

# Council Business Meeting

September 5, 2017

**Title:** Residential Parking Permit-25 Gresham St.  
**From:** Michael R. Faught                      Public Works Director  
[Mike.faught@ashland.or.us](mailto:Mike.faught@ashland.or.us)

## **Summary:**

Public Works was approached by Craig Wright, owner of 25 Gresham St. regarding an inability to find parking on Gresham St. adjacent to his residence which is located directly across from the Library. Mr. Wright requested assistance and staff processed his request through the Transportation Commission. Following a public hearing on the matter, the Transportation Commission is recommending the installation of a single residential parking permit space at 25 Gresham St.

## **Actions, Options, or Potential Motions:**

Move to approve one residential parking permit for 25 Gresham St. valid and renewable on a one year basis.

## **Staff Recommendation:**

Public Works staff and the Transportation Commission recommended the addition of one permitted residential parking space for 25 Gresham St.

## **Resource Requirements:**

The permit fee would be \$0 for the first vehicle and \$25 for a second vehicle associated with the residential parking spot, based on a recommendation from Diamond Parking who manages a residential program in Medford. Staff would install one sign specifying the restricted residential space and Diamond Parking would enforce the parking restriction on their daily rounds to the Library Parking lot. In addition, staff would install five (5) parking t's to delineate the appropriate stalls on Gresham between Hargadine and Beach. Staff would ask Diamond parking to monitor actual usage of parking space and report back to Public Works on the issue for discussion with respect to re-issuance on a yearly basis.

## **Policies, Plans and Goals Supported:**

Transportation Commission:

Review individual requests based on conditions and needs for single residential parking spot approval. Commission would make formal recommendation to the Director of Public Works on whether or not to implement.

**Background and Additional Information:**

The Downtown Multi-Modal and Circulation Committee discussed the need to consider incorporating residential parking permits in the downtown area sometime in the future. While most of the committee discussion related to the railroad district, there is a situation on Gresham between Hargadine St. and Beach that is similar to many locations in the railroad district.

My Wright originally purchased the property in 1994 with the understanding there was an easement through the adjacent property to the back of his property that could be used for off-street parking. This easement was not previously used and when he notified the adjacent property owner of his intent to use the easement a legal battle ensued and he was denied use of the easement. This left Mr. Wright with no off-street parking for his residence. Mr. Wright's property is the middle lot of three between Beach Ave. and Hargadine, reference attached site map. Both adjacent properties have existing off-street parking.

After being contacted by Mr. Wright, Public Works staff consulted with Diamond Parking (who has experience with residential permitting to develop a draft pilot parking permit program for discussion at a Transportation Commission meeting. The pilot program recommended by Diamond Parking consisted of the following elements:

- Designate all 5 parking spots on this block as residential permit parking only 24/7;
- Allow all residents on the block to apply for the permit;
- Diamond would develop enforcement up to 5:30 pm and the police department would enforce after that;
- Each resident would be allowed one permit at no cost and would have to pay \$25 for a second permit if available.

City crews will purchase and install signs, develop parking permits, and Diamond Parking will develop the residential policy and process the request for the parking permits.

Staff presented the situation and information to the Transportation Commission at the April 27, 2017 meeting. The Commission was asked if they have interest in reviewing the matter further via a public hearing. The Commission did motion to:

**Newberry/Vieville m/s the Public Works department pursue the implementation of a pilot project for five (5) parking spaces on Gresham Street (in the area that has been discussed). Prior to implementation of that, public hearings should be held.**

A public hearing was scheduled for the June 22, 2017 Commission meeting and notification letters were sent out to individual residences/business near the proposed location. At the June meeting public testimony was taken and the Commission deliberated and made the following motion:

**Young/Vieville m/s due to compelling circumstances and lack of off-street parking the Commission requests Council approve the provision of one reserved parking space in front of 25 Gresham Street for use by the homeowner, to be reviewed after one year.**

The Commission discussion and intent was to recommend the Council approve a single spot for this circumstance and monitor situation and for future similar issues they review and recommend to the Public Works Director on whether or not to implement.

**Attachments:**

Transportation Commission Minutes April

Transportation Commission Minutes June

Transportation Commission Staff Report

Parking T-layout drawing

**ASHLAND TRANSPORTATION COMMISSION  
MINUTES  
April 27, 2017**

**CALL TO ORDER**

Graf called the meeting to order at 6:00 pm

**Commissioners Present:** Joe Graf, Danielle Amarotico, Dominic Barth, Sue Newberry, and Corinne Viéville

**Commissioners Absent:** David Young

**Council Liaison Present:** Stef Seffinger

**SOU Liaison Absent:** Janelle Wilson

**Staff Present:** Scott Fleury, Mike Faught, and Tami De Mille-Campos

**ANNOUNCEMENTS**

The commission thanked Amarotico for her service as this is her last meeting due to her term expiring.

**APPROVAL OF MINUTES**

**Approval of Minutes: March 23, 2017**

**The minutes were approved as presented.**

**PUBLIC FORUM**

Willow Denon, 132 6<sup>th</sup> Street Ashland

She walks to Railroad park frequently and there is a concrete walkway there. She said most of the time you have pedestrians on the walkway and there will be bicyclists coming along very quietly so the pedestrians do not even know there is someone coming from behind them. She said on a few occasions she stopped them and recommended they make a noise or something to alert the pedestrians in front of them and the reaction she got was them telling her this is a bike path. She is seeking some advice on how to address this.

Faught said staff will look to make sure there is adequate signage designating that as a multi-use path which is what that path is.

**NEW BUSINESS**

**Proposed Pilot Residential Parking for Gresham Street (between Hargadine and Beach)**

Faught pointed out that during the Downtown Parking and Multi-Modal committee discussions there was a lot of talk about the need for residential parking permits based on the parking strategies. Mr. Wright had approached staff about the problem he has been experiencing due to living right next to the library without having any off street parking. During library business hours, the parking spots adjacent to his home are taken up and he is looking for some relief. After meeting with Mr. Wright and Scott Fleury on site they decided since there had been discussion about these residential parking permits, maybe this would be a good situation to attempt a pilot program and see if it provides the relief that Mr. Wright is looking for as well as testing the program itself. After seeking guidance on how to implement such a program, staff was put in contact with Linda Fait with Diamond Parking, which is who the City contracts the parking enforcement through. Staff would stripe the five spaces adjacent to 25 Gresham Street and the theory is those five parking spaces would be available solely for residential parking permits to those residents that live along that one block stretch. The parking permit program would be 24/7 which is really the only way to ensure those spaces were available to the permit holder when needed.

Linda Fait, Diamond Parking, shared that in the City of Medford, they have one area where they do residential parking permits and what they do is they have the resident come to the Diamond Parking office with proof of residency. The first permit issued is at no charge and then any additional permits they want is \$50/year. She said the permit itself can be a variety of things such as a hangtag, tent card, sticker or whatever the City determines it to be. She said it would be a simple program to enforce because they already go up Gresham Street and then back behind

the library and outside of enforcement hours, the residents could always contact the police department for assistance if a non-permitted person was parking there.

Graf asked if we would have public comment on this. Faught said yes. This is first being brought to the commission to see if there is interest and then this topic would be brought back at a future meeting and we would open it up to public comment at that point.

