

**ASHLAND TRANSPORTATION COMMISSION
MINUTES
APRIL 23, 2015**

CALL TO ORDER: Chair David Young called the meeting to order at 6:02 p.m. in the Civic Center Council Chambers, 1175 E. Main Street.

Commissioners Present: David Young, Joe Graf, Corinne Viéville, Danielle Amarotico, Alan Bender and Shawn Kampmann

Commissioners Absent: None

Staff Present: Mike Faught, Scott Fleury, Brandon Goldman, Bill Mollnar, Tami De Mille-Campos, and Whitney Dennis

Council Liaison Present: Michael Morris (absent)

ANNOUNCEMENTS

Chair Dave Young welcomed and introduced new commissioner Danielle Amarotico. Amarotico explained her background as working at Standing Stone, a restaurant and brewery in Ashland, for the last 18 years and an Ashland community member for the last 20 years. Chair Young also welcomed and introduced new administrative support City staff member, Whitney Dennis.

CONSENT AGENDA

Approval of Minutes – February 26, 2015

No objections noted; minutes were unanimously approved

PUBLIC FORUM

Jan Vidmar of 320 Meadow Drive - Handout was distributed to discuss the Normal Avenue project area (attached **Exhibit A**). Vidmar spoke to the crowding on East Main and the difficulty of getting onto Ashland Street from Clay Street without stop signs. The photographs within the attachment represent the troubles. She advocated for changes to Normal Avenue and East Main. Vidmar highlighted prior flooding on Clay Street as a concern. She mentioned that she is also speaking on behalf of Brice Anderson, who was not in attendance.

NEW BUSINESS

Normal Ave. Neighborhood Discussion

Brandon Goldman, City of Ashland Planning & Bill Mollnar, Community Development Director – Goldman began his presentation with a brief summary of the review process that has taken place with the Normal Neighborhood Plan (NNP) explaining the following:

1. The Transportation Commission reviewed the NNP close to a year ago.
2. The NNP was then given to the Working Group, comprised of two (2) Planning Commissioners and three (3) City Councilors. The Working Group made revisions to the transportation system within the plan.
3. Upon City Council's review of the revised NNP on December 2, 2014, the Council recommended that all revisions of the Working Group be reviewed by both the Planning Commission and the Transportation Commission before being considered for the final approval process with the City Council.

Goldman displayed a diagram of the existing major connections within the current Transportation System Plan (TSP) before revisions (presentation attached **Exhibit B**). Goldman described the first modification to the existing TSP, as

a request to modify the plan by adding East Main Street back into the planning. Goldman reviewed the history of the existing TSP, showing the original land use and street framework.

Goldman outlined the recommendation of the Transportation Commission in November 2013, explaining that the Transportation Commission requested that the East and West connections of the development be eliminated, with only one connection remaining to East Main. Mike Faught, Public Works Director explained that in 2013 he did not agree with only having one connection to East Main and followed through with that recommendation to the Planning Commission in 2013.

Goldman explained that in April 2014, there were recommendations by the Planning Commission to include improvements along East Main from Walker to Clay Street to include bike lanes and sidewalk on the south side prior to any annexation or development. Additional example recommendations were presented including a future transit stop being located adjacent to the higher density zone on East Main and a railroad crossing at Normal Avenue with the following conditions:

1. Additional crossing can be created without closing original crossing in town
2. A finance plan must be developed and approved by City

Goldman reviewed the recommendations of the Working Group as the following:

1. East Main Street should be maintained with bike lanes, sidewalks, gutters, concurring with the recommendation of the Planning Commission
2. Multiple connections be made to East Main
3. Standardized grid with more alignment with East and West connections
4. Bicycle and pedestrian pathways developed
5. Railroad crossing be improved to be in concert with development

Goldman continued with a before and after slide and described traffic flow and the framework. He also warned that the location of the streets could shift as development begins. There was continued explanation of how the street and land use framework can change and how the two can influence one another. He explained that more new east/west connections that run through the property have been recommended.

Goldman described the changes to the land use density areas. He described that the changes in densities were chosen to mirror other areas Single Family and Multi residential use zones around the City. Young asked for clarification on what the expectation of the Transportation Commission is in regards to the amended plan. Goldman explained that comments and recommendations from the Transportation Commission are needed in regards to the presented revisions. Faught spoke about the information provided in the packet and explained financing options with the proposed revisions. Additional examples of the Working Group's recommendations were given, including description of the phased approach to development, railroad crossing information and the recommendation of full improvements upon connecting to East Main.

