

# City of Ashland Transportation System Plan Update WP Group #4

*March 10, 2011*



KITTELSON & ASSOCIATES, INC.  
TRANSPORTATION ENGINEERING/PLANNING



PLANNING + DESIGN

CITY OF  
ASHLAND

# Meeting Agenda

7:00 p.m. – 9:00 p.m.

- › Attendance and Project Status
- › Review Results of Group #3 of White Papers
- › Discuss Group #4 of White Papers
  - *Commuter Rail/Passenger Rail*
  - *Streetcar*
  - *Downtown Plan*
  - *Access Management Plan*
  - *Safety Focus Intersections*
  - *High Density Housing*

# Project Status

- › 7 to 10 months remaining to Draft TSP
  - 1 White Paper Discussion Meeting Remaining
  - 5 TAC and PC/TC Meetings Remaining
  - 1 Public Workshop Remaining



## Results from White Paper Group #3

- › 13 Respondents
- › PC – 5 of 6 Commissioners
- › TC – 5 of 9 Commissioners
- › TAC – 6 of 20 Members



# Funding

- › Most Popular Funding Strategies (50%+ Yes, Explore)
  - *Multimodal SDC – 62% Yes, Explore*
  - *User Fees – 54% Yes, Explore*
  - *Parking In-Lieu Fees – 54% Yes, Explore*
- › Least Popular Funding Strategies (50% + Eliminate)
  - *Local Sales Tax*
  - *Congestion Pricing*
- › General Comments
  - *Explore bonds and outside assistance to get more stable funding sources*
  - *Do not add user fees to utility bills – add to vehicle registration or something similar*
- › Next Steps
  - *Incorporate most popular strategies above into TSP*

# Transit

## › General Input

- *54% Disagree - The City should continue to look for ways to fund fareless (free to riders) service within Ashland even if it prohibits other changes to the service (e.g., increased span of service).*

## › Target Markets (60% + Yes, Explore)

- *Employees working non-traditional hours – 69%*
- *SOU students and faculty for evening and weekend trips – 61%*
- *Tourists for evening and weekend events – 61%*

## › Service Focus

- *Increase Span of Service – 69% - Yes, Explore*

## › Other Improvements

- *Encourage High Density and Mixed Uses – 77% - Yes, Explore*

## › Next Steps

- *Move forward with increasing span of service as top priority for improving transit*

# Will Dodge Way

## › Use of Will Dodge

- *Moderate interest as pedestrian boulevard – 45% Strongly Agree*
- *Stronger interest for green treatments – 55% - Strongly Agree*
- *General comments indicate...*
  - Changes to alley function need to be led by business community
  - Changes to alley are a lower priority
  - These are consistent with PC/TC meeting discussion on February 24<sup>th</sup>

## › Next Steps

- *Will not identify a Will Dodge Way project in the TSP*
- *Up to business community to initiate discussions of changes to Will Dodge Way*

# Multiuse Trails

## › Multiuse Trail Projects of Top Interest (50% + Yes, Definitely Explore)

- *Extend the Central Bike Path to Oak Street and Main Street – 81%, Yes*
- *Extend Bear Creek Greenway to Tolman Creek Road – 64%, Yes*
- *Provide Public Access along TID Trail – 72%, Yes*
- *Formalize the TID trail from Wrights Creek to Tolman Creek – 55%, Yes*
- *Develop north-south shared use pathways along Ashland Creek and Roca Creek Corridors – 64%, Yes*

## › Next Steps

- *Integrate projects above into TSP*

# Safe Routes to School

- › Strategies of Top Interest (50% + Yes, Definitely Explore)
  - *Bicycle Safety K-12<sup>th</sup> Graders – 75%, Yes*
  - *Additional Traffic Calming Near Schools – 67%, Yes*
  - *Additional Pedestrian Refuge Islands – 58%, Yes*
  - *Additional Signing and Striping to Slow Vehicles – 67%*
- › General Comments
  - *City should prioritize students as a target audience to serve*
  - *City should prioritize improvements that focus on home to school trips*
  - *Hire a pedestrian/bicycle/SRTS Coordinator*
  - *ASD parents need to be involved for any SRTS programs to work*
- › Next Steps
  - *Integrate above strategies into TSP as appropriate*



# Group #4 of White Papers

- › Group #4 of White Papers
  - *Commuter Rail/Passenger Rail*
  - *Streetcar*
  - *Downtown Plan*
  - *Access Management Plan*
  - *Safety Focus Intersections*
  - *High Density Housing*

# Scorecard for Group #4

## › Scorecard Tallies

- *Input will be summarized and tallied*
- *Summary of results will be provided about one week after scorecards are received*

## › Submit Scorecards

- *Deadline: March 15, 2011*

 *ONLINE at [http://www.ashlandtsp.com/statics/draft\\_documents](http://www.ashlandtsp.com/statics/draft_documents)*

- *Email: Erin Ferguson at [eferguson@kittelson.com](mailto:eferguson@kittelson.com)*
- *Turn-in to City Staff*

# Commuter Rail

## › Page 1 of Scorecard

## › Scorecard Topics

- *Implementing Ashland–Medford passenger/commuter rail*
- *Priorities for commuter rail, BRT and streetcar*

| Topics and Questions                                                                                                                                                                                                    | Your Input to Help Guide the Alternatives Analysis |                          |                          |                  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|--------------------------|--------------------------|------------------|
| Commuter Rail                                                                                                                                                                                                           |                                                    |                          |                          |                  |
| Below:                                                                                                                                                                                                                  |                                                    |                          |                          |                  |
| 1) ✓ Check the yellow boxes to indicate your response to the questions and statements below; and 2) Rank (1 = highest priority) the priority of the suggestions/ideas presented.                                        |                                                    |                          |                          |                  |
| Commuter Rail Topics and Questions                                                                                                                                                                                      | Strongly Agree                                     | Agree                    | Disagree                 | General Comments |
| The City should explore opportunities to implement commuter rail/passenger rail from Ashland to Medford.                                                                                                                | <input type="checkbox"/>                           | <input type="checkbox"/> | <input type="checkbox"/> |                  |
| Implementing passenger rail/commuter rail service between Ashland and Medford should be a higher priority for the City than improving existing fixed route transit service Ashland.                                     | <input type="checkbox"/>                           | <input type="checkbox"/> | <input type="checkbox"/> |                  |
| Implementing passenger rail/commuter rail service between Ashland and Medford should be a higher priority than looking for opportunities to implement a streetcar in Ashland.                                           | <input type="checkbox"/>                           | <input type="checkbox"/> | <input type="checkbox"/> |                  |
| The City should explore commuter bus service or Bus Rapid Transit (BRT) service rather than commuter rail service to serve Ashland – Medford trips and provide flexibility for service directly to the Medford Airport. | <input type="checkbox"/>                           | <input type="checkbox"/> | <input type="checkbox"/> |                  |
| Please tell us your additional ideas and comments related to commuter rail serving Ashland.                                                                                                                             |                                                    |                          |                          |                  |

# Commuter Rail

## › Purpose

- *Considerations and options for improving transit service in Ashland*

## › White Paper Topics

- *What is Commuter Rail?*
- *Operational Considerations*
- *Land Use Considerations*
- *Construction Cost Considerations*
- *Alternatives to Commuter Rail*

# Commuter Rail

- › Commuter Rail
  - *Urban or urban/suburban rail*
  - *High passenger capacity*
  - *Peak travel hour operation*
- › Operation and Vehicles
  - *Coordinated with freight rail operations*
  - *Needs infrastructure improvements*
  - *Vehicle costs vary but are expensive*
  - *Require stations*
  - *May require a park-and-ride lot*



# Commuter Rail

## › Land Use Considerations

- *Current station area uses*
- *Ridership potential and access*
- *Less redevelopment stimulus than streetcar*
- *Operational and parking impacts on surrounding uses*

## › Construction Cost Considerations

- *Capital costs per mile can vary significantly*
- *Local opportunities for station upgrades*





