

City of Ashland Transportation System Plan Update Meeting #3

January 20, 2011



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING



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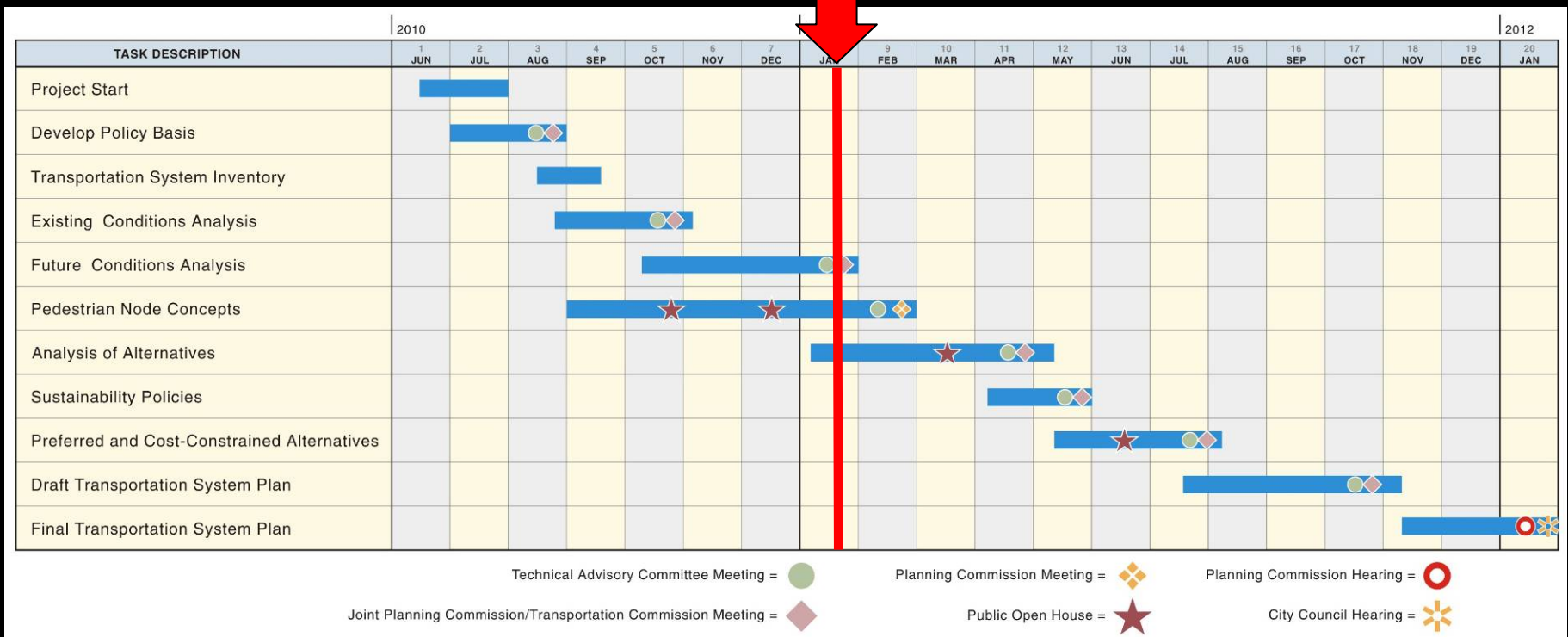
PC/TC Meeting Agenda

7:00 p.m. – 9:00 p.m.

- Attendance and Project Status
- Discuss Draft Technical Memorandum #5
- Discuss White Paper Process
- Discuss Group #1 of White Papers
 - *Pedestrian & Bicycle Improvements*
 - Road Diet
 - Street Patios
 - Railroad Crossings
 - Other Modes of Transportation
 - *Safety & Operations Improvements*
 - Offset Intersections
- Opportunities for Research Related Funds

Project Status

- › 9 months remaining to Draft TSP
 - *5 TAC and PC/TC Meetings Remaining*
 - *3 Public Workshops Remaining*



Technical Memorandum #5: Future No-Build Conditions Analysis



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Draft Technical Memorandum #5: Future “No-Build” Conditions

› Purpose

- *Establish a baseline for future conditions.*

› Key Findings

- *Five study intersections forecasted to exceed standard.*
- *Seven study intersections with inadequate queue storage.*
- *Transit generally well-rated but ignores service gaps.*
- *Bicycle facilities may be uncomfortable for many individuals.*
- *Pedestrians likely feel safe walking along major roads.*
- *A decline in tax revenue is possible and the City should continue exploring alternative sources and potential modifications.*

Technical Memorandum #5: Future “No Build” Conditions

- › Traffic Operations Analysis Results
- › Multimodal Level-of-Service Analysis Results

Traffic Operations – Queuing Analysis Results

- › Intersections with excessive queues under RVMPO2 Model Conditions:
 - *OR99/Valley View Road (multiple approaches)*
 - *OR99/Mountain Avenue (multiple approaches)*
 - *OR99/OR66 (southbound approach)*
 - *Mountain Avenue/E Main Street (multiple approaches)*
 - *Walker Avenue/OR66 (eastbound approach)*
 - *Tolman Creek Road/OR66 (multiple approaches)*
 - *Washington Street/OR66 (northbound approach)*