Kampmann asked for clarification to describe when East Main would need to be fully developed based on developing progress on Normal Avenue. Faught answered that full development would need to occur when any other road is connected into East Main. Faught continued with the financing options and Goldman described additional grading and connections for the first phase. Discussion continued around the financing options and the phasing of development.

Young stressed that there should have been a Transportation Commissioner as part of the original Working Group to give input on the revised plan earlier on in the process. Young recognized the rights of the property owner to develop but voiced concerns about the high density housing location affecting the revised plan. Kampmann advocates for the project to be done as one project and not in phases based on System Development Charges (SDC) due to the unknown timeline and disjointed patchwork that can accompany multi phased construction affecting the aesthetic quality of East Main. Graf questioned the process going forward. Faught clarified the process, explaining that in order for the revised plan to be approved, there needs to be an amendment to the TSP. A full recognition from the Transportation Commission, Planning Commission, and the Working Group to accept the revised Normal Neighborhood Plan as an amendment to the TSP would go forward to City Council for approval.

The Commission discussed proposing a formal motion to include areas from Walker to Clay Street on East Main. Discussion continued about approving the plan as it exists or adding input to changes. The group continued to discuss the effects of parking options, shared streets and local streets.

MOTION: Accept the presented revised plan as an amendment of the TSP with the following conditions: 1 :) Should the development occur along East Main, at a minimum, a sidewalk is to be developed between Walker and Clay Street. 2 :) Should the development occur along the railroad tracks, at a minimum, the railroad crossing needs to be completed.

DISCUSSION: Graf discussed amending the motion to read multi-use path instead of sidewalk. De Mille-Campos asked for additional clarification of motion. Graf described the intention of the motion was to provide safe access for pedestrians, especially school children if development was approved. Amarotico questioned if the improvements were to go beyond Walker to Clay and expand to Tolman Creek. After clarification, the group agreed to at a minimum of Walker to Clay Street.

Graf motioned / Viéville seconded. The motion was passed unanimously.

MOTION: Full street improvements are to be completed for East Main prior to any development creating access along East Main.

Kampmann motioned / No second. The motion died for lack of second.

Downtown Plan Discussion

Faught presented the Downtown Parking and Multi-Modal Circulation Plan explaining the multi-modal connection system and spoke about the traffic systems, extension of the existing road diet, additional loading zones and the medians that would be present. Faught presented a draft of the plan and highlighted that there are currently no bicycle lanes through the core of downtown. Faught continued with the proposal, explaining that the new plan would make the final connection of the bike lanes through the downtown core. The proposal outlined extending the road diet, from North Main to Siskiyou Blvd removing the Helman Street traffic signal and placing a rapid flash pedestrian beacon in its place Faught highlighted the additional details in the plan:

1. Clear bike lane to be created on North Main going south into town.
2. Clear bike lane to be created on Lithia Way going towards Medford
3. Advanced signage to prompt a divide of the traffic and bike lanes into left and right lanes allowing the dedication of the right lane for all northbound through traffic and the left lane for downtown oriented traffic.

Faught discussed truck parking in the plaza. He described a traffic accident that occurred due to the current street loading practices. Faught described creating an ordinance that would prevent trucks from parking

anywhere to unload. Temporary loading zones were discussed. Faught explained that he has met with several trucking companies to discuss loading needs.

Faught continued to describe the plaza area. He detailed sidewalk restructuring that would save the trees within the plaza; include a new bike lane, and the relocation of the current bus stop. He outlined that at the crossing of East Main from Oak there would be a multi-use path that would provide transit into the plaza.

Faught briefly outlined newly proposed traffic signals to be placed at Oak Street, East Main and Lithia Way. The design would include one truck loading zone on each side of the street for every block. This plan would displace twenty-one (21) parking spots to accommodate the loading zones and bike path. Graf questioned what the restricted parking enforcement would look like. Faught explained that the City would work with Diamond Parking to also monitor the proposed parking restrictions. Viéville questioned if parking spaces would be removed within the plaza to accommodate the bike path. Faught outlined that the parking spaces would remain, and the current right-of-way allows enough space for a modified sidewalk.

Amarotico asked for clarification about time limits on loading zone designation. Faught explained that the designation currently is set to end at 4pm, maximizing parking spaces. Faught explained that the designation may change to an earlier time. Faught is also recommending an ordinance to the City Council to address the no loading or double parking on East Main. Faught recommended applying with the State Transportation Improvement Program (STIP) to assist with funding of the project. He explained that the letter of interest is due in the next month or so, and that applications are due in August. Faught acknowledged that he is going to move forward with the application process noting that at anytime if the plan is not approved that the application can be withdrawn.

