

City of Ashland Transportation System Plan Update WP Group #3

February 24, 2011



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING



PLANNING + DESIGN

CITY OF
ASHLAND

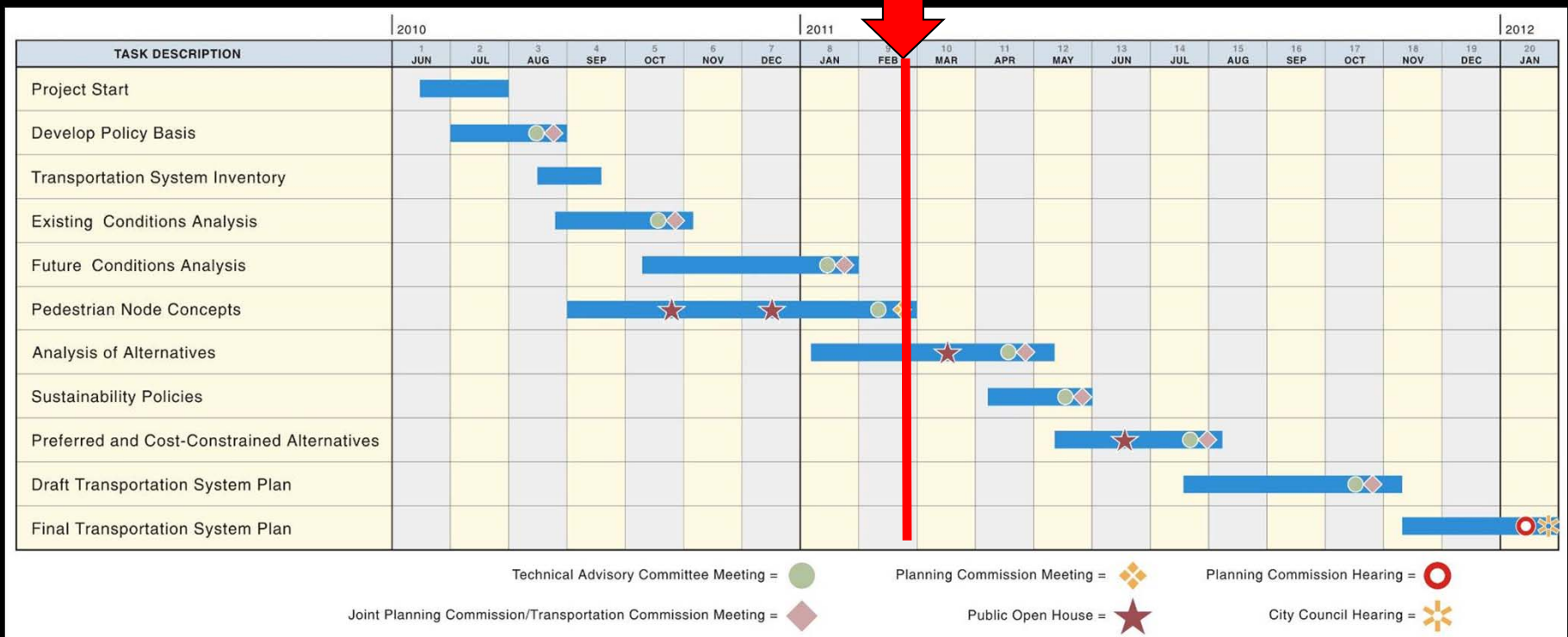
Meeting Agenda

7:00 p.m. – 9:00 p.m.

- › Attendance and Project Status
- › Review Results of Group #2 of White Papers
- › Discuss Group #3 of White Papers
 - *Funding Programs*
 - *Transit/Rapid Transit*
 - *Will Dodge Way*
 - *Multiuse Trails*
 - *Safe Routes to School*

Project Status

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



Results from White Paper Group #2

- › 17 Respondents
- › PC – 5 of 6 Commissioners
- › TC – 8 of 9 Commissioners
- › TAC – 7 of 20 Members

Results from Group #2 of White Papers

- › Roundabouts
 - *79% Strongly agree roundabouts should be explored in Ashland*
- › Top Locations of Interest (50%+ Definitely Explore)
 - *Ashland Street (OR 66)/E Main Street/Oak Knoll Drive*
 - *North Main Street (OR 99)/Helman Street*
 - *Lithia Way – Siskiyou Boulevard/ East Main Street*
 - *Along North Main Street Helman Street to northern City Limits*
- › Additional Locations Suggested
 - *Sutton Place/Ashland Street (OR 66)*
 - *Wimer Street-Hersey Street/North Main Street*
- › Next Steps:
 - *Consensus regarding suggested locations?*
 - *High level feasibility assessment for locations above*
 - *Incorporate locations above into TSP update*

Results from Group #2 of White Papers

- › Bicycle Routes and Connectivity – Bicycle Lanes
 - *86% Strongly agree more bicycle lanes in Ashland*
- › Top Locations of Interest (50%+ Definitely Explore)
 - *North Main Street from northern City Limits to Helman Street*
 - *Helman Street from North Main Street to Nevada Street*
 - *Ashland Street from I-5 Off-Ramps to East Main Street*
 - *Tolman Creek Road City Limits to Siskiyou Boulevard*
- › Additional Location Suggested - B Street from 8th Street to Oak Street
- › General Comments
 - *Interest in slowing vehicle speeds and shared roadways on narrower streets rather than bicycle lanes*
- › Next Steps:
 - *Consensus regarding suggested location?*
 - *Incorporate locations above into TSP update*

Results from Group #2 of White Papers

› Protected Bikeways

- *57% Strongly Agree protected bikeways should be explored in Ashland*
- *29% Agree*
- *14% Disagree*

Street	Definitely Explore	Possibly Explore	Eliminate
Main Street (Downtown)	42%	42%	16%
Lithia Way	33%	50%	16%

› Additional Suggested Locations

- *Siskiyou Boulevard and/or Ashland Street*

› Next Steps

- *Suggest exploring striped buffered bicycle lanes in downtown in interim*
- *Long-term explore protected bikeways in downtown, Siskiyou Boulevard and Ashland Street*

Results from Group #2 of White Papers

› Bicycle Boulevards

- *100% Strongly Agree or Agree bicycle boulevards should be explored in Ashland*

Street	Definitely Explore	Possibly Explore	Eliminate
B Street	57%	36%	7%
8 th Street	50%	33%	17%
1 st Street	50%	25%	25%

› Additional Suggestions

- *Grandview and Scenic Drive to access Wright's Creek Area*
- *Helman Street*
- *Focus on lower vehicle volume roadways*

› Next Steps

- *Should suggested locations be considered?*
- *Identify three streets listed above as bicycle boulevard locations to be explored*

Results from Group #2 of White Papers

- › Bicycle Path/Greenways
 - *100% Strongly Agree or Agree bicycle path/greenways should be explored in Ashland*
- › Top Locations of Interest (50%+ Definitely Explore)
 - *Along rail line between Oak Street and Mountain Avenue*
 - *From Dead Indian Memorial Road to Nevada Street adjacent to Bear Creek*
 - *Along rail line north of Helman Street*
 - *Between Walker and Normal Avenue adjacent to Ashland Middle School*
- › General Comments
 - *Extend bicycle path to Emigrant Lake*
 - *Find ways to reduce or eliminate conflicts with cross vehicle traffic when pathways cross streets*
- › Next Steps
 - *Identify extensions above as TSP projects*

Results from Group #2 of White Papers

- › Shared Streets
 - *38% Strongly Agree – Shared streets should be explored in Ashland.*
 - *54% Agree*
- › Top Locations of Interest
 - *A Street – 54% Definitely Explore, 46% Modify and Explore*
 - *Windburn Way – 45% Definitely Explore, 45% Modify and Explore*
- › Additional Suggestions
 - *Village Square Drive*
 - *Fordyce Street*
 - *Beach Street*
 - *Millpond Area*
- › Next Steps
 - *Thoughts regarding suggestions above?*
 - *Identify locations above as potential Shared Street projects*

Results from Group #2 of White Papers

- › Alleyways
 - *50% Strongly Agree – Alleyway enhancements should be explored in Ashland.*
 - *43% Agree*
- › Top Locations of Interest
 - *Will Dodge Way – 87% Definitely Explore*
 - *Enders Alley– 69% Definitely Explore*
 - *Alley between B Street and C Street – 54% Definitely Explore*
- › Additional Suggestions
 - *Alley between Gresham and Morton Street*
- › Next Steps
 - *Thoughts regarding suggestions above?*
 - *Identify projects to enhance Will Dodge Way, Enders Alley, and Alley between B Street and C Street*

