

Note: Anyone wishing to speak at any Transportation Advisory Committee meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and City for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

TRANSPORTATION ADVISORY COMMITTEE

January 16, 2025

AGENDA

CALL TO ORDER: 6:00 PM: Meeting held virtually via Zoom.

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

- I. ANNOUNCEMENTS**
- II. CONSENT AGENDA**
 - A.** Approval of December 19, 2024 Minutes
- III. PUBLIC FORUM (6:05–6:20)**
- IV. REPORTS FROM OTHER CITY COMMITTEES (6:20–6:30)**
- V. NEW BUSINESS**
 - A.** Capital Plan Review (2023–2025) and Discussion for 2025–2027 Biennium Budget (6:30–7:15, action required, discuss capital plan for current biennium and future capital plan for 2025–2027)
- VI. UNFINISHED BUSINESS**
 - A.** E-Bike Municipal Code Update (7:15–7:30, action required, review current code and request to Council for update to incorporate E-Bike/micromobility device regulations)
 - B.** Legislative Letter Regarding E-Bikes and Micromobility Devices (7:30–7:40, action required, review draft letter from Chair)
- VII. INFORMATIONAL ITEMS**
 - A.** Safe Streets and Roads for All (SS4A) Grant Process Update
 - B.** Transportation System Plan Update
 - C.** Traffic Enforcement – Officer retirement
- VIII. AGENDA BUILDING – Future Meetings**
- IX. ADJOURNMENT: 8:00 PM**

Next Meeting Date: February 20, 2025

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please email scott.fleury@ashland.or.us. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102–35.104 ADA Title I).

**CITY OF
ASHLAND**



Memo

CITY OF
ASHLAND

Date: January 8, 2025
From: Scott A. Fleury
To: Transportation Commission
RE: Capital Improvement Program-Roadway, Bicycle and Pedestrian Networks Review (2023-2025)

BACKGROUND:

The Transportation Advisory Committee is charged with providing a review and recommendations regarding the transportation (vehicle, bicycle, pedestrian) networks to the Public Works Director. The Capital Improvement Plan (CIP) is updated every two years to coincide with the biennium budget development. A two (2) and six (6) year plan is typically developed following recommendations from the Transportation System Plan CIP along with alternations from staff based on changing policies and priorities of the City Council.

2.13.030 Powers and Duties, Generally

C. Funding: will make recommendations to the Public Works Director on the transportation section of the City's Capital Improvements Program;

Current Biennium CIP Background

February 16, 2023 Committee Meeting:

At the February Committee Meeting, the Committee recommended approval of the Transportation Capital Improvement Program, with one alteration. The recommended change was to move Lithia Way Bike Boulevard and Water Street Bike Boulevard up in the priority list. Staff has made the recommended changes to the CIP document and it is attached for reference.

Operational Breakdown

Street Division:

The Street Fund has two components; operations and systems development charges (SDC) fund accountability. Division personnel are shared with the storm drain division; with the street division having a dedicated 8.1 FTE, including a maintenance/capital project manager. Division members maintain street and bike lane surfaces (sweeping, pothole corrections, crack seal, paving, ditch cleaning, signage and pavement markings), city sidewalks, railroad crossings and conduct debris and snow removal as required. Further, street division staff perform locates for both wastewater and storm drain infrastructure as well as ensure compliance with vegetation code.

Current Project Status:

A spreadsheet of the transportation network projects for the current biennium is attached for reference.

1. Chip Seal

- a. The chip seal project is essentially complete with the City expending a majority of the grant funding received to chip seal dirt roads throughout the City.

2. Hardesty Site Development & Equipment Storage

- a. Staff has coordinated with S&B James over the current biennium to relocate a metal building currently at the B St. yard to the Hardesty property and construct a new metal storage building. The design is essentially complete, but the costing is significantly higher than originally envisioned. This project is on hold currently. Relocating from B St. would allow the City to divest of the property for a higher and better use.

3. Clay Street - 300-ft north of Takelma to Siskiyou Boulevard

- a. An Intergovernmental Agreement is in place with the Oregon Department of Transportation (ODOT) for preliminary design and right of way. Staff expects ODOT to obtain consultant services to begin project in spring/summer of 2025 with the City providing the required 10% match for these phases at that time. The process will take up to 24 months and additional funds for construction will most likely be needed through the Rogue Valley Metropolitan Organization.

4. Ashland St - Siskiyou Blvd to Faith St

- a. The Ashland Street rehabilitation project is complete and operational.

5. N Mountain Ave Rehabilitation - I-5 Overpass to E Main St

- a. Dowl has completed a majority of the design work for the rehabilitation project. They were recently charged with a change order to add in the design of a new watermain from East Main to Hersey Street due to age and elevation of piping. The City has also been coordinating the improvement with Central Oregon and Pacific Railroad and recently received a cost estimate for the improvement of the rail crossing that was approximately 4-5 times higher than what was previously done and paid for as part of the Hersey St. rehabilitation. This will need to be resolved moving forward. Staff will look to utilize the Oregon Transportation Infrastructure Funding Bank to fund the project (paid with Food and Beverage revenues).

6. Oak Street Rehabilitation -East Main to City Limits

- a. Staff to develop final Qualifications Based Solicitation Document for the design and construction administration for this project and release in spring/summer of 2025. Construction would not occur until 2027 at the earliest.

7. Beaver Slide - Water Street to Lithia Way

- a. No new action on this project. Project to continue if recommended into 2025-2027 biennium.

8. B Street Bicycle Boulevard - From Oak Street to N Mountain Avenue

- a. The corridor safety analysis is complete with recommendations from Kittelson. Recommendations include lowering speed limit to 20 mph, installing sharrows, mini-roundabouts and a 4-way stop at B St. and Third St. The Street Division will do a majority of the improvement work when they start the signage and striping work (spring/summer of 2025).

9. 8th Street Bicycle Boulevard - A Street to E Main Street

- a. Tied to B St. project, see above.

10. Transportation System Plan Update

- a. ODOT has created the statement of services and the solicitation document is in the final stages of Department of Justice approval. ODOT staff expect the solicitation to be advertised to its short-listed consultant group in early February.

11. SS4A Action Plan

- a. This is an additional planning effort that will take place in 2025 under a Federal Highway Administration grant. Staff is waiting for FHWA approval of the grant agreement and recently reached out for an update. Staff has a draft solicitation document that will be edited and advertised once the grant agreement is in place (February/March).

How are Transportation CIP projects developed?

The Transportation System Plan (TSP) is the fundamental planning document that analyzes all transportation modes in the City and recommends improvements and changes to meet the transportation needs of the community.

The TSP is required to meet the Transportation Planning Rule (TPR) (OAR 660-12).

When developing a TSP goals and objectives are developed that outline the “direction” the Community wishes to head with respect to its transportation options and associated improvements. Once the goals are agreed upon then existing conditions are analyzed and future conditions are predicted. This future analysis leads to development of improvement alternatives. Once all of the projects are defined an implementation plan is developed. The general layout of a TSP/process is shown below. With all master plans developed by the City public engagement is a priority and facilitated in various ways including, through open houses, committee participation, Commission review and Council presentations.

1. Develop Public Engagement Plan
2. Goals and Objectives
3. Existing Conditions
4. Future Conditions
5. Solutions Development and Evaluation
6. Funding Program
7. Final Documentation
8. Plan Adoption

Project 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.

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

CONCLUSION:

No formal action is required of Committee at this time, this is for informational purposes. Staff will bring forward a draft CIP document for the 2025-2027 Biennium for consideration at a future meeting. Questions are welcomed.

Memo

CITY OF
ASHLAND

Date: January 7, 2025
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: E-Bikes Regulations – Ashland Municipal Code

BACKGROUND:

This is a continued discussion topic of the TAC. At the December 19, 2024 meeting the TAC provided a motion to recommend to the City Council the TAC review and recommend updates to the municipal code for E-bikes and micromobility devices.

Motion by Brouillard, 2nd by Dahle, **“The Transportation Advisory Committee recommends the Council request staff investigate municipal code development regarding E-Bike regulations”**.

All approved.

Staff has drafted a simple Council Communication and attached the current municipal code regulating vehicles/traffic for reference.

Staff has also attached the specific E-bike regulations developed by the City of Eugene for reference as well.

<https://www.eugene-or.gov/491/Safety-Laws>

In addition to potential code updates for regulating E-bikes, the TAC was also interested in education and outreach measures promoting E-bike safety within the City.