# Commuter Rail

- › Alternatives to Commuter Rail
  - *Commuter bus service for SOU and downtown*
  - *Provide freeway travel advantages*
  - *Lower capital costs, higher operational costs*
  - *Local opportunities for station upgrades*



# Commuter Rail

## › Next Steps

- *Should Ashland move forward with Commuter Rail?*
- *Involve Central Oregon & Pacific Railroad owner*
- *Forecast population growth and travel peaks*
- *Estimate commuter rail share of travel*
- *Evaluate commuter rail and bus rapid transit (BRT)*





# Streetcar

## › Page 2 of Scorecard

## › Scorecard Topics

- *Opportunities to implement a streetcar in Ashland*
- *Preferred types of streetcars*
- *Priorities for commuter rail, BRT and streetcar*

| Topics and Questions                                                                                                                                                             | Your Input to Help Guide the Alternatives Analysis |                          |                          |                  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|--------------------------|--------------------------|------------------|
| <b>Streetcar</b>                                                                                                                                                                 |                                                    |                          |                          |                  |
| <b>Below:</b>                                                                                                                                                                    |                                                    |                          |                          |                  |
| 1) ✓ Check the yellow boxes to indicate your response to the questions and statements below; and 2) Rank (1 = highest priority) the priority of the suggestions/ideas presented. |                                                    |                          |                          |                  |
| Streetcar Topics and Questions                                                                                                                                                   | Strongly Agree                                     | Agree                    | Disagree                 | General Comments |
| The City should explore opportunities to implement a streetcar within Ashland.                                                                                                   | <input type="checkbox"/>                           | <input type="checkbox"/> | <input type="checkbox"/> |                  |
| The City should explore a modern streetcar service rather than a vintage streetcar service.                                                                                      | <input type="checkbox"/>                           | <input type="checkbox"/> | <input type="checkbox"/> |                  |
| Implementing a streetcar should be a higher priority for the City than improving existing fixed route transit (bus) service Ashland.                                             | <input type="checkbox"/>                           | <input type="checkbox"/> | <input type="checkbox"/> |                  |
| Implementing a streetcar should be a higher priority than looking for opportunities to implement passenger rail/commuter rail between Ashland and Medford.                       | <input type="checkbox"/>                           | <input type="checkbox"/> | <input type="checkbox"/> |                  |
| The City should explore a rubber-tire trolley circulator rather than a streetcar within Ashland.                                                                                 | <input type="checkbox"/>                           | <input type="checkbox"/> | <input type="checkbox"/> |                  |
| Please tell us your additional ideas and comments related to a streetcar within Ashland.                                                                                         |                                                    |                          |                          |                  |

# Streetcar

## › Purpose

- *Considerations and options for improving transit service in Ashland*
- *Potential redevelopment catalyst*

## › White Paper Topics

- *What is Streetcar?*
- *Why Build a Streetcar?*
- *Land Use Considerations*
- *Potential Costs for an Ashland Streetcar*
- *Alternative Downtown Circulators*
- *Next Steps*

# Streetcar

- › What's a Streetcar?
  - *Modern streetcars*
  - *Historic streetcars*
  - *Vintage streetcars*
  - *All run in mixed traffic*
- › Why Build a Streetcar?
  - *Civic investment in a district*
  - *Redevelopment catalyst*
  - *Urban circulator*



# Streetcar

## › Land Use Considerations

- *Redevelopment is major objective*
- *Represents serious commitment to redevelopment*
- *Gives civic importance to a district*

## › Cost Considerations

- *Costs per mile vary as does commuter rail*
- *Higher initial cost than buses*
- *Operational costs compare favorably with buses*





# Streetcar

## › Potential Ashland Streetcar Route

- *Circulate downtown*
- *Travel out Siskiyou Boulevard to Ashland Street*
- *Travel out Ashland Street to Tolman Creek Road area*

## › Assumed Characteristics

- *Approximate Length – 2.5 miles therefore, 5 miles of track*
- *9 stops along route*
- *15 minute headways*
  - 4 vehicles for service
  - 1 vehicle as back up
- *1 maintenance facility*

# Streetcar

- Approximate Cost Estimates for Potential Ashland Route
  - *Track: \$50 million (\$10 million per mile with 5 miles of track)*
  - *Stops: \$1.4 million to \$1.8 million (\$150,000 to \$200,000 per stop with 9 stops total)*
  - *Vehicles: \$17.5 million to \$22.5 million (\$3.5 million to \$4.5 million per vehicle with 5 vehicles)*
  - *Maintenance facility: \$3 million to \$5 million*
- Estimated Total Capital Costs: \$71.9 million to \$79.3 million
- Operating costs around \$2.5 million per year
- Alternative Downtown Circulators
  - *Battery-Powered Electric Buses*
  - *Hybrid Electric/Natural Gas Buses*
  - *Frequent Service Shuttle Buses*

# Streetcar

## › Next Steps

- *Should Ashland move ahead with planning a streetcar?*
- *Identify the purpose of a streetcar*
- *Initiate a feasibility study*
- *Identify funding packages*



# High Density Housing

## › Page 6 of Scorecard

## › Scorecard Topics

- *Should high density housing be focused along transit corridors*
- *Public actions to encourage high density housing*

| Topics and Questions                                                                                                                                                             | Your Input to Help Guide the Alternatives Analysis |                                     |                                         |                  |                                                              |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|-------------------------------------|-----------------------------------------|------------------|--------------------------------------------------------------|
| <b>High Density Housing</b>                                                                                                                                                      |                                                    |                                     |                                         |                  |                                                              |
| Below:                                                                                                                                                                           |                                                    |                                     |                                         |                  |                                                              |
| 1) ✓ Check the yellow boxes to indicate your response to the questions and statements below; and 2) Rank (1 = highest priority) the priority of the suggestions/ideas presented. |                                                    |                                     |                                         |                  |                                                              |
| High Density Housing Topics and Questions                                                                                                                                        | Strongly Agree                                     | Agree                               | Disagree                                | General Comments |                                                              |
| The City should explore high density housing along transit corridors in Ashland.                                                                                                 | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input type="checkbox"/>                |                  |                                                              |
| <b>Mark below the ideas/suggestions you think should be explored in Ashland.</b>                                                                                                 | <b>Yes, Definitely Explore</b>                     | <b>Possibly, Modify and Explore</b> | <b>No, Eliminate from Consideration</b> | <b>Rank (#)</b>  | <b>General Comments and/or Suggestions for Modifications</b> |
| Fund a corridor planning study to identify market potential for redevelopment along transit corridors in Ashland.                                                                | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input type="checkbox"/>                |                  |                                                              |
| Public actions should be taken to encourage high density residential focused on transit corridors with the goal of increasing ridership and improving bus service.               | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input type="checkbox"/>                |                  |                                                              |
| Adjust zoning to allow 24-30 dwelling units/acre as high density residential for Ashland.                                                                                        | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input type="checkbox"/>                |                  |                                                              |
| Explore more broadly applying suggested zoning changes presented in the Pedestrian Places planning effort.                                                                       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input type="checkbox"/>                |                  |                                                              |
| Incorporate high density housing incentives into the City's urban renewal districts.                                                                                             | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input type="checkbox"/>                |                  |                                                              |
| Explore strategies and opportunities for joint development to get higher density in specific areas.                                                                              | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input type="checkbox"/>                |                  |                                                              |
| Please tell us your additional suggestions related to High Density Housing in Ashland.                                                                                           |                                                    |                                     |                                         |                  |                                                              |

# High Density Housing

## › Purpose

- *Link high density housing to multimodal transportation investment*
- *Identify any zoning barriers to high density housing*

## › White Paper Topics

- *Leveraging the Benefits of Housing and Transportation*
- *Transit-Supportive Densities*
- *Corridor Planning and Corridor Types*
- *Next Steps*

# High Density Housing

- › Leveraging the Benefits
  - *Change in travel choices and patterns*
  - *Increase affordable housing opportunities*
  - *Reinforce the importance of transit corridors*
  