Results from Group #2 of White Papers

- › Green Streets
 - *100% Strongly Agree or Agree – Green streets belong in Ashland.*
- › Strong support for definitely and/or modify and exploring all treatments discussed
- › Next Steps
 - *Identify opportunities to incorporate green streets treatments into transportation projects*
 - *Provide input to Stormwater Master Plan effort*

Group #3 of White Papers

› Group #3 of White Papers

- *Funding Programs*
- *Transit/Rapid Transit*
- *Will Dodge Way*
- *Multiuse Trails*
- *Safe Routes to School*

Scorecard for Group #3

› 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 1, 2011*

 *ONLINE at http://www.ashlandtsp.com/statics/draft_documents*

- *Email: Erin Ferguson at eferguson@kittelson.com*
- *Mail:*
- *Turn-in to City Staff*

Funding Programs

- › Page 1 of Scorecard
- › Scorecard Topics
 - *Types of revenue sources the City should explore*

Funding					
Below:					
1) ✓ Check the yellow boxes to indicate the revenue sources you'd like the City to explore; and 2) Rank (1 = highest priority) the priority of potential revenue sources.					
Funding Topics and Questions	Strongly Agree	Agree	Disagree	General Comments	
The City should explore alternative revenue sources to fund transportation projects and improvements.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Would you like the following revenue sources to be explored to fund capital improvement projects in the City?	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications
Multimodal Level System Development Charges	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
User Fees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Local Fuel Tax	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Traditional Transportation System Development Charges	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Local Sales Tax	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Optional Tax	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Parking In-Lieu Fees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Sponsorship	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Incentives	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Funding Programs

- › Purpose of White Paper
 - *Present options for different funding sources for Ashland transportation projects*
- › Topics
 - *Overview of Historical Funding Sources*
 - *Future Funding Trends*
 - *Potential Funding Options for the Future*

Funding Programs

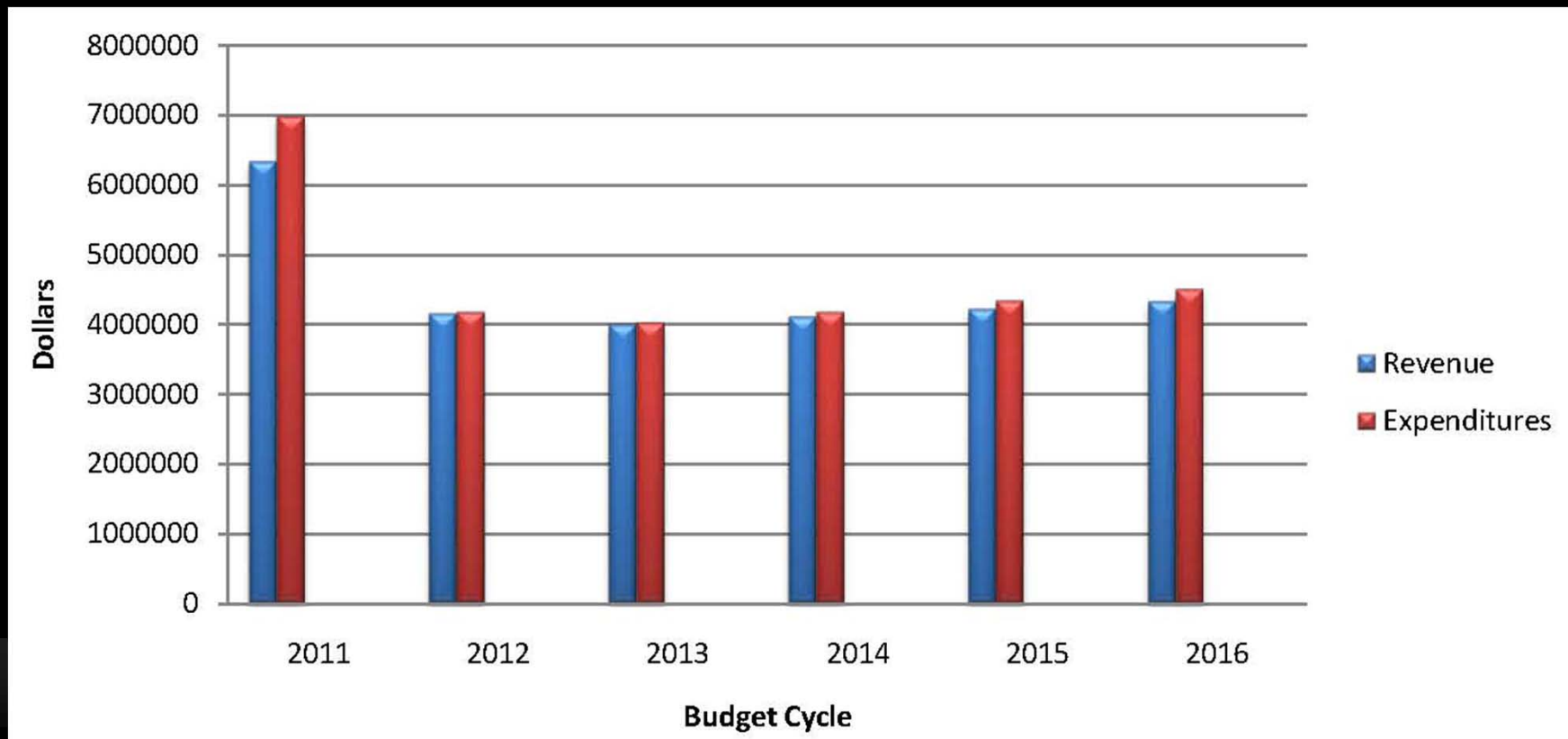
- › Historical and Existing Funding Sources
 - *Oregon State Gasoline Taxes*
 - *City Franchise Fees*
 - *City Transportation System Development Charges*
 - *City Transportation User/Utility Fees assessed to property owners*
 - *City Local Improvement District charges*
 - *State and Federal Grants*

Funding Programs

› Future Funding Trends

- *Expenditures > Revenue*
- *Ashland CIP contains \$14.8 million in unfunded transportation and LID projects.*

Forecast for 2011 through 2016



Funding Programs

- › Potential Funding Sources for Capital Projects
 - *Multimodal Transportation System Development Charges*
 - Creates multimodal funds
 - Creates opportunity to move away from traditional mobility standards
 - *User Fees*
 - *Local Fuel Tax*
 - *Traditional Transportation System Development Charges*
 - *Local Sales Tax*
 - *Optional Tax*
 - *Parking In-Lieu Fees*
 - *Sponsorship*
 - *Incentives*
 - *Congestion Pricing*
 - *Public/Private Partnerships*
 - *Tax Incremental Financing*

Funding Programs

- › Potential Funding Sources for Operations and Maintenance
 - *User Fee*
 - *Street Utility Fees/Road Maintenance Fee*
 - *Local Sales Tax*
 - *Incentives*
 - *Congestion Pricing*
 - *Public/Private Partnerships*

Funding Programs

› Questions/Comments?