Newberry asked if there is a mechanism for not allowing the other two homes, who do have off street parking available, to get permits unless needed. She said what gets people really upset about residential parking permits is when parking spaces are left empty and could otherwise be used. Fait said when she and Faught were discussing some of the details they talked about offering the permits to the three residences along that block and if there were any spaces unclaimed then they could potentially offer them to residences further up Gresham Street. Newberry asked if we could have four permit spaces and leave one of the spaces one. Faught said when he first started thinking about this he thought maybe we should just start with a couple spaces but after speaking with Linda about how it actually works, he is leaning towards the whole block section (five spaces).

Craig Wright, 25 Gresham Street Ashland

Mr. Wright shared with the commission the issues that he has had to deal with since moving to this home in the summer of 1994. He stated the neighbor above him has off street parking for one vehicle and the neighbor below him who operates a bed and breakfast has parking on Hargadine. When he first moved in there was a big double gate, which cars could pull into off the alley in the backyard and they were told they had an easement for it. He checked with the City and after talking to Mark Knox, planning department, he was told to let his neighbors know he was going to use it and as you can imagine that did not go well. The neighbor ended up blocking the access off with a temporary structure so he contacted the City again and the City said the only option was litigation. He retained an attorney, Tom Hauser, and they went to court. Twenty thousand dollars later, he lost the lawsuit. The attorney wanted to keep going but Mr. Wright did not have the money to keep fighting it. Over the years, he has approached the City to find a solution but often times there has been no solution for him.

He shared that since then, it has been a nightmare trying to find nearby parking. The library employees are told to park there, the library patrons park there day and night for meetings, downtown employee's park there, traveling campers also park there due to their not being a time limit (they sometimes park there for three or four days at a time). He said he has invited City Councilors numerous times to come and observe this situation, Faught and Fleury are the first to ever take him up on the offer. There are two nearby neighbors on Vista that sort of informally block off the off-street parking with cones and they are able to get away with it but they aren't allowed to do that because of the high turnover.

He shared his experience from earlier in the day. He was pulling up Gresham Street and could see there was nowhere to park. He could see a few spaces available in the two hour time stay spots but he has to be careful about parking there because he was parked in one of those spaces this morning so if he parks there again in the afternoon he will get a ticket from Diamond Parking. He was headed home and turned and went down the alley, then down Vista, came back up Gresham and then onto Hargadine where there was still no parking. He then turned down Second Street and came up Main Street where he saw one spot that he may have been able to grab but he didn't want to risk it and then when he came back up Gresham he managed to grab a spot about three blocks up. Now imagine having to haul groceries in from several blocks away! This is a typical experience for him. At one point when he was single and didn't have children he went without a car but then he had children and with raising kids it was more difficult to go without a car.

He thinks it has been hard to get the City to do anything because it is troublesome. There are a lot more people that would voice their concern in opposition than just him in favor of it. He has resisted building off street parking in his front yard in an effort to preserve the historical context of his home. About six or eight years ago he had actually pulled permits to build the off street parking, and his neighbor at the time begged and pleaded with him to not do it so they elected not to proceed. He added that simply running to the grocery store isn't an option, they really have to plan their trips out and often times have to carry their groceries from four or five blocks away, which in the wintertime isn't

very safe. His uphill neighbors who bought their home about three years ago have been gracious enough, up until a week ago, to allow them to use their spot, when they are out of town, but they are now here to stay permanently. To be clear he added that there are times, maybe twenty-five percent of the time, when you may be able to find a nearby space easily. He worries more and more as they age. He asked the commission to help him remedy this situation. He thought originally, after talking to Faught, that this would just be a permit program in the evening hours, which would still be difficult for them but he is happy to learn that the proposal is twenty-four hours a day.

Steven Cutler, 31 Gresham Street Ashland

He shared that they live next door to Mr. Wright. They are now living there permanently and the space that they had previously been letting them use is no longer available. They have watched what the Wright family has had to go through and it is horrible, including watching them struggle with groceries during the winter months, but beyond just that, it is a general quality of life thing.

Pat Cuter, 31 Gresham Street Ashland

She doesn't need to reiterate what they have seen these poor people go through but it isn't right. Residents should have priority over employees and visitors and she feels residents should have first consideration for things that are affecting their quality of life, as opposed to giving it to people who don't even live or pay taxes in Ashland.

Willow Denon, 132 6<sup>th</sup> Street Ashland

She suggested designating two parking spaces for Mr. Wright but after hearing the previous speakers who are experiencing similar issues, she thinks maybe five spaces does make sense.

Faught said staff is seeking support from the commission and if there is support then the next step would be to hold a public hearing.

Amarotico asked if it is worth considering only removing three of the five spaces and designating the other two spaces as short term (15 minute) so that way people feel like they haven't lost all the flexibility. Faught said he started with the same thoughts of only doing two spaces in order to solve Mr. Wright's issue but after talking about this issue with Linda Fait, it just doesn't work very well. He suspects there is enough displacement going on that those five spaces will be easy to fill He said the points are well taken and he thinks when we get to the larger strategies, for other areas in the downtown, we will have to look at the big picture (short-term, loading zones etc.) but that is in the future.

Graf said if this were in the railroad district and not right next to the co-op it would be a slam dunk but with the library parking it is a little concerning to eliminate five parking spaces right in front of the library. Mr. Wright has done everything he can to solve the problem and it's not fair to not do anything to help him, although he does worry a little about the five spaces as opposed to three spaces. Faught said if the commission wants to start with three spaces we can do that and then monitor it as a pilot project and be flexible to adjust to whatever the needs are.

Newberry said she is inclined to start with the five spaces. If the spaces are full then she doesn't feel it creates the resentment. Other towns do this and she was surprised, when she moved here, that we didn't have residential parking permits. She really supports this.

Amarotico asked if there was a set time period for this 'pilot'. Faught said we will be monitoring it and will evaluate it at six months and then again at one year, to see if this is something that should be made permanent.

**Newberry/Vieville m/s the Public Works department pursue the implementation of a pilot project for five (5) parking spaces on Gresham Street (in the area that has been discussed). Prior to implementation of that, public hearings should be held.**

All ayes. Motion passes.

## **Draft letter to Mayor and Council regarding Nevada Bridge**

Graf shared that Newberry had drafted a letter to Council on behalf of the commission. He pointed out that he had made some suggestions to her on drafting the letter. The goal is to have a letter that everyone on the commission is comfortable with. Each member of the commission was supportive of the draft letter as presented.

Barth/Vieville m/s accept the draft letter to Mayor and Council regarding the Nevada Bridge project for the June 20, 2017 Council meeting.

All ayes. Motion passes.

## **TASK LIST**

### **Discuss current action item list**

Newberry said she goes through the task list and she happened to observe that the numbering changed somewhere between February and April. #13 used to be Glenview Drive shared roadway and that one went away and Siskiyou Boulevard got renumbered on the list. Fleury said Glenview was removed from the list because of the chip seal funding that came through. Originally there was talk about having further discussion about making Glenview a shared road and moving that project forward but then we received grant approval and there is no longer a need to have additional discussions about just the single road. What he had planned to do is have public outreach once we get to the point where the grant is a little bit closer. Faught pointed out we thought we would only get about 400k for the chip sealing but there is additional funding that came forward and every project that was going to be partially funded was funded to 100%.

Newberry said that is good news. She added what she would have liked to have seen is this list in a spreadsheet, something where the commission doesn't just lose track of an item on the action list. She would prefer that the numbering be kept as is and then next to it out on there that it was resolved through that grant. By doing it this way, you can see that tasks are being accomplished.

