

**From:** [V Clark](#)  
**To:** [Planning Commission - Public Testimony](#)  
**Cc:** [info@ashlandclimate.org](mailto:info@ashlandclimate.org)  
**Subject:** Extend the central bike path  
**Date:** Saturday, January 20, 2024 10:28:01 AM

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[EXTERNAL SENDER]

Commissioners,

Please place extending the central bike path to Crowson road part of your 20 year priority list. This is an essential part of making our community accessible for all. Most importantly it encourages and supports alternate (non carbon burning) means of transportation and recreation.

Thank you  
Virginia Clark  
1023 Clay Street  
Ashland

Sent from my iPhone

## Michael Sullivan

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**From:** Julia Sommer <juliamsommer@gmail.com>  
**Sent:** Saturday, January 20, 2024 5:40 PM  
**To:** Planning Commission - Public Testimony  
**Subject:** PC testimony on improvement priorities

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

[EXTERNAL SENDER]

Please make extending/completing the Central Bike Path a priority!!  
This is especially important for bicyclists trying to traverse downtown.

Julia Sommer  
1158 Village Square Dr.  
Ashland

## Michael Sullivan

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**From:** Barbara Settles <bashinkas@yahoo.com>  
**Sent:** Sunday, January 21, 2024 8:25 AM  
**To:** Planning Commission - Public Testimony  
**Subject:** Priority: central bike path.

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

[EXTERNAL SENDER]

Please make the central bike path extension a priority. Attracting bikers and their families from their cars 🚗 to visit and run errands in our valley with this extension is important for us to meet our city's goals of carbon reduction. Thank you for your work.

Barb Settles

Sent from my iPhone

## Michael Sullivan

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**From:** Harlan Bittner <hbittner3@gmail.com>  
**Sent:** Sunday, January 21, 2024 6:35 PM  
**To:** Planning Commission - Public Testimony  
**Cc:** info@ashlandclimate.com  
**Subject:** 01/23/24 PC Hearing Testimony

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

[EXTERNAL SENDER]

To the Ashland City Council,

Please prioritize the extension of the Central Bike Path to be included in the 20-year plan for parks, open space and trails. I understand that the CBP has always been intended to extend west to near the railroad underpass and east to Crowson Road. Though Ashland has recently taken steps to improve bicycle facilities in the city, there is a public need for further improvement to enable safe and convenient bicycling for all.

Thank you for your consideration.

Harlan Bittner  
[Hbittner3@gmail.com](mailto:Hbittner3@gmail.com)

## Michael Sullivan

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**From:** Lisa Brill <lisa4bikes@gmail.com>  
**Sent:** Sunday, January 21, 2024 7:38 PM  
**To:** Planning Commission - Public Testimony  
**Cc:** info@ashlandclimate.org; SVBoard  
**Subject:** 01/23/24 PC Hearing Testimony

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

[EXTERNAL SENDER]

To: The Ashland Planning Commission  
Date: January 21, 2024

On behalf of the Siskiyou Velo bicycle club, I ask the Planning Commission to please prioritize the extension of the Central Bike Path so it is included in the 20-year plan for parks, open space and trails. I understand that the CBP was always intended to extend west to near the railroad underpass and east to Crowson Road. Though Ashland has recently taken steps to improve bicycle facilities in the city, there is a public need for further improvement to enable safe and convenient bicycling for all. Thank you for your consideration.

Lisa Brill  
President, Siskiyou Velo  
c: 510-432-3971

## Michael Sullivan

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**From:** j harris <jaylharris@gmail.com>  
**Sent:** Sunday, January 21, 2024 12:58 PM  
**To:** Planning Commission - Public Testimony  
**Subject:** Fwd: "01/23/24 PC Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

[EXTERNAL SENDER]

>  
> Greetings Commissioners,  
>  
> I regularly bike from Ashland towards Talent and beyond, using  
> both existing Greenway and Hwy 99, neither route is optimal for some  
> users, and a continuation of the Central Bike Path would serve a a public need in making bike and pedestrian travel  
more attractive, and surely safer than biking on Hwy 99.  
>  
> Please give extending this Central Bike Path your consideration.  
>  
> Thanks,  
>  
> J Harris  
> 1003 Beswick  
> Ashland  
>

## Michael Sullivan

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**From:** Nancy Keeley <keeley@lithiawater.com>  
**Sent:** Sunday, January 21, 2024 4:30 PM  
**To:** Planning Commission - Public Testimony  
**Cc:** info@ashlandclimate.org  
**Subject:** 01/23/24 PC Hearing Testimony.