Transit and Rapid Transit

› Page 3 of Scorecard

› Scorecard Topics

- *Priorities for Improving Transit*
- *Customer Market Areas*

Transit					
Below:					
1) ✓ Check the yellow boxes to indicate which types of transit service changes you'd like explored; and 2) Rank (1 = highest priority) the priority of the potential changes to transit service.					
Transit Related Topics and Questions	Strongly Agree	Agree	Disagree	General Comments	
Additional transit service should be explored for Ashland.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
The City should continue to look for ways to fund fareless to the user service within Ashland even if it prohibits other changes to the service (e.g., increased the span of service).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Mark below which of the customer market areas you think should be pursued for better transit service.	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications
Employees working non-traditional hours	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Low income households in which bus fare is a financial burden	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Tourists traveling in the evening and on the weekend	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Southern Oregon University students taking evening or weekend classes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Based on your thoughts for the market areas above. Mark below the types of changes to the service you think should be made to the transit service.	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications
Increase Frequency of Existing Service (How Often)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Increase Span of Service (How Long)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Increase Service Coverage Area (Where)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Decrease Cost of Ridership to the User	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Transit and Rapid Transit

› Purpose

- *Present considerations and options for improving transit service in Ashland*

› White Paper Topics

- *Overview of the Role of Transit and Types of Transit*
- *Transit Access vs. Efficiency*
- *Transit Subsidies and Ridership Costs*
- *Next Steps for Consideration*

Transit and Rapid Transit

› Role of Transit (Types of Transit Riders)

- *Captive Riders*
- *Captive-by-Choice Riders*
- *Choice Riders*

› Types of Transit

- *Demand Response Transit*
- *Fixed Route Transit*



Transit and Rapid Transit

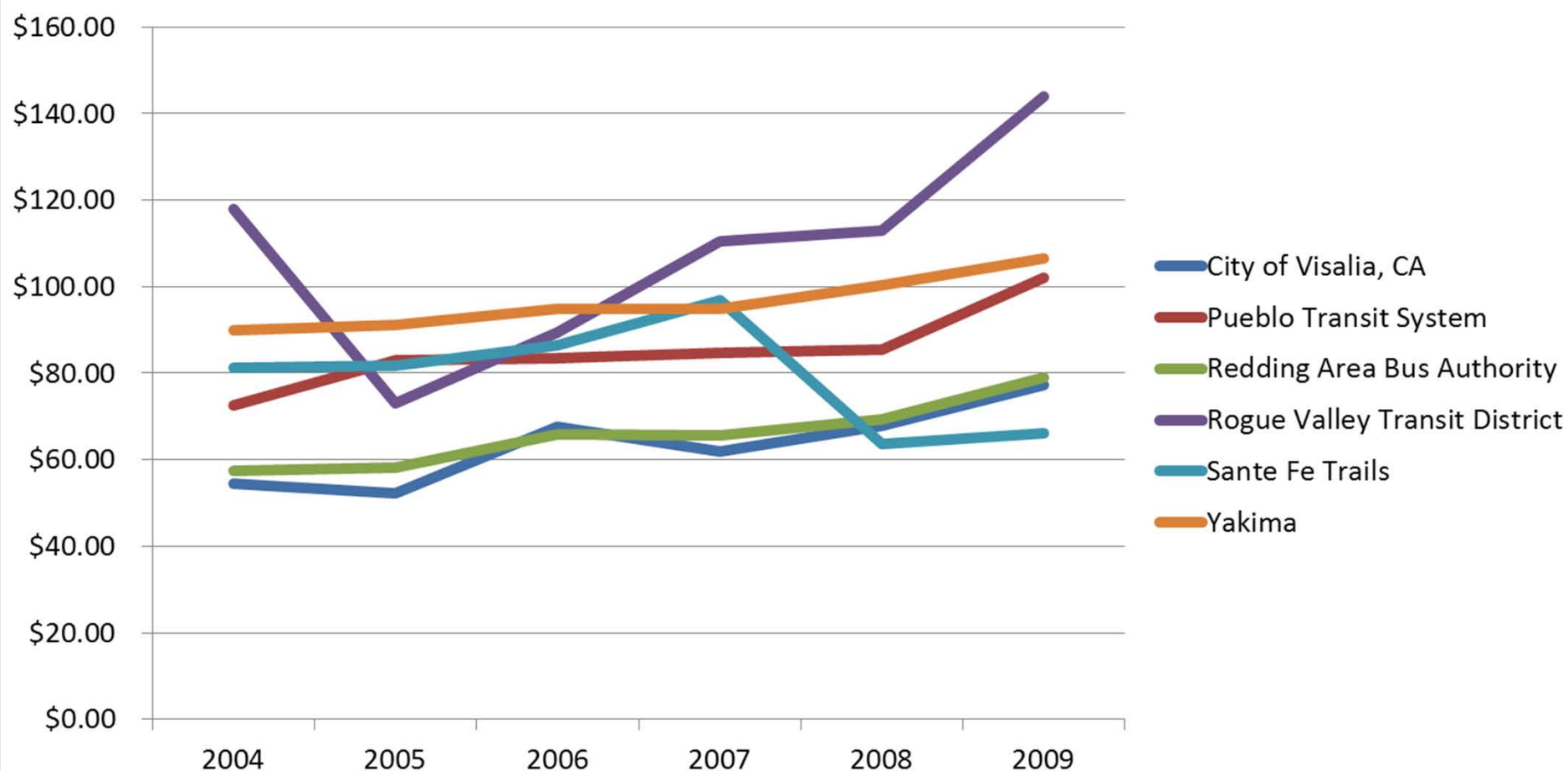
- › Access to Transit
 - *Continuous sidewalks to transit stops*
 - *ADA compliance*
- › Access vs. Efficiency
 - *Transit Access*
 - How Often – Frequency of Service
 - How Long – Span or Duration of Service
 - Where – Coverage of Service
 - *Efficiency*
 - Concentrating on high (or higher) ridership corridors

Transit and Rapid Transit

- › Current Transit Subsidies and Ridership Costs
 - *Current subsidies reduce passenger fares in Ashland to \$1*
 - *City also provides bus vouchers to low income residents through Ashland Low Income Energy Assistance Program*
- › Fareless Service
 - *Examples of Fareless Service*
 - Downtown Service
 - Local Taxes Fund Service
 - Free Transfers/Group Pass Programs
 - Fare Revenue Offset by Cost of Fare Collection
 - *Hidden Costs*
 - Increase unnecessary trips
 - Draw trips from walking and bicycling rather than automobiles

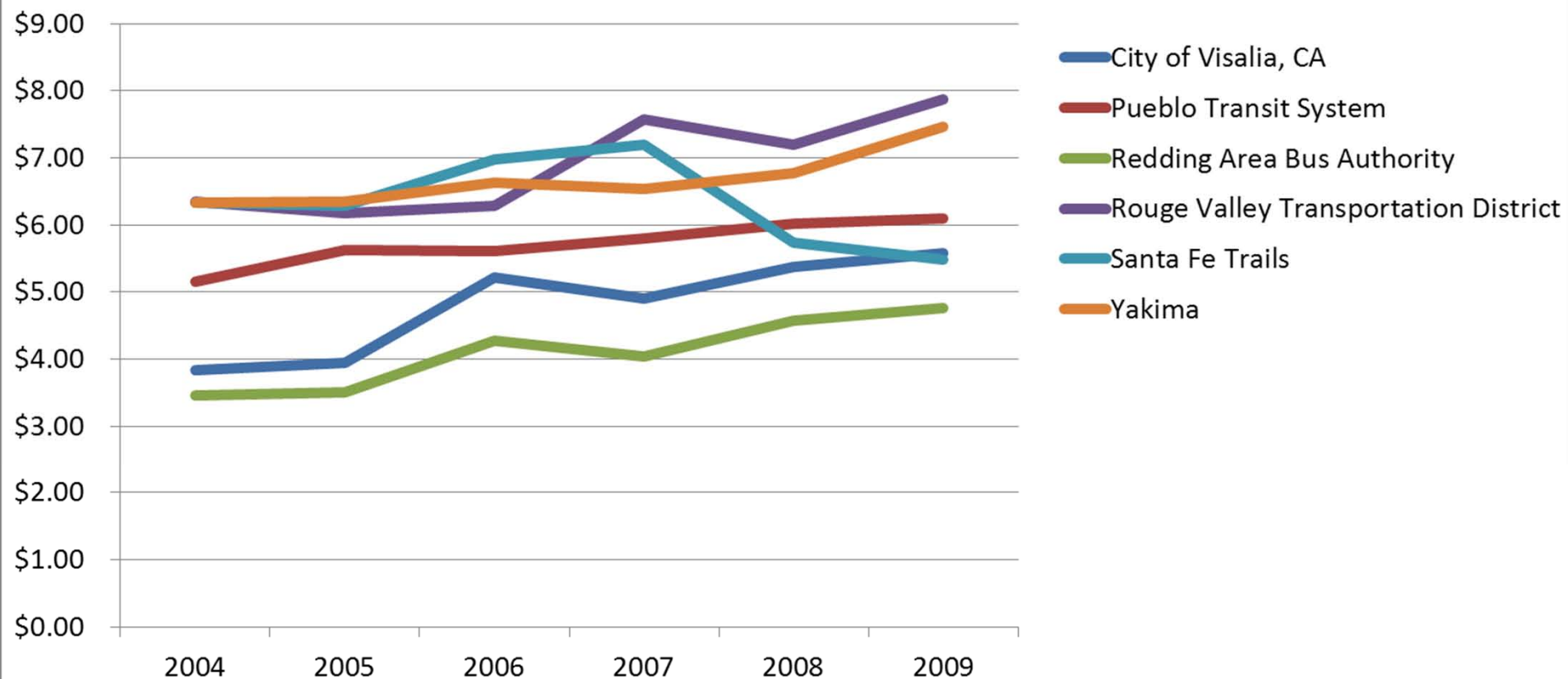
RVTD Operating Costs Peer Comparison

› RVTD Operating Costs per Revenue Hour



RVTD Operating Costs Peer Comparison

› RVTD Operating Costs per Revenue Mile



Transit and Rapid Transit

› Next Steps

– *Identify targeted customer market*

- Employees non-traditional hours
- Low income households unable to afford an automobile and who are burdened by the cost of ridership
- SOU students taking evening classes, going to evening campus activities, and/or weekend trips
- Tourists attending evening and weekend Oregon Shakespeare Festival
- Resident who would like to live in Ashland without owning a car