Fleury added that the new proposed lights at Oak/Lithia/East Main will be synced with the downtown core of lights with audible pedestrian signals. Concern of the liquor store driveway by Lithia Way was discussed, with the following details:

1. ODOT is redesigning a new location and is working with the property owner
2. Property owner has requested to have designated 30 minute parking spaces for his business

Amarotico commented about how exciting the project is and that it is major for Ashland.

Downtown Beautification Project Discussion

Fleury highlighted a new safety improvement at the corner of Winburn to replace the pedestrian bench and add a bump out for visibility. Graf cautioned that it may be premature to focus on beautification prior to the Downtown Parking and Multi-Modal Circulation Committee making a final recommendation on the Pioneer Parking Lot.

OLD BUSINESS

None

FOLLOW UP ITEMS

Council Presentation

Graf discussed presenting talking points provided by Fleury with no additional questions from City Council.

Audible Pedestrian Signals

Fleury outlined an update on the installation of the following signals:

1. Walker Street signal has not been installed

2. Main Street / Lithia has been installed
3. 2nd Street/ Pioneer has been installed

Fleury explained that he will be ordering materials to finish the project.

INFORMATIONAL ITEMS

Traffic Crash Mapping

Fleury announced that the GIS department has developed a web application which will display traffic crash heat map and definitions. According to Fleury, the application is still in the development stage, but a tutorial will follow at a later date.

COMMISSION OPEN DISCUSSION

None

FUTURE AGENDA TOPICS

Kampmann spoke of taking out future agenda items due to lack of interest from the Transportation Commission. Kampmann stated he has added many future agenda topics which still remain on the list, such as: multi-modal public outreach & education, traffic on Siskiyou Blvd & 66, and a review of metering (traffic study). Young explained that many of these items have been discussed and are going to be addressed at a later date. Fleury explained that a corridor study is slated for later depending on grant funding. He explained that the original corridor study was to include Sherman to Ashland, and Ashland to Walker but that funding prevented the pursuit of the study last year.

Bender spoke of some public outreach options. Young explained that a direction for public outreach or education is needed. Amarotico discussed the opportunity for outreach and education with the Downtown Parking and Multi-Modal Circulation Plan.

Kampmann announced his resignation, noting that he has lived in Ashland his whole life and would like to see a commission that is little more diverse. Young acknowledged his resignation and appreciated his service. Bender also appreciated his service and his knowledge of the City.

Young stated he would be out of town for the Mayor's brown bag lunch on Friday, April 24th at noon. Graf said he would try to make it in Young's absence.

ADJOURNMENT

Meeting adjourned at 8:20 pm

*Respectfully submitted,
Whitney Dennis, Administrative Assistant*

Attachments:

Exhibit A - Clay / East Main / Normal

Exhibit B - Normal Neighborhood Plan Presentation

EXHIBIT A

Clay/East Main/Normal

Dear Transportation Commissioners,

The proposed developments in this area may lead to several transportation challenges.

1. Please refer to the letter and photos from the heavy rains of February 6, 2015.

This day was not an anomaly for our Meadowbrook Park neighborhood, as other heavy rains have resulted in similar rising wetlands. Hopefully streets will be placed so that natural flows will not be impeded.

2. Also of concern is grid streets in the Normal development, as this encourages higher speeds, and more danger to pedestrians. Our MPE neighborhood, with a curved street, has children playing in the street, and is safer for walkers.

3. I think that anyone from Normal going into Ashland or Tolman or Highway 5, will chose to exit onto East Main rather than Ashland Street, for speed and less congestion. The traffic will increase exponentially, necessitating signals. We often wait a long time to turn from lower Clay onto East Main.

4. More housing is planned next to Snowberry development on Clay. Currently cars are allowed to park on that section of Clay, which forces traffic into the opposite lane and hampers visibility. All houses in Snowberry have available parking behind the development, which should allow Clay to be designated as no parking for the entire length.

5. Although lower Clay has designated car parking by the church, the vehicles parked there are used for construction, and are oversized. This hampers visibility, which forces drivers to veer to the other side of Clay, which is deeply ditched. When trying to make a left turn onto East Main, sometimes it is impossible to see beyond the parked trucks. On Sundays, church members park on East Main, close

to the intersection, making it extremely difficult to exit Clay safely. Please consider eliminating all parking on East Main, and providing a turning lane.

6. Turning right from Clay onto East Main is a nightmare, as it is necessary to pull out into traffic to see past the pole on the right side of Clay.

Hopefully these traffic problems will be ameliorated by designating both Clay and East Main as no parking zones. This should cause no hardship, as all residents on these streets have private parking. The addition of turning lanes and traffic signals will help.

