

**CITY OF  
ASHLAND**  
**JOINT PLANNING COMMISSION AND  
TRANSPORTATION COMMISSION MEETING**  
**Thursday, March 15, 2012**  
**6:00 – 9:00 PM**  
**Council Chambers, 1175 East Main Street**

**Agenda**

- I. CALL TO ORDER: 6:00 PM
- II. INTRODUCTORY REMARKS AND ADOPTION OF PREVIOUS MEETING MINUTES: 6:05 PM (February 9 & February 23, 2012)
- III. PUBLIC FORUM: (15 min.)
- IV. FOLLOW-UP DISCUSSIONS ON THE DRAFT PREFERRED AND FINANCIALLY CONSTRAINED PLAN FACILITATED BY MIKE FAUGHT:  
*In preparation for the meeting, a review of Draft Technical Memo 9 – Preferred and Financially Constrained Plans is suggested.*  
  
*The Draft Preferred and Financially Constrained Plan is available for download at:  
[http://www.ashlandtsp.com/statics/draft\\_documents](http://www.ashlandtsp.com/statics/draft_documents)*
  1. DISCUSSION: (30 min.)
    - a. Remaining Action Items
    - b. Final TSP Timeline
    - c. Subcommittee Assignments (Transit & Bikeway Network)
  2. ACTION ITEMS: (1:20 min.)
    - a. Review/Approve Sidewalk Recommendations
    - b. Functional Classification
    - c. Intersection Projects
    - d. Railroad Crossings
  3. SMALL GROUP WORK: (30 min.)
    - a. Shared Roads
- V. NEXT MEETING DATES: (15 min.)  
To be determined.
- VI. ADJOURN: 9:00 PM

**Note to Commissioners: Call Jodi Vizzini at 541-552-2427 or [vizzini@ashland.or.us](mailto:vizzini@ashland.or.us) if you cannot attend the meeting.**

*In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Public Works Office at 488-5587 (TTY phone number 1 800 735 2900). Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title I).*

**PLANNING COMMISSION  
TRANSPORTATION COMMISSION  
February 09, 2012  
Council Chambers, 1175 East Main Street  
Minutes**

**Planning Commission Attendees:** Michael Dawkins, Eric Heesacker, Richard Kaplan, Pam Marsh (Chair), and Melanie Mindlin.

**Transportation Commission Attendees:** Tom Burnham, Michael Gardiner, Shawn Kampmann, Steve Ryan, Brent Thompson, Corinne Vieville, and David Young

**Absent:** Colin Swales, Deborah Miller

**Council Liaison:** David Chapman

**Staff Present:** Mike Faught, Mary McClary, Jodi Vizzini

**Ex Officio Members:** Brandon Golden

**Phone:** Susan Wright, Consultant

**CALL TO ORDER:**

The meeting was called to order at 6:35 p.m. by Chairperson Marsh.

She welcomed the newest member to the Transportation Commission, Michael Gardiner. In addition she pointed out Pam Hamlin a candidate for the Transportation Commission, soon to be appointed.

**INTRODUCTORY REMARKS AND ADOPTION OF PREVIOUS MEETING MINUTES**

Chairperson Marsh asked for comments or correction to the minutes of January 12, 2012.

*Commissioner Young made a motion to approve the minutes, seconded by Commissioner Dawkins*

**Voice Vote: All Ayes. The motion passed with a unanimous vote.**

Chairperson Marsh announced next meeting date, February 23, 2012 beginning at 6pm.

Next she explained that evening the Commissions would discuss some specific projects for the TSP, and hopefully deciding how to move forward.

Mike Faught, Public Works Director, congratulated the Commissions on their last meeting and interactions with the citizens who would be impacted specifically by their actions on certain issues. He felt it was one of their best meetings. (Time stamp 2:48)

The Commissions next step was to review of Draft Technical Memo 9. The draft preferred and financially constrained plan is available for download at [http://www.ashlandtsp.com/statics/draft\\_documents](http://www.ashlandtsp.com/statics/draft_documents)

In addition they would review:

A. Review Results of Table 4 (S4 – S9) and (L25) from Nov. 9, 2011 meeting. Group Input on Policies, Programs, Studies and Roadway Projects (30 min.)

B. Roadway Projects – R17, R18, R19, R20, R24, R26, R27, R28, R29, R30, R31, R32, R33, R34 (60min.)

The Commissions started their review with **(S-4)**.

Siskiyou Boulevard (OR 99) from East Main Street to Walker Avenue

*Conduct access management spacing study and provide near and long term recommendations for improvement.*

Cost: \$75,000.00

Initial result from small groups:

3 agreed, 1 non-consensus

In addition:

**(S-5)** is from Siskiyou Boulevard from Walker Avenue to Tolman Creek Road.

*Conduct access management spacing study and provide near and long term recommendations for improvement.*

Cost: \$75,000.00

Initial result from small groups:

3 agreed, 1 non-consensus.

Mike felt both S-4 and S-5 could be discussed together. Mike responded to the comments to only use "in-house consultants" that his staffing does not allow for in-house consultants. He did offer a different aspect of using the \$150,000 to hire additional staff, but that cost would not remain a fixed cost.

Commissioner Thompson asked for clarification of the route, and Commissioner Burnham asked for clarification of the dollars to be spent. Mike explained the cost would be spread out over a 5 -15 year period (constrained plan). The Commissioners discussed the necessity for these review. Mike explained an access management study reviews conflict points, determining whether or not there needs to be some sort of access mitigation. Commissioner Mindlin pointed out a study on Siskiyou Blvd was already done up to Walker.

Susan (consultant on the phone) explained the reason for the study was drive way safety compared to current standards and the increase over time. She felt with the 5-15 year window it would be good to have a plan. Mike asked what the specific issues would be with the driveway conflicts (S-4 specifically). She asked for time to review and readdress the issue later. Commissioner Mindlin also asked for clarification on the issue: roads or driveways. Commissioner Young described the ad hoc committee was not about long range fixes, but bare minimum due to budget restraints.

The Commissions discussed (S45 and 7) at the same time. (time stamp 23:50)

Most of the discussion included eliminating S4, and continue with S5. Pam asked if S5 could be amended from Ashland Street to Tolman Creek Rd. Commissioner Kaplan felt there was no immediate need now and there was already a development plan. Commissioner Burnham reminded the Commissions this plan would go out 5-15 years. (Time Stamp 30.21)

Chairperson Marsh restated the proposal for the access studies to be consolidated from 3 to 2 (eliminating S4), and changing S5 for Siskiyou Blvd to consist of Ashland Street instead of Walker to Tolman Creek Blvd. The commissions discussed different aspects of these studies including prioritize, need, earmarking funds, self direction, prior discussions and the purpose of their discussions.