– *Identify priorities to improve transit supportive amenities and land use*

– *Consider opportunities to collaborate with partnering agencies and institutions*

Transit and Rapid Transit

- › Questions/Comments?

Will Dodge Way

› Page 5 of Scorecard

› Scorecard Topics

- *Should the City improve Will Dodge Way, and if so, in what form?*
- *What security improvements would be necessary?*

Topics and Questions		Your Input to Help Guide the Alternatives Analysis			
Will Dodge Way					
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.					
Will Dodge Way Topics and Questions	Strongly Agree	Agree	Disagree	General Comments	
The City should explore opportunities to make Will Dodge Way a pedestrian alley/boulevard.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
The City should explore opportunities to make Will Dodge Way a bicycle alley/boulevard.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
The City should explore opportunities to make Will Dodge Way a green alley.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
The City should pursue policies to encourage development and redevelopment to orient towards the alley as well as the street.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Mark which, if any, types of security improvements you think would be needed along Will Dodge Way if converted to a pedestrian and/or bicycle alley.	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications
Natural Surveillance (from existing business owners and patrons)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Territorial Reinforcement (physical presence)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Natural Access Control (attractive but controlling gateways)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Will Dodge Way

- › Purpose of White Paper
 - *Present potential enhancements to Will Dodge Way.*
- › Main Topics
 - *Existing conditions*
 - *Enhancement strategy*
 - *Security*
 - *Other considerations*

Will Dodge Way

› Existing Conditions

- *Business front and rear door access*
- *Parking access*
- *Service functions*
- *Generally meets the criteria in the shared streets and alleys WP*
- *Natural surveillance from storefronts, entrances, parking, existing pedestrian activity*
- *Intersections with Pioneer Place, N 1st Street, and N 2nd Street have limited sight distance*

Will Dodge Way

› Strategy:

– *Pilot your Project*

- Don't create standards right away
- Allow flexibility to address specific concerns and opportunities

– *People Power*

- Engage business owners and downtown stakeholders

– *Promote, Promote, Promote*

- Tell people about this exciting opportunity through various media

– *Program it*

- Develop future programs from successful pilot

Will Dodge Way

› Security

– *General:*

- Attractive and useable both day and night
- Even and continuous lighting
- Eliminate “hiding places”
- Clean and litter free environment

› Crime Prevention Through Environmental Design (CPTED)

– *Natural surveillance:*

- Visibility discourages illegitimate activities
- Landscaping and lighting are important

– *Territorial Reinforcement:*

- Keep intended activities in the space and undesired activities out
- Use design elements such as parking, landscaping, etc.

– *Natural Access Control:*

- Gateway treatments

Will Dodge Way

› Other Considerations

– *Improve Pedestrian Environment:*

- Paving materials, lighting, landscaping, street furniture
- Screen trash enclosures
- Correct drainage problems

– *Green Alleys*

- Extend Green Streets program to include alleys
- Explore feasibility of green street treatments on Will Dodge Way

– *Fill in the Gaps*

- Encourage new development to fill “gaps”
- Maintain mix of uses for natural 24-hour surveillance
- Connect alley to Main Street and Lithia Way

Will Dodge Way

› Questions/Comments?

Multi-Use Trails

- › Page 6 of Scorecard
- › Scorecard Topics
 - *Interest in expanding the multi-use trail system in Ashland*
 - *Potential locations of future trails*

Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Multiuse Trails					
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.					
Multiuse Trails Topics and Questions	Strongly Agree	Agree	Disagree	General Comments	
The City should explore expanding the multiuse trail system in Ashland.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Would you like the City to explore the ideas below?	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications
Extend the Central Bike Path to Oak Street and Main Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Extend the Central Bike Path to the Croman Mill Site (when site redevelops)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Extend Bear Creek Greenway to Tolman Creek Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Provide Public Access along TID Trail in City of Ashland Limits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Formalize the TID trail within the City's limits from Wrights Creek to Tolman Creek	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Develop north-south shared use pathways along Ashland Creek and Roca Creek Corridors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Multi-Use Trails

› Purpose of White Paper

- *Present pros and cons of multi-use trails and potential applications in Ashland.*

› Main Topics

- *Attraction to riders*
- *Existing multi-use trails in Ashland*
- *Proposed facilities in the 2006 Trails Master Plan*
- *Implementation priorities*

Multi-Use Trails

- › Any paved or unpaved trail that allows multiple users
 - *Shared-Use Path: generally paved or hard surface*
- › Shared-use paths are attractive to:
 - *Interested but concerned cyclists:*
 - Recreational cyclists
 - School children
 - Novice cyclists
 - *Protection from traffic and traffic noise*
 - *Direct and fewer crossing points*
 - *Safety emphasis needed at major crossings*



Multi-Use Trails – Extension of Existing

- › *Existing Trails*
- › Currently: 6.8 miles or 23% of bike network
- › Heavy focus on east-west connections

Bear Creek Greenway Extension

- Currently: 18.5 mile pathway
- Connects Ashland to Talent, Phoenix, Medford, Central Point
- Potential Expansion: to Tolman Creek Road, airport, and beyond