1. Coordinate with RVTB on education
2. Develop brochures and educational materials
 - a. City website
 - b. Bike shops
 - c. Utility Billing flyer
 - d. Southern Oregon University
 - e. Safe Routes to School Coordinator
 - f. Ashland School District
 - g. Ashland Police Department

CONCLUSION:

Action required, review staff report and current code and provide comments recommendations for alterations if necessary.



Council Business Meeting

February X, 2025

Agenda Item	Ashland Municipal Code Update – Transportation Advisory Committee Recommendation E-Bike Regulations	
From	Scott Fleury PE Linda Peterson-Adams	Public Works Director Transportation Advisory Committee – Chair
Contact	scott.fleury@ashland.or.us	
Item Type	Requested by Council <input type="checkbox"/> Update <input type="checkbox"/> Request for Direction <input checked="" type="checkbox"/> Presentation <input type="checkbox"/> Consent <input type="checkbox"/> Public Hearing <input type="checkbox"/> New Business <input type="checkbox"/> Unfinished Business <input type="checkbox"/>	

SUMMARY

At the December 19, 2024 the Transportation Advisory Committee (TAC) discussed E-bikes, micromobility devices and their associated local and statewide regulations. The TAC is recommending to Council they be authorized to review Ashland Municipal Code (AMC) Title 11 to recommend changes that incorporate appropriate E-bike and micromobility device regulations.

POLICIES, PLANS & GOALS SUPPORTED

Quality of life that underpins the City's economic vibrancy

Excellence in governance and City services

Quality infrastructure and facilities through timely maintenance and community investment

BACKGROUND AND ADDITIONAL INFORMATION

The TAC had multiple discussions in late 2024 regarding E-bike safety and development of specific regulations, reference attached meeting minutes. During the December meeting discussion, the TAC motioned to recommend to Council that staff time be utilized to develop updated Municipal Code language regulating E-bikes specifically, but micromobility devices should also be considered.

December 19, 2024 TAC Meeting Motion:

Motion by Brouillard, 2nd by Dahle, **“The Transportation Advisory Committee recommends the Council request staff investigate municipal code development regarding E-Bike regulations”.**

All approved.

As part of their approved workplan, the TAC will also be pursuing education and outreach measures associated with E-bike safety and current state restrictions/regulations. This will include coordinating with the new Safe Routes to School regional coordinator, developing brochures and informational items that can be posted on the City website, within the utility billing flyer and local bike shops. The Rogue Valley Transportation District (RVTD) is also interested in partnering with the City on education and outreach as they teach and E-bike class annually.

FINANCIAL CONSIDERATIONS

Fiscal impacts are associated with the necessary staff time to develop Municipal Code updated language and bring forward to Council for consideration. Public Works staff would expect to coordinate with the Legal Division and the TAC on code language and hold a public hearing at a TAC meeting to take initial comment on any proposed regulations.





Council Business Meeting

SUGGESTED ACTIONS, MOTIONS and/or OPTIONS

I move accept the TAC's recommendation and direct staff to begin the process of developing updated municipal code regulations regarding E-bikes and micromobility devices.

REFERENCES & ATTACHMENTS

1. Ashland Municipal Code Title 11
2. City of Eugene E-bike regulations

Capital Improvements Plan 2024-2029 Construction Years		Regulatory	Capacity	Deficiency	Life Cycle	Project Totals FY24-FY29														
Project Description						FY24	FY25	FY26	FY27	FY28	FY29	Project Totals	Street SDC	Other (grants)	Fees & Rates (debt)					
Roadway																				
Hardware Site Development & Equipment Storage			X			780,440	\$	\$	-	\$	-	\$	780,440	\$	-	\$	780,440			
City Wide Chip Seal Project			X			255,000	\$	-	-	-	-	\$	255,000	\$	-	\$	255,000			
City Street - Faith Avenue to Siskiyoun Boulevard (STBG/CMAQ)			X			579,754	\$	1,000,000	\$	1,125,000	\$	-	\$	2,704,754	\$	-	\$	6,981,195		
Subtotal Roadway						1,360,194	\$	1,255,000	\$	1,125,000	\$	-	\$	3,740,194	\$	-	\$	6,981,195		
Street Overlays/Reconstructions		PCI																		
Ashland St - Siskiyoun Blvd to Faith St		35.42	X	X	X	2,500,000	\$	-	-	-	-	\$	2,500,000	\$	-	\$	2,500,000			
N Mountain Ave - I-5 Overpass to E Main St		59.36	X	X	X	5,000,000	\$	5,500,000	\$	-	-	\$	10,500,000	\$	-	\$	10,500,000			
Oak St - City Limits to E Main St		23.83	X	X	X	-	\$	1,000,000	\$	7,000,000	\$	-	\$	8,000,000	\$	-	\$	8,000,000		
Siskiyoun Blvd - E Main St to Walker St		43.70	X	X	X	-	\$	1,000,000	\$	5,000,000	\$	-	\$	11,000,000	\$	-	\$	11,000,000		
Park St - Siskiyoun Blvd to Crestview Dr		24.97	X	X	X	-	\$	-	-	-	-	\$	3,000,000	\$	-	\$	3,000,000			
W Nevada St - Yonson St to Oak St		40.38	X	X	X	-	\$	-	-	500,000	\$	2,000,000	\$	2,500,000	\$	-	\$	2,500,000		
Subtotal Street Improvements/Overlays						7,500,000	\$	6,500,000	\$	8,000,000	\$	5,000,000	\$	6,000,000	\$	-	\$	37,500,000		
Sidewalk/Pedestrian																				
Beaver Slide - Water Street to Lithia Way			X	X	X	-	\$	285,000	\$	-	-	\$	285,000	\$	276,792	\$	-	\$	8,208	
Walker Avenue - Oregon Street to Woodland Drive			X	X	X	-	\$	-	300,000	\$	-	\$	300,000	\$	75,000	\$	225,000	\$	-	
Ashland Street - Liberty Street to S Mountain Avenue			X	X	X	-	\$	-	-	400,000	\$	-	\$	400,000	\$	300,000	\$	-	\$	
City St - Siskiyoun Boulevard to Melrose Street			X	X	X	-	\$	-	-	-	425,000	\$	-	\$	106,250	\$	318,750	\$	-	
Lincoln Street - E Main Street to Inna Street			X	X	X	-	\$	-	-	-	-	\$	300,000	\$	75,000	\$	225,000	\$	-	
Subtotal Sidewalk/Pedestrian						-	\$	285,000	\$	300,000	\$	400,000	\$	300,000	\$	633,042	\$	1,068,750	\$	8,208
Bicycle																				
B Street Bicycle Boulevard - From Oak Street to N Mountain Avenue			X	X	X	50,000	\$	75,000	\$	-	-	\$	125,000	\$	42,375	\$	12,500	\$	70,125	
8th Street Bicycle Boulevard - A Street to E Main Street			X	X	X	-	\$	35,000	\$	-	-	\$	35,000	\$	11,865	\$	3,500	\$	19,635	
Hershey Street Protected Bike Lane Conversion (N. Main/N. Mountain)			X	X	X	-	\$	648,722	\$	-	-	\$	648,722	\$	-	\$	648,722	\$	-	
Water Street Bicycle Boulevard - From Hershey Street to N Main Street			X	X	X	-	\$	-	50,000	\$	-	\$	50,000	\$	16,950	\$	3,000	\$	28,950	
Lithia Way Bicycle Boulevard - From Oak Street to Helmon Street			X	X	X	-	\$	-	80,000	\$	-	\$	160,000	\$	54,240	\$	16,000	\$	89,760	
Walker Avenue Bicycle Boulevard - From Siskiyoun Boulevard to Prachey Road			X	X	X	-	\$	-	-	-	65,000	\$	-	\$	65,000	\$	22,035	\$	6,500	
Ashland St - Morton St to University Way			X	X	X	-	\$	-	-	-	50,000	\$	-	\$	50,000	\$	16,610	\$	5,000	
Oregon/Clark Street Bicycle Boulevard - Indiana Street to Harmon Lane			X	X	X	-	\$	-	-	-	-	\$	65,000	\$	21,593	\$	6,500	\$	36,907	
Subtotal Bicycle						50,000	\$	758,722	\$	130,000	\$	80,000	\$	115,000	\$	185,668	\$	703,722	\$	309,332
TRANSPORTATION						8,910,194	\$	8,798,722	\$	9,555,000	\$	5,480,000	\$	6,540,000	\$	4,865,000	\$	44,148,916	\$	8,783,667

Title 11

VEHICLES AND TRAFFIC

Chapters:

