

## **Technical Memorandum #7 Alternatives Analysis Appendix**

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

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

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

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Provide Your Input and Thoughts in the Yellow Boxes Below

Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Road Diets					
Below: 1) ✓ Check the yellow boxes to indicate the roadways on which you'd like to see road diets explored; and 2) Rank (1 = highest priority) the priority of the potential road diet locations.					
Road Diet Topics and Questions	Strongly Agree	Agree	Disagree	General Comments	
Applying road diets should be explored in Ashland.	16	3	0	<ul style="list-style-type: none"><li>Start with a pilot project</li><li>Would the center median be a turn land or double striped?</li><li>Transit movement and stops needs to be accommodated pullouts could be considered but need to ensure that bus can get back into traffic QUICKLY. Bicycles would also be destructured when bus stops, yet we are encouraging high bicycle use. The adverse reaction by drivers and cyclists would be targeted at RUTD primarily. Any solutions? Far side turnouts? Right free-turn jump lanes?</li><li>Temporary and demo finally</li><li>These are shown to work. To not at least try this (pilot project) would be a mistake in my opinion</li></ul>	
Would you like road diets to be explored on the roadways listed below?	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications
North Main Street (OR 99) from Helman Street to Valley View Road	14	5	0	(0) 6 (1) 10 (2) 1 (3) 2	<ul style="list-style-type: none"><li>Should reduce to Sheridan-Helman as other areas don't fit the typical character and could create a bottleneck on the major commute route in/out of Ashland.</li><li>No recommendation; leave o local experts to determine which is more appropriate.</li><li>Area from Railroad overpass to Valley View Road. Bike lanes only – turn lanes??</li><li>Slowing traffic down, exploring turn lanes and creating bike lanes would enhance the area. –Pam Hammond</li><li>Badly needed for years!</li><li>Provided that a reduction in COS is not the result</li><li>Bike lanes and a center turn lane are badly needed</li><li>Perhaps extend to Railroad overpass. Consider immediate pilot project.</li><li>Must find a solution for transit stops DTDS can't cross now. Demo soon as possible. Bikes!</li><li>Merge into single lane of RR overpass – not V. View Rd.</li><li>Trying this summer of 2011 would be fine</li><li>Definitely from Helman to the railroad bridge (city line?) as there is a lot of residential areas along here, not to mention access to the hospital and medical facilities. After the railroad bridge, speeds really increase and the road is a lot wider, so I'm not sure it should be applied here.</li></ul>

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					Also this area isn't much of a destination for non-vehicular traffic since most of it is auto dealerships, and there is a good alternate route (the greenway bike path).
East Main Street (OR 99 Southbound) from Helman Street to Gresham Street	10	5	3	(0) 7 (1) 2 (2) 10 (3) 1	<ul style="list-style-type: none"> <li>ADT's could be too high? Will this create a long line of vehicles that will make it hard for pedestrians to cross?</li> <li>Perhaps in 3-5 years</li> <li>Almost = above, except that Will Dodge Way does serve experienced cyclists as alternative to riding on Main St.</li> <li>Wow! This area is already a hot mess – I'm very concerned about delivery trucks and parallel parkers bringing the downtown to a halt.</li> <li>See below</li> <li>Crucial to make street patios feasible</li> <li>There is no way for bikes to go thru downtown. There are more lanes than are needed for traffic volumes</li> <li>Consider this only if we are prepared to look at entire circulation issues in downtown.</li> <li>Will be a consideration for downtown plan and plaza plan.</li> </ul>
Ashland Street (OR 66) from Siskiyou Boulevard (OR 99) to Clay Street	8	5	4	(0) 8 (1) 1 (2) 2 (3) 9	<ul style="list-style-type: none"> <li>Long term – 10 years out</li> <li>Want to see pros/cons of this first. I understand GENERAL benefits from packet, want specifics, don't need packet read to me again</li> <li>Extend to freeway</li> <li>This would help reduce speeds on Ashland street</li> <li>At minimum, we need to create safer crossings of this stretch for pedestrians</li> <li>Like Siskiyou Blvd., recent changes, wait a while.</li> </ul>
<b>Tell us your suggestions for additional road diet locations.</b>					
<ul style="list-style-type: none"> <li>The #1 thing I want regarding this, is such: I want to 1) "alternatively, the City and ODOT may seek alternative mobility standards for these intersections" (Kittelton, 1/13/2011, Tech memo 5 p.6) build light-controlled intersection at HERSEY/Wimer/North Main. 2) Put sign "through traffic use Hersey" sending them LEFT if they are not going downtown. 3) Road diet from HERSEY to OAK ST. 4) Consider road diet from OAK ST to MOUNTAIN. For a number of reasons I want to discuss in meeting. I am not asking to be told by Kittelson why this cannot be done. I want this proposal discussed with the other "alternative analysis" topics. If the group rejects my arguments, so be it. But this is my #1 road diet proposal, I have reasons, and I want it on record. I'm going to bird dog this until it gets on the list. " In some instances, developing parallel or alternative routes is likely to a more effective use of funds than a road diet" (Kittelton, 1/11/2011, Road diets – white paper, p. 4). I want to use both tools at same time.</li> <li>D diet cross section that "encourages or peddles" vehicles will utilize the center turn lane to go around busses is just plain bad logic and planning. Instead, explore bus turn-outs even if it means additional room. Further, if North Main is reduced to a single lane it will add much more than 20-30 seconds if you're behind a bus!</li> <li>Using road diets in Ashland would change the driver's view of North Main/East Main/ Siskiyou route from a "quick" way to get across town to a slower, pleasant, leisurely way for all modes. There are many commuters that use it morning/lunch/after work and they may be frustrated by the change in attitude I personally welcome the change but we need to educate and listen to the other side. Maybe we are forcing something that is not wanted by the majority. Siskiyou Boulevard has also been mentioned.</li> <li>Have presented my idea on the "Applegate" by-pass which deals with North Main, two way traffic East Main and Lithia Way, and round about? Wimer, Hersey, North Main. Long term upgrade of Eagle Mill Rd – bike lanes, already an alternate route into town – Oak on Mountain Ave.</li> <li>1) let's do North main to the rail road trestle first then look at the other locations 2) on highway 66 from clay st to freeway we need more median strips for landscaping on the down sides of the railroad overpass and near the YMCA, and from Tolman Creek to the freeway</li> <li>As far as ranking goes, the downtown core southbound is a significant barrier to cyclists and a pretty crazy area even for drivers. This is partially because of 3 lanes I believe. It is a terrible shame that I am afraid to let my wife (who is not a super experienced cyclist) bike to work at the festival in the core of the gem of Ashland (the downtown) solely because of the challenges of getting to the bricks by bicycle. 2<sup>nd</sup> is north main because there aren't a lot of alternatives due to topology. Ashland</li> </ul>					

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street has a number of alternatives. What about Siskiyou from downtown to Ashland St? I’m not sure it would work, but I believe it has been Colin’s big area for a road diet, and I am curious as well, even though somewhat doubtful.

Streetscape Patios

Below:

1) ✓ Check the yellow boxes to indicate which locations you’d like street patios to be explored at; and 2) Rank (1 = highest priority) the priority of the potential street patio locations.

Streetscape Patios Topics and Questions	Strongly Agree	Agree	Disagree	General Comments	
Implementing streetscape patios in pilot project(s) Ashland should be explored.	13	5	1	<ul style="list-style-type: none"><li>Excellent; have experienced this and worked great.</li><li>This would be a challenge with road diet</li><li>An administrative/political nightmare. Not suitable for restaurants as location specific.</li><li>I don’t spend enough time in Ashland to answer/rank below</li><li>Ensure current bus stops are protected</li><li>It’s worked elsewhere –why not at least try this?</li></ul>	
Would you like streetscape patios to be explored at the following locations?	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications
East Main Street (OR 99 SB) from Helman Street to Gresham Street	8	3	4	(0) 12 (1) 5 (2) 2 (3) 0 (4) 0 (5) 0 (6) 0 (7) 1	<ul style="list-style-type: none"><li>Volumes too high, with road diet this will be a constant stream – not pleasant environment</li><li>Great idea I hadn’t heard of thank you</li><li>Good for restaurants without other outdoor seating</li><li>Side streets are much more desirable due to being quieter</li><li>Truck delivery problems?</li><li>City take jurisdiction</li></ul>
Lithia Way (OR 99 NB) from East Main Street to Helman Street	6	7	4	(0) 13 (1) 1 (2) 2 (3) 0 (4) 4 (5) 0 (6) 0 (7) 0	<ul style="list-style-type: none"><li>No recommendation; leave local experts to determine which is most appropriate.</li><li>Think will not be as popular but should be allowed yes</li><li>Feasible <u>only</u> if road diets implemented, otherwise, sitting in middle of heavy traffic –yuck</li><li>Lithia Way is quite unpleasant for pedestrians; this could help, although not many likely businesses there.</li><li>Neutral – would rather focus commercial along East Main and Plaza Truck delivery problems?</li><li>City take jurisdiction</li></ul>
A Street (in the vicinity of Lela’s and Palace Café)	5	5	5	(0) 14	<ul style="list-style-type: none"><li>Bad idea – worst street for car travel</li></ul>

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				(1) 1 (2) 1 (3) 2 (4) 1 (5) 1 (6) 0 (7) 0	<ul style="list-style-type: none"> <li>Fairness issues if limited to that block</li> <li>Not enough parking</li> <li>Eliminating on-street parking would prove an opportunity to increase the width of the traffic lanes.</li> <li>Already pedestrian friendly, so less of a concern</li> <li>Will be tight here – already tight – but a pilot should still be pursued</li> </ul>
Downtown Plaza Area (including portions of Winburn Way)	11	2	1	(0) 13 (1) 5 (2) 1 (3) 2 (4) 0 (5) 0 (6) 0 (7) 0	<ul style="list-style-type: none"> <li>Perfect area for this to occur</li> <li>Consider a more pedestrian friendly Plaza (*see attached idea for the plaza)</li> <li>Look at extending plaza island in to extra street space on west side</li> <li>Wait for plan</li> <li>Possible where easy main is very wide in the '00' block i.e. 1<sup>st</sup> block</li> </ul>
East Main Street/S Mountain Avenue Area (as part of Pedestrian Planning)	5	7	3	(0) 14 (1) 0 (2) 0 (3) 1 (4) 1 (5) 2 (6) 2 (7) 0	<ul style="list-style-type: none"> <li>Volumes might be too high, would need denser development first.</li> <li>Not sold on this concept yet</li> <li>Wait</li> <li>Possible future development high school hang out</li> <li>We need the alley from N Mountain to go thru where it is blocked</li> <li>Not much business here, but as land uses change. There may be need to explore</li> <li>City take jurisdiction</li> </ul>
Walker Avenue/Ashland Street (OR66) Area (as part of Pedestrian Planning)	8	4	3	(0) 14 (1) 0 (2) 1 (3) 1 (4) 0 (5) 2 (6) 2 (7) 0	<ul style="list-style-type: none"> <li>Volumes might be too high, would need denser development first.</li> <li>Dangerous traffic through; no street parking =??</li> <li>At Beanery</li> <li>Not sure of the applicability here, although we need to consider all options for street, intersections and treatments at these sites</li> <li>Future outside hanging out area – college students street diet Ashland St</li> <li>Start with this area and see how it is received. This would best be in conjunction with the development of the NW corner here at Walker &amp; 66</li> <li>Not much business here, but as land uses change. There may be need to explore</li> </ul>
Tolman Creek Road/Ashland Street (OR 66) Area (as part of Pedestrian Planning)	4	7	2	(0) 14 (1) 0 (2) 1 (3) 1	<ul style="list-style-type: none"> <li>Volumes might be too high, would need denser development first.</li> <li>At Taco Bell</li> <li>Wait</li> <li>Pedestrian refuges would be an enhancement here.</li> </ul>

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				(4) 0 (5) 0 (6) 1 (7) 4	<ul style="list-style-type: none"><li>Not much business here, but as land uses change. There may be need to explore</li><li>City take jurisdiction</li></ul>
Tell us your suggestions for additional streetscape patio locations.					
<ul style="list-style-type: none"><li>Street patios might work if local businesses would like to participate</li><li>This just feels like a governmental nightmare – let’s leave this one alone</li><li>Good job bringing this forward, thank you</li><li>I think we need to make our sidewalks in the downtown wider via a road diet then use part of that sidewalk as outside dining. City council voted to have no tables within 18” of curb (current ordinance). I think it will cause more accidents and parking problems.</li><li>Will dodge way and the alley about East main in the downtown area might be best for patios. East main and Lithia way are always going to be busy.</li><li>Personally, I would never sit in an area that felt exposed. This is compounded by at least one incident where a driver drove over a sidewalk. Areas where seats are protected from moving traffic by parked cars or large bollards I think are feasible, but exposure should be taken into consideration. My other concern is the loss of parking and the political backlash created by making parking in Ashland worse. I personally think parking in Ashland is quite easy, but there is a large segment that disagrees. Until this attitude is changed, the removal of too many parking spots should be avoided. As for specific locations, I have no preference as I find the whole concept rather borderline agreeable.</li></ul>					
Railroad Crossings					
As you answer the questions and provide input below, please keep in mind <b>for every at-grade crossing that is opened one existing at-grade crossing must be closed.</b> Also keep in mind the cost and physical impacts grade-separated crossings have on their surroundings.					
Railroad Crossings Topics and Questions Related to At-Grade Crossings	Use the yellow boxes below to indicate whether or not you agree with the suggestions presented by the consultant team in the white paper.				
	Suggestions in White Paper	Agree	Disagree	General Comments	
4 <sup>th</sup> Street (Desired New Railroad Crossing)	Pursue at-grade crossing in nearer-term	16	0	<ul style="list-style-type: none"><li>Potential overcrossing instead</li><li>Priority!</li><li>Already planned</li><li>Should be the #1 priority crossing/improvement</li><li>Very important for connectivity. There’s no crossing between oak st and mountain ave</li><li>Central (bike &amp; ped only (plus emergency)) location</li><li>#1</li><li>Bike/ped only</li></ul>	
Washington Street (Desired New Railroad Crossing)	Pursue at-grade crossing in longer-term	12	4	<ul style="list-style-type: none"><li>Potential overcrossing instead</li><li>No recommendation; leave o local experts to determine which is most appropriate.</li><li>This should be developer driven and not a high priority</li><li>Because Mike F. said so!</li><li>Not sure this one strongly enough yet, need more info</li></ul>	

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				<ul style="list-style-type: none"> <li>• Wait until Croman becomes a reality</li> <li>• Future</li> <li>• #100</li> </ul>
2 <sup>nd</sup> Street (Desired New Railroad Crossing)	Do not pursue	11	5	<ul style="list-style-type: none"> <li>• Pedestrian crossing only!</li> <li>• Present info how to achieve in long term please</li> <li>• Bike/Ped crossing – can do now</li> <li>• Wrong location too close to Oak</li> <li>• Pursue if at 8<sup>th</sup> st</li> <li>• 4<sup>th</sup> street crossing would suffice</li> <li>• This may provide better connectivity that 4<sup>th</sup></li> </ul>
Glenn Avenue (Existing Railroad Crossing)	Close when crossing needed at Washington Street	11	5	<ul style="list-style-type: none"> <li>• Maybe only for auto</li> <li>• Not sure this yet</li> <li>• Or some other place → 4<sup>th</sup> st</li> <li>• If needed</li> <li>• Not necessary if crossing at 4<sup>th</sup> street is accomplished</li> <li>• Easier said than done! However, could this be folded into possible side street re-alignments that would happen if the north main section is reworked with a center island?</li> <li>• Evaluate closure for 4<sup>th</sup> street as priority. Washington very long term</li> <li>• Ped, bike and emergency. Apts to Nelma &amp; Gren Way &amp; Dog Park. Quiet village crossing ...</li> <li>• Neutral</li> <li>• What jurisdiction, state or federal dictates railroad crossing rules?</li> <li>• Unless we can compensate with crossing outside city</li> </ul>
Hersey Street/Laurel Street (Existing Railroad Crossing)	Remains Open	14	0	<ul style="list-style-type: none"> <li>• Needs fixed, horrible shape, surface bad</li> <li>• What jurisdiction, state or federal dictates railroad crossing rules?</li> </ul>
Helman Street (Existing Railroad Crossing)	Remains Open	14	0	<ul style="list-style-type: none"> <li>• What jurisdiction, state or federal dictates railroad crossing rules?</li> </ul>
Oak Street (Existing Railroad Crossing)	Remains Open	14	0	<ul style="list-style-type: none"> <li>• Needs fixed, horrible shape, surface bad</li> <li>• Crossing needs improvement</li> <li>• What jurisdiction, state or federal dictates railroad crossing rules?</li> </ul>
Mountain Avenue (Existing Railroad Crossing)	Remains Open	14	0	<ul style="list-style-type: none"> <li>• But move farmer's market, could perhaps close this one if gain valuable enough - Steve Ryan</li> <li>• Crossing really needs improvement</li> <li>• What jurisdiction, state or federal dictates railroad crossing rules?</li> </ul>
East Main Street (Existing Railroad Crossing)	Remains Open	14	0	<ul style="list-style-type: none"> <li>• Critical keep open yes</li> <li>• What jurisdiction, state or federal dictates railroad crossing rules?</li> </ul>
Wightman Street (Existing Railroad Crossing)	Close to provide opportunity to open 4 <sup>th</sup> Street	9	5	<ul style="list-style-type: none"> <li>• Closing would be a problem with local schools and armory – plus cyclists, pedestrians</li> <li>• Would mess up Farmers Market</li> <li>• I haven't had an opportunity to look closely at this</li> </ul>

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				<ul style="list-style-type: none"><li>Evaluate closure for 4<sup>th</sup> street as priority. Washington very long term. Pursue no closures as first alternatives/allow additional</li><li>Bike, ped and emergency. Farmers market/SOU/Willow wind</li><li>What jurisdiction, state or federal dictates railroad crossing rules?</li><li>Unless we can compensate with crossing outside city</li></ul>
Walker Avenue (Existing Railroad Crossing)	Remains Open	13	1	<ul style="list-style-type: none"><li>Maybe willing to trade this one, depends on GAIN elsewhere</li><li>What jurisdiction, state or federal dictates railroad crossing rules?</li></ul>
Normal Avenue (Existing Railroad Crossing)	Up-grade to at-grade crossing standards	9	7	<ul style="list-style-type: none"><li>Private crossing. Leave as-is unless new development requires upgrade – even then that would be a “new” crossing subject to current rule.</li><li>This is a private crossing. Should be looked at down the road for the connection to East main</li><li>Need to see specifics on this one</li><li>Should be the bottom priority, but should remain</li><li>This one could close if we could open access at east main</li><li>Upgrade needed only when significant redevelopment occurs</li></ul>
Tolman Creek Road (Existing Railroad Crossing)	Remains Open	14	0	

What locations, if any, would you like grade-separated crossings to be explored at? Do you have suggestions/ideas for addressing the desire for new railroad crossings in Ashland? Please share your thoughts below.

- Should investigate all open crossings to see if any have potential to be grade separated – especially ones that are topographically favorable (as RR is generally lower which might make for less of an approach)
- 4<sup>th</sup> Street or Washington should be looked as well
- Ok #3 – clay street under Ashland street overpass to connect all of Clay Street – for pedestrians and cyclists – pathway now exists there – this crossing serves the areas on lowest portion of Clay, the YMCA, and is important as a safe route to schools and the bike path. This needs to be listed
- The above looks good
- I would like to see analysis of major DRAWS/Destinations pulling people through these crossings Thank you
- No grade-separated. Too expensive, out of scale to Ashland. Pursue bike/ped crossings to avoid giving up auto crossings. Join with other OR towns/cities to charge arbitrary RR rule.
- 4<sup>th</sup> street
- I think there has to be a legislative change. How can a city divided by RR tracks grow to its full potential using in-full (thus avoiding sprawl) if there aren’t additional crossings. Safety vs smart growth.
- I don’t spend enough time in Ashland to answer this effectively
- I don’t know enough about the subject to make comment however – I would like any decision to consider implications or future commuter/passenger rail and access.
- Ped/bike crossings at: Clay & Ashland St; Shop-N-Kart to Takelma; City yard east of North Mountain to Vacant land to North; and Mistletoe per Croman Plan
- Not!
- I believe we need to contest the concept where a crossing must close where one opens is this a state or federal issue. Also our railroad service is suspended. We need 1) ped bicycle crossing at the west end of Nevada to highway 99 2) in the railroad district 3) one between Tolman creek and clay street and 4) one at Washington st to what we call the Croman parcel
- I agree with the suggestions, except for Normal. There are like 10 houses on the other side, which makes this a rather low priority change. If the area gets developed, then yes, improvements should be made, probably at the cost of the developer. I suppose, then, that that should be specified in the TSP.

Other Modes (Active Modes) of Transportation

Below:

- 1) ✓ Check the yellow boxes to indicate which programs and/or policies would you like explored in Ashland; and 2) Rank (1 = highest priority) the priority of the programs and/or policies below.

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Programs and Policies to Encourage and Accommodate Active Modes of Transportation	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications
Incentives for Bicycle Oriented Businesses	11	6	1	(0) 11 (1) 3 (2) 1 (3) 3 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 1	<ul style="list-style-type: none"> <li>• Can partner with RUTD's TDM program</li> <li>• We have a lot of bike businesses</li> </ul>
Directed Patrols (Enforcement Patrols)	10	4	2	(0) 11 (1) 2 (2) 1 (3) 0 (4) 0 (5) 1 (6) 1 (7) 0 (8) 2 (9) 1	<ul style="list-style-type: none"> <li>• Need more info</li> <li>• On Siskiyou boulevard</li> </ul>
TravelSmart Educational Program(s)	10	5	1	(0) 11 (1) 1 (2) 2 (3) 2 (4) 0 (5) 1 (6) 2 (7) 0 (8) 0 (9) 0	<ul style="list-style-type: none"> <li>• Perhaps as diversion for drivers, but I don't think public will voluntarily choose extra classes</li> <li>• Can partner with RUTD's TDM program</li> <li>• Cycling education is key to increase the bike mode share</li> </ul>
Errand Bicycle Program	7	6	3	(0) 13 (1) 0 (2) 2 (3) 0	<ul style="list-style-type: none"> <li>• Need to see cost benefit analysis</li> <li>• Seems to be a no-brainer</li> <li>• Privately run, of course</li> </ul>

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				(4) 2 (5) 0 (6) 1 (7) 1 (8) 1 (9) 0	
Incentives/Support for Cycle Recycle Programs	10	4	4	(0) 12 (1) 2 (2) 1 (3) 0 (4) 1 (5) 1 (6) 1 (7) 2 (8) 0 (9) 0	<ul style="list-style-type: none"> <li>Perhaps low cost after return on small investment</li> <li>Already have bike swap – reinforce this</li> </ul>
Way to Go to Work Education Program(s)	7	7	2	(0) 13 (1) 1 (2) 3 (3) 1 (4) 1 (5) 0 (6) 0 (7) 0 (8) 0 (9) 1	<ul style="list-style-type: none"> <li>Through employers perhaps</li> <li>Part of travel smart- no?</li> <li>Can partner with RUTD's TDM program</li> <li>These seem like a waste of money</li> <li>Education!</li> </ul>
Bicycle Loan/Bicycle Library Program (similarly to a public library)	9	4	5	(0) 12 (1) 3 (2) 0 (3) 0 (4) 2 (5) 2 (6) 0 (7) 0 (8) 0 (9) 1	<ul style="list-style-type: none"> <li>Salem tried this but even with unique decoration all of the bikes eventually disappeared.</li> <li>Needs to be tied to INDIVIDUALS, though, not just "grab and drop", we tried that, didn't work</li> <li>One or the other</li> <li>Already exists at SOU</li> <li>Tourist use, possibly?</li> <li>These seem like a waste of money</li> </ul>
Bike Share Program	8	5	5	(0) 12	<ul style="list-style-type: none"> <li>Ashland too small to support both</li> </ul>

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				(1) 0 (2) 1 (3) 3 (4) 1 (5) 0 (6) 1 (7) 0 (8) 1 (9) 1	<ul style="list-style-type: none"><li>These seem like a waste of money</li></ul>
Support for Zero- or Low-Interest Bicycle Loans	6	5	7	(0) 12 (1) 0 (2) 1 (3) 1 (4) 1 (5) 1 (6) 0 (7) 2 (8) 1 (9) 1	<ul style="list-style-type: none"><li>I'm interested but don't think public will but it' I can help with finance this planning volunteer yes</li><li>Easy to get cheap bike – bike swap etc</li><li>These seem like a waste of money. Anyone can afford a bicycle</li></ul>

What other programs and/or policies would you like explored in Ashland to encourage or accommodated active modes of transportation?

