

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 23, 2024

AGENDA

- I. CALL TO ORDER:** 6:00 PM, Meeting held virtually via Zoom
Link: <https://zoom.us/j/96073919566>
- II. ANNOUNCEMENTS**
- III. CONSENT AGENDA**
 - A.** Approval of April 18, 2024 Minutes
- IV. PUBLIC FORUM** (6:05–6:20)
- V. REPORTS FROM OTHER CITY COMMITTEES** (6:20–6:30)
- VI. NEW BUSINESS**
 - A.** Election of Officers (6:30–6:40, action required elect chair and vice chair to preside over meetings)
 - B.** SS4A Grant Letter of Support (6:40–6:50, action required discuss potential Letter of Support for SS4A grant application Public Works is pursuing)
 - C.** ODOT ADA Program (6:50–7:15 action required, discuss previously submitted Historic Preservation Committee letter to ODOT regarding rocks at ADA ramps and potential actions by TAC to support).
- VII. UNFINISHED BUSINESS**
 - A.** Planning Commission Study Session (7:15–7:40, action required review outline presentation materials)
 - B.** Vision Zero Resolution & Action Plan (7:40–7:55, action required discuss next steps for action plan in association with SS4A action plan)
 - C.** Bike Parking (7:55–8:00, action required, discuss next steps for bike parking inventory and improvement plan)
- VIII. INFORMATIONAL ITEMS**
 - A.** Ashland St. Rehabilitation
 - B.** Micro Street Sweeper
- IX. AGENDA BUILDING – Future Meetings**
- X. ADJOURNMENT: 8:00 PM**

Next Meeting Date: June 20, 2024

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).

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

April 18, 2024

CALL TO ORDER: 6:00pm

Members Present: Linda Peterson-Adams, Mark Brouillard, Julia Sommer, Joe Graf, Dave Richards, Corinne Vieville, Holly Christiansen, Dylan Dahle

Members Not Present: Nick David

Staff Present: Scott Fleury, Liz Beckerich

Liaison Present: Eric Hansen

Guests Present: Edem Gomez

ANNOUNCEMENTS

This month is Distracted Driving Awareness Month.

The Planning Commission Meeting that was scheduled for April 23rd has been postponed.

There is an Earth Day celebration at SOU's Sustainability Village on April 19th, 3:30pm to 7:00pm.

Per Richards, Chris Chambers with the Fire Department told him that there is one more week to be able to ride the Wonder Trail and the west side trails before they are shut down for the Forestland Climate Adaptation Project.

CONSENT AGENDA

Sommer stated the following corrections need to be made:

- On page 2 at the top in the first paragraph, the paragraph should be clear that the proposed painted crosswalk is to go at the entrance to Lithia Park, not just crosswalks in general.
- On page 3 above Distracted Driving, the statement that there were mostly ayes to Richard's motion should be changed to be more clear about how many ayes and nays there were.
- On page 4, regarding the Bike Rack Inventory Project, it should say that the bike racks in lower income areas are "heavily used but insufficient".

Brouillard stated that in the Public Forum section in the first paragraph, the phrase "parked in" should be changed to "blocked in".

Christiansen stated on page 2 regarding the crosswalk art, it should say "inside white stripes" rather than "instead of white stripes".

Vieville stated that her first name was spelled incorrectly, and that "right-of-way" needs to be fixed in the section where it states that Fleury talked to the Public Arts chair about art projects in the right-of-way.

Vieville made a motion to approve the minutes with corrections. Sommer seconded. All ayes.

PUBLIC FORUM

None

REPORTS FROM OTHER CITY COMMITTEES

Councilor Hansen spoke about the Council Retreat Session he attended, stating that they talked about e-bikes and bike parking, and that City staff presented some information to Council as well.

Brouillard spoke about the Planning Commission and stated that 210 Alicia Ln will be required to have continuous sidewalk included in their proposed plans, and that 452 Williamson Way is to be divided into 4 parcels to make space for affordable housing that Habitat for Humanity has grant money to build. Brouillard also updated the group on the Historic Preservation Advisory Committee, stating that they sent a letter to ODOT requesting that the cobblestone at the new ADA curb ramps be replaced with loose rock cobble and drought tolerant plants. ODOT responded to the

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

April 18, 2024

letter and they're now talking about fixing the areas of concern. He suggested that the TAC get involved. Additionally, the Historic Preservation Advisory Committee will be working on a project called the Playwrights Walk where bronze plaques will be placed on the ground throughout town with information about different playwrights.