Thank you,

Jan Vidmar

320 Meadow Dr.

Ashland, OR

Dear Mayor, Counselors, and Commissioners,

Feb. 8, 2015

I realize that not all of you have been involved in the Normal Avenue Plan, but I would appreciate you taking the time to read my comments and view my photos taken on Feb. 6, 2015.

One of the main concerns of neighbors in the Normal Ave. Plan area is the hydrology of Cemetery Creek and Clay Creek. We've been fairly dry in recent years, which hasn't reflected the creek flows and potential for flooding. Development needs to take this issue seriously, as the recent rains have not been biblical, but the potential for problems was seen.

I have attached 16 photos which demonstrate our concerns.

Photos 1-4 are of Cemetery Creek, and they were taken from my property, 320 Meadow Dr. That is part of the Meadowbrook Park Estates (MPE). Unfortunately our homes were built before the setbacks were in place, and the actual Cemetery Creek jurisdictional wetland floodplain bisects my living room. Fortunately there are cottonwood trees and willows to soak up and hold back water.

Photos 5 & 6 show the very end of Creek Drive. You'll notice that 2086 Creek Drive has water rising into the driveway and down the road. The gravel berm is clearly visible, and that is causing problems for the neighbors. The berm was placed at the end of Creek by Mr. Livni, who owns tax lot 3600. I read the Keystone Consulting report, and the Livnis were told that they did not have much wetland, and the drainage from Creek Drive was the cause of their wet property. True, the runoff from Creek Drive drained into the Livni property, but now Creek Drive is flooding, and a flow through is necessary.

Photos 7-10 clearly demonstrates that Cemetery Creek flows from south to north, and through the Winmill and Livni properties. I walked around the water on Creek Drive for better view and more photos. Mr. Livni did indeed hold back the drainage, but not the natural hydrology of Cemetery Creek. You can also see the flow to East Main, looking in the direction of the Baptist tax property 3601. I have consulted the Schott and Associates Jurisdictional Wetland Determination and Delineation survey prepared for Mahar Homes, and the hydrology is consistent with my observations on 2/6/15.

Photos 11 & 12 are of Clay Creek, coming south through Wing Spread Park and into MPE, (Wing Spread installed the chain link fencing between our properties). Last year our MPE HOA, with the consent of the City of Ashland, we had to remove huge cottonwoods that fell and threatened homes. We complied with the City requirements and at considerable cost, restored the area in riparian vegetation. As you can see from the photos, some of the plants are now imperiled.

Photos 13-15 follow Clay Creek as it poured down the middle of MPE to the Creek Drive bridge.

Photo 16 is of the Creek Drive bridge, south end. The water was near the top when I photographed. Part of the apparent blockage at the bridge was caused by the blackberries on the north side, constricting the water flow.

Please carefully consider where developments are placed, and hold the developers accountable for designing with hydrology in mind. Clay Creek and Cemetery Creek are not ditches or flooded irrigation areas. Recently, Mayor Stromberg pointed out that Ashland's water courses are special attractions for the neighborhoods. Please, let's commit to restoring riparian habitats, clearing any impediments to flow, and considering long term flooding potential.

