



Meeting: Ashland Downtown Parking and Multi-Modal Circulation PAC Meeting
Date: December 3, 2014
Time: 3:30 PM – 5:30 PM
Location: Community Development building (Siskiyou Room), 51 Winburn Way

- I. Administration (Chair) (5 minutes)**
 - a. Welcome from the Chair
 - b. Minutes approval

- II. Public Comment (Public) (5 minutes)**

Note: Written comments may be submitted

- III. Continued Evaluation of Parking & Circulation Management Plan (Staff) (30 minutes)**
 - a. Review staff's brainstorming summary

- IV. Develop a Work Plan (Staff) (40 minutes)**
 - a. Parking Supply
 - Existing long term growth/demand
 - Employee parking
 - b. Land Use
 - c. Wayfinding
 - d. Multi-modal
 - e. Others?

- V. Potential sub-committee assignments? (Staff) (20 minutes)**
 - a. Presentation
 - b. Discussion

- VI. Closing/Next Steps (CPW) (5 minutes)**
 - a. Next Meeting January 7, 2015

Future agenda items:

- a. Finalize wayfinding
- b. Continue discussion of multimodal facilities

**ASHLAND DOWNTOWN PARKING MANAGEMENT & CIRCULATION AD HOC ADVISORY COMMITTEE
MINUTES
November 5, 2014**

These minutes are pending approval by the Downtown Committee.

CALL TO ORDER The meeting was called to order at 3:30 p.m. in the Community Development Building/Siskiyou Room, 51 Winburn Way

Regular members present: Pam Hammond, Michael Dawkins, Dave Young, John Williams (left at 5:00), Emile Amarotico, Lisa Beam, Marie Donovan, Pam Marsh, Joe Collonge, Joe Graf, John Fields, and Liz Murphy

Regular members absent: Cynthia Rider, and Rich Kaplan

Ex officio (non-voting) members present: Sandra Slattery, Bill Molnar, Rich Rosenthal, Katharine Flanagan, Mike Faught, and Lee Tuneberg

Ex officio (non-voting) members absent: Mike Gardiner

City of Ashland Staff members present: Tami De Mille-Campos, Kristy Blackman, Maria Harris (left at 4:55), and Dave Kanner (left at 4:00)

Non members present: Linda Fait (Diamond Parking), and Bob Hackett (OSF)

APPROVAL OF MINUTES

October 1, 2014

Approved by unanimous consent.

PUBLIC FORUM

Andrew Kubik, 1251 Munson Dr.

He has been following this for a number of months now, also following the studies and surveys. The thing that struck him about the survey was that it seemed to target people who would be the most likely complainants about the lack of parking. He stated the people from outside Ashland (tourists, patrons, etc.) feel there is not a parking issue in Ashland and he is inclined to agree with that. Based on that, he does not see a problem with parking and doesn't think the construction of a new parking garage is warranted. If that does happen he believes the downtown merchants should be financing it because they are the ones benefitting from it most.

Louise Shawkat, 870 Cambridge St.

Read letter to the Committee (see attached)

Barb Barasa, 183 W. Nevada

She is usually on top of these things but she has not been following this. She actually just became aware that there was a discussion about parking garages. The point she wanted to make is after not riding her bike for years & just storing it in her garage, she finally bought an electric assist bike over the summer and she is riding it everywhere that she doesn't need her car to get to. She said she is terrified to ride through downtown. There are bike lanes on each end of town but nothing downtown. There also isn't enough bike parking in the commercial areas. She doesn't have a dog in the fight about having a parking garage but if you're going to put a garage in or make any changes to parking, bike lanes should be considered. She added she comes from Chicago and even though it is much larger city she thinks we may be able to modify those ideas and make them work for Ashland.

Brad Carrier, 362 Oxford St.

He moved here from Michigan 28 years ago. He loves Ashland because it is progressive, thoughtful and innovative. A parking structure is the opposite of all of those and it is reverting to an old way of doing things. It will take an enormous amount of concrete and then will promote vehicular traffic. He comes to town various times a day and night and he has had a parking problem maybe half a dozen times. He encourages the committee to think of something other than a parking garage.

Gary Shaff, 516 Herbert St.

He is a retired Transportation and Land Use Planner (see attached)

He formulated an alternative Transportation circulation plan of the plaza area in an effort to look at how we might expand the size of the plaza so that it really meets the needs of the current population, given that it has stayed the same for the past hundred years or so.

Susanne Krieg, 770 River Rock Rd.