Peterson-Adams spoke about the Housing and Human Services Committee. Social service grants were awarded at their last meeting.

Dahle spoke about the Climate and Environment Policy Advisory Committee. There will be a land use and transportation work group meeting on April 24th from 3pm to 5pm in the Community Development building at 51 Winburn Way. Gary Schaff was also in attendance and spoke about CEPAC's formation of subgroups that address different topics listed amongst the CEPAC work program. Transportation is on that list. Additionally, the City Attorney is set to bring a report to City Council about the phasing out of natural gas being used in new construction. The proposed ordinance will either move forward or be tabled at that meeting.

Peterson-Adams stated that she recommended David, Sommer, and Vieville to the Public Arts Advisory Committee for the crosswalk art project discussed at last month's meeting.

Edem Gomez with RVTB updated the group stating that RVTB is looking to build out some concrete pads with shelters to go along Route 17, with some on Wightman and some near the hospital. Peterson-Adams added that the Ashland Community Food Bank has requested a stop nearby as the need for transportation in that area has been increasing.

Fleury stated that next week there will be a meeting about the Statewide Transportation Improvement Plan, where they'll review the unified work plan. Fleury also spoke with ODOT staff regarding the crosswalks at YMCA Way and Washington St. ODOT is working on a schedule to do the signage and striping improvements but are unsure about funding to redo the road. Also, there may be funding from another source potentially for rapid flashing beacons in that area.

NEW BUSINESS

None

UNFINISHED BUSINESS

Vision Zero Resolution and Action Plan

Peterson-Adams suggested to the TAC that they form a working group to build the framework for the Vision Zero program, and then bring that to the community for input. Brouillard suggested that the school district be involved in any plans. Peterson-Adams added they should include the Police Department as well. Sommer suggested that a Public Works Department representative also be included. Hansen suggested RVTB be involved. Fleury stated that putting together some of the details and an outline before bringing in other departments would be the most efficient use of everyone's time.

The group agreed to establish the Vision Zero Action Plan MAC to build the framework for the Vision Zero Program. Fleury will act as staff liaison. Christiansen and Brouillard volunteered to be on the MAC.

Peterson-Adams suggested that the group obtain data about crashes and serious injuries from the hospital. Fleury responded that the Fire Department may also be able to give that information since they transport people to the hospital. Fleury will follow up with the Fire Department.

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

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Peterson-Adams stated that the TAC has already done projects that would fit into the rubric of actionable strategies for Vision Zero, such as the Traffic Calming Program. She suggested that the group should budget for those projects in the Action Plan so that they can get pilot projects completed, specifically the Faith Ave Traffic Calming that was requested previously.

Brouillard inquired if ODOT could be involved in such that they mirror the City's plans for bike boxes on their streets within the City. Fleury responded that Safe Streets for Everyone sent a letter mentioning the same thing, and that ODOT is concerned about who would pay for the maintenance of those facilities. Per Fleury, there is potential for the City to maintain those facilities, but they would have to get Council approval.

Sommer spoke about citizen involvement and getting information out about Vision Zero through utility bill mailers. She also suggested traffic cameras as a possibility to help police enforcement. She also inquired if the City could apply for grants to get these things done. Peterson-Adams stated those topics would all be part of the Action Plan. Christiansen stated that ODOT appears to have a plan with a lot of overlapping topics to Vision Zero, and it's called the Oregon Transportation Safety Action Plan. Fleury stated that ODOT also has the ARTS program (All Roads Transportation Safety program) which has grants that are meant to fund fixing systemic transportation related issues, so that is a possibility for funding that the City may be able to get access to.

Brouillard brought up that three of the major arteries for transportation in the City are under ODOT's purview. Fleury responded that will be a discussion that will come before the TAC at some point, stating that the governor established a Jurisdictional Transfer Task Force to develop methodology and recommendations to move forward with some of those transfers.

