

CITY OF
ASHLAND
JOINT PLANNING COMMISSION and
TRANSPORTATION COMMISSION MEETING
Thursday, August 16, 2012
6:00 – 8:00 PM
Council Chambers, 1175 East Main Street
Agenda

- I. CALL TO ORDER: 6:00 PM
- II. INTRODUCTORY REMARKS AND ADOPTION OF PREVIOUS MEETING MINUTES: July 12, 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*

ACTION ITEMS

- a. (TR1) Planned Bike Path/Greenway
 - b. (B1) Downtown Sharrows
 - c. (R25) Washington St./Tolman Creek Rd. Street Connection Project
 - d. (R10) Oak St./Van Ness Ave. Intersection Project
 - e. (B35) Shared Roads – Pinecrest Terrace
 - f. Eagle Mill Rd./Oak St./E. Nevada St./N. Mountain Ave. Alternate Route
- V. NON-ACTION ITEMS
 - a. Final TSP Timeline
 - b. Volunteers Needed to Conduct Bike/Ped Counts for Road Diet
 - c. Council TSP Update
 - VI. NEXT MEETING DATE: September 6, 2012
 - VII. ADJOURN: 9:00 PM

Note to Commissioners: Call Jodi Vizzini at 541-552-2427 or vizzinij@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).

**JOINT ASHLAND PLANNING COMMISSION and
ASHLAND TRANSPORTATION COMMISSION MEETING
MINUTES
July 12, 2012**

These are draft minutes and are pending approval by the Planning and Transportation Commissions.

CALL TO ORDER

Chair David Young called the meeting to order at 6:00 p.m. in the Civic Center Council Chambers, 1175 East Main Street.

Transportation Commissioners Present: Tom Burnham, Mike Gardiner, Pam Hammond, Shawn Kampmann, Colin Swales, Corinne Vièville, and David Young

Planning Commissioners Present: Troy J. Brown, Jr., Michael Dawkins, Eric Heesacker, Pam Marsh and Debbie Miller

Staff Present: Mike Faught, Jim Olson, and Jodi Vizzini

Ex Officio Present: Bill Molnar

Council Liaison Present: David Chapman

Transportation Commissioners Absent: All present

Planning Commissioners Absent: Richard Kaplan and Melanie Mindlin

INTRODUCTORY REMARKS AND ADOPTION OF PREVIOUS MEETING MINUTES

Commissioners Gardner/Burnham m/s to approve the June 14, 2012 minutes. Voice vote: all AYES
The minutes were approved as corrected.

PUBLIC FORUM

No one came forward to speak.

ACTION ITEMS

Revisit Shared Roads

Jim Olson addressed the comments on the recommended shared roads spreadsheet as follows:

Monte Vista St.

Mr. Olson recommended adding this street to the shared roads list explaining it was recently improved; it is 18 feet wide; does not have sidewalks; only curb, gutter and paving, making this street a good candidate for a shared road.

Sheridan St.

Mr. Olson recommended adding this street to the shared roads list. He stated this street is constrained both physically and legally. The current width is as wide as it will be with a 30 ft. right of way making it difficult to add sidewalks.

Dogwood Way

Mr. Olson recommended adding this street to the shared roads list. He explained this street was originally a private street but the homeowners petitioned to make it a public street which was Council approved. He added it is a narrow street, making it a good candidate for a shared road.

Ditch Rd.

Mr. Olson recommended removing this street from the shared roads list. He explained this road will likely never be developed as a public street; only portions are open to the public.

Jacquelyn St.

Mr. Olson recommended removing this street from the shared roads list based on future development that will grant additional right of way, allowing room for sidewalks.

Walnut St.

Mr Olson recommended adding this street to the shared roads list.

Upper Winburn Way

Mr. Olson recommended removing this street from the shared roads list. He explained this street is not an actual dedicated public street; it is Parks property.

S. Pioneer St.

Mr. Olson recommended adding this street to the shared roads list as it is physically constrained making development unlikely.

Ashland Creek Dr.

Mr. Olson recommended removing this street from the list as Council approved asphalt sidewalks currently exist.

Ross Lane

Mr. Olson recommended adding this street to the shared roads list as it is physically constrained making it difficult to add sidewalks.

Commissioners Burnham/Kampmann m/s to approve the list of staff recommended shared roads.

Discussion: Commissioners discussed Upper Winburn Way and decided the speed limit is already 15 mph and currently acts like a shared road. Mr. Faught stated Planning would not require Parks to add sidewalks.

Commissioners discussed extending the shared road on Pinecrest Terrace beginning at Walker Ave. Mr. Olson explained the street is wide enough in that area to meet street standards, making it possible to add sidewalks in the future. He added enforcing a 15 mph speed limit on a wide street could be problematic. Discussion included the steep terrain, icy winter conditions and safety issues for children walking on the road.

Commissioners Kampmann/ Dawkins m/s to amend Pinecrest Terrace as a shared road beginning at Walker Ave.

Discussion: Commissioners questioned potential development in the area and if this would trigger building sidewalks. Mr. Faught clarified sidewalks will be built if the area is developed and/or if the City determines it is an important link.

