



Meeting: Ashland Downtown Parking and Multi-Modal Circulation PAC Meeting

Date: July 6, 2016

Time: 3:30 PM – 5:30 PM

Location: Council Chambers, 1175 East Main Street

- I. Public Comment (Public)** (15 minutes)
Note: Written comments may be submitted
- II. Minutes approval – June** (5 minutes)
- III. Committee Officers** (20 minutes)
- IV. Why a pilot bike lane will not work by Mike Faught** (10 minutes)
- V. Urban design consultant presentation by Fregonese Associates, Inc** (70 minutes)

**ASHLAND DOWNTOWN PARKING MANAGEMENT & CIRCULATION AD HOC ADVISORY COMMITTEE
MINUTES
June 1, 2016**

These minutes are pending approval by this Committee

CALL TO ORDER The meeting was called to order at 3:30 p.m. in Council Chambers, 1175 East Main St.

Regular members present: Chair Dave Young, Pam Hammond, Marie Donovan, Michael Dawkins, John Williams, Joe Graf, John Fields, Lisa Beam, Cynthia Rider (arrived at 3:49), and Emile Amarotico

Regular members absent: Lynn Thompson, and Joe Collonge

Ex officio (non-voting) members present: Katharine Cato, Michael Faught, Bill Molnar, Lee Tuneberg, Pam Marsh, and Sandra Slattery

Ex officio (non-voting) members absent: Mike Gardiner, and Rich Rosenthal

City of Ashland Staff members present: Tami De Mille-Campos

ANNOUNCEMENTS

APPROVAL OF MINUTES

Minutes of May 4, 2016

Minutes approved as presented.

PUBLIC FORUM

Paul Rostykus, 436 Grandview Drive

He shared two concerns. The first is double parking of trucks, particularly the one he saw on Saturday on North Main and Church Street where it narrowed it down to one lane and caused visibility issues.

The other concern he had was that he had heard bicyclists do not shop downtown. He is a bicyclist who lives up on Grandview Drive, which is a hill to drive up or bicycle up, and he rides his bike to shop the downtown.

COMMITTEE MEMBER QUESTIONS

Faught said there was a lot of conversation at the last meeting and he just wanted to provide a moment to address any questions that the committee members had.

Fields said this is a good turnout as far as the community goes and he appreciates people coming to the meetings and participating. He pointed out this has been going on for 2 ½ years and the original mission was to solve the parking problem. Then 3 months ago we took it all on. After 2 ½ years of studying the parking problem we got to a point where we said we would hire a parking consultant that would manage it and create a committee who will study it so he isn't sure if we are entering into another 2 ½ year study of transportation planning. He added you may think this is the end of the process but he feels it is just the beginning.

Chair Young said he respectfully disagrees about that being the charge of the committee. This was the part of the Transportation System Plan update that was completed in 2012 that was cut out.

Fields said his only concern is that we spent 3 meetings working on a mission statement but never reflected back and looking back he doesn't see it.

Faught shared that we weren't quite ready to begin the public process but after misinformation got out there the Chamber hosted a public meeting and they got some good questions. He added the committee's charge did include multi-modal, it's just that they spent 2 ½ years on the parking and the reason they did that and the reason it will likely take more time on the other is that they are complex. Now that we have a plan that we think will work on the parking side, we begin the process for the multi-modal piece. Because of the complexities and short term/long term impacts that it may have on the economic development side of it, we have to be careful that we do the right things as we

move forward. To Fields' point, it is early on in this process and there is no pending decision to not do any of the proposed multi-modal projects, we've simply started that conversation with this group and there will be a lot of feedback and input opportunities with this committee and there will be a public input process as well once it gets to the City Council.

Donovan shared her feeling is the Chamber's role in this process has been misunderstood and misrepresented. It feels like they have been misinterpreted as being against bicycle lanes because some of the voting members are questioning costs and impacts to the downtown businesses. She isn't sure where this information is coming from because that is not true. They are asking tough questions that need to be asked. This committee is charged with not just representing one small group of people, this impacts everybody.

HARGADINE PARKING GARAGE RECENT FEE INCREASE AND UTILIZATION

Matt Warshawsky, 2331 Morada Lane

He said he hoped everyone had a chance to read his email (see attachments). His wife (OSF employee) and several other employees have utilized the parking structure in the evening as a safe place to park because it is located next door. Previously they had been able to purchase a monthly permit and were told that evenings weren't really enforced, although the permit says it doesn't cover evenings. When she went in to purchase the permits for the rest of the summer, she was told that not only were the rates going up but more importantly, they would be enforcing in the evenings. He said this has an adverse effect on the employees on the employees that rely on that. It is really the only safe place for people working at night to park. This change takes effect today, so he is hoping to quickly push something through that will allow people to continue to be able to purchase the pass for parking in the evening. He added that the \$2.00/hour rate for someone earning \$15.00/hour is a significant chunk of their income and for most of the evening employees, alternative transportation options are not feasible.

Faught said he appreciated Matt coming forward with this issue. He said the City Administrator, Dave Kanner, has asked him to share with them that he has a proposal that would fix this pretty quickly. The proposal is to prepare a resolution to modify the fee structure to allow for an evening or an all-day parking pass for council consideration at their next meeting unless the committee disagrees with the plan.

The proposed resolution includes a stipulation that no more than 40 (combined total) nighttime and all-day parking permits shall be sold in any month from March through October, in order to ensure that the parking structure doesn't fill up with permit-holding employees of downtown businesses during peak tourism season.

Matt voiced some concern with this being limited to 40 permits. Linda Fait, Diamond Parking, shared she doesn't think that is going to be an issue.

Faught explained that the sense of urgency that Kanner is proposing would require this committee to act on this now, rather than waiting for a future meeting. Chair Young felt it would be useful to have time to consider the ramifications of this. Maybe something is implemented and then reevaluated again at the end of summer.

Cato said with respect to the needs that have been expressed by Matt, how is Kanner going to handle all of the restaurant employees who work late at night and need a place to park? She stated our task force is taking a deep look at employees in downtown, which there are over 2,000 employees, all of which work different hours and have different needs.

Dawkins/Williams m/s to approve the City Administrator to proceed with taking this proposal to Council.

Discussion: Rider pointed out that she was late to the meeting and wasn't here for the entire discussion. She said this is a big issue for OSF employees. Dawkins said he made the motion with the intent that the ongoing committee would delve deeply into this. This is just to take care of this immediate need. Graf asked who is now eligible to purchase these parking permits. Faught said his understanding is the limit is on evening passes and anyone is eligible to purchase a pass. There was some discussion on pricing. Matt said Fait doesn't think there is going to be a problem with 40 evening passes but they haven't been available before and the cost effectiveness of day passes has always been much lower. Williams said the reason he seconded the motion was because of the belief that the City Administrator has a solution. Rider said she definitely supports it but she does wonder if 40 passes is enough and also

whether 6:00 pm is a good evening start time. She thinks it is a good thing to look at further.

Tuneberg said he was happy we were getting to this discussion because he and Fait had been talking about this 6 years ago. He thinks the 40 pass limit is accurate. 6:00 am - 6:00 pm is daytime hours and 6:00 – 2:00 am is nighttime hours. He added that they cannot do permits to meet every individual group of employee's downtown. He thinks there are a wider set of issues to look at beyond just the Hargadine. We also have to remember that it isn't easy for daytime employees either; we have talked about precluding daytime employees from parking downtown altogether and being designated somewhere else. He thinks this will need to be revisited as we go along.

Slattery appreciated Tuneberg's comments and said that one of the questions that came up in the meeting this morning was "what is a reasonable distance for an employee to have to walk to work?" She said she believes it is a different with daytime employees versus nighttime employees. One thing that has come up several times in this group is business owners not wanting their employees to walk very far distances at night which is unreasonable from a risk and safety standpoint. She said it has great implications in many of the conversations that have been had regarding satellite parking and people navigating that distance. Tuneberg appreciated that but he added that during the winter months it is dark for most people when they come in to work in the morning and it is dark when they go home after work. He added that he is hearing these similar complaints from his employees, many of which have young children and satellite parking will be difficult for most of them when they have emergency situations or things that require them to leave work to handle something (doctor's appointments, school pick up).

All in favor. Motion passes.

Faught said we received an email from Allan Weisbard (see attachment) regarding the Hargadine being underutilized. Allan was invited to this meeting but was not in attendance. Faught said he thinks this should ultimately go to the new committee that will continue this work but since we aren't quite there yet, he wanted to provide an opportunity for Allan's input. He pointed out that Rick Williams had studied the Hargadine parking garage and those results are attached.

3 LANE TO 2 LANE – CONTINUED DISCUSSION

John Fisher-Smith, 945 Oak Street

He and his wife both ride their bikes every day and it's a part of their lifestyle. He passed around a copy of a guest opinion article that he wrote for the Ashland Daily Tidings which was in today's paper. He added the opening statement by John and David in the Daily Tidings was concerning to him. He had a background in urban design planning and architecture for many years with a large firm in San Francisco. He said he respects everyone on this committee and their efforts put into this. He is very discouraged today because, from his point of view, having had experience in this field, solving the parking problem for the city is different than solving traffic flow/multi-modal through downtown. They are 2 different charges. He thinks that the circulation design for downtown needs to be done by a small group of planners working out the solutions.

Roy Sutton, 989 Golden Aspen Place (read attached letter)

Nancy Driscoll, 348 Fair Oaks Ave

She lives down by Mountain Meadows and has lived here for 13 years. In that time she has increasingly used her bike and now her electric bike. She has reduced her car use by 50% annually. As a person who has increasingly discretionary timelines for where she needs to be as a partially/fully retired person. She thanked everyone on the committee for continuing to make it safe for her and other people who ride their bikes. She hopes we continue to allow people to travel safely across town.

Teri Coppedge, 2927 Barbara Street

She said she has been a serious biker since the 90's. She used to commute to Talent and she would ride Highway 99 before the bike path was even there. The scariest part was actually coming through downtown Ashland. She strongly endorses anything we can do to make the area safer. She is interested in whether this is just going to be a bike lane or an actual protected bike lane where you have some sort of physical barrier to stop the cars from getting into the bike lanes. She thinks that is a wonderful thing. She also would like the committee to consider whether you would put the bike lane between the sidewalk and the parking lane so that bikes and pedestrians are going along in the same place instead of bikes and cars.

