Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development
635 Capitol Street, Suite 150
Salem, OR 97301-2540
(503) 373-0050
Fax (503) 378-5518
www.lcd.state.or.us

NOTICE OF ADOPTED AMENDMENT

04/01/2013

TO: Subscribers to Notice of Adopted Plan or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: City of Ashland Plan Amendment
DLCD File Number 006-12

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Friday, April 12, 2013

This amendment was submitted to DLCD for review prior to adoption with less than the required 35-day notice. Pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

*NOTE: The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Mike Faught, City of Ashland
Gordon Howard, DLCD Urban Planning Specialist
Josh LeBombard, DLCD Regional Representative
Gary Fish, DLCD Transportation Planner

<paa> Y

FORM 2 DLCD Notice of Adoption

This Form 2 must be mailed to DLCD within **5-Working Days after the Final Ordinance is signed** by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

DATE STAMP
☐ In person ☐ electronic ☐ mailed
DEPT OF
MAR 25 2013
LAND CONSERVATION AND DEVELOPMENT
For Office Use Only

Jurisdiction: **City of Ashland**
Local file number: **PA 2012-010511**
Date of Adoption: **3/19/2013**
Date Mailed: **3/22/2013**
Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? ☒ Yes ☐ No Date: 11/9/2012

☐ Comprehensive Plan Text Amendment
☒ Comprehensive Plan Map Amendment
☐ Land Use Regulation Amendment
☐ Zoning Map Amendment
☐ New Land Use Regulation
☒ Other: **T.S.P. update**

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

The adoption of an udpated Transportation System Plan (T.S.P.), and related amendments to the Street Dedication Map.

Does the Adoption differ from proposal? Please select one

no

Plan Map Changed from: **NA** to:
Zone Map Changed from: **NA** to:
Location: **NA** Acres Involved:
Specify Density: Previous: **NA** New:
Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐

Was an Exception Adopted? ☐ YES ☒ NO

Did DLCD receive a Notice of Proposed Amendment...

35-days prior to first evidentiary hearing? ☒ Yes ☐ No
If no, do the statewide planning goals apply? ☐ Yes ☐ No
If no, did Emergency Circumstances require immediate adoption? ☐ Yes ☐ No

DLCD file No. 006-12 (19593) [17398]

ORDINANCE NO. 3080

AN ORDINANCE AMENDING THE CITY OF ASHLAND COMPREHENSIVE PLAN TO ADOPT THE TRANSPORTATION SYSTEM PLAN (TSP) AS A SUPPORTING DOCUMENT AND TO AMEND THE STREET DEDICATION MAP

Annotated to show ~~deletions~~ and **additions** to the code sections being modified. Deletions are **bold ~~lined through~~** and additions are in **bold underline**.

WHEREAS, Article 2. Section 1 of the Ashland City Charter provides:

> Powers of the City The City shall have all powers which the constitutions, statutes, and common law of the United States and of this State expressly or impliedly grant or allow municipalities, as fully as though this Charter specifically enumerated each of those powers, as well as all powers not inconsistent with the foregoing; and, in addition thereto, shall possess all powers hereinafter specifically granted. All the authority thereof shall have perpetual succession.

WHEREAS, the above referenced grant of power has been interpreted as affording all legislative powers home rule constitutional provisions reserved to Oregon Cities. City of Beaverton v. International Ass'n of Firefighters, Local 1660, Beaverton Shop 20 Or. App. 293; 531 P 2d 730, 734 (1975).

WHEREAS, the Transportation Element of the Ashland Comprehensive Plan contains the vision for Ashland's transportation system to retain Ashland's small-town character by planning for "a transportation system that is integrated into the community and enhances Ashland's livability, character and natural environment."

WHEREAS, the Ashland Comprehensive Plan includes goals and policies intended to work towards creating an integrated land use and transportation system to address the Transportation Planning Rule (TPR) Oregon Administrative Rule 660-012-0000 directive for "... coordinated land use and transportation plans should ensure that the planned transportation system supports a pattern of travel and land use in urban areas that will avoid the air pollution, traffic and livability problems faced by other large urban areas of the country through measures designed to increase transportation choices and make more efficient use of the existing transportation system."

WHEREAS, the TSP is one of several tools, along with the Ashland Land Use Ordinance (ALUO), Site Design and Use Standards, Street Standards, neighborhood plans such as North Mountain Neighborhood, and official maps such as the Street Dedication, Comprehensive Plan and Zoning maps, used to implement the goals and policies in the Ashland Comprehensive Plan.

WHEREAS, the TSP is an important resource that identifies the physical improvements to the transportation system and related studies and programs that will need to be funded and built in the 20-year planning period.

WHEREAS, the Street Dedication Map is one in a series of adopted official maps for long range planning purposes, and is periodically amended to identify streets that will be needed in the future to connect the street network and provide access to undeveloped areas within the Urban Growth Boundary (UGB).

WHEREAS, the Ashland Comprehensive Plan includes the following policies addressing street dedications: 1) Development of a modified grid street pattern shall be encouraged for connecting new and existing neighborhoods during subdivisions, partitions, and through the use of the Street Dedication map. (10.09.02.32); and 2) Street dedications shall be required as a condition of land development. A future street dedication map shall be adopted and implemented as part of the Land Use Ordinance. (10.09.02.34).

WHEREAS, the amendments to the Street Dedication Map address changes in existing conditions and projected needs that are identified in the TSP.

WHEREAS, the City of Ashland Planning Commission considered the above-referenced recommended amendments to the Ashland Comprehensive Plan at a duly advertised public hearing on December 11, 2012 and, following deliberations, recommended approval of the adoption of an updated TSP and amended Street Dedication Map.

WHEREAS, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments on February 5, 2013.

WHEREAS, the City Council of the City of Ashland, following the close of the public hearing and record, deliberated and conducted first and second readings approving adoption of the Ordinance in accordance with Article 10 of the Ashland City Charter.

WHEREAS, the City Council of the City of Ashland has determined that in order to address changes in existing conditions and projected needs related to land use and transportation patterns, it is necessary to amend the Ashland Comprehensive Plan in the manner proposed, that an adequate factual base exists for the amendments, the amendments are consistent with the comprehensive plan and that such amendments are fully supported by the record of this proceeding.

THE PEOPLE OF THE CITY OF ASHLAND DO ORDAIN AS FOLLOWS:

SECTION 1. The above recitations are true and correct and are incorporated herein by this reference.

SECTION 2. The City of Ashland Comprehensive Plan Appendix entitled "Technical Reports and Supporting Documents" is attached hereto ~~**and made a part hereof**~~ as **Exhibit A**. Previously added supporting documents are acknowledged on this Appendix.

SECTION 3. The document entitled "Ashland Transportation System Plan (2013)" attached hereto as **Exhibit B**, and ~~**made a part hereof by this reference**~~ is hereby added to the above-

referenced Appendix to support Chapter X, [TRANSPORTATION ELEMENT] the Comprehensive Plan.

SECTION 4. The officially adopted City of Ashland Street Dedication Map, referenced in Ashland Comprehensive Plan Chapter X [TRANSPORTAION ELEMENT] is hereby amended as attached hereto as **Exhibit C~~, and made a part hereof by this reference~~**.

SECTION 5. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 6. Codification. Provisions of this Ordinance shall be incorporated in the City Comprehensive Plan and the word "ordinance" may be changed to "code", "article", "section", or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions (i.e. Sections 1, 5-6) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

The foregoing ordinance was first read by title only in accordance with Article X, Section 2(C) of the City Charter on the 19 day of February, 2013, and duly PASSED and ADOPTED this 19 day of March, 2013.

Barbara M. Christensen

Barbara M. Christensen, City Recorder

SIGNED and APPROVED this 19 day of March, 2013.

John Stromberg

John Stromberg, Mayor

Reviewed as to form:

David Lohman

David Lohman, City Attorney

BEFORE THE PLANNING COMMISSION
City of Ashland, Jackson County, Oregon
December 11, 2012

IN THE MATTER OF PLANNING ACTION #2012-01511, A REQUEST FOR A PROPOSAL TO ADOPT AN UPDATED TRANSPORTATION SYSTEM PLAN (TSP) AS A SUPPORTING DOCUMENT TO THE ASHLAND COMPREHENSIVE PLAN, AND TO AMEND THE STREET DEDICATION MAP.	) RECOMMENDATION
APPLICANT: City of Ashland	)

RECITALS:

1) The application is to adopt an updated Transportation System Plan (TSP) as a supporting document to the Ashland Comprehensive Plan, and to amend the Street Dedication Map.

2) **The requirements for a Legislative Amendment are described in 18.108.170 and 18.08.345 as follows:**

18.108.170 Legislative Amendments
A. It may be necessary from time to time to amend the text of the Land Use Ordinance or make other legislative amendments in order to conform with the comprehensive plan or to meet other changes in circumstances and conditions. A legislative amendment is a legislative act solely within the authority of the Council.

B. A legislative amendment may be initiated by the Council, by the Commission, or by application of a property owner or resident of the City. The Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is submitted, and within thirty days after the hearing, recommend to the Council, approval, disapproval, or modification of the proposed amendment.

C. An application for amendment by a property owner or resident shall be filed with the Planning Department thirty days prior to the Commission meeting at which the proposal is to be first considered. The application shall be accompanied by the required fee.

D. Before taking final action on a proposed amendment, the Commission shall hold a public hearing. After receipt of the report on the amendment from the Commission, the Council shall hold a public hearing on the amendment. Notice of time and place of the public hearings and a brief description of the proposed amendment shall be given notice in a newspaper of general circulation in the City not less than ten days prior to the date of hearing.

E. No application of a property owner or resident for a legislative amendment shall be considered by the Commission within the twelve month period immediately following a previous denial of such request, except the Commission may permit a new application if, in the opinion of the Commission, new evidence or a change of

circumstances warrant it.

SECTION 18.08.345. Legislative amendment.
An amendment to the text of the land use ordinance or the comprehensive plan or an amendment of the zoning map, comprehensive plan maps or other official maps including the street dedication map described in section 18.82.050, for land involving numerous parcels under diverse ownerships.

3) The Planning Commission, following proper public notice, held a public hearing on December 11, 2012, at which time testimony was received and exhibits were presented. The Planning Commission held their deliberations and recommended to the City Council approval of the proposal to adopt the updated TSP and to amend the Street Dedication Map.

Now, therefore, The Planning Commission of the City of Ashland recommends as follows:

SECTION 1. EXHIBITS

For the purposes of reference to this recommendation, the attached index of exhibits, data, and testimony will be used.

SECTION 2. RECOMMENDATION

2.1 The Planning Commission finds that it has received all information necessary to make a recommendation based on the Staff Report, public hearing testimony and the exhibits received.

2.2 The Planning Commission finds that the planning process made efforts to include a wide range of people including neighbors, property owners, business owners, community groups, and the general public, and to provide a variety of ways to learn about the project, participate in the plan development and provide comments. Additionally, the Planning Commission finds that the public hearing on December 11, 2012 was properly noticed in the newspaper in accordance with 18.108.170.D and by mail to property owners impacted by the proposed amendments to the Street Dedication Map in accordance with ORS 227.186.

The draft TSP document is the product of a two and a half year planning process that began in June 2010, with a general timeline as follows.

- **System Analysis and Evaluation of Options**: The first year was used for analysis of the existing system, projecting the transportation demand 20 years in the future, and developing a series of technical memos and white papers addressing the various needs and options for the different modes of transportation. During this time there was a concurrent series of meetings in which the Technical Advisory Committee (TAC), Transportation Commission (TC) and Planning Commission (PC) reviewed the technical memos and white papers.

- **Draft Preferred and Financially Constrained Plan**: The next three months involved compiling the draft plan, and joint meetings of the TC and PC to review the materials.

- **Plan Refinement**: The TC and PC held a series of joint meetings to review and refine the draft plan over the following year.

- **Final Edits and Application**: After the joint TC and PC meetings, the final edits were made, and the formal application was submitted on October 26, 2012.

In addition to the joint TC and PC meetings held throughout the project, four additional public meetings were spaced throughout the project – a TSP Update Workshop in March 2011, a Temporary Road Diet TC Special Meeting in March 2011, a Temporary Road Diet Public Meeting in June 2011, and a Transportation Forum in October 2012. Three briefings were given on the TSP to the City Council, and these meetings were open to the public. Similarly, all of the joint meetings of the TC and PC were open to the public, and included time for public participation and comments.

2.3 Chapter 18.108 allows for legislative amendments "in order to conform with the comprehensive plan or to meet other changes in circumstances or conditions." The process of updating the TSP is primarily intended to address changes in conditions that have occurred during the 15 years since the previous TSP was adopted and project needs based on that updated analysis. The amendment of the Street Dedication Map is for consistency with the updated TSP, and therefore also is to address changes in conditions.

The Planning Commission finds that the proposed plan and map amendments are consistent with local goals and policies included in the Ashland Comprehensive Plan. Community-wide needs include addressing the City's long range land use and transportation goals such as making streets convenient, safe, accessible and attractive for users, and accommodating transportation needs due to future population and employment growth. A variety of Ashland Comprehensive Plan goals and policies, as detailed below, support the proposed TSP update and Street Dedication Map amendment.

Housing

Goal Ensure a variety of dwelling types and provide housing opportunities for the total cross-section of Ashland's population, consistent with preserving the character and appearance of the city.

Policy 3) Regulation of residential uses shall be designed to complement, conserve and continue the aesthetic character to of Ashland through use of the following techniques:

d) Street design and construction standards shall promote energy efficiency, air quality, and minimal use of land. To this end, the City shall:

1) Adopt a master conceptual plan of future streets by size and use category.

2) Adopt minimum street width standards which provide only what is need for adequate traffic flow and parking.

3) Incorporate bicycle and pedestrian traffic planning in street design.

4) Limit street slopes, requiring curvilinear streets along contours in steeper areas.

Economy

Goal To ensure that the local economy increases in its health, and diversifies in the number, type

and size of businesses consistent with the local social needs, public service capability and the retention of a high quality environment.

Policy 2) The City shall design the Land Use Ordinance to provide for:

b) Controlled access along Ashland Street to ensure limited points of common access to businesses that are developing or undergoing development in this area.

c) Specific development guidelines which will ensure that:

2) Development along Siskiyou Boulevard and Ashland Street will not primarily be automobile-oriented, but will also include attractive landscaping and designs that encourage pedestrian, bicycle, and mass transit forms of travel.

Parks, Open Space and Aesthetics

Goal To provide the people of Ashland with a variety, quantity and quality of parks, park facilities, open space, trails and visual resources sufficient for their needs.

Policy 13) Require street trees in all new residential, commercial and industrial development.

Policy 16) Develop an urban forest plan for the City including a street tree and a non-street tree section, a tree resource inventory, a plan for preservation and renewal of trees of stature and native species, long range maintenance plan, a plan to promote the greater use of trees and shrubs on both public and private land, and plan to educate the public regarding the benefits of trees on public right-of-ways.

Transportation

Street System Goal To provide all citizens with safe and convenient transportation while reinforcing the recognition of public rights-of-way as critical public spaces.

Policy 28) Periodically assess future travel demand and corresponding capacity requirements of street network. Choose a comprehensive transportation system approach to address any capacity insufficiency that is consistent with the goals, polices and philosophy of the Transportation Element of the Comprehensive Plan.

Pedestrian and Bicycle Goal To raise the priority of convenient, safe, accessible and attractive walking and bicycling networks.

Policy 5) Target walkways and bikeway improvements that link neighborhoods, schools, retail and service areas, employment centers and recreation areas.

Public Transit Goal To create a public transportation system that is linked to pedestrian, bicycle and motor vehicle travel modes, and is as easy and efficient to use as driving a motor vehicle.

Policy 1) Develop pedestrian and bicycle networks that are linked to the public transportation routes.

Commercial Freight and Passenger Goal To provide efficient and effective movement of goods, services and passengers by air, rail, water, pipeline and highway freight transportation while maintain the high quality of life of Ashland.

Policy 4) Maintain boulevard and avenue street facilities adequate for truck travel within Ashland.

Energy, Air and Water Conservation

Goal The city shall strive, in every appropriate way, to reduce energy consumption within the community.

Policy 3) New Housing

e) The City shall address overall energy usage of new developments instead of just looking at houses on an individual basis. Areas to be considered could be transportation energy, recycling, composing, communal gardens, water usage and solar access protection.

2.4 The Planning Commission finds that the adoption of the updated TSP and amended Street Dedication Map is consistent with relevant Statewide Land Use Planning Goals as described below.

Oregon Statewide Planning Goal 1 – Citizen Involvement requires a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process. Joint TC and PC meetings that were open to the public were held throughout the TSP update and included public comment. Three briefings were given on the TSP to the City Council, and these meetings were also open to the public. A public workshop was held in March 2011, a Transportation Forum was held in October 2012, as well as two public meetings on the temporary road diet for North Main Street. A project website was in place throughout the duration of the project and was updated with the latest project news, meetings and documents. Additionally, comments could be submitted electronically via this site throughout the project.

Oregon Statewide Planning Goal 2 – Land Use Planning requires a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions. Through Technical Advisory Committee meetings, representative from the City, County, State (ODOT) and other stakeholders conducted a review and evaluation of existing plans, polices, standards and laws that are relevant to local transportation planning. In addition, a variety of data and projections including population and employment data and forecasts, buildable lands information and transportation data was used in the development of the plan.

Oregon Statewide Planning Goal 9 – Economic Development requires cities and counties to address providing adequate opportunities for a variety of economic activities for residents. The TSP includes projects and system adjustments to serve existing and planned commercial and employment uses.

Oregon Statewide Planning Goal 10 – Housing requires cities and counties to provide for the housing needs of citizens of the state, including a range of types and price/rent levels, and allowing for flexibility of housing location, type and density. Existing and planned population density and land use patterns were taken into consideration when developing the TSP to plan for transportation facilities for future development of housing. The TSP was developed accounting for growth in future residential trips, and the implementation measures were created to benefit all users in the city.

Oregon Statewide Planning Goal 11 – Public Facilities and Services requires cities and counties to provide for and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for development. The TSP documents existing conditions and

future needs for the transportation system in Ashland, and proposed improvements and implementation measures are tailored to meet those future needs. The Street Dedication Map identifies streets that will be needed in the future to connect the street network and provide access to undeveloped areas within the Urban Growth Boundary (UGB).

Oregon Statewide Planning Goal 12 – Transportation, as well as OAR 660-012-0000 the "Transportation Planning Rule," require cities and counties to provide a safe, convenient and economic transportation system, and requires transportation planning to be in coordination with land use planning. The TSP is an important component in the set of tools used to integrate land use and transportation planning because the plan identifies the physical improvements to the transportation system along with supporting studies and programs that will need to be funded and built in the planning period ending in 2034. Existing and future conditions were analyzed to create the final plan which addresses safety, mobility and accessibility as they relate to various modes of transportation available in Ashland.

SECTION 3. DECISION

3.1 The updated TSP plans for a balanced city wide transportation system, with an emphasis on active transportation, improving pedestrian and bicycle facilities, and enhancing transit service. The TSP is a key component of implementing the vision of retaining Ashland's small-town character by planning for "a transportation system that is integrated into the community and enhances Ashland's livability, character and natural environment" as expressed in the Ashland Comprehensive Plan. In addition, the TSP is an important resource that outlines the physical improvements to the transportation system along with supporting studies and programs that will need to be funded and built in the planning period ending in 2034.

Based on the record of the Public Hearing on this matter, the Planning Commission recommends approval of the proposal to adopt the updated TSP and to amend the Street Dedication Map as described in Planning Action #2012-0151, and recommends the following revisions to the final TSP document prior to the second reading of ordinances adopting the TSP.

1. That references to the TSP serving as the Transportation Element of the Comprehensive Plan shall be deleted from the document. The following sentence in the introduction on page 2 of the plan shall be amended as follows: It also serves ~~as the transportation element, and~~ as a supporting document~~;~~ of the Ashland Comprehensive Plan as required by state law." The following sentence under Ashland Comprehensive Plan on page 34 of the plan shall be amended as follows: The Comprehensive Plan ~~was~~ is the bedrock of goals, policies, and land use designation for updating the TSP.

2. That the recently updated and adopted Jackson County coordinated population projection for Ashland shall be included along with the "Historical and Projected Ashland Population" chart in Exhibit 2-3 on page 7.

3. That the Population Density by Census Block Group in Figure 2-4 on page 8 shall be update to include the 2010 Census information.

4. That the descriptions of pedestrian facility types on page 94 and bicycle facility types on pages 102-103 shall be revised to reference the adopted Ashland Street Standards.

5. That the Updated City of Ashland Street Functional Classification Map in Figure 6-1 on page 87 shall be corrected to include a Neighborhood Street classification consistent with the Ashland Comprehensive Plan and Street Standards (i.e. green lines appear to be mislabeled in legend as Neighborhood Street).

6. That Table 10-3 Preferred Plan Intersection and Road Projects on page 138 shall include a notation that the location of the connection from Clay Street to Tolman Creek Road shall be determined at the time of redevelopment of the manufactured home park.

7. That Project (R44) Tolman Creek-Mistletoe Road Streetscape Enhancements in Table 10-3 Preferred Plan Intersection and Road Projects on page 138 shall be revised to reflect the Phase I improvements to Mistletoe Road described in the Croman Mill District Standards.

Melanie Mindlin — 1/22/13

Planning Commission Approval — Date

CITY OF
ASHLAND

Council Communication
March 19, 2013, Business Meeting

Second Reading of an Ordinance to Amend the Ashland Comprehensive Plan to Adopt the Transportation System Plan and to Amend the Street Dedication Map

FROM:
Maria Harris, Planning Manager, harrism@ashland.or.us

SUMMARY
The second reading of the ordinance adopting an updated Transportation System Plan (TSP) originally was scheduled for the March 5 meeting, but was postponed to the March 19 meeting. The TSP is Exhibit B to the ordinance. The TSP was revised after the first reading to incorporate recommended revisions by the Planning Commission, as well as to address testimony regarding the future street connection between Wimer St. and Ashland Mine Road. The Planning Commission's recommended revisions were referenced in the February 5 Council Communication and included in the record for the Council public hearing, and the recommendation as well as the future street connection between Wimer and Ashland Mine Rd. were covered in the February 5 staff presentation. Additionally, a list of the TSP revisions is attached.

The ordinance has been revised in Sections 2, 3 and 4 to make clear that Exhibits A, B and C though referenced in the ordinance, are external to it and need not be fully incorporated in the wording of the ordinance. Upon enactment of the ordinance, the version of the TSP, which is Exhibit B, will become "adopted" as required by state land use statues and may be thereafter modified only by means of a subsequent ordinance. Likewise, Exhibits A and C will be adopted upon enactment of the ordinance will be subject to change only by ordinance. The ordinance with the revisions shown in strikeout and bold is the final attachment to this communication.

BACKGROUND
The City Council held a public hearing and passed first reading of an ordinance amending the Comprehensive Plan to adopt the TSP as a supporting document and the amended Street Dedication Map at the February 5 meeting.

The Council approved the findings for the TSP at the March 5 meeting. The findings document summarizes the Council decision, and addresses the applicable parts of the City code and Comprehensive Plan, as well as the State planning goals.

FISCAL IMPLICATIONS:

The TSP estimates that $24,250,000 will likely be available for capital projects over the next 25 years. Based on this projection, the TSP includes a "financially constrained plan" which is comprised of high

and medium priority projects, studies and programs that can be considered reasonably likely to have funding in the 25-year planning period.

STAFF RECOMMENDATION AND REQUESTED ACTION:
Staff recommends approving second reading of the ordinance adopting the TSP and the amended Street Dedication Map.

SUGGESTED MOTIONS:
I move to approve the second reading of an Ordinance amending the City of Ashland Comprehensive Plan to adopt the TSP as a supporting document and the amended Street Dedication Map.

ATTACHMENTS:
1. An Ordinance Amending the City of Ashland Comprehensive Plan to Adopt the Transportation System Plan (TSP) as a Supporting Document and to Amend the Street Dedication Map
2. Exhibit A: Appendix A of the Ashland Comprehensive Plan
3. Exhibit B: Ashland Transportation System Plan, Final, October 2012
4. Exhibit C: Street Dedication Map
5. Revisions to Ordinance for Second Reading
6. Revisions to TSP for Second Reading

Exhibit A

Appendix A: Technical Reports and Supporting Documents
City of Ashland, Oregon Comprehensive Plan

Periodically, the City may choose to conduct studies and prepare technical reports to adopt by reference within the Comprehensive Plan to make available for review by the general public. These studies and reports shall not serve the purpose of creating new city policy, but rather the information, data and findings contained within the documents may constitute part of the basis on which new policies may be formulated or existing policy amended. In addition, adopted studies and reports provide a source of information that may be used to assist the community in the evaluation of local land use decisions.

Chapter II, Introduction and Definitions

The following reports are adopted by reference as a supporting document to the Ashland Comprehensive Plan, Chapter II, Introduction and Definitions.

1. Croman Mill Site Redevelopment Plan (2008) by Ordinance 3030 on August 17, 2010

Chapter IV, Environmental Resources

The following reports are adopted by reference as a supporting document to the Ashland Comprehensive Plan, Chapter IV, Environmental Resources.

1. City of Ashland Local Wetland Inventory and Assessment and Riparian Corridor Inventory (2005/2007) by Ordinance 2999 on December 15, 2009.

Chapter VII, Economy

The following reports are adopted by reference as a supporting document to the Ashland Comprehensive Plan, Chapter VII, The Economy.

1. City of Ashland: Economic Opportunities Analysis (April 2007) by Ordinance 3030 on August 17, 2010

Chapter X, Transportation

The following reports are adopted by reference as a supporting document to the Ashland Comprehensive Plan, Chapter X, Transportation.

1. Ashland Transportation System Plan ([month] 2013) by Ordinance # on [date].

Chapter XII, Urbanization

The following reports are adopted by reference as a supporting document to the Ashland Comprehensive Plan, Chapter XII, Urbanization.

1. City of Ashland: Buildable Lands Inventory (2011) by Ordinance 3055 on November 16, 2011.

Transportation System Plan

Ashland Transportation System Plan

Ashland, Oregon

Final

October 2012

Transportation System Plan

Ashland Transportation System Plan

Ashland, Oregon

Prepared For:
City of Ashland
20 E Main Street
Ashland, OR 97520
(541) 552-2411

Prepared By:
Kittelson & Associates, Inc.
610 SW Alder, Suite 700
Portland, OR 97205
(503) 228-5230

Project Manager: Susan Wright, P.E.
Project Principal: Marc Butorac, P.E. P.T.O.E.

Project No. 10633.0

October 2012

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), local government, and the State of Oregon funds.

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

APPENDICES

Appendix 1 Project Prospectus Sheets
Appendix 2 Bicycle and Pedestrain Facility Design Toolkit

PREFACE

The progress of this plan was guided by the Project Management Team (PMT) made up of City of Ashland staff with input from the Oregon Department of Transportation (ODOT). The project was also guided by a Technical Advisory Committee (TAC), the City of Ashland's Transportation Commission (TC), the City of Ashland's Planning Commission (PC), and the City of Ashland's City Council (CC).

The TAC provided guidance on technical aspects of the 2034 City of Ashland Transportation System Plan (2034 TSP) and consisted of staff members from the surrounding communities. The TC and PC ensured that the needs of people in the Ashland community are incorporated in the 2034 TSP. City staff also solicited input from other community organizations such as the Chamber of Commerce.

Membership of PMT, TAC, PC and TC are summarized below.

City of Ashland Project Management Team (PMT)

- John McDonald
  ODOT Region 3
- Mike Faught
  City of Ashland, Public Works Director

City of Ashland Public Works Staff

- Mike Faught
- Jim Olson
- Karl Johnson
- Scott Fleury
- John Peterson
- Steve Burkhalter
- Dan Gunter
- Jason Wegner
- Lea Light
- Jodi Vizzini
- Betsy Harshman
- Nancy Slocum

City of Ashland Planning Staff

- Bill Molnar
- Maria Harris
- Derek Severson
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- Shawn Kampmann
- Steve Ryan
- Julia Sommer
- Colin Swales
- Brent Thompson
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- Matt Warshawsky
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- Troy J. Brown, Jr.
- Mick Church
- Michael Dawkins
- David Dotterrer
- Eric Heesacker
- Richard Kaplan
- Pam Marsh
- Deborah Miller
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- Michael Morris
- John Rinaldi, Jr.

City of Ashland Council Liaison

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- Mike Kuntz
  Jackson County
- John McDonald
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- Ed Moore
  Oregon Department Land Conservation and Development
- Paige Townsend
  Rogue Valley Transit District
- Ron Hughes
  ODOT

- Adam Stallsworth
  ODOT
- Carol Savage
  City of Ashland School District
- Steve MacLennan
  Public Safety
- Michael Dawkins
  Planning Commission Member
- Jim Olson
  City of Ashland, Public Works Department
- Peter Schuytema
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- Larry Blake
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- Mike Gardner
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Section 1
Introduction

INTRODUCTION

PURPOSE OF THE PLAN

The 2034 Ashland Transportation System Plan (2034 TSP) is an important resource for the City to use to implement the community's goals regarding transportation. The City of Ashland is a community that fosters curiosity, creativity, and communication. It has a progressive and active business community that cultivates vibrant cultural and recreational activities to support tourism in the City and establish a healthy, diverse local economy to support Ashland's year-round residents. The citizens of Ashland place great value on creating and maintaining a sustainable and living community by maintaining high development standards, emphasizing historic preservation and developing effective conservation programs. These values and characteristics of the community influenced and in many respects defined the content of the 2034 TSP.

In the scope of work to develop the 2034 TSP, the City and community clearly emphasized the desire for the 2034 TSP to integrate multimodal transportation and future land use to create a TSP aligned with the community's values. The process to develop the 2034 TSP was initiated in 2010 and completed in 2012. The resulting plan focuses on policies, projects, programs and studies that:

- Improve bicycle and pedestrian facilities and enhance transit service to make Ashland a less auto dependent community;
- Integrate future land use considerations to plan for and preserve opportunities for development that supports and facilitates bicycle, pedestrian and transit modes; and
- Enhance livability, small-town character, and the natural environment.

In addition to developing the 2034 TSP to be aligned with the community's values, it also meets the state requirements for a TSP and acts as a resource for staff, decision makers, and the public. It represents two years of hard work and collaboration among City staff, Transportation Commission, Planning Commission, City Council, Chamber of Commerce, Technical Advisory Committee and community members. The 2034 TSP is the principal document for identifying the function, form, and location of future transportation facilities, directing resources to transportation projects, and providing the community with the level of investment that will be needed to support anticipated development within the community. It also serves as a supporting document of the Ashland Comprehensive Plan as required by state law.

The Ashland Transportation Planning Context

Transportation planning in Ashland is shaped by the community members who value the unique combination of small town Americana, rich history, and progressive attitude of embracing new and different problem solving approaches for the purpose of enhancing the experience of living, working and visiting Ashland. Transportation planning in Ashland is also shaped by the topographical and

physical constraints adjacent to the City. Steep hillsides in the northwestern to southwestern portion of the City act as a natural constraint to growth further west or south. Interstate 5 (I-5) along the northeastern to southeastern portion of the City serves as a constraint and connectivity challenge for growth further east or north. The majority of the City is located within the area defined by I-5 and the steep hillsides - as a result the City is relatively compact.

Based on the community's desires, a key focus of the 2034 TSP was to emphasize projects, programs, and studies to enhance bicycling, walking, and transit as comfortable, convenient, and reasonable means for travel. The City's compact nature supports further development of these modes as many trips within the City limits are relatively short in distance and with improved facilities and transit service can be comfortably, conveniently and reasonably made by bicycling, walking and/or riding transit. Some of the specific issues and opportunities that influenced the development of the 2034 TSP are summarized below.

Statewide Highway as Main Street

OR 66 and OR 99 pass through Ashland and within Ashland serve dual functions as statewide routes and local arterials needing to serve a variety of land uses and road users. As a result there are several projects and studies identified in the 2034 TSP that focus on finding and establishing a balance of providing a facility that can support different types of road users, land uses and travel purposes.

Multimodal Connections to Surrounding Communities

As noted above, Ashland is a relatively compact City making travel by bicycling, walking and transit feasible with enhancements to existing facilities and additional facilities to better support those modes. Multimodal connections to surrounding communities (or destinations) such as Medford present more challenges due to the distance between communities and the coordination needed with other agencies and organizations such as the regional transit district. As a result, the 2034 TSP includes a Transit Service Program that outlines the community's transit improvement priorities and identifies funding to support transit improvements. The Transit Service Program is designed to give the City the flexibility they need to be able to coordinate with other agencies to achieve the desired transit service the community would like to have available for travel to, from and within Ashland.

Special Areas

There are two areas within Ashland that are notable opportunities for integrated mixed use development consistent with the community's desire to have land uses that support the local economy, enhance the livability of the community and are supportive of multiple transportation modes. These two areas are the Railroad District located a few blocks north of the downtown couplet and Croman Mill Site located south of OR 66 near I-5. The 2034 TSP includes projects aimed at providing key transportation connections that will facilitate development in those areas.

Plan Background and Regulatory Context

The Oregon Revised Statutes require that the TSP be based on the current Comprehensive Plan land uses and that it provide for a transportation system that accommodates the expected growth in population and employment that will result from implementation of the land use plan. Development of this TSP was guided by Oregon Revised Statute (ORS) 197.712 and the Department of Land Conservation and Development (DLCD) administrative rule known as the Transportation Planning Rule (TPR, OAR 660-012).

The TPR requires that alternative travel modes be given consideration along with the automobile, and that reasonable effort be applied to the development and enhancement of the alternative modes in providing the future transportation system. In addition, the TPR requires that local jurisdictions adopt land use and subdivision ordinance amendments to protect transportation facilities and to provide bicycle and pedestrian facilities between residential, commercial, and employment/institutional areas. It is further required that local communities coordinate their respective plans with the applicable county, regional, and state transportation plans.

Further requirements were adopted by the Oregon Legislature in 2009 in Oregon House Bill 2001 - Jobs & Transportation Act (JTA). Among the chief changes introduced in JTA is an emphasis on sustainability. JTA requires the development of a least cost planning model, as well as planning for reduction in greenhouse gas (GHG) emissions. Precise implementation measures and evaluation technologies are still under development. However, these elements were integrated in concept in the development of the TSP.

Planning Work Foundation

The development of the 2034 TSP began with a review of the local and statewide plans and policies that guide land use and transportation planning in the City. In addition to the previously adopted transportation plan (1998), the TSP incorporates the following other transportation planning efforts:

- City of Ashland
  - Comprehensive Plan
  - Partial TSP Update
  - Land Use Code
- Jackson County
  - Comprehensive Plan
  - Transportation System Plan
- Regional
  - RVMPO Regional Transportation Plan

  - RVMPO Regional Transportation Improvement Plan
  - RVMPO Freight Study
- State
  - OAR Chapter 660 division 012
  - OAR Chapter 734 division 051
  - Oregon Highway Plan

A complete list of plans and policies reviewed as part of the 2034 TSP development is included in *Technical Memorandum #1 Plan and Policy Review* within Volume 3.

Public Involvement

Public involvement for developing and reviewing the 2034 TSP was achieved through:

- 12 Joint Transportation Commission (TC) and Planning Commission (PC) TSP meetings and 4 Subcommittee meeting, advertised open to the public;
- 1 public forums and one open house;
- Targeted outreach to local community organizations and groups such as the Chamber of Commerce; and
- Public hearings as part of the adoption process.

Organization of the TSP

The 2034 TSP is comprised of a main document (Volume 1) and two volumes of technical appendices.

Volume 1 is the final report of the 2034 TSP. It is organized into the following sections.

- Section 1 – Introduction (current section)
- Section 2 – Existing Transportation System Inventory
- Section 3 – Transportation Goals & Objectives and Plan & Policy Review
- Section 4 – Existing Conditions
- Section 5 – Future Demand, Land Use, Funding
- Section 6 – General Policies and Studies
- Section 7 – Pedestrian Plan
- Section 8 – Bicycle Plan
- Section 9 – Transit Plan

- Section 10 – Intersection and Roadway Plan
- Section 11 – Pedestrian Plans
- Section 12 – Other Modes Plan (Air, Rail, Water, Pipeline)
- Section 13 – Sustainability Plan
- Section 14 – Funding and Implementation
- Section 15 - Plan Implementation Recommendations for Ordinance Amendments (zoning, subdivision, public works construction standards)

Sections 1 through 5 of Volume 1 provide important background information on the existing and future anticipated performance of the transportation system. Sections 6 through 15 of Volume 1 present the policies, studies, projects and programs planned for the next 20 to 25 years.

Volume 2 includes the technical information that directly supplements Volume 1 including the project prospectus sheets and bicycle/pedestrian treatments toolbox.

Volume 3 contains the technical memorandums prepared during the development of the 2034 TSP including the detailed data and analysis that informed the final plan.

Section 2
Existing Transportation System Inventory

EXISTING TRANSPORTATION SYSTEM SUMMARY

This section provides an inventory of the existing transportation system (as of 2010), including elements that influence the transportation system such as land use, population, and environmental constraints. The purpose of this section is to document the baseline existing transportation system within the Transportation System Plan (TSP) Project Area. The information presented in this section was obtained from a number of sources, including the 1998 TSP, the City of Ashland Comprehensive Plan, and the partial update to the TSP performed in 2007. The project team also used Geographic Information System (GIS) files, other data file formats (e.g., excel, PDF), and studies provided by the City of Ashland, Rogue Valley Council of Governments (RVCOG), Rogue Valley Metropolitan Planning Organization (RVMPO), Rogue Valley Transit District (RVTD), Jackson County, and the Oregon Department of Transportation (ODOT) to assemble the inventory and also conducted limited field data collection and verification.

The following elements are inventoried below:

- Land Uses and Population;
- Street System;
- Public Transportation System;
- Rail System;
- Bicycle and Pedestrian Systems;
- Air Transportation System;
- Pipeline System; and
- Water Transportation System.

The majority of the inventory is presented in figures and tabular form with supplemental text provided as needed to further explain the information illustrated.

LAND USES AND POPULATION INVENTORY

This section identifies the existing, planned, and potential land uses as well as environmental constraints to development. The land use and population inventory helped inform the existing and future conditions analyses; particularly, as the project team worked with the community to develop future alternative scenarios that capture the community's vision for the City of Ashland.

Existing maps produced by the City of Ashland illustrate the comprehensive plan, zoning, buildable lands, historic districts, and physical and environmental constraints including floodplain corridors, steep hillside lands, and wildfire lands. A set of these maps is contained in *Appendix A of Technical Memorandum #3: System Inventory in the Technical Appendix*.

Figure 2-1 illustrates the activity centers that are likely destinations for bicyclists, pedestrians, and other active modes of transportation (e.g., rollerblading and skateboarding). These destinations are based on current City of Ashland maps and GIS data. As part of the existing and future conditions analyses, the activity centers shown in Figure 2-1 were integrated into considerations to improve access for pedestrians, bicyclists, and other active modes of transportation. Additional activity centers, such as concentrations of commercial and employment uses, were also considered when making recommendations for enhanced transit service and active transportation improvements.

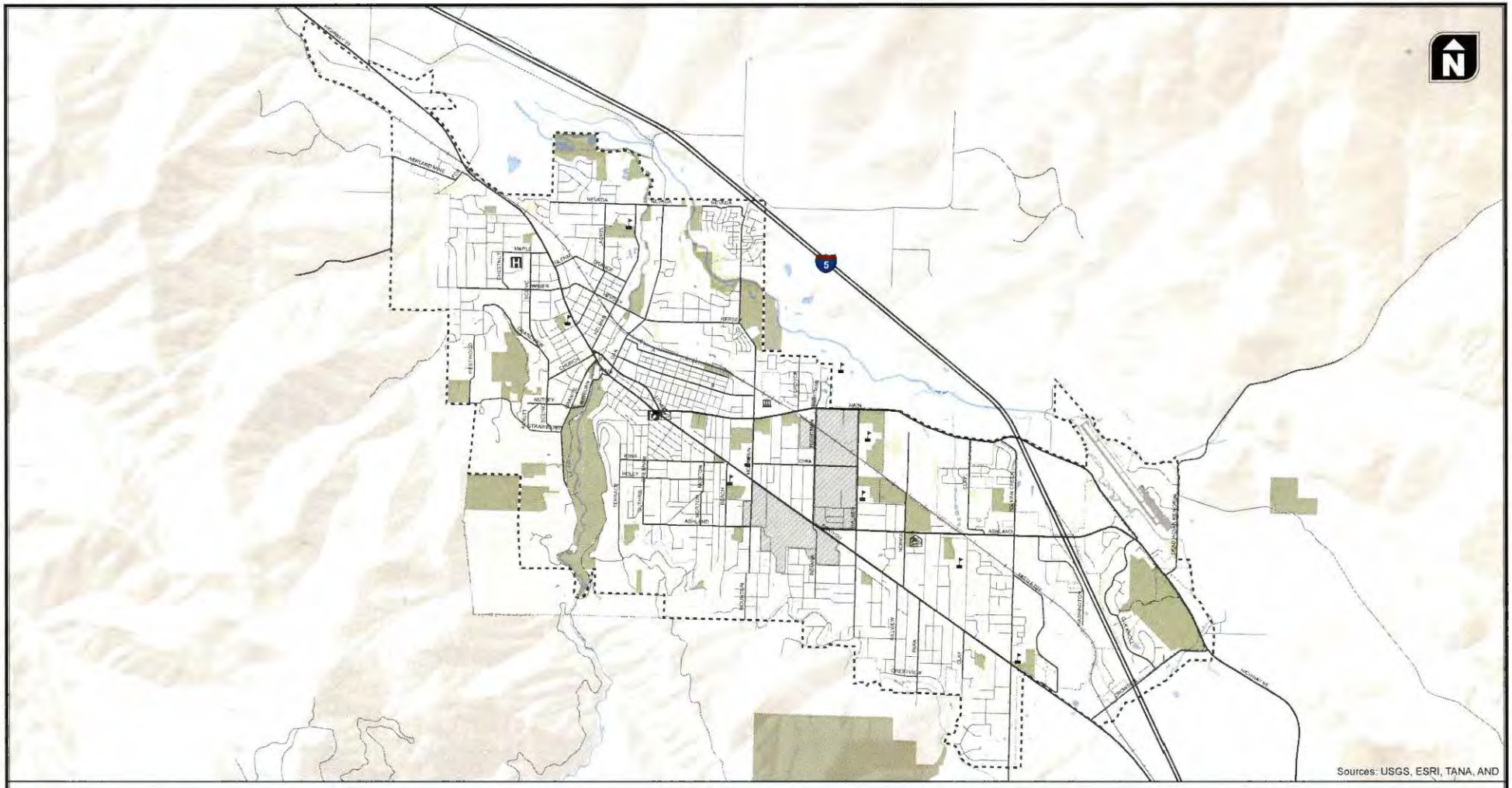
Key destinations identified include Ashland High School, Ashland Middle School, several elementary schools, Southern Oregon University, Ashland Community Hospital and the Ashland Public Library. Lithia Park is the city's largest park, but numerous neighborhood parks also generate significant bicycle and pedestrian travel. The downtown core is a significant pedestrian destination and accommodates the highest levels of pedestrian activity within the city. Exhibits 2-1 and 2-2 are examples of existing destinations in the City of Ashland. Exhibit 2-1 shows Garfield Park, a neighborhood park located off of E Main Street. Exhibit 2-2 is a picture of some of the shopping and downtown activity in Ashland.

Exhibit 2-1: Garfield Park

Exhibit 2-2: Downtown Ashland

Figure 2-2 illustrates the location, by percentage, of the minority population residing within the City of Ashland. Figure 2-3 illustrates the percent of households without access to a personal automobile. The information displayed in Figure 2-2 and Figure 2-3 is based on 2000 Census Data. One notable finding from these figures is that there are currently large concentrations of minority populations located north of Main Street and near Interstate 5 (I-5) that do not have easy walking access to fixed-route transit. Those living near the intersection of Siskiyou Boulevard and Tolman Creek Road and those living between Iowa Street and Siskiyou Boulevard, however, are within a reasonable walking distance of existing transit service.

This base information was used to evaluate public transportation, pedestrian, and bicyclist improvements and opportunities in the existing and future conditions analyses.

