



# KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

## DRAFT TECHNICAL MEMORANDUM #7 – ALTERNATIVES ANALYSIS

---

**Date:** April 14, 2011 Project #: 10633.07

**To:** Jim Olson, City of Ashland

**CC:** Project Management Team, Technical Advisory Committee, Transportation Commission and Planning Commission

**From:** Susan L. Wright, P.E., Marc A. Butorac, P.E., P.T.O.E. and Erin M. Ferguson

**Project:** Ashland Transportation System Plan Update

**Subject:** Draft Technical Memorandum #7 - Alternatives Analysis

---

The purpose of this memorandum is to present the alternatives analysis results for the Ashland TSP Update. The alternatives analysis was executed through a series of white papers that explored 28 different topics (approximately one topic per white paper) identified by the City to be explored as potential projects, programs, policies, future refinement studies, and/or pilot/demonstration projects for the TSP update. The Technical Advisory Committee (TAC), Planning Commission (PC) and the Transportation Commission (TC) reviewed each white paper, had the opportunity to discuss the content of each white paper at a TAC and/or Joint PC/TC Meeting, and had the opportunity to provide input on the topics and potential next steps provided in each white paper. The input from the TAC, PC, and TC on the white paper topics is being used to identify the elements of the TSP Preferred Plan.

Summarized below is more information on the white paper process, the input received from the TAC, PC and TC regarding each of the topics, and the consultant team's recommendations for each potential element discussed to date. As described herein, there are number of potential projects, programs, policies, future refinement studies, and/or pilot/demonstration projects on which the consultant team needs clear direction from the PC and TC with regards to whether or not to include them in the TSP Preferred Plan.

### White Paper Process

The purpose of the white paper process was to create an opportunity for the TAC, PC, and TC to discuss in detail each topic and consider potential projects, programs, policies, future refinement studies, and/or pilot/demonstration projects for the City of Ashland's TSP. Within the white paper

process, the 25 white papers were organized into five delivery groups. The process for reviewing and discussing the white papers was spread across approximately two months to provide a series of meetings and venues for TAC, PC, and TC members to provide input. The list of white papers produced as well as the meeting dates at which each was discussed are below.

- White Paper Group #1 – Discussed January 20, 2011
  - Road Diets
  - Street Patios
  - Other Modes (Active Modes) of Transportation
  - Railroad Crossings/Pedestrian and Bicycle Overcrossings
  - Offset Intersections
- White Paper Group #2 – Discussed February 10, 2011
  - Roundabouts
  - Bicycle Route Connectivity and Bicycle Boulevards
  - Shared Streets and Alleyways
  - Green Street Standards
- White Paper Group #3 – Discussed February 24, 2011
  - Funding Programs
  - Transit
  - Will Dodge Way
  - Multiuse Trails
  - Safe Routes to School
- White Paper Group #4 – Discussed March 10, 2011
  - Commuter Rail/Passenger Rail
  - Streetcar
  - High Density Housing
  - Downtown Access Plan
  - Access Management Plan
  - Safety Focus Intersections
- White Paper Group #5 – Discussed March 17, 2011
  - Alternative Development Review Process
  - Freight
  - Airport
  - Special Transportation Area (STA) Designation

- Addition of an I-5 Interchange

All the white papers listed above are available online at

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

As noted above, members of the TAC, PC, and TC had the opportunity to provide input on the topics and potential next steps provided in each white paper. Input was provided through hard copy and online scorecards. Detailed summaries of the input received from TAC, PC, and TC members for each white paper is located in *Appendix A*. Input received from participants in the March 10<sup>th</sup> Public Workshop is located in *Appendix B*; public workshop attendees had the opportunity to provide direct input on road diets, street patios, railroad crossings, bicycle network, multiuse paths, and transit options during the workshop. In addition, the public had the opportunity to review and comment on all of the white papers online at the project website [www.ashlandtsp.com](http://www.ashlandtsp.com).

## Input Obtained through White Paper Process

The input from the TAC, PC, and TC on the white paper topics is being used to identify the potential elements of the TSP Preferred Plan. For each white paper topic, the consultant team presented potential projects, programs, policies, future refinement studies, and/or pilot/demonstration projects for pursuing or further exploring applications in Ashland. For each topic area, TAC, TC, and PC members were asked one of two types of questions.

**Type One:** A statement was provided regarding a topic and TAC, PC, and TC members were asked to indicate if they “Strongly Agree”, “Agree”, or “Disagree” with the statement. For example:




- *Applying road diets in Ashland should be explored.*
  - Strongly Agree
  - Agree
  - Disagree

**Type Two:** A question was posed asking whether or not a potential project, program, policy, future refinement study and/or pilot/demonstration project should be explored by the City. TAC, PC, and TC members indicated whether they thought the City should “Yes, Definitely Explore”, “Possibly, Modify and Explore” or “No, Eliminate from Consideration”. For example:

- *Would you like a road diet to be explored for North Main Street (OR 99) from Helman Street to Valley View Road?*
  - Yes, Definitely Explore

- Possibly, Modify and Explore
- No, Eliminate from Consideration



From this input, the consultant team organized the potential projects, programs, policies, future refinement studies and/or pilot/demonstration projects into three basic categories:

-  **Include in the Preferred Plan** – Topics receiving 60% or higher vote as “Strongly Agree” or “Yes, Definitely Explore”.
-  **Need Consensus** – Topics that did not receive sufficient votes to clearly indicate a desire to include or exclude from the Preferred Plan.
-  **Exclude from the Preferred Plan** – Topics receiving 60% or higher vote as “Disagree” or “No, Eliminate from Consideration”.

*Table 1 White Paper Input Summary Table* presents the results for each white paper (see table attached to this memorandum) along with the number of respondents providing input on each topic. The number of respondents per topic varied by question with some respondents opting not to answer each question; therefore, the number of respondents noted in the table is an approximate of the general number providing input on a specific topic. Table 1 also includes the consultant team’s recommendation for each potential project, program, policy, future refinement study, and/or pilot/demonstration project. The considerations and reasoning for the consultant team’s recommendations are discussed in the following section.

## Initial Consultant Team Recommendations

The consultant team provided initial recommendations for each potential project, program, policy, future refinement study, and/or pilot/demonstration project discussed as part of the white paper process. The purpose of the initial consultant recommendations is to provide additional information for the PC and TC to consider as they further discuss and ultimately provide guidance on the “Need Consensus” topics. The cells in the “Initial Consultant Team Recommendation” column in Table 1 contain a:

-  Indicates the topic is recommended to be included in the Preferred Plan; or
-  Indicates the topic is recommended to be excluded from the Preferred Plan.

Key considerations and reasoning for the initial consultant team recommendations are organized by white paper group and are summarized in the subsections below.

## WHITE PAPER GROUP 1

The white papers in this group discussed road diets, street patios, railroad crossings, other modes (active modes) of transportation, and offset intersections.

### *Road Diets*

The consultant team recommends exploring the possibility of road diets on North Main Street from Helman Street to the northern City limit and on East Main Street (OR 99 Southbound) from Oak Street to Gresham Street. The consultant team recommends eliminating from consideration the road diet on Ashland Street (OR 66) from Siskiyou Boulevard to Clay Street.

**North Main Street Road Diet** - The City along with the PC and TC are currently in the process of exploring a temporary road diet for North Main Street.

