

**CITY OF
ASHLAND**
**JOINT PLANNING COMMISSION AND
TRANSPORTATION COMMISSION MEETING**
Thursday, February 9, 2012
6:30 – 8:30 PM
Council Chambers, 1175 East Main Street

Agenda

- I. CALL TO ORDER: 6:30 PM
- II. INTRODUCTORY REMARKS AND ADOPTION OF PREVIOUS MEETING MINUTES: 6:35 PM
- III. FOLLOW-UP DISCUSSIONS ON THE DRAFT PREFERRED AND FINANCIALLY CONSTRAINED PLAN FACILITATED BY MIKE FAUGHT:
In preparation for the meeting, a review of Draft Technical Memo 9 – Preferred and Financially Constrained Plans is suggested.

*The Draft Preferred and Financially Constrained Plan is available for download at:
http://www.ashlandtsp.com/statics/draft_documents*
 - A. Review Results of Table 4 (S4 – S9) and (L25) from Nov. 9, 2011 meeting. Group Input on Policies, Programs, Studies and Roadway Projects (30 min.)
 - B. Roadway Projects – R17, R18, R19, R20, R24, R26, R27, R28, R29, R30, R31, R32, R33, R34 (60 min.)
- IV. PUBLIC FORUM: (15 min.)
- V. NEXT MEETING DATES:
February 23, 2012 (6:00 – 8:00 PM)
- VI. ADJOURN: 8:30 PM

Note to Commissioners: Call Jodi Vizzini at 541-552-2427 or vizzinij@ashland.or.us if you cannot attend the meeting.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Public Works Office at 488-5587 (TTY phone number 1 800 735 2900). Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title I).

**CITY OF
ASHLAND
PLANNING COMMISSION
TRANSPORTATION COMMISSION**

**January 12, 2012
Council Chambers, 1175 East Main Street
Minutes**

Planning Commission Attendees: Mick Church, Michael Dawkins, Eric Heesacker, Richard Kaplan, Pam Marsh (Chair), Deborah Miller, and Melanie Mindlin.

Transportation Commission Attendees: Tom Burnham, Shawn Kampmann, Steve Ryan, Corinne Vieville, and David Young

Absent: Brent Thompson, Colin Swales

Council Liaison: David Chapman, absent

Staff Present: Mike Faught, Mary McClary, Jodi Vizzini

Ex Officio Members: Maria Harris.

Phone: Susan Wright, Consultant

CALL TO ORDER:

The meeting was called to order at 6:35 pm. by Chairperson Marsh. She explained to the Commissioners at that present time they were lacking a quorum within the Transportation Commission. She took the opportunity to introduce and welcome the newest member of the Planning Commission, Richard Kaplan.

INTRODUCTORY REMARKS AND ADOPTION OF PREVIOUS MEETING MINUTES

Set aside until Quorum present with both Commissions.

Chairperson March summarized a meeting she attended at the Chamber of Commerce that morning, along with Mike Faught, the Public Works Director, and Commissioner Miller. They discussed some of the recommendations for the citywide elements in the TSP. Mike gave them a brief power point presentation about some of the road concepts that were in the plan, and they also discussed roundabouts.

Mike expressed the continued relationship with the Chamber was highly valued and thanked the Commission members for attending the meeting. He believed open communication was important to discuss concepts, for example, roundabouts. General concepts the Commissions are familiar with, are new to most other people, therefore, he placed a lot of importance on dialogue to also help create support for the Commissions.

PUBLIC FORUM

Chairperson Marsh suggested they move next to Public Forum. She called upon Shery Smilo to speak.

Shery Smilo/215 Tolman Creek Rd spoke to the Commissions stating she had attended Commission meetings for over 1 year and has put over 60 hours of work into her quest to not have a road placed/built in back of her home. She had also represented her neighbors and at times, they have attended the meetings also. The area considered for a road, and is of their concern, was Clay St. to Tolman, next to Snowberry and through the YMCA and right in back of their homes.

She wanted to show the Commissions a thank-you card and gift certificate her neighbors gave her in acknowledgement of her hard work toward this issue. She felt this experience has taught her a lot about local government and really appreciated the opportunity to create a change for the better.

(Time Stamp 8:28)

Zach Brombacher/642 Tolman Creek Rd expressed his frustration in attending the Commission meetings and not knowing when they would be discussing his particular issue. He expressed his constant attendance and felt if he was not in attendance he would miss the issue he was concerned about. He did not receive any communication regarding the Commissions proposed change from the beginning and therefore does not understand how effectively to deal with the issue.

