having one or more feet on the board of a skateboard or other portion designed for a foot to propel the skateboard.
- B. Riding is the act of propelling a skateboard by means other than carrying it.
- C. Skateboard - includes roller skates, in-line roller skates, blades, scooters, coasters, roller skis or any similar device.

11.54.020 Areas Permitted; Areas Prohibited

- A. *Where Riding Permitted.* Riding or operating a skateboard is permitted in the following areas:
 - 1. 25 Mph Streets. Streets where the designated speed for vehicles is 25 miles per hour or less unless prohibited in section [11.54.020.B](#).
 - 2. Private Property Where Consent Private property where the owner or person in charge has consented
 - 3. *Areas Defined Within City Parks.* In city parks, or a designated area within a city park, specifically approved by the Ashland Park Commission for skateboard use.
 - 4. *Sidewalks.* On city sidewalks unless otherwise prohibited by this ordinance.
- B. *Where Riding Prohibited.* No person shall ride or operate a skateboard in the following areas:
 - 1. *Streets or Sidewalks in the Downtown Area.* Sidewalks or streets in the downtown area described in this subsection as delineated on the attached map marked Exhibit A. The downtown area is described as that area included within and inclusive of the following described boundaries:

- a. The north boundary shall be Lithia Way including sidewalks on both sides to the intersections of Water Street and Fourth Street and including the public parking lot and adjoining sidewalk at the corner of Pioneer Street and Lithia Way;
 - b. The west boundary shall be Water Street from the Lithia Way overpass to North Main Street then North Main Street to its intersections with Church Street and including sidewalks on both sides of Water Street and North Main Street, then south along Ashland Creek from the North Main Street Bridge including the park area between the creek and Granite Street but no sidewalks on Granite Street, to Winburn Way, then Winburn Way and its sidewalks through Lithia Park.
 - c. The south boundary shall be the northern sidewalk of Hargadine Street to the intersections of Pioneer Street and Gresham Street and shall include the western sidewalk of Pioneer Street north from its intersection with Hargadine Street.
 - d. The east boundary shall be Third Street including the sidewalks on both sides to the intersections of Lithia Way and Hargadine Street.
2. City Parks Within any city park including streets within the boundaries of a park unless the park, or a designated area within a park, has been specifically approved by the Ashland Park Commission for skateboard use.
 3. *Certain Streets.* On any street where the designated speed is greater than 25 miles per hour.
 4. *Private Property Unless Consent.* On private property. It is an affirmative defense to a prosecution on any charge under this subsection that the property owner or person in charge of the property consented to such use of the property.
 5. *Other Property Which is Posted.* On any other public or private property where signs on the property indicate that skateboard use is prohibited.

11.54.030 Skateboard Regulations

The following regulations apply to the operation of a skateboard on a public street, sidewalk or public property:

- A. *Protective Headgear.* Any person operating a skateboard shall wear protective headgear of a type approved under ORS [815.052](#) for bicycle helmets. Provided, however, protective headgear shall be required only when operating a skateboard on public property including streets, sidewalks and parks. Headgear is recommended on private property.
- B. *Yield Right-of-Way.* Any person operating a skateboard shall yield the right-of-way to any vehicle, such as a motor vehicle or bicycle, or pedestrian including yielding the right-of-way to any vehicle when approaching or crossing a driveway.

- C. *Standing Position.* Any person operating a skateboard shall operate the skateboard in a standing position unless operated in conformance with rules established by the Ashland Park Commission within a city park designated for skateboard use under section [11.54.020](#).
- D. *Operating on Right-hand Side.* While on a street, a person shall ride a skateboard as close as practicable to the right-hand curb or edge of the roadway.
- E. *Single File.* No person shall ride a skateboard on any street alongside another person riding a skateboard, bicycle or motor vehicle unless overtaking and passing such skateboard, bicycle or motor vehicle.
- F. *Equipment.* No skateboard shall be operated on any public street or sidewalk between 30 minutes after sunset and 30 minutes before sunrise unless the skateboard or rider is equipped with lighting equipment that meets the following requirements:
1. The lighting equipment must show a white light visible from a distance of at least 500 feet to the front of the skateboard.
 2. The lighting equipment must have a red reflector or lighting device or material of such size or characteristic and so mounted as to be visible from all distances up to 600 feet to the rear when directly in front of lawful lower beams of headlights on a motor vehicle.
- G. *Traffic Control Devices.* Any person operating a skateboard shall obey the instructions of official traffic control signals, signs and other control devices applicable to vehicles.
- H. *Traffic Regulations.* The operation of a skateboard on a street shall be subject to all of the provisions or laws of the State and the laws of the City, including those applicable to the drivers of vehicles, except as to the latter, those provisions that by their very nature have no application.
- I. *Operation on Sidewalks.* No person shall operate a skateboard on a sidewalk:
1. So as to suddenly leave a curb or other place of safety and move into the path of a vehicle that is so close as to constitute an immediate hazard.
 2. Without giving an audible warning before overtaking and passing a pedestrian.
 3. At a speed greater than an ordinary walk when approaching or entering a crosswalk, approaching or crossing a driveway or crossing a curb cut or pedestrian ramp and a vehicle is approaching the crosswalk, driveway, curb cut or pedestrian ramp. This paragraph does not require reduced speeds for skateboards either:
 - a. At places on sidewalks or other pedestrian ways other than places where the path for pedestrians or bicycle traffic approaches or crosses that for motor vehicle traffic; or
 - b. When motor vehicles are not present. Except as otherwise specifically provided in this chapter, an operator of a skateboard on a sidewalk or in a crosswalk has the same rights and duties as a pedestrian on a sidewalk or in a crosswalk.