**East Main Street in Downtown Road Diet** - The consultant team also recommends exploring the East Main Street (OR 99 Southbound) from Oak Street to Gresham Street road diet to convert the downtown southbound segment of the couplet from three lanes to two lanes. This recommendation is consistent with the related potential projects for:

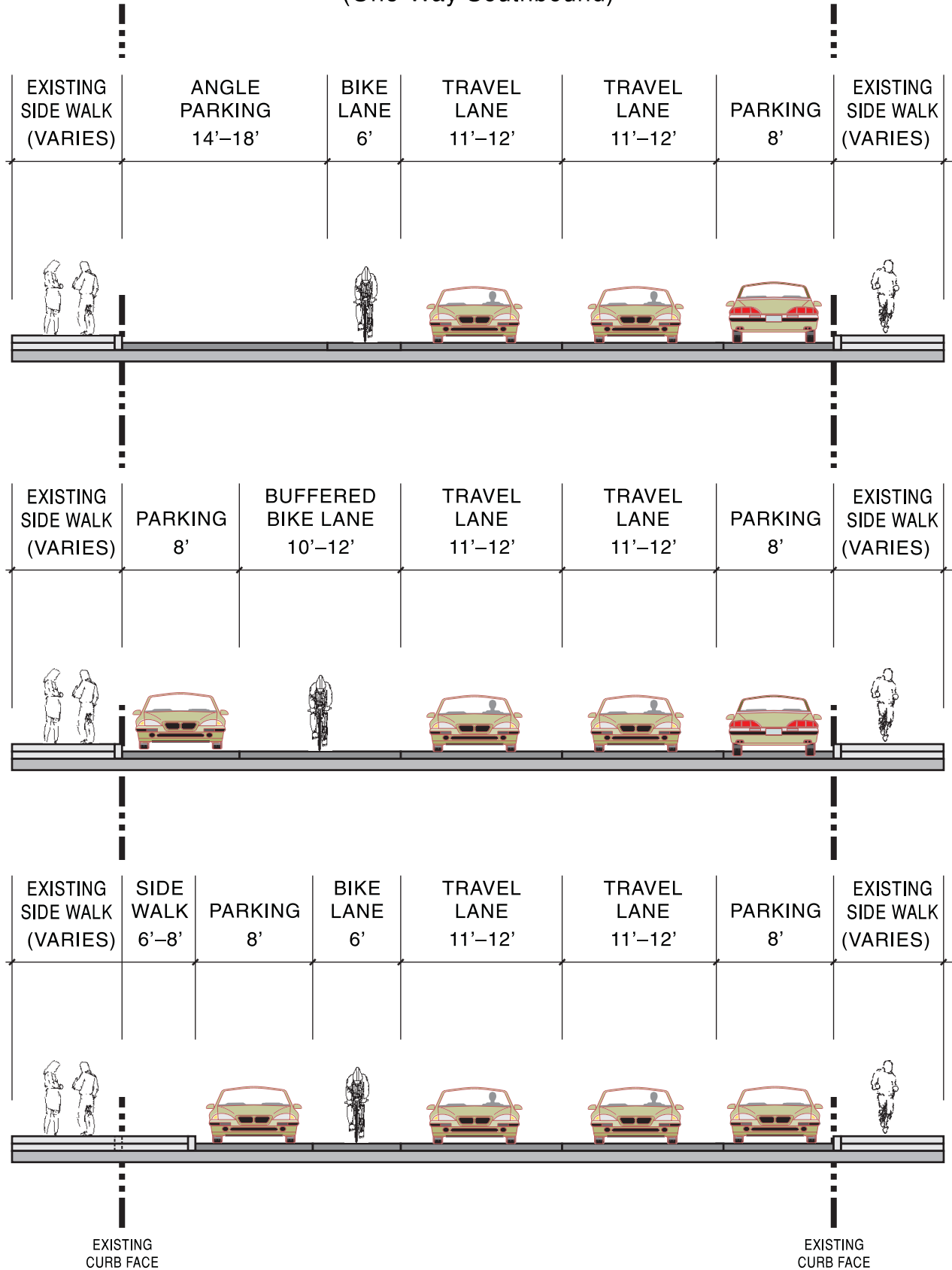
- Reducing crashes at E. Main Street (OR99 Southbound)/Oak Street intersection;
- Providing a buffered bike lane on E. Main Street; and
- With the Ashland Downtown Plan.

Figure 1 provides several potential alternative cross-sections for E. Main Street each reallocates one vehicle travel lane to provide space for:

- A bicycle lane and angled parking (increasing the number on on-street parking spaces);
- A buffered bicycle lane; or
- A bicycle lane and wider sidewalks.

The curb-to-curb width varies by block and therefore the cross-section is likely to vary slightly by block. Adding a bicycle lane to East Main Street through downtown, increasing sidewalk width, and increasing number of on-street parking spaces in downtown are all topics and ideas that have been discussed as desirable during the TSP update process. Removing a lane from East Main Street in downtown would create an opportunity to implement one or more of those desired amenities.

# East Main Street: Oak to 3rd Street (One-Way Southbound)



Potential Cross-Sections  
East Main Street –Oak to 3rd Street  
Ashland, Oregon

FIGURE  
1

It should be noted that additional truck loading zones would need to be incorporated into the downtown area if the third vehicle travel lane is removed as it is currently frequently used as a truck loading zone. Alternatively, truck loading zones could be time designated, ending at 11 a.m., for example, so as not to reduce the lunch, afternoon and evening parking supply.

**Ashland Street (OR 66) from Siskiyou Boulevard to Clay Street** – The consultant team recommends eliminating this from consideration at this time. The roadway currently contains bicycle lanes as well as a center median along certain segments. It connects directly to one of the primary I-5 interchanges serving Ashland.

#### ***Street Patios***

Street patios were presented as a potential demonstration project to help build on and enhance the downtown pedestrian atmosphere. It is not a topic that needs to be included in the TSP update – if community members wish to pursue it independent from the TSP, they may do so and similarly, if the community chooses not to pursue it, they may not. Whether or not street patios are pursued has no bearing on the Preferred Plan content; therefore, the consultant team leaves this topic to community discussion and decision.

#### ***Other Modes (Active Modes) of Transportation***

The recommended projects, programs, policies, future refinement studies, and/or pilot/demonstration projects related to active modes of transportation were identified with the purpose of highlighting key elements necessary for reaching Platinum status as a bicycle friendly community. The consultant team prioritized what is needed to work towards such a status while keeping in mind budgetary constraints.

#### ***Offset Intersections***

The consultant team recommendations for this topic are consistent with those presented in the Offset Intersections White Paper. The intersections recommended for inclusion in the Preferred Plan would be identified as intersection studies to determine if a suitable alternative to intersection realignment exists (i.e., an alternative that mitigates existing operations or safety concerns) and if not, identifies realignment options. Identifying offset intersections for further study as part of the white paper process does not necessarily mean they will be realigned.

#### **WHITE PAPER GROUP 2**

White paper group 2 consisted of roundabouts, bicycle route connectivity and bicycle boulevards, shared streets (i.e., shared space) and alleyways, and green street standards.

### ***Roundabouts***

The consultant team's recommendations for locations to further explore roundabouts took into consideration the potential need to accommodate U-turns, existing and future traffic operations, crash history, and surrounding land uses (i.e., potential available right-of-way). The consultant team also added the Ashland Street (OR 66)/Sutton Place intersection to the list based on conversations at Joint PC/TC Meetings as well as at TAC Meetings. Conversations indicated this may be a useful location to help facilitate U-turns that will likely be needed due to a potential median on Ashland Street (OR 66) as part of the Interchange Area Management Plan (IAMP) for I-5 Exit 14. The locations recommended for further exploration will receive additional feasibility screening prior to being included in the Draft Preferred Plan.

### ***Bicycle Route Connectivity and Bicycle Boulevards***

This topic is organized by type of bicycle facility. The previous scorecard and the Table 1 summary presents potential locations for bicycle lanes, bicycle boulevards, protected bicycle lanes, buffered bicycle lanes, and bicycle paths or greenways. The consultant team's recommendations shown in Table 1 correspond to *Figure 2 Existing and Proposed Bicycle Network* (attached following Table 1). The consultant team's recommended bicycle network strives to provide several layers of east-west and north-south connectivity that appeals to the "interested but concerned" portion of the potential bicycling population. Cities with platinum status as bicycle friendly communities tend to have some form of bicycle lanes (e.g., traditional bicycle lanes, buffered bicycle lanes) on 95% or more of their miles of arterial streets (or boulevards for Ashland) and 85% or more of their miles of collector streets (or avenues for Ashland) have some form of bicycle lanes or are bicycle boulevards.

### ***Shared Streets (i.e., Shared Space) and Alleyways***

It is recommended that a policy supporting the shared street concept and alleyway enhancement concept be adopted by the City rather than incorporating specific projects into the TSP for constructing shared streets or enhanced alleyways. The purpose of this recommendation is to provide and preserve the opportunity for such facilities to exist in Ashland as development or redevelopment occurs. The current potential locations for these types of projects do not have pronounced issues or problems; in fact some of the streets identified as potential projects already seem generally well-liked by the community. Establishing a policy to acknowledge shared streets and enhanced alleyways as street typologies would enable future streets to be converted or constructed as such when there are issues to address or interested property owners.



### ***Green Street Standards***

It is recommended that the TSP include the necessary policy language to support the stormwater master plan's development of green street standards for incorporating these sustainable treatments into transportation projects.