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

[EXTERNAL SENDER]

As a long-time Ashland resident and cyclist I strongly support extending the CPB. This important and long-awaited next step to making Ashland more bike friendly would meet the public need for safe, accessible and comprehensive bicycle routes.

Please add it to the list list for the 20-year priorities for parks, open space, and trails.

Nancy Keeley  
78 N Third St  
Ashland, OR

## Michael Sullivan

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**From:** Nikki Orlaineta <nicole.rene78@gmail.com>  
**Sent:** Sunday, January 21, 2024 11:41 AM  
**To:** Planning Commission - Public Testimony  
**Cc:** info@ashlandclimate.org  
**Subject:** "01/23/24 PC Hearing Testimony."

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

[EXTERNAL SENDER]

Ashland Planning Committee:

It has come to my attention that a draft has been made available for the 20 year plan prioritizing parks, open space, and trails.

From my understanding, there is no mention in the draft of completing the extension of the Central Bike Path (CBP). This is concerning as use of alternative modes of transportation will become essential for a myriad of reasons over the next 20 years. Let's not forget that Ashland is a leader in the valley on climate initiatives and reducing reliance on fossil fuels. Having bike infrastructure as part of sustainability goals is paramount to preserving, if not improving, the livability standard within the City of Ashland.

Please strongly consider adding the CBP to the draft proposal in anticipation of future community needs.

Thank you for your time and consideration.

Nikki Orlaineta



## Michael Sullivan

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**From:** Mark S. <mark.stonick@gmail.com>  
**Sent:** Sunday, January 21, 2024 12:43 PM  
**To:** Planning Commission - Public Testimony  
**Cc:** info@ashlandclimate.org  
**Subject:** 01/23/24 PC Hearing Testimony.

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

[EXTERNAL SENDER]

As someone who rides his bike through Ashland often, including today, I am disappointed that the extension of the Central Bike Path is not in the plan for future projects. Please reconsider adding this to your list on behalf of the public need.

Thanks,

Mark Stonick

## Michael Sullivan

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**From:** Richard Strahm <rstrahm@jeffnet.org>  
**Sent:** Sunday, January 21, 2024 5:40 PM  
**To:** Planning Commission - Public Testimony  
**Cc:** info@ashlandclimate.org  
**Subject:** 01/23/24 PC Hearing Testimony.

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

[EXTERNAL SENDER]

parks, open space and trails 20 year draft priority list

It would be so nice if the bicycling opportunities in Ashland were expanded. More than that, it's a public need for alternative transportation and fitness availability.

I am not an Ashland resident, but I do have many fond memories of cycling through the center of the city. The dragging parts were the city streets, especially in the railroad district, where narrow pavement and high traffic cause much anxiety. The best parts are the Central Bike Path, also paralleling the railroad tracks but not far enough. Please include plans in your priority list to extend the Bike Path from Jackson Road to Crowson Road. Thank you. Richard Strahm, Central Point

## Michael Sullivan

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**From:** Mike Vergeer <mvergeer@yahoo.com>  
**Sent:** Monday, January 22, 2024 1:12 PM  
**To:** Planning Commission - Public Testimony  
**Subject:** 01/23/24 PC Hearing Testimony

[EXTERNAL SENDER]

Hi.

I'm Mike Vergeer, and while I work for RVTD to promote transportation options like biking and walking, I do not represent RVTD with this note.

I write today to ask that you prioritize extension of the Central Bike Path in both directions.