*Chairperson Marsh asked for a vote on the proposal that was on the floor: To eliminate S4, amend S5 to be Ashland Street to Tolman Creek and include S7.  
Amended the proposal to not include S7.*

**All in favor to with the exception of Commissioner Burnham and Dawkins.  
Chairperson Marsh stated the Commissions have consensus with this proposal.**

*S7--East Main Street from Siskiyou Blvd to Wightman St.*

*Conduct access management spacing study and provide near and long term recommendation for improvement.*

5-15 years

\$75,000

Comments: In-house only no consultants

3 Agree, 1 Non consensus (removal)

Chairperson called for any dialogue on this study. Commissioner Dawkins believes this would be a low priority. Commissioner Ryan asked about pedestrian traffic, and Mike believed that would be two different studies. Commissioner Thompson believed this study should be eliminated. Mike explained access management with existing roads would be to make advance planning/changes to help with congestion and/or accidents that would result from growth within the next 20 years. The consultant's suggest this might be an area of concern, or to look at for future management. The 5 -15 year look-ahead areas already are categorized lower priority. (Time stamp 46:12)

Chairperson Marsh summarized they had one suggestion S7 be deleted and one suggestion it remain, but as a low priority.

*Commissioner Young moved to keep it and designate it as a low priority, seconded by Commissioner Ryan.*

**All in favor to with the exception of Commissioner Thompson.**

Chairperson Marsh stated the Commissions have consensus with this proposal.

**S8 Downtown Couplet Transition Study**

*Evaluate the feasibility and costs associated with removing the downtown couplet system and returning two-way traffic to Main Street and Lithia Way. As part of the study, the feasibility of roundabouts at the Helman St./Main St./Lithia Way and the Siskiyou Blvd/ East Main St./Lithia Way intersections would be explored.*

*High priority 0-5 years*

*\$150,000*

*Comments: Other street would be so busy, would rather have option C for E. Main, two traffic lanes, bicycle wide land, truck off load, too much money*

*1 Against, 3 Non-consensuses*

Mike talked about the concept to take two (2) one way roads to two (2) two-way roads. He doesn't believe this would be possible but offered an alternative. (Time stamp 49:23) Commissioner Dawkins suggested keeping the one way on East Main but allowing the two-way on Lithia. If they made Lithia a one way coming into North Main that would allow a left turning lane and leave two lanes of traffic going downtown. In addition, Commissioner Dawkins added, diagonal parking could be included. The other end could do a roundabout, or more discussion would be needed.

Chairperson Marsh reiterated the Couplet Study (S8) was suggested to be amended that Lithia way to become two way and East main to remain one way through the heart of downtown. She then asked if the group was in favor of the two-way change with possible diagonal parking.

The Commissioners discussed commuters, alternate routes, supporting the amended study, and allowing the study to be conducted. Mike suggested the Commissions invited the Chamber back to discuss the changes. Commissioner Mindlin felt the design would put a lot of pressure on the railroad district for traffic. Chairperson Marsh felt this study was really worth pursuing to create better traffic patterns, slow down traffic and generate interest in commerce. Commissioner Young worried about the roadways being too congested with too much mobile types of transportation. Commissioner Ryan reminded the Commissions we are making decisions for visionary plans.

*Chairperson Marsh asked for a vote to leave on the study on the table for downtown one-way/two-way study that would address making Lithia Way two-way and leaves Main Street one way.*

**With a show of hands, all Commissioners raised their hands in favor and there were no opposed.**

Chairperson Marsh stated the Commissions have consensus with this proposal.

**S9 Ashland Street (OR66)/Tolman Creek Road Safety Study**

*Conduct a transportation safety assessment in five years to identify crash trends and/or patterns (if they exist) as well as mitigations to reduce crashes.*

*Medium 5-15 years*

*\$20,000*

*Comments: Do we need a study? Put money into re-doing intersection.*

*3 Agree, 1 Non-consensus*

*(Time stamp 1:10:35)*

Commissioner Heesacker commented the Commissioners allocate money into conducting what needs to be done for safety reasons. Commissioner Mindlin questioned Clay Street as a major area of concern. Chairperson believed the area of concern was from the freeway overpass to the freeway access and how that would develop over the next few years. The members discussed some different ideas.

Commissioner Young made a motion to keep S9 study included in the study, and Commissioner Thompson seconded the motion, and also amended the motion to include Washington St. to Clay Street

**With a show of hands, all Commissioners raised their hands in favor and there were no opposed.**

Chairperson Marsh stated the Commissions have consensus with this proposal.

**L25 Truck Freight Movement Plan**

*The City of Ashland has identified Hersey Street as an alternative truck freight route allowing truck movements to avoid passing through downtown Ashland (unless the truck is destined to downtown Ashland).*

*Comments: What happened when trucks reached Mtn Ave/ Not a good street for them, should be under preview of Transportation Commission, need a truck route, but is Hersey the right route.*

*3 Agree, 1 Non-consensus*

*(1:18:39)*

The Commissioners discussed this as alternative truck routes and alternative automobile routes. Commissioner Dawkins believed this street was pretty wide and set up for the traffic proposed. He believed there was a lot of commercial development in the Railroad District and he hopes that would continue. In addition, he pointed out Clear Creek at some point would become a through street, which would help as an alternative route for automobiles.

Commissioner Mindlin is opposed to the Truck traffic on Mountain stating she believed it was dangerous. The commissioners discussed how the flow of traffic, and truck routes would affect the city and if there was a need for an alternative.

Commissioner Gardiner explained there were designated truck routes and alternative truck routes all ready in place, and he believed the trucks would come into the city using the most appropriate entrance that would be closest to their destination. He doesn't believe any large trucks would use this route as an alternative.

The Commissioners discussed alternative routes, their necessity, restrictions, driver's discretion, closest route to freeway exits, and alternative automobile routes. Chairperson Marsh stated the discussion had turned to making improvements to the Hersey/Mountain loop to encourage automobiles to by-pass downtown. Commissioner Young believes people already use Hersey as pedestrians, cyclists and drivers.

*Commissioner Young made a motion to strike L25 from the TSP programs and the motion was seconded by Commissioner Kampmann.*

Commissioner Dawkins also believed in addition, the Transportation Commission look at using Clear Creek as an alternative route for automobiles.

Chairperson called for a vote on the motion.

**All in favor raise their hand. All in favor no opposed. The motion passed with a unanimous vote.**

## **PUBLIC FORUM**

**Shery Smilo/215 Tolman Creek Rd** asked if the consultant had walked through the area she is concerned about (R22). In addition she asked before any further voting by any of the Commissioners if they would walk through the proposed area.