- Bicycle rental program – that is coin/debit card operated (self) at key locations – plaza, Tolman Crk/Ash St., - this could be put in by private party as a small business. The previous bike share program was a failure here.
- Biking is a healthy was to get around, but realistically most of us do not have the time, or we travel too far, or it is too dark, too cold, rainy, hot, hilly etc... for daily bike travel. Yes, I do realize people can commit to this life style, but most are not able to adapt.
- In lieu of parking/SDCs and waivers for new businesses to support OTHER MODES but fairness issue versus Grandfathered businesses; but what I really believe is using COST, TRUE COST OF AUTO POLLUTION including congestion in abstract "pollution" to leverage "other modes" classic economics argument "free" public goods → overuse; "TRUE COST"/"USER FEES" lower cost for nonusers, and equity issues, but I know, "If we could solve that, we could all go make a million dollars in the stock market." I'm trying to figure that one out myself. They give Nobles for this kind of answer
- City rebate for electric bikes. More bike lanes and bike boulevards. More bike parking, close parts of downtown to traffic, including plaza. Employer incentives for active modes (i.e., incentives for their employees.)
- The education programs are ok – just more info getting people on bikes
- I did not see any white paper on this so am not completely clear on what each item entails. Anything is worth exploring provided costs are reasonable, though perhaps some could be implemented by non-city groups, such as the BTA, SOU or even individuals under a non-profit.

# City of Ashland Transportation System Plan Update

## Scorecard for White Papers – Group #1

### Due January 27, 2011



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

Below:

1) ✓ Check the yellow boxes to indicate which treatments would you like explored in Ashland to address bicycle grade and hill issues; and 2) Rank (1 = highest priority) the priority of the treatments below.

Treatments for Overcoming Topography to Encourage Bicycling	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	Where in Ashland do you think these should be implemented?
Electric Bike Program (to help travel steep grades)	8	7	4	(0) 10 (1) 6 (2) 3 (3) 1 (4) 0	<ul style="list-style-type: none"> <li>Support purchase program – low interest loans for electric bikes – as stated in automated bicycle</li> <li>Ask Jules about this!</li> <li>All over to possible help disabled people also add 3 wheeled bikes</li> <li>I'd like to know more about the capability of electric bikes to negotiate steep grades</li> <li>Low cost solution – would not support public fund being used for program however.</li> <li>Only the young and super fit tolerate going up hills</li> <li>This is a pie-in-the-sky concept, so in a 'perfect' (rich) world all these may be warranted on all steep grades south and/or west of Siskiyou Blvd.</li> <li>Worth considering</li> <li>Similar to the library system or rental</li> </ul>
Funicular (to help travel steep grades)	3	3	13	(0) 15 (1) 1 (2) 1 (3) 2 (4) 1	<ul style="list-style-type: none"> <li>Not practical – too expensive</li> <li>Walker, Wimer, Tolman, Morton for bike AND ped.</li> <li>Flexible for pedestrians and cyclists. Although expensive it provides a critical link for the non-auto transportation system.</li> <li>Electric bikes instead</li> <li>Nice idea as in Pittsburg PA but who would pay for it?</li> <li>This is a pie-in-the-sky concept, so in a 'perfect' (rich) world all these may be warranted on all steep grades south and/or west of Siskiyou Blvd.</li> <li>Select steep streets</li> </ul>
Gondola/Chair Lift (to help travel steep grades)	0	2	16	(0) 15 (1) 0 (2) 0 (3) 3 (4) 2	<ul style="list-style-type: none"> <li>Not practical – too expensive</li> <li>Not weather friendly and limited to cyclists</li> <li>Electric bikes instead</li> <li>This is a pie-in-the-sky concept, so in a 'perfect' (rich) world all these may be warranted on all steep grades south and/or west of Siskiyou Blvd.</li> <li>Single lift from downtown to the top of the Park</li> </ul>
Trampe (to help travel steep grades)	2	5	12	(0) 14 (1) 2 (2) 3 (3) 0 (4) 1	<ul style="list-style-type: none"> <li>Best for "high volume" routes</li> <li>South Mountain Ave.</li> <li>Low cost and looks to be non-intrusive infrastructure – not requiring a large amount of right of way.</li> <li>Electric bikes instead</li> <li>This is a pie-in-the-sky concept, so in a 'perfect' (rich) world all these may be warranted</li> </ul>

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					on all steep grades south and/or west of Siskiyou Blvd. • Safety concerns not suggested
What other treatments would you like explored in Ashland to overcome topography?					
<ul style="list-style-type: none"><li>• Map of city showing the easiest low incline routes up the grades – use alleys and existing roads. Perhaps design a bike path that can be constructed at a low incline which will make it easy to climb to the higher roads – (TID ditch?) –Tom Burnham</li><li>• Let’s use our limited resources for sidewalks</li><li>• A bus, fixed route city bus could: 1) conquer topo problem; 2) perhaps get biggest per-capita usage/money call it CMAQ perhaps; 3) low operating cost, very little startup/sunk cost; 4) valley list/paratransit ALREADY COVERS this area from rte 10, so highest possible return/money invested yes/no?? Thank you</li><li>• Why?</li><li>• Land use solutions – provide some common destinations (grocery, post office, banking, etc) at top of hill</li><li>• Ryan’s suggestion for a bus was great</li><li>• These ideas unfortunately would not work with Ashland’s topography and street layout. One of the big problems with our topography isn’t the hills, but the fact that the streets were laid out North/South instead of along the fall line. So, in order to travel in the direction of Siskiyou/North Main, you either have to constantly go up and down hills, zigzagging along, or drop down to these main arteries. So, unless you put these treatments on just about every street, it isn’t going to help, Also, there is the cost... Determine what portion of the population actually lives in the steeper realms of Ashland and whether it’s worth the effort to get such a small segment onto a bike. Another idea is to consider closing several streets to cars, or at least making a separated bike corridor on some streets. There is still the issue with the fall line and sideways movement, but doing this would be much cheaper than the powered lift mechanisms mentioned.</li></ul>					
Other Modes (Active Modes) of Transportation (Continued)					
Below:					
1) ✓ Check the yellow boxes to indicate which treatments would you like explored in Ashland; and 2) Rank (1 = highest priority) the priority of the treatments below.					
Bicycle Parking Treatments	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	Where in Ashland do you think these should be implemented?
Additional Bicycle Racks in Ashland	18	1	0	(0) 10 (1) 9 (2) 0 (3) 0 (4) 0 (5) 1 (6) 0 (7) 0 (8) 0	<ul style="list-style-type: none"><li>• Central core SOU</li><li>• Being done now! – vary the designs!</li><li>• No brainer</li><li>• OSF downtown, schools, wherever people congregate, BI MART/Shop’N Kart</li><li>• Downtown</li><li>• Dispersed parking most attractive to cyclists</li><li>• Bi mart &amp; Shop’n Kart!!!</li><li>• Business districts (Plaza-Pedestrian places)</li><li>• Everywhere</li></ul>
Bicycle Corrals	17	2	0	(0) 11 (1) 1 (2) 6 (3) 2 (4) 0 (5) 0 (6) 0	<ul style="list-style-type: none"><li>• Central core, SOU</li><li>• Like in our parking structure</li><li>• Downtown, Tolman shopping centers, schools</li><li>• Plaza</li><li>• Could be blight issue – looks untidy</li><li>• DowntownRacks and corrals are inexpensive and worth doing, though Corrals need to be carefully placed to avoid losing prime parking spots. Motorists have to walk a few blocks from their parking spots. Cyclists shouldn’t necessarily have parking directly in front of</li></ul>

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				(7) 0 (8) 0	their destination. • Downtown and near the school
Bike Valet for Large Events	7	8	4	(0) 13 (1) 0 (2) 1 (3) 2 (4) 3 (5) 0 (6) 0 (7) 1 (8) 0	• SOU, Lithia Park • Depends on who profits from “events” • City or chamber owned available for rent? • Near parks • Not sure how this could work, but I suppose it would be good for events like the parades. • Downtown
Bicycle Lockers	8	7	2	(0) 13 (1) 0 (2) 3 (3) 1 (4) 1 (5) 2 (6) 0 (7) 0 (8) 0	• Major employers, mixed use areas, SOU, downtown • Was tried previously without success • Useful for pedestrians, too! • At lagged employers, at city parking lots/garages • SOU • Underutilized in Medford – requires administration • Doubt cost effectiveness of these (lack of dense population) • Great for those whose bikes cost lots of money • Downtown • Definitely, though I suppose it would only be for commuters, not for the occasional visitor. I personally do not like to lock my bike outside for fear of theft. This is compounded when I have the trailer attached as it is difficult to lock both and easy to separate them. I could, of course, buy a cheaper bike, but I already am tight on storage space at my home. Having a bike locker would keep my bike out of the sight of potential thieves. • Remove -
Bicycle Compounds/Bicycle Rooms	3	7	4	(0) 15 (1) 0 (2) 0 (3) 1 (4) 1 (5) 2 (6) 1 (7) 0 (8) 0	• Major employers, mixed use areas, SOU, downtown • Could this be a private business? • See bike corrals • ?? • City parking structure • Weather resistant, provides more tickly look • Maybe downtown? • Doubt cost effectiveness of these (lack of dense population) • Waste of money • look into mobil for events
Bicycle Centers	5	5	6	(0) 14 (1) 0	• Downtown, SOU, Croman mill area • Perhaps in a new development. Croman project

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				(2) 0 (3) 2 (4) 1 (5) 1 (6) 2 (7) 0 (8) 0	<ul style="list-style-type: none"><li>• See bike corrals</li><li>• In conjunction with bike shop/groups</li><li>• 1 or 2 would be good in area near transit and SOU</li><li>• Maybe downtown?</li><li>• Doubt cost effectiveness of these (lack of dense population)</li><li>• Waste of money</li><li>• Downtown railroad district Valley View Tolman</li></ul>
Automated Bicycle Parking	0	5	13	(0) 17 (1) 0 (2) 0 (3) 0 (4) 0 (5) 0 (6) 0 (7) 1 (8) 2	<ul style="list-style-type: none"><li>• Volumes too low, not practical, expensive</li><li>• Too much physical plant/sunk cost</li><li>• Looks like maintenance nightmare</li><li>• Doubt cost effectiveness of these (lack of dense population)</li><li>• Waste of money</li><li>• Remove</li></ul>
Modular Bicycle Parking Facilities	4	9	5	(0) 13 (1) 0 (2) 2 (3) 0 (4) 1 (5) 0 (6) 1 (7) 2 (8) 1	<ul style="list-style-type: none"><li>• SOU, downtown, mixed use areas</li><li>• If tucked too far away – won’t be used</li><li>• Not sure of the applicability</li><li>• Doubt cost effectiveness of these (lack of dense population)</li><li>• Waste of money</li><li>• Bus hubs and schools</li></ul>

What other bicycle parking treatments would like explored in Ashland?

<ul style="list-style-type: none"><li>• More shared streets (not really parking, sorry); diversion program for drivers work off tickets by riding bike? Don’t know (not really parking, sorry); only real problem biking in Ashland besides right hooks! Is parking yes. But that doesn’t stop me, downtown is so small I can park at plaza and walk...more = better</li><li>• Work with Arts Commission to install <u>artistic</u> bike racks. <u>Covered</u> bike parking at all city parking lots and garages. Require covered bike parking at employers of over 10</li><li>• Encourage more bike parking sponsored by local businesses like standing stone.</li><li>• Crossing the railroad tracks at 5 locations for peds and bicycles will do the most to reduce vehicle trips and increase walking and bicycling. But do the Feds control this or is it the state?</li><li>• The rest of the options seem too advanced and too costly for a city our size. Once we have a much higher rate of cycling, they could be considered, not until then, other things should have priority.</li></ul>
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Other Modes (Active Modes) of Transportation (Continued)



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Below: 1) ✓ Check the yellow boxes to indicate which treatments would you like explored in Ashland; and 2) Rank (1 = highest priority) the priority of the treatments below.

Pedestrian Treatments	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	Where in Ashland do you think these should be implemented?
Filling Existing Sidewalk Gaps	16	2	0	(0) 11 (1) 4 (2) 2 (3) 0 (4) 0 (5) 0 (6) 1 (7) 0 (8) 0 (9) 1 (10) 1 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0	<ul style="list-style-type: none"><li>• Too many to list here!! Creates danger, liability</li><li>• Mountain, Siskiyou</li><li>• Mountain Ave., walker Ave., Frances lane</li><li>• The quality of the sidewalk connectivity is the most important item.</li><li>• High priority. Begin with areas around schools, major corridors/arterials.</li><li>• Downtown</li></ul>
Upgrading Sidewalk Ramps to ADA Curb Ramps	14	3	1	(0) 14 (1) 2 (2) 1 (3) 1 (4) 0 (5) 0 (6) 0 (7) 0 (8) 2 (9) 0 (10) 0 (11) 0 (12) 0	<ul style="list-style-type: none"><li>• As ADA requires, the law guides this one ok</li><li>• Low priority for me; don't know legal requirements</li><li>• Only if required by law or if ramps really cause a problem for users</li><li>• Let's get the sidewalk we need</li><li>• Downtown</li></ul>

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				(13) 0 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0	
Shelters at Transit Stops	12	6	1	(0) 13 (1) 1 (2) 1 (3) 1 (4) 0 (5) 1 (6) 0 (7) 1 (8) 0 (9) 0 (10) 0 (11) 0 (12) 1 (13) 0 (14) 0 (15) 1 (16) 0 (17) 0 (18) 0 (19) 0	<ul style="list-style-type: none"> <li>• Being done now</li> <li>• Cost</li> <li>• RVTD responsibility?</li> <li>• The busiest stops</li> </ul>
Trash Receptacles at Transit Stops	14	2	1	(0) 15 (1) 0 (2) 1 (3) 0 (4) 0 (5) 1 (6) 0 (7) 1 (8) 0 (9) 0 (10) 1	<ul style="list-style-type: none"> <li>• Marginal importance; operating cost</li> <li>• No brainer</li> <li>• RVTD responsibility</li> <li>• Transit amenities – or lack thereof – are not the reason people do or don’t ride transit...at this time, at least.</li> </ul>

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				(11) 0 (12) 1 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0	
Benches at Transit Stops	16	1	1	(0) 15 (1) 0 (2) 1 (3) 0 (4) 1 (5) 1 (6) 1 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 1 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0	<ul style="list-style-type: none"> <li>• If I have to sacrifice amenities to get service, so be it</li> <li>• No brainer! Isn't this RVTD responsibility?</li> <li>• Busy stops</li> </ul>
Lighting at Transit Stops	12	5	1	(0) 13 (1) 0 (2) 1 (3) 0 (4) 1 (5) 3 (6) 0 (7) 1 (8) 0	<ul style="list-style-type: none"> <li>• Need to get Night Buses first</li> <li>• No brainer!</li> <li>• Public works and street lighting could be improved near stops.</li> <li>• Places not well lit</li> </ul>

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				(9) 0 (10) 0 (11) 0 (12) 0 (13) 1 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0	
Pedestrian Refuge Islands	17	1	0	(0) 11 (1) 0 (2) 3 (3) 1 (4) 1 (5) 1 (6) 2 (7) 0 (8) 0 (9) 1 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0	<ul style="list-style-type: none"> <li>• Ongoing in CIP as necessary, feasible</li> <li>• 66 at YMCA, Tolman @ 66</li> <li>• Help tremendously with mid-block crossing.</li> <li>• The islands/medians make Siskiyou Blvd. work for peds. Feel dangerous in Medford. Extensions need to clearly belong to the pedestrian</li> <li>• Yes on 66 by that YMCA "between Tolman creek rd" the freeway</li> <li>• Where safety is an issue</li> </ul>
Curb Extensions	12	8	0	(0) 13 (1) 0 (2) 1 (3) 0 (4) 2 (5) 2 (6) 0	<ul style="list-style-type: none"> <li>• Not everywhere</li> <li>• Ongoing in CIP as necessary, feasible</li> <li>• These don't seem to work very well</li> <li>• Ashland/Walker</li> <li>• Where traffic calming is warranted</li> </ul>

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				(7) 1 (8) 0 (9) 0 (10) 1 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0	
Enhanced Pedestrian Signals (e.g., makes sounds to continue when walk sign is on)	12	5	1	(0) 15 (1) 1 (2) 2 (3) 0 (4) 1 (5) 0 (6) 1 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0	<ul style="list-style-type: none"> <li>• Safety, liability, discrimination PROBLEM</li> <li>• Depends on sound – can be obnoxious</li> <li>• Siskiyou/Wightman</li> <li>• Bird chirps downtown</li> </ul>
Landscape Buffers (separate vehicle traffic and pedestrians)	12	6	0	(0) 13 (1) 1 (2) 1 (3) 0 (4) 0	<ul style="list-style-type: none"> <li>• Ashland St, Siskiyou, downtown</li> <li>• My worry with landscape buffers is ensuring that there is adequate clear area around crossings to ensure proper vision. For example, there is currently a crosswalk on Siskiyou at Harrison that is just down stream of a large tree. A pedestrian crossing from the north is obscured by this tree.</li> </ul>

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				(5) 0 (6) 1 (7) 0 (8) 0 (9) 0 (10) 0 (11) 4 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0	
Street Furniture	13	5	0	(0) 14 (1) 0 (2) 1 (3) 0 (4) 0 (5) 0 (6) 1 (7) 0 (8) 1 (9) 1 (10) 0 (11) 0 (12) 0 (13) 0 (14) 1 (15) 0 (16) 0 (17) 1 (18) 0 (19) 0	<ul style="list-style-type: none"> <li>Where appropriate; sunk cost yes but low operating cost</li> <li>At patios</li> <li>Ashland St in front of Starbucks, NE corner of Siskiyou/Wightman</li> <li></li> </ul>
Public Art	11	7	1	(0) 14 (1) 1 (2) 0	<ul style="list-style-type: none"> <li>Where people congregate/pedestrian places</li> </ul>

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				(3) 1 (4) 0 (5) 0 (6) 0 (7) 0 (8) 1 (9) 0 (10) 0 (11) 0 (12) 1 (13) 2 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0	
Ornamental Lighting	8	6	4	(0) 13 (1) 0 (2) 1 (3) 0 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 1 (11) 1 (12) 0 (13) 0 (14) 0 (15) 2 (16) 0 (17) 0 (18) 0 (19) 0	<ul style="list-style-type: none"><li>• We need sufficient lighting</li><li>• Downtown, OSF</li><li>• Raises electricity cost all Oregonians</li></ul>

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Pocket Parks (e.g., small parks/green space)	12	5	0	(0) 15 (1) 1 (2) 0 (3) 0 (4) 0 (5) 0 (6) 0 (7) 1 (8) 0 (9) 1 (10) 0 (11) 0 (12) 1 (13) 1 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0	<ul style="list-style-type: none"> <li>• But high operating cost</li> <li>• At Tolman/66, R.R. district</li> <li>• If usable</li> </ul>
Pedestrian Grade Separated Crossings	6	5	7	(0) 14 (1) 0 (2) 2 (3) 1 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 1 (15) 0 (16) 0 (17) 0	<ul style="list-style-type: none"> <li>• Cost too high</li> <li>• High sunk cost, SPACE issues ADA grade</li> <li>• Pedestrian grade separated crossings and colored/textured crosswalks should go together and go wherever lots of peds –SOU, downtown</li> <li>• Could impede transit access</li> <li>• Only if other options are not at all feasible/safe</li> <li>• Too expensive but maybe warranted at railroad crossings</li> </ul>



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				(18) 2 (19) 0	
Colored/Textured Crosswalks	10	5	2	(0) 14 (1) 1 (2) 0 (3) 0 (4) 0 (5) 0 (6) 0 (7) 0 (8) 1 (9) 1 (10) 1 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 2 (17) 0 (18) 0 (19) 0	<ul style="list-style-type: none"> <li>• Recommend colored pavement versus pavers as that can be slippery for pedestrians/wheelchair uses</li> <li>• IMPROVE LIGHTING = safety yes ornamental NO</li> <li>• Pedestrian grade separated crossings and colored/textured crosswalks should go together and go wherever lots of peds –SOU, downtown</li> <li>• Siskiyou/Wightman</li> <li>• Can be barrier to skateboards wheelchairs</li> </ul>
HAWK Signals	10	4	1	(0) 16 (1) 1 (2) 0 (3) 0 (4) 0 (5) 1 (6) 0 (7) 0 (8) 1 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0	<ul style="list-style-type: none"> <li>• “already working toward money yes”</li> <li>• Schools</li> <li>• Siskiyou/Bridge</li> <li>• Unnecessary for Ashland except the <u>worst</u> safety concern (SOU)</li> <li>• As for HAWK signals, I’m not sure they are terribly effective, but are worth considering.</li> </ul>

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				(16) 0 (17) 1 (18) 0 (19) 0	
Pedestrian Countdown Signals	16	2	0	(0) 15 (1) 1 (2) 1 (3) 2 (4) 0 (5) 0 (6) 0 (7) 1 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0	<ul style="list-style-type: none"> <li>• Have some presently</li> <li>• Useful but not emergency</li> <li>• No brainer! Already have some</li> <li>• For disabled → downtown and busy intersections</li> </ul>
Driveway Consolidation	14	3	1	(0) 12 (1) 2 (2) 0 (3) 3 (4) 1 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 1 (13) 0	<ul style="list-style-type: none"> <li>• Many problem spots cause real danger but difficult, costly &lt; private, public...</li> <li>• Access management where traffic flow needs improved</li> </ul>

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				(14)	0	
				(15)	0	
				(16)	1	
				(17)	0	
				(18)	0	
				(19)	0	

What other pedestrian treatments would like explored in Ashland? Do you have any concerns about skateboard use in Ashland?

