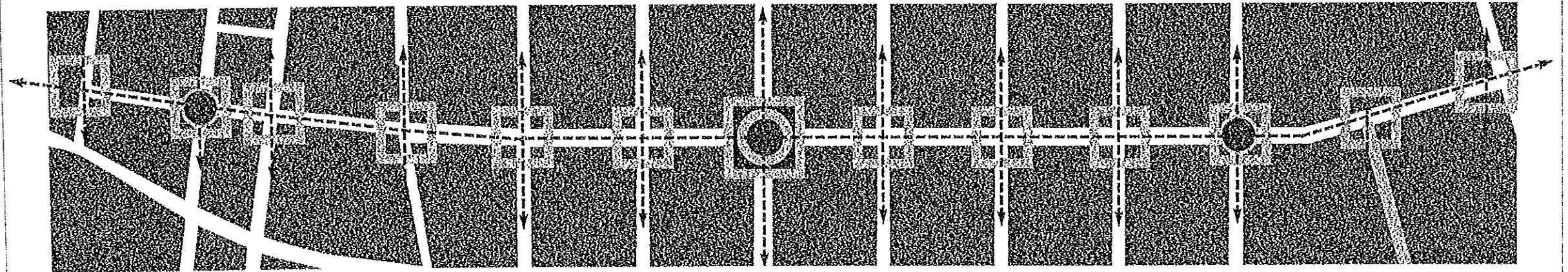


ASHLAND "B" STREET TRANSPORTATION PLAN



FINAL DRAFT REPORT
JUNE 30, 1999

CITY OF ASHLAND • FEHR & PEERS ASSOCIATES, INC. • FREGONESE CALTHORPE & ASSOCIATES • URBSWORKS, INC.

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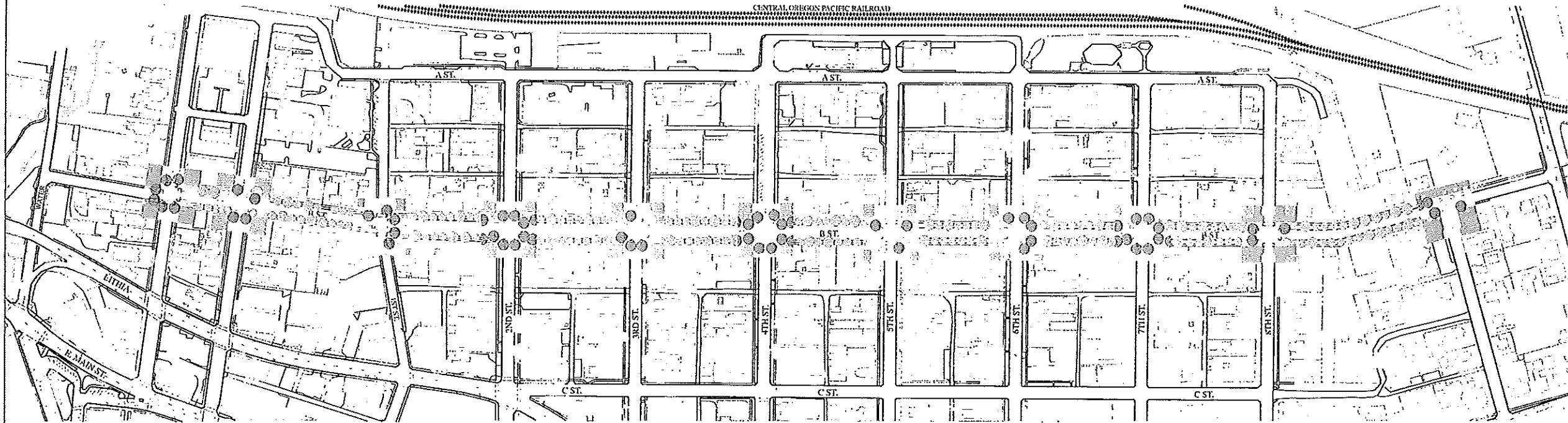
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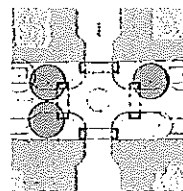
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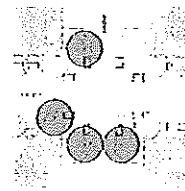
This project is funded by a grant from the Transportation and Growth Management (TGM) program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. TGM grants rely on Federal Intermodal Surface Transportation Efficiency Act and State of Oregon funds. The opinions, findings, and conclusions expressed in this publication are those of the authors and are not necessarily those of the State of Oregon or the Federal Highway Administration.



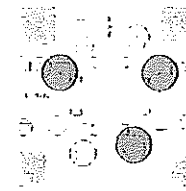
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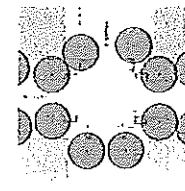
Prototype A:
Gateway
Intersection



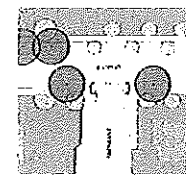
Prototype B:
Neighborhood
Intersection



Prototype C:
Transition
Intersection



Prototype D:
Focal Point
Intersection



Prototype D:
"T"
Intersection

Streetscape Plan

Ashland B Street Project

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Figure 1

I. INTRODUCTION

A. The History of "B" Street

"B" Street today is an eclectic mix of houses and businesses of all ages and types. It exhibits some of the strongest multi-modal behavior, as it is full of people walking and biking at all times of the day. While "B" Street typifies the mixed use district that has become so admired in recent years, it can not be fully understood without knowing its history and origins. "B" Street has evolved to its current state through a roller coaster ride of ups and downs throughout its 120-year history, and the current project should be considered a part of that evolution.

The Origins of "B" Street

The street known today as "B" Street was developed from two plats from the late 19th century. In 1884 the first plat in the area was formed by the Southern Pacific Railroad in the area between the railroad tracks and the Plaza. The second plat was filed in 1887 and is the area west of 1st Street, encompassing Oak and Pioneer Streets and is known as the Chitwood Tract. The Railroad plat streets have 70-foot right-of-ways, wider than the norm of the time of 60 feet, with the exception "A" Street with a 40-foot right-of-way. In the Railroad Plat all the blocks included alleys. In the original plat "B" Street was called Spring Street. It is clear from the plat that Southern

Pacific had grand designs on the Railroad District, hoping to steal the commercial activity from the Plaza. The concept of the one sided plat was to grow towards the Plaza in an effort to draw commercial uses to the railroad. Soon after the Railroad District was platted, a large hotel, the Depot Hotel, was built in the railroad district as an effort to draw and keep people in the area and to drive the need for commercial uses. Fortunately, at approximately the same time the large brick Ashland Hotel was built downtown. The commercial center of Ashland never left the Plaza despite the efforts by Southern Pacific.

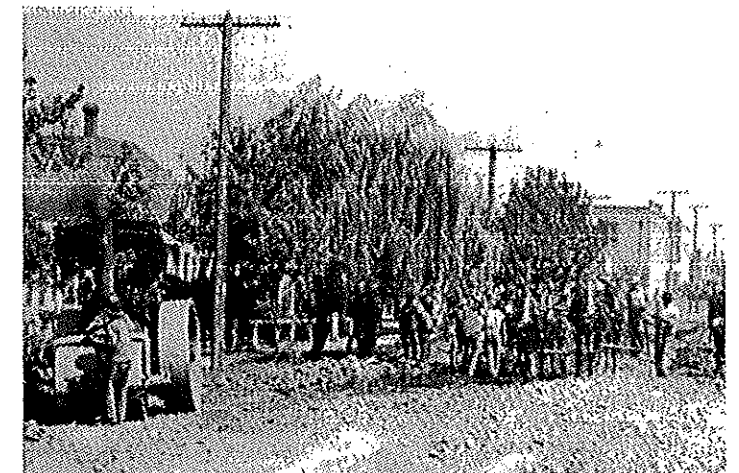


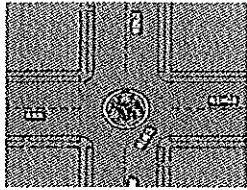
The "Grand Avenue" B Street

In the first decade, "B" Street became the "grand avenue" of the railroad district and Ashland. This was due to several factors. It was the point at which the switch from low density to higher density residential uses occurred due to

the change in the alley pattern. Also, the wide right-of-ways, and the later wide paving, created an expansive streetscape that drew wealthier families to build their homes there. Prominent families associated with the railroad began buying the corner lots on "B" Street where they built large homes.

While "B" Street was the "grand avenue," Fourth and "A" Streets became the commercial streets of the district. The streets were not "designed" to be commercial, but due to the proximity to the railroad and the way growth occurred in the area, most of the commercial uses in the district were focused there. During the recession in the early 1900's, the affluent families of Ashland moved from "B" Street to Siskiyou Boulevard and to Oak Street near the McCall house. New houses built during the era following the 1900's were homes built as rental properties, well built





but on a more modest scale, making "B" Street home to the merchant class.

The First Pavement

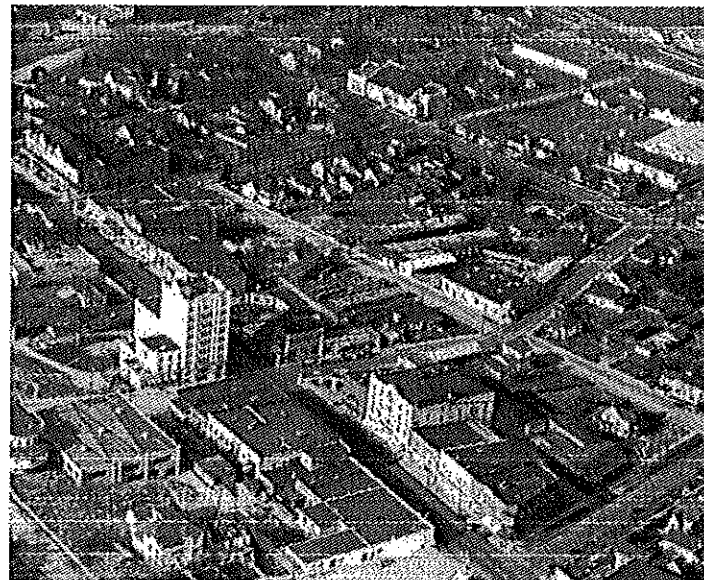
In 1909, agitation to improve the City was strong, and among the many civic improvements built during this time was the paving of the major streets in Ashland. A \$30,000 bond was approved in 1910 to pave the Plaza, downtown streets and some of the Railroad district, including "B" Street from Oak to Fourth. According to the ordinance calling for the bond, most streets were to be paved to a specific width (e.g. 30 feet in width on Oak Street) or simply to pave between the curbs that pre-existed the asphaltic pavement. However, the direction for "B" Street was to pave it "as wide as practicable." Apparently, for some reason, "B" Street was to be paved as wide as it could be, with the cost of paving a second thought. There is no record of the reason for this extravagance. "B" Street was paved wider than any other streets in Ashland. The pavement extended as wide as 46 feet from curb to curb, a characteristic it retains today.

Changes in the Market

1925 brought the beginning of stagnation in the railroad district. The area that had enjoyed healthy growth, especially in residential uses, was showing signs of weakness. By 1927 Southern Pacific stopped their passenger service to Ashland furthering the districts decline. As a result of

Southern Pacific's withdrawal and the national depression, very few homes were built in the railroad district from 1925 to 1942.

A turn around in housing market occurred during World War II. The war brought thousands of people into the Rogue Valley with the building of Camp White. Following

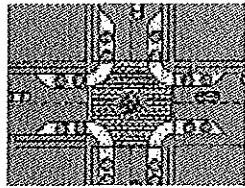


the national housing boom, between 50 and 75 houses were built in the railroad district between 1942 and 1947. The homes built during this period were primarily modest, functional housing which filled in much of the district. Many of these houses remain in the area today resulting in the unique mixture of historic homes ranging from the large homes of the late 19th century to the modest bungalows of post World War II.



Revival of the Railroad District

The 1960's downtown plans showed that the district was thought of as a disposable area, with little regard for the uniqueness of the area. The plan was to raze the older homes, and replace them with modern apartment buildings. The area was zoned for the highest density allowed, RM3, with no design standards in effect. There was a growing market for this during the time, and several apartment complexes on "B" Street date from the 60's and early 70's. Fortunately, not many of the historic buildings were lost in the railroad district during this period. During the late 1970's some Ashland citizens began to recognize the importance of historic buildings. During the late 1970's, the railroad district was down-zoned to RM2, a lower density zone, and flexible zoning allowed for mixed-use characteristics, which encouraged the historic tenden-



cy for a live-work environment typical of the Railroad District. During the recession of the 1980's the City of Ashland received a housing rehabilitation grant, and most of the monies were spent in the Railroad District stabilizing and improving many homes.

"B" Street Today

Today "B" Street reflects its history as an exciting mix of buildings and uses. The street retains its broad width, although the road was narrowed sometime prior to 1950 from Fifth Street to Eighth Street. The old curbs are still visible in the park rows along the street. Many of the original buildings still remain and are enhanced by the new structures built to complement the historic feel of the district. The area remains a lively mixed-use center with a good variety of residential and community commercial uses. Currently, the entire railroad district is under application to become a National Historic District.



B. Purpose of the Plan

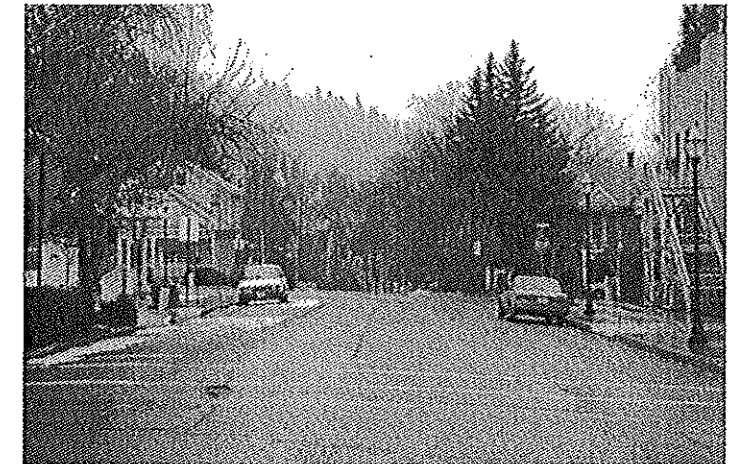
The "B" Street Transportation Plan is intended to improve the livability of "B" Street by slowing traffic, making it more attractive to pedestrians and bicyclists, and addressing parking impacts from downtown. The plan was initiated as a response to issues and concerns from the neighborhood about parking, speeding, and the general livability of "B" Street - one of Ashland's most historic and interesting streets.

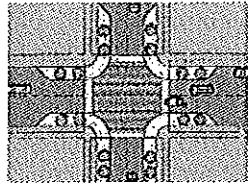


The plan assesses various engineering and urban design features to create a distinct identity for the neighborhood, discourage speeding and balance neighborhood needs with

the collector function of the street. The goal of the plan is to enhance the sense that "B" Street is shared by pedestrians and bicyclists as well as cars, and to improve the attractiveness of the street. Only features consistent with the historic nature of the street have been considered. In addition, the plan considered ways to minimize on-street parking overflow from downtown.

The City's initial response to concerns about speeding was to install all-way stop signs at several intersections. It was a fast and inexpensive solution and warranted by the City's standards, but the City questioned whether it was the best long-range solution - or even if the problem on "B" Street has been clearly defined. There are many other ways to slow traffic speed, ways consistent with Ashland's Comprehensive Plan. The need to further define the problem and evaluate other ways to address problems was what initiated the plan.





Traffic Volumes and Speeds

The "B" Street Transportation Plan encompasses twelve blocks of "B" Street between Water Street and North Mountain Avenue. Early in the development of the plan, the consultant team studied existing conditions along "B" Street to define the problem and as the basis for possible solutions to address concerns expressed by the neighborhood. This section highlights the traffic volume and speed survey findings of this study. The entire existing conditions report is provided in the appendix.

Traffic Volumes

On a typical weekday "B" Street experiences traffic volumes ranging from about 1,100 to 2,200 vehicles in a 24-hour period. This is a typical volume for residential and commercial collector streets, but generally higher than volumes for local residential streets. The environmental capacity¹ of local residential streets is about 1,500 vehicles per day. Based on observations, most of the traffic on "B" Street is not generated by residents and businesses on "B" Street. "B" Street appears to be used by through traffic and by traffic accessing other streets in the Railroad District, primarily the commercial uses on A Street and on the numbered streets.

The highest volumes on "B" Street are found between 1st and 2nd Streets, near the commercial businesses. Historical traffic counts from 1980 to today point to an increasing

trend in traffic volume along the entire street. Recent and historical traffic counts also show higher volumes on weekdays than on the weekends. The rate of traffic growth over the past twenty years has been between 1% to 3% annually between Water and 6th Streets. East of 6th Street, counts show a declining trend in traffic.



Traffic Speeds

Speed surveys were conducted at three locations along "B" Street on weekdays in March 1999. The surveys were taken between Pioneer and First Streets, between 3rd and 4th Streets, and between 6th and 7th Streets. These locations were selected to 1) measure speeds between all-way stop

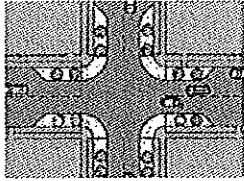
Results of "B" Street Speed Surveys				
Location	Average Speed (MPH)	Median Speed (MPH)	85 th Percentile Speed (MPH)	10 MPH Pace
Pioneer - 1 st Street	20	21	24	15-25
3 rd - 4 th Street	24	24	28	19-29
6 th - 7 th Street	25	25	29	20-30
See footnote for explanation of speed measurements.				

controlled intersections in the commercial area, 2) to measure speeds along the widest segment without stop control, and 3) to measure speeds along the narrowest segment. The posted speed limit on "B" Street is 25 mph.

Speed samples of approximately one hundred cars were collected at each location using radar. Speeds were recorded during off-peak hours. From this data, average speed, median speed, 85th percentile speed and the 10-mph pace were calculated².

¹ Environmental capacity is a qualitative measure of a street's livability. It rates resident's perceptions of speed, safety for pedestrians and bicyclists, ability to back out of driveways and noise.

² Average speed is the arithmetic average of the 100 speed samples taken. The median speed, which is the speed exceeded or equaled by exactly 50% of the vehicles measured. The other 50% of the vehicles do not reach this speed. The 85th percentile speed is referred to as the critical speed. It is the speed at which 85% of the vehicles are travelling at or below. It is the speed at which "prudent" drivers are expected to travel at or below and therefore is often used to set speed limits. The 10-mph pace is the 10-mph range of speed containing the most vehicles.



In all three segments the average and median speeds are below or equal to the 25mph speed limit. The 85th percentile speed ranged from 24 mph to 29 mph as shown in the table on the previous page.

The measured speeds suggest that there is a slight, but not significant, speeding problem on two of the three segments. 85th percentile speeds do not exceed the posted speed limit by more than 4 mph. Police generally will not ticket drivers unless they exceed the limit by at least 5 mph. The highest speed measured during the surveys was 35 mph. Surprisingly, the highest measured speeds are on the narrowest segment of the street (30 feet wide) between 6th and 7th Streets. It was expected that the narrower segment of the street would have lower speeds than the wider



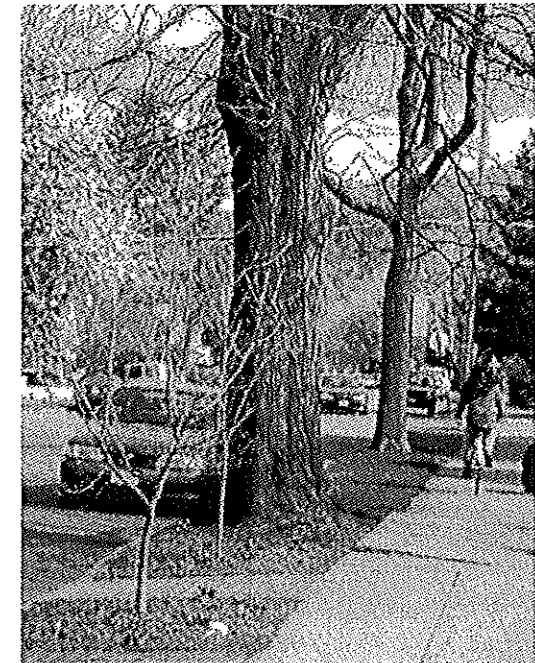
segment. Research on the effect of narrow streets on speed, though, finds that narrow streets alone may not significantly slow speeds. The speed on narrow streets is also related to the volume of traffic and the density of on-street parking. In other words, narrow streets have very slow speeds when the street is physically narrowed by many parked cars and when there is many vehicles driving on the street. This is because the parked and moving cars alter a driver's perception of wide the street really is, and the natural reaction when the street width is unknown is to slow down.

C. The "B" Street Transportation Plan Process

The overall process for preparing this plan revolved around letting the community develop its own plan with the consultant team providing facilitation, objectivity, technical expertise and production of the final documents and drawings. It is important to emphasize that the consultant team did not bring a pre-determined plan to the community, rather they motivated the community to develop their own plan. The process involved:

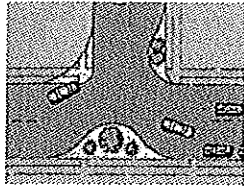
- informing the community about the plan with a newsletter;
- soliciting the community's concerns and ideas through a survey;
- ensuring representation of interests with a diverse Planning Advisory Committee;

- providing background information and technical data through engineering evaluation and historical research;
- encouraging the community's participation in developing the plan and providing the tools and assistance;
- consolidating and integrating the community's ideas into a single plan; and
- building consensus for the plan among the community and City decision makers.

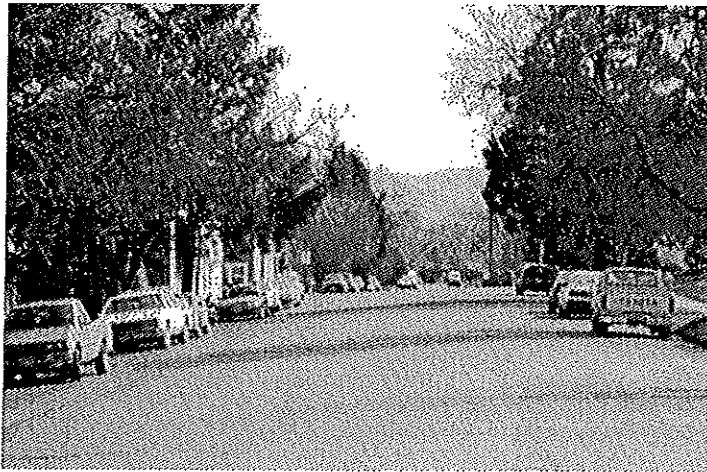


Newsletter

After developing an understanding of "B" Street's history and its physical and traffic characteristics, the consultant team solicited the community's participation in developing



the plan. A newsletter was prepared and mailed to over 550 residents and business owners in the Historic Railroad District. The newsletter described the plan's objectives, gave a brief history of "B" Street and invited the community to participate in a hands-on workshop to develop the plan. The newsletter is included in the appendix. The newsletter also contained a survey to aid the consultant team in understanding the concerns and issues of the community. The results of the survey are summarized in Chapter III.



Planning Advisory Committee

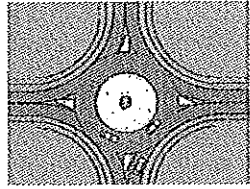
A Planning Advisory Committee (PAC) was formed to help direct the development of the plan and provide representation of the various interests in the City and the Historic Railroad

District. The PAC consisted of residents and business owners of "B" Street and representatives from the following:



- City Council
- Planning Commission
- Bike and Pedestrian Commission
- Traffic Safety Commission
- Tree Commission
- Historic Commission
- Fire and Police Departments
- Public Works Department
- Planning Department

Chapter III describes the community workshop process and presentation of the plan and consensus building at a joint meeting between the Planning Commission and Planning Advisory Committee.



II. RECOMMENDED "B" STREET TRANSPORTATION PLAN

The "B" Street Transportation Plan consists of a streetscape plan and a parking plan. The streetscape plan includes physical modifications to the street with traffic calming methods, traffic control devices, aesthetic features, urban design elements and landscaping and lighting improvements. The parking plan recommends parking time restrictions and a Residential Permit Parking Program in a limited area, initially, to reduce the impacts of downtown employee overflow parking during the summer.



A. Streetscape Plan

The streetscape plan is illustrated in Figure 1. The plan recommends modifications primarily to intersections (as desired by the community) and some modifications to mid-

block segments of "B" Street. The plan focuses only on "B" Street and the side street intersection approaches to "B" Street. While the community identified a number of concerns and ideas elsewhere in the Historic Railroad District, this plan only reflects "B" Street. Other issues are identified for further study, but are outside of the scope of this plan. The plan incorporates recommendations and optional features identified in the joint meeting between the Planning Commission and the Planning Advisory Committee. The plan is based on five prototypical intersection designs applied to all of the intersections between Oak and Emerick Streets. These prototypical designs are:

- A. Gateway intersection - located at Oak and Eighth Streets
- B. B wide/narrow intersection - located at Pioneer, Second, Third, Sixth and Seventh Streets on both wide and narrow sections of "B" Street
- C. Transition intersection - located at Fifth Street where "B" Street transitions from a 46 foot wide street to a 30 foot wide street
- D. Focal point intersection - locate at Fourth Street, identified as the street's "focal" point or central identifying intersection

Figures 2 through 6 illustrate plan views of each prototypical intersection design and Figures 7 through 10 illustrate typical intersection cross-sections. The prototypical inter-

sections have the following recommended features and alternatives:

- All stop signs on "B" Street will be removed. Stop signs on the side streets will remain or be installed. The exception is at Oak and "B" Streets where "B" Street will have stop signs and Oak Street will not because of traffic volumes on Oak Street and sight distance concerns on "B" Street approaching from Water Street.
- Pedestrian-scale light standards will be installed at all corners of each intersection. The light standards will be historic replicas and, in residential areas, have directed and shielded lighting to reduce glare on residents.
- All intersections will have marked crosswalks using textured and/or colored surfaces such as stamped concrete or pavers. Alternatively, intersections may not have any crosswalks or simple painted/thermoplastic crosswalks to reduce costs.
- All intersections will be reconstructed with curb extensions the width of the parking lane (ranging from 12 feet on the wide segments of "B" Street and 5 feet on the narrow segments). The minimum curb to curb width of "B" Street between curb extensions is 20 feet. Curb return radii are 15 feet, to minimize pedestrian crossing distances. Corners will form small concrete "plazas" at the confluence of the sidewalks. Plazas may contain landscaping or other urban design elements

Located at Oak and 8th.

Recommended Streetscape Features and Alternatives

Gateway features. Features at the gateway intersections at Oak and Eight Streets, marking the boundaries of the historic district, can contain benches, historic markers, monuments and/or signs and planters. The center of these intersections will contain a "hardscape" circle (20 feet in diameter) built into the street at grade using pressed concrete or pavers. Alternatively, the intersection of Eight Street may not have any gateway features and be designed as a typical "B" Street intersection.

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Pedestrian-scale light standards. Pedestrian-scale light standards will be installed at all four corners of each intersection. The light standards will be historic replicas and, in residential areas, have directed and shielded lighting to eliminate the glare on residents.

Marked crosswalks. All intersections will have marked crosswalks using textured and/or colored surfaces such as stamped concrete or pavers. Alternatively, "Prototype B: Neighborhood Intersections" and "Prototype E: T Intersection" may not have any crosswalks or simple painted/thermoplastic crosswalks should cost become a concern.

Curb extensions. All intersections will be reconstructed with curb extensions the width of the parking lane (ranging from 12 feet on the wide segments of "B" Street and 5 feet on the narrow segments). The minimum width of "B" Street between curb extensions will be 20 feet. Curb return radii will be 15 feet. Corners will form small concrete "plazas" at the confluence of the sidewalks. Plazas may contain landscaping or other urban design elements such as benches, water fountains, planters, etc. The plazas located in the residential portions of "B" Street (at the intersections of 5th, 6th, 7th and 8th Streets) will emphasize the residential character of the street and contain fewer "urban" elements.

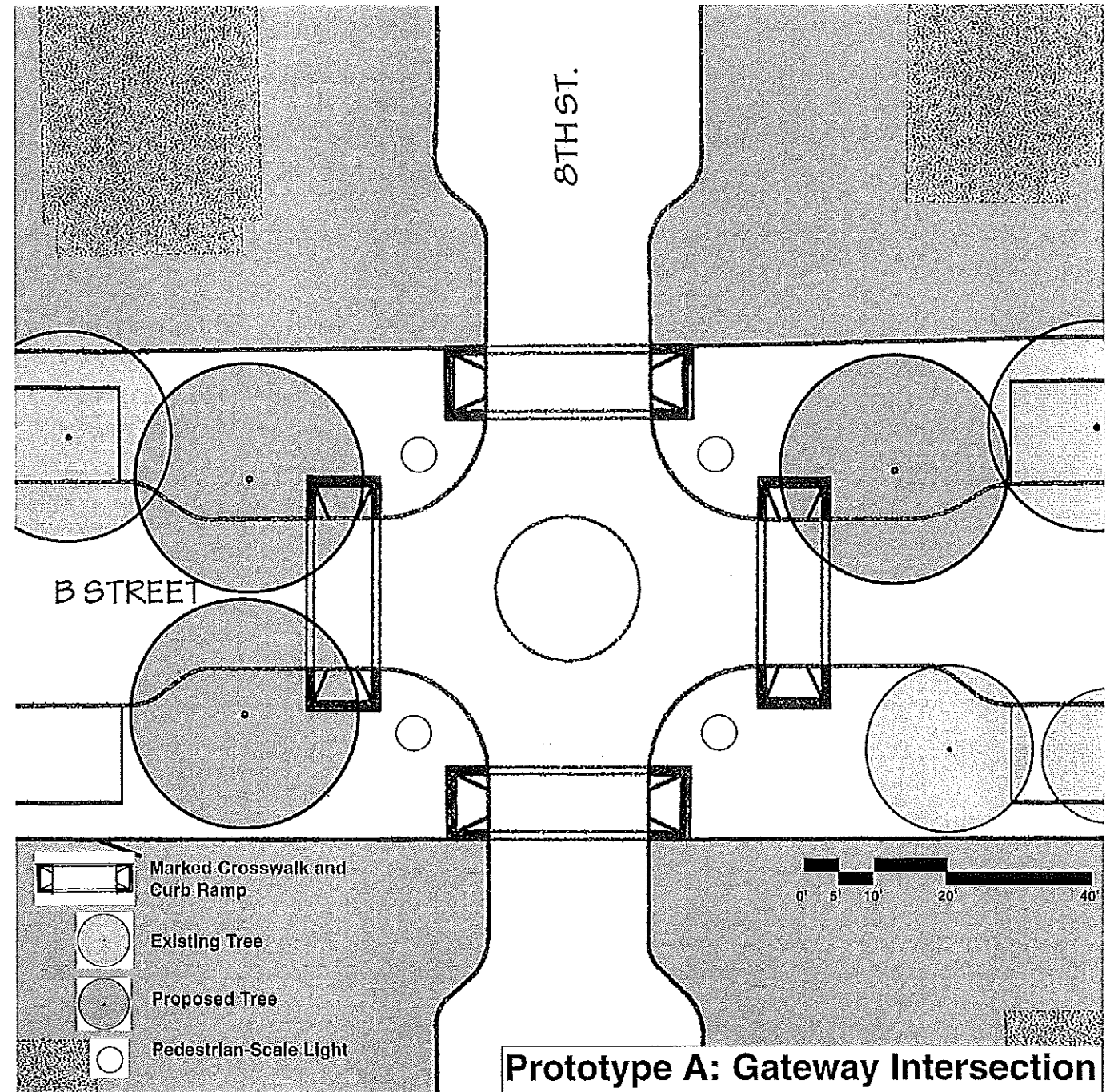
Curb ramps. Ramps from street level to sidewalk level will be constructed at the ends of all crosswalks.

