City of Ashland Transportation System Plan Update WP Group #2

February 10, 2011









Meeting Agenda

7:00 p.m. – 9:00 p.m.

- Attendance and Project Status
- Review Results of Group #1 of White Papers
- Discuss Group #2 of White Papers
 - Green Street Standards
 - Roundabouts
 - Bicycle Routes and Bicycle Boulevards
 - Shared Streets

Project Status

- 8 to 9 months remaining to Draft TSP
 - 3 White Paper Discussion Meetings Remaining
 - 5 TAC and PC/TC Meetings Remaining
 - 3 Public Workshops Remaining



- > 20 Respondents
- 3 Planning Commission (PC) Members
- 7 Transportation Commission (TC) Members
- 1 City Council Member (Liaison to TC)
- > 9 TAC Members (3 are also on the PC or TC)
- 4 Unknown/Other

Results from Group #1 of White Papers

- Road Diet Overview of Results
 - 84% Strongly Agree Road Diets should be explored in Ashland
 - Majority Ranking
 - (1) N Main Street 74% Definitely Explore
 - (2) E Main Street in Downtown 53% Definitely Explore
 - (3) Ashland Street from Siskiyou Blvd to Clay Street 42% Definitely Explore
 - General Comments Received
 - Road diet in downtown needed to make bicycling more comfortable
 - Consider segments of Siskiyou Boulevard for road diet
 - Next Steps
 - City and ODOT taking steps towards summer 2011 road diet demonstration project on N Main Street
 - Currently conducting further traffic operations analysis and developing a draft striping plan

- Streetscape Patios
 - 94% Strongly Agree or Agree Streetscape patios should be explored in Ashland
 - Downtown Plaza Area Most favorable potential location
 - Moderate interest in...
 - E Main Street through Downtown
 - Walker Avenue/Ashland Street as land use redevelops
 - Relatively evenly split on...
 - Lithia Way through Downtown
 - A Street (in the vicinity of Lela's and Place Café)
 - General Comments Received
 - Might work if local businesses interested in participating
 - Concerns about loss of parking and traffic volumes
 - Next Steps
 - City staff develop pilot program for summer 2011
 - Pilot program would allow restaurants in specified areas of the City to apply for a street patio, if they wish

- Railroad Crossings
 - 84% Agree Pursue 4th Street at-grade crossing in near-term
 - 47% Agree Close Wightman Street in exchange for 4th Street crossing
 - 63% Agree Pursue Washington Street at-grade crossing in long-term
 - 58% Agree Close Glenn Avenue when Washington Street needed
 - 58% Agree Do not pursue 2nd Street crossing
 - General Comments Received
 - Grade separated is too expensive.
 - Requests for additional pedestrian and bicycle only crossings
 - Next Steps
 - City explore with County closing railroad crossings outside City Limits
 - City explore Rail Order for at-grade crossing Process for overcoming one for one policy

- Other Modes (Active Modes) of Transportation
 - Most Popular Programs and Policies (52% or more voted definitely explore)
 - Incentives for Bicycle Oriented Businesses
 - Directed Patrols (Enforcement)
 - TravelSmart Educational Programs
 - Incentives/Support for Cycle Recycle Programs

- Other Related Ideas Provided

- City rebate for electric bicycles
- Encouraging employers to provide incentives to employees for active commuting modes

- Popular programs and policies rolled into TSP update for City to explore
- Develop priorities for City to work from

- Other Modes (Active Modes) of Transportation
 - Most Popular Treatment for Overcoming Topography
 - Electric Bicycle Program
 - 42% Definitely Explore
 - 37% Modify and Explore
 - Funicular, Gondola/Chair Lift, Trampe
 - 63% to 84% voted to eliminate from consideration

- Other Related Ideas Provided

- Bicycle map showing relative inclines
- Shuttle bus for selected steep streets
- Secure bicycle parking at the bottom of steep hills

- Most popular treatments rolled into TSP
- Interest in adding related ideas above to alternatives?
- Interest in exploring possibility of a demonstration electric bicycle program?

