City of Ashland Transportation System Plan Update Meeting #2

October 26, 2010

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

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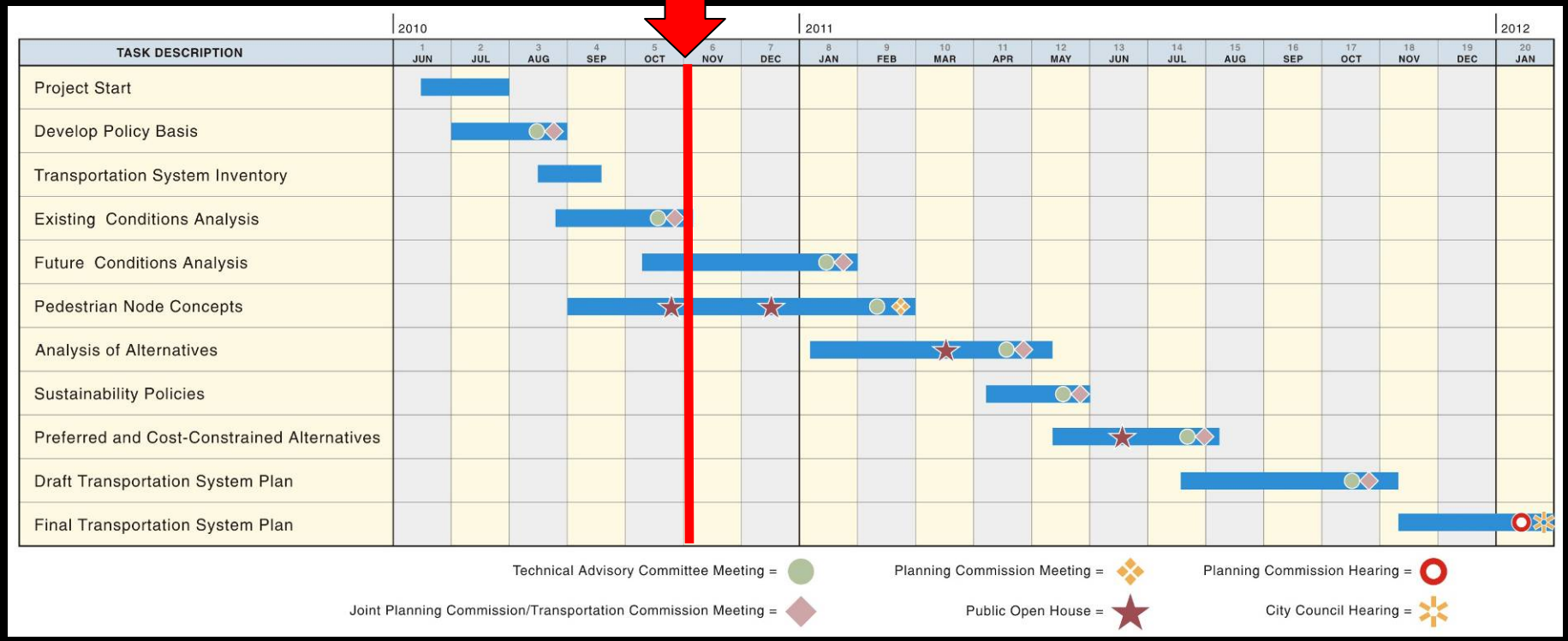
Joint PC/TC Meeting Agenda

7:00 p.m. – 9:00 p.m.

- Introductions and Project Status
- City Council Meeting Update/Revisit Goals and Objectives
- Discuss Draft Technical Memorandums #3 and #4
- Present Overview of Public Workshop #1 Content
- Discuss Upcoming Work Activities
  - *Multimodal Level of Service*
- Work Session

Project Status

- 15 months remaining to Draft TSP
  - *6 PC/TC Meetings Remaining*
  - *4 Public Workshops Remaining*



City Council Presentation Update

- TSP Goals and Objectives
  - *Support idea that measurements cause change*
  - *Need goals that result in change not just goals for change*
    - No Net New Lane Miles – example goal that results in change not just a goal for mode split target
  - *Other goal ideas*
    - Additional lane miles of exclusive bike facilities per year
    - Additional lane miles of shared bike facilities per year
    - Increasing benchmarks of hours of free transit service per day
    - Limitations on parking such as no new unmanaged or non-shared parking (i.e. no new parking that can not be managed by time limits or pricing in the future)

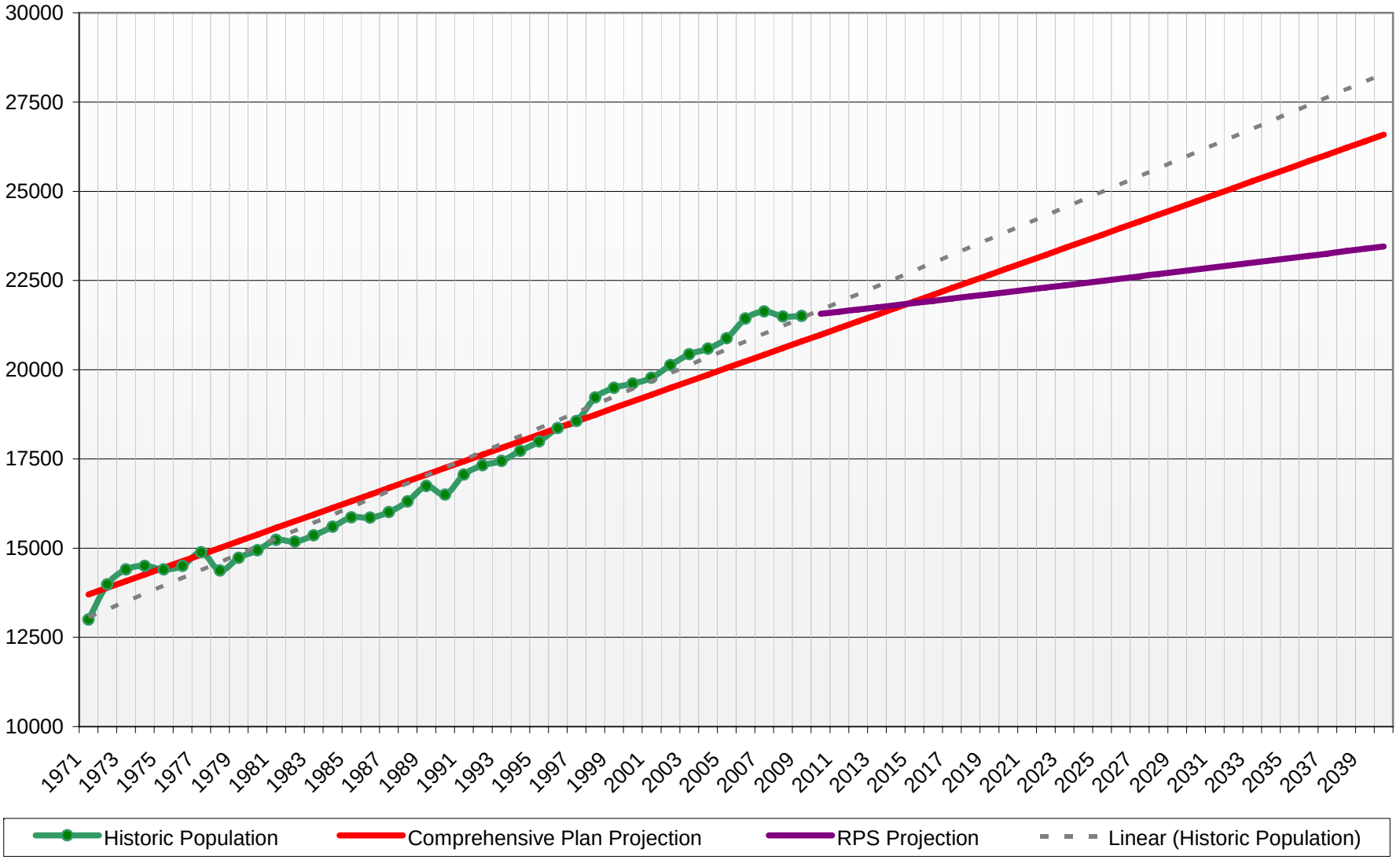
Technical Memorandum #3: System Inventory and Technical Memorandum #4: Existing Conditions

Technical Memorandum #3 and #4: System Inventory and Existing Conditions

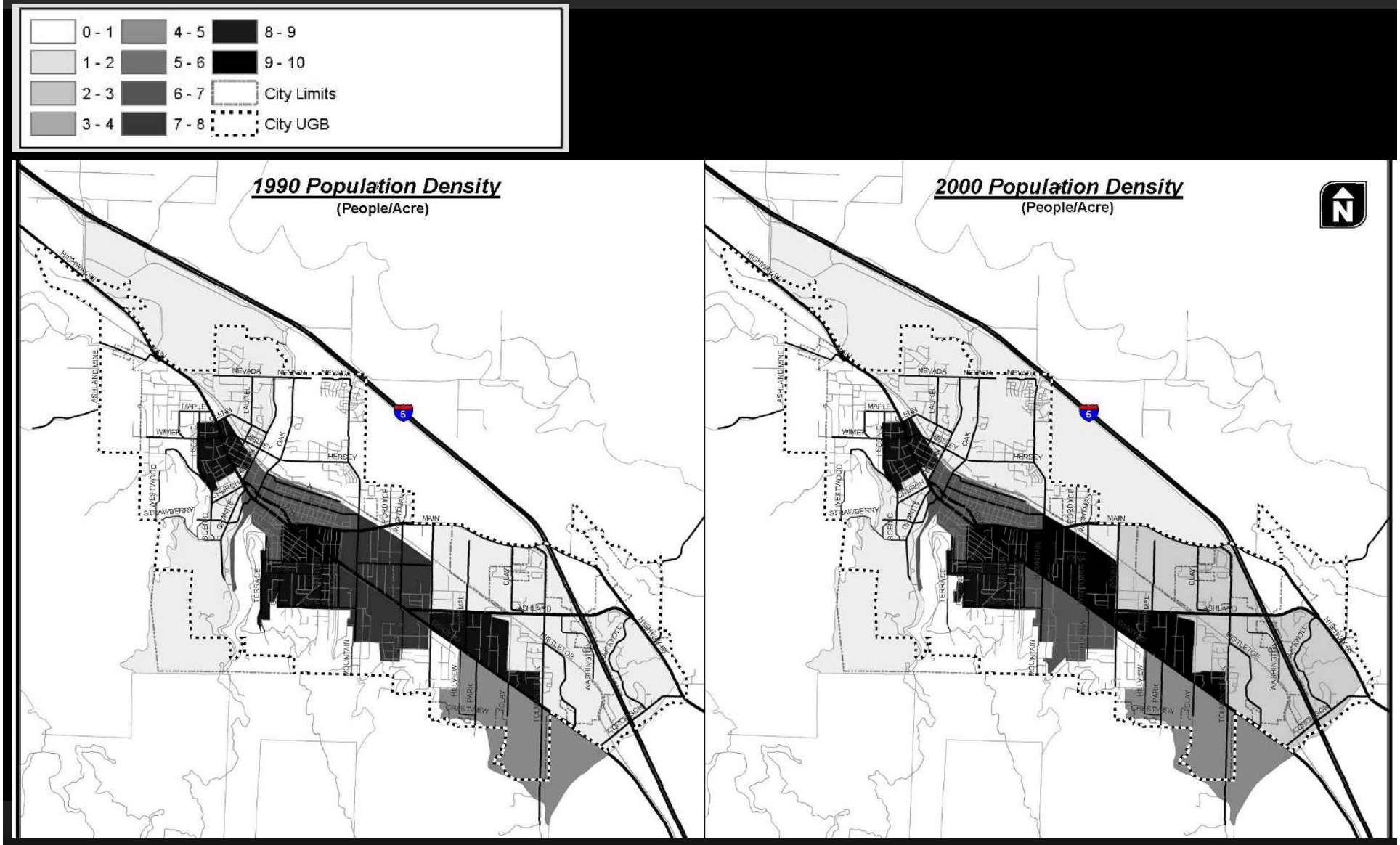
- Land Use and Population
- Public Transportation
- Bicycle and Pedestrian Facilities
- Roadways and Traffic Operations
- Collision Analysis
- Funding