Trees. New trees will be planted at the intersections in conformance with City standards (30 feet apart and 20 feet from poles). Depending on parkrow width and sight distance requirements, the trees can either be large canopy trees or smaller trees.

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Prototype A: Gateway Intersection
Figure 2

Located at Pioneer, 2nd, 3rd, 6th and 7th.

Recommended Streetscape Features and Alternatives

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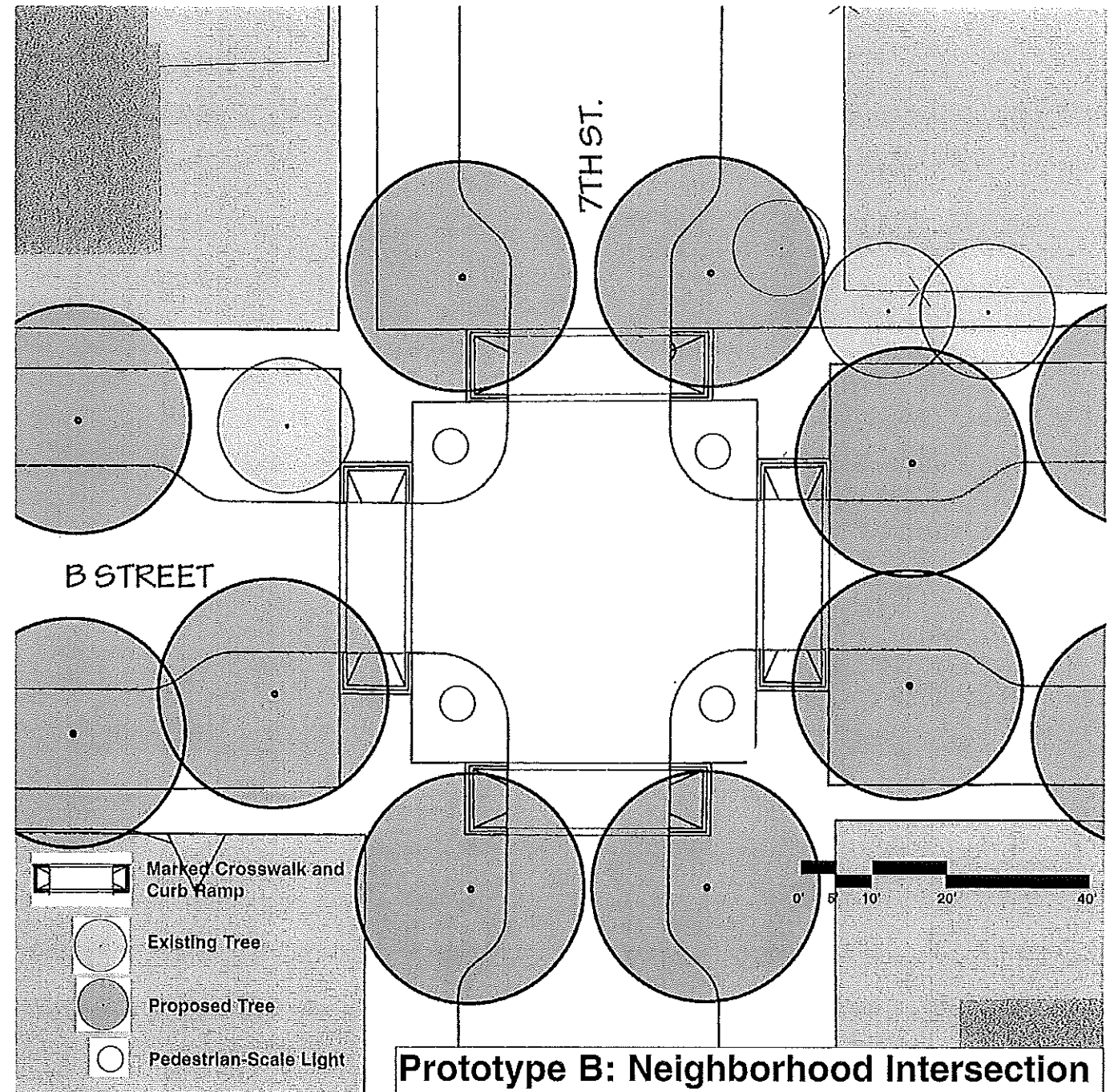
Curb ramps. Ramps from street level to sidewalk level will be constructed at the ends of all crosswalks.

Trees. New trees will be planted at the intersections in conformance with City standards (30 feet apart and 20 feet from poles). Depending on parkrow width and sight distance requirements, the trees can either be large canopy trees or smaller trees.

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Prototype B: Neighborhood Intersection
Figure 3

Located at 1st and 5th.

Recommended Streetscape Features and Alternatives

Stop signs. All stop signs on "B" Street will be removed. Stop signs on the side streets will remain or be installed. The exception is at Oak and "B" Streets where "B" Street will have stop signs and Oak Street will not because of traffic volumes on Oak Street and sight distance concerns on "B" Street approaching from Water Street.

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Marked crosswalks. All intersections will have marked crosswalks using textured and/or colored surfaces such as stamped concrete or pavers. Alternatively, "Prototype B: Neighborhood Intersections" and "Prototype E: 'T' Intersection" may not have any crosswalks or simple painted/thermoplastic crosswalks should cost become a concern.

Curb extensions. All intersections will be reconstructed with curb extensions the width of the parking lane (ranging from 12 feet on the wide segments of "B" Street and 5 feet on the narrow segments). The minimum width of "B" Street between curb extensions will be 20 feet. Curb return radii will be 15 feet. Corners will form small concrete "plazas" at the confluence of the sidewalks. Plazas may contain landscaping or other urban design elements such as benches, water fountains, planters, etc. The plazas located in the residential portions of "B" Street (at the intersections of 5th, 6th, 7th and 8th Streets) will emphasize the residential character of the street and contain fewer "urban" elements.

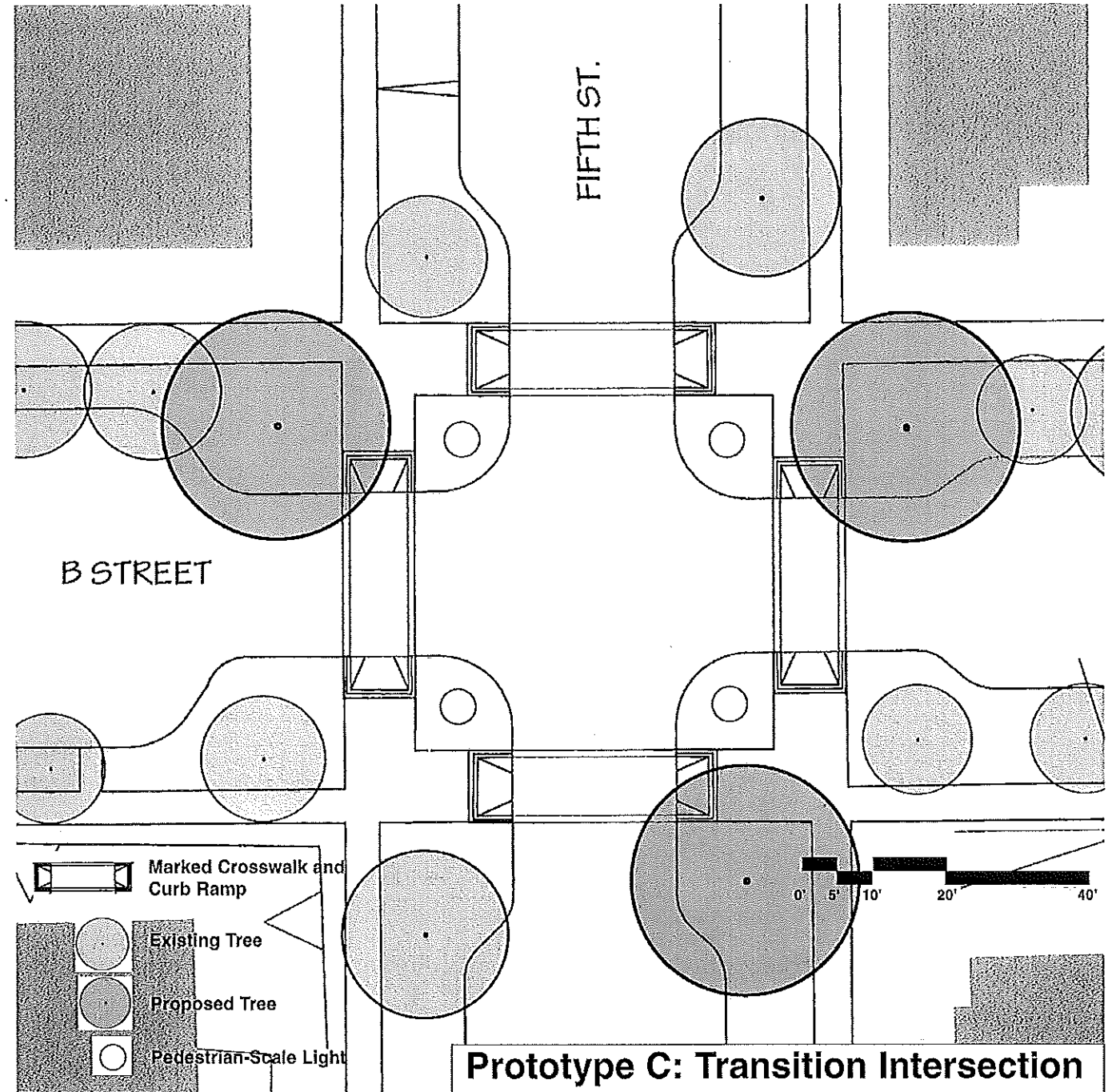
Curb ramps. Ramps from street level to sidewalk level will be constructed at the ends of all crosswalks.

Trees. New trees will be planted at the intersections in conformance with City standards (30 feet apart and 20 feet from poles). Depending on parkway width and sight distance requirements, the trees can either be large canopy trees or smaller trees.

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Prototype C: Transition Intersection
Figure 4

Located at 4th.

Recommended Streetscape Features and Alternatives

Focal point features. The focal point intersection at Fourth Street will contain a raised curbed traffic circle (24 feet in diameter) intended to be landscaped. Alternatively, the traffic circle will be a "hardscape" feature built into the street at grade using pressed concrete or pavers.

Stop signs. All stop signs on "B" Street will be removed. Stop signs on the side streets will remain or be installed. The exception is at Oak and "B" Streets where "B" Street will have stop signs and Oak Street will not because of traffic volumes on Oak Street and sight distance concerns on "B" Street approaching from Water Street.

Pedestrian-scale light standards. Pedestrian-scale light standards will be installed at all four corners of each intersection. The light standards will be historic replicas and, in residential areas, have directed and shielded lighting to eliminate the glare on residents.

Marked crosswalks. All intersections will have marked crosswalks using textured and/or colored surfaces such as stamped concrete or pavers. Alternatively, "Prototype B: Neighborhood Intersections" and "Prototype E: T Intersection" may not have any crosswalks or simple painted/thermoplastic crosswalks should cost become a concern.

Curb extensions. All intersections will be reconstructed with curb extensions the width of the parking lane (ranging from 12 feet on the wide segments of "B" Street and 5 feet on the narrow segments). The minimum width of "B" Street between curb extensions will be 20 feet. Curb return radii will be 15 feet. Corners will form small concrete "plazas" at the confluence of the sidewalks. Plazas may contain landscaping or other urban design elements such as benches, water fountains, planters, etc. The plazas located in the residential portions of "B" Street (at the intersections of 5th, 6th, 7th and 8th Streets) will emphasize the residential character of the street and contain fewer "urban" elements.

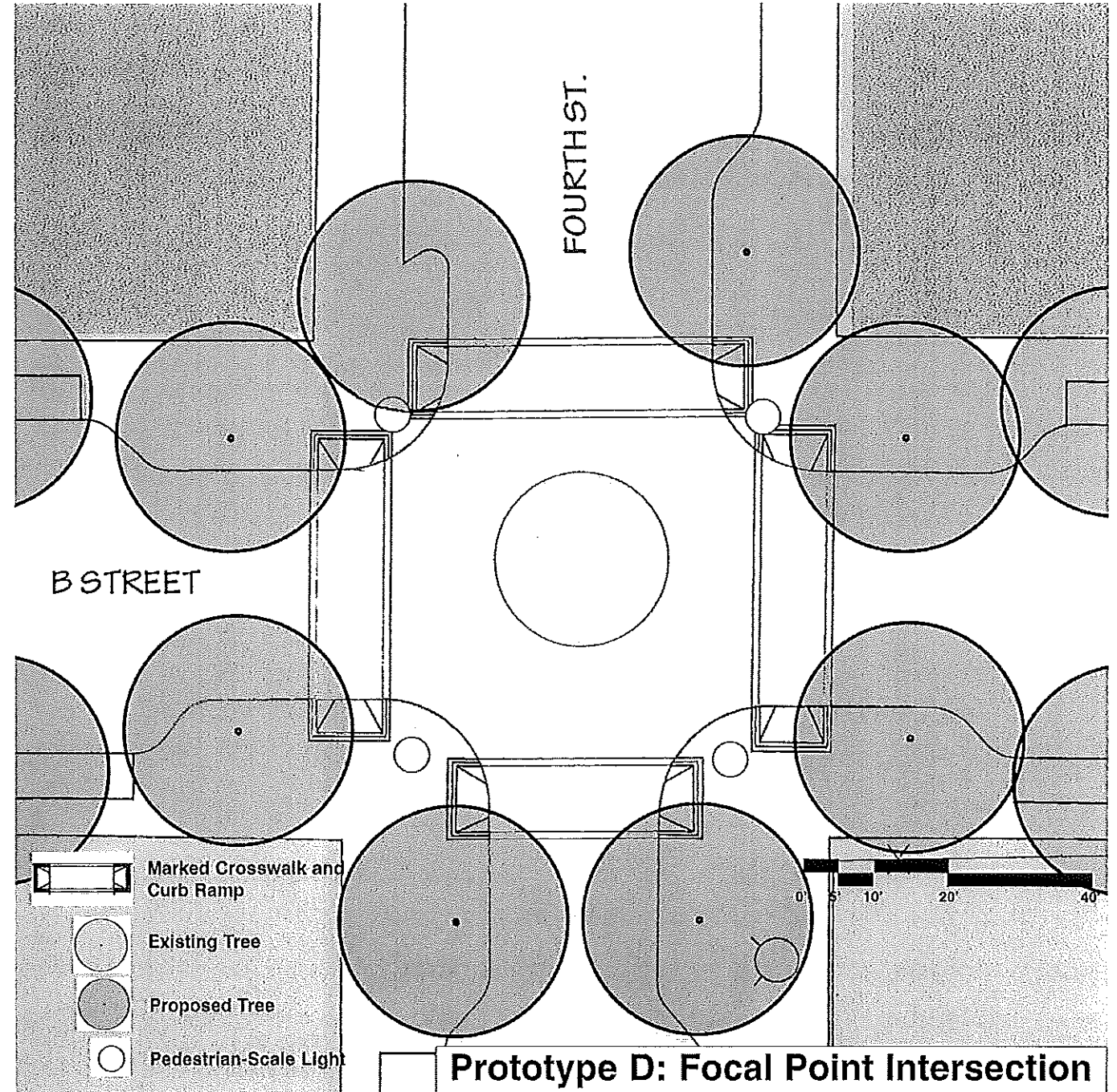
Curb ramps. Ramps from street level to sidewalk level will be constructed at the ends of all crosswalks.

Trees. New trees will be planted at the intersections in conformance with City standards (30 feet apart and 20 feet from poles). Depending on parkrow width and sight distance requirements, the trees can either be large canopy trees or smaller trees.

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Prototype D: Focal Point Intersection
Figure 5

Located at Emerick.

Recommended Streetscape Features and Alternatives

Stop signs. All stop signs on "B" Street will be removed. Stop signs on the side streets will remain or be installed. The exception is at Oak and "B" Streets where "B" Street will have stop signs and Oak Street will not because of traffic volumes on Oak Street and sight distance concerns on "B" Street approaching from Water Street.

Pedestrian-scale light standards. Pedestrian-scale light standards will be installed at all four corners of each intersection. The light standards will be historic replicas and, in residential areas, have directed and shielded lighting to eliminate the glare on residents.

Marked crosswalks. All intersections will have marked crosswalks using textured and/or colored surfaces such as stamped concrete or pavers. Alternatively, "Prototype B: Neighborhood Intersections" and "Prototype E: T Intersection" may not have any crosswalks or simple painted/thermoplastic crosswalks should cost become a concern.

Curb extensions. All intersections will be reconstructed with curb extensions the width of the parking lane (ranging from 12 feet on the wide segments of "B" Street and 5 feet on the narrow segments). The minimum width of "B" Street between curb extensions will be 20 feet. Curb return radii will be 15 feet. Corners will form small concrete "plazas" at the confluence of the sidewalks. Plazas may contain landscaping or other urban design elements such as benches, water fountains, planters, etc. The plazas located in the residential portions of "B" Street (at the intersections of 5th, 6th, 7th and 8th Streets) will emphasize the residential character of the street and contain fewer "urban" elements.

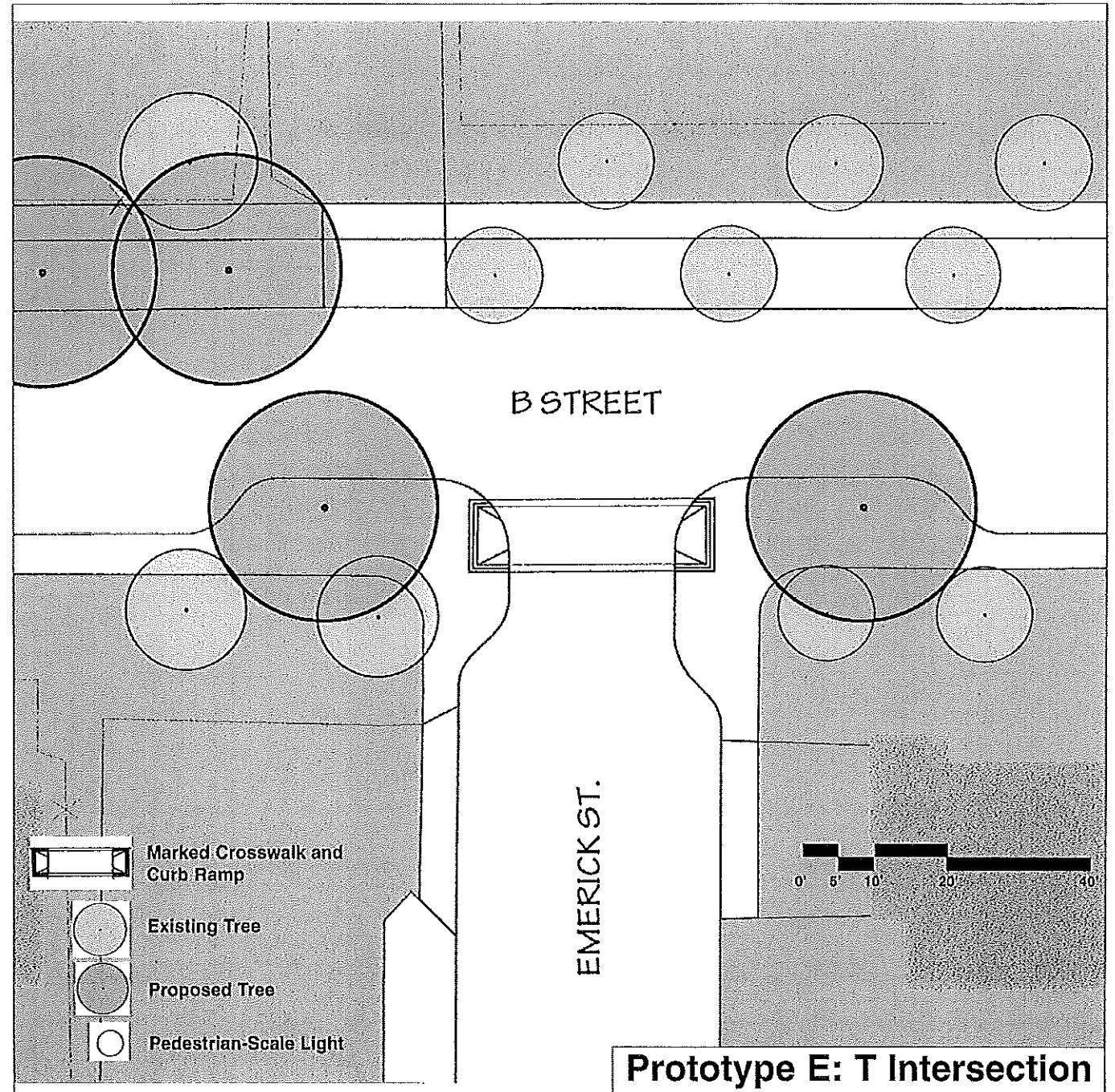
Curb ramps. Ramps from street level to sidewalk level will be constructed at the ends of all crosswalks.

Trees. New trees will be planted at the intersections in conformance with City standards (30 feet apart and 20 feet from poles). Depending on parkrow width and sight distance requirements, the trees can either be large canopy trees or smaller trees.

urbsworks

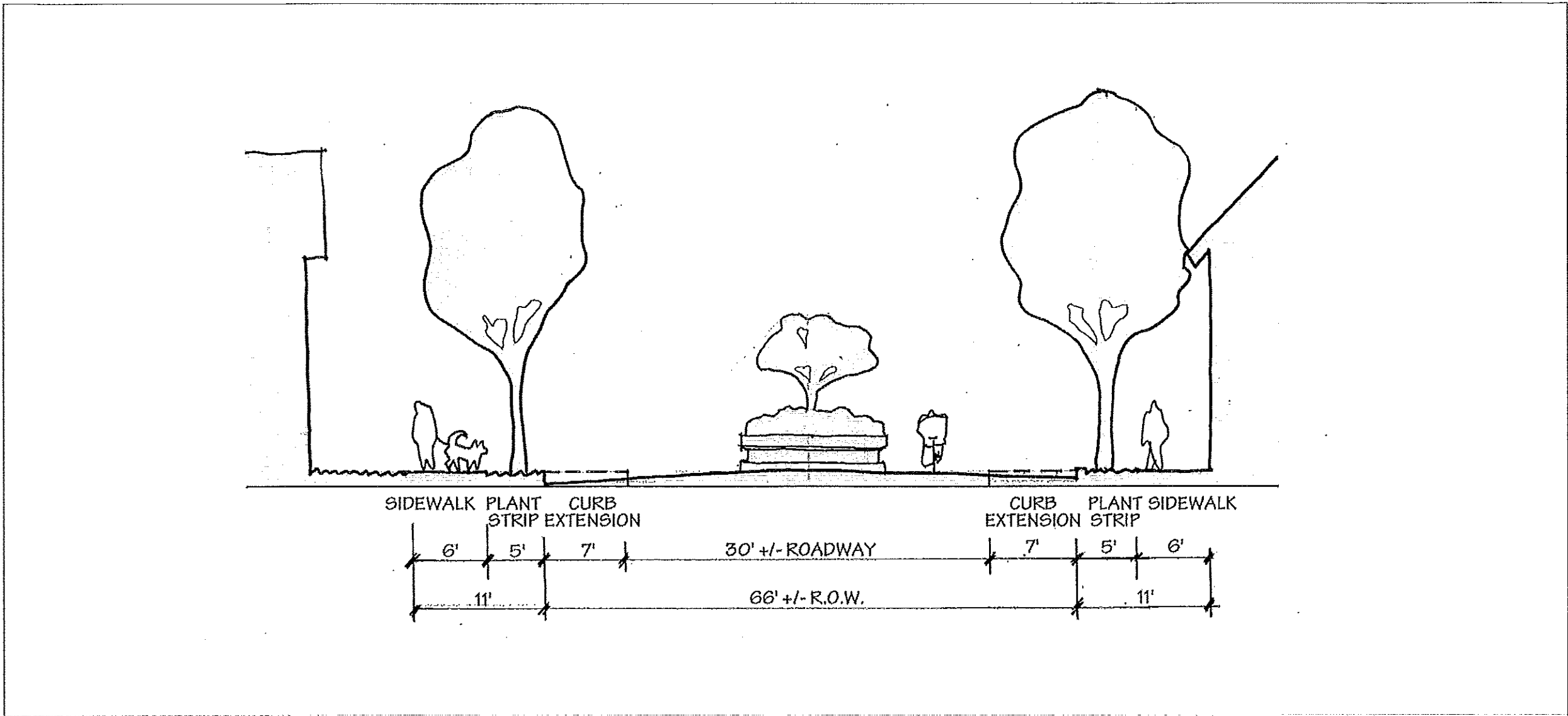
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Prototype E: T Intersection

