

DATE: October 27, 2016

TO: Ashland Transportation Commission

CC: Mayor & Council, Planning Commission,
City staff personnel Michael Faught, Bill Molnar and Scott Fleury

FROM: Bob Alessandrelli, President, McCall Condo Association, Ashland

RE: Reply to August 29, 2016 Kim Parducci's
McCall Dr. Extension Study/Report

On May 26, 2016, I came before Ashland's Transportation Commission on behalf of the McCall Condo Association regarding the proposed extension of McCall Dr. Our owners and residents are opposed to this extension due to safety that will be impacted because of any increased traffic if McCall Dr. is changed from a dead end to a thruway. This Commission requested that a traffic engineer review this and provide a report, for which we are appreciative.

Below is this engineer's report, dated August 29, 2016 and submitted by Kim Parducci. Our Association's reply to her study is in blue immediately following each of the engineer's comments:

- McCall Drive is a narrow, 22-foot wide, two-lane facility that provides access to Clay Street for commercial and residential users. It is approximately 800 feet in length and has no on-street parking.

The fact that McCall Drive is narrow is a major part of our Association's safety concern. The two photos on page 3 show one particular problem, the sharp, narrow turn halfway thru the street. Notice how tight this turn is now. This road is only used by McCall Condo residents and guests who are familiar with the narrow street. Thru traffic drivers may not be familiar with this sharp, narrow turn and we fear that accidents may occur. The photos were taken by two owners, one who owns a small car while the other owns a pick-up. Think how tight this would be if one of the cars wasn't a small VW bug!

The engineer's report correctly states that there is no on-street parking, but you'll notice on the map on page 4 that there are a total of SEVEN areas of access to McCall Dr. from three garage areas (for a total of 32 vehicles) and four general parking areas. Thru traffic will have to contend with this many egress areas in the short 800-foot length of road. Extending McCall is a recipe for accidents.

- The City's Transportation System Plan (TSP) has an identified project (R23 on Figure 10-3 and described in Table 10-3) to construct a new roadway from McCall Drive to Engle Street, but there is no timeline for when this will occur because it is developer driven.

Our Association has researched this proposed project and is aware that there is no timeline. Whether an extension happens next year or three or five years from now is not the issue. Safety concerns will remain as McCall Drive is simply too narrow with too many egress areas to be made a thruway.

We have been told that an update to the City's Transportation System Plan (TSP) is planned to commence within 12-18 months with another 12-18 months after that until it is completed. Our Association plans to be a part of this and is hopeful that we can get this extension eliminated from any future plan. But, as noted above, this extension is developer driven, meaning that if the City sells the parcel on Villard St. to develop additional low income housing (the current plan), this extension could be required of the developer by the City before the TSP is revised.

- In looking at the planned connection, it is our opinion that the new roadway will likely be used more by residents living in the condominiums along the north section of McCall Drive who are going to or coming from the north on Clay Street. It is less likely to be used as a cut-through route for residents to the north because of its narrow width and sharp turns that make it a slower route alternative.

No one can say who will use McCall Drive if it is extended but speaking with the full support of the McCall Condo Association, I can state that McCALL OWNERS AND RESIDENTS DO NOT WANT McCALL DRIVE EXTENDED. If anyone in Ashland cares about residents' views, please read and heed. WE DO NOT WANT OUR ROAD EXTENDED AND ARE CONCERNED ABOUT INCREASED TRAFFIC AND SAFETY. Put another way, if you build it, we will *not* come (and use it.)

A more likely source of vehicle traffic could come from Villard and Eagle Streets' residents who could use a McCall Dr. "shortcut" to access shopping at Albertson's, Rite Aid, etc.

In addition, our Association has major concerns that people visiting the proposed dog park will use the roadway to our homes. We are also concerned that dog park visitors may elect to use our parking area, which is already limited. As a small condo complex we certainly don't have any enforcement to patrol non-resident parking.

Please take note that the engineer herself describes McCall Drive as having a "narrow width and sharp turns." Which proves our point that this street should not be a thruway.

Based on our findings, we do not see any reason to amend the City's TSP to remove the planned project. However, at such time that development occurs and a connection is made to the existing McCall Drive, it is our recommendation that traffic volumes on the existing section of McCall Drive should be monitored and addressed if necessary to ensure that volumes are not becoming excessive or creating an unsafe situation.

City authorities have a chance to be *proactive* rather than *reactive* in this case. Nobody should spend time and money—and a developer's money is just as important as City funds and should be respected—to construct something that is already perceived as undesirable by the residents that are "expected" to use it. Two City staffers have stated that stanchions will/could be placed if traffic and safety becomes an issue. It's much smarter to not build this extension if there is already a discussion of turning McCall Drive back to a dead end once—not if—issues of safety and traffic become obvious.