- 11.04** **Adoption of State Law**
- 11.08** **Definitions**
- 11.12** **Traffic Control**
- 11.16** **General Regulations**
- 11.20** **Signs And Signals**
- 11.22** **Vehicle Chains Required**
- 11.26** **Parking Regulations**
- 11.40** **Parades And Processions**
- 11.44** **Pedestrians**
- 11.52** **Bicycles**
- 11.54** **Skateboards**
- 11.60** **Truck Routes**

Chapter 11.04

ADOPTION OF STATE LAW

Sections:

- 11.04.010** **Adoption of State Motor Vehicle Laws**

11.04.010 **Adoption of State Motor Vehicle Laws**

The Oregon Vehicle Code, being Chapter [801](#) through and including [822](#) of the Oregon Revised Statutes, are hereby adopted in full. (Ord. 2376 § 1, amended, 1985; Ord. 2329 § 1, amended, 1984; Ord. 1557 § 1, amended, 1968)

Chapter 11.08

DEFINITIONS

Sections:

- 11.08.010** **Definitions - Generally**

- 11.08.020 Alley**
- 11.08.030 Bicycle**
- 11.08.040 Bus stand**
- 11.08.050 Curb**
- 11.08.060 Holidays**
- 11.08.070 Loading zone**
- 11.08.080 Block**
- 11.08.090 Parkway**
- 11.08.100 Passenger loading zone**
- 11.08.110 Pedestrian**
- 11.08.120 Person**
- 11.08.130 Stop**
- 11.08.140 Taxicab stand**

11.08.010 Definitions - Generally

Except where the context clearly indicates a different meaning, the words and phrases in this Title [11](#) have the meanings ascribed to them in the following sources and, in the event of differing definitions of particular words or phrases, in the following order of priority: (1) the motor vehicle laws of Oregon; (2) this Section [11.08.010](#); or (3) common usage. (Ord. 3122, amended, 2016; Ord. 1557 § 2 (part), amended, 1968)

- A. “Abandoned vehicle” means any vehicle that has been deserted or relinquished without claim of ownership. A vehicle shall be considered abandoned if it has remained in the same location for more than 72 hours and one or more of the following conditions exist:
1. The vehicle has an expired registration sticker or trip permit affixed to it;
 2. The vehicle appears to be inoperative or disabled; or
 3. The vehicle appears to be wrecked, partially dismantled or junked.
- B. “Block” means a segment of street bounded by consecutive cross streets or intersecting streets or land designated as a block on any recorded subdivision map. In addition, “block” also means the Plaza area bounded by and including, East Main Street, North Main Street, and Winburn Way. For purposes of this definition, an alley is not a street.
- C. “Block Face” means one side of a particular block, but not the opposite side.
- D. “In Front of or Contiguous to” means the right-of-way directly in front of and on the same side of the street of the real property of the vehicle owner or the owner’s designee and also includes 22 feet in any direction from the point where the lot line of such real property intersects the right-of-way. “Contiguous to” also means in the nearest

parking bay in the right-of-way in either direction and on either side of the street from the real property of the vehicle owner or the owner's designee.

1. "Owner's designee" means that person responsible for placement, or allowing for or assisting in the placement of the subject vehicle.

E. "Official" or "officially" means established by the City, state, or federal government or its designee acting to create, authorize or permit according to its lawful authority;

F. "Owner" or "owner of a vehicle" means the person listed as the owner of a vehicle in the records of a state department of transportation.

G. "Oversized Vehicle" means any vehicle, whether motorized or nonmotorized, that exceeds 22 feet in length, or 94 inches in width or 92 inches in height. Any extension caused by any accessory, with the exception of side view mirrors, trailer hitches or roof racks, attached to such vehicle shall be considered part of the measured distance. As used in Title [11](#), the term "oversized vehicle" includes all buses, tractors, semi-trailers, motor coaches, trailers, campers, camper-trailers, house-cars, trailer coaches, trailer houses, motor homes, boats horse trailers, mobile homes, utility trailers, and other equipment or machinery, or other recreational vehicles regardless of width, length or height. As used in Title [11](#), the term "oversized vehicle" excludes automobiles, pickup trucks, sport utility vehicles and passenger vans that would not exceed 92 inches in height but for aftermarket suspension system modifications or oversized tires.

H. "Parking Violation" means violation of any parking prohibition, limitation or regulation of the City of Ashland or the State of Oregon.

I. "Personal Vehicle" means a vehicle other than a Commercial Vehicle as defined in ORS [801.210](#).

J. "Rental or Leasing Company" means any person engaged in the business of renting or leasing motor vehicles to the public.

K. "Vehicle" means any device, or substantial component thereof, that is propelled or powered by any means in, upon, or by which a person or property is or may be transported upon a public highway, including trailers and campers.

11.08.020 Alley

Means a narrow street through the middle of a block. (Ord. 1557 § 2(1), amended, 1968)

11.08.030 Bicycle

Means a device propelled by human power upon which a person may ride, having two (2) or more tandem wheels either of which is over twenty (20) inches in diameter. (Ord. 1557 § 2(2), amended, 1968)

11.08.040 Bus stand

Means a fixed area in the roadway adjacent to the curb to be occupied exclusively by buses for layover in operating schedules or waiting for passengers. (Ord. 1557 § 2(3), amended, 1968)

11.08.050 Curb

Means the extreme edge of the roadway. (Ord. 1557 § 2(4), amended, 1968)

11.08.060 Holidays

Where used in this chapter or on signs erected in accordance with this chapter, means Sundays, New Year's Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day, and any other legal holiday designated as such by the statutes of the state. (Ord. 1557 § 2(5), amended, 1968)

11.08.070 Loading zone

Means a space adjacent to a curb reserved for the exclusive use of vehicles during the loading or unloading of passengers or material or freight. (Ord. 1557 § 2(6), amended, 1968)

11.08.080 Block

A segment of a street bounded by consecutive cross streets or intersecting streets or land which is designated as a block on any recorded subdivision map. Notwithstanding the above, for purposes of Chapter [11.26](#) a block shall also include the plaza area bounded by and including, East Main Street, North Main Street, and Winburn Way. (Ord. 2967, amended, 10/07/2008)

11.08.090 Parkway

Means that portion of a street not used as a roadway or as a sidewalk. (Ord. 1557 § 2(8), amended, 1968)

11.08.100 Passenger loading zone

Means a loading zone reserved only for the loading or unloading of passengers and their luggage. (Ord. 1557 § 2(9), amended, 1968)

11.08.110 Pedestrian

Means a person on foot. (Ord. 1557 § 2(10), amended, 1968)

11.08.120 Person

Means a natural person, firm, partnership, association, or corporation. (Ord. 1557 § 2(11), amended, 1968)

11.08.130 Stop

Means complete cessation of movement. (Ord. 1557 § 2(12), amended, 1968)

11.08.140 Taxicab stand

Means a fixed area in the roadway adjacent to the curb set aside for taxicabs to stand or wait for passengers. (Ord. 1557 § 2(13), amended, 1968)

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)

Chapter 11.16 GENERAL REGULATIONS

Sections:

- 11.16.090 Boarding or alighting from vehicles**
- 11.16.110 Unlawful riding**
- 11.16.120 Clinging to Vehicles**
- 11.16.140 Skis on streets**
- 11.16.150 Damaging sidewalks and curbs**
- 11.16.160 Obstructing streets**
- 11.16.170 Failure to remove glass and debris**

11.16.090 Boarding or alighting from vehicles

No person shall board or alight from a vehicle while the vehicle is in motion. Boarding or alighting from vehicles is a Class II violation. (Ord. 3027, amended, 08/03/2010)

11.16.110 Unlawful riding

No person shall ride on a vehicle upon any portion thereof not designed or intended for the use of passengers. This provision shall not apply to an employee engaged in the necessary discharge of a duty, or to a person or persons riding within truck bodies in space intended for merchandise. Unlawful riding is a Class II violation. (Ord. 3027, amended, 08/03/2010)

11.16.120 Clinging to Vehicles

No person riding upon a bicycle, motorcycle, coaster, roller skates, sled, or toy vehicle shall attach the same or himself to a moving vehicle upon the streets. Clinging to vehicles is a Class II violation. (Ord. 3027, amended, 08/03/2010)

11.16.140 Skis on streets

No person shall use the streets for traveling on skis, toboggans, sleds or similar devices except upon play streets. Skis on streets is a Class IV violation. (Ord. 3027, amended, 08/03/2010)