Figure 6



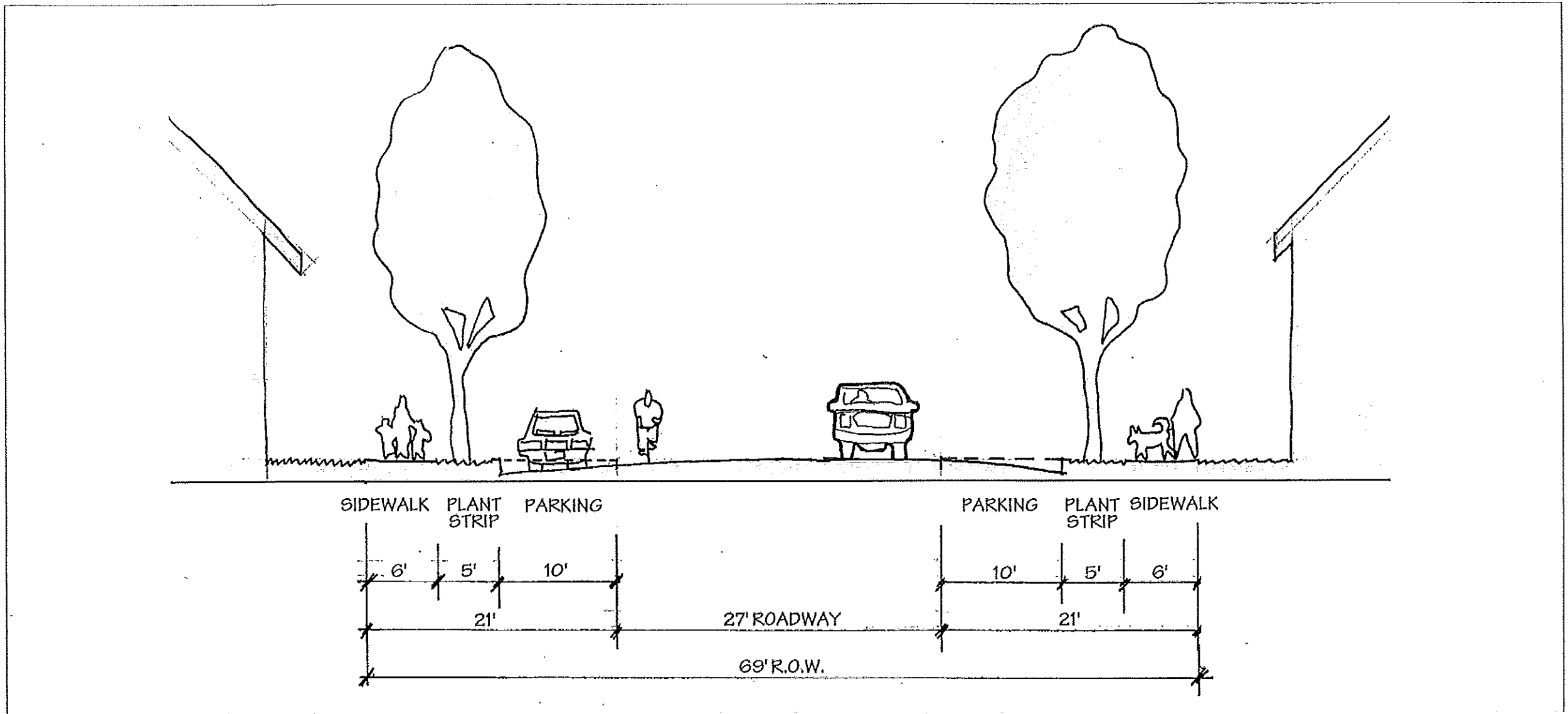
Intersection Type: Focal Point

Example: B Street at Fourth Street

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Figure 7

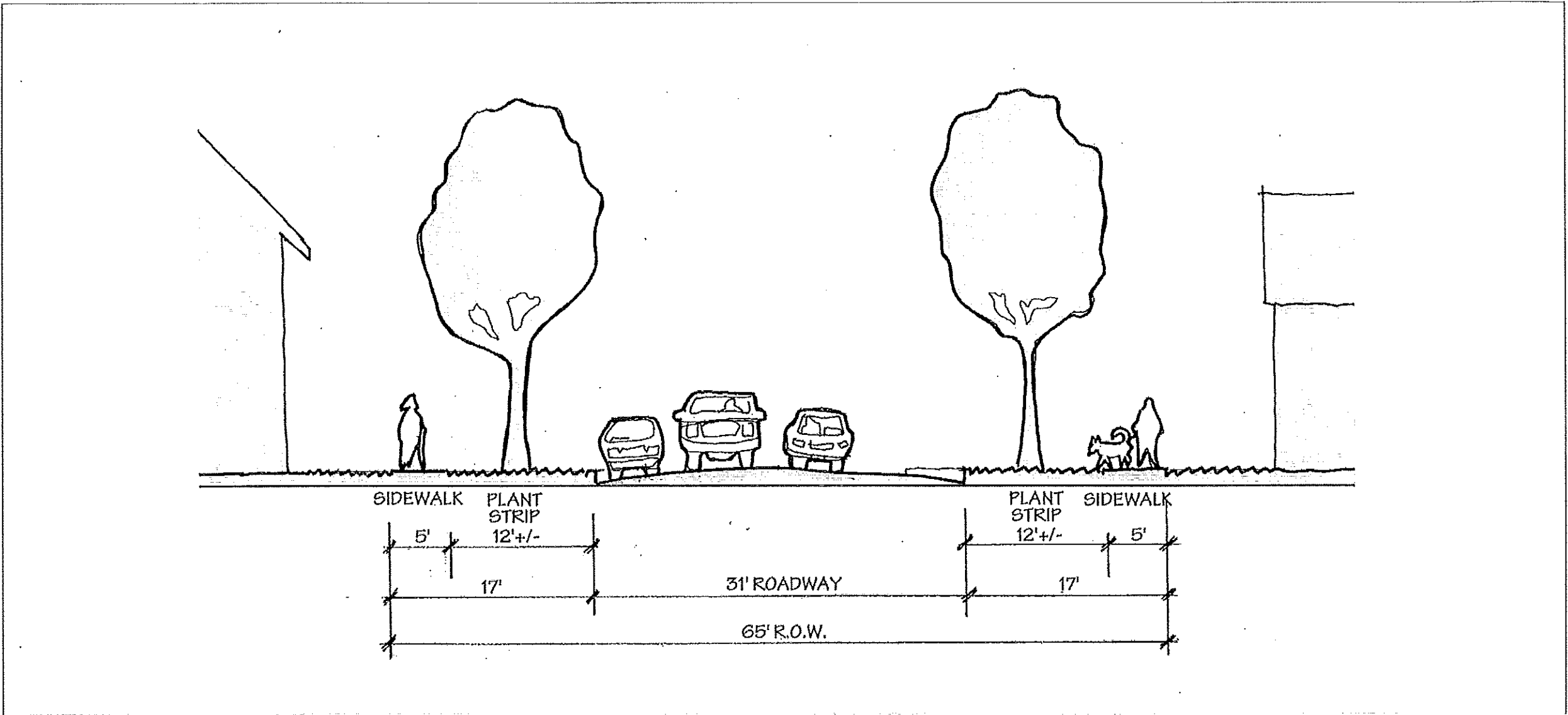


Intersection Type B-Wide
 Example: B Street at Second Street

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Figure 8



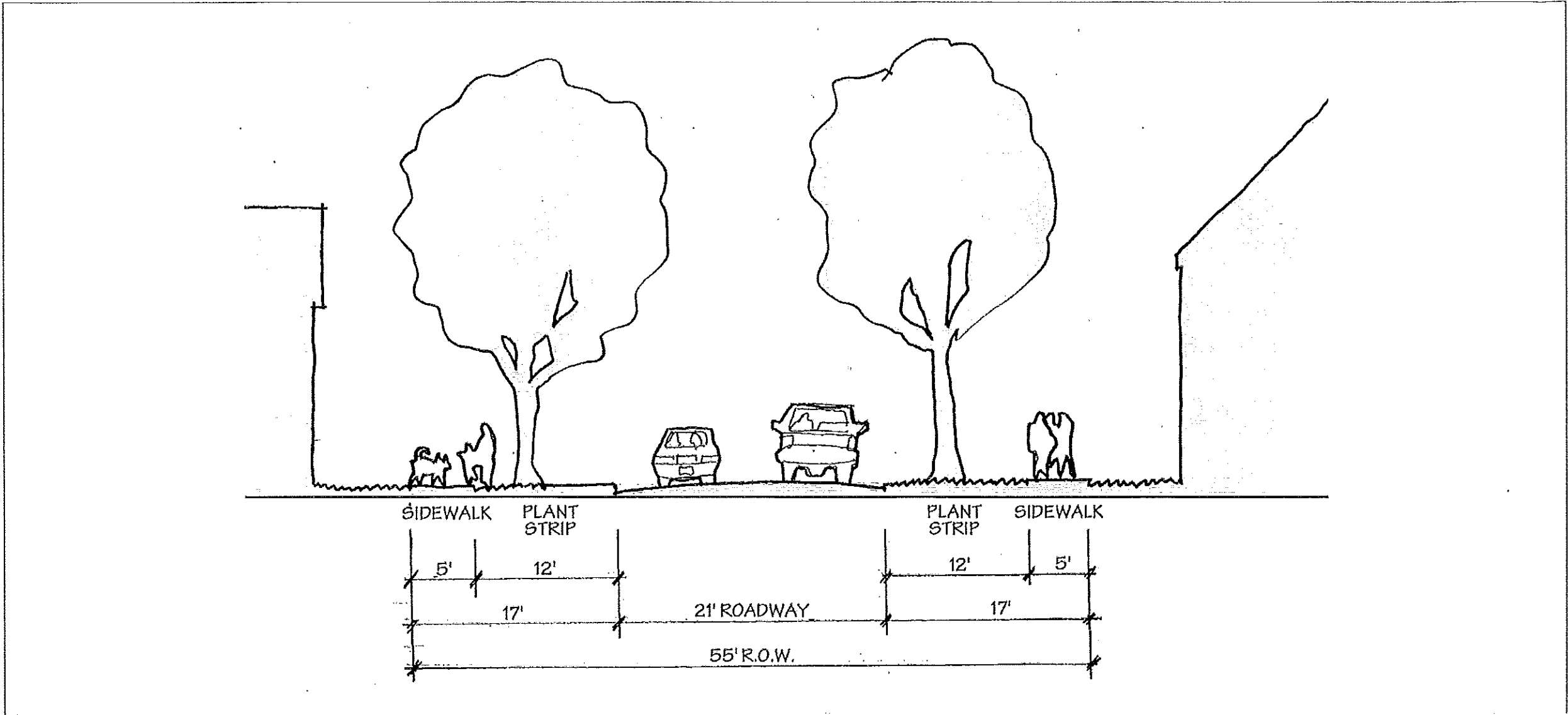
Intersection Type: B-Narrow
 Example: B Street at Seventh Street

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Figure 9





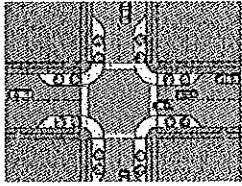
Intersection Type: B-Narrow

Example: B Street at Pioneer Street (section cut through curb extension)

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Figure 10



such as benches, water fountains, planters, etc. The plazas located in the residential portions of "B" Street will emphasize the residential character of the street and contain fewer "urban" elements.



- The focal point intersection at Fourth Street will contain a raised curbed traffic circle (24 feet in diameter) intended to be landscaped. Alternatively, the traffic circle will be a "hardscape" feature built into the street at grade using pressed concrete or pavers.
- Features at the gateway intersections at Oak and Eighth Streets, marking the boundaries of the historic district, can contain benches, historic markers, monuments and/or signs and planters. The center of these intersections will contain a "hardscape" circle (20 feet in diameter) built into the street at grade using pressed concrete or pavers. Alternatively, the intersection of

Eighth Street may not have any gateway features and be designed as a typical "B" Street intersection.

- New trees will be planted at the intersections in conformance with City standards (30 feet apart and 20 feet from poles). Depending on parkrow width and sight distance requirements, the trees can either be large canopy trees or smaller trees.

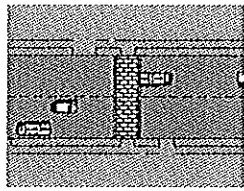
At mid-block locations along "B" Street, the plan recommends the following:

- Special features at selected locations, such as benches, historic markers, monuments and/or signs. Pedestrian-scaled light, such as those used at intersections, are not recommended in the plan, but optionally, low-level bollard lighting may be considered to illuminate sidewalks.



- New trees will be infilled with existing trees to create a canopy over "B" Street. Trees will be spaced approximately every 30 feet conforming to City standards.
- A sidewalk will be constructed on the south side of "B" Street between Water and Oak Street.
- A sidewalk will be constructed on the south side of "B" Street to close the existing gap located between Eighth and Emerick Streets.

The streetscape plan incorporates "traffic calming" design elements. Traffic calming is a recent technique intended to slow traffic, minimize cut-through traffic, and improve the street environment for pedestrians and bicyclists. At the community workshop, the participants were introduced to most of the common techniques in use today and were instructed on their application. The participants overwhelmingly chose to use extended curbs at intersections, textured crosswalks and traffic circles. These techniques were designed into the recommended plan. Curb extensions reduce the width of the street at intersections, slowing traffic and reducing the distance pedestrians have to cross. Traffic circles force vehicles to "jog" around the circle at a reduced speed. The combination of curb extensions and traffic circles are quite effective, but do not necessarily have to accompany one another. To effectively calm "B" Street, however, the primary features, curb extensions and textured crosswalks, need to be installed consistently the length of the street at every intersection. Skipping intersections or concentrating the features at only



a handful of intersections in one segment of the street dramatically reduces the plan's effectiveness and appearance.

Preliminary Design and Construction Cost Estimates

Preliminary engineering drawings of the recommended plan are available for review through Ashland's Planning Department. The estimated construction cost for the recommended plan is \$1,082,711 for the entire street from Water Street to Emerick Street. The appendix contains a line item summary and breakdown of the cost estimate.

B. Parking Plan

A lack of on-street parking, particularly in the summer, was identified as a major concern for many residents and business owners. The western end of "B" Street, from Oak Street to about 3rd Street, experiences parking pressures as employees from the Plaza area, searching for a place to park, overflow into the Historic Railroad District. Employees are prohibited from parking in the downtown area during the summer. Residents and business owners indicate that the problem is severe, leaving little or no parking spaces for visitors and customers.

There are few solutions to this problem. One solution is to provide more municipal parking lots in the downtown area to serve employees as well as visitors and tourists. Ashland is addressing this potential solution in its Downtown Plan.

However, there is debate whether providing more parking is a desirable solution as it encourages more traffic in downtown Ashland. The City would prefer to encourage use of alternative modes of travel or utilize remote parking



lots and shuttle employees into the downtown. Some community members have suggested constructing a deck of parking over the municipal parking lot located at Lithia and Pioneer. However, this suggestion has significant cost

implications as well as being counter to the City's desire to reduce traffic in the downtown.

The most viable solution is to implement time restrictions on "B" Street and the surrounding side streets and institute a residential permit parking program. A Residential Permit Parking Program (RPPP) allows residents of qualified neighborhoods to obtain special permits that exempt them and their guests from on-street parking time limits or prohibitions. This solution is common throughout the United States to mitigate the impacts of overflow parking in residential neighborhoods and has been considered highly successful, although sometimes controversial. A typical RPPP contains the following elements and requirements³:

Eligibility

The City should review certain basic requirements before implementation of the program including:

- 67% of the area's residents and business owners must request, or agree to, the program.
- 80% of the property in the area must be residential.
- 80% of the on-street parking spaces in the area must be occupied during the peak parking periods, and at least 25% of the parked vehicles must belong to non-residents of the area.

³ This sample RPPP is modeled after the program instituted by the City of Walnut Creek, California.

- The eligible area should be larger than what is actually required since the RPPP is likely to shift the parking problem to adjacent areas. Therefore, the program should be designed to expand the area in increments as parking demand shifts.



Parking Restrictions

Typically, there are two types of parking restrictions that can be implemented, 1) parking time limits - a set time

limit, such as two hours, for vehicles without permits, and 2) parking prohibitions - prohibiting parking during specified time periods by vehicles without permits. Resident in RPPP areas can apply for a maximum number of resident permits (such as three) and a limited number of guest permits valid for an entire year. In addition, special one-day guest permits (for parties, etc.) can be made available.

Administrative Requirements

Obviously there is a cost associated with implementing an RPPP. There is the cost of administering the program, producing and distributing the permits, installing and maintaining the prohibition signs and enforcing the restrictions. Many jurisdictions compensate for the cost by charging residents a nominal administrative fee (e.g. \$5.00 annually) while other jurisdictions fund the program through enforcement revenues.

Advantages and Disadvantages

The advantages of implementing an RPPP include:

- Long-term parking by non-residents is reduced or eliminated;

- The amount of on-street parking available to residents and their guests and businesses is increased; and
- Litter, noise and traffic created by non-residents are decreased.

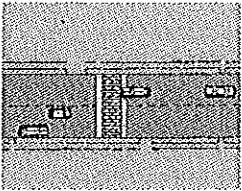
Disadvantages of an RPPP include:

- Vehicles without permits are subject to parking restrictions, even if they belong to residents or their guests;
- Residents must apply and reapply for permits annually;
- Signs in the restricted area must be posted, creating visual "blight", and affect the historic character of the area; and
- The program does not reserve or guarantee a parking space to any resident of a permit area.

Alternatives to the RPPP

An area can be signed for parking prohibitions or time limits during only the problem periods of the day. Prohibiting parking for as short as two hours a day can effectively elimi-



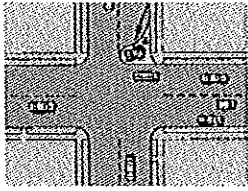


nate all-day parking by non-residents and make unrestricted parking available during the remainder of the day to residents and their guests. Alternatively, the parking program may only be in effect during the summer months when downtown employee parking is prohibited.

Recommendation

- The "B" Street Transportation Plan recommends that the City implement a Residential Permit Parking Program initially on "B" Street from Oak Street to 3rd Street and on Oak Street, Pioneer Street and First, Second and Third Streets between "B" Street and Lithia/C Streets.
- The program should only be implemented along curbs where fronting property is at least 80% residential. The City should use the parking permit system used elsewhere in the City in establishing the "B" Street program.
- The program should be established using a community consensus process with two thirds of the affected properties accepting the program.
- The program should implement a two-hour time limitation for a time period at least from 9:00 a.m to 5:00 p.m.
- The program should only be in effect during the summer months when downtown employee parking is prohibited.

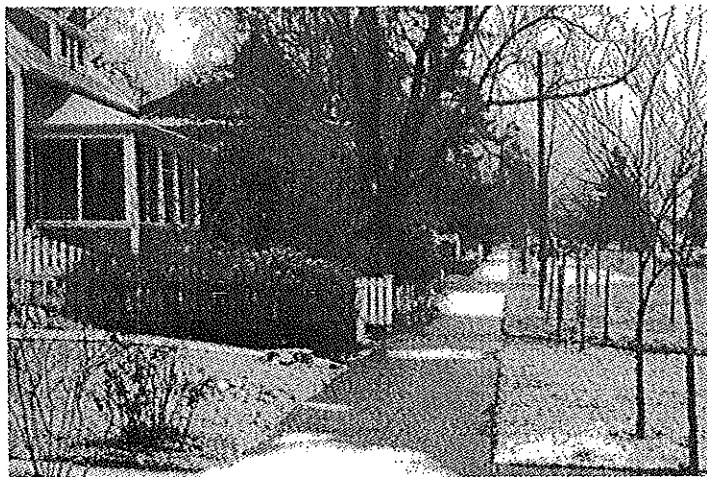
- A monitoring process should be established to determine where the parking demand shifts to, so that the RPPP may be expanded into those areas.



III. SUMMARY OF PUBLIC PARTICIPATION

A. Neighborhood Quality of Life Survey

Development of the "B" Street Transportation Plan included a survey intended to gauge the historic district resident's and business owner's perception of the affect of traffic on their quality of life. The survey was mailed to over 550 residents and business owners within the historic district, not just those residing or with businesses on "B" Street. About 118 surveys were returned to the City, a return rate of 21%. This is considered a very high return rate for mail-in surveys, indicating the interest of the area's residents and businesses in their environment. About 23% of the returned surveys were identified as from residents or business owners located on "B" Street.

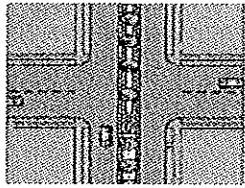


The survey, a copy of which is in the appendix, was included in the mailing of the "B" Street Transportation Plan newsletter, sent out prior to the public workshop. The survey was designed to solicit information from people about the livability of their neighborhood, particularly how traffic affects their daily activities and the quality of their lives. Additionally, the survey contained an area for written comments and a map of "B" Street to mark with specific concerns. Finally, the survey asked for volunteers who would be interested in being part of the Planning Advisory Committee. The results of the survey questions are summarized in the charts and graphs in the appendix. Some of the key results of the survey are:

- Most frequent activities. Residents feel the most frequent activities that occur in their neighborhood include people talking to neighbors (66%), riding bicycles (79%), gardening (70%) and neighbors sitting outside or on porches (57%).
- Most people know their neighbors. 53% of residents know most of the people on their side of the street, 26% know some of the people and 21% know few or none of the people. 64% of residents know most or some of the people on the other side of their street, 21% know few of the people and 15% know none of the people.



- Most annoying things. Many residents agreed the following things are very much or somewhat annoying: speeders (82%), traffic noise (74%), trash and dirt (64%), parking conditions (63%) and commercial trucks (70%).
- Most people are comfortable walking and bicycling. 97% of residents feel comfortable walking on their street, 86% feel comfortable riding a bike on their street, 73% feel comfortable walking or biking at night, 94% feel comfortable crossing their street at an intersection and 78% feel comfortable crossing their street mid-block.



- Most and least popular changes to the street. The most popular potential changes to streets include repairing sidewalks, prohibiting trucks, planting more street trees and increasing speed enforcement. The least popular potential changes include installing speed humps, narrowing or widening the street, installing more stop signs, closing the street to through traffic and implementing permit parking.
- Traffic is rated average to heavy. The majority of residents (46%) feel traffic is average on their street, while 38% feel it is heavy, 14% feel it is light and 2% had no opinion.
- Most people feel speeds are too high. 26% and 34% of residents feel traffic speeds are much too fast and somewhat fast respectively. 36% believe that speeds are about right while 3% feel it is too slow.
- Most feel that traffic makes their street a little to somewhat unsafe. The majority of residents (35%) feel that traffic makes their street somewhat unsafe. 29% feel that traffic makes their street a little unsafe, while 18% feel it has no effect on safety and 15% feel traffic makes their street very unsafe.
- Neighborhood has many long time residents. The majority of residents who responded to the survey have lived on their street more than 10 years (40%), 21% have lived there 5 to 10 years, 30% 1 to 5 years and 9% less than 1 year.

Reviewing and summarizing the surveys, the consultants found that the resident's and business owners generally

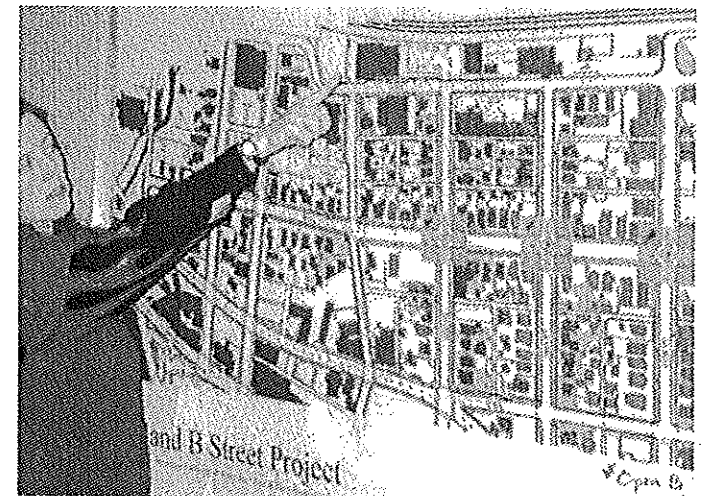
enjoy their neighborhood and the majority do not feel that traffic is a significant problem. Some individual's would like to see "B" Street remain the way it is today, while others would like to see some improvements, particularly lighting, trees and some form of traffic control to slow speeds. There was a general consensus that traffic traveled somewhat fast and was of concern. This concern was reflected in the plans developed by the community.

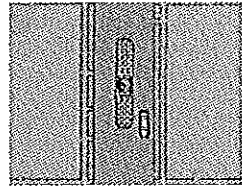


B. Community Workshop

In essence the ideas that are incorporated into the recommended plan were developed by the community and the Planning Advisory Committee in a hands-on workshop attended by about 30 to 40 people in April 1999. At the

workshop, City staff and the consultant team introduced the objectives of the plan and presented "B" Street's history, the survey results and physical and traffic characteristics as background. The consultant team described how the workshop exercise worked and introduced the various "tools" that would be used to develop conceptual plans. The workshop tools consisted of large maps of the "B" Street corridor and design "kits" containing icons for various types of traffic calming techniques and urban design and landscaping features. The consultant team described what each icon represented, its function, and how and why it can be used on "B" Street. Only techniques, devices and features consistent with "B" Street's historic character were included in the kits. However, the participants were encouraged to express any idea they wanted on the maps, whether it was included in the kits or not. A sample icon kit is included in the appendix.





The participants were divided into four groups of approximately ten people and instructed to develop transportation plans for the "B" Street corridor. City staff and the consultant team circulated among the groups offering assistance, answering questions, explaining the pros and cons of various ideas and offering potential solutions to problems. During the workshop exercise, it became evident that the participants were concerned with, and developed solutions for, circulation and access issues throughout the historic district and not just on "B" Street. Many of these issues are outside of the scope of work of this plan, but have been identified as needing further study.

Each group prepared a distinctive transportation plan for "B" Street. The four draft plans and summaries of issues and solutions are shown in Figures 11 through 14.

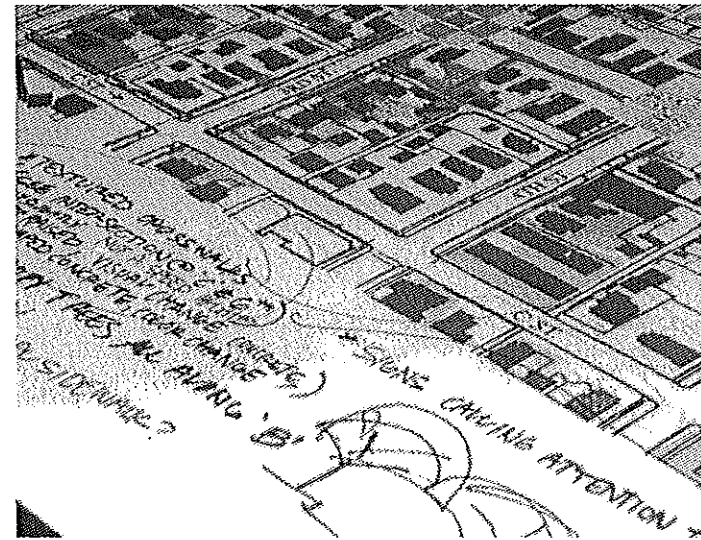
Summary of Issues to be Addressed in Future Studies

The community identified the following issues, concerns and problems in the workshop. While all of these issues are legitimate problems, they require solutions outside the scope of the "B" Street Transportation Plan. The Plan recommends that the City investigate each of these issues in a focussed study.

1. Circulation and access issues identified in Group 1:

- Recreational vehicle parking should be prohibited because they take up too much curb space.

- There is a problem with abandoned recreational vehicles and trucks at the intersection of B and Second Street.
- Make bicycle travel legal in both directions of one-way First Street, possibly through the use of a contra-flow bicycle lane.
- Slow traffic turning right from C Street onto First Street, possibly through a smaller curb return radius that can also accommodate trucks safely.
- Construct a parking structure to replace the surface parking lots near Lithia and Pioneer Streets.

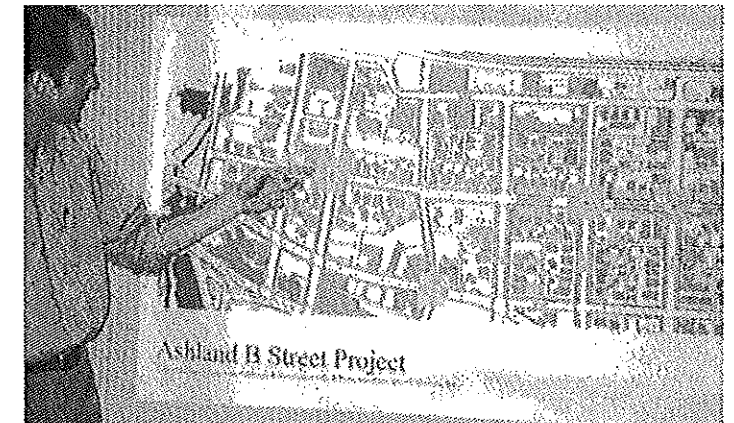


2. Circulation and access issues identified in Group 2:

- Limit vehicle weight on "B" Street and require commercial vehicles to use A Street.

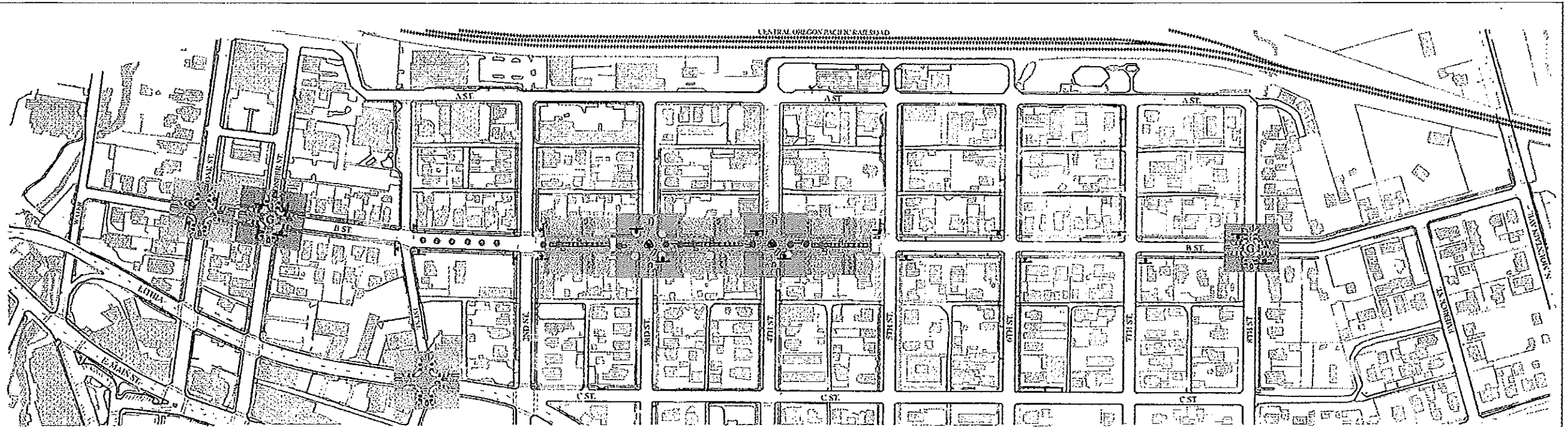
3. Circulation and access issues identified in Group 3:

- Connect A Street to Mountain Avenue.
- Require heavy vehicles from the City's corporation yard to use Mountain Avenue or Hersey Street, possibly through City policy or an ordinance.
- At the market on First Street, discourage drivers from exiting the market driveway and cutting across to the alley on the other side of First Street to gain access back onto "B" Street. This can be achieved with various curb channelization designs at both the market driveway and alley entrance.



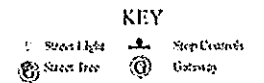
4. Circulation and access issues identified in Group 4:

- Keep alleys unpaved and install speed humps at each end of alleys (with splits to accommodate bikes, strollers and drainage).
- Redirect commercial trucks off of "B" Street onto Mountain Avenue.



Workshop Group 1
Ashland B Street Project

City of Ashland • Fregonese Calthorpe & Associates • Fehr & Peers Associates, Inc. • Urbsworks, Inc.



**Workshop Notes
 Group 1**

- Gateway at Pioneer and at 8th.
- Median with trees from 1st to 5th.
- Mark area with historic railway district street signs.
- Add bench(es) on SW corner of 2nd and B Street.
- Street trees need to be trimmed.
- Make intersection at 8th and B Street a gateway and mark with sign.

Other Issues for Further Study

- Prohibit RV parking—they take up too much space.
- There is a problem with abandoned RV's and trucks by the intersection of 2nd and B Street.
- Make bikes legal both ways on 1st Street.
- Slow traffic turning onto 1st from C Street.
- Possible parking structure could replace surface lots near Lithia and Pioneer.