Kat Smith, 770 Faith Avenue

She is a former bike safety educator and instructor here in town through the bicycle transportation alliance and RVTD. She has worked with many families and their children and one of the barriers that they identify for biking is the corridor that is being discussed today. A lot of them have identified that having a bike lane through there would remove that barrier and improve their accessibility to the downtown. Currently a lot of them take up the full lane because ORS 814.4302C says they can do that. Now that she is a mother she does it because she is comfortable doing so and that bike lane helps create that safer environment for families to ride downtown. She, her partner, and their 4 year old bike downtown to eat at the local restaurants, shop at local shops, go to Lithia Park, go to the library etc. Biking is her 4 year olds favorite way to get around. She added, they lived car free for a year and there are many people in the community who do so for a variety of reasons (financial, environmental impact etc.). When we are creating this bike lane downtown we need to recognize the services we are providing for that demographic as well.

Jeff Sharpe, 553 Fordyce Street (read attached letter)

Julia Sommer, 1158 Village Square Drive (read attached letter)

Paula Sohl, 283 Scenic Drive

She is in favor of Ashland being a very smart bike friendly city but she did want to comment on the return traffic on Lithia Way where the bike lane disappears over the bridge. She suggested if the turn onto Water Street was an exclusive lane then we could avoid the terrible merging that happens when you get back onto Main and it would also make room for a bike lane.

Vanston Shaw, 608 Drager Street

He is in support of the recommendations which he has heard from the committee related to the bike lane and the 3 lane to 2 lane conversion on Main Street. He said when you look at Lithia Way there is a lot of bike traffic and the reason is because there is a bike lane. He added, you just don't see the same level of bike traffic through the downtown on Main Street. As a biker himself, he thinks it makes a lot of sense to go that direction and he would appreciate the committee going through with this and the Council approving the 3 lane to 2 lane conversion with the bike lane.

Bryan Sohl, 283 Scenic Drive

The Mayor, Council and many citizens have strongly supported Ashland developing a climate and energy plan, which is currently being developed. An ad hoc climate and energy committee has been appointed, which he serves on. A consultant has been hired at a significant expense to develop a climate plan and the committee and consultant will present this to Council in January, 2017. This plan will outline ways to reduce Ashland's carbon footprint and make Ashland more livable. As a private citizen, he feels this commission has an opportunity to lead by example. He added, he works in Medford and lives in Ashland and he rides his bike frequently. He thinks it is easier to ride his bike to Medford than it is to ride through town to the YMCA, his church or the local watering holes.

Ray Mallette, 314 Luna Vista Street

His family moved her about a year and a half ago from Burlington, Vermont where over 30 years ago they took the downtown area (5 blocks) and closed it off to vehicular access. Since then, they have a pedestrian mall there and businesses have thrived in that environment. It has a lot of big chain stores and local stores as well. His impression of Ashland is that we have an equivalent beautiful downtown area, however he feels there is way too much traffic moving through even though the speed limit is only 20 mph. He has been impressed with the bike lanes around town but he did notice the bike lane is missing through downtown. He shares the same concerns that other people have in terms of parked cars and managing your way through the turning lanes. He was also surprised that there was very little outdoor dining use. In Burlington, they took up both sides of the street and left a center area open. Anything that can be done to get traffic slowed down and get people walking around would be an advantage.

John Baxter, 831 Liberty Street

He said he had wrote a letter but it is longer than 2 minutes so he will just go over the main talking points. He supports the 3 to 2 lane conversion plan that he has seen. He is a very experiences bike commuter who has been biking since the age of 6. He routinely bikes downtown for professional reasons (4-5 times/week) and as an experiences cyclist he can say that travelling southbound through downtown on a bike is intimidating and unpleasant. You can imagine what that feels like for an inexperienced rider or even to someone who may just be visiting. When he goes

downtown he goes on Lithia Way/Siskiyou Blvd where it has nice bike lanes. When he goes back home he uses B Street and there are a lot of cyclists who do the same. For people who are concerned with the potential impact on the business community, which he thinks is a legitimate concern, he would point out that all of those people that choose to ride on B Street are people that are not going passed the businesses along Main Street. He thinks this has the potential to improve the downtown economy. He added, if you want to know how many people go downtown on their bikes, just go by the Shakespeare Festival during the green show and try to find a place to park your bike in the bike coral!

Casey McEnroe, 193 Eastbrook Way

He really thinks we should have a bike lane because it is much safer for bicycle families, like his, to bike around downtown especially during special events (first Friday) when there are more people out.

Liese Murphree, 229 Granite Street

She said they are also a biking family and they brought their 2 daughters with them to this meeting. In fact, one of her daughters got to ride on Main Street for the first time with the pack of cyclists that were heading to this meeting. She said she doesn't normally allow her children to ride on Main Street because it isn't safe. The consequence of them not being able to ride on Main Street is they walk their bikes on the sidewalk through downtown instead. When they run errands or ride to the library and they're pushing their bikes on the sidewalk that presents challenges with congestion and safety. The alternative is they go on B Street or down the bike path. She would love to see a bike lane through downtown because as cyclists would say, it's a lot bigger deal for them to go several blocks out of their way than it is would be for a car to do so. She'd like to see this as a safer connection for kids who use it to get to school.

Eric Bonetti, 2552 Old Mill Way

He stated his comments are tied to the safety and circulation regarding bike paths, although not specifically in the downtown. A few weeks ago he was driving past the high school looking at safe passage for his kids that will be attending the school in the coming year. He noticed on Mountain (north and south directions), there are no bike paths. He thought that was a huge oversight and he decided to call the Principal and ask if there were any future plans and they said they didn't know but recommended he come to a City meeting to address it. His daughter attends Bellview, which has a bike path and the middle school does too but the high school seems to have been neglected.

Louise Shawkat, 870 Cambridge

She pointed out Ashland has a climate and energy action plan in development and the bulk of our greenhouse gases come from transportation, walking and bicycling. Transit is the most sustainable mode of transportation. To be a resilient city we need to focus our energy and resources on conserving and enhancing our strong and vibrant downtown and embracing the south end by creating a more appealing district. The two most common interventions are to improve biking and walking infrastructure. The City needs to create an efficient public transit system to carry people from one end of town to the other. Our town is book ended at the north and south entrances by lodging and event facilities. She thanked the committee for the months of work that have gone into a vision for Ashland's transportation but there is more work to be done by all the citizens. The current plan requires good listening skills, cooperation, creativity and patience. She said this will cause temporary discomfort and upheaval, frustration and fear. She thinks the City government, the citizens of Ashland and the local businesses are up to the task of embracing the changes that are being offered.

Kathryn Thalden, 550 Ashland Loop Rd

She thanked the committee for all the work they've done. She has been at the meetings and she thinks they have come up with a wonderful process for how to address parking in the future. She also thanked Faught for the concept for the downtown. She believes at this point it would be wise to reach out even further for expertise because we are looking at a plan that is for the next 50 years at least. Right now we have the opportunity to create an urban area where cars, bikes, pedestrians and delivery trucks are all accommodated but it goes further than that. It gives us an opportunity to create a place where residents and tourists want to spend time downtown, where shop owners see their businesses thrive, where signage makes it easy to find parking, where a canopy of healthy trees shade sidewalks and streets, where there are places to sit and eat, and where attractive light poles add to the streetscape as well as create safety and security. There are so many groups in Ashland who have particular interests in this development (bike riders, shop owners, visitors) which makes it hard to accommodate everyone. She hopes this committee will look at hiring an urban designer expert to come in. She is a Landscape Architect and did urban design and she knows we haven't nearly covered all of the possibilities so she urged the committee to look further.

Colin Swales, 143 8th Street

He shared that he was lucky enough to be at the meeting that the Chamber put on earlier this morning but sadly there were only 3 people present from the general public and the rest were invitees, although it was meant to be open to the public. He said it would be great if this committee could get a real public meeting so that we could hear from the rest of the citizens/residents and visitors because this type of meeting isn't the best place to have this kind of dialogue. He said this morning's meeting was interesting, the planning consultant mentioned that he was here in 1999 talking about our downtown plan. There was also the 1966 downtown plan that Michael Dawkins' Dad helped produce. Then there was a 1988 plan. None of which have been implemented and here we are again. We need a decent design, which will make it a comfortable place for everyone to share.

Linda Peterson Adams, 642 Oak Street (read attached letter)

Ron Adams, 642 Oak Street (read attached letter)

Ronald Cue, 1155 Fern (read attached letter)

Jeanine Moy, 779 Oak Street (see attachment for references)

She pointed out that most of what she wrote has already been covered by the previous public speakers. She thanked the committee for allowing public comment and for being active citizens. She thinks it is really important that we provide bicycle infrastructure and safe biking for people in this town. It is clearly good for people's health, and it's good to have for both biker and driver safety. To address some of the concerns that came up earlier, such as worrying about the parking problem, she doesn't think these things are mutually exclusive. Addressing the biking problem through downtown will address the parking problem. More people on bikes means less people trying to find a parking spot. There was a study done a few years ago by a UCLA Professor names Donald Shoup, it was called "The High Cost of Free Parking". As Professor Shoup wrote "minimum parking requirements act like a fertility drug for cars." She said if we are also worried about funding and the cost of things then why don't we just charge for parking? There are benefits to the local community; studies have shown that people are more likely to spend more time shopping if they are on their bike. She said if you ask any cyclist coming to downtown, they don't just park and go in/out of one store, they park their bike anywhere and then they tend to walk the whole strip. One example is in San Francisco on Valencia Street, after it was narrowed to calm traffic two thirds of merchants reported improved business and sales. An equal number of merchants indicated they would support additional measures such as tree planting, sidewalk widening, and transit improvements.

She pointed out she did a small social media survey and about 1/3 of those people cited they weren't in good enough shape to bike. Another 1/3 said they felt like it wasn't safe, as related to not having a bike lane. The other 1/3 said they don't feel safe because of driver behavior. There were about 60 respondents out of a Facebook group of 4,000.

Chair Young thanked everyone for coming and speaking. He welcomed everyone to come to meetings of other commissions/committees. He said some of the things mentioned by a couple of people are the purview of the Transportation Commission which meets on the 4th Thursday evening each month.

Kim Parducci (Southern Oregon Transportation Engineering), Jeff Bernardo (OBEC)

Parducci informed the committee that Jeff Bernardo from OBEC is here to answer some of the questions related to construction phasing and design and how that's going to work. She thinks it would be best if there are any questions for Jeff to go ahead and ask those first because he is down from Eugene for this meeting and she is here every meeting and could finish her part at a future meeting. He said Faught asked him to be here to briefly talk about some of the questions that had come up at a previous meeting with regards to what type of strategies might be employed with a project of this type and how best to minimize impact to downtown businesses. He said we all recognize that the citizens and businesses feel the effects of a construction project and especially one in which you are potentially changing the way the facility operates out there. It is probably safe to say there is no way to eliminate impact but the focus would be thinking about ways to minimize them to the greatest extent possible. The more strategies that you employ to minimize impacts to traffic and businesses, the longer it takes and therefore costs generally go up so it is always a matter of weighing options.