- Skateboards shouldn't be allowed in sidewalks in high pedestrian locations
- Merge bicycle lanes with vehicle traffic at stop light or use the green box as in Portland. Identify bike lanes by painting entire lane green or? Experiment with this
- Responsible skateboard use is ok. Add signage about runners or walkers using bike paths when sidewalk is not available.
- Just keep them off downtown sidewalks
- A bus will conquer topography for 3 bikes and many pedestrians without plant. // No real concerns, I skate here 100 mi/year 3 +/- ok 800. Most biggest problem is SKATERS need to be hypersensitive to CARS. = Education problem? Classes in school, all kids?
- Close downtown to traffic and make Lithia a 2-way street
- I receive complaints from those in wheelchairs about crossing continental style crosswalks. The problem is that after a couple of layers of thermoplastic are applies, they become a trip hazard. I myself have tripped.
- Skateboards are a legitimate form of travel and should be considered in our plan
- Most of these should definitely be considered. There is nothing terribly radical here. I sent pictures to the commission for two treatments I think are worth considering that were used elsewhere and can provide you with these pictures: 1) banners mounted in the street located between lanes indicating a crosswalk. It is often difficult to tell where a crosswalk is exactly and this treatment really pops it out. It also creates clutter in the area of the crosswalk encouraging cars to slow down. It also keeps cars from changing lanes in or near a crosswalk. 2) signs and barriers reminding peds to look both ways before crossing.

Offset Intersections

✓ Check the yellow box that corresponds to the statements with which you most agree for each topic/issue below (check one box per row).

Offset Intersections Topics and Questions	Always	Only if there are safety issues	Only if there are traffic operations issues	Only if right-of-way is available	Never	Additional Comments
Ashland should make investments to realign existing offset intersections.	0	13	6	0	0	<ul style="list-style-type: none"><li>• Consider results based on cost</li><li>• Seems like flow management easier than capital. LIDS etc –</li><li>• It takes a long time to acquire row but it need to be done.</li><li>• Makes me wonder why they made them like this in the FIRST place! Maybe wasn't problem back then or just another fad in traffic calming?...</li><li>• I've marked the 3 locations with substantial safety concerns. Some of these locations will be improved by road diets, like Wimer/Hersey. Many of these "offsets" are quite charming.</li><li>• I don't have an opinion on this topic</li><li>• Most of these don't have such traffic flows that make it problem</li><li>• Too costly unless there are safety warrants</li><li>• While the concerns and dangers of these misaligned streets is noted, I believe most of these intersections are such low volume that realignment is not worth the cost. Alternative methods of improving safety should be considered. For example, the Sherman/Siskiyou intersection is marked as not suggested for</li></ul>

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further study. This is probably because the traffic signal allows traffic from only one side of Sherman at a time, which eliminates the conflict. If an eventual traffic signal at Wimer is in the works, then this same concept could be used there. Also, most of these intersections have the offset in what is actually a beneficial orientation, where the opposing street is to the right. When there is a standard, straight on intersection on a main thoroughfare with stops only on two opposing legs, there is often conflict to determine who goes when. Both legs are trying to get onto the major thoroughfare and thus mostly looking up stream (to the left if they are simply turning right, or both directions if turning left). In most cases, any traffic also waiting across the street is ignored, or at least secondary. This creates a conflict as a break in traffic on the main thoroughfare causes both sides to go at once. This is no problem if both sides are turning right, but if either side is turning left, the conflict exists. If the streets are offset, however, and the offset is to the right, then the person turning left will have this conflict to their right, which is the direction they would be looking down the main thoroughfare. This is why, I believe, that offsets in the direction are not an issue, and in fact, probably increase safety from a straight across intersection. So, exhibits 1, 6, 7, 9, 14 and 17 can be eliminated from consideration. As for the others: Exhibit 2: as mentioned, an eventual traffic signal here could alleviate this problem similar to how Sherman/Siskiyou is handled. Exhibit 3: worth considering because it looks like a simple modification. There are no buildings in the way on the north side and the alignment is offset only minimally. Exhibit 4: this is a problem intersection, with the south bound left traffic often jumping out. It is also challenging when going south bound because there is a steep grade approaching the signal. Both of these issues could probably be alleviated with a Sherman street style alternating signal and no left on red for the south bound direction. Exhibit 5: not an issue. Exhibit 8: traffic volumes probably too low except maybe when softball games at hunter park get out, but the Lit way is very low volume. Exhibit 9: this interception has other, vision challenges due to the high speed approach from the city side and the curve. These should be addressed first. Exhibit 10: offset is pretty large, but volume on Sherman is a bit high. One option is to make the 5<sup>th</sup> st intersection right only. Exhibit 11: Also large, but in this case both streets are rather low volume. Exhibit 12: aren't these private drives? Or at least the north one? Plus the conflict probably only exists when the school is getting out. Exhibit 13: this is a problem area and anything is worth considering. I believe the house on the corner is currently (or recently was) for sale. Exhibit 15: worth considering I suppose, though volumes in all directions are pretty low. Exhibit 16: worth considering I suppose, though volumes in all directions are pretty low.

Below: 1) ✓ Check the yellow boxes based on whether you agree or disagree with suggestions in the white paper; and 2) Rank (1 = highest priority to realign) the offset intersections below.

Offset Intersections	Suggested in White Paper for Further Study	Agree, Definitely Explore	Disagree, Modify and Explore	Disagree, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications
North Main Street (OR 99)/Coolidge Street – Glenn Street	☑	7	4	1	(0) 15	<ul style="list-style-type: none"><li>Don't know, sorry</li></ul>

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					(1) 0 (2) 2 (3) 1 (4) 0 (5) 1 (6) 0 (7) 1 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0	<ul style="list-style-type: none"><li>This topic is low priority for me.</li><li>Historic contributing properties should be preserved</li><li>Look after road diets</li></ul>
North Main Street (OR 99)/Wimer Street – Hersey Street	<input checked="" type="checkbox"/>	13	1	0	(0) 10 (1) 10 (2) 0 (3) 0 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0	<ul style="list-style-type: none"><li>Controlled, flow management, <u>LIGHT</u></li><li>Historic contributing properties should be preserved</li><li>Look after road diets</li></ul>
North Main Street (OR 99)/Manzanita Street – Skidmore Street	<input checked="" type="checkbox"/>	5	5	0	(0) 13 (1) 0 (2) 0	<ul style="list-style-type: none"><li>Alignment generally ok – reduce flare (force 90 degree right turn)</li><li>Road diet, revise whole area, <u>LIGHT</u>, <u>Road diet</u>,</li></ul>

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					(3) 3 (4) 1 (5) 0 (6) 2 (7) 1 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0	<ul style="list-style-type: none"><li>• Historic contributing properties should be preserved</li><li>• Look after road diets</li></ul>
East Main Street (OR 99 Southbound)/2 <sup>nd</sup> Street	<input checked="" type="checkbox"/>	4	8	0	(0) 14 (1) 0 (2) 2 (3) 2 (4) 1 (5) 0 (6) 0 (7) 0 (8) 1 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0	<ul style="list-style-type: none"><li>• Practical?</li><li>• Property issues, not emergency</li><li>• Historic district, complex re-align</li><li>• Not much you can do until major redevelopment</li></ul>
Siskiyou Boulevard (OR 99)/Sherman Street	<input type="checkbox"/>	2	3	3	(0) 17 (1) 0 (2) 1 (3) 1 (4) 0	<ul style="list-style-type: none"><li>• Relatively easy to address</li><li>• Doesn't seem to be major problem</li><li>• (well signaled at appears safe)</li><li>• The stoplights in this intersection cannot be viewed by pedestrians</li></ul>

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					(5) 0 (6) 0 (7) 0 (8) 0 (9) 1 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0	
Siskiyou Boulevard (OR 99)/Park Street	<input checked="" type="checkbox"/>	5	5	1	(0) 14 (1) 0 (2) 0 (3) 1 (4) 3 (5) 1 (6) 0 (7) 0 (8) 1 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0	<ul style="list-style-type: none"><li>• Relatively easy to address</li><li>• Seems like 2 different streets</li><li>• These legs of Park Street are way out of alignment. Difficult to resolve.</li></ul>
Siskiyou Boulevard (OR 99)/Terra Avenue – Faith Avenue	<input type="checkbox"/>	1	4	2	(0) 16 (1) 0 (2) 1 (3) 0 (4) 0 (5) 1 (6) 0 (7) 0 (8) 0	<ul style="list-style-type: none"><li>• Relatively easy to address</li><li>• Is this really a problem?</li></ul>

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					(9) 1 (10) 1 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0	
Ashland Street (OR 66)/Lit Way	<input type="checkbox"/>	1	1	5	(0) 17 (1) 0 (2) 0 (3) 1 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 1 (11) 1 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0	<ul style="list-style-type: none"> <li>Relatively easy to address</li> <li>Low crash count</li> </ul>
Ashland Street (OR 66)/Oak Knoll Drive – East Main Street	<input checked="" type="checkbox"/>	10	3	1	(0) 11 (1) 0 (2) 5 (3) 1 (4) 1 (5) 1 (6) 1 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0	<ul style="list-style-type: none"> <li>This could be critical if we ever limit left turns onto 66 from the 76 station</li> <li>Not so much can offset problem is past blind curve</li> </ul>
East Main Street/Sherman Street – 5 <sup>th</sup> Street	<input checked="" type="checkbox"/>	3	5	3	(0) 18 (1) 0 (2) 1 (3) 0 (4) 0 (5) 1 (6) 0 (7) 0 (8) 0 (9) 0	<ul style="list-style-type: none"> <li>Lower volume street, large offset</li> <li>Don't really see what you can do with it</li> <li>This realignment would be difficult to achieve</li> <li>Review historic properties –should be preserved. Too long of an offset not to advent impact resources.</li> </ul>



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					(10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0	
East Main Street/Morton Street – 7 <sup>th</sup> Street	<input type="checkbox"/>	0	3	5	(0) 18 (1) 0 (2) 0 (3) 0 (4) 0 (5) 1 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 1 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0	<ul style="list-style-type: none"><li>• Lower volume street, large offset</li><li>• This realignment would be difficult to achieve</li><li>• Historic contributing properties should be preserved</li></ul>
East Main Street/Campus Way – Observatory	<input type="checkbox"/>	1	1	4	(0) 18 (1) 0 (2) 0 (3) 0 (4) 0 (5) 0 (6) 1 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 1 (14) 0 (15) 0 (16) 0 (17) 0	<ul style="list-style-type: none"><li>• Easy to address</li><li>• Low crash data, usage = why spend money?</li><li>• Outside UGB on North side of East Main</li></ul>
A Street – Van Ness Avenue/Oak Street	<input checked="" type="checkbox"/>	9	2	4	(0) 15 (1) 1 (2) 1 (3) 1 (4) 1 (5) 0 (6) 0 (7) 0 (8) 1 (9) 0 (10) 0	<ul style="list-style-type: none"><li>• Difficult without large row purchasable</li><li>• Doy! But what can we do??</li><li>• This is a bad intersection, I’m not sure how it could be re-aligned</li><li>• Historic district/resources/significant offset/grade issues/other remedies</li></ul>

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					(11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0	
Mountain Avenue/Prospect Street	<input type="checkbox"/>	0	2	6	(0) 19 (1) 0 (2) 0 (3) 0 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 1 (15) 0 (16) 0 (17) 0	
Laurel Street/Orange Avenue	<input type="checkbox"/>	0	1	7	(0) 18 (1) 0 (2) 0 (3) 1 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 1 (16) 0 (17) 0	<ul style="list-style-type: none"><li>Don't see what can be done, low CRASH FREQ</li></ul>

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Cambridge Street/Nevada Street	<input type="checkbox"/>	0	2	6	(0) 18 (1) 0 (2) 0 (3) 1 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 1 (17) 0	<ul style="list-style-type: none"><li>Don't see what can be done, low CRASH FREQ</li></ul>
Guthrie Street – Gresham Street/Holly Street	<input type="checkbox"/>	0	3	5	(0) 18 (1) 0 (2) 0 (3) 1 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 1	<ul style="list-style-type: none"><li>Don't see what can be done, low CRASH FREQ</li></ul>

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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.		11	3	0	<ul style="list-style-type: none"><li>• Yes, but other than at the highway 99 and highway 66 junction I don't know where</li><li>• I'm biased, I love roundabouts – put 'em everywhere</li><li>• Where improve safety, flow</li><li>• Good idea where appropriate. Can green street design be incorporated into roundabouts?</li><li>• How about adding to code for new developments? Use in conjunction with road diet on North Main will/could likely result in 0 increase in travel time?</li><li>• Memo should have addressed right-of-way impacts/limitations of each location they will be a driving factor. Lost businesses?</li></ul>	
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	10	6	1	(0) 10 (1) 1 (2) 2 (3) 2 (4) 1 (5) 0 (6) 0 (7) 0 (8) 0 (9) 1	<ul style="list-style-type: none"><li>• Seems like such a logical way to solve that crazy problem</li><li>• Especially if needed for U-turns</li><li>• Could this resolve the offset issue?</li></ul>
	N Main Street (OR99)/Helman Street	10	6	1	(0) 8 (1) 4 (2) 3 (3) 1 (4) 0 (5) 1 (6) 0 (7) 0 (8) 0 (9) 0	<ul style="list-style-type: none"><li>• Works toward 2 way</li><li>• Lots of pedestrians are tourists there, but would be such a great place for moving traffic. Could eliminate that turn to either go straight to Church St or onto North Main (back toward Plaza)</li><li>• Could address queuing on Lithia Way left turn lane</li><li>• Is changing the configurations of the couplet off the table? (i.e. 2-2way roads)</li><li>• Space is a major factor</li></ul>

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Topics and Questions		Your Input to Help Guide the Alternatives Analysis				
	Lithia Way-Siskiyou Blvd (OR99)/E Main Street	9	5	3	(0) 10 (1) 3 (2) 1 (3) 1 (4) 2 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0	<ul style="list-style-type: none"><li>• Close</li><li>• Traffic East Main and Lithia Way</li></ul>
<b>Intersections with existing or projected safety and/or capacity deficiencies</b>	Oak Street/E Main Street (OR99)	4	8	4	(0) 12 (1) 0 (2) 1 (3) 3 (4) 0 (5) 0 (6) 0 (7) 0 (8) 1 (9) 0	<ul style="list-style-type: none"><li>• Oak St. between Lithia and East Main to traffic. Already done for Car-Free Day. May close for Farmers Market.</li><li>• Is there enough right of way?</li><li>• Pedestrians need cars to STOP at these locations</li></ul>
	Oak Street/Lithia Way (OR99)	3	7	6	(0) 13 (1) 0 (2) 1 (3) 0 (4) 1 (5) 0 (6) 0 (7) 1 (8) 0 (9) 1	<ul style="list-style-type: none"><li>• Have a harder time envisioning this</li></ul>
	Tolman Creek Road/Siskiyou Blvd (OR99)	7	6	4	(0) 11 (1) 3 (2) 0 (3) 1 (4) 1 (5) 1 (6) 0 (7) 0 (8) 0 (9) 0	<ul style="list-style-type: none"><li>• Space is a factor</li></ul>

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Topics and Questions		Your Input to Help Guide the Alternatives Analysis				
<b>Intersections near pedestrian nodes</b>	Tolman Creek Road /Ashland Street (OR66)	6	4	7	(0) 11 (1) 2 (2) 1 (3) 2 (4) 1 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0	<ul style="list-style-type: none"><li>I would rather the square feet used for pedestrians</li><li>The bank building on NE corner limits the space</li></ul>
	Walker Avenue/Ashland Street (OR66)	6	6	5	(0) 13 (1) 0 (2) 0 (3) 1 (4) 0 (5) 0 (6) 0 (7) 2 (8) 1 (9) 0	<ul style="list-style-type: none"><li>Part of pedestrian places study. See a possibility of roundabouts</li><li>Geared to pedestrians, though is there enough right-of-way?</li></ul>
	Mountain Avenue/E Main Street	5	9	3	(0) 13 (1) 0 (2) 1 (3) 0 (4) 0 (5) 2 (6) 1 (7) 0 (8) 0 (9) 0	<ul style="list-style-type: none"><li>Part of pedestrian places study. See a possibility of roundabouts</li></ul>

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Topics and Questions		Your Input to Help Guide the Alternatives Analysis				
Roundabouts (cont.)						
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 the potential roundabout locations.						
Would you like roundabouts to be explored along the following roadways?		Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications
<b>Roadways under consideration for Road Diets</b>	North Main Street (OR 99) from Helman Street to Valley View Road	9	6	2	(0) 10 (1) 4 (2) 2 (3) 0 (4) 0 (5) 0 (6) 0	<ul style="list-style-type: none"><li>• Especially Wimer/Hersey</li><li>• Would slow speeding traffic</li><li>• Especially at Hersey – Wimer</li><li>• As part of road diet</li><li>• Possibly at Hersey Street</li></ul>
	E Main Street (OR99 Southbound) from Helman Street to Gresham Street	2	7	7	(0) 12 (1) 0 (2) 2 (3) 2 (4) 0 (5) 0 (6) 0	<ul style="list-style-type: none"><li>• Downtown needs different treatment – road diet</li><li>• Part of downtown plan</li><li>• Feasible at both ends but probably not through downtown</li><li>• Possibly at Oak Street</li></ul>
	Ashland Street (OR66) from OR99 (Siskyou Boulevard) to Clay Street	5	9	2	(0) 11 (1) 1 (2) 2 (3) 2 (4) 0 (5) 0 (6) 0	<ul style="list-style-type: none"><li>• We do need to make this area more of an outdoor living area</li><li>• Change a very unpleasing street to a much better sense of entry</li><li>• Maybe Ashland and Siskiyou?</li><li>• Possibly at Walker Avenue</li></ul>
<b>Local Streets: Mini-roundabouts or traffic circles may be used at these locations</b>	A Street	2	7	5	(0) 13 (1) 2 (2) 0 (3) 1 (4) 0 (5) 0 (6) 0	<ul style="list-style-type: none"><li>• Make <u>shared</u> street</li><li>• Could be in any residential areas on local streets, however emergency vehicles...</li><li>• Possibly at 4<sup>th</sup> Street</li></ul>
	B Street	7	5	3	(0) 10 (1) 3 (2) 2 (3) 1 (4) 0 (5) 0 (6) 0	<ul style="list-style-type: none"><li>• If needed...</li><li>• Great idea, there are too many stop signs now</li><li>• How would this complement use of street as bike boulevard?</li></ul>

Email Completed Form to: Erin Ferguson at [eferguson@kittelson.com](mailto:eferguson@kittelson.com)  
Mail Completed Form to: Erin Ferguson, c/o Kittelson & Associates, Inc., 610 SW Alder Street, Suite 700 Portland, OR 97205  
Return Form to: Jim Olson at 51 Winbury Way, Ashland, OR

Name: \_\_\_\_\_

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Topics and Questions		Your Input to Help Guide the Alternatives Analysis				
	C Street	3	3	8	(0) 14 (1) 0 (2) 1 (3) 1 (4) 0 (5) 0 (6) 0	<ul style="list-style-type: none"><li>• Would make great bike/ped alternative to Main</li></ul>
Tell us your suggestions for additional roundabout locations.						
<ul style="list-style-type: none"><li>• Sutton place and Ashland St. (Hwy 66)</li><li>• Traffic calming on B St would be a good thing. A St – shared street – create more of a social space feel</li><li>• I don't really see the pressing NEED at these locations? If enhances safety, reduces pollution etc. OK but I don't want to build one just to have one...</li><li>• Wimer - North Main – Hersey. Couldn't that solve the problem?</li><li>• Great for traffic calming – seems like A St has enough congestion/parking/activity but B and C could use them.</li></ul>						



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Topics and Questions		Your Input to Help Guide the Alternatives Analysis			
<b>Bike Lanes</b>					
<b>Below:</b>					
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.					
<b>Bike Lanes Topics and Questions</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Disagree</b>	<b>General Comments</b>	
Bike lanes should be explored in Ashland.	12	2	0	• Enjoying more cycling when it's made safer	
<b>Would you like bike lanes explored along the following roadways?</b>	<b>Yes, Definitely Explore</b>	<b>Possibly, Modify and Explore</b>	<b>No, Eliminate from Consideration</b>	<b>Rank (#)</b>	<b>General Comments and/or Suggestions for Modifications</b>
N Main Street (OR99) from Ashland Milne to Helman Street	12	1	1	(0) 8 (1) 8 (2) 0 (3) 0 (4) 0 (5) 1 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0	• But right of way width is limited • I do bike by instead
Nevada Street from Vansant Street to Mountain Avenue	6	4	2	(0) 13 (1) 0 (2) 2 (3) 1 (4) 0 (5) 0 (6) 1 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0	• Lacks crossing over Bear Cr. • Could be shared with traffic calming? • Not a completed street

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis					
Helman Street from N Main Street (OR99) to Nevada Street	9	3	2	(0) 9 (1) 1 (2) 4 (3) 2 (4) 1 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0		<ul style="list-style-type: none"><li>• Use sharrows like Oak St.</li><li>• Great for Holman school</li><li>• These all seem not to need it</li><li>• School; entrance to Bear Creek Greenway is just north of Nevada</li><li>• Could be shared with traffic calming?</li></ul>
Wimer Street from Thorton Way to N Main Street (OR99)	3	5	6	(0) 13 (1) 0 (2) 1 (3) 1 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 1 (11) 0 (12) 1 (13) 0		<ul style="list-style-type: none"><li>• Too steep</li><li>• Too steep</li><li>• How many Lance Armstrong’s live her?!</li><li>• Bike lanes for up; Sharrows down</li></ul>
Iowa Street from Terrace Street to Siskiyou Boulevard (OR99)	5	4	5	(0) 13 (1) 0 (2) 0 (3) 1 (4) 1 (5) 0 (6) 0 (7) 1 (8) 0 (9) 0 (10) 1 (11) 0 (12) 0 (13) 0		<ul style="list-style-type: none"><li>• Iowa from Terrace to Harrison is too steep</li><li>• Too steep</li><li>• Don’t know enough</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Iowa Street from Mountain Avenue to Walker Road	7	5	2	(0) 12 (1) 0 (2) 0 (3) 2 (4) 2 (5) 0 (6) 0 (7) 0 (8) 1 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0	<ul style="list-style-type: none"><li>Limited street width</li><li>Too steep</li><li>3 schools – encourage kids to bicycle</li><li>The roadway would have to be widened</li></ul>
Ashland Street from Guthrie Street to Mountain Avenue	4	6	4	(0) 13 (1) 0 (2) 1 (3) 1 (4) 0 (5) 0 (6) 1 (7) 0 (8) 0 (9) 0 (10) 0 (11) 1 (12) 0 (13) 0	<ul style="list-style-type: none"><li>Too steep</li><li>Too steep</li></ul>
Ashland Street (OR66) from I-5 SB Ramp Terminal to E Main Street	10	2	1	(0) 10 (1) 1 (2) 2 (3) 0 (4) 1 (5) 2 (6) 0 (7) 1 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0	<ul style="list-style-type: none"><li>Too steep</li><li>Such a handy route, but dangerous now.</li></ul>