You may already know that most Ashland residents would like to occasionally get out of their cars to get around town by biking and walking. And yet, MOST residents do NOT walk or bike much. In my line of work, I talk to these people every day. Day after day, I hear about two obstacles that keep people from biking and walking more often: it's not safe, and it's not convenient. People who use it love the central bike path. Personally, I think it's the single greatest thing about this town, but it just doesn't connect that many destinations. It's pretty safe, but it's not all that convenient. It needs to extend northwestward and southeastward to the UGBs to connect more Ashland residents to more Ashland destinations.

It seems there is no one city entity that governs the central bike path and proposed extensions thereof. We need a coordinated effort between multiple departments/commissions in this city, because the central bike path is both recreation AND basic transportation. We need this bike path extension not only for great bang per buck with regard to recreational opportunities, but we also really need it if the city is to meet its mandated targets to reduce carbon emissions and to build Climate-Friendly and Equitable Communities, much of which will be included as the Transportation Advisory Committee stewards an update to the city's Transportation System Plan in coming months.

I wrote an email last month about this very topic to Leslie Eldridge, interim director of APRC, and I got a very nice reply email assuring me that APRC commissioners like the idea, that bike path extensions are already in the 2020 Trails Master Plan. But it remains unclear whether anyone in any city entity is picking up the baton, because the bike path does not clearly lie in one entity's jurisdiction.

I want to make sure that the central bike path extension is more than a good idea, more than an endorsement or a resolution from APRC. I want to make sure it gets locked into the city's comprehensive plan, becomes city policy, and then can we go after grant funding to build it. If we're ever to build these extensions, we need somebody to spearhead the effort, someone who can reach to other city electeds and staff in different departments and commissions to make it happen. If you have read this far, please consider being that one person to make it happen.

Thank you for your attention to this matter.

--Mike Vergeer  
300 Creekside Rd  
Ashland, OR 97520  
541-631-9280



Parks, Trails & Open Space Map Adoption Planning Commission Special Meeting  
**Public Hearing/Council Recommendation** 1/23/2024

### Study Session 11/28

- Study Session
- Present Draft Map
- PC to provide feedback to Planning & Parks staff
- No formal action required tonight.