Bernardo shared some of the strategies that could be employed:

- * Require night work.
- * Limit number of blocks under construction.
- * Alternate each side of the road.
- * Provide alternate surfacing (rubber matting) from pedestrian channelization to business entrances.
- * Limit sidewalk closure to less than 24 hours for cure time.
- * Coordinate with trucking industry for delivery access.
- * Provide loading zones for trucks.

Hammond asked if there has been a study done on how much the businesses were affected during re-design construction projects in Phoenix, Talent, and Medford. Bernardo said that isn't anything his firm has studied. They tend to focus more on the design and implementation. Faught said he wasn't aware of any but he will look into it. There was a recent downtown project in Sisters, Oregon that OBEC worked on and he plans to contact them. He added he was in Glendale, California on vacation a few weeks ago and they had some projects going on. He talked to a few of the businesses and it seemed like the nighttime construction was working pretty well.

Chair Young said this presupposes a pretty major project but we don't have a design and yet the scale of this is making some assumptions and showing major impacts. He feels that without a plan this is somewhat premature. He asked what assumptions were made. Faught said he had them look at the 3 lane to 2 lane concept in terms of cost and staging. The key point here is we were trying to answer general questions about what kind of strategies would minimize impacts to businesses. On a separate note he doesn't think there is enough time for Parducci to start on her stuff today, so maybe we want to just talk about next steps and have her come back at the next meeting.

Donovan said we are at this level in the meeting and the meeting is almost over, yet there was supposed to be 55 minutes dedicated to this agenda topic, and while she appreciates all the public comment, that was sort of an organized event. What ends up happening is the agenda goes out the window and that takes over. It is the culmination of the entire plan that the committee is wrestling with and at this point in time this plan has so many details that we haven't even scratched the surface of. Because the committee has spent a lot of time on the parking portion of the plan she would like to make a recommendation to move that portion through.

Donovan/Rider m/s this committee recommends moving the parking portion of the plan forward.

Discussion: Faught can see an advantage of moving that part of the plan forward. He pointed out we would still need to have a public input process before sending it forward to Council. Graf

All in favor. None opposed. Motion passed.

Graf is concerned about passing the parking on because one of the key pieces of the re-design is that we can't do the multi-modal piece without thinking, to some degree, about the parking. It feels cleaner to him to do everything at once but at the same time it feels better to pass on to the parking group, although that may be the same group of people anyways.

Chair Young pointed out we generally warn or post action items and this wasn't on the agenda as the public might have a stake in this. He also mentioned he knows this was an idea that came from Councilor Marsh or the Chamber. He was copied on an email from Councilor Marsh to Faught about a month ago, around the same time of the newspaper article. For full transparency he wanted to share that, whether it has merit or not, this is something that is being discussed outside of this committee and this is a strategy. He also said from a public meetings law standpoint, the action item not being noticed, doesn't feel clean to him.

Donovan pointed out we voted on something at the beginning of this meeting that wasn't on the agenda and we've done that at past meetings as well. Chair Young shared he thinks that is a slippery slope. Donovan disagrees and she is suggesting the plan be taken forward and then it is part of a public process where more people can be involved, which then ultimately goes forward to Council.

Chair Young said he respects that and it makes sense. He said Fields said it clearly, his idea of being on this committee was to deal with parking. His idea, having been on the Transportation Commission and going through the entire

Transportation System Plan (TSP) process, subsequent to that which was 2 years, it was adopted minus the downtown part which was deferred to this committee. If there are members of this committee who thought this was really about parking and then thought the parking portion would be handed off and move on, he has no problem with that in isolation. What it does is leave this committee in charge of the actual transportation elements when a number of people on this committee don't have the institutional history, nor the transportation expertise.

Fields said he is fine with never making a decision. He has been working on this for 35 years. Elevating the complexity beyond parking never allows you to do anything and what happens is, it just sits there and you get more consultants. He doesn't see why you can't just put a bike lane in on the right lane and make it clear that it's a bike lane with striping. For about \$20,000 you could probably make a pretty workable bike lane through downtown. Changing the width and elevations of sidewalks means paving, which if we are going to touch the paving we need all new storm/sewer lines, and a bunch of electrical work needs to be done. The current estimate could be 5-6 million but to do it correctly it is probably closer to 10 million. We have 20 million worth of paving around town that has been neglected so he is trying to simplify. He would like to start making some decisions. He thinks there is some low hanging fruit that we could be moving forward on. He would support this motion and at least move something forward, then figure out what their scope of work is in regards to the TSP.

Dawkins said he agrees with a lot of what Donovan and Fields have said. From the beginning, he has seen this committee as another stab at trying to do a downtown plan because as we've noticed, the sidewalks are deteriorating, we have unhealthy trees etc. There are a lot of things that need to be done and because we took this from the TSP this needs to be finished, even if it takes 10 years.

Marsh said as the Council liaison she is really an observer and mostly tries to stay out of the conversation. Since she has been brought into the conversation by the Chair she would appreciate the opportunity to explain what Young was referring to. She said a couple of meetings ago she was listening to Graf comment on how much detail about transportation was not in the draft report, because the draft was really a conveyance of the discussion on parking. As she sat there she thought it would be great to get all of that parking stuff out of the report and then see what is left and what still needed to be put into the document in order to make it a sound, substantive document. She thought maybe it would be a great way to move the conversation forward. She did send an email to Faught and copied Young and Slattery, just to pass on an observation from the sidelines. She added there was a little bit of an implication that this was an attempt to implicate the process and that was never the intent.

Donovan said her motion was triggered more by Fields when he mentioned it several meetings ago. She said she wasn't a part of the email mentioned and actually doesn't know anything about this email.

Young said this motion reminds him of the motion that was made during the TSP process, which was to kick the can down the road. What he fears is that what this committee has done a very good job of looking at parking. In his experience of 22 years of working on this issue, it's always been about parking and as soon as it gets to other modes of transportation it gets shut down and we never move the ball forward. His fear is, the can got kicked down the road in 2012 and we are now to 2016 and are cutting out the parking portion and then we are submitting ourselves to an urban re-design study. Whereas, repeatedly he has mentioned that the road diet was done as a pilot program and was monitored, studied and modified with an open mind and open heart, He fully supports the urban re-design but in the meantime we could do a pilot to test it out (striping, painting, parking) while working out the details.

Beam echoed some of the comments that were made and she thinks it would be exciting to move this piece of the plan forward, let Council take a look at it and let the public have an opportunity to interface with the Council. That would give the committee the space to work on other elements of our downtown that need a lot of help. She doesn't think there is ever anyway to parse the two completely because it is complex and one requires the other, but their ability to push and move forward keeps getting sidelined.

Graf said it's important the committee doesn't think the work is over just because they have moved the parking forward. There's a lot of really important work to do to improve our downtown in a number of ways that will benefit all citizens of Ashland. He said if we all understand that, then that takes his concern away.

Slattery asked for clarification on whether the intent is that before this goes to Council there would be a public process. Faught said the committee would have a public process similar to the water/sewer master plan process. He will

bring that information back to a future meeting so the committee can understand the process. Graf asked if this is going to be an addendum to the TSP and if that is so, will that go to the Transportation and Planning Commissions. Faught said he would need to check with Molnar on that but he doesn't think the parking piece would need to go through them.

Faught asked the committee if they would like to take a break on meeting during the summer. The consensus from the committee was that they would rather continue meeting especially since this meeting was cut so short due to the amount of public comment and the fact that if they take a break it takes longer to get back into the swing of things.

Slattery said she would like to have some thought and conversation on that because we weren't able to get to the meat of the agenda until after 5:00 pm and that makes it difficult to get the work done which is causing burnout and frustration. We need to find a way to let people have access to sharing their thoughts/concerns without taking up the entire meeting. Faught said one of the things that he promised the group is that we are going to set up a page on the city's website to share questions/answers and data. Slattery said we need to manage the time better in future meetings.

NEXT STEPS

The next meeting will be held on July 6, 2016 at 3:30 p.m.

ADJOURNMENT

Meeting adjourned at 5:40 pm

Respectfully submitted,

Tami De Mille-Campos, Administrative Supervisor

Occupancy Summary
Downtown Ashland – Hargadine Parking Garage

Hourly occupancy counts were conducted in the Hargadine Parking Garage in Downtown Ashland in August 2015. The intent of the data collection effort was to derive an objective look at use of the garage during the peak summer operating season. Data was collected on two consecutive days: Friday August 21, 2015 and Saturday August 22, 2015. Counts of parked vehicles were conducted each hour for the 12 hour period between 10:30 AM and 9:30 PM each day. An additional hour was collected at 11:30 PM on Saturday August 22nd. The Hargadine Garage is comprised of 143 parking stalls.

Table 1 provides an hour by hour summary of usage in the garage for each of the data collection days.

	143 TOTAL STALLS												
	10:30 am	11:30 AM	12:30 PM	1:30 PM	2:30 PM	3:30 PM	4:30 PM	5:30 PM	6:30 PM	7:30 PM	8:30 PM	9:30 PM	11:30 PM
FRIDAY AUGUST 21, 2015													
VEHICLES PARKED BY HOUR OF DAY	77	134	142	138	141	135	113	89	132	141	135	123	N/A
OCCUPANCY BY HOUR OF DAY	54%	94%	99%	97%	99%	94%	79%	62%	92%	99%	94%	86%	N/A
EMPTY STALLS BY HOUR OF DAY	66	9	1	5	2	8	30	54	11	2	8	20	N/A
SATURDAY AUG. 22, 2015													
VEHICLES PARKED BY HOUR OF DAY	49	86	109	136	136	134	99	106	141	124	141	119	76
OCCUPANCY BY HOUR OF DAY	34%	60%	76%	95%	95%	94%	69%	74%	99%	87%	99%	83%	53%
EMPTY STALLS BY HOUR OF DAY	94	57	34	7	7	9	44	37	2	19	2	24	67

As the table indicates, utilization in the garage is robust. Key findings include:

Friday, August 21, 2015

- Occupancies in the garage exceed 85% occupancy in nine of the 12 hours surveyed.¹
- Occupancies exceed 90% in eight of the 12 hours surveyed, suggesting high constraint.
- Occupancies fall below 80% between 4:00 PM and 6:00 PM, leaving 30 to 54 stalls empty; however, this capacity is quickly absorbed by 6:30 PM.