J. *Racing*. No person shall engage in, or cause others to engage in, a skateboard race upon the streets, sidewalks or any other public property. Provided, however, that it shall not be a violation of this subsection if racing occurs in conformance with rules established by the Ashland Park Commission within a city park designated for skateboard use under section [11.54.020](#).

K. *Hitching on Vehicles*. No person while operating a skateboard shall in any way attach themselves or the skateboard to any moving motor vehicle.

L. *Careless Riding*. No person shall ride a skateboard in a careless manner. Riding in a careless manner means the person rides a skateboard in a manner that endangers or would be likely to endanger any person or property. (Ord. 3027, amended, 08/03/2010)

11.54.040 Penalties

Upon the first conviction for a violation under this chapter, the person shall be punished by a fine of \$25.00. All subsequent violations of this chapter are Class IV violations. In addition to any other penalty, the court may order impoundment of a skateboard used in an offense until such time as may appear just and reasonable. (Ord. 3027, amended, 08/03/2010)

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11.12

11.12.010 – Purpose

The purpose of this Chapter is to provide for the safe and efficient movement of people and goods through the use of traffic control devices, regulations, and roadway management practices.

The City prioritizes safety, clarity, and timely implementation of traffic control measures.

11.12.020 – Authority of Public Works

A. The Public Works Director, or designee, is authorized to install, modify, remove, and maintain traffic control devices and regulations on City streets, consistent with applicable state law and recognized engineering standards.

B. This authority includes, but is not limited to:

Traffic control signs and signals

Pavement markings and striping

Crosswalks and safety zones

Parking regulations and restrictions

Turn restrictions (including right, left, and U-turns) Speed-related traffic control devices where permitted by law Temporary or permanent roadway configuration changes

C. All actions shall be based on:

Traffic engineering principles

Safety considerations

Applicable state and federal standards

11.12.030 – Temporary and Pilot Traffic Control Measures

A. The Public Works Director may implement temporary, experimental, or pilot traffic control measures for a period not to exceed twelve (12) months.

B. Temporary measures may include, but are not limited to:

Temporary striping or markings

Delineators, posts, or barriers

Temporary turn restrictions

Tactical or low-cost traffic calming installations

C. The purpose of such measures is to evaluate safety, traffic flow, and community impact prior to permanent implementation.

D. Temporary measures may be modified or removed at any time based on observed conditions.

11.12.040 – City Council Authority

A. The City Council retains authority to:

Establish overall transportation policy

Approve major capital improvements

Adopt or amend ordinances affecting citywide traffic regulation

B. Council approval is not required for routine traffic control actions carried out under Section 11.12.020. 11.12.050 – Emergency Authority

In the event of an emergency, the Public Works Director, Police Department, or Fire Department may temporarily regulate, restrict, or close streets as necessary to protect public safety.

11.12.060 – Street Closures and Special Events

A. The Public Works Director, or designee, may authorize temporary street closures for:

Construction or maintenance

Public events

Emergencies

B. Closures shall be implemented using appropriate signage, barricades, or traffic control personnel. 11.12.070 – Compliance with State Law

All traffic control devices and regulations shall conform to applicable Oregon law and recognized standards, including the Manual on Uniform Traffic Control Devices (MUTCD).

11.44

11.44.005 – Pedestrian Priority and Driver Responsibility

Drivers shall exercise due care to avoid colliding with pedestrians and shall yield the right-of-way in accordance with Oregon law. Pedestrians are recognized as vulnerable roadway users and their safety is a priority.

11.44.010 – Use of Sidewalks

Where sidewalks are available and reasonably passable, pedestrians should use them. Pedestrians may use the roadway when necessary for safety, accessibility, or to avoid obstructions.

11.44.020 – Crossing Roadways

Pedestrians shall cross roadways at marked crosswalks where available. When crossing outside a marked crosswalk, pedestrians shall yield the right-of-way to vehicles. Drivers shall exercise due care to avoid collisions at all times.

11.44.030 – Crosswalk Use

Where crosswalks are present within a block, pedestrians should use them when practicable.

11.44.040 – Penalties

Violations of this chapter are subject to applicable provisions of the Ashland Municipal Code.

11.52

1.52.010 – Purpose and Applicability

The City recognizes bicycles as a legitimate mode of transportation. Bicycle operators have the same rights and responsibilities as drivers of motor vehicles, except as otherwise provided by law.