Commissioner Young asked for a show of hands to approve extending the shared road on Pinecrest Terrace beginning at Walker Ave. Commissioners Dawkins, Gardiner, Kampmann, Miller, Swales, and Vieville, YES. Commissioners Brown, Burnham, Hammond, Marsh and Young, NO. Commissioner Heesacker abstained. Motion passed 6 – 5.

Mr. Faught stated he will have staff take a technical look at the request from a safety standpoint and bring a report back to the August 16th meeting.

Commissioner Young asked for a show of hands to approve the list of staff recommended shared roads as m/s by Commissioners Burnham/Kampman, acknowledging the change to Pinecrest Terrace.

Commissioners Brown, Dawkins, Gardiner, Hammond, Heesacker, Kampmann, Marsh, Miller, Swales, Vièville and Young, YES. Commissioner Burnham, NO. Motion passed 11 – 1.

The Commissions reviewed handouts on shared street cross-sections and shared street design.

Jim Olson's Retirement Acknowledgement

Commissioner Young thanked Mr. Olson for forty-one years of service and added he will be deeply missed. He presented a plaque of appreciation recognizing the years dedicated to both the Traffic Safety and Transportation Commissions. Mr. Olson thanked the Commissioners for their volunteer work and expressed his appreciation for their efforts.

The Commissions took a break to wish Mr. Olson a happy retirement. The meeting reconvened at 6:55 p.m.

Revisit Pedestrian Crossing SOU/Siskiyou Blvd at Wightman/Indiana

Mr. Faught provided a handout titled (S10) Siskiyou Blvd Pedestrian Crossing Evaluation and Feasibility Study which was based on the Commissions conclusion at the previous meeting to include a study of the intersection, post SOU

construction of the new dormitory, instead of including a \$2 million project in the TSP. The study has an estimated cost of \$35,000.

Commissioners Questions/Comments

- What about a crossing at Ashland St. and Stadium St.?
The bulk of the pedestrian traffic will potentially be at the Siskiyou Blvd/Wightman/Indiana intersection. There will be an intersection at Stadium St. as part of the SOU development, but this will be the only grade separated crossing.
- Will there be a signal at the Stadium St. intersection?
No
- Will audible rapid flashing beacons be installed?
Yes.
- The study is based on when the dorms are built and in use. When will the study begin?
Funding will need to be established before the study begins, but this project will be high priority. It will take place within five years, short of a funding issue.
- What are we getting for \$35,000? Clarify the purpose of the study and what it will include.
The scope of the study was expanded to include the entire pedestrian corridor and high school, so it is an extensive study. The study will include the pedestrian impacts of the corridor, pedestrian counts and pedestrian flow from the dorms to the campus.
- If the study is extended it should include the Stadium St. intersection and the impact of the dorm development.
A grade-separated crossing is only being considered at the Siskiyou/Wightman/Indiana site; it will not be a problem to extend the study to include the Stadium St. intersection.
- Will the study include the possibility of a road diet through the SOU campus (Siskiyou Blvd) and Ashland St.?
No. A decision was made to not include a road diet in this area.
- There will potentially be 1,000 pedestrians crossing this intersection per day; this is a chance to be bold and design something that tells people how to get from point A to point B.
The study and the \$2 million project could be added concurrently.

Mr. Faught concluded that Stadium St. will be added to the (S10) Siskiyou Blvd Pedestrian Crossing Evaluation and Feasibility Study. Commissions agreed with the decision.

Complete Project (R25) Washington St. Extension

Mr. Faught shared that a letter of intent has been developed based on the numerous meeting with Zach Brombacher (property owner). Mr. Faught explained the letter of intent includes identifying a 54 ft. right-of-way through the property; constructing a 700 ft. long paved road with 28 ft. wide street section; building a bridge crossing Hamilton Creek designed to meet the storm water quality mitigation requirements and standards; relocating existing utilities; assisting in developing the location of the existing conservation easement to match the new FEMA flood map; and to master planning the site through the City planning process for future development

Commissioner Questions/Comments

- Is the road shown in the packet the exact area the road will be constructed?
The road will move towards Hwy 66, but it is the general area. Staff will bring the potential site plan back to the next meeting.
- Why was Mr. Brombacher not present at the meeting tonight?
The City Attorney advised bringing a letter of intent to the Commissions first and then to Council as part of the process.

Commissioners Heesacker/Hammond m/s to approve support of the letter of intent. Discussion:

Commissioner Gardiner asked if this is where Mr. Brombacher wants the road. Mr. Faught stated it was the only

place the road could be constructed and described the limitations. He explained that Mr. Brombacher has hired an engineer and an architect to design a plan that will work. Commissioner Miller questioned the zone in the area. Bill Molnar, Community Development Director, stated it is zone employment. Commissioner Miller asked if it was possible to *not* have a park row. Mr. Faught clarified it will not be street standard; no park row.

Commissioners voted unanimously to support the letter of intent. Motion passed 12 – 0.

Revisit Projects (R37) Main St. Cross-Section / (S2) Downtown Parking Study

Mr. Faught expressed that critical questions have not been answered and recommended moving Project (R37) into the (S2) Downtown Plan Study. The study will address truck delivery/parking and general parking issues that would be affected by this project.