Traffic Operations - Analysis Results

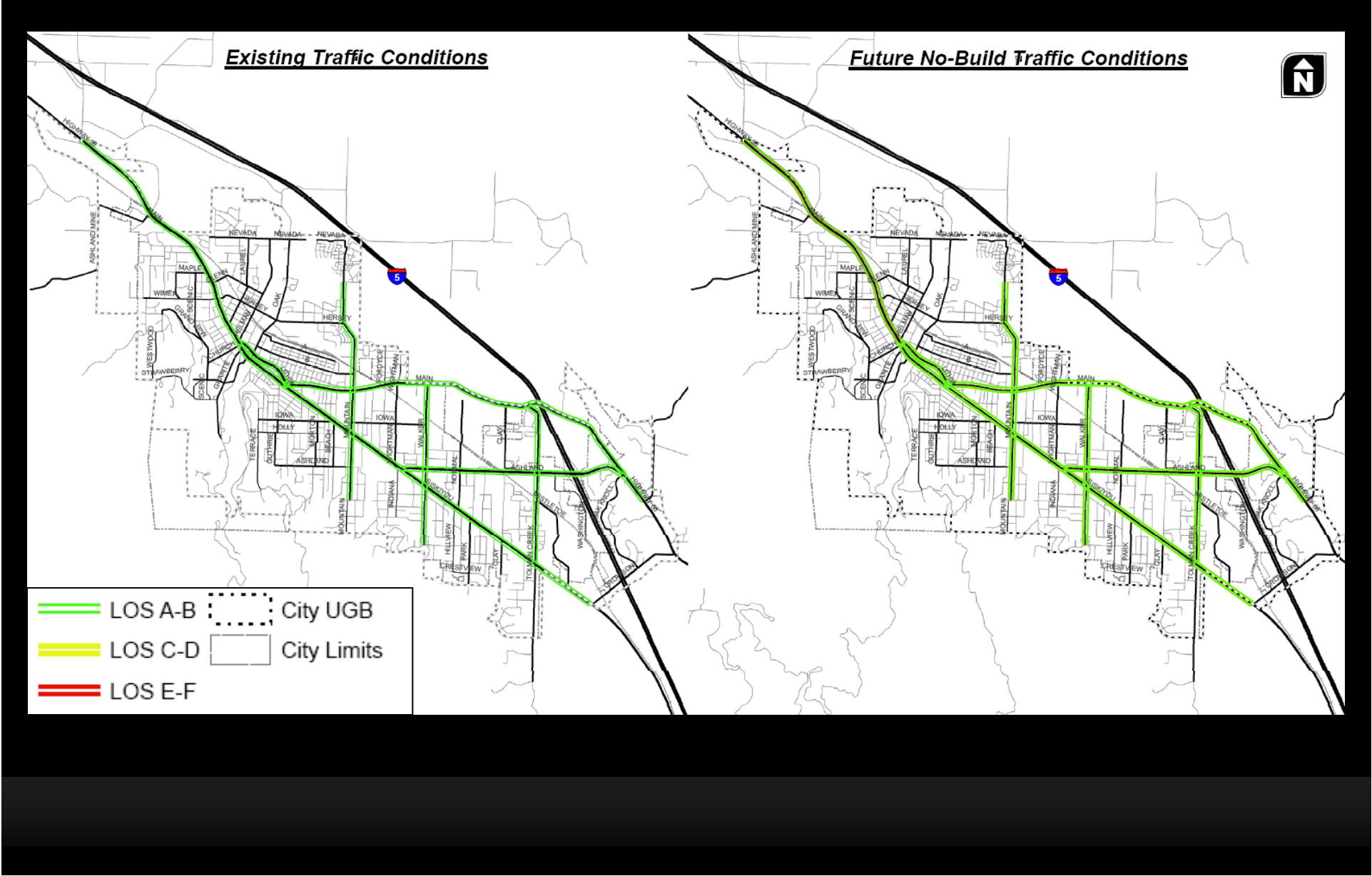
- › Intersections expected to exceed mobility standard under RVMPO Model Conditions:
 - *OR 99 & Hersey Street / Wimer Street*
 - *OR 99 Southbound / Oak Street*
 - *OR 99 Northbound / Oak Street*
 - *OR 66 / I-5 Southbound Ramp*
 - *OR 66 / I-5 Northbound Ramp*
- › Signal Warrants:
 - *Preliminary signal warrants were not met at intersections identified as deficient in future no-build conditions.*
 - *OR 66 Ramp Terminals are identified within the IAMP to be upgraded to signalized intersections.*