Name: \_\_\_\_\_

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis					
Mountain Avenue from Prospect Street to Siskiyou Boulevard (OR99)	6	6	2	(0) 13 (1) 1 (2) 0 (3) 0 (4) 0 (5) 0 (6) 1 (7) 0 (8) 0 (9) 1 (10) 0 (11) 1 (12) 0 (13) 0	<ul style="list-style-type: none"><li>• Only bet Ashland St. and Siskiyou</li><li>• Too steep</li><li>• Very steep</li></ul>	
Walker Road from Peachey Road to Siskiyou Boulevard (OR99)	5	6	2	(0) 13 (1) 0 (2) 1 (3) 0 (4) 0 (5) 0 (6) 0 (7) 1 (8) 0 (9) 0 (10) 0 (11) 1 (12) 1 (13) 0	<ul style="list-style-type: none"><li>• Too steep</li><li>• Great for 2 schools, kids could walk in a bike lane</li></ul>	
Normal Avenue from Siskiyou Boulevard (OR99) to E Main Street	4	7	2	(0) 13 (1) 0 (2) 0 (3) 1 (4) 1 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 1 (13) 1	<ul style="list-style-type: none"><li>• Great location due to low traffic volume on Normal</li><li>• Not enough traffic</li><li>• Normal not all paved, not open to E. Main (sorry to say) (I live on that too)</li><li>• Normal does not connect to East main presently to existing central bike path only</li></ul>	

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Tolman Creek Road from city limits to Siskiyou Boulevard (OR99)	9	3	2	(0) 12 (1) 1 (2) 0 (3) 2 (4) 0 (5) 0 (6) 0 (7) 0 (8) 1 (9) 0 (10) 1 (11) 0 (12) 0 (13) 0	<ul style="list-style-type: none"><li>• Not enough traffic</li><li>• Lots of traffic; school</li><li>• Used by cyclists to get to mountain trails</li></ul>
Clover Lane from existing terminus to Ashland Street (OR66)	5	3	4	(0) 13 (1) 0 (2) 0 (3) 1 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 1 (10) 0 (11) 0 (12) 0 (13) 2	<ul style="list-style-type: none"><li>• Too narrow, not much bike traffic</li><li>• The Clover Lane R.O.W. is very narrow near Ashland Street</li></ul>
Tell us your suggestions for additional roadways to explore bike lanes.					
<ul style="list-style-type: none"><li>• Because Ashland has narrower streets (generally) the concept of all streets being shared roads should be a TSP priority using both signage and extensive education. This also slows traffic overall which reduces crashes.</li><li>• I would rather see traffic calming (mini-rounds, speed tables, etc.) and shared then stripes on any of the lower volume roads. Maybe lanes striped for uphill, and Sharrows for down on some of the busier roads.</li><li>• B St. 8<sup>th</sup> to Oak</li></ul>					

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Topics and Questions		Your Input to Help Guide the Alternatives Analysis			
Protected Bikeways					
Below:					
1) ✓ Check the yellow boxes to indicate the roadways along which you'd like to explore protected bikeways; and 2) Rank (1 = highest priority) the priority of the potential roadways.					
Protected Bikeways Topics and Questions	Strongly Agree	Agree	Disagree	General Comments	
Protected Bikeways should be explored in Ashland.	8	4	2	<ul style="list-style-type: none"><li>Only where affordable and feasible</li><li>Siskiyou! (Hwy 99 thru Crowson to Ashmine)</li></ul>	
Would you like protected bikeways 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 SB) from Helman Street to E Main Street	4	5	2	(0) 11 (1) 4 (2) 2	<ul style="list-style-type: none"><li>Limited width of right of way. I ride on the side walk thru this area.</li><li>This will depend heavily on the response of local businesses and their needs for deliveries. Don't forget how this may/may not work with on-street 'patio' exploration.</li><li>Possible with road diet</li><li>Complicated!</li><li>From Pioneer Street to Gresham Street</li></ul>
Lithia Way (OR99 NB) from Helman Street to Oak Street	4	6	2	(0) 11 (1) 1 (2) 5	<ul style="list-style-type: none"><li>Will require lane loss or parking loss</li><li>Why stop at Oak?</li></ul>
Tell us your suggestions for additional protected bikeway locations.					
<ul style="list-style-type: none"><li>Lithia from Helman to E. Main</li><li>Bikeways – The most pleasing Rd and bike lane in Ashland is on North Mountain – I see this treatment on Hersey, Helman, Walker, Mountain (Hersey to Siskiyou), Iowa (High school to Walker), Laurel, Oak</li><li>Where the bicyclist and cars are going fast, like N main → exit 19; N Tolman Creek Ashland St &gt; E. Main; i.e. Tolman going downhill? Between Siskiyou and Ashland St. Lithia Way from E. Main → Helman; I'm really just guessing here...</li><li>Getting thru downtown is key to encouraging tentative riders</li><li>Mountain from Siskiyou to Nevada! I'd rather see protected lanes on the non-downtown-core areas of Hwy 99; also at/on highway 66 from Oak Knoll to Siskiyou, and East Main from Oak Knoll to downtown. There's no reason downtown can't be shared -?- at least in my mind. Am thinking buffer meaning 2' of stripe</li><li>Protected bikeways do not need to be built except to extend the central bike path to oak St along the railroad line and from Tolman Creek Rd to Crowson Rd through the Croman property.</li></ul>					

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Topics and Questions		Your Input to Help Guide the Alternatives Analysis			
<b>Bike Boulevards</b>					
<b>Below:</b>					
1) ✓ Check the yellow boxes to indicate the roadways along which you'd like to explore bike boulevards; and 2) Rank (1 = highest priority) the priority of the potential roadways.					
<b>Bike Boulevards Topics and Questions</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Disagree</b>	<b>General Comments</b>	
Bike Boulevards should be explored in Ashland.	9	6	0	• Consider them if there is the required row or for new development	
<b>Would you like bike boulevards explored along the following roadways?</b>	<b>Yes, Definitely Explore</b>	<b>Possibly, Modify and Explore</b>	<b>No, Eliminate from Consideration</b>	<b>Rank (#)</b>	<b>General Comments and/or Suggestions for Modifications</b>
Oak Street north of N Main Street (OR99)	5	4	4	(0) 12 (1) 2 (2) 1 (3) 0 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 1 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 1 (18) 0 (19) 0 (20) 0 (21) 0 (22) 0 (23) 0	• It is an arterial, too much traffic • Not needed, is there a problem? • Low enough traffic volume? • Leave as Sharrowded Street as it is

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis					
Granite Street between Winburn Way and N Main Street (OR99)	5	3	6	(0) 13 (1) 0 (2) 1 (3) 1 (4) 0 (5) 0 (6) 0 (7) 1 (8) 0 (9) 0 (10) 1 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0 (20) 0 (21) 0 (22) 0 (23) 0		
Pioneer Street south of N Main Street (OR99)	3	4	5	(0) 15 (1) 0 (2) 0 (3) 0 (4) 0 (5) 0 (6) 0 (7) 0 (8) 1 (9) 1 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0 (20) 0 (21) 0 (22) 0 (23) 0	<ul style="list-style-type: none"><li>• Too hilly, don't connect well</li><li>• Part of OSF – should be ped. Only</li></ul>	

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Guthrie/Gresham Street between Ashland Street and N Main Street (OR99)	2	2	7	(0) 15 (1) 0 (2) 0 (3) 0 (4) 0 (5) 0 (6) 1 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0 (18) 1 (19) 0 (20) 0 (21) 0 (22) 0 (23) 0	<ul style="list-style-type: none"><li>• Too steep</li><li>• Too steep</li><li>• Bike lane up; Sharrows down</li></ul>
Morton Street between Ashland Street and E Main Street	3	6	2	(0) 15 (1) 0 (2) 0 (3) 0 (4) 0 (5) 0 (6) 0 (7) 1 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 1 (20) 0 (21) 0 (22) 0 (23) 0	<ul style="list-style-type: none"><li>• Too steep</li><li>• Bike lane up; Sharrows down</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Beach Street between Ashland Street and E Main Street	3	7	1	(0) 15 (1) 0 (2) 0 (3) 0 (4) 0 (5) 0 (6) 0 (7) 0 (8) 1 (9) 1 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0 (20) 0 (21) 0 (22) 0 (23) 0	<ul style="list-style-type: none"><li>Bike lane up; Sharrows down</li></ul>
Indiana/Wightman Street north of Woodland Drive	4	4	4	(0) 14 (1) 0 (2) 2 (3) 0 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0 (20) 1 (21) 0 (22) 0 (23) 0	<ul style="list-style-type: none"><li>Lots of student traffic</li><li>In flat portions</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis					
Hillview Drive between Crestview Drive and Siskiyou Boulevard (OR99)	2	2	6	(0) 15 (1) 0 (2) 0 (3) 0 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 1 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0 (20) 0 (21) 1 (22) 0 (23) 0	0	<ul style="list-style-type: none"><li>Bike lane up; Sharrows down</li></ul>
Clay Street south of Siskiyou Boulevard (OR99)	3	4	4	(0) 14 (1) 1 (2) 0 (3) 0 (4) 1 (5) 1 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0 (20) 0 (21) 0 (22) 0 (23) 0	0	<ul style="list-style-type: none"><li>But so much housing is being built</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Clay Street north of Ashland Street (OR66)	4	7	0	<div><div>(0) 13</div><div>(1) 0</div><div>(2) 2</div><div>(3) 1</div><div>(4) 1</div><div>(5) 0</div><div>(6) 0</div><div>(7) 0</div><div>(8) 0</div><div>(9) 0</div><div>(10) 0</div><div>(11) 0</div><div>(12) 0</div><div>(13) 0</div><div>(14) 0</div><div>(15) 0</div><div>(16) 0</div><div>(17) 0</div><div>(18) 0</div><div>(19) 0</div><div>(20) 0</div><div>(21) 0</div><div>(22) 0</div><div>(23) 0</div></div>	<div><div>• But it’s redundant with CA bikeway</div><div>• Why not bike lanes only?</div></div>
B Street between Oak Street and Mountain Avenue	8	5	1	<div><div>(0) 11</div><div>(1) 5</div><div>(2) 0</div><div>(3) 1</div><div>(4) 0</div><div>(5) 0</div><div>(6) 0</div><div>(7) 0</div><div>(8) 0</div><div>(9) 0</div><div>(10) 0</div><div>(11) 0</div><div>(12) 0</div><div>(13) 0</div><div>(14) 0</div><div>(15) 0</div><div>(16) 0</div><div>(17) 0</div><div>(18) 0</div><div>(19) 0</div><div>(20) 0</div><div>(21) 0</div><div>(22) 0</div><div>(23) 0</div></div>	<div><div>• Need bike <u>lane</u> on B</div></div>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Ashland Street east of Mountain Avenue	4	4	3	(0) 12 (1) 2 (2) 0 (3) 1 (4) 0 (5) 1 (6) 0 (7) 0 (8) 0 (9) 0 (10) 1 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0 (20) 0 (21) 0 (22) 0 (23) 0	<ul style="list-style-type: none"><li>• Too steep</li><li>• Need bike lanes where not already in place</li><li>• Hwy 66? West? Yes</li></ul>
Hargadine/Beach Street/Un-named roadway between Fork and Morton Street	2	3	4	(0) 13 (1) 1 (2) 0 (3) 1 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 1 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0 (20) 0 (21) 0 (22) 1 (23) 0	<ul style="list-style-type: none"><li>• Make better for peds</li></ul>

Name: \_\_\_\_\_

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Woodland Drive between Indiana Street and Walker Avenue	2	4	5	(0) 14 (1) 1 (2) 0 (3) 0 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 1 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0 (20) 0 (21) 0 (22) 0 (23) 1	<ul style="list-style-type: none"><li>• Too steep</li></ul>
Peachey Road between Walker Avenue and Hillview Drive	2	5	4	(0) 15 (1) 0 (2) 1 (3) 0 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 1 (16) 0 (17) 0 (18) 0 (19) 0 (20) 0 (21) 0 (22) 1 (23) 0	<ul style="list-style-type: none"><li>• Too steep</li><li>• Don't know</li><li>• Current count CMAQ project to pave. Coordinate ASAP if intended</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Crestview Drive/Mohaw Street between Hillview Drive and Clay Street	2	3	4	(0) 14 (1) 0 (2) 1 (3) 0 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 1 (17) 0 (18) 0 (19) 0 (20) 0 (21) 0 (22) 0 (23) 1	<ul style="list-style-type: none"><li>• Too steep</li><li>• Don't know</li></ul>
8 <sup>th</sup> Street between E Main Street and A Street	6	4	2	(0) 12 (1) 2 (2) 1 (3) 0 (4) 1 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 1 (17) 0 (18) 0 (19) 0 (20) 0 (21) 0 (22) 0 (23) 0	

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis					
1 <sup>st</sup> Street between E Main Street (OR99) and A Street	6	3	3	(0) 12 (1) 2 (2) 0 (3) 1 (4) 0 (5) 1 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 1 (16) 0 (17) 0 (18) 0 (19) 0 (20) 0 (21) 0 (22) 0 (23) 0	0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<ul style="list-style-type: none"><li>Make shared street</li></ul>
Glendower Street north of Nevada Street	4	1	4	(0) 14 (1) 1 (2) 0 (3) 0 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 1 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0 (20) 0 (21) 1 (22) 0 (23) 0	0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 1 0 0 0	<ul style="list-style-type: none"><li>Don't know</li></ul>



Name: \_\_\_\_\_

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis					
Chestnut/Grant Street between Wimer Street and Walnut Street	4	2	5	(0) 14 (1) 0 (2) 1 (3) 0 (4) 0 (5) 0 (6) 1 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 0 (18) 0 (19) 0 (20) 1 (21) 0 (22) 0 (23) 0	0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0 0 0	<ul style="list-style-type: none"><li>Too steep</li></ul>
Prim/Tucker/Walnut/Sheridan/Monte Vista Drive/Schofield Street between Wimer Street and N Main Street (OR99)	3	2	5	(0) 14 (1) 0 (2) 1 (3) 0 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 1 (12) 0 (13) 0 (14) 0 (15) 0 (16) 0 (17) 1 (18) 0 (19) 0 (20) 0 (21) 0 (22) 0 (23) 0	0 1 0 0 0 0 0 0 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0	<ul style="list-style-type: none"><li>Too steep</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Baum/Almond/Manzanita Street.Scenic Drive between Granite Street and Wimer Street	3	4	4	(0) 14 (1) 0 (2) 1 (3) 0 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 1 (14) 0 (15) 0 (16) 0 (17) 0 (18) 1 (19) 0 (20) 0 (21) 0 (22) 0 (23) 0	<ul style="list-style-type: none"><li>Too steep</li></ul>
Strawberry Lane/Westwood/Orchard/Wrights Creek Drive between Grantite Street and Wimer Street	2	5	4	(0) 14 (1) 0 (2) 1 (3) 0 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0 (10) 0 (11) 0 (12) 0 (13) 0 (14) 1 (15) 0 (16) 0 (17) 0 (18) 0 (19) 1 (20) 0 (21) 0 (22) 0 (23) 0	<ul style="list-style-type: none"><li>Too steep</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis
<b>Tell us your suggestions for additional bike boulevard locations.</b>	
<ul style="list-style-type: none"><li>• Helman street should be on this list, as a priority (bet N Main and Nevada) Most streets selected are above Siskiyou and because of steepness, they would offer little connectivity or use.</li><li>• Bike Boulevards should be explored here. However as with other aspects of transportation, the creation of too many of these things may render them useless in terms of driver de-sensitivity. On the flip-side, if drivers thought every street was a bike Blvd., drivers would begin to be more careful everywhere.</li><li>• Those marked "disagree" – too short on lack of density to make sense. Adding Grandview to this box (Strawberry Lane/Westwood/Orchard/Wrights Creek Drive between Grantite Street and Wimer Street), plus Scenic Drive as a way to get into the Wright's Creek area</li><li>• Really depends on level of treatment for specific places</li><li>• Many of these streets are quite narrow and/or steep – both a problem for bicyclists. I would be more inclined to have bike lanes or as much separation as possible from motor vehicles on some streets then signs cautioning motorists about share the road! On these other streets</li><li>• Siskiyou and North Main seems best for a bike Blvd because of traffic volume. This of course would depend on whether a road diet was implemented to provide the row.</li><li>• Not sure about shared roads with steep grades</li><li>• Do the streets listed here qualify to be Boulevards? They must have very low vehicle traffic</li></ul>	

Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
<b>Bike Path/Greenway</b>					
<b>Below:</b>					
1) ✓ Check the yellow boxes to indicate the roadways along which you'd like to explore bike boulevards; and 2) Rank (1 = highest priority) the priority of the potential roadways.					
<b>Bike Boulevards Topics and Questions</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Disagree</b>	<b>General Comments</b>	
Bike Boulevards should be explored in Ashland.	6	8	0	<ul style="list-style-type: none"><li>• The more of these, the better</li><li>• Need local bicycle enthusiasts to review and rank, with high priority placed on home-to-school routes.</li><li>• Yes-from Hwy 99/Ash Mine thru to Crowson!</li></ul>	
<b>Would you like bike boulevards explored along the following roadways?</b>	<b>Yes, Definitely Explore</b>	<b>Possibly, Modify and Explore</b>	<b>No, Eliminate from Consideration</b>	<b>Rank (#)</b>	<b>General Comments and/or Suggestions for Modifications</b>
Along the Northern Pacific Rail line north of Helman Street	8	6	0	(0) 9 (1) 3 (2) 2 (3) 1 (4) 1 (5) 1 (6) 0 (7) 0 (8) 0 (9) 0	<ul style="list-style-type: none"><li>• Railroad bike paths here are well used</li><li>• Easement has been acquired along the north 12' of Railroad right of way. Cost is \$2+ million</li><li>• Join to Central Pathway</li></ul>

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**City of Ashland Transportation System Plan Update**  
**Scorecard for White Papers – Group #2**  
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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Along the Northern Pacific Rail line between Oak Street and Mountain Avenue	10	4	0	(0) 11 (1) 4 (2) 1 (3) 1 (4) 0 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0	<ul style="list-style-type: none"><li>Railroad bike paths here are well used</li><li>Isn't this already the central bike pathway?</li></ul>
Along the Northern Pacific Rail line south of Tolman Creek Road	6	6	2	(0) 12 (1) 1 (2) 0 (3) 2 (4) 2 (5) 0 (6) 0 (7) 0 (8) 0 (9) 0	<ul style="list-style-type: none"><li>Railroad bike paths here are well used</li></ul>
South of the Clover Lane terminus	3	2	4	(0) 15 (1) 0 (2) 0 (3) 0 (4) 0 (5) 0 (6) 1 (7) 0 (8) 0 (9) 1	
Between Walker and Normal adjacent to Ashland Middle School	7	5	0	(0) 13 (1) 0 (2) 2 (3) 0 (4) 0 (5) 2 (6) 0 (7) 0 (8) 0 (9) 0	<ul style="list-style-type: none"><li>Bike lanes in place</li><li>Redundant to CBP?</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
East of Normal Street along existing gravel roadway	5	4	1	(0) 14 (1) 0 (2) 0 (3) 0 (4) 1 (5) 0 (6) 0 (7) 1 (8) 0 (9) 1	<ul style="list-style-type: none"><li>• Bike lanes in place</li><li>• Why? What connect?</li></ul>
Adjacent to Mountain Avenue between Hersey Street and Munson Drive	4	7	1	(0) 12 (1) 0 (2) 1 (3) 1 (4) 0 (5) 1 (6) 1 (7) 0 (8) 1 (9) 0	
West of Vansant Street to proposed Northern Pacific Rail line path	3	7	0	(0) 14 (1) 0 (2) 0 (3) 0 (4) 0 (5) 1 (6) 0 (7) 1 (8) 1 (9) 0	
From Dead Indian Memorial Road to Nevada Street adjacent to Bear Creek	10	2	1	(0) 11 (1) 2 (2) 1 (3) 1 (4) 1 (5) 1 (6) 0 (7) 0 (8) 0 (9) 0	<ul style="list-style-type: none"><li>• Continuation of Bear Creek greenway at long last?!</li><li>• Site constraints/property ownership make this hugely complicated</li></ul>
Tell us your suggestions for additional bike path/greenway locations.					