This Chapter establishes rules for the safe and predictable operation of bicycles within the City.

11.52.020 – Definitions

For purposes of this Chapter:

Bicycle means a device propelled primarily by human power upon which a person may ride.

Electric Bicycle (E-bike) means a bicycle equipped with an electric motor and meeting the definition established under Oregon law.

11.52.030 – General Operating Rules

A. Obedience to Traffic Laws

Bicycle operators shall obey all applicable traffic control devices and laws.

B. Control and Operation

A person shall operate a bicycle in a safe manner and maintain control at all times.

C. Carrying Articles

A bicycle operator shall not carry any item that prevents safe control of the bicycle.

D. Riding Abreast

Riding side-by-side is permitted except where it impedes traffic or creates a safety hazard.

E. Speed and Pedestrian Safety

A bicycle operator shall reduce speed and exercise due care when approaching or passing pedestrians.

F. Attachment to Vehicles

A person shall not attach a bicycle to any moving vehicle.

11.52.040 – Sidewalk and Restricted Area Riding

A. Bicycle riding on sidewalks may be restricted in designated commercial or high-pedestrian areas where posted.

B. Where permitted, bicycle operators on sidewalks shall yield the right-of-way to pedestrians and operate at a safe speed.

11.52.050 – Bicycle Parking

Bicycles shall be parked in a manner that does not obstruct pedestrian or vehicle traffic. Where bicycle parking facilities are provided, their use is encouraged.

11.52.060 – Electric Bicycles

Electric bicycles are permitted wherever bicycles are allowed, unless otherwise restricted by law or posted regulation.

11.52.070 – Penalties

Any person who violates a provision of this Chapter is subject to applicable provisions of the Ashland Municipal Code.

Memo

DATE: March 9, 2026

TO: Transportation Advisory Committee

FROM: Scott Fleury PE, Public Works Director

DEPT: Public Works

RE: Traffic Calming Program Review

BACKGROUND:

As discussed at the March and April 2026 TAC meetings staff has made minor edits to the Traffic Calming Program document, reference attachment.

Primary changes include removal of the scoring system, changing the petition signature requirement from 5-10 and adding bullet points outlining how to address the statement of need should be structured.

Conclusion:

TAC should review the document and discuss modifications.

CITY OF ASHLAND

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

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Fax: 541.488.5311
TTY: 800.735.2900



**City of Ashland Traffic Calming and Safety
Improvement Program 2026**



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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 Advisory Committee 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.

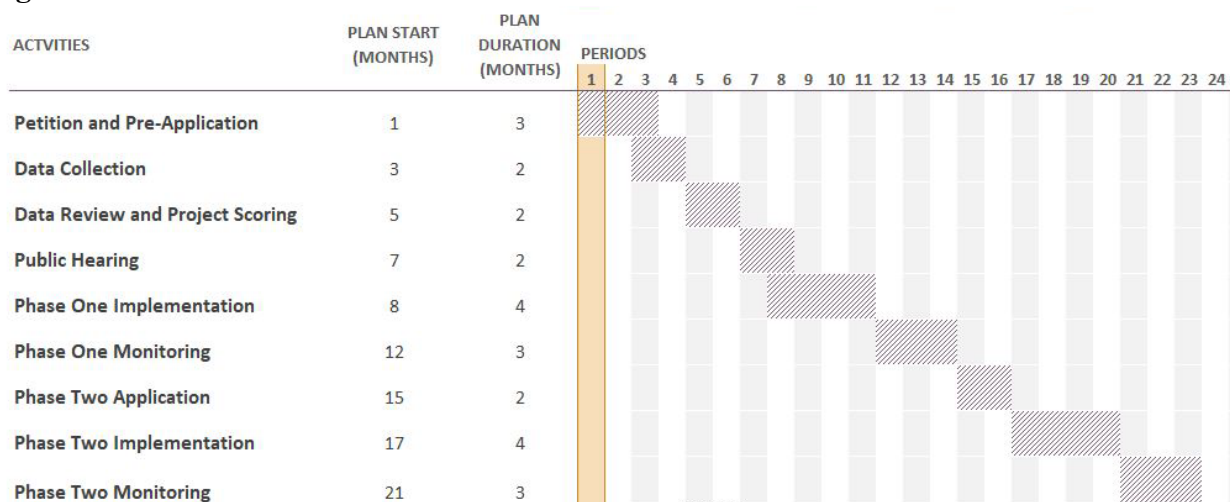
Section 1.2 Program Timelines

The City will accept traffic calming application petitions continuously. The City as time allows will initiate phase 1 for each application received.

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 ten (10) adult signatures* from distinct addresses within the neighborhood showing they are in favor of entering into the Traffic Calming and Safety Improvement Program. Primary points the statement of need should address are outlined below.