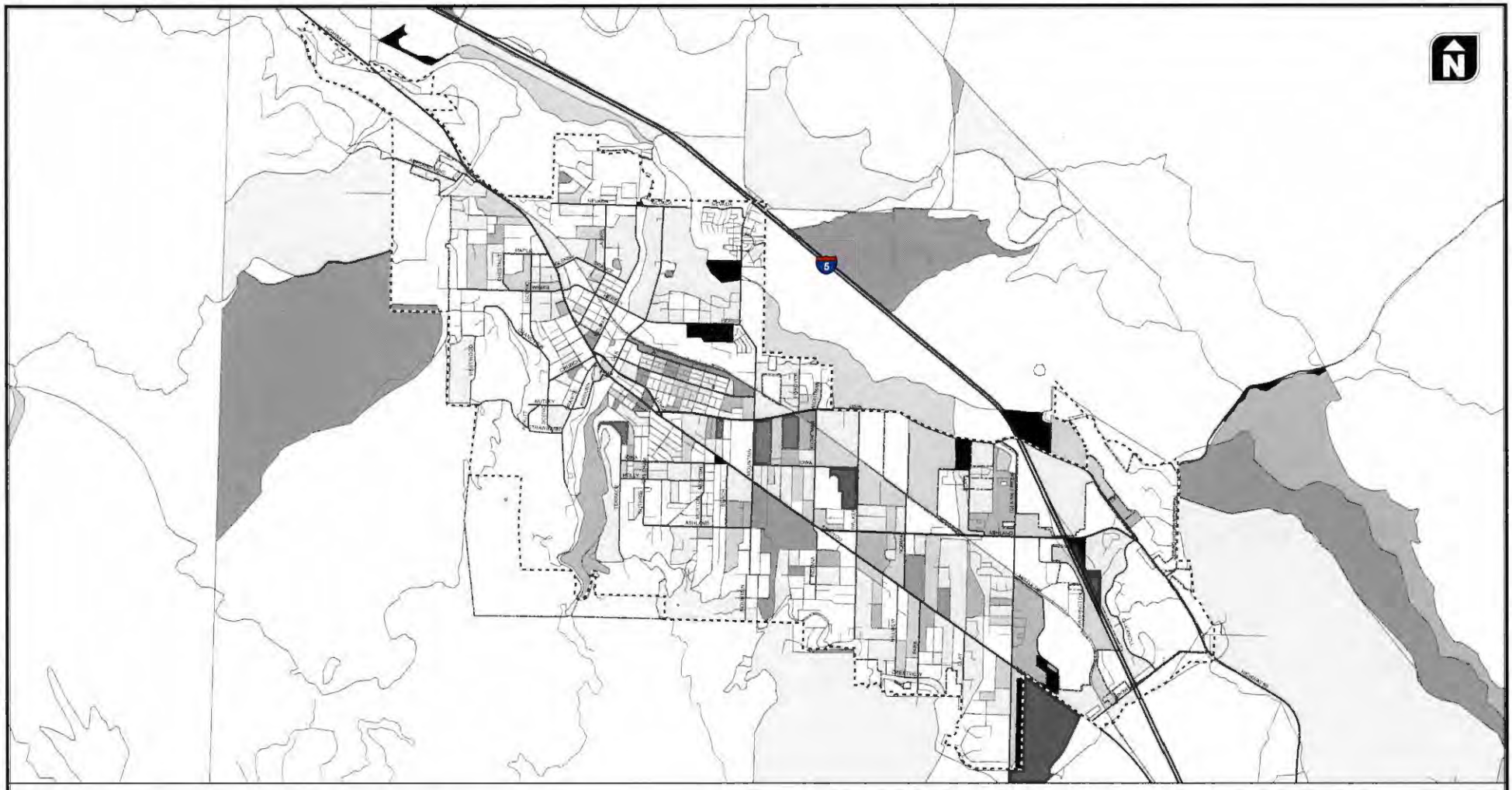


City Hall
Fire Station
Hospital
Library
Schools
SOU Campus
City Limits
City UGB

Ashland Activity Centers

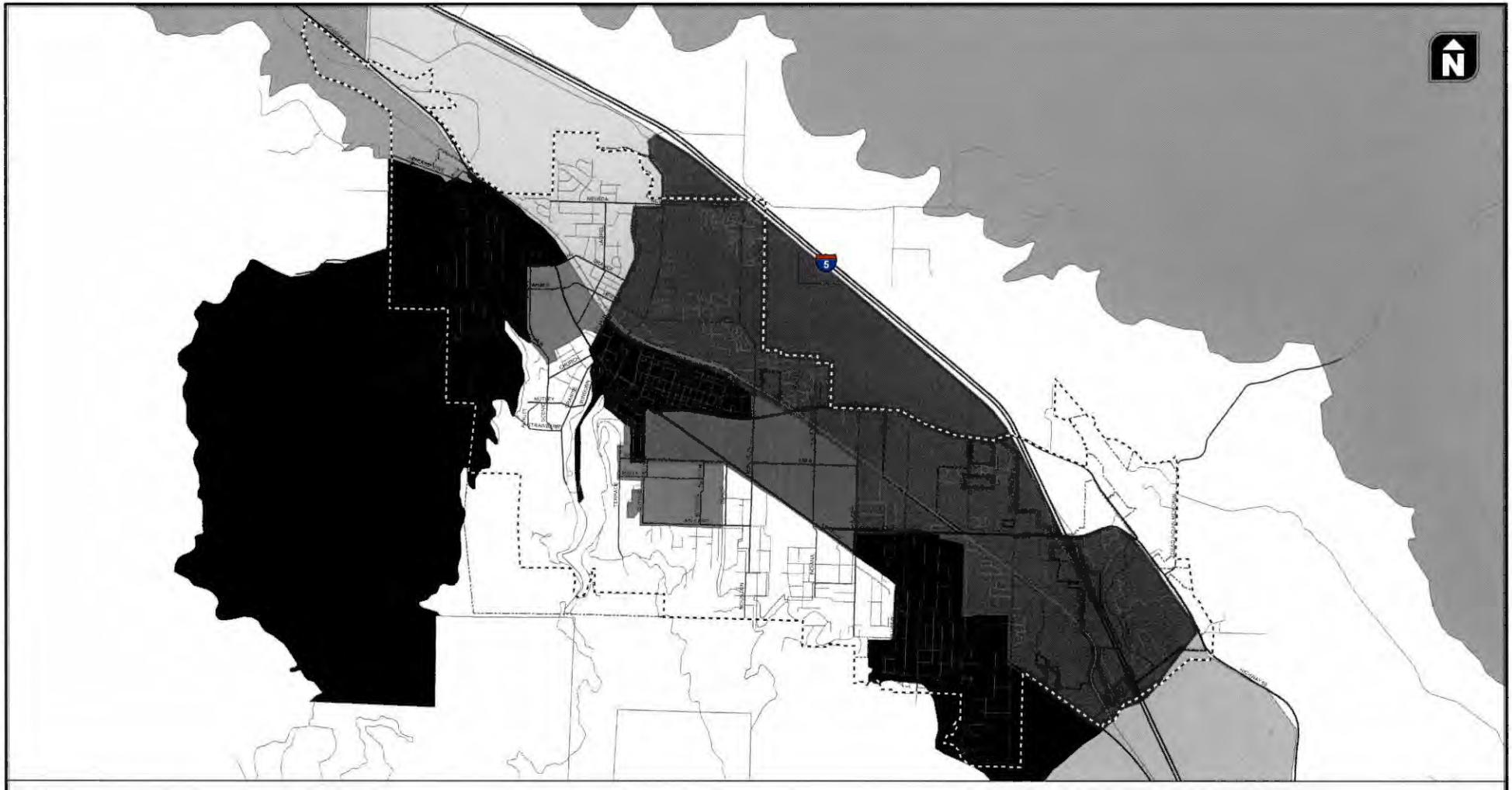
Figure
2-1

H:\projfile\10633 - City of Ashland TSP Update\gis\Tech Memo 3\Fig1 Activity Centers.mxd



Percent of Population With Minority Status by Census Block

Figure
2-2



Percent of Households Without A Personal Automobile by Census Block Group

Figure 2-3

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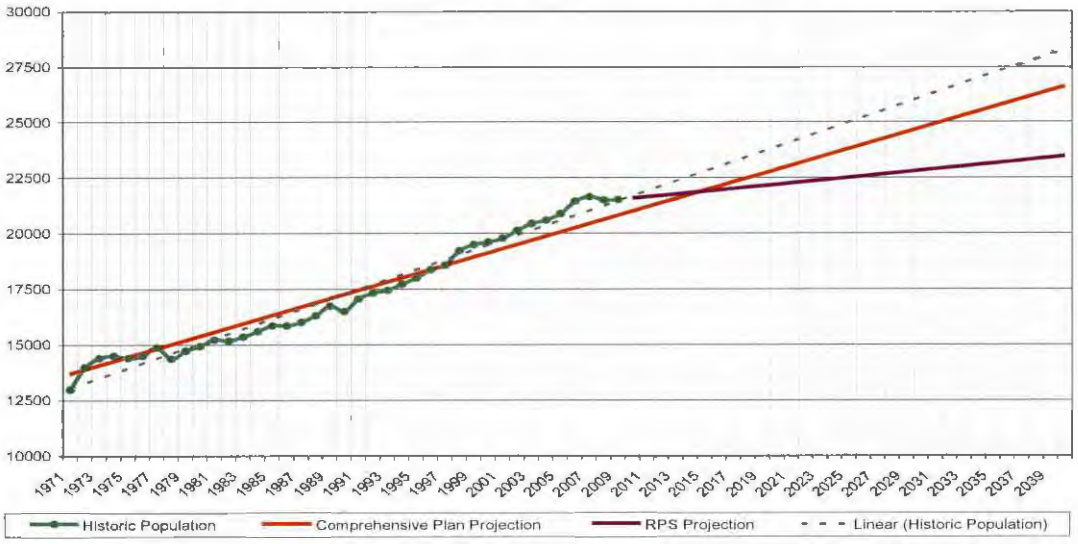
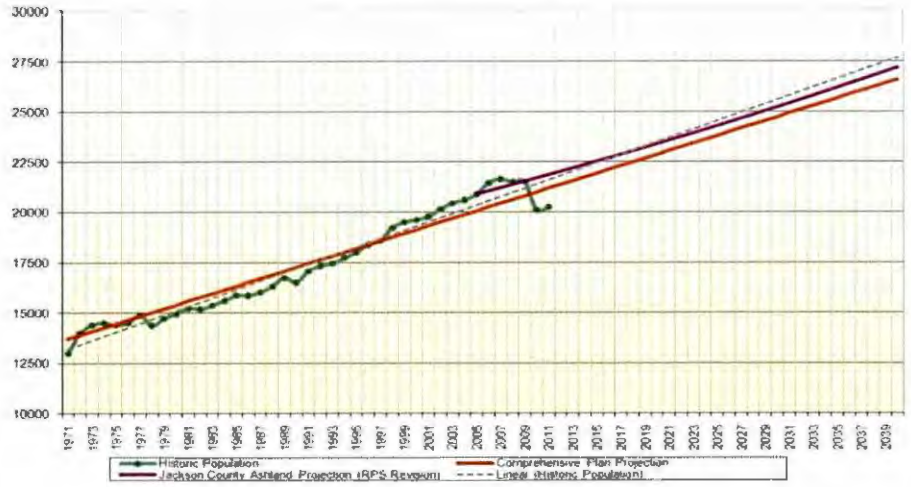
The City of Ashland's historic and projected population is shown in Exhibit 2-3. As shown, the population in 2009 was estimated to be 21,505. Based on the Comprehensive Plan, the population projection for the TSP horizon year of 2034 is 25,464. The annual population growth rate from 1971 to 2009 has averaged 1.45% per year. Historical population growth has tracked closely with population projections from the Ashland Comprehensive Plan, which assumes a higher growth rate than was assumed for Ashland by Jackson County (RPS) projections. Growth projections by the city are reflected in economic opportunities analysis work completed in 2003 and in 2007. Figure 2-4 illustrates where growth has been occurring in the City of Ashland from 1990 to 2000 using 1990 and 2000 US Census Data.

Exhibit 2-3: Historical and Projected Ashland Population



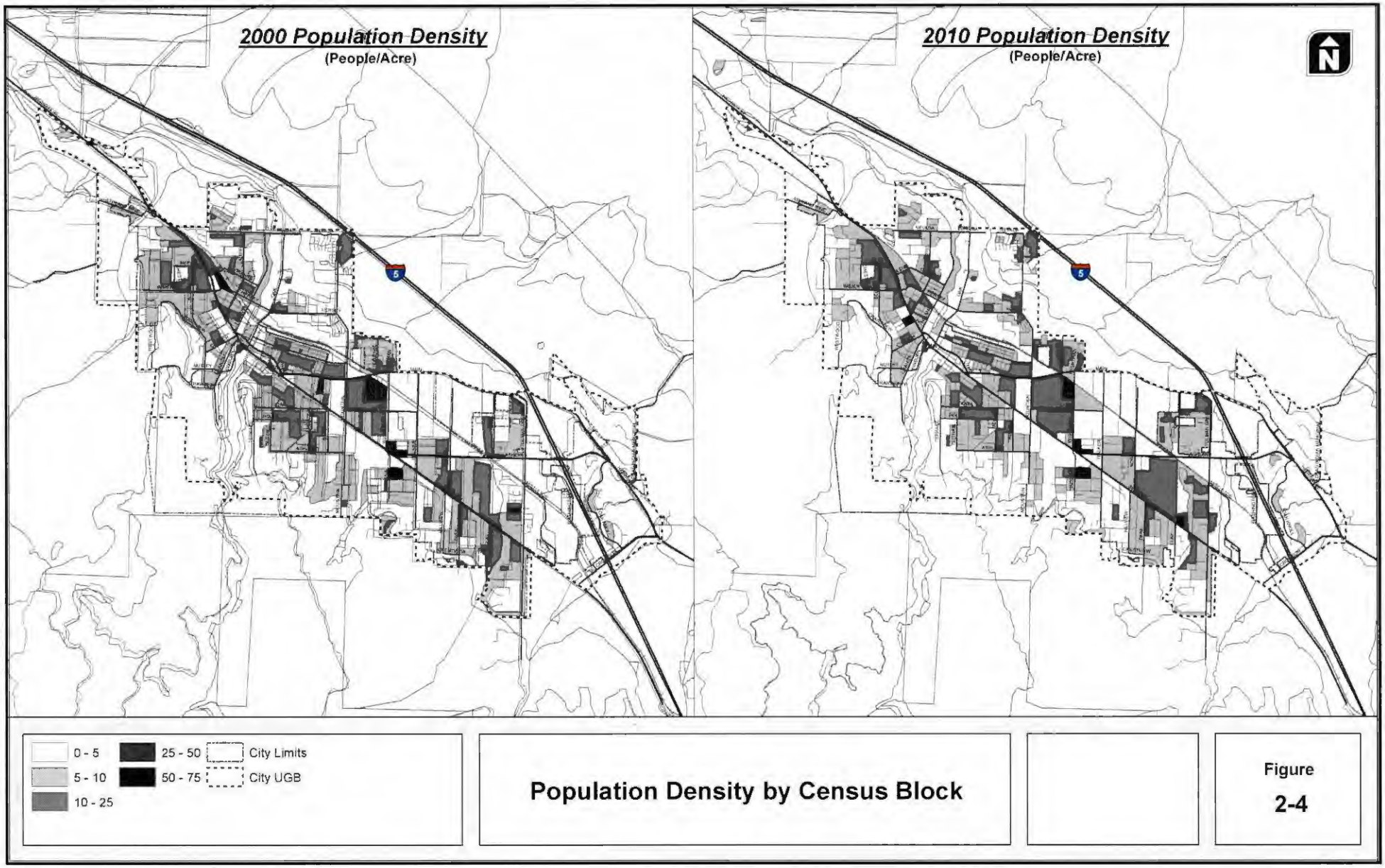
It should be noted that population estimates shown in Exhibit 2-3 are for informational purposes only. Population estimates have been updated since 2009 when the TSP project began as shown below.

Ashland Population Projections



Relative to Jackson County, the age distribution of the recent increases in population indicate lower shares of youth under 20 years of age and lower shares of the typical working-age range of 25 to 64 years. Retirees over the age of 65 years in Ashland are higher than the state average but remain slightly lower that Jackson County. The Economic Opportunities Analysis of 2007, reviewed as baseline data for Technical Memorandum #1, also provides analysis of growth trends for the City of Ashland. Key findings include:

- The population of Ashland is aging and will continue to do so through an in-migration of people nearing retirement age.
- Ashland has a large population of college aged residents.
- The most robust employment growth will likely be Retail, Health Care, Social Assistance, Leisure and Hospitality.



Population Density by Census Block

Figure 2-4

Housing costs in the City of Ashland are the most expensive in Jackson County and may be a constraint on growth, if affordable work force housing is not sufficiently available.

STREET SYSTEM INVENTORY

Roadway development and construction in the City of Ashland has historically been constrained due to the steep hillside topography through the southwestern portions of the City. I-5 borders the City along its northern edge and passes through the southeastern edge of the City. In addition to I-5, two state highways, OR 99 and OR 66, pass through the City of Ashland serving as key boulevards within the urban area. A local network of avenues and neighborhood collectors distribute traffic from OR 99 and OR 66 throughout the remaining urban area.

The following set of figures illustrate the current street characteristics within the urban growth boundary including roadway classifications, roadway jurisdiction, intersection characteristics (e.g., signal locations), number of vehicle travel lanes, posted speed limits, on-street parking and other similar characteristics.

Functional Street Classifications and Jurisdictional Roadway Responsibilities

Prior to this TSP Update, the City of Ashland recognized six functional street classifications in the Transportation Element of the Ashland Comprehensive Plan. These classifications are boulevard (i.e., arterial), avenue (i.e., major collector), neighborhood collector (i.e., minor collector), neighborhood street (i.e., local street), alley, and multiuse path. The Transportation Element of the Ashland Comprehensive Plan provides the following descriptions for the street classifications:

- **Boulevard (8,000 to 30,000 ADT)** – Provide access to major urban activity centers for pedestrians, bicyclists, transit users and motor vehicle users, and provide connections to regional traffic ways such as Interstate 5.
- **Avenue (3,000 to 10,000 ADT)** – Provide concentrated pedestrian, bicycle, and motor vehicle access from boulevards to neighborhoods and to neighborhood activity centers.
- **Neighborhood Collector (1,500 to 5,000 ADT) –** Distribute traffic from boulevards or avenues to neighborhood streets.
- **Neighborhood Street (less than 1,500 ADT)** – Provide access to residential and neighborhood commercial areas.
- **Alley** – A semi-public neighborhood space that provides access to the rear of property; the alley eliminates the need for front yard driveways and provides the opportunity for a more positive front yard streetscape.
- **Multiuse Path –** Off-street facilities used primarily for walking and bicycling; these paths can be relatively short connections between neighborhoods or longer paths adjacent to rivers, creeks, railroad tracks, and open space.

As part of the TSP Update, the street classifications were reviewed and many were updated to be more consistent with the existing and projected future traffic volumes and function. Figure 6-1 in Section 6 provides the updated street functional classifications.

I-5 serves as the major north-south connection to destinations beyond the Rogue Valley Region and links Ashland to Oregon's largest communities including Eugene, Salem and Portland as well as extends south to California. Three freeway interchanges provide access from City of Ashland surface streets to I-5; these interchanges are located at Exits 11, 14, and 19. Exits 11 and 14 provide access to the southern end of Ashland, while Exit 19 provides access to the northern end.

OR 99 and OR 66 serve as the primary east-west boulevards within Ashland. OR 99 provides access from I-5 in the southeastern portion of Ashland through the approximate center of the City's urban area extending beyond the northwestern edge of the City's boundary. OR 66 provides access from I-5 at Exit 14 extending west to intersect with OR 99. OR 66 also extends east beyond the southeastern edge of the City's boundary.

The remaining roadways illustrated provide access to/from OR 66 and OR 99 to the surrounding commercial, residential, recreational, employment, and industrial areas within Ashland. Key avenues in Ashland include Tolman Creek Road, Walker Avenue, Mountain Avenue, Oak Street, Helman Street, Hersey Street, Iowa Street, Wimer Street, and Grandview Drive. These avenues provide north-south and east-west connectivity within the urban boundary.

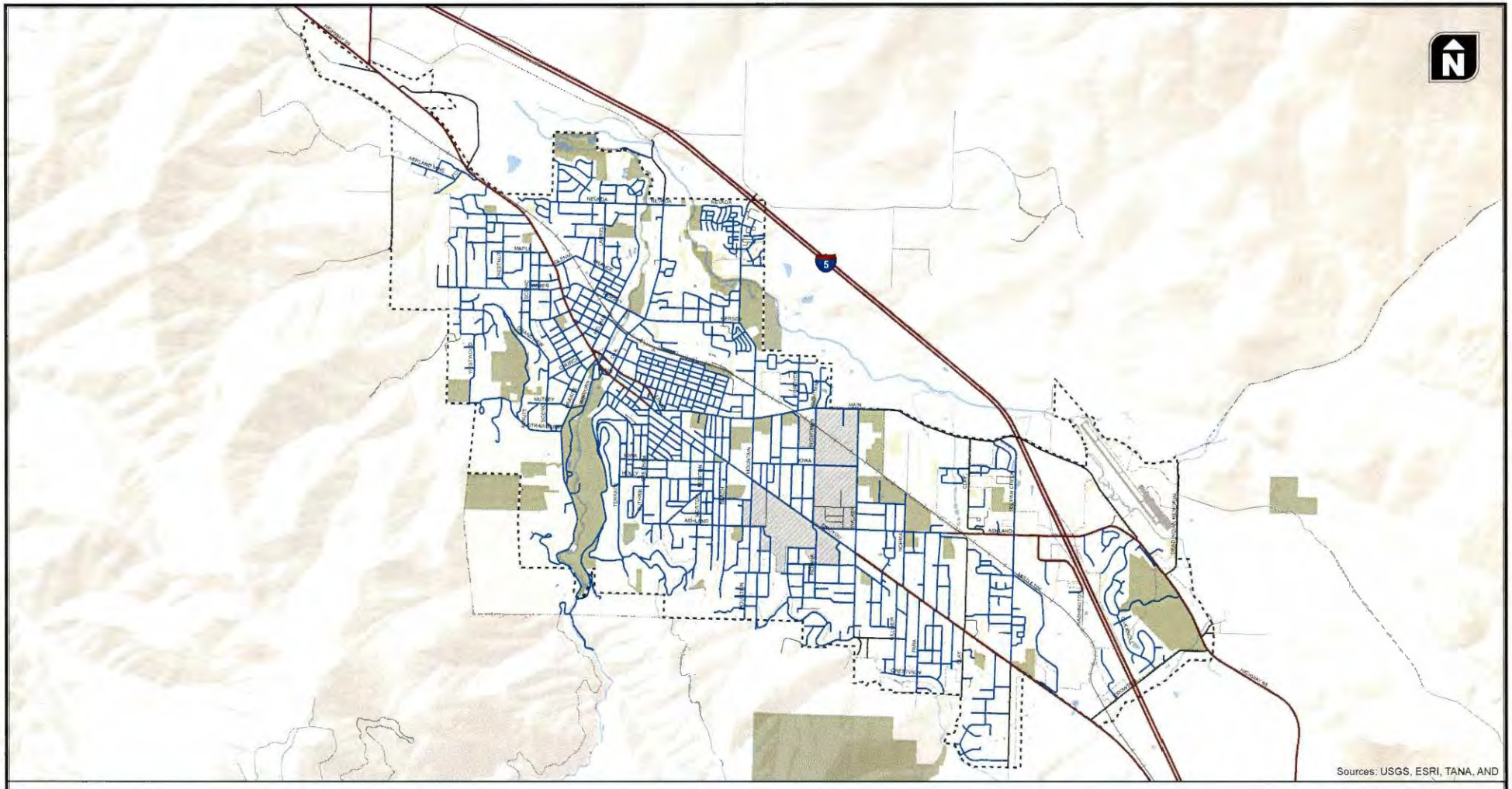
Figure 2-5 illustrates the jurisdictional responsibilities for the streets in the City of Ashland.

The City of Ashland is responsible for the majority of streets within the urban growth boundary. The exceptions are portions of OR 66 and OR 99, which fall under ODOT responsibility. Portions of OR 99 (Siskiyou Boulevard) have been designated by ODOT with Special Transportation Area (STA) and Urban Business Area (UBA) designations which allow OR 99 to deviate from typical ODOT District OR standards providing the City with additional flexibility when managing and planning their downtown urban core. These sections are located in the downtown Ashland area and on OR 99 northwest of downtown. The specific segments of OR 99 are shown in Figure 2-5. There are also five roadway segments classified as avenues that fall under Jackson County jurisdictional responsibility.

Study Intersection and Street Segment Characteristics

Figure 2-6 summarizes the intersections (and the existing traffic control) that were analyzed operationally in the existing and future conditions analyses. These study intersections are generally located where neighborhood collector facilities and higher-order roadways intersect.

Of the thirty study intersections, eighteen are stop controlled and twelve are controlled by traffic signals. The traffic operations and safety performance of these intersections are presented and discussed below. Figures 2-7 through 2-9 illustrate the roadway segment characteristics including number of lanes, posted speed limits, and type of roadway surface.



ODOT — Private — City Limits
City — Undefined — City UGB
County ---- Private/City

Jurisdiction Roadway Responsibilities

Figure
2-5

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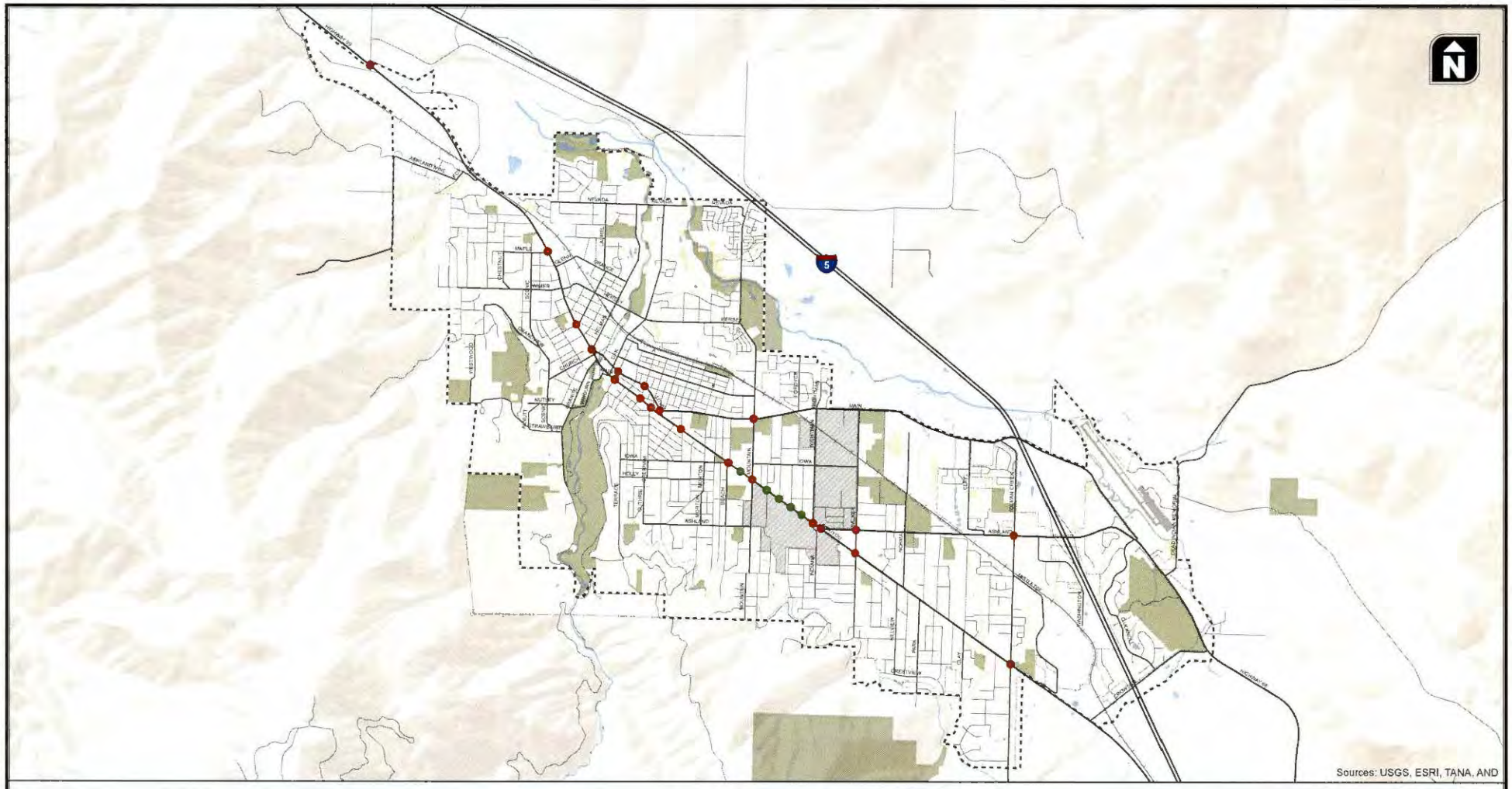

- Traffic Signal
- Pedestrian Signal (Flashing Amber Lights)
- City Limits
- City UGB

Signal Locations

Figure

2-6

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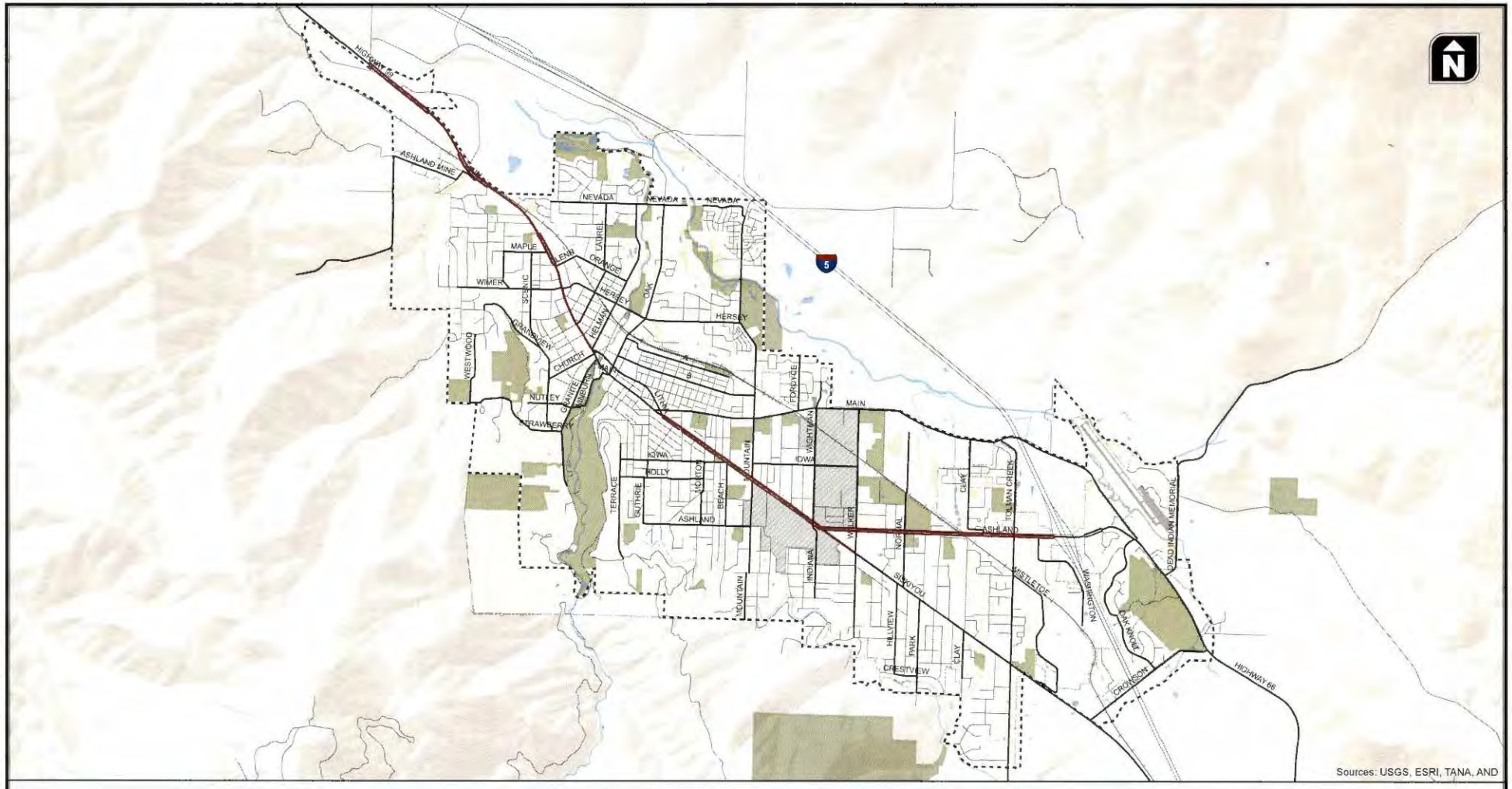
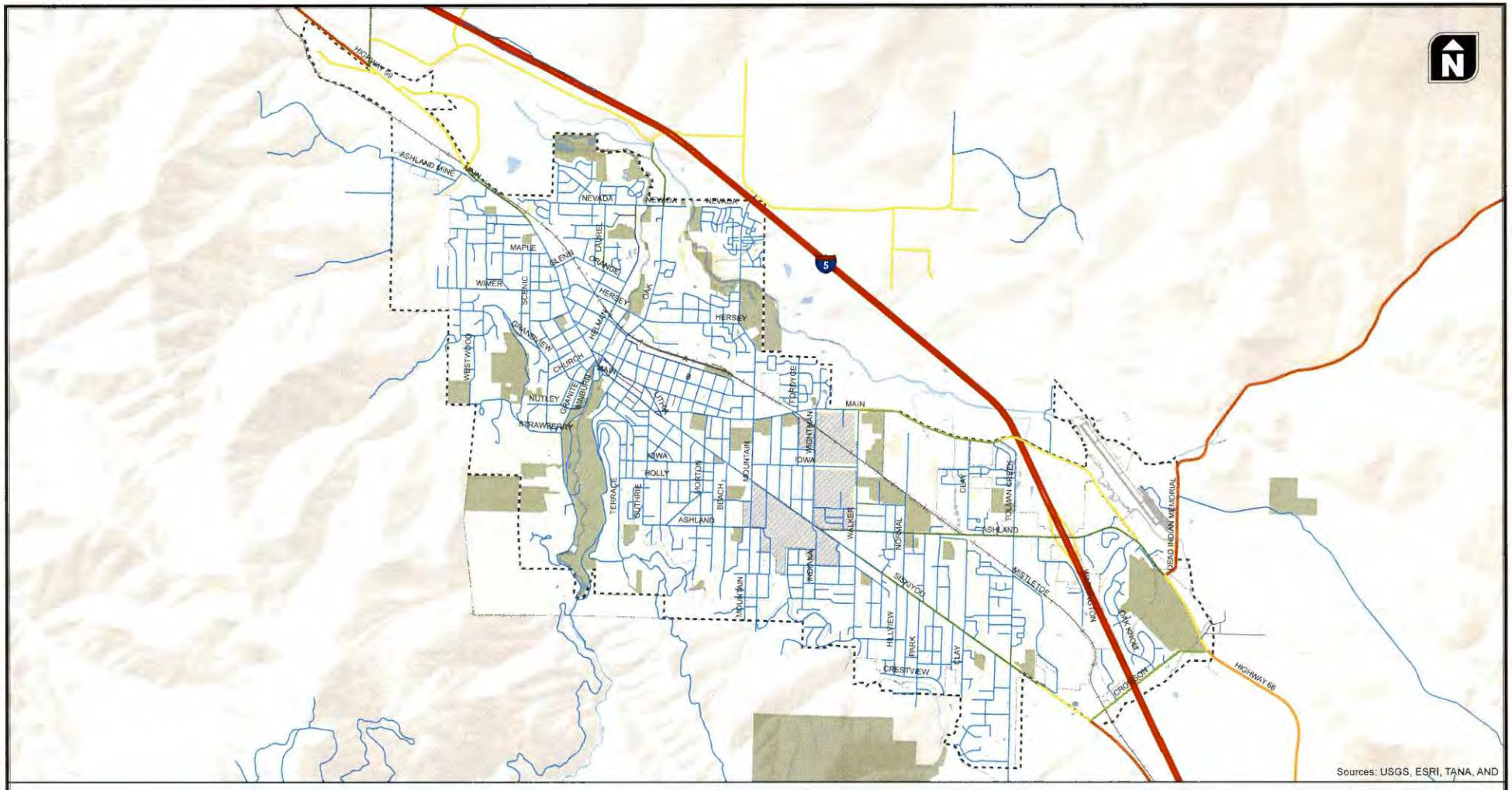


2 Lanes
3 Lanes
4 Lanes
5 Lanes
City UGB
City Limits

Number of Lanes

Figure 2-7

H:\proj\file\10633 - City of Ashland TSP Update\gis\Memo figs\Fig8_Signal Locations



15 20 25 30 35 40 45 50 55 65

School Speed Zone

City UGB

City Limits

Posted Speed Limits

Figure 2-8

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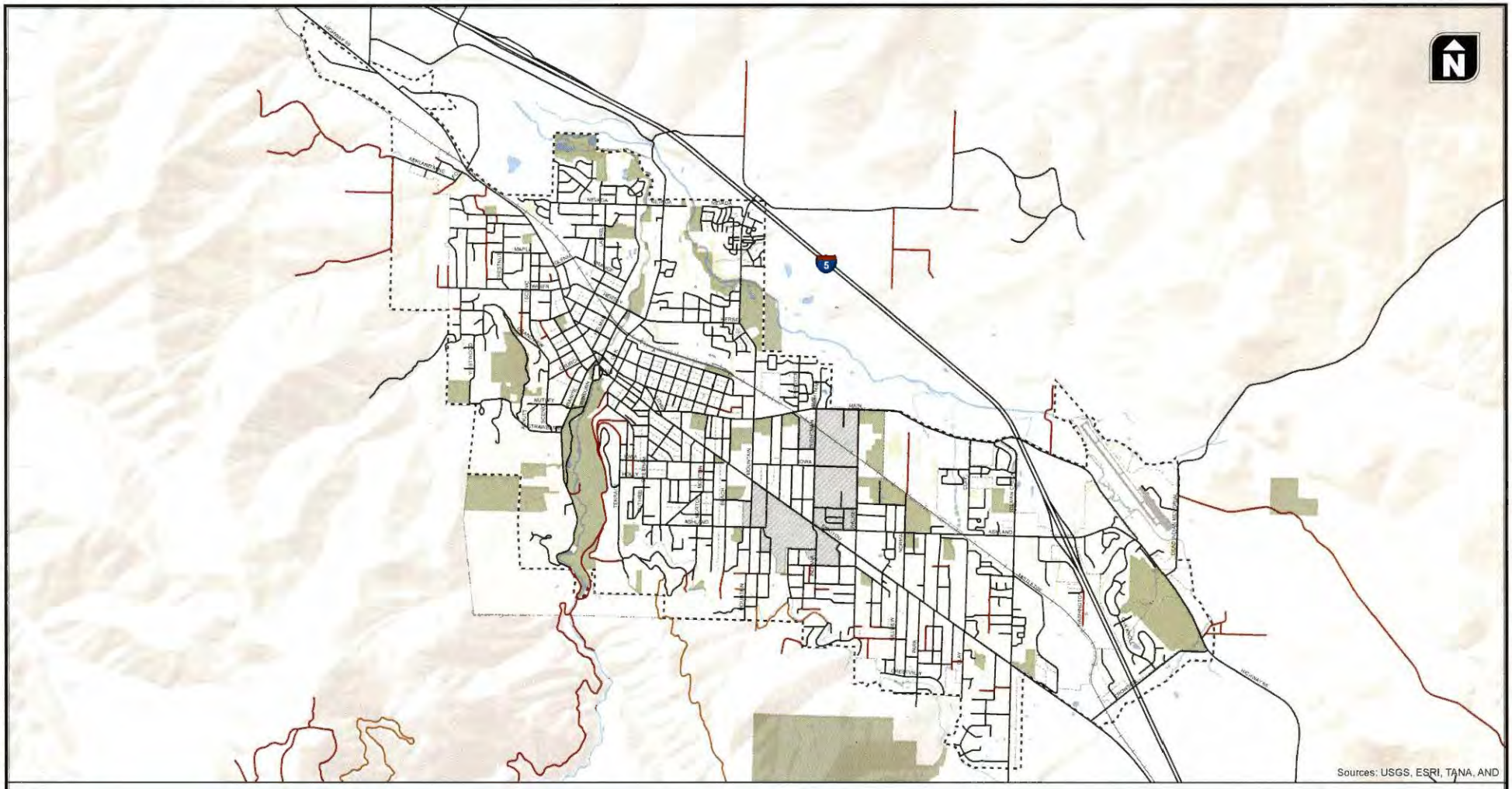


Paved
Gravel
Dirt
Unspecified
City UGB
City Limits

Roadway Surface

Figure 2-9

H:\proj\ac\10633 - City of Ashland TSP Update\gis\Memo figs\Fig12_Pavement Typecondition

As shown in Figure 2-8 and Figure 2-9, the majority of roadways within Ashland are paved with posted speeds of 25 mph. Roadway facilities such as Siskiyou Boulevard (OR 99) and Ashland Street (OR 66) have higher posted speeds particularly as these facilities approach I-5 and reach the southeastern and northwestern edges of the City limits.

Designated On-Street Parking

Figure 2-10 illustrates designated on-street parking in the City of Ashland. As shown, designated on-street parking is primarily located in the downtown core of Ashland. While on-street parking is permitted in other areas of Ashland, designations in terms of time and use (e.g., loading zones, commercial uses) occur primarily in the downtown shopping and commercial area and near the hospital.

Freight Routes

The freight routes within the study area are illustrated in Figure 2-11 and include I-5, OR 99 and OR 66. I-5 is designated as a National OR System Freight Route. The City has designated OR 66 and OR 99 as freight routes through the City. The City designated routes are intended primarily for local freight deliveries and local freight movements. Regional and national truck freight movements are intended to occur via I-5.

ITS Infrastructure

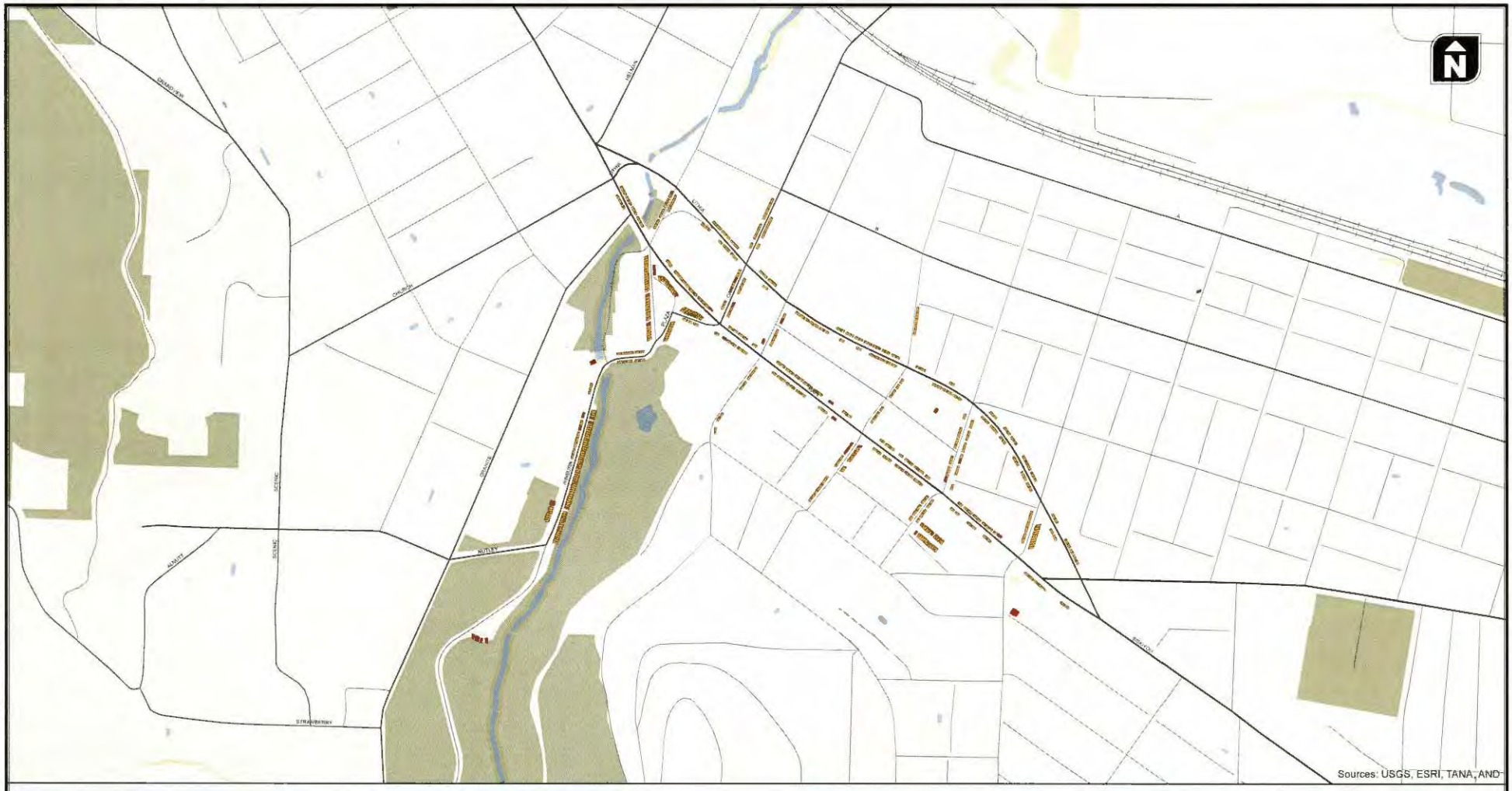
The only Intelligent Transportation System (ITS) infrastructure in the area is outside of the urban growth boundary and is located along I-5. There are two locations along I-5 with dynamic message signs, one weigh in motion station, and an OR advisory signal for motorists; the location of these items are shown in Figure 2-12.

PUBLIC TRANSPORTATION SYSTEM INVENTORY

The Rogue Valley Transit District (RVTD) provides intercity and regional public transit within Jackson County. RVTD serves the City of Ashland as well as Talent, Phoenix and Medford with fixed-route bus and dial-a-ride paratransit service.

Fixed-Route Service

RVTD operates fixed-route transit service in Ashland. Route 10 circulates around Ashland and connects to Medford via Talent and Phoenix. Route 10 currently provides service for Ashland from approximately 5:00 a.m. to 10:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturday. The route operates on 20-minute headways from approximately 7:00 a.m. to 5:00 p.m. on weekdays, 30-minute headways from 5:00 a.m. to 7:00 a.m. and 5:00 p.m. to 10:00 p.m. on weekdays, and 60-minute headways on Saturdays.