Activity Centers

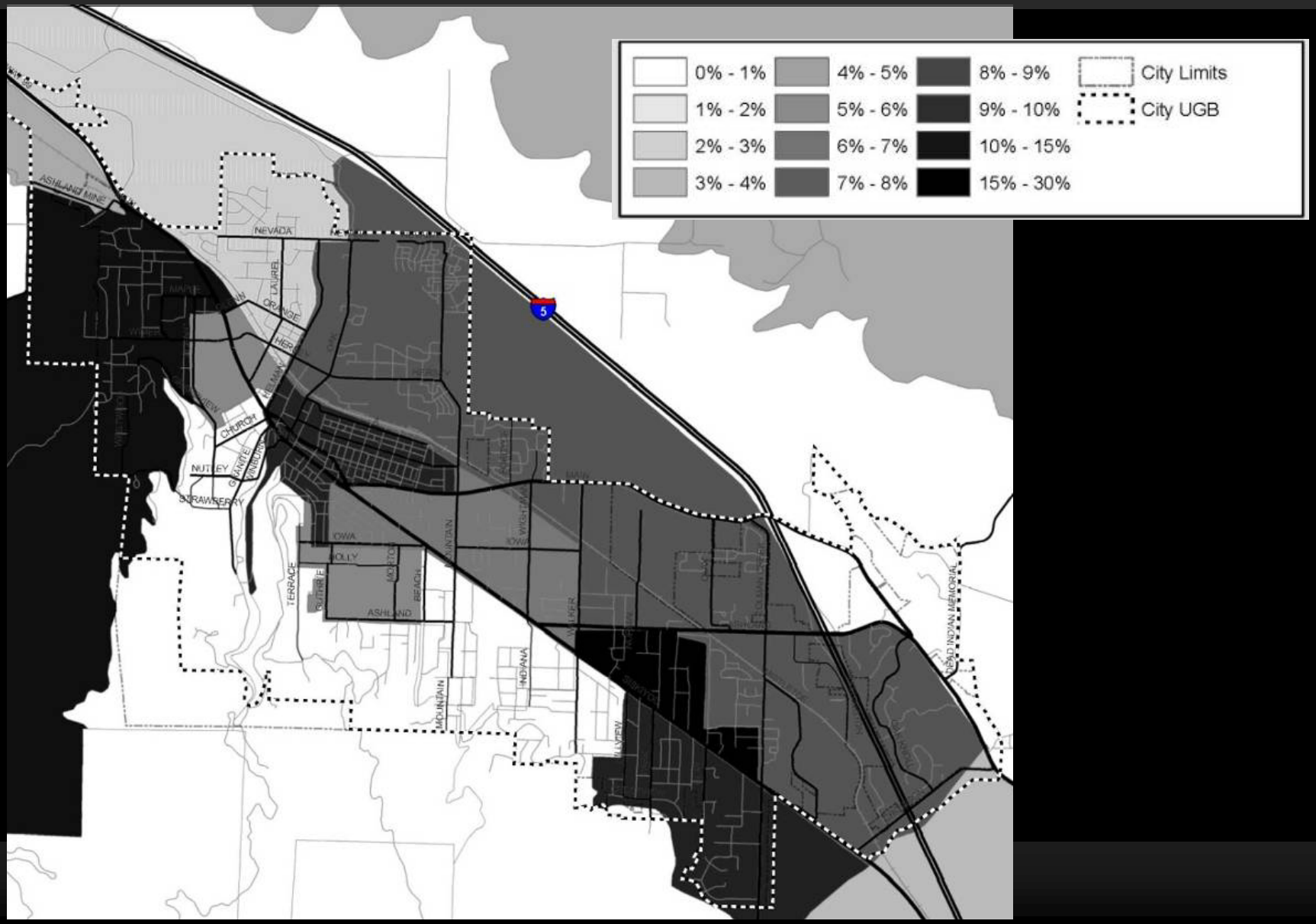
Population Trends



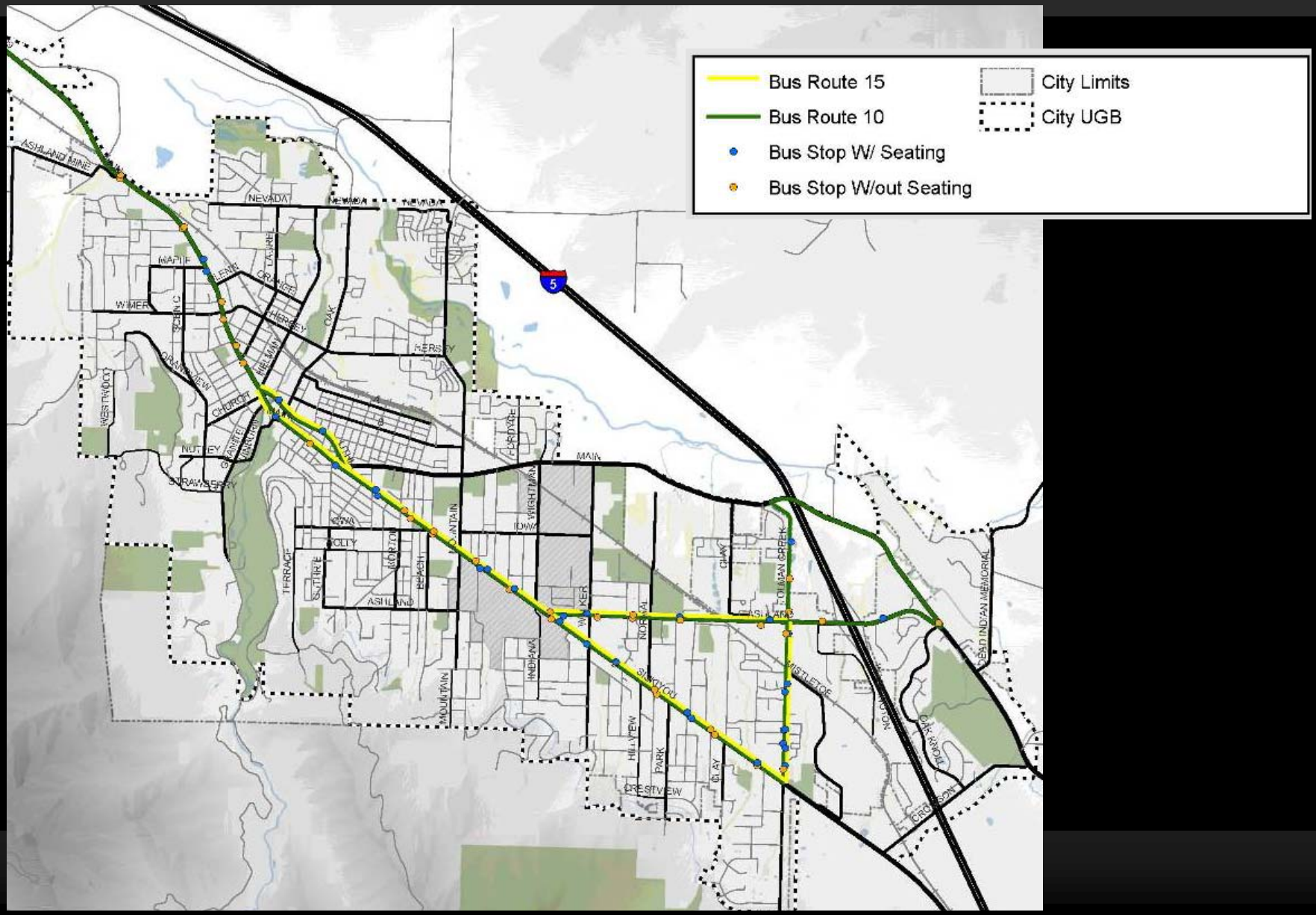
Population Density



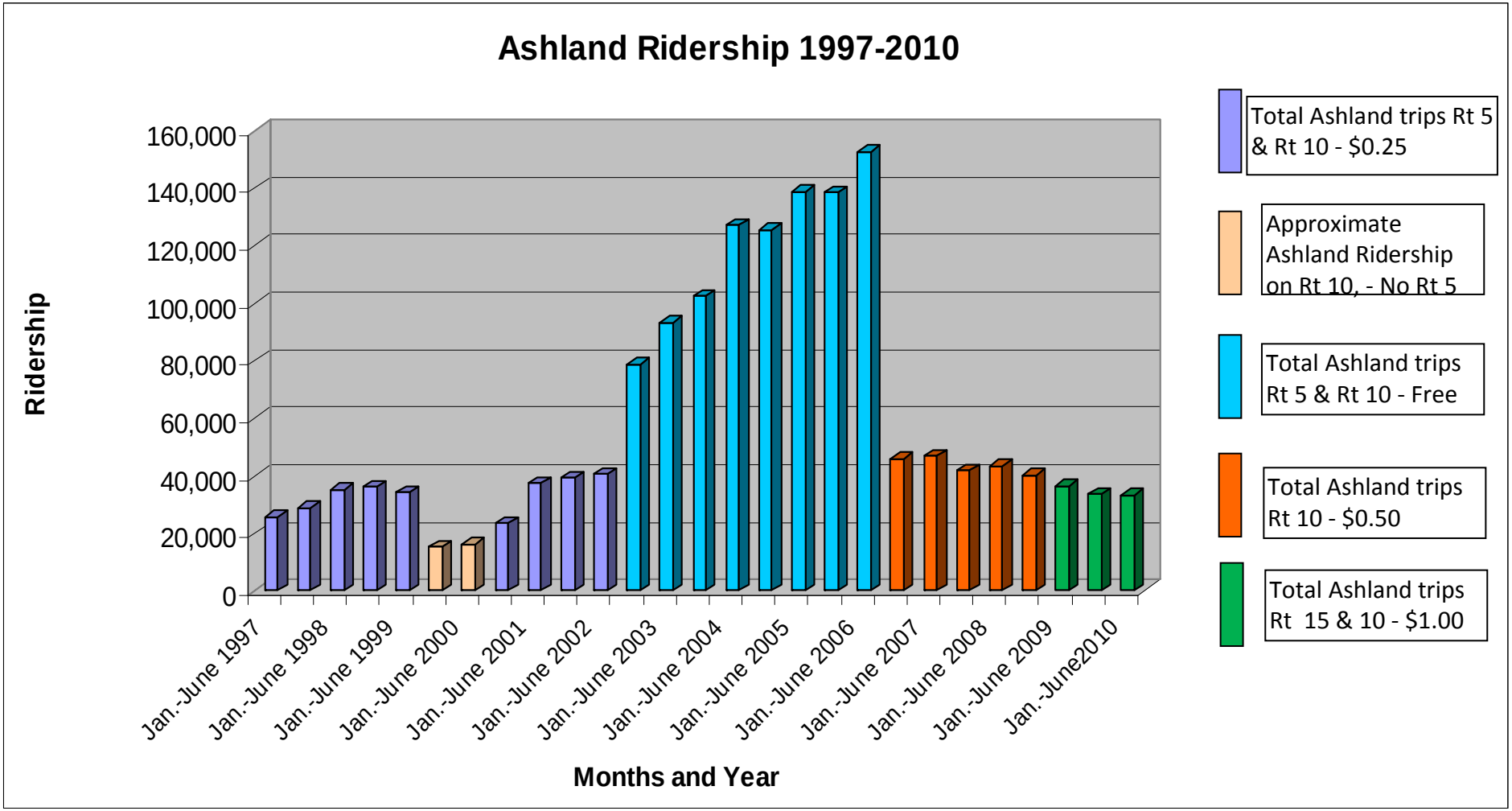
Households without Automobiles



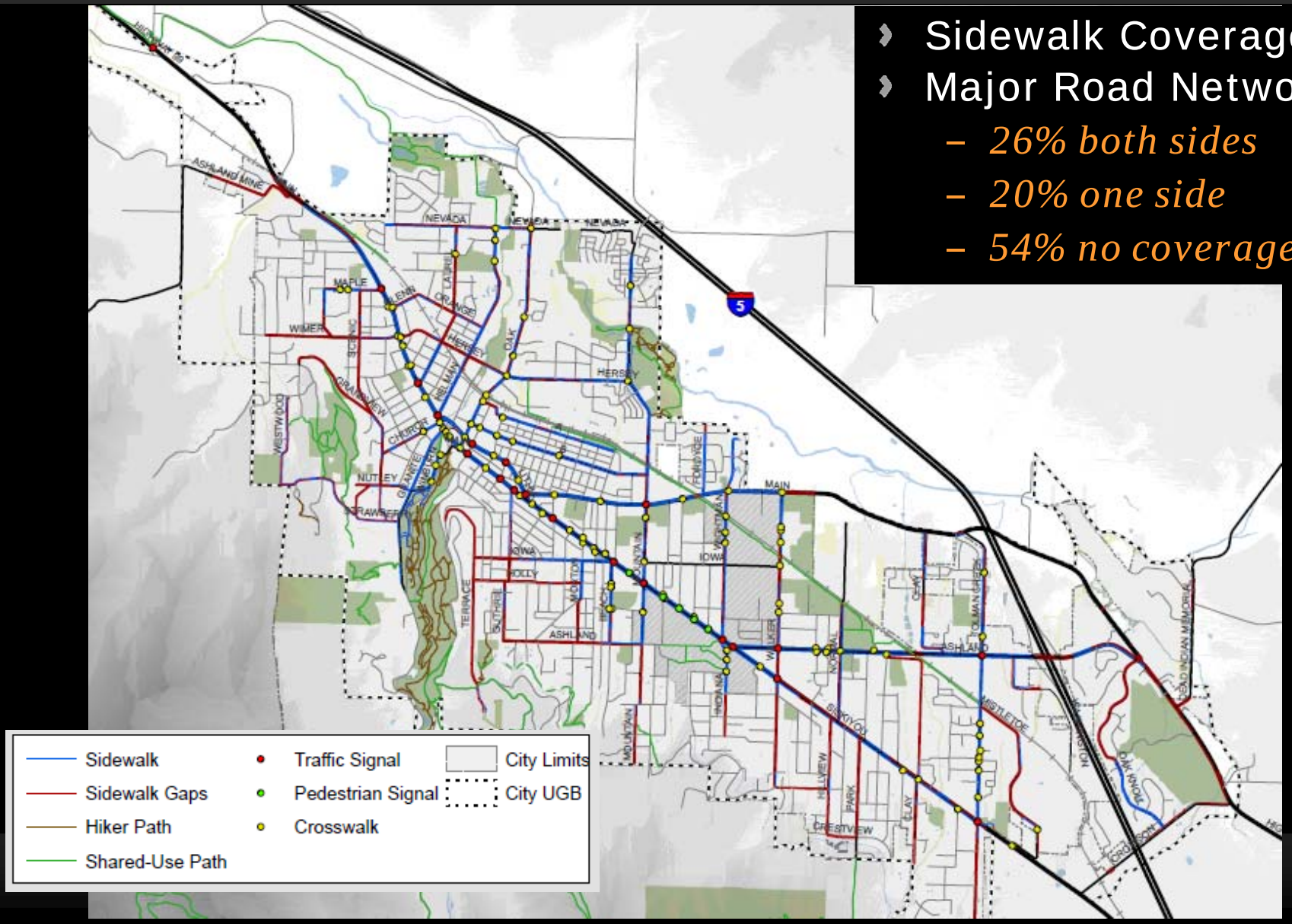