Statement of Need:

1. Identify the corridor for the traffic calming request
 - a. On roadway X, between intersections Y & Z
2. What is the observable problem along the corridor
 - a. Speeding
 - b. Congestion
 - c. Crashes
 - d. Lack of Facilities
3. Are there any observable safety issues?
 - a. Pedestrian Conflicts
 - b. Cyclist Conflicts
 - c. Driver Errors
 - d. Lack of Signage
 - e. Lack of Crosswalks
 - f. Lack of Bicycle Facilities
 - g. Etc.
4. Are there any activity centers within 1 mile of the corridor?
5. Are there any pedestrian generators within the corridor or within ½ mile?
 - a. Schools
 - b. Parks
 - c. Shopping
6. Are there any traffic control devices along the corridor and do drivers adhere to them?
 - a. Signals
 - b. Stop Signs
 - c. Yield Signs
7. Provide photos if any, of observable issues
8. Identify the primary resident point of contact for the program that can be the liaison with the City

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 Transportation Advisory Committee and Public Works staff will review data collection information and discuss any appropriate actions for phase 2 during a regular TAC meeting. If multiple petitions are received in a six month period the TAC and Public Works will prioritize petitions and actions that support City Council, TAC and Transportation System Plan Goals while being conscientious of tax payer dollars.

If a Transportation Advisory Committee member is within a project boundary, they will recuse themselves from discussion of project prioritization.

The Transportation Advisory Committee will review the application and discuss the following as part of a prioritization next step process:

- How well was the problem explained, documented and observable?
- 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 and long term?
- Who (such as pedestrians, bicyclists, motorists and property owners) will benefit from the project?
- Are specific individuals identified who would benefit from the project?
- How strongly have the general neighborhood and adjacent residents/property owners demonstrated support for the project?
- Estimated truck and cut through traffic greater than 10%?
- Has the project received recent endorsements from area organizations, such as the neighborhood associations, service organizations, schools, etc.?
- In comparison with the other projects in the same funding category (striping/signage or infrastructure/signaling), how high is the priority for this project?

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.

After projects are prioritized public meetings will be scheduled at a regular Transportation Advisory Committee meeting. 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 Advisory Committee 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 Committee. Based on all information provided and discussion The Committee 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.

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.

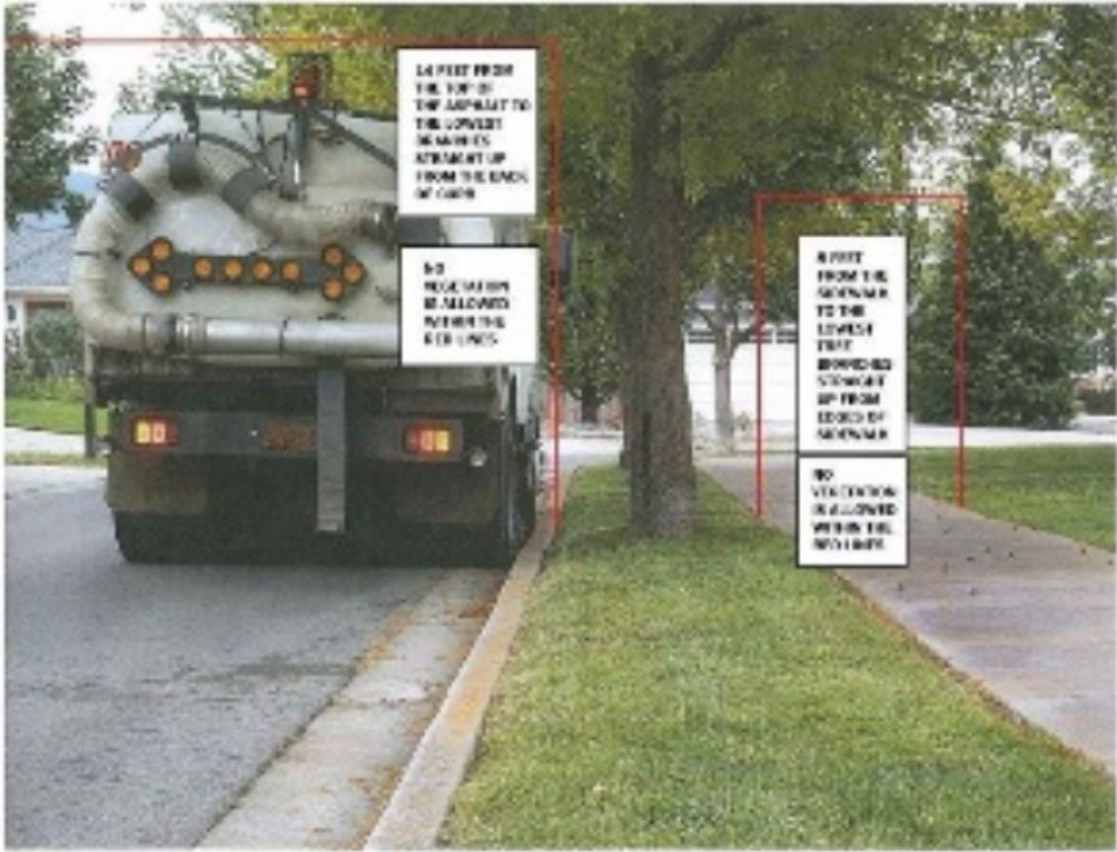
The following phase two measures are listed in general order of cost and difficulty of implementation. Some measures could be implemented in the near term using available funds in the current Public Works budget. Other measures, particularly those requiring significant changes to the roadway, will be 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