Reserved
Time Restricted
City Limits
City UGB

Designated On-Street Parking Map

Figure
2-10

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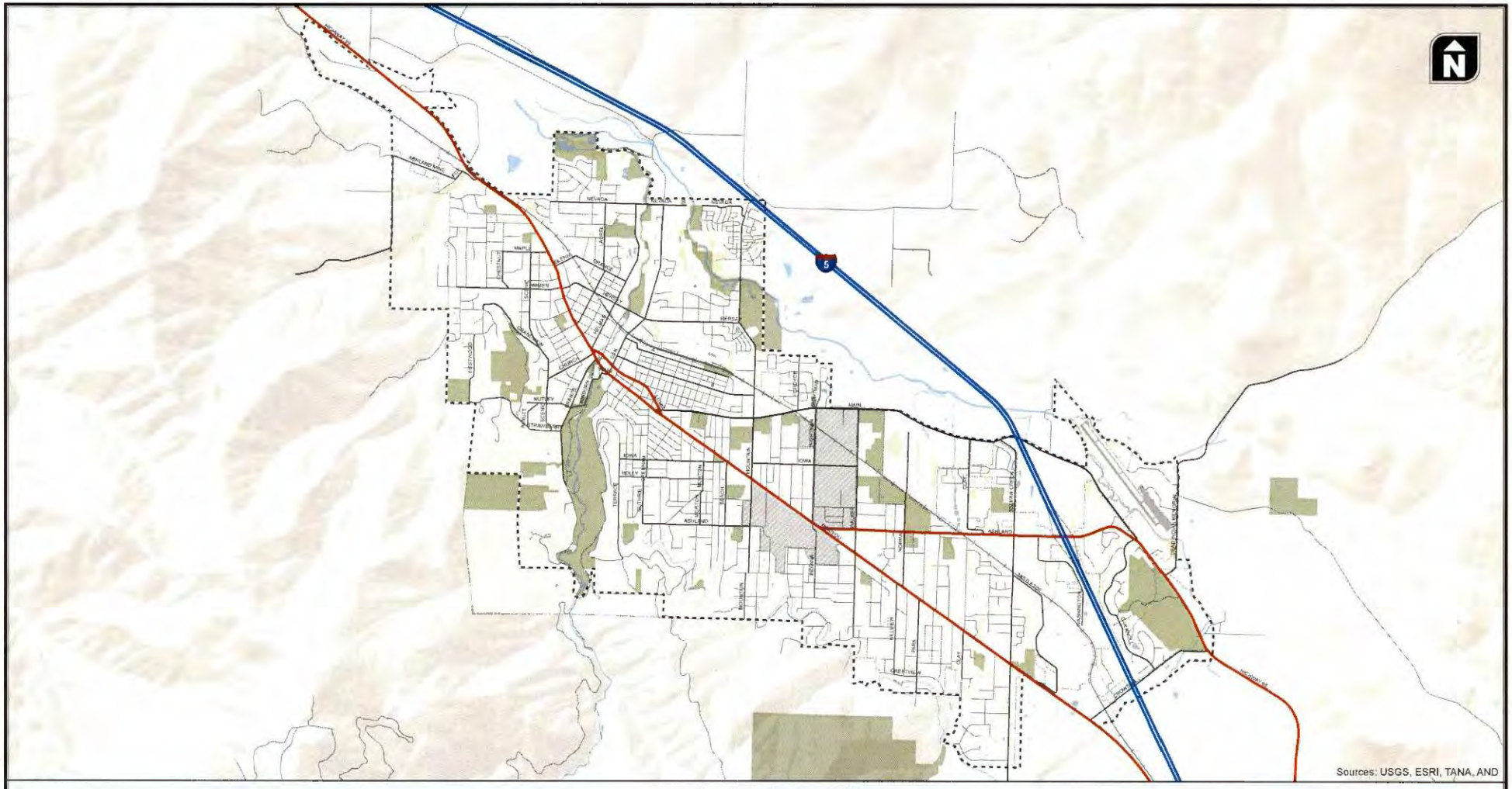

City Designated Freight Route
National Highway System Freight Route
City Limits
City UGB

Freight Routes

Figure 2-11

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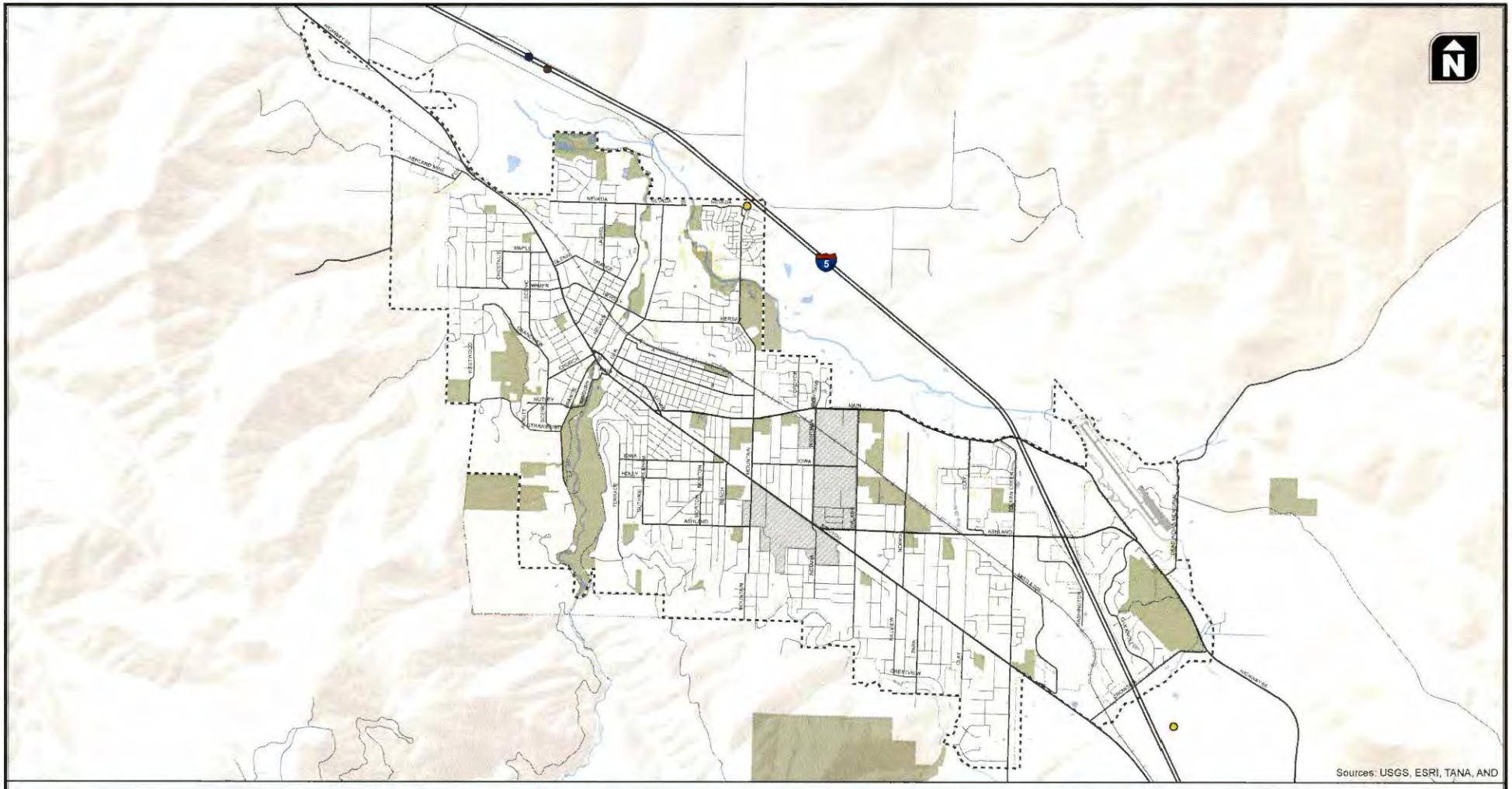


Dynamic Message Sign
Highway Advisory Radios
Weigh in Motion
City Limits
City UGB

ITS Infrastructure

Figure 2-12

H:\projfile\10633 - City of Ashland TSP Update\gis\Memo figs\Fig16 ITSinfrastructure

Figure 2-13 illustrates the transit routes and stops. Currently, there are no park and ride locations within the City of Ashland. Connectivity to other transit is through the Front Street Station in Medford.

Ridership levels for the City of Ashland have fluctuated with changes in fares and service. Historically, ridership system-wide and within the City of Ashland have increased in response to sharp increases in fuel prices. Peak ridership levels were reached during 2003 through mid-2006 when no fares were charged to Ashland riders. When fares were increased and the Route 5 loop service was discontinued, ridership dropped sharply. Loop service was restored in 2009 (Route 15); however, fares were increased from $0.50 to $1.00 (which still represented a significant city subsidy to the $2.00 fare on the rest of the RVTD system) and the overall fixed route ridership has been declining over the past two years. Similarly, ridership for the Valley Lift paratransit service, described below, has also had minor but steady decline since 2005 (data is not available prior to 2005).

Stop amenities for RVTD's fixed-route bus service include shelters and bike racks at some locations. In addition to the shelters provided by RVTD, the City of Ashland has purchased shelters for additional stops and pays for repair and maintenance of those shelters. RVTD is currently developing new bus stop standards and policies that will determine which stops will qualify for shelters in the future.

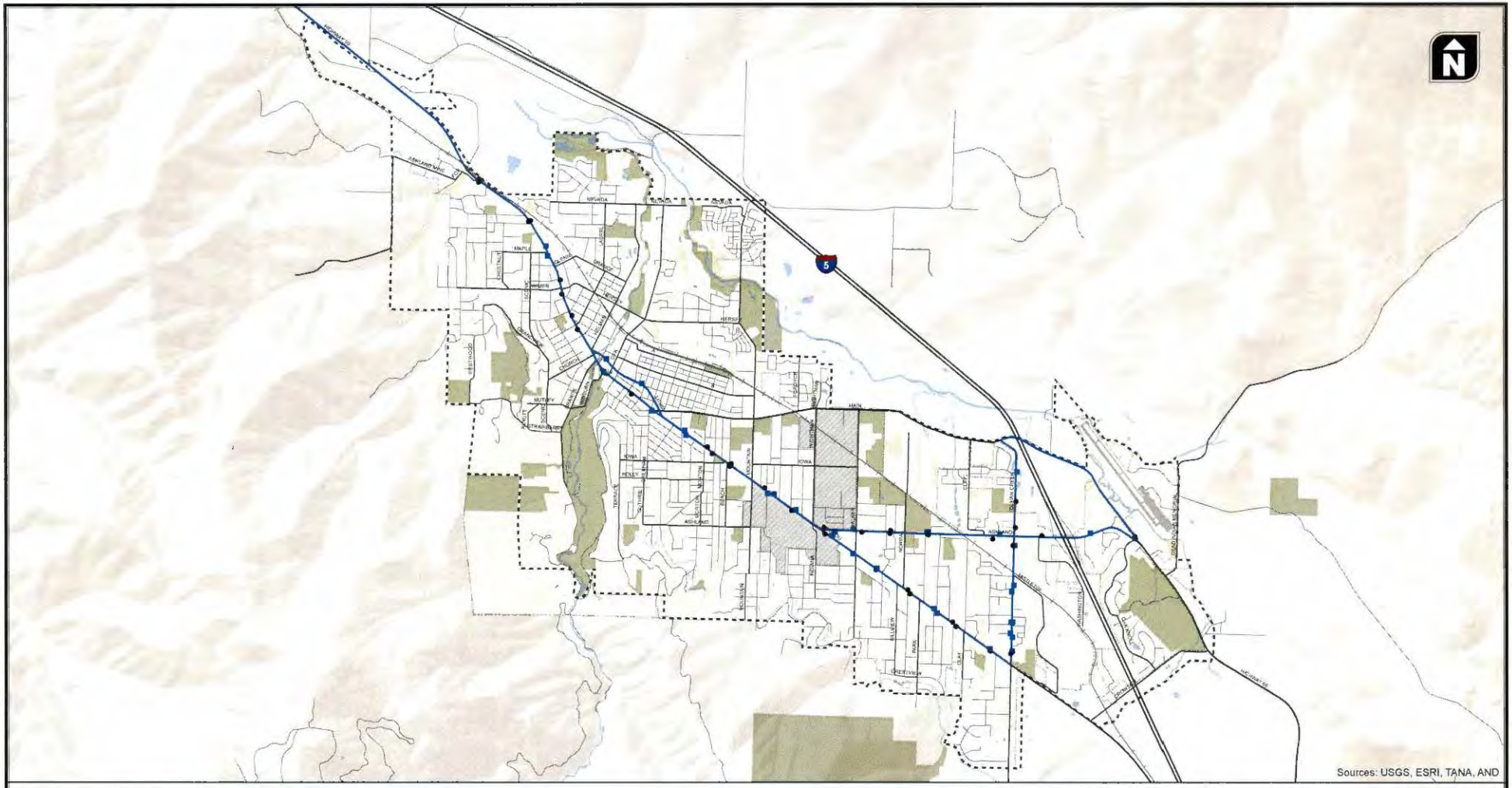
Dial-a-Ride Service

RVTD also operates a paratransit service through their Valley Lift Program and TransLink. The Valley Lift Program is a shared ride, curb-to-curb, wheelchair accessible transportation service for people with disabilities preventing them from using RVTD's fixed-route bus service. Valley Lift service is provided within ¾ mile buffer on either side of the RVTD fixed-route system. This transportation option fulfills requirements of the Americans with Disabilities Act. RVTD owns and maintains the vehicles; the drivers are contracted through Paratransit Services. Users of this service fall into three categories of eligibility: temporary, conditional and unconditional. During the last fiscal year, ridership averages 750-800 trips per month. The fare is $2.00 and provides a low cost recovery since each trip costs $20-30.

TransLink is a 7-county Medicaid transportation service provided to eligible Oregon Health Plan (OHP) and eligible Medicaid clients traveling to authorized medical services. TransLink is funded through the Oregon Department of Human Services. RVTD is considered the Lead Special Transportation Service for ODOT Region 3. In that administrative capacity, the agency schedules and dispatches rides through multiple providers.

RAIL SYSTEM INVENTORY

Freight rail service is provided through and within the city limits by the Central Oregon and Pacific Railroad (CORP) and the White City Terminal and Utilities (WCTU). The rail line provides service to several local manufacturers, including the timber industry and plants in the White City industrialized area just north of Medford. CORP acts as a feeder line to Union Pacific.



Bus Route 10
Bus Stop W/ Seating
Bus Stop W/out Seating
City Limits
City UGB

Transit Routes and Stops

Figure 2-13

H:\proj\ei\10633 - City of Ashland TSP Update\gis\memo figs\Fig13 Transit.mxd

The Siskiyou Line of the Southern Pacific Rail System runs from Springfield, Oregon through Roseburg, Grants Pass, central Point, Medford, Phoenix, Talent and Ashland. The line continues into California under the name Black Butte Line. RailAmerica owns the entire rail line from Springfield to Montague, California.

The rail enters the City from the north by crossing eastward over OR 99 and passing southeast through the city limits approximately ½ mile to the east of downtown and OR 99. It runs parallel to OR 99 south of the city and crosses over I-5 where OR 99 merges into I-5. The rail alignment through Ashland is primarily single track with a section of double track extending approximate 1,500 feet west of Oak Street transitioning to a triple track extending approximately 3,000 feet east of Oak Street and then transitioning back to a double track and then single track over a few hundred feet. Figure 2-14 illustrates the railroad track alignment through Ashland along with the traffic control devices at each of the railroad crossings.

The lines are maintained as FRA Class 2, which allows train speeds of 25 mph. Historically the rail lines have primarily handled products of the timber industry including lumber, plywood, veneers, sand, clay, cements, siding, particleboard and feed and fertilizers. Currently the line is not being used by any industry. There is no passenger rail service along the rail line that passes through Ashland (and Medford). The nearest passenger rail service stops is located in Klamath Falls, approximately 80 miles to the east of Ashland.

BICYCLE AND PEDESTRIAN SYSTEM INVENTORY

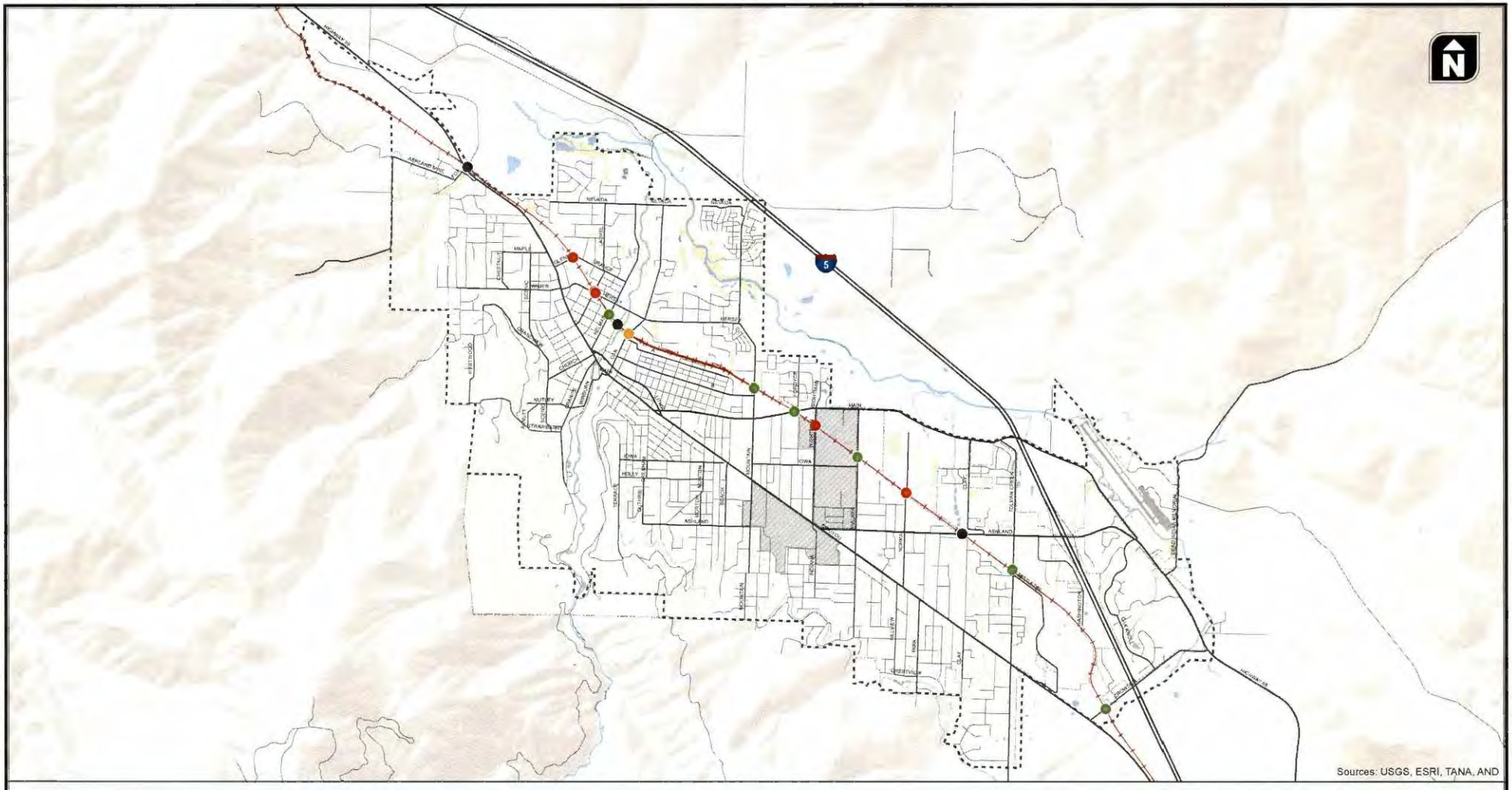
This section provides an inventory of existing pedestrian and bicycle systems in the City of Ashland based on data provided by the City. The GIS data used to identify existing sidewalks and sidewalk gaps was created by the project team based on information in the city's impervious surface GIS layers. Some modifications to the City's GIS bicycle network were also made based on field observations. Travel trends as well as facility types and demands are discussed below.

Pedestrian Network

The existing pedestrian network is shown on Figure 2-15. Table 2-1 summarizes the existing sidewalk network coverage within Ashland's UGB.

Table 2-1 City of Ashland Sidewalk Inventory

Sidewalk Present	Neighborhood Collectors	Avenues	Boulevards	Neighborhood Collectors, Avenues, and Boulevards
Both Sides	0.6 miles (13%)	6.6 miles (24%)	5.1 miles (34%)	12.3 miles (26%)
One Side	1.4 miles (30%)	6.4 miles (24%)	1.5 miles (10%)	9.3 miles (20%)
No Sidewalk	2.7 miles (57%)	14.0 miles (52%)	8.6 miles (56%)	25.3 miles (54%)
Total	4.7 miles (100%)	27.0 miles (100%)	15.2 miles (100%)	miles (100%)



Central Oregon & Pacific Railroad
Grade-Separated Crossing
Crossing Gates and Flashing Lights
Flashing Lights
Stop Signs
City Limits
City UGB

Rail Lines Owners/Operators

Figure 2-14

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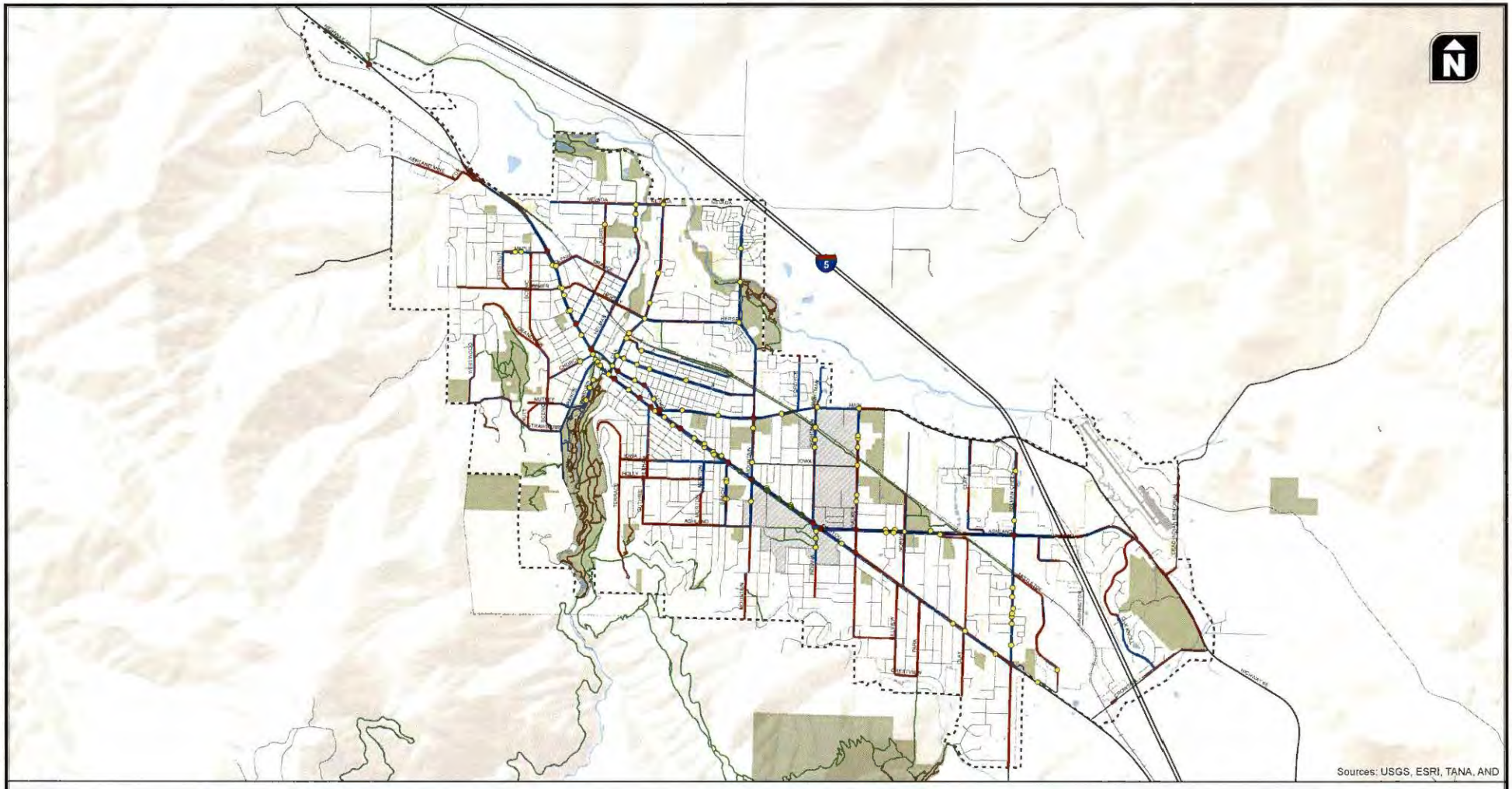


Sidewalk
Sidewalk Gaps
Hiker Path
Multi-Use Path
Traffic Signal
Pedestrian Signal
Marked Crosswalk
City Limits
City UGB

Pedestrian Network

Figure
2-15

H:\proj\tsp\10633 - City of Ashland TSP Update\gis\Memo-figs\Fig22 Pedestrians

In general, the higher density areas of the City including the downtown and surrounding residential streets are well served with a comprehensive network of sidewalks and crossings. Sidewalk coverage declines as you travel further from downtown and the primary traffic corridor (Main Street – Siskiyou Boulevard), although a number of the newer residential developments on the outskirts of the City have been constructed with sidewalks on both sides of all streets.

Table 2-1 shows that just over half (54%) of the major street network (i.e., neighborhood collectors, avenues and boulevards) does not have sidewalks. The network of boulevards have sidewalks on both sides along just over a third (34%) of its length and on one side for a another 10%. Avenues are covered by 24% with sidewalks on both sides and 24% with sidewalks on one side, i.e. over half of avenues in the City of Ashland (52%) are without sidewalks on either side. Similarly, 57% of neighborhood collectors have no sidewalks. In addition to the sidewalk network, there is approximately 6.8 miles of off-street multi-use path.

The density of designated crosswalks, i.e. signalized or marked crosswalks is approximately 2.9 crossings per mile along boulevards (i.e. one every 0.35 miles or approximately 3-4 minutes walking distance to the closest crossing) and 2.5 crossings per mile along avenues (i.e. one every 0.4 miles or 4 minutes walking distance). In general the downtown and other high-density locations are well served with frequent crossing opportunities. Further from these areas, crossing density is less, but traffic volumes may reduce sufficiently to allow safe and frequent crossing opportunities.

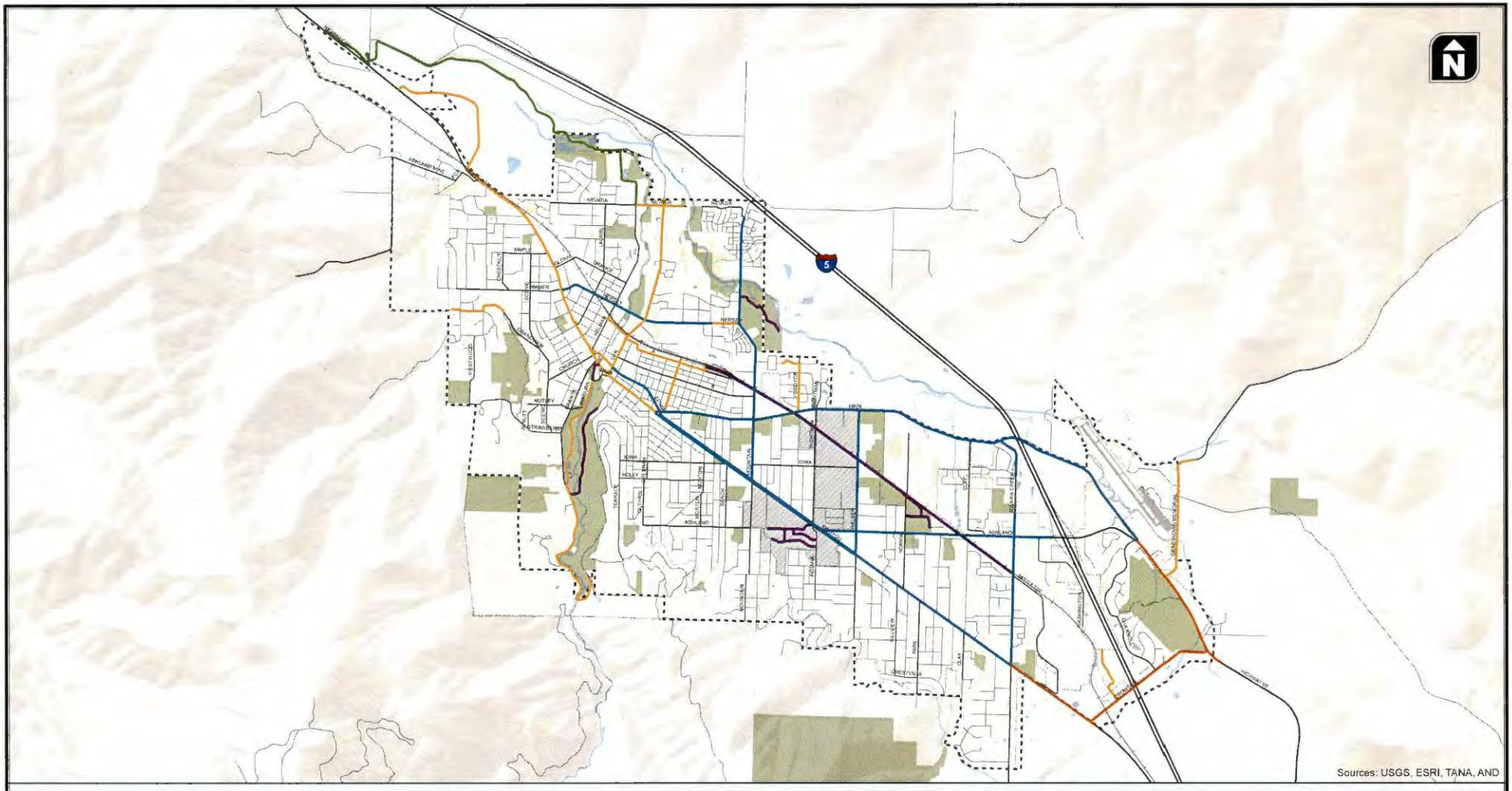
Bicycle Network

An inventory of the bicycle network (Figure 2-16) shows the following breakdown of bicycle facilities:

- Shared roadway / signed shared roadway: 8.3 miles
- Shoulder bikeway: 2.1 miles
- Bike lanes: 12.7 miles
- Multi-use path: 4.06 miles
- Greenway Trails: 2.89 miles

Overall, approximately 26% of all major roadways (i.e. neighborhood collectors, avenues and boulevards) have on-street bicycle lanes and 22% are signed as shared roadways or have shoulder bikeways. The local street network has not been included in this analysis, but it is likely many local streets provide a comfortable environment for bicyclists and could form part of a future network of bicycle boulevards.

Exhibits 2-4 and 2-5 are photos of some of the existing bicycle network elements in Ashland. Exhibit 2-4 shows an example of on-street bicycle parking provided in downtown Ashland. Exhibit 2-5 shows one of the multi-use paths in Ashland.



Bike Lane
Bike Path
Greenway
Shared Lane
Shoulder lane
City Limits
City UGB

Bicycle Network

Figure
2-16

H:\proj\fia\10633 - City of Ashland TSP Update\gis

Exhibit 2-4: Bicycle Parking in Downtown Ashland

Exhibit 2-5: Multi-Use Path in Ashland

Example Cross-Sections with Pedestrian and Bicycle Facilities

Example cross-sections for boulevards, avenues and local streets are shown below in Exhibit 2-6 which provides examples of the pedestrian and bicycle facilities provided in Ashland.

Exhibit 2-6: Cross-Sections with Pedestrian and Bicycle Facilities

Siskiyou Boulevard – East of Sherman Street
Sidewalks on both sides w/ on-street bike lanes

Siskiyou Boulevard – East of Walker Avenue
Sidewalks and bike lanes on one side w/ shoulder bikeway other side

E Hersey Street –West of Carol Street
Sidewalks on one side w/ on-street bike lanes

Crispin Street
Sidewalks on both sides, Cyclists share roadway

AIR TRANSPORTATION INVENTORY

The Ashland Municipal Airport is located 3 miles northeast of downtown at the eastern boundary of the city limits. (S03) Ashland Municipal Airport, as designated by the Federal Aviation Administration, has a single runway designated 12/30 which is 3,600 feet long x 75 feet wide. The surface area of the airport is approximately 95 acres. The airport is a Category 3 General Aviation Airport defined by the Oregon Department of Aviation. The land within the Ashland city boundary and within the Airport Overlay Zone is zoned as E-1, RR-1, R-1-10 and C-1. Figure 2-17 shows the location of Ashland Municipal Airport.

The Ashland Municipal Airport does not offer commercial flights. The nearest commercial flights are out of the Rogue Valley International-Medford Airport. Medford offers both passenger and freight service to cities throughout the Northwest with connections to larger airports and markets. The Rogue Valley International-Medford Airport is 989 acres in size and is located 3 miles north of the Medford central business district near I-5. Figure 2-18 illustrates the location of Rogue Valley International Medford Airport as well as several other smaller municipal or regional airports.

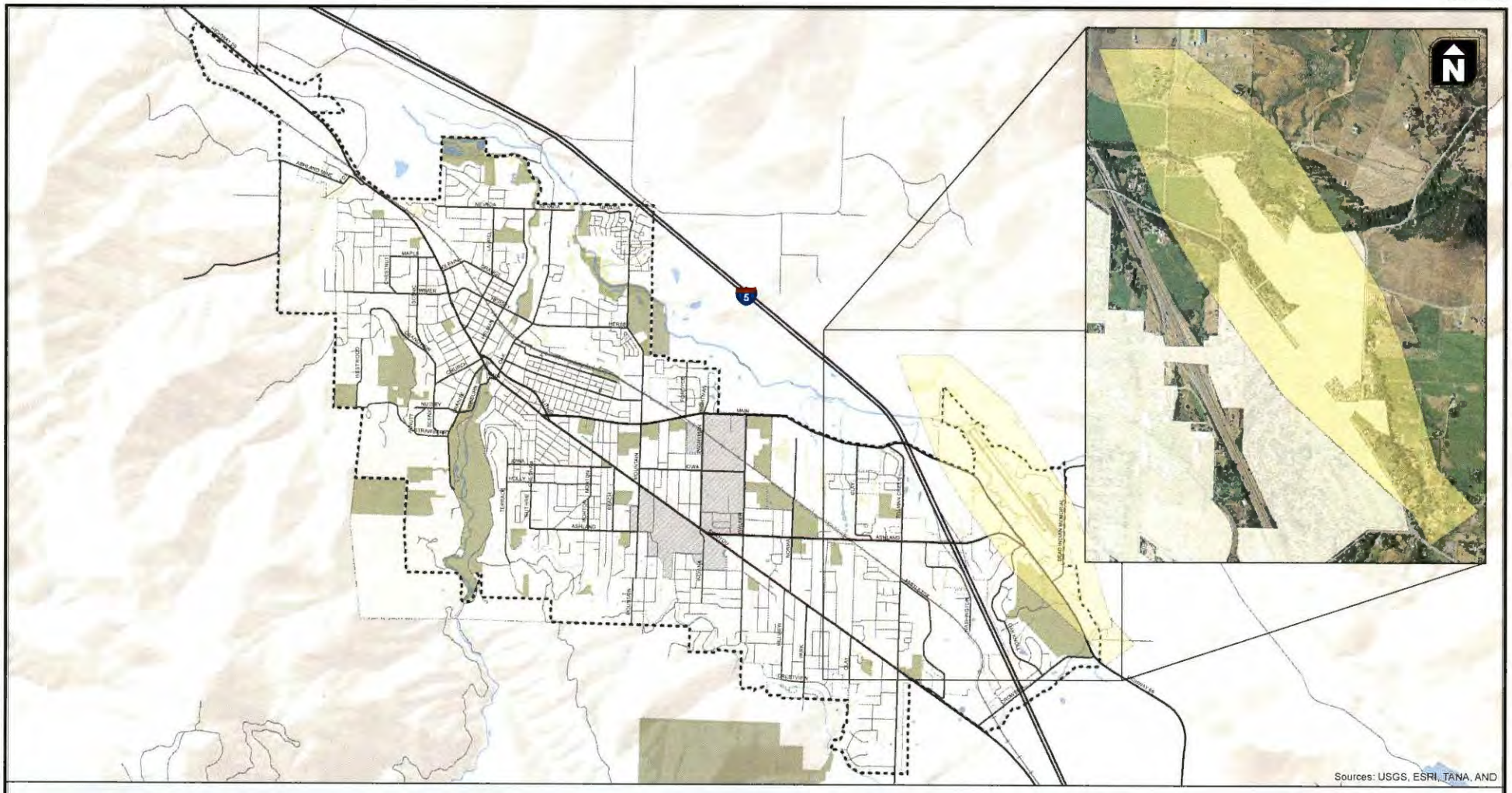
PIPELINE INVENTORY

Within the Rogue Valley there is a natural gas pipeline owned and operated by Avista Corporation. Originally the pipeline extended from Portland to Medford but a subsequent project connected this pipeline to a line that crosses central Oregon. The distribution lines for this pipeline are located along I-5 between Grant's Pass and Ashland and the main pipeline is located within the I-5 corridor.

Recently a new pipeline was installed from Ashland to Klamath Falls to increase the natural gas capacity of the local lines and meet increasing demand. There are no intermodal terminals located in or near Ashland. Natural gas can only be transported by pipeline.

WATER TRANSPORTATION INVENTORY

The Rogue River is the largest body of water in the area but is not large enough to use as a form of transportation, only recreation. The nearest port is located in Coos Bay and is an international/national shipping facility.



Airport Overlay Zone
City Limits
City UGB

Ashland Airport

Figure 2-17

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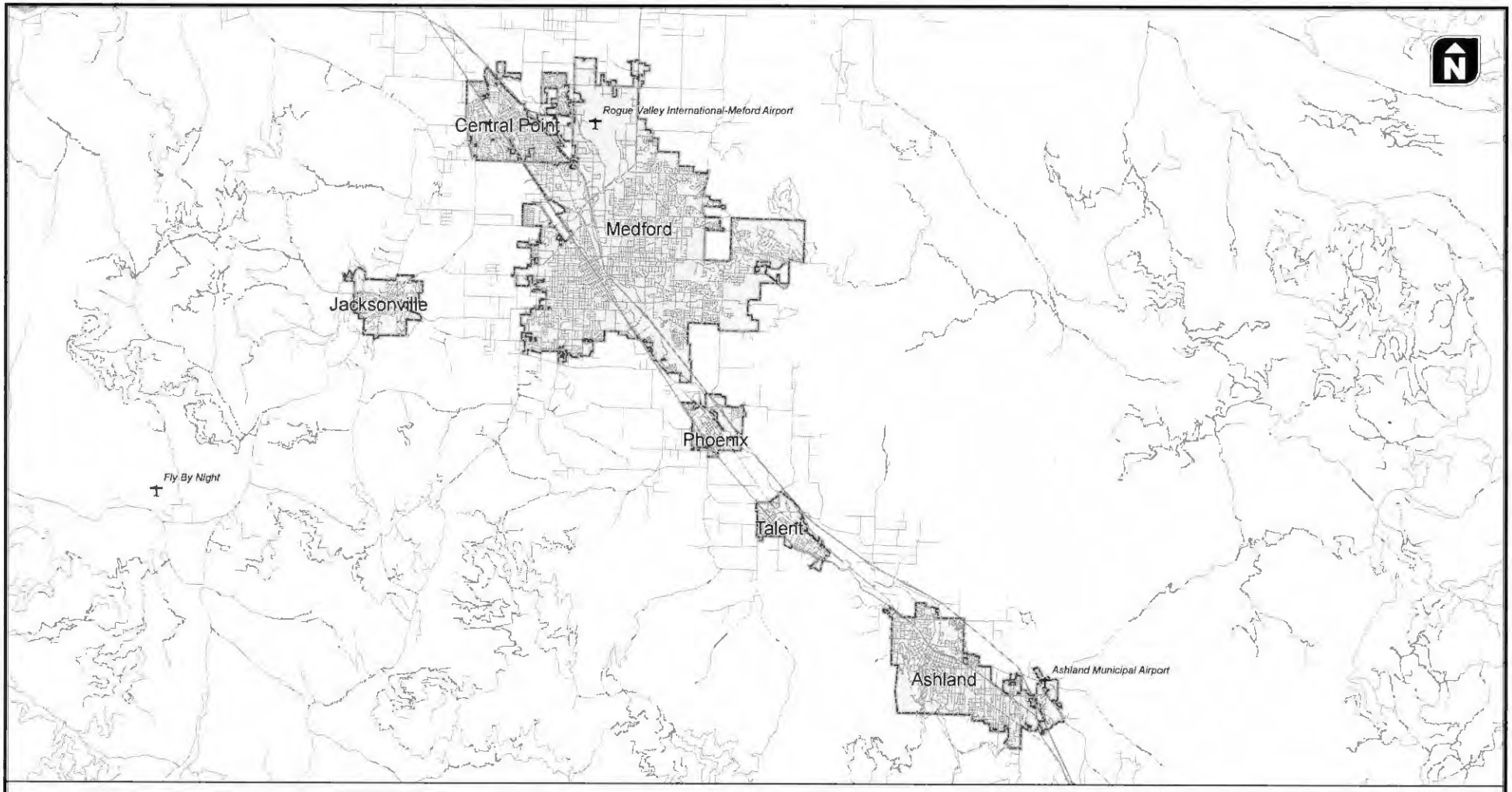


Municipal Airport

Local Airport

City Limits

Regional Airports

Figure 2-18

Section 3
Transportation Goals & Objectives and Plan & Policy Review

TRANSPORTATION GOALS & OBJECTIVES AND PLAN & POLICY REVIEW

This section presents the City of Ashland's Transportation System Plan goals and objectives. It also summarizes related state, regional and local plans, policies and regulations that influence the City of Ashland.

CITY OF ASHLAND'S TRANSPORTATION GOALS AND OBJECTIVES

In the summer and fall of 2010, the City updated its transportation goals and objectives in collaboration with the City's Transportation Commission and Planning Commission. The goals and objectives provided guidance on the types and priorities of policies, programs, studies and projects that are included in Sections 4 through 10 of this transportation system plan.

Goals and Objectives

Goal #1:

Create a "green" template for other communities in the state and nation to follow.

Objectives for Gool 1:

1A. Create a prioritized list of active transportation (e.g., travel by bicycle, by foot and/or a combination of non-auto modes), green projects that reduce the number of auto trips, auto trip length, and vehicle emissions.

1B. Expand active transportation infrastructure to include features that encourage non-auto travel. Potential features include bicycle boulevards, bicycle lanes, wider bicycle trails, and improved lighting for bicycles and pedestrians.

1C. Establish targets for increasing biking, walking, and transit trips over the next S, 10, and 20 years.

1D. Develop plans for pedestrian-oriented, mixed land-use activity centers with an active transportation focus and green infrastructure.

1E. Identify ways to reduce carbon impacts through changes to land use patterns and transportation choices to make travel by bicycle, as a pedestrian and by transit more viable.

1F. Update City of Ashland code street design standards to provide more flexibility and options for enhanced active transportation facilities.

1G. Implement environmentally responsible or green design standards.

1H. Investigate creative, cutting edge ways including policies to increase active transportation trips in the City of Ashland.

Goal #2:

Make safety a priority for all modes of travel.

Objectives for Goal 2:

2A. Coordinate with safe routes to school (SRTS) plans for local schools including Southern Oregon University.

2B. Develop an access management plan that can be adopted into code and enforced.

2C. Strategically plan for safety and operational improvements for bicyclists and pedestrians.

2D. Develop recommendations for realigning the highly skewed intersections within the City of Ashland that indicate there is notable potential to improve safety.

2E. Recommend appropriate means for managing state highways and major arterials to meet local and through traffic needs in terms of mobility, access, and safety.

2F. Incorporate the Highway Safety Manual (HSM) into development review and capital projects evaluation processes.

2G. Reduce the number of fatal and serious crashes in the City of Ashland by 50% in the next 20 years.

2H. Reduce the frequency of bicycle and pedestrian related crashes in the City of Ashland by 50% in the next 20 years.

Goal #3:

Maintain small-town character, support economic prosperity and accommodate future growth.

Objectives for Goal 3:

3A. Develop an integrated land use and transportation plan to increase the viability of active transportation.

3B. Consider modal equity when integrating land use and transportation to provide travel options for system users.

3C. Identify opportunities, guidelines and regulations for bicycle, pedestrian and transit supportive land uses within the City of Ashland.

3D. Identify transportation projects or system adjustments that improve development potential and support increased mixed use development within the current Urban Growth Boundary.

3E. Identify adjustments to transportation and land use codes and regulations that will facilitate higher density developments in transit corridors, and shorter trip length and non-motorized modes of travel throughout the City of Ashland.

3F. Incorporate the Highway Capacity Manual multi-modal procedures into development review and capital improvement project evaluation processes.

Goal #4:

Create a system-wide balance for serving and facilitating pedestrian, bicycle, rail, air, transit, and vehicular traffic in terms of mobility and access within and through the City of Ashland.

Objectives for Goal 4:

4A. Identify ways to improve street connectivity to provide additional travel routes to the state highways for bicyclists, pedestrians, and autos.

4B. Identify ways to provide sufficient levels of mobility and accessibility for autos while making minimal investment in new automobile focused infrastructure.

4C. Upgrade pedestrian facilities to ADA compliant standards.

4D. Develop alternative (e.g., multimodal) mobility standards that allow for planned congestion to help achieve multimodal and land use objectives.

4E. Identify corridors where the alternative mobility standards could be beneficial to achieve multimodal and land use objectives.

4F. Recommend creative, innovative ways to more efficiently manage, operate, and fund the transportation system.

4G. Create a comprehensive transportation system by better integrating active transportation modes with transit and travel by auto.

STATE, REGIONAL, AND LOCAL PLAN AND POLICY REVIEW

Review of over forty documents identified a state, regional, and county regulatory context and a community vision that were considered when evaluating alternatives and ultimately updating the City of Ashland TSP. *Technical Memorandum 1 contained in the Technical Appendix presents the detailed review.* The following highlights the key findings.

A few of the City of Ashland documents are not adopted plans; therefore, did not provide a regulatory context. However, they did provide useful "baseline" insight into the recent history of community planning and citizen input with regard to transportation issues and the relationship of those issues to land use development in the future.

- **Ashland Comprehensive Plan:** The Comprehensive Plan is the bedrock of goals, policies, and land use designations for updating the TSP. It provides clear policies and criteria for evaluating transportation improvements, transit corridors, and any land use concepts for pedestrian nodes and locations for increasing density.
- **Ashland Land Use Code:** The land use code is a supporting document for the Comprehensive Plan. The zoning designations provided starting places for investigating opportunities for future pedestrian nodes and other intensification of development that is integrated with multimodal transportation improvements, particularly enhanced transit service.