She wondered if there was any consideration of extending Clay St under Ashland St. and it might solve a problem of people living under the bridge that now creates an uneasy environment.

She also asked what the number of people was who asked for the connectivity, and mentioned about disclosure in terms of sale of property.

She ended with expressing her appreciation for these two Commissions working on these projects.

**Dan Lindner/300 Clay Street** spoke to the Commission regarding the amount of money that is spent on studies, how they identify problems or areas to study and the amount of public input that is taken into consideration. He felt the process was backwards in terms of the process.

Mike Faught felt there was not enough time left to discuss anymore projects. He checked in with the Commissioners on the meeting load for this group and their individual commission meetings.

Chairperson Marsh requested they meet for 3 hours instead of 2 for the next meeting. The commissioners discussed meeting for longer period of time at the next meeting.

**ADJOURN: 8:32 PM**

*Respectfully submitted by:*

*Mary McClary, Administrative Assistant to the Electric Dept.*

**ASHLAND JOINT TRANSPORTATION COMMISSION  
AND PLANNING COMMISSION MEETING  
MINUTES  
February 23, 2012**

**CALL TO ORDER**

Chair Steve Ryan called the meeting to order at 6:07 p.m.

**Transportation Commissioners Present:** Tom Burnham, Mike Gardiner, Shawn Kampmann, Steve Ryan, Brent Thompson, Corinne Vièville and David Young

**Planning Commissioners Present:** Michael Dawkins, Eric Heesacker, Richard Kaplan, Debbie Miller, Melanie Mindlin and Pam Marsh

**Staff Present:** Mike Faught, Dan Gunter, Steve MacLennan and Jodi Vizzini

**Ex Officio:** Maria Harris

**Absent:** Colin Swales, Councilor David Chapman

**INTRODUCTORY REMARKS AND ADOPTION OF PREVIOUS MEETING MINUTES**

**Commissioner Kaplan requested the minutes of January 26, 2011 be amended to reflect his attendance.**

**Commissioners Marsh/Dawkins m/s to approve minutes. Voice vote: all AYES. Motion passed: 13-0.**

**ADJUSTMENTS TO THE AGENDA**

Commissioner Ryan placed Public Forum at the top of the agenda, prior to Roadway Projects and Safe Routes to School.

**PUBLIC FORUM**

**Will Rodden/233 Normal Ave/** Voiced three primary concerns: 1) increased traffic flow would affect park and schools; 2) connecting the Clay Street subdivision to Normal Avenue would cause a primary traffic flow creating traffic difficulty at Ashland and Clay Streets; 3) seemingly there would be less impact if a new street were to be implemented at the cemetery/Lumpy's connection. Mr. Rodden elaborated on why he is not in support of the Clay/Normal extension by stating it would change the pattern of traffic from the Clay development causing Normal to be the primary route of travel.

Chair Ryan clarified that roadway projects R19 and R20 were the focus of Mr. Rodden's discussion.

**William Barry/367 Normal Ave/** Voiced he currently lives on a quiet country lane. He fears this project will result in a freeway between E. Main and Ashland Ave. as it will create a shorter route for travelers. He is in opposition of the roadway.

**Wendy Hood/144 Normal Ave/**Voiced she is personally in opposition of the proposed roadway as it places a road directly through her garage. She stated residents bought their homes in this area because of the beauty and peacefulness and this roadway would rob them of the value and peace. She described the area as having open green spaces, wetlands, and a creek rich in wildlife. She shared how children use this area for nature studies and expressed that it should remain untouched. She understands the need to build, create homes, jobs and a stronger infrastructure. She suggested Shamrock Lane as an option that would be more efficient to move traffic in and out of this area and would be less impacting to residents.

**Carol Block/355 Normal Ave/**Voiced opposition of R19 and R20 for the same reasons other neighbors spoke to and

added widening Normal Ave. would ruin the enjoyment value and reduce property value of homes. She expressed her concern for children traveling to and from Hunter Park with the additional traffic the projects would cause. She stated that everyone she has talked to living in this part of the community are in opposition and aghast at the proposal.

**Sue DeMarinis/145 Normal Ave/** Stated she has lived on Normal Ave. for 2 ½ years. One of her concerns is the designated wetlands area behind her fence and how developing an asphalt road and sidewalks will create run-off heading directly into her house. She suggested an alternative route of E. Main and Ashland Street instead of cutting into an existing neighborhood. She described her neighborhood as one with grazing horses, sustainable agriculture, and a variety of wildlife. She is concerned that increased public thoroughfares will create a sense of insecurity. She stressed the need to preserve Ashland and not turn it into a cement jungle.

**Beau Sheppard/340 Normal Ave/** Stated he and his family have resided at this address for 6 ½ years. They enjoy a life of farming on this wetlands protected area where his children appreciate the open space. His plan for the future includes organic farming. He referred to this area as a magical place with open sunlight, and quality soil. He strongly recommends this area be preserved. He added he does not currently own the property but rents the 5 ½ acres from a landlord who lives out of the county, but is in the process of buying it.

Commissioner Marsh reassured residents the Planning Commission is gearing up to do a study of Normal Avenue neighborhood and reassured them they will have opportunities to attend other public meetings which will include broader issues than just access.

Mr. Faught added the Transportation Commission looks at all property within the City Urban Growth Boundary (UGB), including the County in the event of development, the appropriate infrastructure is constructed. If it requires water and sewer there will be an annexation process.

## **DISCUSSIONS AND DELIBERATIONS**

### **Roadway Projects:**

**Commissioners Dawkins/Thompson m/s to set aside R19 and R20 for the remainder of the meeting.**

Commissioner Marsh shared R19 should be wrapped into the bigger Normal Ave. neighborhood study. Commissioner Young disagreed with the motion. Commissioner Mindlin asked staff and/or consultants to address the grant received to study this area.

Maria Harris, Planning Manager, explained the grant process. Mr. Faught asked if the Commissioners were to remove the two roads suggested, would the finished product of the study amend the Transportation System Plan (TSP). Ms. Harris replied not typically. She explained the difficulty of street dedication maps and how they are not actually specific locations, but more generic. She added as actual development happens, the streets get fine-tuned. Commissioner Miller asked for more clarification of the process if the proposed roads were adopted in the TSP. Ms. Harris explained that neighborhood plans are refinement plans of the comprehensive plans and are more area specific. Planning adopts a zoning district that is specific to that location and part of the land use ordinance. At the time of development, the location shown on the TSP might not make sense, so an alternative connection could be reevaluated.

Commissioner Mindlin questioned if the railroad crossing at Normal Ave. is privately owned. Ms. Harris confirmed it is. Erin Ferguson, Kittelson & Associates, stated if R19 remains in the plan it will require upgrading the railroad crossing from private to public property. She added the Normal Ave. extension has been in the TSP since 1988 and was carried over to the current plan.