¹ Sustained occupancies in excess of 85% are considered periods of constraint within the parking industry.

RICK WILLIAMS CONSULTING
Parking & Transportation

Saturday, August 22, 2015

- Use of the garage is much lower in the early part of the day (i.e., 10:30 AM – 1:00 PM).
- The garage exceeds 85% occupancy in six of the 13 hours surveyed.
- As with the Friday counts, occupancies fall below 80% between 4:00 PM and 6:00 PM, leaving 37 to 44 stalls empty; however, this capacity is quickly absorbed by 6:30 PM.

Considerations

- The garage is highly utilized and constrained for sustained periods.
- The goal should be to fill in areas where capacity is available.
- What is lacking (at this time) is the breakout of who is actually using the facility (i.e., employee versus visitor).
- If there is a sense that employees are parking on the streets, making this an employee only garage and loading it at all hours with employee parking may be a way to ensure that all hours would be maximized (through monthly pass sales) with long-term employee parking. Ideally, this would free parking from on-street spaces that might be more amenable to customer use.
- If remote parking were provided for employees, reducing employee demand on the garage, the City should consider transitioning this garage to a “pay to park all hours facility” and assess a fee for every hour parked. This would entail putting in long-term pay stations that allow users to choose the number of hours they wish to purchase, rather than the current flat rate charge for all day parking.

From: Warshawsky, Matt [mailto:mwarshawsky@azeotech.com]
Sent: Monday, May 23, 2016 7:30 PM
To: Dave Kanner; Mike Faught
Subject: Adverse effects of parking fee changes for Hargadine

Its come to my attention that the city has changed the parking fees, and more importantly decided to start enforcing parking in the Hargadine parking structure at night. This has created an adverse effect that will impact some of our lower income workers, creating a choice between sacrificing a significant percentage of their income for parking fees, or their own personal safety.

My wife works backstage in the wardrobe department at OSF. This department, along with the wigs department consists of about 22 women, most of whom make around \$15 / hour, which may sound like a reasonable amount until you consider they only are employed 10 months of the year. The problem is that these people work many night shows and have to stay after the show ends for an hour or more, at which time the crowd of people have dispersed and they are left walking to their cars alone, in the dark, often as late as 1 am. The Hargadine parking structure, with its immediate locale, coverage by the OSF security, and good lighting, provides the only safe place for these people to park.

Until now, they had been advised by Diamond parking that they can buy a monthly pass that covers the day parking, and then still park in the Hargadine parking structure at night because parking was not enforced. This has apparently changed. The pass cost has risen to \$30, which, since it does not cover nights, is not particularly cost effective when half their work hours are in the evening and the cost to park the entire daylight hours is only \$2. But more importantly, with enforcement of parking the structure at night, these employees will have to choose between paying \$10 to park in a safe location, or risking their safety by parking somewhere that requires them to walk a significant distance, in the dark, on mostly unlit streets. Given their \$15/hr pay rate, the \$10 fee amounts to over 10% of their gross income for a 6 hour show call.

Having served on the transportation commission for a number of years, I understand many of the reasons that probably went into these changes, but I believe the changes have inadvertently affected those who most need to utilize the Hargadine parking structure, and can least afford it. I very much encourage you to consider options to allow these employees to use the structure at night without a significant drain on their income. My first suggestion would be to simply make the parking pass cover the night, or provide an option to purchase a pass for the evening at a reasonable cost. If there is a concern that locals will purchase a pass so they can hit the bars every week, perhaps you can require proof of night time employment. There are probably other options.

SUBMITTED BEFORE MEETING

I also hope you will move on this as quickly as possible, since on June 1st, in slightly more than one weeks time, you will effectively be adding a 10% tax to some of our least paid employees of the city. My wife, for example, will have to pay \$120 in parking fees to park in Hardigine in June because of these changes. Before it was \$20. Since I don't want her risking her safety by parking elsewhere, our alternative to paying this fee is for me to drive her to work (6 miles round trip), then at 1am, wake up our 8 year and put her in the car so that we can pick her up.

Thanks,

Matt Warshawsky

From: Allan Weisbard <aweisbard@yahoo.com>
Sent: Thursday, May 26, 2016 3:12 PM
To: Pam Marsh; Carol Voisin; Rich Rosenthal; dyoung@jeffnet.org
Subject: June 1st Downtown Parking Meeting

Hello Carol, Rich and Pam and David,

I have had a professional counseling practice Downtown for more than twenty years. Personally, I ride my bike to my office 90% of the time and I feel very fortunate to be able to do so. As much as possible I would like to see downtown pedestrian and bicycle friendly for both residents and visitors. I also know that a vibrant downtown is important for the economy and the success of my own business. If parking is too difficult for my patients they will be less willing to choose me for the services I offer.

I have reviewed some of the committee minutes and the parking consultants 56 page report. I appreciate and am impressed with all the time and resources which our community has expended to create equitable and viable solutions.

I walk by the Hagarline Parking structure quite frequently on my lunch hour and often there is very low utilization of the parking spots. In talking with Linda at Diamond parking, I realize now that noon may be a low usage time but by the time matinees start it is more heavily utilized. I also see that increased signage is proposed for all of the city lots.

I still wonder if there is way that some of the spots could be utilized to encourage shopper parking there. I am thinking perhaps free two hour spots or if people bring their parking stub they receive a discount of the fee from the participating merchant. Possibly that might even be something the city could subsidize.

Again, I appreciate all the effort and hope that a creative, win-win solution can be found.

Sincerely,

Allan Weisbard

SUBMITTED BEFORE MEETING

To: City of Ashland
Attn: Downtown Parking Management and Circulation Ad Hoc Advisory Committee
Subject: Public Input
Ref: **"Guest Opinion: Make Ashland more bike-friendly"**

Wednesday, June 01, 2016

Daily Tidings, today.

Chair and Members of the Committee;

My wife Dot and I ride our bicycles around Ashland daily. For our own and the public safety we urge you to approve the Multi Modal Plan for Main Street without further delay.

Statistics prove that dedicated bike lanes increase safety and benefit businesses along the route. The city has assured merchants that parking spaces displaced by truck bays will be replaced.

What is best for Ashland, in my opinion, includes a wide range of concerns for the common good, including: a green and sustainable lifestyle, population demographics, public well-being, climate change action, education, public health and welfare.

Ashland has come a long way toward becoming a 21st-century multi-modal city, incorporating unbiased emphasis on auto, pedestrian and bicycle. We have begun to reap the benefits of bike lanes on Siskiyou Boulevard and on Ashland Avenue; overcome the hazardous conditions on North Main by incorporating the traffic calming "Road Diet". What remains is to introduce traffic calming and a southbound bike lane through downtown, connecting the already-existing bike lane entering from North Main with the existing southbound bike lane on Siskiyou.

Sincerely
John Fisher-Smith
945 Oak Street
Ashland, OR 97520

ASHLAND DAILY TIDINGS

By John Fisher-Smith

June 01, 2016 12:01AM

Guest Opinion: Make Ashland more bike-friendly

What would it take for Ashland to rank among the top five bike-friendly small towns: Davis, Calif., Boulder, Colo., Corvallis, Ore., Bellingham, Wash. and Missoula, Mont.?

First: To connect the existing bike lane entering from North Main through the four-block downtown to join the bike lane on Siskiyou.

If you agree please attend the monthly meeting of the Ad-hoc Downtown Parking and Circulation Committee today, June 1, from 3:30-5:30 p.m. at the Council Chambers on East Main Street next to the police station, and urge adoption of the downtown portion of the Transportation System Plan Update with southbound bike lane.

The ad hoc committee has been charged with completing the downtown portion of the 2012 Transportation System Plan Update since its appointment by Mayor John Stromberg in 2013. The new plan for downtown incorporates two traffic lanes with restricted truck loading bays (available for automobile parking after 4 p.m.); widens pedestrian sidewalks and adds a southbound bike lane connecting existing bike lanes from north to south of the downtown.

Statistics prove that protected bike lanes increase safety and benefit businesses along the route, and the city has assured merchants that parking spaces displaced by truck bays will be replaced.

What is best for Ashland, in my opinion, includes a wide range of concerns for the common good, including: a green and sustainable lifestyle, population demographics, public well-being, climate change, education, public health and welfare. The committee appears to represent mainly the concerns of the Chamber and downtown.

For years my wife Dot and I have ridden our bicycles daily for shopping or to visit OSF, SOU and other activities. Cycling meets our need to reduce our carbon footprint by leaving our hybrid cars in the garage — plus the added convenience of not hunting for parking. Cycling helps keep us fit and lively, gives us energy, pumps oxygen into our lungs — maybe promotes long life, who knows, we're both in our late eighties.

We may be justifiably proud of our city's ongoing efforts to keep up with changing times. In my grandparents' day, 19th-century Ashland was a "horse and buggy" spa town on a passenger railroad; later, Ashland morphed into a 20th-century automobile city on a freeway. Today, Ashland is becoming a 21st-century multi-modal city with unbiased emphasis on auto, pedestrian and bicycle.

The city has already reaped the benefits of bike lanes on Siskiyou Boulevard and on Ashland Avenue; already overcome the hazardous conditions of a four-lane North Main by incorporating the traffic calming

"Road Diet," What remains is to introduce traffic calming and a southbound bike lane through downtown, connecting the already-existing bike lane entering from North Main with the existing southbound bike lane on Siskiyou.

I think a groundswell of public support is needed so I'm asking concerned persons to show up at the Ad-hoc Downtown Parking and Circulation Committee today and urge rapid implementation of the downtown portion of the Transportation Plan Update with southbound bike lane by the committee, Public Works Director Mike Faught, the mayor and City Council.

John Fisher-Smith lives in Ashland.

June 1, 2016

To: Ashland Downtown Parking Management and Multi-modal Circulation Ad Hoc Advisory Committee

Dear Committee Members,

I congratulate you for the accomplishments that you have made so far in being named the nation's "Most Improved Bicycle City" by The League of American Bicyclists. This citation was based on a number of factors, but an extremely important one was your committee's emphasis on bicycling as part of your multi-modal planning.