- Other Modes (Active Modes) of Transportation
 - Most Popular Bicycle Parking Treatments
 - Additional Bicycle Racks 95% Definitely Explore
 - Bicycle Corrals 89% Definitely Explore

- Other Related Ideas Provided

- Work with local artists to design artistic bicycle racks
- Encourage bicycle parking sponsored by local businesses

- Most popular treatments rolled into TSP
- Interest in adding related ideas above to alternatives?
- Begin to identify implementation program/approach to address where and how bicycle parking added

- Other Modes (Active Modes) of Transportation
 - Most Popular Pedestrian Treatments
 - Construct Pedestrian Refuge Islands 89%
 - Fill Existing Sidewalk Gaps 84%
 - Install Benches at Transit Stops 84%
 - Install Pedestrian Countdown Signals 84%

- Other Related Ideas Provided

- Install in-street banners/signs between vehicle lanes at crosswalks
- Install signs to remind pedestrians to look both ways before crossing

- Most popular treatments rolled into TSP
- Interest in adding related ideas above to alternatives?
- Begin to identify implementation program/approach to address where and how treatments are to be added

- Offset Intersections
 - 68% Agree Ashland should invest in realigning intersections only if there are safety issues due to the intersection offset
 - Most Popular Realignments to be Explored
 - Wimer Street-Hersey Street/N Main Street 68% Definitely Explore
 - Oak Knoll Dr-E Main Street/Ashland Street 53% Definitely Explore

- General Comments Received

- Consider realignment only when other treatments do not fix safety or operational issues

- Explore treatments to address safety concerns at two intersections noted above – included in TSP update
- Prepare draft realignment plans for intersections as a secondary option to other intersection treatments – included in TSP update

- Road Diets
 - Top Priority N Main Street Moving toward demonstration project summer 2011
- Streetscape Patios
 - Top Priority Downtown Plaza
 - City staff put together pilot program for summer 2011
- Railroad Crossings
 - *City and County explore closing crossings outside City Limits*
 - City explore possibility for rail order
- Other/Active Modes of Transportation
 - Most popular treatments into TSP update
 - Interest in demonstration projects for some programs/treatments?
- Offset Intersections
 - Alternative treatments for two top intersections
 - Preliminary draft realignment plans for two top intersections

Group #2 of White Papers

- Group #2 of White Papers
 - Roundabouts
 - Bicycle Routes and Boulevards
 - Shared Streets
 - Green Street Standards

Scorecard for Group #2

- Scorecard Tallies
 - Input will be summarized and tallied
 - Summary of results will be provided about one week after scorecards are received
- Submit Scorecards
 - Deadline: February 15, 2011
 - Email: Erin Ferguson at <u>eferguson@kittelson.com</u>
 - Mail:
 - Erin Ferguson
 - c/o Kittelson & Associates, Inc.
 - 610SW Alder Street, Suite 700
 - Portland, OR 97205
 - Turn-in to City Staff

Roundabouts

- Pages 1 and 2 of Scorecard
- Scorecard Topics
 - Interest in building roundabouts in Ashland
 - Potential locations of roundabouts



Topics and Questions		Your Input to Help Guide the Alternatives Analysis					
Roundabouts							
Below:							
1) 🗸 Check the yellow boxes to indicate the intersections at which you'd like to explore roundabouts; and 2) Rank (1 = highest priority) the priority of potential roundabout locations.							
Roundabout Topics and Questions		Strongly Agree	Agree	Disagree	General Comments		
Roundabouts should be explored in Ashland.							
Would you like roundabouts to be explored at the following intersections?		Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications	
Intersections where U-turns need to be facilitated	Ashland Street (OR66)/E Main Street/Oak Knoll Drive						
	N Main Street (OR99)/Helman Street						
	Lithia Way-Siskiyou Blvd (OR99)/E Main Street						
Intersections with existing or projected safety and/or capacity deficiencies	Oak Street/E Main Street (OR99)						
	Oak Street/Lithia Way (OR99)						
	Tolman Creek Road/Siskiyou Blvd (OR99)						
Intersections near pedestrian nodes	Tolman Creek Road /Ashland Street (OR66)						
	Walker Avenue/Ashland Street (OR66)						
	Mountain Avenue/E Main Street						

Roundabouts

- > Purpose of White Paper
 - Present pros and cons of roundabouts and potential applications in Ashland.
- Main Topics
 - Roundabout Characteristics
 - Benefits
 - Considerations
 - Applications and Constraints
 - Opportunities in Ashland