11.16.150 Damaging sidewalks and curbs

- A. The driver of a vehicle shall not drive upon or within a sidewalk or parkway area except to cross at a permanent or temporary driveway.
- B. No person shall place dirt, wood, or other material in the gutter or space next to the curb of a street with the intention of using it as a driveway.
- C. No person shall remove or damage a portion of a curb or move a heavy vehicle or thing over or upon a curb or sidewalk without first notifying the City Manager.
- D. Damaging sidewalks and curbs is a Class I violation. In addition to any penalties imposed, the court shall order payment of restitution. (Ord. 3192, amended, 11/17/2020; Ord. 3027, amended, 08/03/2010)

11.16.160 Obstructing streets

No person shall park or leave upon a street, including an alley, parking strip, sidewalk, or curb, a vehicle or a vehicle part, trailer, box, ware, merchandise of any description, or any other thing that in any way impedes traffic or obstructs the view, except as is allowed by this title or any ordinances of this City. (Ord. 1557 § 43, amended, 1968)

11.16.170 Failure to remove glass and debris

A party to a collision or other vehicular accident or any other person causing broken glass or other debris to be upon a street shall immediately remove or cause to be removed from the street all glass and other debris. Failure to remove glass and debris is a Class IV violation. (Ord. 3027, amended, 08/03/2010)

Chapter 11.20 SIGNS AND SIGNALS

Sections:

11.20.040 Private Marking Unlawful

11.20.040 Private Marking Unlawful

No person shall letter, mark, or paint in any manner letters, marks, or signs on a sidewalk, curb, street, or alley, or post on a parking strip anything designed or intended to prohibit or restrict parking in front of a sidewalk, dwelling house, business house, or in any alley, except in compliance with this Title. Street name signs designating privately owned streets, alleys, or driveways, may only be erected if authorized by the City Council. Location, graphics, color, materials, and height shall be to City standards as approved by the Director of Public Works. The Director of Public Works may allow painting of yellow curbs designating no parking zones at private driveways to standards established by the Director of Public Works. A permit must be obtained from the Department of Public Works prior to installation of said yellow curb. The property owner to whom the permit is issued is responsible for maintaining the yellow curb in good and visible condition. Private marking is a Class I violation. (Ord. 3027, amended, 08/03/2010)

Chapter 11.22 VEHICLE CHAINS REQUIRED

Sections:

11.22.010 Definitions

11.22.020 Failure to Carry Chains

11.22.030 Penalty

11.22.010 Definitions

- A. *Chains.* link chains, cable chains or any other devices that attach to the wheel, vehicle or outside of the tire and that augment the traction of a vehicle.
- B. *Commercial Vehicle.* a vehicle that is used for the transportation of persons or property for compensation or profit, or that is used in conjunction with a business and the commercial vehicle weighs 10,000 pounds or more. Commercial vehicle also includes all school buses, regardless of whether the school for which the bus transporting students is public or private. (Ord. 2996, added, 10/20/2009)

11.22.020 Failure to Carry Chains

A person commits the offense of failure to carry vehicle chains if the person drives or moves, or causes or knowingly permits to be driven or moved a commercial motor vehicle on any public way within the City, without carrying vehicle chains, when Interstate 5 is posted as requiring vehicle traction tires or chains to be carried or used to proceed over the Siskiyou Mountains. (Ord. 2996, added, 10/20/2009)

11.22.030 Penalty

Any person who violates any provision of this Chapter is subject to Section [1.08.020](#) of the Ashland Municipal Code. Violation of this section is a Class III violation. If a violation is deemed to have interfered with emergency services from responding to a call, the violation is a Class I violation. (Ord. 3137, amended, 2017; Ord. 3027, amended, 08/03/2010)

Chapter 11.26 PARKING REGULATIONS

Sections:

- 11.26.010 Application of State law**
- 11.26.020 Prohibitions**
- 11.26.030 Exceptions to Prohibitions**
- 11.26.040 Obstructing Enforcement**
- 11.26.050 Abandoned Vehicles**
- 11.26.060 Storing Vehicles**
- 11.26.070 Loading Zones**
- 11.26.080 Buses or Taxis**
- 11.26.090 Penalties**

11.26.100 Restricted Parking Areas, Hours and Limits**11.26.110 Penalties, Immobilizers Installation, Towing, Warning Letter, Show Cause, and Warrants****11.26.010 Application of State law**

The requirements in this Chapter [11.26](#) are to be applied in conformance with ORS [221.275](#), ORS [221.277](#), ORS [221-285-287](#), and ORS [221.333](#), which are incorporated herein by reference.

11.26.020 Prohibitions

In addition to the parking prohibitions in the motor vehicle laws of Oregon, no person shall:

1. Except where the street is marked or where officially indicated otherwise, stand or park a vehicle in a street other than parallel with the edge of the roadway, headed in the direction of lawful traffic movement, and with the curbside wheels of the vehicle within 12 inches of the edge of the curb or, if no curb, as close as possible to the edge of the shoulder;
2. Park on a street or in a City parking lot in a manner or at a time prohibited by official signs;
3. Park on a street or in a City parking facility longer than the time specified by applicable official parking signs:
 - a. The period of time so specified shall begin when the vehicle is parked in a particular limited time zone on a particular block face; and
 - b. The period shall be terminated when the vehicle is moved and parked on a different block face, at which time a new period shall begin as stated in subsection 3.a of this section;
4. Park so as not to be entirely within the painted lines of a single parking space;
5. Park within an area marked off by traffic markers or by painted curb or pavement;
6. Park within 10 feet of a fire hydrant or within 30 feet of a fire station;
7. Park in a street intersection, including the area used for crosswalks, or upon a sidewalk, or upon a bicycle path;
8. Park upon a bridge, viaduct, or other elevated structure used as a street, or within a street tunnel, or upon any parkway, unless marked or indicated by official signage otherwise;
9. Park across or within the entrance to an alley or driveway;

10. Park in an alley, except to load and unload persons or materials for not longer than 20 consecutive minutes in any two-hour period;
11. Park in an unimproved portion of the front setback of any structure in any residential zoned district;
12. Park on any public right-of-way with expired vehicle registration;
13. Park on any public right-of-way with the principal purpose of:
 - a. Displaying the vehicle for sale;
 - b. Washing, greasing, or repairing the vehicle, except repairs necessitated by an emergency; or
 - c. Selling merchandise from the vehicle, except in an established marked place or when so authorized or licensed under the ordinances of this City;
14. Park, stand or stop a truck or bus on a public street or in a public parking area with its engine running, if such engine emits exhaust fumes into the air. Vehicle engines shall be turned off when loading and unloading passengers or merchandise. This subsection shall not apply to:
 - a. An engine running for less than five minutes;
 - b. A vehicle in the moving traffic lane waiting to move with the normal flow of traffic;
 - c. An engine needed to operate equipment used to load or unload merchandise; or
 - d. Emergency vehicles, utility company vehicles, or any construction and maintenance vehicles which have engines that must run to perform needed work; or
15. Use a parking lot owned by the City for purposes other than parking of a vehicle as defined in ORS [801.590](#) unless otherwise permitted by special use permit issued by the City Manager's Office. (Ord. 3192, amended, 11/17/2020; Ord. 3141, amended, 04/18/2017)

11.26.030 Exceptions to Prohibitions

Notwithstanding prohibitions stated in Section [11.26.020](#), parking prohibitions do not apply:

1. On days or in areas City Council has designated by resolution as exempt from posted parking time limits;
2. To official City, state or federal vehicles necessarily in use for construction or repair work, or to a vehicle with a Special Permit for Delivery, Maintenance or Construction or to federal or private vehicles primarily used for the collection, transportation, or delivery of mail and parcels;
3. To vehicles used in official public improvement projects in accordance with the terms of a public contract or official permit.

11.26.040 Obstructing Enforcement

1. No person shall erase, remove or otherwise conceal any mark made on a motor vehicle tire by a person acting within authorization by the City to enforce any provisions of Chapter [11.26](#).
2. No person shall discard, mutilate, or destroy any summons or complaint or citation formally issued for violation of any provisions of Chapter [11.26](#), if the matter complained of has not been finally resolved by the court having jurisdiction over the summons or complaint.

11.26.050 Abandoned Vehicles

1. It is unlawful to park, store, leave, or permit the parking or storing of an abandoned vehicle upon any public or private property within the City for a period of time in excess of 72 hours, unless the vehicle is (1) completely enclosed within a building; or (2) stored in connection with a lawful business enterprise allowed to store such vehicles outside.
2. If the owner of an abandoned vehicle or the private property owner or lessee responsible for placement, or allowing for or assisting in the placement of the subject vehicle in front of or contiguous to his or her real property fails to remove the vehicle after notice is provided as required in ORS [819.170](#), then the Chief of Police or the Chief's designee may tow the vehicle and dispose of it in accordance with ORS [819.110\(1\)\(a\)](#), [819.110\(2\)-\(5\)](#) and ORS [819.120](#) through ORS [819.280](#).