### **WHITE PAPER GROUP 3**

The topics in white paper group 3 were funding sources, transit, Will Dodge Way, multiuse trails, and safe routes to school.

### ***Funding Sources***

The consultant team recommended funding sources based on Ashland's population, community goals, potential for economic development/redevelopment and the community's interest in pursuing multimodal transportation improvements.

### ***Transit***

Recommendations regarding transit focused on identifying a top priority for transit service improvement that would have the largest potential impact on capturing more riders (i.e., capture multiple customer market areas). This recommendation also took into consideration transportation elements directly under the City's control that could be incorporated into other capital improvement projects or projects triggered by development or redevelopment such as lighting and upgrading sidewalks to ADA standards. The Draft Preferred Plan will further refine the recommended improvements to the existing transit service, based on the feedback from the white paper process, with regard to the costs and issues associated with additional service hours and improved frequency. Further reducing the fare is not recommended by the consultant team if it comes at the expense of being able to enhance service hours and/or frequency.

### ***Will Dodge Way***

Consistent with the recommendation regarding alleyway enhancements, the City should create and adopt a policy that supports enhancing Will Dodge Way, but does not undertake such a project as part of the TSP. Based on discussions to date with the TAC, PC, TC, and members of the Chamber of Commerce, enhancements to Will Dodge Way have the most likelihood of being successful if the project(s) are initiated and led by property owners along Will Dodge Way.

### ***Multiuse Trails***

Similar to the bicycle network, recommendations regarding the multiuse trails were developed with the intent of identifying trails that will help create a layered network appealing to multiple types of users.

### ***Safe Routes to School***

Recommendations regarding safe routes to school focused on transportation projects the City could undertake in coordination with the school district and/or parents of school age children to help facilitate travel to school by walking and bicycling.

### **WHITE PAPER GROUP 4**

Topics in white paper group 4 included commuter rail, streetcar, downtown access plan, access management plan, safety focus intersections, and high density housing.

### ***Commuter Rail***

It is recommended the City pursue express bus service in coordination with the Rogue Valley Transit District (RVTD). The current densities and demand for travel between Ashland and Medford is not sufficient to warrant the cost of commuter rail in the foreseeable future. The Draft Preferred Plan will further refine the recommended improvements to the existing transit service, based on the feedback from the white paper process.

### ***Streetcar***

It is recommended the City explore the rubber tire trolley alternative to the streetcar if the community desires such a circulator. The current land use densities and population of Ashland is not sufficient to generate demand or the funding necessary for a streetcar. The Draft Preferred Plan will further refine the recommended improvements to the existing transit service, based on the feedback from the white paper process.

### ***Downtown Access Plan***

The consultant team's recommendations regarding the downtown plan are primarily based on conversations and meetings to date expressing interest in more space for pedestrians and bicyclists in downtown.

### ***Access Management Plan***

The consultant team recommends adopting long-term access management policies and strategies for improving access spacing at the locations identified, but no near term specific projects to aggressively alter access spacing.

### ***Safety Focus Intersections***

The consultant team recommends identifying intersection studies for the safety focus intersections to determine mitigations for reducing crashes.

### ***High Density Housing***

High density housing recommendations are based on the community's interest in encouraging additional travel by transit, walking, and bicycling. The consultant recommends the TSP include the goal of achieving transit-supportive densities by exploring high density housing along transit corridors, conducting a corridor planning study to identify market potential for redevelopment along transit corridors in Ashland and other similar approaches to exploring how, where and when densities would best be increased to support transit, walking and bicycling. However, at this time, the consultant team does not recommend the TSP include specific land use densities or more broadly applying suggested zoning changes presented in the Pedestrian Places planning effort. More broadly adopted zoning changes and specific densities are best adopted through separate processes for zoning and land use ordinance changes.

### **WHITE PAPER GROUP 5**

The topics in white paper group 5 consisted of an alternative development review process, special transportation areas (STA), additional I-5 interchange, freight and the airport.

### ***Alternative Development Review Process***

The consultant team recommends adopting the proposed alternative development review process (or a variation of it) to facilitate funding for multimodal projects and a more systematic implementation process for improvement projects.

### ***Special Transportation Areas***

The recommendations regarding additional STAs in Ashland are based on the existing and foreseeable land use characteristics in and surrounding the potential additional STAs. There are two locations that would benefit from an alternative mobility standard, but the remaining locations are unlikely to be granted STA status due to existing and future land use characteristics.

### ***Additional I-5 Interchange***

It is recommended the City not pursue an additional I-5 interchange. The existing interchanges have sufficient capacity to serve Ashland. The various options for adding or combining and creating a new interchange do not meet spacing standards; furthermore, they do not provide a regional or operational benefit to I-5 and are unlikely to be funded at the state or federal level.

### ***Freight***

It is recommended that the City focus on facilitating local freight deliveries as well as movement in downtown area and via Hersey Street to reach the railroad district area. The volume of freight movement through Ashland (as opposed to freight movement serving Ashland) is likely to remain low given the close proximity of I-5. Therefore, establishing official freight routes and associated policies for freight movement through Ashland does not seem necessary. Thus, it is recommended the City focus on items that will help serve local freight movement and access to Ashland businesses.

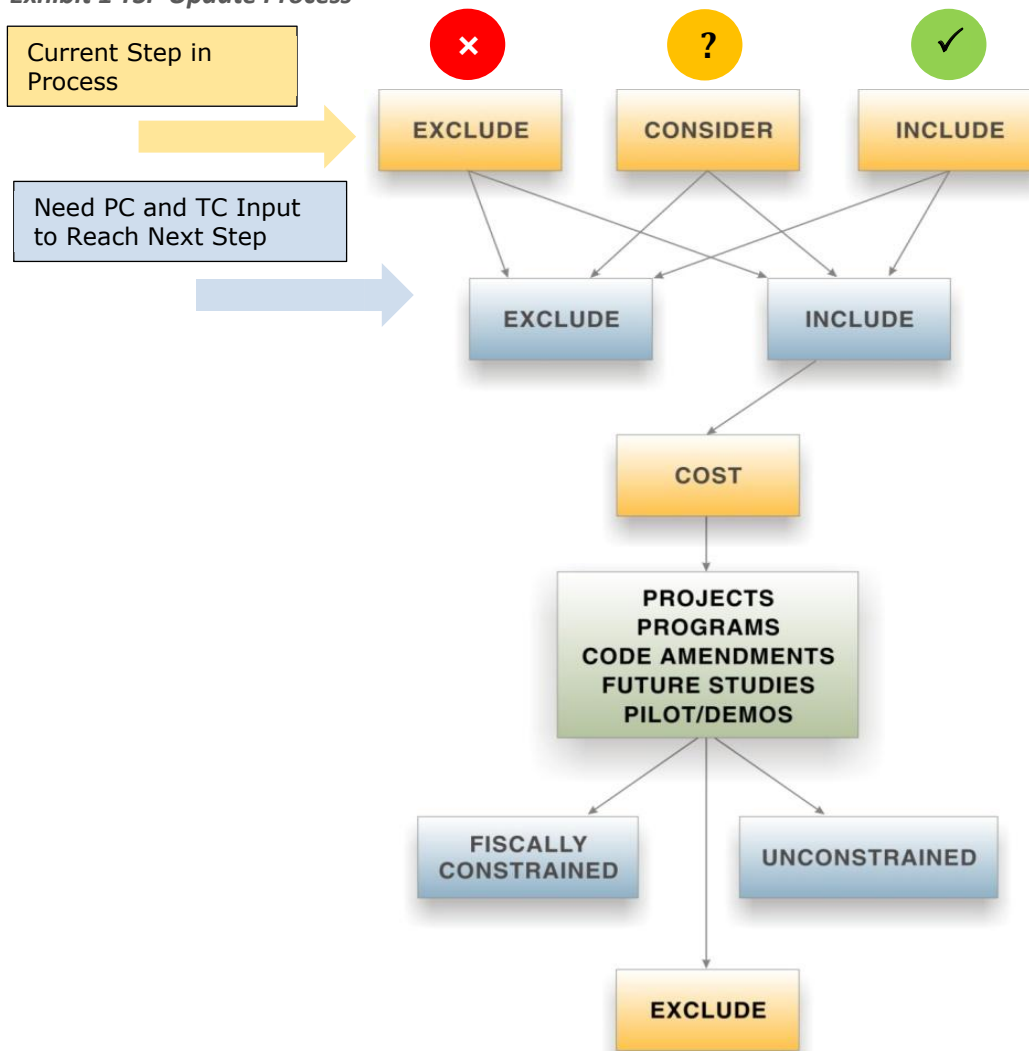
### ***Airport***

The consultant team recommends including a project(s) to facilitate bicycle and pedestrian travel to/from the airport which could be in the form of a multi-use path on one side of Ashland Street (OR 66) and Dead Indian Memorial Road from Oak Knoll Drive to the airport.