Commissioner Questions/Comments

- How long will the study take? Will it fit into the TSP timeframe?
It will be in the financially constrained plan; Commissioners can recommend ranking the study as high priority
- What is a downtown plan?
The downtown plan will look at parking, truck parking impacts and look at Project (R37) three lane to two lane configuration. It will also look at amenities such as garbage cans, lighting, etc.
- A recommendation was made to change the study title to the "Downtown Transportation Plan Study"

Commissioners Heesacker/ Brown m/s to include the Downtown Transportation Plan Study in the constrained portion of the TSP for \$100,000. Discussion: Commissioner Marsh felt this decision was unsatisfactory and expressed concern with recommending City Council spend another \$100,000 on a study following two years of studies. She felt the Commissions should have recommendations for downtown. Commissioner Young summarized the issue was delivery and the need to find a way to enhance opportunities for all modes of transportation through the downtown corridor while also meeting the needs of the business community. Mr. Faught added the study will drill down all aspects of parking. Commissioner Dawkins shared his frustration remains with the failure to come up with bypass routes going around the downtown area.

Commissioner Heesacker spoke to his motion and stated past attempts of the downtown effort has not presented results; a study would mediate all issues.

Commissioner Brown acknowledged the previous study and added it lacked a clear definitive study of only the downtown problem. He added the need for a basic list of all things humanly possible in the downtown, summarizing the can and can not's of each idea, and the reasoning behind the study results. He concluded the discussion by stressing that stakeholders need to see all the options of things that can possibly be done. Commissioner Young pointed out the description in (S2) includes "developing an implementation plan and developing consensus."

Commissioner Young asked for a show of hands to include Project (R37) into the (S2) Downtown Transportation Plan Study: Commissioners Brown, Burnham, Dawkins, Gardiner, Hammond, Heesacker, Miller, Swales, Young and Vieville, YES. Commissioner Marsh, NO. Commissioner Kampmann abstained. Motion passed 10 – 1.

Revisit (B17) Main St. Bikeway

Mr. Faught recommended the remedy to the bikeway in the downtown area would be to change (B17) from a planned bike lane to allow sharrows on the right lane through the downtown; and have signage directing an alternate route for B Street. Commissioners suggested Water St. or Oak St. for signage locations.

Mr. Faught stated he will bring a conceptual map and signage to the next meeting.

Complete Project (R10) Oak St/Van Ness Ave. Intersection Improvements

Did not discuss. It was determined that property owners need to be notified prior to discussion.

(O5) Transit

Mr. Faught distributed a document titled **(O5) Transit Service Program** and explained that Council made a decision to stop the transit subsidy due to a lack of increased ridership. He explained that (O5) was written with the continuation of the transit subsidy in mind. He asked Kittelson for a rewrite of the Transit Service Program based on Route 8 and the Rubber Tire Trolley Route strategies. He added from a funding standpoint the programs were expensive and would be a few years out. He asked for feedback on including one or both strategies in the financially constrained plan. David Chapman shared the City is still subsidizing, but the target has changed to low-income passes. He added the target could change; it is temporary. Mr. Faught summarized the Commissions decided Route 8 and the Trolley Route would increase ridership and reduce vehicular trips. He added the other plan would be to allocate \$200,000 - \$300,000 towards subsidy annually.

Commissioners Questions/Comments

- The initial cost of \$3 million was questioned for four rubber tire trolleys. What kind of vehicles are in this plan?
The funds to buy infrastructure are available through the federal government; the operating cost is the issue.
- Will trolleys be fare based or will the City pay for the operation?
The trolley concept was based on tourists; hotels could put a program together
- The Commissions already voted on Route 8 and a Rubber Tire Trolley Route at a conceptual level in the plan; the detail needs to be pulled

The Commissions agreed no action was necessary.

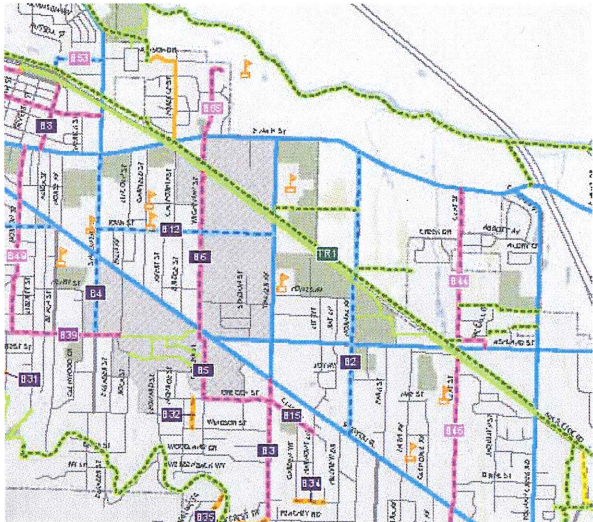
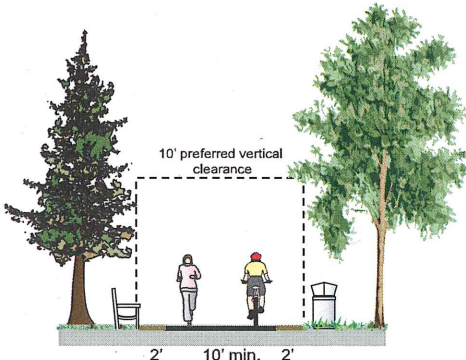
NEXT MEETING DATE