**Commissioner Thompson withdrew his second to Commissioner Dawkins' motion.**

Mike Gardiner reiterated the TSP is a place holder process and these proposed roadways should remain for further discussion and can be refined to assure connectivity in the future. He stated he was against the motion.

Commissioner Heesacker questioned if the roads are pulled from the current consideration would it require a comprehensive plan amendment to take the lines off the comprehensive plan. Ms. Harris stated it would happen at the end of the process, but it would not require a separate comprehensive plan amendment. She added the area has had current development interest and has factors in place that potential annexation could happen in the near future.

Commissioner Dawkins stated his motion was misunderstood. He was not taking the streets off per se, but putting it off for further discussion at a future meeting. **He withdrew his motion.**

Mr. Faught proposed sample motions based on the Commissioner's group activity and combined results of prior meetings. The sample motions were as follows:

**Motion 1:** Recommend approved Roadway Projects R18, R24, R27, R28, R29, R32 and R34 based on groups' prior activity.

**Motion 2:** Recommend approval of remaining Roadway Projects R17, R19, R20, R26, R30 and R31 based on majority of groups' recommended approval.

**Commissioners Burnham/Dawkins m/s to approve Motion 1: Recommend approved Roadway Projects R18, R24, R27, R28, R29, R32 and R34 based on groups' prior activity.**

Commissioners discussed pulling R18 from the motion. Commissioner Marsh offered the idea of a pedestrian/bicycle tunnel as an alternative solution to the roadway. Commissioner Miller stressed her concern of making decisions that will have an impact on the future of the community. Commissioners asked if voting in favor of the motion puts R18 on the map as a road. Mr. Faught replied voting in favor will move the roadway forward to the final plan.

**Chair Ryan asked for a show of hands. All in favor: Burnham, Dawkins, Gardiner, Heesacker, Kampmann, Thompson and Young. All oppose: Kaplan, Marsh, Miller, Mindlin, Ryan and Vièville. Motion passed: 7 – 6.**

**Commissioners Burnham/Young m/s to approve Motion 2: Recommend approval of remaining Roadway Projects R17, R19, R20, R26, R30 and R31 based on majority of groups recommended approval.**

Commissioner Miller stressed the need to discuss the proposed roadways further as the approved documents become part of the comprehensive plan. She stated the concerns of the people who attended the meeting need to be respected. Commissioner Mindlin stated she was not in favor of the motion and felt railroaded with the short amount of time spent in discussion. She feels the conclusions are a gross misinterpretation as her group was not in agreement on many of the projects.

Commissioners Burnham, Young, Heesacker and Kampmann replied these roadway projects are placeholders for future development, not fixed in stone. Commissioner Gardiner stated the plan moves forward to assist the planning process.

Commissioner Marsh added the Planning Commission will have an opportunity to trump the plan at the Planning level. Commissioner Kaplan stressed the need to discuss R19 further. Commissioner Vièville agreed with the concerns of the Planning Commissioners.

Mr. Faught answered questions from the Commissioners regarding lines on the map, development and connectivity.



Chair Ryan asked for a show of hands. All in favor: Burnham, Dawkins, Gardiner, Heesacker, Kampmann, Marsh, Thompson and Young. All oppose: Kaplan, Miller, Mindlin, Ryan and Vièville. Motion passed: 8 – 5.

**Safe Routes to School/ Existing Sidewalks / Sidewalk Projects**

The Commissioner's divided into groups and worked on sidewalk projects. The groups were divided as follows:

- Group A: Heesacker, Miller, Thompson
- Group B: Burnham, Marsh, Ryan
- Group C: Dawkins, Kaplin, Mindlin, Young
- Group D: Gardiner, Kampmann, Vièville

Mr. Faught shared that adjustments were made to the sidewalk maps based on Public Works staff recommendations. Dan Gunter, Streets Department, explained his strategy for sidewalk recommendations. Mr. Faught added the goal for the remainder of the meeting was to discuss the sidewalk projects within their groups and develop a list of priorities. He shared the data will be compiled for discussion at a future meeting. The group was given 30 minutes to work on this project.

**ANNOUNCEMENTS**

Mr. Faught thanked Dan Gunter and the Street Division staff for their effort in putting together the information for the revised sidewalk map.

Mr. Faught announced the internal promotion of Scott Fleury who will take Jim Olson's position when he retires. Mr. Fleury will attend the next Transportation Commission meeting.

Mr. Faught suggested March 15, 2012 as the next Joint TC/PC meeting. An e-mail poll will be sent to the Commissioners to confirm the date.

**ADJOURNMENT**

Meeting was adjourned at 8:50 p.m.

*Respectfully submitted,  
Jodi Vizzini, Office Assistant II*

**Joint TC/PC**  
**FINAL TSP TIMELINE**

<b>Early DECEMBER</b> –	City Council both SDC & TSP
<b>NOV/DEC</b> –	Planning Commission Meeting (two meetings)
<b>Mid OCTOBER</b> –	Town Hall Meeting
<b>Mid SEPTEMBER</b> –	45 Day Legal Notice Planning Commission
<b>Late AUGUST</b> –	Coordinate Forum with Chamber of Commerce
<b>Late JULY</b> –	TC/PC Meeting – Kittelson to present TSP Draft
<b>Mid JULY</b> –	Submit Final TSP to Kittelson & Associates
<b>Late JUNE</b> –	Staff needs Final Commissioner's TSP
<b>MAY/JUNE</b>	Two Joint TC/PC Meetings

## **REMAINING ACTION ITEMS:**

*(The following items need reviewed for approval or non-approval):*

Shared Roads

Functional Classification Maps

Railroad Crossing Projects

Intersection Projects

Transit (potential subcommittee project)

Bikeway Network (potential subcommittee project)

Roadway Projects R22, R23, R25

Review Clay Street Alternate Road/Bike @ Hwy 66

SOU Pedestrian Crossing

Discuss Fees in Lieu of Sidewalks for Frontage

Multi-Modal SDC Methodology

**Joint Transportation Commission/Planning Commission**  
**March 15, 2012**

**Sample Motions:**

**Motion 1:** Recommend approval of additional City recommended sidewalks listed as street # 2, 3, 4, 5, 6, 10, 13, 14, 15, 16, 17, 20 & 21 based on prior group activity.

**Motion 2:** Recommend approval of Sidewalk Projects P1, P2, P3, P5, P6, P7, P9, P10, P11, P12, P13, P14, P15, P16, P18, P19, P20, P21, P23, P24, P25, P26, P27, P28, P29, P30, P31, P32, P33, P34, P35, P36, P37, P38, P39, P40, P41, P43, P45, P46, P47, P48, P49, P50, P52, P53, P55, P56, based on prior group activity.