When I first moved to Ashland around 12 years ago, I saw that it was considered a "bicycle friendly" city. I was somewhat surprised at this designation because of the absence of a bike lane on downtown's Main Street. I grew up in Hollywood before bike lanes existed. One day, as a pre-teen or teen, I was riding my bike on a busy street in a business district not unlike our Main Street. Unaware of my approach, a driver in a parked car suddenly opened his door directly in front of me and I spilled onto the lane next to his car. Fortunately, no moving car was in that lane at that instant or else I probably wouldn't be here to congratulate you. Ever since that time, I have been extremely cautious about bicycling alongside parked cars where no bike lane exists. Although I still bicycle, I have ruled out riding on downtown's Main Street.

In my adult years in Los Altos in the Bay Area, I bicycle commuted to the train station while working in San Francisco and bicycle commuted around 10 miles each way while working at SRI International in Menlo Park. At SRI, I was the chair of the employee's bicycle committee and, as such, was consulted by representatives of Menlo Park to help in the redesign of the city's major intersection on El Camino. Thus, I believe that I have a personal knowledge of and appreciation for bicycling benefits and safety.

I strongly endorse the current plan to reduce downtown's Main Street to two automobile lanes plus a bike lane!

Roy Sutton
989 Golden Aspen Place
Ashland, Oregon 97520

(541)301-8762

Greetings, I'm Jeff Sharpe, 553 Fordyce St
Thanks to the committee for your service to the City.

A proper downtown bike lane, will complete a city-wide bicycle network, and encourage citizens of all ages and abilities to bike for basic transportation.

The U.S.DOTs current *Policy Statement on Bicycle and Pedestrian Accommodation Regulations & Recommendations...* states that "Every transportation agency... has the responsibility to improve conditions and opportunities for walking and bicycling... Because of the numerous individual and community benefits... including health, safety, environmental, transportation, and quality of life ...agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes."

Here are a couple arguments for keeping the proposed bike-lane-

GHG Emission Reduction.

The City's 2015 GHG Inventory found that Residential On-Road Travel accounts for a full 17% of our City's GHG emissions.

A 2015 study from the Institute for Transportation and Development Policy found that Bicycling can cut carbon emissions from city transportation footprints by 11 percent.

Public Health.

More biking results in higher levels of physical activity, increased transportation safety, and reduced Noise and Air pollution for our community.

All of these are correlated with higher levels of public health.

Reduced Congestion.

Reducing the number of private vehicles reduces traffic congestion, improves conditions for pedestrians and bicyclists, and creates a positive cycle—as the community sees more people walking and biking, more people feel comfortable walking and bicycling, and the healthier the city becomes.

Safer streets.

Communities with higher rates of walking and bicycling tend to have lower crash rates for all travel modes. One reason may be that motorists drive more cautiously when they expect to encounter bicyclists.

More walkers and bicyclists can also improve personal security by providing more “eyes on the street.”

A Stronger sense of community.

Committing to improving conditions for walking and bicycling brings families, neighbors, school officials and community leaders together. The sense of community builds as children and parents develop walking and bicycling buddies, and fun travel routes.

Social Equity.

Encouraging and enabling bicycling transportation reduces costs for the family, community and school district. Families save on gas, the City spends less on building and maintaining roads and the school district spends less on busing.

Business opportunities.

A connected bike system opens the door for local Bicycle courier services.

More bikes mean better conditions and streets for all road users including motorists.

They not only pollute less, but take up less space and do less damage to our roads.

Please provide wise counsel, and recommend a well-designed downtown bike lane be included in the downtown circulation plan.

Thank you!

6/1/16

To: Downtown Parking Management and Circulation Ad Hoc Advisory Committee

From: Julia Sommer, Ashland citizen, former Transportation Commissioner

Cc: Mayor Stromberg & City Council

I'm here to support your consultant's recommendations to convert downtown Main St. from three lanes to two and implement Ashland's long-promised multi-modal transportation system.

As Ashland embarks on an ambitious, expensive Climate and Energy Action Plan, it would seem even more obvious that a bike lane through downtown, along with increased bike parking, a downtown shuttle, and pull-outs for delivery trucks are all no-brainer, low-hanging fruit. All of these recommendations have been made for many years, by multiple citizens, commissions, committees, and consultants, to make downtown Ashland a pleasanter, safer, healthier place to be. The fact that some downtown business owners continue to stand in the way of progress is very unfortunate and belies Ashland's reputation as a progressive town interested in quality of life and environmental protection.

In the 12 years I've lived in Ashland, I have *never* had a problem finding a place to park my car. I do, however, have trouble finding a place to park my bike.

The welcome North Main bike lane has made it even more obvious what a safety hazard it is for bicyclists to be thrown into downtown vehicular traffic. I'm sure you've noticed how many bicyclists are older – we're not all car-dependent. And how many bicyclists travel with children.

Of course, every bicyclist downtown means one less car looking for parking.

I would also think that downtown business owners would be in favor of widening sidewalks and improving pedestrian street crossings. After all, it's pedestrians who come into our stores and eat on our sidewalks.

Downtown businesses succeed if they have something to offer that people want, not because they offer oodles of parking spaces. It's interesting to note that the most popular places to live and visit are those with the least parking that value people over cars.

Personally, I'm so tired of this discussion and merchant obstructionism, that I'm now boycotting downtown businesses whose owners are anti-bike and anti-multi-modal transportation, window displays to the contrary. I encourage bicyclists and walkers to do the same. Clearly, these merchants don't want our business.

Linda Peterson Adams

642 Oak St.

gardengriotashland@gmail.com

I am not a member of the Chamber nor am I a business owner. But I am a card carrying citizen of Ashland. I shop regularly in downtown, go to plays, attend the film festival and culinary festivals and participate in SOU events. I do my grocery shopping at the Co-op, Market of Choice and Shop N' Kart. I regularly eat out at our fine eateries. I walk through and around town every day. I ride my bike on downtown streets and the bike path. I've used the trolley when provided at local events. I also use a car.

As I read the Transportation System Plan, I see that one of the main goals is to "Improve bicycle and pedestrian facilities and enhance transit service to make Ashland a less auto dependent community". I approve of this laudable goal. I believe that having a dedicated bike lane (and more bike parking) in the downtown core is an appropriate project for our town ^{Wanted} to meet this goal. I applaud the Committee's work on parking. I hope that you will continue to work on the all important issue of modal equity.

I've heard downtown Ashland business owners say that very few of their customers are bicyclists and they see very few bicyclists downtown. They say the bicyclists that do ride through downtown don't stop to shop because it's too hard to carry goods home on a bicycle. They say that the most bicyclists buy is coffee or a meal at a restaurant. One owner told of a customer on a bike who rode home and got his car to return for his purchases. Another owner said that tourists don't bring their bike on the airplane. Another mentioned the aging demographic of Ashland residents and visiting tourists who don't want to ride bikes up the hills of Ashland. These are all reasons why we don't need a bike lane in downtown Ashland; just more parking for cars, thank you.

Maybe the reason business owners see very few bikes downtown is because it is not terribly safe or inviting without a dedicated bike lane and bike parking is limited. But the decision of whether to have a bike lane or not shouldn't be decided solely on its effect on local business. Main St. belongs to all Ashland residents. It's not a mall parking lot. It's a public road and should be safe for bicycle traffic regardless of whether that traffic is travelling through, or stopping for coffee, going to a play, a restaurant, whatever. There are plenty of cars that use Main St. that are just passing through, too. Not all car drivers are looking for a parking space.

Contrary to what some business owners think, there are lots of bike riders in Ashland. There are lots of bike shops, sales and service. There's a well known bicycle school: the United Bicycle Institute whose students come from all over the country to learn bicycle mechanic skills. Electric bikes are becoming increasingly popular in Ashland and elsewhere to conquer the hills for the less athletic. At least one local bike shop rents electric bikes. Many tourists bring bikes on vacation, electric and conventional. Bicycles can have baskets, panniers, and even trailers to haul goods bought in our local stores. The City of Ashland even loans bikes for free. Wouldn't it be nice if the people borrowing those bikes could ride them safely downtown? And if those loaner bikes weren't hidden away under the underpass on Water St?

Downtown business owners should not have the right to veto the stated goals of this city to reduce our carbon footprint and encourage clean energy modes of travel.

I strongly support modal equity in Ashland.

Ron Adams

642 Oak St.

Ashland

61649@msn.com

To: Transportation Committee
From: Ronald Cue
Re: Downtown Circulation Plan – Reduction of Main St from 3 to 2 lanes

I am a 40 year resident of Ashland and have watched the various modifications to the roadways of the city over that time. I have also worked at ODOT at the technical center and have some, but limited, knowledge of traffic design plans.

It seems the issues here regarding this part of the plan are threefold – bicycle travel from Helman St to Siskiyou Blvd through downtown, parking on the downtown streets, and one not mentioned too much in the study - traffic congestion downtown. The first two, bikes and parking, are addressed extensively in the proposed plan, but the latter is given short shrift.

First, with respect to bike traffic, because the lack of bike lanes through the downtown, vehicles and bike share the same roadway space, which is dangerous, particularly to the bicyclist. The assumption seems to be often made that vehicles and bikes must share the same route. That assumption limits the possible solutions. The Plan gives a high priority to a bicycle route through or around downtown, not only on Main St. (B-17), but also on B St. (B-13) from Oak to North Mountain. Rather than run the bike route through the heavily congested and space limited Main St, B-13 could be expanded to take off at Central and N. Main (Briscoe School) and connect with B St. at Water and then reconnect to Siskiyou at Sherman via 5th St. (old Safeway store) This allows the bicyclist to avoid the congested and dangerous downtown and also eliminate the need for the lane reduction to two lanes to allow space for bike lanes.

Second, I will not address the parking solutions.

Third, the largest concern I have is the continued traffic congestion in the downtown. For a town concerned with the importance of preserving its downtown character for residents and tourists, one of the most disturbing aspects is the traffic congestion downtown. The plan does not appear to address this issue. Reducing Main St. from three to two lanes would clearly exacerbate the current problem. Admittedly, part of the current problem is lack of traffic control devices at Main and Oak St and at Main and 1st St. Main St. is one way and, therefore, is conducive to the timed lights that can be utilized to control speed and flow of traffic. However, because we yield to pedestrians crossing Main St. at uncontrolled intersections, this can throw the timing off, resulting in backups and further congestion. The plan has a nice design for the Oak St. intersection routing with a traffic light. However, there is no provision for a light at the 1st St. intersection. I suggest that one be added to the plan to help alleviate traffic flow problems. (There are also some sight line problems at that intersection, which a light would help.)