Multimodal Level of Service (MMLOS) Results

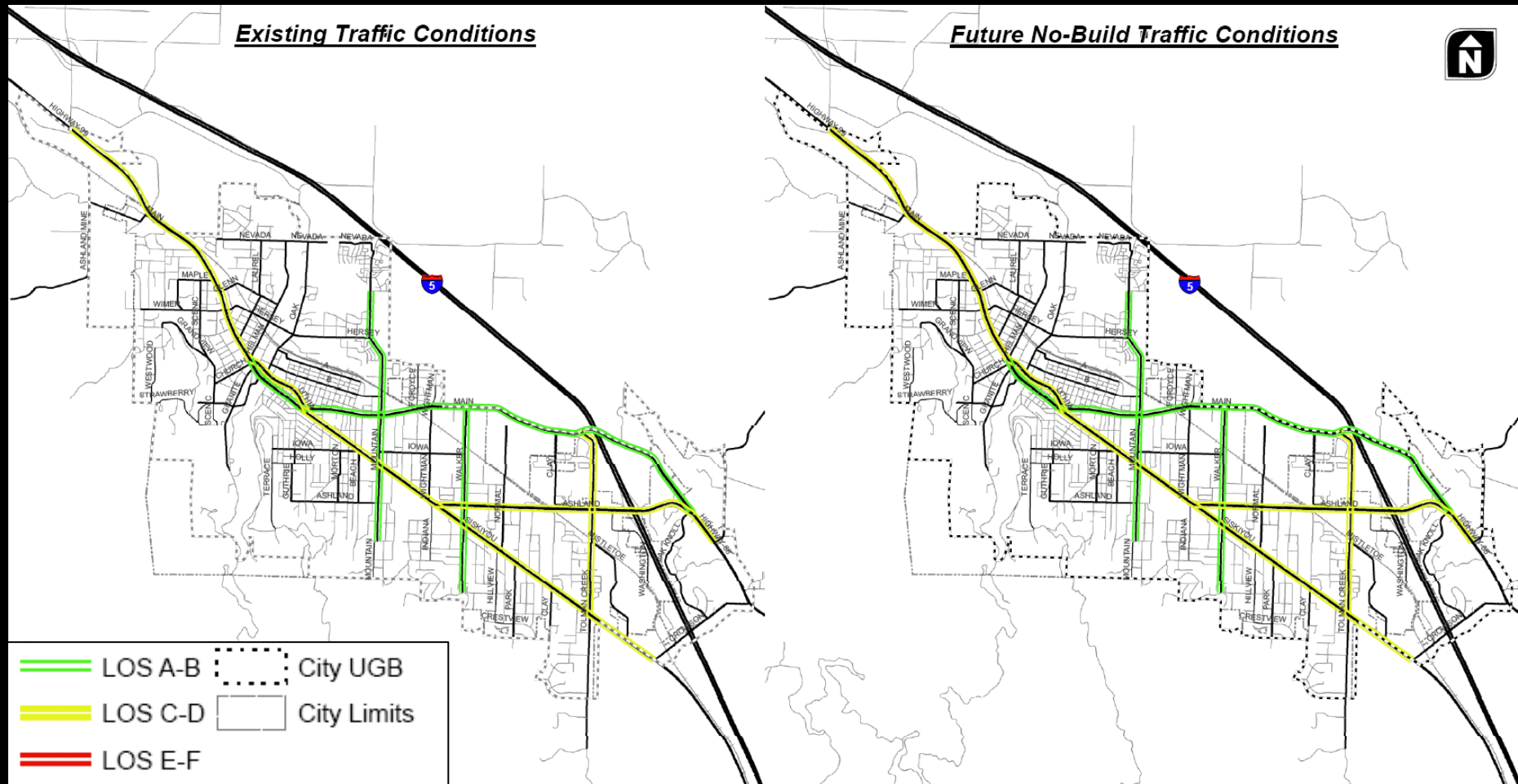
- › Evaluated Existing and Future No Build MMLOS

- *OR 99 (N Main St, E Main St, Siskiyou Blvd)*
- *OR 66 (Ashland Street)*
- *E Main Street*
- *Mountain Avenue*
- *Walker Avenue*
- *Tolman Creek Road*