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis
<ul style="list-style-type: none"><li>• Extend <u>protected</u> bike/ped pathway all along rail line. Make areas around <u>all</u> schools bike friendly</li><li>• The Railroad is the Central Oregon and Pacific</li><li>• My general goal is to 1) reduce danger; 2) minimize cost of doing that; 3) maximize coverage, even if that means sacrificing some amenities in short term. Fix danger spots first, implement as much coverage as we can with necessary signage; put off heavy construction (mini traffic circles, chicanes etc) to save cost and allow us to budget for in future</li><li>• Need to extend bike boulevard/bike path to Emigrant Lake. Also to really be effective, bike boulevards need to curb/eliminate cross street traffic</li><li>• The existing control bike path should be extended from Crowson road to North Main along the railroad like – This is a no brainer. This page is a waste of our time!</li></ul>	

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Topics and Questions		Your Input to Help Guide the Alternatives Analysis			
<b>Shared Streets</b>					
<b>Below:</b>					
1) ✓ 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 Comments	
Shared Streets is a concept/tool that should be explored in Ashland.	5	7	1		
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	4	4	1	(0) 13 (1) 2 (2) 1 (3) 1 (4) 0 (5) 0 (6) 0	<ul style="list-style-type: none"><li>• The rest are low density – status 9 us is adequate as in the case of Abby between Gresham and Motor it is already a shared road.</li><li>• Thought it was an alley...</li><li>• Alley needed be paved, just graded. Probably a good idea as many families live in Quiet Village, so potentially many young cyclists.</li><li>• Already virtually a shared street</li><li>• Confusing! Where is this?</li></ul>
York Street	2	4	4	(0) 15 (1) 1 (2) 0 (3) 0 (4) 0 (5) 0 (6) 1	<ul style="list-style-type: none"><li>• Not so sure why these are necessary. (low volume)</li><li>• Very low volume local streets, question the need on these streets</li><li>• Best if these 3 streets were done together as a neighborhood – good pilot...</li><li>• Alley needed be paved, just graded. Probably a good idea as many families live in Quiet Village, so potentially many young cyclists.</li></ul>
Kent Street	2	4	4	(0) 15 (1) 1 (2) 0 (3) 0 (4) 0 (5) 1 (6) 0	<ul style="list-style-type: none"><li>• Not so sure why these are necessary. (low volume)</li><li>• What do residents say? Can we ask them?</li><li>• Alley needed be paved, just graded. Probably a good idea as many families live in Quiet Village, so potentially many young cyclists.</li></ul>
Coventry Place	2	4	4	(0) 15 (1) 1 (2) 0 (3) 0 (4) 1 (5) 0 (6) 0	<ul style="list-style-type: none"><li>• Not so sure why these are necessary. (low volume)</li><li>• Probably a good idea as many families live in Quiet Village, so potentially many young cyclists.</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Windburn Way	5	5	1	(0) 11 (1) 2 (2) 3 (3) 0 (4) 1 (5) 0 (6) 0	<ul style="list-style-type: none"><li>• Already functions as a shared street</li><li>• Great idea along the park!</li><li>• Lots of unfamiliar drivers. Street is used as a linear parking lot so lots of...</li></ul>
A Street	7	6	0	(0) 10 (1) 3 (2) 2 (3) 2 (4) 0 (5) 0 (6) 0	<ul style="list-style-type: none"><li>• Already functions as a shared street</li><li>• Is this even possible within the already very narrow row?</li><li>• Yes but lets be careful!</li><li>• Bicycles only copy Oak street</li></ul>
<b>Tell us your suggestions for additional shared street locations.</b>					
<ul style="list-style-type: none"><li>• Village Square Drive, Bearch near SOU, Millpond area (Wightman, etc.), Fordyce St, Hargardine</li><li>• Please report property value effects if available? From previous projects in other places...Maybe not that easy I know... esp given last 3 years or so...Really just looking for a sentence or two so the future people know we didn't overlook anything. Whole plaza; rank 1. "Street" N of A SF Along ACB//RR r.o.w above RR park &gt; 4<sup>th</sup> St between A St and railroad, 4<sup>th</sup> → railroad park.</li><li>• 1) North Main west of Plaza Island; 2) could we are these concepts to localize 'B' Street – slow traffic and build sense of place/community?</li><li>• Low priority – but good option for New development</li></ul>					



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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
<b>Alleyways</b>					
<b>Below:</b>					
1) ✓ Check the yellow boxes to indicate the existing alleyways which you'd like to explore enhancement opportunities; and 2) Rank (1 = highest priority) the priority of the potential alleyways.					
Alleyways Topics and Questions	Strongly Agree	Agree	Disagree	General Comments	
Alleyway enhancements that serve pedestrians and bicyclists should be explored in Ashland.	7	6	1	<ul style="list-style-type: none"><li>I'm biased for <u>ANY</u> bike improvement</li><li>I love this idea. Hopefully grant money would be available</li></ul>	
Would you like the enhancement explored along the following alleyways?	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications
Will Dodge Way (Pioneers Street to 2 <sup>nd</sup> Avenue)	12	2	0	(0) 8 (1) 8 (2) 0 (3) 0 (4) 1 (5) 0	<ul style="list-style-type: none"><li>Difficult with only a 12' wide row</li><li>Impacts on commercial business operations?</li><li>Completed; Will Dodge Way needs proper connections to Oak St through Bink parking lot in order to connect to the Plaza and also needs to be connected to the library in an easy, safe way.</li></ul>
Enders Alley (1 <sup>st</sup> Street to 2 <sup>nd</sup> Street)	9	4	0	(0) 9 (1) 0 (2) 5 (3) 2 (4) 1 (5) 0	<ul style="list-style-type: none"><li>Extend this to Pioneer</li></ul>
9 <sup>th</sup> Street Alley (B Street to 8 <sup>th</sup> Street)	2	6	4	(0) 13 (1) 0 (2) 0 (3) 0 (4) 0 (5) 4	<ul style="list-style-type: none"><li>This is not a public way (private)</li><li>This works as is</li><li>Looks to be somewhat converted/built already to be a shared space</li></ul>
Golden Spike Way	3	6	0	(0) 11 (1) 0 (2) 2 (3) 2 (4) 2 (5) 0	<ul style="list-style-type: none"><li>Where is this?</li></ul>
Alley between B Street and C Street	7	5	1	(0) 10 (1) 1 (2) 1 (3) 4 (4) 1 (5) 0	<ul style="list-style-type: none"><li>Better to make C St. bike/ped friendly</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis
<b>Tell us your suggestions for additional alleyway enhancements and/or additional alleyway locations.</b>	
<ul style="list-style-type: none"><li>• Explore alleys that already have commercial frontage</li><li>• Alley's already are used multipurpose – see no need to take time from other explanations in TSP</li><li>• A &lt;--&gt; B alley, CoOp &gt;&gt; 4<sup>th</sup> St please. Above Siskiyou, Morton → library. + Great job/I really like space by downtown parking structure, thanks.</li><li>• South of Siskiyou Blvd. between Gresham (library) and Morton or wherever it ends. A delightful alternative to biking the Blvd.</li><li>• Low priority</li></ul>	

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Topics and Questions		Your Input to Help Guide the Alternatives Analysis			
<b>Green Street Standards/Attributes</b>					
<b>Below:</b>					
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 Comments	
Green street standards/attributes should be explored in Ashland.	13	4	0	• Another concept I'm all for	
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	11	4	0	(0) 10 (1) 4 (2) 0 (3) 3 (4) 0	
Bioretention Basins	9	6	0	(0) 10 (1) 1 (2) 3 (3) 1 (4) 2	
Swales	11	4	0	(0) 10 (1) 4 (2) 1 (3) 2 (4) 0	
Permeable Paving	7	6	2	(0) 11 (1) 1 (2) 2 (3) 0 (4) 3	• Often difficult on steep grades • So much of town is paved – I think we could capture lots of water!
<b>Tell us your suggestions for additional green street standards/attributes or locations where green streets should be explored.</b>					

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis
<ul style="list-style-type: none"><li>• When B/C analysis supports it, i.e. it is compellingly better than less expensive alternatives</li><li>• The only downfall here is maintenance issues and associated costs. However, I think the "Return" is worth the extra cost, 'Dirty' water is retained, then bio filtered before entering local water ways which is eventually what will happen</li><li>• We are currently constructing Plaza Ave. (Verda to Nezlo) as a green street with swales and bioretention basins</li><li>• All 4 are appropriate at different locations. Involve <u>neighborhoods</u> in choice, construction, maintenance to "take ownership" and reduce city costs. Start with various HOA's</li><li>• Depends on road – no priority</li><li>• Knowing nothing about hydrology, I can only trust our experts, which I do. I'm Pro-Nature and against pollution, so I vote yes, more nature please; I am a little concerned regarding cost, which may be a savings downstream? And overflow, but probably can't tell until we do each one...? Cest La Vie. Can be included in building codes?</li><li>• Ashland's narrow streets make this difficult. Perhaps new development although not much large vacant lots left in Ashland. Should be explored in storm water master plan and land use planning where these concepts could be applied to private property</li><li>• I assume that an investment in Green Street should start with an analysis of storm water flows, to get the most from our money. Green street renovations, instituting all changes to the street scape at one time. So where are the locations where we place a high priority on <u>both</u> kinds of improvements?</li><li>• Absolutely! Neighborhood adopt-a-swale? Siskiyou Blvd!</li><li>• Any new streets and developments need to meet a set of Greet Street standards wherever possible</li></ul>	

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Topics and Questions		Your Input to Help Guide the Alternatives Analysis			
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.	9	2	0	<ul style="list-style-type: none"><li>I feel like I do not know enough about this issue</li><li>I am not in favor of Urban Redevelopment Funding; this shifts the burden for localized development to the entire community in a way that lacks transparency. If the whole community is going to pay for something, then it should be a bond that is voted on.</li><li>Work on getting more bonding and outside assistance to combine with city revenue to provide a more sustainable road maint. Program</li><li>We should explore ALL possible revenue sources ALL the time.</li><li>Attempt to get every grant dollar that is available.</li><li>Generally in favor of user and development fees</li></ul>	
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 Transportation System Development Charges	8	4	0		<ul style="list-style-type: none"><li>Definitely explore reimbursement approach. Also, look at reasonable increases in SDC fees. How do Ashland's compare to neighboring cities? I know we used to be rather low.</li><li>Provide incentive for the program through breaks to employers who provide employees with incentives to not drive to work</li><li>Fairness issues over time</li><li>Not in favor of taxing general public non-user public</li></ul>
User Fees	7	4	0		<ul style="list-style-type: none"><li>lots of tourist/visitor traffic would not be subject</li><li>Perhaps on registration. No to putting it on utility bills, that's nonprogressive.</li><li>We already have the utility users tax. Now we need to look at ways to modify rates to reflect impact on the transportation system, perhaps by a graduated schedule of rates that increases with distance from Siskiyou Blvd.</li><li>Look into a city wide fee by household to pay for public transit combined with student fees on a yearly one time basis.</li><li>Not on utility bills. Ok on auto registration.</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Local Fuel Tax	4	3	5		<ul style="list-style-type: none"><li>• Unlikely to be feasible</li><li>• Not gonna fly.</li><li>• Additional fuel tax may discourage the drive by stop over from out of state by word of mouth by other travelers</li></ul>
Traditional Transportation System Development Charges	5	5	2		<ul style="list-style-type: none"><li>• We should be more focused in what we are funding.</li><li>• These won't generate that much \$\$ and don't allow flexibility in project selection.</li></ul>
Local Sales Tax	2	2	8		<ul style="list-style-type: none"><li>• Unlikely to be feasible</li><li>• I do not support non-progressive taxes.</li><li>• Unlikely to pass, given that we already have the food and beverage tax, as well as school levy.</li><li>• Sales tax may drive local people to by out of town</li><li>• Could be horribly complicated. Need a state sales tax.</li></ul>
Optional Tax	2	5	4		<ul style="list-style-type: none"><li>• If I understand this correctly, this is a donation not a tax.</li><li>• I have thought before that we should implement an option "carbon footprint" investment/fee that is invested in non-auto projects and transit -- the local version of buying rainforest to ameliorate the guilt of plane travel.</li><li>• This needs to be something the town has to have to operate to be an effective revenue source. Clean air tax?</li></ul>
Parking In-Lieu Fees	7	4	1		<ul style="list-style-type: none"><li>• If these fees can only be used to create more parking in other locations, they may not be the best way to encourage alternative transportation.</li><li>• Explore across town; much more sensible than individual parking areas. Can these funds be used for multi-modal projects, or just parking??</li><li>• should be the opposite, fees for adding parking?</li></ul>
Sponsorship	2	7	1		<ul style="list-style-type: none"><li>• I'm not against it but not hopeful.</li><li>• This is America, after all!</li></ul>
Incentives	6	4	2		<ul style="list-style-type: none"><li>• If we can find a way to leverage funds for city priorities.</li><li>• I'm wary of transfers</li><li>• Need examples</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Congestion Pricing	3	3	6		<ul style="list-style-type: none"><li>• Too small of an area for this to be effective.</li><li>• I didn't hear any relevant examples, but I'm not against listing as a potential tactic for the future.</li><li>• Look creatively at the general concept of incentives to encourage specific behaviors.</li><li>• wish I could say exactly how...</li><li>• Too much to administer</li><li>• NA in Ashland</li></ul>
Public/Private Partnerships	3	5	2		<ul style="list-style-type: none"><li>• Probably the only way to get much done these days.</li><li>• wary of tax transfers</li><li>• Don't know what this would entail.</li></ul>
Tax Incremental Financing	4	4	3		<ul style="list-style-type: none"><li>• See my comments at the beginning. I don't believe in gambling on future growth.</li><li>• find a way to tax distant owners of companies that derive profits from our transportation investments; OR Legislature does now yes...</li><li>• ???</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
<b>Funding (cont.)</b>					
<b>Below:</b>					
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.					
Would you like the following revenue sources to be explored to fund operations and maintenance of the transportation system in the City?	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications
User Fee	7	5	0		<ul style="list-style-type: none"><li>I liked Comm Marsh's suggestion that hillside development (homes) should carry a larger burden for street improvement commensurate with true costs.</li><li>gas tax</li></ul>
Street Utility Fees/Road Maintenance Fee	6	6	0		<ul style="list-style-type: none"><li>I'm a little confused between this and the previous; no flat tax on utility bills.</li></ul>
Local Sales Tax	2	3	7		<ul style="list-style-type: none"><li>I don't support because it's not a progressive or targeted tax</li><li>many opportunities for leakage, avoidance...</li></ul>
Incentives	5	3	3		
Congestion Pricing	4	3	5		<ul style="list-style-type: none"><li>If they're still taking the trip and using the road, the only problem solved is congestion, not maintenance</li><li>Of 'some' sort...</li><li>wish I could say how...</li></ul>
Public/Private Partnerships	4	6	2		
<b>Tell us your suggestions for additional potential revenue sources.</b>					
<ul style="list-style-type: none"><li>TE, Bike/Ped., and Flex Funds grants for infrastructure improvements</li><li>Increase room tax to help fund O&amp;M as well as capital improvements</li><li>Distant owners of private corporations that derive profit from our transportation infrastructure investments, along lines of Oregon's "corporate income tax" we just raised last year...</li><li>State sales tax on vehicle sales</li><li>Parking meters for certain areas in the center of Town - like the Plaza charge for parking in public parking lots using self service system. encourage more use of public parking structure to generate income</li></ul>					



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Topics and Questions		Your Input to Help Guide the Alternatives Analysis			
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.	8	3	0	<ul style="list-style-type: none"><li>• RVTD expansion depends heavily on FED funding. They would be 'stuck' w/out FED support. Hard to make recommends knowing this.</li><li>• comments attached</li><li>• Jitneys</li><li>• Specifically explore areas for service expansion based on persons per acre around routes, major attractors (schools, etc.), population demographics and vehicle access.</li><li>• This has been requested forever.</li></ul>	
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).	1	3	7	<ul style="list-style-type: none"><li>• While fareless service sounds attractive, it sounds like there are some negative impacts to transit.</li><li>• In the past I favored a free system, but after reading your info, I now favor .25-.50 fares; close but not completely free.</li><li>• Increasing the number of hours of service is important; increasing availability within already designated hours is not.</li><li>• We will always need to experiment to increase ridership</li><li>• RVTD is not considering a fareless service so the benefit of decreasing administrative and collective costs would not be gained. Concerned about long term viability of sustaining service.</li><li>• Fares already very low.</li></ul>	
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	9	2	0		<ul style="list-style-type: none"><li>• This is 'employers' controlled' not RVTD controlled.</li><li>• Already have seen SOU schedule ending at 8pm. Other employers schedules need to be documented.</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Low income households in which bus fare is a financial burden	4	4	2		<ul style="list-style-type: none"><li>• Only because we already have a program for this. Keep the program.</li><li>• Some bus subsidies already available; also, RVTB just dropped the price of a bus pass.</li><li>• The main burden would always be too much time between buses</li><li>• already being served, especially if in the dependent ridership category already. The City has an existing program to provide assistance with fare and passes.</li><li>• Way less than owning a car.</li></ul>
Tourists traveling in the evening and on the weekend	8	3	0		<ul style="list-style-type: none"><li>• This creates a huge parking burden on the downtown. Transit for this could significantly change our options.</li><li>• Tourists are a captive audience and would definitely use a shuttle/trolley system that allowed them to leave cars at their lodging.</li><li>• if it improves service for residents, otherwise apathetic</li><li>• Partnerships with OSF, etc. would help to provide the service.</li><li>• Usually can walk to everything.</li></ul>
Southern Oregon University students taking evening or weekend classes	8	2	1		<ul style="list-style-type: none"><li>• Extension of hours would serve students, workers, and those without a car. Same target audience, essentially.</li><li>• see comment attached</li><li>• being explored, being discussed, being negotiated by RVTB. We need more backing by the City.</li><li>• most live within walking distance</li></ul>
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	4	5	2		<ul style="list-style-type: none"><li>• I think other improvements will help with this.</li><li>• What about non-Ashland residents who want to come here on a weekend or for a play?</li><li>• Major connection to areas north would depend on RVTB service outside of Ashland and subject to \$2 regular fare.</li><li>• All residents and visitors need evening and weekend transit.</li></ul>
Other	-	-	-		

Name: \_\_\_\_\_

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
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)	3	4	3		<ul style="list-style-type: none"><li>• Bus service every 15 minutes is not necessary.</li><li>• increases cost faster than revenue</li><li>• 20 minute service is a proper increment over 1/2 hour is too long</li><li>• 7 days</li><li>• Increased frequency has not demonstrated a large ridership increase. RVTD would like to see forecasted ridership based on additional coverage instead.</li><li>• Minimum every 15 minutes.</li></ul>
Increase Span of Service (How Long)	9	1	0		<ul style="list-style-type: none"><li>• Expansion to at least 10 PM should be explored.</li><li>• Saturdays first priority. Then evenings, last Sundays.</li><li>• attached</li><li>• 5 AM - 2 AM once a hour non-peak hours</li><li>• Need to have popular hours of employee schedules documented.</li><li>• 5am to midnight + weekends</li></ul>
Increase Service Coverage Area (Where)	5	4	1		<ul style="list-style-type: none"><li>• Maybe just personal, but I would like it to come to East Main. We're really not in walking distance down here.</li><li>• East Main, North Mountain</li><li>• A study should be completed to look at transit supportive areas.</li><li>• Express bus Ashland - Medford, cover more of Ashland with smaller vans/jitneys</li></ul>
Decrease Cost of Ridership to the User	4	3	4		<ul style="list-style-type: none"><li>• Riders are willing to pay more if service improved.</li><li>• Span of hours is first priority. Then price. Last frequency.</li><li>• I have heterodox view this issue</li><li>• we need to have users pay something. it is best to have greater frequency than more routes</li><li>• RVTD would support this more than going fareless. A 25 cent fare would be reasonably a low fare while still generating some revenue and allowing for limited trips.</li></ul>

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Transit (cont.)					
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.					
Mark below the activities you'd like the City to explore to make accessing transit easier.	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications
Upgrade sidewalk facilities near and leading to transit stops to ADA compliance	5	3	2		<ul style="list-style-type: none"><li>Nice but not a priority, use the money for service</li><li>For disabled.</li><li>have to anyway, eventually: ADA</li><li>Connected sidewalks have the added benefit of actual access and perceived access. Also, Valley Lift eligibility is directly related to sidewalk access to the bus stop.</li><li>Don't think it will help.</li></ul>
Provide street lighting at bus stops and along streets leading to bus stops	4	6	0		<ul style="list-style-type: none"><li>Nice but not a priority, use the money for service</li><li>Don't need lighting unless you have evening hours!</li><li>For safety.</li><li>lighting at bus stops only</li></ul>
Provide bicycle storage facilities at key bus stops	4	6	0		<ul style="list-style-type: none"><li>Nice but not a priority, use the money for service</li><li>Buses overwhelmed with need to carry bikes onboard.</li><li>RVTD hopes to have a better idea of where these types of facilities are needed.</li><li>At least a place to lock bikes.</li></ul>
Evaluate major streets/high volume streets to look for opportunities to increase and improve crossing opportunities for pedestrians	3	6	0		<ul style="list-style-type: none"><li>Nice but not a priority, use the money for service</li><li>Especially at north and south ends of town.</li><li>we need a couple more islands on Ashland street and we need pedestrian refuges on North Main where wide enough</li><li>Good thing to do in any case.</li></ul>
Would you like the City to encourage higher-density and mixed-use development along transit routes – development considered transit supportive?	10	0	1		<ul style="list-style-type: none"><li>Increasing density hand in hand with providing service is the way to reduce dependence on cars..</li><li>This is critical across the U.S.</li><li>Pedestrian Places</li></ul>

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<p><b>Tell us your ideas and suggestions for improving transit service for Ashland community members and visitors.</b></p> <ul style="list-style-type: none"><li>I don't know enough- it seems like more information needs to be gathered as to what the goals, issues, and needs are surrounding the topic.</li><li>If public transit was available to the downtown in the evening, less parking would be necessary for tourists attending OSF performances.</li><li>Need a shuttle/trolley to pick up and distribute tourists. This could have a significant impact alleviating parking issues during the peak summer months, and it will add to the allure of the city as a destination. No one who comes here wants to be beholden to a car during their stay; they come here to wander around a cute little town, and would jump at the opportunity to leave the car parked at the motel by the freeway.</li><li>long comment sent to Kittelson; sorry 3 pages but, this is most important issue for me, ran for office, 10,970 people in valley agreed with me, I'd trade all my other comments for comment on this particular issue</li><li>The crucial element to increase pedestrian and bicycle traffic in Ashland over the next century is the addition of pedestrian and bicycle railroad crossings. We need 6 from one end of town to the other. We also need to increase infill and stay within the existing city limit. Our density is still low by international standards. we need to make "outer" Siskyou more pedestrian friendly with sidewalks on both sides of the street.</li><li>Providing the right service facilities should encourage more ridership</li><li>Need vans for hilly areas - contract out? Need downtown circulating van/trolley Need comfortable bus stops sheltered from winter weather Need van service Mountain Meadows and SOU to go up and down N and S Mountain to Ashland St. Contract with Cascade Shuttle and/or Shawn's rideshare for local shuttles</li></ul>	

Topics and Questions	Your Input to Help Guide the Alternatives Analysis			
<b>Will Dodge Way</b>				
<p><b>Below:</b></p> <p>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.</p>				
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.	5	3	2	<ul style="list-style-type: none"><li>Low priority</li><li>Implement an alley policy that states that alleys are valued as multi-use transportation corridors; then amend land use review to encourage businesses to incorporate the alley frontage in design elements.</li><li>This alley is a great amenity for bike/peds. The trick is truck deliveries and how to balance deliveries w/bike/peds.</li><li>Keep it as is with vehicles, bicycles and pedestrians</li><li>property owners need to do this</li><li>It's a natural.</li></ul>
The City should explore opportunities to make Will Dodge Way a bicycle alley/boulevard.	2	2	6	<ul style="list-style-type: none"><li>deliveries</li><li>keep multi modal it has garages</li><li>TC has been working on this</li><li>Not suitable.</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
The City should explore opportunities to make Will Dodge Way a green alley.	1	5	3	<ul style="list-style-type: none"><li>On general principle, but practically I don't think there's any space for plantings. I don't think I would do pervious surface there just to reduce run-off by a fraction. Maybe piping water to nearby "green" parking.</li><li>agree in general; convert when feasible, as experts decide</li><li>what is a green alley?</li><li>W.O.W. was just redone</li><li>Pave too recently. Focus on pedestrian amenities.</li></ul>	
The City should pursue policies to encourage development and redevelopment to orient towards the alley as well as the street.	6	3	1	<ul style="list-style-type: none"><li>But only in a casual, partnership with business way; modify the sign standards to support.</li><li>this should be up to property owners</li></ul>	
<b>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.</b>	<b>Yes, Definitely Explore</b>	<b>Possibly, Modify and Explore</b>	<b>No, Eliminate from Consideration</b>	<b>Rank (#)</b>	<b>General Comments and/or Suggestions for Modifications</b>
Natural Surveillance (from existing business owners and patrons)	4	3	1		<ul style="list-style-type: none"><li>already in existence</li><li>Is this Alley a security risk?</li><li>Don't think security is an issue here.</li></ul>
Territorial Reinforcement (physical presence)	2	3	3		<ul style="list-style-type: none"><li>Don't think so</li><li>Don't think security is an issue.</li></ul>
Natural Access Control (attractive but controlling gateways)	2	4	3		<ul style="list-style-type: none"><li>Don't think security is an issue.</li></ul>
<b>Tell us your suggestions for Will Dodge Way.</b>					
<ul style="list-style-type: none"><li>Lower priority in my mind if the over all goal is to increase walking and biking in Ashland.</li><li>business owners need to make this happen. The City needs to make it easy for business owners to enhance and make profitable _ this alley. 2. Business owners can control deliveries as to when and where and therefore solve access problems. 3. look at extending the Alley past pioneer - Through to break parking lot to Oak and devising a safe route to the Plaza. this may take some thought but is worth doing. 4. The other end of the Alley figure out a route that puts people on the Siskiyou bike lane in front of the library. All this together gives a nice route through downtown.</li><li>Increased pedestrian traffic and businesses will lessen the chance of security problems.</li></ul>					