She has lived in Ashland for 34 years and she's experienced intelligent, thoughtful, creative citizens. We've paid these experts, listened to their advice, read their surveys and then this committee seems to ignore what they've talked about. Ashland does not need another parking garage. She takes seriously the title of the committee and she thinks the committee should follow some of the Community Planning Workshop's suggestions before spending tax payer dollars on a multi-level parking garage. She stated times are changing and we need different kinds of thoughtful people and we need to get out of our individual cars for the preservation of our planet.

Lisbeth Wynn-Owen, 803 Plum Ridge Dr.

Most people have said exactly what she wanted to say but she wanted to speak as a tourist. We should keep the tourists happy by providing bike rentals, bike stations throughout town, a bike lane through the downtown. She doesn't think there should be delivery trucks downtown after 10 am. She feels all area hotels should have shuttles. While she was a tourist here she never encountered difficulty finding parking because they enjoyed walking to enjoy the charm of the city. Also, when you walk you spend far more money as you walk past the shops.

Bill Heimann, 647 Siskiyou Blvd.

He has been following this quite closely and what he is hearing is that the major stakeholder is the downtown businesses but that is just not true. The major stakeholder is the citizens of Ashland. The second major stakeholder are the tourists. He stated parking generates pedestrians. If we increase parking then we must increase the pedestrian facilities (more sidewalks, crosswalks etc.). He said we do need better flow. We need a path for bicycles to get to the Plaza. According to the Department of Tourism, bicyclists spend far more money per capita than automobile drivers. So why aren't we providing bicycle parking and a path to get to the Plaza? It is important to address all of the stakeholders.

John Baxter, 831 Liberty St.

He is a 35 year resident of Ashland. Making downtown more accessible to pedestrians and bicycles is good for business. He challenges anyone who is wanting to build a new parking structure downtown to provide numbers which show how that is good for business. At his former employer, United Bicycle Institute, he witnessed firsthand how making a neighborhood in Portland accessible to bicycles totally revitalized that neighborhood. In just 5 years they completely transformed the street and there are dozens of businesses there that didn't even exist 5 years ago. As Bill Heimann said we need to encourage pedestrians and cyclists.

Chair Young introduced the two replacement members to the committee; Joe Graf from the Transportation Commission and Pam Marsh from Council.

PROPOSED PARKING FEES

Kanner stated it wasn't his intent to discuss the Hargadine fees at this time. He added he and Tuneberg recently discovered that one of the gaps in the code is that it does not provide a method or assigned responsibility for establishing parking fines. They will be addressing that gap in the code as well as others at the first of the year. He was looking for a recommendation from this committee to be forwarded to Council to act upon & set the fine.

Flanagan asked if there is any data that shows what percentage of fines paid are from our local area. Due to the variables the answer is no, don't have that data available according to Tuneberg.

Donovan said she thinks the City has the right to increase the fine but she doesn't feel this committee should be the ones making that recommendation.

Williams reminded the committee that the current parking fines are kind of a breakeven point. Tuneberg answered that the parking fines and Hargadine fees pay for the debt service, enforcement and maintenance and there is a little leftover after that. He added the parking fines also include a \$4 surcharge which helps fund studies, improvements, debt service etc.

Hammond asked what percentage of fines go unpaid. Tuneberg answered that we had a problem about 10 years ago but we've fixed that. He said would guess maybe 5% aren't paid. Hammond said he doesn't want a guess, she would like that answer at the next meeting.

**Young/Williams m/s to authorize the City Administrator to present a parking fine increase to Council.
Roll call vote: All Ayes (Graf abstained) Motion passes**

Collonge said he worked in the bay area and getting a fine for \$11.00 was the cheapest parking place he had to park. Coming into Ashland for years he would just pay the fine if he was running late to an appointment because it was only \$11.00. There is a way of using that as part of the encouragement to park farther away and walk to the destination. He added he missed the last meeting but the committee put parking structures away a long time ago. The committee started out by looking at the low hanging fruit and parking structures were farther out so he isn't sure where this concept is coming from.

Young reminded the committee that according to the consultants our current parking fine is 50% of the average fine. The average is \$22.00. He thinks it is entirely reasonable to at least increase the fine to the average. He stated members of this committee have previously mentioned how it would be nice to have money available for other initiatives downtown.

Councilor Voisin asked Faught to explain why Chair Young wasn't running the meeting and staff is. Young said staff is taking over these agenda items. Faught added, it isn't just these two items, they have a recommendation from the consultant and now the next step is for staff to step in and try to work through the process in terms of coming up with a final plan. He said this process isn't unlike that of the Ashland Water Advisory Committee (AWAC) that she was a part of.