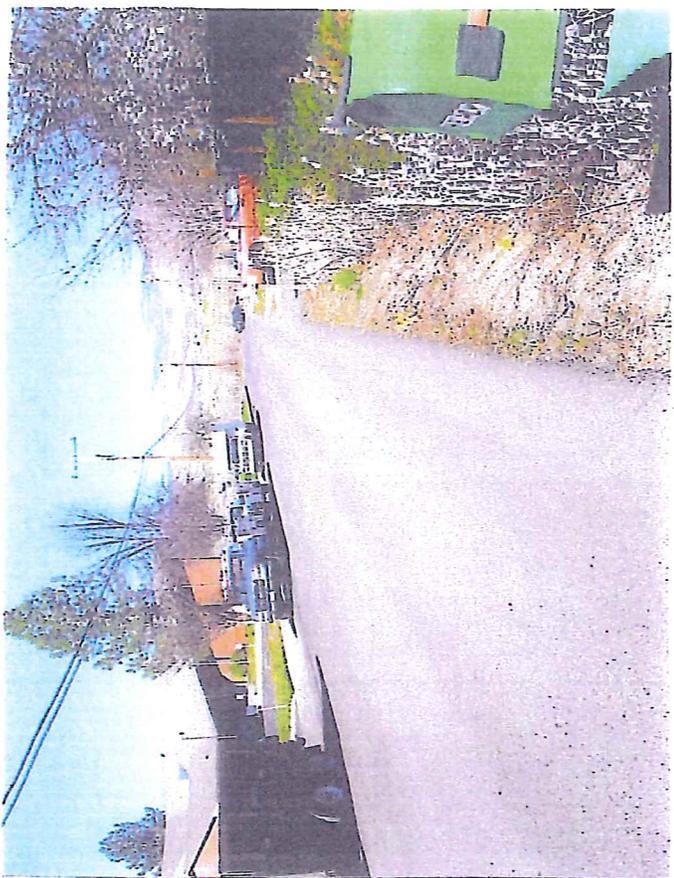
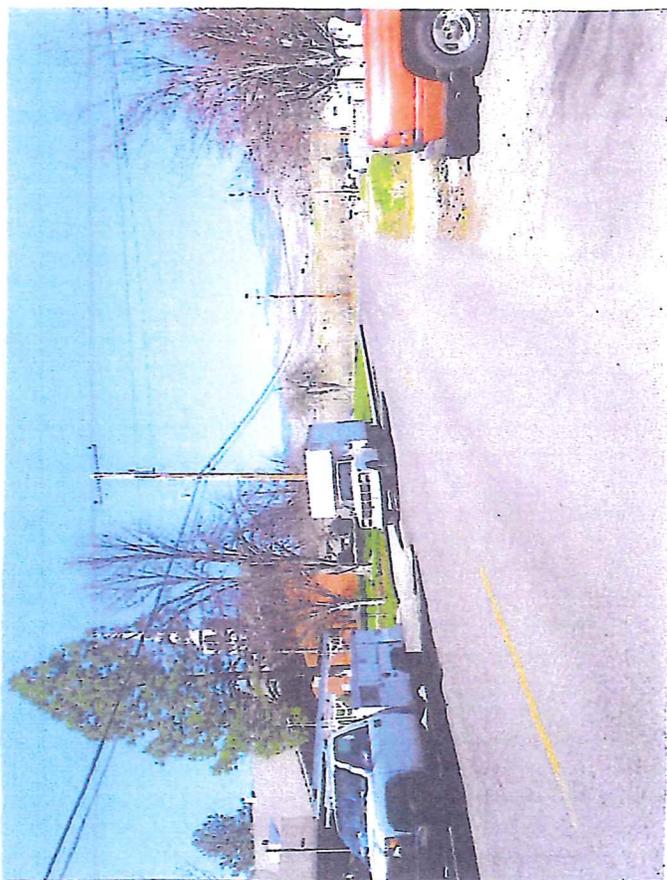
Thank you for your time and all you do for the citizens of Ashland.

Respectfully,

Jan Vidmar









(1)



(2)



(3)

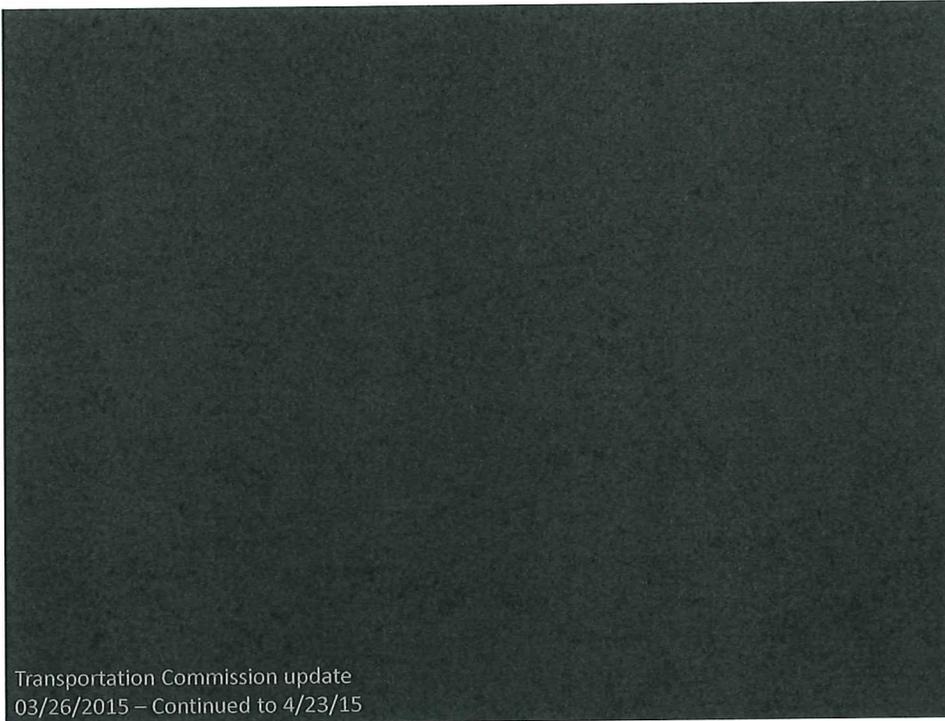


(4)