- › Transit-Supportive Densities
  - *Much of transit corridor zoning is favorable*
  - *The needed adjustments are not great*

Table I

| Level of Service                                                                 | Residential Density Threshold |
|----------------------------------------------------------------------------------|-------------------------------|
| Local bus service (1 bus per hour)                                               | 4–5 dwelling units/acre       |
| Intermediate bus service (1 bus every 30 minutes)                                | 7–8 dwelling units/acre       |
| Frequent bus service (1 bus every 10 minutes)                                    | 12–15 dwelling units/acre     |
| High Capacity Transit (HCT) systems (primarily streetcar and light rail transit) | 25–50 dwelling units/acre     |

# High Density Housing

## › Corridor Planning

- *Focus on existing and priority future transit corridors*
- *Integrate local and regional objectives*
- *Identify public actions to take*
- *Include real estate market and development feasibility analysis*

## › Corridor Types

- *Destination Connector*
- *Commuter Connector*
- *District Circulator*

# High Density Housing

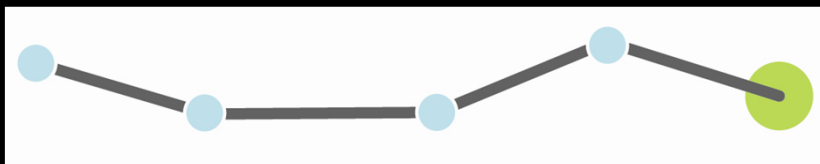
## › Destination Connector

- *Links housing density to activity, employment and institution*
- *Two-way ridership throughout the day*
- *Regional/Local bus or bus rapid transit (LRT in larger cities)*



## › Commuter Connector

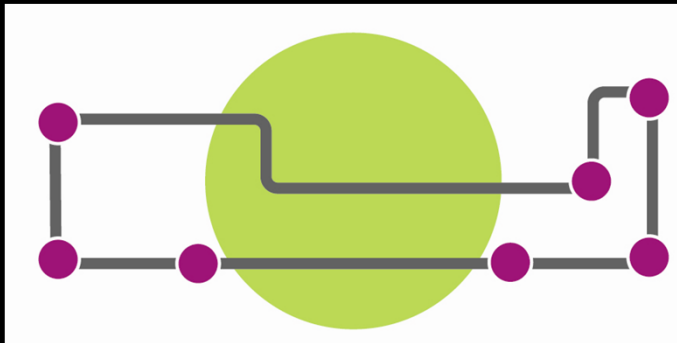
- *Serves only major activity or employment centers*
- *Residential density at the station not so critical*
- *Commuter rail Ashland-Medford*



# High Density Housing

## › District Circulator

- *Facilitates movement within a district or activity center*
- *Relatively slow speeds*
- *May encourage new residential density*
- *Ashland streetcar for downtown and SOU district*





# High Density Housing

## › Next Steps

- *Confirm community goals for high density housing*
- *Define and fund a corridor planning study*
- *Development and implementation strategy*

# Downtown Plan

## › Page 3 of scorecard

## › Scorecard Topics

- *Additions to the Downtown Plan and TSP*
- *Downtown Plan projects not to incorporate into the TSP*

### Downtown Access Plan

Below:

1) ✓ Check the yellow boxes to indicate your response to the questions and statements below; and 2) Rank (1 = highest priority) the priority of the suggestions/ideas presented.

| Downtown Access Plan Topics and Questions                                                                                                                                                                                                      | Strongly Agree           | Agree                    | Disagree                 | General Comments |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|------------------|
| Wider sidewalks should be incorporated into downtown improvement projects when feasible.                                                                                                                                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                  |
| The pedestrian treatments noted in the white paper should be integrated into downtown improvement projects as applicable and possible.                                                                                                         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                  |
| Green street treatments should be incorporated into downtown improvement projects as applicable and as feasible.                                                                                                                               | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                  |
| A policy supporting alley enhancements is sufficient for supporting the concept. TSP projects are not necessary; the policy would provide the opportunity to business and property owners along alleys to take the initiative to enhance them. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                  |
| Establish a task force to identify where bicycle parking is needed within the downtown area.                                                                                                                                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                  |
| Integrate bicycle projects with planned projects that overlap with locations identified by the task force.                                                                                                                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                  |
| Add a project for a striped buffer to the bicycle lane on Lithia Way.                                                                                                                                                                          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                  |
| Add a project for a bicycle lane on E Main Street with a striped buffer space.                                                                                                                                                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                  |
| Add converting B Street to bicycle boulevard as a project.                                                                                                                                                                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                  |

# Downtown Plan

## › Purpose of White Paper

- *Present proposed amendments based on TSP discussions*
- *Provide opportunity to exclude previous Downtown Plan projects no longer applicable*

## › Topics

- *Background on unadopted Downtown Plan updated in 2001*
- *Proposed amendments*
  - Pedestrian Treatments
  - Green Street Treatments
  - Bicycle Parking and Facilities

# Pedestrian Treatments

- › Wider Sidewalks
- › Pedestrian Countdown Signals
- › Landscape Buffers
- › Fill Existing Sidewalk Gaps
- › Pedestrian Refuge Islands
- › Benches at Transit Stops





# Green Street Treatments

## › Proposed Amendments

- *Integrate Bioswales*
- *Integrate Bioretention Planters*
- *Integrate Permeable Paving*



# Bicycle Parking and Facilities

- › Bicycle Parking – Proposed Amendments
  - *Establish Citizens Task Force*
  - *Integrate Bicycle Parking when Feasible*
- › Bicycle Facilities – Proposed Amendments
  - *Add striped buffer space to bicycle lane on Lithia Way*
  - *Add bicycle lane with striped buffer space on East Main Street*
  - *Identify 1<sup>st</sup> Street as a potential bicycle boulevard*
  - *Identify B Street as a potential bicycle boulevard*



# Downtown Plan

## › Next Steps

- *Provide your input*
- *Let us know if there are other amendments you'd like to see*
- *Let us know if there are projects in the 2001 Downtown Plan you DO NOT want in the TSP*



# Access Management Plan

- › Page 4 of scorecard
- › Scorecard Topics
  - *Level of investment in access management*
  - *Locations for increased access management*

## Access Management Plan

Below:

1) ✓ Check the yellow boxes to indicate your response to the questions and statements below; and 2) Rank (1 = highest priority) the priority of the suggestions/ideas presented.

| Access Management Topics and Questions                                                                                          | Strongly Agree           | Agree                        | Disagree                         | General Comments |                                                       |
|---------------------------------------------------------------------------------------------------------------------------------|--------------------------|------------------------------|----------------------------------|------------------|-------------------------------------------------------|
| The City should work to improve access management to meet existing standards.                                                   | <input type="checkbox"/> | <input type="checkbox"/>     | <input type="checkbox"/>         |                  |                                                       |
| The City should work to improve access management only when too frequent of access creates traffic operations or safety issues. | <input type="checkbox"/> | <input type="checkbox"/>     | <input type="checkbox"/>         |                  |                                                       |
| Do you think access management should be improved along the roadways below?                                                     | Yes, Definitely Explore  | Possibly, Modify and Explore | No, Eliminate from Consideration | Rank (#)         | General Comments and/or Suggestions for Modifications |
| North Main Street (OR 99) from Helm an Street to Sheridan Street                                                                | <input type="checkbox"/> | <input type="checkbox"/>     | <input type="checkbox"/>         |                  |                                                       |
| East Main Street from Siskiyou Boulevard (OR 99) to Wightman Street                                                             | <input type="checkbox"/> | <input type="checkbox"/>     | <input type="checkbox"/>         |                  |                                                       |
| Siskiyou Boulevard (OR99) from E Main Street to Walker Avenue                                                                   | <input type="checkbox"/> | <input type="checkbox"/>     | <input type="checkbox"/>         |                  |                                                       |
| Siskiyou Boulevard (OR 99) from Walker Avenue to Tolman Creek Road                                                              | <input type="checkbox"/> | <input type="checkbox"/>     | <input type="checkbox"/>         |                  |                                                       |
| Ashland Street (OR 66) from Siskiyou Boulevard (OR 99) to Tolman Creek Road                                                     | <input type="checkbox"/> | <input type="checkbox"/>     | <input type="checkbox"/>         |                  |                                                       |
| Ashland Street (OR 66) from Tolman Creek Road to East Main Street-Oak Knoll Road                                                | <input type="checkbox"/> | <input type="checkbox"/>     | <input type="checkbox"/>         |                  |                                                       |