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Topics and Questions		Your Input to Help Guide the Alternatives Analysis			
<b>Multiuse Trails</b>					
<b>Below:</b>					
1) ✓ Check the yellow boxes to indicate your response to the questions and statements below; and 2) Rank (1 = highest priority) the priority of the suggestions/ideas presented.					
<b>Multiuse Trails Topics and Questions</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Disagree</b>	<b>General Comments</b>	
The City should explore expanding the multiuse trail system in Ashland.	11	0	0	<ul style="list-style-type: none"><li>• Improve access and connectivity, but keep standards low.</li><li>• Emphasize trails that will be/can be used by commuters/students.</li><li>• The trail system is great for locals and tourists.</li></ul>	
<b>Would you like the City to explore the ideas below?</b>	<b>Yes, Definitely Explore</b>	<b>Possibly, Modify and Explore</b>	<b>No, Eliminate from Consideration</b>	<b>Rank (#)</b>	<b>General Comments and/or Suggestions for Modifications</b>
Extend the Central Bike Path to Oak Street and Main Street	9	0	1		
Extend the Central Bike Path to the Croman Mill Site (when site redevelops)	5	4	1		<ul style="list-style-type: none"><li>• Developer should help pay</li><li>• extend bike path along tracks</li><li>• plans exist for this</li></ul>
Extend Bear Creek Greenway to Tolman Creek Road	7	4	0		<ul style="list-style-type: none"><li>• There is significant private property needed; should extend to the Oak Knoll/Airport area too</li><li>• I think advocates are already working on this, but City should definitely support.</li><li>• extend beyond Tolman to Imigrant Ln</li></ul>
Provide Public Access along TID Trail in City of Ashland Limits	8	2	1		<ul style="list-style-type: none"><li>• But keep the standards low and natural.</li><li>• continue this ongoing project</li><li>• Possible to get easement?</li></ul>
Formalize the TID trail within the City's limits from Wrights Creek to Tolman Creek	6	5	0		<ul style="list-style-type: none"><li>• No idea what "formalize" means. Yes to public access, no to paving.</li></ul>
Develop north-south shared use pathways along Ashland Creek and Roca Creek Corridors	7	3	1		<ul style="list-style-type: none"><li>• Ashland Creek! Connector from downtown to Bear Creek Greenway</li><li>• Not sure whether this is worth the private property problems. A meandering "scenic" pathway would be nice.</li><li>• speed problems on hills, up and down</li></ul>
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.	3	7	1		<ul style="list-style-type: none"><li>• this would be recreational not for transportation</li><li>• Eliminate Hamilton Creek Trail #5</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis
<b>Tell us your suggestions regarding multiuse trails.</b>	
<ul style="list-style-type: none"><li>• Trails on the edges do not necessarily need to be paved- costly to build and maintain.</li><li>• Priority to functional transportation links, with recreational uses still important, but secondary.</li><li>• Some of these Trails could be for Pedestrians only! Explore the extension of the Pathway that runs along North Main/Hwy 99 at the Billings property off W. Nevada. If dead ends at the end of the development - consider connection to the Jackson Road as a great bike path and to Valley View Road and the Bear Creek Greenway Trail - much safer then bike lanes on North Main Street. A possible N/S route from Siskiyou Blvd. to the Central bike path is a combo of street, sidewalks and a parking lot. From Siskiyou use parking lot at senior center housing located between Tolman and Black Beer Lane. Go straight to Taqulyn St and straight to sidewalks and pathway to the bike path - please look at this option.</li><li>• Paved paths along greenway and flat areas running East-West North-South paths particularly on steeper grades and TID canal remain D.G. (crushed granite)</li><li>• I don't think we need both Clay and Hamilton corridors. I'd vote for Clay or combine the two.</li></ul>	

Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
<b>Safe Routes to School</b>					
<b>Below:</b> 1) ✓ Check the yellow boxes to indicate your response to the questions and statements below; and 2) Rank (1 = highest priority) the priority of the suggestions/ideas presented.					
<b>Safe Routes to School Topics and Questions</b>					
<b>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.</b>	<b>Yes, Definitely Explore</b>	<b>Possibly, Modify and Explore</b>	<b>No, Eliminate from Consideration</b>	<b>Rank (#)</b>	<b>General Comments and/or Suggestions for Modifications</b>
Bicycle Safety Education for K-12 <sup>th</sup> Grade	9	2	0		<ul style="list-style-type: none"><li>• Increase funding toward BTA program</li></ul>
Pedal Power Program (or something similar)	3	5	1		<ul style="list-style-type: none"><li>• Currently not being implemented through RVTD.</li></ul>
Pedestrian Safety Education for K-12 <sup>th</sup> Grade	6	3	0		<ul style="list-style-type: none"><li>• RVTD provides very general education programs in cooperation with teachers. This is difficult because of the education benchmarks teachers have to meet. We provide training to teachers on curriculum they can use that meets the benchmarks.</li></ul>
Child Passenger Safety	2	4	4		<ul style="list-style-type: none"><li>• This is a 'parent' thing.</li><li>• broader governmental issue; DMV/ State, Federal...= ?</li><li>• Already being done by several groups in Valley including Jackson County and Safe Kids Coalition.</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Walking School Bus	4	5	1		<ul style="list-style-type: none"><li>Schools and parents should do this.</li><li>cheap, fun and high profile!</li><li>This is also part of RVTD's program. We have a goal to coordinate an official walking school bus at Walker Elementary this school year. Hopefully this will help to foster others in the city.</li></ul>
International or School-Wide Walk Day/Week/Month	4	6	1		<ul style="list-style-type: none"><li>RVTD organizes this event for all public and private schools in Ashland currently. We always need volunteers on this day to help lead the groups to the schools from the staging areas. The City has been cooperative in the past and designates people.</li></ul>
Additional Traffic Calming near Ashland Schools	8	2	1		<ul style="list-style-type: none"><li>Only where needed.</li><li>provides push for other calming techniques</li><li>I believe there are enough</li></ul>
Additional Crosswalks near Ashland Schools	5	4	1		<ul style="list-style-type: none"><li>I know that Willow Wind has been asking for one unsuccessfully.</li><li>Where needed.</li><li>I come from land of "cross at corners, not midblock," don't believe pedestrians are traffic calming devices</li></ul>
Additional Pedestrian Refuge Islands near Ashland Schools	7	3	0		<ul style="list-style-type: none"><li>Where needed.</li><li>where meet specs</li><li>Especially along highway 66</li></ul>
Additional Curb Extensions near Ashland Schools	8	1	0		<ul style="list-style-type: none"><li>up to pollution point</li></ul>
Additional Signing and Striping to Slow Drivers	4	4	1		<ul style="list-style-type: none"><li>Where needed.</li><li>with regular maint'nce</li></ul>
Additional Police Enforcement (Traffic Laws)	5	1	4		<ul style="list-style-type: none"><li>I don't believe in this kind of punitive approach.</li><li>The police are already doing all they can within the confines of the existing police budget. Sure, it would be nice to see them do more, but they just can't.</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis
Tell us your suggestions to improve/enhance/expand the Safe Routes to School plans in Ashland.	
<ul style="list-style-type: none"><li>• Hire a bike/ped. and SR2S coordinator!</li><li>• Prioritize combining safe routes to schools with other improvement efforts.</li><li>• City should: 1) prioritize students as a target audience. 2) Prioritize transportation improvements that focus on home to school routes.</li><li>• This is a no brainer! The schools need to take the lead in this program with City's support and help. This needs individual leadership from the schools - like parents and other volunteers.</li><li>• Safe routes concept is a folly. The problem is social with implied dangers of unknown boogie men. By driving children to school with less and less walking, biking to school leaves less children (lack of mass) does create the illusion of not being safe.</li><li>• ASD parents needs to get on board for any of this to work. Until the Ashland School District completes SRTS plans, I don't think the TSP should put much emphasis on this. Why doesn't ASD have SRTS plans?</li></ul>	

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**City of Ashland Transportation System Plan Update**  
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Topics and Questions	Your Input to Help Guide the Alternatives Analysis			
<b>Commuter Rail</b>				
<b>Below:</b>				
1) ✓ Check the yellow boxes to indicate your response to the questions and statements below; and 2) Rank (1 = highest priority) the priority of the suggestions/ideas presented.				
Commuter Rail Topics and Questions	Strongly Agree	Agree	Disagree	General Comments
The City should explore opportunities to implement commuter rail/passenger rail from Ashland to Medford.	3	2	10	<ul style="list-style-type: none"><li>• This should be considered a long range plan as it will not be financially feasible for years/decades.</li><li>• The costs are too great given the density of the valley.</li><li>• Unfeasible.</li><li>• Our population and the costs involved make this topic a waste of time.</li><li>• Pie in sky but should be a regional and state transportation prerogative. Ashland can't do it alone.</li><li>• While commuter rail would be GREAT, I just don't see any funding for this during the next 50 years; not from Ashland, nor from any other jurisdiction in the Rogue Valley.</li><li>• Rail would need ADA exemption if ADA access for buses is adequate. Rail cars would have to be self-propelled diesel cars.</li><li>• Bigger district issue MPO level Feds/State.</li></ul>
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.	0	0	15	<ul style="list-style-type: none"><li>• The costs are too great given the density of the valley.</li><li>• Our emphasis should be on systems within town.</li><li>• Again, does not make sense for our population base</li></ul>
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.	0	2	13	<ul style="list-style-type: none"><li>• Only because streetcars are not economically feasible for Ashland.</li><li>• Implementing a streetcar is marginally preferable but still not feasible financially.</li><li>• Anything to do with the rail system is a waste of our time</li><li>• "Fake" street cars (rubber tires) seem far more attainable than commuter rail.</li></ul>

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**City of Ashland Transportation System Plan Update**  
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Topics and Questions	Your Input to Help Guide the Alternatives Analysis			
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.	8	5	2	<ul style="list-style-type: none"><li>I think this is one of the more appropriate modes of transportation between Ashland and Medford.</li><li>There is really nothing wrong with the existing service, except that the only people who will ride it are those who have no other choice.</li><li>Would prefer to see the City take a more active role in regional planning underway through RVTD and the RVMPO.</li><li>This makes the most sense at this time. Service to the airport would be complicated due to Airline schedules and the number of possible users could not justify the costs.</li><li>In the short term, yes....again, these should be addressed on a regional basis.</li><li>Much easier goal to reach (financially).</li><li>Demand Responsive to Airport.</li></ul>
Please tell us your additional ideas and comments related to commuter rail serving Ashland.				
<ul style="list-style-type: none"><li>Should list in TSP as long range goal, thought to be many years out.</li><li>RVTD is looking at options for providing premium transit service along the Hwy 99 corridor. Right of Way is being explored both within the HWY 99 corridor and along the railroad. There may be greater access in Medford, Central Point and Talent if along the RR, and would be better suited if along the Hwy in Ashland and Phoenix. RVTD has been advised by FTA that commuter rail would not be funded by their agency due to our area size. They would prefer we seek funds toward a Bus Rapid Transit line with some dedicated lane usage and priority/jump signals.</li><li>The future of the railroad is in doubt. When this is determined we can look at this issue. At this time people usage is a wild guess. The present population and growth estimates do not justify rail service.</li><li>Rail will remain a dream unless densities increase enough around rail corridors. The Medford route particularly.</li><li>99 corridor from Medford to Ashland and from airport to H. 99</li><li>Not sure city should look at this in terms of provider, more like teammate with other partners.</li><li>Ashland/Medford doesn't have sufficient population or \$ to support commuter rail. We should be connected north and south by a regional/national rail system.</li></ul>				

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**City of Ashland Transportation System Plan Update**  
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Topics and Questions	Your Input to Help Guide the Alternatives Analysis			
<b>Streetcar</b>				
<b>Below:</b>				
1) ✓ Check the yellow boxes to indicate your response to the questions and statements below; and 2) Rank (1 = highest priority) the priority of the suggestions/ideas presented.				
Streetcar Topics and Questions	Strongly Agree	Agree	Disagree	General Comments
The City should explore opportunities to implement a streetcar within Ashland.	4	2	9	<ul style="list-style-type: none"><li>• ???</li><li>• Commuter rail service would not be viable due to costs and lack of convenience for people</li><li>• Like commuter rail, I see this an Ashland amenity decades from now - especially an in-street rail version.</li><li>• Regretfully it wont pay.</li><li>• too costly - not enough density</li></ul>
The City should explore a modern streetcar service rather than a vintage streetcar service.	2	3	10	<ul style="list-style-type: none"><li>• Neither</li><li>• Vintage streetcar service might be more appropriate for the Ashland context; also less costly.</li><li>• Don't know.</li><li>• Vintage would be more appealing I think, however the idea of a streetcar is similar to commuter rail.</li><li>• This entire idea is a waste of time</li><li>• Service quality is priority, whatever costs less and moves more people effectively and attractively.</li><li>• Whichever turns out to be cheaper.</li><li>• Can't say. Depends on cost/grants/availability</li><li>• too costly - not enough density</li><li>• Vintage cars are very popular, especially with tourists.</li></ul>
Implementing a streetcar should be a higher priority for the City than improving existing fixed route transit (bus) service Ashland.	0	2	13	<ul style="list-style-type: none"><li>• Streetcar service is too costly for Ashland.</li><li>• Rubber tire trolley would extend fixed route service with appeal to those who will not use the regular buses.</li><li>• Depends on convenience, frequency and span of service. Maybe yes, maybe no.</li><li>• Too costly - not enough density.</li><li>• Probably not "either" or scenario.</li></ul>

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**City of Ashland Transportation System Plan Update**  
**Scorecard for White Papers – Group #4**  
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Topics and Questions	Your Input to Help Guide the Alternatives Analysis			
Implementing a streetcar should be a higher priority than looking for opportunities to implement passenger rail/commuter rail between Ashland and Medford.	3	6	6	<ul style="list-style-type: none"><li>Locally, yes, absent a regional consortium for the Ashland/Medford route.</li><li>N/A</li><li>Too costly - not enough density.</li></ul>
The City should explore a rubber-tire trolley circulator rather than a streetcar within Ashland.	8	5	2	<ul style="list-style-type: none"><li>A rubber-tire trolley would be more acceptable financially.</li><li>The rubber tire version would appropriately help us determine the feasibility/level of use/appropriate use/costs of a system before investing in the streetcar infrastructure.</li><li>RVTD has considered providing a unique vehicle for Ashland to use for the circulator. Issues that arise are local emergency maintenance, fueling and fleet efficiency.</li><li>Don't explore anything related to trolley</li><li>If cheaper, YES!</li><li>There should be SOME financial responsibility in this TSP effort.</li><li>Perhaps appropriate for public - private partnership? "Fair rate of return" like regulated utility?</li></ul>
Please tell us your additional ideas and comments related to a streetcar within Ashland.				
<ul style="list-style-type: none"><li>Streetcars are not economically feasible for Ashland.</li><li>Experimentation with a rubber tire trolley should proceed construction of a trolley line. Trolleys have tremendous appeal that will never be duplicated by buses, and will enable us to get a new population of folks using transit (including tourists, students, and downtown workers).</li><li>A good example of a trolley in use was during the annual wine festival. No one appeared to be using it as far as I could tell</li><li>Rubber tired trolley has great possibility - particularly if flexible enough to operate before and after plays to take play goers back to motels.</li><li>Streetcars cost-prohibitive in a town the size of Ashland.</li></ul>				

Name: \_\_\_\_\_

# City of Ashland Transportation System Plan Update

## Scorecard for White Papers – Group #4

### Due March 15, 2011



Topics and Questions		Your Input to Help Guide the Alternatives Analysis		
<b>Downtown Access Plan</b>				
<b>Below:</b>				
1) ✓ Check the yellow boxes to indicate your response to the questions and statements below; and 2) Rank (1 = highest priority) the priority of the suggestions/ideas presented.				
Downtown Access Plan Topics and Questions	Strongly Agree	Agree	Disagree	General Comments
Wider sidewalks should be incorporated into downtown improvement projects when feasible.	9	6	0	<ul style="list-style-type: none"> <li>This is an opportunity for Ashland to build on one of the key elements that makes its downtown great and well loved.</li> </ul>
The pedestrian treatments noted in the white paper should be integrated into downtown improvement projects as applicable and possible.	8	7	0	<ul style="list-style-type: none"> <li>Filling sidewalk gaps should be priority one.</li> </ul>
Green street treatments should be incorporated into downtown improvement projects as applicable and as feasible.	8	6	1	
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.	3	9	3	<ul style="list-style-type: none"> <li>In fact, such TSP projects are inappropriate.</li> <li>We need to sort this out in more discussion.</li> <li>TSP is the place to state preferences and goals, while ongoing communication with owners continues.</li> <li>This sounds about right.</li> <li>I think there should be parameters, then let private do it within bounds.</li> <li>I think a "public-private" approach is best; business owners need more prodding and support from city.</li> </ul>
Establish a task force to identify where bicycle parking is needed within the downtown area.	4	6	5	<ul style="list-style-type: none"> <li>There should be such a committee. But a task force may be over the top.</li> <li>No task force. Let the Transportation Commission do this with input from biking community.</li> <li>We do not need a task force to do this job - It should be a function of the Transportation Sub-Committee</li> <li>overkill....transpo. commission could do a sub-committee at will when necessary.</li> <li>A task force is a good way to move this forward.</li> <li>Being done now.</li> <li>Existing decision makers ok</li> <li>TC has already done this. Needs to be implemented.</li> </ul>
Integrate bicycle projects with planned projects that overlap with locations identified by the task force.	8	6	1	<ul style="list-style-type: none"> <li>Don't understand question.</li> <li>Bicycle overlay?</li> </ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis			
Add a project for a striped buffer to the bicycle lane on Lithia Way.	6	7	2	<ul style="list-style-type: none"><li>• Traffic moves slow enough on Lithia that such a buffer is a waste of valuable space.</li><li>• It seems that the existing bike lanes are doing the job now</li><li>• Consider all impacts first, but this could have a real positive impact for bicycle travel through town. Consider a left-side lane instead, to facilitate access to uphill destinations.</li><li>• Rather see as two way traffic</li></ul>
Add a project for a bicycle lane on E Main Street with a striped buffer space.	7	5	3	<ul style="list-style-type: none"><li>• Need to add a selection of "No Opinion" to the 3 listed options. My answer to this question is no opinion.</li><li>• A bicycle lane is very much needed on E. Main Street, and a striped buffer space will make cycling there safer.</li><li>• Downtown area should be a shared road with cyclists. East main going south from Lithia Way needs to have adequate bike lanes. They appear to be there now?</li><li>• We've got to deal with biking as transportation through downtown.</li><li>• Or something similar. Consider a left-side lane to avoid transit bus conflicts.</li><li>• Rather see as two way traffic.</li></ul>
Add converting B Street to bicycle boulevard as a project.	4	9	2	<ul style="list-style-type: none"><li>• No Opinion.</li><li>• B Street makes good sense as a safe route for the timid that do not feel comfortable on Lithia Way.</li><li>• Only if it connects/continues on 8th Street to the Central Bikeway.</li><li>• Already a good bike route - no need to do large changes to existing conditions.</li><li>• Is it best street? Perhaps yes.</li></ul>
Add converting 1 <sup>st</sup> Street to a bicycle boulevard as a project.	5	6	4	<ul style="list-style-type: none"><li>• No Opinion.</li><li>• Bike boulevards need many cyclists to make it useful.</li><li>• Too small.</li><li>• People going to coop will hopefully understand it. Be ok w/ concept.</li></ul>
<b>Tell us what projects are currently in the Ashland Downtown Plan that you DO NOT want to have incorporated into the TSP.</b>				
<ul style="list-style-type: none"><li>• We MUST make downtown bicycle friendly so that parents, timid bicyclists and seniors all perceive it to be safe riding turf.</li><li>• Parking needs to be addressed in our downtown core - a new downtown plan needs to be written and adopted ASAP for implementation.</li><li>• Parking Element!!! No!</li></ul>				



Name: \_\_\_\_\_

**City of Ashland Transportation System Plan Update**  
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Topics and Questions		Your Input to Help Guide the Alternatives Analysis			
<b>Access Management Plan</b>					
<b>Below:</b>					
1) ✓ Check the yellow boxes to indicate your response to the questions and statements below; and 2) Rank (1 = highest priority) the priority of the suggestions/ideas presented.					
Access Management Topics and Questions	Strongly Agree	Agree	Disagree	General Comments	
The City should work to improve access management to meet existing standards.	1	9	2	<ul style="list-style-type: none"><li>maybe, but our scale doesn't warrant it for the foreseeable future.</li><li>Meet existing standards with all new development</li></ul>	
The City should work to improve access management only when too frequent of access creates traffic operations or safety issues.	3	6	3	<ul style="list-style-type: none"><li>Access management should be improved when opportunities arise. If traffic continues to increase, it will become a problem. By addressing access management when opportunities allow, you actually postpone the time of them becoming a problem.</li><li>yes, case-by-case where warranted.</li><li>They'll get prioritized by staff anyway, don't need policy against.</li></ul>	
Do you think access management should be improved along the roadways below?	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications
North Main Street (OR 99) from Helman Street to Sheridan Street	8	4	0	(4) 1 (1) 5	<ul style="list-style-type: none"><li>If we implement the street diet on a permanent basis, we will have to look at how/what side streets intersect North Main.</li></ul>
East Main Street from Siskiyou Boulevard (OR 99) to Wightman Street	2	9	1	(2) 4 (1) 2 (1) 6	<ul style="list-style-type: none"><li>We already implemented a-m with Siskiyou Blvd. project....enough for now!</li><li>If there are problem areas.</li></ul>
Siskiyou Boulevard (OR99) from E Main Street to Walker Avenue	3	6	3	(2) 1 (2) 2 (1) 3 (1) 6	<ul style="list-style-type: none"><li>We already implemented a-m with Siskiyou Blvd. project....enough for now!</li><li>Only at identified problem areas.</li><li>Morning Glory</li></ul>
Siskiyou Boulevard (OR 99) from Walker Avenue to Tolman Creek Road	1	10	1	(2) 3 (1) 4	<ul style="list-style-type: none"><li>Not necessary! Not Portland!</li><li>Only at problem areas.</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Ashland Street (OR 66) from Siskiyou Boulevard (OR 99) to Tolman Creek Road	3	7	2	(1) 2 (1) 4 (2) 5 (1) 6	<ul style="list-style-type: none"><li>• It works fine...a little congestion at times calms traffic.</li><li>• Only problem areas.</li></ul>
Ashland Street (OR 66) from Tolman Creek Road to East Main Street-Oak Knoll Road	5	5	2	(1) 2 (1) 3 (4) 6	<ul style="list-style-type: none"><li>• Unnecessary for foreseeable future.</li><li>• Only problem areas.</li><li>• Again, IAMP interface.</li></ul>
<b>Please tell us if there are additional streets where access management should be improved in Ashland.</b>					
<ul style="list-style-type: none"><li>• Access management principles should primarily be discussed/enforced as a normal course of any re-development.</li><li>• The areas that seem the most applicable for access management would be around exit 14 and around the Y of Siskiyou/ Ashland Street.</li><li>• Do not see over whelming access problems; outside of North Main which has already been identified as major problem</li><li>• Whatever experts/crash data etc. &amp; other people think priority should be is great, I'm ambivalent.</li><li>• A Street and 1st street.</li></ul>					

