

**CITY OF
ASHLAND**
**TRANSPORTATION COMMISSION
PLANNING COMMISSION**
November 07, 2011
Council Chambers, 1175 East Main Street
Minutes

Transportation Commission Attendees: Tom Burnham, Shawn Kampmann, Steve Ryan (Chair), Colin Swales, Brent Thompson, Corinne Vieville, and David Young

Planning Commission Attendees: Mick Church, Michael Dawkins, Eric Heesacker, Pam Marsh, Deborah Miller, Melanie Mindlin

Absent: Julia Sommer

Council Liaison: David Chapman

Staff Present: Mike Faught, Bill Molnar, Mary McClary, Jodi Vizzini

Ex Officio Members: Brandon Goldman

I. CALL TO ORDER:

Meeting was called to order at 5:05 pm. by Chairperson Pam Marsh.

II. INTRODUCTORY REMARKS AND ADOPTION OF PREVIOUS MEETING MINUTES

Chairperson Marsh introduced the newest member to the Planning Commission, Mick Church, and also acknowledged Eric Heesacker who had moved to the Planning Commission from the Transportation Commission.

The prior meeting minutes for either Commission were not addressed.

Chairperson Marsh summarized the last joint meeting and reminded everyone they are accomplishing a full transportation plan through a series of details, but focusing on the larger goal.

She emphasized the advantages of combining the two Commissions creating a larger pool of interactive minds to look at all the transportation plans across the city. She announced Public Comment would take place approximately at 6pm.

III. FOLLOW-UP DISCUSSIONS ON THE DRAFT PREFERRED AND FINANCIALLY CONSTRAINED PLAN –Mike Faught

A. TSP Goal Review

Mike Faught reviewed the goals with the Commission members.

Goals:

1. To create a green template for other communities in the state and the nation to follow.
2. To make safety a priority for all modes of transportation.
3. To maintain the City of Ashland's small town character, support economic prosperity, and accommodate future growth.
4. To create a system wide balance in preserving, facilitating and assisting pedestrians, bicycle, rail, air, transit and vehicle traffic.

He explained also a major reason we received the grant was because it was based on a multi-Mobil vision.

Their next step will be to review the policies in the break-out groups.

BREAK –OUT GROUPS

Group A
Debbie Miller
Eric Heesacker
Colin Swales

Group B
Tom Burnham
Steve Ryan
Pam Marsh

Group C
Michael Dawkins
David Young
Melanie Mindlin

Group D
Shawn Kampmann
Mick Church
Corinne Vieville

B. Policy, Programs and Studies Discussion (Technical Memorandum #9)
 The issues discussed were L1 - L19, L21 – L25, S1 – S9, O1 – O5.

Below is a summary of how the combined groups felt about these issues

(ID #) Policy or Study Name	Description	Comments	Vote
(L1) St. Functional Classifications	Update to City of Ashland's street functional classifications including a new functional classification called Shared Streets.	Define shared streets	4 Agree
(L2) Multimodal/Safety Based (Alternative) Development Review Process	Multimodal and safety based approach for reviewing and approving development applications.	Look at cost of process and implementing and developing	4 Agree
(L3) Incorporate Wider Sidewalks	One of seven policies to enhance the downtown. As feasible, incorporate wider sidewalks into downtown projects to provide more space for pedestrians.		4 Agree
(L4) Street Patios	One of seven policies to enhance the downtown. Allow for downtown restaurant owners to apply for temporary seasonal street patios.	Great idea if it doesn't engender hostile or strong opposition (yellow vote comment) Note Group C needs to confirm based on strong opposition. Remove 4 but have discussion. -Do if traffic study (Group D)	3 Against 1 Non-Consensus
(L5) Incorporate Preferred Pedestrian Treatments	One of seven policies to enhance the downtown. Incorporate preferred pedestrian treatments into downtown projects, as feasible.	Smooth out tree wells & manholes, etc.	4 Agree
(L6) Encourage Alley Enhancements	One of seven policies to enhance the downtown. Encourages property owners along alleys to enhance the environment through improved landscaping, businesses oriented towards the alley and other similar characteristics.	As long as delivery is not compromised.	4 Agree
(L7) Incorporate Bicycle Parking	One of seven policies to enhance the downtown. As feasible, incorporate bicycle parking into downtown projects.	Until parking study is done, 2 options allow Standing Stone option and no sacrifice of parking.	3 Against 1 Non-Consensus
(L8) Develop Incentives for Truck Loading/Unloading	One of seven policies to enhance the downtown. Work with Chamber of Commerce and downtown business owners to reduce delivery and pick-up of goods in peak hours.		4 Agree