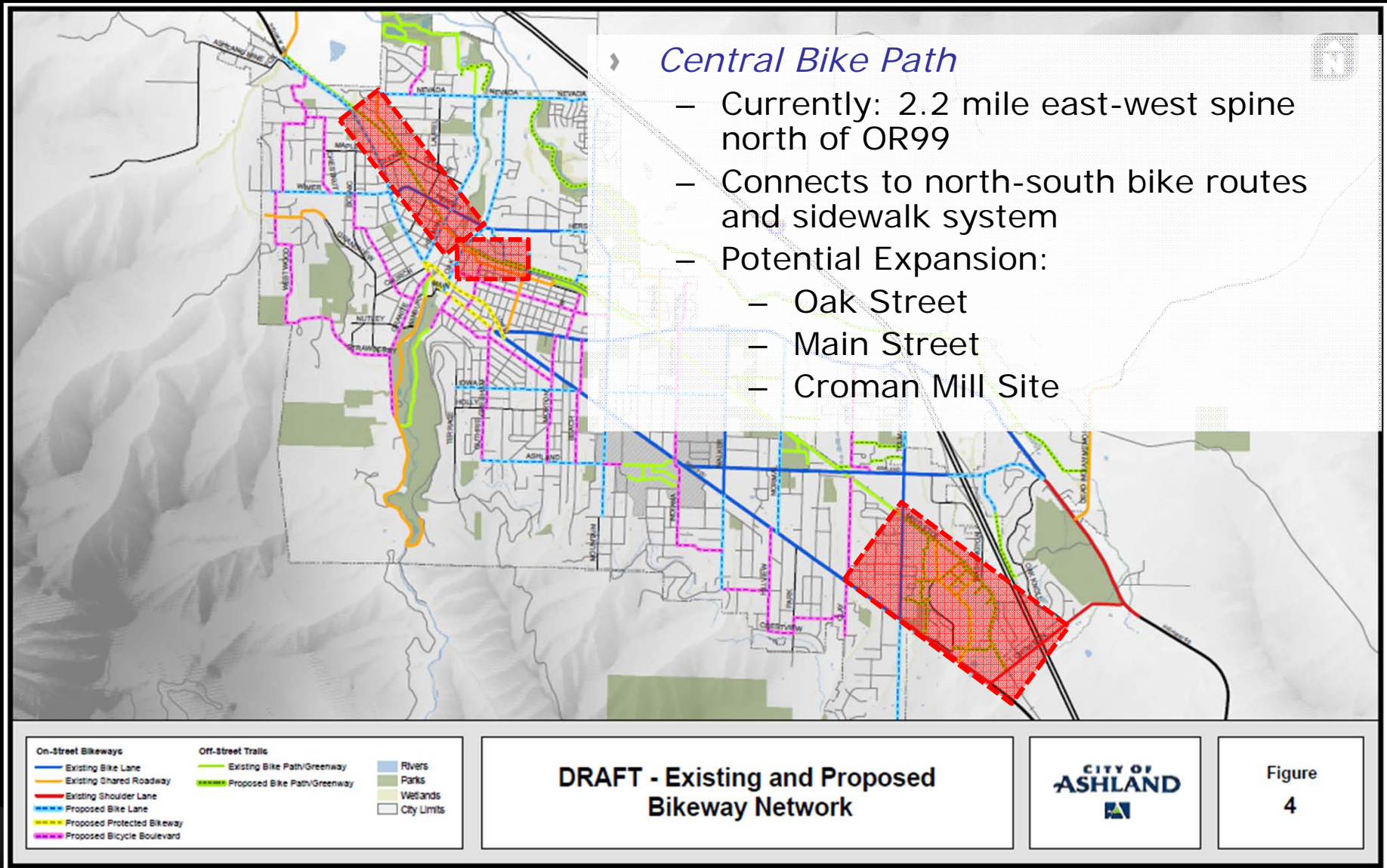
On-Street Bikeways	Off-Street Trails	
Existing Bike Lane	Existing Bike Path/Greenway	Rivers
Existing Shared Roadway	Proposed Bike Path/Greenway	Parks
Existing Shoulder Lane		Wetlands
Proposed Bike Lane		City Limits
Proposed Protected Bikeway		
Proposed Bicycle Boulevard		

**DRAFT - Existing and Proposed
Bikeway Network**



Figure
4

Multi-Use Trails – Expand Existing

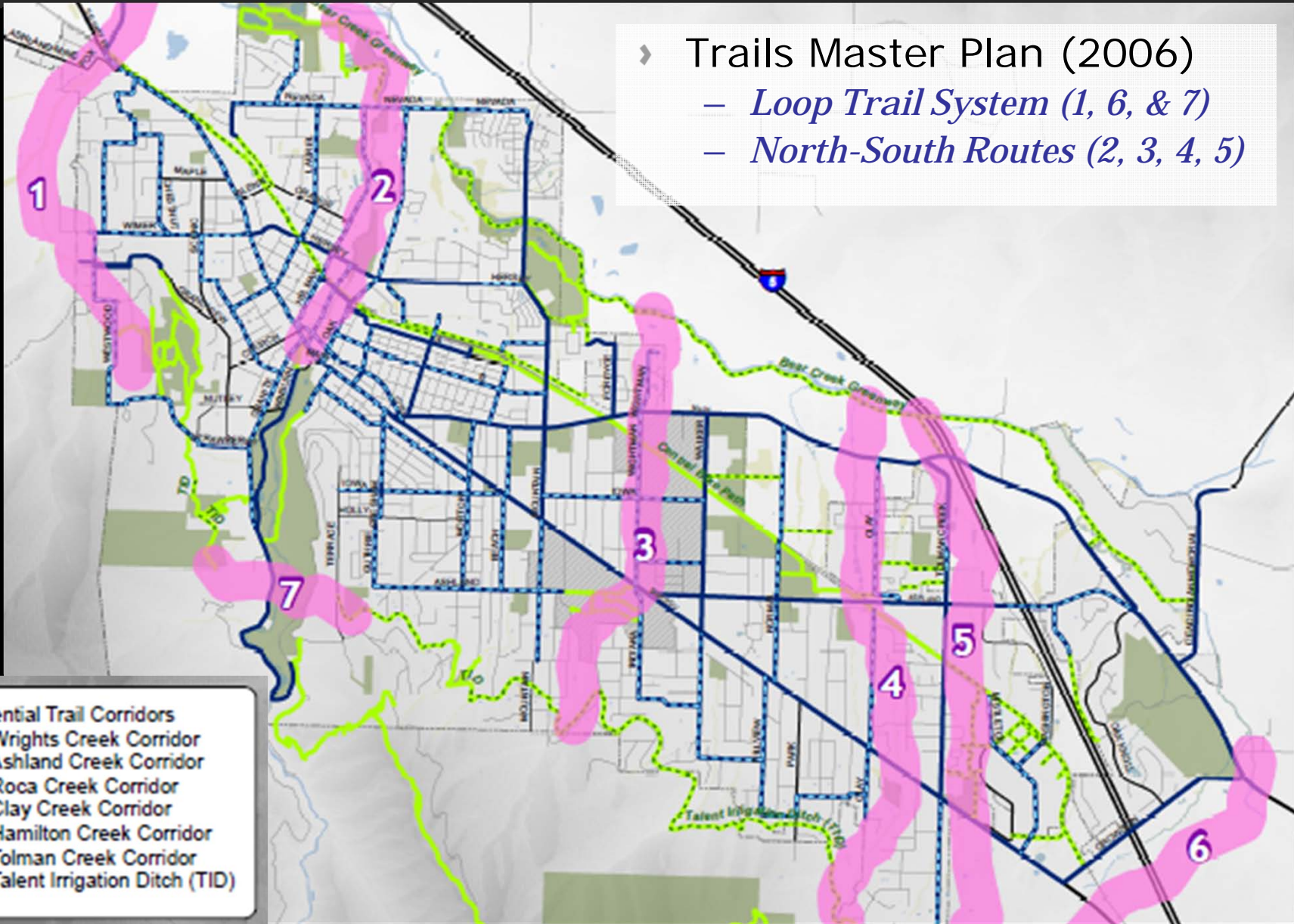


Multi-Use Trails – New Trails

- Trails Master Plan (2006)
 - Loop Trail System (1, 6, & 7)
 - North-South Routes (2, 3, 4, 5)

Potential Trail Corridors

- 1 - Wrights Creek Corridor
- 2 - Ashland Creek Corridor
- 3 - Roca Creek Corridor
- 4 - Clay Creek Corridor
- 5 - Hamilton Creek Corridor
- 6 - Tolman Creek Corridor
- 7 - Talent Irrigation Ditch (TID)