11.26.060 Storing Vehicles

1. Except as otherwise provided, no person owning or controlling an oversized vehicle shall cause or permit it to be parked within any public right-of-way for longer than 24 consecutive hours.
 - a. An Oversized vehicle may be legally parked on a public right-of-way in front of or contiguous to the vehicle owner's dwelling, provided it meets all of the following criteria:
 - A. Is not parked for more than 72 hours;
 - B. Does not constitute a hazard to traffic on public streets;
 - C. Does not restrict vision of motorists on a public street;
 - D. Does not obstruct view from any other property;
 - E. Has a currently valid license or registration;
 - F. Is operable, including adequate tires; and
 - G. Is attached to a vehicle if required for movement of the oversized vehicle.

- b. To comply with the 72 hour time restriction, an oversized vehicle must be moved more than 100 feet from the parked location at which the 72 hour time period has expired.
2. It is unlawful for any person to park or store any personal vehicle on any public right-of-way:
 - a. For more than 72 hours, and
 - i. In a manner that results in the accumulation of debris around or under the vehicle or in a condition that prevents it from being driven, including flat tires; or
 - ii. The personal vehicle is being used primarily as a container for the storage of personal items in or on the vehicle.

11.26.070 Loading Zones

1. No person shall stop, stand, or park a vehicle for any purpose or length of time other than for the expeditious unloading and delivery or pickup and loading of materials, freight, or passengers in a place designated as a loading zone during the hours when the provisions applicable to loading zones are in effect. A stop for loading and unloading of passengers and personal baggage must not exceed 5 minutes. A stop for loading or unloading of materials must not exceed 15 minutes.
2. No person shall stop, stand, or park a vehicle for any purpose or length of time other than for the expeditious loading or unloading of passengers in a place designated as a passenger loading zone during the hours when the provisions applicable to passenger loading zones are in effect.

11.26.080 Buses or Taxis

The driver of a bus or taxicab shall not stand or park the vehicle upon a street in a business district at a place other than at a bus stand, except that this provision shall not prevent the driver of a taxicab from temporarily stopping for the purpose of and while actually engaged in the loading or unloading of passengers or from parking in compliance with sections [11.26.020](#) through [11.26.030](#) of this chapter.

11.26.090 Penalties

Violation of any provision within [11.26.010](#) to [11.26.090](#) is a Class II violation, punishable in accordance with AMC [1.08.020](#), and the vehicle is subject to the methods for impounding, appeal, and disposition as provided under ORS [819.110](#) – ORS [819.280](#), or as may otherwise be provided in this chapter.

11.26.100 Restricted Parking Areas, Hours and Limits

1. Parking areas, effective hours, and time limits shall be established by traffic regulations promulgated and published by the City Manager as authorized in section [11.12.010](#) to [11.12.050](#).
2. *City Parking Lot.* Parking in any parking lot owned by the City shall be restricted and controlled under the authority of the City Manager. (Ord. 3192, amended, 11/17/2020)

11.26.110 Penalties, Immobilizers Installation, Towing, Warning Letter, Show Cause, and Warrants

After the City posts a notice of violation on the vehicle parked in violation of this chapter, the owner or operator of a vehicle is subject to the fines and other penalties provided in this chapter, and such vehicle is subject to the methods for impounding, appeal, and disposition as provided under ORS [819.110](#) – ORS [819.280](#), or as may otherwise be provided in this chapter.

1. *Penalties for parking violations.*
 - a. *Fines.* Presumptive fines for each parking violation and enhanced penalties for multiple parking violations within any calendar year shall be established by resolution of the City Council.
 1. A presumptive fine is the fine amount imposed against a person who pleads no contest to or is otherwise found guilty of a violation and is separate from and in addition to other penalties or charges provided herein, including any penalties for multiple parking violations.
 2. A presumptive fine for a parking violation under this section will be imposed unless the court finds reasonable grounds for either increasing or reducing the fine.
 3. Fines shall include the original ticketed amount and any enhanced penalties, if such penalties are established.
2. *Immobilizer (boot) Installation and /or Towing.*
 - a. When a registered owner of a motor vehicle has either (1) five or more outstanding unpaid City of Ashland parking violations on any number of motor vehicles, or (2) a City of Ashland parking violation, or any number of such violations, with a total unpaid balance that exceeds \$150, regardless of the number of motor vehicles involved, then any City enforcement official is authorized, directed and empowered to immobilize such a motor vehicle or vehicles found upon a public street within the City or in a City off-street parking lot by installing on or attaching to the motor vehicle a device designed to restrict the normal movement of the vehicle. In the alternative, or in addition to immobilization, after 24 hours has elapsed, any City enforcement official authorized, directed and empowered to order such vehicle towed, by a licensed tow company under contract with the City or its designee, as applicable.

- b. For purposes of this section, bail or fine shall be outstanding on a citation when the citation is issued and shall remain outstanding until the bail is posted or the fine is paid.
- c. Ten days before immobilizing or towing a vehicle according to the provisions of this section, the City, or the City's contracted parking enforcement service provider shall post a notice on the vehicle or mail a notice by certified mail, return receipt requested, to the registered owner of such vehicle as shown by the records of any relevant state motor vehicles department notifying the owner that the motor vehicle or vehicles may be immobilized and/or towed if outstanding parking bail or fines have not been paid within ten days after posting or mailing of the notice.
- d. If the vehicle is so immobilized, the person who installs or attaches the device shall conspicuously affix to the vehicle a written notice on a form approved by the City, advising the owner, driver, or person in charge of the vehicle that it has been immobilized pursuant to this section and that release of the vehicle may be obtained upon full payment of the outstanding balance owed to the contracted parking enforcement service provider. The notice shall also specify that the vehicle is subject to tow.
- e. In the event the vehicle is towed, the person who orders the tow, shall send by certified mail, return receipt requested, a notice advising the registered owner of the vehicle that it has been towed pursuant to this section and that release of the vehicle may be obtained upon receipt by the towing company of full payment of the outstanding balance owed.
- f. A vehicle towed and impounded pursuant to this section shall be held at the expense of the owner or person entitled to possession of the vehicle. Personnel, equipment and facilities of private tow companies under contract with the City or the contracted parking enforcement service provider may be used for the removal and storage of the vehicle.
3. *Warning Letter, Show Cause, and Warrants.*
- a. *Warning Letter.* The Ashland Municipal Court may choose to send a warning letter by first class mail informing defendants they have outstanding parking tickets and that their attendance is necessary at a preliminary hearing before issuing a show cause order and warrant.
- b. *Show Cause.* The Ashland Municipal Court may issue an order that requires a defendant to appear and show cause why the defendant should not be held in contempt of court, including contempt for failure to appear as ordered or failure to comply. The show cause order shall be mailed to the defendant by certified mail, return receipt requested, no less than ten days prior to the appearance date; alternatively service may be made by any other recognized method, such as personal service according to the same timeframe.
- c. *Warrant.* If the defendant is served and fails to appear at the time specified in the show cause order, the court may issue an arrest warrant for the defendant for the purpose of bringing the defendant before the court. (Ord. 3122, amended, 2016)

Chapter 11.40

PARADES AND PROCESSIONS

Sections:

- 11.40.010** Parade permit required
- 11.40.020** Funeral procession
- 11.40.030** Drivers in procession
- 11.40.040** Driving Through procession
- 11.40.050** Penalty

11.40.010 Parade permit required

A. No procession or parade, except a funeral procession or military parade, shall occupy, march, or proceed along a street except in accordance with a permit issued by the Chief of Police and approved by the City Manager. The permit may be granted where it is found that such parade is not to be held for any unlawful purpose and will not in any manner tend to a breach of the peace, unreasonably interfere with the peace and quiet of the inhabitants of the City, or cause damage to or unreasonably interfere with the public use of the streets.