(L9) Update Downtown Parking Management	One of seven policies to enhance the downtown. Work with Chamber of Commerce and downtown business to update parking management strategies.	Incorporate TDM strategies into any parking studies.	4 Agree
(L10) Green Street Treatments	Incorporate green street treatments into transportation, sewer, water, and storm water projects.		4 Agree
(S1) Funding Sources Feasibility Study	Study to identify future feasible funding sources to support improvements to the transportation system.	Make it high priority strategies should encourage, behaviors desired	4 Agree
(S2) Downtown Parking Management Plan Study	Study to evaluate the effectiveness of updated downtown parking management strategies and initiatives as well as consider their transferability to other parts of Ashland such as the Railroad District and Croman Mill Site.	See 2002 parking turnover study & 2000 TTCP & 2001 Downtown Plan II (draft).	3 Against 1 Non-Consensus
(L11) Integrate Bicycle Parking	Work with the Planning Commission and Chamber of Commerce to establish on-street and off-street bicycle parking requirements for inclusion in the development review process. Establish a tier system for the requirements that recognizes some parts of the City of Ashland are likely to attract more bicycle trips than others parts.	To change the text of Chamber of Commerce	4 Agree
(L12) Establish Incentives for Bicycle Friendly Businesses	Work with the Planning Commission and Chamber of Commerce to establish incentives for bicycle friendly businesses. The incentives will encourage businesses to facilitate and promote bicycling for employees and customers.	Is there a cost the (to the City?)	4 Agree
(L13) Incorporate Preferred Pedestrian Treatments	As feasible, integrate preferred pedestrian treatments into city-wide projects that arise through CIP investments or development. Preferred pedestrian treatments include pedestrian countdown signals, landscape buffers, pedestrian refuge islands, benches, curb extensions, enhanced crosswalks, signalized crossings, and ADA compliant curb ramps.		4 Agree
(O1) Travel Smart Education Program	Invest in individualized, targeted marketing materials to be distributed to interested individuals for the purpose of informing and encouraging travel as a pedestrian or by bicycle. The approximate cost of the program (including maps, materials, incentives, outreach staff and mail costs) is \$30 per household.	Need a TDM coordinator partner of non-profit -Target schools as the safe bike program is already in place, other opportunities, YMCA, Science Works, SOU, youth programs, PTA	1 Agree 2 Against 1 Unknown
(O2) Directed Patrols	With the assistance of the Transportation Commission, provide collected complaints to local law enforcement to help identify targeted	Too high – information already available \$ should be used to solve problems already	1 Against 1 Non-consensus 2 Unknown

	enforcement of speed zones, adherence to traffic control devices, and adherence to traffic laws. This includes proper adherence by motorists, bicyclists, and pedestrians.	identified -We have reservations, big costs, take the money out of PD	
(O3) Electric Assist Bicycle Program	Establish a rebate program that provides a subsidy towards purchasing electric-assist bicycles.	Too high - Check into clip-on batteries that attaches to owner's bicycle, saves a whole lot, non-bicyclists will balk at the cost -Needs work – big price -Where's the money coming from?	1 Against 1 Non-consensus 2 Unknown
(O4) Retrofit Bicycle Parking Program	Establish a retrofit bicycle parking program allowing interested property owners to apply for bicycle racks or bicycle corrals to be installed in front of their establishment. The City will coordinate with local business owners as to where bicycle racks are installed to be sensitive to the potential impacts on pedestrian space and vehicle parking.	Change the text -Depends on completion of parking plan or study -Do as a part of traffic analysis of downtown	3 Agree 1 Non-consensus
(L14) Encourage High Density Housing	Establish policies and/or incentives to encourage high density housing along transit corridors and within urban renewal districts as a means to increase transit ridership and establish transit attractive destinations.	Not commercial - Concerned that character of town will be changed when apartments and multi-family units are built along corridors.	4 Agree
(L15) Upgrade Sidewalk Facilities	As project opportunities arise through Capital Improvement Program (CIP) investments or development, upgrade sidewalk facilities to ADA compliance on streets where transit service is provided and/or planned.		4 Agree
(L16) Provide Street Lighting	As project opportunities arise through CIP investments or development, install and/or improve street lighting at transit stops and along streets leading to transit stops.	Use "dark skies" standards -Good start but lighting needs to be city-wide -Incentive for homeowners to install pedestrian lighting	4 Agree
(L17) Provide Bicycle Storage	As project opportunities arise through CIP investments or development, incorporate bicycle storage at major transit stops, including the downtown core, Southern Oregon University (SOU), and the Ashland Street (OR 66)/Tolman Creek Road intersection.	Not just a major transit stop but perhaps a large parking lot	4 Agree
(L18) Increase and Improve Pedestrian Crossing Opportunities	As project opportunities arise through CIP investments or development, improve pedestrian crossing opportunities across major roadways to facilitate access to transit stops.	Using audible signal alerts as well.	4 Agree
(L19) Monitor and Improve Transit Stop Amenities	As opportunities arise, upgrade transit stop amenities based on ridership thresholds.	How is City involved?	4 Agree
(O5) Transit Service Program	The Transit Service Program provides funds and guidance on how to allocate funds to improve transit service (and increase transit ridership) in Ashland independent of	\$7 million for a recommendation seems extreme	3 Agree 1 Against