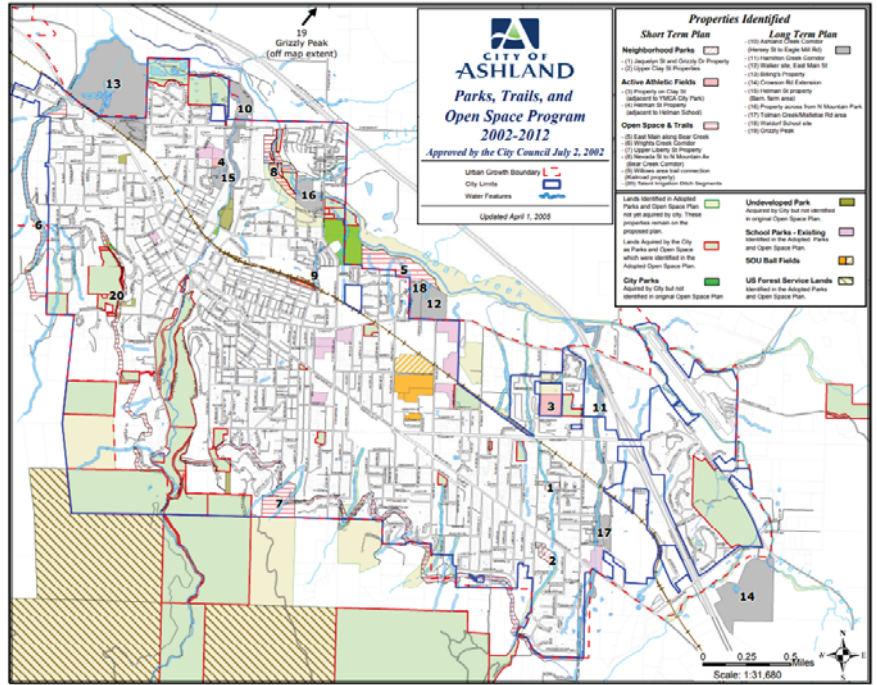
### Hearing 1/23

#### TONIGHT

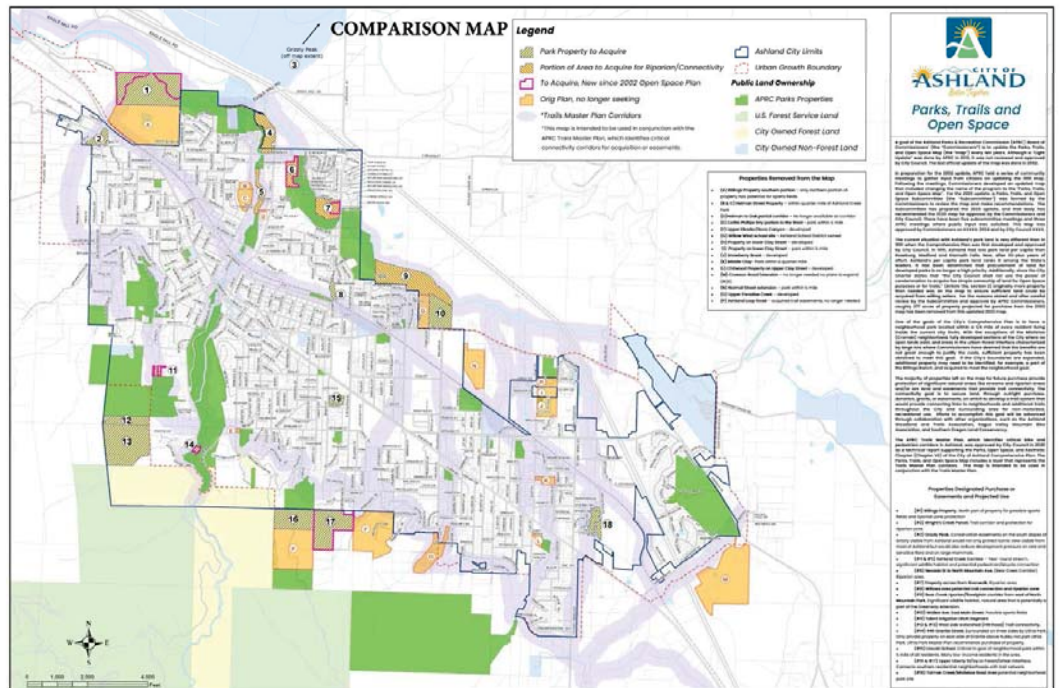
- Special Meeting
- PC public hearing to consider final draft map
- PC to make formal recommendation to the Council with regard to map adoption (*motion will suffice; no later findings adoption*)