B. Any person who violates any provision of this Chapter is subject to Section [1.08.020](#) of the Ashland Municipal Code. Violation of this section is a Class III violation. If a violation is deemed to have interfered with emergency services from responding to a call, the violation is a Class I violation. (Ord. 3192, amended, 11/17/2020; Ord. 3137, amended, 2017; Ord. 3027, amended, 08/03/2010)

11.40.020 Funeral procession

A funeral composed of a procession of vehicles shall be escorted by at least one person authorized to direct traffic for such purposes and shall follow routes established by the Chief of Police. Each vehicle in the procession shall be marked by flags or other designation approved by the Chief of Police. (Ord. 1557 § 25, amended, 1968)

11.40.030 Drivers in procession

Each driver in a funeral or other procession shall drive as near to the right edge of the street as practical and shall follow the vehicle ahead as closely as is practical and safe. (Ord. 1557 § 26, amended, 1968)

11.40.040 Driving Through procession

No driver of a vehicle other than an authorized emergency vehicle shall drive between the vehicles comprising a funeral or other authorized procession while in motion except where traffic is controlled by traffic control signals or when otherwise directed by a police officer. (Ord. 3137, amended, 2017; Ord. 3027, amended, 08/03/2010)

11.40.050 Penalty

Any person who violates any provision of this Chapter is subject to Section [1.08.020](#) of the Ashland Municipal Code. Violation of any section of this chapter AMC [11.40](#) is a Class IV violation. (Ord. 3137, amended, 2017)

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)

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)

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)

Chapter 11.60 TRUCK ROUTES

Sections:

- [11.60.010 Regulations](#)
- [11.60.015 Restricted Hours](#)
- [11.60.020 Oak Street](#)
- [11.60.030 Emergency Vehicles](#)
- [11.60.040 Penalties](#)

11.60.010 Regulations

U.S. Highway 99 and Oregon State Highway 66 are hereby designated as truck routes within the City of Ashland and motor vehicles having a licensed gross vehicle weight of over 19,999 pounds, shall not use, travel, or be parked upon any other streets in the City of Ashland except where such motor vehicles are using said streets for the purpose of making a delivery or picking up a load, or traveling to and from a fueling facility in the City of Ashland, by the most direct route possible. Nothing contained herein shall prevent an owner or operator from taking a motor vehicle to the residence of such owner or operator so long as the motor vehicle is not left there for a period longer than is reasonably necessary for normal maintenance and overnight and weekend rest periods for the owner or operator. (Ord. 3032, amended, 08/17/2010)

11.60.015 Restricted Hours

The City Council may, by Resolution, specify certain streets that must be used for access to and from commercial and industrial areas, and may specify the hours that trucks may be confined to the use of such streets. (Ord. 2226 § 2, amended, 1982)

11.60.020 Oak Street

Oak Street between Hersey Street and Nevada Street shall only be used by delivery trucks, as set forth in the preceding section, that have a maximum weight of the combined load and vehicle which does not exceed the following limits:

- A. The combined gross weight in pounds bearing on the surface of the road at contact with the tread of the wheels of any single axle of a truck or truck-tractor shall not exceed twenty thousand (20,000) pounds.
- B. The combined gross weight in pounds bearing on the surface of the road at contact with the tread of the wheels of dual or tandem axles shall not exceed thirty thousand (30,000) pounds. (Ord. 1811 § 2, amended, 1974)

11.60.030 Emergency Vehicles

Nothing contained herein shall limit the use of the City streets by emergency vehicles or by municipal vehicles when necessary for municipal purposes. (Ord. 1811 § 3, amended, 1974)

11.60.040 Penalties

Any violation of this chapter is a Class IV violation. (Ord. 3027, amended, 08/03/2010)

The Ashland Municipal Code is current through Ordinance 3243, passed September 17, 2024.

Disclaimer: The City Recorder's office has the official version of the Ashland Municipal Code. Users should contact the City Recorder's office for ordinances passed subsequent to the ordinance cited above.

[City Website: www.ashlandoregon.gov](http://www.ashlandoregon.gov)

[City Telephone: 541.488.5307](tel:541.488.5307)

[Hosted by General Code.](#)

Bicycles

5.395 Application of Traffic Code. Every person riding a bicycle within the corporate limits of the city shall be subject to the provisions of this chapter applicable to the driver of a motor vehicle, except those provisions which by their very nature can have no application.

(Section 5.395 added by Ordinance No. 17690, enacted June 28, 1976.)

5.400 Operating Rules.

- (1) No person may ride a bicycle on a sidewalk in that area bounded by the eastern sidewalk along Lincoln Street between 8th and 13th Avenues, the northern sidewalk along 8th Avenue between Lincoln and Pearl Streets, on either side of Willamette Street between 7th and 8th Avenues, the eastern sidewalk along Pearl Street between 8th and 13th Avenues, on either side of Broadway between Pearl and High Streets, and on the northern sidewalk along 13th Avenue between Pearl and Lincoln Streets.
- (2) No person may park a bicycle in or near a public thoroughfare or place in such a manner as to obstruct traffic or endanger persons or property.
- (3) A person riding a bicycle
 - (a) In a lane for vehicular traffic or parking may ride only in the direction legally prescribed there for that traffic.
 - (b) In a lane for vehicular traffic or parking shall ride as closely to the curb as is safe, but when approaching an intersection where a curb lane is designated "Left Turn" or "Right Turn" shall avoid that lane within 50 feet of the intersection if intending to ride through the intersection without turning.
 - (c) On a street or alley shall ride in single file with other bicyclists whenever a motor vehicle is approaching within 100 feet to the rear.
 - (d) On a bicycle path or a sidewalk shall keep as far to the right as is safe, except when overtaking and passing pedestrians and other vehicles, which shall be overtaken and passed only on the left.
- (4) Peace officers, police community service officers, police volunteers, and parole and probation officers performing official duties are exempt from the provisions of this section.

(Section 5.400, formerly section 5.410, renumbered and amended by Ordinance No. 17690, enacted June 28, 1976; amended by Ordinance No. 20496, enacted October 8, 2012, effective November 10, 2012; and Ordinance No. 20538, enacted July 28, 2014, effective August 29, 2014.)

5.420 Impounding of Bicycles.

- (1) A bicycle left on public property for a period in excess of 24 hours may be impounded by the police department.
- (2) In addition to any citation issued, a bicycle parked in violation of this chapter may be immediately impounded.

- (3)** If a bicycle impounded under this chapter bears an Oregon driver's license number, or other means of determining its ownership exist, the police shall make reasonable efforts to notify the owner.
- (4)** A bicycle impounded under this chapter which remains unclaimed shall be disposed of in accordance with the city's procedures for disposal of abandoned or lost personal property.

(Section 5.420, formerly section 5.435, renumbered and amended by Ordinance No. 17690, enacted June 28, 1976; amended by Ordinance No. 18325, enacted January 22, 1979.)

Memo

CITY OF
ASHLAND

Date: January 7, 2025
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: E-Bikes - Legislative Letter

BACKGROUND:

This is a continued discussion topic of the TAC. At the December 19, 2024 meeting the TAC recommended development of a letter to be sent to the legislature regarding the need for improved E-bike and micromobility device regulations. Staff stated they would work on a draft letter with the Chair and bring back for consideration. The draft letter is attached for review/comment.

CONCLUSION:

Action required, review letter and provide comments prior to it be submitted to the legislature.



Subject: Urgent Need for E-bike and Micro Mobility Device Regulations

Dear Members of the Oregon State Legislature,

The City of Ashland's Transportation Advisory Committee would like to express our deep concern regarding the increasing safety issues and legal ambiguities surrounding the use of e-bikes and other micro mobility devices on Oregon's roadways.

The rapid growth in popularity of these devices, while offering potential benefits like reduced traffic congestion and increased accessibility, has unfortunately led to a number of serious concerns:

- **Safety Hazards:**
 - Lack of clear regulations regarding lane usage, passing, right-of-way and especially use by juveniles, creates confusion and increases the potential for crashes.
 - E-bikes exceeding speed limits pose a significant risk to both riders and other road users.
 - Inadequate safety equipment requirements for riders (helmets, lights, etc.) further exacerbate safety concerns.
- **Legal Gray Areas:**
 - Existing traffic laws were not designed with e-bikes and other micro mobility devices in mind, leading to inconsistencies in enforcement and confusion among riders and law enforcement.
 - Questions remain regarding the classification of different types of devices (e-scooters, e-skateboards, etc.) and how they should be regulated.
- **Infrastructure Deficiencies:**
 - Lack of dedicated bike lanes and safe infrastructure for micro mobility devices hinders safe and efficient travel.