Christiansen mentioned that the Ashland Street bike signal doesn't work. Fleury stated that William Fitzgerald is ODOT's local contact managing that signal.

Bike Parking

Peterson-Adams informed the group that she talked with Jordan Rooklyn with the Economic Development Department of the Chamber of Commerce, who is working on a wayfinding development for the downtown area. Peterson-Adams suggested that the bike parking work be integrated into Rooklyn's program.

Brouillard updated the group on the progress of inventorying bike parking, stating that about 90% of the city has been inventoried. He was very displeased to find that multiple apartment complexes don't have any bike parking. The possibility of putting bike parking on sidewalks was discussed. Fleury suggested that putting in bike parking could be incentivized by making a deal to let property owners purchase bike racks from the City for cheap. Christiansen suggested that the online survey be re-opened, as when the survey was out before it was winter so not many people were using their bicycles. She also suggested that the group look into carbon reduction program grants that could be used to help businesses and multifamily housing complexes to install covered bike parking.

Dahle offered to speak to the managers of the Ashlander Apartments, as they are also bicyclists and the problem may be easily solved.

Edem Gomez stated that ODOT is giving micro-grants up to \$15k, and bike parking is one of the proposed uses for the grant. Non-profits and schools can also apply.

Brouillard, Sommer, and Christiansen will meet with City GIS staff before next month's meeting to put together a report detailing their bike parking inventorying findings to present to the rest of the TAC.

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

April 18, 2024

INFORMATIONAL ITEMS

TSP Process Update

Fleury met with ODOT staff recently. ODOT will potentially have funding restrictions soon so they're trying to give priority to communities that need the most help with the TSP update process. Ashland is still a high priority. They'll send Fleury a draft statement of work soon. Fleury said that he told ODOT there would be some projects that the City will want to add to the TSP update and that the city would be willing to match some of the money for those projects. Once Fleury gets the scope of work, he will talk to ODOT about what to add and how. Fleury will also talk with Emergency Management Coordinator Kelly Burns regarding what needs to be in the TSP for evacuation purposes. The total cost for the project will likely be \$400-500k.

Grant Opportunities

Fleury has been working with Evan Brooks Associates to develop a grant for Safe Streets for All.

ODOT approved the city to move to phase 2 of the Safe Routes to School application that was previously submitted. They'll award the money to the winning applicants in November.

Fleury will be looking into carbon reduction grants to potentially make Hersey Street a bike boulevard.

Fleury is working with the Parks Department to apply for a community path program. They'll be applying for engineering alternatives analysis and environmental permitting for expanding the central bike path.

Other

Additional topics that were addressed at the end of the meeting included:

- Bike boxes are being addressed by DPS as part of the work on Ashland Street. More information will be put on the City website.
- Fleury will talk with Brandon Goldman about what can be done regarding the exit for Starbucks. He'll also talk with him regarding the Walker bus turnaround.
- Brouillard requested that permit parking for residents be included in future agenda building.
- The City hired a new parking enforcement management group, Laz Parking, and Fleury will talk to them regarding residential parking enforcement.
- Signage on First Street will be updated to comply with code.

ADJOURNMENT: @ 7:50

Respectfully submitted,

Elizabeth Beckerich, Administrative Assistant

****Full Video Available by Request****

Memo

CITY OF
ASHLAND

Date: May 13, 2024
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Transportation Advisory Committee – Election of Officers

BACKGROUND:

Ashland Municipal Code 2.10.050 – Election of Officers, Secretary and Subcommittees

At its first meeting following the appointment or reappointment of members each year, the advisory commission or board shall elect a chair and a vice-chair who shall hold office at the pleasure of the advisory body. Neither the chair nor vice-chair shall serve as an officer for more than three consecutive annual terms. Without the need for an appointment, the head of the City Department staffing the commission, committee or board shall be the Secretary and shall be responsible for keeping an accurate record of all proceedings. The Department head may delegate such tasks to a staff liaison. Subcommittees may be formed for the purpose of gathering information and forming a recommendation to be brought forward to the full advisory body. Only the full body can make recommendations to the City Council. Subcommittees must comply fully with the requirements of Oregon Public Meetings law.