**Motion 3:** Recommend approval of L20 Freight by Rail Policy.

Safe Routes to School

Additional City Recommended Sidewalks – RESULTS from February 23, 2012

	Street Name	Staff Recommendation			Commissioner Recommendations				ACTION
		Description	S/W Sides	Priority	Group A	Group B	Group C	Group D	
1	Garfield	East to Siskiyou	Both/some exist	High	Yes		Yes/West	Discussion	
2	Lincoln	East to Iowa	Both	High	Yes		Yes	Approve	
3	California	East to Iowa	Both/some exist	High	Yes		Yes	Approve	
4	Quincy	Garfield to Wightman	Both/some exist	High	Yes		Yes	Approve	
5	Liberty	Siskiyou to Ashland	Both	High/SFTS	Yes		Yes	Approve	
6	Water	B St to Van Ness	Both	High	Yes		Yes	Approve	
7	Faith	Ashland to Siskiyou	Both/some exist	High/SFTS	Yes		Yes/East side	Discussion	
8	Diane	Clay to Tolman	Both	High/SFTS	Yes/One side		Yes/North side	Discussion	
9	Barbara	Tolman to Jaquelyn	Both	Med	Yes		Yes/One side	Discussion	
10	Frances	Oregon to Siskiyou	Both/some exist	High			Yes	Approve	
11	Carol	Patterson to Hersey	Both	High/Med			Yes/West side	Discussion	
12	Roca	Ashland to Prospect	East side only	Med			Yes/East side	Discussion	
13	High	Manzanita to Wimer	North/some exist	High/SFTS			Yes	Approve	
14	Blaine	Morton to Morse	Both/some exist	Med			Yes	Approve	
15	High	Manzanita to Laurel	North/some exist	High			Yes	Approve	
16	Manzanita	N. Main to Scenic	Both/some exist	Med/High			Yes	Approve	
17	Patterson	Carol to Crispen	Both	Med/SFTS			Yes	Approve	
18	Harrison	Iowa to Holly	South/some exist	Med			Yes/West side	Discussion	
19	Park	Ashland to Siskiyou	Both/some exist	High/SFTS			Yes/East side	Discussion	
20	Orchard	Sunnyview to Westwood	Both	High/SFTS				Approve	
21	Spring Creek	Oak Knoll to End	Both/some exist	Med				Approve	

Sample Motion: Move to approve City Staff recommended Safe Routes to School listed as

Street #: 2, 3, 4, 5, 6, 10, 13, 14, 15, 16, 17, 20 & 21

Sidewalk Results – February 23, 2012 Joint TC/PC Meeting

Group A: Heesacker, Miller, Thompson; Group B: Burnham, Marsh, Ryan; Group C: Dawkins, Kaplan, Mindlin, Young; Group D: Gardiner, Kampmann, Vierville

Group	Sidewalk Project #	Commissioner's Recommendations	Staff Recommendations	Action
A	<b>P4</b> Laurel St.	Orange to Randy / one side / no park row / Change to medium priority	Existing sidewalk on east side from Randy to Orange / low priority	
A	<b>P8</b> Wimer	One side entire segment from Thornton to N. Main – change to medium priority	Sidewalk from Thornton to Main Street – low priority	
A	<b>P17</b> Beaver Slide	Steps instead of sidewalk	Needs s/w on south side of street - High priority	
A, B, C	<b>P22</b> Mtn Avenue from Iowa to Village Green	-A, B, C change to high priority -B – widen street for event parking / bike lane?	-Has s/w on east side from E Main to Village Green. -Has s/w on west side from E. Main to Iowa. -Some pieces have both sides.	
A	<b>P42</b> Mountain Avenue	-One side only from Ashland St to Prospect -no parkrow	Some excavation and retaining walls on west side from Emma to end	
A	<b>P44</b> Clay Street from E. Main to Ashland	One side only / low priority	-Has s/w on east side from Ashland to Dollarhide -Has s/w on west side from Dollarhide to E Main St -low priority	
A	<b>P54</b> Iowa Street from Terrace to Auburn	Terrace to past Gresham / one side / no parkrow / steep street needs more safety / Change to medium priority	Low priority	
D	<b>P57</b> Tolman Creek	High Priority west side / low priority east side	Change to high priority	
D	<b>P58</b> Helman St	High priority south side / low on north side	Needs s/w on east side from Orange Ave to school	

**P4, P8, P17, P22, P42, P44, P54, P57, P58**

**Based on NO comments on the following sidewalk projects, staff assumes they are approved:**

P1, P2, P3, P5, P6, P7, P9, P10, P11, P12, P13, P14, P15, P16, P18, P19, P20, P21, P23, P24, P25, P26, P27, P28, P29, P30, P31, P32, P33, P34, P35, P36, P37, P38, P39, P40, P41, P43, P45, P46, P47, P48, P49, P50, \*\*, P52, P53, P55, P56

\*\* P51 (no project with this number)

Sidewalk Results – February 23, 2012 Joint TC/PC Meeting

Group A: Heesacker, Miller, Thompson; Group B: Burnham, Marsh, Ryan; Group C: Dawkins, Kaplan, Mindlin, Young; Group D: Gardiner, Kampmann, Vièville

Commissioner Additional Recommendations

Group	Streets	Commissioner's Recommendations	Staff Recommendations	Action
B	Parkside Drive	Pathway extending from cul de sac		
B	S. Pioneer St.	From corner of W. Fork up to where road narrows – make shared street High Priority – fix this		
B	Intersection/Ped Crossing Hersey/Oak	-These crossings not adequate for pedestrians -Leads pedestrians into dangerous underdeveloped ditch -One adequate crossing		
B	Railroad Crossings at Helman /Van Ness Railroad Crossings at Oak/Van Ness	Add paths to s/w network / high priority / staff please research		
B	C Street between Fourth & Fifth Jaquelyn St.	Shared road		
B	Bellevue from Siskiyou to Green Meadow Way	S/W one side only – low priority		
B	Second St between C and B St.	Do not enter sign – bikes only. Alleyway restricted between First & Second. Can this be used for more pathways?		
A	Siskiyou Blvd	Walkway – don't urbanize sidewalks		



## KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

### MEMORANDUM

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Date: July 25, 2011 Project #: 10633

To: Jim Olson and Mike Faught, City of Ashland

From: Marc Butorac, P.E. and Erin Ferguson, P.E.