# Access Management Plan

## › Purpose of White Paper

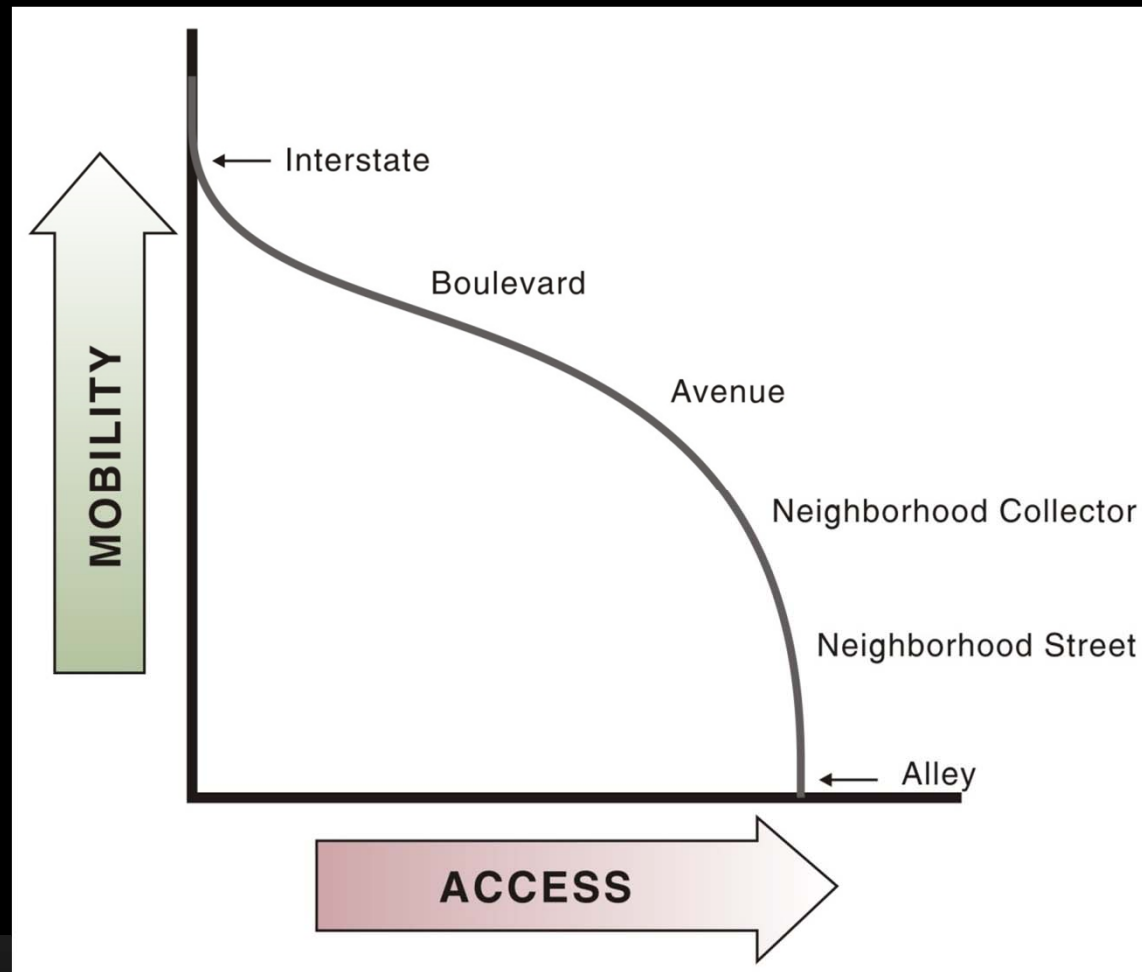
- *Provide general information on access management*
- *Present suggestions for locations to improve access management*

## › Topics

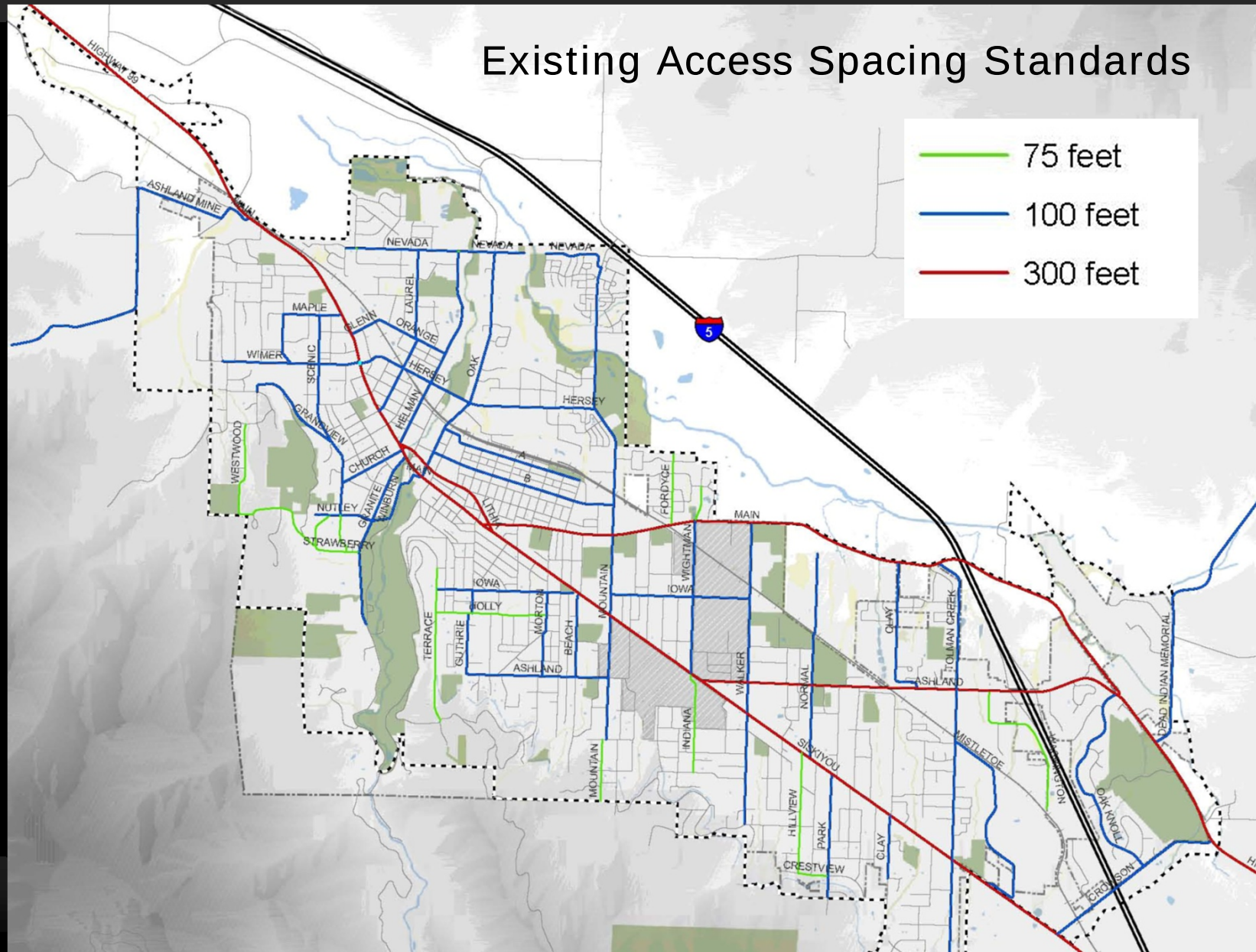
- *Access management relation to functional street classification*
- *Existing access standards and existing average access spacing*
- *Access management measures*
- *Opportunities to improve access management in Ashland*