## **Next Steps**

Currently potential projects, programs, policies, future refinement studies, and/or pilot/demonstration projects are organized into three basic categories of include, exclude or consider for the Draft Preferred Plan. The next step in the TSP update process is to further categorize the topics discussed to date into two clear areas: 1) Include; or 2) Exclude from the Draft Preferred Plan. Once this decision is made, the consultant team will be able to generate cost estimates for each of the elements selected to be included moving forward. Potential projects, programs, policies, future refinement studies, and/or pilot/demonstration projects will then be organized into a preferred plan (i.e., financially unconstrained plan) and a financially constrained plan. Exhibit 1 illustrates the overall TSP update process from the alternatives analysis generation through the financially unconstrained and constrained plan development.

**Exhibit 1 TSP Update Process**



To continue to move towards plan development, there are a number of potential projects, programs, policies, future refinement studies, and/or pilot/demonstration projects on which the consultant team needs clear input from the Planning and Transportation Commissions. These topics are noted in *Table 1 White Paper Input Summary Table* with yellow circles under the column “Need Consensus”. The Planning and Transportation Commissions need to jointly decide whether those topics should be included or excluded from the Preferred Plan. As noted above, the consultant team has provided their initial recommendations for each of the potential projects, programs, policies, future refinement studies, and/or pilot/demonstration projects as a means of providing additional guidance to the Commissioners. Once clear direction is obtained from the Planning and Transportation Commission, the consultant team will move forward with cost estimating and putting together the Draft Preferred Plan and then the Draft Financially Constrained Plan.

The consultant team suggests the following process for the PC and TC to use to identify which projects, programs, policies, future refinement studies, and/or pilot/demonstration projects to include or exclude.

- 1) Review all elements initially identified for exclusion by the PC and TC and determine if any need to be brought back for discussion. If so, identify those specific elements for future discussion as part of step 3 below.
- 2) Review all elements initially identified for inclusion by the PC and TC, and determine if any need to be reconsidered through discussion. If so, identify those specific elements for future discussion as part of step 3 below.
- 3) Using the elements identified for further discussion in steps 1 and 2 as well as the elements identified as “Need Consensus” (shown in yellow), start discussions by white paper topic area to gain consensus on whether or not the remaining element should be included or excluded from future consideration.
- 4) Document the final PC and TC recommendation of either include or exclude in the far right column of Table 1 – the column labeled “PC and TC Final Recommendation.”
- 5) Return a copy of the completed Table 1 (a version that includes the PC and TC final recommendations for each element) to the consultant team.

## Attachments

### **Table 1 Summary of PC, TC, and TAC Input on White Paper Topics**

### **Figure 2 Current Draft Proposed Bicycle Network Plan**



















































## Appendices

### **Appendix A – Detailed Compilation of TAC, PC and TC Input on White Paper Topics**

### **Appendix B – Input Received at Public Workshop #3**

Table 1 – White Paper Input Summary Table

Topic ID #	Potential Projects/Policies/Strategies	Include in Preferred Plan <sup>1</sup>	Need Consensus	Exclude from Preferred Plan <sup>2</sup>	Initial Consultant Team Recommendation	PC and TC Final Recommendation
1	Topics in White Paper Group 1					
1.1	Road Diet – Potential Locations 19 Total Respondents					
1.1.1	North Main Street (OR 99) from Helman Street to Valley View Road	✓			✓	
1.1.2	East Main Street (OR 99 Southbound) from Oak Street to Gresham Street		?		✓	
1.1.3	Ashland Street (OR 66) from Siskiyou Boulevard (OR 99) to Clay Street		?		✗	
1.2	Street Patios – Potential Locations 19 Total Respondents					
1.2.1	East Main Street (OR 99 Southbound) from Helman Street to Gresham Street		?		Community decision; decision not needed for the TSP.	
1.2.2	Lithia Way (OR 99 Northbound) from East Main Street to Helman Street		?			
1.2.3	A Street (in the vicinity of Lela’s and Palace Café)		?			
1.2.4	Downtown Plaza Area (including portions of Winburn Way)	✓				
1.2.5	East Main Street/South Mountain Avenue Area (as part of Pedestrian Places Planning)		?			
1.2.6	Walker Avenue/Ashland Street (OR 66) Area (as part of Pedestrian Places Planning)		?			
1.2.7	Tolman Creek Road/Ashland Street (OR 66) Area (as part of Pedestrian Places Planning)		?			
1.3	Railroad Crossings – Potential Projects 16 Total Respondents					
1.3.1	4th Street – Pursue a new at-grade crossing in the near-term at this location.	✓			✓	
1.3.2	Washington Street – Pursue at-grade crossing in long-term if/when Croman Site Redevelops.	✓			✓	
1.3.3	2 <sup>nd</sup> Street – New at grade-crossing.			✗	✗	
1.3.4	Wightman Street – Close existing at-grade crossing to allow for opening of 4 <sup>th</sup> Street.	✓			✓	
1.3.5	Glenn Avenue – Close existing at-grade crossing to allow for opening of Washington Street.	✓			✓	
1.3.6	Hersey Street/Laurel Street – Existing Crossing Remains Open	✓			✓	
1.3.7	Helman Street – Existing Crossing Remains Open	✓			✓	
1.3.8	Oak Street – Existing Crossing Remains Open	✓			✓	
1.3.9	Mountain Avenue – Existing Crossing Remains Open	✓			✓	
1.3.10	East Main Street – Existing Crossing Remains Open	✓			✓	
1.3.11	Walker Avenue – Existing Crossing Remains Open	✓			✓	
1.3.12	Normal Avenue – Up-grade to public at-grade crossing standards (may need to close another existing public at-grade crossing to upgrade).		?		✓	
1.3.13	Tolman Creek Road – Existing Crossing Remains Open	✓			✓	
1.4	Other Modes (Active Modes) of Transportation					
	Programs and Policies to Encourage and Accommodate Active Modes of Transportation 17 Total Respondents					
1.4.1	Incentives for Bicycle Oriented Businesses	✓			✓	
1.4.2	Directed Patrols (Enforcement)	✓			✓	

Topic ID #	Potential Projects/Policies/Strategies	Include in Preferred Plan <sup>1</sup>	Need Consensus	Exclude from Preferred Plan <sup>2</sup>	Initial Consultant Team Recommendation	PC and TC Final Recommendation
1.4.3	TravelSmart Educational Programs					
1.4.4	Errand Bicycle Program				 Suggest to employers as part of transportation demand management (TDM).	
1.4.5	Incentives/Support for Cycle Recycle Programs					
1.4.6	Way to Go to Work Education Programs					
1.4.7	Bicycle Loan/Bicycle Library Program (similar to public library)					
1.4.8	Bike Share Program					
1.4.9	Support for Zero- or Low-Interest Bicycle Loans					
	<b>Treatments/Projects for Overcoming Topography to Encourage Bicycling 19 Total Respondents</b>					
1.4.10	Electric Bike Program					
1.4.11	Funicular					
1.4.12	Gondola/Chair Lift					
1.4.13	Trampe					
	<b>Bicycle Parking Treatments 19 Total Respondents</b>					
1.4.14	Additional Bicycle Racks in Ashland					
1.4.15	Bicycle Corrals					
1.4.16	Bike Valet for Large Events					
1.4.17	Bicycle Lockers					
1.4.18	Bicycle Compounds/Bicycle Rooms					
1.4.19	Bicycle Centers					
1.4.20	Automated Bicycle Parking					
1.4.21	Modular Bicycle Parking Facilities					
	<b>Pedestrian Treatments 18 Total Respondents</b>					
1.4.22	Fill Existing Sidewalk Gaps					
1.4.23	Upgrade Sidewalk Ramps to ADA Curb Ramps					
1.4.24	Install Shelters at Transit Stops				 At higher demand stops.	
1.4.25	Install Trash Receptacles at Transit Stops					
1.4.26	Install Benches at Transit Stops				 At medium demand stops.	
1.4.27	Install Lighting at Transit Stops				 Identify these locations strategically.	


