DRAFT PARKING & CIRCULATION MANAGEMENT PLAN

Faught thanked everyone for being in attendance. He said this is an opportunity to create a vision for downtown Ashland. The Transportation System Plan (TSP) included a recommendation to fully develop a multi-modal downtown plan. He added there is a lot of data on our website if anyone would like to research that. He stated we have this recommendation from the consultant so he would like to begin by talking about that. He showed the Current Conditions map and shared that the concept was developed based on the assumption that we have a distribution problem and not a supply problem. We need to talk about whether we agree with their assumption and whether or not we agree with their recommendation for City Council. The only thing staff will do is make sure the engineering piece of the recommendation works. His hope is that the committee starts rolling up their sleeves and doing the work that Council has asked then to do. He pointed out, for those that spoke to the multi-modal piece, there are proposals for multi modal that were presented earlier in the year and multi modal will definitely be included in the final plan. He added in terms of looking at potential solutions and working with all of the partners, he did spend a little time with the Chamber after the last meeting. They spoke about various ideas from a multi modal perspective.

Faught asked Slattery if she wanted to speak on that. Slattery read from a letter which stated the Chamber believes plans for Multi-Modal transportation are vitally important to the successful functioning of not only our downtown but entire community helping to create a healthy sustainable economic sector. In fact, with our new Ashland Map and through our tourism efforts that promote outdoor recreation including biking, we are dependent

on safe and effective multi-modal transportation. We appreciate the work of the consultants up to this point, but feel there are some assumptions and conclusions that need to be fleshed out. We now feel it is time to build on that work by helping to create what we believe the Council wants in a comprehensive plan that will be fully vetted by this group and those impacted by it. We believe there is a significant lack of data currently in what we have received from the consultants in the area of demand and no discussion of future growth and its impact to parking. By working with businesses to analyze room inventory and occupancy, we will not only look at existing demand for parking by visitors, but will provide insight into future demand incorporating the significant changes we will be experiencing in the marketplace. The Chamber Board has formed a Parking and Transportation Committee to research parking and transportation supply and demand in the downtown area. The information generated will be shared with the Ashland Downtown Parking and Multi-Modal Circulation Advisory Committee in the hopes of enhancing the creation of a well-developed plan. With tourism being the largest economic contributor to our economy, we must recognize that we have been, and for the foreseeable future will be, a drive-market for visitors. Consistently, over 95% of our visitors travel by car to our area. We believe in a balanced proposal that is truly multi-modal and we do not feel that a discussion of added parking supply and bicycle amenities are mutually exclusive. In fact, more parking availability can actually produce more resources for bicycles such as bike lanes, storage and signage. We believe existing land use policies, including zoning, should be reviewed. Development in the downtown had little, if no, parking requirements, thereby, generating more parking on residential streets. We think consideration should be given to partnering and collaborating with owners of existing properties to evaluate opportunities for additional parking. If we don't start now to identify potential sites, they will either be gone or too expensive to develop. The Chamber is happy to work on elements of Phase One but would like us all to consider a more lateral approach to the plan with a focus on investigating increased supply, collaborative partnerships, potential grants and creative solutions based on a market driven analysis of current as well as future demand. We are offering our assistance and ask for your consideration of expanding the scope and priorities to make this a truly multi-modal plan for Ashland incorporating all modes of transportation including pedestrians, bicycles and cars for the future. Let's create a plan that is innovative and one that we can all be proud of and support.

Faught reminded the committee that the goal is to get interaction from everyone on the committee, voting and non-voting.

Williams said he loves the things Slattery said and is curious if during any of their conversations they have come up with any creative or innovative strategies? Slattery answered saying she keeps coming back to something Faught said when he first came to work for the City of Ashland. He talked about how there isn't any reason why we can't be looking at multiple grants. If we are going to be changing our transportation core (adding bike lanes, changing parking) then we should take a look and visualize something beautiful as an end result. They would love better sidewalks, better lighting, adding more amenities to make it easier for people to walk. She added we should look at the whole concept of making an accessible downtown/railroad district, not just signage but visual cues that attract you (bike lanes, sidewalks in good shape etc.). The idea is that it all works together. There also needs to be accessible parking for those that are unable to walk or ride a bike, including the disabled population. They see this as a holistic approach, not just as parking and transportation but as navigation, safety, lighting and beauty. Collonge asked Slattery if she was suggesting the committee hold off on the proposed zones which would solve the problem in the railroad district, until the committee has had a chance to think about it for another year. Slattery answered she doesn't think we should think about it for another year but she believes we should take a look at the land use map and start exploring opportunities for additional parking in areas where it is currently underutilized. We're constantly discussing building connections between the railroad district on A St. and the downtown. She thinks it is really a bigger conversation and added it is wonderful that we have Planning Commissioners on this committee. As they've talked about it they've realized it's not just about parking but it's how are we utilizing our entire core area so people can live in the downtown, have businesses in the downtown, visit the downtown etc. This is what they want to study and there is never enough time at these meetings or it's said that we've already discussed that so we aren't going to talk about it again. Because this is such a large group they think having working groups would be a better way for the committee to move forward. She added the groups would focus in on one area and take the time to analyze the topic.