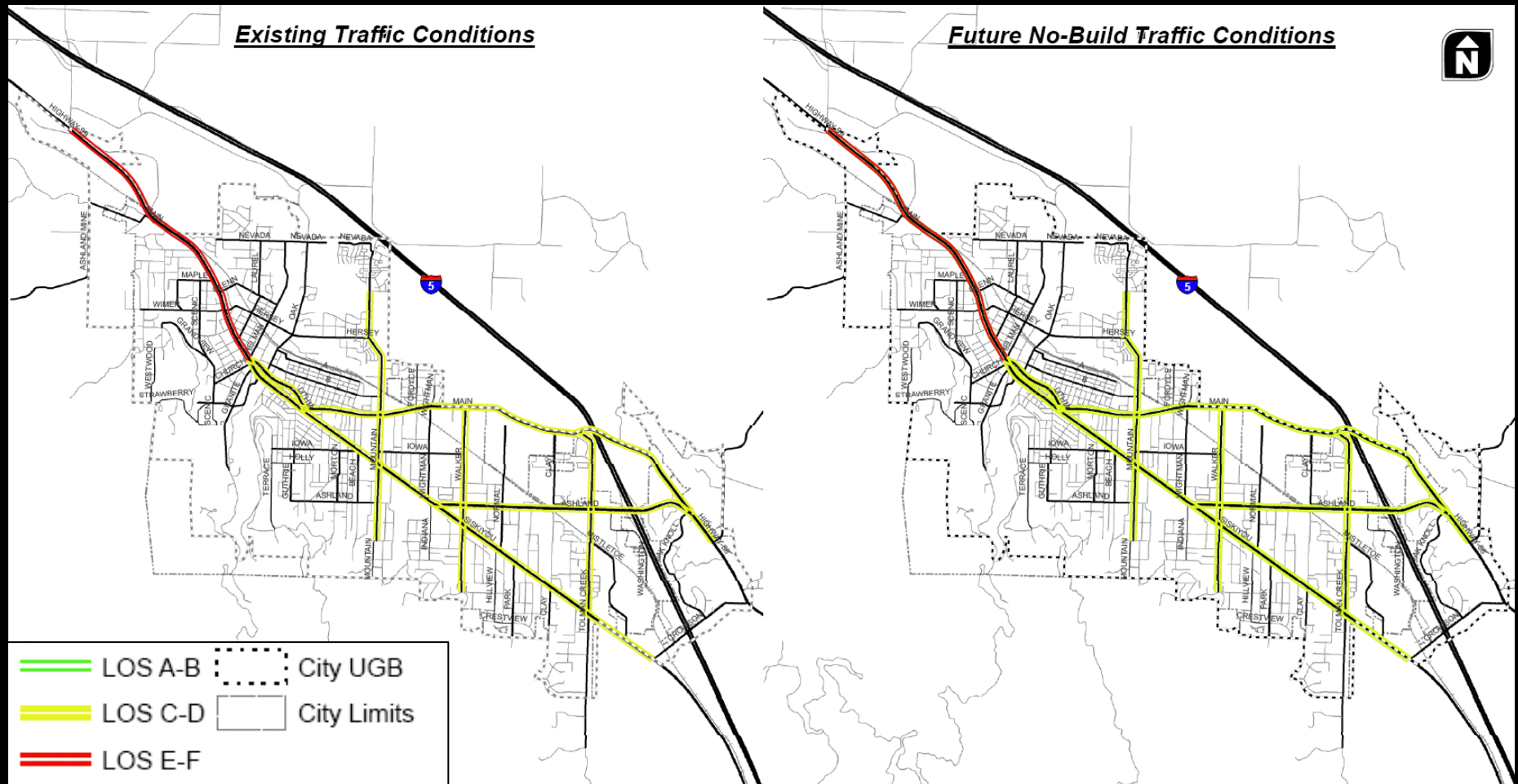
MMLOS – Automobile Weekday PM Peak



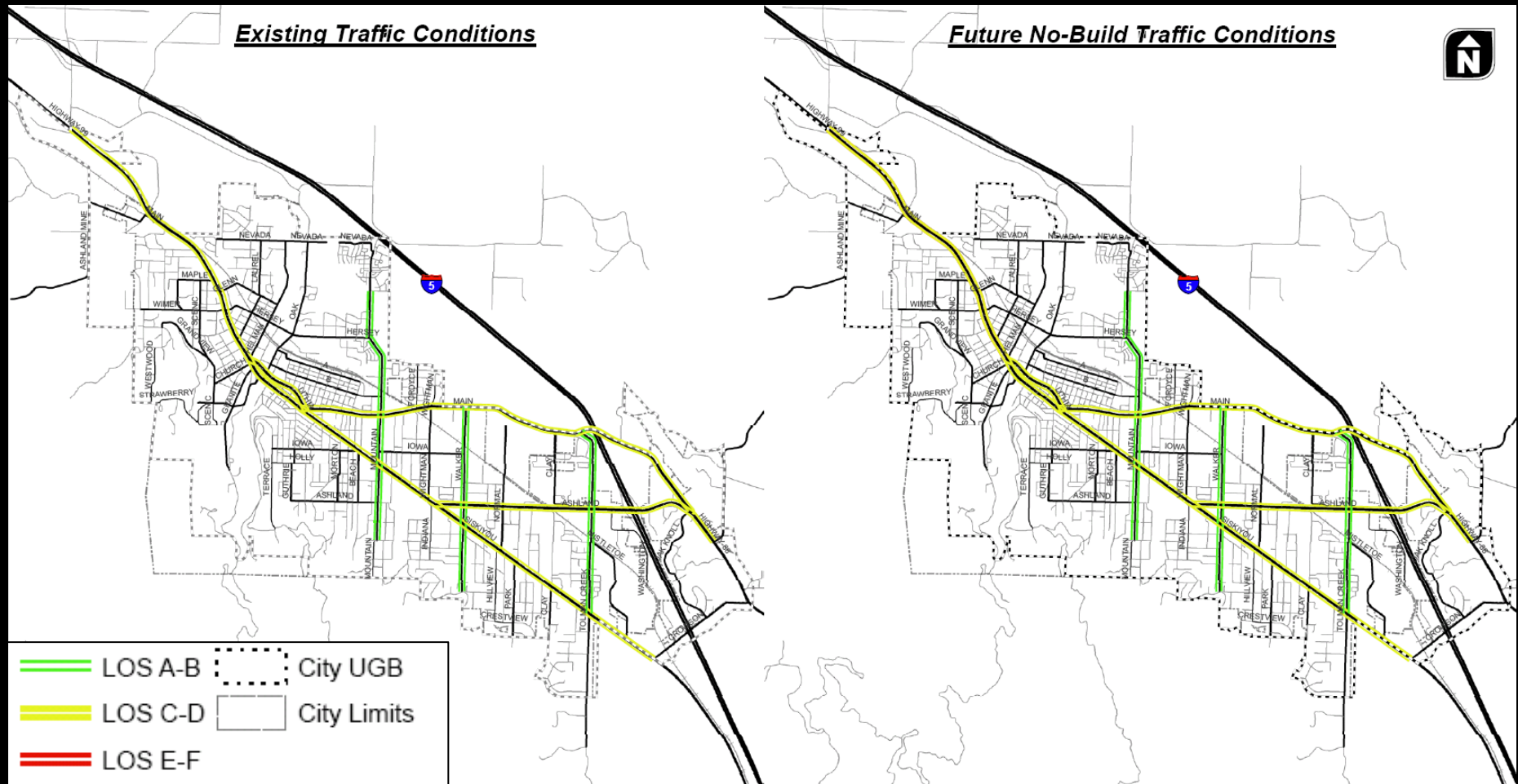
MMLOS –Transit Weekday PM Peak Hour



MMLOS – Bicycle Weekday PM Peak



MMLOS – Pedestrian Weekday PM Peak



MMLOS – Key Findings

- › Automobiles are better served than transit, bicyclists and pedestrians.
- › Opportunities to improve transit LOS...
 - *Provision of shelters or seating at key stops*
 - *Shorter headways*
 - *Longer service hours*
 - *Greater coverage*
- › Opportunities to improve bicycle LOS...
 - *Add bicycle lanes*
 - *Implement buffered bicycle lanes or off-road facilities*
 - *Consolidate driveways*
- › Opportunities to improve pedestrian LOS...
 - *Provide landscape strips between roadway and sidewalk*
 - *Increase sidewalk widths*
 - *Provide additional locations for safe and efficient crossings of major roadways*

Summary

› Traffic Operations

- *Seven intersections with excessive queuing.*
- *Five intersections that exceed mobility standards.*
 - Mitigations measures for three intersections are identified in the current TSP.

› MMLOS Analysis

- *Opportunities to bicycle, pedestrian, and transit facilities.*
 - Roadway improvement projects identified in current TSP will improve MMLOS.

White Paper Process



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White Paper Process

› What?