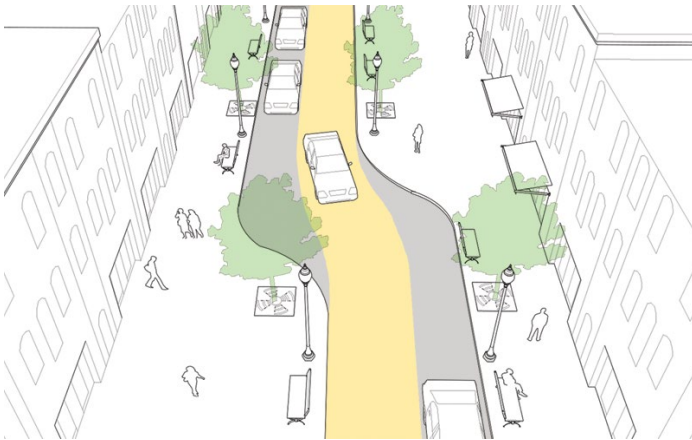
Chokers or pinchpoints restrict motorists from operating at high speeds on local streets and significantly expand the sidewalk realm for pedestrians.



(NACTO Image)

Chicane

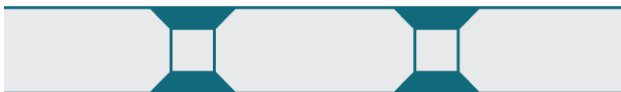
Offset curb extensions on residential or low volume downtown streets create a chicane effect that slows traffic speeds considerably. Chicanes increase the amount of public space available on a corridor and can be activated using benches, bicycle parking, and other amenities.

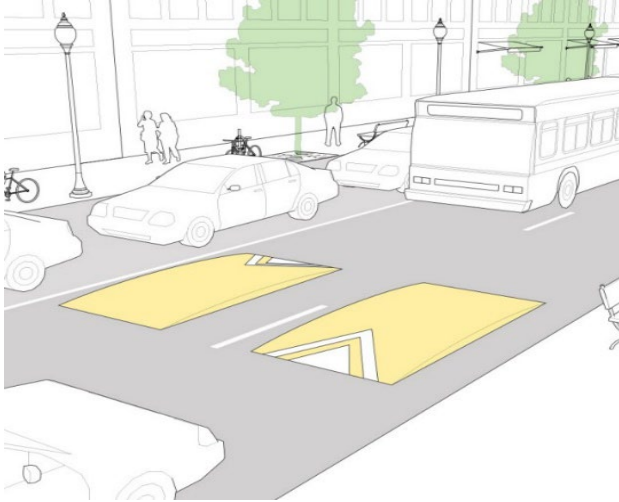


(NACTO Image)

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.



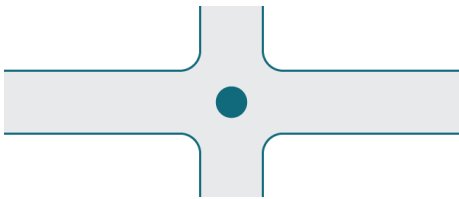


(NACTO Image)

Roundabout/Traffic Circle

Mini roundabouts and neighborhood traffic circles¹ lower speeds at minor intersection crossings and are an ideal treatment for uncontrolled intersections.

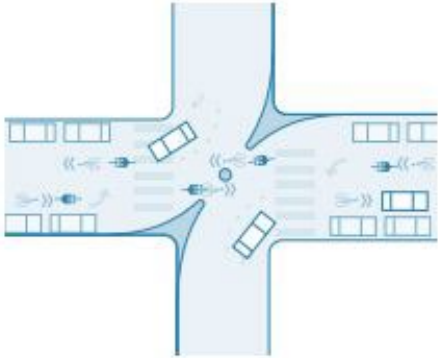
Mini roundabouts may be installed using simple markings or raised islands but are best applied in conjunction with plantings that beautify the street and the surrounding neighborhood. Careful attention should be paid to the available lane width and turning radius used with traffic circles.



(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 Advisory Committee 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 10 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.

| | | | |
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| Address: | | Support | Oppose |
| Signature: | | Date: | |

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

Transportation Advisory Committee – Email Reviews
May 2026

New Business Review SeeClickFix and email submissions

- Oak and Nevada 4 Way Stop
- Bicycle Facility Improvements



Transportation Advisory Committee Contact Form

Name

Address

City Ashland

State Oregon

Zip Code 97520

Phone Number

Email Address

Message to Transportation Advisory Committee

Please add 4 way stop at corner of Oak and Nevada St. Cars come in fast going down oak and up from eagle mill road no stop signs. 4 way stop was added to W Nevada and Helman few years ago and has made HUGE difference why not also Oak and Nevada? Also visibility is an issue without 4 way stop and is a safety concern for Auto Drivers and Children. Neighbor on corner has been notified about truck and overgrown bush along with brown telephone pole blocking visibility turning left with oncoming traffic not needing to stop. Attached are photos which show this. Many other neighbors will support 4 way stop decision as well as improving visibility.