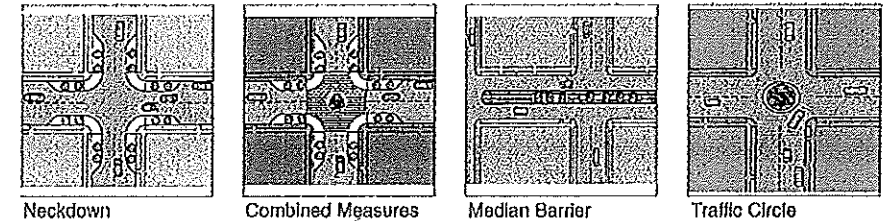
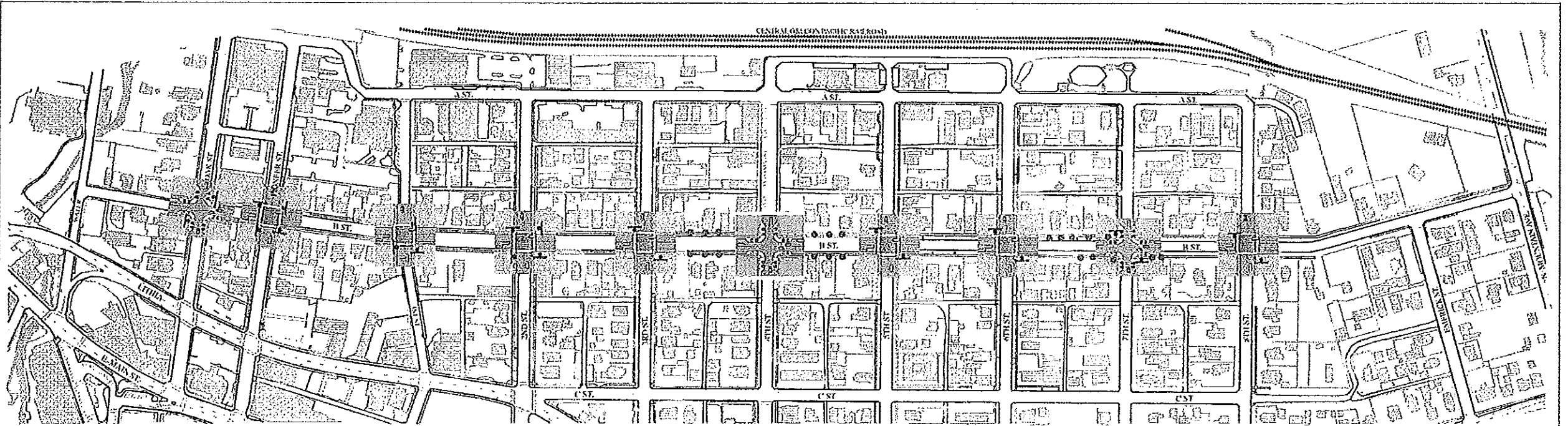




Figure 11
Post Workshop Summary
Ashland B-Street Project

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Workshop Group 2 Ashland B Street Project

City of Ashland • Fregonese Callhorpe & Associates • Fehr & Peers Associates, Inc. • Urbsworks, Inc.

KEY
 Stop Crosswalk
 Street Tree

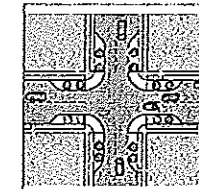
Urbsworks

Workshop Notes Group 2

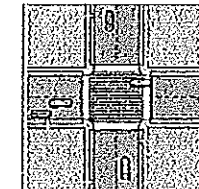
- Traffic shouldn't be too pinched on B Street because A Street will become an even bigger mess.
- Plant large canopy trees all along B Street.
- Add textured crosswalks that are slightly raised and provide a visual change in pavement.
- Make friendly, wider-than-normal sidewalks.
- Call attention to bikes with signage.
- Add a pedestrian-crossing sign at intersection of 7th and B Street. Many children cross here on way to playground.
- There are many pedestrians walking along 7th to the park. Address new sidewalk design on 7th.
- Do not pave alleys—maintains historic character and keeps auto speeds down.

Other Issues for Further Study

- Limit vehicle weight on B Street—have heavier vehicles use A Street.



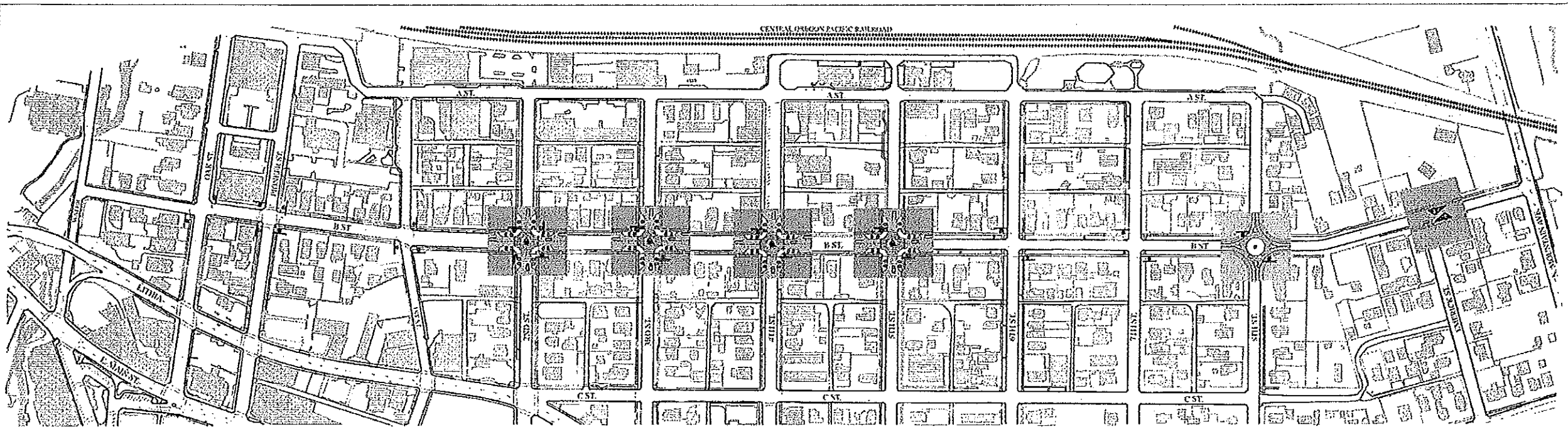
Neckdown



Raised Intersection


Figure 12 Post Workshop Summary Ashland B-Street Project

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Workshop Group 3 Ashland B Street Project

City of Ashland • Fregonese Calthorpe & Associates • Fehr & Peers Associates, Inc. • Urbsworks, Inc.

KEY
 Stop Control

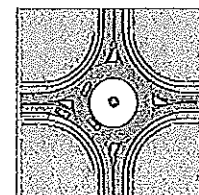
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Workshop Notes Group 3

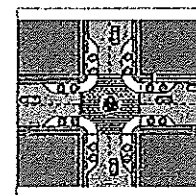
- Open B-Street to alternative forms of transportation—horse-drawn carriages, bikes and possibly rickshaws.
- Plant large canopy trees all along B Street.
- Install 4-way stop at intersection of Oak and B Street.
- Provide special permit parking around area of Oak Street.
- Visually identify crossings at intersections of 2nd, 3rd, 4th and 5th and shorten crossing distances with curb extensions.

Other Issues for Further Study

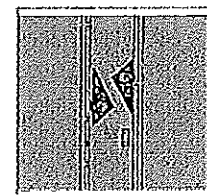
- Connect A Street to Mountain Ave.
- Divert city heavy equipment to Mountain and Main or Hersey.
- At market, discourage people from exiting and using alley to turn back onto B Street.



Roundabout



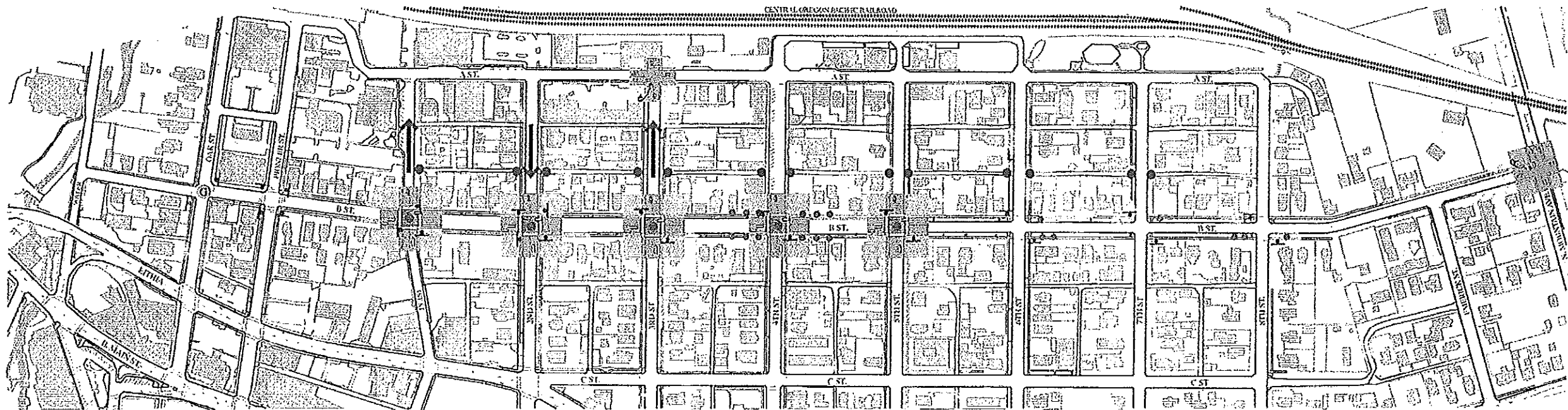
Combined Measures



Other Measures

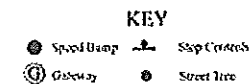
Figure 13 Post Workshop Summary Ashland B-Street Project

City of Ashland • Fehr & Peers Associates, Inc. • Fregonese Calthorpe & Associates • Urbsworks, Inc.



Workshop Group 4 Ashland B Street Project

City of Ashland • Fregonese Calthorpe & Associates • Fehr & Peers Associates, Inc. • Urbsworks, Inc.



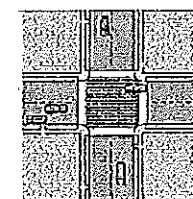
urbsworks

Workshop Notes Group 4

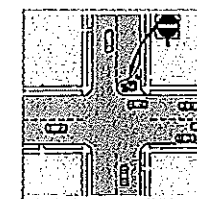
- Make intersection at Oak and B Street a marked gateway with benches.
- Make 1st, 2nd and 3rd one-way streets with traffic diverters at B Street intersections.
- Add bike racks in front of bike shop
- Generally eliminate all 4-way stops.
- Have permit parking on B Street between Oak and 2nd.
- Add trees.
- Replace existing cobraheads with softer, pedestrian-scaled lighting.

Other Issues for Further Study

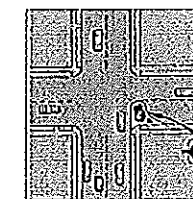
- Keep alleys unpaved to control speeds and place speed bumps with spalls to accommodate bikes and strollers at entrances to alleys.
- Redirect trucks off of B Street to Mountain Ave.



Raised Intersection



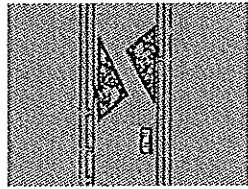
Barrier



Half Closure

Figure 14 Post Workshop Summary Ashland B-Street Project

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C. Joint Planning Commission/Planning Advisory Committee Workshop

A joint meeting between the Planning Commission and the "B" Street Transportation Plan Planning Advisory Committee was held in June 1999. The purpose of this meeting was to present, discuss and build consensus on the Draft Transportation Plan developed by the consultant team after consolidating the concepts and ideas formulated by the four groups at the community workshop. Preparing the draft plan entailed a close review of the individual concept plans and identifying common elements, features and themes. The consultant team utilized City standards and its expertise in engineering, planning and urban design to modify and refine the group concepts into a single cohesive plan.

Each detail of the transportation plan was discussed at the joint meeting, focussing on their pros and cons and possible alternatives and options. Using this process, consensus was built among the various interests represented at the meeting. For several elements of the plan, options were identified as means of consensus. For example, one option is to convert the raised traffic circle at B and Fourth Streets to an at-grade hardscape circle built into the street with textured concrete. Another option is the installation of low-level bollard lighting between intersections. Another option is eliminating the intersection of "B" and Eighth Street as a gateway intersection, keeping it as a

standard intersection. These options are integrated into the plan presented in Chapter II.



APPENDICES

1. Newsletter and Survey
2. Summary of Survey Results
3. Workshop Tools
4. Preliminary Construction Cost Estimates
5. Existing Conditions Technical Report

APPENDIX 1

NEWSLETTER AND SURVEY

City of Ashland
 Department of Community Development
 Planning Division
 City Hall
 20 East Main
 Phone: 541-488-5305
 Fax: 541-488-5311

B STREET TRANSPORTATION PROJECT

March 22, 1999

Help Shape the Future of B Street

Have you ever wondered why B Street is so much wider than other streets? Do you think traffic is a problem on B Street? Do you have ideas on how to improve the environment on B Street? If you do, then the City of Ashland has just the project for you! We have received a grant from the State of Oregon and have put together a team of consultants to figure out ways to improve how B Street operates, looks and feels.

was to install all-way stop signs at several intersections. That is a fast and inexpensive solution, but we're not sure that it's the best long-range solution —

retain the street's character in all aspects of the plan. B Street has always been an area with a mixture of uses, close to the heart of town, but with a



B Street

The technical name is a Transportation Management Plan - it is intended to improve the livability of B Street by slowing traffic, making it more attractive to pedestrians and bicyclists, and addressing parking impacts from downtown. The plan will be devised as a response to issues and concerns from the neighborhood about parking, speeding, and general livability of B Street — one of our most historic and interesting streets.

or that the problem on B Street has been clearly defined. There are many other ways to slow traffic speed and reduce the impact of parking from the Plaza. That's where your help is needed. You have an opportunity to help with the plan, contribute ideas, help create solutions, and even make sure we're asking the right questions.

quality all its own. We have assembled a team of professionals in traffic engineering, planning and urban design to help achieve this goal. So please contribute a few minutes of your time to read this newsletter and help us be creative in our solutions.

We all recognize the historic nature of B Street and the Railroad District and feel it is imperative to

Our initial response to concerns about speeding

B Street Neighborhood Meeting

April 29, 1999
 7:00 to 9:00 PM

Wesley Hall
 First Methodist Church
 175 North Main Street.

An opportunity to hear about the project and become involved. This meeting is sponsored by the City of Ashland and includes City staff, neighborhood volunteers and the consultants.

B STREET TRANSPORTATION PROJECT

**SURVEY
 INSIDE**

Your Input is Important!

Please Fill Out the
 Enclosed Survey

**SURVEY
 INSIDE**

Your Input is Important!

Please Fill Out the
 Enclosed Survey.

For More Information

If you would like more information on the "B" Street Transportation Management Plan, please contact Maria Harris, Associate Planner, at the City of Ashland Planning Department, 552-2045, or email maria@ashland.or.us, or fax a response to 488-5311.

Do You Know the History of B Street?

The development of B Street (originally named Spring Street) begins in 1884 from plats of land



1910 Paving of B Street

owned by the Southern Pacific Railroad. B Street has evolved to its current state through a roller coaster ride of ups and downs throughout its 120 year history. The current project should be considered a part of the continuing evolution. B Street was wide (70 foot right-of-way) for the standards in those days. In its first decade B Street became the "grand avenue"

families to build their homes there. Prominent families associated with the railroad began buying corner lots for their large homes. While B Street became mostly a residential street, Fourth and A Streets became commercial streets. During a recession in the early 1900's, the affluent families moved and new houses were built on a more modest scale, as rental properties, making B Street home to the merchant class.

In 1909, agitation to improve the City was strong, and paving major streets was one of the civic improvements. In 1910, a \$30,000 bond was used to pave the Plaza, downtown and Railroad District streets including a part of B Street. For some reason, the ordinance calling for the bond directed B Street to be paved "as wide as practicable" extending 44 feet from curb to curb, a characteristic it retains today.

The Railroad District enjoyed healthy growth until 1925 when stagnation began. By 1927 Southern Pacific stopped their passenger service to Ashland furthering the District's decline. With the rail-

road's withdrawal and a national depression, very few homes were built from 1925 to 1942. World War II, however, brought thousands of people into the Rouge Valley with the building of Camp White. The homes built in the Railroad District during this period were modest, functional housing, which filled in most of the district. Many of these homes remain today forming the unique mixture of historic homes ranging from large homes of the late 19th century to modest bungalows of post World War II.

In the 1960's, there was little regard for the uniqueness of the Railroad District and modern apartments were planned to replace older homes. In fact, zoned for the highest density allowed, several apartment complexes were built on B Street during the 60's and 70's. Fortunately, few of the historic buildings were lost during this period. In the late 1970's, some Ashland citizens recognized the importance of the historic buildings and the district was down-zoned for a lower density mixed-use character which encour-

(Continued on page 3)



1960 Air Photo of the Railroad District

(Continued from page 2)

aged the historic tendency for a live-work environment.

Today B Street reflects its history as an exciting mix of buildings and uses. The street retains its broad width, although the road was narrowed sometime prior to 1950 from Fifth to Eighth Street. The old

curbs are still visible in the park rows. Many of the original buildings remain and are enhanced by new structures built to complement the historic feel of the district. B Street typifies the mixed-use district so admired in recent years and exhibits a strong mixture of transportation types, as it is a place full of people walk-

ing and biking. Currently, the entire Railroad District is in the final stages to become a National Historic District.



B Street Today

The B Street Transportation Management Plan

The B Street Transportation Management Plan is a process beginning with input from you, the residents and business owners. The survey that accompanies this newsletter asks for your comments, concerns and ideas to improve the livability of B Street. The survey also calls for volunteers interested in participating in a Planning Advisory Committee made up of members from the neighborhood and representatives from Ashland's various commissions and the City Council. The Planning Advisory Committee will participate in a "hands-on" workshop to develop the Transportation Management Plan. This workshop will be facilitated by the consultant team.

The Transportation Management Plan will assess various engineering and

urban design features to create a distinct identity for the neighborhood, discourage speeding and, balance neighborhood needs with the collector function of the street. The goal is to enhance the sense that B Street is shared by pedestrians and bicyclists as well as cars, and to improve the attractiveness of the street. Only features consistent with the historic nature of the street will be considered. In addition, the plan will consider methods and techniques to minimize on-street parking impacts. The Planning Advisory Committee and the consultants will prepare conceptual plans using maps, renderings and a "toolbox" of street design elements.

The consultant will take the ideas from the workshop, mold them into a cohesive plan for the en-

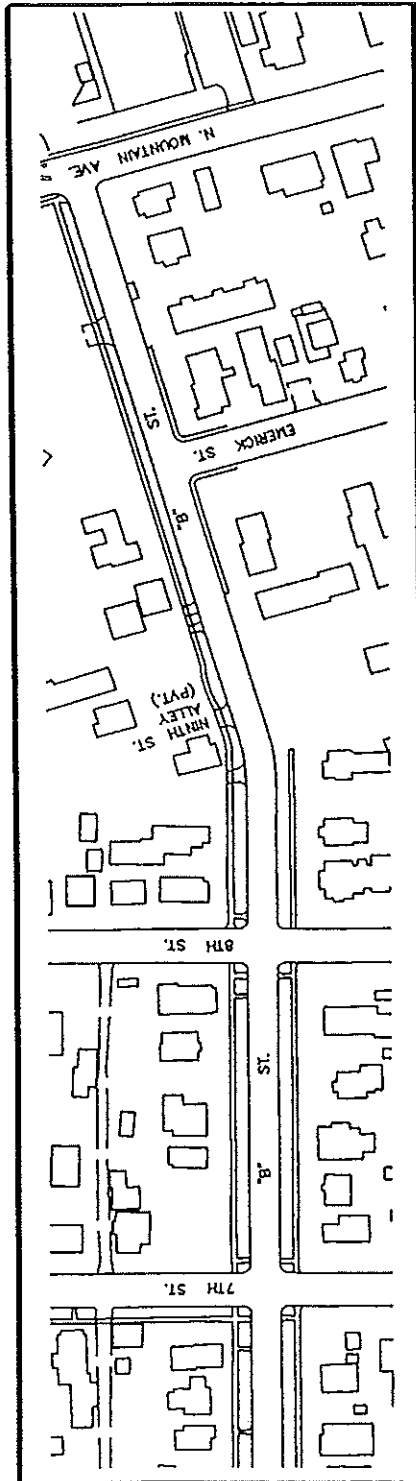
tire length of B Street and prepare conceptual renderings and engineering drawings to present to the Planning Commission and City Council.

Work on the background information for the plan has already begun. After the workshop scheduled in late April, the draft plan will be developed and refined through May and presented in a second workshop in early June. The final B Street Transportation Management Plan will be completed by the end of June, 1999.

Your Input is Important!

Included within this newsletter is a survey and local map of B Street to allow you to give us your initial ideas about the neighborhood and the nature of B Street. It is very important that you fill out this survey as soon as possible, and return it in the enclosed self-addressed stamped envelope. These responses will help form the foundation for this planning process and give the City and the consultant team your direction for improving the neighborhood.

Please take a moment to fill in the survey and return by April 15, 1999



B STREET
 CITY OF ASHLAND, OREGON

B STREET TRANSPORTATION MANAGEMENT PLAN NEIGHBORHOOD SURVEY

No Name or Address Required

Your Input is Important!

This survey is part of a project sponsored by the City of Ashland and the State of Oregon to develop a transportation management plan for B Street. The objective of the project is to improve the livability of the street by slowing traffic, making it more attractive to pedestrians and bicyclists and addressing the parking impacts from downtown. It is important that the neighborhood communicates their concerns and ideas early in the project. This survey is one of the ways we want to hear from you. Please take a few minutes to answer the questions below, write your comments and ideas and return the survey in the postage paid envelope provided. Maps of B Street are enclosed for your reference. Feel free to mark up and return the maps with your survey. Thank you for your participation.

- 1) Please estimate how often, if at all, the following activities occur on your street (meaning in the street itself, sidewalks and in front yards and driveways). (F= Frequently; O= Occasionally; N= Never)

Garage Sales	___ F ___ O ___ N
People Talking to Neighbors	___ F ___ O ___ N
Bike Riding	___ F ___ O ___ N
Ball Games, Frisbee, etc.	___ F ___ O ___ N
Gardening	___ F ___ O ___ N
Roller Blading or Skateboarding	___ F ___ O ___ N
Car Washing or Repairing	___ F ___ O ___ N
Parents Supervising Children	___ F ___ O ___ N
Children Playing with Toys	___ F ___ O ___ N
Neighbors Sitting Outside or on Porch	___ F ___ O ___ N
Neighbor Business Activity	___ F ___ O ___ N

- 2) Please estimate the portion of the people you know in your block ...

... on your side of the street. ___ Most of the people ___ Some of the people ___ Few of the people ___ None of the people	... on the other side of the street. ___ Most of the people ___ Some of the people ___ Few of the people ___ None of the people
--	---

- 3) The following are things that sometimes annoy people around their home. Please indicate how much these things annoy you around your home.

Air pollution	___ Very Much ___ Somewhat ___ Very Little ___ Not At All
Crime, Vandalism	___ Very Much ___ Somewhat ___ Very Little ___ Not At All
Speeders	___ Very Much ___ Somewhat ___ Very Little ___ Not At All
Trash and dirt	___ Very Much ___ Somewhat ___ Very Little ___ Not At All
Traffic Noise	___ Very Much ___ Somewhat ___ Very Little ___ Not At All
Parking conditions	___ Very Much ___ Somewhat ___ Very Little ___ Not At All
Noisy neighbors	___ Very Much ___ Somewhat ___ Very Little ___ Not At All
Commercial Trucks	___ Very Much ___ Somewhat ___ Very Little ___ Not At All
Solicitors	___ Very Much ___ Somewhat ___ Very Little ___ Not At All
Other	_____

- 4) Do you feel comfortable doing the following on your street ? (Y= Yes, N= No)

___ Walking	___ Riding a bicycle	___ Walking or biking at night
___ Crossing the street at an intersection	___ Crossing the street at mid-block	

- 5) For each of the following actions, indicate how much you feel it would improve your street.

Repair sidewalks	___ Very Much ___ Somewhat ___ Very Little ___ Not At All
Prohibit trucks	___ Very Much ___ Somewhat ___ Very Little ___ Not At All

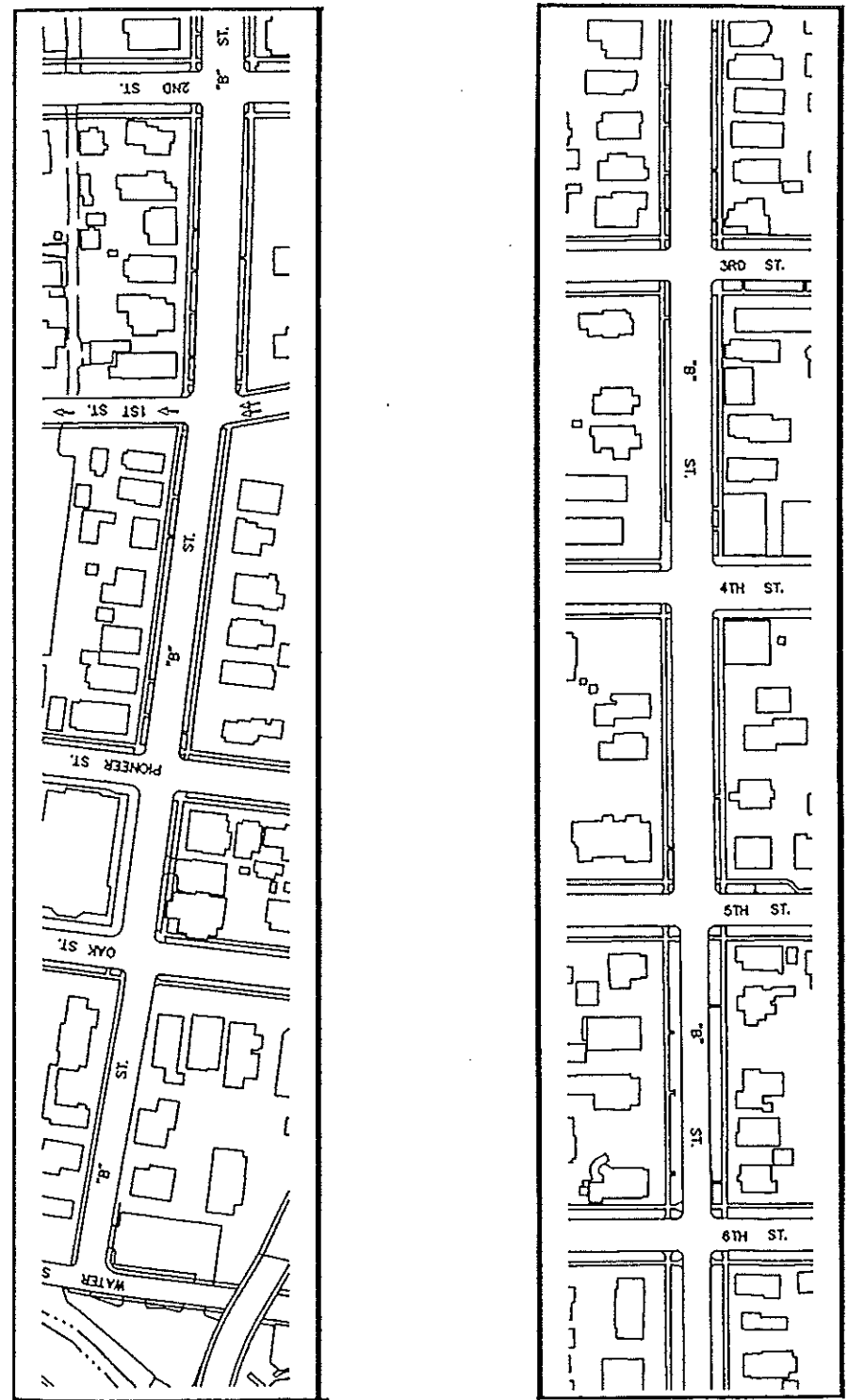
Continuation of Question #5

More street lighting	<input type="checkbox"/> Very Much	<input type="checkbox"/> Somewhat	<input type="checkbox"/> Very Little	<input type="checkbox"/> Not At All
Add speed humps	<input type="checkbox"/> Very Much	<input type="checkbox"/> Somewhat	<input type="checkbox"/> Very Little	<input type="checkbox"/> Not At All
Plant more trees	<input type="checkbox"/> Very Much	<input type="checkbox"/> Somewhat	<input type="checkbox"/> Very Little	<input type="checkbox"/> Not At All
Improve tree maintenance	<input type="checkbox"/> Very Much	<input type="checkbox"/> Somewhat	<input type="checkbox"/> Very Little	<input type="checkbox"/> Not At All
Make street narrower	<input type="checkbox"/> Very Much	<input type="checkbox"/> Somewhat	<input type="checkbox"/> Very Little	<input type="checkbox"/> Not At All
Make street wider	<input type="checkbox"/> Very Much	<input type="checkbox"/> Somewhat	<input type="checkbox"/> Very Little	<input type="checkbox"/> Not At All
Install more stop signs	<input type="checkbox"/> Very Much	<input type="checkbox"/> Somewhat	<input type="checkbox"/> Very Little	<input type="checkbox"/> Not At All
Close to through traffic	<input type="checkbox"/> Very Much	<input type="checkbox"/> Somewhat	<input type="checkbox"/> Very Little	<input type="checkbox"/> Not At All
Better speed enforcement	<input type="checkbox"/> Very Much	<input type="checkbox"/> Somewhat	<input type="checkbox"/> Very Little	<input type="checkbox"/> Not At All
Require a parking permit	<input type="checkbox"/> Very Much	<input type="checkbox"/> Somewhat	<input type="checkbox"/> Very Little	<input type="checkbox"/> Not At All
Repair street surface	<input type="checkbox"/> Very Much	<input type="checkbox"/> Somewhat	<input type="checkbox"/> Very Little	<input type="checkbox"/> Not At All
Other	_____			

- 6) Do you ever have to wait to cross the street because of traffic?
 Often
 Sometimes
 Occasionally
 Never
- 7) How would you rate the amount of traffic on your street?
 Heavy
 Average
 Light
 No opinion
- 8) Do you think the overall speed of traffic on your street is too fast, about right, or too slow?
 Much too fast
 Somewhat fast
 About right
 Too slow
 No opinion
- 9) How would you rate the effects of traffic on the safety of your street?
 Makes it very unsafe
 Makes it somewhat unsafe
 Makes it a little unsafe
 Traffic has no effect
 No opinion
- 10) Does excessive traffic volume or speed cause you to do any of the following? (check all that apply)
 Avoid parking on the street
 Spend less time in the front yard and on the sidewalk
 Forbid children to play in the street
 Forbid children to play on the sidewalk
 Tell children not to cross the street
 File complaints with the police
 Other _____
 Nothing
- 11) Does excessive traffic noise cause you to do any of the following? (check all that apply)
 Plant trees or shrubs
 Fence or wall-in yard
 Keep windows shut
 Live more in back of house
 Add double-pane windows
 Other _____
 Nothing
- 12) How long have you lived on this block?
 Less than one year
 1 - 5 years
 5 - 10 years
 More than 10 years
- 13) Would you be willing to serve as part of a neighborhood advisory committee over the next 3 months? If so, please include your name and phone number _____

Additional comments or ideas:

If you have any questions, please contact Maria Harris, Associate Planner, at the City of Ashland Planning Department, 552-2045, or e-mail maria@ashland.or.us, or fax a response to 488-5311. Thank You!