Commissioner March explained the agenda's are issued and all the meetings are regularly noticed. She explained they would not address significant issues that were not on the agenda. She then explained the packets of recommendations would be submitted to the Planning Commission and viewed through public forums. In addition, he could communicate with staff prior to any meeting to find out when his issue would be addressed.

Mike Faught offered to inform Zach and Shery when he his issue would be addressed. He explained the process would be about 2-4 months before they would be addressing and making decisions on the issues at hand. He said he would also make it clear on a future agenda so they would know when their issues would be discussed. Commissioner Miller explained his issue would be under the road connections section on the Agenda.

(Time Stamp 15:29)

Commissioner Dawkins agreed it would be helpful if the agenda would be red flagged specifically for Shery and Zach, remarking it was easy to get confused with what was discussed at each meeting. Commissioner Miller explained the process is not decided in one evening, the Commissions come to a consensus and then it goes through about (3) three more processes.

The Commissions had now reached a quorum and could move forward to any regular business items.

Commissioner Ryan made a motion to approve the minutes, seconded by Commissioner Church.

Voice Vote: All Ayes. The motion passed with a unanimous vote.

Chairperson Marsh announced the motion was carried.

FOLLOW-UP DISCUSSIONS ON THE DRAFT PREFERRED AND FINANCIALLY CONSTRAINED PLAN FACILITATED BY MIKE FAUGHT: *In preparation for the meeting, a review of Draft Technical Memo 9 – Preferred and Financially Constrained Plans is suggested.*

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Road Intersections, Railroad Crossings, Transit, and Sidewalks

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, Richard Kaplan

Group D: Shawn Kampmann, Mick Church, Corinne Vieville

(Time Stamp 22:05)

Mike Faught briefly went over the scope of work for the next portion of the meeting and explained the color codes for the different sharpie pens.

Black—delete or remove

Orange—non-consensus

Yellow—unknown, (need more information)

Blue—use for comments

He further went over areas of concerns with more details to enhance the discussions.

Commissioner Dawkins asked about the status to connect Helman and Oak Street with a walk bridge. Mike

replied this project was in an unfunded category, but would recommend it stay in capital projects. Commissioner Dawkins remarked before this area was developed there were funds to create the bridge.

Chairperson Marsh addressed the Commissions stating that was an opportunity to correct their processors if needed. The next and interesting challenge of this process would be to prioritize the long list of projects: sidewalks, bikes, streets, and intersections.

The Commissioners adjourned to the small groups to further work on the maps.

(They reconvened at tape stamp 26:25)

Chairperson Marsh reminded the Commissions they would meet again in two weeks at 6:00pm not 6:30pm.

Mike recapped their work, and stated areas that would be brought back for the next meeting. In addition, at the next meeting he wanted to encourage diverse discussions regarding the proposed underground or over ground crossing at the SOU Campus.

Chairperson Marsh stated a summary of the small group activities would be helpful. Mike recommended discussing the summaries in the small groups. He would like the Commissions to take as much time as they need to discuss thoroughly each step and not worry about a time deadline.

Commissioner Mindlin felt it was very important to have public hearings about the issues, because they had significant comments that should be heard. The Commissioners discussed when the public hearings would take place in the process.

Commissioner Church felt it would be useful to have an overview from staff about the logic for some of the recommendations before breaking into small groups.

Commissioner Young reminded the members, himself included, that they represent the community and at times that might conflict with their own personal opinions. He discussed there were a number of specifics that would take some discipline to move beyond personal points of view or lifestyle. He added it was a general statement not specific to any one issue.

The Commissioners discussed how representing citizens they have learned to represent the whole community and all views and opinions. In addition, they discussed keeping the public informed.

Mike talked about the Commissions establishing a consensus on issues before projects were represented to the public. He believes the overall project was not yet at the point for public input. Chairperson Marsh stated she looked forward to the master map which would include the road projects, the sidewalk improvements, and the bicycle, looking at the whole project. The project's success will end with a truly multi-mobile design plan that includes all the different ways people move in town.

Commissioner Ryan moved to adjourn.