Multi-Use Trails – Loop Trail System

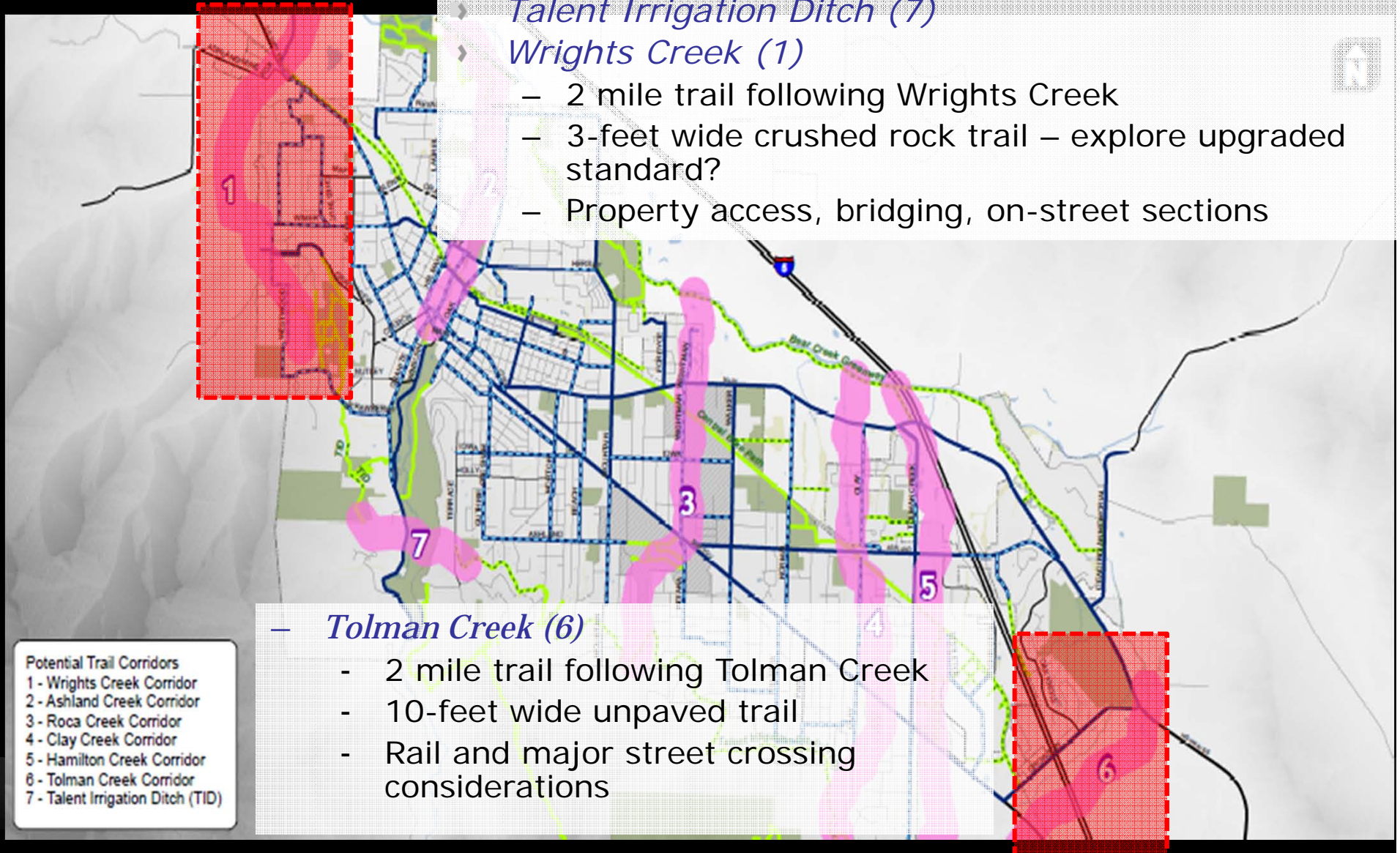
- › *Bear Creek Greenway*
- › *Talent Irrigation Ditch (7)*
- › *Wrights Creek (1)*

- 2 mile trail following Wrights Creek
- 3-foot wide crushed rock trail – explore upgraded standard?
- Property access, bridging, on-street sections

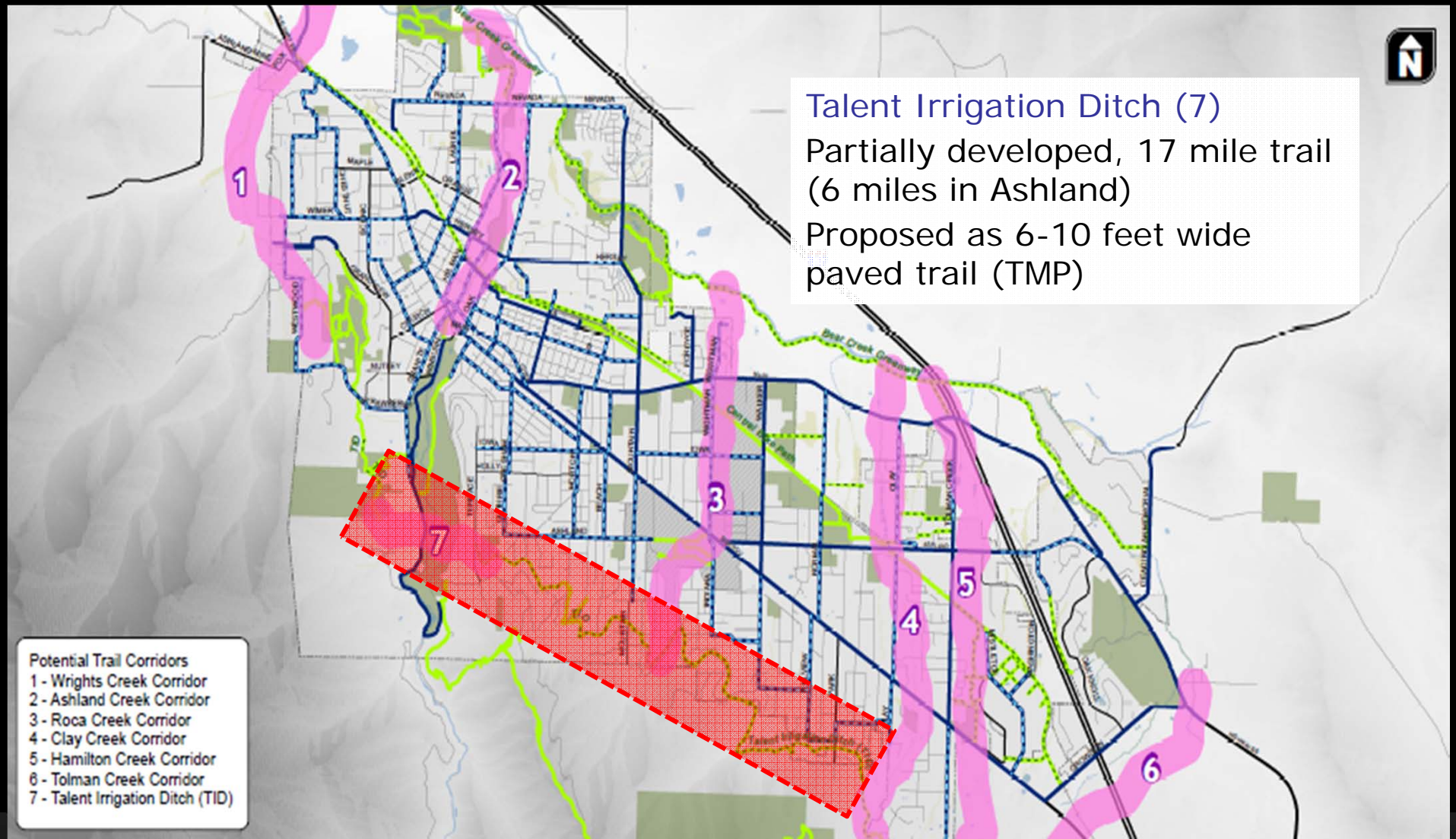
– *Tolman Creek (6)*

- 2 mile trail following Tolman Creek
- 10-foot wide unpaved trail
- Rail and major street crossing considerations