Transit Routes and Stops



Transit Ridership

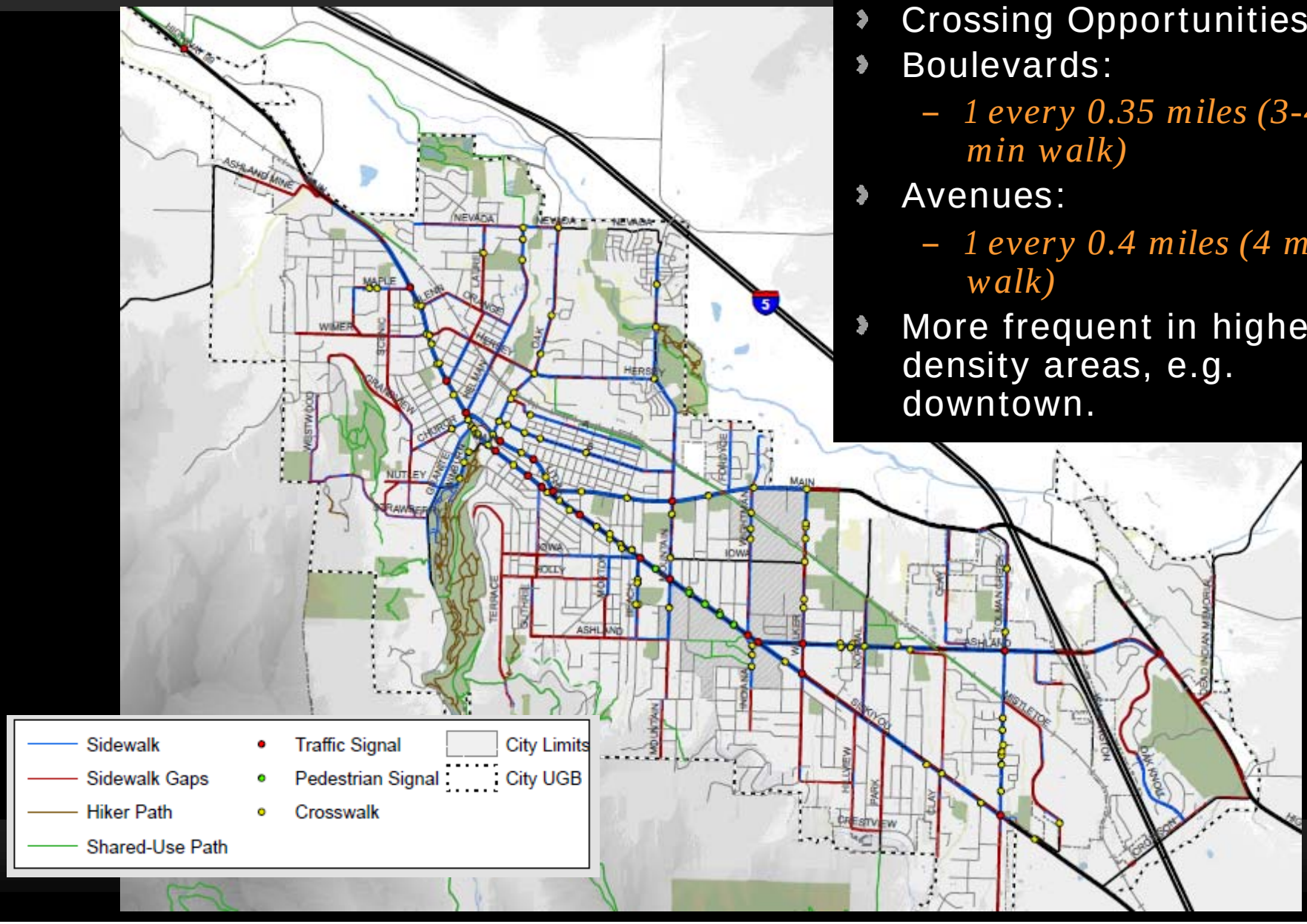


Pedestrian and Bicycle Facilities



- Sidewalk Coverage:
- Major Road Network:
  - *26% both sides*
  - *20% one side*
  - *54% no coverage*