To address these critical issues, we urge the Oregon State Legislature to:

- **Establish Clear and Comprehensive Regulations:**
 - Define specific rules for different classes of e-bikes and micro mobility devices, including speed limits, operating requirements, and equipment standards.
 - Clarify lane usage, passing rules, and right-of-way for all road users, including micro mobility device operators.
- **Invest in Safe Infrastructure:**

- Expand and improve existing bike lanes and create dedicated infrastructure for micro mobility devices where appropriate.
- Implement measures to improve pedestrian safety in areas with high micro mobility device usage.
- **Increase Public Education and Awareness:**
 - Launch public awareness campaigns to educate riders and the public about the rules of the road and safety best practices for micro mobility devices.
 - Provide clear and accessible information on the laws and regulations governing e-bikes and other micro mobility devices.

With careful consideration and a collaborative approach, we can create a safer and more equitable transportation system that accommodates the growing popularity of e-bikes and other micro mobility devices while ensuring the safety of all road users.

Thank you for your time and attention to this important matter.

Sincerely,

Linda Peterson Adams

Transportation Advisory Committee

City of Ashland



Pedestrian Wayfinding Project

Project Overview, December 19, 2024



Jordan, Deputy City Manager

Ashland Connection

My first job was wrapping books at Bloomsbury during Christmas time...

Management quickly moved me to restocking shelves.

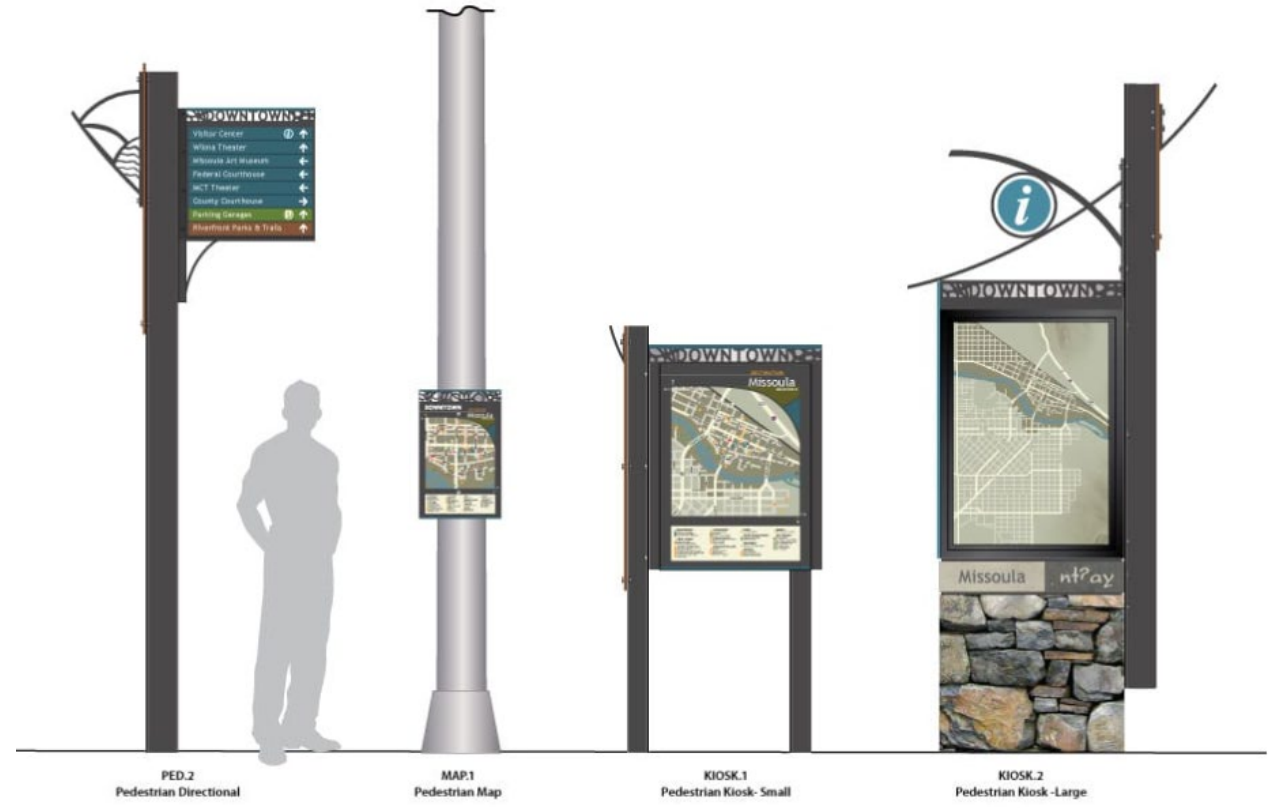


Wayfinding

Getting people places, better.

Wayfinding is how we orient ourselves in the physical environment and navigate from place to place.

Cities use wayfinding signage to route to major destinations, support active transportation, provide a cohesive visual brand, and improve accessibility.



Wayfinding Signage in Missoula



Project Scope

Start small, and build upon success.

Goal

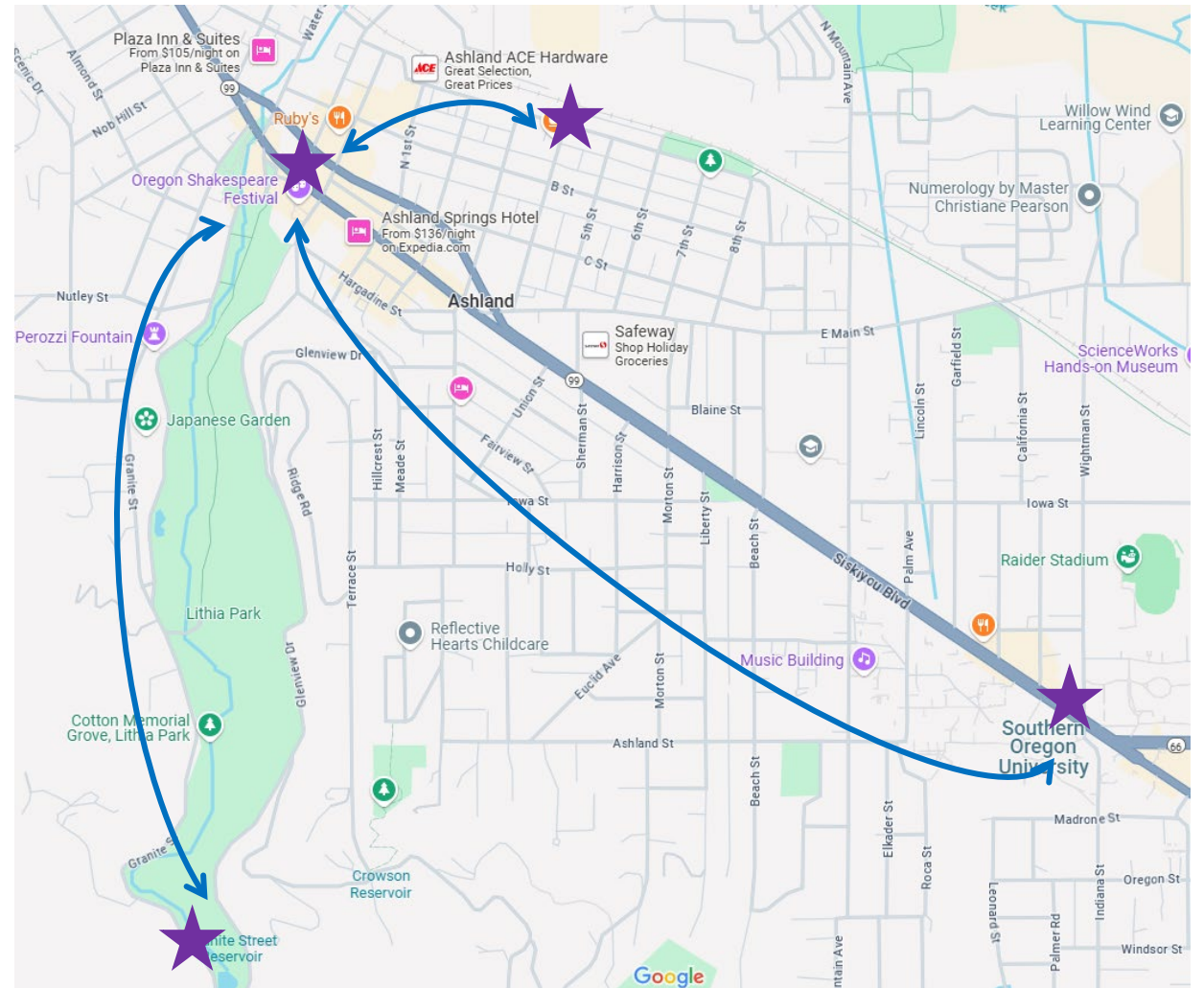
Move pedestrians from the Plaza to the **Railroad District, University District**, and our **trail system**, and back again.