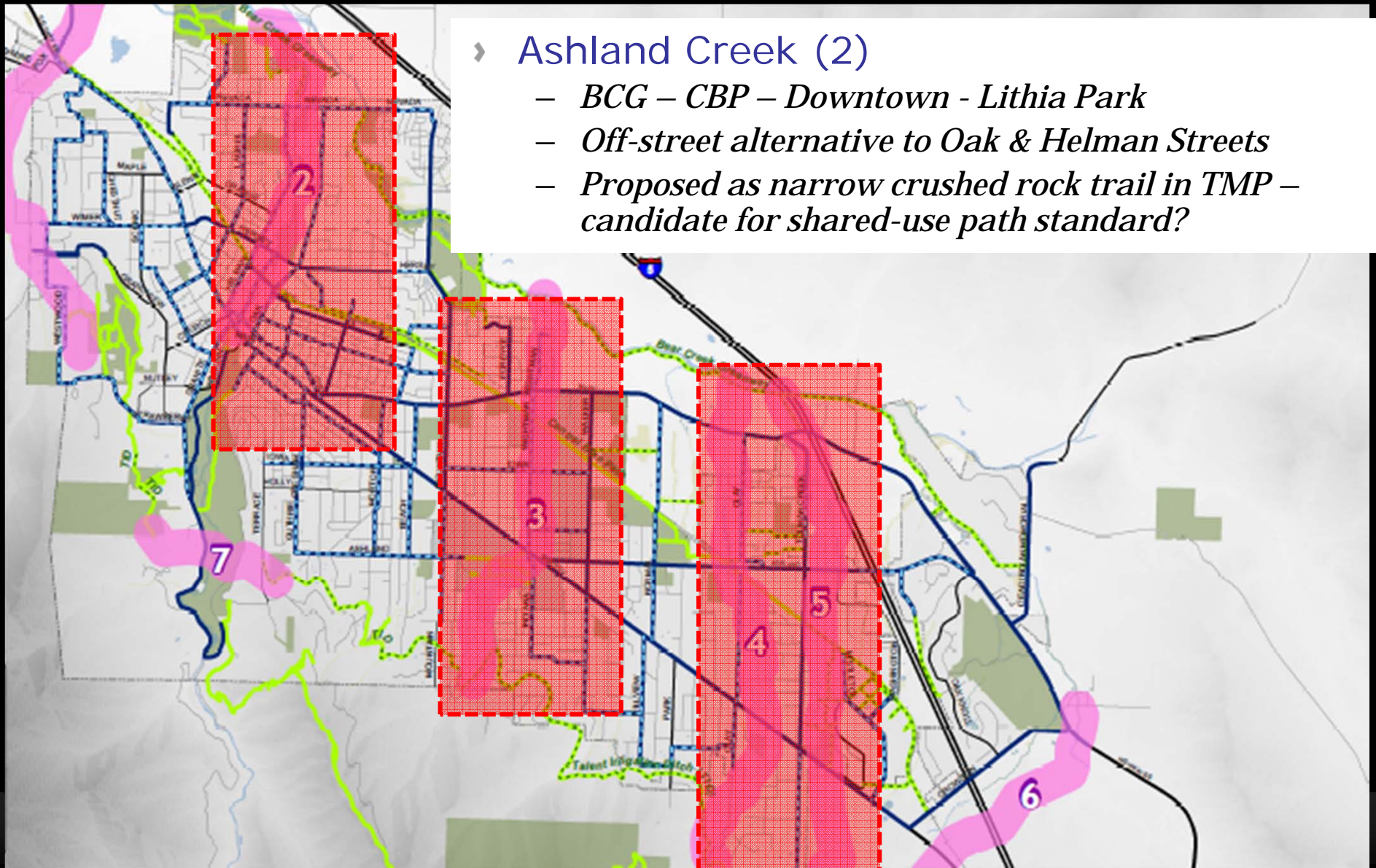
Potential Trail Corridors
1 - Wrights Creek Corridor
2 - Ashland Creek Corridor
3 - Roca Creek Corridor
4 - Clay Creek Corridor
5 - Hamilton Creek Corridor
6 - Tolman Creek Corridor
7 - Talent Irrigation Ditch (TID)



Multi-Use Trails – Talent Irrigation Ditch



Multi-Use Trails – North-South Routes



Multi-Use Trails – North-South Routes

Roca Creek (3)

BCG – CBP – SOU – TID

Alignment generally within publically owned right-of-way

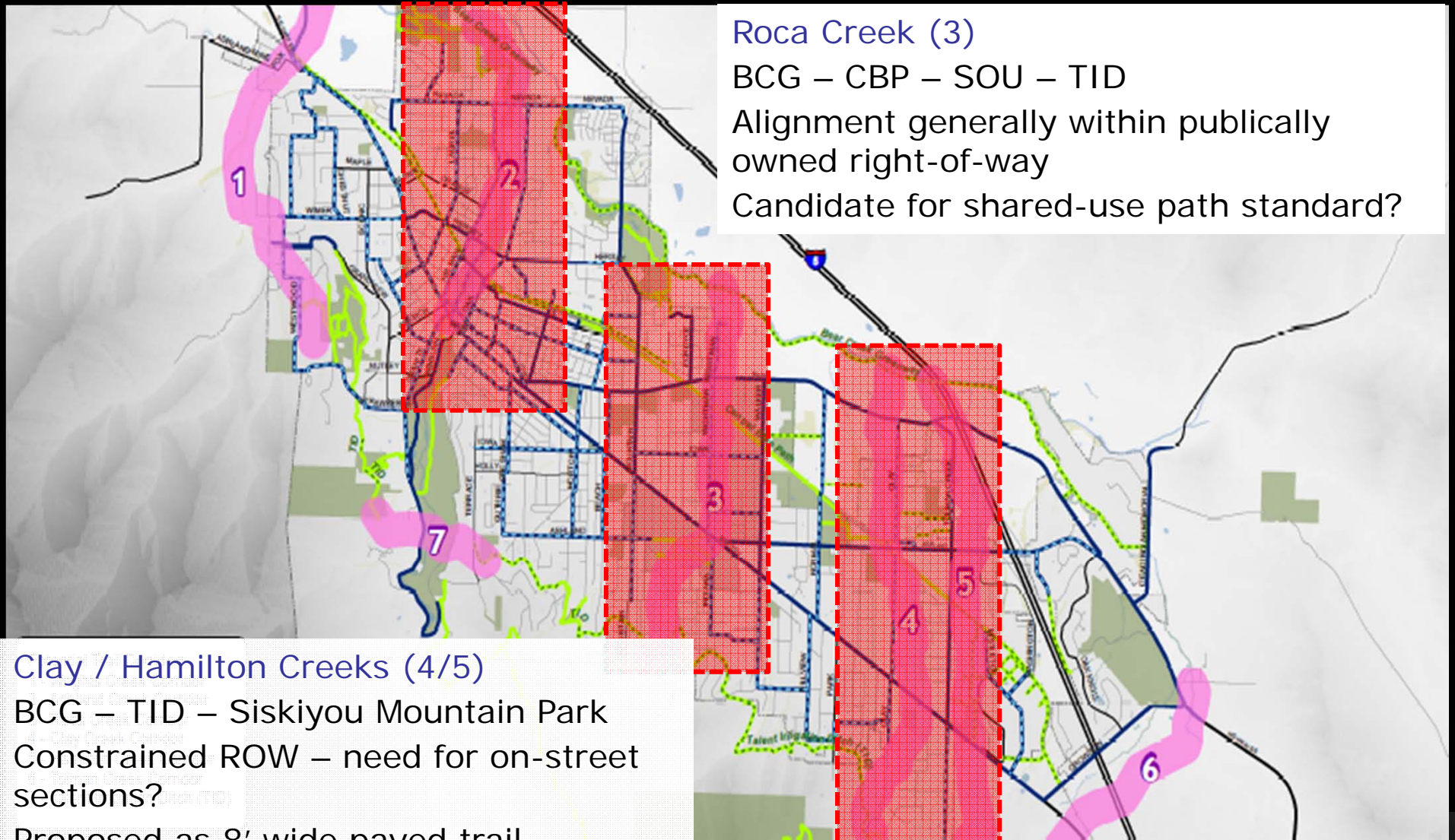
Candidate for shared-use path standard?

Clay / Hamilton Creeks (4/5)

BCG – TID – Siskiyou Mountain Park

Constrained ROW – need for on-street sections?

Proposed as 8' wide paved trail



Multi-Use Trails

› Your Input:

- *Which extensions of existing trails should Ashland pursue?*
- *Should planning and investments be made to create a loop trail?
Additional north-south routes?*

Multiuse Trails

- › Questions/Comments?

Safe Routes to School

- › Page 7 of Scorecard
- › Scorecard Topics
 - *Introduce programs and treatments that make up Safe Routes to School plans*



Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Safe Routes to School					
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.					
Safe Routes to School Topics and Questions					
Mark below the programs and treatments you'd like the City to explore as part of the Safe Routes to School plans for Ashland schools.	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications
Bicycle Safety Education for K-12 th Grade	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Pedal Power Program (or something similar)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Pedestrian Safety Education for K-12 th Grade	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Child Passenger Safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Walking School Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
International or School-Wide Walk Day/Week/Month	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Additional Traffic Calming near Ashland Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Additional Crosswalks near Ashland Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Additional Pedestrian Refuge Islands near Ashland Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Additional Curb Extensions near Ashland Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Additional Signing and Striping to Slow Drivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Additional Police Enforcement (Traffic Laws)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

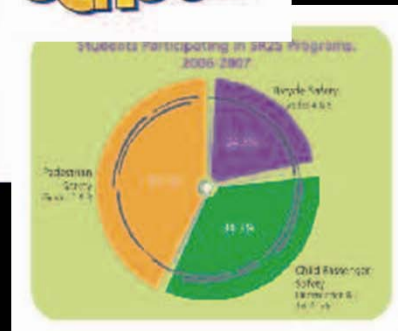
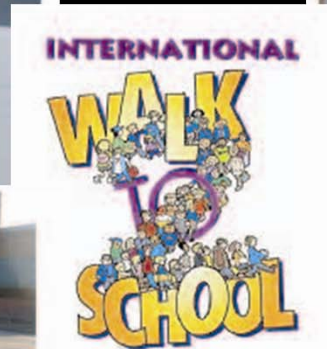
Safe Routes to School