- *Process to explore alternatives (projects/policies/strategies) identified in Task 7 of the project scope*

› Why?

- *Provides additional opportunities for input from project stakeholders*
- *Provides clear direction and input to project team*

› How?

- *Organized topics into five delivery groups*
- *Each delivery group has 4 to 5 white papers*

› When?

- *Process is underway now*

White Papers to Explore Alternatives, Ideas, Concepts

› Group #1 of White Papers

– *Pedestrian & Bicycle Improvements*

- Road Diet
- Street Patios
- Railroad Crossings
- Other Modes of Transportation

– *Safety Improvements*

- Offset Intersections

› We want to know what you think of each.

Scorecard for Group #1

› Scorecard Tallies

- *Input will be summarized and tallied*
- *Summary of results will be provided about one week after scorecards are received*

› Submit Scorecards

- *Deadline: January 27, 2011*
- *Email: Erin Ferguson at eferguson@kittelson.com*
- *Mail:*
 - Erin Ferguson
 - c/o Kittelson & Associates, Inc.
 - 610SW Alder Street, Suite 700
 - Portland, OR 97205
- *Turn-in to City Staff*

Road Diets

► Pull out your scorecard! – Page 1 of Scorecard Packet

**City of Ashland Transportation System Plan Update
Scorecard for White Papers – Group #1
Due January 27, 2011**



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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
East Main Street (OR 99 Southbound) from Helman Street to Gresham Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Ashland Street (OR 66) from Siskiyou Boulevard (OR 99) to Clay Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Tell us your suggestions for additional road diet locations.					

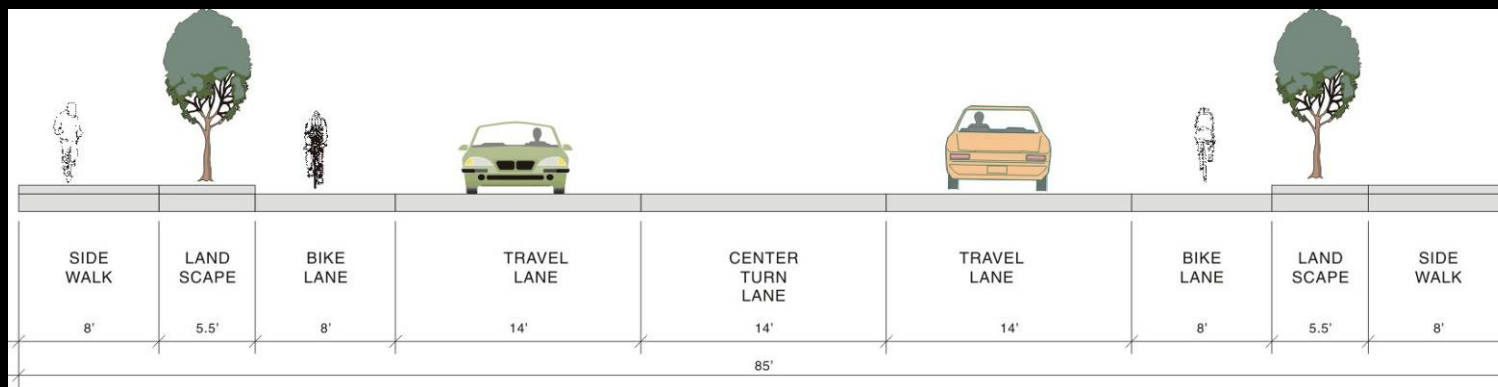
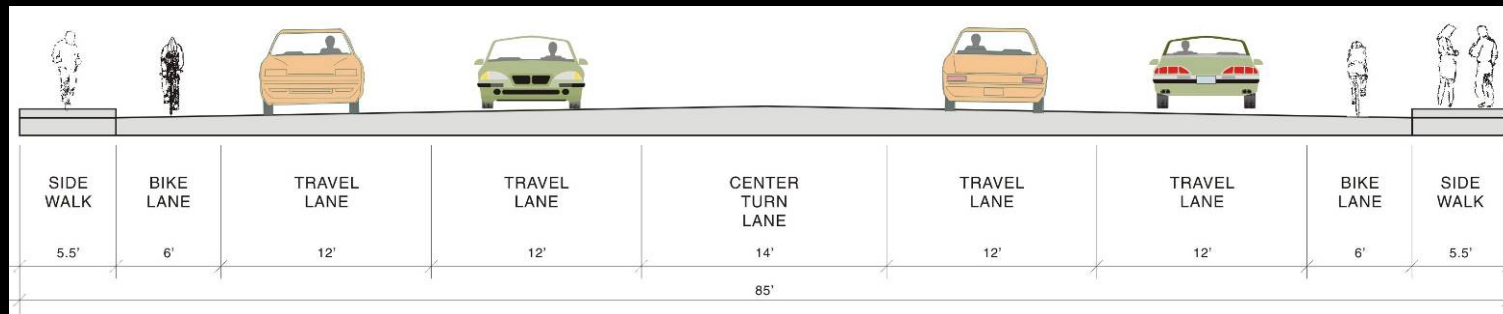
Road Diets

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Tell us your suggestions for additional road diet locations.					