CONCLUSION:

The Committee should discuss and elect a chair and vice chair to preside over meetings.

Memo

CITY OF
ASHLAND

Date: May 15, 2024
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Safe Streets and Roads for All – Grant Letter of Support

BACKGROUND:

Before the Transportation Advisory Committee is a request to approve a letter of support for the Federal Safe Streets For All Action Plan development grant currently being pursued by Public Works. A draft form of the support letter is attached for reference.

Public Works staff are currently coordinating with Evan Brooks Associates (EBA) to develop and submit grant application materials for the SS4A program. Staff is requesting \$280k in federal grant funds while providing a \$70k match. In discussion with EBA they believe development of a Comprehensive Safety Action Plan for the community will open up significant grant opportunities in the future for bike/ped/vehicle safety and system improvements for the City of Ashland.

This planning process can also be aligned with the City's adopted Vision Zero resolution and action plan as the focus is on the "Safe Systems Approach".

SS4A:

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Over \$3 billion is still available for future funding rounds.

The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and our goal of zero roadway deaths using a Safe System Approach. Combining the FY22 and FY23 awards, SS4A has provided \$1.7 billion in Federal funding to over 1,000 communities in all 50 States and Puerto Rico. SS4A funding awarded to date will improve roadway safety planning for about 70 percent of the nation's population.

Planning and Demonstration Grants are for applicants without Action Plans. They fund the development or refinement of comprehensive safety action plans, defined as a strategic document that outlines effective measures to reduce road accidents and injuries. These grants also support further safety analysis and pilot projects to test new safety improvements. Example projects include:

Comprehensive safety analysis to identify high-risk areas.

Community engagement activities to gather input on safety concerns.

Development of goals and strategies for reducing roadway fatalities and serious injuries.

Planning and design for quick-build safety improvements as demonstration projects.

Quick-build strategies to test roadway design changes, such as temporary bike lanes or pedestrian zones.

MUTCD Engineering Studies for new traffic control devices or markings.

Pilot programs for new safety technologies or approaches, such as adaptive signal control technology or pedestrian safety interventions.

CONCLUSION:

The Committee should discuss the draft letter of support and decide if the Chair should sign and be submitted as part of the grant application process.

The Honorable Pete Buttigieg
United States Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: 2024 Safe Streets and Roads for All (SS4A) for Ashland's Comprehensive
Countywide Safety Action Plan

Dear Secretary Buttigieg:

I am writing to support the City of Ashland's funding requesting \$280,000 from the United States Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) discretionary program for purposes of creating a citywide comprehensive safety action plan to develop health and safety strategies and recommendations to save lives within the local communities.

Since 2017, vehicle collisions in Ashland have killed 2 people and injured more than 300. In addition, more than 30 percent of accidents involved rear-end and broadside collisions – an unacceptable cost of the status quo on many local streets and roadways within the City of Ashland. And its disadvantaged communities, as identified by USDOT, are most affected, with significant numbers within these neighborhoods. Vehicular collisions kill and injure ethnic minorities, unhoused residents, pedestrians, and cyclists at higher rates than other persons in other non-ethnic neighborhoods, thereby forming barriers to equitable transportation access.

This project directly benefits the Ashland communities by providing for future safety plans and implementable projects focused on under-resourced and underserved neighborhoods. This plan will ensure that projects from these communities will be more competitive in seeking to implement systemic changes to reduce accidents, thereby preventing roadway deaths and significant injuries.

The planning efforts for this funding source will result in measurable outcomes in strategies and recommendations on ways to improve safety for active transportation, transit, and motorized vehicle users, and provide funding and support to our community in enhancing existing community safety plans, and develop a citywide comprehensive Safety Action Plans with implementable strategies and recommendations.

The project aims to provide cities like Ashland with the plans and tools to implement the tangible changes outlined within the action plan and achieve safer access to our neighborhood schools, parks, and transit through safety projects and education campaigns. These outcomes will accomplish the goals of reducing fatalities and significant injuries and progress toward building a Vision Zero community.

I thank you in advance for your support of this funding request, and I am deeply committed to its success and implementing these outcomes within our community to improve safety.