› Purpose of White Paper

- *Present safe routes to schools plan elements and suggested programs.*

› Main Topics

- *Education*
- *Encouragement*
- *Engineering*
- *Enforcement*
- *Evaluation*



SRTS - Education

› Teach:

- *Students: pedestrian, bicycling, and traffic skills*
- *Drivers: how to share the road safely*

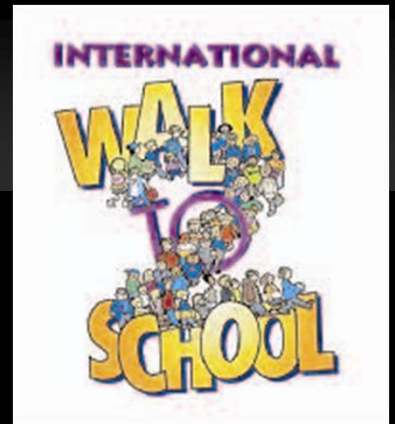
› Example programs:

- *Bike Safety Education*
- *Pedal Power*
- *Pedestrian Safety Education*
- *Child Passenger Safety*



SRTS - Encouragement

- › Activities and events that encourage more walking and cycling
 - *Special events, clubs, contests, activities, incentives, etc.*
- › Example programs:
 - *Walking School Bus*
 - *Walk-to-School and/or Bike-to-School Days*

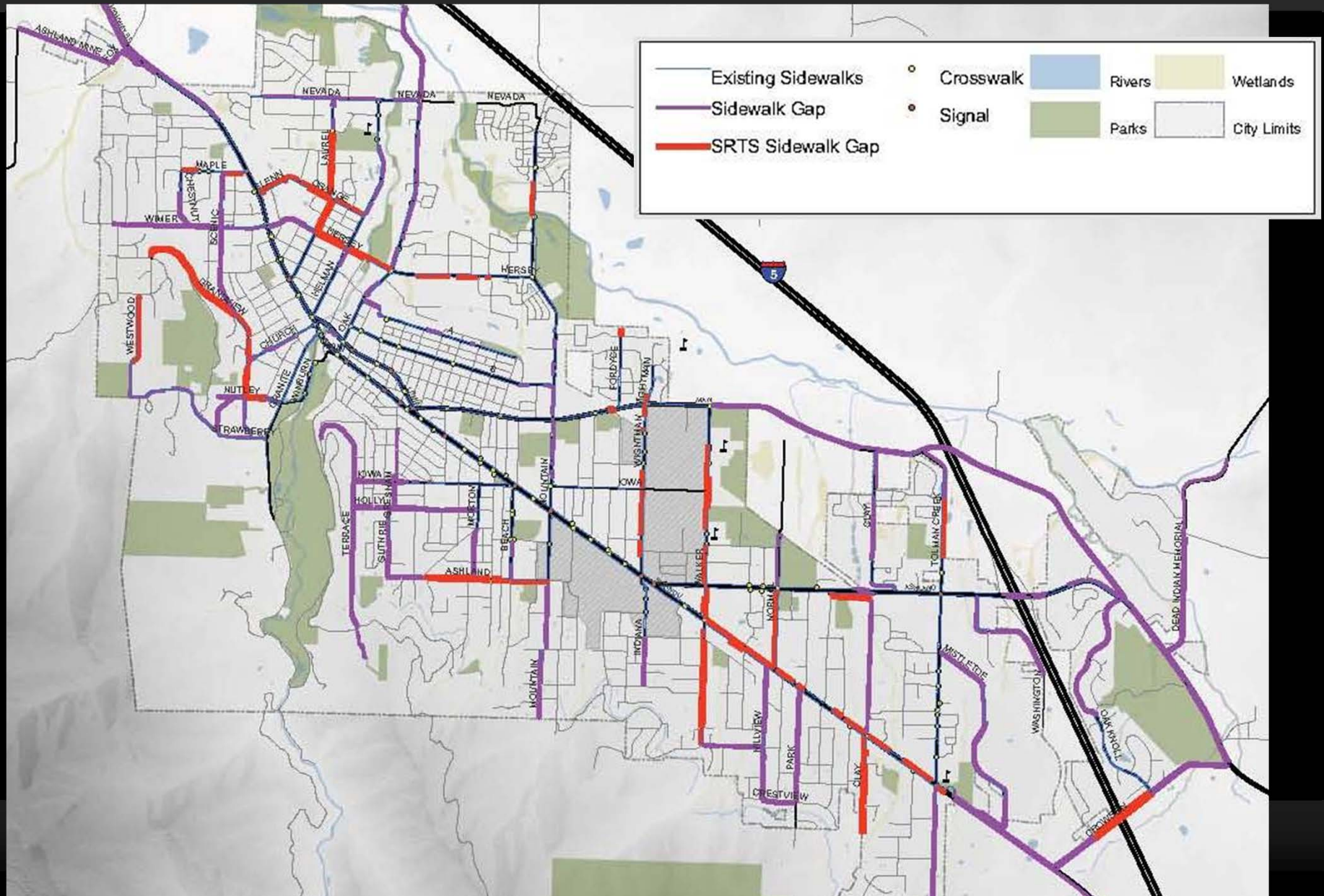


SRTS - Engineering

- › Engineering solutions that remove barriers to walking and cycling
- › Example treatments:
 - *Traffic calming*
 - *Additional/enhanced crosswalks*
 - *Pedestrian refuge islands*
 - *Curb extensions*
 - *Prioritize sidewalk and bike route gaps on identified school travel routes*



SRTS - Engineering



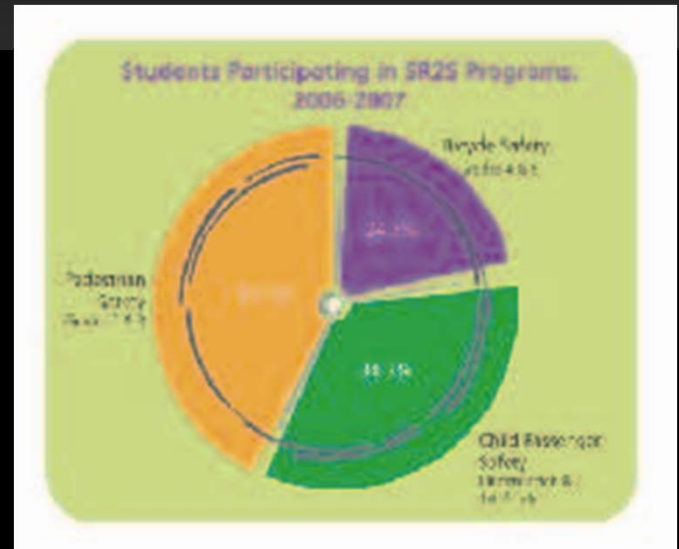
SRTS - Enforcement

- › Work with agencies to enforce road rules or encourage safer driver, bicycling, and walking behavior
- › Enforcement programs:
 - *Increased police enforcement*
 - *Police involvement in education programs*
 - *Parent charter*



SRTS - Evaluation

- › Monitoring effectiveness of programs
- › Evaluation programs include:
 - *Travel to school counts: before and after*
 - *Parent / student surveys*
 - *Stakeholder meetings*



Safe Routes to School

› Your Input:

– *What programs and treatments should be the top priorities for ensuring safe travel to school?*

- Education
- Encouragement
- Engineering
- Enforcement
- Evaluation

Safe Routes to School

› Questions/Comments?

Overview of Upcoming Work Activities



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING



PLANNING + DESIGN

CITY OF
ASHLAND

White Papers – Groups #4 and #5

› Group #4 – March 10th

- *Passenger Rail and Commuter Rail*
- *Streetcar*
- *High Density Housing*
- *Access Management Plan*
- *Downtown Plan*
- *Safety Focus Intersections*

› Group #5 – March 17th

- *Freight*
- *Airport*
- *Special Transportation Area*
- *Addition of an I-5 Exit*
- *Traditional vs. Alternative Development Review Process*

Key Near Term Dates and Work Items

- › 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?