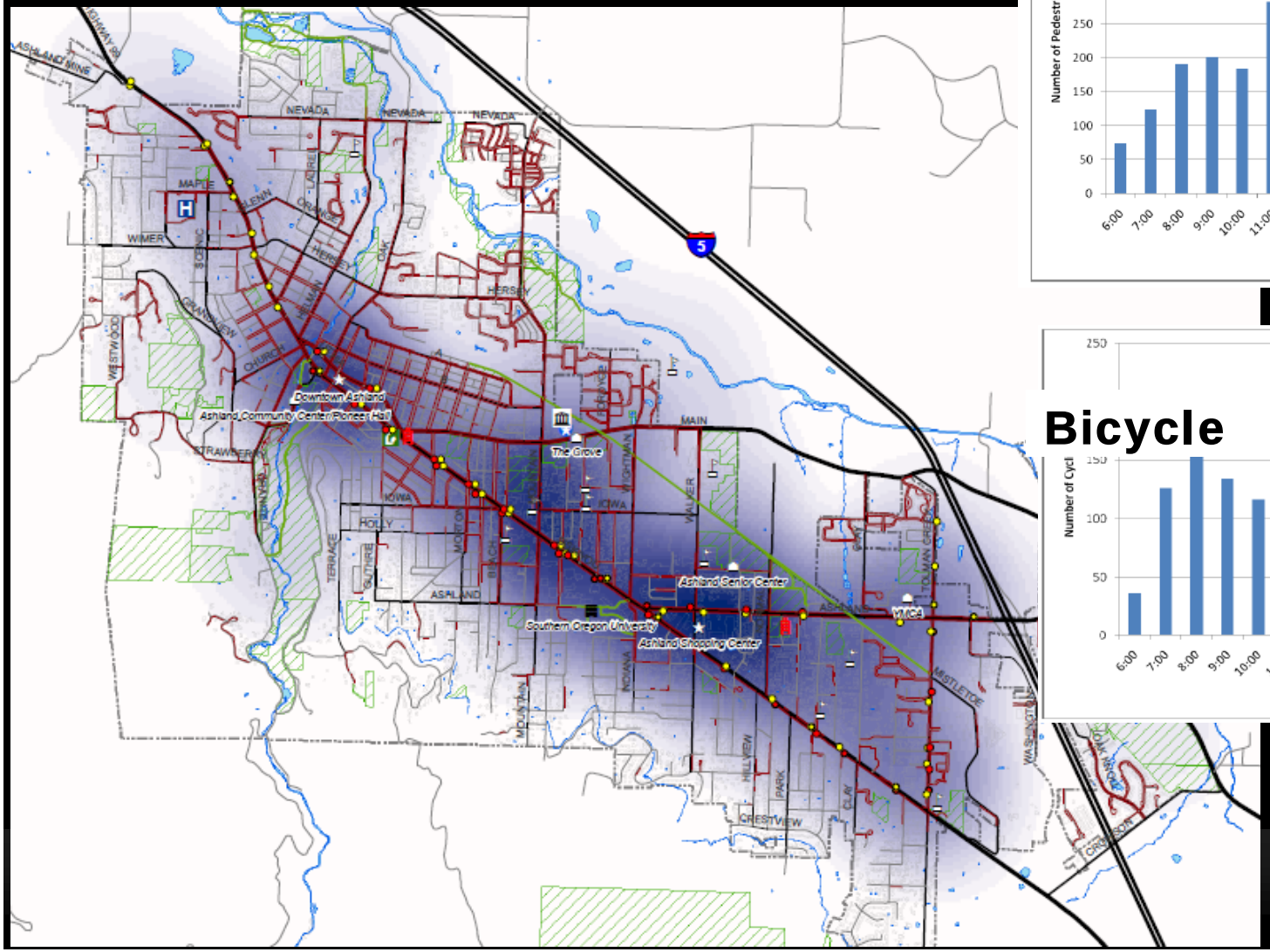
Pedestrian and Bicycle Facilities



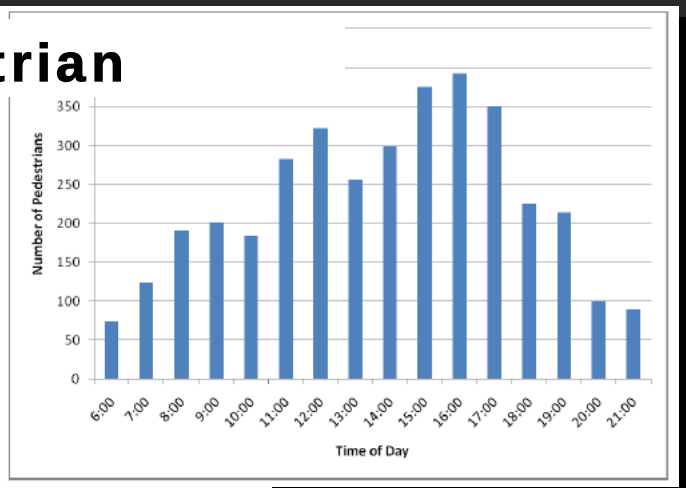
- Crossing Opportunities:
- Boulevards:
  - *1 every 0.35 miles (3-4 min walk)*
- Avenues:
  - *1 every 0.4 miles (4 min walk)*
- More frequent in higher density areas, e.g. downtown.

Pedestrian and Bicycle Facilities

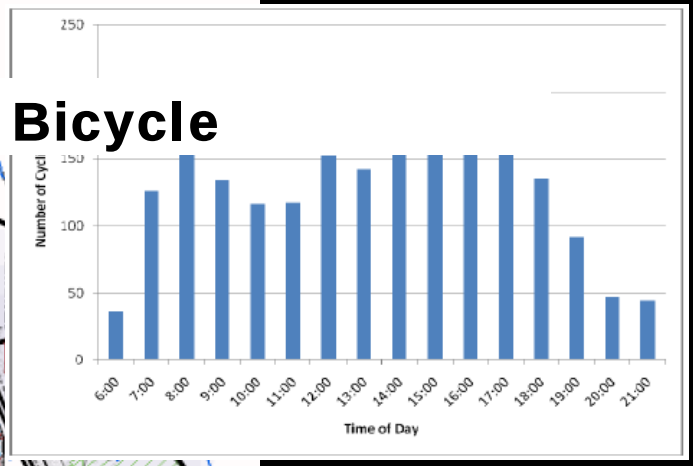
- **Demands:**



Pedestrian

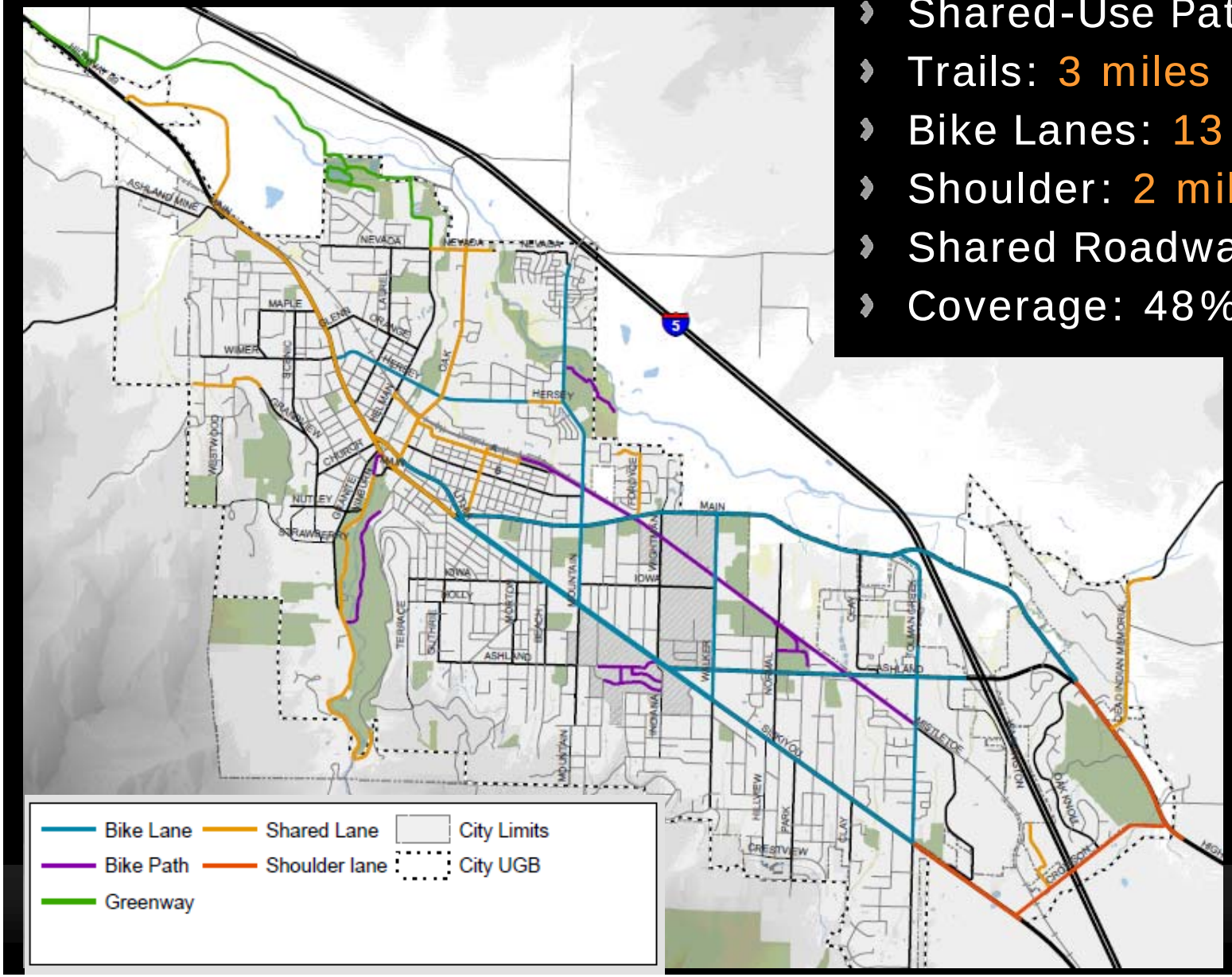


Bicycle



Pedestrian and Bicycle Facilities

- Shared-Use Path: 4 miles
- Trails: 3 miles
- Bike Lanes: 13 miles
- Shoulder: 2 miles
- Shared Roadway: 8 miles
- Coverage: 48% of MRN