Dawkins said he has thought a lot about this today and historically we did a few things wrong in the 50's and 60's which affects what we can do with this plan. He said we could have bypassed the downtown for people that don't need it. He feels the couplets should have also been removed. Now people are resistant to making changes. 8 years ago he floated the idea of finding alternative routes that people could take that didn't want to go through town. If you did that then you would be able to take away the crosswalks, stoplights and actually have space to do reverse in, diagonal parking and slow the speeds down. He feels we have a speed problem. He added, as we think about the next 30 years, maybe we need radical changes.

Collonge said the area on A St. between 3rd and 4th as shown on the proposed parking map doesn't contain residences so 4 hour parking might not be feasible. He likes this plan as it solves a lot of his problems. He did point out that more effort has to be given to the Armory.

Chair Young said he feels we're getting way into the weeds on something that was kicked down the road during the TSP update process. Essentially this committee was formed to develop the element within the downtown but he didn't know they were going to be responsible for this level of detail. He feels like we've already used up all of our consultant time already. His confusion is that we're creating something that is going into a 20 year document, which essentially says we embrace these concepts but not in specific detail. Faught said the challenge is not just to have a conceptual plan because he sees something that sits on the shelf for when there is an opportunity. Young feels that process can occur later. Once you have a TSP then you can have another public process that focuses specifically on the details. He fears this gives the impression that this is the one and only chance we have to engage in a public process.

Dawkins said part of the problem was dealing with parking so this doesn't seem overly designed to him. Hammond said she is feeling more and more uncomfortable about what is happening with the employee parking. She thinks we're pushing them out too far, treating them as second class citizens instead of people that enjoy the downtown while they're here at work (shop, eat etc.). We're pushing them further out into areas that aren't lit well with sidewalks that are in need of repair. As an employer and a citizen she thinks we will feel the pushback as it is creating a hardship for 3,000 employees.

Faught said he spent some time looking at this plan with a traffic engineer, in terms of available parking. He talked to her about displacing parking from going down to two lanes from three.

Williams appreciates all of the time and number crunching that has gone on. He is fine with experimenting with the different hour zones especially in the downtown area. He is not convinced that parking permits are the first idea he would go for. He thinks it would have minimal impact and would create a lot of signs and stickers that would just confuse tourists and residents. He also pointed out the parking problem in downtown is mainly a seasonal issue so he doesn't want to see us do some giant proposal to try to affect that. He still thinks the employee parking issue can be addressed by taking advantage of all of these empty parking lots.

Murphy said at the first meeting she had asked if the City had a vision or plan for the future and she was surprised that there wasn't one. She contacted the Mayor about it and he had her meet with Councilor, Dennis Slattery who explained that at that time they were beginning to work on that. She is confused and feels like the work of this committee is to follow those plans. She added, she really likes what Slattery said and feels we really need to be innovative.

Faught said part of the overarching plan that the TSP looks at is the multi-modal side. He agrees with that and that we should pull everything together.

Flanagan said in terms of employee parking, she would like to add that there are different segments of the type of employees downtown. Someone that works 8-5 is going to feel safe walking from where they parked to their job but

you have over 80 restaurants in Ashland so you have people working at night and those people may not feel safe. She would like the committee to take this into consideration when they are thinking of where to move employee parking to. Faught replied if we do move employee parking then it has to include a plan for lighting, sidewalks etc. Marsh responded to Murphy's comment about where's the plan and the meat of it all. She said the meat is here, in this committee. Council is really looking to this group to give them a vision with some level of detail as to how all of these issues should play out. From Council's point of view they're looking for a level of detail that is different from what was in the TSP. The TSP was really conceptual but in terms of the downtown what they want to have come back to them is a plan with parts clearly defined, not engineered but laid out. She added this is a tremendously talented group and they want to take advantage of that.

Donovan said the last meeting must have spiraled into airspace somehow. The conversation wasn't about let's build a structure, it was let's think a little bit more long term. The available lands now are going to be lost to future development. She said she is a little uncomfortable going with a plan that doesn't take into account what is happening in the future of this town. She has lived here since 1979 and has watched the City grow. It is also important to include all modes of transportation, as well as safety. She really hopes that we can be open and receptive to fresh ideas and let everybody feel respected.

Fields said when he looks at the distance map one of the things we're doing is pushing parking out to the next pocket. He said if you took the radius and pushed it closer to where the central demand is, then we would have a pretty good idea of where we should control parking. He added without creating more parking we are going to just transfer this parking problem.