(5)

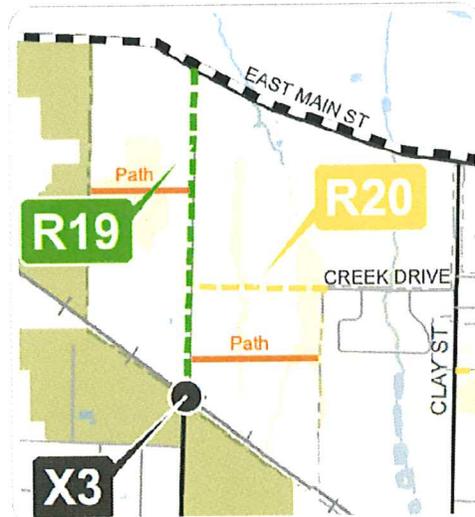
- 1) Snowberry Brook (Villard St.) parking - other parking behind buildings. Future housing and new dog park will be off Villard, increasing traffic on Clay.
- 2) Snowberry residents parked on Clay, as I prepare to cross center lines. The approaching car must go to their right close to the gravel.
- 3) View out my window, intersection Clay + East Main. It is necessary to go beyond the pole to see approaching cars from East Main + Tolman (at 40mph)
- 4) Cars parked on East Main, necessitating entering East Main to see on coming traffic.
- 5) Cars parked along East Main, blocking view of on coming and turning traffic.

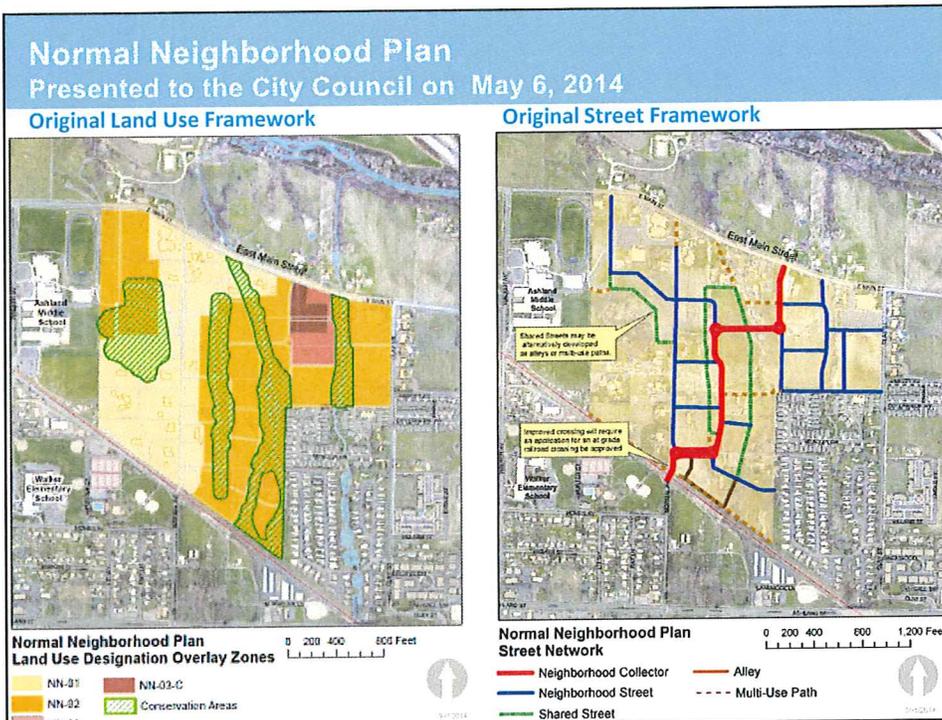


Transportation Commission update
03/26/2015 – Continued to 4/23/15

Normal Neighborhood Plan Existing Transportation System Plan

- Normal Avenue (R19)
- Creek Drive Extension (R20)
- Railroad Crossing (X3)
- Planned Bike Paths
- East Main Street





Advisory Commissions Transportation Related Recommendations

Transportation Commission (11/14/13):

- Recommended approval of the the transportation plan as presented with the two vehicular proposed street connections on the West and East side of the new Normal Avenue eliminated, leaving only one vehicular connection to East Main Street.
- Prior to this approved motion the Commission was split with a 3-3 motion to approve the transportation element of the plan as originally presented.