Sincerely,

GRANT ALERT



U.S. DEPARTMENT OF TRANSPORTATION: SAFE STREETS AND ROADS FOR ALL (SS4A) GRANT PROGRAM

This grant aims to enhance roadway safety nationwide, with objectives including supporting comprehensive safety action plans, funding innovative safety solutions, and assisting in project and strategy implementation.

GENERAL INFORMATION

 **Total Funding Available:** \$1,256,687,000

 **Minimum/Maximum Request:** \$100,000 to \$10 million (planning and demonstration); \$2.5 million to \$25 million (implementation)

 **Match Requirement:** The Federal share of an SS4A grant may not exceed 80 percent of total eligible project costs. Recipients are required to contribute a local matching share of no less than 20 percent of total eligible project costs. This match can be met through in-kind contributions or other non-Federal sources

SCHEDULE

MILESTONES	SCHEDULE
Application period opens	February 21, 2024
Planning and demonstration applications due	April 4, 2024 May 16, 2024 August 29, 2024
Implementation pre-applications due	April 17, 2024
Implementation applications due	May 16, 2024
Awarded projects announced	First round: May 2024 Second round: Not specified Final round: November 17, 2024
Agreements executed	12 months after award
Projects can begin	12 months after award

TYPES OF PROJECTS FUNDED

This grant funds two types of projects, as outlined below:

- ▶ **Planning and Demonstration Grants are for applicants without Action Plans.** They fund the development or refinement of comprehensive safety action plans, defined as a strategic document that outlines effective measures to reduce road accidents and injuries. These grants also support further safety analysis and pilot projects to test new safety improvements. Example projects include:
 - ✔ Comprehensive safety analysis to identify high-risk areas.
 - ✔ Community engagement activities to gather input on safety concerns.
 - ✔ Development of goals and strategies for reducing roadway fatalities and serious injuries.
 - ✔ Planning and design for quick-build safety improvements as demonstration projects.
 - ✔ Quick-build strategies to test roadway design changes, such as temporary bike lanes or pedestrian zones.
 - ✔ MUTCD Engineering Studies for new traffic control devices or markings.
 - ✔ Pilot programs for new safety technologies or approaches, such as adaptive signal control technology or pedestrian safety interventions.
- ▶ **Implementation Grants are for applicants who have an Action Plan or a similar document that meets several criteria.** This type of grant helps execute specific safety-enhancing strategies and projects outlined in the plan, along with additional planning and demonstration efforts to update and improve the plan based on the latest insights. Example projects include:
 - ✔ Infrastructure projects focused on improving pedestrian and bicyclist safety, such as crosswalk enhancements, traffic calming measures, and protected bike lanes.
 - ✔ Carrying out demonstration projects identified in an Action Plan, such as behavioral campaigns targeting specific safety issues like impaired driving, speeding, or pedestrian visibility.
 - ✔ Operational improvements, including dynamic speed limit signage, improved street lighting, and intersection safety upgrades.
 - ✔ Detailed design and engineering of safety improvements identified in an action plan.
 - ✔ Environmental review and permitting processes for large-scale infrastructure projects.
 - ✔ Development and testing of innovative technologies or approaches to be implemented as part of an Action Plan.

Applicants are encouraged to approach the application process with a holistic view, considering the interconnectedness of various safety strategies and the potential for integrated solutions to address complex safety issues. By focusing on comprehensive planning and engagement, entities can craft robust proposals that demonstrate a clear vision for significantly improving roadway safety in their communities.

Memo

CITY OF
ASHLAND

Date: May 13, 2024
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Oregon Department of Transportation – ADA Improvements (Rocks)

BACKGROUND:

Before the Transportation Advisory Committee is a discussion on whether or not to support the previously submitted Historic Preservation Advisory Committee letter submitted to ODOT regarding the installation of tactile rocks adjacent to ADA curb ramps within ODOT's jurisdiction.

The letter is attached for reference and discussion purposes.

CONCLUSION:

The Committee should discuss the letter and decide if the Chair should sign or create a similar letter to send to ODOT for design consideration of the Phase 2 ADA program that will be constructed in Ashland within ODOT right of way.