Graf said he doesn't think the chip seal on Glenview Drive solves their problem. He said the problem isn't that it's a dirt road, their bigger problem is that cars drive too fast and it's especially problematic when there are pedestrians walking down the street. Making it a shared road is different than chip sealing it and if the shared road is still on the table, that is something that will need a public hearing before moving it forward. Fleury responded that the basis of the grant for the roads designated in the Transportation System Plan (TSP) as shared roads accounts for that conversion, so those designations would make sure that when Glenview was chip sealed it would be converted to the TSP classification, which is a shared roadway. This would require treatments as necessary, signage, posting of the 15mph speed limit etc.

Newberry said before we begin the public process for the Chip Sealing projects she would like to discuss the best way to go about that. Staff agreed.

Newberry asked about #8 (sidewalk clearance and vegetation maintenance). She asked about the brochures that Kyndra had previously worked on. The last time she was in the Community Development building she didn't see the brochures out. Fleury said there was a transition period with Kyndra leaving but the intent was to distribute the brochures through our Code Compliance officer as he goes out and also display them in our building. Faught pointed out that staff has been very busy with budget season and with losing an employee during the busy time, it was hard to stay ahead but with budget wrapping up in the next month or so we will be able to get back to these tasks.

Barth asked about the Hersey/Wimer signal analysis. He said this has been kicked around for a while and he has lost track. He asked if it is two crosswalks and one stop light. Faught said Kim Parducci was here a few months ago and said the traffic signal at Hersey/Wimer would not function well and she does not recommend that. She recommended two crosswalks and that is what was approved by the Commission. That is now included in in the Capital Improvement Project list which is included in the upcoming budget process.

## **OLD BUSINESS**

### **Transportation System Plan Request for Proposal (RFP)**

Fleury shared he has a good rough draft of the RFP started and he has incorporated comments from the February 9th special meeting. He previously offered to the commission to come and review the document and make any comments independently. Newberry took him up on that offer and came to the office and provided a few comments overall. He is getting ready to finalize the document before sending it over to our Legal department for their review and approval. Once the Legal department gives their approval then he can post it on the Oregon Procurement Network for public solicitation. Usually a solicitation such as this one, is posted for at least thirty (30) days, sometimes forty five (45), depending on the number of pages. He is hoping to get responses by the middle of June and then it'll take a few weeks to grade the applications, he said Newberry volunteered to be a part of the grading team. The grading team will consist of himself, Newberry and hopefully a member of the Planning department. For something like this three (3) is the minimum but he would like to see five (5), just in case it gets down to interviewing the highest ranked firms. He added there is a good portion of the document that focuses on transit and accessibility as requested by the commission. He added, for people that aren't used to this type of process, this document doesn't have to include every single scope item itemized since this is a qualification selection. It has to be broad stroke with some caveats of what we are looking at so they can show they are qualified to do the general scope of services that are outlined. Once a selection is made then we go into a full blown negotiation where everything is itemized on a task level basis. At that point, his intent is to bring it back to the commission to have a recommendation made to approve the final scope and fee and then that is what will go forward to Council for their consideration.

Fleury explained to the commission how the Qualifications Based Selection (QBS) process works; the QBS process has a 100k threshold in the state of Oregon. Any engineering services (surveying, photographs, and architectural services) than exceed 100k in cost, require you to only select the consultant based on their qualifications to perform the work, there is no discussion of money at the beginning stage. Then once you make the consultant selection that is when you go into the negotiation process. Sometimes, especially with the aviation (FAA) type of stuff, we will make the consultant selection based on their qualifications and then after negotiations are finished we send that to a third party purveyor. The third party purveyor then goes through and looks at the scope and completes their own fee worksheet associated with what they think those tasks will take as far as hours and if it is more than a 10% difference between the two, then you get to renegotiate the cost down. We have used that a couple of times in the past, on FAA and non FAA stuff, so that is a possibility and we can discuss that more if it gets to that point.

Newberry said she though Fleury did a really good job as far as including the transit element in this. She also thanked Fleury for the explanation on the option of being able to hire a third party examiner because that is a concern of hers.

## **FOLLOW UP ITEMS**

### **Street Mural Permit**

Fleury is working on the Council Communication to take this to the Council at the second meeting in May.

## **INFORMATIONAL ITEMS**

### **2018/2019 Street Improvement Capital Project List**

Update Commission on Biennium Capital Project List

Fleury said the list includes some carryovers from the current biennium budget period. A few of the new ones which this commission prioritized are the mid-block crosswalks on North Main Street and the Super Sharrow striping through the downtown.

Graf asked what is going to happen if Council decides to not do the East Nevada Street Bridge. He asked if that happens is staff going to come back to the commission for direction on where to put whatever money there might be from that project (SDC money). Faught said it can't come off of the CIP list until Council decides what to do with the project. He explained that System Development Charges (SDC's) can only be used on those projects that are designated for SDC funding. He shared the three projects that are going to be shared with the Technical Advisory Committee (TAC) are the bicycle/pedestrian bridge, bicycle/pedestrian/emergency vehicle bridge, and the Independent Way project. The plan is to talk to the TAC about whether there is a strategy on what is the best project

to move forward with to the Metropolitan Planning Organization (MPO). They will have more direction after the June 20th Council meeting.

Newberry said she needs more of an understanding of how the TSP serves the CIP list and how the CIP list serves the budget. Her understanding is the column on the CIP spreadsheet that shows SDC's, those are funds that we actually have. She asked about the grant column and in respect to the East Nevada Street bridge project it shows three million dollars in grants but yet we currently only have one and a half million secured. Faught said we told Council and the budget committee that if that project moved forward, we would try to secure additional grant funding to fully fund that project and that is why we hired Al Densmore and the JWA group to seek more money. Newberry replied, they didn't get that money. Faught said that is correct and without that additional grant money that project would likely not move forward. He explained these projects have to be on the CIP list and incorporated into the budget so that if we secure the other funding sources, then we have budget authority to move forward. Newberry expressed some confusion because it seems different than traditional budgeting in that you are planning to spend money that you don't already have. Faught said governmental budgeting is a bit different because these budgets are put together in advance and some of the projects are contingent upon securing further funding during the biennial budget period. If you don't put it into the budget and you secure the funding then you are stuck having to wait until the next budget period.

Newberry asked about LID's and noticed that there isn't anything listed in that column. Faught explained that Local Improvement Districts (LID's) can be created in two ways. If the Council has a project that they want to move forward or if the residents have something and they approach Council, and have a petition with 60% support. The reason you don't see very many is because they generally have to fund the project themselves through ten year repayment bond.

The next column on the spreadsheet is fees and rates and Faught explained those include street user fee, gas tax, and the food and beverage tax.

Newberry pointed out that she observed where the municipal code says "the Transportation Commission will review and make recommendations on the following topics as it relates to all modes of transportation" and #3 is funding, "will make recommendations to the City's transportation section of the Capital Improvements Program". She said she knows we set some priorities but that seems to be a little different than having the role as described in the municipal code. Faught said she makes a very good point but the way we have handled this is to come to the commission and ask them to prioritize the projects that are contained in the TSP. Newberry shared that she had gone back through the minutes from the meetings where the prioritization was done and from what she observed, it was done in piecemeal fashion and she feels like that didn't allow for the big picture.