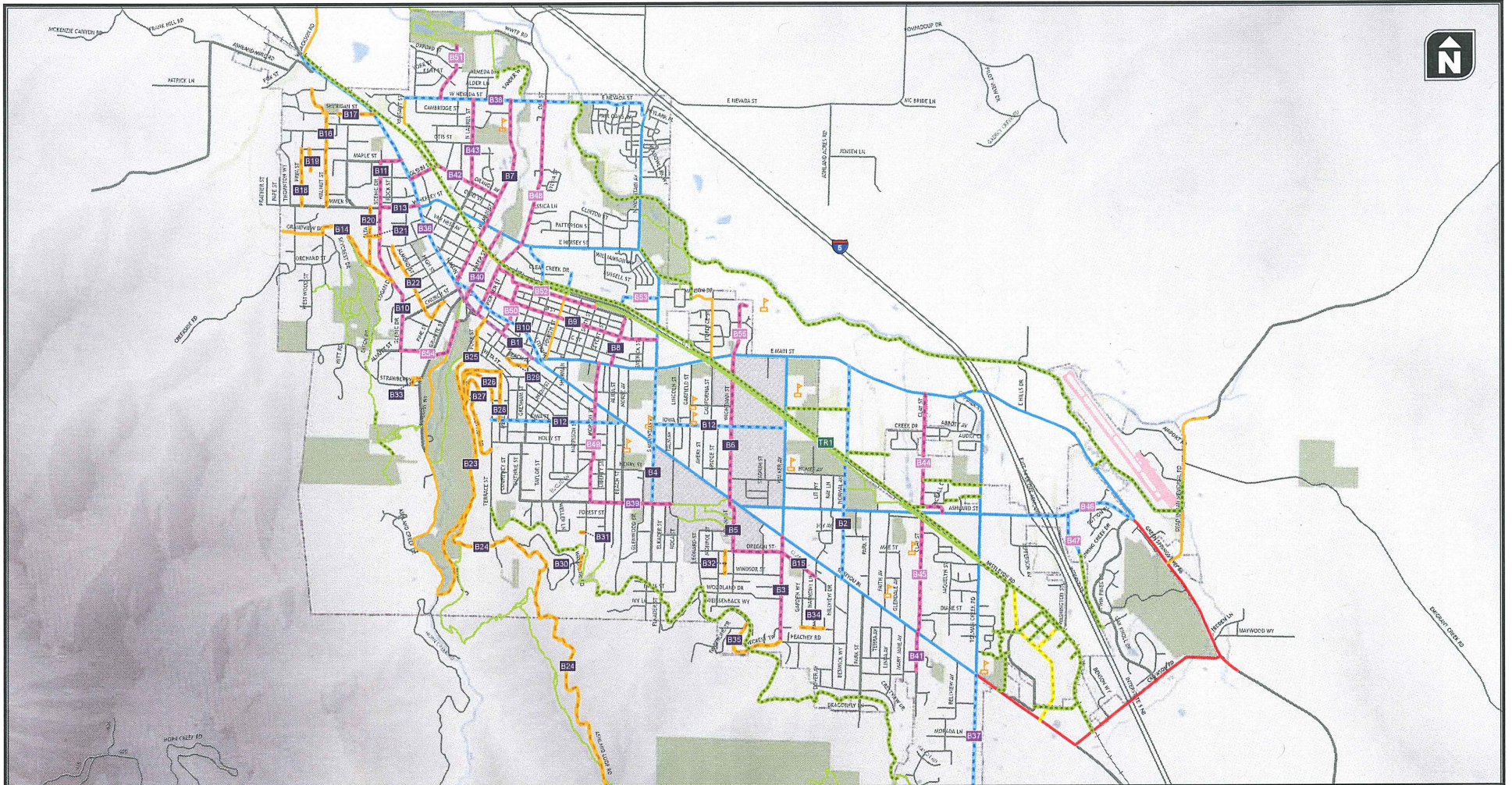
The next meeting date of August 16, 2012 from 6:00 – 9:00 p.m. was confirmed.

ADJOURNMENT

Meeting was adjourned at 8:00 p.m.

*Respectfully submitted,
Jodi Vizzini, Office Assistant II*

Project #: TR1		Northside Multi-Use Path	
Description: Develop a multi-use path on the north side of the railroad tracks between Tolman Creek Rd and the planned multi-use path just west of Fordyce St			
Category: Multi-Use Path	Functional Classification: NA	Priority High	Total Cost: TBD
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"/>
Project Location:			Safe Routes to School <input checked="" type="checkbox"/>
			
Project Image:			
			