Faught pointed out that all of the existing data. We haven't talked about where we are 20 years from now or even 5 years from now. He has some concern over the permit system and residents being upset by it. He wants to make sure we're careful about impacts. He does want the committee to look at long term. We need to think about what kind of parking issues we are going to have now & in the future. The other thing that has been talked about that he likes is there is not a lot of vacant land out there. Even if there isn't a need today for parking structures today we would be remiss not to make sure we've identified some opportunities for when that development starts happening. Hackett pointed out that we need to look at growth in sectors. It is important to note that Oregon Shakespeare Festival (OSF) is running at 88% capacity so there won't be a whole lot of growth attributed to OSF.

Slattery was thinking about it in sectors too. She said we have a lot of new development happening along Lithia Way which is a good thing and includes mixed business and residential. In addition, the convention center will be adding to our visitor population. She agrees with Hackett but there are multiple needs of our downtown and we just keep adding without increasing supply.

Faught informed the committee that he met with Graf for a few hours to get him up to speed. He asked Graf if he had any thoughts to share. Graf said the way he'd analyze this is by figuring out how many parking spaces are needed and then project the growth which would then give you an idea of what needs to be added. He also agrees that this needs to be a holistic approach.

Amarotico wonders if we could catalog the "ghost" parking lots which may be used to add additional supply. Faught said he had the GIS department work on that & shared the Vacant Lot map. He said his thought process is before we look at adding additional structures why don't we look at other public/private partnerships. As development occurs why don't we look at partnering with them to add parking to see if we can't try to fill those holes as we develop?

Dawkins brought up an idea that he has thought about quite a bit which is that B St. fills up very quickly with the post office employees and they have a lot with all of the delivery vehicles too. His thought is if we can convince the feds to just have a small postal center out of that area then that would free up a lot of space. He also pointed out Kanner's desire to move City Hall out of the downtown which would free up the parking that employee's use, although he feels

a little unsure of because the employees eat and do business downtown. Faught said we could at least explore those ideas.

Fields isn't convinced that doubling the limited parking is their goal. He said it keeps people moving in the downtown but once you get out of that area it really doesn't solve our problems & at some point we are going to need a place to park vehicles.

Faught pointed out there is a lot of work to be done if we want to start exploring some of these things. He said we may want to think about a few sub committees. At the next meeting he would like to shake out which ones we want to work on first. The committee agreed on exploring the sub committees.

ADJOURNMENT

Meeting adjourned at 5:10 pm

Respectfully submitted,

Tami De Mille-Campos, Administrative Assistant

At a council study session in September 2014, several city councilors urged the conservation commission to develop a proposal on steps the council should initiate in a climate and energy plan. At a recent council meeting October 2014 two members of council are on record as saying Ashland needs to do more to mitigate the effects of climate change than merely encourage state divestment. At that meeting, we also learned that the city has identified addressing climate change as a critical long term goal.

As a community we should be trying to reduce our carbon foot print not increase it. While enhancing parking options downtown might be beneficial for some local activities, it also will have the result of increasing vehicular traffic into the area – and outcome that will inevitably increase automobile emissions of greenhouse gases.

Although the requesting the state to divest from fossil fuel corporations was a great first step, we are not yet a leader among communities in reducing our carbon footprint. Having a low carbon footprint would be an attribute that raises the profile of the city and potentially attracts visitors and businesses. Rather than promoting developments that would increase our carbon emissions, the city should work in the opposite direction. One way of doing this would be to identify a percentage carbon emissions reduction goal, and then evaluate any proposal in terms of how it might positively or negatively affect achievement of that goal. This should be undertaken before any new construction is approved.

By endorsing a downtown parking garage, the council is proposing developments without input from the conservation commission. Building a parking structure and encouraging vehicular traffic is likely to be contrary to any recommendations the conservation commission might develop in this arena. Since a downtown parking structure would both attract more traffic and encourage more vehicular idling, it would be contrary to our stated goal of addressing climate change. Rather than increasing transportation related pollution, we should be reducing it. Instead, maybe we could encourage a ride-share program, electric (EV) buses or jitneys, car cooperatives, rewards for car pools, car-sharing, and/or biking?

The evidence suggests that the state is unlikely to take a meaningful lead on issues such as this. On the other hand, Ashland could be a leader. The 'business as usual' approach to development and construction will help us neither adapt to climate change nor reduce our contribution to the climate change problem. We need a different approach.

Ashland is a destination city because it is different. A parking structure is not

different. A city without big box stores and fast food restaurants is different. It's time to take the next step. Let's develop a climate plan and an energy plan and then evaluate proposals in terms of how well they meet the criteria in those plans.