Villard St

proposed
dog park

YMCA Park

proposed
affordable
housing

proposed road

current dead end

8 garges

8 garages

YM

Sharp turn
blind & narrow
corner

parking

parking

16 garages

McCall Dr

parking

parking

Snap Fitness

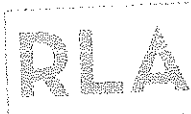
Miller Paint Company

Clay St

Clay St

YMCA Way

Ashland St



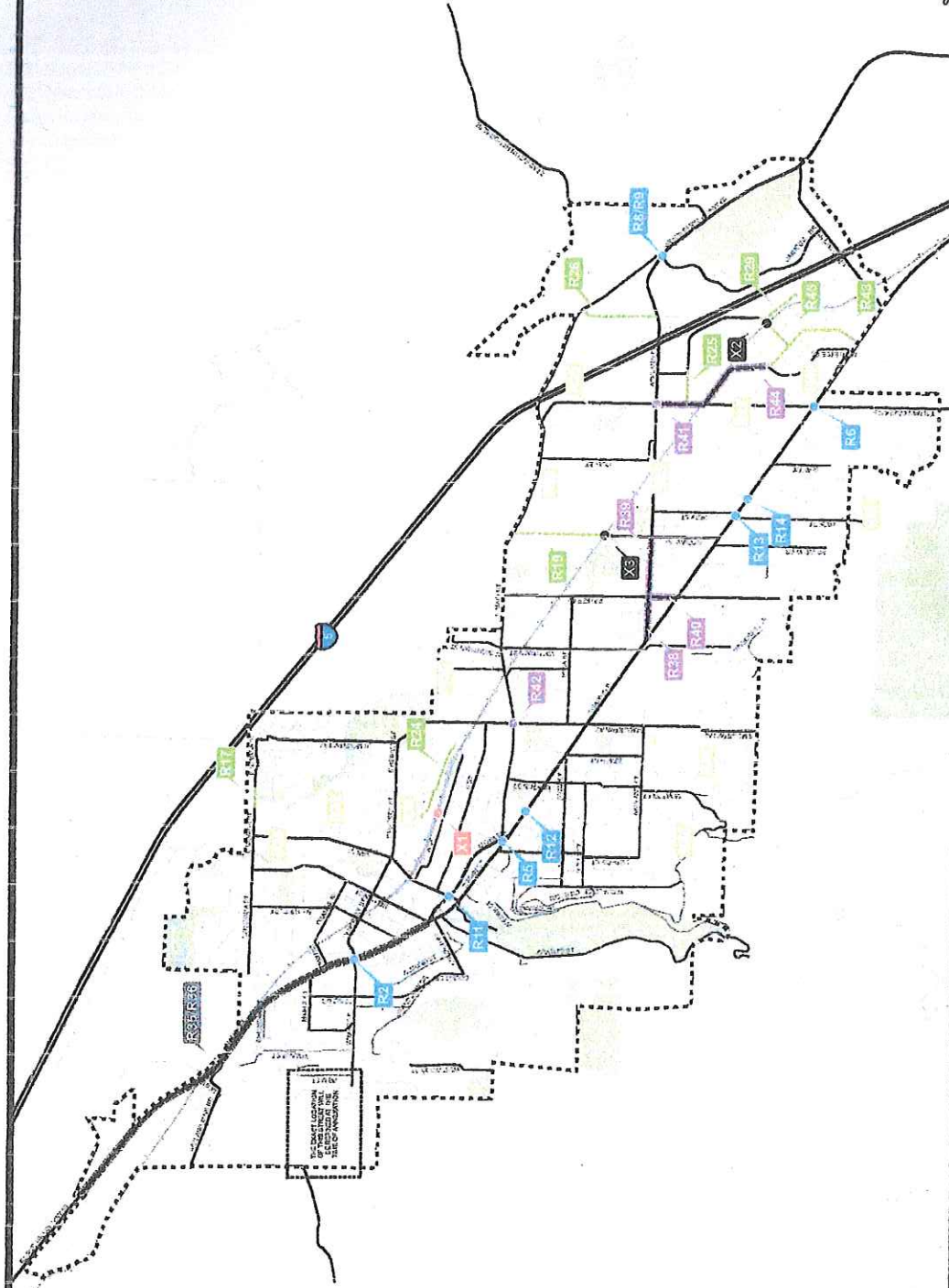
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To: Mike Faught, Ashland Public Works Director
From: Kim Parducci, Southern Oregon Transportation Engineering, LLC
Date: 08/29/2016
Re: McCall Drive Citizen Concern

Comments: Southern Oregon Transportation Engineering reviewed a citizen concern relating to a proposed new street extension from McCall Drive to Engle Street. Our assessment is provided below.