# Access Management Plan

## › Access Management and Functional Street Classifications

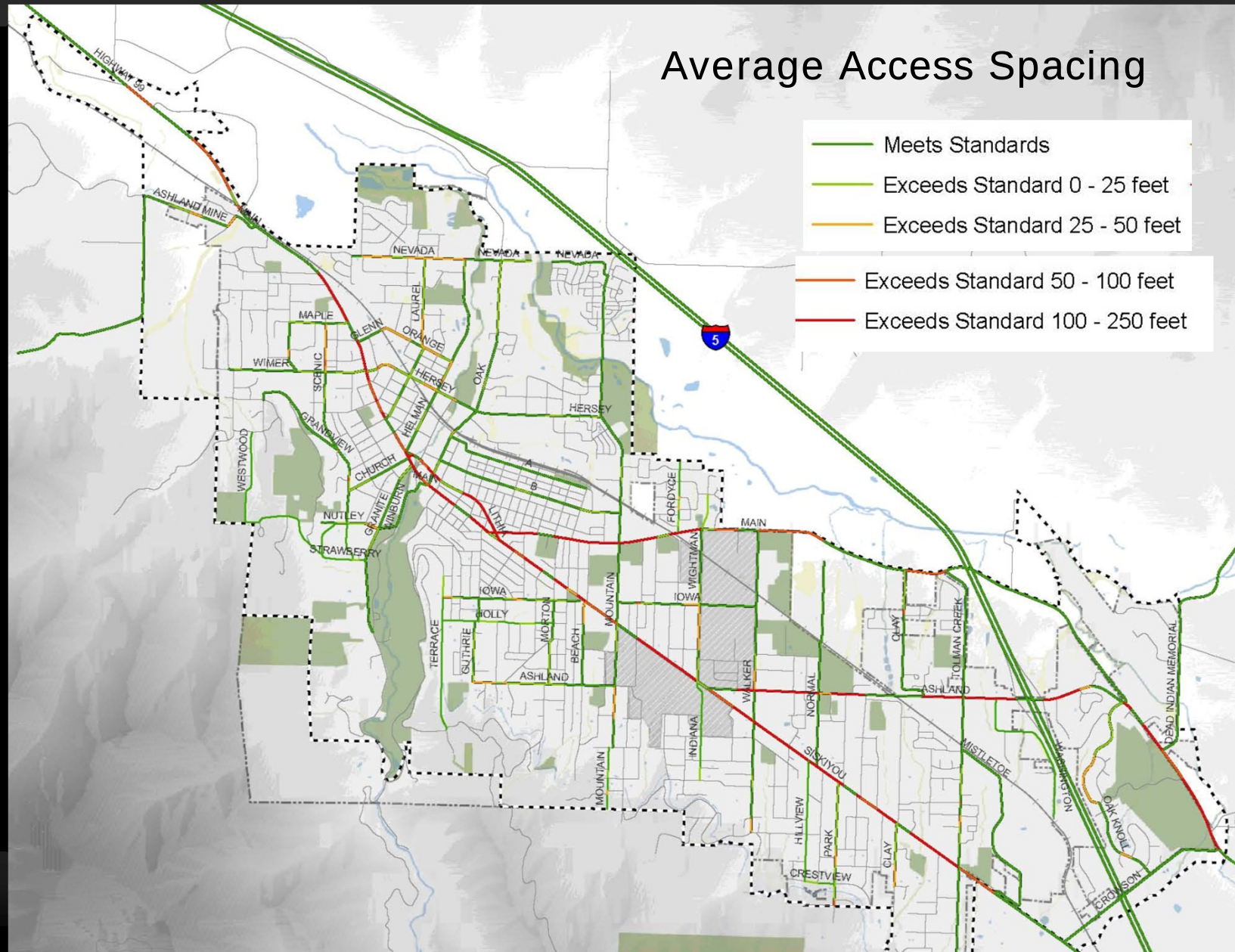


# Access Management Plan





# Access Management Plan



# Access Management Plan

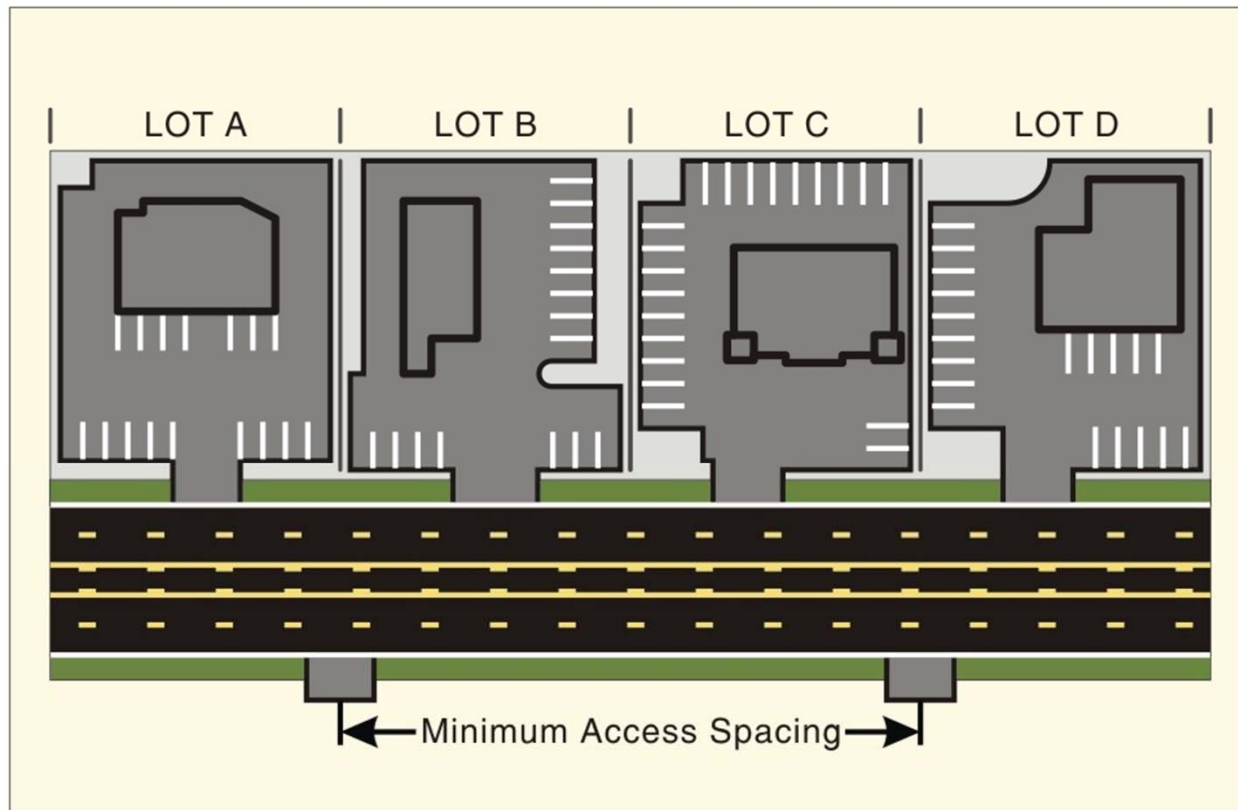
## › Access Management Measures

- *Medians*
  - Right-In/Right-Out
  - Right-In/Right-Out/Left-In
- *Crossover easements*
- *Conditional permits*
- *Right-of-way dedications*
- *Half-street improvements*