Please contact [redacted]. Thank you for your time and consideration. Looking forward to hearing back from you soon.

Attachments [IMG_2343.jpeg](#)

From: noreply@civicplus.com
To: [Public Works Information](#); [Scott Fleury](#)
Subject: Online Form Submittal: Transportation Advisory Committee Contact Form
Date: Monday, May 11, 2026 5:03:51 PM

[EXTERNAL SENDER]

Transportation Advisory Committee Contact Form

| | |
|---------------|-------------------|
| Name | Gary German |
| Address | 2133 BIRCHWOOD LN |
| City | Ashland |
| State | Oregon |
| Zip Code | 97520-1466 |
| Phone Number | [REDACTED] |
| Email Address | [REDACTED] |

Message to
Transportation
Advisory Committee

Greetings.

I am a resident who lives south of Ashland Avenue, on Birchwood Lane. My concern is access for pedestrians, cyclists, and the disabled to the Central Path.

Currently, there are three routes from south Clay Street to the Central Path.

1) Via the Wingspread Mobile Home Park. This is my most direct route, but it involves going through a locked gate at the south end of Teal Way. That lock combination gets changed from time to time, resulting in lost access. Plus, this route goes through the private streets of the mobile home park, and where it crosses the railroad tracks it is not viable for a person in a wheelchair to navigate, and difficult for cyclists also.

2) Via the underpass at the corner where Clay Street makes a 90 degree bend. This route requires ducking under a hole cut in the fence, then walking about 100 yards along the tracks towards town, to get to the point where option #1 crosses the tracks. This option is also impossible for the handicapped, and difficult to impossible for cyclists.

3) Via the overpass on Ashland Avenue. This is currently the only legal option...but, it sucks. This option adds 0.25 miles to get to the Central Path, and a climb of about 40 feet. It takes about 5

minutes to get up and over the bridge, and in that time I get passed by 50-60 cars at close range. This option is also challenging for the handicapped.

None of these options are acceptable long-term. There are currently new housing projects going in on Clay Street, and I would like to see some way for us to access the Central Path, conveniently and legally.

My preferred option would be to have a legal crossing of the tracks underneath the overpass at the 90 degree corner on Clay Street. That is the most direct route, and would keep strangers out of the mobile home park.

Who can I speak to about this project? With more and more people moving in on south Clay, and with the city wanting to be friendly to pedestrians, cyclists, and the handicapped...something needs to be done here.

Gary German

[REDACTED]

[REDACTED]

[REDACTED] [REDACTED] ed.

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

Memo

DATE: May 11, 2026

TO: Transportation Advisory Committee

FROM: Scott Fleury PE, Public Works Director

DEPT: Public Works

RE: Enterprise System Funding

BACKGROUND:

Budgeting and Funding

Each Department/Enterprise must account for the costs of improvements and major maintenance items. Funding for projects comes from a variety of sources, including user fees/rates, grants, gas taxes and system development charges (SDC). Large scale capital and maintenance projects often require a debt instrument to cover total cost and the debt is paid using fees and rates over the loan period. Loan periods can range anywhere from five (5) to thirty-five (35) years. Loans/Debt can be traditional bank borrowing, or bonds issued by the City.

For the enterprise funds that utilize user fees/rates to support operations, maintenance and capital projects, staff coordinates with a financial advisor to develop or update Cost of Service & Rate Studies. The rate study accounts for personal and material costs, existing debt payments, financial policy requirements and expected capital needs for the two (2) and six (6) year periods associated with the adopted Capital Improvement Plan (CIP). The rates recommended by the study provide the ability to cover all projected costs within each fund, specifically for the two-year budgeted period.

Transportation Projects

The focus of the Transportation CIP and general maintenance projects is roadway rehabilitation and improving the Pavement Condition Index (PCI) rating. The City has a goal of maintaining all roadways at a 70 PCI or better. Reference figure 1 below for a visual representation of PCI's.

There is a focus within maintenance/rehabilitation to provide higher order facilities for both cyclists and pedestrians (bike lanes/sidewalk infill). This is in alignment with TSP goals and Council policies that promote an improved multimodal transportation network. During the design process for the major rehabilitation projects traffic calming and