	and in collaboration with RVTD.		
(L21) Access Management	As the City of Ashland continues to grow, its street system will become more heavily traveled. Consequently, it will become increasingly important to manage access on the Boulevard and Avenue street system as new development occurs, in order to preserve those streets' function for carrying through traffic. This policy presents criteria and considerations on which access decisions will be based.	Should be under purview of Transportation Commission	4 Agree
(L22) Alternative Mobility Standards on State Highways	The City will pursue alternative mobility standards for intersections along North Main Street (OR 99) from Helman Street to the northern Urban Growth Boundary and the Ashland Street (OR 66)/Tolman Creek Road intersection.	We did not know what this meant. -Should be under purview of Transportation Commission -Pursue/study/evaluate/consider Should be under purview of Transportation Commission	4 Agree
(L23) Transportation System Management	As feasible, the City of Ashland will integrate the Transportation System Management strategies below (see page 60 of Technical Memorandum 9) into transportation corridor studies and projects in cooperation with ODOT (ODOT manages many of traffic signals on the primary corridors in Ashland, which are Highway 66 and Highway 99).	Should be under purview of Transportation Commission Should be under purview of Transportation Commission	4 Agree
(L24) Traffic Calming	As feasible and appropriate as determined by an engineering study, traffic calming elements will be integrated into transportation improvement projects particularly those taking place on designated Safe Routes to School routes, within a quarter-mile walking distance from a school, and within a quarter-mile walking distance of a transit stop.	Should be under purview of Transportation Commission Should be under purview of Transportation Commission	4 Agree
(L25) Truck Freight Movement Plan	The City of Ashland has identified Hersey Street as an alternative truck freight route allowing truck movements to avoid passing through downtown Ashland (unless the truck is destined to downtown Ashland).	L25 – What happened when trucks reached Mtn Avenue? Not a good street for them. -Should be under purview of Transportation Commission -Need a truck route, but is Hersey the right route? Should be under purview of Transportation Commission	3 Agree 1 Non-Consensus
(S3) North Main Street (OR 99) from Helman Street to Sheridan Street	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	S3 – Wait until after road diet pilot review is done and after Wimer/N. Mtn. realignment.	4 Agree
(S4) Siskiyou Boulevard (OR 99) from East Main Street to Walker Avenue	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	S4 – Only in-house, not consultants.	3 Agree 1 Non-consensus (removal)
(S5) Siskiyou Boulevard from Walker Avenue to Tolman Creek Road	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	S5 – Only in-house, not consultants.	3 Agree 1 Non-consensus (removal)

(S6) Ashland Street (OR 66) from Siskiyou Boulevard to Tolman Creek Road	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	S6 – This was just done a few years ago. - High priority, scheduled development at SOU & Shop N Kart	4 Agree
(S7) East Main Street from Siskiyou Boulevard to Wightman Street	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	S7 – Only in-house, not consultants.	3 Agree 1 Non-Consensus (removal)
(S8) Downtown Couplet Transition Study	Evaluate the feasibility and costs associated with removing the downtown couplet system and returning two-way traffic to Main Street and Lithia Way. As part of the study, the feasibility of roundabouts at the Helman Street/Main Street/Lithia Way and the Siskiyou Boulevard/East Main Street/Lithia Way intersections would be explored.	S8 – I think both streets would be so busy. Would much rather have Option C for E. Main, two traffic lanes, bicycle wide lane, truck offload. Good idea but too much money. -Discuss at Commission (TC/PC) level	1 Against 3 Non-Consensus
(S9) Ashland Street (OR 66)/Tolman Creek Road Safety Study	Conduct a transportation safety assessment in five years to identify crash trends and/or patterns (if they exist) as well as mitigations to reduce crashes.	S9 – Do we need a study? Put \$ into redoing intersection.	3 Agree 1 Non-consensus