- **Ashland in Action 2000 and the Downtown Plan:** Both documents include problem statements and challenges that were considered in updating the TSP. The plans also make specific improvement proposals for the pedestrian and bicycle circulation, transit service, and parking that were considered and discussed in updating the TSP.
- **A Handbook for Planning and Designing Streets:** The street standards are comprehensive and hierarchical. They were the starting point for any recommended changes to local street design.
- **The SOU Master Plan Update, the Railroad Property Master Plan, and the Croman Mill Site Redevelopment Plan:** Each of these plans is illustrative of important transportation connections and choices that will help define the coming years for the City of Ashland. These plans informed the project lists in the modal plan chapters of this TSP.
- **RVTD Ten Year Long Range Plan:** There will be opportunities for an integrated consideration of transit corridors with enhanced service and intensification of land uses. This integrated planning can help define appropriate levels of transit-oriented development and provide needed data for implementing the Tiered Service Expansion proposed by RVTD. Planning should also include consideration of transportation for the elderly and disabled through paratransit services.
- **RVMPO Regional Transportation Plan (RTP) and Regional Transportation Improvement Plan (TIP):** Opportunities to coordinate local and regional objectives through specific projects and their timelines for funding and implementation. The RTP includes adopted regional goals for transit service.
- **State Plans and Standards:** Coordination of plans and requirements access spacing and design standards for roadway elements will be required for the state highway facilities that also serve as major streets for the City of Ashland.
- **Interchange Area Management Plan for Interchange 14:** The TSP update is consistent with the IAMP.
- **Other References:** These documents can provide useful guidance and best practices examples for improving multimodal facilities.

Section 4
Existing Conditions

EXISTING CONDITIONS

This section documents the current conditions and performance of the City of Ashland's transportation system. Findings from this section were used to identify system deficiencies and opportunities to improve the system to meet the City's goals and objectives. The existing conditions of the following elements of the transportation system are discussed further below:

- Active transportation facilities (facilities for active modes of transportation such as bicyclists and pedestrians);
- Traffic counts and traffic analysis;
- Collisions analysis;
- Access management;
- Bridge conditions;
- Inter-modal and intra-modal connections; and
- Funding analysis.

ACTIVE TRANSPORTATION FACILITIES

The term active transportation refers to modes of transportation that require physical activity on the part of the traveler. Traveling as a pedestrian or bicyclist are the two most common forms of active transportation. However, the term also incorporates skateboards, rollerblades, and other such modes. While some of these active modes are less common than pedestrian and bicycle travel, planning and designing for ways to accommodate multiple active transportation modes can help facilitate non-auto travel at the broadest level and help reduce conflicts or friction between non-auto modes. A simple example is making multi-use paths sufficiently wide to allow for safely accommodating bicycle and pedestrian travel. This section provides an analysis of the existing pedestrian and bicycle system in the City of Ashland. The analysis considers active transportation demand as well as reviews system, network, and location deficiencies in the pedestrian and bicycling networks using risk and gap analyses.

Active Transportation Demand

Active transportation demand potential in Ashland has been determined based on the "relative attractiveness" of key destinations in the area. Each attractor will generate demands from within a "comfortable" walking or cycling radius (referred to as the buffer area) – the amount of that demand depends on the relative strength of the attractor to walking and biking, its geographic proximity to potential users, and conglomerations of multiple attractions.

Relative strength is represented by a multiplier that rates the attraction of one destination compared to another and is based on our experience in other cities. For example, a transit center is likely to be more attractive than an individual bus stop. A list of attractors and their multipliers is included in Table 4-1.

Table 4-1 Attractiveness Multipliers

Attractor	Multiplier
Regional Center	5
Village Center	4
Transit Center	4
Bus Transfer Stop	2
Bus Stop	1
Regional Park	2
Local Park	1
Civic – Justice/Government	1
Civic – Library/Museum	2
Civic – Recreation Center	3
Post-Secondary Institution	4
School (K-12)	2

GIS spatial analyst was used to model potential active transportation demands in Ashland. Areas of high and low potential demand are shown on Figures 4-1 and 4-2 with the pedestrian and bicycle networks overlaid respectively.

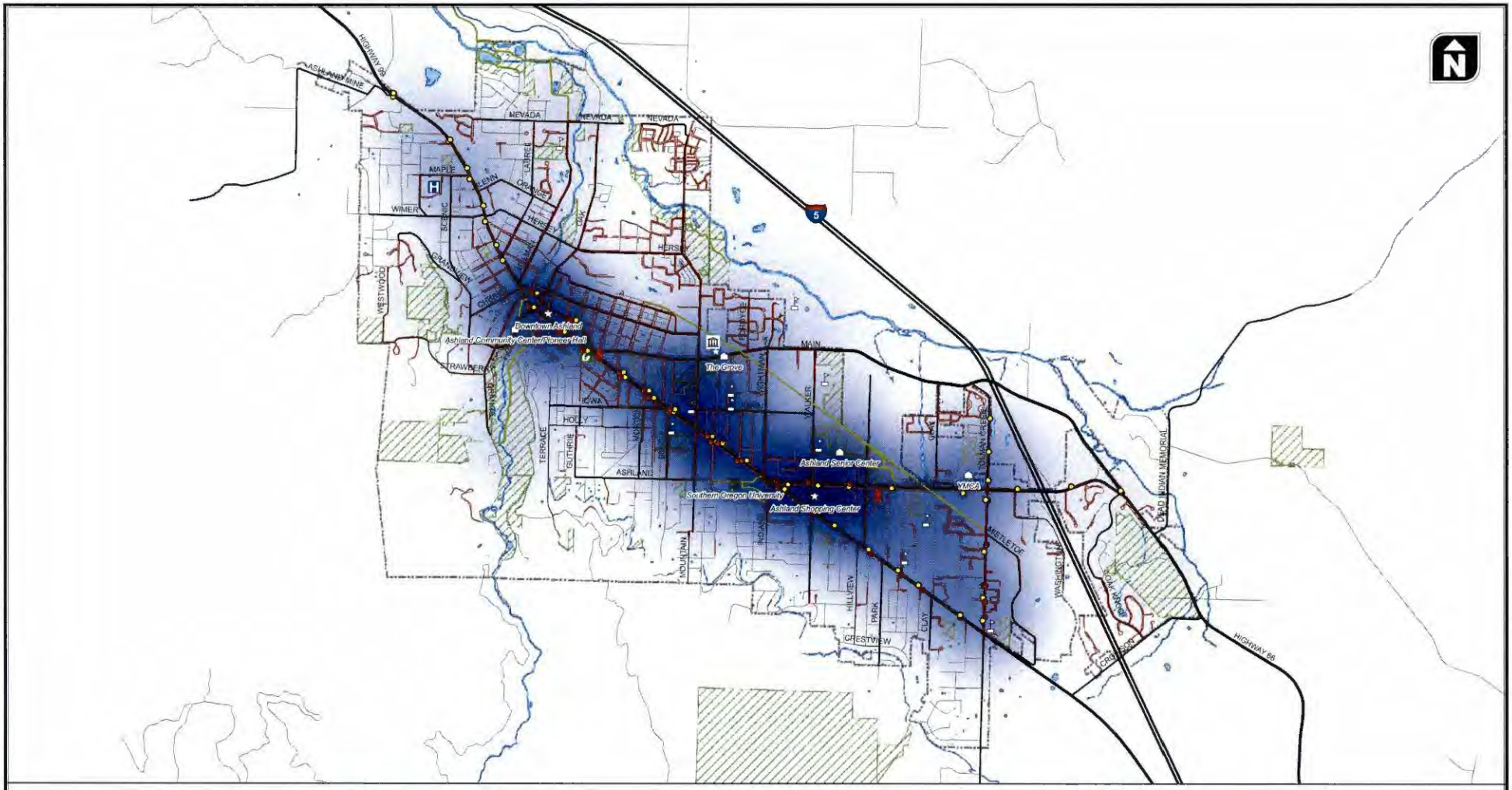
Not surprisingly, the areas of highest demand are located along the boulevard road network. This reflects land use development patterns that have historically emphasized a compact urban form and directed the concentration of attractors (e.g. strip retail, commercial centers, education facilities, etc.) to be located on major traffic routes and in close proximity to existing population centers.

Risk Analysis

Figures 4-3 and 4-4 show the location of crashes involving pedestrians or cyclists reported between 1999 and 2009. Crash data used for this risk analysis is from GIS data files provided by the City of Ashland. Pedestrian and bicycle volumes recorded during the weekday p.m. peak hour (3:15 – 4:15 PM) at the 31 intersections included in the 2009 count program are also displayed.

Pedestrian Risk Analysis

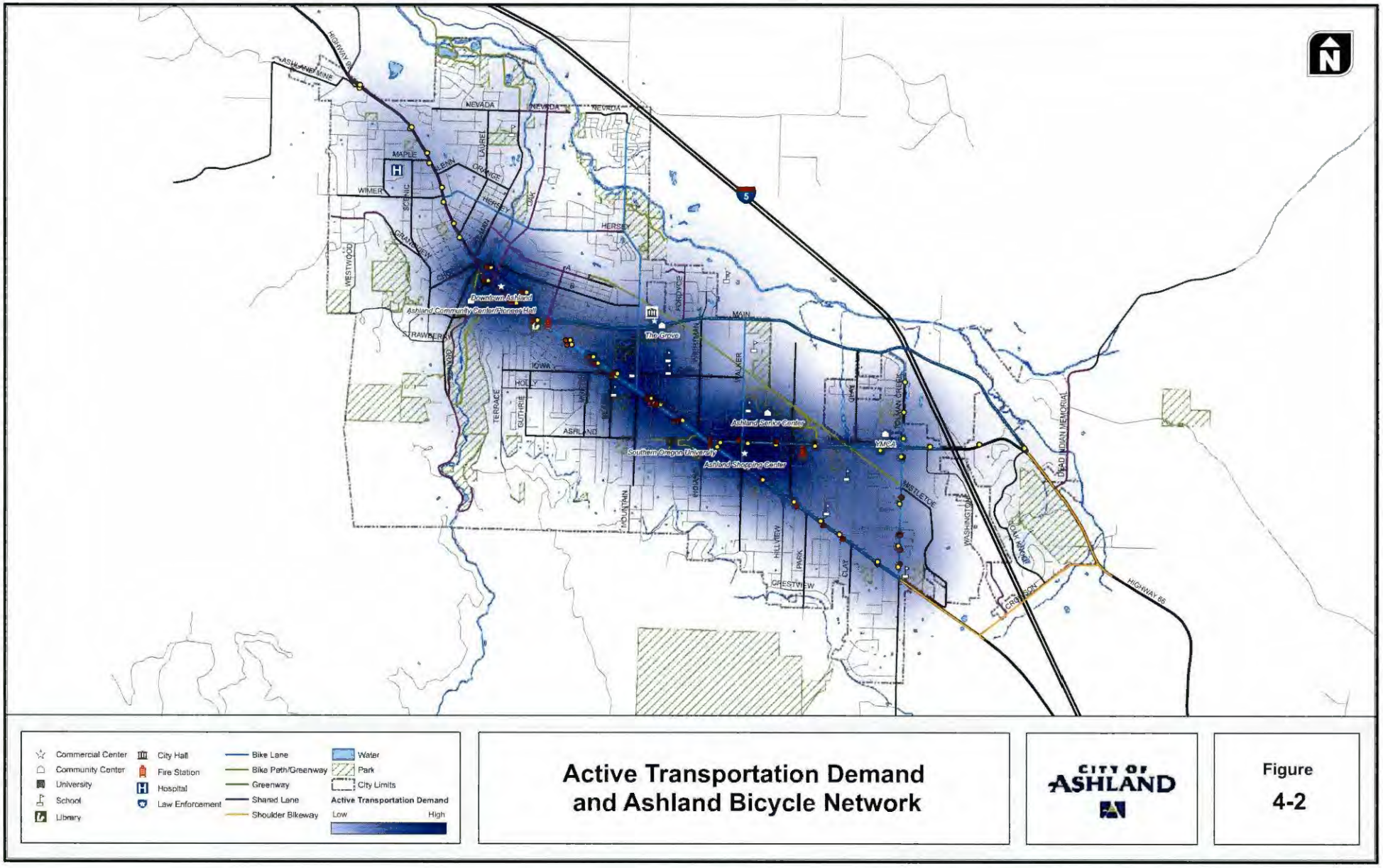
In the 10 years between 1999 and 2009 a total of 86 crashes involving pedestrians were reported, including 68 injury crashes and 4 fatal crashes (i.e. approximately 84% of pedestrian-related crashes involved injury or death of the pedestrian). Figure 4-3 shows that crashes involving pedestrians are heavily concentrated along the boulevard road network – in particular along OR 99 and OR 66.



Active Transportation Demand and Ashland Pedestrian Network

CITY OF ASHLAND

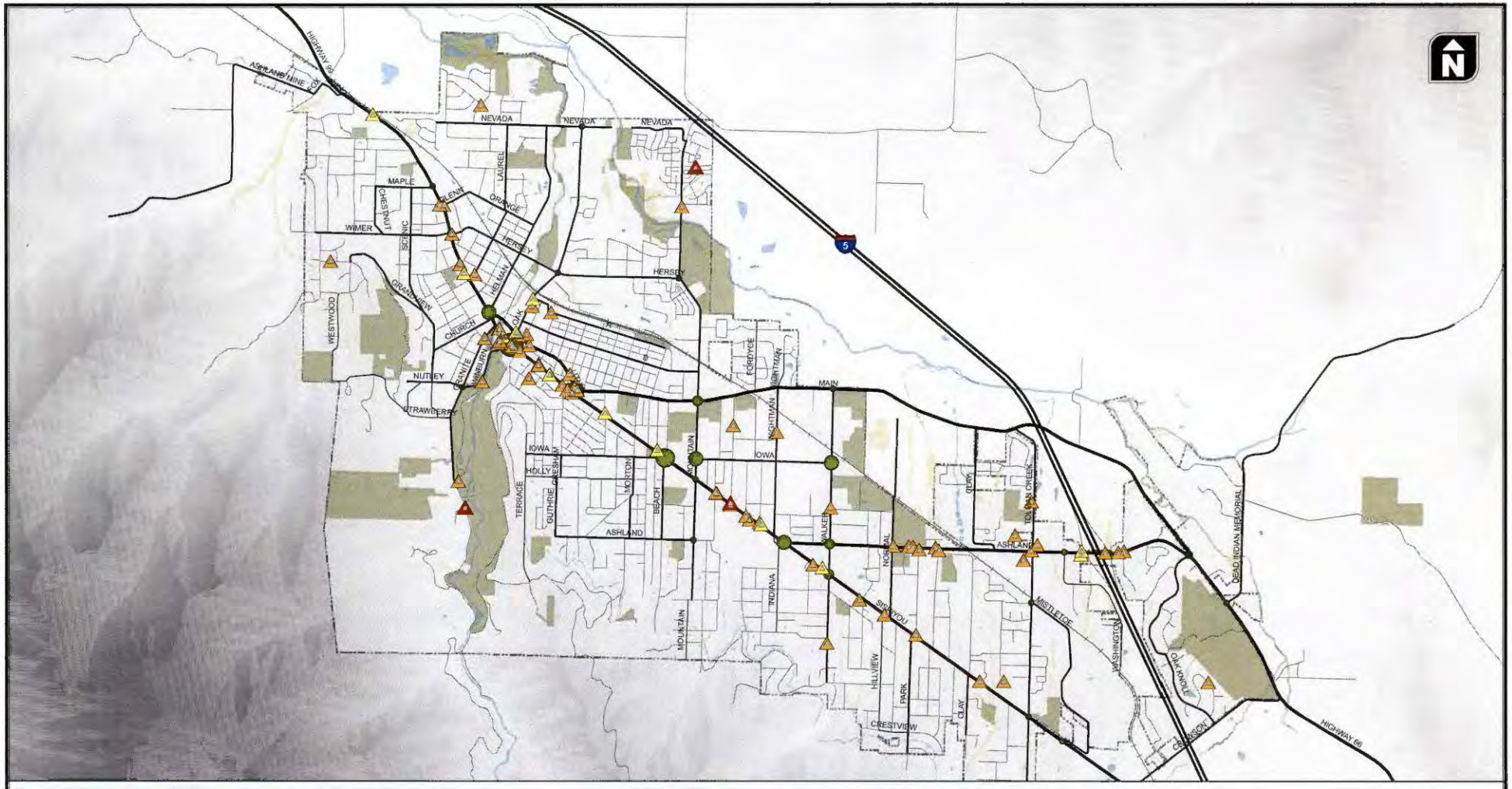
Figure 4-1



Active Transportation Demand and Ashland Bicycle Network

CITY OF ASHLAND

Figure 4-2



Pedestrian Collision Severity
- Fatality
- Non-injury
- Injury
- Pedestrian Collisions

Pedestrian Traffic Volume (Weekdays PM)
- Less than 25
- 25 to 50
- 50 to 75
- 75 to 100
- More than 100

- Rivers
- Parks
- Wetlands
- City Limits

Pedestrian Traffic Volumes and Collision

CITY OF ASHLAND

Figure 4-3

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Bicycle Collision Severity
- Non-injury
- Injury
- Bicycle Collisions

Bicycle Traffic Volume (Weekdays PM)
- Less than 10
- 10 to 20
- 20 to 30
- More than 30

Rivers
Parks
Wetlands
City Limits

Bicyclist Traffic Volumes and Collisions

CITY OF ASHLAND

Figure 4-4

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A segment analysis of these two highways (within the City of Ashland) is included in Table 4-2 and compares the pedestrian-involved crash rate with environmental factors including vehicular traffic volumes, sidewalk coverage, and signalized crossing density and coverage.

Table 4-2 Pedestrian Analysis of Boulevard Segments

Road	Segment To	Segment From	Crashes Involving Pedestrians (crashes/mi /year)	Traffic Volume* (vph)	Sidewalk Coverage (%)	Signalized Crossing Density (cr/mi)	Signal Coverage (sig/int)
OR 99 (N Main St)	Valley View Rd	Maple St	0.2	-	56%	1.7	20%
OR 99 (N Main St)	Maple St	Helman St	1.0	1,500	83%	1.7	30%
OR 99 (N Main St)	Helman St	Siskiyou Blvd	2.4	1,500	85%	6.0	35%
OR 99 (Siskiyou Blvd)	Union St	Ashland St	1.1	900	95%	5.0	70%
OR 99 (Siskiyou Blvd)	Ashland St	Normal Ave	0.8	800	65%	0.0	30%
OR 99 (Siskiyou Blvd)	Normal Ave	Boundary	0.2	500	52%	1.1	7%
OR 66 (Ashland St)	Siskiyou Blvd	Clay St	0.6	1,100	80%	1.0	20%
OR 66 (Ashland St)	Clary	Boundary	1.0	1,250	65%	1.7	7%

*Weekday p.m. peak hour traffic volumes (3:15-4:15PM) collected in September/October 2009.
**Sidewalk coverage calculation determined by presence of sidewalks on both sides of the street.

In general the road segments with the highest pedestrian-involved crash rates were those where high numbers of pedestrian crossings interact with high traffic volumes – such as in and near downtown – and where there is higher traffic volumes and fewer intersections treated with signals.

Bicyclist Risk Analysis

In the 10 years between 1999 and 2009 a total of 122 crashes involving cyclists were reported including 90 injury crashes (i.e., approximately 74% of crashes involving cyclists resulted in an injury to the cyclist). There were no fatal crashes involving cyclists during this time. Figure 4-4 shows that, similar to pedestrian-involved crash distribution, crashes involving cyclists also tend to be concentrated along the boulevard road network – particularly along OR 99 and OR 66.

Cyclist-involved crash rates for segments of OR 99 and OR 66 have been compared to bicycle traffic volume, vehicular traffic volume, bike lane coverage (note: this does not include shared roadways), and signalized crossing density and coverage in Table 4-3.

Table 4-3 Bicycling Analysis of Boulevard Segments

Road	Segment To	From	Crashes Involving Cyclists (crashes/ mi/year)	Bike Volume* (bph)	Traffic Volume* (vph)	Bike Lane Coverage (%)	Signalized Crossing Density (cr/mi)	Signal Coverage (sig/int)
OR 99 (N Main St)	Valley View Rd	Maple St	0.0	-	-	0%	1.7	20%
OR 99 (N Main St)	Maple St	Helman St	0.5	11	1,500	0%	1.7	30%
OR 99 (N Main St)	Helman St	Siskiyou Blvd	1.7	14	1,500	43%	6.0	35%
OR 99 (Siskiyou Blvd)	Union St	Ashland St	1.7	9	900	100%	5.0	70%
OR 99 (Siskiyou Blvd)	Ashland St	Normal Ave	2.2	13	800	100%	0.0	30%
OR 99(Siskiyou Blvd)	Normal Ave	Boundary	0.4	15	500	80%	1.1	7%
OR 66 (Ashland St)	Siskiyou Blvd	Clay St	1.1	14	1,100	100%	1.0	20%
OR 66 (Ashland St)	Clary	Boundary	1.0	3	1,250	50%	1.7	7%

*Weekday p.m. peak hour bike and traffic volumes (3:15-4:15PM) collected in September/October 2009.

There are no obvious trends to explain why one segment performs better than another. In fact, a number of segments that are fully covered by on-street bike lanes and had lower traffic volumes than other segments recorded higher rates of crashes involving cyclists.

Gap Analysis

System, network, and location deficiencies in the pedestrian and cycling networks have been assessed through a desktop inspection of the existing networks. The findings of this analysis are included below.

Pedestrian Network

There are a number of gaps in the City's major street (i.e., neighborhood collectors, avenues, and boulevards) sidewalk network. As described in Section 1, 34% of the 15.2 miles of boulevard network has sidewalks on both sides of the street and 44% has sidewalks on at least one side of the street. For avenues and neighborhood collectors, sidewalk coverage on at least one side of the street is approximately 48% and 43% respectively.

Signalized crossings are generally located along the boulevard road network, with the highest concentrations located downtown, in front of the Southern Oregon University, and near the intersection of OR 99 and OR 66. Detailed signal warrants have not been undertaken given the limited availability of data; however, ODOT's AADT-based preliminary signal warrants can be used to determine if an intersection generally meets the volume levels for signalization.

Crossing locations where higher pedestrian / bicycle volumes interact with higher motorized traffic volumes and/or vehicle speeds should be prioritized for engineering studies to consider what (if any) enhanced pedestrian crossing treatments such as marked crosswalks, pedestrian-activated signals and traffic signals are warranted. Based on pedestrian and traffic volumes recorded during the weekday

p.m. peak hour (3:15 – 4:15 PM) at the 31 intersections included in the 2009 count program, the following unsignalized intersections observe the highest conflicts of vehicle and pedestrian traffic:

- OR 99 (NB) / Oak Street;
- OR 99 (SB) / Oak Street;
- OR 99 / Wimer Street / Hersey Street;
- Walker Avenue / Iowa Street; and
- S Mountain Avenue / Iowa Street.

There may be other intersections, mid-block locations, or railway crossings that were not included in the count program that may also qualify for further study. Existing under-serviced demands, such as where "illegal" crossings or informal trails have developed should be considered in the evaluation along with latent demands, which are those pedestrians that would use a crossing or facility if safe and convenient opportunities were provided.

Bicycling Network

The land use and road network pattern in Ashland is a "fishbone" network that consists of one or two east-west "spines" (OR 99 and OR 66) supported by a north-south collector system. The spinal corridors provide a regional traffic mobility function as well as hosting the majority of the City's attraction-based land uses including its retail, commercial, service, and educational hubs. These locations are also attractive to bicycle riders (see Figure 4-1).

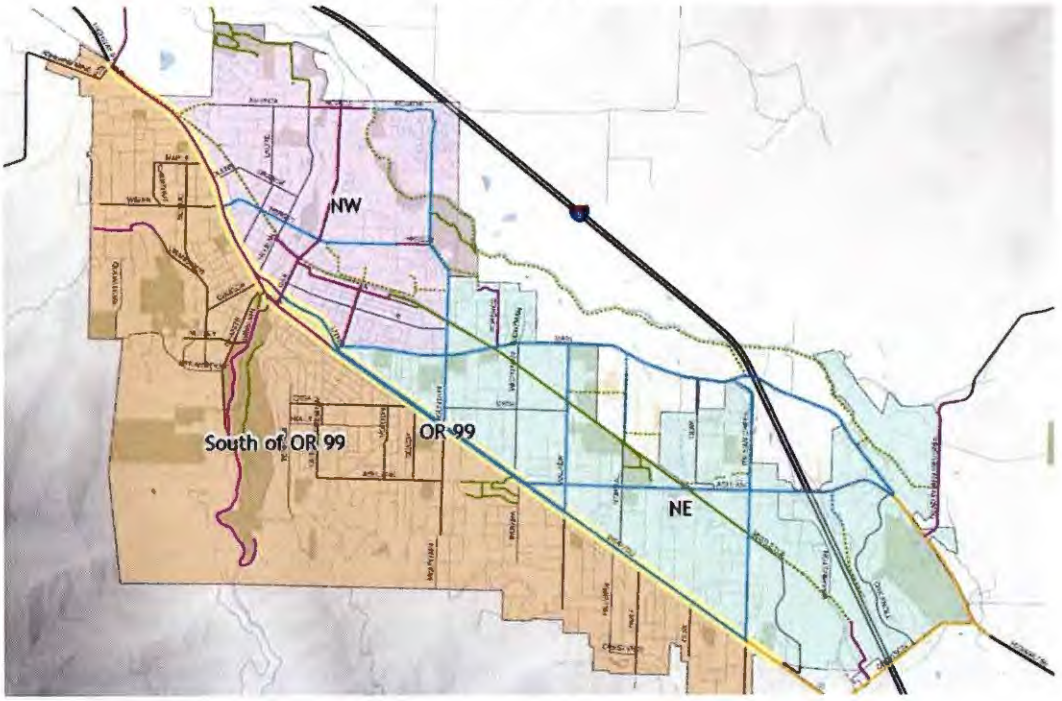
The existing bikeway network reflects the same structure as the major road network (i.e., neighborhood collectors, avenues, and boulevards); there are few continuous alternatives to the boulevard network, particularly routes that connect riders to the major land use attractions.

Overall, the City has approximately 30 miles of bikeway facilities. Approximately half of these are dedicated on-street facilities (i.e., bike lanes or bike shoulders) that cover approximately 32% of the major road network (i.e., neighborhood collectors, avenues and boulevards) in Ashland. An additional 23% of the bikeway network is off-street (i.e., either multi-use path or greenway trails) with the remainder of the network consisting of shared roadway or signed shared roadway facilities.

Network Analysis

An analysis of the bicycle network has been conducted that describes the existing system and provides some general comments on gaps in the existing system with a particular focus on facilities that cater towards the "interested but concerned" cycling group. For the purposes of the analysis, the City has been organized into four analysis areas: the north-east quadrant (generally north of Siskiyou Boulevard and east of downtown), the north-west quadrant (north of E Main Street including and west of downtown), south of OR 99, and along OR 99. Exhibit 4-1 illustrates these analysis areas.

Exhibit 4-1 Network Analysis Areas



North-East Quadrant

Currently, there is approximately 7 miles of off-street pathway or trail network in the City of Ashland that caters to the "interested but concerned" cyclist. Some of this is contained within parklands and tends to attract recreational cyclists.

The multi-use path adjacent to the rail corridor between Tolman Creek Road and 6th Street provides the basis of a comprehensive bike network in the north-east quadrant of the City. On-street bike lanes on E Main Street, OR 66 (Ashland Street), Tolman Creek Road, Walker Avenue, and Mountain Avenue provide connections to the attractions along OR 99 and OR 66 at regular spacing – approximately every 0.5 to 1.0 mile.

Future development of the network in the north-east quadrant could include "in-filling" existing connections between the multi-use pathway and OR 99 and OR 66 with a greater emphasis on facilities more appropriate for "interested but concerned" cyclists. This could include on-street (preferably buffered or separated) bike lanes or bicycle boulevards along lower volume streets and alleyways.

North-West Quadrant

Bicycle facilities in the north-west quadrant consist of three primary north-south bikeways including on-street bike lanes on Mountain Avenue and shared lanes on Oak Street and 4th Street (the latter in downtown only). Only Mountain Avenue provides protected facilities and there are no north-south bikeways west of Oak Street.

East-west bikeways include shared lanes along Nevada Street and A Street (downtown) and on-street bike lanes along Hersey Street. A Street may be an appropriate street, in-terms of directness and traffic environment, to provide an interim on-street alternative to the continuation of the multi-use pathway along the rail corridor. There are a number of gaps along the Nevada Street bikeway including an incomplete connection across the creek between Kestrel Parkway and Oak Street and the section west of Helman Street. Apart from those already provided, there are few opportunities for additional east-west bikeway connections due to geographical and physical barriers.

Continuing the multi-use pathway along the rail corridor would provide a comfortable "distributor" function for bicyclists in the north-west quadrant. A number of pathway "stubs" would provide connection to existing bikeways such as Nevada and Hersey Streets as well as development areas such as the lands south of Hersey Street between Mountain Avenue and Oak Street.

Similar to the north-east quadrant, connections to OR 99 can be provided along low volume streets or alleyways in the form of bicycle boulevards or using buffered or separated on-street bike lanes where appropriate. These will supplement or upgrade the existing connections to OR 99 that include an on-street bike lane along Hersey Street and shared roadways along Oak Street, and 4th Street. Additional connections may include a central connection to downtown (perhaps a bicycle boulevard along 1st or 2nd Street) and a north-south connection between Helman and Hersey Streets. A north-south connection reaching into the residential areas west of Oak Street and north of Hersey Street would also be appropriate. This could connect to the existing greenway trail north of Nevada Street.

South of OR 99

The existing cycling network is sparse south of OR 99 with a few off-street pathways provided in the Southern Oregon University campus and in Lithia Park and a shared roadway route along Winburn Way.

There appears to be fewer opportunities to create a continuous bicycle route parallel to OR 99 as is provided by the rail corridor trail on the north side of OR 99. However, there is an opportunity to provide a more circuitous bicycle boulevard network that winds through the local street and alleyway network. This will require additional signing and striping to highlight changes in direction, but would provide an alternative to OR 99 for "interested but concerned" cyclists that are generally less concerned with speed and direct routes.

There are few north-south connections currently. It is recommended that north-south connections to OR 99 occur at a spacing of at least every mile initially to be filled in later to every 0.5 miles or less. At a minimum these should consist of on-street bike lanes, but preferably would consider separated or protected bike lanes along heavier traffic streets or utilize lower volume streets and alleyways to create bicycle boulevards.

OR 99

OR 99 provides the quickest and most direct route through the City as well as between land use attractions which are generally concentrated along the highway. The existing policy of developing on-

street bike lanes will continue to attract the "strong and fearless" and "enthused and confident" cycling groups. Therefore, continuing on-street bike lanes north of the E Main Street / Siskiyou Boulevard intersection is still appropriate.

However, to attract the "interested but concerned" cycling group, a system of protected or buffered bike lanes along OR 99 or a parallel alternative route along lower volume streets or an off-street multi-use path is recommended. North of the highway, there are no continuous parallel streets and the multi-use path adjacent the rail corridor is approximately 0.5 miles north of OR 99. There is more potential for a parallel route south of OR 99, although this would be a circuitous combination of local streets. The potential for protected bike lanes along OR 99 should be investigated further.

Some locations along OR 99 may warrant enhanced crossing treatments for less experienced cyclists. This could include median refuge crossings and pedestrian-activated signals with bicycle push buttons. Enhanced crossings should be considered where crossing opportunities are limited by traffic volumes or vehicle speeds or where there is a safety risk for crossing bicyclists.

TRAFFIC ANALYSIS

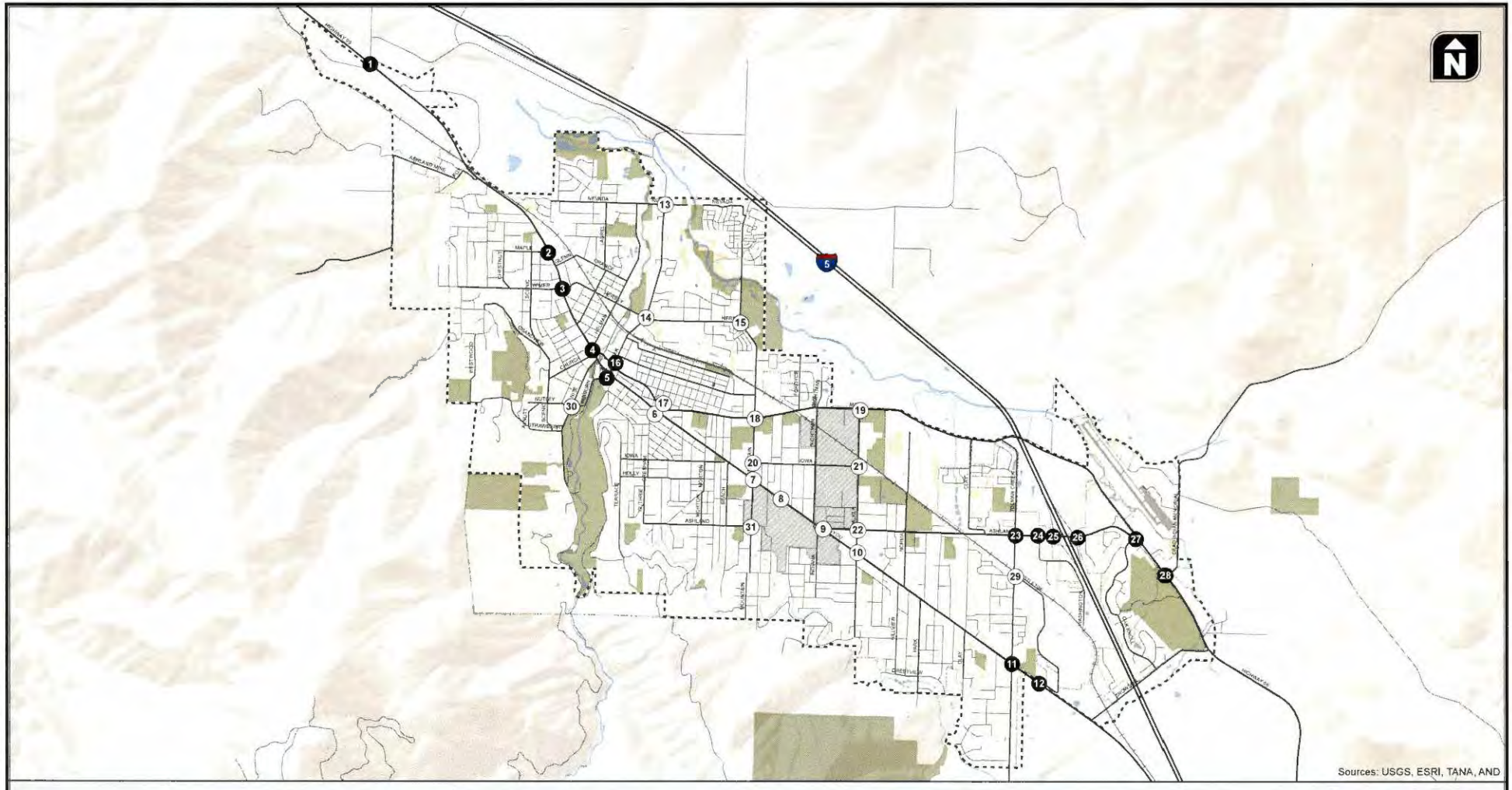
Section 1 includes a detailed inventory of the City of Ashland's roadway facilities for those classified as neighborhood collectors and higher (i.e., neighborhood collectors, avenues, and boulevards). The inventory includes information on functional classification, jurisdictional responsibilities, posted speed limits, surface type, number of lanes and other similar roadway characteristics. The focus of this section is to document the existing traffic operations for the study intersections identified for the TSP update.

Study Intersection Operations Assessment

Existing conditions traffic operations analysis was conducted for 31 key intersections within the City of Ashland during the weekday p.m. peak hour. Technical Memorandum #3 contains detailed information on the traffic count data used in the analysis, the analysis methodology applied, the operational standards used to assess the results, and the development of peak hour traffic volumes for the analysis. The following documents the results of the analysis for the study intersections under existing traffic conditions.

Intersection Delay and Capacity Analysis

Figures 4-5, 4-6, and 4-7 illustrate the study intersection locations, lane configurations and traffic control devices, and the traffic operations results, respectively.



ODOT Study Intersection
City Study Intersection

Existing Traffic Conditions

Figure
4-5

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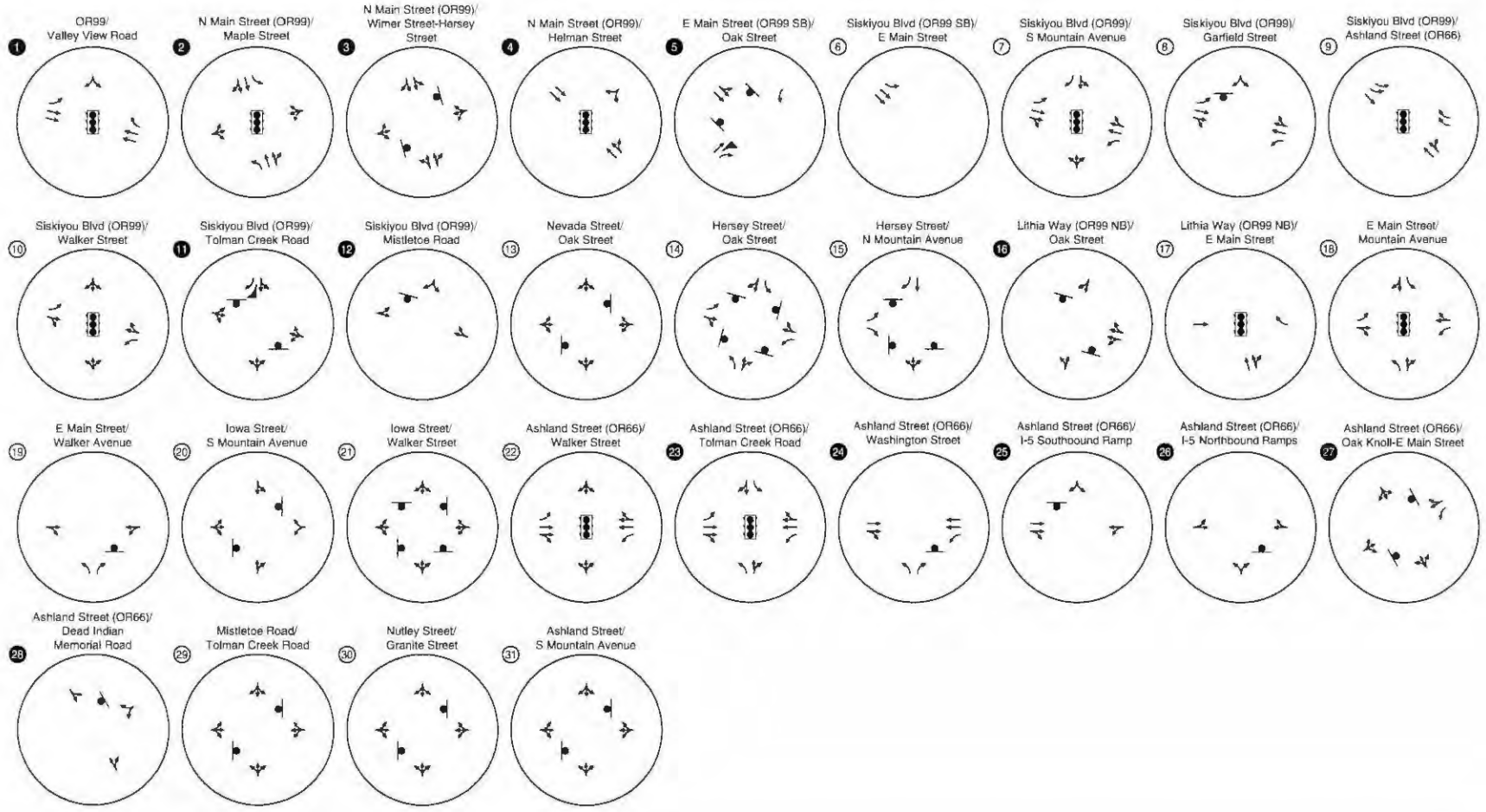
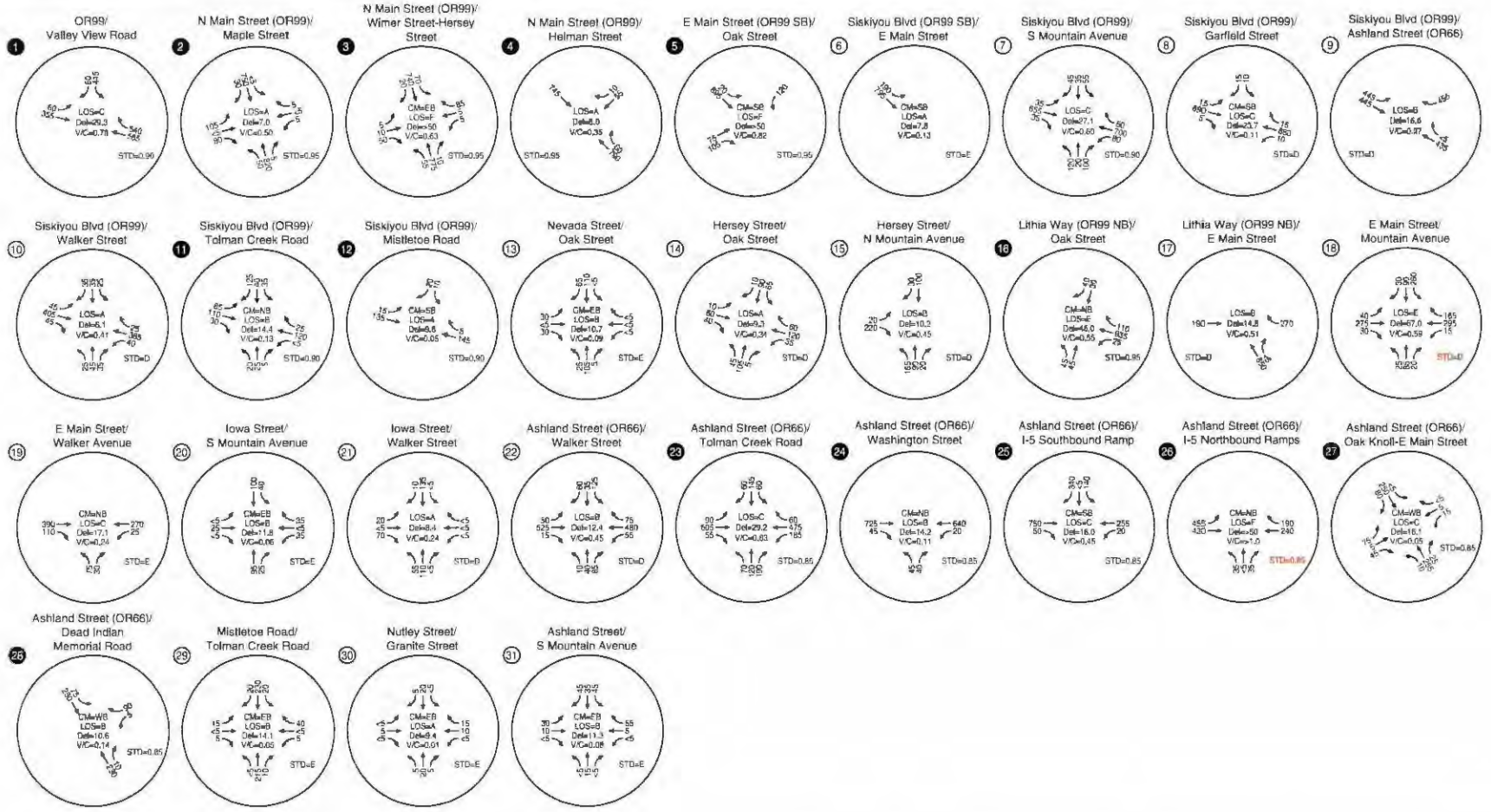


- ODOT STUDY INTERSECTION
- CITY STUDY INTERSECTION
- STOP SIGN
- TRAFFIC SIGNAL

Existing Lane Configurations and Traffic Control Devices

CITY OF ASHLAND

Figure 4-6



CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO
STD = OPERATIONAL STANDARD

Existing Traffic Conditions
Weekday PM Peak Hour

CITY OF ASHLAND

Figure 4-7

As shown, there is one study intersection under ODOT's jurisdiction that does not meet its applicable mobility standard. There is also one study intersection under the City of Ashland's jurisdiction that exceeds the LOS D threshold identified for traffic signal controlled intersections in the City of Ashland. The LOS D threshold is not a formal City of Ashland standard (the City does not currently have adopted mobility standards). The LOS D threshold was set for the purpose of this analysis to identify intersections under the City's jurisdiction that may experience existing operational issues.

The intersection under ODOT's jurisdiction that does not meet its applicable mobility standard is OR 66/I-5 Exit 14 NB Ramps intersection. The OR 66/I-5 Exit 14 NB Ramps are located in the southeastern portion of the City. An Interchange Area Management Plan (IAMP) has recently been prepared for the OR 66/I-5 interchange. The intersection improvements identified within the IAMP for the OR 66/I-5 Exit 14 NB Ramps intersection includes converting the existing two-way stop controlled intersection to a signalized intersection, which will help address existing operational issues. The findings and recommendations in the IAMP will be considered when future analysis scenarios are conducted within this TSP update project.

The study intersection under the City of Ashland's jurisdiction identified as potentially experiencing operational issues is E Main Street/Mountain Avenue intersection. The intersection is currently signalized and has exclusive left-turn lanes on all four approaches. The intersection is currently operating with at LOS E with a V/C ratio of 0.59. The southbound left-turn movement in the weekday evening peak hour is the dominant north-south movement and is the likely the contributing factor to the intersections higher average control delay (i.e., LOS E) and relatively low V/C ratio. There are likely signal timing adjustments that could be made to reduce the average control delay at this location.

Intersection Queuing Analysis

Queuing analysis was performed at the study intersections in accordance with the recommendations provided in Section 8.3 of the ODOT *Analysis Procedures Manual*. The 95th Percentile queue lengths reported are from those calculated using Synchro 7 software, which implements the *2000 Highway Capacity Manual* methodology.

As there were 31 intersections included in the analysis, Table 4-4 summarizes the queuing results for the study intersections where storage deficiencies were identified. The queue lengths reported in Table 4-4 were rounded up to the nearest 25 feet. The available storage length is based on the striped storage lane at the intersection. If a striped storage lane is not provided for a movement, the distance between roadways is reported as the available storage. *Appendix D of Technical Memorandum #4: Existing System Conditions in the Technical Appendix* contains the results of the queuing analysis for all of the study intersections.