Topic ID #	Potential Projects/Policies/Strategies	Include in Preferred Plan <sup>1</sup>	Need Consensus	Exclude from Preferred Plan <sup>2</sup>	Initial Consultant Team Recommendation	PC and TC Final Recommendation
1.4.28	Construct more Pedestrian Refuge Islands	✓			✓	
1.4.29	Construct more Curb Extensions	✓			✓	
1.4.30	Install Enhanced Pedestrian Signals (e.g., make sounds to alert walk sign is on)	✓			✓ In strategic locations for hearing impaired.	
1.4.31	Provide Landscape Buffers between Sidewalk and Vehicle Lanes	✓			✓	
1.4.32	Provide more Street Furniture	✓			✓ Strategically – too much can over complicate the transportation environment.	
1.4.33	Encourage/Install more Public Art		?		✗	
1.4.34	Install Ornamental Lighting		?		✗	
1.4.35	Provide more Pocket Parks	✓			✓ Identify strategic locations to create gathering places beneficial to the community.	
1.4.36	Look for Locations to Construct Grade Separated Pedestrian Crossings		?		✗	
1.4.37	Install Colored/Textured Crosswalks		?		✓ In strategic locations where traffic is calmed.	
1.4.38	Install HAWK Signals (where appropriate/if appropriate)	✓			✓	
1.4.39	Install Pedestrian Countdown Signals	✓			✓ Install with new signals or as part of signal upgrades; retrofits can become costly.	
1.4.40	Consolidate Driveway Access Points	✓			✓	
1.5	<b>Offset Intersections – Potential Realignment Projects 19 Total Respondents</b>					
1.5.1	North Main Street (OR 99)/Coolidge Street – Glenn Street		?		✓	
1.5.2	North Main Street (OR 99)/Wimer Street – Hersey Street	✓			✓	
1.5.3	North Main Street (OR 99)/Manzanita Street – Skidmore Street		?		✓	
1.5.4	East Main Street (OR 99 Southbound)/2 <sup>nd</sup> Street		?		✓	
1.5.5	Siskiyou Boulevard (OR 99)/Sherman Street		?		✓	
1.5.6	Siskiyou Boulevard (OR 99)/Park Street		?		✓	
1.5.7	Siskiyou Boulevard (OR 99)/Terra Avenue – Faith Avenue		?		✓	
1.5.8	Ashland Street (OR 66)/Lit Way			✗	✗	
1.5.9	Ashland Street (OR 66)/Oak Knoll Drive-East Main Street	✓			✓	
1.5.10	East Main Street/Sherman Street – 5 <sup>th</sup> Street		?		✓	

Topic ID #	Potential Projects/Policies/Strategies	Include in Preferred Plan <sup>1</sup>	Need Consensus	Exclude from Preferred Plan <sup>2</sup>	Initial Consultant Team Recommendation	PC and TC Final Recommendation
1.5.11	East Main Street/Morton Street – 7 <sup>th</sup> Street			✗	✗	
1.5.12	East Main Street/Campus Way-Observatory			✗	✗	
1.5.13	A Street – Van Ness Avenue/Oak Street	✓			✓	
1.5.14	Mountain Avenue/Prospect Street			✗	✗	
1.5.15	Laurel Street/Orange Avenue			✗	✗	
1.5.16	Cambridge Street/Nevada Street			✗	✗	
1.5.17	Guthrie Street – Gresham Street/Holly Street			✗	✗	
2	Topics in White Paper Group 2					
2.1	Roundabouts – Potential Projects 17 Total Respondents					
2.1.1	Ashland Street (OR 66)/Sutton Place <sup>3</sup>		?		✓	
2.1.2	Ashland Street (OR 66)/East Main Street – Oak Knoll Drive		?		✓	
2.1.3	North Main Street (OR 99)/Helman Street		?		✓	
2.1.4	Lithia Way – Siskiyou Boulevard/East Main Street		?		✓	
2.1.5	Oak Street/East Main Street (OR 99)		?		✗	
2.1.6	Oak Street/Lithia Way (OR 99 Northbound		?		✗	
2.1.7	Tolman Creek Road/Siskiyou Boulevard (OR 99)		?		✓	
2.1.8	Tolman Creek Road/Ashland Street (OR 66)		?		✗	
2.1.9	Walker Avenue/Ashland Street (OR 66)		?		✗	
2.1.10	Mountain Avenue/East Main Street		?		✓	
2.1.11	North Main Street (OR 99) from Helman Street to Valley View Road – Look for opportunities to install roundabouts on this street.		?		✗	
2.1.12	East Main Street (OR 99 Southbound) from Helman Street to Gresham Street – Look for opportunities to install roundabouts on this street.		?		✗	
2.1.13	Ashland Street (OR 66) from Siskiyou Boulevard (OR 99) to Clay Street – Look for opportunities to install roundabouts on this street.		?		✗	
2.1.14	A Street – Look for opportunities to install mini-roundabouts along this street.		?		✗	
2.1.15	B Street – Look for opportunities to install mini-roundabouts along this street.		?		✗	
2.1.16	C Street - Look for opportunities to install mini-roundabouts along this street.		?		✗	
2.2	Bicycle Routes and Bicycle Boulevards Connectivity					
	Bicycle Lanes – Potential Locations 14 Total Respondents					
2.2.1	North Main Street (OR 99) from Helman Street to Ashland Mine Road	✓			✓	

Topic ID #	Potential Projects/Policies/Strategies	Include in Preferred Plan <sup>1</sup>	Need Consensus	Exclude from Preferred Plan <sup>2</sup>	Initial Consultant Team Recommendation	PC and TC Final Recommendation
2.2.2	Nevada Street from Vansant Street to Mountain Avenue		?		✓	
2.2.3	Helman Street from N Main Street (OR99) to Nevada Street	✓			✗ Recommended as a Bicycle Boulevard	
2.2.4	Wimer Street from Thorton Way to N Main Street (OR99)		?		✗ Recommended as a Bicycle Boulevard	
2.2.5	Iowa Street from Terrace Street to Siskiyou Boulevard (OR99)		?		✓	
2.2.6	Iowa Street from Mountain Avenue to Walker Road		?		✓	
2.2.7	Ashland Street from Guthrie Street to Mountain Avenue		?		✗ Recommended as a Bicycle Boulevard	
2.2.8	Ashland Street (OR66) from I-5 SB Ramp Terminal to E Main Street	✓			✓	
2.2.9	Mountain Avenue from Prospect Street to Siskiyou Boulevard (OR99)		?		✓	
2.2.10	Walker Road from Peachey Road to Siskiyou Boulevard (OR99)		?		✓	
2.2.11	Normal Avenue from Siskiyou Boulevard (OR99) to E Main Street		?		✓	
2.2.12	Tolman Creek Road from city limits to Siskiyou Boulevard (OR99)	✓			✓	
2.2.13	Clover Lane from existing terminus to Ashland Street (OR66)		?		✗ Lower demand segment that is not part of major road network.	
2.2.14	Oak Street north of Main Street (OR 99)		?		✓	
	<b>Protected Bikeways – Potential Locations 12 Total Respondents</b>					
2.2.15	North Main Street (OR 99 SB) from Helman Street to East Main Street		?		✗ Recommended a Buffered Bicycle Lane	
2.2.16	Lithia Way (OR 99 NB) from Helmand Street to Oak Street		?		✗ Recommended a Buffered Bicycle Lane	
	<b>Buffered Bicycle Lanes (Painted Buffers) – Potential Locations<sup>4</sup></b>					
2.2.17	North Main Street (OR 99 SB) from Helman Street to East Main Street		?		✓	
2.2.18	Lithia Way (OR 99 NB) from Helmand Street to Oak Street		?		✓	
	<b>Bicycle Boulevards – Potential Locations 15 Total Respondents</b>					
2.2.19	Oak Street north of N Main Street (OR99)		?		✗ Recommended a Bicycle Lane	
2.2.20	Granite Street between Winburn Way and N Main Street (OR99)		?		✗ No Bicycle Facility Proposed	
2.2.21	Pioneer Street south of N Main Street (OR99)		?		✓	