# Access Management Plan

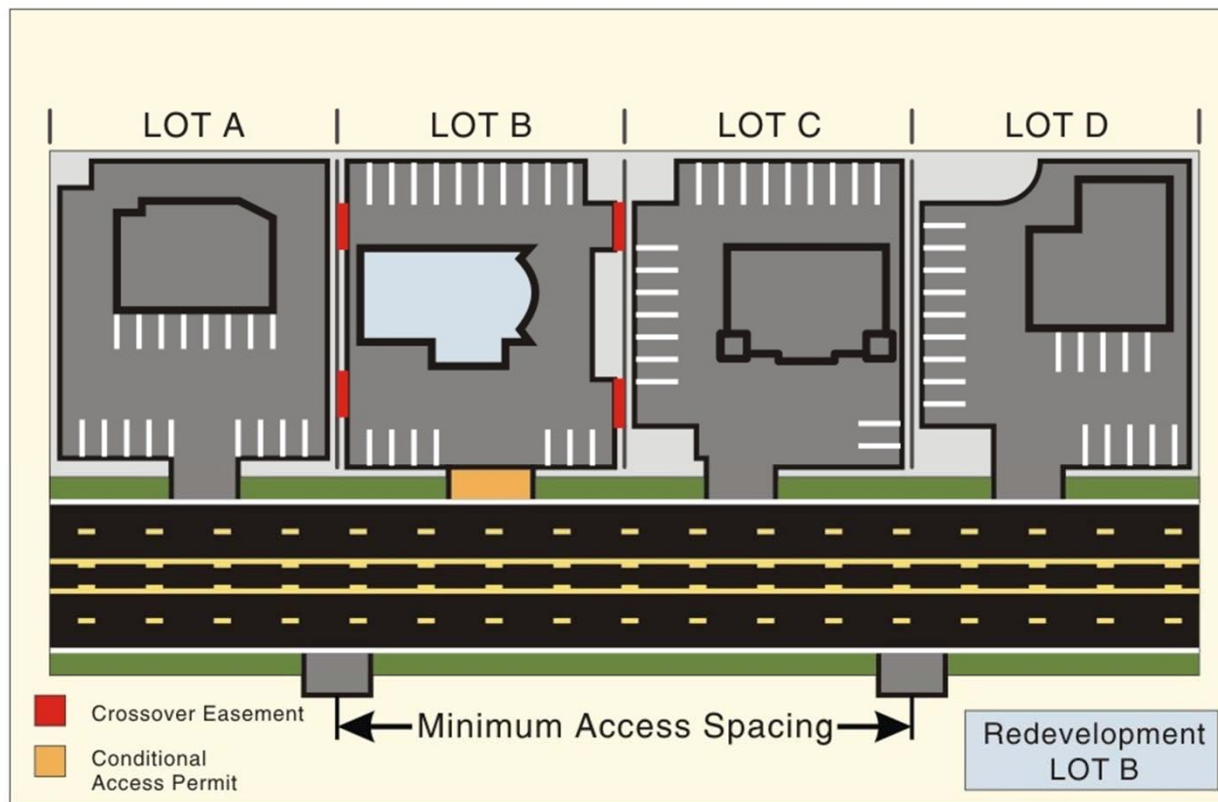
- › Cross-Over Easements and Conditional Access Permits Over Time



EXISTING CONDITIONS

# Access Management Plan

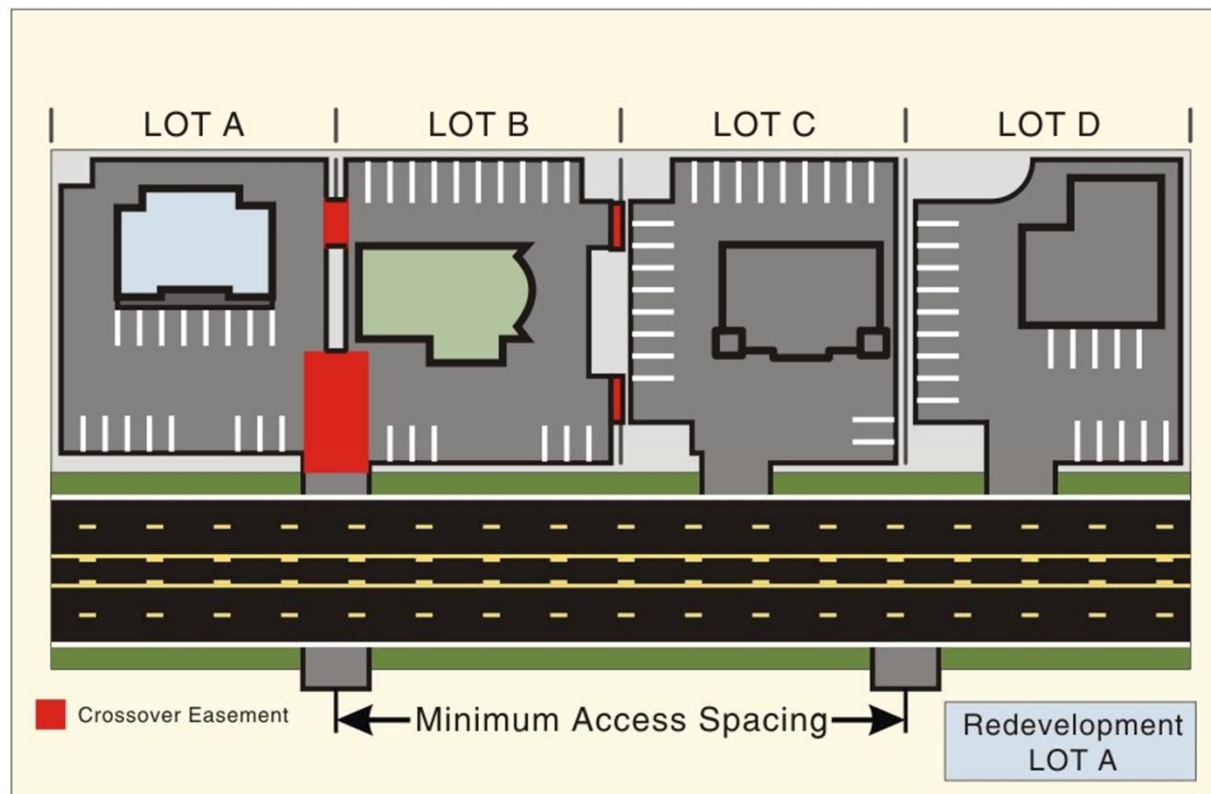
- › Cross-Over Easements and Conditional Access Permits Over Time