Table 4-4 95th Percentile Queues at Study Intersections with Storage Deficiencies

Location	Approach/ Movement	95th Percentile Queue (ft)	Striped Storage Available (ft)	Adequate Storage?
OR99/ Valley View Road	WBR	300	100	No
Hersey St/ N Mountain Avenue	EBR	150	100	No
OR66/ Tolman Creek Road	EBL	150	100	No
	WBL	225	100	No
	NBL	125	100	No

*The following abbreviations are used in this table: NB: Northbound; SB: Southbound; EB: Eastbound; WB: Westbound; L: Left; LTR: Shared left/through/right lane; LT: Shared left/through lane.

As shown in Table 4-4, seven study intersections were found to have 95th percentile queues on one or more approach that exceed the available storage capacity. The remaining study intersections were found to have adequate storage at each approach.

COLLISION ANALYSIS

Collision analysis was conducted for the Ashland TSP study intersections and key roadway segments within the City. The intersection analysis was performed using ten years of crash data obtained from ODOT; the data covers crashes reported from 2000 through 2009. The segment crash analysis was performed using a GIS data set from the City of Ashland. As part of the analysis, the Statewide Priority Index System (SPIS) was reviewed to determine if ODOT had identified any hazardous locations along OR 99 or OR 66 within the City of Ashland.

Findings from the collision analysis indicated the following.

- ODOT's 2009 SPIS analysis rates OR 99 and OR 66 through Ashland as Category 3 (of 5 categories) or lower indicating 3 to 5 fatal and/or serious injury crashes or fewer per five miles have occurred on OR 66 and OR 99 sometime from 2006 through 2008.
- There are five study intersections with crash rates higher than expected based on crash rates at similar types of intersections within Ashland; these intersections are:
    - OR 99/Hersey Street/Wimer Street;
    - OR 99 SB/Oak Street;
    - OR 99/Tolman Creek Road;
    - OR 99 NB/E Main Street;
    - OR 66/Tolman Creek Road; and
    - OR 66/E Main Street/Oak Knoll Drive.
- The majority of reported crashes on the selected roadway segments were property damage only crashes.

Technical Memorandum4 Existing System Conditions, dated November 23, 2010 presents additional details regarding the collision analysis. The following section summarizes information regarding the safety focus intersections identified based on the collision analysis.

Six intersections were identified as safety focus intersections based on how their crash history compared to other intersections in Ashland with similar characteristics. The safety focus intersections are:

- OR 99/Hersey Street/Wimer Street;
- OR 99 SB/Oak Street
- OR 99/Tolman Creek Road;
- OR 99 NB/Lithia Way/E Main Street;
- OR 66/Tolman Creek Road; and
- OR 66/E Main Street/Oak Knoll Drive.

A more detailed review of the reported crashes at each of these six intersections was conducted to determine potential contributing factors as well as potential countermeasures for reducing crashes. The results of the more detailed review are summarized in Table 4-5. Technical Memorandum 4 Existing System Conditions describes each intersection and the potential improvements in more detail

Table 4-5 Potential Countermeasures at Safety Focus Intersections

OR 99/Hersey Street/Wimer Street	• Add left-turn pockets and/or right-turn lanes on OR 99. • Consider installing a traffic signal or roundabout. • Convert access to Hersey Street and Wimer Street to right-in/right-out access only.
OR 99 SB/Oak Street	• Consider realigning southern approach from off-street parking to occur at closer to a 90-degree angle.
OR 99/Tolman Creek Road	• Prohibit parking on OR 99 in the vicinity of the intersection. • Conduct a speed study and investigate potential speed reduction treatments.
OR 99 NB/Lithia Way/E Main Street	• Consider automated enforcement such as installing red-light running cameras.
OR 66/Tolman Creek Road	• Consider automated enforcement such as installing red-light running cameras.
OR 66/E Main Street/Oak Knoll Drive	• Conduct a sight-distance evaluation at the intersection. • Add left-turn and right-turn pockets on OR 66. • Investigate prevailing vehicle speeds on OR 66 and consider treatments to reduce vehicle speeds. • Increase intersection sight distance by realigning intersection approaches.

BRIDGE CONDITIONS

Using the ODOT Bridge Management System, conditions for ten bridges were investigated based the inspection report database *PONTIS*. No inspection records were found for Hamilton Creek, Highway 21 Bridge (No. 03676A). There are many factors that go into the decision-making process for determining whether a bridge needs to be replaced or rehabilitated. The sufficiency rating (SR) can be a useful assessment tool and used as an indicator to the condition of the bridge. The following are not absolutes, but guidelines that some agencies have used:

- An SR less than 50 is a sign that the bridge may need to be replaced.
- SRs between 50 and 70 indicate that the bridge may need to be rehabilitated.
- SRs above 70 may require some maintenance and repair.

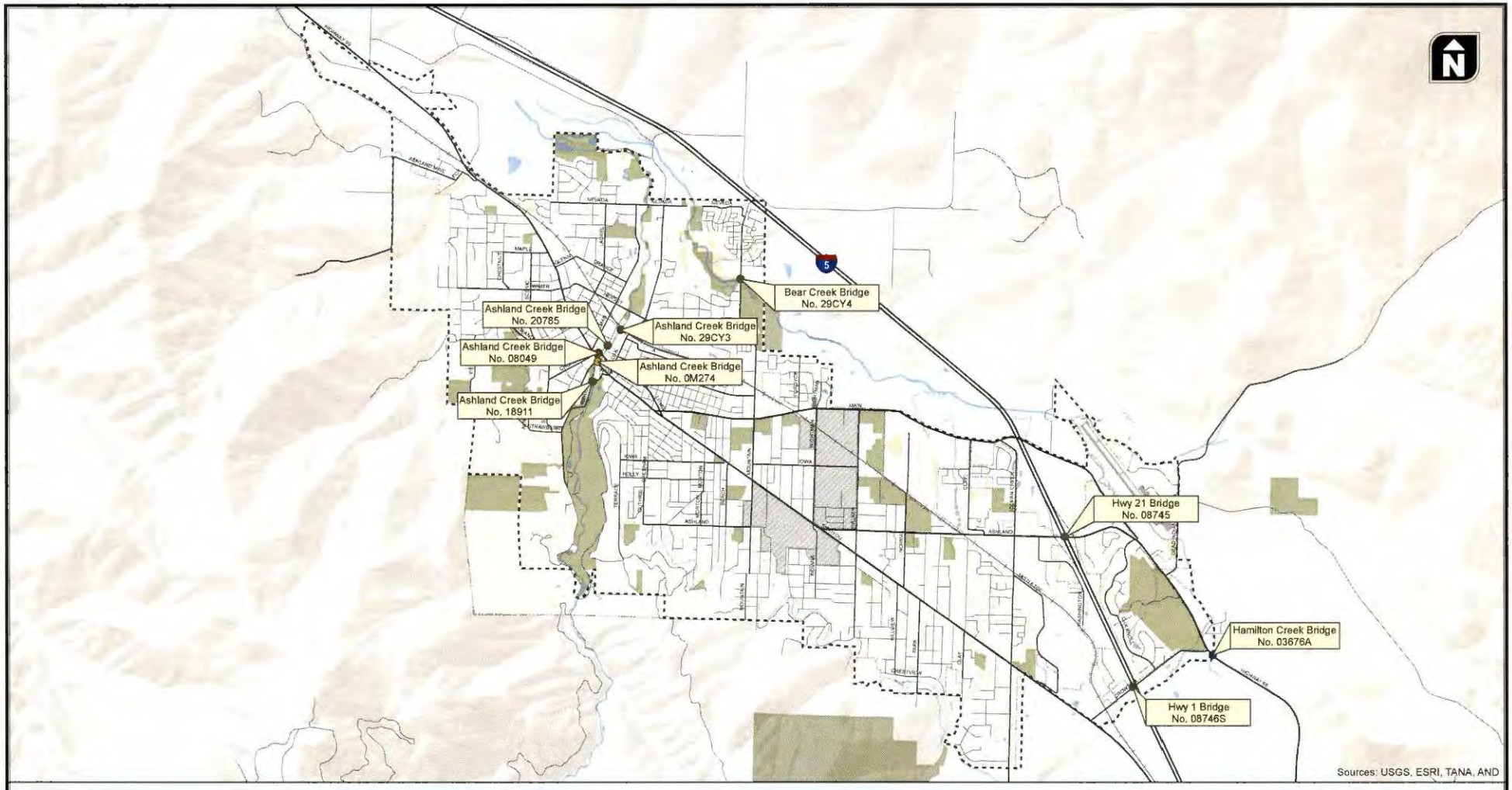
Table 4-6 summarizes the bridge conditions for the ten bridges investigated.

Table 4-6 Bridge Condition Summary

Bridge No.	Bridge Name	Location	Sufficiency Rating	Year Built
08049	Ashland Creek, Hwy 63 NB (Lithia Way)	027 MI N ASHLAND	6.0 (Structurally Deficient)	1956
0M274	Ashland Creek, Hwy 63 SB (N Main Street)	018 MI N ASHLAND SCL	66.5 (Functionally Obsolete)	1911
29CY3	Ashland Creek, Van Ness Ave	0.1 EAST OF HELMAN ST	67.1 (Not Deficient)	1974
08745	Hwy 21 over Hwy 1 (Ashland Street over I-5)	00.0 INTERSECT HWY 001	73.5 (Not Deficient)	1963
18911	Ashland Creek, Winburn Way	WINBURN WY AT LITHIA PARK	79.4 (Not Deficient)	2000
08746S	Hwy 1 SB (I-5 SB) over Crowson Rd	13.3 MI N CA STATE LINE	81.0 (Not Deficient)	1963
20785	Ashland Creek, Water St	0.3 NORTH OF B STREET	82.4 (Not Deficient)	2006
29CY4	Bear Creek, Mountain Ave	MOUNTAIN AVE AT BEAR CR	83.3 (Not Deficient)	1967
03676A	Hamilton Creek, Hwy 21 (OR 66)	002 MI W HWY I		

Note: *Inspection report not available.

Figure 4-8 illustrates the location of each bridge noted in Table 4-6 and its corresponding sufficiency rating. *Appendix H in Technical Memorandum #3: System Inventory in the Technical Appendix contains additional information for each bridge including bridge length, structural materials, and observations from inspection reports.*



- Not Deficient
- Structurally Deficient
- Functionally Obsolete
- Report Not Available

Bridge Location and Sufficiency Rating

Figure

4-8

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AIR, RAIL, PIPELINE, AND WATER

In the course of inventorying the existing air, rail, pipeline, and water transportation facilities within the City of Ashland and those serving the City of Ashland deficiencies in these systems were not identified. Forthcoming future conditions analysis will consider the potential demand for expanding such services as passenger rail which is currently not provided to/from the City of Ashland.

INTRA-MODAL AND INTER-MODAL CONNECTIONS

The City of Ashland does not currently contain hubs for intra-modal and inter-modal connections. The nearest transit center is located in Medford, Oregon, which is approximately 15 miles northwest of Ashland. While rail freight passes through Ashland on the Central Oregon and Pacific Railroad there are no major transfer hubs for rail to truck freight movements nor are there such transfer or intra-modal connections between air and truck freight. However; the city has plans for future inter-modal connections in the Croman Mill District (CMD) Plan. The CMD identifies a location for a Freight Rail Spur Easement (pg. 90 of the Site Design and Use Standards). This area includes a reserve strip to be designated for loading and unloading (rail to truck). In addition, the commuter rail platform identified in the CMD would potentially create opportunities for coordination between transit and rail.

Section 5
Future Demand, Land Use, and Funding

FUTURE DEMAND, LAND USE, FUNDING

This section documents the results of the future "No-Build" traffic conditions analysis prepared for the TSP Update. This section includes an evaluation of how the study intersections are expected to operate in the year 2034 assuming growth and development occur without any modifications to the transportation system and an evaluation of existing and future multimodal levels-of-service (MMLOS) along six major roadways throughout the City.

FUTURE "NO-BUILD" TRAFFIC OPERATIONS

Technical Memorandum #4 provides a detailed description of the no-build traffic conditions analysis, including the future population and employment growth assumptions used in the intersection operations and multi-modal level-of-service (MMLOS) analyses and a description of the methodology used to develop forecast traffic volumes at the study intersections. The following presents the results of the analyses and identifies future funding forecasts and funding options for future transportation system improvements.

FUTURE POPULATION AND EMPLOYMENT ASSUMPTIONS

The following documents the modeling assumptions for the 2034 future no-build traffic conditions analysis and evaluates the differences between the population and employment growth assumptions included in the Rogue Valley Metropolitan Planning Organization's travel demand model (RVMPO2) and existing City plans. As discussed in the following sections, the population and employment assumptions included in the RVMPO2 model are inconsistent with population and employment projections included in the City's comprehensive plan and the City's Economic Opportunities Analysis.

It should be noted that in 2011 the County adopted a revised population element (Ord. 2011-14), but the projections used in the Future Transportation Conditions operations analysis are based on the 2007 population figures included in the RVMPO2 model in effect at the time of the TSP analysis.

Population and Employment Growth

Table 5-1 documents the 2009 certified population estimate for Ashland along with the year 2040 and interim year 2034 population forecasts based on the City's comprehensive plan. As shown, the comprehensive plan estimates an increase of 3,959 people between 2009 and 2034, or approximately 158 people per year.

Table 5-1 City of Ashland Actual Population and Comprehensive Plan Growth

Year	Population	Difference	Annual Growth	
2009*	21,505			
2034	25,464	3,959 (Year 2034-2009)	158 people/yr	0.74%/yr

*Certified 2009 population by PSU

Table 5-2 provides the 2007 jobs and projected 2037 jobs from the City's Economic Opportunities Analysis along with 2009 and 2034 jobs interpolated for the purpose of this analysis. As shown in Table 5-2, the City's EOA estimates an increase of 2,212 jobs between 2009 and 2034, or approximately 88 jobs per year.

Table 5-2 City Economic Opportunities Analysis Job Forecast

Year	Jobs	Difference	Annual Growth	
2007	13,107			
2037	15,761	2,654 (Year 2007-2037)	88 jobs/yr	0.68%/yr
2009*	13,284			
2034*	15,496	2,212 (Year 2009-2034)	88 jobs/yr	0.67%/yr

*Interpolated year using straight-line growth between data provided

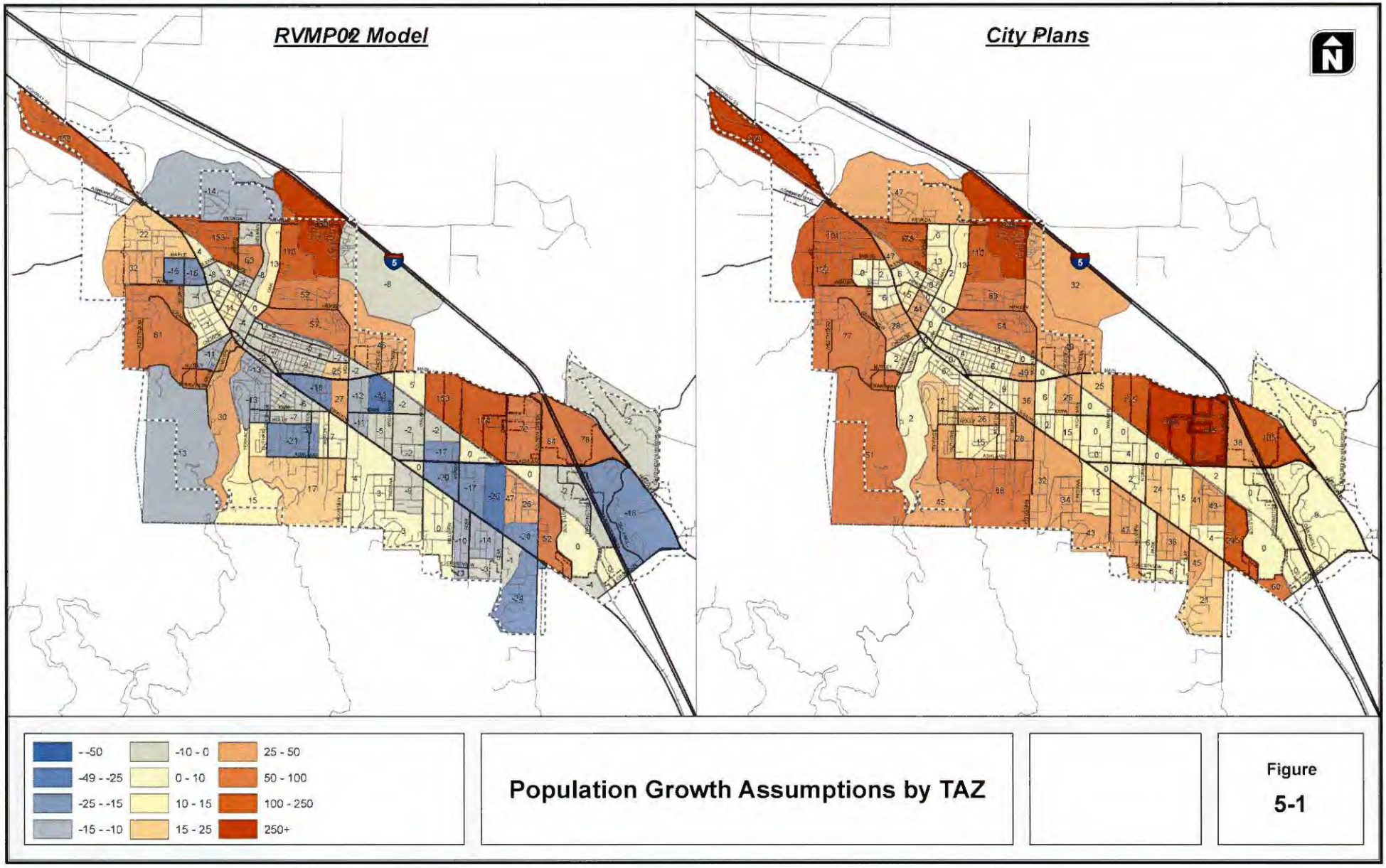
Table 5-3 documents the 2009 and 2034 population and employment growth forecasts within the City's urban growth boundary included in the RVMPO2 travel demand model. It should be noted that the extents of the RVMPO2 model does not align directly with the city's urban growth boundary; therefore, it is the average annual growth rate that is most important and not the 2009 base data.

Table 5-3 RVMPO2 Model and Ashland Projected Population and Employment (within UGB)

	RVMPO 2 Model				City Plans	
	2009 Base	2034 Base	2009-2034 Difference	Annual Growth	Annual Growth	Source
Households (HH)	10,935	11,604	669	27 HH/yr		
Population (people)	23,941	25,528	1,587	63 people/yr	158 people/yr	City Comp Plan
Employment (jobs)	14,484	18,806	4,322	173 jobs/yr	88 jobs/yr	City EOA

As shown in Table 5-3, the RVMPO2 model population growth is significantly less than what is projected in the city's comprehensive plan and the employment growth is significantly higher than the City's EOA. Figures 5-1 and 5-2 illustrate the differences in the population and employment growth assumptions in the RVMPO2 model and the City's comprehensive plan and EOA. As shown in Figure 5-1, the City's comprehensive plan anticipates significantly more growth in population throughout the city than the RVMPO2, while Figure 5-2 shows that the RVMPO2 model anticipates significantly more growth in employment throughout the city than the City's EOA.

Further evaluation of the differences between the model and City plans is included in the following sections, including an evaluation of how the differences impact traffic operations at the study intersections.



Population Growth Assumptions by TAZ

Figure 5-1

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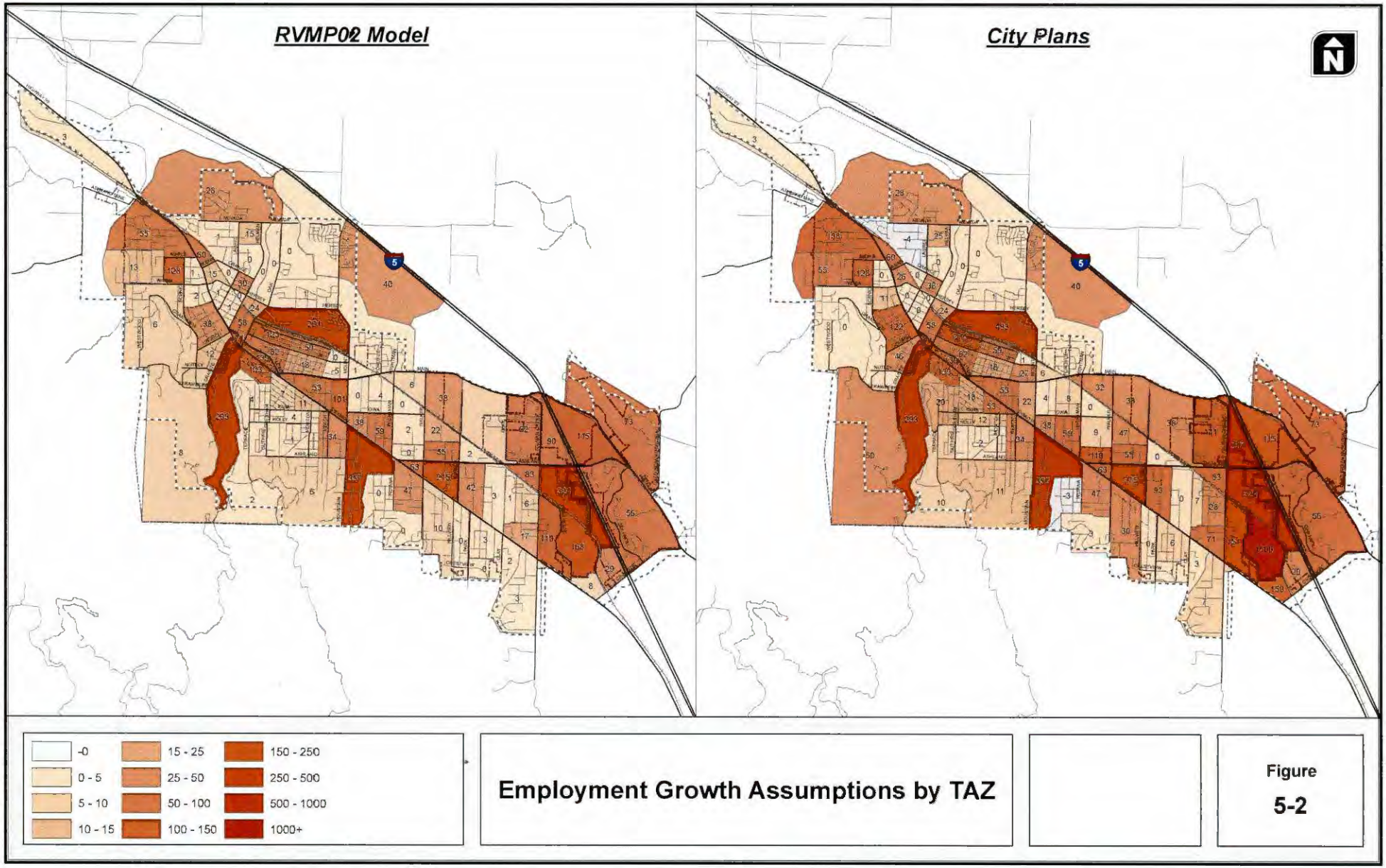

Employment Growth Assumptions by TAZ

Figure 5-2

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FUTURE TRANSPORTATION CONDITIONS

The following describes the weekday p.m. peak hour traffic volumes and the projected weekday p.m. peak hour traffic operations under year 2034 no-build traffic conditions.

Traffic Operations Analysis Results

Level-of-service (LOS), volume-to-capacity (v/c) ratios, and 95th percentile queue lengths were calculated for each of the study intersections. The following present the results of these analyses and discusses which intersections do not meet the applicable standards under future no-build traffic conditions. While the results of the analyses are based on the assumptions in the RVMPO2 model, an evaluation of how a model based on the City's Comprehensive Plan and EOA is also provided for informational purposes.

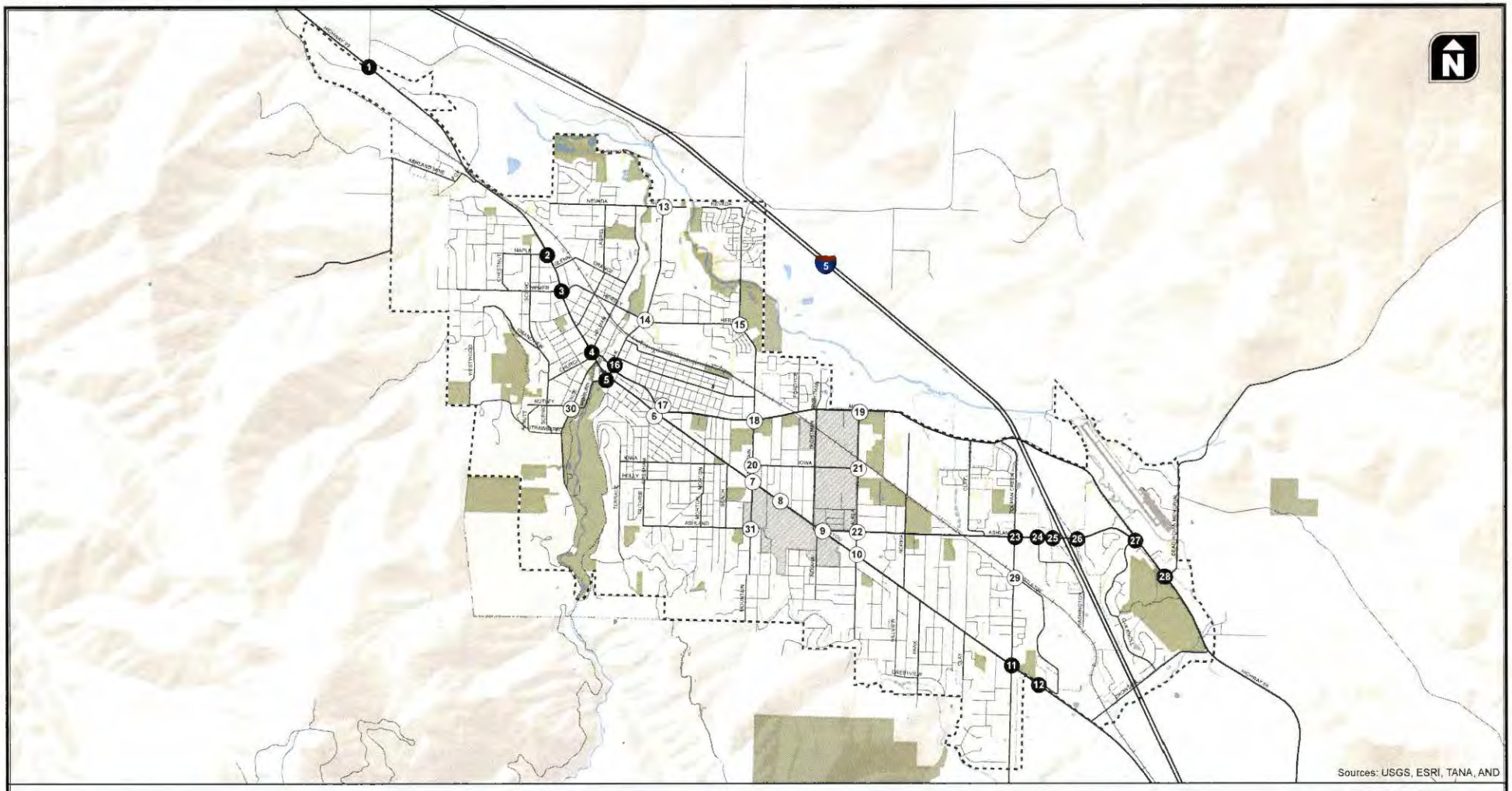
Intersection Delay and Capacity Analysis

Figures 5-3, 5-4, and 5-5 illustrate the study intersection locations, lane configurations and traffic control devices, and the traffic operations results, respectively.

As shown in Figure 5-3, there are three study intersections under ODOT's jurisdiction that are forecast to exceed the applicable OHP mobility standard under future no-build traffic conditions. Improvements at these intersections as well as those potentially impacted by other future "build" improvements will need to satisfy the mobility standards identified previously. Alternatively, the City and ODOT may seek alternative mobility standards for these intersections. Further evaluation of operations at the study intersections based on link volumes derived from the City's Comprehensive Plan and EOA is provided below.

OR 66 (Ashland Street)/I-5 Northbound/Southbound Ramp Terminals

Operations at the Ashland Street (OR66)/I-5 Northbound/Southbound Ramp terminals reflect intersection improvements currently underway, including the conversion of the existing two-way stop controlled intersections to signalized intersections. As indicated in the existing conditions analysis, an Interchange Area Management Plan (IAMP) has recently been prepared for the OR 66/I-5 interchange, which includes additional access management measures near the interchange. The findings and recommendations of the IAMP will be considered when future "build" analysis scenarios are conducted within this TSP update project.



(#) ODOT Study Intersection
(##) City Study Intersection

Year 2034 Future No-Build Study Intersections

Figure 5-3

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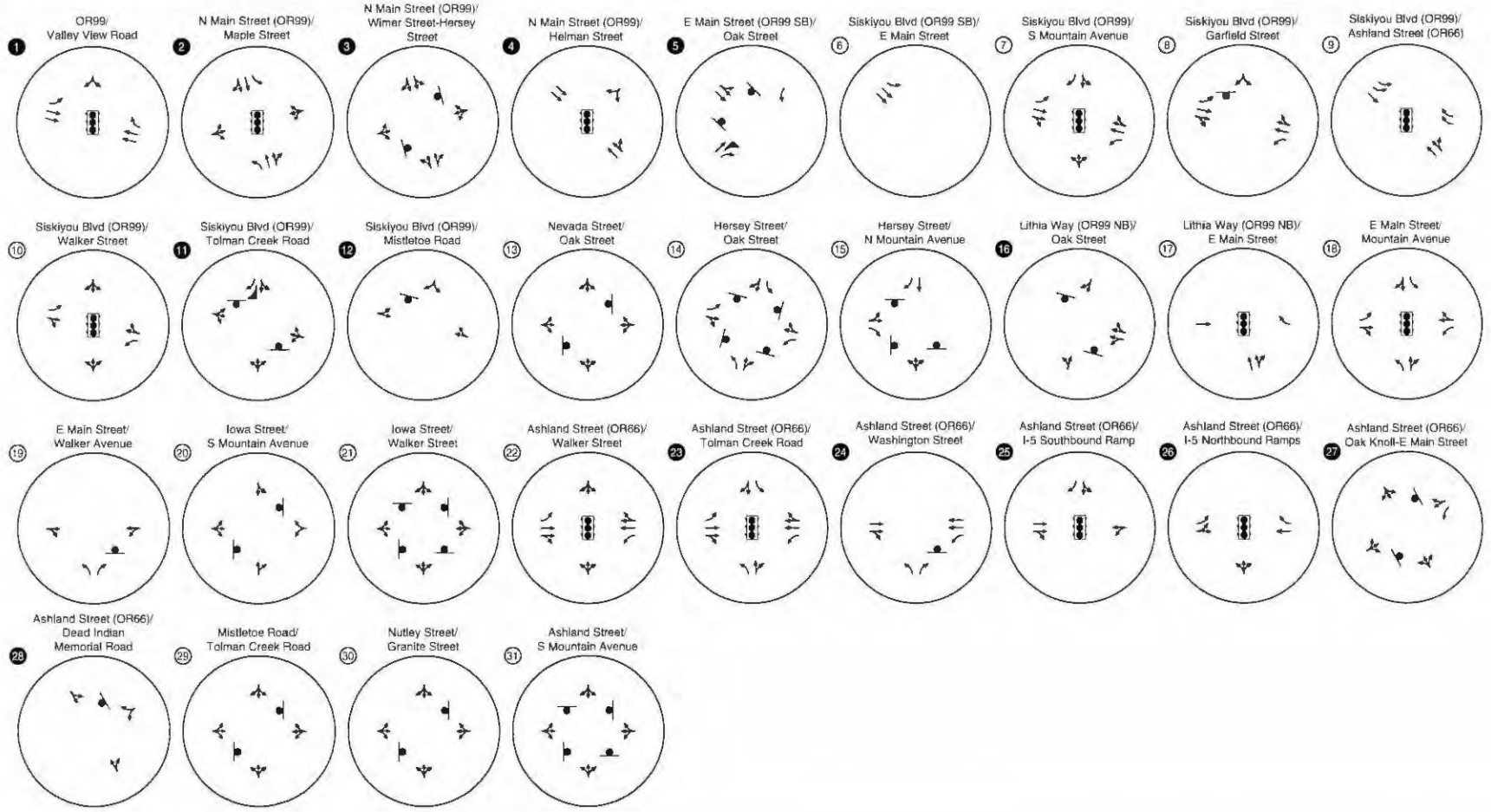
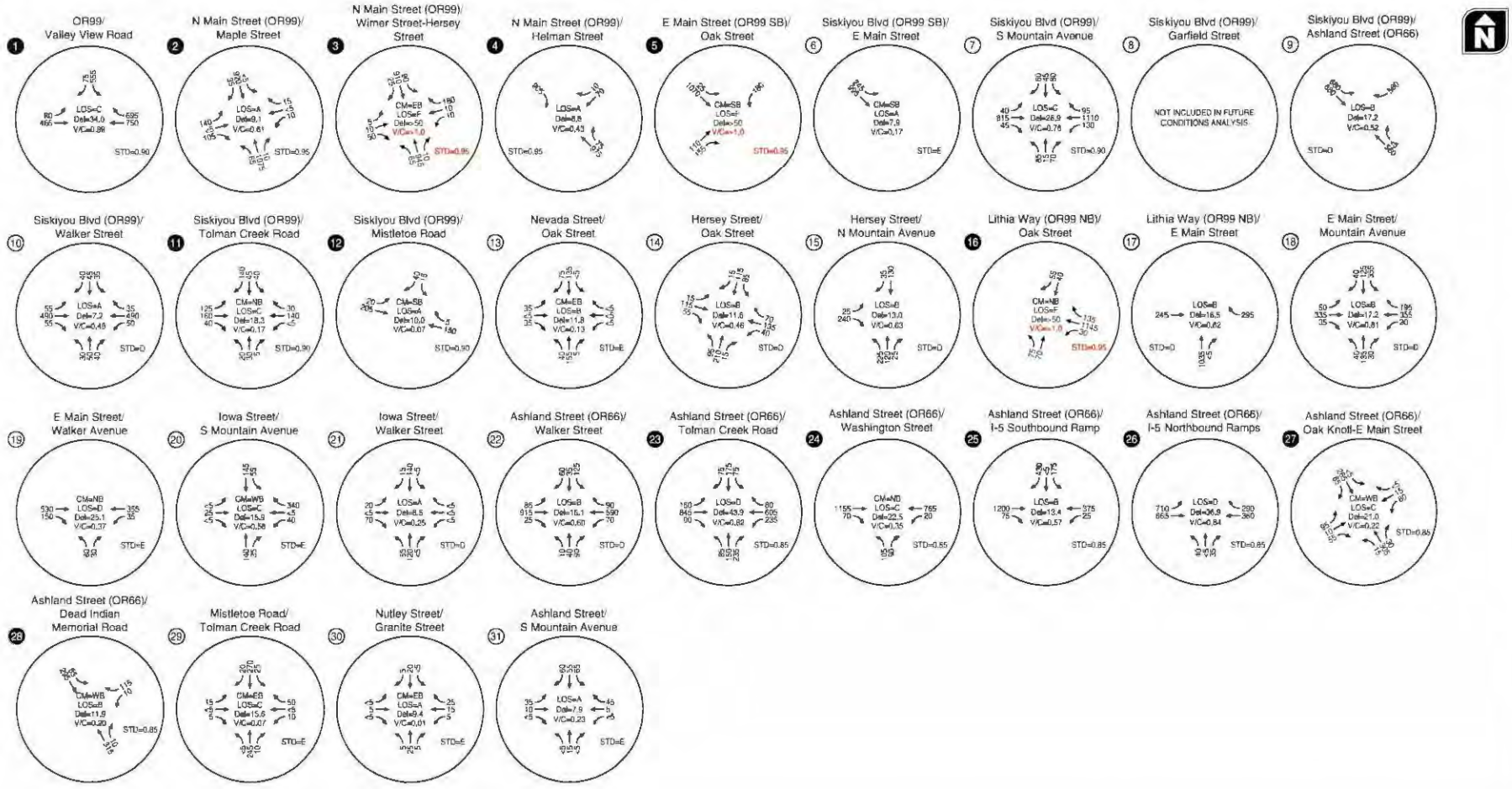


- ODOT STUDY INTERSECTION
- CITY STUDY INTERSECTION
- STOP SIGN
- TRAFFIC SIGNAL

Year 2034 Future No-Build Lane Configurations and Traffic Control Devices

CITY OF ASHLAND

Figure 5-4



CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO
STD = OPERATIONAL STANDARD

Year 2034 Future No-Build Traffic Conditions Weekday PM Peak Hour

CITY OF ASHLAND

Figure 5-5

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N Main Street (OR99)/Wimer Street

The N Main Street (OR99)/Wimer Street intersection is a four-leg, stop-controlled intersection with two north-southbound travel lanes and one east-westbound shared left-through-right lane (however under present conditions a temporary road diet is in place that reduces the north-southbound travel lanes to one in each direction but with the addition of a northbound/ southbound center left-turn lane). Both the east and westbound approaches to the intersection are forecast to operate at LOS F and above capacity during the weekday p.m. peak hour under future no-build traffic conditions with relatively few minor street left-turns or through movements. Signal Warrants at the N Main Street (OR99)/Wimer Street *intersection are presented in the next section.*

It should be noted that the N Main Street (OR99)/Wimer Street intersection has recently been re-aligned to improve east-west connectivity through the intersection which may increase the amount of side street traffic ot this intersection. The future traffic conditions described above do not consider this re-alignment.

E Main Street (OR99 SB)/Oak Street

The E Main Street (OR99 SB)/Oak Street intersection is a four-leg intersection with two eastbound travel lanes, one stop-controlled southbound left-turn lane, one stop-controlled northbound through lane, and a free-flow northbound right-turn lane. The northbound approach to the intersection is forecast to operate at LOS F and below capacity during the weekday p.m. peak hour with 108 northbound through movements and 153 northbound rights while the southbound approach is forecast to operate at LOS F and above capacity with 182 southbound rights. Signal warrants at the E Main Street (OR99 SB)/Oak Street intersection are presented in the next section.

Lithia Way (OR99 NB)/Ook Street

The Lithia Way (OR99 NB)/Oak Street intersection is a four-leg intersection with two westbound travel lanes, one northbound shared left-through travel lane, and one southbound shared through-right travel lave. The north and southbound approaches are currently stop controlled. The northbound approach to the intersection is forecast to operate a LOS F and above capacity during the weekday p.m. peak hour with 77 northbound lefts and 70 northbound throughs, while the southbound approach is forecast to operate at LOS E and below capacity with 42 southbound throughs and 54 southbound rights. Signal Warrants at the Lithia Way (OR99 NB) /Oak Street intersection are presented in the next section.

Traffic Signal Warrants

Traffic signal warrants were evaluated at the unsignalized intersections identified above in accordance with the methodology described in Section 7.4.1 of the ODOT *Anolysis Procedures Manual*. For a long-term future conditions analysis signal warrants 1, Case A and Case B, which deal primarily with high volumes on the intersecting minor street and high volumes on the major-street must be met. Meeting preliminary signal warrants does not guarantee that a signal shall be installed. Before a signal can be installed a field warrant analysis is conducted by the Region. If warrants are met, the State Traffic

Engineer will make the final decision on the installation of a signal. Table 5-4 summarizes the signal warrant analysis for the study intersections under future no-build traffic conditions.

Table 5-4 Signal Warrant Analysis - 2034 Future Traffic Conditions

Intersection	Peak Hour Traffic Volumes				Preliminary Signal Warrants	
	EB	WB	NB	SB	Case A - Minimum Vehicular Volumes	Case B – Interruption of Continuous Traffic
N Main Street (OR99)/ Wimer Street	181	191	1,021	1,019	No	No
E Main Street (OR99 SB)/ Oak Street	1,094	0	108	182	No	No
Lithia Way (OR99 NB)/ Oak Street	0	1,312	147	96	No	No

[1] All of the eastbound rights and a majority of the westbound rights were excluded from the signal warrant analysis at the N Main Street/Wimer Street intersection based on the methodology described in Section 7.4.1 of the APM.

As shown in Table 5-4, preliminary signal warrants were not met at any of the intersections identified as deficient under future no-build traffic conditions. Additional signal warrants, including the Four Hour and Peak Hour warrants were also evaluated at the intersections under future no-build traffic conditions. However, these warrants were also not met. While traffic signal warrants are not met under future conditions based on the existing lane configurations, traffic signal warrants are likely to be met at each of these study intersections if the number of through lanes were to be reduced. For example, a signal is likely to be warranted at the N. Main Street/Hersey-Wimer Street intersection if the road diet were to be made permanent.

Intersection Queuing Analysis

A queuing analysis was performed at the study intersections under future traffic conditions in accordance with the recommendations provided in Section 8.3 of the APM. The APM recommends the use of SimTraffic for estimating queues at intersections belonging to a coordinated signal systems. SimTraffic performs microsimulation and animation of vehicle traffic, modeling travel through signalized and unsignalized intersections and arterial networks, with cars, trucks, pedestrians and buses. SimTraffic includes the vehicle and driver performance characteristics developed by the Federal Highway Administration for use in traffic modeling. SimTraffic is primarily used by ODOT for the analysis of signal systems and vehicle queue estimation, especially in congested areas and locations where queue spillback may be a problem.

The results of the queuing analysis represent an average of 5 consecutive, random runs of the SimTraffic model as recommended by the APM. As there were 30 intersections included in the analysis, Table 5-5 summarizes only the queuing results for the study intersections where storage deficiencies are anticipated. The queue lengths reported in Table 5-5 were rounded up to the nearest 25 feet. The available storage length is based on the striped left and right-turn storage lanes at the intersection.

Table 5-5 95th Percentile Queues at Study Intersections with Storage Deficiencies

Location	Approach/ Movement	95th Percentile Queue (ft)	Striped Storage Available (ft)	Adequate Storage?	Additional Storage Required (ft)
OR99/ Valley View Road	EBL	200	150	No	50
	WBR	150	100	No	50
S Mountain Avenue/ Siskiyou Blvd (OR99)	WBL	175	125	No	50
	SBL	150	100	No	50
Mountain Avenue/ E Main Street	EBL	125	100	No	25
	SBTR1	250	200	No	50
Ashland Street (OR66)/ Walker Avenue	EBL	150	100	No	50
	WBL	125	100	No	25
Ashland Street (OR66)/ Tolman Creek Road	EBL	150	100	No	50
	WBL	150	100	No	50
	NBL	175	100	No	75
	SBL	150	100	No	50
Ashland Street (OR66)/ Washington Street	NBL	225	150	No	75

[1]The 95th percentile queue for the southbound through-right (SBTR) turn movement extends beyond the 200-feet of available storage into the southbound left turn lane, which is the dominant movement at the intersection.

*The following abbreviations are used in this table: NB: Northbound; SB: Southbound; EB: Eastbound; WB: Westbound; L: Left; LTR: Shared left/through/right lane; LT: Shared left/through lane.

As shown in Table 5-5, there are six study intersections that were found to have 95th percentile queues on one or more approach that exceed the available storage capacity under future no-build traffic conditions. The remaining study intersections were found to have adequate storage at each approach.

Intersection Queuing Analysis - Synchro

The 95th percentile queues shown in the Synchro analysis results were further reviewed to identify the study intersections where 95th percentile traffic volumes are expected to either exceed the capacity of the intersection or be metered by an upstream intersection. The reported queues at these locations are expected to be longer than what is shown in Synchro. Table 5-6 summarizes the study intersections and the individual turning movements where 95th percentile traffic volumes either exceed capacity or are being metered. Per direction from ODOT's Transportation Planning Analysis Unit, the information shown in Table 5-6 is for informational purposes and is not be used as a basis for TSP project decisions.

Table 5-6 95th Percentile Volumes that Exceed Capacity or are Metered

Intersection	Movement	95th Percentile Volumes	
		Exceeds Capacity?	Metered?
OR99/S Valley View Road	EBL	Yes	No
	WBR	Yes	No
	SBL	Yes	No
S Mountain Avenue/Siskiyou Blvd (OR99)	EBT	Yes	No
	WBT	Yes	No
	SBR	No	Yes
Mountain Avenue/E Main Street	WBT	Yes	No
	NBL	No	Yes
	NBT	No	Yes
	SBL	Yes	No
Tolman Creek Road/Ashland Street (OR66)	EBT	Yes	No
	WBL	Yes	No
	NBT	Yes	No
Ashland Street (OR66)/I-5 SB Ramp	WBT	No	Yes
Ashland Street (OR66)/I-5 NB Ramp	EBL	Yes	No
	EBT	Yes	No
	WBT	Yes	No

*The following abbreviations are used in this table: NB: Northbound; SB: Southbound; EB: Eastbound; WB: Westbound; L: Left; LTR: Shared left/through/right lane; LT: Shared left/through lane.

RVMPO2 vs Comprehensive Plan and EOA

As indicated previously, operations at the study intersections were further evaluated based on link volumes derived from the City's Comprehensive Plan and EOA. A preliminary review of the City's link volumes indicates that there are relatively minor differences along many of the major roadways throughout the City. The differences that are shown include link volumes that are both higher in some areas and lower in others. In areas where the City's link volumes were found to be higher, the impacts on operations at the intersections were evaluated following the same methodology described above. Table 5-6 summarizes the study intersections with link volumes on one or more approaches that were significantly higher than the link volumes from the RVMPO2 model. Table 5-7 also summarized the operations at the study intersections given both sets of volumes.

Table 5-7 RVMO2 Model vs. City Plans

Intersection	Mobility Standard	RTP Model			City Plans		
		V/C	Delay	LOS	V/C	Delay	LOS
S Mountain Avenue/Siskiyou Blvd (OR99)	0.90	.76	28.9	C	.77	26.5	C
Tolman Creek Road/Siskiyou Blvd (OR99)	0.90	.17	18.3	C	.27	25.7	D
Mistletoe Road/Siskiyou Blvd (OR99)	0.90	.07	10.0	A	.31	12.4	B
Oak Street/Nevada Street	LOS E	.13	11.8	B	.14	12.1	B
Oak Street/Hersey Street	LOS D	.46	11.6	B	.47	11.9	B
N Mountain Avenue/Hersey Street	LOS D	.63	13.0	B	.60	12.5	B
Tolman Creek Road/Ashland Street (OR66)	0.85	.82	43.9	D	.78	39.4	D
Oak Knoll Drive/Ashland Street (OR66)	0.85	.22	21.0	C	.40	19.3	C
Tolman Creek Road/Mistletoe Road	LOS E	.07	15.6	C	.10	20.9	C

As shown in Table 5-7, the overall impact of the City's higher link volumes on one or more approach to the study intersections was not sufficient to cause any of the intersections to fail to meet their applicable mobility standards. In addition, lower link volumes on one or more approaches to the intersections often off-set the higher link volumes, and in some cases, improved operations at the intersections (operations at the intersections shown in grey improved with the application of the City's link volumes, despite higher link volumes at one or more approach).