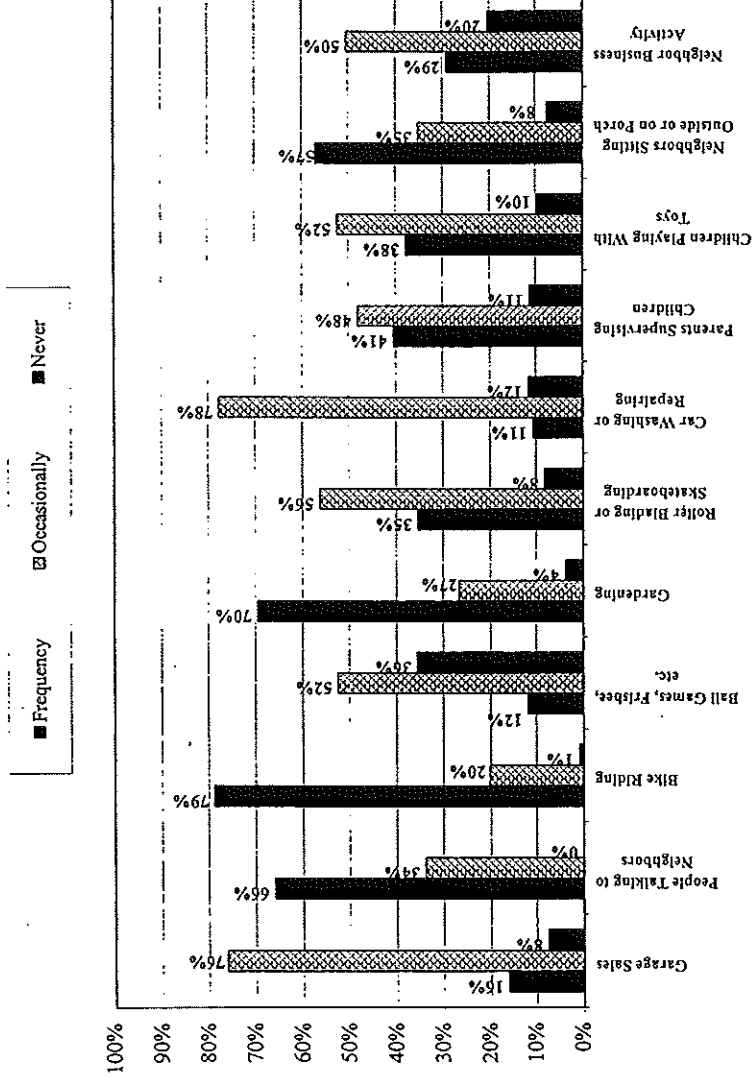


B STREET
 CITY OF ASHLAND, OREGON

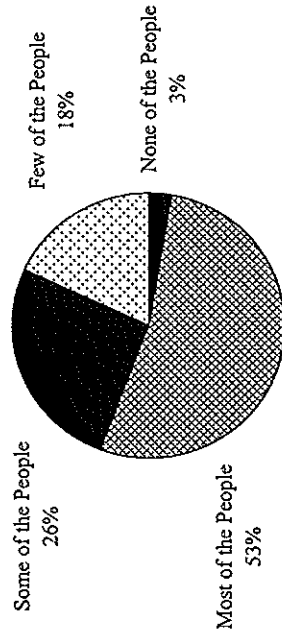
APPENDIX 2

SUMMARY OF SURVEY RESULTS

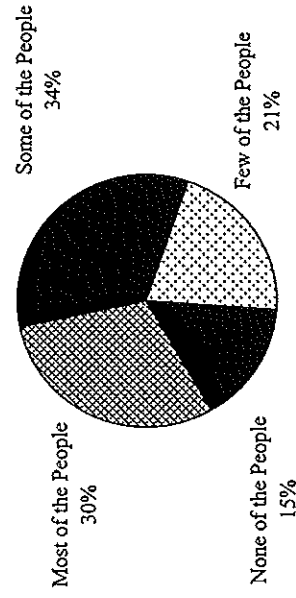
Question 1 : Please indicate how often, if at all, the following activities occur on your street



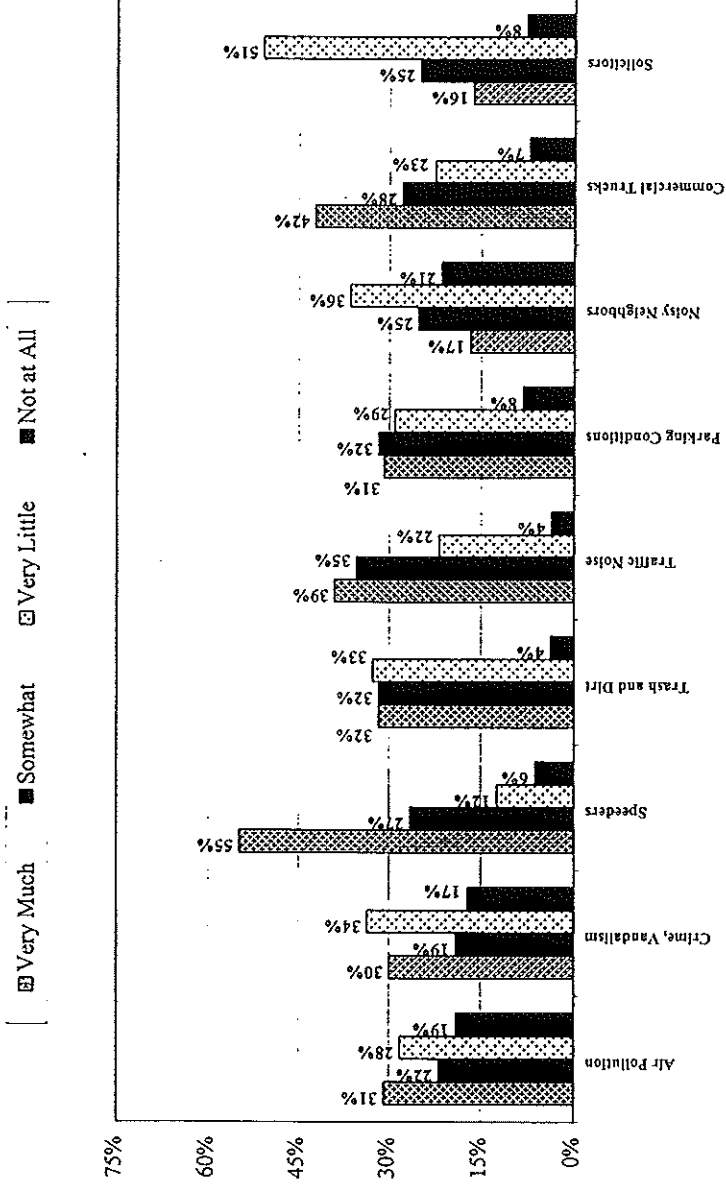
Question 2 : Please estimate the portion of the people you know in your block on your side of the street



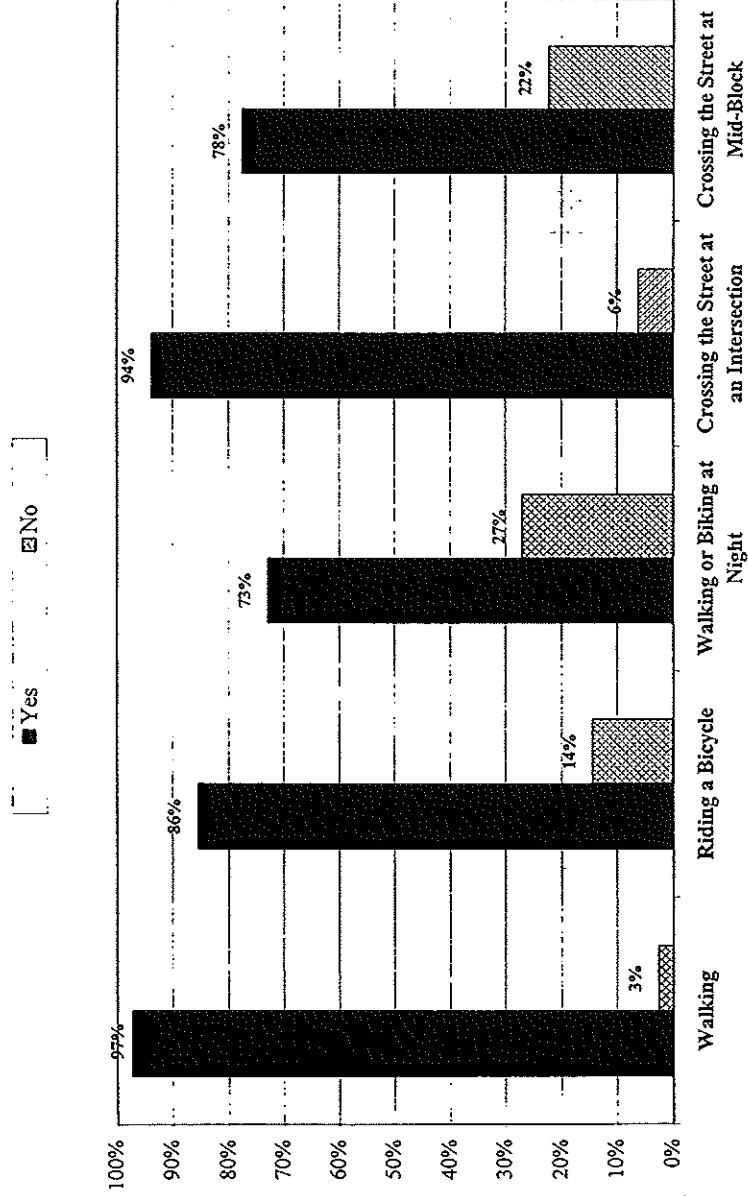
Question 2 : Please estimate the portion of the people you know in your block on the other side of the street



Question 3: The following are things that sometimes annoy people around their home. Please indicate how much these things annoy you around your home

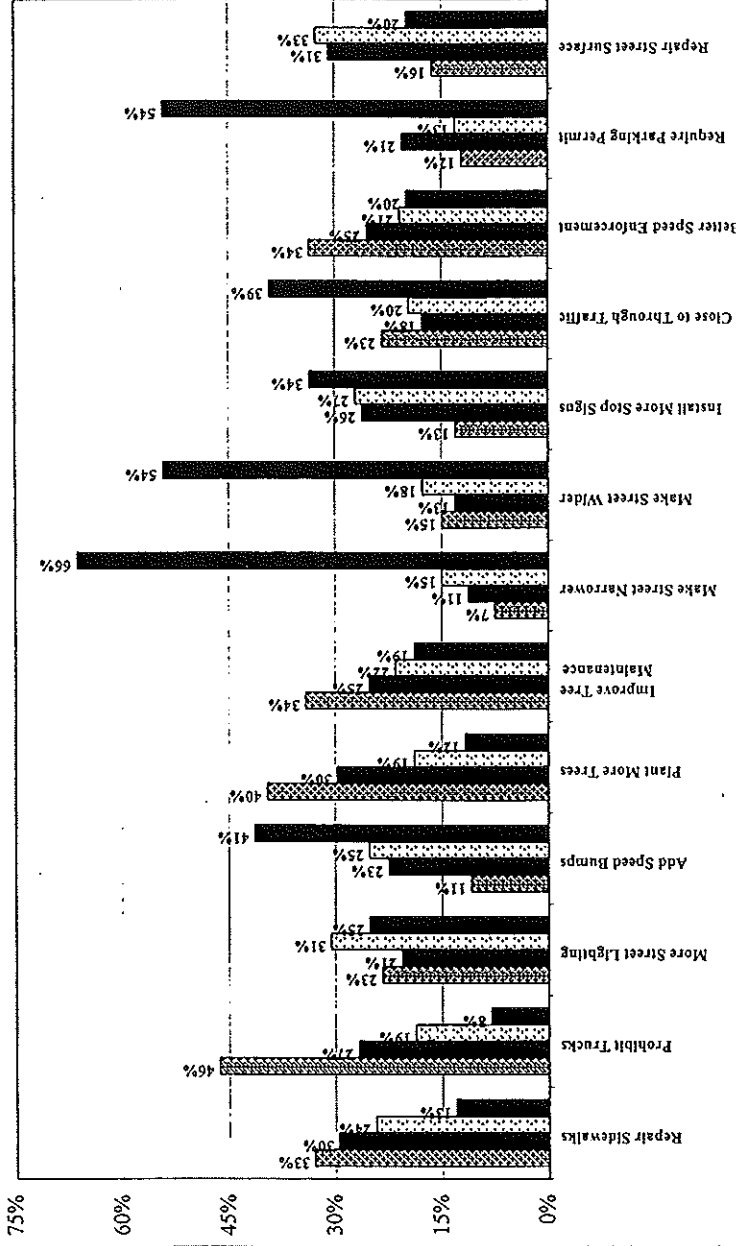


Question 4: Do you feel comfortable doing the following on your street?

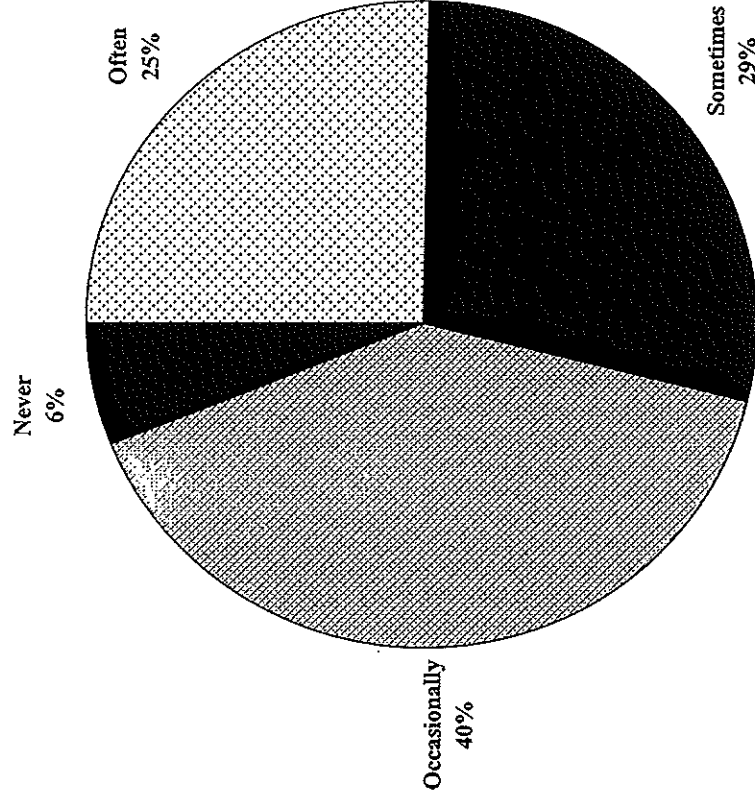


Question 5: For each of the following actions, indicate how much you feel it would improve your street.

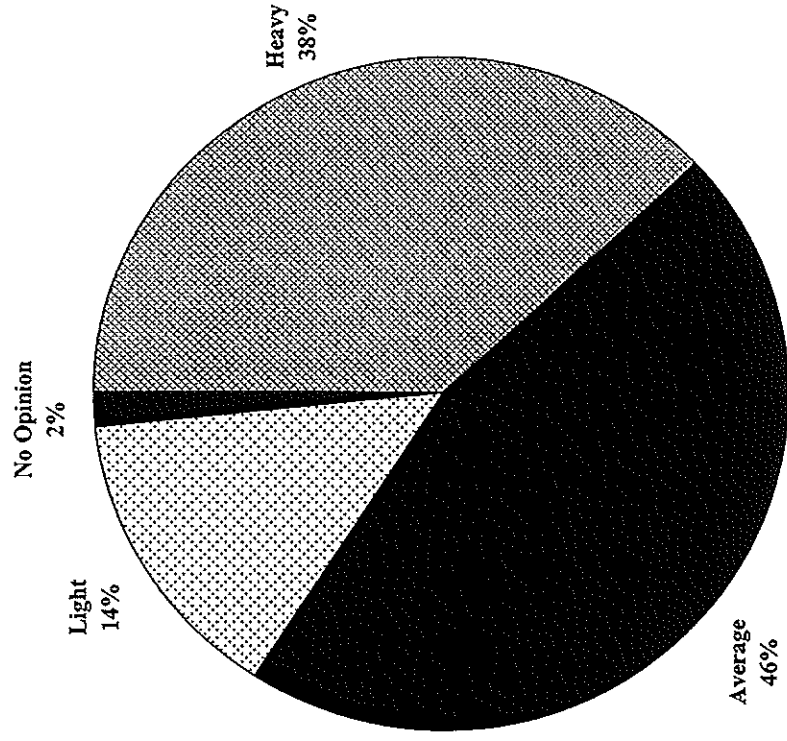
Very Much Somewhat Very Little Not at All



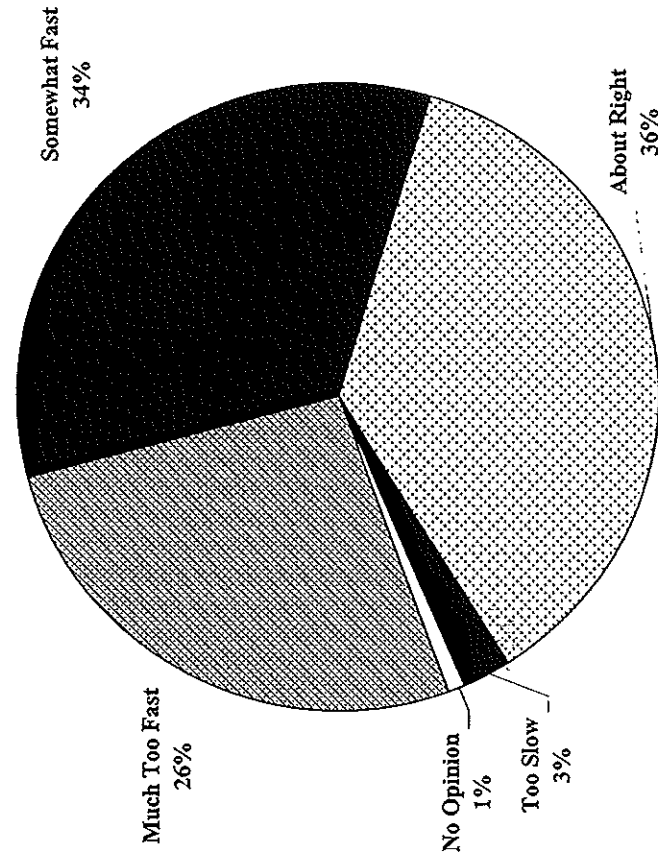
Question 6: Do you ever have to wait to cross the street because of traffic?



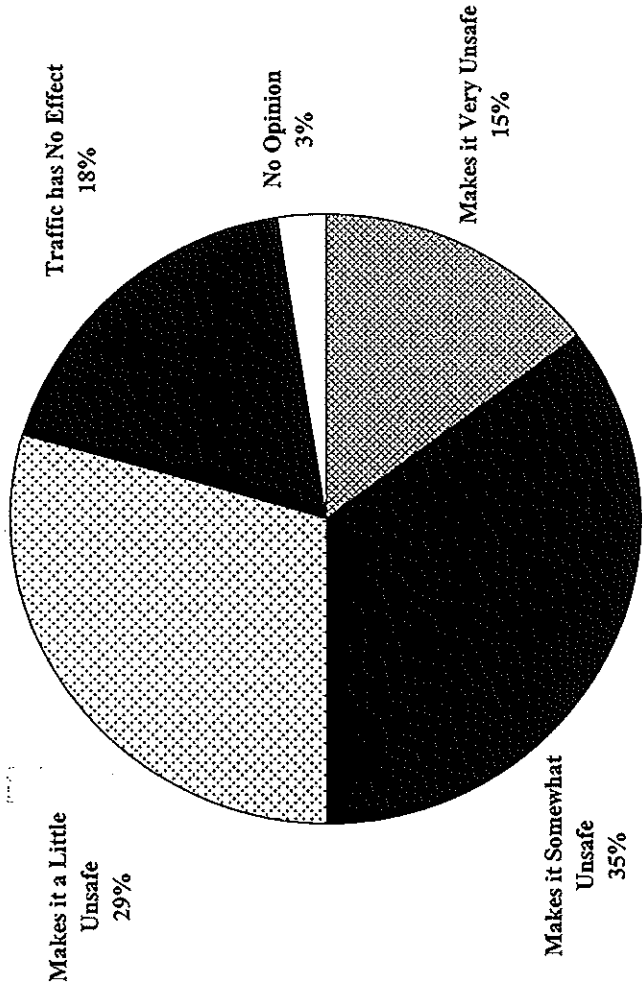
Question 7: How would you rate the traffic on your street?



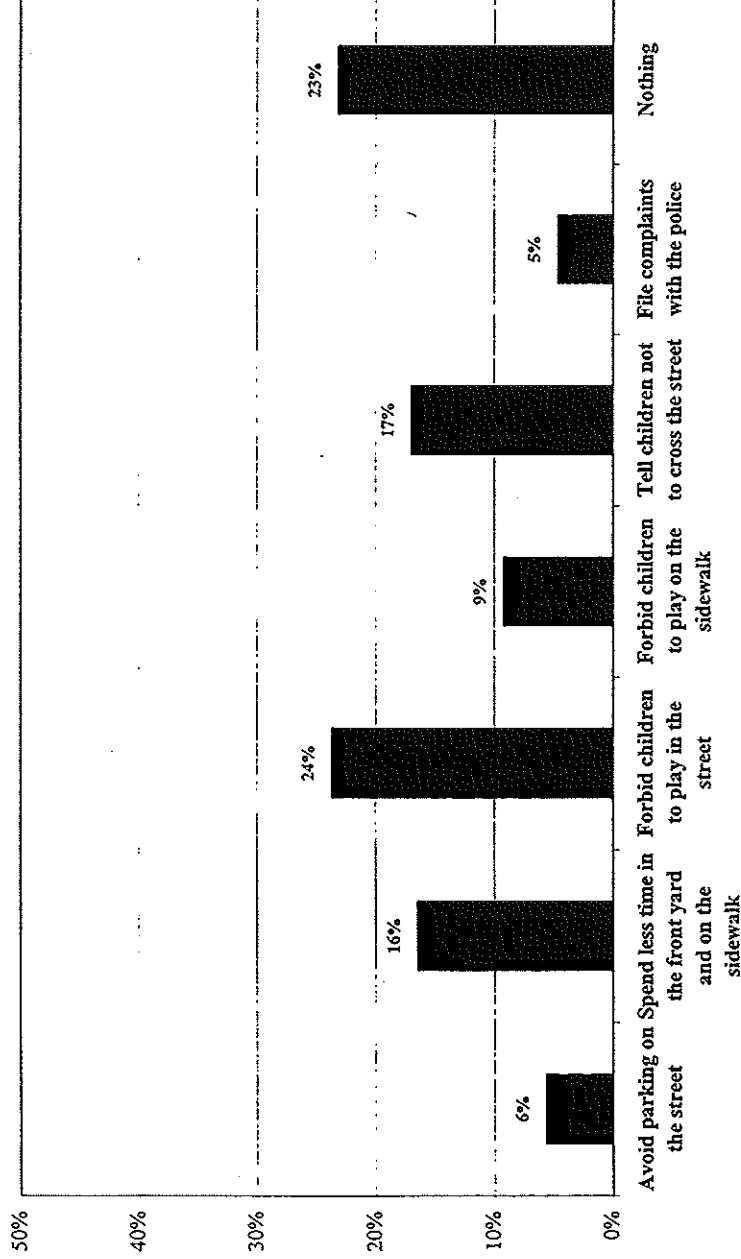
Question 8: Do you think the overall speed of traffic on your street is too fast, about right, or too slow?



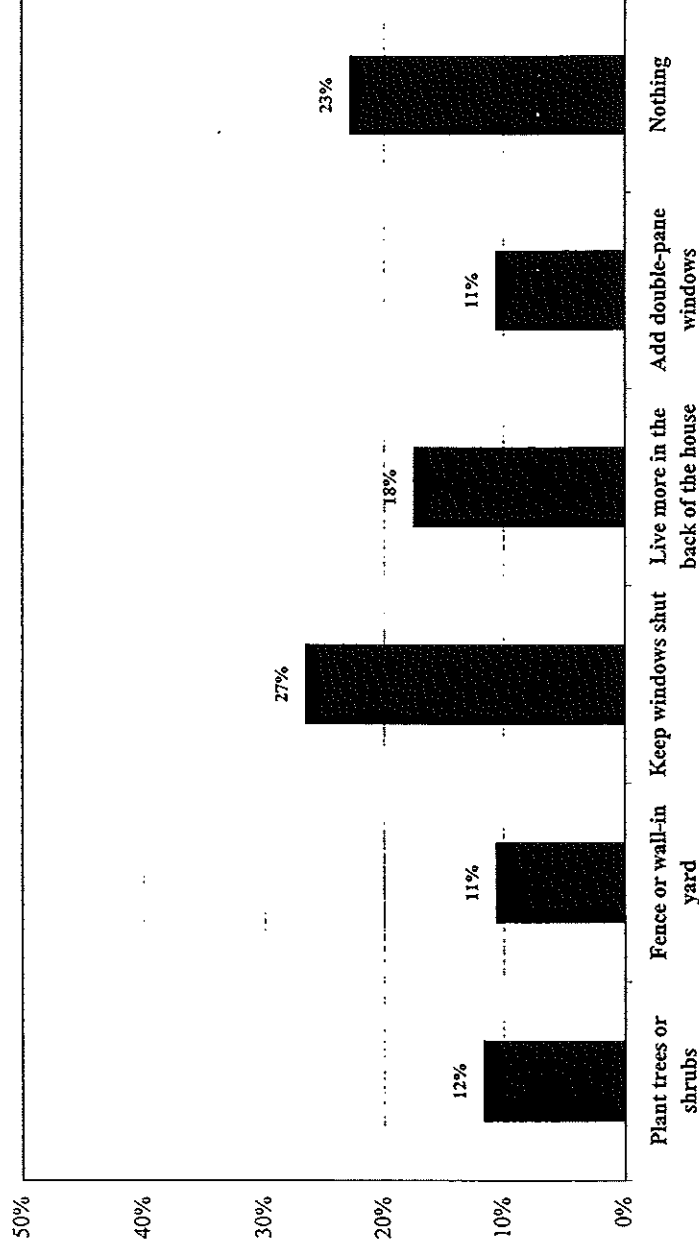
Question 9: How would you rate the effects of traffic on the safety of your street?



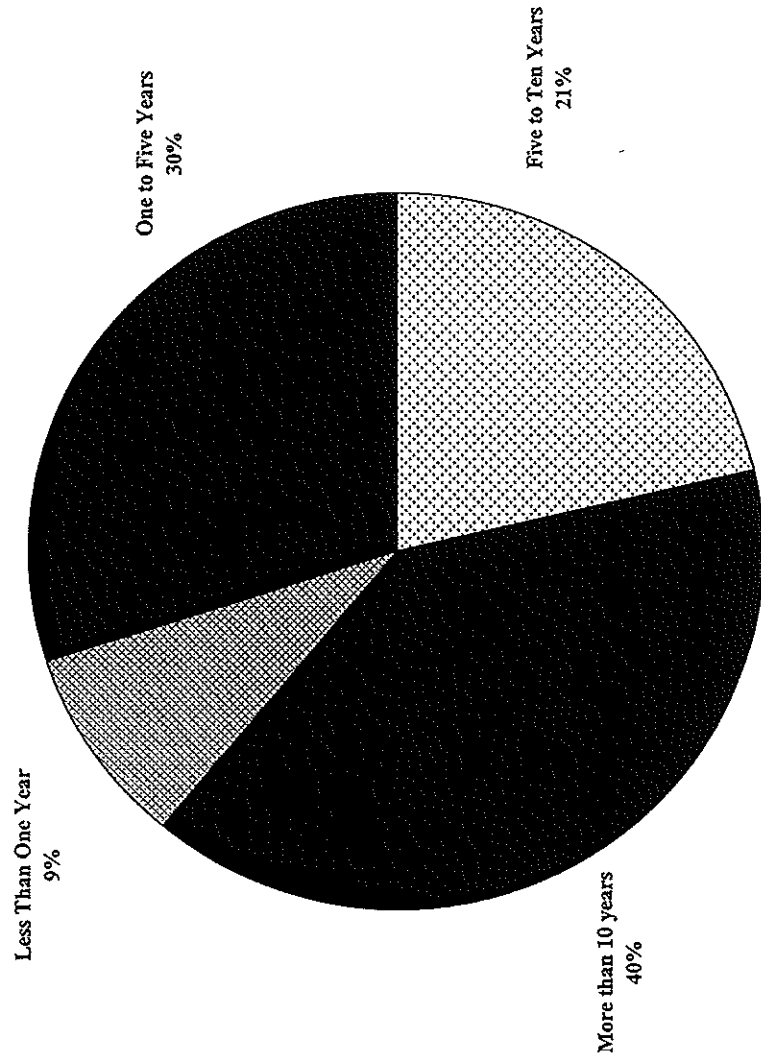
Question 10: Does excessive traffic volume or speed cause you to do any of the following?



Question 11: Does excessive traffic cause you to do any of the following?



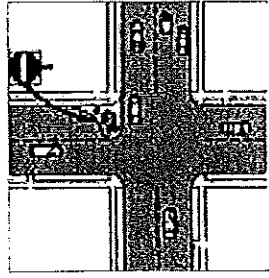
Question 12: How long have you lived on this block?