Project: City of Ashland Transportation System Plan Update

Subject: Street Functional Classification Review

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As requested by City of Ashland staff, Kittelson & Associates, Inc. (KAI) compared the forecasted 2034 daily volumes (from the RVMP02 model) for the City of Ashland's boulevards, avenues, and neighborhood collectors to the City's current street design standard average daily traffic (ADT) volume thresholds per classification. The City of Ashland's current street design standards cite the following ADT thresholds per street functional classification.

- Boulevards - 8,000 to 30,000 ADT
- Avenue - 3,000 to 10,000 ADT
- Neighborhood Collector - 1,500 to 5,000 ADT
- Neighborhood Street - Less than 1,500

Table 1 summarizes the potential street classification changes based on the ADT review and the recommended street classification revisions for the current boulevards, avenues and neighborhood collectors in Ashland. The recommended changes to the street classifications shown in Table 1 take into consideration forecasted 2034 daily traffic volumes, network connectivity, desired roadway function in the future, and potential development not captured in the regional travel demand model. Figure 1 illustrates the existing functional street classifications and Figure 2 illustrates the proposed functional street classifications.



Table 1 City of Ashland Functional Street Classifications

Street Segment <sup>1</sup>	Existing Functional Classification	Potential Changes Based on Forecasted 2034 Daily Volumes	Consultant Team Preliminary Recommendations <sup>2</sup>
OR 99 Northern City Limits to Ashland Street (Includes Main Street and Lithia Way)	Boulevard	-	-
OR 99 Ashland Street to Crowson Road	Boulevard	Avenue	Boulevard
OR 66 (Ashland Street)	Boulevard	-	-
E Main Street	Boulevard	Avenue	Avenue
A Street	Avenue	Neighborhood Collector (Forecasted 2,400 ADT)	Neighborhood Collector
Ashland Street from Guthrie Street to Mountain Avenue	Avenue	Neighborhood Collector (Forecasted 2,200 ADT)	Neighborhood Collector
B Street	Avenue	-	-
Beach Street	Avenue	-	-
Church Street	Avenue	-	-
Clay Street from Ashland Street to E Main Street	Avenue	Neighborhood Collector (Forecasted 1,600 ADT)	Neighborhood Collector
Clay Street from Mohawk Street to Siskiyou Boulevard	Avenue	Neighborhood Street (Forecasted 1,200 ADT)	Neighborhood Collector
Crowson Road	Avenue	Neighborhood Collector (Forecasted 1,400 ADT)	Avenue
Dead Indian Memorial Road	Avenue	Neighborhood Collector (Forecasted 2,000 ADT)	Avenue
Glenn Street	Avenue	Neighborhood Collector (Forecasted 2,000 ADT)	Neighborhood Collector
Grandview Drive	Avenue	Neighborhood Collector (Forecasted 1,500 ADT)	Neighborhood Collector
Granite Street	Avenue	Neighborhood Street (Forecasted 1,200 ADT)	Neighborhood Collector
Guthrie Street	Avenue	Neighborhood Collector (Forecasted 2,700 ADT)	Avenue (Extend Designation to Siskiyou Boulevard)
Helman Street	Avenue	Neighborhood Collector (Forecasted 2,000 ADT)	Avenue
Hersey Street	Avenue	-	-
Iowa Street	Avenue	-	-
N Laurel Street	Avenue	Neighborhood Street (Forecasted 1,000 ADT)	Neighborhood Collector
N Main Street and Ashland Mine Road	Avenue	-	-
Maple Street	Avenue	-	-
Mistletoe Road	Avenue	Neighborhood Street (Forecasted 1,000 ADT)	Neighborhood Collector (Assumes Future Development)

Street Segment <sup>1</sup>	Existing Functional Classification	Potential Changes Based on Forecasted 2034 Daily Volumes	Consultant Team Preliminary Recommendations <sup>2</sup>
Morton Street	Avenue	Neighborhood Collector (Forecasted 2,300 ADT)	Neighborhood Collector (Extend Designation to Ashland Street)
Mountain Avenue from Nevada Street to Prospect Street	Avenue	-	-
Nevada Street	Avenue	Neighborhood Collector (Forecasted 1,600 ADT)	Avenue (Assumes Nevada Street Extension)
Normal Avenue	Avenue	Neighborhood Collector (Forecasted 2,000 ADT)	Avenue (Assumes Normal Avenue Extension)
Nutley Street	Avenue	Neighborhood Street (Forecasted <1,000 ADT)	Neighborhood Street
Oak Knoll Drive	Avenue	-	-
Oak Street	Avenue	-	-
Orange Avenue/Orange Street	Avenue	Neighborhood Street (Forecasted <1,000 ADT)	Neighborhood Collector
Park Street	Avenue	Neighborhood Collector (Forecasted 1,600 ADT)	Neighborhood Collector
Scenic Drive from Maple Street to Nutley Street	Avenue	Neighborhood Street (Forecasted <1,000 ADT)	Neighborhood Collector
Tolman Creek Road	Avenue	-	-
Walker Avenue	Avenue	Neighborhood Collector (Forecasted 2,400 ADT)	Avenue
Wightman Street	Avenue	Neighborhood Collector (Forecasted 1,600 ADT)	Neighborhood Collector
Wimer Street	Avenue	Neighborhood Street (Forecasted <1,000 ADT)	Avenue (Assumes Roadway Realignment, Traffic Signal)
Winburn Way	Avenue	-	Neighborhood Collector
Alnut Street	Neighborhood Collector	Neighborhood Street (Forecasted <1,000 ADT)	Neighborhood Street
Crestview Drive	Neighborhood Collector	Neighborhood Street (Forecasted <1,000 ADT)	Neighborhood Street
Fordyce Street	Neighborhood Collector	Neighborhood Street (Forecasted <1,500 ADT)	Neighborhood Collector (Extend Designation to Iowa Street)
Hillview Drive	Neighborhood Collector	Neighborhood Street (Forecasted <1,000 ADT)	Neighborhood Collector
Holly Street	Neighborhood Collector	Neighborhood Street (Forecasted <1,000 ADT)	Neighborhood Collector
Indiana Street	Neighborhood Collector	Neighborhood Street (Forecasted <1,000 ADT)	Neighborhood Collector
Mountain Avenue from Prospect Street to the southern Urban Growth Boundary	Neighborhood Collector	-	-

Street Segment <sup>1</sup>	Existing Functional Classification	Potential Changes Based on Forecasted 2034 Daily Volumes	Consultant Team Preliminary Recommendations <sup>2</sup>
Peachy Road	Neighborhood Collector	Neighborhood Street (Forecasted <1,000 ADT)	Neighborhood Street
Scenic Drive from Nutley Street to Strawberry Lane	Neighborhood Collector	Neighborhood Street (Forecasted <1,000 ADT)	Neighborhood Street
Strawberry Lane	Neighborhood Collector	Neighborhood Street (Forecasted <1,000 ADT)	Neighborhood Street
Terrace Street	Neighborhood Collector	Neighborhood Street (Forecasted <1,000 ADT)	Neighborhood Collector
Washington Street	Neighborhood Collector	Avenue (Forecasted 6,000 ADT)	Avenue (Due to Forecasted Volume, Anticipated Development, and Extension)
Westwood Street	Neighborhood Collector	Neighborhood Street (Forecasted <1,000 ADT)	Neighborhood Collector (Extend Designation to Grandview)

<sup>1</sup>Shaded rows highlight preliminary recommendations to change existing street functional classification.