### Adopt

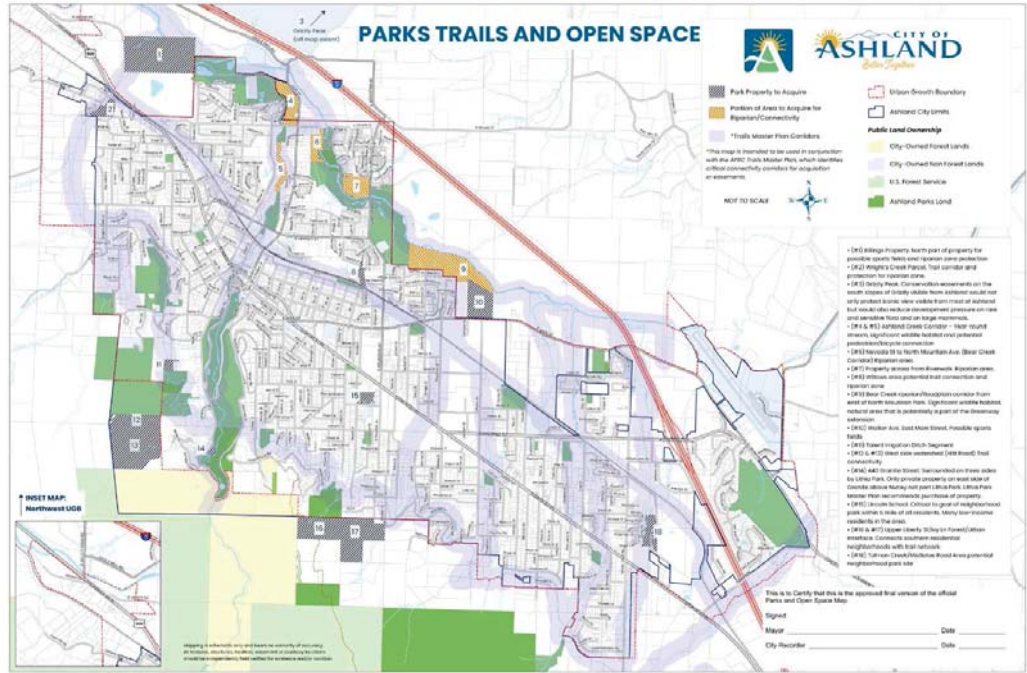
- **2/20** Council Public Hearing & First Reading
- **3/5** Council Second Reading



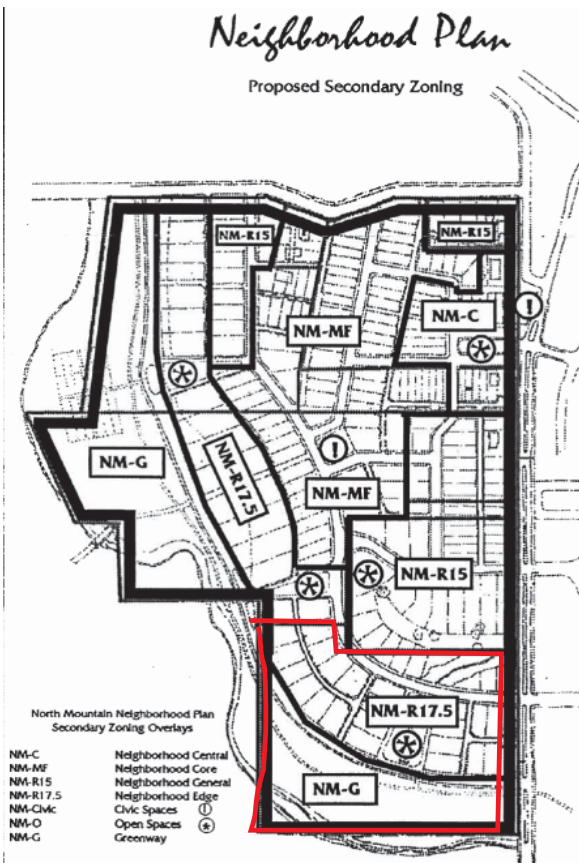
Parks, Trails & Open Space Map Adoption Planning Commission Special Meeting  
**2002-2012 Adopted Map** 1/23/2024



Parks, Trails & Open Space Map Adoption Planning Commission Special Meeting  
**Comparison Map** 1/23/2024