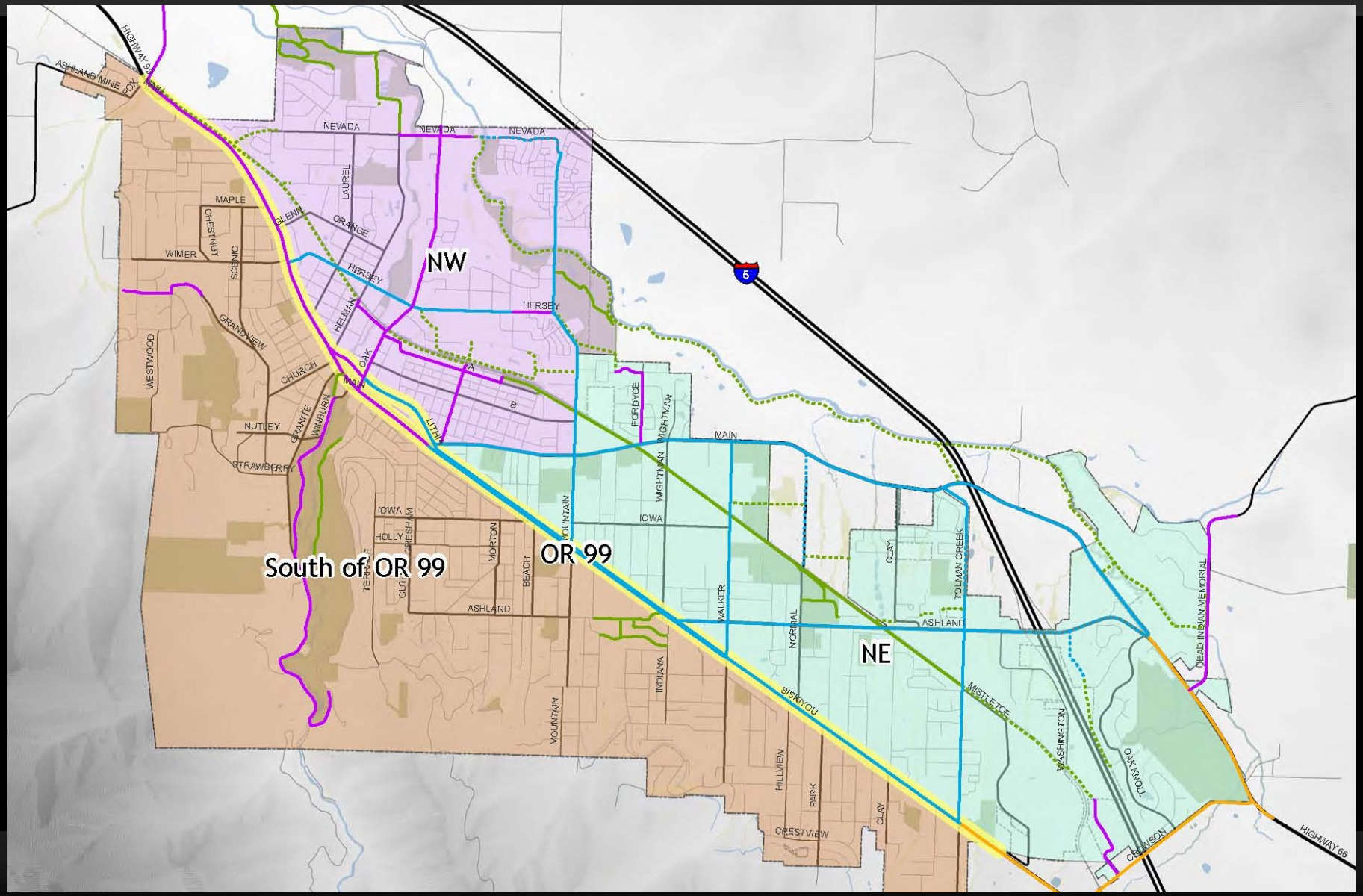


Pedestrian and Bicycle Facilities

- Pedestrian Network Analysis:
  - *Crashes are concentrated on Boulevards*
  - *Opportunities to Improve Sidewalk Connectivity*
  - *Sidewalk Priorities:*
    - Siskiyou Avenue (Walker to Tolman Creek)
    - OR 66 bridge over I-5
    - Single Side Coverage on Avenues and Collectors

- Bicycle System Analysis:
  - *Opportunity for a Dual-Level System*
  - *Potential to Address "interested but concerned" – huge market!*

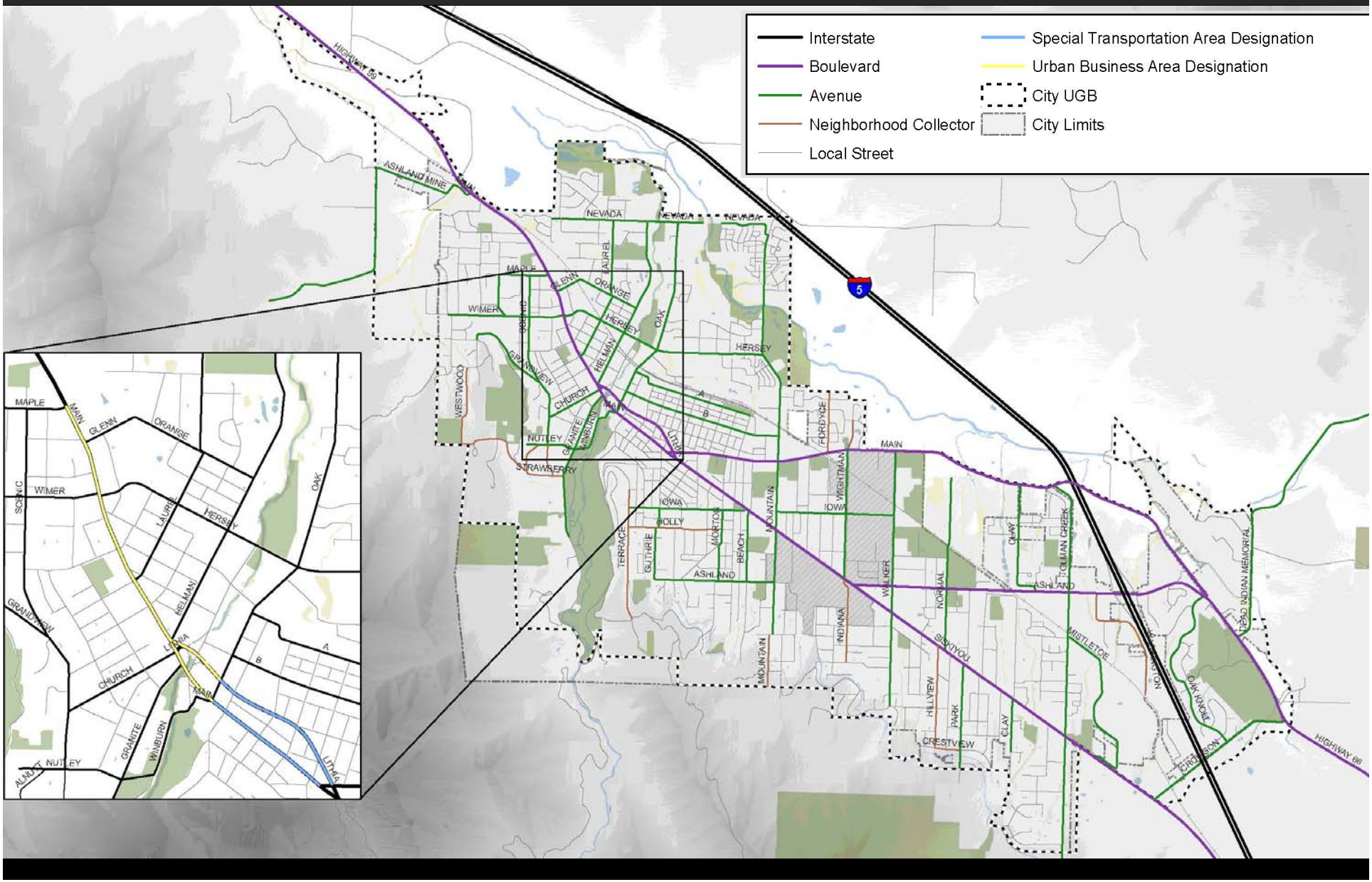
Pedestrian and Bicycle Facilities



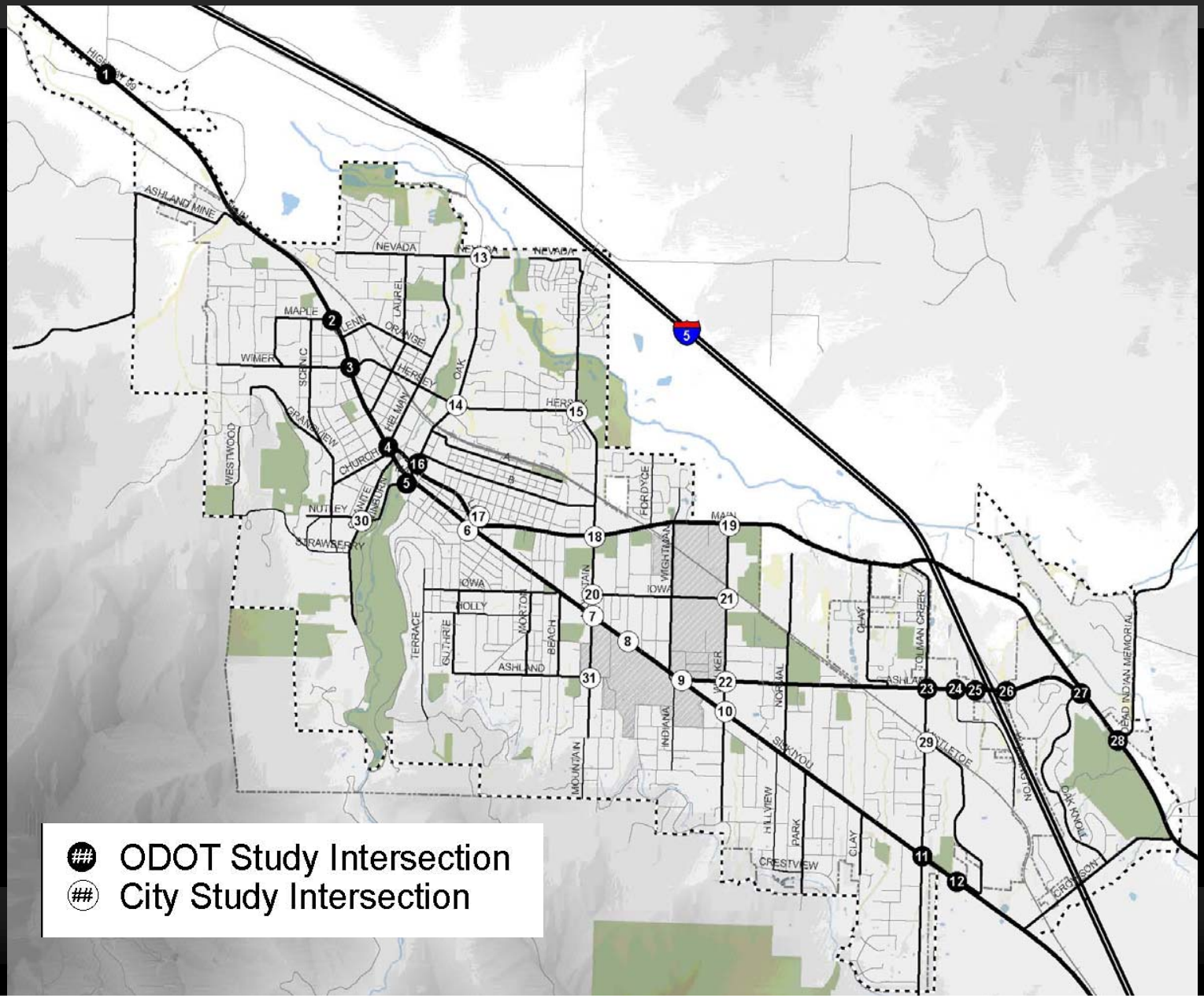
Roadways and Traffic Operations

- Street Classifications
- Study Intersections and Roadways
- Traffic Operations Analysis Results