Would you like road diets to be explored on the roadways listed below?
 Yes, Definitely Explore Possibly, Modify and Explore No, Eliminate from Consideration

Road Diets

- Purpose of Road Diets
 - *Reallocate existing roadway right-of-way*
 - *Better serve pedestrians bicycles and transit*



Road Diets

- › Road diets provide benefits of
 - *Improved traffic flow,*
 - *Reduced vehicle speeds closer to desired operating speed,*
 - *Reduced conflicts and number of crashes, and*
 - *More attractive environment for pedestrians and bicyclists.*

Existing



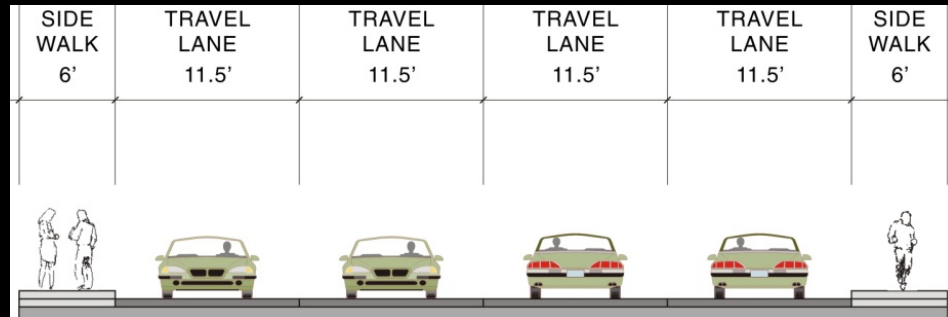
Temporary



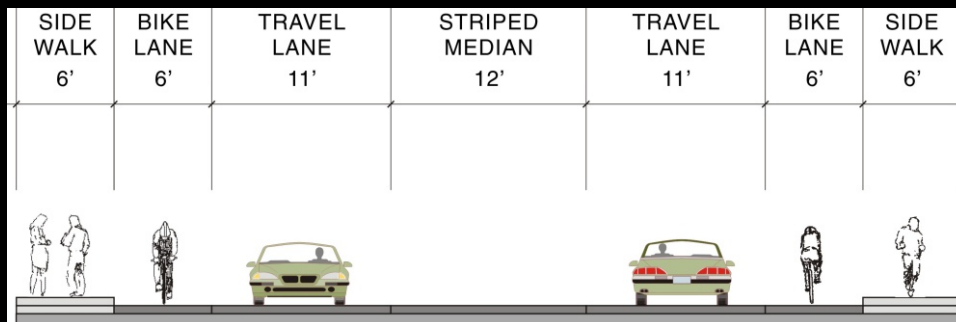
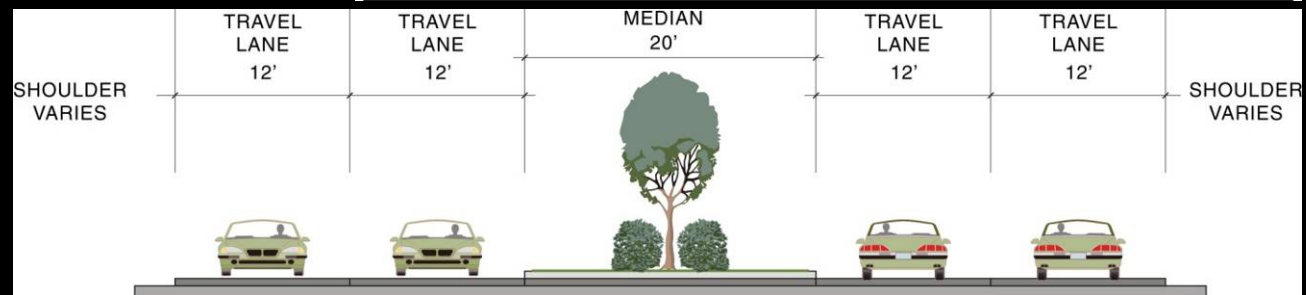
Road Diets – Opportunities in Ashland

North Main Street (OR 99)

Existing: Helman St to Schofield St



Existing:
Schofield St to
Railroad
Undercrossing



Proposed Temporary Cross
Section

Road Diet

- › Questions/Comments on Road Diets?
- › Fill out that scorecard!

Street Patio Demonstration Projects

- › Page 2 of Scorecard Packet
- › Scorecard Topics
 - *Should pilot street patio projects be explored in Ashland?*
 - *Which locations?*
 - *Rank locations*
 - *Additional locations not listed?*

Street Patios Demonstration Project

- › Narrow the existing cross-section of a street to enhance pedestrians' experience.
- › Benefits of temporary program:
 - *Low cost*
 - *Low maintenance*
 - *Easy to adjust*
 - *Provides time to generate discussion and address concerns*
 - *Easy to return to business as usual*
 - *Builds momentum and excitement of permanent installation*
 - *Provides time to consider funding options for permanent patios*



Street Patios Demonstration Project

- Case study in Louisville, Colorado
 - *5 month trial to enhance downtown restaurants*
 - *Trade on-street parking for store front patios*
 - *Lumber donated by Lowes*
 - *The City estimates 2 more seasons of use*
 - *Restaurateurs and business owners creating a Business Improvement District*
- Ashland Opportunities
 - *Near Term*
 - East Main St / Helman St to Gresham St
 - Lithia Way / East Main to Helman St
 - *Longer Term*
 - East Main St. & Mountain Ave
 - Walker Ave & Ashland St
 - Tolman Creek Road & Ashland St



Street Patios Demonstration Project

- › Questions/Comments?
- › Fill out that scorecard!