In areas where the City's link volumes were found to be lower on one or more approach, the impact on operations at the intersections found to be failing under the RVMPO2 model were evaluated following the same methodology described above. Table 5-8 summarizes the intersections that were anticipated to fail under the RVMPO2 model and the resulting operations given the application of the City's link volumes.

Table 5-8 RVMO2 vs. City Plans

Intersection	Mobility Standard	RTP Model			City Plans		
		V/C	Delay	LOS	V/C	Delay	LOS
N Main Street (OR99)/Wimer Street	0.95	1.06	226.1	F	1.08	158.1	F
E Main Street (OR99 SB)/Oak Street	0.95	3.55	Err1	F	2.40	718.1	F
Lithia Way (OR99 NB)/Oak Street	0.95	1.10	169.5	F	0.48	46.5	E

[1]When the volume/capacity of an intersection exceeds 3.0, Synchro presents an error in place of the Delay.

As shown in Table 5-8, the Lithia Way (OR99 NB)/Oak Street intersection would meet its applicable mobility standard with a v/c of 0.48, while the remaining intersection would improve slightly either in terms of v/c, delay, or LOS, but continue to fail to meet their individual applicable mobility standards.

It should be noted that the results shown in Tables 5-7 and 5-8 are for informational purposes only and should not be used as a basis for making TSP project decisions.

MULTI-MODAL LEVEL-OF-SERVICE

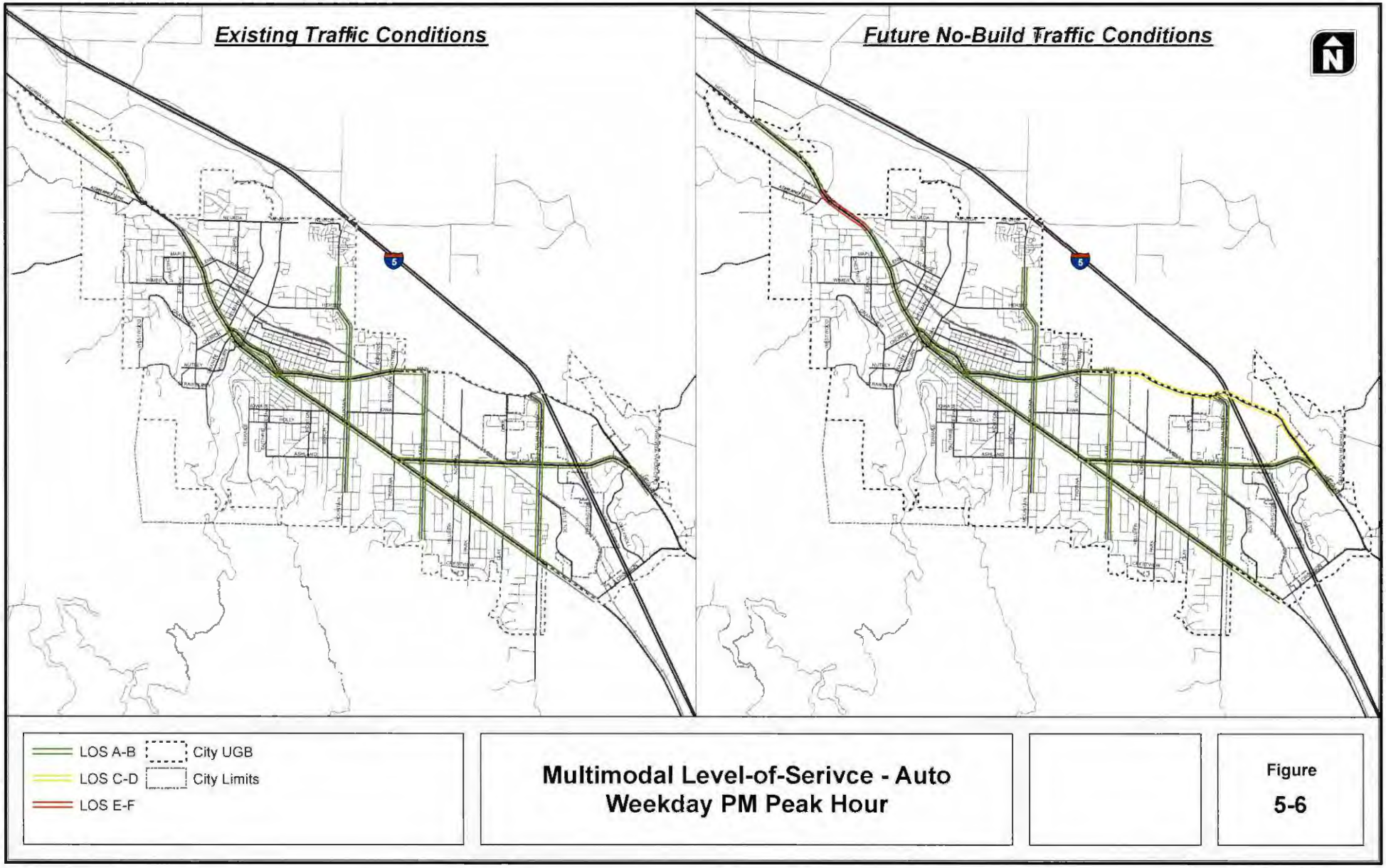
A multi-modal level-of-service (MMLOS) analysis was conducted along six major corridors throughout the City of Ashland; the corridors evaluated were: N Main Street/E Main Street/Siskiyou Boulevard (OR99), Ashland Street (OR66), E Main Street, Mountain Avenue, Walker Avenue, and Tolman Creek Road. Each corridor was divided into several segments based on the location of major study intersections and changes in the roadway characteristics. The analysis was conducted in accordance with the methodology described in the National Cooperative Highway Research Program Report 3-70, which has been included in the 2010 Highway Capacity Manual. It should be noted that the MMLOS methodology was originally developed for smaller scale analyses within a detailed corridor study or evaluation. It was applied here at a larger scale and indicates the general trends in performance for each mode; however, it is not intended to precisely represent users' experiences as a bicyclist, pedestrian, and/or transit user.

NCHRP 3-70 provides a set of recommended procedures for predicting traveler perceptions of quality of service and performance measures along urban streets. A level-of-service for each mode is derived based on several inputs related to conditions along the roadway. The types of inputs considered by this analysis for bicyclists and pedestrians include peak hour traffic volumes, presence and width of sidewalks and bicycle lanes, crossing delay, and driveway and unsignalized intersection density; for transit users, access to transit facilities, headways, and travel experiences play an important role.

Figure 5-6, 5-7, 5-8, and 5-9 summarize the results of the MMLOS analyses conducted under existing and future no-build traffic conditions for auto, transit, bicycle, and pedestrian facilities, respectively. As shown there is little difference in the level-of-service between the two travel directions shown along each corridor. Where there are differences, it is typically due to the presence of a sidewalk, bike lane, or unsignalized intersections and/or driveways with high traffic volumes on one side, but not the other. There is also little difference between existing and future no-build traffic conditions. The differences that are present reflect the influence of traffic volumes on the level-of-service for each mode.

Auto

Auto level of service is primarily measured by the average speed over the length of the corridor and the average of number of stops per mile. Traffic volumes, heavy vehicle percentages, turning percentages, and peak hour factors are all inputs to the auto level of service along with signal timing at signalized intersections and saturation flow rates. Additional information related to Auto level-of-service at the study intersections is provided in Figure 5-5 above.



Multimodal Level-of-Serivce - Auto
Weekday PM Peak Hour

Figure
5-6

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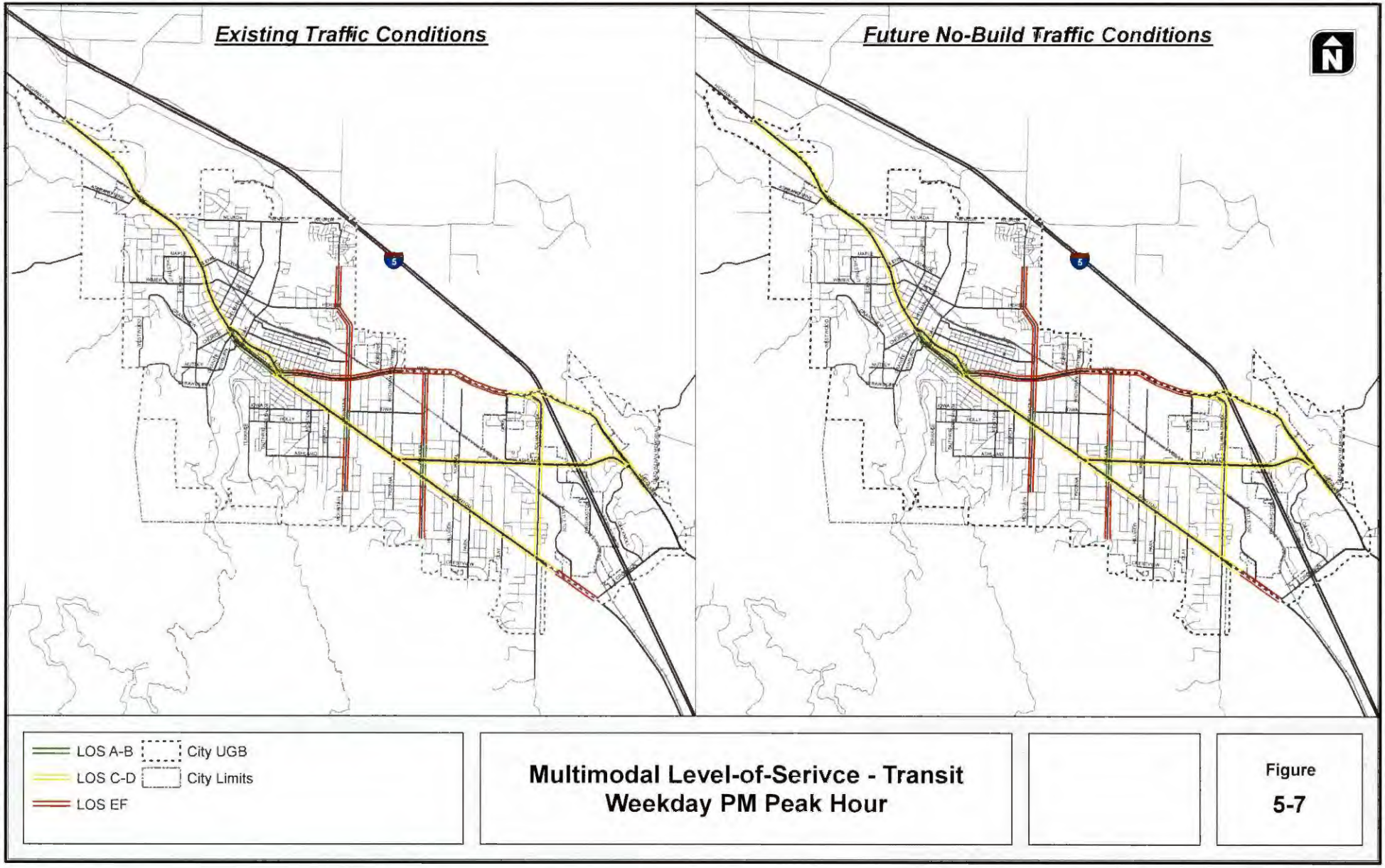

Multimodal Level-of-Serivce - Transit
Weekday PM Peak Hour

Figure
5-7

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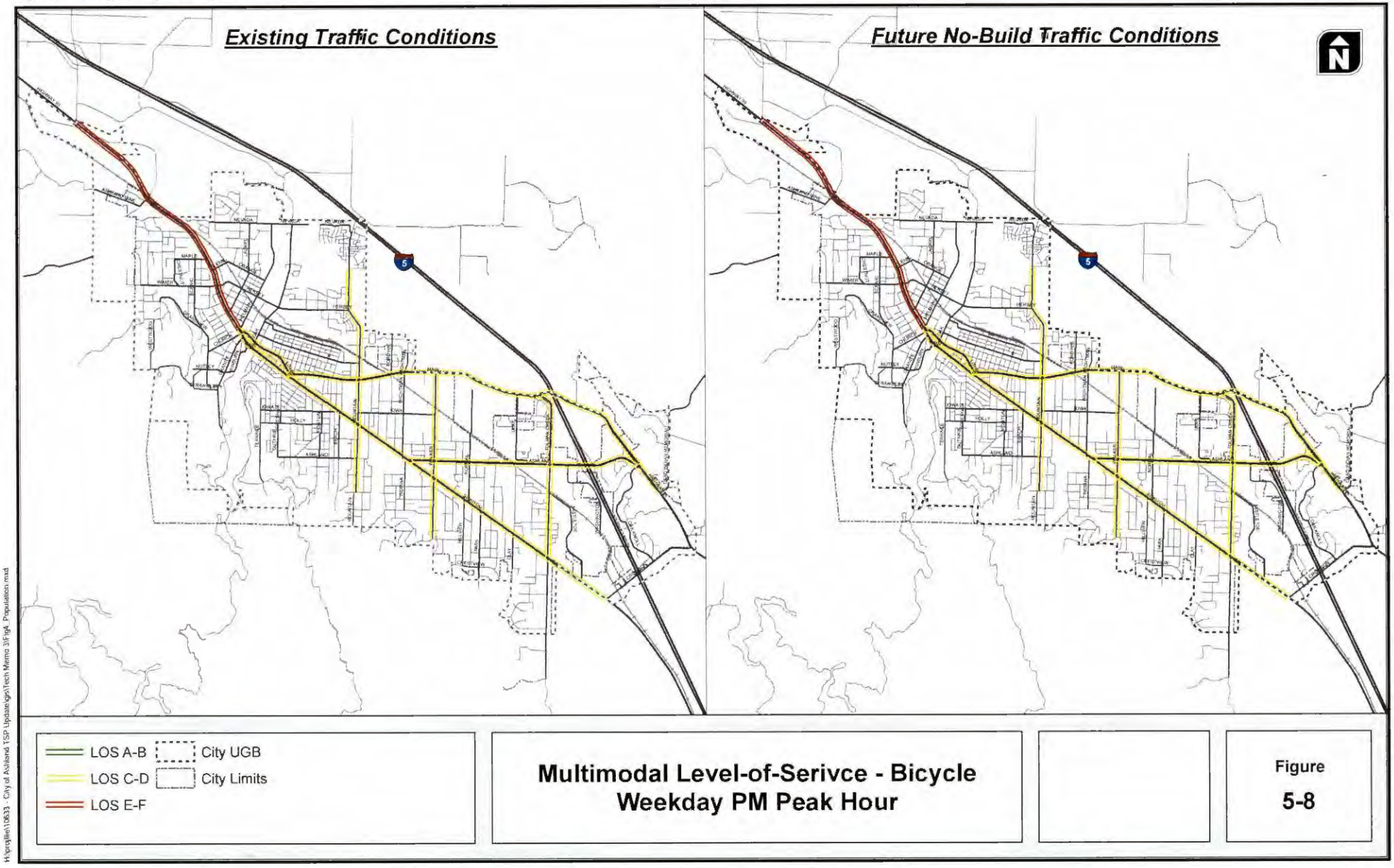

Multimodal Level-of-Serivce - Bicycle
Weekday PM Peak Hour

Figure
5-8

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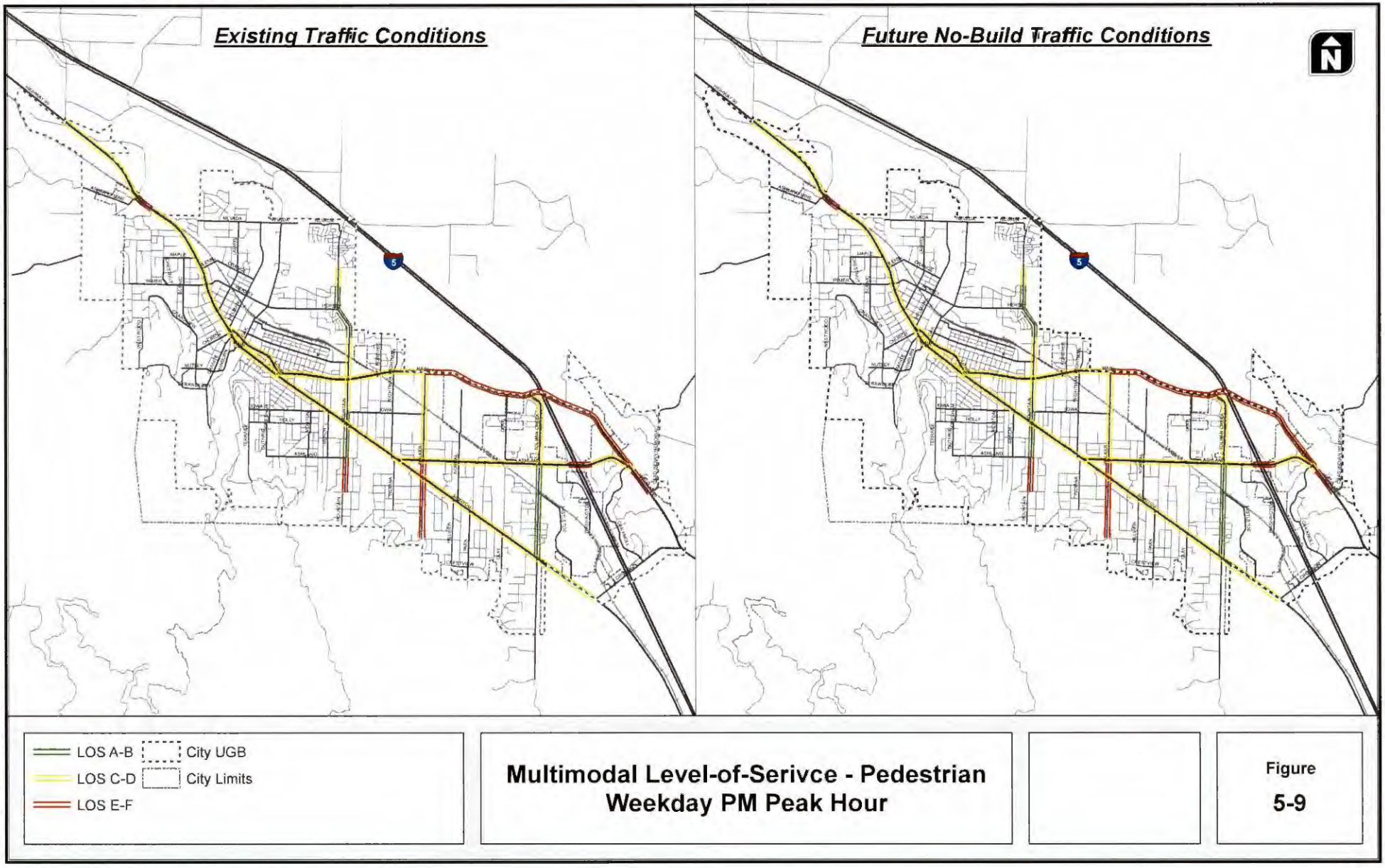

Multimodal Level-of-Serivce - Pedestrian
Weekday PM Peak Hour

Figure
5-9

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Transit

The three primary performance measures that influence the transit LOS results include access, wait time, and ride experience. Access is represented by the pedestrian level of service score and pedestrian access to bus stops along the corridor. Wait time and ride experience are affected by headways and passenger per seat ratings. For the corridors in Ashland, the MMLOS results for transit facilities are generally well-rated; transit service is provided along each of the roadways included in the analysis except for Mountain Avenue and Walker Avenue. However, both of those roadways cross Siskiyou Boulevard (OR99) and/or Ashland Street (OR66), each of which have transit service, therefore, transit service is provided within a quarter mile of at least a portion of both Mountain Avenue and Walker Avenue. It should be noted that the transit LOS result is biased towards the weekday p.m. peak hour when service is available. It does not take into account that service is not proved after 6:30 p.m. and that no service is provided on Saturdays or Sundays. Opportunities to improve transit service include the provision of bus shelters or seating at key stop locations, shorter headways, longer service hours, and more extensive coverage.

Bicyclists

Similar to the pedestrian LOS, there are two basic performance measures that influence the bicycle LOS results within the MMLOS analysis. One is the feeling of security and quality of experience a bicyclist has riding on a roadway facility (e.g., presence and width of bicycle lanes). The second is the frequency of conflicts with vehicle cross traffic (e.g., frequency of driveways or unsignalized intersections). For the corridors studied in Ashland, the MMLOS results for bicycle facilities indicate bicycling along these roadways may be uncomfortable for many individuals. This is primarily due to the lack of bicycle facilities on some roadways or roadway segments, relatively high traffic volumes, and the frequency of unsignalized intersections and driveways. Opportunities to improve LOS for bicyclists along the major roadways include adding additional bicycle lanes, implementing buffered bicycle lanes, and consolidating driveways.

Pedestrians

There are two basic performance measures that influence the pedestrian LOS results within the MMLOS methodology. One is the feeling of security and quality of experience a pedestrian has walking alongside a roadway facility (e.g., presence and width of sidewalks). The second is the ability pedestrians have to safely and efficiently cross the major roadway. For the corridors studied in Ashland, the MMLOS results for pedestrian facilities indicate pedestrians generally feel safe walking along the major roadways. However, curb-tight sidewalks, high traffic volumes, and the absence of crosswalks at several major intersections degrade the pedestrian experience resulting in a pedestrian LOS that may not be expected on facilities that provide continuous sidewalks. Opportunities to improve the pedestrian LOS include providing landscape strips between the roadway and the sidewalk, increasing

the width of sidewalks, and providing additional opportunities for pedestrians to safely and efficiently cross major roadways.

FUTURE TRANSPORTATION FUNDING

The historical funding mechanism for transportation improvements in Ashland is the Street Fund. The Street Fund includes revenue generated through gas taxes, franchise fees, system development charges (SDCs), transportation user/utility fees, specific project funds generated through local improvement districts, and a variety of state and federal grants. Once obtained, these fees are generally dedicated to improvements, and do not require voter approval.

Historically, communities around the state have included funding sources that have leveraged improvements through advance financing by developers, assessed special property tax levies, or used revenue bonds for specific capital improvements which are backed by specific dedicated future revenue sources. With the exception of advance financing by developers, the majority of these funds are dependent on voter approval, which may temper their reliability as a funding source. These funding sources are almost always dependent upon current market and economic conditions, being less robust revenue streams in a 'down economy'.

Future Funding Forecast

The Street Funds three primary sources of revenue for the 2011 fiscal year are intergovernmental revenues (gas tax, state and federal grants), fees, and bond proceeds. The intergovernmental revenues are expected to account for approximately 50 percent of the Street Fund in the 2011 fiscal year. This indicates the importance of the gas tax, and state and federal grants, to the overall streets program for the City of Ashland.

Intergovernmental revenues, fees, and bond proceeds will likely continue to be the primary sources of revenue for the Street Fund in future budget cycles. Bond proceeds and fee increases will continue to be dependent on the state of the economy and voter willingness for passage. The state gas tax, for example, increased from 24 cents to 30 cents on January 1, 2011. This represents a 25 percent increase over the previous tax, and constitutes the first rise in the Oregon gas tax since 1993. However, the tax increase should not be considered a long-term funding source given the improved fuel efficiency of newer vehicles, the rise in ownership of hybrid and electric vehicles, and the increased use of alternative fuels. Additionally, Ashland will not be able to increase its proportional share of that tax increase without legislative action at the state level. It is reasonable to assume the overall total revenue will temporarily increase with the legislative action. However, if the average fuel efficiency of vehicles increases or there is precipitous drop in vehicle miles, a decline in gasoline consumption may lead to a decline in revenue.

Alternative Funding Sources

There is a community desire to enjoy a transportation system that includes enhanced pedestrian and bicycle facilities, reduces vehicle travel, and increases transit service and amenities. Those improved transit choices lend themselves to integration with compact, transit-supportive development. Those objectives can be better achieved through considering alternative ways to fund and promote these initiatives. Alternative funding sources to consider include any combination of those summarized in Table 5-9.

Table 5-9 Alternative Funding Sources

Funding Source	Description	Benefits
User Fee	Fees tacked onto a monthly utility bill or tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance to the street system. This may be a more equitable assessment given the varying fuel efficiency of vehicles. Regardless of fuel efficiency, passenger vehicles do equal damage to the street system. The cost of implementing such a system could be prohibitive given the need to track the number of vehicle miles traveled in every vehicle. Additionally, a user fee specific to a single jurisdiction does not account for the street use from vehicles registered in other jurisdictions.	Primarily Street Improvements
Street Utility Fees/Road Maintenance Fee	The fee is based on the number of trips a particular land use generates and is usually collected through a regular utility bill. For the communities in Oregon that have adopted this approach, it provides a stable source of revenue to pay for street maintenance allowing for safe and efficient movement of people, goods, and services.	System-wide transportation facilities including: • Streets • Sidewalks • Bike lanes • Trails
Local Fuel Tax	A local tax assessed on fuel purchased within the jurisdiction that has assessed the tax. Some would argue that this tax is unfair given the increased fuel efficiency of today's vehicles. On the other hand, the tax could potentially generate revenue while encouraging fuel efficiency and lessening impacts to the environment.	Primarily Street Improvements
Systems Development Charges (SDCs)	Sometimes referred to as a transportation impact fee, SDCs are fees assessed on development for impacts created to public infrastructure. For example, Washington County implemented a transportation development tax in 2008 to replace their transportation impact fee. A transportation development tax is based on the estimated traffic generated. All revenue is dedicated to transportation capital improvements designed to accommodate growth. SDCs do generate revenue when the economy is doing well, and development is occurring. SDCs should not be considered a reliable source of income given the volatility of today's markets. Even when stable, some would argue that SDCs are not equitable because they are sometimes assessed in locations where services are already available. Nevertheless, they are an accepted source of revenue for many cities in Oregon, and help to offset the cost of new construction on public infrastructure. SDCs should be evaluated on a regular basis to ensure that they are proportional to the impacts created by new development. SDC credits can encourage private development to provide small-scale public improvements that can be constructed by the private sector at a smaller cost. For example, an SDC credit might be given for providing end-of-trip bike facilities within	System-wide transportation facilities including: • Streets • Sidewalks • Bike lanes • Trails

Funding Source	Description	Benefits
	the new development. Eligible projects are on major roads, including sidewalks and bike lanes, as well as transit capital projects.	
Stormwater SDCs, Grants, and Loans	Systems Development Charges, Grants, and Loans obtained for the purposes of making improvements to stormwater management facilities. Some jurisdictions in Oregon have used these tools to finance the construction and maintenance of Green Streets, and should be considered as an alternate funding source for Green Streets in Ashland.	Primarily street improvements
Local Sales Tax	A tax assessed on the purchase of goods and services within a specific location. A sales tax could be assessed only on auto-related goods and services to generate revenue for transportation-related improvements.	System-wide transportation facilities including: • Streets • Sidewalks • Bike lanes • Trails • Transit
Optional Tax	A tax that is paid at the option of the taxpayer to fund improvements. Usually not a legislative requirement to pay the tax and paid at the time other taxes are collected, optional taxes are usually less controversial and easily collected since they require the taxpayer to decide whether or not to pay the additional tax.	System-wide transportation facilities including: • Streets • Sidewalks • Bike lanes • Trails • Transit
Parking In-lieu Fees	Fees that are assessed to developers that cannot or do not want to provide the parking for development.	System-wide transportation facilities including: • Streets • Sidewalks • Bike lanes • Trails • Transit
Sponsorship	Financial backing of a public-interest program or project by a firm, as a means of enhancing its corporate image. This has been used by local transit providers to help offset the cost of providing transit services and maintaining transit related improvements	Transit Facilities
Incentives	An enticement such as bonus densities and flexibility in design in exchange for a public benefit. Examples might include a Commute Trip Reduction (CTR) program, or transit facilities in exchange for bonus densities.	System-wide transportation facilities including: • Streets • Sidewalks • Bike lanes • Trails • Transit
Congestion Pricing	Competitive pricing of public facilities to discourage non-essential trips during peak travel times and encouraging alternative forms of transportation. Congestion pricing is also a tool that can be used for parking management. Congestion pricing is basically a toll applied to drivers who drive or park within a designated area or on a designated facility during periods of heavy congestion. In some cases, such as parking, higher fees are imposed in certain areas to discourage long term use. Similar variable charges have been successfully utilized in other industries—for example, airline tickets, cell phone rates, and electricity rates.	Primarily street improvements
Public/Private Partnerships	Rarely used for transportation facilities, public/private partnerships are agreements between public and private partners that can benefit from the same improvements They have been used in several places around the country to	System-wide transportation facilities including: • Streets

Funding Source	Description	Benefits
	provide public transportation amenities within the public right-of-way in exchange for operational revenue from the facilities. These partnerships could be used to provide services such as charging stations, public parking lots, bicycle lockers, or carshare facilities.	• Sidewalks • Bike lanes • Trails • Transit
Tax Increment Financing (TIF)	A tool cities use to create special districts (tax increment areas) and to make public improvements within those districts that will generate private-sector development. During a defined period, the tax base is frozen at the predevelopment level. Property taxes for that period can be waived or continue to be paid, but taxes derived from increases in assessed values (the tax increment) resulting from new development either go into a special fund created to retire bonds issued to originate the development or leverage future improvements. A number of small-to-medium sized communities in Oregon have implemented, or are considering implementing, urban renewal districts that will result in a TIF revenue stream.	System-wide transportation facilities including: • Streets • Sidewalks • Bike lanes • Trails • Transit

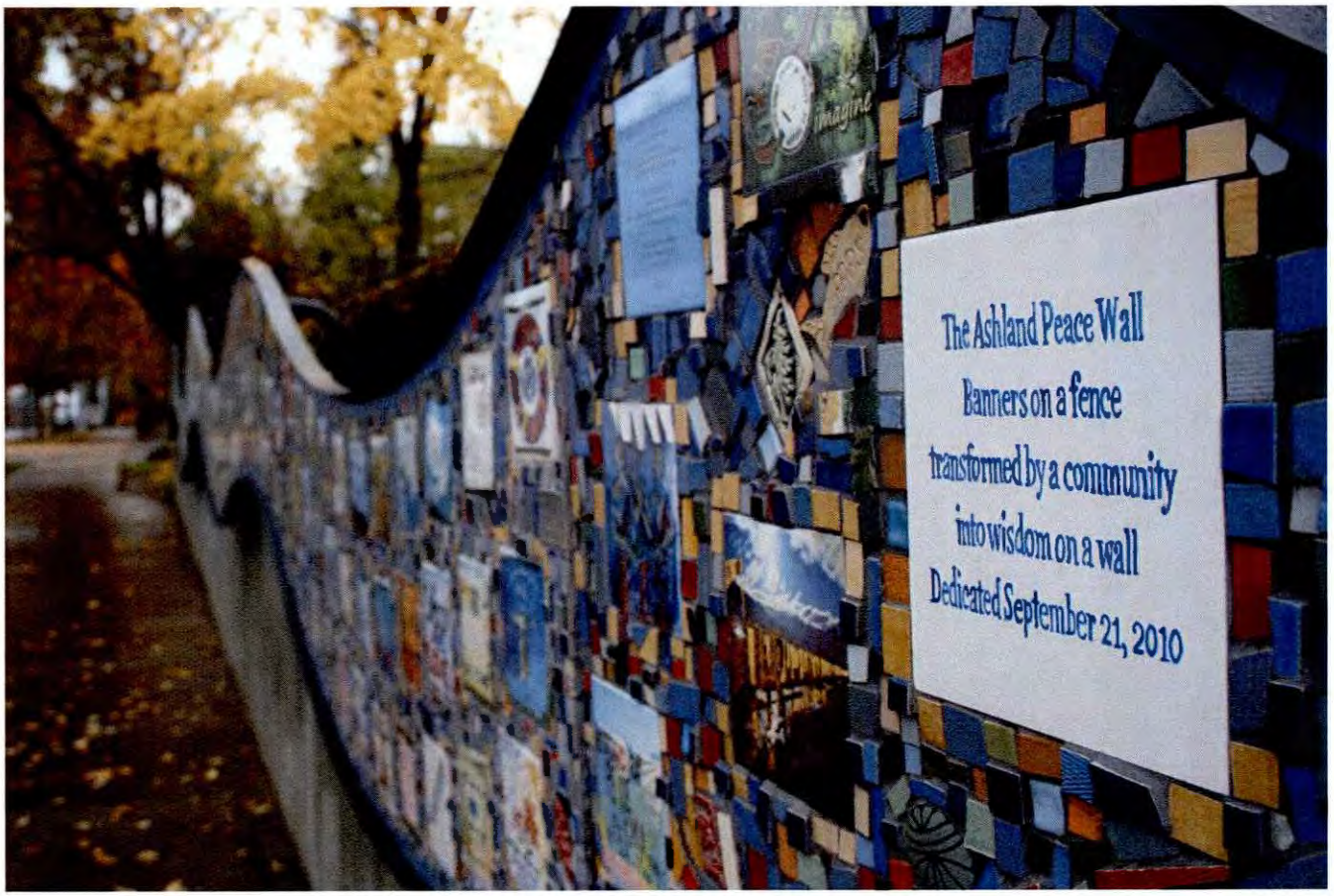
Table 5-9 is not an all-inclusive list of alternative funding. Each of these financing tools requires focused research to ensure that it is the right fit for the community, and can be closely matched with achieving the objectives of the TSP update.

Transportation System Development Charge Updates

The City should evaluate the existing TSDC rates. Typically, in other jurisdictions in Oregon, Systems Development Charges account for approximately 10 to 12 percent of revenues that are applied towards the improvement and maintenance of streets. This has not been the case in Ashland since 2007. Prior to 2007, the Systems Development Charges that have been collected by the City accounted for a higher percentage of revenue within the street fund. In the next fiscal year, they will account for less than 1 percent of the revenue in the Street Fund.

Street Fund revenues for the 2011 fiscal year are 63 percent higher than in 2005 when SDCs accounted for approximately 12 percent of the revenues. Since 2008, it would make sense that the revenue generated from SDCs would be lower given the decline in the economy, and the overall lull in construction activity, but revenues generated from SDCs began decreasing well before the 2008 market declines. This trend would suggest that it may be time for the City to evaluate its SDC program to ensure that new construction helps to pay for the impacts that it creates. Several cities in Oregon increase their SDCs annually to keep current with the cost of inflation. Ashland should consider doing the same to ensure that the SDC program continues to pay for the true costs of maintaining and improving its transportation system. SDC's should be considered not only for the street system and location specific capacity improvements. This can be revenue stream to meet community-wide multimodal transportation system goals. From that perspective, funding could emphasize providing city wide pedestrian connectivity through continuous and standard sidewalks (e.g. fill in the gaps where needed), public trails development, enhanced bicycle facilities, enhanced pedestrian facilities on collector and arterial streets, and transit stop amenities beyond those provide by RVTD. The possibility of using SDC credits to encourage private development to meet some of these objectives was previously noted.

Section 6 General Policies and Studies



GENERAL POLICIES AND STUDIES

The general policies and studies presented below influence multiple transportation modes and/or transportation system elements. An overview of the policies and studies in this section follows.

- **Policy #1 (L1) Street Functional Classifications** – Presents the updated street functional classifications for the City of Ashland including a new Shared Streets functional classification.
- **Policy #2 (L2) Multimodal/Safety Based (Alternative) Development Review Process** – Presents the multimodal/safety based (alternative) development review process, which outlines a new process for reviewing and approving development applications. The process provides a means for the City of Ashland to collect funds for multimodal and safety oriented programs and projects, while streamlining the development review process and providing more certainty for applicants regarding potential needed transportation investments.
- **Policy #3 – #9 (L3 through L9) Downtown Enhancement Policies** – Presents policies aimed at enhancing the downtown environment for multiple transportation modes.
- **Policy #10 (L10) Green Street Treatments** – Contains the policy supporting the incorporation of green street treatments into transportation, sewer, water, and stormwater projects.
- **Study #1 (S1) Funding Sources Feasibility Study** –Discusses the need for and scope of a study to identify future feasible funding sources to support improvements to the transportation system.
- **Study #2 (S2) Downtown Parking and Multi-Modal Circulation Study** – The City of Ashland will conduct a downtown parking management and multi-modal circulation study to evaluate the effectiveness of existing downtown parking management and truck loading zones and potential changes in parking management and travel demand management (TDM) strategies to increase overall accessibility to downtown for tourists, customers, and employees. The multi-modal circulation study will review pedestrian circulation, bicycle circulation, and vehicle circulation for vehicles and trucks downtown. The study will evaluate the alternatives generated for providing bicycle lanes and wider sidewalks on E Main Street through downtown that were generated during the TSP alternatives analysis phase. The alternatives evaluation will consider impacts to vehicle and truck parking and circulation.

Policies and studies specific to transportation modes are presented within the applicable modal plan.

Policy #1 (L1) Street Functional Classifications

The street functional classifications for the City of Ashland are below. *The functional classifications are consistent with City of Ashland's Comprehensive Plan and Street Standards Guidebook with the exception of the Shared Street classification. The Shared Street classification is a new functional classification that needs to be added to the Comprehensive Plan and Street Standards Guidebook. It is being applied primarily to formerly designated Neighborhood Streets that currently do not have sidewalks or bicycle lanes and where sidewalks and bicycle lanes are either infeasible due to right-of-way or other constraints and where construction of small segments by development would likely remain disconnected from other pedestrian and bicycle facilities into the foreseeable future. It could also be applied to streets in new development areas. The vision for new Shared Street roadways is included in the Shared Streets and Alleyways White Paper dated February 2, 2011.*

- **Boulevard** – Provide access to major urban activity centers for pedestrians, bicyclists, transit and motor vehicle users, and provide connections to regional traffic ways such as Interstate 5.
- **Avenue** – Provide concentrated pedestrian, bicycle, and motor vehicle access from boulevards to neighborhoods and to neighborhood activity centers.
- **Neighborhood Collector** – Distribute traffic from boulevards or avenues to neighborhood streets.
- **Neighborhood Street** – Provide access to residential and neighborhood commercial areas.
- **Shared Street** – Provides access to residential or commercial uses in areas in which right-of-way is constrained by topography or historically significant structures. The constrained right-of-way prevents typical bicycle and pedestrian facilities such as sidewalks and bicycle lanes. Therefore, the entire width of the street is collectively shared by pedestrians, bicycles, and motor vehicle users. The design of the street should emphasize a slower speed environment and provide clear physical and visual indications the space is shared across modes.

Exhibit 6-1 – Shared Street Example

- **Alley** – A semi-public neighborhood space that provides access to the rear of property; the alley eliminates the need for front yard driveways and provides the opportunity for a more positive front yard streetscape. Alleys also provide an alternative location for utility placement.
- **Multiuse Path** – Off-street facilities used primarily for walking and bicycling; these paths can be relatively short connections between neighborhoods or longer paths adjacent to rivers, creeks, railroad tracks, and open space.

Figure 6-1 presents the updated street functional classifications for the City of Ashland.

Policy #2 (L2) Multimodal/Safety Based (Alternative) Development Review Process

The Multimodal/Safety Based (Alternative) Development Review Process is a means to help support the City's TSP gaals by providing funding for multimodal and sofety programs and projects. It is inherently multimodal helping to create a green template (Goal 1), improvements are safety and multimodal driven making safety a priority for all modes (Goal 2), it supports economic growth by streamlining the development review process for developers (Goal 3), and facilitates system wide balance by placing all modes, safety, and access at the same level as mobility (Goal 4). See the Alternative to Traditional Development Review and Transportation Funding White Paper (dated March 7, 2011) for more details.

The City of Ashland should amend Chapter 18 of the Municipal Code to establish a Multimodal/Safety Based (Alternative) Development Review Process for reviewing and approving development applications. The development review process is outlined below.

Applicants that generate 10 or more peak hour trips are required to prepare a transportation assessment that focuses on:

A. On-site vehicular, pedestrian, bicycle, truck delivery, and emergency service circulation and safety;

B. Safety, using principles and information from the *Highway Safety Manual* (HSM), of the proposed site access(es) to the transportation system;

C. Multimodal LOS, per the *2010 Highway Capacity Manual* (HCM), along the adjacent collector and/or arterial corridors; and

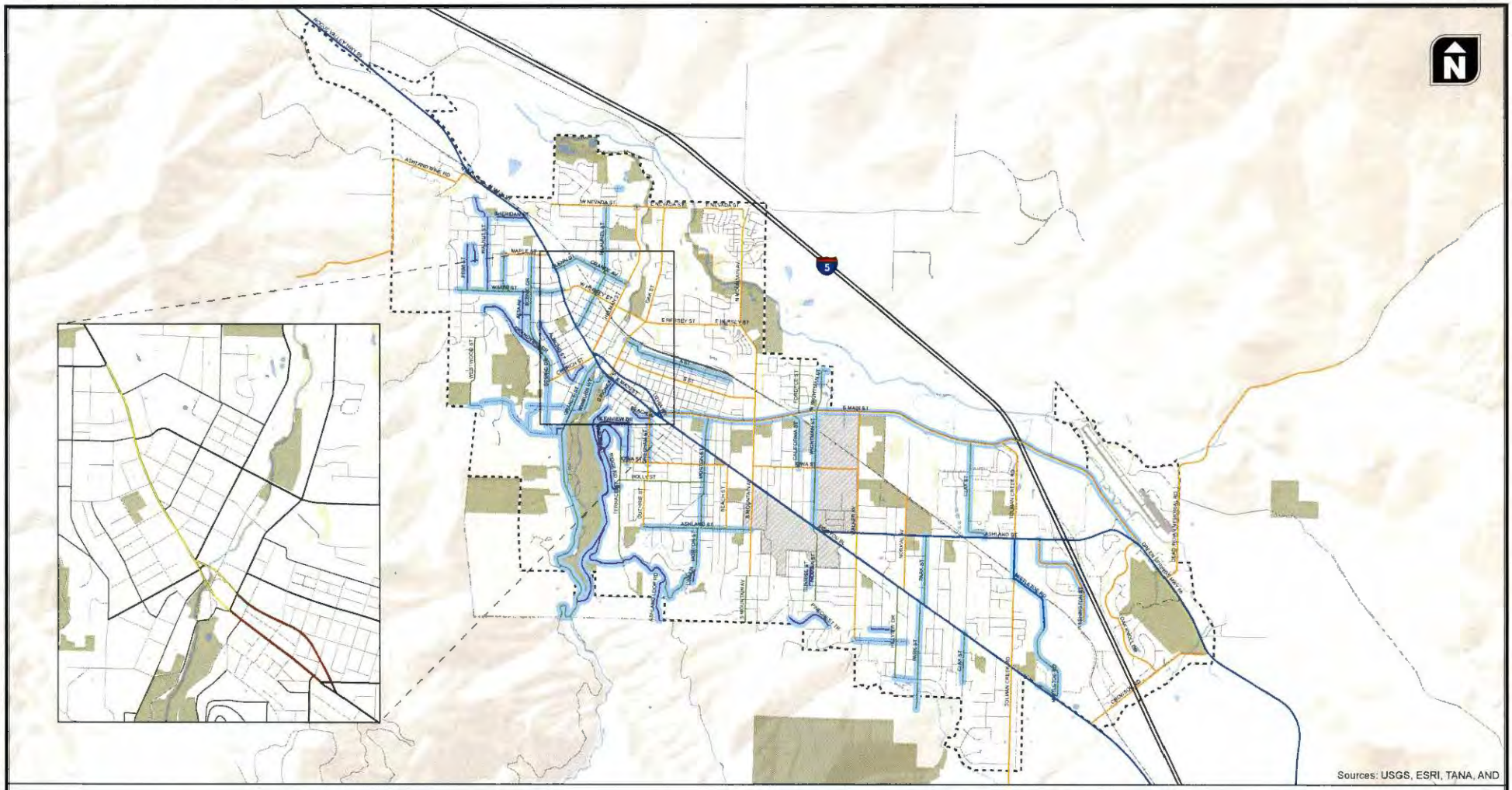
D. Person trips generated by the development, including those person trips expected to travel through any of the City's previously identified safety focus intersections. Per the City's 2011 TSP update, these intersections are:

- N Main Street (OR 99)/Hersey Street – Wimer Street
- Ashland Street (OR 66)/Oak Knoll Drive – E Main Street
- Siskiyou Boulevard (OR 99)-Lithia Way (OR 99)/E Main Street
- E Main Street (OR 99 Southbound)/Oak Street
- Siskiyou Boulevard (OR 99)/Tolman Creek Road
- Ashland Street (OR 66)/Tolman Creek Road

2) The Applicant mitigates safety issues on-site and at their access point(s) to the transportation system.

3) The Applicant contributes financially to the safety and multimodal improvements identified for the City's safety focus intersections identified in Step 1.

4) The City assesses a Multimodal SDC, whereby an applicant is assessed a fee based on the number of person trips the proposed development is estimated to generate. *This allows the system revenues to be used to fund capacity related improvements to the vehicular, pedestrian, bicycle, and transit systems.*



Interstate
Boulevard
Avenue
Neighborhood Collector
Neighborhood Street
Shared Street
Modified Street Classification
C STA (See Insert)
UBA (See Insert)
City Limits
City UGB

Updated City of Ashland Street Functional Classification Map

Figure 6-1

Policy #3-#9 (L3 through L9) Downtown Enhancement Policies

The following policies are aimed at enhancing the downtown environment for pedestrians, bicyclists, and transit users while also facilitating economic prosperity for downtown.