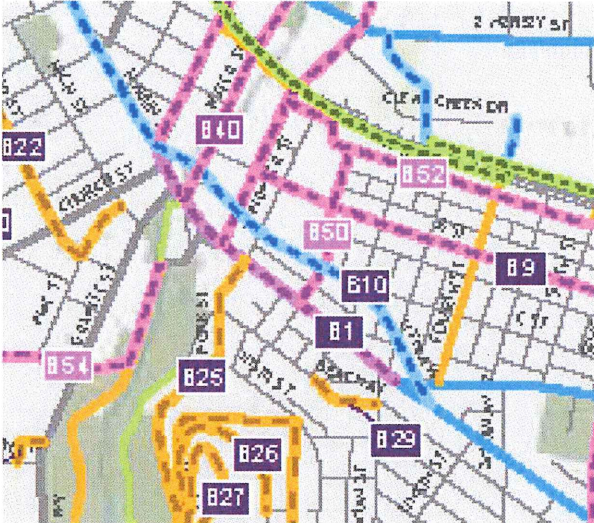
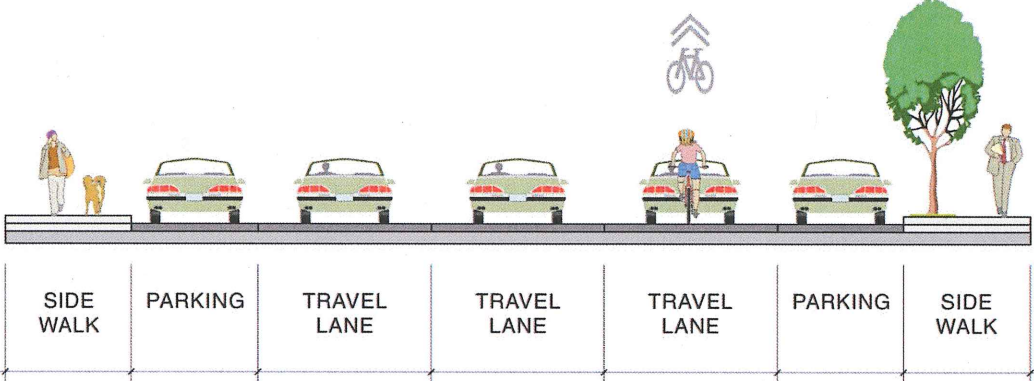


<p>Planned On-Street Bikeways</p> <ul style="list-style-type: none"> ▬▬▬▬ Planned Bike Lane ▬▬▬▬ Planned Buffered Bike Lane ▬▬▬▬ Planned Bicycle Boulevard ▬▬▬▬ Planned Shared Space Application <p>Off-Street Trails</p> <ul style="list-style-type: none"> ▬▬▬▬ Existing Bike Path/Greenway ▬▬▬▬ Planned Bike Path/Greenway 	<p>Existing On-Street Bikeways</p> <ul style="list-style-type: none"> ▬▬▬▬ Existing Bike Lane ▬▬▬▬ Existing Shared Roadway ▬▬▬▬ Existing Shoulder Lane <p>Bikeway Priority Projects</p> <ul style="list-style-type: none"> ● High Priority ● Med Priority ● Low Priority 	<ul style="list-style-type: none"> ▬ School SOU Campus ▬▬▬▬ Rivers ▬▬▬▬ Parks ▬▬▬▬ Wetlands City Limits ▬▬▬▬ Airport
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Existing and Planned Bikeway Network