STEP 1  
REDEVELOPMENT OF LOT B

# Access Management Plan

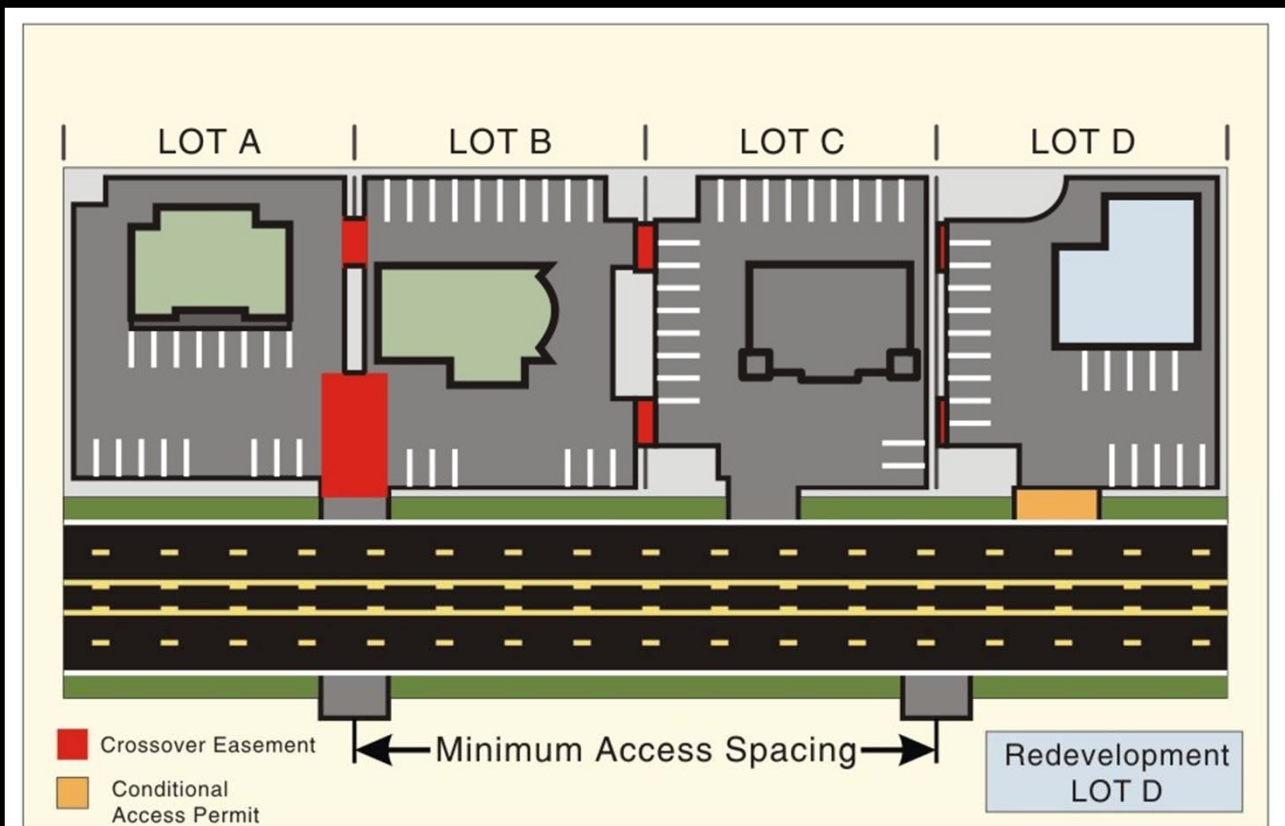
- › Cross-Over Easements and Conditional Access Permits Over Time



STEP 2

# Access Management Plan

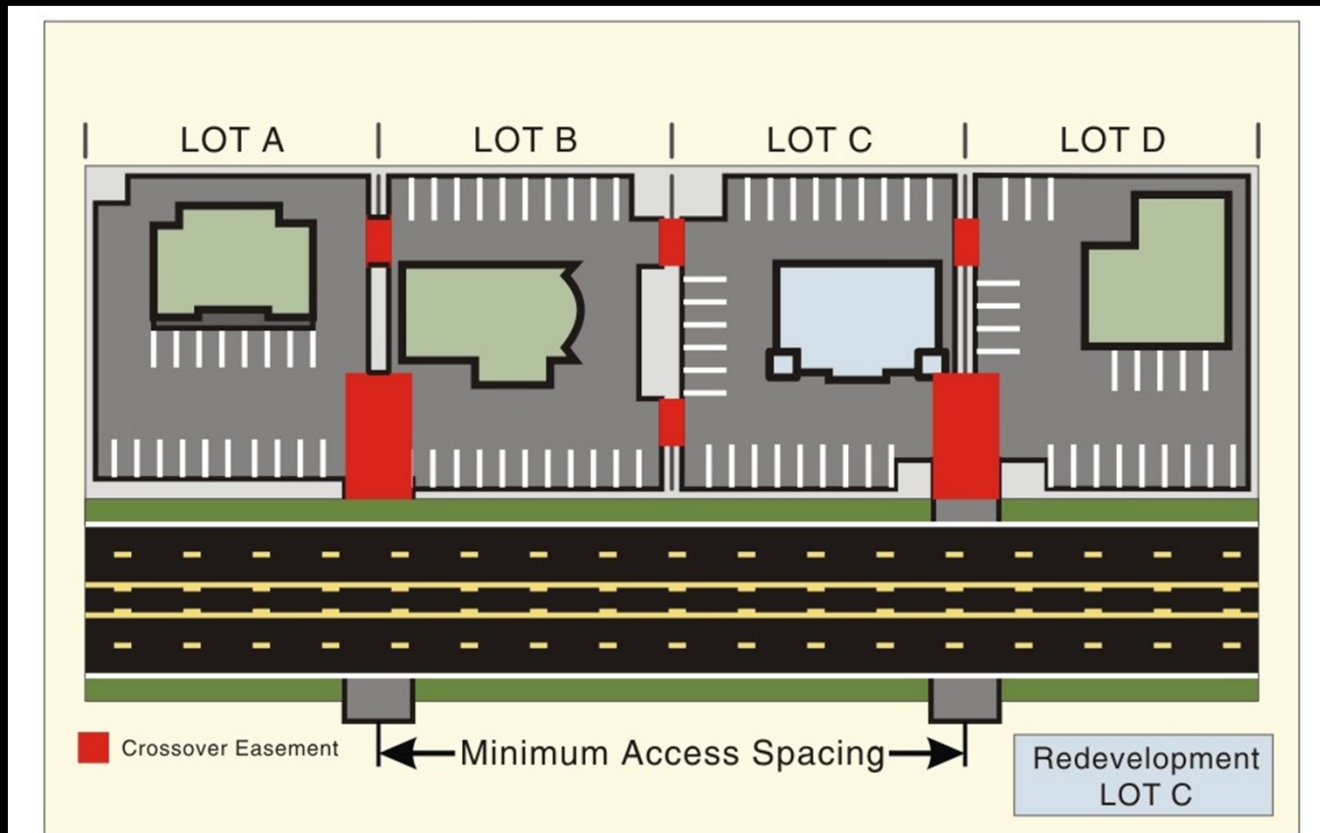
- › Cross-Over Easements and Conditional Access Permits Over Time



STEP 3

# Access Management Plan

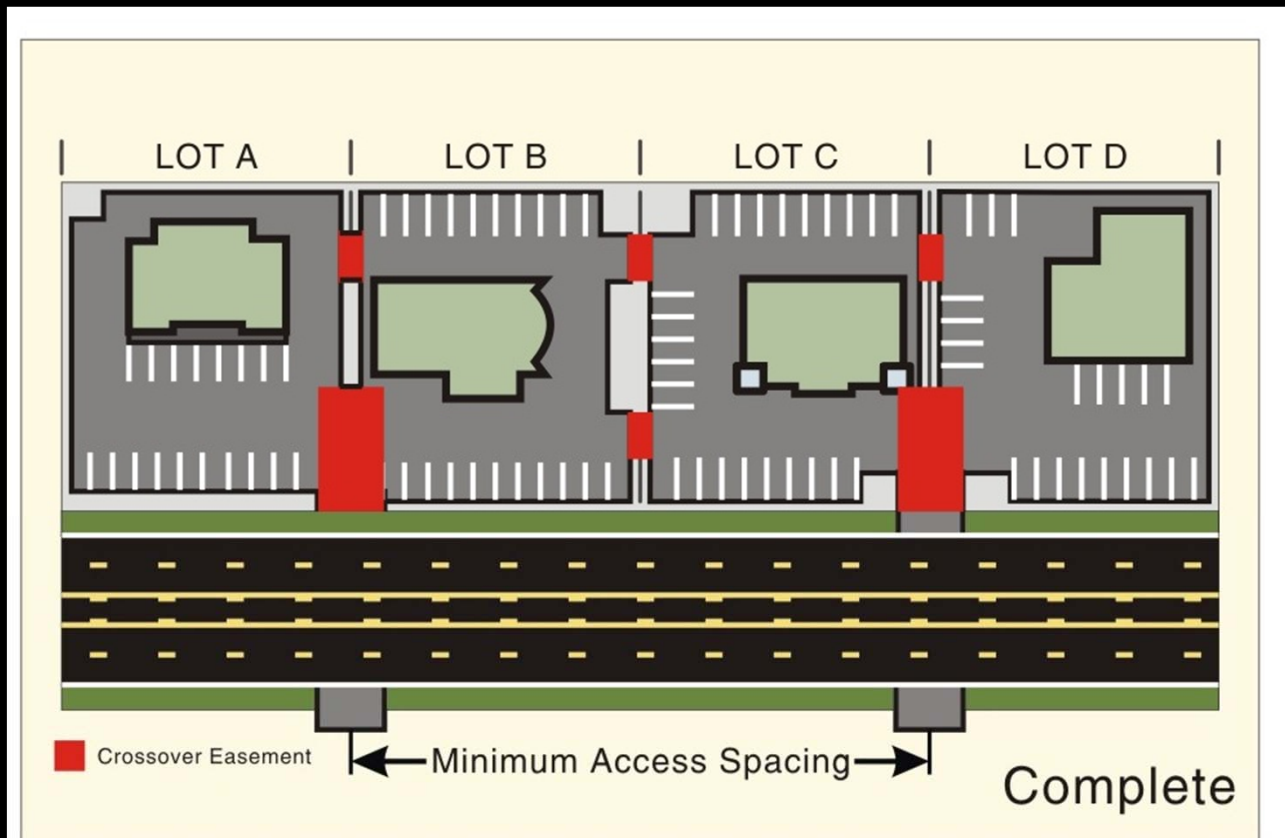
- › Cross-Over Easements and Conditional Access Permits Over Time