Newberry said she walks along Siskiyou Boulevard a lot and one thing she noticed in the TSP is the access management study along Siskiyou. Access management includes guidelines used to determine how wide a driveway is, or how big a curve is, which determines how fast a car can turn onto it etc. All of those things have an impact to pedestrians and right now Siskiyou Boulevard is being built as though it was a rural highway because it is an Oregon Department of Transportation project. If she had been around when priorities were being discussed she would have pushed it; studies were not even looked at. Faught informed her that we applied for a TGM grant for a safety study but did not receive the grant. Newberry said if they were actually advising on the CIP something she would be pushing for is the access management study because that will take some time and even after it is done, it will take time to get the standards and designs changed. Faught said he wishes that she had been on board when the commission went through the prioritization process and he doesn't necessarily disagree. This is a whole new commission right now and thinks those are important things to change. Fleury informed her that he has spoken to Dan Dorrell, ODOT, about the issues with the radius on the south side with the ditch and the bike path.

Fleury shared with the commission that he is currently working with the GIS department on a project for the past few months to try to incorporate the following plans into one database: transportation system plan, storm drain master plan, water master plan, sewer master plan, facilities plan, Electric utility plan, Parks capital improvement plan, and the pavement management plan. This way when we go into the next round of prioritizing for the Transportation

System Plan there will be a map that everyone can look at and get a big picture view. Hopefully we can eventually we can get our franchisees (Avista, Century Link, Qwest, Charter) to provide us with their data layers so we can incorporate that data as well.

Faught said it is a possibility that if the East Nevada Bridge project doesn't move forward, the access management study could be a recommended alternate for use of the SDC funds.

Graf asked about whether the Transportation Commission will be consulted about the street overlays. Fleury said the ones that have been selected are the ones with the highest need. The Wightman and Mountain overlays have already been engineered and so those are able to be completed early on in the upcoming biennium. The map that GIS is working on will actually show the pavement index rating which will be helpful. During the upcoming TSP update the Transportation Commission will look at this map and begin to piece together the future CIP projects. The commission would like to see the CIP prioritized across categories. Fleury is hoping to have that ready to go by October or November of 2019 and that way we have all of that date in time for the next budget process.

## **Action Summary**

### **Accident Report**

### **Making an Impact Newsletter (March)**

#### **COMMISSION OPEN DISCUSSION**

Graf reminded the commission about the two vacancies.

Newberry said in her study of the municipal code she noticed it says "the advisory commissions and boards are encouraged to establish annual goals and action items that reflect the bodies charge as stated in the specific commission ordinance". She feels it would be useful to have an hour at one of the meetings where the commission can talk about goals and be more proactive, rather than waiting for staff to put together an agenda. Faught said he believes the commission has done goal setting before. He thinks it might be a better idea to do goal setting in a special study session rather than a regular commission meeting. Newberry feels the commission can be more productive and effective once goals are established. The commission agreed it might be a good idea to wait until the two vacancies are filled and those new commissioners come on board.

Barth said during the East Nevada Bridge process there were several times when things came up that the Planning department was supposed to do but failed to follow through with. He is hopeful that if staff sees opportunities for things that are going to be coming up in the future that we ensure Planning follows through. He also wonders if there is a way for the commission to play a role in helping to ensure there is follow through, as opposed to looking back in hindsight. Faught said he has the same frustrations. He said the Transportation Commission is now required to look at any type III developments, so a large development such as Mountain Meadows would be looked at. He said he would like to have a Planner come to the commission and explain the role that they play in the type III review.

Amarotico pointed out that there are a lot of biking activities in the month of May, such as bike to work week, bike to school day etc. and the Siskiyou Velo Club is putting on a lot of bicycle education activities.

Vieville said she has been getting a lot of complaints from people in wheelchairs, about not being able to get across some of the intersections because they have such large potholes, specifically Siskiyou/Tolman. Faught asked Vieville to have those people call staff directly so we can get the necessary information to address the issue. He also pointed out that the Police department has a new phone app where you can also report Public Works issues such as potholes, sign issues etc.

#### **FUTURE AGENDA TOPICS**

**Next Meeting Date: May 25, 2017 meeting cancelled due to budget hearings**

**ADJOURNMENT**

Meeting was adjourned at 8:06 p.m.

*Respectfully submitted,  
Tami De Mille-Campos  
Public Works Administrative Supervisor*

## ASHLAND TRANSPORTATION COMMISSION

### MINUTES

June 22, 2017

#### CALL TO ORDER

Graf called the meeting to order at 6:00 pm

**Commissioners Present:** Joe Graf, Dominic Barth, Sue Newberry, David Young, and Corinne Vièville

**Commissioners Absent:** Kat Smith

**Council Liaison Present:** None

**Council Liaison Absent:** Mike Morris, and Rich Rosenthal

**SOU Liaison Absent:** Janelle Wilson

**Staff Present:** Scott Fleury, and Tami De Mille-Campos

**Staff Absent:** Mike Faught

#### ANNOUNCEMENTS

Graf announced the appointment of a new commissioner, Kat Smith. She will be joining the commission at the next meeting. He reminded the commission that still leaves one vacancy.

Graf announced he is adding an agenda item under old business. Item A is going to be an update regarding Tuesday's Council meeting in which there were two transportation items on the agenda. He also reminded the commissioners that he and Scott meet the second Monday of every month to plan the agenda, so if anyone has any agenda items they would like to see added please get in touch with either of them beforehand.

He stated his philosophy is the task list is agenda items, so anything that is on the task list is fair game for discussion during that time.

#### APPROVAL OF MINUTES

**Approval of Minutes: February 23, 2017**

**Newberry/Barth m/s to approve minutes as presented.**

**All ayes. Minutes approved.**

**Approval of Minutes: April 27, 2017**

**Barth/Newberry m/s to approve minutes as presented.**

**All ayes. Minutes approved.**

#### PUBLIC FORUM

Lisa Hamilton, 1273 Iowa Street

Lisa described an experience she recently had when a vehicle crashed nearby her parked car. She saw the vehicle fly up onto what little sidewalk there is in that area. The vehicle collided with the power pole at the corner of Iowa and Avery Street. She described how scary that experience was especially since she has stood at this very pole with her children as they wait to cross the street. She quickly called 911. This is not the only vehicle crash in this area that she has witnessed first-hand. Months back there was another crash late in the night, involving a vehicle crashing into her neighbor's parked van. Many of the drivers on this street are new drivers in high school and living as though they are invincible. Many of the drivers are college students, heading home from parties and bars. Mistakes will be made and many have already been made. While those mistakes can't be stopped entirely, it is everyone's responsibility to do all they can and to help slow people down and make the street as safe as possible.

Karsten Peterson, 321 Bridge Street

They are part of an area that has a lot of kids on it. Her kids go to Willow Wind School on East Main. Their route to

school is to cross Iowa Street, cross Wightman Street, and then cross at Wightman/East Main. Her kids went on to share their own experiences.

Drake shared that he and his brother were taking their dog for a walk down to the park and they saw a car speed up and then start to drift. They started walking out and the car sped up headed towards them and almost hit them. They have made some routes around Iowa to help them get around but they take longer to get to school. They would really enjoy having a crosswalk there.

Bodhi agreed that it is really hard to cross Iowa Street without a crosswalk because cars park along the sides of the street and you have to walk almost to the middle of the street in order to get a view of what is coming. He thinks it would be good to have a crosswalk there so people will slow down and so people will have a safe place to cross the street.