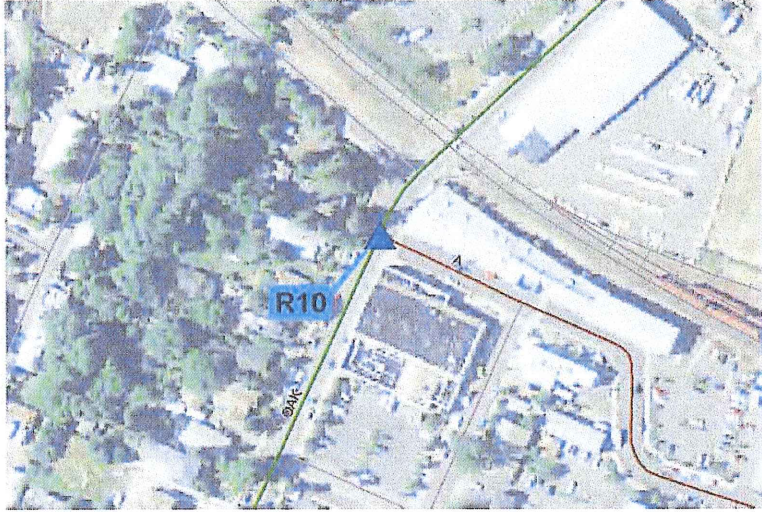

Figure 3

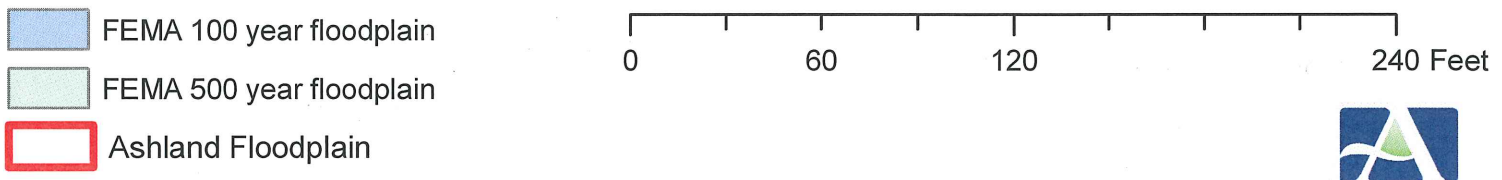
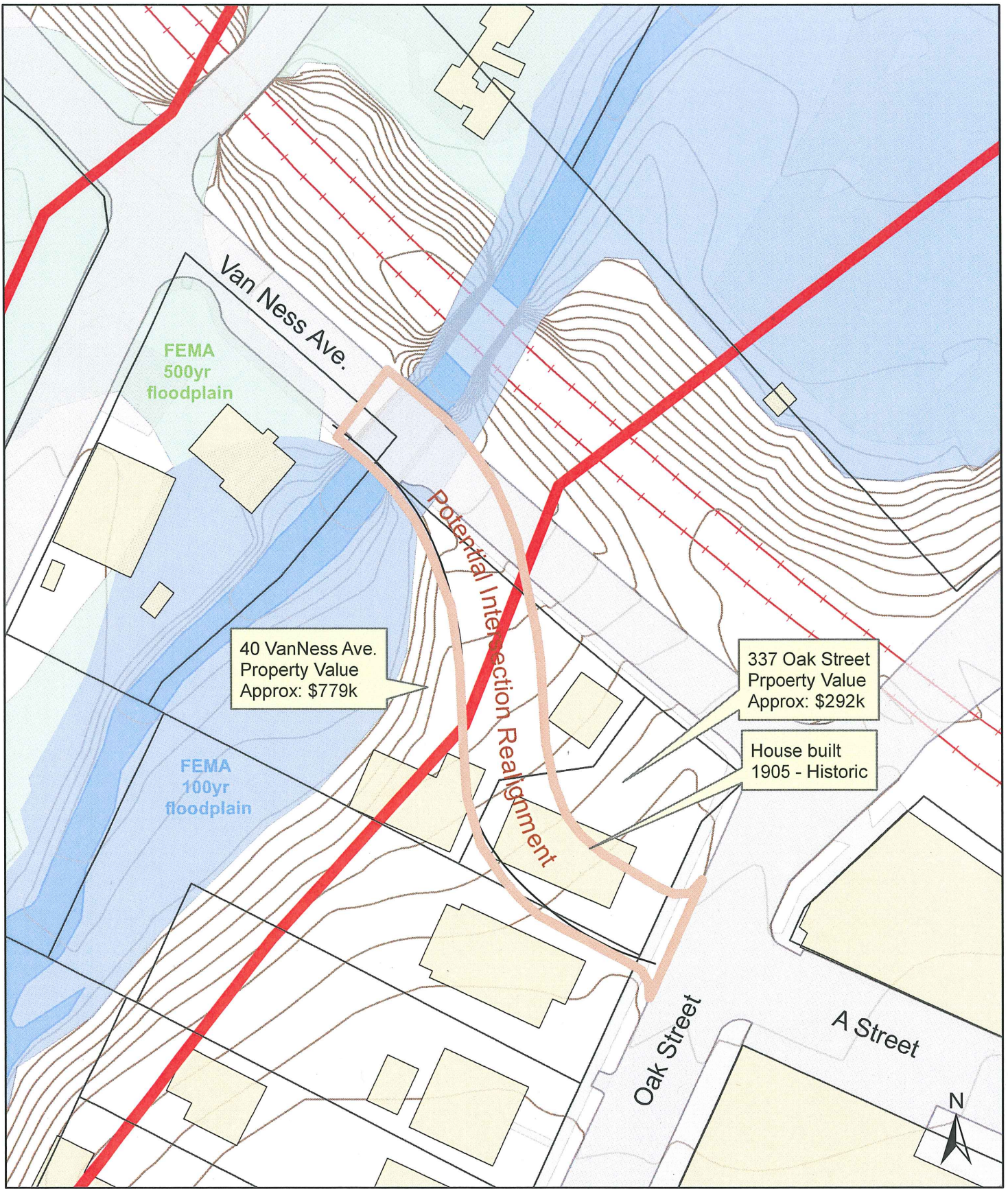
Project #: B1		Main Street Bicycle Boulevard				
<p>Description: Short-term: Add shared lane markings along Main Street between Helman Street and Siskiyou Blvd Long-term: replace shared lane markings with a standard 6' bike lane to provide a dedicated space for bicyclists to operate on the roadway, subject to the findings of a downtown study including parking impacts.</p>						
Category: Bicycle Boulevard	Functional Classification: Boulevard	Priority High			Total Cost: TBD	
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"/>	
Project Location:					Safe Routes to School <input checked="" type="checkbox"/>	
						
Project Image:						
						

Washington St. /Tolman Creek Rd. Street Connection Project Scope

The Ashland Public Works Department proposes to:

1. Purchase a 54 foot wide section of property at current market value to dedicate as new Right of Way (ROW) for a commercial street connection between Washington Street & Tolman Creek Road through the current IPCO printing property. This new ROW would align with the centerline of the existing Washington Street ROW.
2. Build, own, and maintain this approximately 700 foot long, 28 foot wide paved road with curb, park row, and 6 ft. wide sidewalks.
3. Construct and maintain an approximately 80 ft span stream crossing structure over Hamilton Creek, to support the new roadway and sidewalk. The crossing structure will be designed to meet or exceed the most current stormwater quality mitigation requirements and standards. Riparian restoration of the creek bed and banks will be included to the maximum extent practicable.
4. Relocate existing utilities as required, without diminishing utility services quality to the development, including water pressure and electric power.
5. Assist the development to adjust the location of the existing conservation easement across private property to match the new FEMA flood map and Ashland Water Resources Protection Ordinance boundaries. If allowed by FEMA, the City will allow Building E as shown with parking at the southeast corner with utility and road access over that area.
7. Allow the development to use any land recovered, and use the area over the existing pipe culvert, as deemed appropriate by FEMA, and to allow the development to clean out and maintain blackberry and weed infested areas and use these areas for landscape credits.
8. Allow the proposed development shown on the attached IPCO 2012 Master Plan drawing, which includes parking and driveways in specified locations to be formally accepted through the City's Planning Process for future development. The associated City planning costs will be paid by the City.