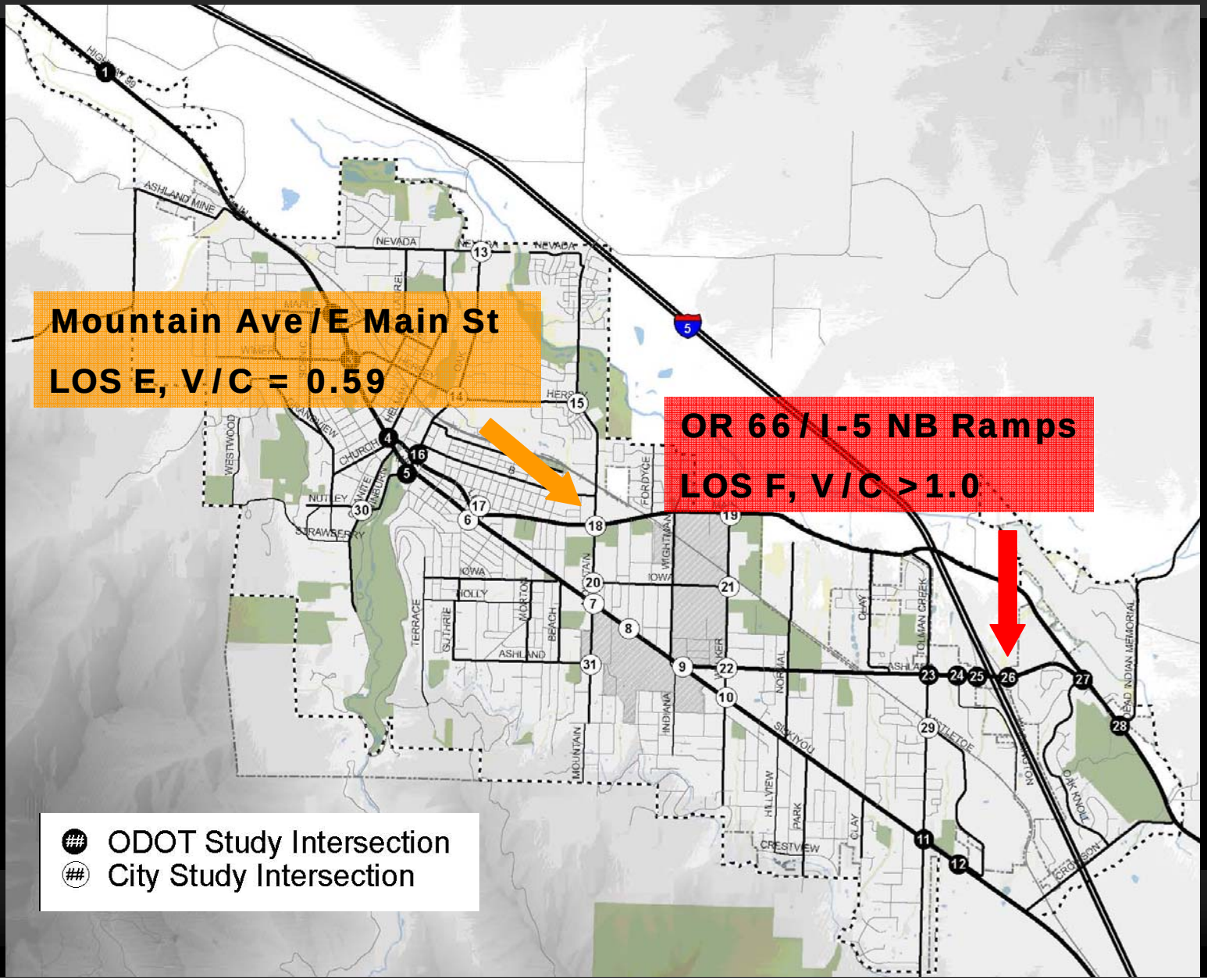
Street Classifications



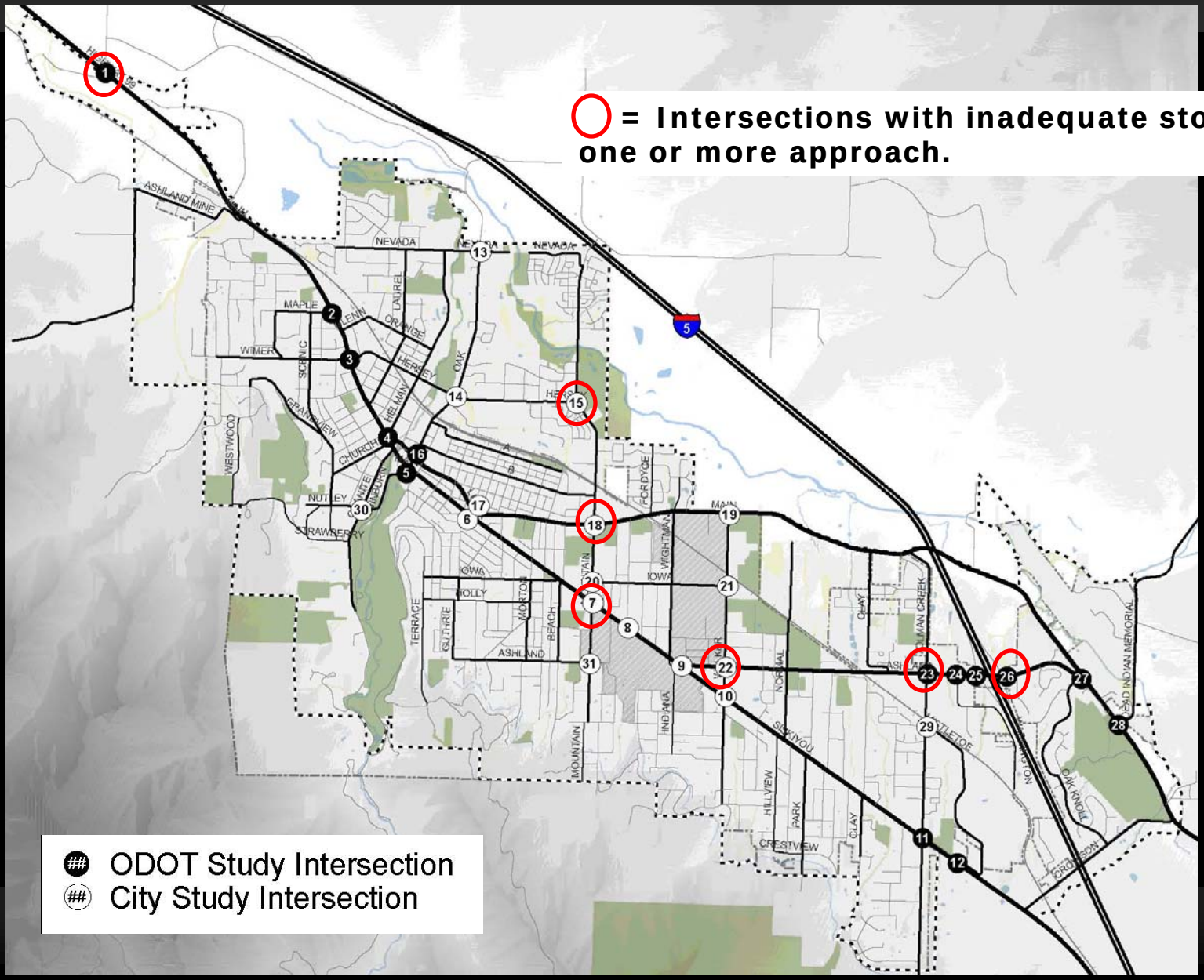
Study Intersections and Roadways



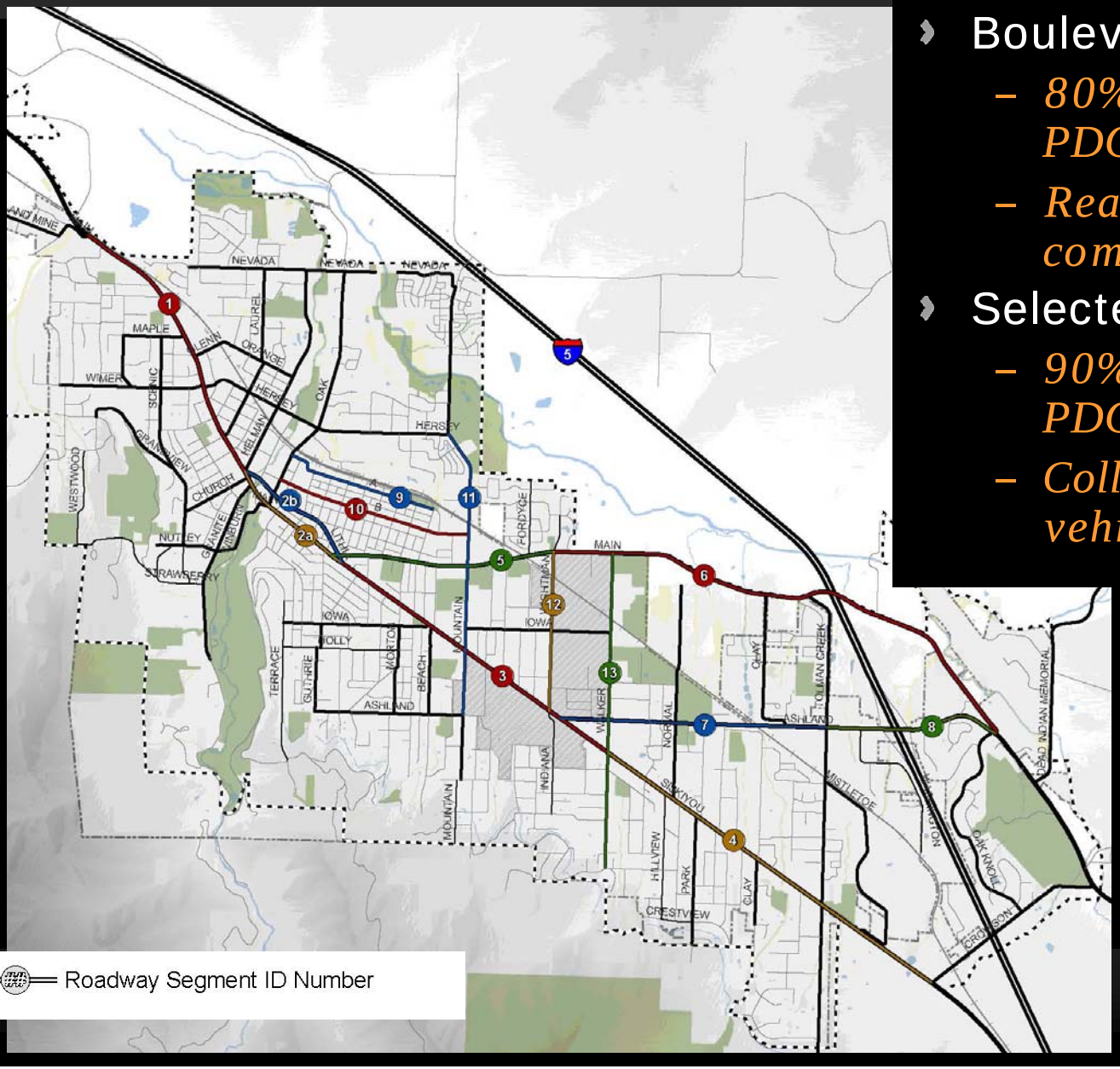
Traffic Operations Analysis Results



Traffic Operations Analysis Results

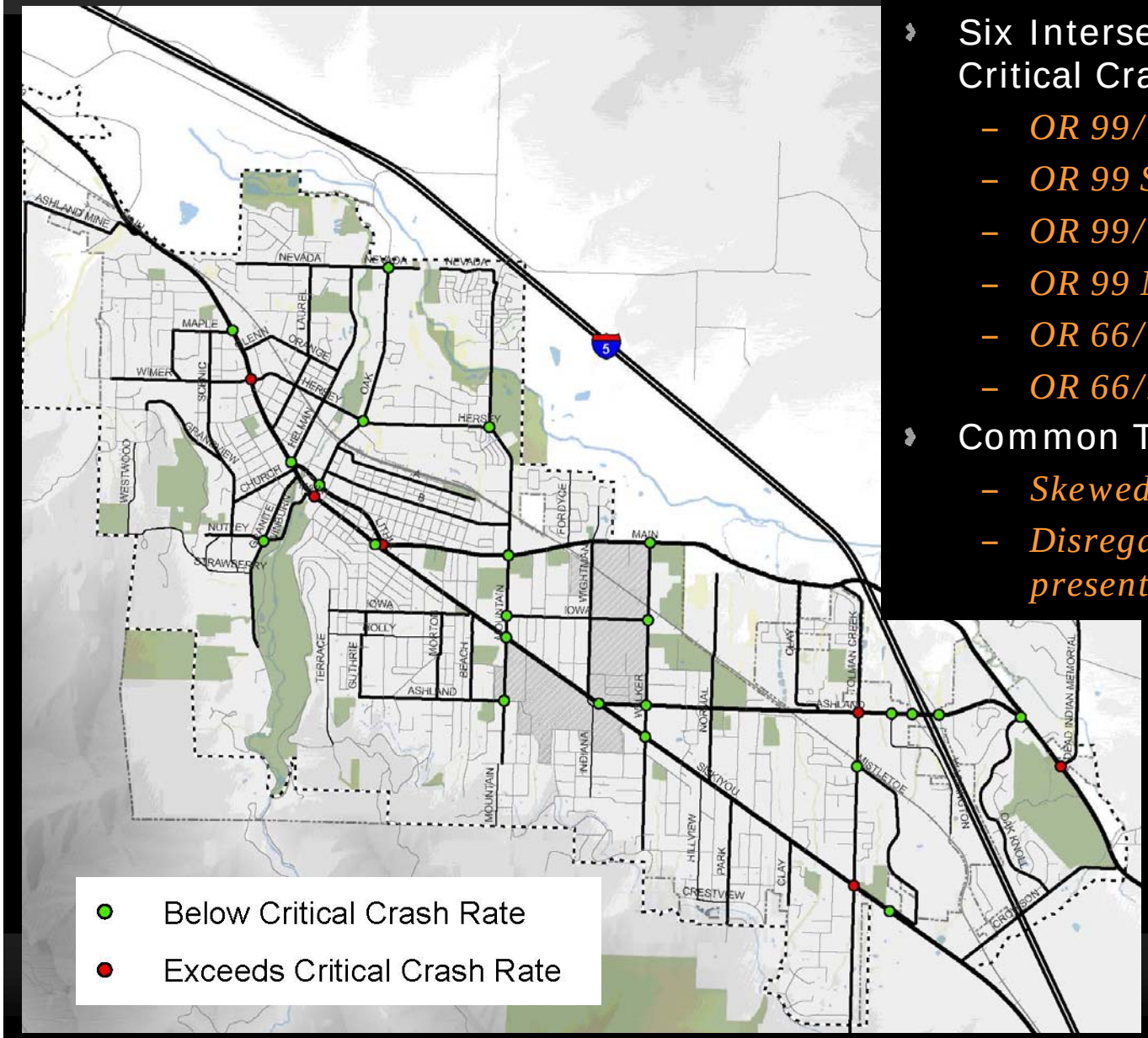


Roadway Segments Crash Analysis



- Boulevards
  - *80% of crashes were PDO*
  - *Rear-end crashes most common*
- Selected Avenues
  - *90% of crashes were PDO*
  - *Collisions with parked vehicles most common*

Study Intersections Crash Analysis

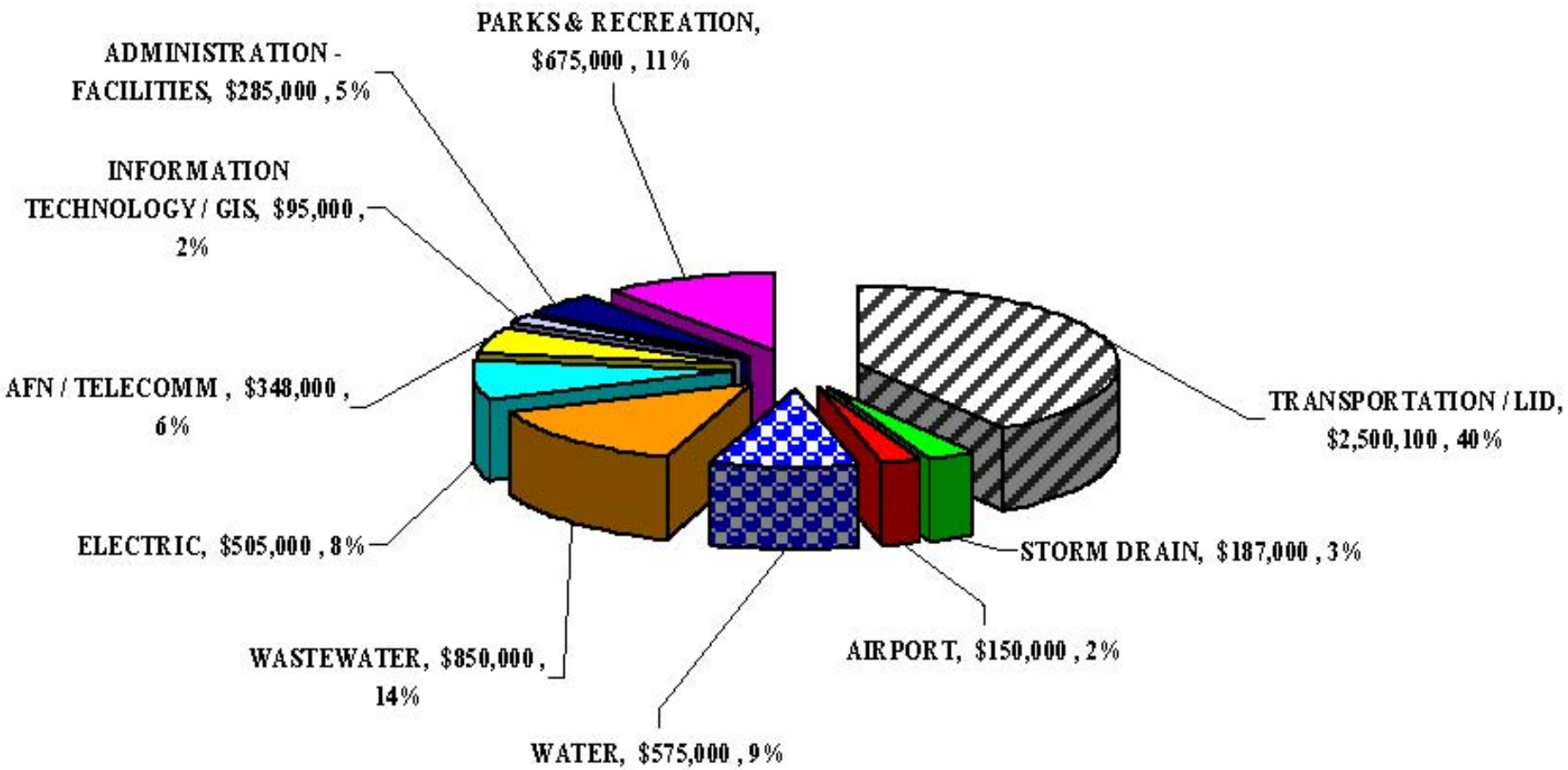