TO: Ashland Transportation Commission

FROM: Barb Barasa, Ashland resident

DATE: Nov. 5, 2014

RE: Public Comments - Parking and safety for bike riders in Ashland

I am attending the Transportation Commission meeting as an advocate for residents who own bikes. Altho I am not a brick and mortar store owner, I would like to also point out that there are five bike shops in Ashland that I know of, and I believe the "business community" of bike store owners would likely support my suggestions. I would like Ashland to actually BE a bike-friendly city instead of just getting listed as one so it can market itself as bike-friendly.

I have been an Ashland resident for 18 years. I am 68 years old and live in Quiet Village. For at least the past 10 years I have owned a bike. I would sometimes ride the mile or so into town to go to the Co-op or library, but really was riding the bike less and less, to the point of not at all. This was partly because I was lazy, partly because the terrain made it hard for me to go some places easily, but also because I felt it was unsafe to ride in many areas of town due to vehicle traffic. This is especially true of the downtown area.

Safe bike riding

I now have an electric assist bike which took care of the first two excuses I had for not riding my old bike. I now ride my bike everywhere in town that I don't need my car for. But even with my new bright "safety jacket" I often feel anxious when I ride on streets in a lot of areas of town. I'm afraid of getting hit by cars or having car doors open in front of me. I will not ride my bike downtown on E. Main, on Lithia Way, on Oak between the tracks and downtown, or on the section of A St. between Oak and 3rd for this reason. Downtown I try to wend my way safely to the alley (sometimes having to walk my bike on the sidewalk to get to it), traverse the blocks downtown using the alley, and then get onto the bike lane where I feel somewhat safe, or on the sidewalk (outside the downtown area) if I don't see too many pedestrians up ahead. On A St. I ride on the sidewalk until the street widens, and I ride on the sidewalk on Oak once I cross the tracks into town. I ride on the bike path a lot, but sometimes it doesn't go where I need to go. Then I become hypervigilant trying to avoid getting hit, or navigating around pedestrians, trees and utility poles if I'm on the sidewalk.

Putting "share the road" pavement markings and signs on streets where there is no room to safely share the road does not make those streets "bike friendly." What would make them bike friendly would be to provide a way to ride a bike safely and still allow for cars to move freely. That is not going to happen on streets that barely have room for cars to drive both ways on them due to parking.

Although I haven't yet had reason to ride north out of town on N. Main, I think the "road diet" (with bike lanes) has made that stretch safer for bikes at least as far as the bike lanes go. But what is the result of bike lanes on N. Main and on Siskiyou? The city has created reasonably safe bike access TO the downtown, but not THROUGH the downtown. It is completely unsafe for a biker to ride south through downtown! The biker is pressed between parked cars on the right and traffic on the left. To ride far enough away from parked cars where doors could open at any minute, the bike has to be in a lane of car traffic.

Obviously Ashland is not Chicago. But we are a tourist destination. Could we not modify this successful bike center and create an Ashland version of it? No financially successful ongoing use has ever been found for the "snack bar" property across from Lithia Park. Could this not be developed as a bike parking, bike rental, bike repair service "station"?

Bike rentals for residents and tourists

Chicago and many other cities are now using Divvy Bikes bike rental program to make bikes available to anyone who pays a \$75 annual fee. (At least that is the fee in Chicago.) They have solved the problem of bike damage and theft and provide an inexpensive way to ride around the local area.