# Parks, Trails & Open Space Map Adoption Planning Commission Special Meeting Proposed Update 1/24/2024

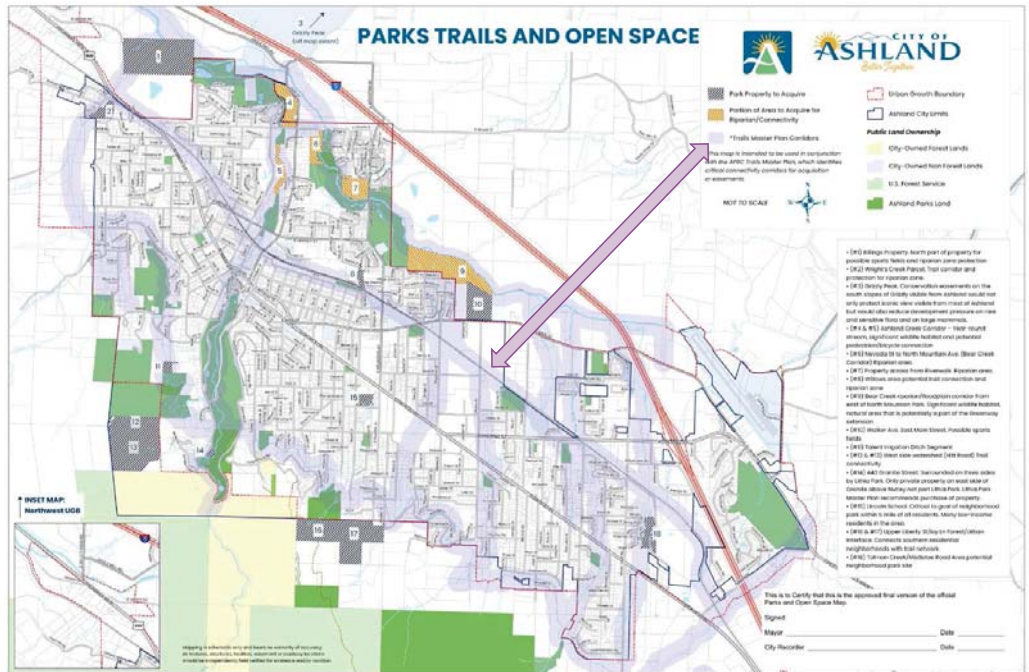
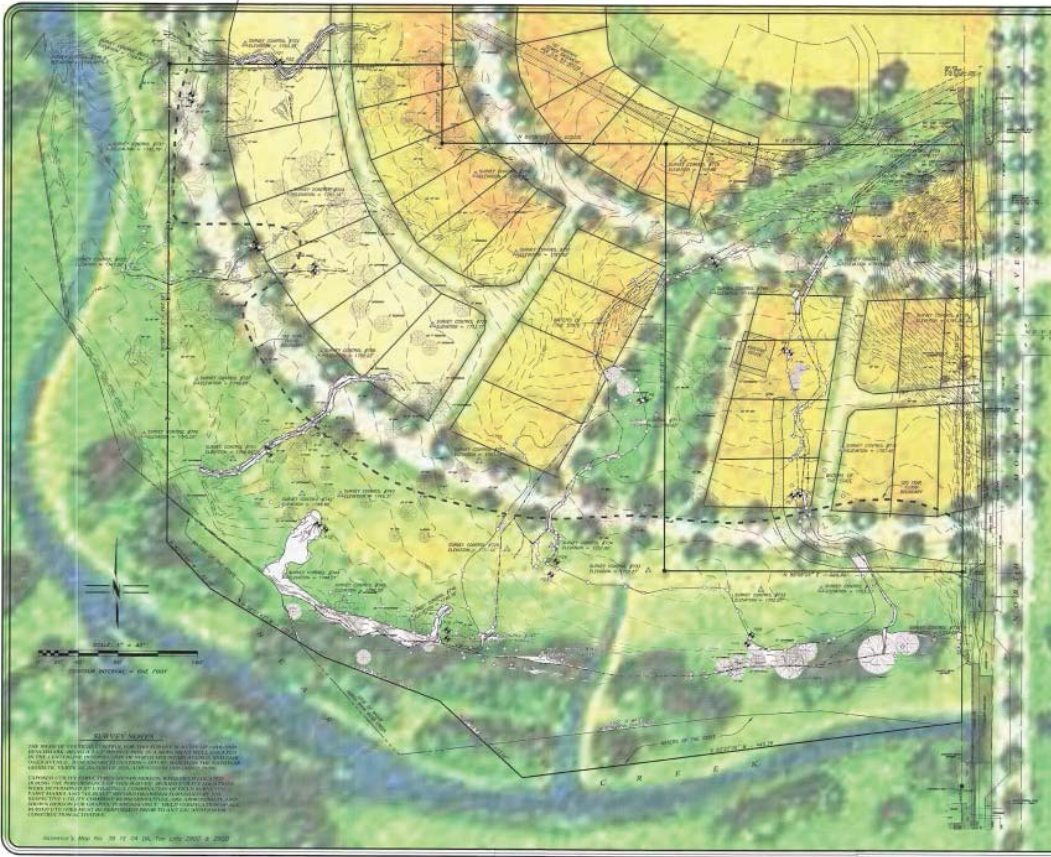