Newberry pointed out that Iowa Street safety concerns is listed as an agenda item, under task items

Phil Hutchings, 2404 Siskiyou Blvd.

He is representing himself and his neighbors. He has noticed the speed trailer at the middle of Bellview Street. He isn't sure why it was set up there but he thinks it was probably due to excessive speed.

Graf pointed out that item is also on the agenda task list.

Colin Swales, 143 8<sup>th</sup> Street

He is a member of the Southern Oregon Electric Vehicle Association. He doesn't own an electric vehicle himself but having previously been a member of the Planning Commission and the Transportation Commission, he is interested in how the city is dealing with the infrastructure that comes with electric vehicles. He attended a meeting the other night and wanted to relay the information. SOEVA will have an entry in the 4<sup>th</sup> of July parade, the day prior and the day after that they will also have meetings at the Ashland library. The meetings have to do with ODOT sending a representative to discuss how to deal with autonomous vehicles and how that will effect infrastructure. One of the reasons he got involved with the club is because they were supporters of a shuttle coming to town. Josephine County is going to refurbish a bus to use as a shuttle between Grants Pass and Medford. He will send an email to staff with further details that can be forwarded on to the commission.

He also shared one of the things he has been doing for quite some time is monitoring traffic on arterial roads. He has always been a great proponent that we don't need three lanes of auto traffic in our downtown. To that end, he has been monitoring ODOT's figures. The figures are usually a few years behind but the figures have been dropping. 2013 was the lowest since 2003. It has had a slight uptick which may be because of the low fuel prices currently. He will also forward those details to show what the arterial traffic is doing in the downtown, and along Siskiyou, North Main and Ashland Street.

While there are still citizens in the audience that spoke about Iowa Street Commissioner Newberry had a few things to share. She shared she has a background in communities doing pedestrian/bicycle safety. One of the things she is going to be trying to encourage staff to do is to start including citizens and commissioners when doing studies such as the study on Iowa. Her experience is the best way to do that is to include people such as Lisa Hamilton who spoke earlier.

Newberry also mentioned that crosswalks won't slow people down by marking them. Those crosswalks are legal crossing places now whether they are marked or not. Marking them does help pedestrians feel more comfortable though.

## **NEW BUSINESS**

### **Bicycle Swap and Education Program Presentation by Ashland Parks**

**Lori Ainsworth, City of Ashland Parks and Recreation**

### **Egon Dubois, teaches bicycle safety classes throughout Ashland**

Lori updated the commission on how this year's bike swap went. She shared that they use funds generated from the bike swap to facilitate the bicycle safety education program which is operated in the elementary schools. The

Ashland Parks and Recreation (ARP) assumed the role of managing this program back in 2012. It costs APR about \$9,000 per year and is included within their budget. That pays for the instruction and maintaining the fleet of bikes. This year the bike swap was on Easter weekend and it also happened to be the last day of skiing at Mt. Ashland, so the event was down by about eighty customers from the prior year. The gap between revenues and expenditures this year was \$2,600 compared to \$1,000 last year. Overall the bike swap is still a very popular community event.

Young said his experience was it was less publicized than in previous years. Lori said she would pass that along to the marketing group and to Rachel Dials, Recreation Superintendent. Young also recommended they get communicate to the commission a few months in advance of the event so it can be more on people's radar.

Egon stated last year this program was only taught at three schools which is unfortunate that it isn't taught at all of the schools especially because it is free of charge. He pointed out that he has approached Willow Wind every year and every time they have declined. In his opinion, Willow Wind is one of the most problematic schools in terms of access to the school. He wished that Karsten Peterson who had spoken during public forum had stuck around. He feels she could make a great champion for him at that school.

Barth said he had remembered talking about Bellview at a previous commission meeting and trying to make further attempts to get them on board but then it became apparent that they were not interested. Young said the Principal is adamantly opposed to the program right now because of the inadequate infrastructure. She doesn't want to encourage kids to bicycle because of this problem. Egon said in previous years he would approach the teachers and Principal of Willow Wind and Bellview via email, occasionally in person as well which he will do this year as well. Despite the fact that he primarily teaches bicycle safety education, he starts by teaching pedestrian safety education and he thinks maybe that is a good thing to point out to the Principal so she can reconsider the program.

Newberry suggested when meeting with the Principal that he find out precisely what the concerns are of the Principal. She lives nearby that school and has observed one of the issues is the parents driving in/out of the school. The drop off/pick-up area is inadequate. If we could get more specific information regarding the problems then maybe the school/commission could work together to solve all of the modal issues. She offered to join Egon, being that she has a lot of background in safe routes to school programs. Egon said he would reach out to the Principal first and then get back to Newberry.

Graf said it is discouraging because they had gone ahead with the four way stop at Tolman and he had hoped that would mean they would then take advantage of the bicycle safety program.

Discussion was had regarding the need for safe routes to school. Egon said he would be willing to meet at any time to have further discussion.

### **Zagster Bike Share Program**

#### **Andrea Napoli, Rogue Valley Council of Governments (RVCOG)**

Fleury went over his staff report regarding how the bike share problem came to existence and the current desire to work with RVCOG in order to keep this program going.

Napoli shared that United Way began this program in 2015 utilizing grant funding. United Way approached the RVCOG a few months ago to see if they would be interested in taking it over as the grant funding was ending on July 24, 2017. The RVCOG had secured grant funding through ODOT and RVTD. Given the short time frame they decided to eliminate some of the current six stations, with half of the use at the Water Street station, and go with the stations that were performing. The ODOT grant funds two stations, twenty bikes for three years. The RVTD funds two stations, ten bikes. With that, the Front Street station in Medford will remain because that was important to RVTD. Other than that, everything through the grant funding will be in Ashland. They have also been working with the self-sufficiency office through the State, they administer Medicaid, SNAP, the jobs program, and Assistance for Needy Families etc., to be able to offer them free use of the system.

Young thinks the program is fantastic and it is mentioned in the 2012 Transportation System Plan. He asked if the Siskiyou Boulevard location is the location to serve the underserved. Napoli said it was. He thinks the tourist location

is very important than everyone thinks, he would love to see it move from Water Street to the Plaza. He thinks ScienceWorks would be a great partner because a lot of families that visit there from out of town and many of them say they don't want to drive when they get into Ashland. Napoli said there are definitely partnerships in the works and they plan to continue to work on securing private sponsors. Right now there is a system in Ashland that will work and once that is installed they can implement other phases if other interested parties come on board. Right now this is being funded with public money but her hope is that they can approach private parties and entice them to support the program by demonstrating that the program is being utilized. She said if anyone has any ideas for potential private sponsorships to please contact her and she will get it added to the list. Asante and OSF are currently on the list for future exploration.

**Young/Vièville m/s recommend to Council that the commission supports the participation in the new RVCOG program, including two stations.**

**All ayes. Motion passes.**

Young feels this will be a successful program and there will be opportunities for private partnerships in the future.

Vièville asked about the potential for adding a tandem bike to the system which could have the potential to benefit the visually impaired. Napoli said there aren't currently any tandem bikes in this system but she can discuss this with Zagster. Vièville asked Napoli if she would be willing to meet with the Lions Club to discuss this, if Vièville was able to set something up and Napoli said yes.