Topic ID #	Potential Projects/Policies/Strategies	Include in Preferred Plan <sup>1</sup>	Need Consensus	Exclude from Preferred Plan <sup>2</sup>	Initial Consultant Team Recommendation	PC and TC Final Recommendation
2.2.22	Guthrie/Gresham Street between Ashland Street and N Main Street (OR99)				 No Bicycle Facility Proposed	
2.2.23	Morton Street between Ashland Street and E Main Street					
2.2.24	Beach Street between Ashland Street and E Main Street				 No Bicycle Facility Proposed	
2.2.25	Indiana/Wightman Street north of Woodland Drive					
2.2.26	Hillview Drive between Crestview Drive and Siskiyou Boulevard (OR99)				 No Bicycle Facility Proposed	
2.2.27	Clay Street south of Siskiyou Boulevard (OR99)					
2.2.28	Clay Street north of Ashland Street (OR66)					
2.2.29	B Street between Oak Street and Mountain Avenue					
2.2.30	Ashland Street east of Mountain Avenue					
2.2.31	Hargadine/Beach Street/Un-named roadway between Fork and Morton Street				 No Bicycle Facility Proposed	
2.2.32	Webster Street between Indiana Street and Walker Avenue				 No Bicycle Facility Proposed	
2.2.33	Peachey Road between Walker Avenue and Hillview Drive				 No Bicycle Facility Proposed	
2.2.34	Crestview Drive/Mohaw Street between Hillview Drive and Clay Street				 No Bicycle Facility Proposed	
2.2.35	8 <sup>th</sup> Street between E Main Street and A Street					
2.2.36	1 <sup>st</sup> Street between E Main Street (OR99) and A Street					
2.2.37	Glendower Street north of Nevada Street					
2.2.38	Chestnut/Grant Street between Wimer Street and Walnut Street					
2.2.39	Prim/Tucker/Walnut/Sheridan/Monte Vista Drive/Schofield Street between Wimer Street and N Main Street (OR99)				 No Bicycle Facility Proposed	
2.2.40	Baum/Almond/Manzanita Street/Scenic Drive between Granite Street and Wimer Street					
2.2.41	Strawberry Lane/Westwood/Orchard/Wrights Creek Drive between Grantite Street and Wimer Street				 No Bicycle Facility Proposed	
	<b>Greenways/Bike Path – Potential Locations 14 Total Respondents</b>					
2.2.42	Along the Northern Pacific Rail line north of Helman Street				 Consistent with recommendations in “Multiuse Trails” section.	

Topic ID #	Potential Projects/Policies/Strategies	Include in Preferred Plan <sup>1</sup>	Need Consensus	Exclude from Preferred Plan <sup>2</sup>	Initial Consultant Team Recommendation	PC and TC Final Recommendation
2.2.43	Along the Northern Pacific Rail line between Oak Street and Mountain Avenue				 Consistent with recommendations in "Multiuse Trails" section.	
2.2.44	Along the Northern Pacific Rail line south of Tolman Creek Road				 Consistent with recommendations in "Multiuse Trails" section.	
2.2.45	South of the Clover Lane terminus				 No Bicycle Facility Proposed	
2.2.46	Between Walker and Normal adjacent to Ashland Middle School				 Already served by Central Bike Path	
2.2.47	East of Normal Street along existing gravel roadway					
2.2.48	Adjacent to Mountain Avenue between Hersey Street and Munson Drive					
2.2.49	West of Vansant Street to proposed Northern Pacific Rail line path					
2.2.50	From Dead Indian Memorial Road to Nevada Street adjacent to Bear Creek				 Consistent with recommendations in "Multiuse Trails" section.	
<b>2.3</b>	<b>Shared Streets and Alleyways</b>					
	<b>Shared Space (or Shared Street) Concept – Potential Locations 10 Total Respondents</b>					
2.3.1	Unnamed paved right-of-way parallel to and south of OR 99 between Gresham Street and Morton Street				  Policy language supporting Shared Streets is recommended. A TSP project at one of these locations is not recommended at this time. Application should be development or property owner driven.	
2.3.2	York Street					
2.3.3	Kent Street					
2.3.4	Coventry Place					
2.3.5	Windburn Way					
2.3.6	A Street					
	<b>Alleyways – Potential Enhancement Projects 14 Total Respondents</b>					
2.3.7	Will Dodge Way (Pioneer Street to 2 <sup>nd</sup> Avenue)				  Policy language supporting alley enhancements is recommended. A TSP project at one of these locations is not recommended at this time. Application should be development or property owner driven.	
2.3.8	Enders Alley (1 <sup>st</sup> Street to 2 <sup>nd</sup> Street)					
2.3.9	9 <sup>th</sup> Street Alley (B Street to 8 <sup>th</sup> Street)					
2.3.10	Golden Spike Way					
2.3.11	Alley between B Street and C Street					
<b>2.4</b>	<b>Green Street Standards – Incorporate into Standards 15 Total Respondents</b>					
2.4.1	Bioretention Planters					

Topic ID #	Potential Projects/Policies/Strategies	Include in Preferred Plan <sup>1</sup>	Need Consensus	Exclude from Preferred Plan <sup>2</sup>	Initial Consultant Team Recommendation	PC and TC Final Recommendation
2.4.2	Bioretention Basins	✓			✓	
2.4.3	Swales	✓			✓	
2.4.4	Permeable Paving		?		✓	
3	Topics in White Paper Group 3					
3.1	Funding Sources					
	Funding – Funding Sources to Pursue for Capital Improvement Projects 12 Respondents					
3.1.1	Multimodal Transportation System Development Charges	✓			✓	
3.1.2	User Fees	✓			✓	
3.1.3	Local Fuel Tax		?		✗	
3.1.4	Traditional Transportation System Development Charges		?		✗	
3.1.5	Local Sales Tax			✗	✗	
3.1.6	Optional Tax		?		✓	
3.1.7	Parking In-Lieu Fees		?		✗	
3.1.8	Sponsorship		?		✓	
3.1.9	Incentives		?		✓	
3.1.10	Congestion Pricing		?		✗	
3.1.11	Public/Private Partnerships		?		✓	
3.1.12	Tax Incremental Financing		?		✗	
	Funding – Sources to Pursue for Operations and Maintenance 12 Respondents					
3.1.13	User Fee		?		✓	
3.1.14	Street Utility Fees/Road Maintenance Fee		?		✓	
3.1.15	Local Sales Tax		?		✗	
3.1.16	Incentives		?		✓	
3.1.17	Congestion Pricing		?		✗	
3.1.18	Public/Private Partnerships		?		✓	
3.2	Transit					
	Transit Topics and Priorities 11 Respondents					
3.2.1	Additional transit service should be explored for Ashland.	✓			✓	
3.2.2	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).			✗	✗	
3.2.3	Encourage higher-density and mixed-use development along transit routes	✓			✓	
	Transit Customer Market Focus Areas 11 Respondents					

Topic ID #	Potential Projects/Policies/Strategies	Include in Preferred Plan <sup>1</sup>	Need Consensus	Exclude from Preferred Plan <sup>2</sup>	Initial Consultant Team Recommendation	PC and TC Final Recommendation
3.2.4	Employees working non-traditional hours	✓			✓	
3.2.5	Low income households in which bus fare is a financial burden		?		✗	
3.2.6	Tourists traveling in the evening and on the weekend	✓			✓	
3.2.7	Southern Oregon University students taking evening or weekend classes	✓			✓	
3.2.8	Residents who'd like to live in Ashland without a car but need to travel regionally (e.g., Medford) on a weekly or monthly basis		?		✗	
	<b>Types of Transit Service Changes 10 Respondents</b>					
3.2.9	Increase Frequency of Existing Service (How Often)		?		✓	
3.2.10	Increase Span of Service (How Long)	✓			✓	
3.2.11	Increase Service Coverage Area (Where)		?		✗	
3.2.12	Decrease Cost of Ridership to the User		?		✗	
	<b>Projects to Improve Access to Transit 10 Respondents</b>					
3.2.13	Upgrade sidewalk facilities near and leading to transit stops to ADA compliance		?		✓	
3.2.14	Provide street lighting at bus stops and along streets leading to bus stops		?		✓	
3.2.15	Provide bicycle storage facilities at key bus stops		?		✓	
3.2.16	Evaluate major streets/high volume streets to look for opportunities to increase and improve crossing opportunities for pedestrians		?		✓	
<b>3.3</b>	<b>Will Dodge Way – Potential Changes to Will Dodge Way 10 Respondents</b>					
3.3.1	The City should explore opportunities to make Will Dodge Way a pedestrian alley/boulevard.		?		✓  Policy language supporting alley enhancements is recommended. A TSP project at this location is not recommended at this time. Application should be development or property owner driven.	
3.3.2	The City should explore opportunities to make Will Dodge Way a bicycle alley/boulevard.			✗		
3.3.3	The City should explore opportunities to make Will Dodge Way a green alley.		?			
3.3.4	The City should pursue policies to encourage development and redevelopment to orient towards the alley as well as the street.	✓				
	<b>Potential Security Improvement to Will Dodge Way (if converted to a pedestrian and/or bicycle alley) 8 Respondents</b>					
3.3.5	Natural Surveillance (from existing business owners and patrons)		?		Community decision; decision not needed for the TSP.	
3.3.6	Territorial Reinforcement (physical presence)		?			
3.3.7	Natural Access Control (attractive but controlling gateways)		?			
<b>3.4</b>	<b>Multiuse Trails – Potential Projects 11 Respondents</b>					
3.4.1	Extend the Central Bike Path to Oak Street and Main Street	✓			✓	
3.4.2	Extend the Central Bike Path to the Croman Mill Site (when site redevelops)		?		✓	