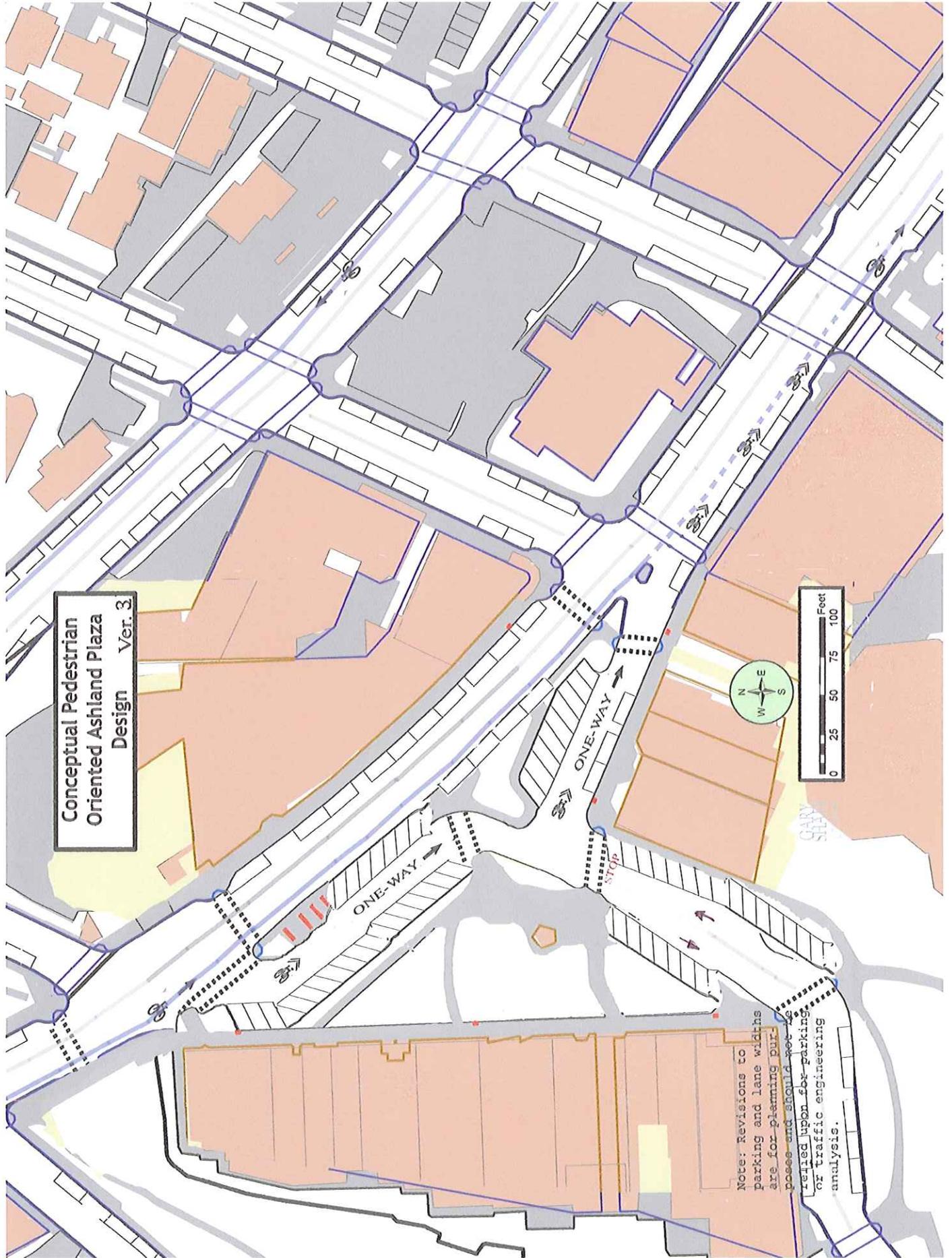
Planning - Integrate make bike safety and parking a priority in any development and in the transportation plan

Because I believe there will be a rapid increase in bike riders in Ashland, I strongly urge the Transportation Commission and the City Council to carefully and thoroughly consider the safety of those bikers in any plans for roads where those bikers will most frequently ride – the arterial and feeder streets and the commercial areas. The Master Plan already calls for new "pedestrian places" – areas where residents will one day have easy access to get where they are going by foot or by public transportation. Let's make sure that the safety needs of bike riders are also considered in all decision making.

The planning emphasis in Chicago uses what is known as transit-oriented development, which encourages developers to include bicycle parking. Does the City of Ashland have similar incentives?

I am not opposed to more automobile parking facilities in Ashland. I think we need it. But the need for more vehicle parking should not overshadow the need to plan for adequate space for bike storage, and should certainly not override the safety needs of bike riders in the downtown area. This does not need to be an "either/or" discussion. Please just consider bikes and bike riders when planning any change to vehicle parking or changes to street configurations.

Gary Shaff



Gary Shaff

WHY IS THE 4 HOUR
& EMPLOYEE PARKING TREATED
AS ONE CATEGORY. As an
Example - the area ~~along~~
~~WINBYRN~~
~~lower level road~~ should not
be used by employees. Flat

(ie. terrain) should be used
by visitors not employees.

To: Downtown Parking Management and Multi-Modal Circulation Advisory Committee

November 05, 2014

From: Susanne K. Krieg. 770 River Rock Road, Ashland, OR

I have lived in Ashland for thirty-four years. I have experienced the intelligent, thoughtful, creative citizens of Ashland reasoning together to solve problems.

Climate change is real. It is here now. The federal government is not going to save us. Ashland citizens must lead the nation making enormous changes in our ways of getting around or we doom the future life on this planet.

I have known the city to hire engineers from cities north of here. We have paid experts, listened to their advice, read their surveys and then ignored the experts' findings. This has happened with the Multi-Modal Committee. Ashland does not need another multi-level parking garage.

I urge the Multi-Modal committee to take their title seriously doing every kind of way-finding signage, curb painting which the University of Eugene experts suggested before spending tax-payers money on a multi-level garage. Times are changing. We must get out of our individual cars for the preservation of our planet.