#### **July 2017 Meeting Date**

Fleury reminded the commission that this request is due to him being away at a conference that week.

Discussion was had and the commission decided on July 20 from 4:00-6:00 p.m. in Council Chambers.

#### **TASK LIST**

##### **Discuss current action item list**

Barth asked about the Hersey/Wimer signal warrant analysis and Fleury said that had been postponed due to budget meetings but it is on the July agenda, along with a quarterly update on the Road Diet.

Young asked about the super sharrows along Main Street. He said it has been approved by two bodies and he is wondering when this is going to take place. Fleury said the budget was just approved by the budget committee and that budget includes the Capital Improvements List of which the super sharrows was a part of. He is going to task Faught with getting that going this summer and gaining ODOT approval (it is their jurisdiction), so hopefully we can see some forward momentum very soon.

Barth asked about the TSP Update and Internal Feasibility Analysis. Fleury said the RFP for the TSP has been advertised and responses are due back by August 1, 2017. Once the responses come back they will begin the formal process, in which Newberry has agreed to be the Transportation Commission representative.

Graf shared that Newberry made a great presentation to Council on the East Nevada Bridge and the commission's stance on it. He said there was quite a bit of discussion on this and the vote was not unanimous; they did vote to not go forward with the bridge as proposed in the TSP. He further described how the Council meeting went.

Young said he went to the RVCOG meeting last week in which Faught gave a presentation for a twelve foot bicycle/pedestrian bridge or a twenty foot bicycle/pedestrian/emergency vehicle bridge, citing the current fire code. He also presented the Independent Way project as an option. His sense was there had been discussions amongst people in advance of that meeting. The temperature of the room at that meeting was that a bicycle/pedestrian/emergency vehicle bridge would score far less with them than the Independent Way project. That is no surprise to him but is disappointing. Fleury explained we would have to submit a new application for transfer of

the grant funding (\$1,500,000) over to the Independent Way project. If the RVCOG supports it, then it would go to the RVMPO and they would decide if those grant funds will be reallocated. Young said the Greenway Board is also a potential for funding. They were present at the RVCOG meeting and there was a lot of discussion at that meeting. Fleury said the Greenway Board is very supportive of that connection. Newberry asked if this could be added on a future agenda rather than keep the people in the audience who are here for the next agenda topic waiting.

Newberry would like to have the support of the rest of the commissioners to work with Public Works on the Iowa Street Safety Concern issue. She would like to maybe do something like a walking audit, where they would go out there and observe. She doesn't want to have to wait until school starts to fix the problem. Fleury said part of the problem with school starting is the car counts for turn movements, the rest of it will begin when the new budget year starts. Newberry said she understood and would like to be involved in that process. The commission supported the idea.

Barth asked about the Sidewalk Clearance and Vegetation Maintenance item. He said they were previously told there was going to be an app for that and he wondered if that had taken place. Fleury said there is an App called My Ashland which you can submit complaints through.

## **OLD BUSINESS**

### **Pilot Residential Parking Permit System for Gresham Street**

Savannah Randall, 810 Park Street

She shared that she isn't a resident of Gresham Street but she does spend a lot of time on the street, as her Professor Craig Wright lives there. When she first moved to Ashland she lived across the street from AHS and she experienced a lot of congestion during the day but it tended to loosen up in the evening and during school breaks. In her opinion, if you are a homeowner you shouldn't have that struggle every single day.

Donna Wright, 1274 Munson Drive

Her grandson lives here and over the years she has seen how horrible it is to try to park nearby. She spoke about something as simple as having small children and trying to unload groceries while parked four blocks away. And other things like taking your child to school while the weather is bad, and the sidewalk is icy. If there was room to put a driveway in, her son Craig would have already done that. She feels people ought to be able to park within a reasonable distance to their house. She doesn't think this residential parking program will be harmful to anybody.

Craig Wright, 25 Gresham Street

His intent isn't to reiterate what he has already said. He thanked the commission for considering this. He wanted to take a moment to acknowledge Teri Disilva who is currently ill (she served the Ashland Police Department for many years).

This isn't a matter of convenience for his family, it isn't an issue they can speak of in idealistic terms and he doesn't think they can afford to look at it that way. It affects them each and every day, it is a basic necessity in life. He believes the community should try to provide for their residents. The library has designated parking spaces, a bike rack, is centrally located and even has a bus stop. He said he is getting older and plans to retire in ten years and he doesn't know how he will feel then. The stories such as the difficulty with unloading groceries, aren't exaggerations. He feels like he is being encouraged to drive more because he spends an extra 15-30 minutes per day driving just to find a place to park. He feels this is an opportunity to do something that is very low cost. He really wants to speak as highly as possible but he has been dealing with this for twenty-three years now and for twenty-three years now he has been asking for a solution. He has done all he can, even going without a vehicle for several years before having children.

Colin Swales, 143 8<sup>th</sup> Street

He said this has been a long, ongoing problem. He owned property at 461 Alison Street since 1995. He was surprised when he found out about this because he didn't receive notice of this and yet he is in that immediate area. He said this all started when the library was re-zoned from residential to downtown commercial and thus not requiring off street parking, which allowed them to quadruple the size of the library and cut the parking. His memory of it is that they were going to try to have parking on both sides of Gresham Street and then they found that it was too narrow to

do that. At the time the Planning Director (Mac) unofficially designated the north side of Alison Street as defacto library parking, which is what in fact happens with at least two-thirds of the block. He said it isn't just library patrons that come and go, it is library staff as well. He knows the situation that Craig is in and he fully supports this idea. He is just interested to see how this works out and possibly if it can be extended into the other neighborhoods that suffer from the downtown congestion. One of the things that could be done, is to possibly offer an incentive to downtown employees to park in the parking garage, rather than on the residential streets. He requested that any future discussion of this by either the Transportation Commission or the City Council be noticed to the residents on Alison Street and also Union Street.

Christina Hubbard, 850 Blackberry Lane

She used to live on Gresham Street. She shared with the commission that she appreciates them considering this. She feels it is wonderful for the commission to consider a local's need. The people who live on Gresham Street pay a premium to buy their homes and to keep them up to historical standards. It seems like they do their part to keep their houses looking the way the City wants them to look but it isn't right for them to have to work so hard to just be able to come and go. She spoke about this past winter with all the snow and ice that we got and how difficult that is for the aging residents in that neighborhood who have to park blocks away.

Young feels there are two issues here. One, is specifically related to Craig's issue. He feels there is some level of service that is owed to him if there is absolutely no off street parking option. He feels that is legitimate. The issue for him is he wonders if you can do an individualized thing as a pilot. He thinks we can do a pilot for a particular residence on a request basis, if it is allowed. He remembers exactly what Colin Swales described with the changes to the library parking. He shared that the Downtown Parking Committee started to look at a residential parking permit program and that's when everything got tense, and things got pushed off. That parking plan got voted down by Council. With that said, he thinks we should look at individual requests, based on a residence having no off street parking.

Newberry isn't sure that it is practical given what Diamond Parking said at the first meeting she isn't sure how feasible and practical it is. If we have something that isn't enforced, it's useless. She feels it is more enforceable if we have the five spaces. She is concerned about the letter opposing this, which was just handed out and inserted here into the record. The resident is concerned about pushing the vehicles further up Gresham. She would anticipate if this was done as a pilot project to see how it worked, that there would be parameters set but she believes we will have requests coming in from nearby residents very quickly. We need to be careful because whatever is decided for this situation is likely going to determine what happens for residential permits. She thinks we may want to consider limiting the number of permits per household but not limit the people that would be eligible, that way residents along Gresham, Alison and Union could apply, and limit the permits to two per household (no off street parking) or one per household (off street parking). She believes we should do this as a pilot and if it doesn't work then we will know what doesn't work about it, which will give us a foundation to improve. We need to approach it very carefully and approach it as a new pilot program.