**AMC 18.3.5.090 North Mountain Greenway Zone (NM-G)**

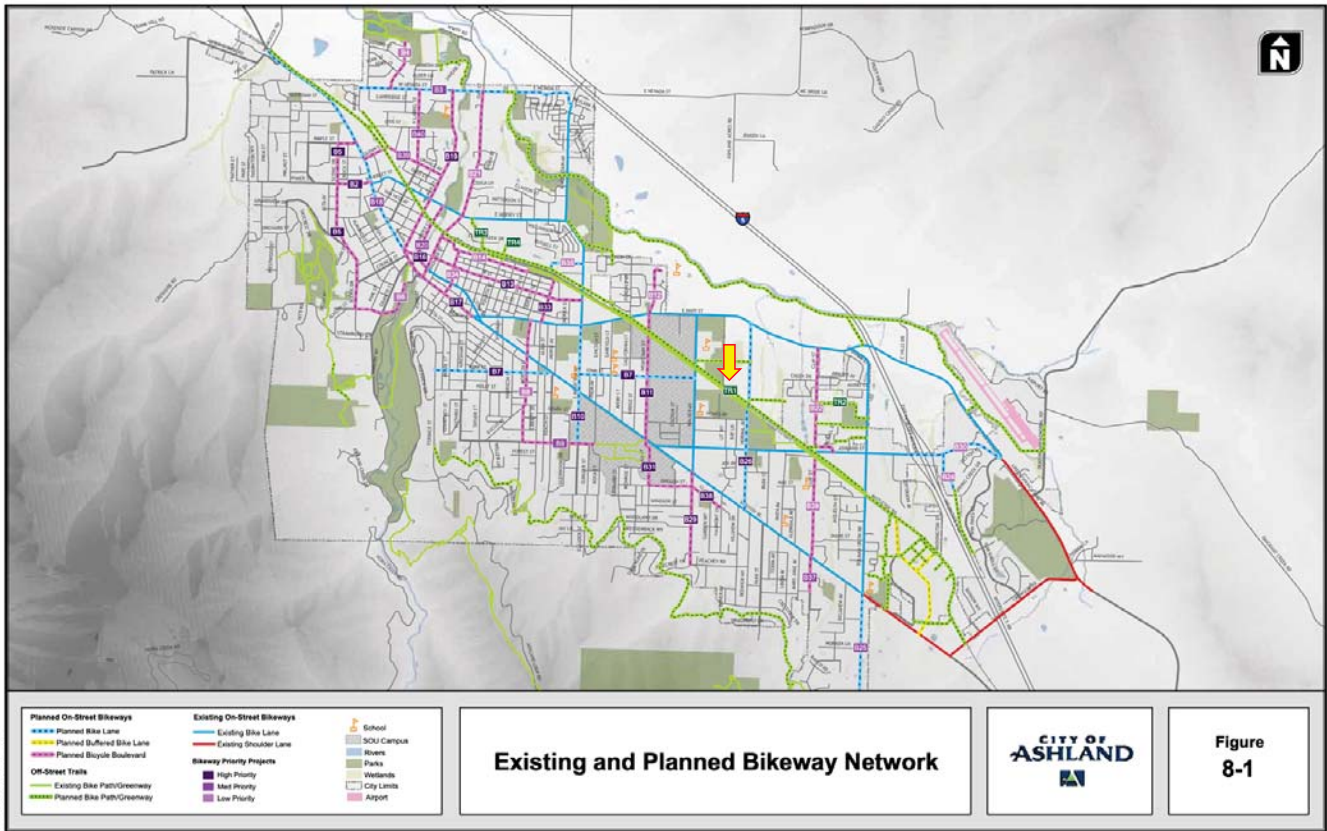
**A. Applicability.** All projects containing land identified on the North Mountain Neighborhood Plan map as part of the North Mountain/Bear Creek Greenway shall dedicate that area so designated to the City for park purposes. It is recognized that previous zone changes allowing increases in allowable development density (up-zoning) as part of the North Mountain Neighborhood Plan imparted significant value to properties, and the required dedication of those lands within the North Mountain/Bear Creek Greenway for park purposes is both necessary based on the impacts of planned development and proportional to the value bestowed upon the property through the change in zoning designation.