CITY OF ASHLAND

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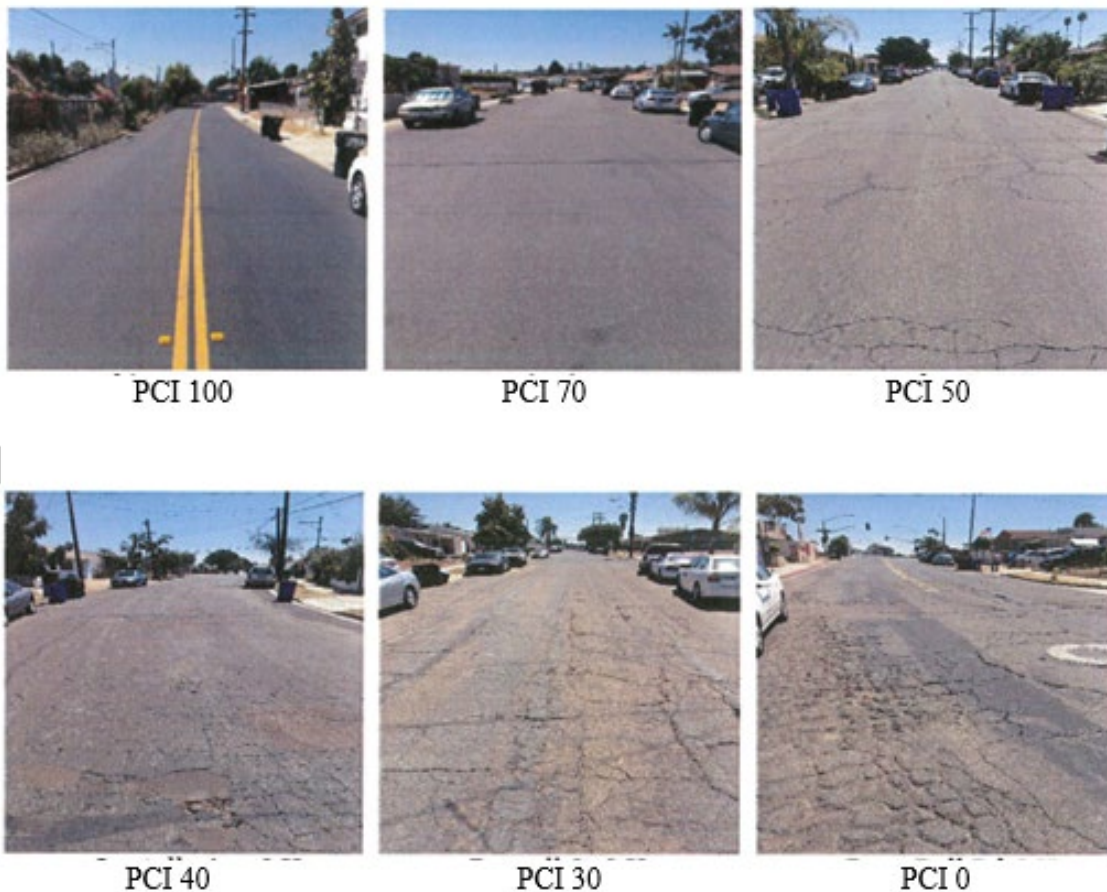


Memo

pedestrian safety improvements will be prioritized for inclusion as well as potential bike facility improvements.

Staff expects to begin the Transportation System Plan Update in 2026 and this will help develop and drive future project priorities for the community. Per the code, the City's Transportation Committee has reviewed the Transportation Network CIP and recommended Council approve as presented.

Figure 1: PCI



Transportation Funding

The "Street Fund" and associated transportation projects are funded through the collection of the street user fee, state gas tax, food & beverage tax, system development charges, local improvement districts (LIDs), and grants.

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

The State gas tax allocation is 20% for City's, 30% for Counties and 50% for the Oregon Department of Transportation. The general allocation of gas tax is a per dollar amount per capita for the City. Generally the gas tax provides around \$1.6-1.7 million per year. The City also collects a "street user" fee that provides around \$1.75 million in revenue per year.

Additionally the City allocates 73% of the collected food and beverage tax to the street fund to pay off "debt" incurred for roadway rehabilitation projects (Ashland St., North Mountain, Siskiyou, Oak). The City also collects Transportation System Development Charges that can be applied to projects and debt as defined in the methodology (percentage of cost). The last street user fee increase was in 2019. The monthly single family user fee is \$9.56/month.