Further and more importantly, with respect to traffic congestion, I believe that the current plan be considered only in conjunction with an overall city plan to reduce traffic congestion in the downtown areas by simply reducing the amount of traffic. I would be curious to see the results of a traffic study to determine what percentage of daily traffic count on downtown Main St. is "through" traffic, that is, traffic without downtown being the destination, i.e. college students or residents going to their homes. I suspect that a large percentage is "through" traffic. For example, part of the reasoning for the proposed Nevada St. bridge was to allow an alternate route for "through" traffic. I have advocated an additional "half" I-5 interchange at Mountain Ave with a north bound on ramp and a southbound off ramp. This would allow college and resident drivers to bypass downtown. (I realize this would not make North Mountain Ave. residents very happy.)

I was not a proponent of the "Road Diet" on North Main St, but recognize the need for the turn lane for safety purposes with the added benefit of providing room for bike lanes. However, that same safety concern (rear end collisions) is not present in the downtown area on Main St., due to it being one way. Bike lanes are needed, but can be accommodated by a parallel alternate route on B St.

In summary, absent traffic data to the contrary, reduction of the lanes from three to two would result in making a bad traffic congestion situation worse. It would nice to have only two lanes to allow for parking and bike lanes downtown, but first the City needs to find a way to reduce this "through" traffic.

Three final thoughts. If the decision is made for lane reductions, please include a light at 1st and Main to maintain traffic flow. Second, do not sell this a "temporary" trial when the cost of traffic lights alone will be a million dollars or more. Third, please consider an overall traffic plan for the city that reduces downtown "through" traffic. (Let's take a proposal to RVACT for that half interchange.)

Thank you for your consideration.

A handwritten signature in cursive script, appearing to read "R. K. Blue".

Jeanine Moy
jeaninemoy@gmail.com
6/1/15

ASHLAND DOWNTOWN PARKING MANAGEMENT & CIRCULATION AD HOC
ADVISORY COMMITTEE

I live in Ashland, work full time at a non-profit and I drive, bike, walk, and run with my dog through the downtown Ashland streets.

I want to first say Thank You for serving the people of this town. Thank you for the opportunity to provide public comment. In that vein, I urge you to do what is right, for the greatest good – for modal equity, for community building, for our environment.

Creating a bike lane doesn't need to be a contentious issue, nor does it need to be part of a big fancy plan that takes a decade to implement. The reasons are simple:

(1) For individuals, it is clear that improving bicycle transportation can lead to increased public health:

- Biking to work is an important form of physical activity and increases fitness while decreasing obesity, high blood pressure, diabetes and heart disease (Gordon-Larson 2009) (Carnall 2000)

(2) For individuals, it is clear that a bike lanes will increase safety for both bikers and drivers

Bike lanes and traffic calming are crucial for reducing the risk of injury and death:

- For Ashland cyclists: Studies have shown that the presence of bike lanes reduces deaths among cyclists by 35% (World Health Organization 2004), and injury rates by 50% compared to cycling with vehicle traffic (Reynolds 2009)
- For Ashland drivers: a study examining the exact same street design changes in Ashland's road diet (north of downtown) showed crashes being reduced by between 17-62%

(3) Not only does it make the streets safer, but it encourages bicycle use – “build it and they will come”

- 62 percent of people who live near protected lane projects "would be more likely to ride a bicycle if motor vehicles and bicycles were physically separated by a barrier."
Monsere, C., et al., 2014 - [Lessons from the Green Lanes \(National Institute for Transportation and Communities\)](#)
- A survey of Portland, Oregon, protected bike lane users found that 70 percent of respondents thought the lane made cycling safer and easier. Motorists generally thought it didn't make driving any less convenient or slower. Only three percent of cyclists didn't use the protected lane, compared to before it was installed, when 12 percent of riders rode in the street instead of in the bike lane.
Monsere, C., et al., 2011 - [Evaluation of Innovative Bicycle Facilities: SW Broadway Cycle Track & SW Stark/Oak Street Buffered Bike Lanes](#)

An informal social media survey on facebook was put out to over 4,000 Ashland folks, with over 70 responses to the question "What are your personal reasons for not biking around (downtown) Ashland as much as you might like to?"

Aside from claiming bad fitness levels, the other top answer related to not feeling safe in the streets: citing both driver behavior and lack of bike lanes. (see responses attached)

Social Media Informal Survey: answers to "What are your personal reasons for not biking around (downtown) Ashland as much as you might like to?"

- from Ashland Peeps facebook group as of 6/1/15 (more answers can be seen in the Ashland People, and I love Ashland facebook groups)

(4) Benefits to local business and community

Bikeable, and walkable towns encourage people to spend time and be patrons of local shops.

A few spots is not going to change peoples behavior
 Unless we build a large parking garage, the addition or subtraction of a few parking spots is not going to change traffic issues and influence people's behavior regarding shopping downtown.

Think about it: locals try to avoid traffic, visitors park anywhere + AND if we are worried about parking spots...encouraging more people to bike would 'walk the strip' make more spots available.

bikes help to improving bike infrastructure is an answer to parking prob
 A 2012 study by the EPA, "Smart Growth and Economic Success: Benefits for Real Estate Developers, Investors, Businesses and Local Governments" -

more subsidized parking spots just encouraging more driving

Economic Advantages of Smart Growth Strategies An increasing number of people are looking for vibrant, diverse places to live and work. They want more housing and transportation options and the ability to walk or bike to meet their daily needs



- cites the example:

- After traffic lanes on Valencia Street in San Francisco's Mission District were narrowed to accommodate bike lanes and calm traffic, two-thirds of merchants reported improved business and sales. An equal number of merchants indicated they would support additional measures such as tree planting, sidewalk widening, and transit improvements.

(5) For Community diversity and modal equity

For those who cannot afford a car, yet work in Ashland (for a service industry that powers the town), biking/walking/public transit may be their only option

SOU students, Ashland School District students are a significant constituency in town that could benefit from safer bike lanes

(6) For our changing climate, for our consistency with green values

The science is in. We need to reduce CO2 emissions, because our climate is rapidly changing. Easy to witness in Ashland, we have been experiencing weather extreme, drought, forest fire and it is time for us to do our part.

Increased bike use is a clear alternative to vehicle use in a small town, and it would be an easy step to take in reducing our local carbon dioxide emissions.

As the City of Ashland is currently considers a Climate Action Plan, this is a no-brainer step in the right direction

if Money issue for town - do paid parking (meters)

Daynah Therese Pedersen Need a helmet

Like · Reply · 1 · May 23 at 3:53pm



Barb Magee Residents and visitors who don't pay attention. I stick to the side streets whenever possible. Plus many streets are pretty bumpy. There's also the issue of drivers opening their door without looking. I generally prefer to walk than bike and would love...See More

Like · Reply · 4 · May 23 at 5:18pm · Edited



Braxton Reed Bike lanes are dangerous and not allowed to ride on sidewalks downtown. Bicyclists are also ticketed often for minor traffic violations that are not blatant safety concerns.

Like · Reply · 5 · May 23 at 4:07pm



Bill Exley ^^ what Barb said.
 ...and I still don't want a delivery/bike lane the City counsel is considering.
 Like · Reply · May 23 at 4:31pm · Edited



Marni Koopman Too dangerous! There are drivers all over not paying attention to bikes. Car doors open into the bike lanes, drivers turn directly in front of you, cars run stop signs, etc. I ride on the sidewalks even though I'm not supposed to. It feels so much safer.
 Like · Reply · 5 · May 23 at 4:08pm



Katharine Lockwood Lang If I had an electric bike I'd ride to town. My hill is super steep! 🚲🏠
 Like · Reply · 3 · May 23 at 4:09pm



Josh Gross Sweaty balls and the lack of segregated bike lanes.
 Like · Reply · 6 · May 23 at 4:12pm



Wendy Maynard Bike lanes are not going to cure your problem, my friend.
 Like · Reply · 9 mins



Josh Gross Segregated bike lanes would cure my problem of not having them.

As for my sweaty balls, part of being formally recognized as "a bike friendly business," is having a shower/changing room for employees.

Like · Reply · 6 mins



Write a reply...



Margarite Charney too much traffic. I stick to the bike path when possible
 Like · Reply · May 23 at 4:13pm · Edited



Amy Stewart I ride with my daughter in a trailer behind me and that makes me feel pretty vulnerable when needing to go into a left turn lane-- I feel like drivers consider me a nuisance. Plus even when I am in the bike lane it feels like people ride waaaayyy to cl...See More
 Like · Reply · 2 · May 23 at 4:18pm



Livvy Ramos I agree with the sentiment that drivers are not considerate or aware of cyclists. I've lived in Eugene for many years and drivers were typically really cautious and aware of cyclist. I mean accidents still happen but drivers here don't seem to think they own the road more so. I think culturally this town is not known to be biker friendly so it remains so.
 Like · Reply · 1 · May 23 at 4:22pm



Will'm Barondeau My bike's broken and I'm poor.

Like · Reply · 3 · May 23 at 4:24pm



Monika Neri-Ball It's dangerous.

Like · Reply · 1 · May 23 at 4:26pm



Gina Rae Devi Bike lanes not consistent and honestly...I have a heavy cruiser combo and HATE so many giant hills smile emoticon

Like · Reply · 1 · May 23 at 4:27pm



Shannon Burruss I don't even like driving downtown, so if I go riding I try to stay on side roads and bike paths.

Like · Reply · 2 · May 23 at 4:28pm · Edited



Alicia Sewitsky I would rather walk.

Like · Reply · 2 · May 23 at 4:31pm



Franco Well Waaaaay too much traffic to feel safe on a bike.

Like · Reply · 2 · May 23 at 4:34pm



Xinthor Elysium I bike DT all the time. I don't mind the traffic or people, but then again I'm not a super cautious person. *I owned a scooter in SF and zoomed through traffic at like 50mph on the daily*

Like · Reply · 3 · May 23 at 4:38pm



Cloud The'mime Time constraints and inclines. Second one is lazy but honest

Like · Reply · 1 · May 23 at 5:00pm



Rick Caldis I love biking around Ashland but yes there are a lot of people who are not hip to the people on bikes. Being that I just moved here a year ago and use the bike around Boulder all the time, five times bigger than Ashland, And it's just a matter of looki...See More

Like · Reply · 5 · May 23 at 5:34pm · Edited



Terry Martin Do bike into downtown; then ditch it and walk!

Like · Reply · May 23 at 5:25pm



Patricia West There's a challenging hill (to me, anyway) between home and downtown.