Railroad Crossings

- › Page 3 of Scorecard Packet
- › Scorecard Topics
 - *Do you agree with suggestions in the white paper?*
 - *Interest in and potential locations for grade-separated crossings?*
 - *Additional ideas to address desire for new railroad crossings in Ashland?*

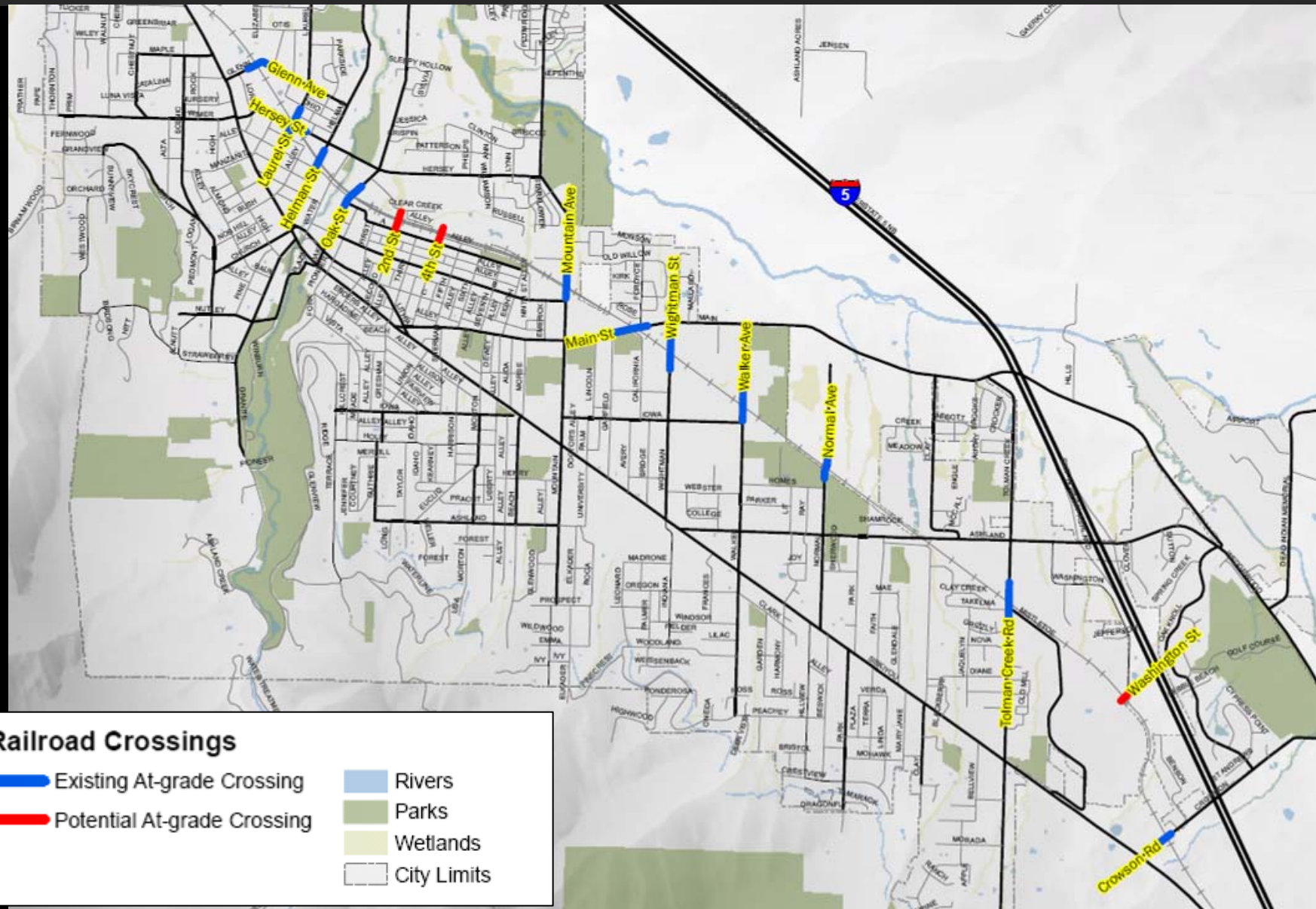
Railroad Crossings

- › FHWA and ODOT Rail Division recommend that grade-separated crossings be considered for any new crossing or upgrade of existing crossings.
- › When new at-grade crossings are necessary an existing crossing should be closed.

Railroad Crossings

- › Currently, there are 11 at-grade crossing in the City of Ashland.
- › Desired additional crossings
 - *4th Street*
 - *2nd Street*
 - *Washington Street*
 - *Normal Avenue (identified for improvement)*

Existing and Potential Railroad Crossings



Railroad Crossings

› Considerations

- *System Needs*
- *Convenience*
- *Safety*
- *Costs*

› White Paper Suggestions

- *Pursue 4th Street at-grade crossing in nearer-term*
- *Close Wightman Street to provide opportunity for 4th Street*
- *Pursue Washington Street in longer-term*
- *Close Glenn Avenue when Washington Street feasible*
- *Up-grade Normal Avenue to public street at-grade crossing standards*

› Other Options

Railroad Crossings

- › Questions/Comments?
- › Fill out that scorecard!

Other Modes of Transportation

- › Pages 4 through 7 of Scorecard Packet
- › Scorecard Topics
 - *Bicycle programs and policies*
 - *Treatments for overcoming topography*
 - *Bicycle parking treatments*
 - *Pedestrian treatments*

Other Modes of Transportation

- › Purpose of White Paper
 - *Present tools for Ashland to enhance multi-modal mobility.*
- › Paper discusses main topics of
 - *Programs and Policies*
 - *Overcoming Topography*
 - *Bicycle Parking*
 - *Bicycle Share Programs*
 - *Policies on Other Modes*



Other Modes of Transportation

- › Ashland is currently recognized as a “bronze level” *Bicycle Friendly Community*
 - *Near-term potential for “silver level”*
- › Similar sized cities at “silver level”
 - *San Luis Obispo, CA (pop’n 44,174)*
 - Bicycle Plan for 100% coverage of arterial street network
 - Bicycle detection at all major intersections
 - Bike valet services at community events
 - *Durango, CO (pop’n 15,878)*
 - 0.25% sales tax increase to fund trails and open spaces
 - Enhanced profile through racing and mountain biking

Other Modes of Transportation

- › Programs and Policies to Cover
 - *Engineering*
 - *Education*
 - *Enforcement*
 - *Evaluation*