- **Policy #3 (L3) Incorporate Wider Sidewalks** – As feasible, incorporate wider sidewalks into the downtown core area on E Main Street, Lithia Way, and the supporting cross streets (e.g., Oak Street). *The purpose of wider sidewalks is to provide additional capacity for pedestrians and pedestrian activities (Goals 3 and 4).*

- **Policy #5 (L5) Incorporate Preferred Pedestrian Treatments** – As feasible, incorporate preferred pedestrian treatments into downtown area projects, including pedestrian countdown signals, landscape buffers, pedestrian refuge islands, and benches. *These treatments will help enhance the environment for pedestrians (Goals 2 and 4). Exhibits 6-2 and 6-3 illustrate two of these treatments.*

Exhibit 6-2 – Pedestrian Countdown Signal

Exhibit 6-3 – Pedestrian Refuge Island

- **Policy #6 (L6) Encourage Alley Enhancements** – Work with the Chamber of Commerce and downtown business owners, to encourage property owners along downtown alleys to enhance the environment through improved landscaping, orienting businesses towards the alley, and other similar characteristics *(Goals 3 and 4)*.

- **Policy #7 (L7) Incorporate Bicycle Parking** – As feasible, incorporate bicycle parking into downtown projects to encourage and facilitate bicycle travel *(Goal 4)*. Locally affected business owners will be included in the process of determining where bicycle parking is located.

- **Policy #8 (L8) Develop Incentives for Truck Loading/Unloading** – Work with the Chamber of Commerce and downtown business owners to reduce delivery and pick-up of goods during peak

times through strategies such as incentives or time restrictions. *The purpose of this policy is to limit potential truck loading/unloading impacts on other downtown activities (Goals 3 and 4).*

- **Policy #9 (L9) Update Downtown Parking Management** - Work with the Chamber of Commerce and downtown business owners to update parking management strategies such that the strategies encourage the use of existing parking garages, increase the turn-over of on-street parking, and work towards paid parking to manage parking within and to reduce auto trips to downtown *(Goals 3 and 4).*

Policy # 10 (L10) Green Street Treatments

The City of Ashland will incorporate green street treatments into transportation, sewer, water, and stormwater capital, maintenance, and operations projects, as feasible. The type and design of the green street treatments will be determined using the information contained in the City of Ashland's Stormwater Master Plan.

Green street treatments are a new opportunity to promote a vision of sustainable urbanism for the City of Ashland and help create a green template (Goal 1). By more closely mimicking the natural hydrology of a particular site, Green Streets help reduce the impact of urban development. Green street stormwater facilities have been shown to improve water quality of runoff through effective treatment, minimize erosion through the reduction of peak flow rates and discharge velocities, and decrease stormwater volumes discharged to local streams by infiltrating all or a portion of local rainfall events.

Study #1 (S1) Funding Sources Feasibility Study

The City of Ashland will conduct a funding sources feasibility study to identify and evaluate the feasibility of additional funding sources to support transportation programs, studies and projects. The study will establish priorities for pursuing additional funding sources based on such factors as the probability of successfully securing the funding source, stability of the funds, and amount of funds. The cost estimate for the study is $30,000; the priority is medium indicating a timeline of 5 to 15 years (i.e., the study is to be conducted 5 to 15 years into the future).

The purpose of allocating funds to such a study is to enable the City to identify additional long-term funding sources to increase the City's ability to fund transportation system improvements. Currently there is limited consensus on what to pursue. A study focused on the topic will provide the City with clear direction for the future.

Study #2 (S2) Downtown Parking and Multi-Modal Circulation Study

The City of Ashland will conduct a downtown parking management and multi-modal circulation study to evaluate the effectiveness of existing downtown parking management and truck loading zones and

potential changes in parking management and travel demand management (TDM) strategies to increase overall accessibility to downtown for tourists, customers, and employees. The multi-modal circulation study will review pedestrian circulation, bicycle circulation, and vehicle circulation for vehicles and trucks downtown. The study will evaluate the alternatives generated for providing bicycle lanes and wider sidewalks on E Main Street through downtown that were generated during the TSP alternatives analysis phase. The alternatives evaluation will consider impacts to vehicle and truck parking and circulation. The cost estimate for the study is $100,000; the priority is high indicating a timeline of 0 to 5 years (i.e., the study is to be conducted 0 to 5 years into the future).

The purpose of allocating funds to a parking and multi-modal circulation study is to enable the City to fully investigate the inter-related nature of parking management and pedestrian, bicycle, and vehicle access and circulation downtown. The intent is to improve safety and access to downtown for all modes of travel and identify preferred approaches for parking management and providing enhanced pedestrian and bicycle facilities without adversely impacting downtown business' access for truck deliveries and parking for customers.

SUMMARY OF GENERAL POLICIES AND STUDIES

Table 6-1 summarizes the Preferred Plan general policies and studies.

Table 6-1 Summary of Preferred Plan General Policies and Studies

(ID#) Policy (L) or Study (S) Name	Description	Priority (Timeline)	Cost
(L1) Street Functional Classifications	Update to City of Ashland's street functional classifications including a new functional classification called Shared Streets.	N/A	N/A
(L2) Multimodal/Safety Based (Alternative) Development Review Process	Multimodal and safety based approach for reviewing and approving development applications.	N/A	N/A
(L3) Incorporate Wider Sidewalks	One of seven policies to enhance the downtown. As feasible, incorporate wider sidewalks into downtown projects to provide more space for pedestrians.	N/A	N/A
(L5) Incorporate Preferred Pedestrian Treatments	One of seven policies to enhance the downtown. Incorporate preferred pedestrian treatments into downtown projects, as feasible.	N/A	N/A
(L6) Encourage Alley Enhancements	One of seven policies to enhance the downtown. Encourages property owners along alleys to enhance the environment through improved landscaping, businesses oriented towards the alley and other similar characteristics	N/A	N/A
(L7) Incorporate Bicycle Parking	One of seven policies to enhance the downtown. As feasible, incorporate bicycle parking into downtown projects	N/A	N/A
(L8) Develop Incentives for Truck Loading/Unloading	One of seven policies to enhance the downtown. Work with Chamber of Commerce and downtown business owners to reduce delivery and pick-up of goods in peak hours.	N/A	N/A
(L9) Update Downtown Parking Management	One of seven policies to enhance the downtown. Work with Chamber of Commerce and downtown business to update parking management strategies.	N/A	N/A
(L10) Green Street Treatments	Incorporate green street treatments into transportation, sewer, water, and stormwater projects.	N/A	N/A
(L27) Fee In Lieu	Develop a fee in lieu policy for sidewalk construction projects that apply to streets designated as Shared Streets (See Policy L1)	N/A	N/A

(ID#) Policy (L) or Study (S) Name	Description	Priority (Timeline)	Cost
(S1) Funding Sources Feasibility Study	Study to identify future feasible funding sources to support improvements to the transportation system.	Medium (5-15 years)	$30,000
(S2) Downtown Parking and Multi-Modal Circulation Study	See study description on pages 88-89.	High (0-5 years)	$100,000

Notes:

N/A Indicates category is not applicable to the policy or study. For examples, policies do not have costs or priorities associated with them, because they do not require funding to implement.

Section 7 Pedestrian Plan

PEDESTRIAN PLAN

The pedestrian network in Ashland is made up of sidewalks, multi-use paths, and trails as well as marked and unmarked, signalized and unsignalized pedestrian crossings. In general, high activity areas such as downtown and along N Main Street/Siskiyou Boulevard are well-served by sidewalks and designated crosswalks that are either marked or signalized. Newer developments also have good sidewalk coverage, with sidewalks constructed on both sides of nearly all streets. Section 3 provides more information on the existing pedestrian network. Technical memorandums 3.1 and 4.1 in the Technical Appendix also contain more detailed and extensive information on the existing pedestrian network. The following sections present the City of Ashland's pedestrian related policies, programs, and projects.

POLICIES AND PROGRAMS FOR IMPROVING THE PEDESTRIAN ENVIRONMENT

The policies below focus on providing a more comfortable pedestrian environment consistent with Goals 1, 2, 3 and 4 outlined in Section 2.

- **Policy #13 (L13) Incorporate Preferred Pedestrian Treatments** – As feasible, integrate preferred pedestrian treatments into city-wide projects that arise through CIP investments or development. Preferred pedestrian treatments include pedestrian countdown signals, audible pushbuttons, landscape buffers, pedestrian refuge islands, benches, curb extensions, enhanced crosswalks, signalized crossings, and ADA compliant curb ramps (see A B for Bike and Pedestrian Design Treatment Toolbox). *These treatments will help enhance the environment for pedestrions and facilitote travel os o pedestrian (Goals 2 and 4).*

- **Policy #27 (L27) Fee In Lieu** – The City of Ashland should develop a fee in lieu policy for sidewalk construction projects that apply to streets designated as Shared Streets (See Project L1) as well as any other streets the Public Works Director requests or approves in order to help complete higher priority sidewalks first. *The fee in lieu applies to development applications that would otherwise be required to construct sidewalks along their site frontage. Rather than having the applicant construct the sidewalks along their site frontage, the fee in lieu policy would have them pay a fee into a sidewalk construction fund equivalent to the cost of constructing sidewalks along their site frontage. The sidewalk construction fund would be used to construct high priority sidewalk projects.*

- **Program #1 (O1) Create TravelSmart Educational Program** – Invest in individualized, targeted marketing materials to be distributed to interested individuals for the purpose of informing and encouraging travel as a pedestrian or by bicycle. The approximate cost of the program (including maps, materials, incentives, outreach staff and mail costs) is $30 per household.

  Program Funding: The first three years of this program will be funded at $15,000 per year enabling the City to distribute material to approximately 500 households per year. Funding

for subsequent years will be determined based on the outcomes of the first three years. (This program is also presented in Section 6 Bicycle Plan.)

PEDESTRIAN FACILITY TYPES

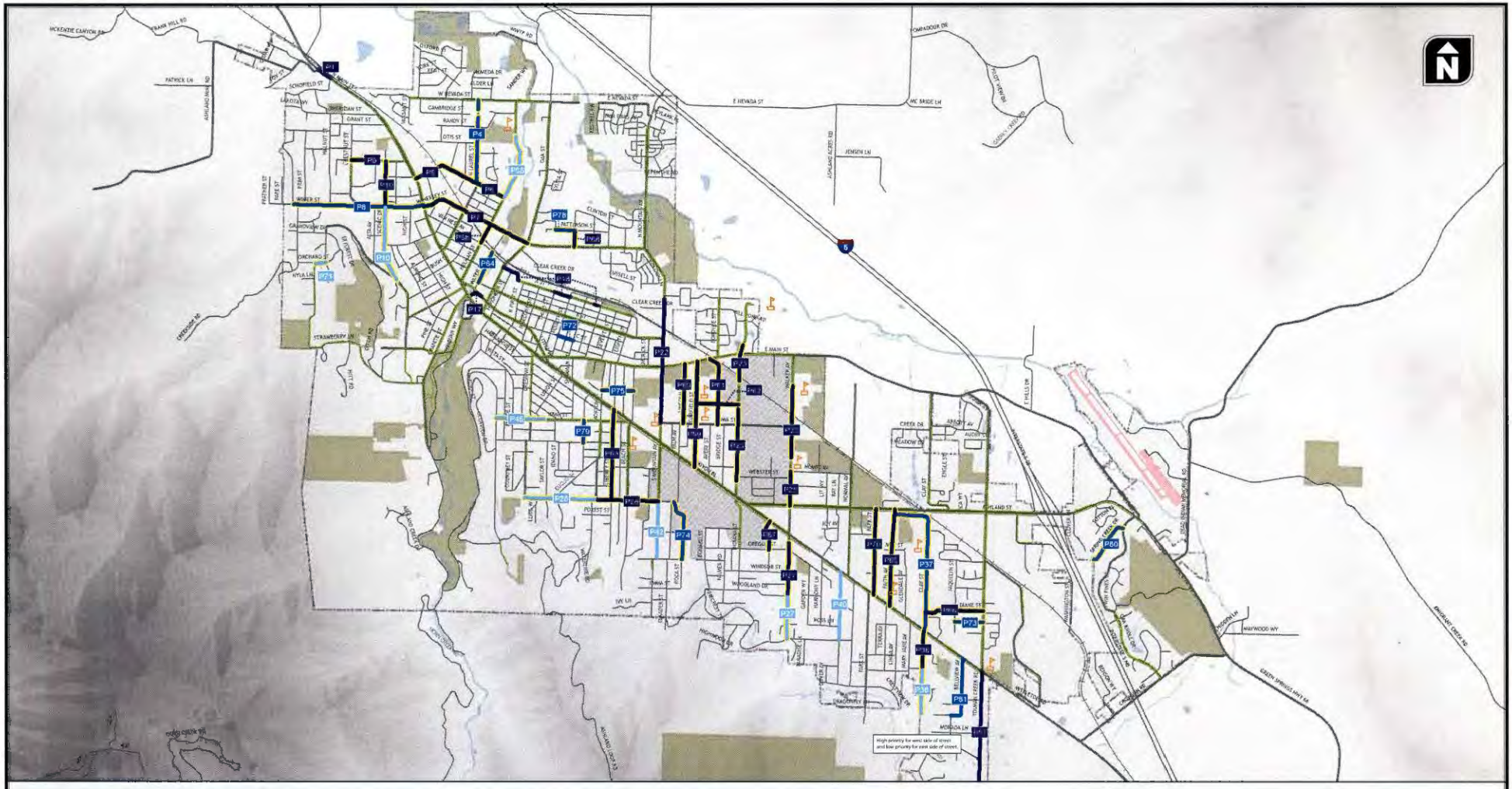
The Ashland Street Standards guidebook provides information related to pedestrian facility types within Ashland, including minimum requirements for sidewalks and multi-use paths. All existing and planned pedestrian facilities should be consistent with these requirements.

The following designations are used throughout the TSP to describe the City's pedestrian facilities. These designations and definitions are consistent with the *Oregon Bicycle and Pedestrian Plan* (OBPP).

- **Sidewalks** – Sidewalks are located along roadways, are separated from the roadway with a curb and/or planting strip, and have a hard, smooth surface, such as concrete. The City standard for sidewalk width is 6 to 10 feet on arterial and collector streets, with wider sidewalks required in areas of high pedestrian activity, and 5 feet on local streets. The unobstructed travelway for pedestrians should be clear of utility poles, sign posts, fire hydrants, vegetation and other site furnishings.
- **Multi-Use Paths** – Multi-use paths are used by a variety of non-motorized users, including pedestrians, cyclists, skaters, and runners. Multi-use paths may be paved or unpaved, and are often wider than an average sidewalk. In circumstances where peak traffic is expected to be low, pedestrian traffic is not expected to be more than occasional, good passing opportunities can be provided, and maintenance vehicle loads are not expected to damage pavement, the width may be reduced. The City multi-use path standard is 6 to 10 feet in width, depending on type of path (e.g. short neighborhood connector, unpaved trail, longer greenway type path) and the volume of non-motorized traffic.
- **Roadway Shoulders** – Roadway shoulders often serve as pedestrian routes in many rural Oregon communities. On roadways with low traffic volumes (i.e., less than 3,000 vehicles per day), roadway shoulders are often adequate for pedestrian travel. These roadways should have shoulders wide enough so that both pedestrians and bicyclists can use them, usually 6 feet or greater.

PLANNED PEDESTRIAN NETWORK

The planned pedestrian network for the City of Ashland is shown in Figure 7-1. This network improves the connection between residential neighborhoods and commercial, social and educational locations around the City—areas that require a high level of connectivity to meet resident's daily needs.



Sidewalk Priority Projects

CITY OF ASHLAND

Figure 7-1

The planned network reflects projects identified based on the crash analysis summarized in Section 3 and technical memorandums 3.1 and 4.1. The planned network also prioritizes projects that are located on designated Safe Routes to School, streets with higher street functional classifications (indicating higher traffic volumes and speed), and adjacent to land use destinations. Detailed information regarding project extent, priority designation and planning level cost estimates for each pedestrian project is provided in Table 7-1 below. Note the multi-use path projects are documented in Section 6 Bicycle Plan. *Appendix A contains the project prospectus sheets for the pedestrian related projects.*

Table 7-1 Pedestrian Projects

(Project #) Name	Description	Safe Routes to School?[1]	Reasons for the Project	Priority (Timeline)	Cost[2]
(O1)	Create TravelSmart Education Program	-	Encourage and facilitate pedestrian and bicycle travel	High (0-5 Years)	$45,000
(P1) N Main Street/Highway 99	From N Main Street to Schofield Street	-	Fill gap in existing sidewalk network	High (0-5 Years)	$50,000
(P4) Laurel Street	From Nevada Street to Orange Avenue	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	$500,000
(P5) Glenn Street/ Orange Avenue	From N Main Street to 175' east of Willow Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	$200,000
(P6) Orange Avenue	175' west of Drager Street to Helman Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	$250,000
(P7) Hersey Street	From N Main Street to Oak Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	$750,000
(P8) Wimer Street	From Thornton Way to N Main Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	$800,000
(P9) Maple Street	From Chestnut Street to 150' east of Rock Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	$100,000
(P10) Scenic Drive	From Maple Street to Wimer Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	$250,000
	From Wimer Street to Grandview Drive	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	$300,000
(P17) Beaver Slide	From Water Street to Lithia Way	-	Fill gap in existing sidewalk network	High (0-5 Years)	$50,000
(P18) A Street	From Oak Street to 100' west of 6th Street	-	Fill gap in existing sidewalk network	High (0-5 Years)	$250,000
(P22) N Mountain Avenue	From 100' south of Village Green Way to Iowa Street	-	Fill gap in existing sidewalk network	High (0-5 Years)	$450,000
(P23) Wightman Street	From 200' north of E Main Street to 625' south of E Main Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	$400,000
(P25) Walker Avenue	950' north of Iowa Street to Ashland Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	$750,000
(P27) Walker Avenue	From Oregon Street to Woodland Drive	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	$200,000
	From Woodland Drive to Peachey Road	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	$150,000
(P28) Ashland Street	From S Mountain Avenue to Morton Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	$450,000
	From Morton Street to Guthrie Street	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	$500,000
(P37) Clay Street	From Faith Avenue to Siskiyou Boulevard	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	$1,000,000
(P38) Clay Street	From Siskiyou Boulevard to Mohawk	Yes	Fill gap in existing	High	$300,000

(Project #) Name	Description	Safe Routes to School?[1]	Reasons for the Project	Priority (Timeline)	Cost[2]
	Street		sidewalk network	(0-5 Years)	
	From Mohawk Street to southern terminus	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	$300,000
(P40) Hillview Drive	From Siskiyou Boulevard to Peachey Road	-	Fill gap in existing sidewalk network	Low (15-25 Years)	$250,000
(P42) S Mountain Avenue	From Ashland Street to Prospect Street	-	Fill gap in existing sidewalk network	Low (15-25 Years)	$400,000
(P54) Iowa Street	From Terrace Street to Auburn Street	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	$350,000
(P57) Tolman Creek Road	From Siskiyou Boulevard to City Limits (west side)	-	Fill gap in existing sidewalk network	High (0-5 Years)	$425,000
	From Siskiyou Boulevard to City Limits (east side)	-	Fill gap in existing sidewalk network	Low (15-25 Years)	$425,000
(P58) Helman Street	From Hersey Street to Van Ness Avenue	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	$100,000
	From 1500' north of Orange Avenue to Orange Avenue	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	$200,000
(P59) Garfield Street	From E Main Street to Siskiyou Boulevard	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	$750,000
(P60) Lincoln Street	From E Main Street to Iowa Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	$450,000
(P61) California Street	From E Main Street to Iowa Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	$500,000
(P62) Quincy Street	From Garfield Street to Wightman Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	$150,000
(P63) Liberty Street	From Siskiyou Boulevard to Ashland Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	$650,000
(P64) Water Street	From Van Ness Avenue to B Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	$250,000
(P65) Faith Avenue	From Ashland Street to Siskiyou Boulevard	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	$350,000
(P66) Diane Street	From Clay Street to Tolman Creek Road	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	$20,000
(P67) Frances Lane	From Siskiyou Boulevard to Oregon Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	$10,000
(P68) Carol Street	From Patterson Street to Hersey Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	$150,000
(P70) Park Street	From Ashland Street to Siskiyou Boulevard	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	$650,000
(P71) Orchard Street	From Sunnyview Drive to Westwood Street	Yes	Fill gap in existing sidewalk network	Low (15-15 Years)	$100,000
(P72) C Street	From Fourth Street to Fifth Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	$100,000
(P73) Barbara Street	From Jaquelyn Street to Tolman Creek Road	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	$100,000
(P74) Roca Street	From Ashland Street to Prospect Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	$250,000
(P75) Blaine Street	From Morton Street to Morse Avenue	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	$100,000
(P78) Patterson Street	From Crispin Street to Carol Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	$100,000
(P79) Harrison Street	From Iowa Street to Holly Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	$100,000
(P80) Spring Creek Drive	From Oak Knoll Drive to road end	Yes	Fill gap in existing	Medium	$350,000

(Project #) Name	Description	Safe Routes to School?[1]	Reasons for the Project	Priority (Timeline)	Cost[2]
			sidewalk network	(5-15 Years)	
(P81) Bellview Avenue	From Greenmeadows Way to Siskiyou Boulevard	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	$250,000
High Priority (0-5 Years)					$8,550,000
Medium Priority (5-15 Years)					$4,050,000
Low Priority (15-25 Years)					$2,975,000
Total					**$15,575,000**

Notes:

*Some sidewalk projects in the table above may not be feasible due to right-of-way and/or topographic constraints.

[1]A "Yes" indicates the project contributes to a Safe Routes to School Plan by helping to fill a sidewalk or bicycle network gap on a safe route to a local school. The safe routes are those identified in the City's Safe Routes to School Plan maps. A "-" indicates the project does not overlap with a designated safe route to school.

[2]Planning level cost estimates are for construction and engineering; does not include right-of-way costs.

Section 8 Bicycle Plan

BICYCLE PLAN

The existing bikeway network reflects the same structure as the major road network (i.e., neighborhood collectors, avenues, and boulevards). There are limited continuous alternative routes for bicyclists to use instead of the boulevard network, particularly routes that connect riders to the major land use attractions. The land use and road network pattern in Ashland consists of one or two continuous east-west streets (OR 99 and OR 66) that are supported by a north-south collector system. The east-west corridors provide a regional traffic mobility function as well as hosting the majority of the City's attraction-based land uses including its retail, commercial, service, and educational hubs. These locations are also attractive to bicycle riders.

Overall, the bicycle network consists of a variety of facility types and covers approximately 48-percent of the major road network with a little over half (54-percent) being on-street bike lanes. The remainder includes shared roadways (37-percent) and shoulder bikeways (9-percent). In some cases local streets may provide more comfortable alternatives to the major road network and these streets serve as the basis for a potential well-connected bicycle boulevard system. In addition to on-street facilities, there is also an existing 6.8 miles of off-street multi-use path. Section 3 provides more information on the existing bicycle network. *Technical Memorandums #3 and #4 in the Technical Appendix alsa contain more detailed and extensive information on the existing bicycle network.*

Bicyclist Types

Increasingly, it is more recognized that there are various types of cycling populations. For example, many cities have found that its current ridership is represented by a small percentage of people that are "strong and fearless" and will generally ride regardless of the roadway conditions. They have also identified an "enthused and confident" group that is comfortable with the current policy of providing on-street bicycle lanes and similar facilities. This group represents the majority of recent growth in bicycle ridership.

There is also a larger segment of the population that is "interested but concerned" in cycling. These people would like to cycle but currently have some sort of concern about using the existing cycling system – often this is a concern about safety riding amongst traffic.

There is an opportunity to attract more travel by bicycle by providing a multi-level cycling system that caters to different types of cyclists. The existing cyclists, made up of the "strong and fearless" and "enthused and confident" groups, prefer direct, unimpeded, quick routes that tend to be along the major road network (i.e., neighborhood collectors, avenues and boulevards), whereas the "interested but concerned" group is less interested in speed and tend to seek greater comfort and an enhanced sense of safety. Generally, the "interested but concerned" group can be catered for in two ways:

1. By providing more protection along busy traffic streets (e.g., using buffered, protected, or separated bike lanes); or

2. By providing comfortable alternatives to the boulevard network, such as bicycle boulevards along low volume streets or alleyways.

The following sections present the City of Ashland's bicycle related policies, programs, and projects that are designed to increase bicycle ridership for each of the cycling populations.

POLICIES AND PROGRAMS RELATED TO BICYCLING AND BICYCLISTS

The policies and programs below focus on making bicycling more appealing to a wider range of ages and ability consistent with Goals 1, 2, 3 and 4 outlined in Section 2.

- **Policy #11 (L11) Integrate Bicycle Parking** – Work with the Planning Commission and Chamber of Commerce to establish on-street bicycle parking requirements (in areas where on-street vehicle parking is also provided) to complement existing off-street bicycle parking requirements in the development review process. Also, establish a tier system for the on- and off-street parking requirements that recognizes some parts of the City of Ashland are likely to attract more bicycle trips than others parts *(Goal 1, 3 and 4)*.
- **Policy # L12 (L12) Establish Incentives for Bicycle Friendly Businesses** – Work with the Planning Commission and Chamber of Commerce to establish incentives for bicycle friendly businesses. The incentives should encourage businesses to facilitate and promote bicycling for employees and customers. The League of American Bicyclists has benchmarks for businesses to use to qualify for Bicycle Friendly status. City staff will work with the Planning Commission and Chamber of Commerce to pair the League of American Bicyclists benchmarks (or similar benchmarks customized to Ashland) with incentives attractive to local Ashland businesses. *Establishing these incentives and benchmarks will encourage travel by bicycle helping creating a green template, assisting the City in moving towards Platinum status as a bicycle community, while also supporting economic prosperity (Goals 1 and 3).*
- **Program #1 (O1) Create TravelSmart Educational Program** – Invest in individualized, targeted marketing materials to be distributed to interested individuals for the purpose of informing and encouraging travel as a pedestrian or by bicycle. The approximate cost of the program (including maps, materials, incentives, outreach staff and mail costs) is $30 per household.

  Program Funding: The first three years of this program will be funded at $15,000 per year enabling the City to distribute material to approximately 500 households per year. Funding for subsequent years will be determined based on the outcomes of the first three years. (This program is also contained in Section 5 Pedestrian Plan.)
- **Program # (O4) Retrofit Bicycle Parking Program** – Establish a retrofit bicycle parking program allowing interested property owners to apply for bicycle racks or bicycle corrals to be installed in front of their establishment. The City will coordinate with local business

owners as to where bicycle racks are installed to be sensitive to the potential impacts on pedestrian space and vehicle parking.

Program Funding: The program will be allocated $10,000 annually for a five year period and the funds will be administered on a first-come first-serve basis and only after minimum bicycle parking requirements have been satisfied. The City will purchase racks, mange the request process, install racks, and keep records of where bicycle racks have been placed. This level of funding is estimated to provide approximately 40 inverted-U style bicycle racks per year (including hardware and staff costs).

BICYCLE FACILITY TYPES

The Ashland Street Standards guidebook provides information related to bicycle facility types within Ashland, including the minimum requirements for bicycle lanes and multi-use paths. All existing and planned bicycle facilities should be consistent with these requirements.

The following designations are used throughout the TSP to describe the City's bicycle facilities. These designations and definitions are consistent with AASHTO and OBPP. The purpose of having multiple bicycle facility types is to provide a multi-level cycling system that caters to different types of cyclists ranging from novice to experienced riders. In general, bicycles are allowed on roadways in the City of Ashland regardless of the presence or type of bicycle facility on the roadway.

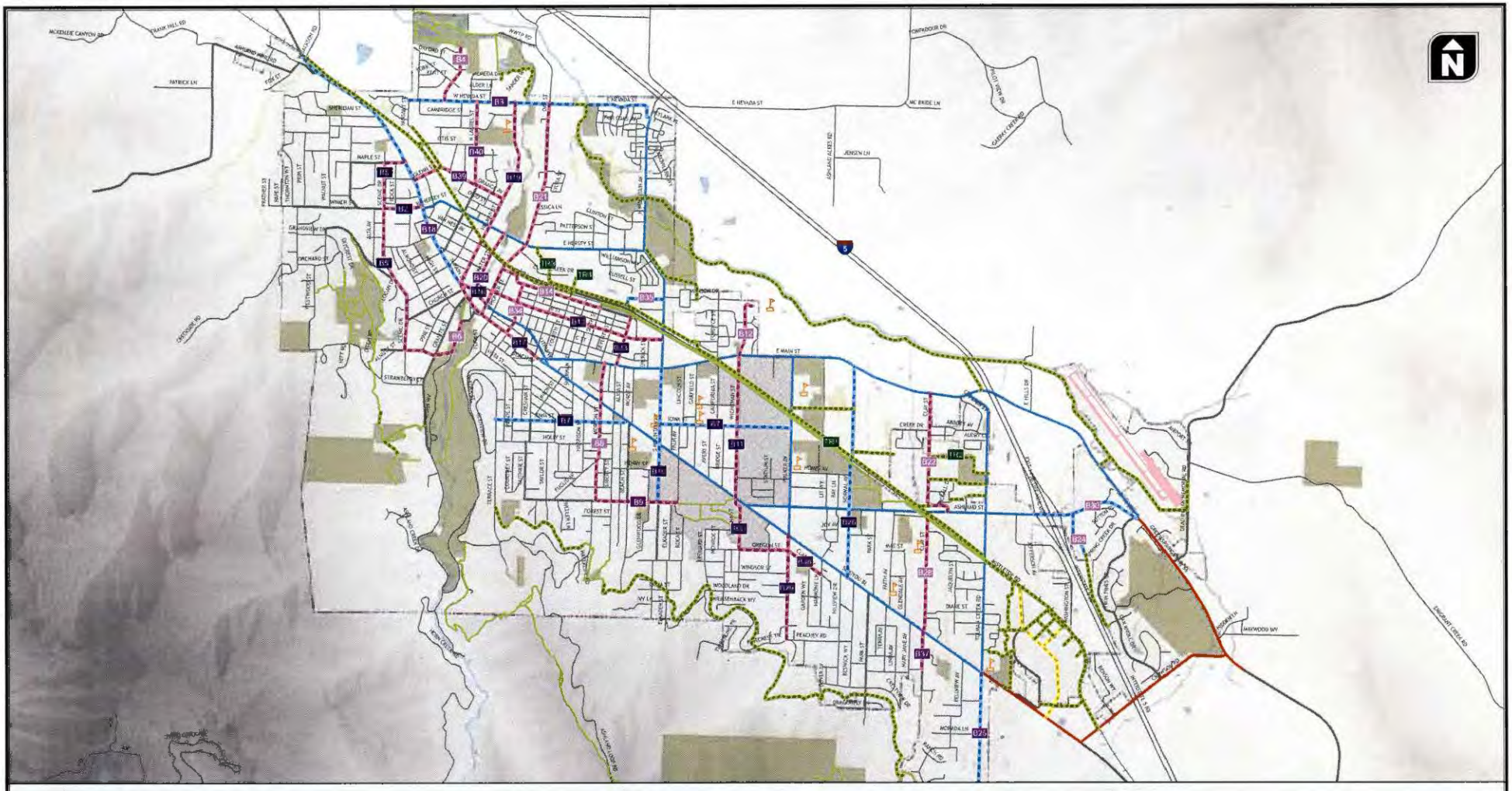
- **Shared Roadway / Signed Shared Roadway** – Shared roadways include roadways on which bicyclists and motorists share the same travel lane. This is the most common type of bikeway. The most suitable roadways for shared bicycle use are those with low speeds (25 mph or less) or low traffic volumes (3,000 vehicles per day or fewer). Signed shared roadways are shared roadways that are designated and signed as bicycle routes and serve to provide continuity to other bicycle facilities (i.e., bicycle lanes) or designate a preferred route through the community. Common practice is to sign the route with standard Manual on Uniform Traffic Control Devices (MUTCD) green bicycle route signs with directional arrows. The OBPP recommends against the use of bike route signs if they do not have directional arrows and/or information accompanying them. Signed shared roadways can also be signed to highlight special touring routes or to provide directional information in bicycling minutes or distance (e.g., "Library, 3 minutes, 1/2 mile").
- **Shoulder Bikeway** – These are paved roadways that have striped shoulders wide enough for bicycle travel. ODOT recommends a 6-foot paved shoulder to adequately provide for bicyclists, and a 4-foot minimum in constrained areas. Roadways with shoulders less than 4-feet are considered shared roadways. Sometimes shoulder bikeways are signed to alert motorists to expect cyclists.
- **Bicycle Lane** - Bike lanes are portions of the roadway designated specifically for bicycle travel via a striped lane and pavement stencils. Bike lanes are most appropriate on arterials

and major collectors, where high traffic volumes and speeds warrant greater separation. The City standard width for a bicycle lane is 6 feet.

- **Multi-Use Path** - Multi-use paths are used by a variety of non-motorized users, including pedestrians, cyclists, skaters, and runners. Multi-use paths may be paved or unpaved, and are often wider than an average sidewalk. In circumstances where peak traffic is expected to be low, pedestrian traffic is not expected to be more than occasional, good passing opportunities can be provided, and maintenance vehicle loads are not expected to damage pavement, the width may be reduced. The City multi-use path standard is 6 to 10 feet in width, depending on type of path (e.g. short neighborhood connector, unpaved trail, longer greenway type path) and the volume of non-motorized traffic.
- **Bicycle Boulevard** – Bicycle boulevards are an adaptation of shared roadways that modify local streets to allow the through movement of bicycles whilst maintaining local access for automobiles. Bicycle boulevards typically include bicycle route signage and pavement markings and often feature traffic calming to slow vehicle speeds and provide a more comfortable environment for cyclists.

PLANNED BICYCLING NETWORK

The planned bicycle network is shown in Figure 8-1. It creates increased route options and connectivity to serve bicyclists with a wide range of skill sets and comfort (i.e., to serve novice to experienced riders). The planned network reflects projects identified based on the crash analysis summarized in Section 3 and technical memorandums 3.1 and 4.1. The planned network also prioritizes projects that are located on designated Safe Routes to School, streets with higher street functional classifications (indicating higher traffic volumes and speed), and adjacent to land use destinations. For detailed bicycle project information, including project extent, designated priority and planning level cost estimates, see Table 8-1. *Appendix B is a Bicycle and Pedestrian Facility Design Toolkit the City can use to in designing the specific attributes of the various planned bicycle facilities. Appendix A contains the project prospectus sheets for the bicycle reloted projects.*



Existing and Planned Bikeway Network

CITY OF ASHLAND

Figure 8-1

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Table 8-1 Bicycle Projects

(Project #) Name	Description	Safe Routes to School?[1]	Reasons for the Project	Priority (Timeline)	Cost[2]
(O4) Retrofit Bicycle Program	Establish funds and process for installing off-street bicycle racks at existing business/establishments	-	Facilitate bicycle travel	High (0-5 Years)	$50,000
(B2) Wimer Street	Bicycle Boulevard - From Scenic Drive to N Main Street. Coordinate with Project R31.	-	Upgrade of existing bikeway to encourage greater use	High (0-5 Years)	$20,000
(B3) Nevada Street	Bike Lane - From Vansant Street to N Mountain Avenue. Coordinate with Project R17.	-	Fill gap in existing bicycle network	Medium (5-15 Years)	$230,000
(B4) Glendower Street	Bicycle Boulevard - From the Bear Creek Greenway to Nevada Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	$20,000
(B5) Maple/Scenic Drive/Nutley Street	Bicycle Boulevard - From N Main Street to Winburn Way	Yes	Fill gap in existing bicycle network	High (0-5 Years)	$110,000
(B6) Winburn Way	Bicycle Boulevard - From Calle Guanjuato to Nutley Street	-	Upgrade of bikeway, slow travel speeds, encourage commercial activity	Low (15-25 Years)	$10,000
(B7) Iowa Street	Bike Lane - From Terrace Street to road terminus and from S Mountain Avenue to Walker Avenue	Yes	Fill gap in existing bicycle network	High (0-5 Years)	$240,000
(B8) Morton Street	Bicycle Boulevard - From E Main Street to Ashland Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	$60,000
(B9) Ashland Street	Bicycle Boulevard - From Morton Street to University Way	Yes	Fill gap in existing bicycle network	Medium (5-15 Years)	$30,000
(B10) S Mountain Avenue	Bike Lane - From Ashland Street to E Main Street	Yes	Fill gap in existing bicycle network	High (0-5 Years)	$120,000
(B11) Wightman Street	Bicycle Boulevard – E Main Street to Siskiyou Boulevard	Yes	Fill gap in existing bicycle network	High (0-5 Years)	$60,000
(B12) Wightman Street	Bicycle Boulevard - From road end to E Main Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	$20,000
(B13) B Street	Bicycle Boulevard - From Oak Street to N Mountain Avenue	Yes	Fill gap in existing bicycle network	High (0-5 Years)	$80,000
(B14) A Street	Bicycle Boulevard - From Oak Street to 6th Street	-	Upgrade of bikeway, slow travel speeds, encourage commercial activity	Low (15-25 Years)	$50,000
(B16) Lithia Way	Bicycle Boulevard – From Oak Street to Helman Street	Yes	Fill gap in existing bicycle network	High (0-5 Years)	$110,000
(B17) Main Street	Bicycle Boulevard - From Helman Street to Siskiyou Boulevard.	Yes	Fill gap in existing bicycle network	High (0-5 Years)	$50,000
(B18) N Main Street	Bike Lane - From Jackson Road to Helman Street Included as part of Projects R35 and R36. See Table 10-2 for more details.	-	Fill gap in existing bicycle network	Medium (5-15 Years)	$260,000
(B19) Helman Street	Bicycle Boulevard - From Nevada Street to N Main Street	Yes	Fill gap in existing bicycle network	High (0-5 Years)	$80,000
(B20) Water Street	Bicycle Boulevard - From Hersey Street to N Main Street	Yes	Fill gap in existing bicycle network	Medium (5-15 Years)	$30,000
(B21) Oak Street	Bicycle Boulevard - From Nevada Street to E Main Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	$100,000
(B22) Clay Street[3]	Bicycle Boulevard - From E Main Street to Ashland Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	$60,000
(B24) Clover Lane	Bike Lane - From Ashland Street to	-	Fill gap in existing	Low	$40,000

(Project #) Name	Description	Safe Routes to School?[1]	Reasons for the Project	Priority (Timeline)	Cost[2]
	proposed bike path		bicycle network	(15-25 Years)	
(B25) Tolman Creek Road	Bike Lane - From Siskiyou Boulevard to Green Meadows Way	-	Fill gap in existing bicycle network	Medium (5-15 Years)	$100,000
(B26) Normal Avenue	Bike Lane - From E Main Street to Siskiyou Boulevard. Coordinate with Project R19.	Yes	Fill gap in existing bicycle network	High (0-5 Years)	$190,000
(B28) Clay Street[3]	Bicycle Boulevard - From the rail line to Siskiyou Boulevard	-	Fill gap in existing bicycle network	Low (15-25 Years)	$50,000
(B29) Walker Avenue	Bicycle Boulevard - From Siskiyou Boulevard to Peachey Road	-	Fill gap in existing bicycle network	High (0-5 Years)	$40,000
(B30) Ashland Street	Bike Lane - From I-5 Exit 14 SB to Hwy 66	Yes	Fill gap in existing bicycle network	Low (15-25 Years)	$100,000
(B31) Indiana Street	Bicycle Boulevard - Siskiyou Boulevard to Oregon Street	-	Fill gap in existing bicycle network	High (0-5 Years)	$20,000
(B33) 8th Street	Bicycle Boulevard - A Street to E Main Street	Yes	Fill gap in existing bicycle network	High (0-5 Years)	$20,000
(B34) 1st Street	Bicycle Boulevard - A Street to E Main Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	$20,000
(B35) Railroad Property	Bike Lane - From Proposed Bike Path to N Mountain Avenue	-	Fill gap in existing bicycle network	Low (15-25 Years)	$40,000
(B37) Clay Street[3]	Bicycle Boulevard - From Siskiyou Boulevard to Mohawk Street	-	Fill gap in existing bicycle network	Medium (5-15 Years)	$20,000
(B38) Oregon/Clark Street	Bicycle Boulevard - Indiana Street to Harmony Lane	-	Fill gap in existing bicycle network	High (0-5 Years)	$40,000
(B39) Glenn Street/Orange Avenue	Bicycle Boulevard - From N Main Street to Proposed Trail	-	Fill gap in existing bicycle network	Medium (5-15 Years)	$40,000
(B40) Laurel Street	Bicycle Boulevard - From Orange Street to Nevada Street	-	Fill gap in existing bicycle network	Medium (5-15 Years)	$40,000
(TR1) Northside Trail	Multi-use Path – From Orchid Avenue to Tolman Creek Road	-	Expand existing bicycle network	High (0-5 Years)	$2,000,000
(TR2) New Trail	Multi-Use Path – From Clay Street to Tolman Creek Road	-	Expand existing bicycle network	Medium (5-15 Years)	$400,000
(TR3) New Trail	Multi-use Path – From new trail to Hersey street	-	Expand existing bicycle network	Development Driven	$220,000
TR4 New Trail	Multi-use Path – From A Street to Clear Creek Drive Extension	-	Expand existing bicycle network	Development Driven	$110,000
High Priority (0-5 Years)					$3,230,000
Medium Priority (5-15 Years)					$1,150,000
Low Priority (15-25 Years)					$570,000
Development Driven					**$330,000**
Total					**$5,280,000**

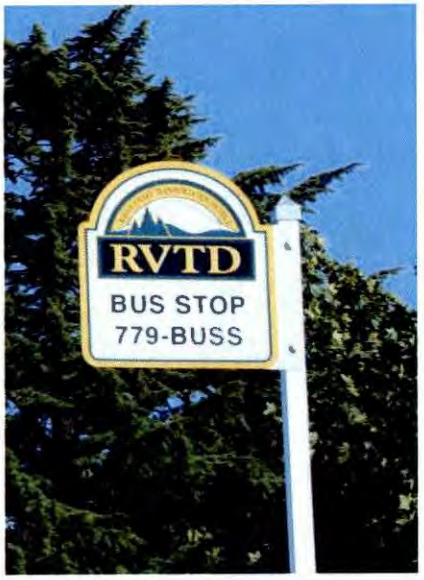
Notes:

[1]A "Yes" indicates the project contributes to a Safe Routes to School Plan by helping to fill a sidewalk or bicycle network gap on a safe route to a local school. The safe routes are those identified in the City's Safe Routes to School Plan maps. A "-" indicates the project does not overlap with a designated safe route to school.

[2]Planning level cost estimates are for construction and engineering; does not include right-of-way costs. Cost estimates assume striping and signing changes occur within the existing pavement width (i.e., no additional construction or road expansion is required)

[3]Jackson County currently does not have standards for Bicycle Boulevard and may not permit the use of sharrows.

Section 9 Transit Plan



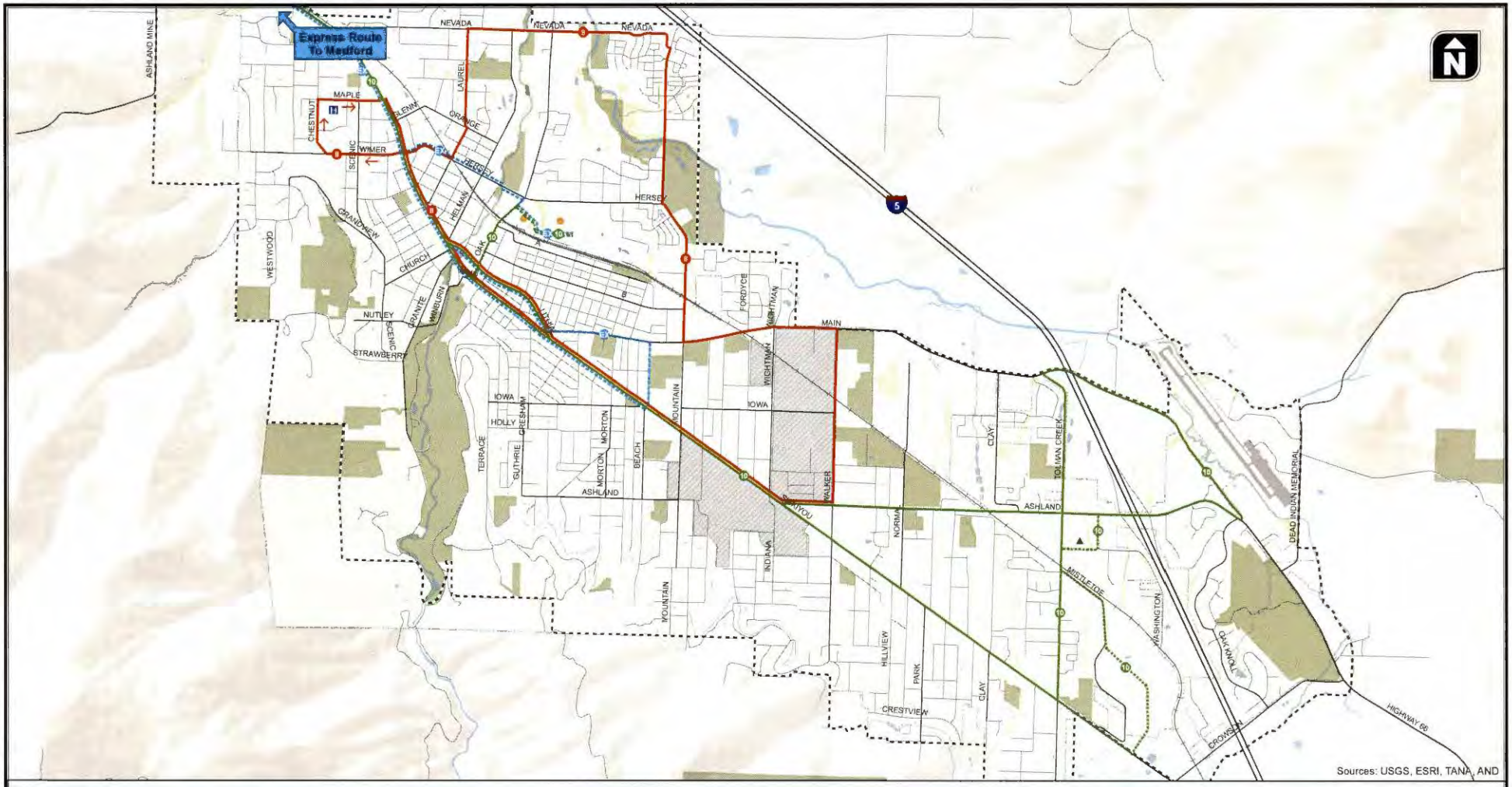
TRANSIT PLAN

The transit plan presents policies and programs focused on improving transit service within and to/from Ashland. Figure 9-1 illustrates the existing and planned transit routes in the City of Ashland based on the City's transit priorities. The planned routes and service improvements are discussed below in the subsection: Program #5 (O5) Transit Service Program.

