

Dear Normal Plan Subcommittee,

I represent 15 homeowners and approximately 23.62 acres of existing Normal neighborhood residents affected this project. The main point we all want to stress is density zoning should direct the placement of road connectivity. The transportation network should focus on moving the concentration of people from new neighborhoods/collectors onto city arterials. If there is a gradation of decreasing density from south to north, and from the center outward, the zoning density should direct the transportation plan.

A North-South road:

1) Best identified by Staff as New Normal Ave., would be the best connector between E. Main and Ashland St. Placement of this new neighborhood collector to the east of old Normal Ave., will most appropriately serve the traffic created by the new development, and preserve/respect the existing country lane that currently serves the residents on old Normal Ave.

2) Exiting onto E. Main would be safest to egress where there is a straight away and no blind curves blocking views of oncoming traffic. The two egresses slated around the Baptist Church property are well situated and all that are necessary to direct the central density of traffic onto a City Arterial like E. Main St.

3) Re-locate the upgraded public railroad crossing to meander eastward from old Normal Ave., and feed directly onto New Normal Ave., again respecting the existing neighborhood and not make its country lane wider and into a straight cut-through option.

4) MOST IMPORTANTLY - assure all residents, new and old, that there will be traffic calming measures in place on any new road. Staff has recommended and we concur with:

- a) roundabouts
- b) sinuous road patterns
- c) stop signs at regular intervals
- d) speed bumps/dips
- e) planted central islands

As far as East-West connectivity goes, the transportation plan should alleviate traffic problems, not create them.

1) Guide development traffic onto new, more accommodating neighborhood collectors that will take the bulk of the housing traffic onto arterials like E. Main, rather than increasing congestion onto smaller, existing neighborhood roads like Creek Drive. This will also prevent further congestion & traffic hazards onto an already overloaded Clay St.

2) Minimize full size crossings over conservation areas and protect the wildlife corridors.

3) Avoid dumping traffic into a school zone by directing traffic from the New Normal Ave. onto E. Main where there is good visibility and no blind curves. With the development density centralized, there is no need to cross over a significant, state designated wetland (W-9), when the main access is needed for school children. A habitat-sensitive footpath, for bicycles, pedestrians, and hikers, would provide east-west connectivity for AMS access.

4) East-West alley connectors/woonerfs would be best for the development, and the conservation areas, rather than full sized connector roads.

Also, any development within the UGB is REQUIRED to have concomitant infrastructure development to and within it according to Urbanization Guidelines State Goal #14, & ORS 197.754 (1). That means, that City funding for Capital Improvements to E. Main St., as well as the necessary public upgrade to the private railroad crossing, must be in place along with any development plans. Please consider the effect this size of development will have on the full length of E. Main as it connects into downtown Ashland. Improvements should be slated for the entire road to handle the increased traffic flow – turning lanes, stop lights, more blinking crosswalks, etc.

A transportation plan should create a network of connectivity that considers all the above factors, while providing safe access to larger city arterial roads and public services/businesses. Transportation issues are directly interwoven with development and zoning density.

Thanks for your consideration of our comments.

Sincerely,

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