Like · Reply · 2 · May 23 at 5:25pm



Marilee Hicks I'm constantly appalled by the number of individuals who drive without care for bicyclists. I bike pretty much everywhere even though I do have to push my bike when I get too far above the boulevard. I moved here from San Francisco where I could always...See More

Like · Reply · 5 · May 23 at 5:41pm



Victor Warring I gave up my car about 6 months ago and now I bike and walk everywhere...including downtown. My butt and thighs are more taut for it :)

Like · Reply · 6 · May 23 at 5:47pm



Thomas Vance I was born here and I have cycled here most of my life. I now live outside town so if I need to haul anything that doesn't fit in a backpack it's the car. I'm an aggressive rider and I also fully expect to be cut off, pulled in front of and harassed by...See More

Like · Reply · 2 · May 23 at 6:29pm · Edited



Cha McHuckn replied · 1 Reply



Susan Yeagley I love this town for the variety of biking options. Fun to bike around town, and challenging hills, single track when you want it. I come from a place where there were no bike lanes and LOTS of steep hills so biking around town here is easier. I agree...See More

Like · Reply · 2 · May 23 at 6:49pm



Megan Young The bike path doesn't come out hwy 66

Like · Reply · 1 · May 23 at 6:50pm



Lisa DiPaoli I love the adventure of riding my bike downtown. You have to have a sense of humor to deal with all the sometime spacey drivers. I feel like riding bikes downtown is the only way to deal with the crazy traffic during tourist season. I will avoid town a...See More

Like · Reply · 4 · May 23 at 7:36pm



Orchid Mandala replied · 4 Replies



Robert Canape bike looks sideways

Like · Reply · May 23 at 7:44pm



Peter Gross I live up a big-ass hill. That is the only reason. When I lived in the flats I was a biking maniac!

Like · Reply · 3 · May 23 at 7:57pm



Lisa DiPaoli replied · 1 Reply



Cruz Garcia The police always think I must have stolen that bike.

Like · Reply · 1 · May 23 at 11:54pm



Craig Wright It should be safer for KIDS to bike.

Like · Reply · 1 · May 24 at 5:33am



Max DeLallo replied · 5 Replies



Orchid Mandala I have been riding in S. Oregon for 25+ years. I pull a Bob Yak trailer behind my mountain bike. I abide by the rules of the road. One of my biggest pet peeves is people in cars that treat me as though I am a pedestrian, waving me through an intersecti...See More

Like · Reply · 9 · May 24 at 6:04am



Jennifyre Ziegler replied · 9 Replies



Linda Serbu I love all the biking mamas with 3 kids on the back!!!!

Like · Reply · 3 · May 24 at 6:06am



Max DeLallo Actually I will amend my initial statement. Although drivers who don't look over their right shoulder when turning right pose a serious threat to biker safety, it is those WHO DON'T USE THEIR BLINKERS that are the most dangerous. That really is the mos...See More

Like · Reply · 5 · May 24 at 6:24am



Kristina Lefever Too many cars that emit exhaust.

Like · Reply · 1 · May 24 at 8:24am



James Thomas I prefer to commute w/ my car and get on with my day, and reserve my mountain bike for pleasure time. Till Peak Oil is over, America is driven by it.

Like · Reply · 2 · May 24 at 8:42am · Edited



David DeMoss so much lack of personal responsibility!! No wonder so many people stay home. They think others have to "Be careful" instead of being present. Lol. Get out and take responsibility for yourself, stop blaming others, be cause! Or sit online and keep blaming others - idk

Like · Reply · 3 · May 24 at 9:48am



Brittany Brooke replied · 4 Replies

Anna Humphreys Years ago, when the bike path was closed along Hwy 99 for maintenance, I was clipped by a side view mirror by a car going 60 mph. I wasn't hurt, but the experience was enough to send me into panic when a car goes whizzing by me. Even with downtown's s...[See More](#)

Like · Reply · 3 · May 23 at 8:38pm



Anna Humphreys replied · 1 Reply



Tyler B Hawkins If I'm not biking, it's because I'm lazy. Ashland is an ideal place for biking. I'd like to see a south bound lane on lithia way for cyclists, but it doesn't prevent me from taking up my own lane as I am legally obliged to do so.

Like · Reply · 2 · May 23 at 8:50pm



Nick Beshara David I'm way too rich and self indulgent. And whats with the lack of parking!?! Sometimes I have to walk a block r two, getting my new loafers all dirty. Someone should clean this place up, too! Tired of all the hippies. (Satire)

Like · Reply · 3 · May 23 at 8:52pm



Brittany Brooke This town is extremely bike friendly, there really should be no excuses to walk, bike, or publicly commute more. I literally ride my bike everywhere and have never had a problem! It's all perspective.

Like · Reply · 2 · May 23 at 9:10pm



Tyler B Hawkins It is all perspective, and I feel bad for anyone who has had a negative experience with motorists and allow that to cloud their perception of safety. I wish there was more of a bike culture here where we could create fun rides that allow people to share their knowledge of the road. It seems the biggest cycling groups are roadies and mtn bikers and the commuter representation is relatively absent.

Like · Reply · 2 · May 23 at 9:51pm



Brittany Brooke replied · 1 Reply



Katy Hall Repp EVERYONE is on their phones.

Like · Reply · 2 · May 24 at 7:11am · Edited



Nick Beshara David replied · 2 Replies



Tiffany Howard I dont like wearing a helmet!

Like · Reply · May 23 at 11:24pm





Cat Gould safety, most drivers are looking at their phones and there aren't enough bike lanes

Like · Reply · 2 · May 24 at 10:06am · Edited



Faith James I want to ride to work and all over town, but I don't have the right gear for transporting my computer, etc. safely. (Waterproof Saddle bags, storage basket, reflectors, etc.) Will be biking more in the summer now though, with the warmer weather

Like · Reply · May 24 at 10:45am



Kristina Lefever Jeanine Moy - is there a FB page or writeup that gives more information about the 6/1 event that needs support?

Like · Reply · 1 · May 24 at 11:25am



Katie Boehnlein On Siskiyou, it's the lack of bike lanes and the danger of riding too close to parked cars (danger of being doored). Otherwise, I bike everywhere, just avoid Siskiyou (stick to A/B streets)

Like · Reply · May 25 at 3:34pm



Shane A. Beauchamp I was thinking of becoming a bike messenger in Ashland...

Like · Reply · 1 · May 25 at 9:58pm



Cheri Elson Sperber I bike all around town. The only places I don't go are up the steep hills!

Like · Reply · 1 · May 26 at 7:35am



Liz Schmidt A friend has been hit 5 times while biking around here, plus we live 4 miles from town. We still let our daughter bike to town, but it scares me to death every time she leaves the house.

Like · Reply · 1 · May 27 at 8:48am



James Thomas replied · 1 Reply



Ellen Campbell For nearly all my Ashland errands I walk and don't/won't bike. I intentionally selected a place to live which made walking possible. Bicycling feels unsafe and I don't find bikes to be comfortable.

Like · Reply · May 27 at 8:32pm



Bob Jones Noise and air pollution on main drags. Chance of getting hit by 1 ton vehicle. Heavy traffic most places. I ride my bike, but only in certain times and places, with plenty of visibility gear/lights.

Like · Reply · May 29 at 12:27am



Bob Jones Plus, I ride sidewalks, a lot.

Like · Reply · May 29 at 12:39am



Maureen Robinson Slack Not able to ride up the hill to my house.

Like · Reply · May 29 at 8:06pm



Donald Olson A good "basic bike skills" course would help a lot of people. I've attended a couple in the past (elsewhere), and benefitted a lot. They can cover things up-from-childhood cyclists don't necessarily know: when to take the lane; where to make a left turn; learning to look over your shoulder safely; riding with one hand safely.

Like · Reply · Yesterday at 2:40pm



Maureen Robinson Slack replied · 1 Reply



Donald Olson The motorcycling world really got this "skills" course thing figured out. Of course they also have the effective coercion of lower motorcycle insurance rates after you take a motorcycle skills course.

Like · Reply · Yesterday at 2:41pm



Wendy Maynard I'd love to bike around more but it's dangerous for my kids without more bike lanes. I'm looking forward to the road diet!

Like · Reply · 9 mins



Write a comment...

August 14, 2010

Free Parking Comes at a Price

By TYLER COWEN

IN our society, cars receive considerable attention and study — whether the subject is buying and selling them, the traffic congestion they cause or the dangerous things we do in them, like texting and talking on cellphones while driving. But we haven't devoted nearly enough thought to how cars are usually deployed — namely, by sitting in parking spaces.

Is this a serious economic issue? In fact, it's a classic tale of how subsidies, use restrictions, and price controls can steer an economy in wrong directions. Car owners may not want to hear this, but we have way too much free parking.

Higher charges for parking spaces would limit our trips by car. That would cut emissions, alleviate congestion and, as a side effect, improve land use. [Donald C. Shoup](#), professor of urban planning at the [University of California, Los Angeles](#), has made this idea a cause, as presented in his 733-page book, "The High Cost of Free Parking."

Many suburbanites take free parking for granted, whether it's in the lot of a big-box store or at home in the driveway. Yet the presence of so many parking spaces is an artifact of regulation and serves as a powerful subsidy to cars and car trips. Legally mandated parking lowers the market price of parking spaces, often to zero. Zoning and development restrictions often require a large number of parking spaces attached to a store or a smaller number of spaces attached to a house or apartment block.

If developers were allowed to face directly the high land costs of providing so much parking, the number of spaces would be a result of a careful economic calculation rather than a matter of satisfying a legal requirement. Parking would be scarcer, and more likely to have a price — or a higher one than it does now — and people would be more careful about when and where they drove.

The subsidies are largely invisible to drivers who park their cars — and thus free or cheap parking spaces feel like natural outcomes of the market, or perhaps even an entitlement. Yet the law is allocating this land rather than letting market prices adjudicate whether we need more parking, and whether that parking should be free. We end up overusing land for cars — and overusing cars too. You don't have to hate sprawl, or automobiles, to want to stop subsidizing that way of life.

As Professor Shoup wrote, “Minimum parking requirements act like a fertility drug for cars.”

Under a more sensible policy, a parking space that is currently free could cost at least \$100 a month — and maybe much more — in many American cities and suburbs. At the bottom end of that estimate, if a commuter drives to work 20 days a month, current parking policy offers a subsidy of \$5 a day — which is more than the gas and wear-and-tear costs of many round-trip commutes. In essence, the parking subsidy outweighs many of the other costs of driving, including the [gasoline tax](#).