Policy #14-19 (L14 through L19) Transit Enhancement Policies

The following transit enhancement policies improve access to transit, land uses surrounding transit, and/or physical elements or attributes which the City has the direct ability to influence.

- **Policy #14 (L14) Encourage Greater Concentrations of Housing** – Establish policies and/or incentives to encourage a greater concentration of housing along transit corridors and within urban renewal districts as a means to increase transit ridership and establish transit attractive destinations *(Goal 3 and 4)*.
- **Policy #15 (L15) Upgrade Sidewalk Facilities** – As project opportunities arise through Capital Improvement Program (CIP) investments or development, upgrade sidewalk facilities to ADA compliance on streets where transit service is provided and/or planned *(Goals 2 and 4)*.
- **Policy #16 (L16) Provide Street Lighting** – As project opportunities arise through CIP investments or development, install and/or improve street lighting at transit stops and along streets leading to transit stops *(Goals 2 and 4)*.
- **Policy #17 (L17) Provide Bicycle Storage** – As project opportunities arise through CIP investments or development, incorporate bicycle storage at major transit stops, including the downtown core, Southern Oregon University (SOU), and the Ashland Street (OR 66)/Tolman Creek Road intersection *(Goals 3 and 4)*.
- **Policy #18 (L18) Increase and Improve Pedestrian Crossing Opportunities** – As project opportunities arise through CIP investments or development, improve pedestrian crossing opportunities across major roadways to facilitate access to transit stops *(Goals 2 and 4)*.



- Existing Route 10
- Potential Long-Term Route 10 Modification
- Potential Long-Term Express Route
- Modified Route 88
- Potential Long-Term Park & Ride
- Potential Croman Mill Site Park & Ride

Existing and Planned Transit Service

Figure 9-1

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- **Policy #19 (L19) Work with RVTD to Monitor and Improve Transit Stop Amenities** – As opportunities arise, upgrade transit stop amenities based on ridership thresholds *(Goals 2 and 4)*. Ridership thresholds and amenities include:
    - Level 1 (stops with 0 to 19 riders/day) -
      Bus stop sign with route information and attached bench
    - Level 2 (stops with 20 to 49 riders/day) –
      Level 1 amenities plus separate bench and ADA landing pad
    - Level 3 (stops with 50 or more riders/day) –
      Level 2 amenities plus covered, lit shelter and
      secure bicycle parking (e.g., bicycle lockers)

Policies related to other critical transit service elements such as hours of service, service frequency, fare, and service coverage are included below under "Programs"; these require coordination with the Rogue Valley Transportation District (RVTD), the regional transit provider.

Program #5 (O5) Transit Service Program

The Transit Service Program provides funds and guidance on how to allocate funds to improve transit service (and increase transit ridership) in Ashland in collaboration with RVTD. *Improving transit service to, from, and within the City of Ashlond is an important element to help the City move toward its goals of creating a green template (Goal 1), supporting economic prosperity (Gool 3), and creating system-wide balance (Goal 4).*

Brief History of Transit Service in Ashland

The City of Ashland has a history of subsidizing transit in the form of reducing fares for trips within Ashland and paying for an additional transit route in Ashland. These investments were made with the goal of increasing transit ridership.

In approximately January of 2003, the City of Ashland began subsidizing fares for transit trips within Ashland such that transit use was free to riders. Completely subsidized fare continued until approximately June 2006 at which time the City reduced the amount of the subsidy such that trips within Ashland were $0.50 for riders. From 2009-2011, the City of Ashland has continued to subsidize fares for transit trips within Ashland (although at a rate less than in 2006) and paid for additional service within Ashland (Route 15) to increase the frequency of bus service to approximately 15-minute headways on weekdays. The addition of Route 15 did not have the level of impact on ridership desired by the City and in 2011, RVTD decided to increase service frequency on Route 10 to 20-minute headways. Route 10 provides service within Ashland and to Medford. As a result, the City of Ashland has ended its subsidy to fund Route 15 and is not currently subsidizing fares.

Subsidies to RVTD for reduced fares and 15-minute service in Ashland were approximately $200,000 per year after the Business Energy Tax Credit (BETC) credit. Any future subsidized program should have the outcome of increased ridership.

Transit Service Priorities

Transit service priorities for RVTD and the City are discussed below. The priorities identified by RVTD in their long range plan are relevant to the City, because RVTD is currently the City's public transportation provider. The City's priorities discussed below are the specific transit service enhancements the Transit Service Program will use to fund.

RVTD's Transit Service Priorities

RVTD's Long-Range Plan for transit service expansions includes three tiers of transit service expansion priorities based on three potential funding scenarios. Tier 1 includes the highest priorities for service expansion and primarily includes extended hours on existing transit service with some minor service expansion. Tier 2, which is based on a higher funding scenario, includes Tier 1 service expansions in addition to a second level service expansion priorities which include additional routes, express routes, and peak service. Tier 3 expansions, although still a priority, are lower in priority than the Tier 1 and Tier 2 expansions and include additional routes and the formation of a transit grid system.

The Tier 1, 2, and 3 projects identified in RVTD's long-range plan that would enhance transit service to, from and in Ashland are described in Table 9-1.

Table 9-1 RVTD's Transit Service Enhancement Tiers

Transit Service Enhancement Tiers	Transit Service Expansions
Tier 1	Expanded service hours on weekdays (4 a.m. to 10 p.m.) and provide Saturday service (8 a.m. to 6 p.m.)
Tier 2	Provide Circulator Service in Ashland on the east side of OR 99, Four Hour Peak Service, and Express Route (15 minute service) from Medford to Ashland Plaza
Tier 3	Provide additional transit routes in South Ashland.

The City of Ashland's Transit Service Priorities

The City of Ashland's priorities for expanded transit service are compatible with RVTD's priorities although slightly different and are described in more detail below.

1) **Establish a Customized Bus Pass Program** – Establish a customized community bus pass program that will target groups such as high school students, seniors, public employees, and those in financial need. *The program should be crafted to provide passes to groups that are likely to have the mast impact on ridership as well as those in financial need of assistance.*

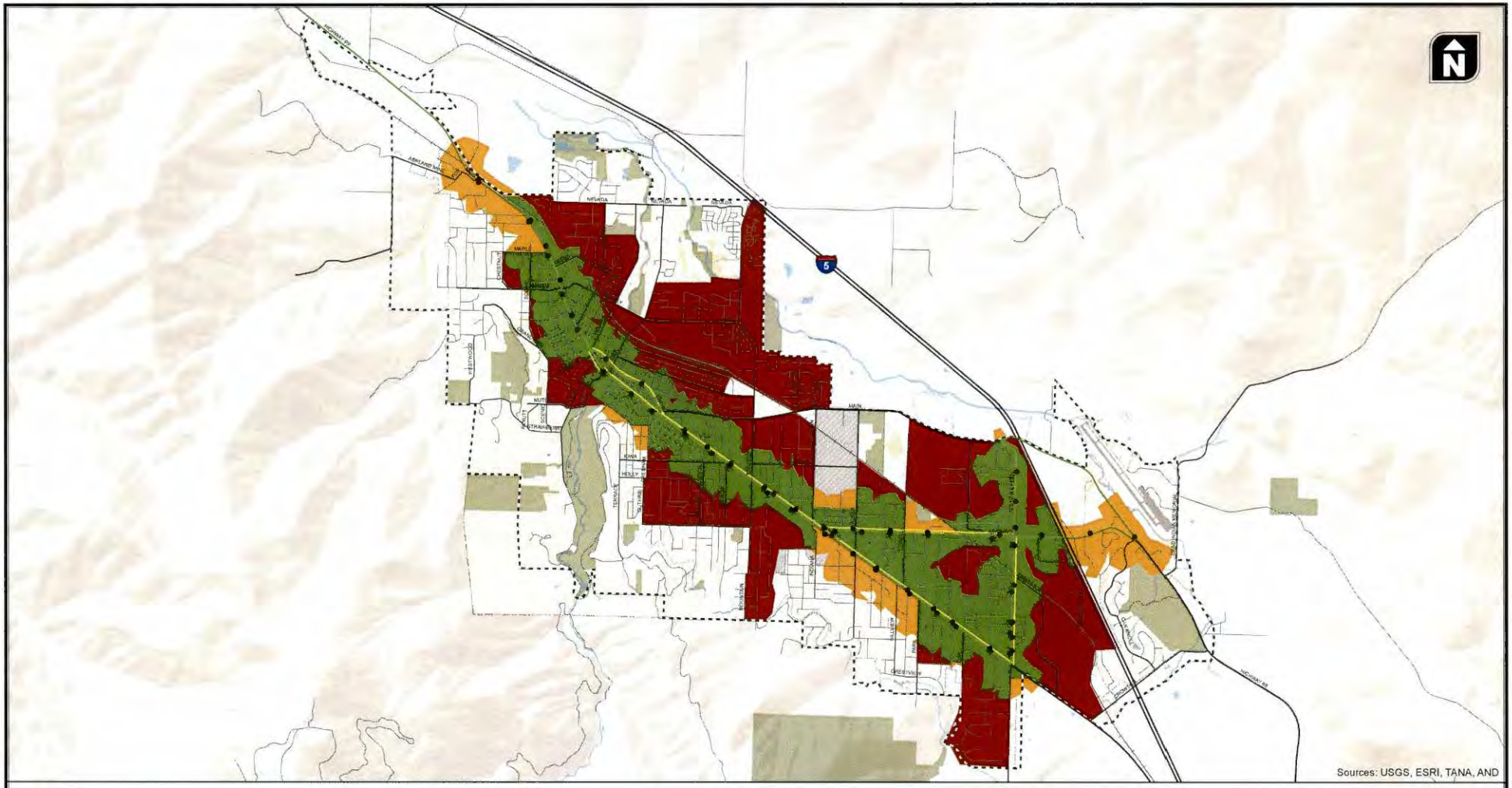
2) **Extend Service Hours** – Extend service hours for Route 10 into the weekday evenings (e.g., 10:00 p.m.) and provide service on Saturday and Sunday. Encourage RVDT to implement extended service hours on other key routes.

   2012 RVTD extended service hours on Route 10 to 10:00 p.m. on weekdays and provides Saturday service. The benefit of extended service hours is somewhat limited to local trips as not all routes that connect to Route 10 in Medford have extended service hours. However, the extended service hours on Route 10 serve a need between SOU and SOU's Medford campus; however, this need may also potentially be served by a shuttle service operated by SOU.

3) **Provide Express Bus Service to Medford and the Rogue Valley International Airport** – Continue to explore opportunities with RVTD to establish express bus service to and from Medford and the Rogue Valley International Airport during the morning and evening commute hours and timed with flight arrivals and departures.

   Express bus service could be provided via additional service on Route 10 with limited to no stops between downtown Ashland, downtown Medford, and the Rogue Valley International Airport. Figure 9-1 illustrates the potential express bus service route including two long- term park-and-ride locations within the City of Ashland. The two long-term locations are: 1) Railroad District adjacent to Hersey Street and 2) the Croman Mill Site. The Railroad District location preserves the opportunity establish a transit hub near downtown that would be well served by future commuter or passenger rail service. The Croman Mill Site provides the opportunity to operate a two-hub system, if the site and surrounding area develops to such a density to warrant a second hub.

4) **Expand Service Area** – Work with RVTD to expand the transit service area as additional areas within the City become capable of supporting transit services. Areas capable of supporting transit service that are not currently being provided transit service are shown in red in Figure 9-2.



- Bus Stops
- Bus Route 10
- Bus Route 15
- Transit Supportive Areas Served
- Current Service Coverage Area
- Transit Supportive Areas Unserved

Transit Supportive Areas Based on Existing Service

(Based on 2034 Household and Employment Forecasts)

Figure 9-2

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As documented in the Supplemental Transit Information Memorandum (dated May 16, 2011), certain areas of Ashland not currently served by transit are forecasted to be capable of supporting transit by the year 2034 based on their population and/or employment densities. Areas within ¼ mile walk of a transit stop are considered to be served by transit as indicated by the green and yellow areas on Figure 9-2. The areas shown in red are based on the Transportation Analysis Zones (TAZs) in the regional travel demand model and do not necessarily warrant transit service within a ¼ mile. Rather, the areas in red help identify key corridors where future densities will be supportive of transit service (such as Hersey, Mountain, East Main, and Mistletoe). The City should work with RVTD to identify and fund new routes and/or modify existing routes to best serve these corridors when they develop to a point that transit service becomes feasible.

Figure 9-1 illustrates the additional transit route, Route 8, identified to serve the unserved transit supportive area along Mountain Avenue. *Route 8 is shown circulating via Nevada Street after the Nevada Street extension is complete (see project R17). The estimated cost to operate Route 8 is approximately $580,000 per year. This assumes two buses operating on 30-minute headways for 10 hours per weekday.*

The need for an additional route in the south end of Ashland is likely longer-term than the proposed Route 8. The route to serve south Ashland would be dependent upon the development pattern but it could potentially travel within the Croman Mill development (as opposed to only along Tolman Creek Road) and serve the portion of E Main Street that is served less frequently by Route 10.

5) **Central Hub** – Identify a location for a future transit hub to serve as a multi-modal transfer center for bus routes and Express Service operating in and to Ashland. Potential locations could include the long term park-and-ride locations shown on Figure 9-1.

A typical early step for a city where transfers need to occur between routes is to have them occur on-street, perhaps at an enhanced stop (e.g., one with a larger, decorative shelter). Once the system grows to a size where multiple routes are meeting to transfer passengers, then an off-street center begins to make sense. As discussed as part of the Priority 3, two potential long-term transit hubs are: 1) Railroad District adjacent to Hersey Street; and 2) Croman Mill Site. The timing and extent to which these are developed will depend on the development occurring adjacent to the sites. The potential long-term Croman Mill Site could either be served by extending the express route or tied into the Railroad District hub via Route #10.

Another instance where an off-street center makes sense is when it serves intermodal transfers multiple times a day (e.g., intercity bus to local bus, commuter rail to local bus). A commuter express route to Medford could still pass through downtown to capture transfers from other routes while still serving the long-term park-and-ride site. Diverting existing routes should be avoided or minimized, because it increases travel time for the majority of passengers and risks increasing the costs of operating the route. The development of a central hub is estimated to

cast approximately $1,300,000. The preferred plan includes $300,000 as local match for potential grant funds.

6) **Increase Service Frequency** – Use the thresholds documented in Table 9-2 to coordinate and program with RVTD increased transit service frequency in the future.*The current 20-minute headways on Route 10 are sufficient for Ashland given the existing and forecasted future residential densities.*

Table 9-2 Transit Service Frequency and Residential Housing Densities

Transit Service Frequency	Residential Density Threshold
Local bus service (1 bus per hour)	4-5 dwelling units/net acre[1]
Intermediate bus service (1 bus every 30 minutes)	7-8 dwelling units/net acre[1]
Frequent Bus Service (1 bus every 10 minutes)	12-15 dwelling units/net acre[1]
High Capacity Transit Systems (e.g., Streetcar, Light Rail)	25-50 dwelling units/net acre[1,2]

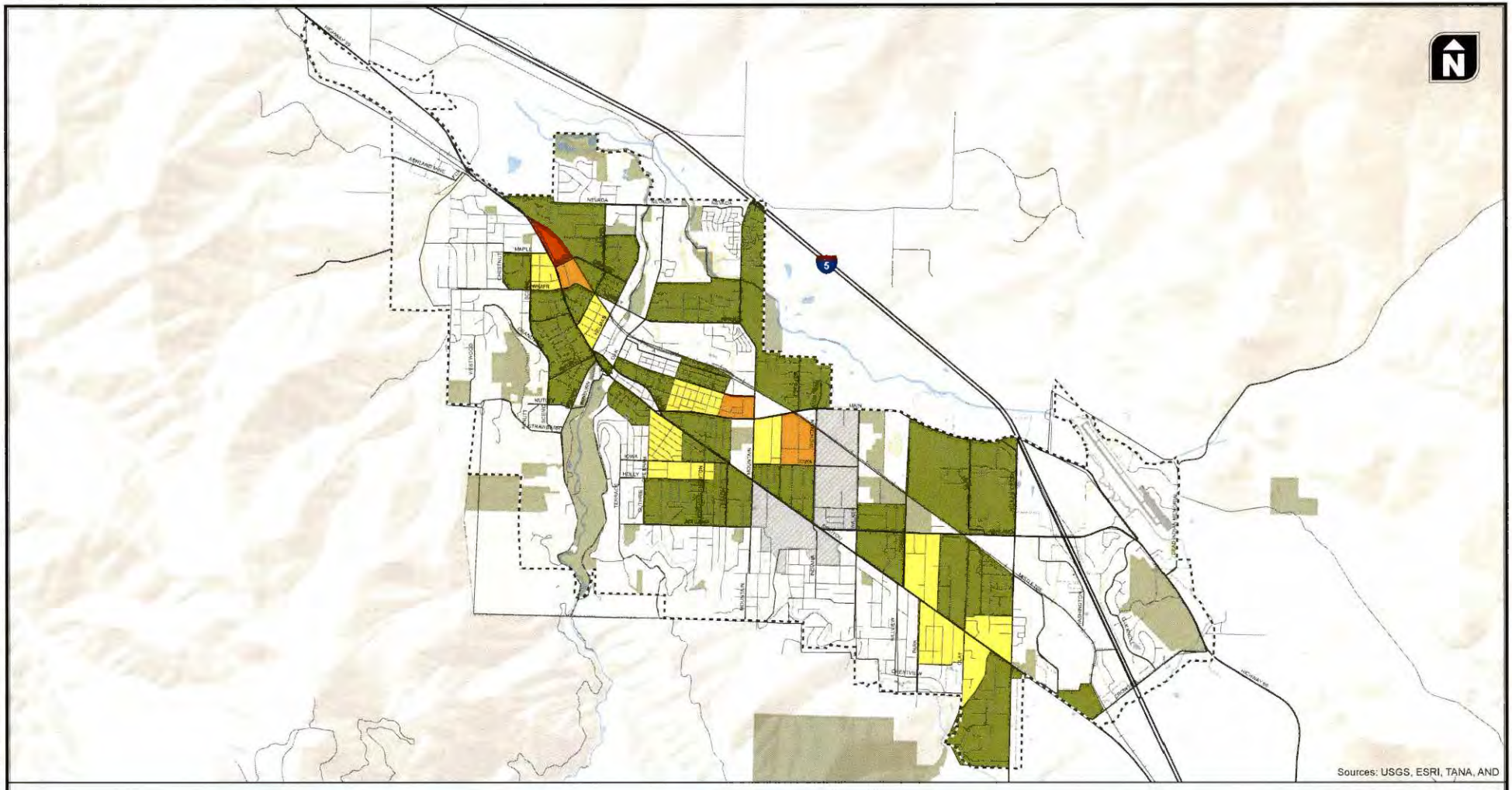
[1]Net acres are developed land not including streets, parks, etc.
[2]This density applies to station areas.

Figure 9-3 illustrates the 2034 forecasted household densities (densities shown in Figure 9-3 are based on gross acres) and the corresponding transit service frequency.

7) **Support Private Transit Circulator** – Work with Chamber of Commerce and existing businesses and hotels to provide a privately run circulator service (trolley or other type) to operate on a fixed route or on demand to help shuttle tourists from hotels to destinations throughout Ashland and potentially to the Rogue Valley International Airport. *Some hotels already provide some limited shuttle service and there could be benefit to consolidating these efforts to provide more robust service to all tourists. This service could be operated seasonally.*

8) **Support SOU Transit** – Work with Southern Oregon University (SOU) to provide a privately run circulator that targets SOU students' needs including service to the Medford campus.

Exhibit 9-1 illustrates the cities in which SOU students are living with approximately 45% living outside of Ashland some of whom it may be feasible to serve to via a circulator between SOU's campuses in Ashland and Medford. Exhibit 9-2 illustrates of the 55% of students living Ashland, the percentage of those students living within a 1/2 mile, mile and 2 miles of campus. This information illustrates a well routed local circulator may be able to efficiently serve most of the students within Ashland.



- < 3 HH/Acre (Unsupportive)
- 3 - 6 HH/Acre (1-Hr Service)
- 6 - 8 HH/Acre (30-Min Service)
- 8 - 12 HH/Acre (15-Min Service)
- 12+ HH/Acre (10-Min Service)

2034 Forecasted Household Densities and Transit Service Frequency

Figure 9-3

Exhibit 9-1 Percent of Students in Nearby Cities

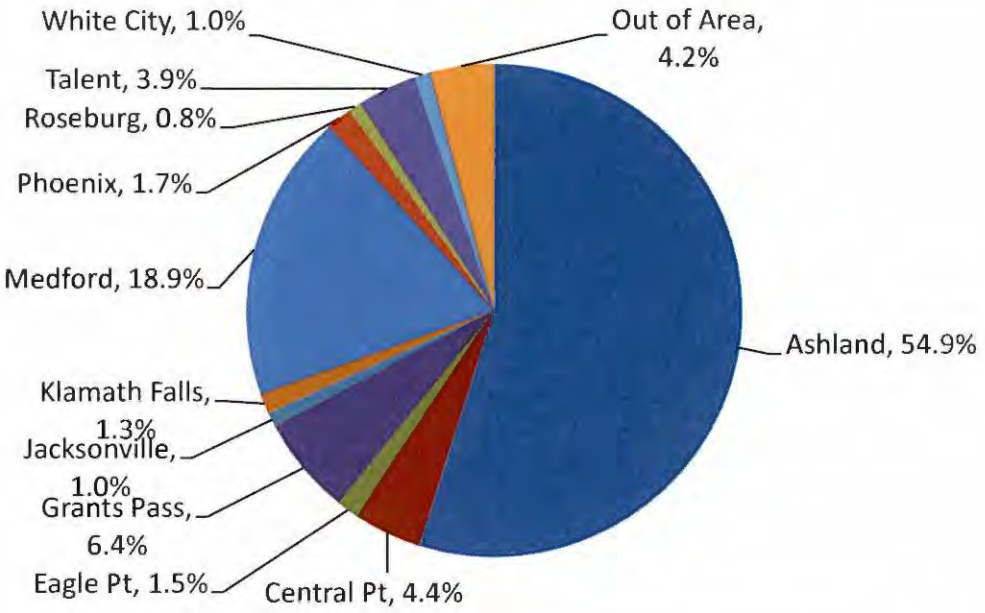
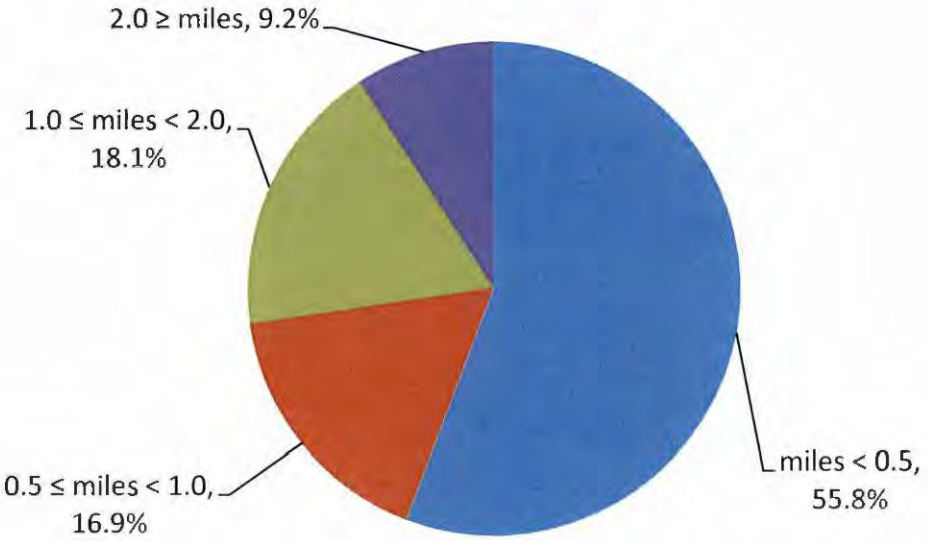


Exhibit 9-2 Percent of Ashland Students Distance from Campus



8) **Support Fare Free Transit in Ashland** – Work with RVTD to continue to explore the feasibility of fare free transit within Ashland.

As documented in the Supplemental Transit Information Memorandum (dated May 16, 2011), a 2002 synthesis of fareless transit service policies concluded fareless policies may be appropriate for smaller transit systems in communities where some of the primary disadvantages of fareless service (e.g., overcrowding, security, and problem riders) may not be significant concerns. See the Supplemental Transit Information Memorandum (dated May 16, 2011) for more details.

10) **Establish Rubber Tire Trolley Circulator** – The City should explore opportunities to establish a rubber tire trolley circulator within Ashland as a means to facilitate non-auto travel by visitors, students, and residents making shorter trips. Figure 9-4 illustrates a potential circulator route and stop locations. *The conceptual level cost of establishing a circulator is estimated to be $2,800,000 to $4,500,000. This estimate assumes 15 stops along the circulator route (stops on Siskiyou Boulevard and Ashland Street would be located on the outbound and inbound direction of travel) and five trolley vehicles to provide 15 to 20 minute headways. The stops are estimated to cost $20,000/each ta $50,000/each (depending on the amenities pravided) and the vehicles are estimated ta cost $500,000/each to $750,000/each (depending on quality and type*

The City may choose to implement lower priority transit service improvements before higher priority transit service improvements based on the opportunities that arise in discussions with RVTD (e.g., in the near-term, it may be more feasible to implement Priority 3 than Priority 1).

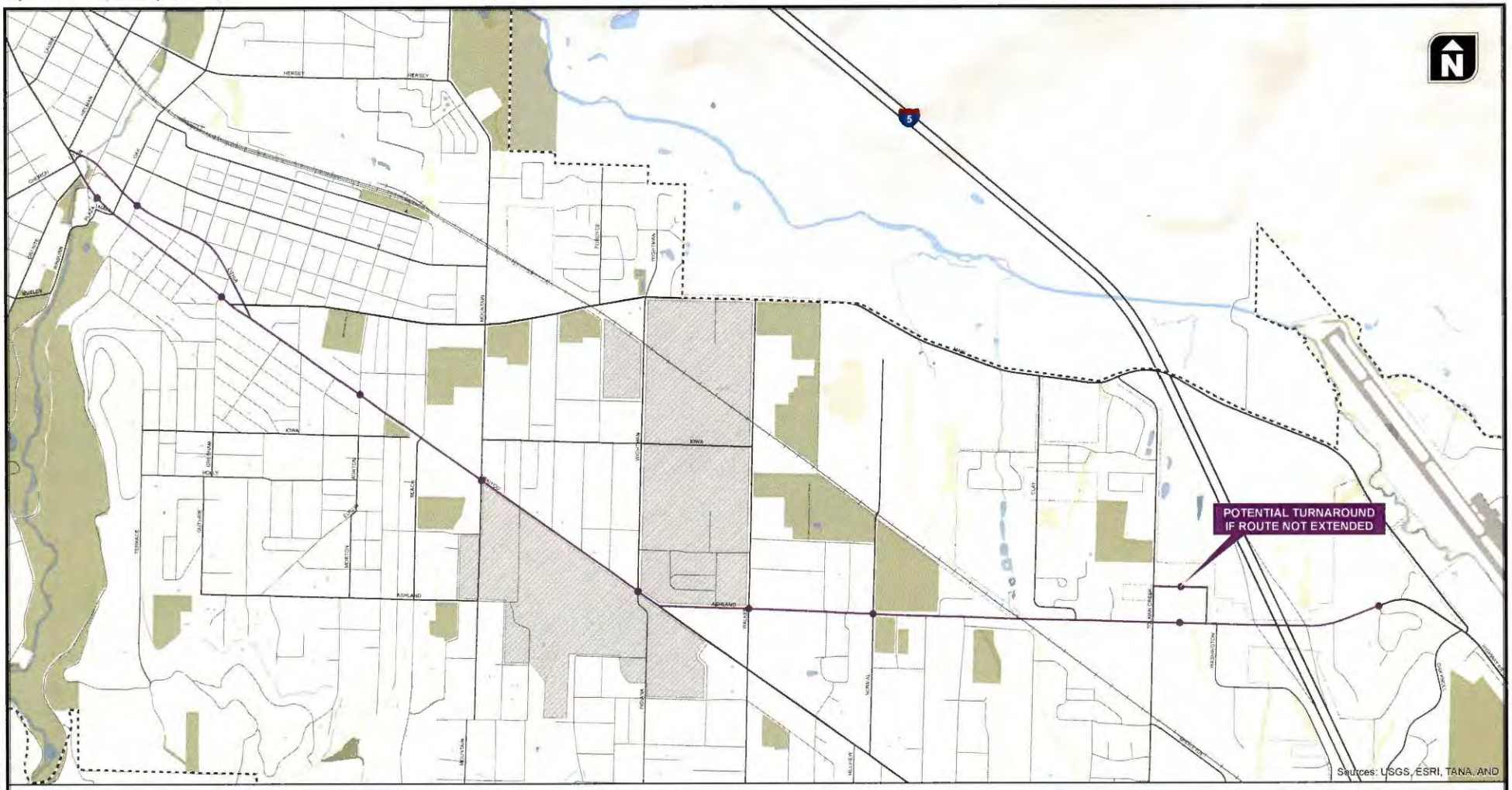
Transit Service Program Funds

The Transit Service Program funding approach is outlined below. The City will use the funds to support policies L14 through L19 and priorities 1 through 9 discussed above. This includes establishing transit hubs, supporting circulator service to serve visitors, and supporting service to SOU students.

- Years 0 to 5 - $200,000/year
- Years 5 to 10 – $250,000/year
- Years 10 to 15 – $300,000/year
- Years 15 to 25 - $350,000/year

To the extent the City uses these funds to support service provided by RVTD, the City will work with RVTD to establish a common set of performance measures to help guide decisions on whether changes to transit service have been cost effective investments for the City. The performance measures will help the City decide if incremental increased investment in transit service changes is financially sound. The performance measures may also indicate benefits to RVTD as well as the City, which may provide the basis to establishing a matching funds agreement, where RVTD invests a certain amount of money for every dollar invested by the City.

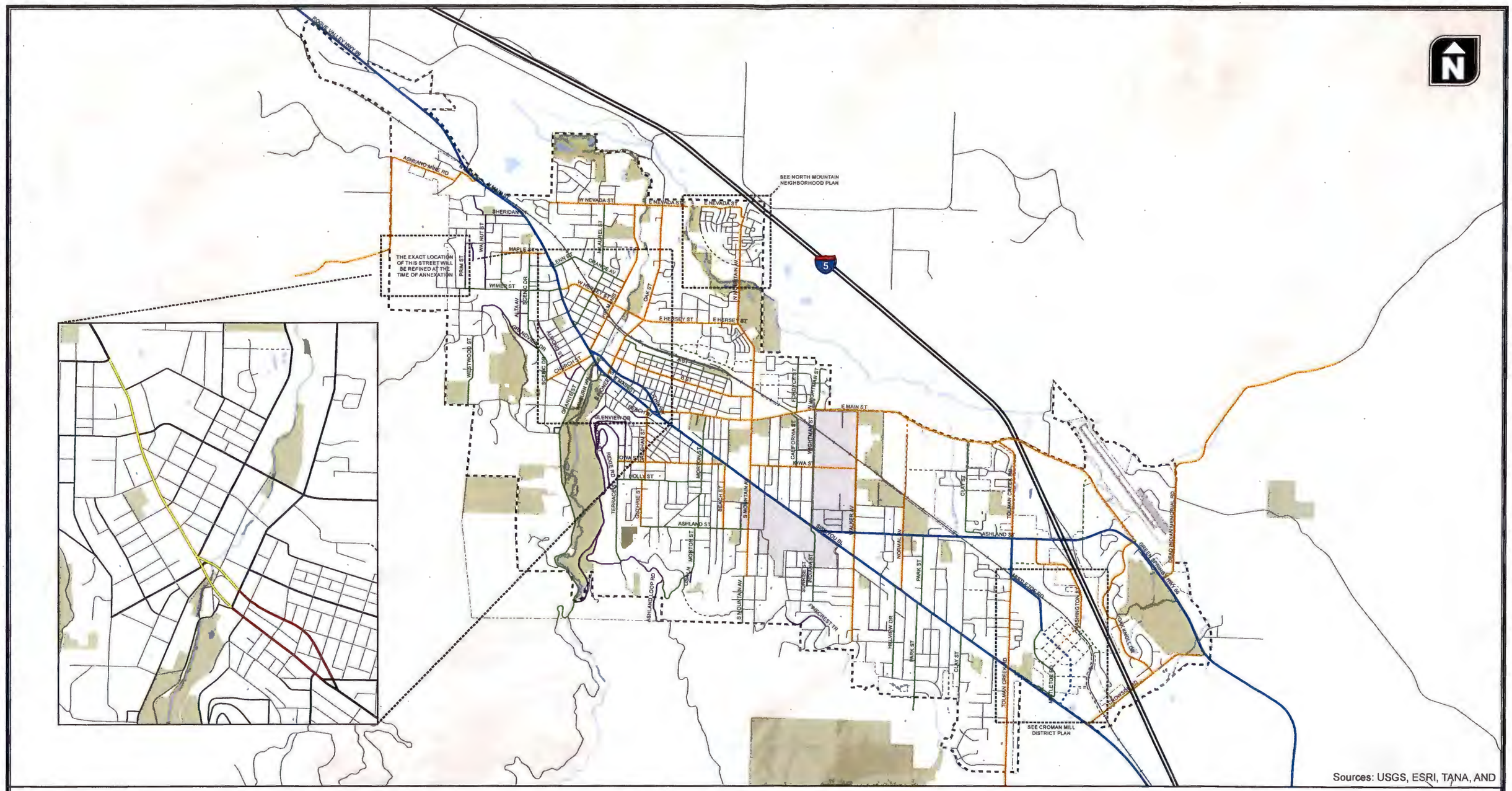
At some point in the future, the City may choose to alter the funding allocated to the Transit Service Program based on the effectiveness of their investments with RVTD. The City may also choose to use their Transit Service Program funds to hire a private transportation company to provide some or all of their public transit service.



Rubber Tire Circulation Routes and Stops

Rubber Tire Trolley Route and Stops

Figure
9-4



Interstate	Planned Boulevard	City UGB
Boulevard	Planned Avenue	City Limits
Avenue	Planned Neighborhood Collector	
Neighborhood Collector	Planned Neighborhood Street	
Shared Street	Special Transportation Area Designation	
Neighborhood Street	Urban Business Area Designation	

Street Dedication Map

Figure 10-1

Revisions to Ordinance made for Second Reading:
made after first reading and public hearing of February 5, 2013

SECTION 2. The City of Ashland Comprehensive Plan Appendix entitled "Technical Reports and Supporting Documents" is attached hereto ~~**and made a part hereof**~~ as **Exhibit A**. Previously added supporting documents are acknowledged on this Appendix.

SECTION 3. The document entitled "Ashland Transportation System Plan (2013)" attached hereto as **Exhibit B**, and ~~**made a pert hereof by this reference**~~ is hereby added to the above-referenced Appendix to support Chapter X, [TRANSPORTATION ELEMENT] the Comprehensive Plan.

SECTION 4. The officially adopted City of Ashland Street Dedication Map, referenced in Ashland Comprehensive Plan Chapter X [TRANSPORTAION ELEMENT] is hereby amended as attached hereto as **Exhibit C~~, and made a part hereof by this reference~~**.

Revisions to TSP for Second Reading
made after Public Hearing and First Reading on February 5, 2013

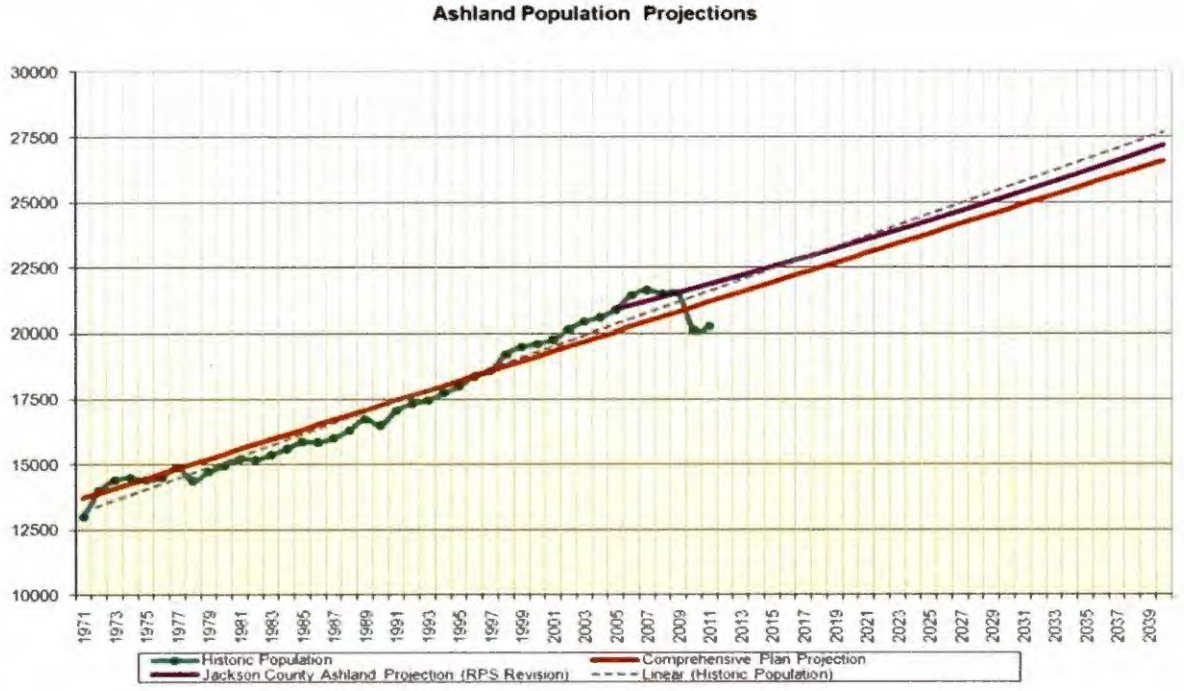
Page 2 (to address Planning Commission (PC) condition #1)

In addition to developing the 2034 TSP to be aligned with the community's values, it also meets the state requirements for a TSP and acts as a resource for staff, decision makers, and the public. It represents two years of hard work and collaboration among City staff, Transportation Commission, Planning Commission, City Council, Chamber of Commerce, Technical Advisory Committee and community members. The 2034 TSP is the principal document for identifying the function, form, and location of future transportation facilities, directing resources to transportation projects, and providing the community with the level of investment that will be needed to support anticipated development within the community. It also serves ~~as the transportation element, and~~ as a supporting document of the Ashland Comprehensive Plan as required by state law.

Page 7 (to address PC condition #2)

It should be noted that population estimates shown in Exhibit 2-3 are for informational purposes only. Population estimate have been updated since 2009 when the TSP project bean **as shown below**.

(Ashland Population Projections chart inserted)



Page 9 (to address PC condition #3)

Population Density maps updated to be "2000 Population Density" and "2010 Population Density" (Previously was "1990 Population Density" and "2000 Population Density" maps)

Page 35 (to address PC condition #1)

- **Ashland Comprehensive Plan:** The Comprehensive Plan ~~was~~ **is** the bedrock of goals, policies, and land use designations for updating the TSP. It provides clear policies and criteria for evaluating transportation improvements, transit corridors, and any land use concepts for pedestrian nodes and locations for increasing density.

Page 88, (to address PC condition #5)

Map legend corrected so that green line streets are labeled "Neighborhood Collector" (the legend incorrectly labeled the streets "Neighborhood Street" previously)

Page 95 (to address PC condition #4)

PEDESTRIAN FACILITY TYPES

The Ashland Street Standards guidebook provides information related to pedestrian facility types within Ashland, including minimum requirements for sidewalks and multi-use paths. All existing and planned pedestrian facilities should be consistent with these requirements.

The following designations are used throughout the TSP to describe the City's pedestrian facilities. These designations and definitions are consistent with the *Oregon Bicycle and Pedestrian Plan* (OBPP).

- **Sidewalks** – Sidewalks are located along roadways, are separated from the roadway with a curb and/or planting strip, and have a hard, smooth surface, such as concrete. **The City standard for sidewalk width is 6 to 10 feet on arterial and collector streets, with wider sidewalks required in areas of high pedestrian activity, and 5 feet on local streets.** ~~**The Oregon Department of Transportation (ODOT) sidewalk width standard is 6 feet, with a minimum width of 5 feet acceptable on local streets.**~~ The unobstructed travelway for pedestrians should be clear of utility poles, sign posts, fire hydrants, vegetation and other site furnishings.
- **Multi-Use Paths** – Multi-use paths are used by a variety of non-motorized users, including pedestrians, cyclists, skaters, and runners. Multi-use paths may be paved or unpaved, and are often wider than an average sidewalk. In circumstances where peak traffic is expected to be low, pedestrian traffic is not expected to be more than occasional, good

passing opportunities can be provided, and maintenance vehicle loads are not expected to damage pavement, the width may be reduced. **The City multi-use path standard is 6 to 10 feet in width, depending on type of path (e.g. short neighborhood connector, unpaved trail, longer greenway type path) and the volume of non-motorized traffic.**

- **Roadway Shoulders** – Roadway shoulders often serve as pedestrian routes in many rural Oregon communities. On roadways with low traffic volumes (i.e., less than 3,000 vehicles per day), roadway shoulders are often adequate for pedestrian travel. These roadways should have shoulders wide enough so that both pedestrians and bicyclists can use them, usually 6 feet or greater.

~~**The Ashland Street Standards guidebook provides information related to pedestrian facility types within Ashland, including minimum requirements for sidewalks and multi-use paths. All existing and planned pedestrian facilities should be consistent with these requirements.**~~

Page 103-104 (to address PC condition #4)

BICYCLE FACILITY TYPES

The Ashland Street Standards guidebook provides information related to bicycle facility types within Ashland, including the minimum requirements for bicycle lanes and multi-use paths. All existing and planned bicycle facilities should be consistent with these requirements.

The following designations are used throughout the TSP to describe the City's bicycle facilities. These designations and definitions are consistent with AASHTO and OBPP. The purpose of having multiple bicycle facility types is to provide a multi-level cycling system that caters to different types of cyclists ranging from novice to experienced riders. In general, bicycles are allowed on roadways in the City of Ashland regardless of the presence or type of bicycle facility on the roadway.

- **Shared Roadway / Signed Shared Roadway** – Shared roadways include roadways on which bicyclists and motorists share the same travel lane. This is the most common type of bikeway. The most suitable roadways for shared bicycle use are those with low speeds (25 mph or less) or low traffic volumes (3,000 vehicles per day or fewer). Signed shared roadways are shared roadways that are designated and signed as bicycle routes and serve to provide continuity to other bicycle facilities (i.e., bicycle lanes) or designate a preferred route through the community. Common practice is to sign the route with standard Manual on Uniform Traffic Control Devices (MUTCD) green bicycle route signs with directional arrows. The OBPP recommends against the use of bike route signs if they do not have directional arrows and/or information accompanying them. Signed shared roadways can also be signed to highlight special touring routes or to provide directional information in bicycling minutes or distance (e.g., "Library, 3 minutes, 1/2 mile").
- **Shoulder Bikeway** – These are paved roadways that have striped shoulders wide enough for bicycle travel. ODOT recommends a 6-foot paved shoulder to adequately provide for bicyclists, and a 4-foot minimum in constrained areas. Roadways with shoulders

less than 4- feet are considered shared roadways. Sometimes shoulder bikeways are signed to alert motorists to expect cyclists.

- **Bicycle Lane** - Bike lanes are portions of the roadway designated specifically for bicycle travel via a striped lane and pavement stencils. ~~**ODOT standard width for a bicycle lane is 6 feet. The minimum width of a bicycle lane against a curb or adjacent to a parking lane is 5 feet. A bicycle lane may be as narrow as 4 feet, but only in very constrained situations.**~~ Bike lanes are most appropriate on arterials and major collectors, where high traffic volumes and speeds warrant greater separation. **The City standard width for a bicycle lane is 6 feet.**
- **Multi-Use Path** - Multi-use paths are used by a variety of non-motorized users, including pedestrians, cyclists, skaters, and runners. Multi-use paths may be paved or unpaved, and are often wider than an average sidewalk. In circumstances where peak traffic is expected to be low, pedestrian traffic is not expected to be more than occasional, good passing opportunities can be provided, and maintenance vehicle loads are not expected to damage pavement, the width may be reduced. **The City multi-use path standard is 6 to 10 feet in width, depending on type of path (e.g. short neighborhood connector, unpaved trail, longer greenway type path) and the volume of non-motorized traffic.**
- **Bicycle Boulevard –** Bicycle boulevards are an adaptation of shared roadways that modify local streets to allow the through movement of bicycles whilst maintaining local access for automobiles. Bicycle boulevards typically include bicycle route signage and pavement markings and often feature traffic calming to slow vehicle speeds and provide a more comfortable environment for cyclists.

~~**The Ashland Street Standards guidebook provides information related to bicycle facility types within Ashland, including the minimum requirements for bicycle lanes and multi-use paths. All existing and planned bicycle facilities should be consistent with these requirements.**~~

Pages 123 and 136 (to address Wimer/Ashland Mine Rd. public hearing testimony)

page 123 notation added to Street Dedication Map:
"The exact location of the street will be refined at the time of annexation."

page 136 notation added to Planned Intersection and Roadway Projects:
"The exact location of the street will be refined at the time of annexation."

Page 137 (to address PC condition #6)

Description for (R22) New Roadway (B) in Table 103 Preferred Plan Intersection and Roadway Projects edited as follows:

"Construct a New Roadway from Clay Street to Tolman Creek Road consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66) **if and when Tolman**

Creek Manufactured Park is redeveloped. The location of the connection shall be determined at the time of redevelopment of the manufactured home park."

Page 138 (to address Wimer/Ashland Mine Rd. public hearing testimony)

Description for (R31) New Roadway (B) in Table 103 Preferred Plan Intersection and Roadway Projects edited as follows:

"Extend Wimer to Ashland Mine Road. **The exact location of the street will be refined at the time of annexation.**

Page 139, (to address PC condition #7)

Description for (R44) New Roadway (B) in Table 103 Preferred Plan Intersection and Roadway Projects edited as follows:

"Widen and reconstruct sidewalks with street tree, stormwater planters and bus shelters **consistent with the Croman Mill District standards**."

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