Roundabout Characteristics

Key Features of Modern Roundabouts



Potential Roundabout Benefits

- With the right design and application roundabouts can...
 - Reduce crashes
 - Reduce delay
 - Reduce emissions
 - Improve access management

- Slows vehicle speeds
- Improve aesthetics
- Provide a transition between roadway functions/character



Considerations for Users

- Motorists
 - Increase time for decisions, actions, reactions
 - Reduce the driving task by reducing directions of conflicting traffic
- Pedestrians
 - Increase time for decisions, actions, reactions
 - Challenging environment for visually impaired pedestrians
- Bicyclists
 - Increase time for decisions, actions, reactions
 - Provide accommodations for novice and experienced bicyclists
- Emergency Vehicles
 - Increase time for decisions, actions, reactions
 - Provide truck aprons for more space to maneuver through intersection

Applications and Constraints

- Applications
 - New Intersections
 - Converting Existing Intersections
 - High Delay
 - Safety Concerns
 - Gateway Treatments
 - Corridor Treatments
- Constraints
 - Right-of-way limitations
 - Volume of heavy vehicle/ large trucks
 - Proximity of existing bottlenecks or long queues
 - High volumes of conflicting pedestrian/bicycle and motor vehicle volumes



Roundabouts – Opportunities in Ashland

- Intersections where U-Turns Need to be Facilitated
 - Ashland Street (OR 66)/E Main Street/Oak Knoll Drive
 - N Main Street (OR 99)/Helman Street
 - Lithia Way-Siskiyou Boulevard/E Main Street
- Intersections with Operations or Safety Concerns
 - Oak Street/E Main Street (OR 99 Southbound)
 - Oak Street/Lithia Way (OR 99 Northbound)
 - Tolman Creek Road/Siskiyou Boulevard (OR 99)
- Intersections near Pedestrian Planning Places
 - Tolman Creek Road/Ashland Street (OR 66)
 - Walker Avenue/Ashland Street (OR 66)
 - Mountain Avenue/E Main Street

Roundabouts – Opportunities in Ashland

- Roundabouts as Part of Road Diets
 - Along N Main Street
 - Along a portion of E Main Street
 - Along a portion of Ashland Street
- Mini-Roundabouts on Local Streets
 - A Street
 - B Street
 - C Street
- Other Locations You Suggest?

Roundabouts

> Questions/Comments?

- Pages 3 through 7 of Scorecard
- Scorecard Topics
 - Interest in and potential locations for:
 - Bike Lanes
 - Bike Boulevards
 - Protected Bikeways Bike Path / Greenway



Topics and Questions	Your Input to Help Guide the Alterna					
Bike Lanes						
Below:						
1) 🗸 Check the yellow boxes to indicate the roadways along which you'd like to explore bike lanes; and 2) Rank (1 = highest priority) the priority of the potential roadways.						
Bike Lanes Topics and Questions	Strongly Agree Agree Disag		Disagree	General Comments		
Bike lanes should be explored in Ashland.						
Would you like bike lanes explored along the following roadways?	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications	
N Main Street (OR99) from Ashland Milne to Helman Street						
Nevada Street from Vansant Street to Mountain Avenue						
Helman Street from N Main Street (OR99) to Nevada Street						
Wimer Street from Thorton Way to N Main Street (OR99)						
Iowa Street from Terrace Street to Siskiyou Boulevard (OR99)						
Iowa Street from Mountain Avenue to Walker Road						
Ashland Street from Guthrie Street to Mountain Avenue						
Ashland Street (OR66) from I-5 SB Ramp Terminal to E Main Street						
Mountain Avenue from Prospect Street to Siskiyou Boulevard (OR99)						
Walker Road from Peachey Road to Siskiyou Boulevard (OR99)						

Normal Avenue from Siskiyou Boulevard (OR99) to E Main Street

- Purpose of White Paper
 - Describe the different bikeway types and develop a comprehensive and comfortable bicycle network for Ashland.
- Main Topics
 - Bikeway types:
 - Bicycle Boulevards
 - Shared Roadways
 - Bike Lanes
 - Protected Bikeways
 - Shared Use Paths
 - Proposed bikeway network

- General Concepts
 - *Rider types:*
 - Strong and fearless
 - Enthused and confident
 - Interested but concerned (largest group)
 - No way, no how.
 - Interested but concerned identify safety as biggest barrier to more cycling.
 - Increased separation improves the perception of safety.