STEP 4

# Access Management Plan

- › Cross-Over Easements and Conditional Access Permits Over Time



STEP 5



# Access Management Plan

- › Opportunities to Improve Access Management in Ashland
  - *North Main Street (OR 99) from Helman Street to Sheridan Street*
  - *East Main Street from Siskiyou Boulevard (OR 99) to Wightman Street*
  - *Siskiyou Boulevard (OR 99) from East Main Street to Walker Avenue*
  - *Siskiyou Boulevard (OR 99) from Walker Avenue to Tolman Creek Road*
  - *Ashland Street (OR 66) from Siskiyou Boulevard (OR 99) to Tolman Creek Road*
  - *Ashland Street (OR 66) from Tolman Creek Road to East Main Street-Oak Knoll Road*

# Access Management Plan

## › Next Steps

- *Provide your thoughts*
- *Identify priorities*
- *Identify additional locations*

# Safety Focus Intersections

- › Page 5 of scorecard
- › Scorecard Topics
  - *Locations for projects to reduce crashes*

## Safety Focus Intersections

Below:

1) ✓ Check the yellow boxes to indicate your response to the questions and statements below; and 2) Rank (1 = highest priority) the priority of the suggestions/ideas presented.

## Safety Focus Intersections

| Mark below the intersections at which you'd like countermeasures to reduce crashes explored. | Yes, Definitely Explore  | Possibly, Modify and Explore | No, Eliminate from Consideration | Rank (#) | General Comments and/or Suggestions for Modifications |
|----------------------------------------------------------------------------------------------|--------------------------|------------------------------|----------------------------------|----------|-------------------------------------------------------|
| North Main Street (OR99)/Hersey Street-Wimer Street                                          | <input type="checkbox"/> | <input type="checkbox"/>     | <input type="checkbox"/>         |          |                                                       |
| East Main Street (OR 99 Southbound)/Oak Street                                               | <input type="checkbox"/> | <input type="checkbox"/>     | <input type="checkbox"/>         |          |                                                       |
| Siskiyou Boulevard (OR 99)/Tolman Creek Road                                                 | <input type="checkbox"/> | <input type="checkbox"/>     | <input type="checkbox"/>         |          |                                                       |
| Siskiyou Boulevard (OR 99)/Lithia Way (OR 99 Northbound)/East Main Street                    | <input type="checkbox"/> | <input type="checkbox"/>     | <input type="checkbox"/>         |          |                                                       |
| Ashland Street (OR 66)/Tolman Creek Road                                                     | <input type="checkbox"/> | <input type="checkbox"/>     | <input type="checkbox"/>         |          |                                                       |
| Ashland Street (OR 66)/East Main Street-Oak Knoll Drive                                      | <input type="checkbox"/> | <input type="checkbox"/>     | <input type="checkbox"/>         |          |                                                       |

Are there additional intersections or locations within Ashland you'd like safety considered?

# Safety Focus Intersections

## › Purpose of White Paper

- *Present safety focus intersections and potential countermeasures to reduce crashes*
- *Receive input regarding locations identified*

## › Topics

- *Intersections identified*
- *Trends in crashes and potential countermeasures*

# Safety Focus Intersections

## › Intersections Identified

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

# Safety Focus Intersections

## › North Main Street (OR 99)/Hersey Street-Wimer Street

### › Crash Trends

- *Majority associated with left-turns from North Main Street onto minor streets*
- *Four crashes involved pedestrians and/or bicyclists*

### › Potential Countermeasures

- *Convert minor street access to Right-In/Right-Out/Left-In Access for Hersey Street*
- *Consider a roundabout or a traffic signal*
- *Consider adding turn lanes*





# Safety Focus Intersections

## › East Main Street (OR 99 SB)/Oak Street

## › Crash Trends

- *Turning related with motorists failing to yield or making improper turns*
- *Majority of crashes non-injury*

## › Potential Countermeasures

- *Eliminate third lane on East Main Street*
- *Currently creates uncontrolled free flow movement*



# Safety Focus Intersections

## › Siskiyou Boulevard (OR 99)/Tolman Creek Road

### › Crash Trends

- *Majority of crashes angle crashes*
- *Majority of angle crashes occurred when vehicles attempting to cross or turn onto Siskiyou Boulevard*

### › Potential Countermeasures

- *Prohibit/enforce prohibited on-street parking near intersection*
- *Conduct a speed study and investigate speed reduction treatments*



# Safety Focus Intersections

- › Siskiyou Boulevard (OR 99)-Lithia Way (OR 99 NB)/East Main Street
- › Crash Trends
  - *Majority of crashes rear-end crashes*
  - *Angle/turning crashes occurred when motorists disregarded signal*
- › Potential Countermeasures
  - *Conduct roundabout feasibility study*
  - *Consider red-light running cameras*





# Safety Focus Intersections

## › Ashland Street (OR 66)/Tolman Creek Road

### › Crash Trends

- *Tend to rear-end, angle or turning crashes*
- *Motorists following too close*
- *Motorists disregarding signal*
- *Motorists distracted*
- *Turns from the wrong lane*

### › Potential Countermeasures

- *Red-light running cameras*
- *Safety improvement study*



# Safety Focus Intersections

## › Ashland Street (OR 66)/East Main Street – Oak Knoll Drive

### › Crash Trends

- *Rear-end crashes on Ashland Street*
- *Angle/turning crashes when vehicles attempting to cross Ashland Street*

### › Potential Countermeasures

- *Conduct sight-distance evaluation and potentially increase sight distance*
- *Add left-turn and right-turn pockets on Ashland Street*
- *Investigate prevailing speeds on Ashland Street and consider speed reduction treatments*



# Safety Focus Intersections

## › Next Steps

- *Provide your thoughts*
- *Identify priorities*
- *Let us know if you have additional concerns*

# Overview of Upcoming Work Activities



KITTELSON & ASSOCIATES, INC.  
TRANSPORTATION ENGINEERING/PLANNING



PLANNING + DESIGN

CITY OF  
ASHLAND



# White Papers – Group#5

## › Group #5 – March 17<sup>th</sup>

- *Freight*
- *Airport*
- *Special Transportation Area*
- *Additional I-5 Interchange*
- *Traditional vs. Alternative Development Review Process*

# Key Near Term Dates and Work Items

- › *March 17<sup>th</sup> – White Paper Discussion Group #5*
- › March 29<sup>th</sup> – TAC Meeting #4 Pedestrian Places Planning
- › March 29<sup>th</sup> - PC Meeting for Pedestrian Places Planning
- › April 26<sup>th</sup> – TAC Meeting #5 and Joint PC/TC Meeting #4 White Paper Wrap-Up/Alternatives Analysis Technical Memorandum

Comments/Questions/Input?