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**City of Ashland Transportation System Plan Update**  
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Topics and Questions		Your Input to Help Guide the Alternatives Analysis			
<b>Safety Focus Intersections</b>					
<b>Below:</b>					
1) ✓ Check the yellow boxes to indicate your response to the questions and statements below; and 2) Rank (1 = highest priority) the priority of the suggestions/ideas presented.					
<b>Safety Focus Intersections</b>					
Mark below the intersections at which you'd like countermeasures to reduce crashes explored.	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications
North Main Street (OR99)/Hersey Street-Wimer Street	13	0	1	(10) 1	<ul style="list-style-type: none"><li>Road diet with center turn lane would likely resolve crash problem. I would initially remove right-in/right-out from temporary effort to see if it is needed. If crashes result from the negative offset, then the left turn restrictions could be added.</li><li>This is the most dangerous/troublesome intersection in town! We need a signalized ped crossing, too!</li><li>Roundabout - Road Diet</li><li>Apply for light control variance now, get later demonstrate need override warrants take time start soon.</li></ul>
East Main Street (OR 99 Southbound)/Oak Street	5	8	1	(4) 2 (2) 3 (1) 4	<ul style="list-style-type: none"><li>Require all traffic merging into East Main from the southern loop to stay on Main, eliminating access across onto Oak.</li><li>Issues exist for cars crossing E. Main to Oak and turning left from Oak to E. Main. I would eliminate the south crosswalk across E. Main.</li><li>Roundabout &amp; two way traffic.</li><li>Liquor store/packs.</li></ul>
Siskiyou Boulevard (OR 99)/Tolman Creek Road	5	7	2	(2) 2 (2) 4 (1) 3	<ul style="list-style-type: none"><li>Roundabout here? I think the primary problem is high speed.</li><li>This needs a roundabout or signal light for obvious safety reasons mostly for students attending Bellview School</li><li>Is there a problem here?</li><li>Slow traffic north bound.</li></ul>
Siskiyou Boulevard (OR 99)/Lithia Way (OR 99 Northbound)/East Main Street	3	7	4	(1) 2 (2) 3 (2) 4 (1) 6	<ul style="list-style-type: none"><li>Doesn't seem to be a problem.</li><li>Roundabout &amp; two way traffic.</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Ashland Street (OR 66)/Tolman Creek Road	4	5	5	(1) 2 (1) 3 (1) 4 (1) 5 (2) 6	<ul style="list-style-type: none"><li>Consider a light signal at this intersection. Perhaps a roundabout.</li><li>Isn't a problem now, maybe after Crowman develops, but it functions well, it seems.</li><li>I feel this intersection will be treated with development of Crowman Mill site and maybe IAMP 14.</li><li>Right hand turn lane - turn to east.</li><li>ODOT thinks it's got this one.</li></ul>
Ashland Street (OR 66)/East Main Street-Oak Knoll Drive	8	5	1	(1) 2 (2) 3 (3) 4 (2) 5 (1) 6	<ul style="list-style-type: none"><li>Maybe enhance visibility from E. Main (turning left onto 66)?</li><li>Maybe pedestrian islands would be best there to cross due to higher speeds this intersection scares me.</li><li>Slow traffic on highway 66 in both directions. Perhaps roundabout - but room to develop may not be there.</li></ul>
<b>Are there additional intersections or locations within Ashland you'd like safety considered?</b>					
<ul style="list-style-type: none"><li>The skewed, signalized intersection at Siskiyou and Wightman/Indiana could be made much safer if there were left turn lanes on both Wightman and Indiana. This would allow the signal sequence to be changed so left turning motions onto Siskiyou wouldn't conflict with pedestrians crossing Siskiyou.</li><li>Add East Main, Tolman Creek, Clay Street</li><li>Everywhere, all projects of course. Prioritize high-speed-limit areas = if conflict, people die, slow = hurt yes not so bad = not life/death issue = lower priority = wherever most kids are.</li><li>All these intersections should be fixed in conjunction with other aspects of TSP, i.e. pedestrian places, green streets bike lanes, roundabouts, road diets, etc.</li></ul>					

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**City of Ashland Transportation System Plan Update**  
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Topics and Questions		Your Input to Help Guide the Alternatives Analysis			
<b>High Density Housing</b>					
<b>Below:</b>					
1) ✓ Check the yellow boxes to indicate your response to the questions and statements below; and 2) Rank (1 = highest priority) the priority of the suggestions/ideas presented.					
<b>High Density Housing Topics and Questions</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Disagree</b>	<b>General Comments</b>	
The City should explore high density housing along transit corridors in Ashland.	10	3	2	<ul style="list-style-type: none"><li>Although high density housing along transit corridors may be a tough sell, it would increase the likelihood that transit routes would be increased.</li><li>The question is: How much high Density housing do we want or better yet do we need.</li><li>Agree that high density housing projects should ONLY be considered IF there is proximity to transit and other bike/ped amenities. I.e., no more suburban sprawl. Period. Unless there are viable and accessible commercial centers and/or transit options.</li><li>Via implementing one or more pedestrian places.</li></ul>	
<b>Mark below the ideas/suggestions you think should be explored in Ashland.</b>	<b>Yes, Definitely Explore</b>	<b>Possibly, Modify and Explore</b>	<b>No, Eliminate from Consideration</b>	<b>Rank (#)</b>	<b>General Comments and/or Suggestions for Modifications</b>
Fund a corridor planning study to identify market potential for redevelopment along transit corridors in Ashland.	4	8	3	(1) 1 (2) 2 (2) 6	<ul style="list-style-type: none"><li>Examine the commonly expressed assumption that people in Ashland won't buy high density housing.</li><li>No more funding for more studies at this time!</li><li>Sounds promising, but it's difficult to categorically support funding a study with so little detail.</li><li>Already set up to occur. We must make sure the vision to allow is happens.</li><li>within reason</li><li>Can't bear the thought of MORE \$ spent on consultants.</li></ul>
Public actions should be taken to encourage high density residential focused on transit corridors with the goal of increasing ridership and improving bus service.	7	6	2	(2) 1 (2) 2 (1) 4	<ul style="list-style-type: none"><li>Goal should be to develop transit other than bus service (ie shuttle, rubber trolley, real trolley, etc.)</li><li>For SOU students, yes....and, after, ONLY if demand warrants such actions. Can't force a horse to drink water!</li><li>Again, sounds good, but "public actions" is a very broad term.</li></ul>

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Adjust zoning to allow 24-30 dwelling units/acre as high density residential for Ashland.	4	10	1	(4) 3 (1) 6	<ul style="list-style-type: none"><li>• Only in spot situations where demand is clear.</li><li>• Cramming too much high density down citizens' throats WILL backlash...</li><li>• Possibly. I'm not sure what 30 units/acre looks like, or whether that figure is net or gross. Presumably, other Ashland codes (parking, building height, lot coverage) would be more restrictive than the units/acre, so actual densities would be below this.</li><li>• If not already possible</li><li>• Creating high density housing without off street parking is ignoring the fact that people do have cars; they might use them less, but they will still have them.</li><li>• Not sure what the implications of this are.</li><li>• depends, what do experts say</li></ul>
Explore more broadly applying suggested zoning changes presented in the Pedestrian Places planning effort.	5	9	1	(1) 1 (2) 2 (2) 4 (1) 5	<ul style="list-style-type: none"><li>• too small an area for the three we have been working on.</li></ul>
Incorporate high density housing incentives into the City's urban renewal districts.	7	7	1	(1) 1 (1) 2 (2) 3 (1) 5	<ul style="list-style-type: none"><li>• Don't have urban renewal yet.</li><li>• Where are these urban renewal districts, and are we ready with transportation options to accommodate the growth? I doubt it.</li><li>• High density housing can offer substantial benefits to the City, so responsible incentives are an appropriate tool to encourage density.</li><li>• If we must have urban renewal, we should do this.</li><li>• where appropriate</li><li>• Do we have such a thing?</li></ul>
Explore strategies and opportunities for joint development to get higher density in specific areas.	6	7	2	(2) 3 (1) 4 (1) 5	<ul style="list-style-type: none"><li>• Where are we talking about?</li><li>• Rezone Lithia Way to high density residential</li><li>• Depends: let's see the contract!</li><li>• "Joint" referring to city - developer?</li></ul>
<b>Please tell us your additional suggestions related to High Density Housing in Ashland.</b>					

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Topics and Questions	Your Input to Help Guide the Alternatives Analysis
<ul style="list-style-type: none"><li>I think the pedestrian places we are studying are ripe for high density projects, and a good place to begin.</li><li>The private sector should determine if high density makes sense as an economical project. Too much high density housing can cause problems unless closely monitored especially if they are rental units. How much demand is there for this kind of housing. The housing can lead to other problems for owners and tenants in Ashland as it is expensive to live here even with owning a less expensive type of housing. Placement of high density housing is an issue also. Should it be scattered about Ashland or just built in special areas?</li><li>I am not opposed to high density housing per se. However, I am uneasy about supporting a concept for its own sake without specific data regarding location/infrastructure/target population/transport/etc.</li><li>Look at parking requirements and reduce as appropriate if this allows more dense and affordable housing. Carsharing and peer-to-peer carsharing could be key tools in effectively reducing parking. The City could take a lead by participating in Ashland CarShare for its fleet needs.</li><li>All the above marked "agree" are good ideas, but care should be taken to recognize the residential character of Ashland, i.e. remove homes along Siskiyou to high density is not a good idea. Some potential along Ashland Street; the empty lot on Lithia Way. The greatest potential is regional and outside of this study is to redevelop the old highway 99 from Medford to Ashland. A good part of parking problem is employee parking - if the above corridor was developed with a strong transit system may help this problem (employee/low income housing).</li><li>There is currently a glut of both rental housing and homes for sale in Ashland, and the surrounding area, so it's hard to see the viability of building any kind of housing at the moment.</li></ul>	



Name: \_\_\_\_\_

**City of Ashland Transportation System Plan Update**  
**Scorecard for White Papers – Group #5**  
**Due March 22, 2011**



Topics and Questions	Your Input to Help Guide the Alternatives Analysis			
<b>Traditional vs. Alternative Development Review Process</b>				
<b>Below:</b>				
1) ✓ Check the yellow boxes to indicate your response to the questions and statements below; and 2) Rank (1 = highest priority) the priority of the suggestions/ideas presented.				
Traditional vs. Alternative Development Review Process Topics and Questions	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	General Comments
As part of the TSP Update, should the City move forward with adopting new development review process guidelines and standards 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.	9	4	0	<ul style="list-style-type: none"><li>• Need to include in such a proposal revisions to site design requirements that make developments more pedestrian, bike and transit friendly; also provide for incentives to reduced fees based on reduction in parking.</li><li>• This is OK assuming it also includes redevelopment projects</li><li>• This is key to all the rest!</li><li>• Great idea. Go for it!</li></ul>
<b>If you answered the above to modify or eliminate this topic from consideration, please use the prompts below to tell us which limitations concern you.</b>	<b>Definitely Concerned</b>	<b>Somewhat Concerned</b>	<b>Not Concerned</b>	<b>General Comments</b>
Concerned about potential risk for increased auto delay on the system.	4	1	7	<ul style="list-style-type: none"><li>• Vitality is often associated with congestion; moving cars is not the be-all or end-all of planning requirements</li><li>• stop planning primarily for auto.</li></ul>
Concerned about quality of data on person-trip generation estimates.	4	6	3	<ul style="list-style-type: none"><li>• Must be factual and reliable</li><li>• Must have available quality and updated data/information. What are the costs to produce this?</li><li>• huge value creating opportunity for quantification</li><li>• Don't know enough about this topic.</li></ul>
Concerned about maintaining and updating multimodal improvement priority list.	2	8	3	<ul style="list-style-type: none"><li>• I assume this would occur through the normal plan update and CIP review/approval process</li><li>• The Transportation Commission and Public Works Department are capable of maintaining such a list.</li><li>• It is important that this be an ongoing procedure involving a priority list developed/approved by the TC</li><li>• concerned in a good way</li><li>• Don't know enough about this topic.</li></ul>
Concerned about higher SDCs in lieu of site specific conditioned improvements.	4	3	6	<ul style="list-style-type: none"><li>• Ite improvements must be done as part of the development and should be seperated from the off site improvements</li><li>• Not concerned - should be looking at the bigger picture - transit throughout the rest of Ashland as well as the region.</li></ul>



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**City of Ashland Transportation System Plan Update**  
**Scorecard for White Papers – Group #5**  
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Topics and Questions	Your Input to Help Guide the Alternatives Analysis			
Concerned about revenue sharing with other agencies that have roadway jurisdiction within Ashland.	5	4	4	<ul style="list-style-type: none"><li>Handled through inter-agency agreement</li><li>I don't know how this will impact the funds that are available for use by the City of Ashland.</li><li>concerned but open to specifics</li><li>Not concerned - should be looking at the bigger picture - transit throughout the rest of Ashland as well as the region.</li></ul>
<b>Please tell us your additional ideas, thoughts, and concerns.</b>				
<ul style="list-style-type: none"><li>Person trips - These are not ITE trips (vehicle-trips) but have to rely on occupancy or some Census-based values. Not sure how this could be done on a consistent basis. Details would need to be spelled out.</li><li>Higher SDCs - I noted that Table 1 seems to imply that traditional SDCs offer more certainty at a lower cost to a developer than the multimodal SDC. Is this what you intended as it seems to conflict with the text?</li><li>General - the transportation assessment costs seem very low. Consultants would still need to gather data to support the safety analysis of their site using HSM guidelines and the multimodal work. Counts and other field data inventory data would still be needed.</li><li>Concerned about the amount of available land for major developments which would generate the large amounts of funds for city improvements. This will impact the costs for individuals who want to build a single family home. Those costs are presently very high. What would be a good example of the changes in their cost?</li><li>let's do it!</li><li>I think the city should explore this, hence I have no comments on the last five items above. However, I still think most revenue generated from development review and associated traffic impact fees should be focused on the auto. While TSDC charges are warranted and should be collected, I still think the majority of funding generated should be utilized to solve auto problems, at least in the short term. Solving problems for autos can also solve problems for other modes.</li></ul>				

Name: \_\_\_\_\_

**City of Ashland Transportation System Plan Update**  
**Scorecard for White Papers – Group #5**  
**Due March 22, 2011**



Topics and Questions	Your Input to Help Guide the Alternatives Analysis			
<b>Special Transportation Areas (STA)</b>				
<b>Below:</b>				
1) ✓ Check the yellow boxes to indicate your response to the questions and statements below; and 2) Rank (1 = highest priority) the priority of the suggestions/ideas presented.				
STA Topics and Questions	Strongly Agree	Agree	Disagree	General Comments
The City should work towards obtaining additional STA designations for roadways within Ashland.	4	5	2	<ul style="list-style-type: none"><li>• Perhaps only on OR66 as recommended in paper.</li><li>• With the obvious benefits of STA designation, it seems a no-brainer to have this wherever possible throughout Ashland.</li><li>• Should pursue when areas achieve STA characteristics.</li></ul>
Mark below to indicate which of the suggested locations you think an STA designation should be pursued by the City.	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	General Comments
North Main Street (OR 99) from Maple Street to Northern UGB	2	2	7	<ul style="list-style-type: none"><li>• Urban Business Corridor if ODOT still has this AM designation</li><li>• Not dense enough/wrong characteristics to be a STA</li></ul>
North Main Street – Main Street from Oak Street to Maple Street and Lithia Way from Oak Street to Helman Street	5	2	4	<ul style="list-style-type: none"><li>• The intersection at N. Main and Hersey Street needs to be improved to provide for left turns onto Hersey.</li></ul>
Siskiyou Boulevard (OR 99) from Walker Avenue to Southern UGB	1	1	9	<ul style="list-style-type: none"><li>• Urban Business Corridor if ODOT still has this AM designation</li><li>• This is an area of limited commercial usage</li><li>• Not dense enough to be an STA.</li></ul>
Ashland Street (OR 66) from Railroad Crossing to Washington Street	7	1	3	<ul style="list-style-type: none"><li>• Evaluate possible improvements to the Ashland Street &amp; Tolman Creek Road intersection.</li><li>• Could be possible in the future if substantial redevelopment occurred.</li></ul>
Ashland Street (OR 66) from Washington Street to Southern UGB	5	0	6	<ul style="list-style-type: none"><li>• To keep from having two lane turn lanes at Tolman Creek Road</li><li>• Wrong characteristics - too much auto-oriented businesses for this to be an STA.</li></ul>
<b>Please tell us your additional ideas, comments, and concerns.</b>				
<ul style="list-style-type: none"><li>• The establishment of STAs seems like a venue to be able to establish multi-modal development patterns with head-butting OHP.</li><li>• I can't see how the STA designation is bad for the community.</li><li>• Energy should focus on other items in other white papers.</li></ul>				

Email Completed Form to: Erin Ferguson at [eferguson@kittelson.com](mailto:eferguson@kittelson.com)  
Mail Completed Form to: Erin Ferguson, c/o Kittelson & Associates, Inc., 610 SW Alder Street, Suite 700 Portland, OR 97205  
Return Form to: Jim Olson at 51 Winbury Way, Ashland, OR

Name: \_\_\_\_\_

**City of Ashland Transportation System Plan Update**  
**Scorecard for White Papers – Group #5**  
**Due March 22, 2011**



Topics and Questions		Your Input to Help Guide the Alternatives Analysis		
<b>Additional I-5 Interchange</b>				
<b>Below:</b>				
1) ✓ Check the yellow boxes to indicate your response to the questions and statements below; and 2) Rank (1 = highest priority) the priority of the suggestions/ideas presented.				
Additional I-5 Interchange Topics and Questions	Strongly Agree	Agree	Disagree	General Comments
The City should pursue an additional I-5 Interchange to serve Ashland.	1	3	9	<ul style="list-style-type: none"><li>From the analysis, there is no reasonable option.</li><li>Costs and possible right of ways are a prohibitive factor</li><li>Highly expensive and unlikely to find funding partners or grant funds for something unneeded.</li><li>In the very long run</li><li>Think what we could do otherwise with the money that would be required by an interchange!</li><li>While this would be nice it does appear to be cost prohibitive</li><li>Too expensive. Would rather put money &amp; effort into multi-modal transit &amp; mass transit.</li></ul>
If you agree to the above, please use the boxes below to indicate which option for an additional interchange you would prefer.	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	General Comments
Option A – Eagle Mill Road	2	0	11	<ul style="list-style-type: none"><li>redundant</li><li>No room due to ODOT access standards</li><li>huge grade differences</li></ul>
Option B – Mountain Avenue	4	0	9	<ul style="list-style-type: none"><li>No room due to ODOT access standards</li><li>Should have been done when freeway was constructed.</li></ul>
Option C – New Connection	3	1	9	<ul style="list-style-type: none"><li>This option appears most viable, but I'd suggest pursuing it ONLY if connections can be made to the existing roadway network. If a new road needs to be built, it's not cost-effective.</li></ul>
Option D – Close/Combine Existing Valley View and Port of Entry Interchanges at Eagle Mill Road	3	0	10	<ul style="list-style-type: none"><li>Elimination of existing exits is a pipe-dream.</li><li>Upgrading Valley View</li></ul>
Option D – Close/Combine Existing Valley View and Port of Entry Interchanges at Mountain Avenue	3	0	10	<ul style="list-style-type: none"><li>In distant future</li><li>Elimination of existing exits is a pipe-dream.</li><li>At this present time - waste of money to do these options.</li></ul>
<b>Please tell us your additional thoughts, ideas, and/or concerns.</b>				

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**City of Ashland Transportation System Plan Update**  
**Scorecard for White Papers – Group #5**  
**Due March 22, 2011**



Topics and Questions	Your Input to Help Guide the Alternatives Analysis
<ul style="list-style-type: none"><li>Reducing automobile traffic in Ashland is a major goal. Adding another interchange defeats this purpose. The whole idea would create a multitude of traffic concerns within the city creating future traffic gridlocks.</li><li>A new interchange would need to show benefit to the Interstate System (one of the areas that a IJR needs to cover) and it is difficult to meet the test. Adding a new interchange for Ashland would add local trips that used to travel on local roadways to the Interstate between the interchanges as the freeway is faster. Any redistribution of trips like that would not be a benefit to the Interstate. An interchange outside of the UGB will encourage sprawl, auto use, and is counter to the overall goals of the TSP. A goal exception process along with an environmental assessment and a new IAMP (at a minimum) would be needed thus making any movement on this process relatively slow.</li><li>In TSP but not on project list</li><li>While an interchange connection at Mountain Avenue make the most sense - serves mid-Ashland, college, and way to get past going through downtown - we do not have population to justify it. The Hersey St bypass to Mountain Avenue or Clear Creek Drive would accomplish the same thing at FAR less expense. I checked "Agree" because the South (OR 99) exit should be looked into as a full interchange - plenty of room to do so.</li></ul>	

Name: \_\_\_\_\_

**City of Ashland Transportation System Plan Update**  
**Scorecard for White Papers – Group #5**  
**Due March 22, 2011**