C. Functional Classification Map Review (Figure 1)
Set aside

D. Questions/Comments:
Proposed Roadway Projects (Figure 11B)
Proposed Railroad Crossing Projects (Figure 11Aa)
Proposed Intersection Projects (Figure 11C)
Set aside

E. Discuss Next Steps and Key Near Term Dates
Set Aside

REMAINING ROADWAY PROJECTS FOR THE COMMISSIONS TO REVIEW AT THE NEXT MEETING:

R17, R19, R20, R21, R22, R23, R24, R25, R26, R30, AND R31

IV. PUBLIC COMMENTS

Sherry Smilo/215 Tolman Creek Rd spoke to the Commissioners regarding section R22 in the maps and charts not to be considered for any action. The area considered for a road is Clay Street to Tolman, next to Snowberry and through the YMCA and right in back of their homes. She remarked the whole YMCA field would be eliminated. The Ashley Garden Apartments would lose 13 parking spaces. The road would literally be in their back yard creating vibration, noise, dust, litter, lack of privacy, light pollution, and reduction of the property value.

Chris Hearn/515 East Main Street presented a 6 page document to the Commissioners stating the reason why the client he represents, IPCO (Brombacher), is against the Washington Street extension to Tolman Crk. Rd.

The proposed Washington Street Extension to Tolman Creek Road is clearly depicted in the report (project #R25) as bisecting IPCO's Property. This road does not benefit IPCO at all. They had already paid over \$50,000 to develop LID improvements and establishing utilities for future development as

directed by the City. IPCO is concerned about the effect of “condemnation blight” on the value and marketability of its property.

At this time, IPCO would like to have its strenuous objection to the proposed Washington Street Extension to Tolman Creek Road (Project #R25) to be entered in the record.

The Commission asked if they purchased this property with an existing right of way access road, and they did not. The road is just an internal access road for them to access their property.

Mark Kerr/215 Tolman Creek Rd. #37 spoke to the commissions about his objection to the existing plan for R22 to establish a road that would impact their homes and surrounding areas. A lack of privacy, since the road is overlooking their backyards, cost of acquisition and losing the apartment complex parking spaces would happen if the road were established as planned. He believes it could be re-routed in a different way that could be a solution.

Commissioner Ryan asked staff would the procedure would be to remove this road, and staff remarked it would be a recommendation after reviewing the maps that would follow after public input.

Colleen Graham/215 Tolman Creek Rd. #36 spoke to the Commission regarding their goals and how this would not fit because it is intrusive to the park, disrespectful to spoil the yards, views, and privacy. The second goal, of safety first would not happen because of the exposure of all of the homes to pollution and traffic, kids, and intrusion. The third goal of accommodating the future growth, there would not be any place to add anymore buildings along a new road. She believes we should enhance what has already been established and asks the Commission to reconsider this road.

Wanda Coffman/215 Tolman Creek Rd. spoke to the Commissioners about not wanting the proposed road for R22 for reasons that have already been mentioned by the public representatives.

Dan Lindner/300 Clay Street spoke to the Commission about the proposed road, R22. He is against it and feels it is redundant. Abbott street is only a few hundred feet away and runs the same course. He felt the excessive money that would be spent, when there are alternatives was a waste. Also, there is a fire hazard, because there is no water available, and adding another line of traffic would increase the danger.

Maddalena DiRienzo/931 Beswick Way spoke t the Commissioners about making the goals of economic viability a top priority. The majority of out of town visitors arrive by automobile and local businesses depend on tourism for viability. They depend on trucks for obtaining necessary supplies to run their businesses. She feels multi-Mobil is important, but making the town secure economically should be a top priority. Ashland would not be able to sustain without the local businesses, and attractions that depend on sustaining automobile viability. Mike Faught pointed out that a web site ashlandtsp.com has been created so everyone can obtain information about the processes and updates for this project.

V. ADDITIONAL COMMISSIONER COMMENTS

Chairperson Marsh established through conscious there would be another joint meeting between the Transportation and Planning Commissions on November 29th from 5pm to 7:30pm.

VI. ADJOURN: 7:05PM

*Respectfully submitted by:
Mary McClary,
Administrative Assistant to
the Electric Department*