Attachment A



March 6, 2024

Oregon Department of Transportation
ADA Program
Attn: Charlotte Helmer, *Architectural Historian*
4040 Fairview Industrial Drive SE, Salem, OR 97302

RE: **Curb Ramps Downtown Ashland**

Dear Charlotte et al.,

The Ashland Historic Preservation Advisory Committee would like to request that the Phase I ODOT ADA Curb Ramps in the Ashland Downtown Historic District be reconstructed in a style that is in line with the qualities of our city's historic core.

Generally, we find that the installation and workmanship of the cobblestones that were used to create non-walkable surfaces around the curb ramps is quite unsightly. Many of the stones are covered with mortar, the spacing, size and elevation is inconsistent, and the grout is messy and uneven.

We request that all cobblestone areas be removed and replaced with loose, washed round rock cobble that is $\frac{3}{4}$ -inch to $1\frac{1}{2}$ -inches set below the edge of the curb by at least one-inch and of a uniform color that matches the adjacent concrete. For areas that are greater than two feet wide, we request the areas be planted with drought tolerant species and mulched with the same cobble. (*See attached images*)

Furthermore, we request that future curb ramps constructed in the Ashland Downtown Historic District adhere to these recommendations moving forward.

We also noticed a few very small or narrow curb enclosed areas that were filled with cobblestones that looked very odd and suggest that concrete paving would be more appropriate, similar to the "pedestrian safety islands" in the middle of Hwy. 99 where the crosswalks are very lengthy.

We thank you for your time and consideration.

Kind Regards,

Beverly Hovenkamp, *Chair*
Ashland Historic Preservation Advisory Committee

ASHLAND HISTORIC PRESERVATION ADVISORY COMMITTEE
51 Winburn Way Tel: 541.488.5305
Ashland Oregon 97520 Fax: 541.552.2050
Ashland.or.us TTY: 800.735.2900



Attachment A



CC:

File

Sarah Jalving, *SHPO/ODOT Liaison for Historic Resources*

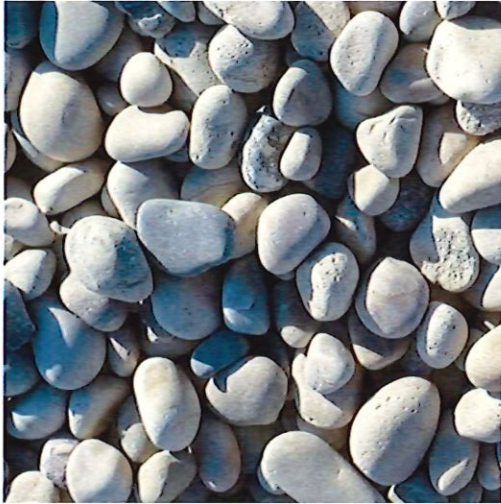
Melissa Sutkowski, *ADA Project Delivery Manager*

Tony Snyder, *ADA Program Manager*

Jerry Marmon, *Area Manager for Region 3*

Scott Fleury, *City of Ashland Public Works Director*

Brandon Goldman, *City of Ashland Community Development Director*



Washed Rock - 1½-inch uniform color.



Planted Areas in curb (Sisters, OR)

ASHLAND HISTORIC PRESERVATION ADVISORY COMMITTEE

51 Winburn Way
Ashland Oregon 97520
Ashland.or.us

Tel: 541.488.5305
Fax: 541.552.2050
TTY: 800.735.2900



Attachment A



Planted Areas in curb (Sisters, OR)

ASHLAND HISTORIC PRESERVATION ADVISORY COMMITTEE

51 Winburn Way
Ashland Oregon 97520
Ashland.or.us

Tel: 541.488.5305
Fax: 541.552.2050
TTY: 800.735.2900



Memo

CITY OF
ASHLAND

Date: May 15, 2024
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Planning Commission Study Session – Presentation

BACKGROUND:

The Transportation Advisory Committee will be presenting before the Planning Commission at the May 28th Study Session.