	Interested but Concerned 60%	No Way No How 33%
Strong & Enthus Fearless Confid <1% 7%	ed & dent	

- Bikeway Types:
 - Bicycle Boulevards
 - Shared Roadways
 - Bike Lanes
 - Protected Bikeways:
 - Buffered Bike Lane
 - Cycle Track
 - Shared Use Path / Greenway

- **Bicycle Boulevard**
 - Create a comfortable environment for bicyclists of all ages and skill levels.

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- Local streets:
 - Traffic volume (< 1,500 vpd)
 - Traffic speed (<25 mph)
- Treatment intensity:
 - Level 1: Signage
 - Level 2: Markings
 - Level 3: Intersection treatments
 - Level 4: Traffic calming
 - Level 5: Traffic diversion



- Shared Roadways
 - Signage and shared lane markings
 - Low protection
 - Riders: strong and fearless
 - Application:
 - Low volume streets
 - Insufficient width for separated bikeways
 - Often a "last resort"





- Bike Lanes
 - Marked lanes
 - Separation from adjacent motor vehicles provides increased comfort
 - Medium protection
 - Riders: enthused and confident
 - Application:
 - Volume: > 3,000 vpd
 - Speed: > 25 mph
 - Bike lane width: > 6 feet





- Protected Bikeways
 - *Physical separation either vertically or horizontally*
 - Separation further increases comfort
 - Medium to high protection
 - Riders: interested but concerned
 - Application:
 - High traffic volumes or speeds
 - Where IBC is target
 - Considerations:
 - Intersection treatments
 - Maintenance
 - Bicycle passing
 - Pedestrians, parking, transit





Increased protection appeals to more people



Existing and Proposed Bicycle Routes and Bicycle Boulevards



> Questions/Comments?

Shared Streets / Alleys

- Pages 8 and 9 of Scorecard
- Scorecard Topics
 - Interest in and potential locations for:
 - Shared Streets
 - Alleyways



Topics and Questions	Your Input to Help Guide the Alternatives Analysis					
Shared Streets						
Below:						
1) V Check the yellow boxes to indicate the roadways along which you'd like to explore shared streets; and 2) Rank (1 = highest priority) the priority of the potential roadways.						
Shared Streets Topics and Questions	Strongly Agree	Agree	Disagree	General Com	Seneral Comments	
Shared Streets is a concept/tool that should be explored in Ashland.						
Would you like shared streets explored along the following roadways?	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications	
Un-named paved right-of-way parallel to and south of Highway 99 between Gresham Street and Morton Street						
York Street						
Kent Street						
Coventry Place						
Windburn Way						
A Street						
Tell us your suggestions for additional shared street locations.						

- Purpose of White Paper
 - Introduce the concept of shared streets and provide guidelines for their application.
- Main Topics
 - Intent of shared streets
 - Where to apply
 - Design considerations
 - Benefits and constraints
 - Potential applications in Ashland

- > Intent:
 - All users are <u>equal</u>.
 - Integration not separation.
- Application:
 - Select streets with little to no through traffic function.
- > Design:
 - Introduce "uncertainty" to heighten awareness.
 - Actively and passively reduce vehicle speeds.
 - Design elements:
 - Entrance
 - Street
 - Streetscape
 - Social Space
 - Interface



- Benefits:
 - Reduced vehicle speeds
 - More comfortable, low-stress environment
 - Improved safety
 - Greater social activity
 - Greater ownership of street
- Constraints:
 - Legal less defined right-of-way, non-standard design
 - ADA: distinction of obstacles /
 - hazards





- Possible Locations:
 - Parallel to OR 99 (Gresham Morton Street).
 - York Street, Kent Street, Coventry Place: residential "home zone" opportunity
 - Glenwood Drive: park access
 - Winburn Way (Nutley Street Granite Street).
 - A Street: commercial street opportunity with parallel traffic routes.