Project #: R10		Oak Street/Van Ness Avenue-A Street Intersection Improvements	
Description: Realign Van Ness Avenue approach to eliminate offset. Right-of-way costs are not included in the cost estimate.			
Category: Roadway	Functional Classification: Avenue/Neighborhood Str	Time Frame: Development Driven	Engineering and Construction Cost: \$368,000
Project Goals Met:			
Create a Green Template <input type="checkbox"/>	Improve Safety <input checked="" type="checkbox"/>	Facilitate Economic Growth and Maintain Small Town Character <input type="checkbox"/>	Balance Mobility and Access <input checked="" type="checkbox"/>
Project Location:			
			
Project Image:			
			



FEMA Floodplains per May 3, 2011 Adopted Flood Insurance Rate Maps.



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Amended-March 2002

Section Number: 7 Page: 11

Ashland Railroad Addition Historic District, Ashland, OR

ID # 2.0 Survey #2

MC NAIR, W. H. AND LORENA HOUSE
323 OAK ST

1910
391E04CC 5900

Builder: "Tate"

Arts & Crafts: Bungalow

Historic Contributing

A one-and one-half story wood-frame structure in the Bungalow style, the McNair House was built for druggist William H. McNair. McNair married Lorena in 1909 and first built the property next door at 303 Oak Street. In November the *Ashland Tidings* noted "W. H. McNair is building a new bungalow on Oak Street. Contractor Tate has the job." (Tidings, 8-Nov-1910) McNair, a longtime Ashland businessman, remained at this address for many years. The McNair House retains high integrity and effectively relates its historic period of development.



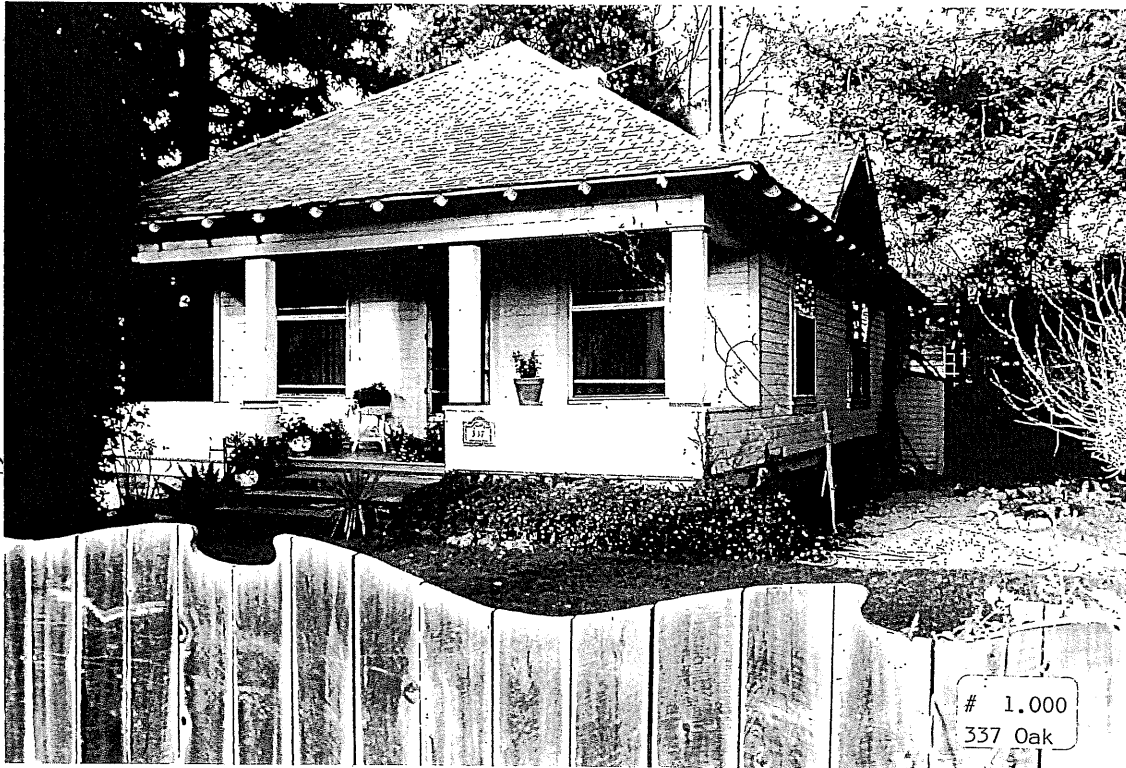
United States Department of the Interior
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National Register of Historic Places Continuation Sheet

Amended-March 2002

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Ashland Railroad Addition Historic District, Ashland, OR