- › Going Platinum – Page 4 of Scorecard
 - *Incentives for Bicycle Oriented Businesses*
 - *Directed Patrols (Enforcement Patrols)*
 - *TravelSmart Educational Programs*
 - *Errand Bicycle Program*
 - *Incentives/Support for Cycle Recycle Programs*
 - *Way to Go to Work Education Program(s)*
 - *Bicycle Loan/Bicycle Library Program*
 - *Bike Share Program*
 - *Support for Zero- or Low-Interest Bicycle Loans*

Other Modes of Transportation

- › Overcoming Topography – Page 5 of Scorecard
 - *Electric Bicycle Program*
 - *Funicular*
 - *Gondola/Chair Life*
 - *Trampe*



Other Modes of Transportation

- › Bicycle Parking Treatments – Page 6 of Scorecard
 - *Additional Bicycle Racks in Ashland*
 - *Bicycle Corrals*
 - *Bike Valets for Large Events*
 - *Bicycle Lockers*
 - *Bicycle Compounds/Rooms*
 - *Bicycle Centers*
 - *Automated Bicycle Parking*
 - *Modular Bicycle Parking Facilities*

Other Modes of Transportation

► Pedestrian Treatments – Page 7 of Scorecard

- *Upgrades to ADA Compliance*
- *Amenities at Transit Stops*
- *Pedestrian Refuge Islands*
- *Curb Extensions*
- *Enhanced Pedestrian Signals*
- *Landscape Buffers*
- *Street Furniture*
- *Public Art*
- *Pocket Parks*
- *HAWK Signals*
- *Pedestrian Countdown Signals*
- *And more!*



Other Modes of Transportation

- › Questions/Comments?
- › Fill out that scorecard!

Offset Intersections

- › Page 8 of Scorecard Packet
- › Scorecard Topics
 - *Conditions under which offset intersections should be realigned*
 - *Agreement or disagreement with white paper suggestions*
 - *Priority of offset intersections*

Offset Intersections

- › Identifies locations and characteristics of offset intersections, including:
 - *Offset severity*
 - *Crash history*
 - *Traffic operations*
 - *Surrounding land uses*
 - *Potential for realignment*
 - *Opportunities and constraints*

Offset Intersections

- › Assess Feasibility for Eliminating Offsets
 - *1: Near-term potential for realignment with minimal ROW acquisition needed and no buildings impacted*
 - *2: Moderate potential with some ROW and/or easement needed with potential building relocation*
 - *3: High ROW acquisition needs, taking of 1 or more buildings, and in some instances topographical challenges*
- › Additional Critical Considerations
 - *Safety and Traffic Operations*
 - *Presence/Proximity of Historical Buildings and Sites*

Offset Intersections

- › Intersections Suggested for Further Study
 - *N Main Street/Coolidge Street – Glenn Street*
 - *N Main Street/Wimer Street – Hersey Street*
 - *N Main Street/Manzanita Street – Skidmore Street*
 - *E Main Street (OR 99 SB)/2nd Street*
 - *Siskiyou Boulevard/Park Street*
 - *Ashland Street/Oak Knoll Drive – E Main Street*
 - *E Main Street/Sherman Street – 5th Street*
 - *A Street – Van Ness Avenue/Oak Street*

Offset Intersections

- › Questions/Comments?
- › Fill out that scorecard!

Overview of Upcoming Work Activities



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Upcoming Work Activities

- › Prepare for and Conduct Public Workshops #2b and #3
- › Continue Alternatives Analysis White Papers Groups #2 through #5
- › Opportunities for Research Related Funds

White Papers – Groups #2 and #3

- › Group #2 – February 10th Proposed PC/TC Meeting
 - *Roundabouts*
 - *Bike Route Connectivity and Bike Boulevards*
 - *Shared Streets*
 - *Green Street Standards*

- › Group #3 – February 24th Proposed PC/TC Meeting
 - *Funding Programs*
 - *Transit and Rapid Transit*
 - *Will Dodge Way*
 - *Multiuse Trails*
 - *Safe Routes to School*

White Papers – Groups #4 and #5

- › Group #4 – March 10th Proposed PC/TC Meeting
 - *Passenger Rail and Commuter Rail*
 - *Downtown Access Plan*
 - *Streetcar*
 - *High Density Housing*
 - *Access Management Plan*

- › Group #5 – March 17th Proposed PC/TC Meeting
 - *Freight*
 - *Airport*
 - *Special Transportation Area*
 - *Addition of an I-5 Exit*

Opportunities for Research Related Funding

› Federal Research Funds

- *National Cooperative Highway Research Projects*
- *NCHRP 07-17 – Pedestrian and Bicycle Transportation along Existing Roads*

› Regional Research Funds

- *Oregon Transportation Research and Education Consortium*
- *OTREC Grants Available*
 - Opportunity to Explore Bicycle Treatments in Ashland
 - Determine what is effective for Ashland
 - Become a national, North American leader
 - Project Descriptions Due February 18th

Potential Topics for OTREC Research

- › Downtown Cycle Track
- › Alley-Way Retrofits
- › Road Diets
- › Bicycle Boulevards
- › Trampe Bike Lift
- › Bicycling Parking Program
- › Bicycle Share Program

Key Near Term Dates and Work Items

- › *February 10th – White Paper Discussion Group #2*
- › February 22nd – Public Workshop #2b Pedestrian Places Planning
- › February 22nd – TAC Meeting #4
- › *February 24th – White Paper Discussion Group #3*
- › March 9th – Public Workshop #3 Transportation System Plan
- › *March 10th – White Paper Discussion Group #4*
- › *March 17th – White Paper Discussion Group #5*
- › March 22nd - PC Meeting for Pedestrian Places Planning
- › April 26th – TAC Meeting #5 and Joint PC/TC Meeting #4

Comments/Questions/Input?