Topic ID #	Potential Projects/Policies/Strategies	Include in Preferred Plan <sup>1</sup>	Need Consensus	Exclude from Preferred Plan <sup>2</sup>	Initial Consultant Team Recommendation	PC and TC Final Recommendation
3.4.3	Extend Bear Creek Greenway to Tolman Creek Road	✓			✓ Long-term project requiring regional coordination.	
3.4.4	Provide Public Access along TID Trail in City of Ashland Limits	✓			✗	
3.4.5	Formalize the TID trail within the City's limits from Wrights Creek to Tolman Creek		?		✗	
3.4.6	Develop north-south shared use pathways along Ashland Creek and Roca Creek Corridors	✓			✓	
3.4.7	Develop shared use pathways or wide natural surface trails along Wrights Creek and Clay/Hamilton/Tolman Creek corridors to complete a loop trail system around Ashland.		?		✗	
<b>3.5</b>	<b>Safe Routes to School – Potential Programs/Projects 11 Respondents</b>					
3.5.1	Bicycle Safety Education for K-12 <sup>th</sup> Grade	✓			✓	
3.5.2	Pedal Power Program (or something similar)		?		✗	
3.5.3	Pedestrian Safety Education for K-12 <sup>th</sup> Grade	✓			✓	
3.5.4	Child Passenger Safety		?		✗	
3.5.5	Walking School Bus		?		✓	
3.5.6	International or School-Wide Walk Day/Week/Month		?		✓	
3.5.7	Additional Traffic Calming near Ashland Schools	✓			✓ Pursue as opportunities arise with other TSP projects.	
3.5.8	Additional Crosswalks near Ashland Schools		?		✓	
3.5.9	Additional Pedestrian Refuge Islands near Ashland Schools	✓			✓	
3.5.10	Additional Curb Extensions near Ashland Schools	✓			✓	
3.5.11	Additional Signing and Striping to Slow Drivers		?		✓ Pursue as opportunities arise with other TSP projects.	
3.5.12	Additional Police Enforcement (Traffic Laws)		?		✓	
<b>4</b>	<b>Topics in White Paper Group 4</b>					
<b>4.1</b>	<b>Commuter Rail – Potential Projects/Priorities 15 Total Respondents</b>					
4.1.1	The City should explore opportunities to implement commuter rail/passenger rail from Ashland to Medford.			✗	✗	
4.1.2	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.			✗	✗	
4.1.3	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.			✗	✗	
4.1.4	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.		?		✓	



Topic ID #	Potential Projects/Policies/Strategies	Include in Preferred Plan <sup>1</sup>	Need Consensus	Exclude from Preferred Plan <sup>2</sup>	Initial Consultant Team Recommendation	PC and TC Final Recommendation
<b>4.2</b>	<b>Streetcar – Potential Projects/Priorities 15 Total Respondents</b>					
4.2.1	The City should explore opportunities to implement a streetcar within Ashland.			×	×	
4.2.2	The City should explore a modern streetcar service rather than a vintage streetcar service.			×	×	
4.2.3	Implementing a streetcar should be a higher priority for the City than improving existing fixed route transit (bus) service Ashland.			×	×	
4.2.4	Implementing a streetcar should be a higher priority than looking for opportunities to implement passenger rail/commuter rail between Ashland and Medford.		?		×	
4.2.5	The City should explore a rubber-tire trolley circulator rather than a streetcar within Ashland.		?		✓	
<b>4.3</b>	<b>Downtown Access Plan 15 Total Respondents</b>					
4.3.1	Wider sidewalks should be incorporated into downtown improvement projects when feasible.	✓			✓	
4.3.2	The pedestrian treatments noted in the white paper should be integrated into downtown improvement projects as applicable and possible.		?		✓	
4.3.3	Green street treatments should be incorporated into downtown improvement projects as applicable and as feasible.		?		✓	
4.3.4	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.		?		✓	
4.3.5	Establish a task force to identify where bicycle parking is needed within the downtown area.		?		✓	
4.3.6	Integrate bicycle parking projects with planned projects that overlap with locations identified by the task force.		?		✓	
4.3.7	Add a project for a striped buffer to the bicycle lane on Lithia Way.		?		✓	
4.3.8	Add a project for a bicycle lane on E Main Street with a striped buffer space.		?		✓	
4.3.9	Add converting B Street to bicycle boulevard as a project.		?		✓	
4.3.10	Add converting 1 <sup>st</sup> Street to a bicycle boulevard as a project.		?		✓	
<b>4.4</b>	<b>Access Management Plan – Potential Project Locations 12 Total Respondents</b>					
4.4.1	North Main Street (OR 99) from Helman Street to Sheridan Street	✓			Policies for consolidating accesses and improving access management are recommended. Public improvement projects specific to altering access spacing are not recommended.	
4.4.2	East Main Street from Siskiyou Boulevard (OR 99) to Wightman Street		?			
4.4.3	Siskiyou Boulevard (OR99) from E Main Street to Walker Avenue		?			
4.4.4	Siskiyou Boulevard (OR 99) from Walker Avenue to Tolman Creek Road		?			
4.4.5	Ashland Street (OR 66) from Siskiyou Boulevard (OR 99) to Tolman Creek Road		?			
4.4.6	Ashland Street (OR 66) from Tolman Creek Road to East Main Street-Oak Knoll Road		?			
<b>4.5</b>	<b>Safety Focus Intersection – Locations for Projects and/or Studies to Reduce Crashes 14 Total Respondents</b>					
4.5.1	North Main Street (OR99)/Hersey Street-Wimer Street	✓			✓	

Topic ID #	Potential Projects/Policies/Strategies	Include in Preferred Plan <sup>1</sup>	Need Consensus	Exclude from Preferred Plan <sup>2</sup>	Initial Consultant Team Recommendation	PC and TC Final Recommendation
4.5.2	East Main Street (OR 99 Southbound)/Oak Street		?		✓	
4.5.3	Siskiyou Boulevard (OR 99)/Tolman Creek Road		?		✓	
4.5.4	Siskiyou Boulevard (OR 99)/Lithia Way (OR 99 Northbound)/East Main Street		?		✓	
4.5.5	Ashland Street (OR 66)/Tolman Creek Road		?		✓	
4.5.6	Ashland Street (OR 66)/East Main Street-Oak Knoll Drive		?		✓	
<b>4.6</b>	<b>High Density Housing 15 Total Respondents</b>					
4.6.1	The City should explore high density housing along transit corridors in Ashland.	✓			✓	
4.6.2	Fund a corridor planning study to identify market potential for redevelopment along transit corridors in Ashland.		?		✓	
4.6.3	Public actions should be taken to encourage high density residential focused on transit corridors with the goal of increasing ridership and improving bus service.		?		✓	
4.6.4	Adjust zoning to allow 24-30 dwelling units/acre as high density residential for Ashland.		?		✗	
4.6.5	Explore more broadly applying suggested zoning changes presented in the Pedestrian Places planning effort.		?		✗	
4.6.6	Incorporate high density housing incentives into the City's urban renewal districts.		?		✓	
4.6.7	Explore strategies and opportunities for joint development to get higher density in specific areas.		?		✓	
<b>5</b>	<b>Topics in White Paper Group 5</b>					
<b>5.1</b>	<b>Traditional vs. Alternative Development Review Process 13 Respondents</b>					
5.1.1	Develop and adopting new development review process that is based on person trips, reduces the need for a traffic impact analysis, and instead utilizes a multimodal TSDC that the city can apply towards any eligible project.	✓			✓	
<b>5.2</b>	<b>Special Transportation Area (STA) – Potential New Locations 11 Respondents</b>					
5.2.1	North Main Street (OR 99) from Maple Street to Northern UGB			✗	✓ (UBA or Alternative Mobility Standard)	
5.2.2	North Main Street – Main Street from Oak Street to Maple Street and Lithia Way from Oak Street to Helman Street		?		✗	
5.2.3	Siskiyou Boulevard (OR 99) from Walker Avenue to Southern UGB			✗	✗	
5.2.4	Ashland Street (OR 66) from Railroad Crossing to Washington Street	✓			✓ (Alternative Mobility Standard)	
5.2.5	Ashland Street (OR 66) from Washington Street to Southern UGB		?		✗	
<b>5.3</b>	<b>Additional I-5 Interchange 13 Respondents</b>					
5.3.1	The City should pursue an additional I-5 Interchange to serve Ashland.			✗	✗	
5.3.2	Prefer Option A – Eagle Mill Road			✗	✗	