In densely populated cities like New York, people are accustomed to paying high prices for parking, which has helped to encourage a relatively efficient, high-density use of space. Yet even New York is reluctant to enact the full social cost of the automobile into policy. Proposals to impose congestion fees have failed politically, and on-street parking is priced artificially low.

Manhattan streets are full of cars cruising around, looking for cheaper on-street parking, rather than pulling into a lot. The waste includes drivers' lost time and the costs of running those engines. By contrast, [San Francisco has just instituted a pioneering program](#) to connect parking meter prices to supply and demand, with prices being adjusted, over time, within a general range of 25 cents to \$6 an hour.

Another common practice in many cities is to restrict on-street parking to residents or to short-term parkers by imposing a limit of, say, two hours for transients. That makes parking artificially easy for residents and for people who are running quick errands. Higher fees and permit prices would help shore up the ailing budgets of local governments.

Many parking spaces are extremely valuable, even if that's not reflected in current market prices. In fact, Professor Shoup estimates that many American parking spaces have a higher economic value than the cars sitting in them. For instance, after including construction and land costs, he measures the value of a Los Angeles parking space at over \$31,000 — much more than the worth of many cars, especially when considering their rapid depreciation. If we don't give away cars, why give away parking spaces?

Yet 99 percent of all automobile trips in the United States end in a free parking space, rather than a parking space with a market price. In his book, Professor Shoup estimated that the value of the free-parking subsidy to cars was at least \$127 billion in 2002, and possibly much more.

PERHAPS most important, if we're going to wean ourselves away from excess use of fossil fuels, we need to remove current subsidies to energy-unfriendly ways of life. Imposing a [cap-and-trade](#) system or a direct carbon tax doesn't seem politically acceptable right now. But we can start on alternative paths that may take us far.

Imposing higher fees for parking may make further changes more palatable by helping to promote higher residential density and support for mass transit.

As Professor Shoup puts it: "Who pays for free parking? Everyone but the motorist."

Tyler Cowen is a professor of economics at George Mason University.

Joan Kalvelage, PhD
810 Faith Ave.
Ashland, OR 97520
6-1-16.

To: Mayor Stromberg and City Council Members:

Thank you for Challenge Ashland in which you again affirmed climate care as the most important gift we can give to present and future Ashlanders.

Many Ashlanders — myself included — recognize a multi-modal transportation system (including increased bike parking and a downtown shuttle) as a crucial & obvious contribution to climate care.

It will also signal to both residents and visitors values entirely congruent with Ashland's professed cultural values — not to mention the convenience of increased parking spaces freed up by bicyclists.

Again, thanks for your care in considering these proposals. Now is the time for courageous action.

Sincerely, Joan Kalvelage, PhD

SUBMITTED AFTER MEETING

Tami Campos

From: Katie Boehnlein <kboehnlein1@gmail.com>
Sent: Wednesday, June 01, 2016 4:07 PM
To: Tami Campos
Subject: Downtown parking committee

Hello! My name is Katie Boehnlein and I live in downtown Ashland at 193 Oak Street. I am an avid bicyclist and bike commuter. I don't own a car. Overall, I think Ashland is a great place to ride a bike. I can easily get to everywhere I want to go via the Ashland bike path, Bear Creek Greenway, and certain side streets. I like that Lithia Way is an easy way to get out of town, with a convenient bike lane (excluding the intersection of Lithia and Pioneer, which often is obstructed due to tour buses at this time of year).

Siskiyou Blvd is my main frustration with cycling in Ashland. Since it doesn't have a bike lane, I often feel like I have to assert myself in the full lane in order to avoid getting passed by cars (narrowly) or getting doored by parked cars. It would be very nice to have a bike lane on this road. Since it is the main thoroughfare through town, it would make complete sense. I used to live in Portland, and one of the main downtown streets (Broadway) has a cycle track along much of its length. This made cycling through downtown easy and safe.

You can contact me at this address and phone number if you have any further questions or need comments from me! I would like to be at the meeting today but I have class and cannot make it.

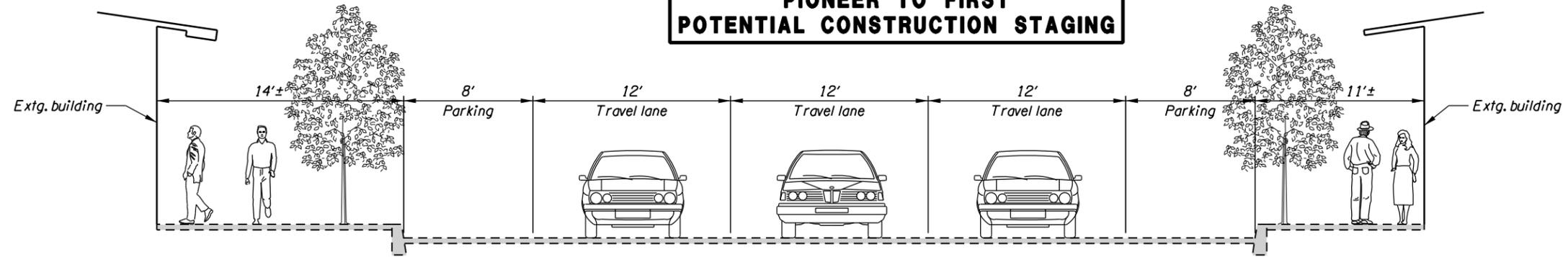
Best wishes,
Katie Boehnlein
193 Oak Street- Ashland
503-545-1121
kboehnlein1@gmail.com

SUBMITTED AFTER MEETING

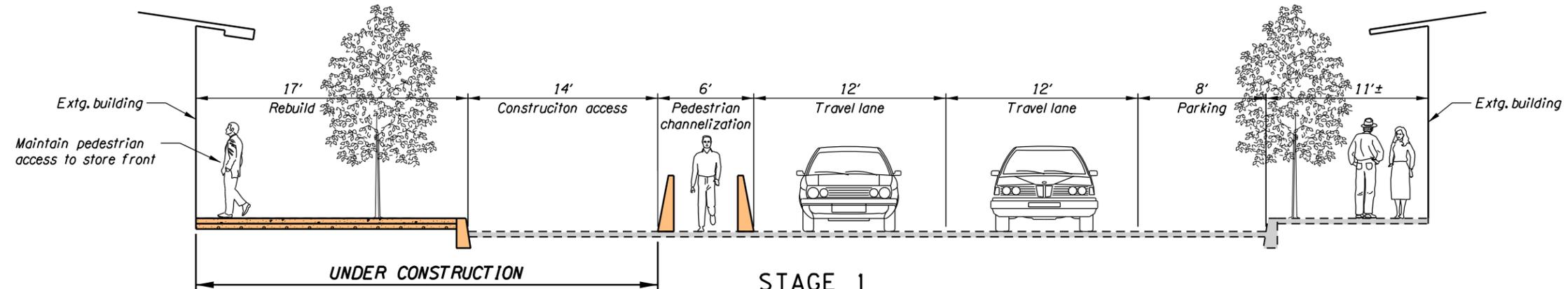
**EAST MAIN STREET
PIONEER TO FIRST
POTENTIAL CONSTRUCTION STAGING**

PROVEN STRATEGIES TO MINIMIZE IMPACTS TO BUSINESSES:

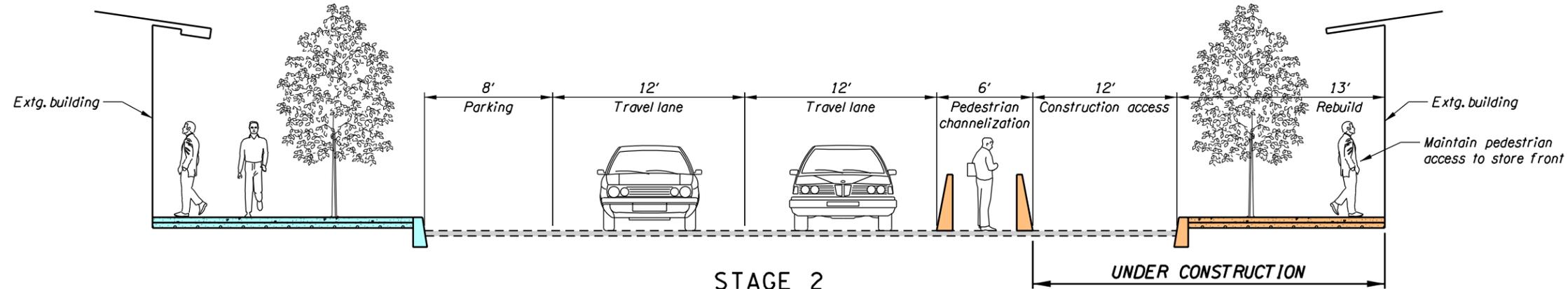
- Require night work.
- Limit number of blocks under construction.
- Alternate each side of the road.
- Provide alternate surfacing (rubber matting) from pedestrian channelization to business entrances.
- Limit sidewalk closure to less than 24 hours for cure time.
- Coordinate with trucking industry for delivery access.
- Provide lading zones for trucks.



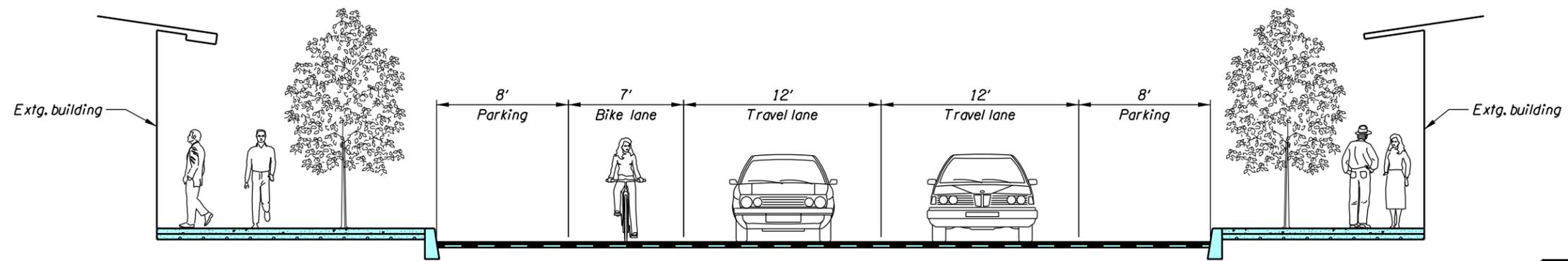
EXISTING CONDITIONS



STAGE 1



STAGE 2



FINISHED PROPOSED IMPROVEMENTS

FIGURE 1