Strategy

- Orientation maps
- Branded directional signage
- Technology to merge static maps with interactive maps

Metric

% of visitor trips by district





Project Scope

Start small, and build upon success.

Goal

Move pedestrians from the Plaza to the **Railroad District, University District**, and our **trail system**, and back again.

Strategy

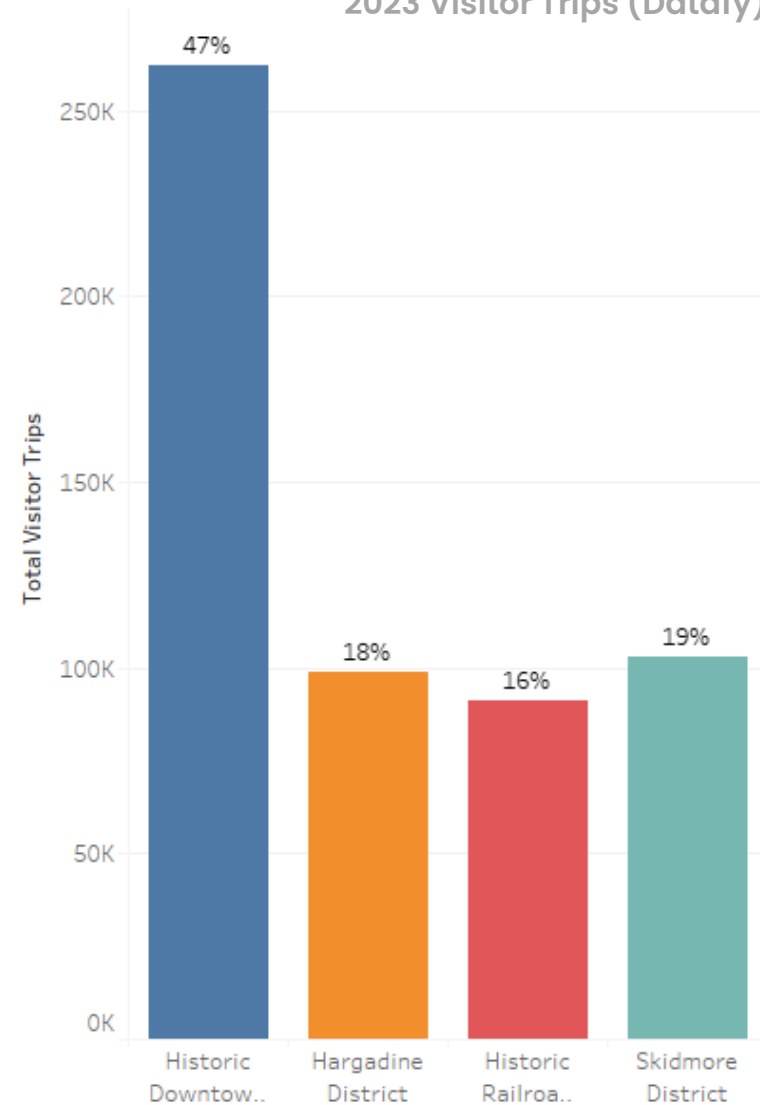
- Orientation maps
- Branded directional signage
- Technology to merge static maps with interactive maps

Metric

% of visitor trips by district



2023 Visitor Trips (Datafy)



Project Process

- ✓ Step 1: Define project scope
- Step 2: Hire a consultant to develop design (RFP, working group)
- Step 3: Approve design
- Step 4: Hire a fabricator to build signs (RFP)
- Step 5: Install signs!
- Step 6: Measure impacts



Wayfinding Signage in Asheville

Wayfinding Advisory Committee

Group? Dream Team?

Key Perspectives

Economic
Development

Parks

Public Works

GIS

Travel Ashland

SOU

Public Arts

Transportation

Wayfinding Advisory Committee

Group? Dream Team?

Activities

1. Review proposals, make a recommendation to City Manager on which consultant to select.
2. Provide input to consultant on design.
3. Recommend a design to City Council for adoption.
4. Keep stakeholders updated.



Wayfinding Signage in Worcester

My ask of you...

Will a member of TAC serve on the Wayfinding “Dream Team”?

Review proposals

Provide input to consultant

Report back to your committee

RVACT *Rogue Valley Area Commission on Transportation*

155 N. 1st Street • P.O. Box 3275 • Central Point, Oregon 97502 • 541-664-6674 • FAX 541-664-7927

DATE: Tuesday, January 14, 2025

Quorum = 14 members

TIME: 9:00 a.m. – 11:05 a.m.

LOCATION: Virtual Only

ZOOM LINK: <https://us06web.zoom.us/j/86992355098>

Meeting ID: 869 9235 5098

Phone #: +1 346 248 7799

CONTACT: Kelsey Sharp, RVCOG: 541-423-1375

RVACT website: <https://www.oregon.gov/odot/get-involved/pages/act-rogue-valley.aspx>

PURPOSE: *The Rogue Valley Area Commission on Transportation (RVACT) is an advisory committee to the Oregon Transportation Commission (OTC) representing the Rogue Valley area of Oregon (Jackson and Josephine Counties). RVACT was formed to strengthen the state/local partnership in transportation planning, programming, and development.*

1	Welcome / Roll Call / Confirm Quorum	Mike Montero, Chair
<i>Tasks Required</i>	Perform roll call and confirm quorum for today’s meeting.	
<i>Attachment</i>	#1 ACT Voting Members and Alternates List	
2	Review Meeting Agenda	Chair
3	Public Input Items not on the agenda Limit of 5 minutes per person Comments on agenda items allowed during discussion of each item	Chair
Consent Calendar Items considered routine by RVACT; they will be executed in one action by consensus, with no separate discussion. <i>If discussion is desired, the item will be removed from the Consent Calendar and re-assigned as an action or discussion item.</i>		
4	Review/Approve Previous Meeting Minutes	Chair
<i>Attachment</i>	#2 ACT Draft Minutes September 10, 2024	

THE MEETING LOCATION IS ACCESSIBLE TO PERSONS WITH DISABILITIES. A REQUEST FOR AN INTERPRETER FOR HEARING IMPAIRED OR FOR OTHER ACCOMMODATIONS FOR PERSONS WITH DISABILITIES SHOULD BE MADE AT LEAST 48 HOURS BEFORE THE MEETING TO 541-774-6299.

DISCUSSION ITEMS		
5 9:10 – 9:30	I-5 Wildlife Crossing Project	Dan Roberts
<i>Background</i>	<p>Wildlife corridors serve a simple purpose: to provide safe passage for animals forced to navigate ecosystems fragmented by roads.</p> <p>A Federal Highway Administration (FHWA) grant of \$33,200,100 was announced on Dec. 20, 2024. ODOT is matching \$3,799,900 of funds from an allocation to wildlife corridors by the Oregon legislature with the passage of House Bill 5202.</p> <p>The grant awarded for FHWA will allow ODOT to construct a wildlife crossing over Interstate 5 in southern Oregon in the Cascade-Siskiyou National Monument. This will be the first wildlife overcrossing for Oregon and for the entire stretch of I-5 between Mexico and Canada.</p>	
<i>Attachment</i>	#3 To be sent under separate cover	
6 9:30 – 9:40	Scoping of 2027-2030 Statewide Transportation Improvement Program (STIP)	Jerry Marmon
<i>Background</i>	Going over which projects are being scoped to be put into the 2027-2030 STIP.	
<i>Attachment</i>	#4 27-30 Scoping List	
7 9:40 – 10:00	Establishment of Subcommittee to Select Priority Projects	Mike Montero
<i>Background</i>	The Subcommittee will discuss potential future projects that are a priority for the Rogue Valley Area	
8 10:40 – 10:50	Local Construction Project Updates	Mary Dillinger
<i>Attachment</i>	#5 Construction Update Presentation	
9 10:50 – 11:00	Region and OTC Updates	Darrin Neavoll
10 11:00 - 11:05	Agenda Build <u>Next Meeting Tuesday, March 11, 2025</u>	Chair
11 11:05	Adjournment	Chair

THE MEETING LOCATION IS ACCESSIBLE TO PERSONS WITH DISABILITIES. A REQUEST FOR AN INTERPRETER FOR HEARING IMPAIRED OR FOR OTHER ACCOMMODATIONS FOR PERSONS WITH DISABILITIES SHOULD BE MADE AT LEAST 48 HOURS BEFORE THE MEETING TO 541-774-6299.