- McCall Drive is a narrow, 22-foot wide, two-lane facility that provides access to Clay Street for commercial and residential users. It is approximately 800 feet in length and has no on-street parking.
- The City's Transportation System Plan (TSP) has an identified project (R23 on Figure 10-3 and described in Table 10-3) to construct a new roadway from McCall Drive to Engle Street, but there is no timeline for when this will occur because it is developer driven.
- In looking at the planned connection, it is our opinion that the new roadway will likely be used more by residents living in the condominiums along the north section of McCall Drive who are going to or coming from the north on Clay Street. It is less likely to be used as a cut-through route for residents to the north because of its narrow width and sharp turns that make it a slower route alternative.

Based on our findings, we do not see any reason to amend the City's TSP to remove the planned project. However, at such time that development occurs and a connection is made to the existing McCall Drive, it is our recommendation that traffic volumes on the existing section of McCall Drive should be monitored and addressed if necessary to ensure that volumes are not becoming excessive or creating an unsafe situation.



Sources: USGS, ESRI, TANA, AND

- Planned Roadway Projects
 - Planned Boulevards, Avenues, & Collectors
 - Planned Neighborhood Streets
 - Planned Street Projects
 - Planned Road Diet
- Planned Intersection Projects
- Planned Streetscape Projects
- Planned At-Grade Ped/Bike Rail Crossing
- Planned At-Grade Rail Crossing
- XX Project Number

Planned Intersection and Roadway Projects

Figure 10-3

Table 10-3

Preferred Plan Intersection and Roadway Projects

(Project #) Name	Description	Reasons for the Project	Priority (Timeline)	Cost*
(R2) N Main Street (OR 99)/Wimer Street-Hersey Street Intersection Improvements	Install a traffic signal at the intersection once MUTCD traffic volume or MUTCD crash warrants are met	Improve Safety, Improve Operations	Low (15-25 Years)	\$300,000
(R5) Lithia Way (OR 99 NB)/E Main Street Intersection Improvements	Improve visibility of signal heads. Identify and install treatments to slow vehicles on northbound approach	Improve Safety	High (0-5 Years)	\$50,000
(R6) Siskiyou Boulevard (OR 99)/Tolman Creek Road Intersection Improvements	Conduct a speed study. Identify and install speed reduction treatments on northbound approach	Improve Safety	High (0-5 Years)	\$61,000
(R8) Ashland Street (OR 66)/Oak Knoll Drive-E Main Street Intersection Improvements	Realign E Main Street approach to eliminate offset and install speed reduction treatments	Improve Safety	High (0-5 Years)	\$706,000
(R9) Ashland Street (OR 66)/Oak Knoll Drive-E Main Street Intersection Improvements	Install a roundabout ¹	Improve Safety, Gateway to Urban Area	Low (15-25 Years)	\$3,150,000
(R11) Lithia Way (OR 99 NB)/Oak Street Intersection Improvements	Install a traffic signal	Improve Operations	Low (15-25 Years)	\$200,000
(R12) Siskiyou Boulevard (OR 99)/Sherman Street Intersection Improvements	Realign Sherman Street approach to eliminate offset	Improve Street Continuity	Development Driven	\$391,000
(R13) Siskiyou Boulevard (OR 99)/Park Street Intersection Improvements	Realign Park Street approach to eliminate offset	Reduce Conflicts, Improve Street Continuity	Development Driven	\$296,000
(R14) Siskiyou Boulevard (OR 99)/Terra Avenue-Faith Avenue Intersection Improvements	Realign Terra Avenue approach to eliminate offset	Reduce Conflicts, Improve Street Continuity	Development Driven	\$216,000
(R17) East Nevada Street Extension	Extend Nevada Street from Bear Creek to Kestrel Parkway	Balance Mobility and Access	High (0-5 Years)	\$2,261,000
(R19) Normal Avenue Extension	Extend Normal Avenue to E Main Street consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66); Coordinate with Project X3.	Balance Mobility and Access	Medium (5-15 Years)	\$2,705,000
(R20) Creek Drive Extension	Extend Creek Drive from Meadow Drive to Normal Avenue consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66)	Balance Mobility and Access	Development & Access Management Driven	Developer Responsibility
(R22) New Roadway (B)	Construct a New Roadway from Clay Street to Tolman Creek Road consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66) if and when Tolman Creek Manufactured Park is redeveloped. The location of the connection shall be determined at the time of redevelopment of the manufactured home park.	Facilitate Economic Growth Balance Mobility and Access	Development & Access Management Driven	Developer Responsibility
(R23) New Roadway (C)	Construct a New Roadway from McCall Drive to Engle Street	Facilitate Economic Growth Balance Mobility and Access	Development & Access Management Driven	Developer Responsibility
(R24) Clear Creek Drive Extension	Construct a New Roadway to connect the two existing segments of Clear Creek Drive providing a continuous east-west roadway between Oak Street and N	Facilitate Economic Growth Balance Mobility and Access	Development & Access Management Driven	\$2,505,000