Presentation Outline:

1. Capital/Infrastructure Project Development
 - a. Master Plan
 - b. Public Outreach/Participation
 - c. Council Approval of CIP
 - d. Budget Appropriations
2. Project Implementation
 - a. Preliminary Engineering
 - b. Final Engineering
 - c. Construction Administration
 - d. Construction
3. Workplan Elements
 - a. Transportation System Plan
 - i. 18-24 Month Process to develop TPR compliant document
 - ii. Grant funded through ODOT with City Match (soft)
 - iii. High level of public engagement required
 1. Community
 2. Underserved Populations
 3. Advocacy Groups
 4. Committees
 5. SOU
 6. Downtown Business
 - iv. Equity for All Network Users
 - v. Street Design Standards (new cross sections)
 - vi. New policies, goals and levels of service
 - vii. New fiscally constrained capital plan
 - viii. Parking rules complicate transportation network issues (CFEC and Residential Program)
 - ix. Vision Zero Action Plan & Safe Roads for All – Safety Plan (grant)
 1. Traffic crash and near miss review
 2. Public Education/Outreach
 3. Traffic Calming
 4. 20 Is Plenty

- b. Capital Roadway Projects (protected bike lane focus, sidewalk infill and ADA)
 - i. Ashland Street
 - ii. North Mountain Avenue
 - iii. Clay Street (design/right of way)
 - iv. Oak Street (design)
- c. Public education and outreach (outside of Vision Zero/SS4A)
- d. Traffic calming program (outside of Vision Zero/SS4A)
- e. Bike parking inventory and improvement program
- f. RVTB support
- g. ODOT collaboration
- h. Encroachment ordinance updates (parklet program)

CONCLUSION:

Action required, review the memo and outline of presentation information and recommend any changes/updates.

Memo

CITY OF
ASHLAND

Date: May 16, 2024
From: Scott A. Fleury
To: Transportation Commission
RE: Vision Zero Action Plan Development

BACKGROUND:

At the April 18, 2024 TAC meeting the group discussed development of a working group for the action plan to include TAC members, staff and various stakeholder representatives. With Public Works applying for a Safe Streets and Roads for All Safety Action Plan, staff envisions a nexus to that work with the development of a Vision Zero Action plan.

Staff still recommends developing a Management Advisory Committee to assist with the Vision Zero Action Plan and if awarded the SS4A Safety Action Plan. Staff recommends proceeding slowly with the Action Plan development until it is known if the City will receive the SS4A grant. Grant awards for this round of SS4A funding are expected to be announced in August.

CONCLUSION:

Action required: Committee should discuss next steps for a Vision Zero Action Plan.

City of Ashland Vision Zero Action Plan



Acknowledgements

City of Ashland Council

Mayor Tonya Graham

Dylan Bloom

Paula Hyatt

Gina DuQuenne

Eric Hansen

Jeff Dahle

Bob Kaplan

City of Ashland Transportation Commission

Linda Peterson-Adams

Corrine Vievielle

Joseph Graf

Holly Christiansen

Dylan Dahle

Mark Brouillard

Julia Sommer

Nick David

Dave Richards

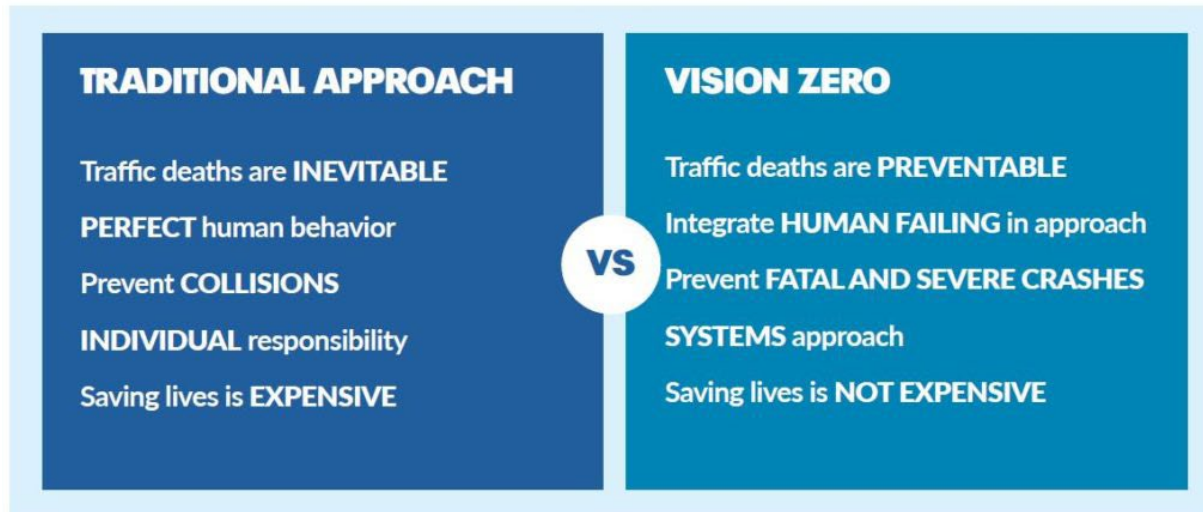
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Section 1: Introduction