Topics and Questions		Your Input to Help Guide the Alternatives Analysis			
<b>Freight</b>					
<b>Below:</b>					
1) ✓ Check the yellow boxes to indicate your response to the questions and statements below; and 2) Rank (1 = highest priority) the priority of the suggestions/ideas presented.					
Indicate your level of interest in the suggested freight related projects below.	Yes, Definitely Explore	Possibly, Modify and Explore	No, Eliminate from Consideration	Rank (#)	General Comments and/or Suggestions for Modifications
Establish a network of designated freight routes that provide an access from Interstate 5 to the Hersey Street and Mistletoe Road industrial areas.	8	6	0		<ul style="list-style-type: none"><li>• Need to look at 2 separate routes; 1. From N. interchange regarding Hersey St. 2. From S. interchange regarding Mistletoe area if it ever gets developed. Routing freight through the entire city to get to these areas seems to be creating more cars.</li><li>• Need two separate routes - From I-5N. for Hersey and from I-5S. for Mistletoe. This would eliminate freight vehicles (large ones) from having to travel through the entire city.</li><li>• Works with by-pass.</li><li>• More truck traffic on North Main Street might be conflict with the proposed road diet section.</li></ul>
Develop policies that apply to designated freight routes related to operational and design standards.	7	6	1		<ul style="list-style-type: none"><li>• How would these improvements support or undermine pedestrian/bike improvements?</li><li>• Don't understand what this means.</li></ul>
Explore opportunities to establish reloading or transfer facilities within Ashland.	5	8	1		<ul style="list-style-type: none"><li>• Only if we can establish an area that works well regarding traffic flow. Perhaps on the outskirts of the City. Croman property should have such a designated space in it's plan.</li><li>• Sounds crazy but we have comparative advantage catching truckers entering state from CA before anyone else does &amp; vice versa, = an Ashland truck stop may be money maker; but private sector? Perhaps.</li><li>• Too costly?</li></ul>
Work with local rail operators to increase rail freight service to local businesses in Ashland's industrial areas.	10	3	1		<ul style="list-style-type: none"><li>• This is going to be a factor of volume/cost which does appear at all feasible since the lumber economy disappeared. The rail line will make a great trail for hiking/cycling over the Siskiyou when the RR gives up.</li><li>• Increasing rail freight is top priority for me.</li><li>• Rail is the future.</li></ul>

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**City of Ashland Transportation System Plan Update**  
**Scorecard for White Papers – Group #5**  
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Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
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.	11	3	0		<ul style="list-style-type: none"><li>• Consider a roundabout of sorts at this intersection</li><li>• Improvements should be generalized to all transportation modes, not just for freight.</li><li>• This has already been identified as a priority in other white papers.</li><li>• By-pass</li><li>• This might be in conflict with the proposed road diet cross-</li></ul>
Adopt policies related to maintain or increasing truck loading zones in the downtown area.	9	4	0		<ul style="list-style-type: none"><li>• Not only zones, but time frames for shippers so roads are not constantly blocked by deliveries. This can be accomplished if we want to do it.</li><li>• not increase but improve</li><li>• Do we restrict timing for truck loading? I do not support increasing loading zones; can we somehow increase the efficiency of current operations by getting trucks in and out with minimal impact?</li><li>• Truck unloading downtown is a real problem, partly because trucks tend not to use yellow zones provided. We need enforcement of this. Policies re: truck parking/unloading need to be established &amp; enforced.</li><li>• Two-way traffic east main - truck loading - unloading in the center lane which would also serve as a bike route - slow traffic to 10 mph!!!</li><li>• Would need to be balanced with all of the other</li></ul>
Please tell us your additional thoughts, ideas and/or concerns.					
<ul style="list-style-type: none"><li>• Freight major problem all areas city...</li><li>• My main concern: having a rail line through Ashland that is (1) not being used, (2) poses a safety hazard and (3) cuts the town in two without bringing ANYTHING to the town. This is a REGIONAL problem, and needs to be addressed REGIONALLY, if not nationally. Rail needs to replace dependence on highways/cars/trucks.</li></ul>					

Name: \_\_\_\_\_

**City of Ashland Transportation System Plan Update**  
**Scorecard for White Papers – Group #5**  
**Due March 22, 2011**



Topics and Questions		Your Input to Help Guide the Alternatives Analysis			
<b>Airport</b>					
<b>Below:</b>					
1) ✓ Check the yellow boxes to indicate your response to the questions and statements below; and 2) Rank (1 = highest priority) the priority of the suggestions/ideas presented.					
<b>Airport</b>					
<b>Below are the recommendations or suggestions regarding the transportation facilities to serve/supplement the airport. Please indicate your level of interest in pursuing these.</b>	<b>Yes, Definitely Explore</b>	<b>Possibly, Modify and Explore</b>	<b>No, Eliminate from Consideration</b>	<b>Rank (#)</b>	<b>General Comments and/or Suggestions for Modifications</b>
Provide regularly scheduled public transit service to the Ashland Municipal Airport.	0	6	7		<ul style="list-style-type: none"><li>• Don't see that cost-benefit is there; better to invest in shorter headways on existing well traveled routes</li><li>• Does not appear that numbers of people can justify this</li><li>• Airport passengers may be more amenable to taxis/shuttles or trolley than buses.</li><li>• This is an RVTD topic - not a topic for the City of Ashland which has no control over RVTD's budget.</li><li>• Not enough people at airport to warrant.</li><li>• Would need to be studied to determine if ridership is enough to warrant this expansion and how does this proposal fall with other proposed transit improvements.</li></ul>
Provide bicycle lanes to the Ashland Municipal Airport.	2	4	6		<ul style="list-style-type: none"><li>• Connect with Bear Creek Geernway if possible - See "general comments" below</li><li>• and/or widened shoulders for bikes and peds on rural roads.</li><li>• Perhaps bundled w/ park-like destination public could use</li><li>• Bike access to airport should be part of the larger plan for bikes to Oak Knoll/Emigrant Lake/other eastern destinations.</li><li>• While this is a great idea, how much would it cost?</li><li>• Not enough bike traffic to/from airport to warrant expense.</li><li>• Greenway extension does this.</li></ul>



Name: \_\_\_\_\_

**City of Ashland Transportation System Plan Update**  
**Scorecard for White Papers – Group #5**  
**Due March 22, 2011**



Topics and Questions	Your Input to Help Guide the Alternatives Analysis				
Provide sidewalks to facilitate pedestrian access to the Ashland Municipal Airport.	2	4	6		<ul style="list-style-type: none"><li>• Cost-benefit? How many people would actually walk to airport? Better to improve sidewalks - eliminate gaps in developed areas.</li><li>• Costs vs usage is the determining factor.</li><li>• Probably not the most efficient use of our precious sidewalk dollars. Can bike paths suffice?</li><li>• I think it's just too far for most folks to walk - where would they park to walk from?</li><li>• Not enough foot traffic to/from airport to warrant expense.</li><li>• Walkways to the airport is a waste of money.</li><li>• May not be practical unless more development occurs in the general area.</li></ul>
<b>Please tell us your additional thoughts, ideas and/or concerns.</b>					
<ul style="list-style-type: none"><li>• The Airport commission needs to come up with some viable alternatives for transportation of patrons. Perhaps the pedicab cycle or electric bike rental with trailer. The problem with employees' cycling/walking should be solved. Hopefully Dead Indian Memorial can be signed as a shared bike route along with E. Main St. and Rt. 66.</li><li>• Very important to increase integration into transportation system better, but needs more draw to justify fixed-route service: Demand response service could solve this; but need to anticipate that may not be 'same day' at first and have program to schedule rides before landing...</li><li>• I do understand that there are about 20 fulltime employees at the airport, and it'd be nice to create alternate mode forms for their commute, but this is a pretty small number of people we're assisting here. 50-100 employees might trigger multi-modes, but not 20-25. There are not enough pilots/their guests who drop in via the local airport to warrant alternate mode travel at the airport, in my opinion.</li><li>• Connecting to airport a very low priority, given the many places in town that need bike lanes, sidewalks, and transit and the limited funds available.</li><li>• Dial-a-ride - help promote.</li></ul>					



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



## PUBLIC WORKSHOP #3 SUMMARY OF INPUT RECEIVED

---

**Date:** April 11, 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 Butorac, P.E., P.T.O.E. and Erin M. Ferguson

**Project:** City of Ashland Transportation System Plan Update

**Subject:** Public Workshop #3 Summary of Input Received

---

The purpose of this memorandum is to summarize the public input received at the March 9<sup>th</sup>, 2011 public workshop for the City of Ashland's Transportation System Plan (TSP) Update. The public workshop was held in the Commons Room at Ashland Middle School located at 100 Walker Avenue in Ashland, Oregon. The workshop was conducted from 7:00 to 9:00 p.m.; information regarding the overall TSP update process, work conducted to-date and topics for public input was presented to attendees at the meeting. Meeting attendees also had the opportunity to circulate to four different stations to learn more about the overall project, the existing conditions analysis, future conditions analysis, and to provide specific input on the topics below.

- Potential Road Diet Locations in Ashland
- Potential Pilot Street Patio Projects
- Desired New Railroad Crossings
- Proposed Enhancements to Ashland's Bicycle Network
- Proposed Additions to Ashland's Multiuse Trail System
- Options for Improving Transit Service

The input on each of the topics above is summarized in the sections below. Attached to this memorandum are the sign-in sheets from the meeting as well as the general comment forms submitted at the meeting.

## Road Diets

Attendees had the opportunity to provide input on a few general questions regarding road diets as well as whether or not road diets should be explored for certain locations within Ashland. Table 1 summarizes the responses from attendees.

**Table 1 – Road Diets Input Summary**

Questions	Yes	No	Total Responses
Are you interested in using road diets in Ashland?	8	0	8
Would you support a temporary road diet to try out the concept?	8	0	8
Would you support a temporary road diet at the following locations?			
North Main Street (Helman Street to Railroad Bridge)	6	1	7
East Main Street (Oak Street to Gresham Street)	6	1	7
Ashland Street (Siskiyou Boulevard to Clay Street)	3	0	3

## Street Patios

Community members at the public workshop had the opportunity to provide input on potential street patio demonstration projects. Similar to the questions posed for the road diets, attendees were asked about the concept as well as potential locations for street patios. Table 2 summarizes the responses from attendees.

**Table 2 – Street Patios Input Summary**

Questions	Yes	No	Total Responses
Should a temporary street patio project be piloted in Ashland this summer?	7	0	7
If yes, where...			
Downtown Plaza	6	n/a	6
East Main Street in Downtown	1	n/a	1
Lithia Way in Downtown	2	n/a	2
A Street (near Lela's and Palace Café)	2	n/a	2

Notes:

n/a Indicates not applicable. Attendees were only given the option to express where they thought street patios should be piloted in Ashland; they were not asked where they should not be piloted.

## Railroad Crossings

Attendees at the public meeting were asked to provide input on the desired new railroad crossings discussed in the railroad crossings white paper. Table 3 summarizes the responses to the questions posed to attendees.

**Table 3 – Railroad Crossings Input Summary**

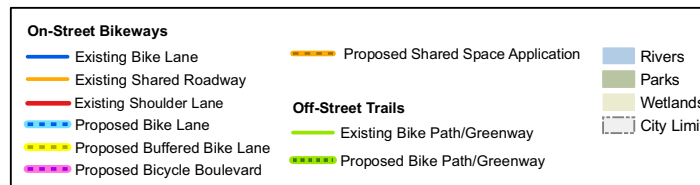
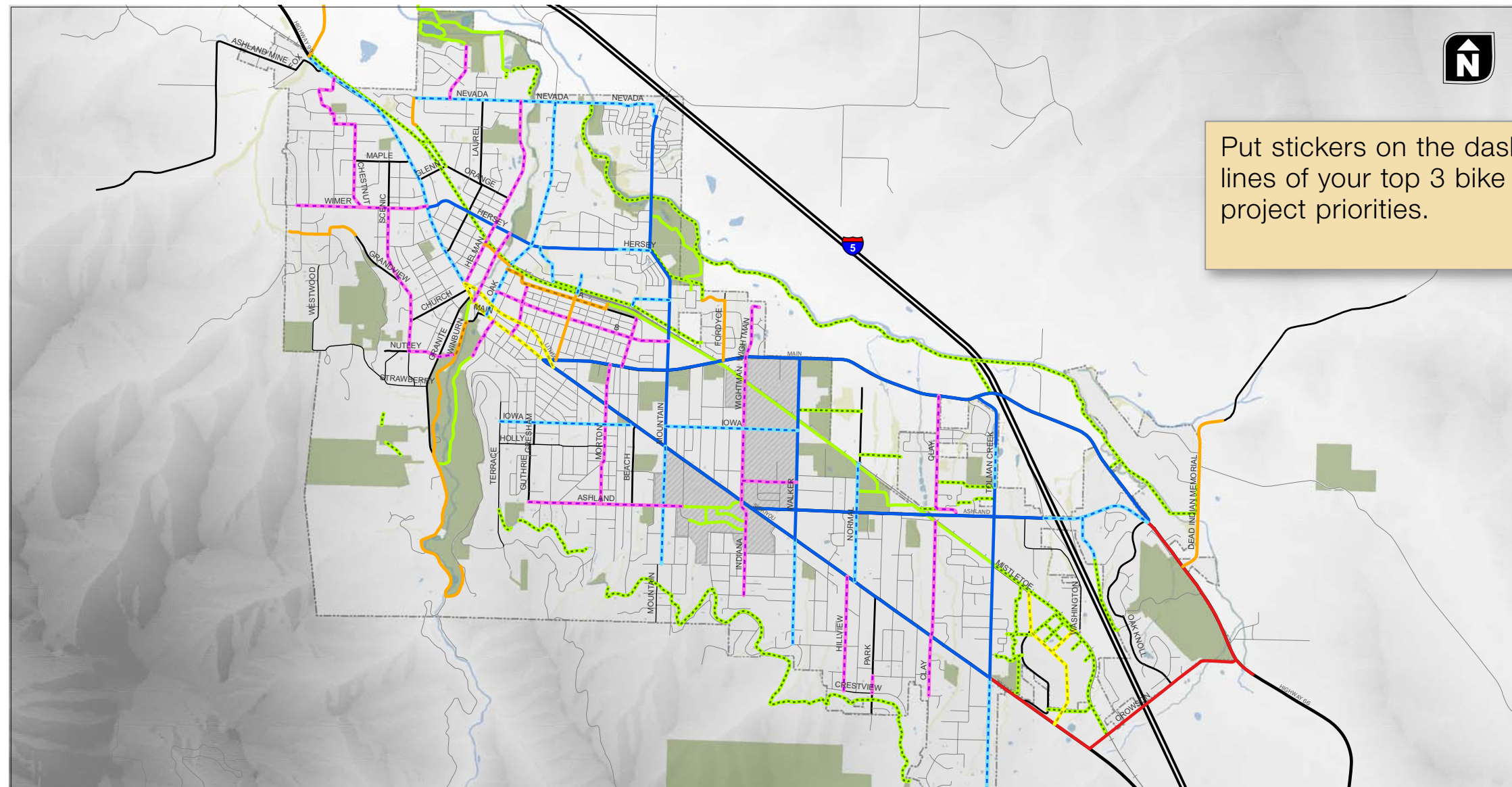
Questions	Number of Votes
Which desired new crossing should be the City's top priority?	
2 <sup>nd</sup> Street	2
4 <sup>th</sup> Street	1
Washington Street	1
None	0
To open a new railroad crossing, the railroad generally requires an existing crossing to be closed. Which existing crossing would you close in trade for one of the above new crossings?	
Glenn Street	0
Helman Street	0
Wightman Street	0
Walker Avenue	0
Normal Avenue	0
Crowson	0
Given the requirements for a closing, should the City pursue any new crossings?	
Yes	1
No	1

## Bicycle Network

Community members attending the public workshop were asked to provide input on the proposed enhancements to the bicycle network. This includes where new bicycle lane facilities should be added (traditional as well as buffered bicycle lanes), what streets should be labeled (and modified as needed) to become bicycle boulevards, and what greenways or bicycle pathways they'd like to see added or extended. To obtain this feedback, the current draft proposed bicycle plan was presented to attendees as an exhibit board/map and attendees were asked to place stickers on the plan to indicate their top 3 bicycle project priorities. The proposed bicycle facility network attendees commented on is illustrated on the following page.

# Alternatives Analysis

## Existing and Proposed Bikeway Network



The proposed bicycle facilities on which attendees placed stickers as well as the number of stickers per facility are summarized in Table 4.

**Table 4 –Bicycle Network Input Summary**

<b>Bicycle Facilities</b>	<b>Number of Stickers (i.e., Votes)</b>
Bicycle Lanes	
North Main Street from Helman Street to Railroad Bridge	5
Oak Street from North Main Street to Nevada Street	1
Nevada Street from Mountain Avenue to Vansant Street	1
Buffered Bicycle Lanes	
Downtown (East Main Street and Lithia Way)	3
Bicycle Boulevards	
Morton Street	1
Indiana Street and Wightman Street	1
Clay Street	1
Greenways/Bicycle Paths	
Extend path along Northern Pacific Line north of Helman Street	3
Extend path along Northern Pacific Line between Oak Street and Mountain Avenue	1
Provide path from Dead Indian Memorial Road to Nevada Street adjacent to Bear Creek	3
Path along Talent Irrigation Ditch (TID)	2

## Multiuse Trails

Attendees at the public workshop had the opportunity to identify which multiuse trail corridors would be their top priority to improve or construct. Table 5 summarizes the input received.

**Table 5 – Multiuse Trails Input Summary**

Multiuse Trails Corridors	Number of Votes
Which trail corridors would be your top priority?	
Wright's Creek	0
Ashland Creek	1
Roca Creek	4
Clay Creek	2
Hamilton Creek	3
Tolman Creek	0
Talent Irrigation Ditch (TID)	5

## Transit Service Options

Community members attending the public workshop were asked to provide their thoughts related to how the City should invest in improving transit in Ashland. The questions they were asked their responses are summarized in Table 6.

**Table 6 – Transit Input Summary**

Transit Service Options	Number of Votes
If the City were to spend additional money to improve transit service in Ashland, what would increase your use of the system?	
More frequent buses around Ashland	3
Service to new areas in Ashland <sup>1</sup>	1
More frequent buses to Medford	2
Longer evening hours on weekdays	1
Service on weekends	4
Lower fares	0
Free fares <sup>2</sup>	1

Notes:

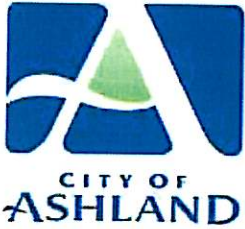
<sup>1</sup>The vote for service to new areas was accompanied with a note that the new coverage would connect Oak Street to Eagle Mill Road to North Main Street.

<sup>2</sup>The vote for free fares was accompanied with a note that it would be free fares for seniors.

## Summary

The summary of input from Public Workshop #3 is provided to help inform the TSP alternatives analysis process as well as the development of the Preferred Plan. Attached to this summary are additional detailed comments attendees provided via the general comment forms available at the public workshop. City staff, Transportation Commissioners, and Planning Commissioners are encouraged to consider the input above as well as the attached input as they consider the various potential projects, strategies, and policies under consideration in the alternatives analysis phase of the TSP update process.





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Public Workshop #3

March 9, 2011

Sign-in Sheet

Name SHERRY SMILG

Address \_\_\_\_\_

Email 11

Name Leslie Carroll

Address \_\_\_\_\_

Email \_\_\_\_\_

Name Steve Ryan

Address \_\_\_\_\_

Email \_\_\_\_\_

Name DAN GUENTER

Address \_\_\_\_\_

Email \_\_\_\_\_

Name John Baxter + Kelly Weisheit

Address \_\_\_\_\_

Email \_\_\_\_\_

Name Vickie Aldous

Address \_\_\_\_\_

Email \_\_\_\_\_

Name Linda Chosney

Address \_\_\_\_\_

Email \_\_\_\_\_

Name MIKE MORRIS

Address \_\_\_\_\_

Email \_\_\_\_\_



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**Public Workshop #3**  
**March 9, 2011**  
Sign-in Sheet

Name Joanna Niemann

Address \_\_\_\_\_

Email \_\_\_\_\_

Name Michael Niemann

Address \_\_\_\_\_

Email \_\_\_\_\_

Name Helga Motley

Address \_\_\_\_\_

Email \_\_\_\_\_

Name Jenica Villanor

Address \_\_\_\_\_

Email \_\_\_\_\_

Name \_\_\_\_\_

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Address \_\_\_\_\_

Email \_\_\_\_\_



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**Public Workshop #3**

**March 9, 2011**

Comment Form

Name Linda Chesney

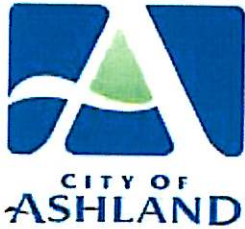
Address \_\_\_\_\_

Email \_\_\_\_\_

- ① Please consider a tunnel under the rail road tracks in the railroad district. It would help reduce the traffic on Oak St. which lacks safe bike lanes & encourage non vehicular transportation.
- ② Please consider funding a pedestrian & bike way connecting Nevada St. with N. Mt. Ave near Bear Creek. ~~the rest~~
- ③ Prioritize Road diet on E. Main from Oak St. to Fresham.

Please return your comment form to the sign-in table or send to  
to Jim Olson via US mail at City of Ashland Engineering, 51 Winburn Way, Ashland OR 97520,  
via email at [olsonj@co.ashland.or.us](mailto:olsonj@co.ashland.or.us), or via FAX at 541-488-6006





CITY OF ASHLAND  
TRANSPORTATION SYSTEM PLAN UPDATE  
www.ashlandtsp.com

Public Workshop #3

March 9, 2011

Comment Form

Name

Leslie Carroll

Address

Email

① Equity issues must be addressed so that the lower income people have really good access to the bus, sidewalks, safe crossings etc. Do a Health Impact Assessment to capture that aspect of the Plan.

② Siskiyou between Walker & Tolman Creek has very fast traffic which renders the experience of walking along Siskiyou in that area as (1) extraordinarily noisy dangerous unpleasant. For long term sustainability & less traffic (auto traffic) -

Rd diet on Siskiyou

Lower speed limit to 20-25!

Rain gardens in ditch -

other ways to slow cars & improve walkability - safe crossings -

③ locate at least some bus stops in "quiet" areas - for people who have autism - it is too hard to wait on super noisy & busy street when auditory sensitivity is high.

Please return your comment form to the sign-in table or send to  
to Jim Olson via US mail at City of Ashland Engineering, 51 Winburn Way, Ashland OR 97520,  
via email at [olsonj@co.ashland.or.us](mailto:olsonj@co.ashland.or.us), or via FAX at 541-488-6006

Thank you - and thanks for all your work etc



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Name Helga Motley

Address \_\_\_\_\_

Email \_\_\_\_\_

we could all benefit from a means to arrange carpooling. Website? Encourage groups that hold meetings to list a contact person for ride sharing.

Some high fencing along our bikepath keeps me from using those sections after dark. I feel trapped.

We need more markings + signs to show how the bikepath route continues.





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Name MICHAEL NIEMANN

Address \_\_\_\_\_

Email \_\_\_\_\_

The railroad crossing at Oak Street is very dangerous for pedestrians + bicyclists. There are no pedestrian crossings and pedestrians are forced to step into the road way. That, in turn, pushes bikes further into the road way. That really needs to be fixed.

Joanna Niemann

Additionally — I was a passenger in a car crossing the r.r. tracks on Oak & the driver said to me "I don't stop here any more because I know the r.r. isn't in use."

I'm really concerned when I see a mom with a stroller, a couple small kids and a dog all forced to walk out in the road where drivers really have no way to expect them sharing the road.