Most importantly - this is a tourist city – first and foremost. It is where the money comes from and this keeps the merchants happy. In return, let us keep our tourists happy.

When I came here as a tourist, we enjoyed discovering Ashland on foot as a place with clean air and not too many cars. Plus, we spent more money walking – in shops and restaurants.

I have been a tourist all my life and continue as such. From my experience, Ashland, as a small tourist city, should plan on having the following:

1. City Bike Rentals – one takes a bicycle from one station, uses it and returns it or drops it off at another station in the city. Bike use is successful – look at the modeling of Standing Stone Brewery.
2. A bike lane along Siskiyou Blvd.
3. No delivery trucks after 10am along Siskiyou Blvd.
4. All area hotels to have shuttles for their guests. My friends and I did not stay at Lithia Springs Spa as they did not have a shuttle – though they did have afternoon tea.
5. Part of Siskiyou Blvd. between 1st and Pioneer would be a pedestrian area from May to September.
6. Picturesque trolleys or shuttles for transporting everyone.
7. More sidewalk cafes – as long as we do not have more vehicles.

Another parking lot will contribute to air and noise pollution and when visitors drive from their hotel to a parking lot, they miss so much of Ashland's charm and don't spend as much money.

From the Council Meeting on Oct. 21st, we learned that artists are working diligently at beautifying Ashland. We should never counter their creativity with anything as unimaginative as a Parking Structure.

The new building on Lithia near the PO was not required to have underground parking for its employees and clients. All future buildings must have underground parking.

Employers must deal with employees' parking either by shuttling them from an appropriate area of making arrangements with private downtown lots.

The alleyway behind Shakespeare Books and Paddington Station, if re-organized, could have room for more customer parking.

The nearby unsightly lot labeled Irvine Development could be used for parking even on a temporary basis.

Reportedly, people complain there is not enough parking. There will always be those who complain – including us sometimes. It is usually an off-hand remark – like complaining of the weather.

This Structure is not the answer to our lovely city and I am one citizen who does not wish to pay for it. Thank you.

Tami DeMille-Campos

From: Colin [colinswales@gmail.com]
Sent: Tuesday, November 04, 2014 12:21 AM
To: Tami DeMille-Campos
Cc: David Young
Subject: Downtown Parking

Tami,
(cc Chair),

Can you make sure this is sent to all the Downtown Committee members and read into the Record during B Public Forum on Wednesday.....thanks

All,

I sadly can't make the meeting on Wednesday as I am currently abroad. However, I wanted to comment on the suggested parking plan for the residential zones close to the downtown. I attended the citizen charettes for the 2001 downtown plan when parking issues were thoroughly discussed, and I remember well how controversial were some of the ideas presented then.

I own a home at 461 Allison Street, and like those who live on "B" St., am well aware of the daily impact of long-term parking by downtown employees and owners.

In our case the Public Library, which had it's own on-site parking reduced when it was quadrupled in size, has caused a bid impact to surrounding on-street parking.

When the Library property was re-zoned C-1-D in order to achieve this end, I know the Planning Director at that time callously said that Allison Street was deemed to be the *de-facto* new Library parking lot.

Yet your "downtown" map shows the C-1-D library with it's limited, timed, alley parking outside the study zone, while lower Gresham and Allison seem to be a special area annexed in. Why is this?

Also, unlike the other residential areas that seem to show residential permits on one side, Allison is shown with 4-hr parking on BOTH sides

Why is this?

For comparison, the similarly close-in **Granite Street** is shown with residential permits - only one side - and no parking at all on the other !

The contrast is quite striking and somehow seems to point to preferential treatment for those Granite Street residents.

While I realize that there are bound to be drawbacks to living so close to business activities I feel it is only fair that the burden is equally spread among all the neighbors and that the business themselves at least take some financial responsibility toward provide public parking for their employees and clients as was the case in the past.

I strongly feel that full *public* participation, which has been sadly lacking in this process to date, is essential for any success in this matter.

BRAINSTORMING SUMMARY

PARKING SUPPLY

- Existing long term growth/demand
 - a. Growth/demand needs to be looked at by type of user (OSF, residents, tourists)
 - b. Parking situation is seasonal (9 months out of the year)

- Employee parking
 - a. Pushing to residential areas with bad lighting & sidewalks (hardship for 3,000 employees)
 - b. Use empty parking lots for employees
 - c. Plan should consider variety of shifts & safety for those
 - d. A Street (no residences on 4th/A) is own commercial parking with employee parking

- Impacts of Armory parking and special events

LAND USE

WAYFINDING

MULTI-MODAL