Topic ID #	Potential Projects/Policies/Strategies	Include in Preferred Plan <sup>1</sup>	Need Consensus	Exclude from Preferred Plan <sup>2</sup>	Initial Consultant Team Recommendation	PC and TC Final Recommendation
5.3.3	Prefer Option B – Mountain Avenue			×	×	
5.3.4	Prefer Option C – New Connection			×	×	
5.3.5	Option D – Close/Combine Existing Valley View and Port of Entry Interchanges at Eagle Mill Road			×	×	
5.3.6	Option D – Close/Combine Existing Valley View and Port of Entry Interchanges at Mountain Avenue			×	×	
5.4	Freight – Potential Projects 14 Respondents					
5.4.1	Establish a network of designated freight routes that provide an access from Interstate 5 to the Hersey Street and Mistletoe Road industrial areas.		?		×	
5.4.2	Develop policies that apply to designated freight routes related to operational and design standards.		?		×	
5.4.3	Explore opportunities to establish reloading or transfer facilities within Ashland.		?		×	
5.4.4	Work with local rail operators to increase rail freight service to local businesses in Ashland's industrial areas.	✓			✓	
5.4.5	Identify a safety and/or capacity improvement for the OR 99/Hersey Street intersection (see Safety Focus Intersections White Paper) such as signaling the intersection, adding turn lanes, or restricting some movements at this or surrounding intersections.	✓			✓	
5.4.6	Adopt policies related to maintain or increasing truck loading zones in the downtown area.	✓			✓	
5.5	Airport – Potential Projects 12 Respondents					
5.5.1	Provide regularly scheduled public transit service to the Ashland Municipal Airport.		?		×	
5.5.2	Provide bicycle lanes to the Ashland Municipal Airport.		?		✓ (or multi-use trail)	
5.5.3	Provide sidewalks to facilitate pedestrian access to the Ashland Municipal Airport.		?		✓ (or multi-use trail)	

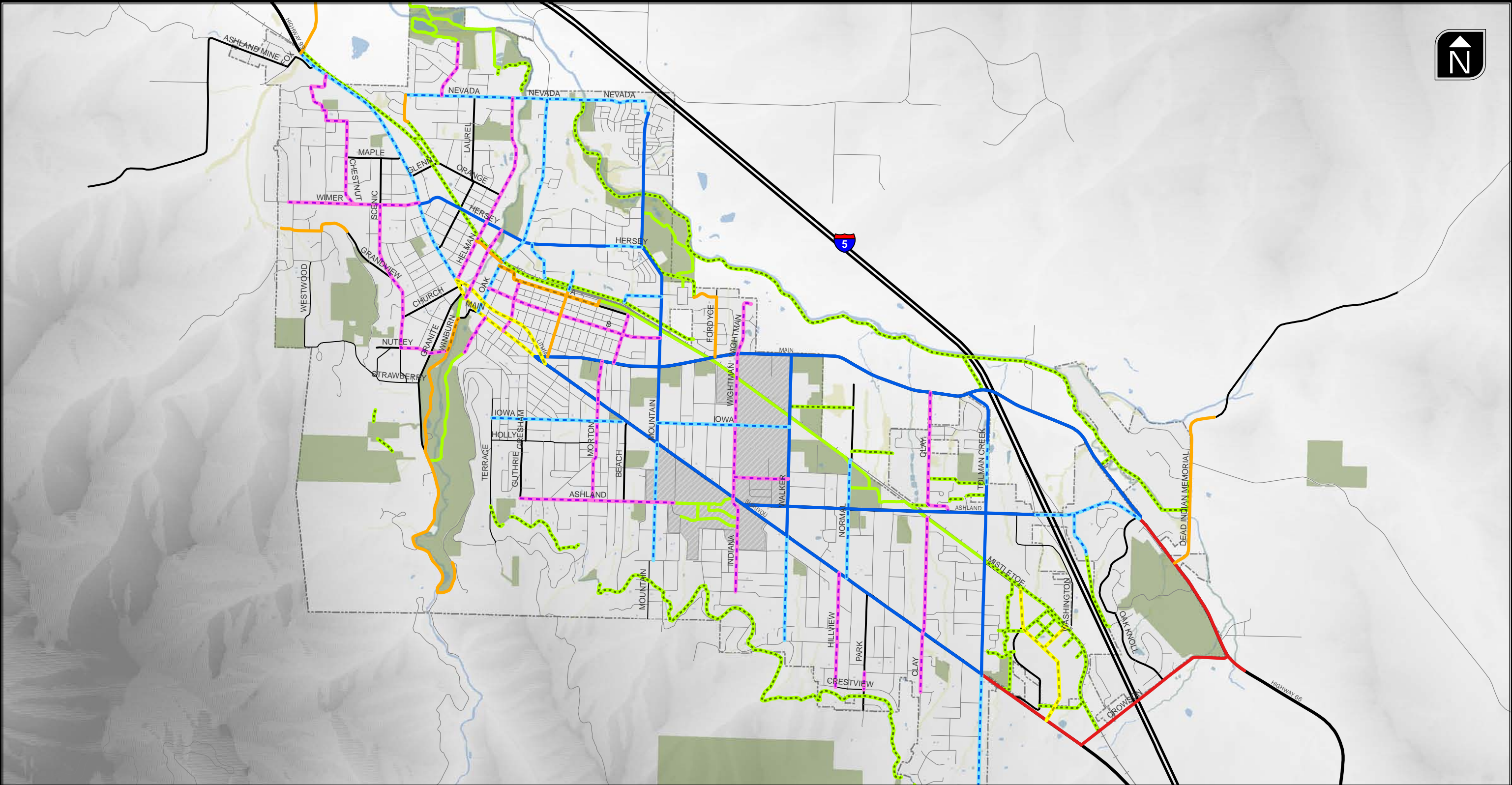
Notes:

<sup>1</sup>Topics and/or potential projects that received 60% vote or higher of “Yes, Definitely Explore” or “Strongly Agree” were given a green circle and identified for inclusion in the Preferred Plan.

<sup>2</sup>Topics and/or potential projects that received 60% vote or higher of “No, Eliminate from Consideration” or “Disagree” were given a red circle and identified as excluded from the Preferred Plan.

<sup>3</sup>Ashland Street (OR 66)/Sutton Place intersection was added as a potential roundabout location based on conversations at Joint Planning and Transportation Commission Meetings as well as at Technical Advisory Committee Meetings. Conversations indicated this may be a useful location to help facilitate U-turns that will likely be needed due to a potential median on Ashland Street (OR 66) as part of the Interchange Area Management Plan (IAMP) for I-5 Exit 14.

<sup>4</sup>Buffered bicycle lanes – bicycle lanes with adjacent striped buffers – were discussed at Joint PC/TC and TAC meetings, but never formally voted on by PC, TC, or TAC members. They are presented here for discussion and to seek direction from the PC and TC.



# DRAFT - Existing and Proposed Bikeway Network

- On-Street Bikeways**

  - Existing Bike Lane
  - Existing Shared Roadway
  - Existing Shoulder Lane
  - Proposed Bike Lane
  - Proposed Buffered Bike Lane
  - Proposed Bicycle Boulevard
- Off-Street Trails**

  - Proposed Shared Space Application
  - Existing Bike Path/Greenway
  - Proposed Bike Path/Greenway
- Rivers

Parks

Wetlands

City Limits



Figure 2