Advisory Commissions

Transportation Related Recommendations

Planning Commission (4/22/2014):

- The south side of East Main Street, from Walker Avenue to Clay Street, should be fully improved to City Street Standards prior to, or coinciding with any future annexation and development within the plan area.
- A future transit stop coordinated with the Rogue Valley Transportation District, in the immediate vicinity of the NN-03 Land Use Zone, should be incorporated into the East Main Street roadway design and development.
- That prior to annexation and development within the plan area the following items relating to the future Railroad crossing at Normal Avenue be addressed:
 - That the proposed public Rail Road crossing can be installed without necessitating the closure of any existing public crossing within the City.
 - A financing plan be developed and approved by the City for the future improvement of the rail road crossing.

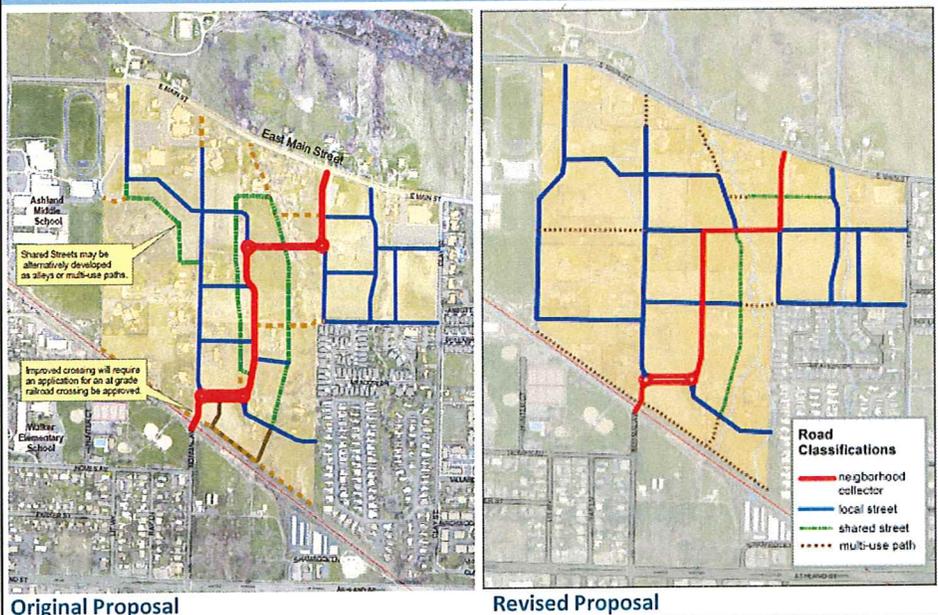
Advisory Commissions

Transportation Related Recommendations

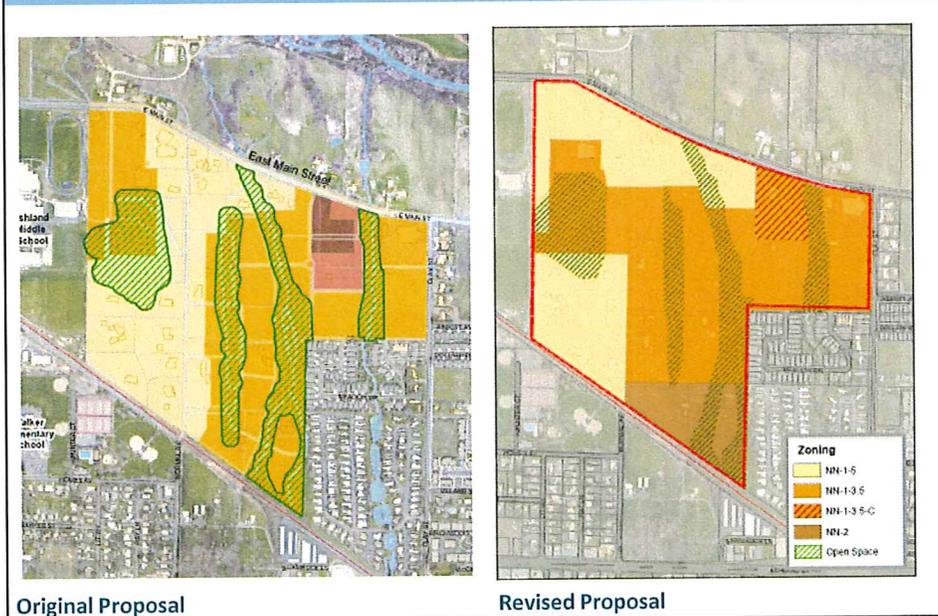
Normal Neighborhood Working Group (12/2/2014):