**B. Dedication on Final Survey Plat.** The dedication of lands within the North Mountain/Bear Creek Greenway shall be indicated on the final survey plat accompanying all partitions, subdivisions, and Performance Standards developments.

**C. Development Restrictions.** It is recognized that lands within the North Mountain/Bear Creek Greenway are identified as part of Ashland's Floodplain Corridor Lands, and are prohibited from further development, except as outlined in chapter 18.3.10 Physical and Environmental Constraints Overlay.



Parks, Trails & Open Space Map Adoption Planning Commission Special Meeting  
**Proposed Update** 1/24/2024



**Project #:** TR1 **Northside Trail**

**Description:** Develop a multi-use path on the north side of the railroad tracks between Tolman Creek Road and the planned multi-use path just west of Orchard Ave.

<b>Category:</b> Multi-Use Path	<b>Functional Classification:</b> N/A	<b>Priority:</b> High	<b>Total Cost:</b> \$2,000,000
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**Project Goals Met:**

Create a Green Template <input checked="" type="checkbox"/>	Improve Safety <input checked="" type="checkbox"/>	Facilitate Economic Growth and Maintain Small Town Character <input checked="" type="checkbox"/>	Balance Mobility and Access <input checked="" type="checkbox"/>
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**Project Location:**

**Project Image:**

(TR1) Northside Trail	Multi-use Path – From Orchard Avenue to Tolman Creek Road	-	Expand existing bicycle network	High (0-5 Years)	\$2,000,000
(TR2) New Trail	Multi-use Path – From Clay Street to Tolman Creek Road	-	Expand existing bicycle network	Medium (5-15 Years)	\$400,000
(TR3) New Trail	Multi-use Path – From new trail to Hersey street	-	Expand existing bicycle network	Development Driven	\$220,000
(TR4) New Trail	Multi-use Path – From A Street to Clear Creek Drive Extension	-	Expand existing bicycle network	Development Driven	\$110,000



## Introduction

The draft Parks, Open Space and Trails map reflects the priorities of the Parks Department. However, the proposal is an amendment to the City's Comprehensive Plan and, as such, should reflect the needs and vision of the entire community. Clearly, the extension of the Central Bike Path to the eastern and western urban growth boundaries is a part of that vision and has been for at least two decades. It is time to get it done!

The extension is needed NOW. How else will the city reduce its vehicle miles of travel as required by the Climate Friendly and Equitable Communities Rule? How else is the city going to make Ashland more affordable for those households who can forego or reduce their car ownership. How else is the city going to reduce traffic congestion? There are additional benefits to the community and are identified in Streets for Everyone written findings.

The Parks, Open Space and Aesthetics element of the Comprehensive Plan is not the Park Department's Element just as the Housing Element is not the Housing and Human Services Committee's element. Rather, each and every element of the Comprehensive Plan belongs to everyone and reflects the entire community's vision for the future.

There can be little doubt that the Central Bike Path and its extension to the east and west urban growth boundaries is central to Ashland's future. The POST map should reflect it as a listed priority. In fact, the extension of the Central Bike Path, is so important to the city's future, that it should be a priority for all the city's departments including Parks, Planning, Public Works, Housing, and Climate as well as the City Council. *and included in a future update of the city's capital improvement program.*

Thank you,

Gary Shaff

Co-chair Streets For Everyone