- Six Intersections with Crash Rate > Critical Crash Rate
  - *OR 99/Hersey St/Wimer St*
  - *OR 99 SB/Oak St*
  - *OR 99/Tolman Creek Rd*
  - *OR 99 NB/E Main St*
  - *OR 66/Tolman Creek Rd*
  - *OR 66/E Main St/Oak Knoll*
- Common Themes
  - *Skewed and/or Offset Intersections*
  - *Disregarding Signal (when present)*

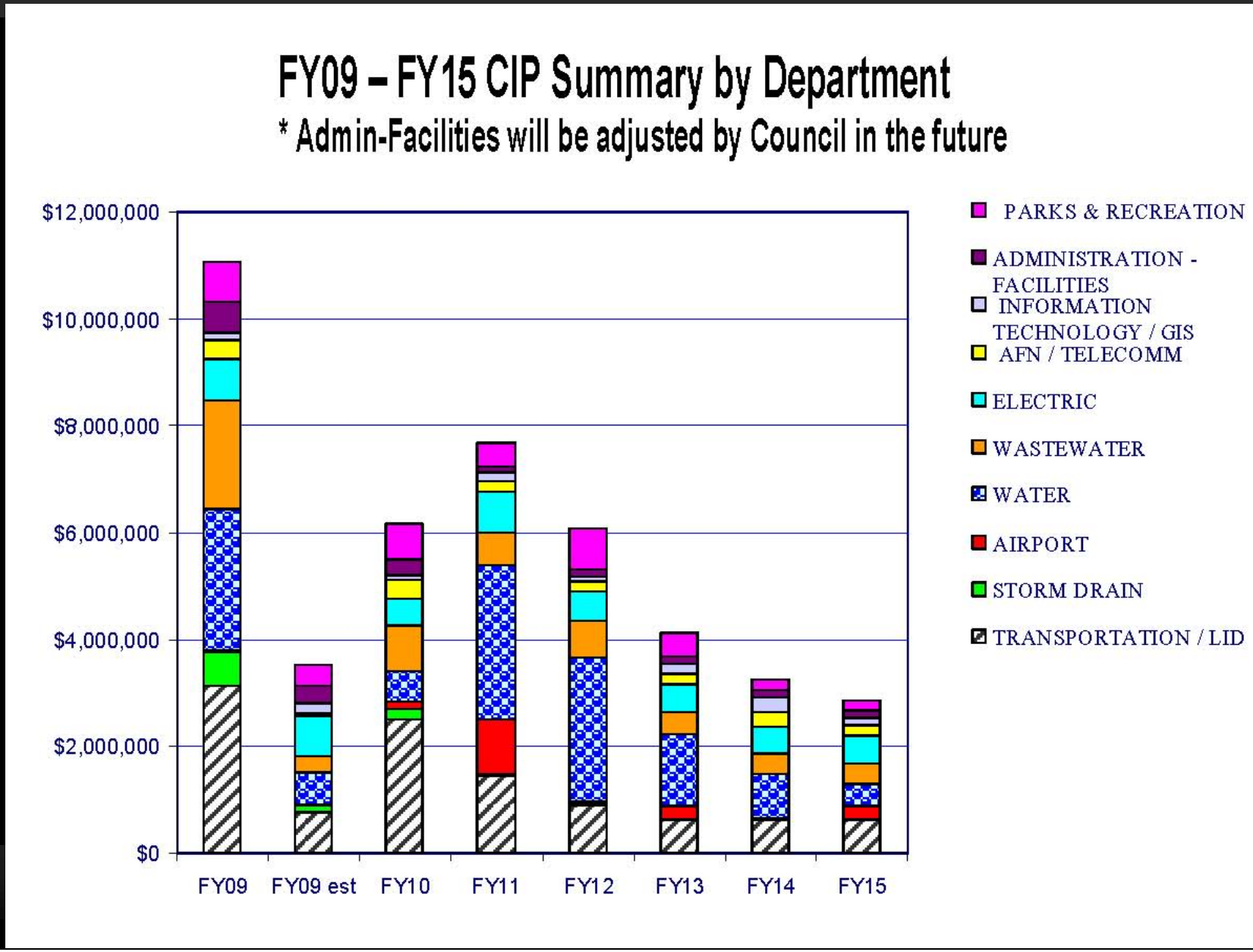
OR 99/Hersey Street/Wimer Street

- Potential Countermeasures
  - *Add left-turn pockets and/or right-turn lanes on OR 99.*
  - *Consider a traffic signal or roundabout.*
  - *Convert minor street access to RIRO only.*