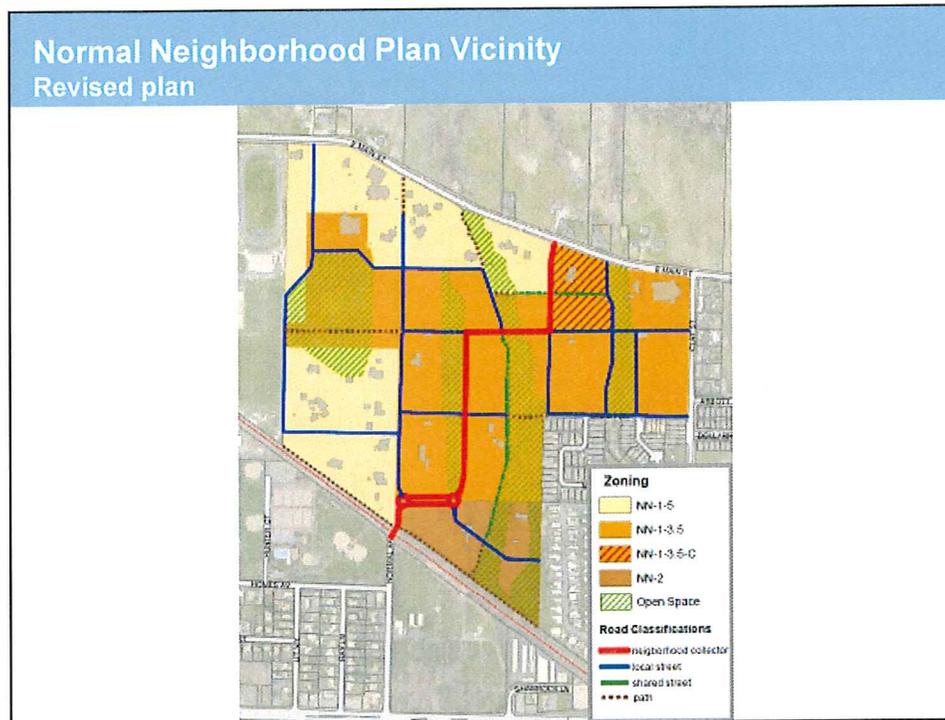
- The internal transportation system's local street network should incorporate multiple connections with East Main Street, and maintain the Normal Collector as designated in the draft plan. Additional connections to East Main Street or Clay Street, which are not shown in the proposed Street Framework, should require a major amendment to the Plan.
- Internal local streets should be aligned to provide a more standardized grid pattern, including clear east-west connections.
- Pedestrian and bicycle pathways are critical, especially as a means to connect residents with the middle school and the existing bike path.
- External transportation improvements, including the railroad crossing and improvements to East Main Street are integral and should proceed in concert with development.

Street Framework Changes



Land Use Framework Changes





Next Steps

- Amend to the Street Dedication Map (TSP Figure 10-1) to incorporate the plan area's planned Street Network, and reclassification of Normal "Avenue" to be a Neighborhood Collector.
- Amend the Planned Intersection and Roadway Improvement Map (TSP Figure 10-3) to include East Main Street as a Planned Roadway Project.
- Amend the Planned Bikeway Network Map (TSP Figure 8-1) to incorporate the planned multi-use trails within the Normal Neighborhood Plan.
- Amend the Street Design Standards within the Street Standards section of the Land Use Ordinance (Ch 18.4.6.040 to incorporate the Shared Street classification

Next Steps

- Normal Neighborhood Plan Working Group Update
 - 4/15/2015
 - 5/07/2015
- Planning Commission Public Hearing – TBD
- City Council Public Hearings – TBD

Appendix

Plan Alternatives, housing unit comparisons

The gross estimates of potential housing units in the table below are intended to provide an “apples to apples” comparison to help the Working Group evaluate differences between the alternatives. These estimates are calculated using the “base density” of the underlying zone only, and do not factor in reductions due to pre-existing developments, or added density potential through application of eligible density bonuses.

	Existing Comprehensive Plan 1989			Proposed Normal Plan 3/11/2014			Working Group Alternative 9/04/2014		
	Zone	Gross acreage	Base units	Zone	Gross acreage	Base units	Zone	Gross acreage	Base units
Single Family Residential	R-1-5 (4.5 du/acre)	51.5	231	NN-01 (5 du/acre)	31.2	156	NN-1-5 (4.5 du/acre)	26	117
Suburban Residential	R-1-3.5 (7.2 du/acre)	42.4	305	NN-02 (10 du/acre)	31	310	NN-1-3.5 (7.2 du/acre)	36	259
Multi-family Residential	NA	NA	NA	NN-03 (15 du/acre)	5.3	80	NN-2 (13.5 du/acre)	5.5	74
Open space Areas	NA	NA	NA	various	26.4	0	various	26.4	0
Gross housing unit potential		536			546			450	