Vièville feels it is important to be able to be close to where you want to get to, especially if you have an illness or develop a disability at some point in life.

Barth thinks some sort of permit system is overdue and he is hoping this will maybe effect metered parking downtown. He thinks the five spaces that were presented at the first meeting, is a good place to start.

Graf agrees with Young and is fully supportive of doing one or possibly two spaces for Craig, but he is not supportive of starting the precedent of giving "free reserved parking" to everybody who feels they don't have adequate off-street parking.. He supports the situation that the Wright's are in and he supports supplying one space for them but he doesn't think we should supply five spaces just because it is easier for Diamond Parking or because that is the block section.

Fleury pointed out when he and Faught first went out there they talked about installing a driveway in the front yard so there was dedicated parking. If a driveway was installed, per our standard, he could take up thirty feet of frontage which would equate to almost two parking spaces there. If he were to do that you would lose more spaces than you

would gain by having the off street parking in front of his home.

Wright informed the commission that he attended every one of the library meetings pleading his case about how it was going to affect parking and he was reassured about how it was going to be ok.

**Newberry m/ move forward with a pilot project that would create the five spaces on Gresham as a pilot project that would run 6-12 months. At six months, at a minimum, the pilot program would be evaluated.**

**Motion died sue to lack of second.**

**Young/Vierville m/s due to compelling circumstances and lack of off-street parking the Commission requests Council approve the provision of one reserved parking space in front of 25 Gresham Street for use by the homeowner, to be reviewed after one year.**

**All ayes. Motion passes.**

### **FOLLOW UP ITEMS**

**None**

### **INFORMATIONAL ITEMS**

#### **Action Summary**

#### **Accident Report**

Officer MacLennan went over the accident report for March and April and they discussed a few of the accidents listed.

Officer MacLennan spoke regarding the residential parking issue. This was something that was brought up to him about six months ago by the Director of SOU Security who would like to come and speak to the commission in the near future. SOU just purchased a program that uses a license plate reader and his theory is that his students shouldn't be bothering residents that are surrounding the school. The resident's license plates would be saved in the system and if they have visitors, you can go on any smart phone and add the plate info to the system (or call in). He thought this might be something we want to look at if we do venture into more residential parking permits.

Officer MacLennan shared he had a complaint about parking on Tolman Creek, just above Siskiyou Blvd. (County roadway). The road is narrow and people tend to park along the shoulder, and there aren't any no parking signs. He said he wasn't sure there would be anything that could do about enforcement because it is a county road. He passed the information along to Fleury.

Officer MacLennan spoke regarding the issue with Iowa Street. He said Karl Johnson (Engineering) did a speed study and the average speed was 22.4 mph, there isn't a speed issue up there. We need to remember when they are talking about these crashes that are happening, these crashes are due to intoxication. There is a blind spot issue with the power pole on the SE corner of Garfield.

Officer MacLennan mentioned that is just so happened that Washington/Ashland got brought up today because he had two crashes out there today involving U-turns. ODOT has talked to him and want him to enforce U-turns out there and he has asked them to install signage and they have said no.

### **Making an Impact Newsletter (May)**

### **COMMISSION OPEN DISCUSSION**

### **FUTURE AGENDA TOPICS**

**Next Meeting Date: July 20, 2017**

**ADJOURNMENT**

Meeting was adjourned at 8:27 p.m.

*Respectfully submitted,  
Tami De Mille-Campos  
Public Works Administrative Supervisor*

Thursday June 22, 2017

Due to the lack of residential parking in front of our home, we are never able to accommodate guests, workers, trucks or moving vans. So, whenever we need to have any work or maintenance done, trucks often need to park blocks away and hand carry equipment, because library employees and others who don't live on Gresham Street take up all the spaces in front of our houses. There is never a free space in front of our home, the Wrights' home, or the home on the other side of them. Consequently, our guests need to carry luggage or potluck dishes, often from several blocks away.

It's an ongoing headache for everyone who lives on this street, especially as we get older, facing broken bones, other health complications, etc. What good will building wheelchair access do us if we can't access the house because non-residents are taking up the few spaces in front of our homes? The situation is extremely difficult for us and impossible for the Wrights.

It should also be noted that we own historic homes, which require extra expenses for maintenance and repairs, as that's what the city requires of us. Reciprocation for these expectations through the establishment of residential parking would at least help us, by giving us a place for us and our workers to park.

Thank you for your consideration.

Steven and Patricia Cutler  
31 Gresham Street

## Tami Campos

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**From:** Mike Faught  
**Sent:** Tuesday, June 20, 2017 8:16 AM  
**To:** Scott Fleury; Tami Campos  
**Subject:** FW: Pilot Residential Parking Permit for Gresham Street (5 spaces between Hargadine and Beach Streets)

**From:** Thomas G. Paterson [mailto:paterson@mind.net]  
**Sent:** Tuesday, June 20, 2017 7:38 AM  
**To:** Mike Faught  
**Subject:** Pilot Residential Parking Permit for Gresham Street (5 spaces between Hargadine and Beach Streets)

To Michael R. Faught, Public Works Director:

Thank you for your letter of June 14, 2017, about a "Pilot Residential Parking Permit for Gresham Street." We cannot attend the June 22 meeting of the Ashland Transportation Commission. I welcome your putting this message into the record and letting me know that it arrived.

I think this proposal is a bad idea that will compound, not remedy, the parking issues on Gresham Street and connecting neighborhoods.

First, removing five spaces will simply push cars farther up Gresham Street, thus negatively impacting parking for residents above Beach Street, who already see a clogging from heavy Library users' parking.

Second, it seems clear that five spaces are more than are needed. There are three buildings on Gresham between Hargadine and Beach. One of the houses has a garage and a driveway just off Beach. The "house" at the corner of Hargadine and Beach offers rental units and already has parking places on Hargadine. The only house that apparently has no parking on its premises sits between these two mentioned places. The owner has two very large vehicles that really take up three spaces. But, regardless of the car sizes, your granting the owner any specially-designated spaces will privilege him/her over all of his neighbors, including many who live up Gresham, or on Allison and Vista.

Third, the question of enforcement of the use of the proposed five spaces looms large. People who are determined to visit the Library, even for a "short time," will not always honor the parking permit restriction. Such people already park in front of a nearby driveway, sometimes blocking it, and they even knock over recycle and garbage bins placed on the curb for our Tuesday pick-ups. Who will enforce the parking permit requirement? The police? The police have a lot more important activities to undertake than to drive constantly on Gresham Street

looking for violators, be they Ashlanders or tourists. The police department has more important business to conduct than to answer phone calls about the misuse of the spaces.

Sincerely,  
Thomas G. Paterson  
63 Gresham Street  
Ashland, OR 97520  
541-201-0369 (home)  
[paterson@mind.net](mailto:paterson@mind.net)

6/23/17

Commissioners Graf, Barth, Newberry, Young and Vieville

I had intended to see you all last night ( June 22, 2017) at the TC meeting, but had a conflict come up at the last minute which prevented me attending.