<sup>2</sup>The recommended changes to the street classifications shown in Table 1 take into consideration forecasted 2034 daily traffic volumes, network connectivity, desired roadway function in the future, and potential development not captured in the regional travel demand model.

## Next Steps

The Consultant Team will map the preliminary recommended changes shown in Table 1. City staff will have the opportunity to comment on the preliminary recommended changes to the street functional classifications. The agreed upon modifications to the street functional classifications will be included in the Draft and Cost Constrained Plans.



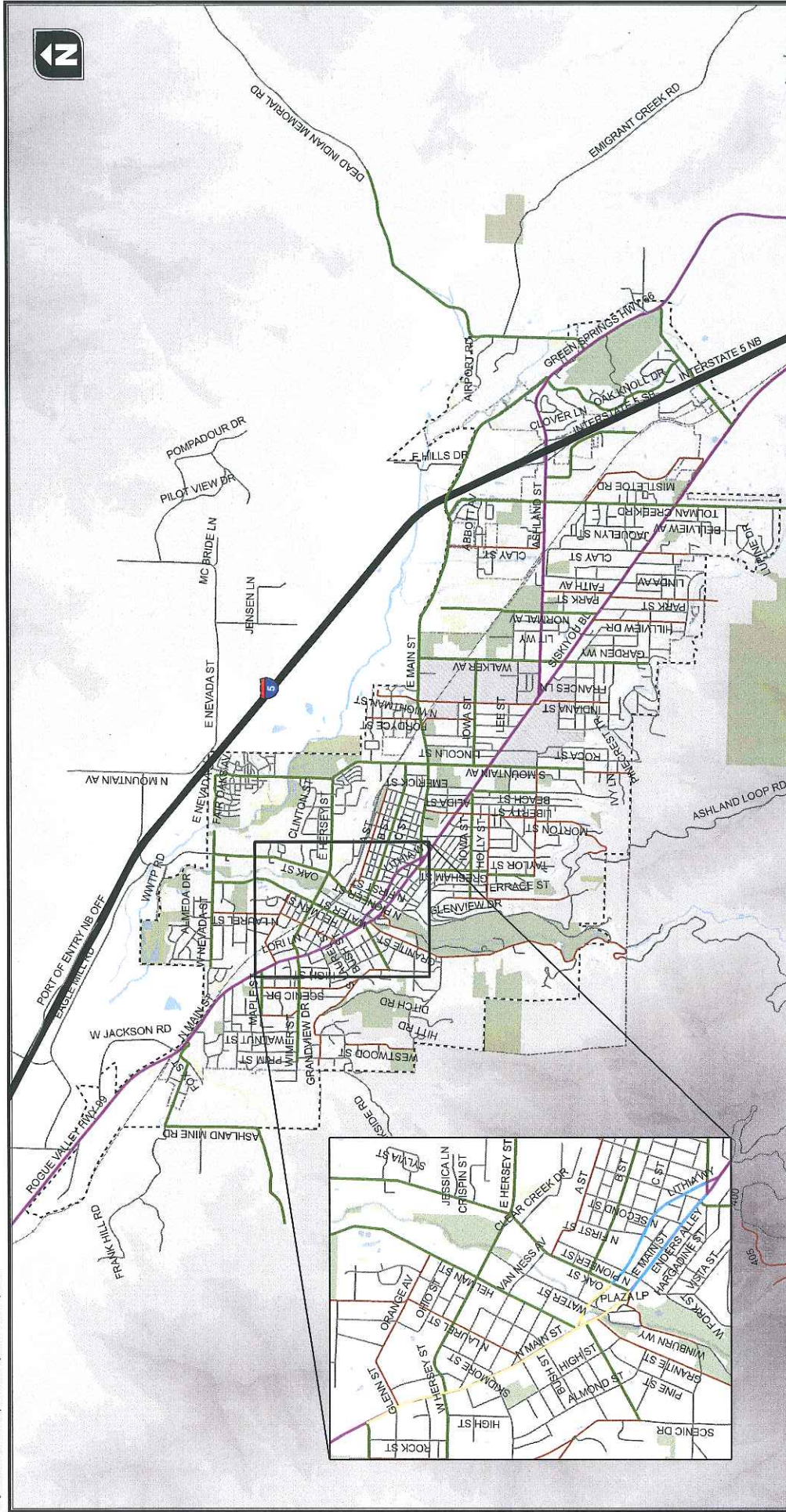


Figure  
2



### Proposed Street Classifications

- Interstate
- Boulevard
- Avenue
- Neighborhood Collector
- Neighborhood Street
- City UGB
- City Limits
- Special Transportation Area Designation
- Urban Business Area Designation