Table 1: Street Fund Budget Overview

| Street Fund | | | | |
|----------------------------------|----------------------|----------------------|----------------------|--|
| Revenue Source | FY26 | FY27 | Totals | |
| Carry Forward Fund Balance | \$ 3,815,163 | \$ - | \$ 3,815,163 | |
| Food and Beverage Tax | \$ 2,600,000 | \$ 2,730,000 | \$ 5,330,000 | |
| Public Works Grants | \$ - | \$ 1,175,000 | \$ 1,175,000 | |
| Gasoline Tax | \$ 1,753,294 | \$ 1,742,288 | \$ 3,495,582 | |
| R V T D Tokens & Passes | \$ 15,000 | \$ 15,000 | \$ 30,000 | |
| Public Works Services | \$ 6,100 | \$ 6,400 | \$ 12,500 | |
| Transportation Utility Fee | \$ 1,750,000 | \$ 1,800,000 | \$ 3,550,000 | |
| Unbonded Assessment Payments | \$ 3,000 | \$ 3,000 | \$ 6,000 | |
| Proceeds from Debt Issuance | \$ 7,215,157 | \$ 7,215,157 | \$ 14,430,314 | |
| TOTAL STREET FUND REVENUE | \$ 17,157,714 | \$ 14,686,845 | \$ 31,844,559 | |
| Revenue Source | | | | |
| Gasoline Tax | \$ 1,753,294 | \$ 1,742,288 | \$ 3,495,582 | |
| Transportation Utility Fee | \$ 1,750,000 | \$ 1,800,000 | \$ 3,550,000 | |
| | \$ 3,503,294 | \$ 3,542,288 | \$ 7,045,582 | |
| Street Fund Expenses | | | | |
| Regular Employees | \$ 1,435,961 | \$ 1,495,102 | \$ 2,931,063 | |
| Materials and Services | \$ 3,270,813 | \$ 3,731,202 | \$ 7,002,015 | |
| People and M&S Totals | \$ 5,379,602 | \$ 5,928,863 | \$ 11,308,465 | |
| CIP | | | | |
| Capitalized Projects | \$ 5,267,838 | \$ 10,251,216 | \$ 15,519,054 | |
| Debt | | | | |
| Total Annual Debt (Current) | \$ 429,625 | \$ 427,891 | \$ 857,516 | |

Transportation Project Development

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During the TSP update process improvements are defined for all modes and generally all of the projects defined and total costs exceed the planned available funding within a 25 year planning window. This total is referenced as the preferred plan.

The projects are then paired down to what is considered a “fiscally constrained” list. This list is defined as what is expected to be funded within the 25-year window when compared to previous expense and associated revenues.

The Financially Constrained Plan and Preferred Plan facilitate the TSP’s implementation. The projects, programs, and studies included in the Financially Constrained Plan are higher priority projects on which the City plans to focus their funding resources. The Preferred Plan helps the City leverage opportunities that may arise through development, unexpected grant monies, and/or agency partnerships to implement additional projects, studies and/or programs identified as needed and desired.

Public Works then takes the transportation system prioritized projects and aligns them in the 2/6 year Capital Improvement Plan (CIP). The priority of the project is one consideration that is given to a project when aligning them in the CIP document. Other considerations include associated projects from other enterprise funds and their master plan requirements (water, wastewater and storm); project funding and grant availability during given years; road network Pavement Condition Index; Regulatory requirements/changes and Council goals.

The CIP is a living and evolving document and changes from biennium to biennium based on all the considerations/requirements at the time. The CIP is a planning level document and not prescriptive in the expectation that all projects get completed in the specified timeframe and at the estimated costs. Generally, the costs shown in the CIP are planning level estimates and can fluctuate dramatically given inflation in labor and materials. The project scope can also change from when it is original development either increasing or decreasing project cost. Actual project costs are refined through the preliminary and final engineering process for each project.

Once the Council approves the CIP document and the biennium budget then staff begin the process of “project delivery”. This usually starts with development of a solicitation for professional services and then contract negotiation with the highest ranked proposer for engineering services. Once a scope and fee is negotiated then contract approval is brought before the City Council. Once the engineering phase is complete the project is

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publicly bid for construction and again a construction contract is brought before Council for approval.

Cost Estimating

Cost estimates developed in the CIP document generally start with a planning level opinion of cost that is developed during the master plan process. These costs are always established with a base year and not inflated to coincide with a prioritized project year. These initial opinions of cost can have a wide range of error associated with them. These opinions of costs are refined through the preliminary and final engineering stages of project development. Staff does try to add a general inflationary index increase to the planning level opinions of cost during development of the biennial CIP document and updates costs of projects currently in a design phase appropriately.

Table 2: Cost Estimating Class Levels

| ESTIMATE CLASS | Primary Characteristic | Secondary Characteristic | | |
|----------------|---|---|---|--|
| | MATURITY LEVEL OF PROJECT DEFINITION DELIVERABLES <small>Expressed as % of complete definition</small> | END USAGE <small>Typical purpose of estimate</small> | METHODOLOGY <small>Typical estimating method</small> | EXPECTED ACCURACY RANGE <small>Typical variation in low and high ranges at an 80% confidence interval</small> |
| Class 5 | 0% to 2% | Functional area, or concept screening | SF or m ² factoring, parametric models, judgment, or analogy | L: -20% to -30% H: +30% to +50% |
| Class 4 | 1% to 15% | or Schematic design or concept study | Parametric models, assembly driven models | L: -10% to -20% H: +20% to +30% |
| Class 3 | 10% to 40% | Design development, budget authorization, feasibility | Semi-detailed unit costs with assembly level line items | L: -5% to -15% H: +10% to +20% |
| Class 2 | 30% to 75% | Control or bid/tender, semi-detailed | Detailed unit cost with forced detailed take-off | L: -5% to -10% H: +5% to +15% |
| Class 1 | 65% to 100% | Check estimate or pre bid/tender, change order | Detailed unit cost with detailed take-off | L: -3% to -5% H: +3% to +10% |

Conclusion:

TAC should review the information and ask questions of staff as necessary.