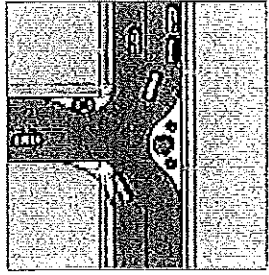
APPENDIX 3

WORKSHOP TOOLS

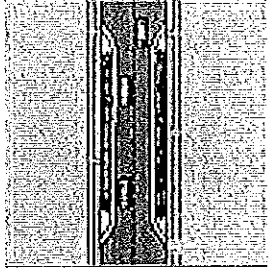
Traffic Calming Devices



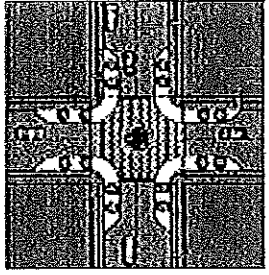
Entrance Barrier



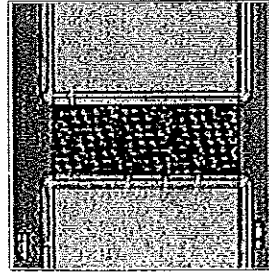
Realigned Intersection



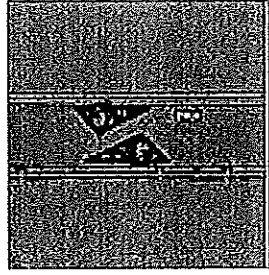
Chokers



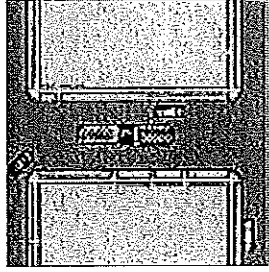
Combined Measures



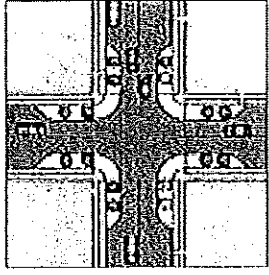
Textured Pavement



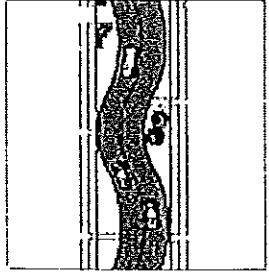
Other Measures



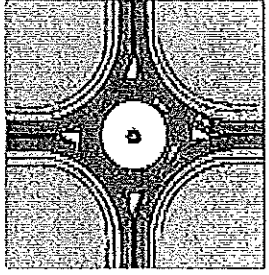
Center Island



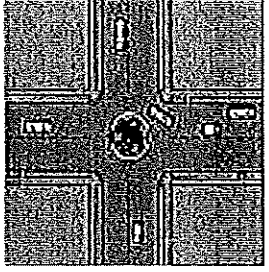
Neckdowns



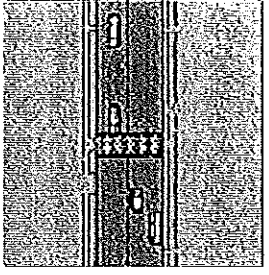
Chicane



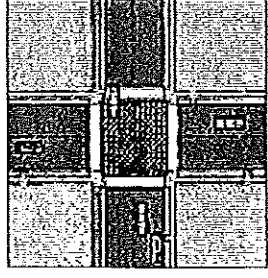
Roundabout



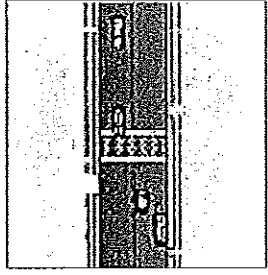
Traffic Circle



Raised Crosswalk



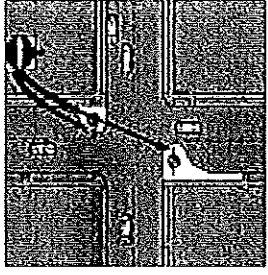
Raised Intersection



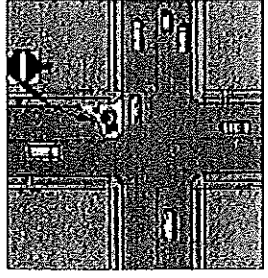
Speed Table



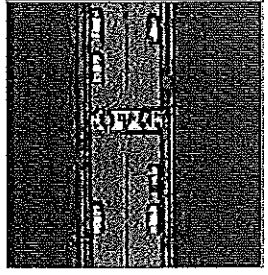
Median Barrier



Semi-Diverter



Half Closure



Full Closure

Key to Map Icons B Street Project 29 April 1999 Workshop Ashland, Oregon

APPENDIX 4

PRELIMINARY CONSTRUCTION COST ESTIMATES

**Ashland "B" Street Transportation Plan
Preliminary Construction Cost Estimates
Assumptions**

The following tables summarize the preliminary construction cost estimates for the recommended "B" Street Transportation Plan. The first table provides a summary of the total costs for all improvements from Water Street to Emerick Street. The subsequent tables contain the cost for each prototypical intersection on "B" Street. The cost varies slightly between intersections because the width difference of "B" Street changes the units being estimated. The final table summarizes the cost of miscellaneous items including construction of sidewalks not part of intersections, the raised traffic circle at 4th and "B" Streets and the hardscape traffic circles at 8th and Oak Streets. The cost for prototypical intersections does not include the cost of removal and replacing drainage catch basins and curb inlets. The cost of these facilities are included in the summary table.

The cost estimate summary is broken down into:

- 1) **Demolition** - the removal of existing curbs, asphalt and sidewalks, clearing and grubbing of parkrow and removal of drainage facilities. Demolition costs for the recommended plan equal \$68,395, about 11% of the total construction cost.
- 2) **New construction** - new curb and gutter, curb extensions, sidewalks, handicapped ramps, concrete sidewalks, new drainage facilities, landscaping and signing and striping. New construction costs for the recommended plan equal \$300,411, about 47% of the total construction cost.
- 3) **Street lighting** - including cost of historical light standards, installation, service connection and electrical connection. Street lighting (one light at each corner of intersections) costs for the recommended plan equal \$272,800, about 43% of the total cost. Street lighting is the single most costly line item.

Unit costs were provided by the City of Ashland for recent construction projects. Unit costs not provided by Ashland are from recent construction projects in California. Drainage costs assume the removal of catch basins and curb inlets if they exist where curb extensions will be constructed. The cost estimates assume each catch basin/curb inlet will be replaced in a new location and the connection to the storm drain system will be adjusted. The estimates assume that there will not be any significant drainage issues with the construction of the recommended plan.

The total construction cost of the recommended plan is \$641,606. The cost estimates assume the typical markups shown in the summary table. These markups include planning and design (15%), construction management (10%), contract management (5%), traffic control (5%) and contingencies (25%). With markups the total cost of the recommended plan equals \$1,082,711.

Ashland "B" Street Transportation Plan Preliminary Construction Cost Estimates (For all Intersections from Oak to Emerick Plus Miscellaneous Items)				
Item	Unit of Measure	Unit Cost	Unit	Cost
Demolition				
Remove curb and gutter	LF	5.00	3096	\$ 15,480.00
Remove pavement	SY	5.00	3468	\$ 17,340.00
Remove sidewalk and handicap ramps	SF	2.00	9500	\$ 19,000.00
Clear and grub parkrow	SF	0.18	18750	\$ 3,375.00
Remove catch basins/curb inlets	EA	600.00	18	\$ 10,800.00
Remove sign and post	EA	100.00	24	\$ 2,400.00
New Construction				
Construct curb and gutter	LF	6.50	3971	\$ 25,811.50
Construct sidewalk	SF	2.50	19110	\$ 47,775.00
Construct handicapped ramps	EA	200.00	42	\$ 8,400.00
Install stamped concrete and sub-base	SF	10.00	10028	\$ 100,275.00
Install new catch basin and adjust connection	EA	2775.00	16	\$ 44,400.00
Landscape parkrow	SF	2.50	26470	\$ 66,175.00
Install sign on new post	EA	275.00	18	\$ 4,950.00
Intersection striping (thermo)	LF	2.50	1050	\$ 2,625.00
Street Lighting				
Light standards (historic replicas)	EA	3000.00	42	\$ 126,000.00
Install lighting	EA	1500.00	42	\$ 63,000.00
Service connection	EA INT	200.00	11	\$ 2,200.00
Conduit	LF	12.00	3950	\$ 47,400.00
Conductors	LF	1.00	3950	\$ 3,950.00
Pullboxes	EA	250.00	42	\$ 10,500.00
Trenching	LF	5.00	3950	\$ 19,750.00
Total Construction Cost				\$ 641,606.50
Markups				
Planning and design		15% of construction cost		\$ 96,240.98
Construction management		10% of construction cost		\$ 64,160.65
Contract management		5% of construction cost		\$ 32,080.33
Traffic control		5% of construction cost		\$ 32,080.33
Contingencies		25% of construction plus markups		\$ 216,542.19
Total				\$ 1,082,710.97

Ashland "B" Street Transportation Plan Cost for Prototypical Intersection 1 2nd/B, 3rd/B, and 4th/B				
Item	Unit of Measure	Unit Cost	Unit	Cost
1. Remove curb and gutter	LF	\$ 5.00	288	\$ 1,440.00
2a. Remove pavement under curb extension	SY	\$ 5.00	245	\$ 1,225.00
2b. Remove pavement under crosswalks	SY	\$ 5.00	107	\$ 535.00
3. Remove Sidewalk and HC ramp	SF	\$ 2.00	720	\$ 1,440.00
4. Clear and grub parkrow	SF	\$ 0.18	1600	\$ 288.00
6. Construct new curb	LF	\$ 6.50	368	\$ 2,392.00
7. Construct new sidewalk	SF	\$ 2.50	1420	\$ 3,550.00
8. Construct new HC ramps	EA	\$ 200.00	4	\$ 800.00
9. Install stamped crosswalks	SF	\$ 10.00	965	\$ 9,650.00
11. Landscape parkrow	SF	\$ 2.50	2320	\$ 5,800.00
12. New striping	LF	\$ 2.50	100	\$ 250.00
13a. Street lights - light standards	EA	\$ 3,000.00	4	\$ 12,000.00
13b. Street lights - install	EA	\$ 1,500.00	4	\$ 6,000.00
13c. Service connection	EA INT	\$ 200.00	1	\$ 200.00
13d. Conduit	LF	\$ 12.00	380	\$ 4,560.00
13e. Conductors	LF	\$ 1.00	380	\$ 380.00
13f. Pullboxes	EA	\$ 250.00	4	\$ 1,000.00
13g. Trenching	LF	\$ 5.00	380	\$ 1,900.00
Total				\$ 53,410.00
Prototypical cost does not include removal of catch basins and curb inlets, or cost to install new drainage facilities. These costs are, however included in the summary cost estimate.				
Prototypical cost does not include removal and/or installation of stop signs. These costs are, however included in the summary cost estimate.				

Ashland "B" Street Transportation Plan Cost for Prototypical Intersection 2 Pioneer/B, 6th/B, 7th/B, and 8th/B				
Item	Unit of Measure	Unit Cost	Unit	Cost
1. Remove curb and gutter	LF	\$ 5.00	300	\$ 1,500.00
2a. Remove pavement under curb extension	SY	\$ 5.00	200	\$ 1,000.00
2b. Remove pavement under crosswalks	SY	\$ 5.00	100	\$ 500.00
3. Remove Sidewalk and HC ramp	SF	\$ 2.00	1120	\$ 2,240.00
4. Clear and grub parkrow	SF	\$ 0.18	2100	\$ 378.00
6. Construct new curb	LF	\$ 6.50	380	\$ 2,470.00
7. Construct new sidewalk	SF	\$ 2.50	1600	\$ 4,000.00
8. Construct new HC ramps	EA	\$ 200.00	4	\$ 800.00
9. Install stamped crosswalks	SF	\$ 10.00	880	\$ 8,800.00
11. Landscape parkrow	SF	\$ 2.50	2760	\$ 6,900.00
12. New striping	LF	\$ 2.50	100	\$ 250.00
13a. Street lights - light standards	EA	\$ 3,000.00	4	\$ 12,000.00
13b. Street lights - install	EA	\$ 1,500.00	4	\$ 6,000.00
13c. Service connection	EA INT	\$ 200.00	1	\$ 200.00
13d. Conduit	LF	\$ 12.00	380	\$ 4,560.00
13e. Conductors	LF	\$ 1.00	380	\$ 380.00
13f. Pullboxes	EA	\$ 250.00	4	\$ 1,000.00
13g. Trenching	LF	\$ 5.00	380	\$ 1,900.00
Total				\$ 54,878.00
Prototypical cost does not include removal of catch basins and curb inlets, or cost to install new drainage facilities. These costs are, however included in the summary cost estimate.				
Prototypical cost does not include removal and/or installation of stop signs. These costs are, however included in the summary cost estimate.				

Ashland "B" Street Transportation Plan Cost for Prototypical Intersection 3 1st/B, 5th/B, Oak/B				
Item	Unit of Measure	Unit Cost	Unit	Cost
1. Remove curb and gutter	LF	\$ 5.00	294	\$ 1,470.00
2a. Remove pavement under curb extension	SY	\$ 5.00	222.5	\$ 1,112.50
2b. Remove pavement under crosswalks	SY	\$ 5.00	103.5	\$ 517.50
3. Remove Sidewalk and HC ramp	SF	\$ 2.00	920	\$ 1,840.00
4. Clear and grub parkrow	SF	\$ 0.18	1850	\$ 333.00
6. Construct new curb	LF	\$ 6.50	374	\$ 2,431.00
7. Construct new sidewalk	SF	\$ 2.50	1510	\$ 3,775.00
8. Construct new HC ramps	EA	\$ 200.00	4	\$ 800.00
9. Install stamped crosswalks	SF	\$ 10.00	922.5	\$ 9,225.00
11. Landscape parkrow	SF	\$ 2.50	2540	\$ 6,350.00
12. New striping	LF	\$ 2.50	100	\$ 250.00
13a. Street lights - light standards	EA	\$ 3,000.00	4	\$ 12,000.00
13b. Street lights - install	EA	\$ 1,500.00	4	\$ 6,000.00
13c. Service connection	EA INT	\$ 200.00	1	\$ 200.00
13d. Conduit	LF	\$ 12.00	380	\$ 4,560.00
13e. Conductors	LF	\$ 1.00	380	\$ 380.00
13f. Pullboxes	EA	\$ 250.00	4	\$ 1,000.00
13g. Trenching	LF	\$ 5.00	380	\$ 1,900.00
Total				\$ 54,144.00
Prototypical cost does not include removal of catch basins and curb inlets, or cost to install new drainage facilities. These costs are, however included in the summary cost estimate.				
Prototypical cost does not include removal and/or installation of stop signs. These costs are, however included in the summary cost estimate.				

Ashland "B" Street Transportation Plan Cost for Prototypical T-Intersection B/Emerick				
Item	Unit of Measure	Unit Cost	Unit	Cost
1. Remove curb and gutter	LF	\$ 5.00	150	\$ 750.00
2a. Remove pavement under curb extension	SY	\$ 5.00	85	\$ 425.00
2b. Remove pavement under crosswalks	SY	\$ 5.00	28	\$ 140.00
3. Remove Sidewalk and HC ramp	SF	\$ 2.00	100	\$ 200.00
4. Clear and grub parkrow	SF	\$ 0.18	0	\$ -
6. Construct new curb	LF	\$ 6.50	145	\$ 942.50
7. Construct new sidewalk	SF	\$ 2.50	200	\$ 500.00
8. Construct new HC ramps	EA	\$ 200.00	2	\$ 400.00
9. Install stamped crosswalks	SF	\$ 10.00	245	\$ 2,450.00
11. Landscape parkrow	SF	\$ 2.50	400	\$ 1,000.00
12. New striping	LF	\$ 2.50	50	\$ 125.00
13a. Street lights - light standards	EA	\$ 3,000.00	2	\$ 6,000.00
13b. Street lights - install	EA	\$ 1,500.00	2	\$ 3,000.00
13c. Service connection	EA INT	\$ 200.00	1	\$ 200.00
13d. Conduit	LF	\$ 12.00	150	\$ 1,800.00
13e. Conductors	LF	\$ 1.00	150	\$ 150.00
13f. Pullboxes	EA	\$ 250.00	2	\$ 500.00
13g. Trenching	LF	\$ 5.00	150	\$ 750.00
Total				\$ 19,332.50
Prototypical cost does not include removal of catch basins and curb inlets, or cost to install new drainage facilities. These costs are, however included in the summary cost estimate.				
Prototypical cost does not include removal and/or installation of stop signs. These costs are, however included in the summary cost estimate.				

**Ashland "B" Street Transportation Plan
Miscellaneous Costs**

Item	Unit of Measure	Unit Cost	Unit	Cost
Sidewalk from Water to Oak	SF	\$ 2.50	2000	\$ 5,000.00
Sidewalk near Emerick (Close Gap)	SF	\$ 2.50	1720	\$ 4,300.00
Traffic Circle at 4th/B				
Remove Pavement	SY	\$ 5.00	55	\$ 275.00
Construct New Curb	LF	\$ 6.50	80	\$ 520.00
Landscape	SF	\$ 2.50	450	\$ 1,125.00
Subtotal				\$ 1,920.00
Stamped Concrete Circle at 8th/B and Oak/B				
Remove Pavement	SY	\$ 5.00	66	\$ 330.00
Intall stamped concrete	SF	\$ 10.00	600	\$ 6,000.00
Subtotal				\$ 6,330.00
Total				\$ 17,550.00

APPENDIX 5

EXISTING CONDITIONS TECHNICAL REPORT

Draft Report:

ASHLAND B STREET TRANSPORTATION MANAGEMENT PLAN Existing Conditions Report



Prepared for:
City of Ashland

Prepared by:

 **Fehr & Peers Associates, Inc.**
Transportation Consultants

April 6, 1999

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I. INTRODUCTION

A. Purpose of Evaluation

This report is an evaluation of existing traffic, parking and non-motorized travel conditions on B Street. This evaluation provides the technical background information for development of the B Street Transportation Management Plan (TMP). The B Street TMP is funded through a Transportation Growth Management (TGM) grant from the State of Oregon. The purpose of the B Street TMP is to improve the livability of B Street by slowing traffic, making it more attractive to pedestrians and bicyclists, and addressing parking impacts from downtown. The TMP will be a response to issues and concerns from the neighborhood such as speeding, high-traffic volumes, parking availability and multi-use access.

The study area includes the twelve blocks of B Street between Water Street and North Mountain Avenue. This evaluation establishes baseline conditions along

the B Street corridor to be used as the basis for potential solutions and improvements to address concerns expressed by the neighborhood.

B. Scope of Work

This report summarizes existing street standards and evaluates existing travel conditions. Data for the evaluation was provided by City staff or collected in the field in February and March of 1999. Conditions evaluated include: street geometrics, pedestrian and bicycle facilities and use, on-street parking, traffic volumes, traffic speeds, traffic control and intersection sight distance.

II. STREET DESIGN STANDARDS

A. B Street Classification

B Street is classified as an avenue in the Transportation Element of Ashland's Comprehensive Plan, adopted in December 1996. An avenue is similar in function to a major collector street, providing access from boulevards to neighborhoods and neighborhood activity centers. As described in the Comprehensive Plan, avenues can accommodate between 3,000 and 10,000 vehicles per day. Pedestrian and bicycle use is emphasized on avenues. Mixed land use along avenues is encouraged and the design of avenues should balance walkways and bikeways with an efficient motor vehicle thoroughfare.

B. City Design Standards

Ashland Comprehensive Plan

The Transportation Element of Ashland's Comprehensive plan provides general roadway design

guidelines as well as goals, objectives and policies. The plan emphasizes the need for Ashland's street system to be multi-modal, balancing the transportation needs of pedestrians, bicycles, automobiles freight delivery and transit. The Comprehensive Plan notes that over four decades of building single-purpose streets has resulted in negative consequences, such as loss of livable neighborhoods due to fast-moving traffic. One of the policies contained in the Comprehensive Plan specifically states that development along B Street shall be compatible with and support a multi-modal orientation.

Traffic calming is emphasized in the Comprehensive Plan as an increasingly used technique to bring a balance to neighborhood transportation systems and to restore the human scale characteristics of traditional neighborhoods. Comments from neighborhood meetings (summarized in the Comprehensive Plan), specifically request traffic calming on B Street. Other

comments from public meetings request pedestrian scale lighting on B Street, safer access for cyclists and improved visibility at the intersection of First and B Streets.

The following design elements recommended for avenues in the Comprehensive Plan are potentially relevant to B Street:

- Protected pedestrian crossings should be provided at a minimum of every three blocks or approximately 1,000 feet. Protected pedestrian crossings are designed to minimize crossing distance and provide the safest most direct routes across streets. Protected crossings can be achieved through curb extensions, median refuges, raised or marked crosswalks, landscape strips, street trees, on-street parking and traffic signals.
- Bicycle lanes, separated from motor vehicles lanes with striping and smooth riding surfaces.

- Driveways and curb cuts should be consolidated to maintain carrying capacity.
- Off-street parking is encouraged for uses located on avenues.
- Discourage removal of on-street parking or street widening except in special situations.
- Intersections should facilitate the movement of traffic and allow all turning movements.
- Avenues should include landscaped medians and/or parkrows to provide a visual entry into a community and buffer pedestrians from traffic.
- Pedestrian and bicyclist amenities such as benches, shade trees, bathrooms and water fountains are recommended on avenues.
- Commercial buildings should be oriented to avenues with the main entrance facing the street. Commercial bicycle parking should be located near the main entrance.

Some exceptions to the above design guidelines are warranted, particularly as to how they relate to B Street and its historic character.

Ashland Street Standards Handbook

The Ashland Street Standards Handbook, adopted in January 1999, describes the principles of traditional street design, connectivity, and engineering standards for new streets. The goal of traditional street design is to create streets that provide multiple transportation options, focusing on a safe environment for all users, and creating streets as public spaces to enhance the livability of the neighborhood. The managed speed for new avenues recommended in the Street Standards Handbook is 20 to 25 mph, significantly lower than conventional street design speeds.

The Ashland Street Standards Handbook specifies that the design of new avenues should include:

- Parking bays (8' wide) for on-street parking (using curb extensions)
- Bicycle lanes (6' wide on both sides of street) but generally not needed on streets with less than 3,000 ADT or speeds less than 25 mph
- Two or three lane cross-section with a 32'-33' (2 lane) or 43.5'-44.5' curb to curb width, depending on average daily traffic
- 10'-10.5' travel lanes with an 11.5' median and/or center turn lane for 3 lane cross-sections
- 7'-8' parkrows on both sides adjacent to 6' sidewalks in residential and 8'-10' sidewalks in commercial areas

In addition, the handbook recommends that on-street parking begin a minimum of 20 feet from intersection to provide clear vision for pedestrians, bicyclists and drivers.

C. Other Relevant Plans

Ashland Railroad District Draft Infill Strategy

The purpose of the Draft Infill Strategy is to use a community consensus based process to develop guidelines for new neighborhood infill and redevelopment. The strategy resulted in recommendations for transportation and parking for the entire Railroad District. Recommendations specific to B Street include:

- For residential uses, require a minimum single parking space per site, and use on-street parking to fulfill the requirements.
- Incorporate trees along parkrows.
- Add street lighting with historic design and low intensity lighting.
- Add stop signs to B Street, and reduce speed limit to 20 mph.
- Study existing conditions prior to enacting changes in speeds or design of street, considering the speed

of through traffic and actual volume of through traffic.

- Undertake a B Street beautification project and improve pedestrian connections.
- Prohibit truck access on B Street (as its classification of a feeder street).

Other recommendations in the strategy will directly or indirectly affect conditions on B Street including:

- Classifying 4th Street as a collector street and constructing a new collector street north of the railroad tracks between North Mountain Avenue and Oak Street to serve as a through traffic bypass of the Railroad District.
- Encourage bike use throughout the district.
- Implement timed parking on southside of A Street and implement a residential permit parking program, which could push parking pressure south toward B Street.

The Railroad District strategy includes a number of character enhancement recommendations on B Street and in the entire district including pedestrian streetscape improvements, sidewalk repairs and improvements, parkrow landscape plan and district-identifying signs at district gateways. In the document's goals and action element, transportation actions specific to B Street include:

- Create neighborhood compatible traffic calming measures along B Street, recognizing B Street's special, unique qualities and developmental character.
- Reduce speed to 20 mph.
- Carefully utilize an urban design approach to development of traffic calming measures. Do not just add stop signs to reduce traffic impacts.
- Undertake B Street beautification and simultaneously improve all pedestrian conditions.

III. EXISTING CONDITIONS

A. General Description of B Street

The B Street corridor terminates at Water Street on the west end and North Mountain Avenue on the east end of the street. A Street parallels B Street one block to the north and East Main Street parallels B Street one block to the south. The curb to curb width of B Street ranges from 30 feet to 46 feet. Figure 1 shows the curb to curb width of each segment of B Street. Between Water Street and Oak B Street is 30 feet wide. East of Oak Street B Street is 36 feet. From 1st Street to 5th Street B Street is it's widest at 46 feet.

At some point in B Street's history, the segment between 5th Street and east of 8th Street was narrowed to 30 feet. The narrowing was achieved by widening the parkrow from 6 feet to over 13 feet. In locations, the old curb can be seen within the widened parkrow. East of 8th Street to North Mountain Avenue, B Street remains 30 feet wide from curb to curb. B Street is

generally flat along most of its length, but there is a moderate grade (8 to 10%) between Water Street and Oak Street. The right of way is 70 feet along B Street, about 10 feet wider than the norm at the time the area was platted.

Rear alleyways access nearly all of the residences and businesses along B Street. There are very few driveway curbcuts on B Street.

B. Traffic Control

All-way stop control has been installed at the intersections of Pioneer, 1st and 2nd Streets. These were installed conforming with the City's all-way stop sign installation warrants as a response to neighborhood concerns about speeding. Side street stop control exists on B Street at all intersections between 3rd and 8th Streets. Two-way stop control with stop signs on B Street exist at Water Street, Oak Street

and North Mountain Avenue. Figure 1 shows the location and type of traffic control on B Street.

Although justified based on the City's warrants, the all-way stop control installed at Pioneer, 1st and 2nd Streets was primarily to reduce speeds on B Street. It is an established traffic engineering convention not to use stops signs as a speed control device, because the proliferation of stop signs leads to an increase in violations as drivers perceive them to be unnecessary. Other methods of slowing speed, enforcement, education and engineering (e.g. traffic calming devices) should be considered before installing stop signs. The two way stop control at the remaining intersections on B Street are appropriate to establish right of way and reduce delay for side street traffic. One technique employed by many jurisdictions is to alternate two-way stop control between the main and side streets at every other intersection or every two intersections.

C. Adjacent Land Use

B Street is located within Ashland's Historic Railroad District. In its first decade B Street became the "grand avenue" of the Railroad District. While B Street developed mostly as a residential street, commercial land uses appeared in the early 1900's. Housing on B Street ranges from large Victorians built in the late 1800's and early 1900's to modest merchant class homes and bungalows of post WWII and even modern apartment buildings. Presently, commercial sites along B Street include an antique store, a bicycle store, inn, dance school, church and various other shops and service businesses. Of historic significance is the Old Ashland Armory, recently renovated and converted to commercial uses.

D. Pedestrian and Bicycle Facilities

Sidewalks exist along the entire length of B Street (both sides) between Water Street and North Mountain Avenue, except for an approximate 150-foot long gap

on the south side approximately 130 feet east of 8th Street. Another gap in the sidewalk exists on the south side from about 70 feet east of Emerick Street to North Mountain Avenue. Sidewalks are generally 5 to 6 feet wide and separated from the street by a 6 to 14 foot landscaped parkrow. The sidewalk width conforms to the American with Disabilities Act (ADA) minimum width¹. These sidewalks are about 120 years old and, therefore, are uneven at many locations with cracks, lifting and root damage. At some locations tree roots have pushed up the sidewalk as much as 4 inches. The City has a program to grind uneven and buckled sidewalks to improve safety. Wheelchair ramps exist at all intersections along B Street.

There are no bike lanes on B Street, nor is the street signed as a bike route. B Street is, however, utilized by bicyclists. There are no visible bicycle parking

facilities at commercial uses along B Street. Generally, the pavement of B Street is adequate for bicyclists, but some potholes exist.

¹ ADA requires that sidewalks have an unobstructed 4-foot width with a 5-foot wide area every 200 feet for wheelchairs to turn around.



LEGEND

T-shaped symbol = STOP CONTROLS

Rectangular symbol = REGULATORY & WARNING SIGN

Figure 1

TRAFFIC CONTROLS AND ROADWAY WIDTH

IV. TRAVEL CHARACTERISTICS

A. Traffic Volumes

Recent and historic traffic volumes were evaluated along B where counts were available. Recent traffic counts (conducted in February 1999) show that B Street experiences an average daily traffic (ADT) volumes ranges from about 1,100 to 2,200 vehicles per day. This magnitude of volume is typical for residential and commercial collector streets, but generally higher than typical volumes for local residential streets. The environmental capacity² of local residential streets is about 1,500 vehicles per day. Figure 2 shows the historical trend in traffic volumes over nearly a twenty-year period, where counts were available. Based on observations, most of the traffic on B Street is not generated by residents and businesses on B Street. B Street appears to be used by

² Environmental capacity is a qualitative measure of a street's livability. It rates resident's perceptions of speed, safety for

through traffic and by traffic accessing other streets in the Railroad District, primarily to access commercial uses on A Street and on the numbered streets.

The highest volumes on B Street are found between 1st and 2nd Streets, near the commercial businesses on B Street, and side streets. Historical traffic counts from 1980 to today point to an increasing trend in traffic volume along the entire corridor, with some anomalies to the trend. At some locations, traffic volumes have substantially dropped over time as shown in Figure 2. Recent and historical traffic counts also indicate higher volumes on B Street on weekdays than on the weekends. The general rate of traffic growth over the past twenty years has been between 1% to 3% annually between Water and 6th Streets. East of 6th Street, counts show a declining trend in traffic.

pedestrians and bicyclists, ability to back out of driveways and noise.

B. Traffic Speeds

Speed surveys were conducted at three locations along B Street on weekdays in March 1999. The location of the surveys was between Pioneer and First Streets, between 3rd and 4th Streets, and between 6th and 7th Streets. These locations were selected to 1) measure speeds between all-way stop controlled intersections in the commercial area, 2) to measure speeds along the widest segment of B Street without stop control, and 3) to measure speeds along the narrowest segment of B Street with stop control. The posted speed limit on B Street is 25 mph.



Figure 2

AVERAGE DAILY TRAFFIC VOLUMES: 1980-PRESENT

Samples of approximately one hundred motor vehicular spot speeds were collected at each location with an equal split between each direction using radar. Speeds were recorded during off-peak hours. From this data, average speed, median speed, 85th percentile speed and the 10 mph pace were calculated³.

In all three segments the average, median and 85th percentile speeds are below or equal to the 25mph speed limit. The pace ranged from 15 to 25 mph between Pioneer and First Streets and 20 to 30 mph between 6th and 7th Streets. The table below summarizes the speed survey findings.