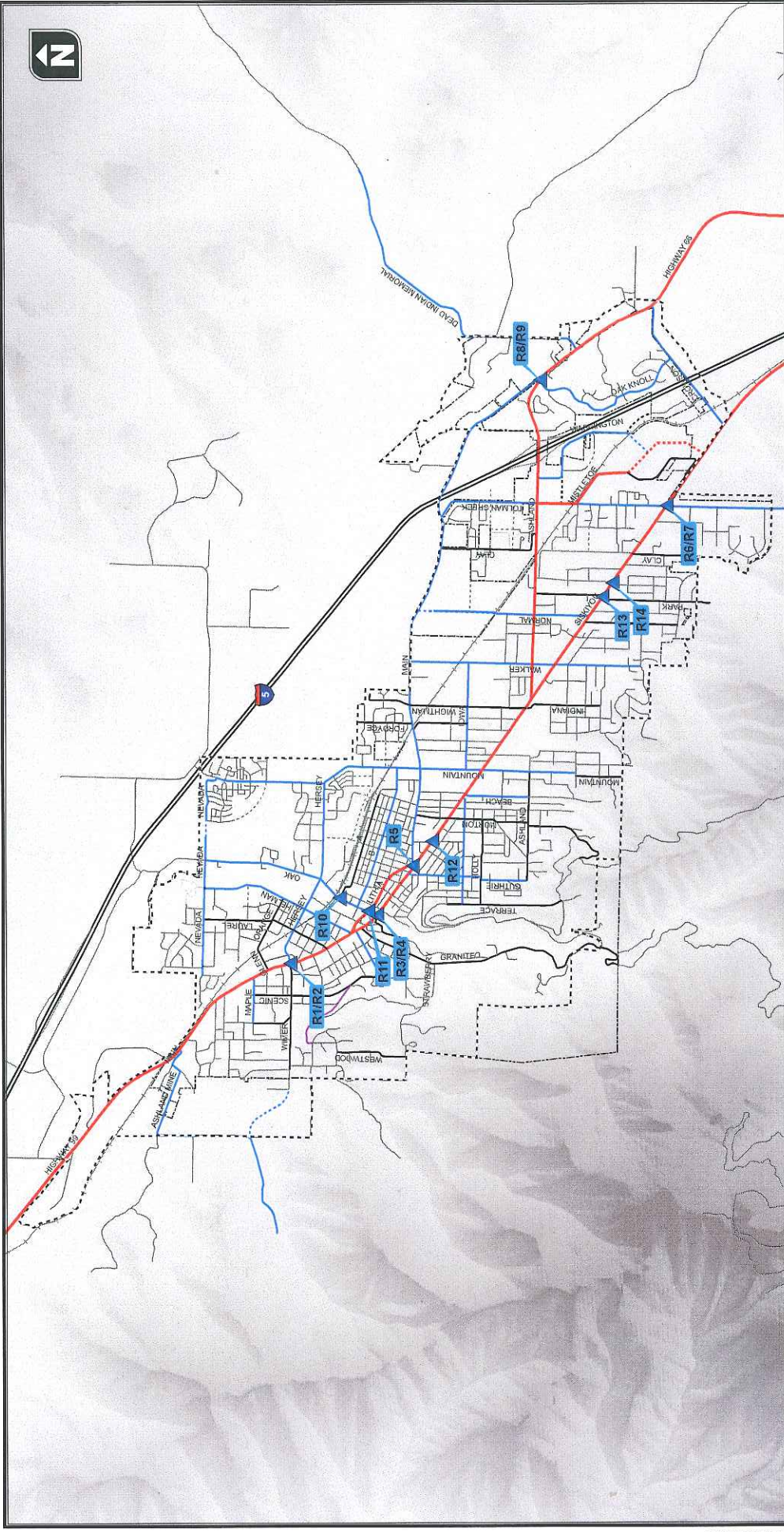


Figure 11C

### Intersection Projects

- ▲ Planned Intersection Project
- XX Project Number

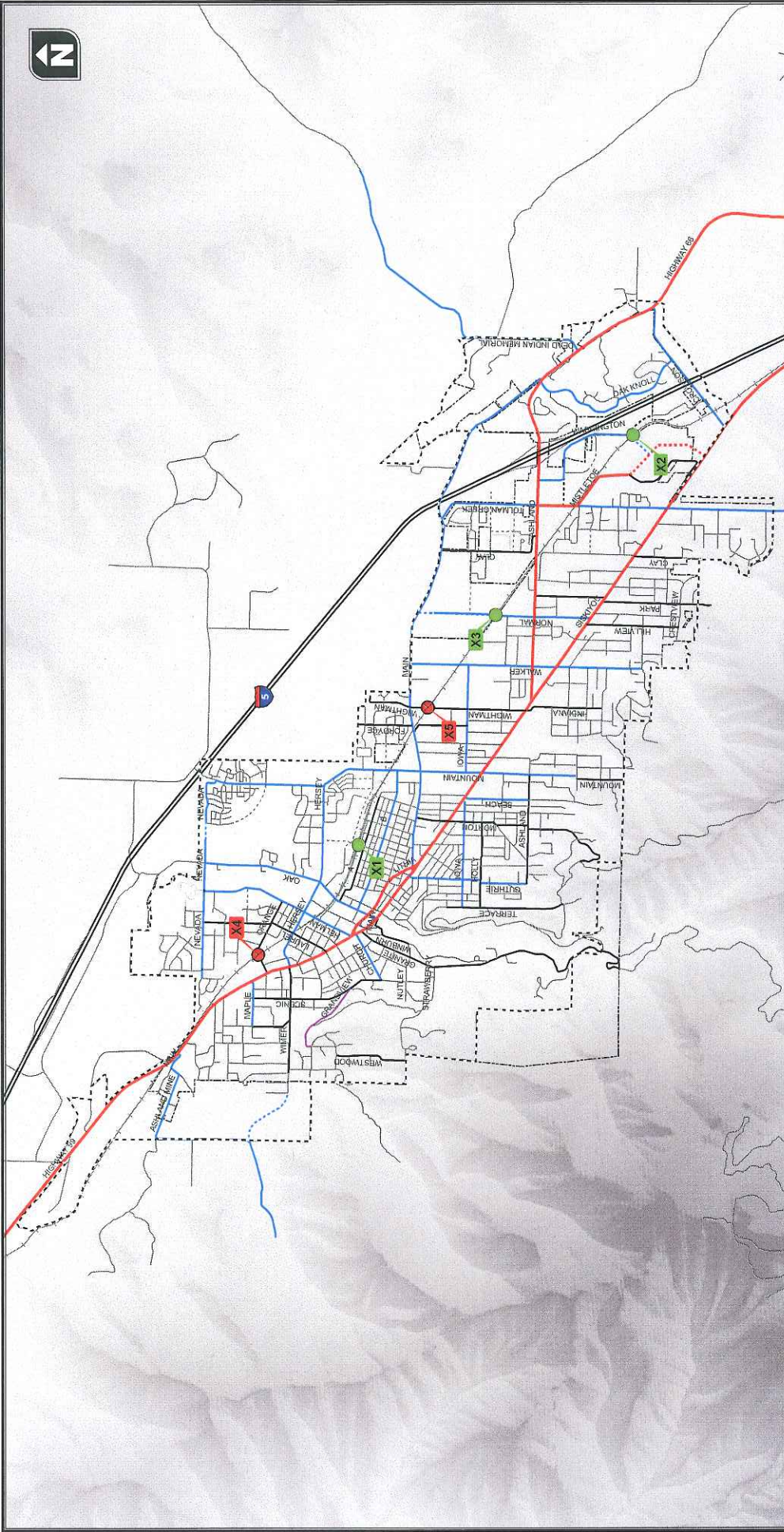


Figure 11A

### Railroad Crossing Projects






- Planned Railroad Crossing
- Planned Railroad Crossing Closure
- XX Project Number









**Legend**

-  Existing Sidewalks
-  Safe Routes to School
-  High Priority
-  Medium Priority
-  Low Priority

K:\GIS\Inventory\Map\20120222 TC-TP Sidewalks