I want to THANK each of you for your extraordinary hard work on the E. Nevada Bridge project (N17) and in particular commend Sue Newberry for her concise, summary of your work to the City Council meeting on June 20, 2017. Joe Graf's presence further added credibility & accountability to the TC presentation.

Clearly your work , public feedback and factual engineering data came together to convince Mike Faught (to support to reject ) and the CC to vote to reject N17.

The CC was well informed of the complexities of N17 and it was clear they appreciated they had received a comprehensive briefing prior to the 6/20/17 Council meeting. Your efforts contributed to the Council being well informed. Members of the CC were very complimentary to you all & one also thanked the TC for the letter (penned by Joe & Sue) the CC received shortly after the March 23, 2017 meeting at which the TC recommended N17 be rejected.

It is my opinion that the CC has a new found respect for the work- ethic and dedication to examining details & facts you have shown you deliver. I also believe the TC performance will continue as new projects & proposals land on the TC desk. These will be well vetted & examined by the TC to the

benefit of the residents of Ashland.

I look forward to attending further meetings and am especially interested in the discussions around a green solution for crossing Bear Creek at E. Nevada ( bike & walking) and getting down Main Street by electric trolley/bus.

Thanks again for volunteering to work so diligently for Ashland residents and the City.  
I am submitting this letter for the record.

Susan Hall RN  
210 E. Nevada St.  
Ashland  
510-828-1344  
srhallrn@comcast.net

*Sr Hall RN*

# Memo

CITY OF  
ASHLAND

Date: August 29, 2017  
From: Michael R. Faught  
To: Transportation Commission  
RE: Pilot Residential Parking Permit -Gresham between Beach Avenue and Vista St.

## **BACKGROUND:**

As discussed at the April 27, 2017 meeting staff has publicly notified residents and business in the general vicinity of the Gresham St. where the residential parking permit pilot system could be employed.

The Commission will hear public testimony regarding the implementation of a residential parking permit pilot program for five (5) parking spots between Beach Ave. and Vista St. on the west side of the roadway, reference attached map.

## **History:**

The Downtown Multi-Modal and Circulation Committee discussed the need to consider incorporating residential parking permits in the downtown area sometime in the future. While most of the committee discussion related to the railroad district, we have a situation on Gresham between Hargadine Street and Beach Avenue (see attached map) that may be a perfect location to implement a pilot residential permit in that block.

Mr. Wright who lives at 25 Gresham (across from the Library) does not have residential parking on his property. In most neighborhoods there is sufficient street parking available to provide residential parking; however in this case, Mr Wright lives across from the Library and the street parking on the block are generally full most of the time.

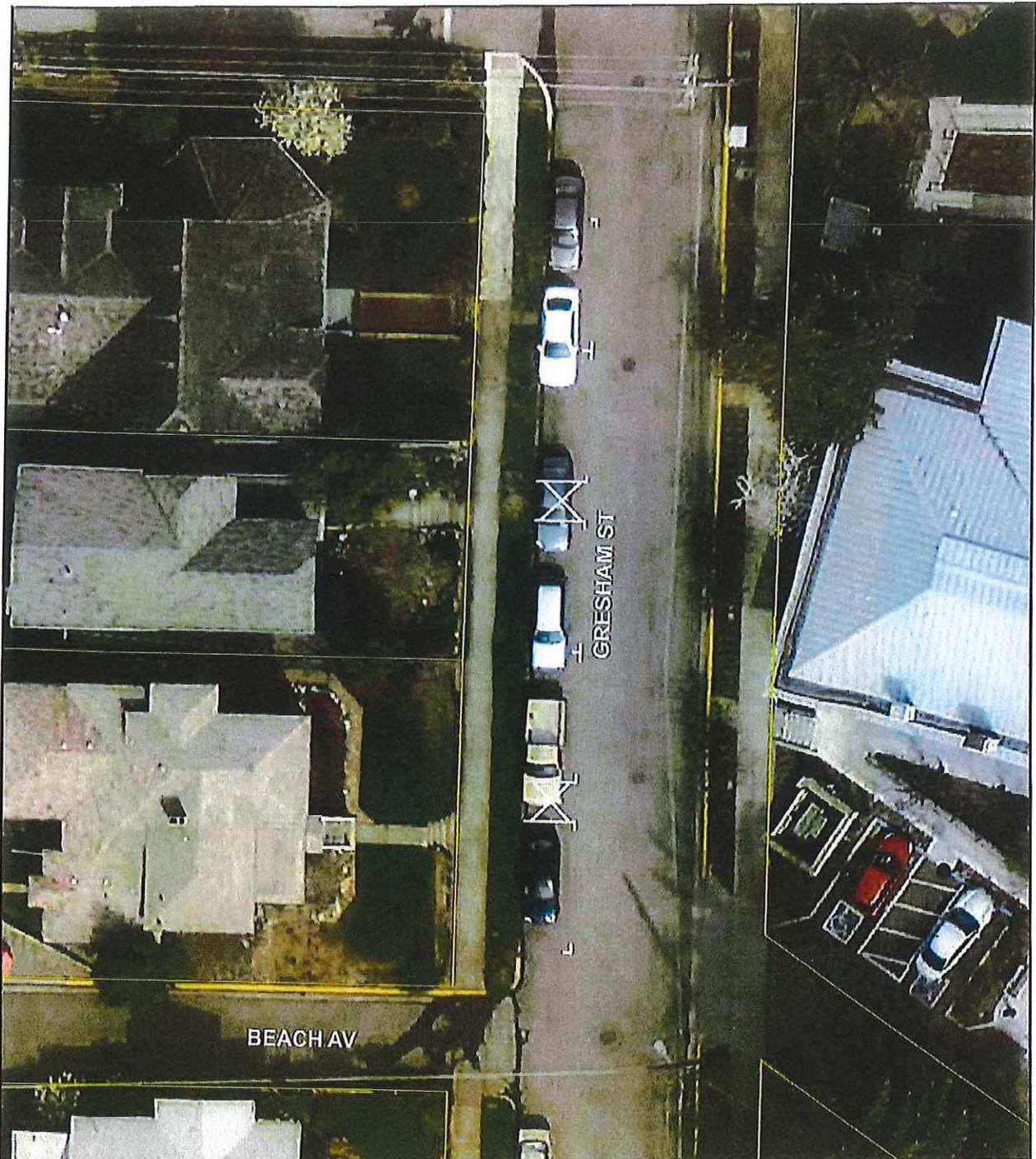
To remedy this situation, staff consulted with Diamond Parking (who has experience with residential permitting) to develop the following draft pilot residential parking permit:

- Designate all 5 parking spots on this block as residential permit parking only 24/7;
- Allow all residents on the block to apply for the permit;
- Diamond would develop enforcement up to 5:30 pm and the police department would enforce after that;
- Each resident would be allowed one permit at no cost and would have to pay \$25 for a second permit if available.

City crews will purchase and install signs, develop parking permits, and Diamond Parking will develop the residential policy and process the request for the parking permits.

**CONCLUSION:**

The Commission is to take public input on the proposed residential pilot program and make a recommendation to the City Council regarding whether to implement the pilot program or not. Public Works staff will then bring this item to the Council for discussion.



# Proposed Pilot Residential Parking Permit



**Legend**

- Proposed Parking Lines
- Taxlots