³ Average speed is the arithmetic average of the 100 speed samples taken. The median speed, which is the speed exceeded or equaled by exactly 50% of the vehicles measured. The other 50% of the vehicles do not reach this speed. The 85th percentile speed is referred to as the critical speed. It is the speed at which 85% of the vehicles are travelling at or below. It is the speed at which "prudent" drivers are expected to travel at or below and therefore is often used to set speed limits. The 10-mph pace is the 10-mph range of speed containing the most vehicles.

Results of B Street Speed Surveys				
Location	Average Speed (MPH)	Median Speed (MPH)	85 th Percentile Speed (MPH)	10 MPH Pace
Pioneer - 1 st Street	20	21	24	15-25
3 rd - 4 th Street	24	24	28	19-29
6 th - 7 th Street	25	25	29	20-30
See footnote below for explanation of speed measurements.				

The speed indices do not suggest that there is a significant speeding problem for a street posted at 25mph speed limit. The highest speed measured during the surveys was 35 mph. Surprisingly, the highest measured speeds are on the narrowest segment of the street (30 feet) between 6th and 7th Streets. However, the speed difference between the narrowest and widest segments of the street is only about 1 to 2 mph. It was expected that the narrower segment of the street would have lower speeds than the wider segment. Research on the effect of narrow streets on

speed, though, finds that narrow streets alone may not significantly slow speeds. The speed on narrow streets is also correlated to the volume of traffic and the density of on-street parking.

C. Pedestrian and Bicycle Use

B Street is well used by both pedestrians and bicyclists. Observations suggest an average of 6-7 pedestrians per hour during off-peak hours. Pedestrians range in age from senior citizens to school aged children. Heavy use by children of B Street is observed in the afternoon near the dance school located at the intersection of B Street and 4th Street. Additionally, B Street is a school bus route. Located along B Street are shops, an inn, and small offices attracting pedestrians that do not reside on B Street.

An estimated 3-4 bicyclists per hour were observed during off-peak hours riding on B Street. Bicyclists observed ranged from school children to senior citizens and more experienced recreational riders. A bicycle shop is located near the intersection of B Street and Oak Street, making B Street a frequent stop for cyclists. Cyclists were generally observed using the street; however, some cyclists ride on the sidewalk.

D. Intersection Sight Distance

Intersection sight distance (or sight triangle) is the unobstructed distance in both directions of all approaches at an intersection. Sight triangles must be free of obstructions that might interfere with a driver's ability to see other vehicles, pedestrians and bicycles approaching on the cross street. Unobstructed sight distance is necessary for stopped vehicles to decide whether it is safe to proceed and for moving vehicles to come to a stop should a vehicle pull in front of

them. There should be no obstructions within 40 to 50 foot of the curb return to allow for drivers set 10 feet back from the curbline to view approaching vehicles. Typical published sight distances for passenger cars crossing or turning onto public streets (25 mph) are 200 to 240 feet.

Sight distance is generally greater at the east end of B Street than at the west end because of the grades that exist on B Street west of Pioneer Street and the cross-street grades of Oak, Pioneer, 1st and 2nd Streets. The east section of B Street and the other cross-streets are generally flat terrain. More limited sight distance at the intersections with Oak, Pioneer, 1st and 2nd Streets are aided by parking prohibitions at the intersection. Based on standard measurement procedures (10 feet back from curbline), sight distance at intersections on B Street are generally 100 to 150 feet. Allowing vehicles to creep forward toward the curbline (into the parking lane) significantly increases the sight distance

beyond the minimum requirements allowing a clear view of the length of B Street.

E. On-Street Parking

On-Street parking is permitted along the majority of B Street. Parking is prohibited near intersections for sight distance purposes and adjacent to fire hydrants. The heaviest use of on-street parking was observed in the late afternoon (March 1999) while patrons utilized businesses located along B Street. Even during this peak period, at least one parking space was available per block along B Street. Generally most blocks had a number of vacant spaces during peak use. During a significant portion of the day, B Street contained as few as 1-2 vehicles and as high as 10-11 parked vehicles per block. The March observations are not indicative of summer parking conditions. Due to employee parking restrictions in the Plaza area, there is substantial parking overflow into the Railroad

District. However, the extent of the problem has not been quantified through surveys.

F. Representative Photographs

Figures 3 through 5 present photographs of B Street portraying the street's various characteristics.



B street looking east from Water street. B street is only 30' wide in this segment.



B street looking east from 8th street. At curve in the road, the character of B street changes from historic residences to more modern single family and apartments.



Narrowed segment of B street (5th to 8th). Note where sidewalk access ends at the widened portion of parkrow.

Figure 3

B STREET EXISTING STREET CHARACTERISTICS

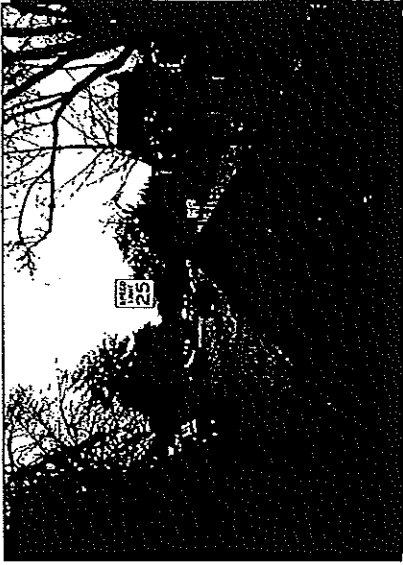


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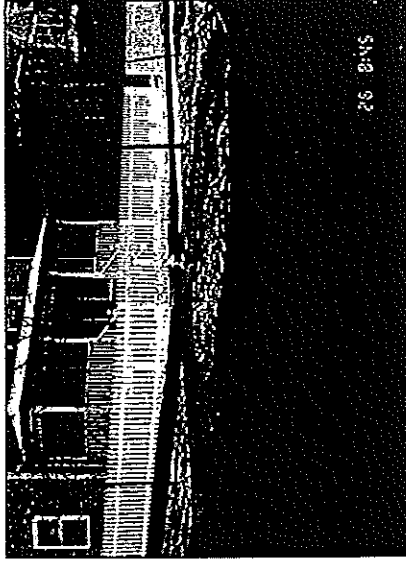
Fehr & Peers Associates



B street looking east toward 5th street. Note wider parkrow where street was narrowed.



The posted speed limit on B street is 25 mph. The 85th percentile speed is lower than 25 mph.



Most corners on B street have two wheelchair ramps.

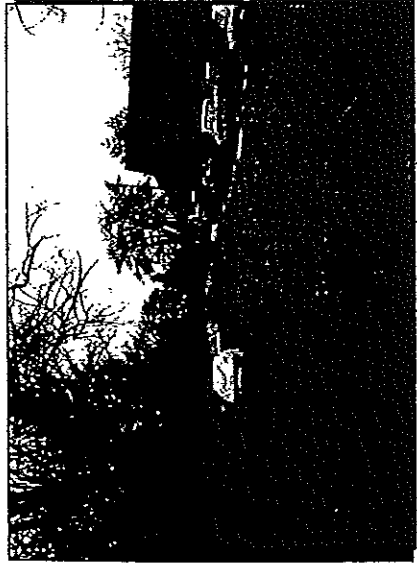
Figure 4

B STREET EXISTING STREET CHARACTERISTICS

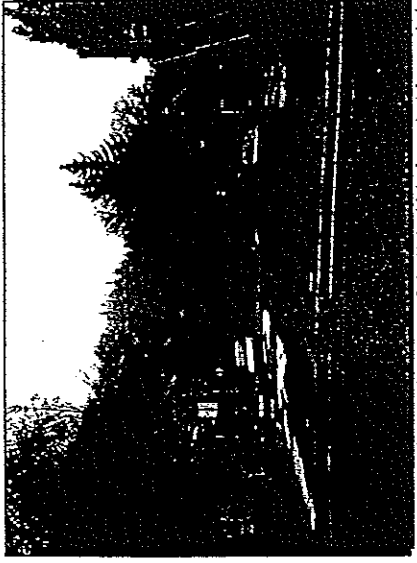


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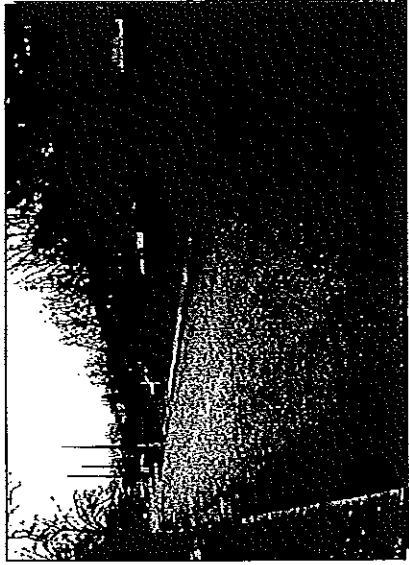
Fehr & Peers Associates



Widest segment of B street (1st to 5th) is 46' curb to curb.



B street looking west towards Oak. Note historic pedestrian scoled lighting and wide sidewalk adjacent to renovated Old Ashland Armory.



B street looking east toward Emerick street. Note lack of sidewalk on south side. This is the only gap in the pedestrian system on B street.

Figure 5

B STREET EXISTING STREET CHARACTERISTICS



1383-03e

Fehr & Peers Associates

APPENDICES

1. Resolution Adopting Standards for Stop Signs, Yield Signs and No Parking "Yellow Curb" Zones.
2. Speed Survey Data and Computations
3. Ashland Railroad District Draft Infill Strategy Transportation Recommendations (Figure 6) and Transportation Goals and Actions.
4. Comments from the Draft Infill Strategy Public Meetings.
5. Key Excerpts from the Transportation Element of the Ashland Comprehensive Plan:
 - Street Classification Guidelines for Avenues
 - Street System Goals and Policies
 - Pedestrian and Bicycle Goals and Policies
 - Comments from Neighborhood Meetings
6. Key Excerpts from the Ashland Street Standards Handbook:
 - Section III: Design Standards for Avenues
 - Section IV: Crosswalks and Street Corner Radius

EXHIBIT A

**CITY OF ASHLAND
TRAFFIC SAFETY COMMISSION**

**STANDARDS
FOR TRAFFIC CONTROL**

DECEMBER 1989

GENERAL STANDARDS

**Resolution Adopting Standards for Stop Signs, Yield Signs and
No Parking "Yellow Curb" Zones**

These STANDARDS do not apply to State or County controlled streets or highways within the City of Ashland city limits.

The term major street refers to the street with the largest volume of vehicles and the term minor street refers to the street with the smaller volume of vehicles, each based on actual 24-hour counts.

A local street is defined as any street not designated as a primary, arterial, secondary arterial or collector street in the Ashland Comprehensive Plan.

The term ADT shall mean average daily traffic as established by an actual traffic count over a minimum period of 24 hours or projected using the Institute of Transportation Engineers Trip Generation Averages.

SPECIFIC STANDARDS

A yield sign is warranted if the horizontal angle of the intersecting streets is more than 45 degrees and the ADT is at least 500 vehicles per day on the major street. The yield sign will be placed on the minor street.

A two-way stop sign is warranted on intersections between local streets and arterial, secondary arterial or collector streets. The local street will be required to stop at the arterial, secondary arterial or collector street if the ADT on the arterial, secondary arterial or collector street exceeds 1500.

A two-way stop sign is warranted at an intersection if one of the following conditions are met or exceeded:

The ADT on the major street exceeds 1500 and ADT on the minor street exceeds 500.

At any intersection where the major street has an average vertical grade in excess of 15% at the intersection, the minor street will be required to stop at the major street.

If there is a history of 5 or more recorded accidents at an intersection over a consecutive period of 12 months involving two or more vehicles and the accidents were right or left turn or right angle collisions, a stop sign is warranted. The stop signs will be placed on the minor street.

If the horizontal angle between the intersecting streets is greater than 45 degrees and the ADT exceeds 500 on the major and minor streets, a stop sign is warranted on the minor street.

A four-way or all-way stop sign is warranted if one of the following conditions are met or exceeded:

The ADT on the major street exceeds 1500 and the minor street exceeds 1000.

The average grade on the major and minor streets exceed 15% and ADT exceed 500 on the major and minor streets.

No parking zones are warranted if one of the following conditions is met:

On a two-way street, if the total curb to curb width is less than 27 feet and the ADT exceeds 500, no parking will allowed.

On a two-way street, if the total curb to curb width is less than 34 feet and the ADT exceeds 500, parking will be allowed on one side.

Yellow curbs may be installed under the following conditions:

At private driveways in residential areas by the abutting property owner. A permit is required and the yellow curb must be installed and maintained by the property owner to the standards of the Public Works Department.

In signed no parking zones if determined by the City to be necessary to augment the no parking signs. The determination, installation and maintenance will be by the City.

At all fire hydrants as required by Oregon State Statutes.

At street intersections where topography limits sight distance as established by the City. The City will determine the need and install and maintain the yellow curb.

A RESOLUTION ADOPTING STANDARDS FOR STOP SIGNS, YIELD SIGNS AND NO PARKING "YELLOW CURB" ZONES.

BE IT RESOLVED BY THE CITY OF ASHLAND AS FOLLOWS:

SECTION 1. STANDARDS should be adopted by the City of Ashland for establishing minimum requirements for stop signs, yield signs and no parking "yellow curb" zones.

SECTION 2. The Traffic Safety Commission has determined reasonable STANDARDS for evaluating the need for stop signs, yield signs and no parking "yellow curb" zones.

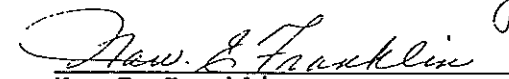
SECTION 3. The City Council has determined that the STANDARDS attached as Exhibit A meet the needs of the City of Ashland and hereby adopt those STANDARDS.

SECTION 4. When a request for a stop sign, yield sign or no parking "yellow curb" zone meets STANDARDS, staff will present report and resolution or ordinance to the City Council for approval.


SECTION 5. Any staff decision based on said STANDARDS may be appealed to the Traffic Safety Commission within fifteen days of decision by staff. Any Traffic Safety Commission decision may be appealed to the City Council within fifteen days of decision by Traffic Safety Commission.

The foregoing Resolution was READ and DULY ADOPTED at a regular meeting of the City Council of the City of Ashland, Oregon this

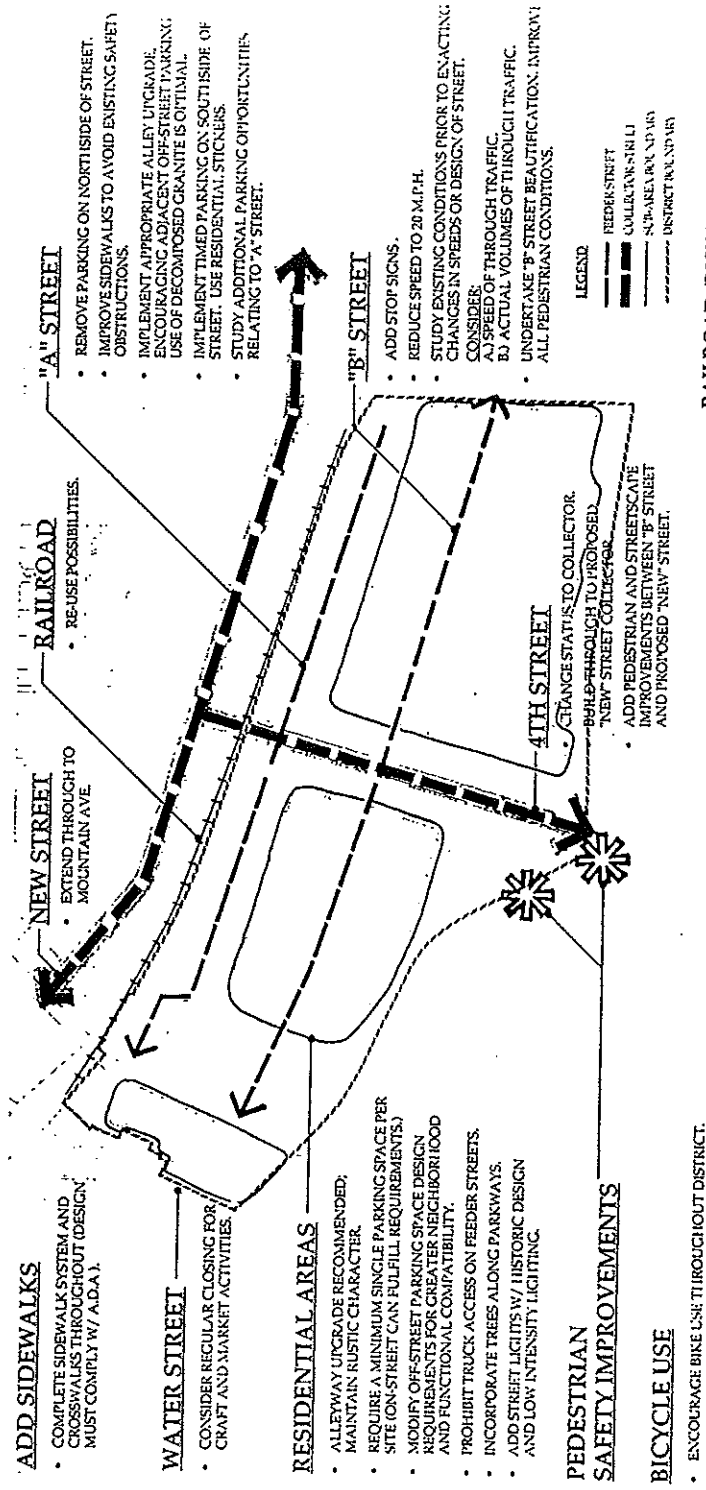
6th day of February 1990.


Nan E. Franklin
City Recorder

SIGNED and APPROVED this 8th day of February 1990.


Pat Acklin, Council Chair
Acting Mayor

Ashland Railroad District Draft Infill Strategy Transportation Recommendations (Figure 6) and Transportation Goals and Actions.



TRANSPORTATION

FIGURE 6

- Continue locating off-street parking in rear of buildings; do not allow driveways from street to off-street parking areas.

B. Transportation

GOAL: Preserve character of alleyways throughout RR District.

ACTION ITEMS:

- Require minimal functional size of all off-street parking located along alleyways.
- Utilize decomposed granite (or equal) for alleyway surfacing, where intensive use will not occur.
- Require landscape buffers, such as trees and/or shrub borders strategically placed, around alley-related parking areas, to continue visual scale of alleyway spaces.

GOAL: Adopt proposed transportation improvements developed during the Railroad District Infill and Redevelopment Strategy process.

ACTION ITEMS:

- Complete the sidewalk system and integral crosswalks throughout.

Demuth Glick Consultants, Ltd.

- Prohibit truck access on feeder streets.
- Incorporate trees along all parkways.
- Add street lights with historic design and low intensity lighting.
- Assure good driver/pedestrian visibility from numbered streets turning onto A Street.
- Create safer, more efficient pedestrian flow from Main Street to the Library.
- Create a safer pedestrian crossing at the fire station.

GOAL: Improve A Street transportation conditions.

ACTION ITEMS:

- Thoroughly study parking conditions along A Street. Consider following options:
 - Remove parking on north side of street; require use of off-street parking this side.
 - Create alternate parking zones on opposite sides of street to create a serpentine traffic flow.
 - Leave parking on both sides. Let parking on both sides serve as a traffic calming measure, among others.
 - Do not stripe bike lanes; allow bikes to travel in automobile lanes. Special lanes for bikes would be

- Integrate small parks and other pedestrian amenities compatible in size and character with the Railroad District.
- Comply with A.D.A. requirements.
- Consider regular closing of Water Street allowing for craft and market activities.
- Create pedestrian safety improvements along Lithia Way at the intersections of East Main and at Third Street.
- Encourage bicycle use throughout District.
- Extend New Street through adjacent vacant railroad lands to Mountain Avenue.
- Explore re-use possibilities of railroad.

GOAL: Improve transportation conditions within residential areas of District.

ACTION ITEMS:

- Upgrade alleyways throughout; maintain rustic character.
- Maintain a minimum single parking space per site (on-street can fulfill this requirement).
- Promote greater neighborhood compatibility; modify off-street parking space design requirements (see "Preserve Character of Alleyways..." above).

inconsistent with the character of the neighborhood.

Reduce speed.

- Improve sidewalks, removing existing safety obstructions.
- Require appropriate alleyway upgrade between A Street and B Street development.
- Implement timed parking on south side of street.
- Study additional parking opportunities (such as those which may be available within adjacent vacant lands).

GOAL: Improve B Street transportation conditions.

ACTION ITEMS:

- Create neighborhood compatible traffic calming measures along B Street, recognizing B Street's special, unique qualities and developmental character.
- Reduce speed to 20 miles per hour.
- Carefully utilize urban design approach to development of traffic calming measures. Do not just add stop signs to reduce traffic impacts, for example.
- Undertake B Street beautification; simultaneously improve all pedestrian conditions.

Comments from the Draft Infill Strategy Public Meetings.

TRANSPORTATION

1. Commercial developments bring more traffic, noise, etc...
Need to readdress some existing commercial.
2. Traffic on A St. is a major concern.
 - Make all of A St. oneway.
 - Delivery traffic needs to be carefully considered.
 - Has impact on historic character.
 - Concern: corner of A St. and 8th. Development will increase traffic problems.
3. FUELING STATIONS double traffic in neighborhood.
4. Need to create a through street.
5. Traffic study for neighborhood.
 - Impacts of B+B...
 - Zoning impacts?
6. Extension of 4th into Hersey St. will have considerable effects on neighborhood.
7. Traffic bad on B St. where street narrows. Hard to back out of driveway etc..
8. Traffic conflict on first alley off A St. between 1st St. and 2nd St.
9. If Railroad company sells tracks, they will still own 22 acres.
10. Effects of 24 on development are massive.
11. Location of Railroad Station? Can railroad be used again?
12. Master Plan for future of 24 acres?
13. Bike path, bike route, and sidewalks (both sides) on A St.

14. Parking on one side of lower B. St., for residents.
15. Parking lot v.s. quality of life.
16. People in campers? Not!
17. 4th and C St. near church has a parking conflict at night during events.
18. Armory creates lots of noise and traffic at night. Parking on B St. full all day, and empties at night.

Public parking lot needed near A St.
19. Speed limits of 20-25 on A & B Streets.
 - One or two hour parking on side streets.
20. B St. between 2nd and 3rd no parking available. Need to create areas to park.
21. Concern re: create enough parking on A St.
22. Right behind A St. there is a dumpster in the alley between 1st St. and 2nd St. that causes traffic problems, dirty, etc...
23. A St. parking on one side is preferred.
24. Locals refer to B St. as E. Main St. "bypass". Lots of commuter traffic. A real thoroughfare.
25. Parking problem all along B St.
26. Sidewalks needed in all of district.
27. Extending 4th St. is a primary issue. At grade crossing needed. Implement for the future of the District.

TRANSPORTATION

GENERAL ISSUES

Issues along A St.:

- There is heavy parking from 1st St. to 5th St.
- There is a high volume of traffic from Oak St. to 4th St.
- Construction is a temporary problem on A St.
- There is commercial delivery traffic from 1st. St. to 6th St.
- Campers are stationed along A St.
- There are several problem intersections as follows:
Oak St. and B St. - Oak St. and A St.
Pioneer St. and A St. - 1st St. and A St.
4th St. and A St. - 4th St. and C St.
5th St. and C St. - 6th St. and C St.
7th St. and C St.
- Bicycle safety is critical along A St.
- The grange fueling station poses a traffic problem on A St.
- There are no sidewalks along A St. from Oak St. to 1st St. and 6th St. to 7th St.
- In general sidewalks are too narrow

Issues along B St.

- There is a parking conflict between residents and downtown employees.
- B St. has no traffic calming.
- Traffic is heavy on 8th St. from E. Main St. to A St.
- B St. is used as a by-pass for E. Main St.

GENERAL SOLUTIONS

Parking:

- Allow only one-sided parking on A St. from Oak St. to 8th St.
- Allow only one-sided parking on B St. from 5th to Mountain Ave.
- Locate public parking lots at 8th St. & A St., and 4th & A St.
- Require residential parking along alleyways.
- Develop time restrictions for parking along streets.
- Require permits for residents.
- Allow parking on both sides of A St. and B St.
- Require business to have employee parking.

Incentives for people to leave their car.

- Develop a trolley network along A St., B St., Oak St., and 4th St.
- Incorporate parking meters within the district.
- Pave the alleys for greater bicycling opportunities.
- Locate parking racks within the district.
- Locate benches, drinking fountains, and shelter within the district.

- Improve all intersections along Lithia Way for greater pedestrian safety.

Traffic Congestion/Safety:

Issues along C St.

- The intersections along C St. are unsafe because of yield signs vs. stop signs.
- There is a parking problem at 4th St. and C St.

Issues of Narrow Streets

- The problems of narrow streets are congestion, difficulty for bike traffic, hard to pass, and dangerous to speed.
- The advantages of narrow streets are neighborhood friendliness, reduced traffic flow, and may slow down traffic.

Issues of Alleys

- The dumpsters are unsightly.
- There is a lack of parking for residents.
- Alleys are generally safer than streets for bikes and pedestrians.
- Unsafe alley's for children are the those contained on the block surrounded by 1st St., A St., 2nd St., and B St.

Issues of Bicycling:

- Pedestrians and bicyclists conflict on sidewalks.

Issues of Walking:

- There is a need for additional sidewalks.
- Increase pedestrian safety at intersections.
- Plant growth impedes on sidewalks.

- Promote parking on both sides of streets to slow down traffic.
- Promote parking on one-side of the street to increase safety.

- Enforce the speed limits throughout the district.

- Create 5 mph speed limit in alleys.

- Re-align the curve on A St. from Pioneer St. 1st St.

- Introduce stop signs along B St. and C St.

- Introduce traffic circles on B St. intersections.

- Propose a stop sign at A St. and 8th St.

- Restrict delivery truck times to non-peak hours.

- Reduce speed limits to 15 mph in the district.

Pedestrian Safety:

- Complete the construction of sidewalks within the district.

- Fill potholes in the alleys.

- Paint crosswalks at intersections.

- Increase signage in the district.

- Improve crossing at the intersection of 1st St. and B St.

- Increase enforcement measures for pedestrians and speed limits.

Access to Railroad District:

- Eliminate access to A St. at 8th St. & B St.

- Extend 4th St. through vacant railroad land to Hersey St.

Campers / Buses:

- Eliminate camping on city streets.

Public Transportation:

- Introduce a trolley and/or shuttle system to transport tourist from parking area to downtown.

PRIORITY ISSUES

1. Reduce speeds along streets in the District.
2. Public transportation is lacking.
3. Strengthen access to the Railroad District.
4. Parking is a problem.
5. Intersections are unsafe.
6. There are too many cars.
7. Sidewalks are missing in the District.

PRIORITY SOLUTIONS

1. Increase the number of public parking areas.
2. Introduce traffic calming measures such as Islands or stop signs.
3. Develop public transportation in the District.
4. Complete the sidewalk network within the District.
5. Institute parking restrictions such as, limited time, permit and vehicle size.
6. Extend 4th St. through vacant railroad land to Hersey St.

TRANSPORTATION

WATER STREET

- CONSIDER REGULAR CLOSING FOR CRAFT AND MARKET ACTIVITIES.

ADD SIDEWALKS

- STUDY ADDITION OF SIDEWALKS THROUGHOUT DISTRICT FOR SAFETY AND ACCESSIBILITY (I.E., A.D.A COMPLIANCE)

RESIDENTIAL AREAS

- ALLEYWAY UPGRADE RECOMMENDED. NO ASPHALT; USE D.G. OR GRAVEL.
- ENCOURAGE ALLEY PARKING. NO MANDATES REGULATING OFF STREET PARKING. SELF-REGULATING.
- REQUIRE A MINIMUM SINGLE PARKING SPACE PER SITE (ON-STREET CAN FULFILL REQUIREMENTS.) ONLY IF?
- REQUIRE OFF-STREET PARKING FOR HOME OCCUPATIONS.
- MODIFY OFF-STREET PARKING SPACE DESIGN REQUIREMENTS FOR GREATER NEIGHBORHOOD AND FUNCTIONAL COMPATIBILITY. SELF-REGULATING.
- NO SEMI - TRUCKS.
- HAVE 4TH STREET TRAFFIC USE MOUNTAIN AVENUE.

RAILROAD

- RE-USE POSSIBILITIES.
- GREYHOUND TRANSPORTATION HUB.

FEEDER - SHUTTLE

- UNDERGROUND PARKING OR PARKING STRUCTURE.

"A" STREET

- REMOVE PARKING ON NORTHSIDE OF STREET.
- ~~ADD DESIGNATED BIKEWAY ALONG NORTH SIDE. STRIPE "ONE-WAY".~~
- CONSIDER RR R.O.W. AND "B" STREET AS OPTIONAL BIKEWAYS.
- IMPROVE SIDEWALKS TO AVOID EXISTING SAFETY OBSTRUCTIONS.
- CONSIDER INCLUSION OF "TIMED-PARKING" ON SOUTH SIDE, & RESIDENTIAL STICKERS.
- REMOVE CAMPING (BUSES).
- ADD ALLEY UPGRADE WITH OFF-STREET PARKING ADJACENT. NO ASPHALT.

"B" STREET

- CHANGE STATUS FROM A COLLECTOR TO A FEEDER.
- REDUCE SPEED TO 20 M.P.H.
- STUDY EXISTING CONDITIONS PRIOR TO ENACTING CHANGES IN SPEEDS OR DESIGN OF STREET.
CONSIDER:
 - A.) SPEED OF THROUGH TRAFFIC.
 - B.) ACTUAL VOLUMES OF THROUGH TRAFFIC.
- BEAUTIFY.
- CONSIDER "MEANDERING PARKWAY" TO SLOW TRAFFIC.
- CONSIDER TWO - WAY STOPS WITH SIGNS AT 4TH AND 6TH STREETS.

4TH STREET

TRANSPORTATION

1. There's got to be a better, (different) way to achieve traffic calming on B Street than more stop signs.
2. Rather than remove parking on north side of A Street, create alternate parking zones on opposite sides of street to create a serpentine traffic flow.
3. Encourage walking by finishing sidewalk system throughout district, complete with waysides (small parks or benches & water fountains).
4. Keep parking on both sides of A Street. Lower speed limit on A Street.
5. 4th Street should go through to Hersey.
6. Remove small add-on at Grange Co-op so sidewalk can continue down A Street.
7. Bike lanes!
8. 4th Street as collector will only increase traffic on B Street — it's the easiest and most direct route to downtown.
9. More stop signs on B Street will only increase noise and pollution — won't decrease volume.
10. "NEW" STREET IS AN IMPERATIVE!! —OR "NEIGHBORHOOD" WILL BECOME A FADING DREAM.
11. DO NOT make A Street parking one-side only: Parking is already scarce enough! And, parked cars slow traffic speed. If parking MUST be made one-side only, please ban South side parking to improve intersection visibility! (bike paths are elsewhere anyway.)