Section 1.1 Purpose

“Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all”.



Vision Zero starts with the ethical belief that everyone has the right to move safely in their communities, and that system designers and policy makers share the responsibility to ensure safe systems for travel.

Vision Zero is a significant departure from the status quo in two major ways:

1. Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities. This means that system designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes.
2. Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, policymakers, and public health professionals has not been the norm. Vision Zero acknowledges that many factors contribute to safe mobility -- including roadway design, speeds, behaviors, technology, and policies -- and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

The Vision Zero Program and Action Plan outline the City of Ashland’s commitment and long-term strategy for eliminating deaths and serious injuries from the transportation system with a focus on equity.

Section 1.2 Vision Zero Resolution

RESOLUTION NO. 2024 - 06

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ASHLAND, OREGON SETTING AS OFFICIAL POLICY THE VISION ZERO GOAL THAT NO LOSS OF LIFE OR SERIOUS INJURY ON OUR TRANSPORTATION SYSTEM IS ACCEPTABLE.

RECITALS:

- A.** The life and health of the City of Ashland's residents are our utmost priority.
- B.** No one should die or be seriously injured on our transportation system.
- C.** Communities of Concern face a disproportionate risk of traffic injuries and fatalities.
- D.** Vision Zero is an approach to transportation safety that accepts no loss of life or serious injuries on the transportation system.

THE CITY OF ASHLAND RESOLVES AS FOLLOWS:

SECTION 1. The Ashland City Council sets as official policy Vision Zero's goal of zero fatalities or serious injuries on our transportation system.

SECTION 2. The Ashland City Council supports efforts by the City of Ashland and our regional partners to eliminate deaths and serious injuries on our transportation system, with an emphasis on the most vulnerable users.

SECTION 3. The Ashland City Council supports efforts by the City of Ashland's Transportation, to develop a Vision Zero Action Plan that develops and prioritizes safety improvements for people walking, bicycling, using mobility devices and driving motorized vehicles.

SECTION 4. This Resolution takes effect upon signing by the Mayor. This resolution was duly PASSED and ADOPTED this 5th day of March 2024.

Section 2: Guiding Principles

Section 2.1: Equity

The City's Vision Zero Action Plan shall be equitable and acknowledge the disproportionate burden of traffic crashes on people of color, low-income households, people with limited English proficiency, persons with disabilities or other mobility impairments, and other vulnerable groups. It will prioritize safety improvements for these populations.

The action plan will focus on filling gaps in transportation infrastructure where injuries and fatalities occur and where missing links limit transportation options, particularly for the underserved communities.

It will employ enforcement strategies that focus primarily on the most dangerous behaviors like speeding, impairment, and distraction. It will not result in racial profiling.

Section 2.2: Data Driven Decision Making

Crash, speed and volume data will be regularly gathered and updated to identify the locations, behaviors, and other conditions related to deaths and serious injuries on our streets.

Demographic data will be used to prioritize underserved communities.

The impacts and effectiveness of actions taken will be evaluated and publicly reported.

Section 2.3: Coordination and Accountability

Actions will have clearly defined roles, responsibilities and expectations among the departments working on implementation.

The City will work local and regional partners to maximize the impact of the Vision Zero Action Plan.

3.0 Transportation in Ashland

3.1 High Crash Network

3.2 Communities of Concern

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