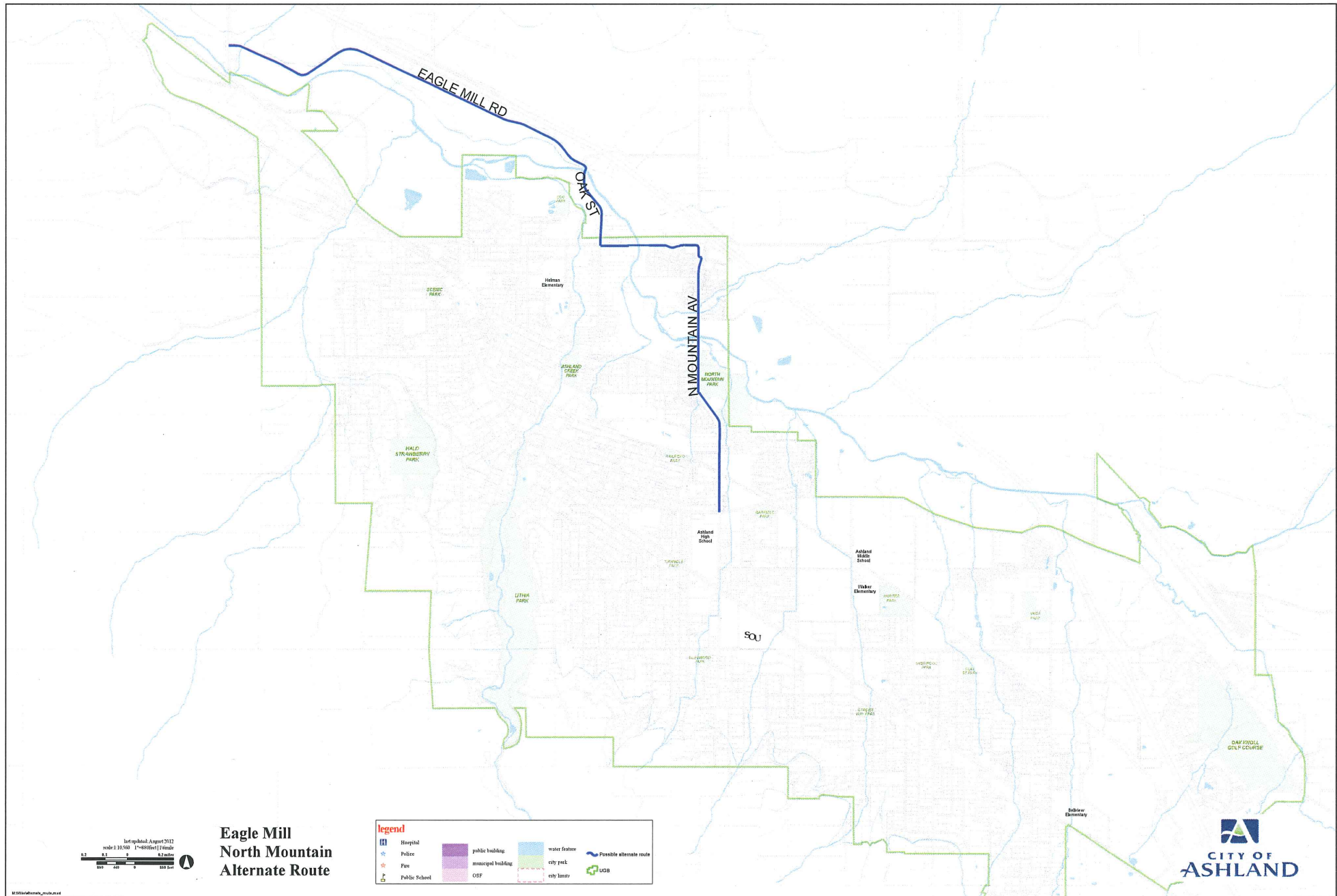
CON
ID # 1.0 Survey #1

POWELL, THADDEUS HOUSE
337 OAK ST
Arts & Crafts: Bungalow

1910c
391E04CC 5801
Historic Contributing

This wood-frame hipped-roof cottage exhibits design characteristics typically associated with the Bungalow style, including decorative rafter tails, a full width front porch, and 8/1 double hung wood sash. The house retains high integrity to its historic character. Thaddeus Powell, a "miner," and his wife Laura built this house around 1910 and occupied it through 1952.⁹ A poured concrete single-car garage faces onto Van Ness and dates at least from 1928 according to Sanborn Fire Insurance maps. The Powell House retains high integrity and effectively relates its historic period of development.

⁹ Historic information in this document owes a substantial debt to Kay Atwood & Scott Clay, Ashland Cultural Resource Inventory, 1984/1989. Funded by the City of Ashland with matching grants from the National Park Service in cooperation with the Oregon State Historic Preservation office, this excellent document provides the basis for the majority of historic comments contained herein. For cross-reference purposes, identification numbers as used in the survey are provided in italics following the District identification number.



Joint TC/PC

FINAL TSP TIMELINE

- Early DECEMBER** – City Council both SDC & TSP
- NOV/DEC** – Planning Commission Public Hearings (two meetings)
- Mid OCTOBER** – Town Hall Meeting
- Mid SEPTEMBER** – 45 Day Legal Notice Planning Commission
- Early SEPTEMBER** – TC/PC Meeting – Kittelson to present Draft Financially Constrained Plan
- Late AUGUST** – Coordinate Forum with Chamber of Commerce