- Currently visibility is frighteningly compromised when turning from number streets onto A Street. If parking can't stay on both sides, removing south side parking (OR? alternately?) makes sense!
12. Used of speed "bumps" a la NE 21st Ave./ PDX rather than stop signs at every corner (i.e., speed control).
 13. Zone the E-1 (SP-Land) in a way to encourage small-truck serviced (make large trucking less necessary). (Ideally, have city develop small E-1 properties to be available for smaller investors.)
 14. Make easier pedestrian travel to library from Main Street!
 15. Safer pedestrian crossing at Fire Station. (YES!)
 16. Incorporate traffic calming measures along B Street. (But see #9 above.)
 17. Employee parking is as much of a problem as customer parking.

Key Excerpts from the Transportation Element of the Ashland Comprehensive Plan:

- Street Classification Guidelines for Avenues
- Street System Goals and Policies
- Pedestrian and Bicycle Goals and Policies
- Comments from Neighborhood Meetings

Ashland Comprehensive Plan: Transportation

Off-street parking by uses located on boulevards should be encouraged.

On-street parking removal or street widening should be considered only at specific problem locations, and alternatives and the impacts on adjacent land uses should be studied. Special consideration should also be given to a safe pedestrian environment.

Boulevard intersections with streets with similar uses should be designed to facilitate the movement of traffic and to allow all turning movements.

Avenue
(Major Collector)



Avenues provide concentrated pedestrian, bicycle and motor vehicle access from boulevards to neighborhoods and to neighborhood activity centers. As Ashland's population increases, transit routes may access avenues. If public transit routes expand service to avenues, the transit land use and design guidelines for boulevards should be employed. The engineering term for this type of street is major collector. Iowa and Wimer Streets are examples of avenues.

On an average day 3,000 to 10,000 motor vehicle trips are made on a typical avenue. Pedestrian and bicycle facilities should be emphasized on avenues.

Avenues are similar to boulevards, but are designed on a smaller scale. There are usually fewer motor vehicle lanes narrower rights-of-way.

Land Use

Mixed-use development should be encouraged on avenues.

Multi-family development should be encouraged in proximity to avenues so that a variety of transportation options are available.

Direct and convenient bicycle and pedestrian access between land uses should be emphasized.

Schools, commercial areas, transit stops, employment areas and parks should be accessible by bikeways and walkways.

New or expanding land uses which attract trips from the surrounding neighborhoods or from throughout Ashland should be encouraged to locate on avenues.

Regional land uses should be discouraged from locating on avenues, except where a boulevard is nearby and directly connected to a state/regional trafficway, such as Interstate 5.

Ashland Comprehensive Plan: Transportation

Design

Avenue design should balance safe, attractive and direct walkways and bikeways with an efficient motor vehicle thoroughfare.

Commercial buildings should be oriented to the street with the main entrance facing the bikeway and walkway. Convenient bicycle parking should be located near the main entrance.

Landscaped medians and parkrows offer a visual sense of entry into the community and provide pedestrians with a buffer from traffic. Amenities such as benches, shade trees, bathrooms and water fountains should be provided to accommodate pedestrians and bicyclists.

Protected (pedestrian) crossings should be provided along avenues at a minimum of every three blocks or approximately 1,000 feet.

Where a boulevard and an avenue intersect, two avenues intersect or in high traffic areas, a protected crossing should be provided.

Signaled intersections involving avenues should be designed to allow safe and easy movement of bicycles. Signal triggering devices that can be activated by bicycles should be designated on the roadway. Intersections involving bicycle lanes should be designed to minimize conflicts, such as turning movements, and to provide adequate bicycle crossings.

Bicycle lanes should be provided on avenues. These lanes are separated from motor vehicle lanes by an eight-inch solid white line, and must be well marked.

All avenues should provide a smooth riding surface. Drainage grates, abrupt edges in pavement and debris make bicycle travel difficult and unsafe.

Avenue and railroad intersection crossings should be designed to provide safe passage for bicyclists over the railroad tracks.

City bikeways should be linked to county bikeways and statewide highway bikeways.

Maintain carrying capacity through driveway and curb cut consolidation or reduction.

Off-street parking by uses located on avenues should be encouraged.

On-street parking removal or street widening should be considered only at specific problem locations, and alternatives and the impacts on adjacent land uses should be studied. Special consideration should also be given to a safe pedestrian environment.

Intersections of avenues with streets with similar uses should be designed to facilitate the movement of traffic and to allow all turning movements.

STREET SYSTEM GOALS AND POLICIES

GOAL: TO PROVIDE ALL CITIZENS WITH SAFE AND CONVENIENT TRANSPORTATION WHILE REINFORCING THE RECOGNITION OF PUBLIC RIGHTS-OF-WAY AS CRITICAL PUBLIC SPACES.

Policies:

1. *Provide zoning that allows for a mix of land uses and traditional neighborhood development which promotes walking and bicycling.*
2. *Periodically review and revise street design standards. Incorporate traditional neighborhood design elements such as, but not limited to, planning strips, minimum necessary curb radii, alleys and skinny streets in standards. The street design standards shall incorporate the land use and design guidelines in the Street Classifications section of this element.*
3. *Design streets as critical public spaces where creating a comfortable and attractive place that encourages people to walk, bicycle and socialize is balanced with building an efficient travel corridor. Design streets with equal attention to all right-of-way users and to promote livability of neighborhoods.*
4. *Enhance the streetscape by code changes specifying placement of critical design elements such as, but not limited to, windows, doorways, signs and planting strips.*
5. *Reduce excessive street pavement width in order*

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to facilitate convenient pedestrian and bicycle circulation, to facilitate convenient pedestrian and bicycle circulation, to reduce the costs of construction, to provide for more efficient use of land and to discourage excessive traffic volumes and speeds.

6. *Encourage a connected street network pattern, as topography allows, to promote pedestrian and bicycle travel. Off-street pathways should be connected to the street network. Block perimeters should be 1,200 to 1,600 feet and the distance between streets should be a maximum of 300 to 400 feet.*
7. *Design the Land Use Ordinance to ensure Ashland Street is developed as a multi-modal corridor including attractive landscaping, sidewalks, bike lanes and controlled access. Development along Ashland Street shall be compatible with and support a multi-modal orientation.*
8. *Design the Land Use Ordinance to ensure that Siskiyou Boulevard is developed as a multi-modal corridor with sidewalk and bike lane facilities appropriate to the volume and speed of motor vehicle traffic.*
9. *Design the Land Use Ordinance to ensure that A Street and B Street are developed as multi-modal corridors. Development along A Street and B Street shall be compatible with and support a multi-modal orientation.*
10. *When designing and funding facilities, consider all the costs of automobile use compared with using*

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other forms of transportation. These costs include social costs, and air, noise and water pollution.

11. Advocate regional land use patterns that support multi-modal transportation.
12. Encourage the use of all modes of travel that contribute to clean air and energy efficiency.
13. Integrate traffic calming techniques into city street design standards to reduce automobile speeds within new and existing neighborhoods.
14. Develop a process for traffic control management for the systematic treatment of traffic problems in the existing and future street network. Traffic control includes general laws and ordinances, traffic control devices and traffic calming techniques. The process should include a regular inventory of neighborhood traffic problems, at both intersection and other locations on the street, throughout Ashland, and standards to identify conditions which need attention.
15. Develop a process for identifying and addressing areas prone to traffic accidents.
16. Maintain carrying capacity, safety and pedestrian, bicycle, public transit and motor vehicle movement on boulevards, avenues and neighborhood collectors through driveway and curb cut consolidation or reduction.
17. Direct driveway access onto streets designated as boulevards and avenues should be discouraged whenever an alternative exists or can be made available.

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new street projects. Require new street projects to reduce impact on terrain and natural vegetation.

27. Acquire or control parcels of land that may be needed in the future for any transportation purpose when the opportunity arises through sale, donation or land use action.
28. Periodically assess future travel demand and corresponding capacity requirements of street network. Choose a comprehensive transportation system approach to address any capacity insufficiencies that is consistent with the goals, policies and philosophy of the Transportation Element of the Comprehensive Plan.
29. Coordinate land use planning with transportation planning. Integrate transportation-related functions that involve several City departments so that the goals, policies and philosophy of the Transportation Element of the Comprehensive Plan are consistently pursued in the transportation project development process.
30. Coordinate City transportation planning with County, regional, State and Federal plans.
31. Coordinate the transportation planning efforts of the adopted Ashland Downtown Plan with the goals and policies of the Transportation Element of the Comprehensive Plan, including the provision parking lots and parking structures.
32. Interconnections between residential neighborhoods shall be encouraged for

18. Require design that combines multiple driveway accesses to a single point in residential and commercial development.

19. Develop a process for evaluating the consistency of curb cut requests with the Comprehensive Plan and Land Use Ordinance.
20. Maintain street surfaces to achieve maximum pavement life so that road conditions are good and pavement maintenance costs are minimized. Prioritize streets for repaving by factors such as the level of use, street classification and pavement condition.
21. Prohibit the formation of new unpaved roads.
22. Discourage development from occurring on unpaved streets.
23. Off-street parking for all land uses shall be adequate, but not excessive, and shall not interfere with multi-modal street uses.
24. Manage the supply, operations and demand for parking in the public right-of-way to encourage economic vitality, traffic safety and livability of neighborhoods. Parking in the right-of-way, in general, should serve land uses in the immediate area.
25. Reduce the number of automobile parking spaces required for new development, discouraging automobile use as the only source of access and encouraging use of alternative modes.
26. Consider environmental impacts when developing:

automobile, pedestrians and bicycle traffic, but non-local traffic shall be discouraged through street design, except for boulevards, avenues, and neighborhood collectors. Cul-de-sac or dead-end street designs shall be discouraged whenever an interconnection alternative exists. Development of a modified grid street pattern shall be encouraged for connecting new and existing neighborhoods during subdivisions, partitions, and through the use of the Street Dedication map.

33. Plan for the full improvement of Hersey, Nevada, and Mountain Avenue as alternative routes to the downtown area for north-south traffic.
34. Street dedications shall be required as a condition of land development. A future street dedication map shall be adopted and implemented as part of the Land Use Ordinance.
35. Re-evaluate parking space size requirements due to the increased use of smaller cars.
36. Encourage sharing of existing and future parking facilities by various nearby businesses.
37. Require effective landscaping throughout continuous paved parking areas to increase shading, screening and buffering aesthetics, and for percolation of water into the groundwater table.

PEDESTRIAN AND BICYCLE GOALS AND POLICIES

GOAL I: TO RAISE THE PRIORITY OF CONVENIENT, SAFE, ACCESSIBLE AND ATTRACTIVE WALKING AND BICYCLING NETWORKS.

Policies:

1. Provide walkways and bikeways that are integrated into the transportation system.
2. Incorporate pedestrian and bicycle facility needs into all planning, design, construction and maintenance activities of the City of Ashland
3. Provide walkways and bikeways in conjunction with all land divisions, street construction and reconstruction projects and all commercial, industrial and residential developments.
4. Require pedestrian and bicycle easements to provide neighborhood connectors and reduce vehicle trips. Modify street vacation process so pedestrian and bicyclist through access is maintained.
5. Target walkway and bikeway improvements that link neighborhoods, schools, retail and service areas, employment centers and recreation areas.
6. Use design standards that create convenient, safe, accessible and attractive walkways and bikeways.
7. Design walkways and bikeways for all types of users including people with disabilities, children and the elderly.

8. Require sidewalks and pedestrian access in all developments.
9. Require wide sidewalks in retail areas.
10. Require planting strips and street trees between the roadway and the sidewalk to buffer pedestrians from vehicles.
11. Require secure, sheltered bicycle parking in business developments, institutions, duplexes and multi-family developments.
12. Design street intersections to facilitate pedestrian and bicycle travel by using design features such as, but not limited to, raised medians and islands, curb extensions, colored, textured and/or raised crosswalks, minimum necessary curb radii, pedestrian crossing push buttons, left and right bike turn lanes, signal loop detectors in bike lanes and signal timing conducive to pedestrian and bicycle travel speeds.
13. Design intersections with equal attention to pedestrian, bicyclist and motorist safety. Identify existing intersections that are dangerous for pedestrians and bicyclists, and develop plan for redesign of unsafe areas.
14. Develop maintenance program to keep walkways and bikeways smooth, clean and free of obstructions.
15. Pedestrian Traffic should be separated from auto traffic on streets and in parking lots.
16. Encourage the establishment of a Community-owned Bicycle Program, allowing the provision of "loaner" bikes throughout the community for residents, commuters and tourists.

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GOAL II: TO SUPPORT AND ENCOURAGE INCREASED LEVELS OF WALKING AND BICYCLING.

Policies:

1. Promote decreased auto use and increased walking, bicycling, public transportation, ride sharing and other transportation demand management techniques.
2. Develop and implement a transportation safety education program.
3. Increase enforcement of pedestrian and bicycle traffic safety laws. Target motorists, pedestrians and bicyclists.
4. Increase neighborhood use of Sidewalk LID Program.
5. Encourage employer commuter programs to promote walking, bicycling, public transit, ride sharing and other transportation demand management techniques.
6. Encourage businesses to inform customers of available non-auto access to the business locations and to support customer use of non-auto access.
7. Establish aggressive but realistic performance targets for increasing walking and bicycling trips (for personal business, school, social and work).

GOAL III: EMPHASIZE ENVIRONMENTS WHICH ENHANCE PEDESTRIAN AND BICYCLE USAGE.

Policies:

1. Maintain and improve Ashland's compact urban form to allow maximum pedestrian and bicycle travel.
2. Promote a mixed land use pattern, where appropriate, and pedestrian environment design that supports walking and bicycling trips.
3. Develop street design standards that outline street widths, curb radii and other pedestrian environment factors which facilitate walking and bicycling.
4. Use traffic calming tools to create a safe, convenient and attractive pedestrian and bicycle environment to slow speeds, reduce street widths and interrupt traffic as appropriate in each particular location.
5. Establish a street tree program to plant more trees on existing streets and to promote/monitor street care throughout Ashland.
6. Identify areas needing pedestrian and bicycle amenities, such as rest rooms, benches, pocket parks and drinking fountains, and develop installation and funding plan.
7. Encourage public art along multi-modal transportation corridors.

GOAL IV: TO DEDICATE FUNDING AND STAFF SUPPORT TO IMPLEMENT THE GOALS AND POLICIES OF THIS SECTION.

Policies:

1. Identify funding sources for walking and bicycling promotion, planning and facilities construction.
2. Investigate the creation of the role of transportation coordinator to facilitate a viable multi-modal transportation network and achieve Ashland's transportation goals.
3. Develop transportation program using a comprehensive approach with planning and engineering, education, enforcement and encouragement components.
4. Support participation by all City staff involved in creating the transportation network in educational programs covering transportation planning, design and engineering.
5. Consistently incorporate pedestrian and bicycle facilities in the City of Ashland Capital Improvement Plan.

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COMMENT HIGHLIGHTS
from Neighborhood Meetings

Table 1

MODE	GENERAL	CITY WIDE	NEIGHBORHOOD
PEDESTRIAN	<ul style="list-style-type: none"> • more benches, bathrooms & water; complete sidewalk network/make connections • dramatically mark crosswalks • educate public on pedestrian laws - utility bills & cable t.v. safety programs • tree barrier between sidewalk & streets (wider) • post pedestrian crossings • improve existing curb cuts & install more • separate pedestrians from bicyclists • hand rails on steep sidewalks • incorporate neighborhood pathways to neighborhood parks • retrofit pedestrian crossings-raise to increase pedestrian safety, widen to width of cars • stamped concrete identifying pedestrian/vehicle intersection • traffic calming measures to slow autos in pedestrian areas 	<ul style="list-style-type: none"> • difficult crossing Siskiyou at SOSC • islands on Ashland St. • crosswalks across N. Main • traffic light across 3rd & Lithia Way for pedestrian safety • sidewalk on Ashland St. • need white step off zone at crosswalks to stop cars- especially N. Main, Lithia Way & Siskiyou • library crosswalk unsafe for pedestrians • clear crossing at Water & E. Main (diagonal) • greenway plan-open space/natural area/park "nodes" with connection to walking paths 	<ul style="list-style-type: none"> • crosswalk on Ashland St. Ray Lane • sidewalk on Walker • sidewalk on Oak • crosswalk at Hersey & Oak • pedestrian path from Williams Way to RR district • sidewalks on Nevada St. • additional pedestrian scaling lighting on B St. • sidewalks on 8th St. • sidewalks on Scenic • sidewalk on Nutley from Granite to Winburn Way • sidewalks on Tolman Creek Road • need path from alley to Hillview • sidewalk or path on Wirt • Orange St. parkrow

COMMENT HIGHLIGHTS
from Neighborhood Meetings

Table 1 (continued)

MODE	GENERAL	CITY WIDE	NEIGHBORHOOD
BICYCLE	<ul style="list-style-type: none"> • bike racks on buses • bike racks at bus shelters-- covered & secure • improve paving/grates are hazardous • benches, bathrooms, shelters & water for cyclists • educate cyclists & public on bicycle safety - in schools • keep paths free of debris • bike paths that don't compete with traffic • additional bike paths/lanes • level bike routes/gradual slopes • make paths closer to stores • park/ride for bike w/locked facilities • direct bike routes • bike parking near doors of buildings 	<ul style="list-style-type: none"> • real bike path through downtown - on Lithia Way & E. Main • use RR tracks for bike path • bike lane on N. Main • need a safe way for cyclists to get all the way through town • paths on Siskiyou would be safer for cyclists, pedestrians & cars • safe path from N. Main to library • link Bear Creek trail to Ashland 	<ul style="list-style-type: none"> * safer access on B St. • lane on Oak to greenway • lane on Helman • lanes on hillside streets • no more building on Wimer without provision for cyclists • lane on A St. to Mountain • path on C St.

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COMMENT HIGHLIGHTS
from Neighborhood Meetings

Table 1 (continued)

MODE	GENERAL	CITY WIDE	NEIGHBORHOOD
PUBLIC TRANSIT	<ul style="list-style-type: none"> • park & ride areas • more covered bus stops • bathrooms at bus stops • extend evening hours • stops closer to neighborhoods or shuttles • lighting at bus stops & approaches • encourage hotel/motel guests to use bus • need on-call service • increase timeliness of buses • more frequent runs • service on Sunday • need on-site bus info & maps at stops • need free zone in core area of city 	<ul style="list-style-type: none"> • bus service to hills • express bus earlier for commuters to Medford • need turnouts on N. Main so don't stop on street • bus route to hospital & medical offices • bus route on E. Main-regular route/school time route • interstate bus depot • bus to Grants Pass & Yreka 	<ul style="list-style-type: none"> • bus to Oak St. & Helman S • service to hillside area

COMMENT HIGHLIGHTS

from Neighborhood Meetings

Table 1 (continued)

MODE	GENERAL	CITY WIDE	NEIGHBORHOOD
OTHER	<ul style="list-style-type: none"> • better street lighting-motion sensitive • revise taxi ordinance for flexibility for rickshaws, golf carts, electric carts • scooter parking • encourage mopeds • keep horses off sidewalks-road apples are dangerous • encourage alternative auto use (electric, golf carts) • use children/bikes/residential neighborhood signs to increase awareness of neighborhood • separate modes • delivery service for large packages for people using alternative modes • trolley/trams like San Luis Obispo 	<ul style="list-style-type: none"> • better access to Bear Creek • access to Ashland Creek • special lane on Siskiyou for 3-in-car, bike, bus • electric rail from plaza to Medford 	<ul style="list-style-type: none"> • signs on Oak St. obscured by trees • zoning changes for corner groceries in Quiet Village • water fountains in Helman area • access for school children to Helman School form Oak across creek • neighborhood market needed by hospital * more short cuts for pedestrians & bicyclists-RR district to Hersey, Oak to Helman, Hersey to Patterson • need park in Briscoe neighborhood so don't have to travel so much

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AUTOMOBILE COMMENTS

from Neighborhood Meetings

Table 2

AREA OF CONCERN	GENERAL	CITY WIDE	NEIGHBORHOOD
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INTERSECTION	<ul style="list-style-type: none"> • control parking near inter-sections • visibility concern at intersections 	<ul style="list-style-type: none"> • install signal at E. Main & Cresham • signal at Siskiyou & Walker • realignment of Siskiyou & Indiana • traffic light needed at Tolman & Siskiyou • need no turn on red light sign at Siskiyou & Mountain • need longer turn signal at Walker & Ashland St. • light or 4way stop at E. Main & Mountain • 3rd & Main dangerous intersection • E. Main should have stop signs at Tolman Creek, Walker & Mountain • bad intersections Maple & N. Main, Wimer & N. Main • stop light at Lithia & Oak 	<ul style="list-style-type: none"> * 1st & B St. intersection visibility • stop sign at Hillview & Peachy • visibility going up hill at Scenic & Church • need stop signs by minimarket by VanNess • difficult to cross or turn left on E. Main from Mallard or North Wightman
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AUTOMOBILE COMMENTS
from Neighborhood Meetings

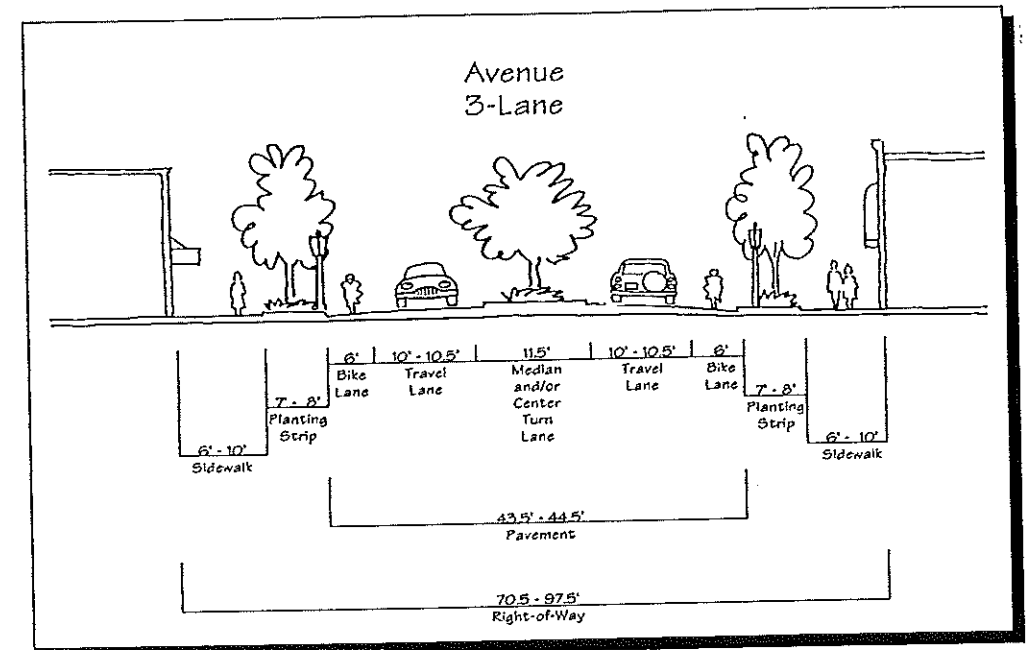
Table 2 (continued)

AREA OF CONCERN	GENERAL	CITY WIDE	NEIGHBORHOOD
TRAFFIC CALMING	<ul style="list-style-type: none"> • synchronize signals throughout town • traffic law enforcement • alternate routes for trucks to keep them out of neighborhood • alternate route through north/south • speed bumps/raised intersection to slow traffic 	<ul style="list-style-type: none"> • no commuter by-way for RR district-alternate route • should not destroy neighborhood • worst traffic in city at E. Main/Siskiyoul/Gresham/Third • consistency with speed on N. Main area to Epsteins • Ashland St. too fast from Litwiller-Simonsen funeral home to freeway • lower speed to 25-30 mph on Ashland St. • speed on Siskiyou too fast • slower speeds on Lithia Way • N. Main needs left turn lanes • add alternate route through town past Billings • lower speed limit on E. Main at city limit, on Tolman Creek Rd. from Ashland St. 	<ul style="list-style-type: none"> • encourage use of Hersey to limit A St. traffic • one way RR district streets • all commercial deliveries from Oak to A St.-not through neighborhood • limit trucks no further than 3rd & 4th on A St. • limit non-local traffic in RR district • use traffic calming on B St. • quantity of traffic on Hillview • route traffic off Strawberry/Skycrest down Ashland Mine • heavy traffic on Wimer-safety of school children • make Maple, Church safer • slow traffic on Pebble, Maple & Briscoe • slow traffic on Oak • traffic calming on Diane & Jacquelyn

Avenue

Avenues provide concentrated pedestrian, bicycle, transit and motor vehicle access from neighborhoods to neighborhood activity centers and boulevards. Avenues are similar to boulevards, but are designed on a smaller scale. Design should provide an environment where walking, bicycling, using transit and driving are equally convenient and should facilitate the avenue's use as a public space. A 2-lane, or 3-lane configuration can be used depending on the number of trips generated by surrounding existing and future land uses.

- Street Function:** Provide access from neighborhoods to neighborhood activity centers and boulevards.
- Connectivity:** Connects neighborhoods to neighborhood activity centers and boulevards.
- Average Daily Traffic:** 3,000 - 10,000 motor vehicle trips per day
- Managed Speed:** 20 mph - 25 mph
- Right-of-Way Width:**
- 59' - 86' for 2-Lane
 - 70.5' - 97.5' for 3-Lane
- Curb-to-Curb Width:**
- 32' - 33' for 2-Lane
 - 43.5' - 44.5' for 3-Lane
- Motor Vehicle Travel Lanes:**
- Two 10' - 10.5' travel lanes for 2-Lane
 - Two 10' - 10.5' travel lanes, one 11.5' median/center turn lane for 3-Lane
- Bike Lanes:** Two 6' bike lanes, one on each side of the street moving in the same direction as motor vehicle traffic
- Parking:** In 8' - 9' bays
- Curb and Gutter:** Yes, 6" vertical/barrier curb
- Parkrow:** 7' - 8' on both sides. Hard scape parkrow with street trees planted in wells shall be used in commercial areas.

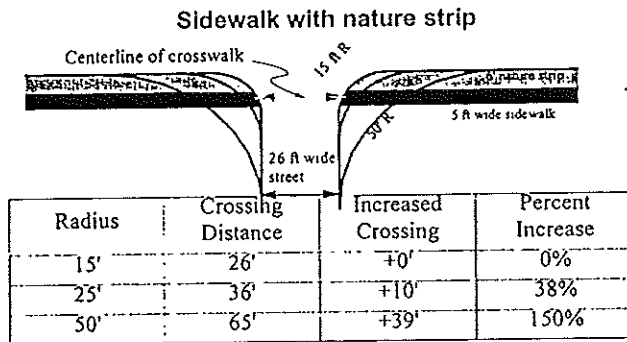


Sidewalks: 6' on both sides in residential areas, 8' - 10' on both sides in commercial areas

SECTION IV: CROSSWALKS AND STREET CORNER RADIUS

Pedestrians must be provided with the shortest possible route across street intersections. This is accomplished by using small curb radii and curb extensions. At the street corner, where one curbed street meets another is known as the curb return. The measure of the sharpness of the corner, or curb return is known as the curb return radius (Crr).

Effect of Corner Turning Radii on Pedestrian Crossing Distances



With a larger Crr, turning movements of right-turning vehicles are easier and possible at faster speeds, but the length of the crosswalk needed to cross the street for pedestrians at that point is also increased. As the Crr increases, the distance the pedestrian must cross increases, and the time it takes for the pedestrian to cross the intersection increases. Higher turning vehicular speeds are encouraged and dangerous "rolling stops" become more frequent. Table 2 exemplifies the affect on intersection crossings as Crr increases from 15 feet to 35 feet.

	6'	6'	6'	8'	8'	8'	10'	10'	10'	10'
SIDEWALK WIDTH	6'	6'	6'	8'	8'	8'	10'	10'	10'	10'
PARKROW WIDTH	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'
CURB RETURN RADIUS	15'	25'	30'	15'	25'	30'	15'	25'	30'	35'
CROSSING DISTANCE ADDED TO STREET WIDTH	2.5'	11.6'	17.2'	1.7'	10.0'	15.3'	1.1'	8.6'	13.6'	19.0'
CROSSING TIME ADDED WITH ADDITIONAL STREET WIDTH (SECONDS)	0.7	3.3	4.9	0.5	2.9	4.4	0.3	2.5	3.9	5.4

from *Traditional Neighborhood Development Street Design Guidelines*, Institute of Transportation Engineers

Crosswalk and Curb Return Radius Standards

Approval Standards: New and reconstructed crosswalks and corners shall conform to the following curb return radius standards.

1. Crr Selection

Crr shall be selected based on reasonable anticipated vehicular and pedestrian traffic volumes, traffic types and intersection control devices.

2. Recommended Range for Neighborhoods

The Crr shall be between 10 to 15 feet in neighborhoods, excluding intersections involving boulevards.

3. Design for Large Vehicles

When designing Crr, allow for large vehicles to swing across the centerline of the street as per AASHTO standards.

4. On-Street Parking

On-street parking shall begin a minimum of 20 feet from any intersection involving boulevards and avenues to provide clear vision for pedestrians, bicyclists and drivers. This setback will also assist larger vehicles to turn.

5. Large Crr Mitigation

At intersections with Crr 15 feet or larger with high pedestrian traffic volumes, paver bulb outs, textured crossings and other appropriate traffic calming treatments shall be used to facilitate pedestrian travel.

6. Historic District

The Crr for newly constructed or reconstructed street corners in the Historic District shall match and in not exceed what historically has been used in the remainder of the Historic District.

7. Vision Clearance Area

No obstructions greater than 2.5 feet high, nor any landscaping which will grow greater than 2.5 feet high, with the exception of trees whose canopy heights are at all time greater than 8 feet, shall be placed in a vision clearance so that pedestrians and