CIP Funding per Department



Funding *(shows declining trans funds)*



Funding

Table 15 CIP Funding for Construction Years 2008-2017

Transportation Program	Project Totals	Street SDC	Grants	LIDs	Fees & Rates
Transportation	$5,260,216	$605,070	$2,140,100		$2,515,406
Street Improvements and Overlays	$2,635,000		$651,000		$1,984,000
Local Improvement Districts	$827,400	$148,932		$320,100	$358,368
Transportation and LID Totals	**$8,722,616**	**$754,002**	**$2,791,100**	**$320,100**	**$4,857,414**

Overview of Public Workshop #1 Content

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Pedestrian Place Planning Workshop

- Pedestrian Places – Public Workshop #1
  - *Wednesday, October 27th – 7 p.m. to 9 p.m. at Ashland Middle School*
  - *City has separate website for this element of the project*
    - http://www.ashland.or.us/pedplaces

Overview of Upcoming Work Activities

Upcoming Work Activities

- Future Conditions Analysis
  - *Incorporating Multimodal Level of Service (MMLOS)*

MMLOS

- What is MMLOS?
  - *A method for measuring urban street performance*
  - *Considers how a street is performing based on travelers' perspective*
    - Pedestrian Perspective
    - Bicycle Perspective
    - Transit Rider Perspective
    - Auto Driver Perspective
  - *An improvement over past measures; MMLOS is in the forthcoming 2010 HCM*

MMLOS

- Why use MMLOS?
  - *Traditional pedestrian and bicycle measures tend to reflect a traffic engineer's perspective*

HCM2000: Ped LOS A

HCM2000: Ped LOS D

  - *MMLOS allows trade-offs between modes to be evaluated*

MMLOS - Benefits and Applications

- Provides flexibility in testing multi-modal goals/strategies
  - *Different performance criteria could be applied based on the facilities' intended purpose and function.*
- Able to compare different travel modes based on user perception
- Provides quantifiable relative benefits and disadvantages of roadway cross-sections
- Some important policy considerations:
  - *Vehicular/Pedestrian/Bicycle/Transit Hierarchy?*
  - *Multi-modal LOS standards?*

Work Session

- Discuss TSP Goals
  - *Need measures that cause change*
  - *TSP goals that are drivers*
  - *Supportive of helping meet the goals in Comprehensive Plan*
- Alternative LOS and/or Alternatives to LOS Standards
- Pedestrian and Bicycle Facilities Toolbox

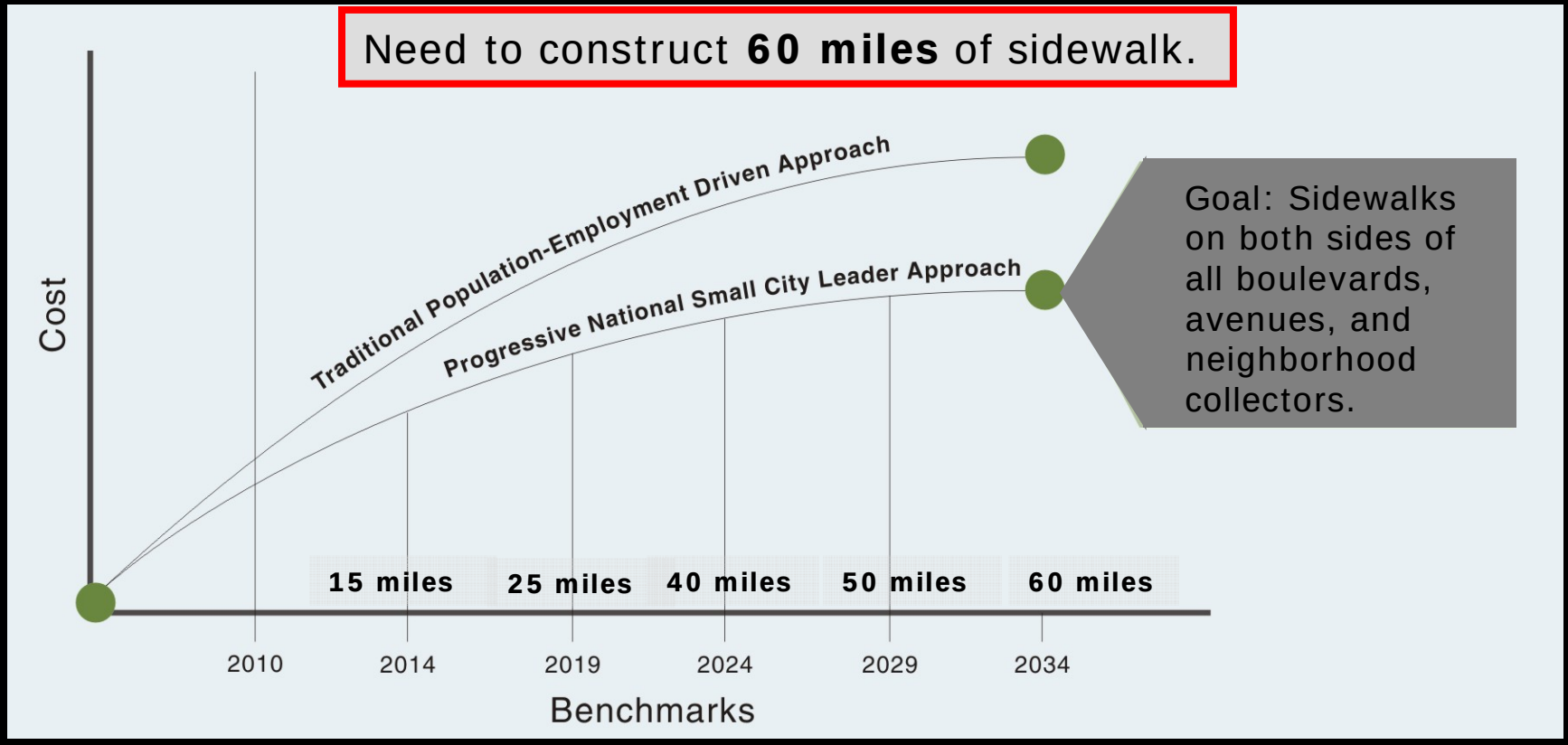
Example TSP Goals

- Develop benchmarks from desired outcome/goal.
- Example: Provide free transit service during morning and afternoon peak hours each weekday; 20 hours per week.

Increase to 4 hours of free peak hour service each weekday, which would be 20 hours per week.

Example TSP Goals

- Example: Complete sidewalk network on neighborhood collector facilities and higher.



Example TSP Goals

- Example: Construct buffered or protected bicycle lanes on boulevards to attract “interested but concerned” residents to travel by bicycle.

Need to construct approximately **30 miles** of buffered or protected bicycle lanes.

Example TSP Goals

- Example: No net new automobile lane miles.
- Current automobile lane miles in the City of Ashland:
  - *Approximately 103 lane miles*

- Build a mile of cul-de-sac road (i.e., two automobile lane miles); offset it by….
  - *A. Building two miles of sidewalks*
  - *B. Converting two miles of automobile travel lanes to…*
    - i. Bicycle shared roadway; or
    - ii. Bicycle boulevard; or
    - iii. Buffered bicycle lane
  - *C. Building two miles of off-street multiuse path for active travelers (e.g., pedestrians and bicyclists)*

Alternatives to Traditional LOS Standards

- Current Practice:
  - *Developer is required to perform a TIA ($15,000 to $25,000)*
  - *Developer must mitigate intersections with vehicle LOS deficiencies (e.g., right-turn lane = $100,000, traffic signal = $250,000)*
  - *Developer pays a transportation SDC (covers 15% to 18% of identified system needs)*
- Result
  - *Wider roadways*
    - Accommodating and facilitating more automobiles
    - Creating longer crossings for pedestrians and bicyclists
  - *System improvements are…*
    - Piecemeal, isolated
    - Conducted unsystematically
  - *Uncertainty of cost for the developer*
  - *Uncertainty of improvements for the City*

Alternatives to Traditional LOS Standards

- Alternative Approach:
  - *Developer does a safety assessment*
  - *Developer only mitigates safety issues*
  - *Developer pays multimodal SDC*
- Result
  - *City able to apply money and fund improvements on a systematic basis*
    - Funds can be used to fill-in sidewalk gaps
    - Funds can be used to construct buffered and protected bicycle lanes
    - Funds can be set aside for larger multimodal projects (e.g., bike share program, multiuse paths, transit stop improvements)
  - *Higher level of certainty for developer*
  - *Higher level of control and flexibility for the City*

Pedestrian and Bicycle Facilities Toolbox

- Alternatives Development:
  - *Network connectivity*
    - Filling gaps
    - Targeting “interested but concerned”
  - *Spot improvements*
  - *Strategies (e.g. programs and policies)*
  - *Innovative solutions*
    - Network
    - Parking
    - Other

Pedestrian and Bicycle Facilities

- Innovative Solutions (interactive)

Curbside Bike Lane
(Melbourne, Australia)

Buffered Bike Lane
(Portland, Oregon)

Protected Centre Cycle Track
(New York City)

Pedestrian and Bicycle Facilities

- Innovative Solutions (interactive)

Credit-Card Bike Lockers

Bike Share/Bike Hire

Pedestrian and Bicycle Facilities

- Innovative Solutions (interactive)

Permanent Automatic
Pedestrian and Bicycle Counters

Parklet
(San Francisco)

Permanent Automatic
Pedestrian and Bicycle Counters

Pedestrian and Bicycle Facilities

- Innovative Solutions (interactive)

Bike Corral
(Ashland, Oregon)

Bike Station
(Seattle, Washington)

Key Near Term Dates and Work Items

- October 27 – Pedestrian Places Public Workshop #1
- December 8 – Pedestrian Places Public Workshop #2
- January 20 – Next Joint PC/TC Meeting (Meeting #3)

Remember to Fill Out the Travel Questionnaire at http://ashlandtsp.com

Comments/Questions/Input?