Alleys

- Criteria to consider:
 - Activity:
 - Are there store fronts or residences that face the alley?
 - Does the alley close a gap in ped/bike network?
 - Security:
 - Surveillance, e.g. eyes-on-the-street?
 - Is there natural or artificial lighting?
 - Function:
 - Is the alley used for through traffic or parking?
 - Does the alley provide access for services, e.g. loading?
 - Aesthetics:
 - Are there unsightly uses that need to be screened?
 - Can cleanliness be maintained?
 - Pavement quality and drainage?
 - Are there opportunities for public art and landscaping?

Alleys





Alleys

- Ashland Example:
 - Calle Guanajuato: commercial alley retrofit
- Possible Locations:
 - Will Dodge Way (Pioneer Street 2nd Avenue)
 - Enders Alley (1st Street 2nd Street)
 - Golden Spike Way
 - Alley between B and C Streets

Shared Streets / Alleys

> Questions/Comments?

Green Street Standards

- Page 10 of Scorecard
- Scorecard Topics
 - Bioretention Planters
 - Bioretention Basins
 - Swales
 - Permeable Paving



Topics and Questions	Your Input to Help Guide the Alternatives Analysis					
Green Street Standards/Attributes						
Below:						
1) 🗸 Check the yellow boxes to indicate the types of green street standards which you'd like explored; and 2) Rank (1 = highest priority) the priority of the potential standards/attributes.						
Green Street Topics and Questions	Strongly Agree	Agree	Disagree	General Com	ments	
Green street standards/attributes should be explored in Ashland.						
Would you like to explore the following green streets standards/attributes?	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications	
Bioretention Planters						
Bioretension Basins						
Swales						
Permeable Paving						
Tell us your suggestions for additional green street standards/attributes or locations where green streets should be explored.						

Green Street Standards

- > Purpose of White Paper
 - Present potential green street treatments to incorporate into storm water treatment and roadway design.
- What is a Green Street?
 - Alternative to traditional drainage systems
 - Treatments are used to capture and naturally treat storm water
- > What is the purpose of a Green Street?
 - Help reduce impact of urban development by mimicking nature
 - Shown to...
 - Improve water quality
 - Minimize erosion
 - Decrease volume of storm water

- Bioretention Planters
 - Applied in more developed urban areas
 - Architectural feature for sidewalks
 - Minimum width of 5 feet





Implementation without On-Street Parking

Implementation with On-Street Parking

- Bioretention Basins
 - Potential applications
 - Sidewalk width is constrained
 - Available right-of-way adjacent to sidewalk
 - Curb extensions









- Swales
 - Design flexibility in application
 - Medians
 - Parking Lots
 - Shallow in depth
 - Narrow minimum width
 - Minimum width of 2 feet
 - Longer than basins or planters
 - Minimum length typ. 100 feet





- Permeable Paving
 - Variety of materials
 - Asphalt
 - Concrete
 - Porous paving blocks
 - Effective on low volume streets
 - Shared Streets
 - Alleys
 - Implementation requires
 - Well-draining soils
 - Maintenance plan



Green Street Standards

> Questions/Comments on Green Street Standards?

Overview of Upcoming Work Activities







Upcoming Work Activities

- Prepare for and Conduct Public Workshops #2b (Pedestrian Places Planning) and #3 (TSP Update)
- Continue Alternatives Analysis White Papers Groups #3 through #5

White Papers – Groups #3

- Group #3 February 24th
 - Funding Programs
 - Transit and Rapid Transit
 - Will Dodge Way
 - Multiuse Trails
 - Safe Routes to School

White Papers – Groups #4 and #5

- Group #4 March 10th
 - Passenger Rail and Commuter Rail
 - Downtown Access Plan
 - Streetcar
 - High Density Housing
 - Access Management Plan
- Group #5 March 17th
 - Freight
 - Airport
 - Special Transportation Area
 - Addition of an I-5 Exit

Key Near Term Dates and Work Items

- February 22nd Public Workshop #2b Pedestrian Places Planning
- February 24th White Paper Discussion Group #3
- March 9th Public Workshop #3 Transportation System Plan
- March 10th White Paper Discussion Group #4
- March 17th White Paper Discussion Group #5
- March 29th TAC Meeting #4 Pedestrian Places Planning
- March 29th PC Meeting for Pedestrian Places Planning
- April 26th TAC Meeting #5 and Joint PC/TC Meeting #4 White Paper Wrap-Up/Alternatives Analysis Technical Memorandum

Comments/Questions/Input?