NEXT MEETING DATES:

February 9, 2012 (6:30 – 8:30 pm)

February 23, 2012 (6:00 – 8:00 pm)

ADJOURN: 8:45 PM

Respectfully submitted by:

Mary McClary,

*Administrative Assistant to
the Electric Department*

TABLE 4 REMAINING TSP Policies and Programs Related to Intersections and Roadways – Summary of Intersection and Roadway Related Policies and Studies

(ID#) Policy or Study Name	Description	Priority (Timeline)	Cost	Comments	Vote
(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).	N/A	N/A	(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?	3 Agree 1 Non-Consensus
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.	Medium (5-15 years)	\$75,000	(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	Medium (5-15 years)	\$75,000	(S5) Only in-house, not consultants	3 Agree 1 Non-consensus (removal)
(S7) East Main Street from Siskiyou Boulevard to Wightman Street	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	Medium (5-15 years)	\$75,000	(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.	High (0-5 years)	\$150,000	(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.	Medium (5-15 years)	\$20,000	(S9) Do we need a study? / Put \$ into re-doing intersection	3 Agree 1 Non-consensus

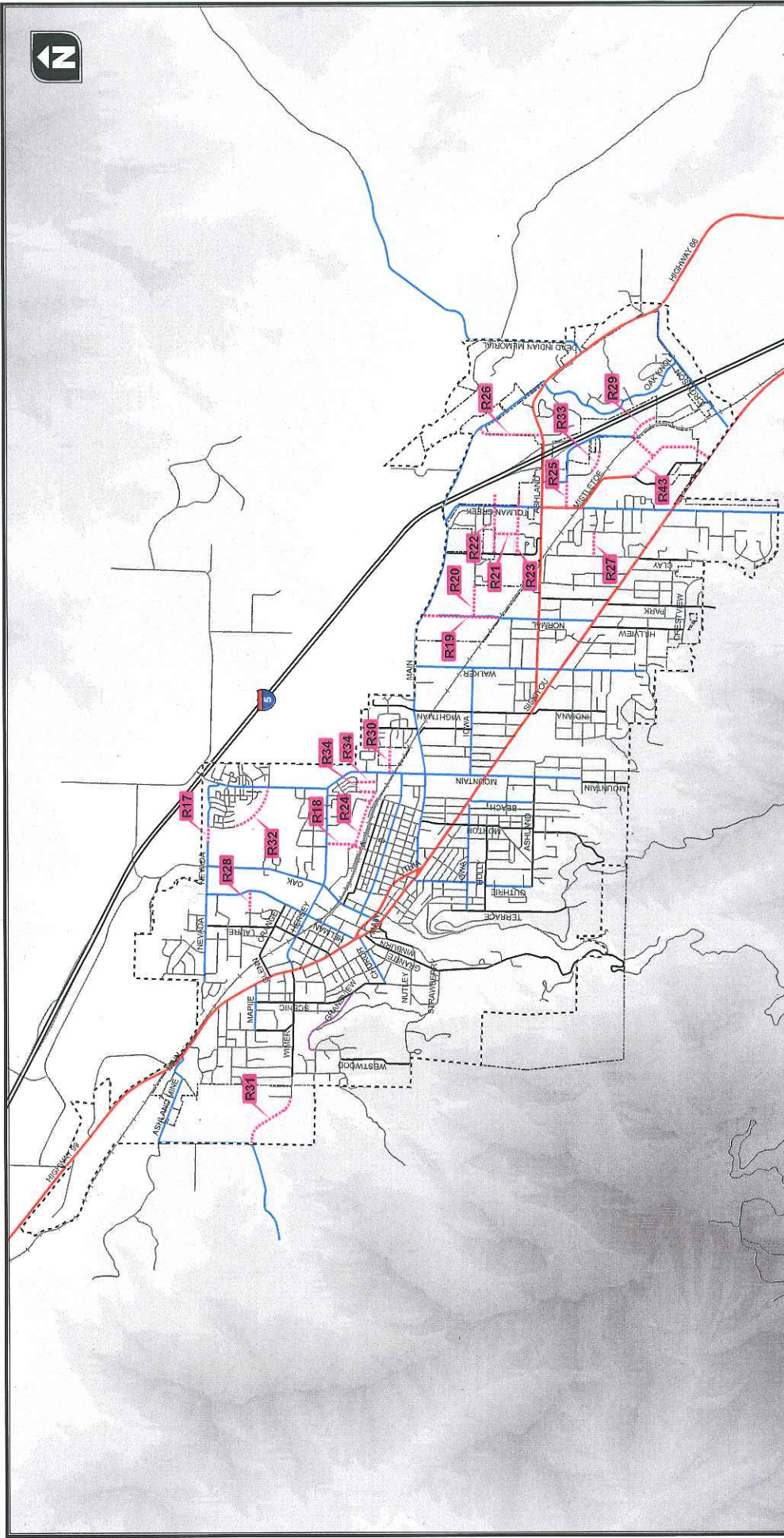
Roadway #	Group A Debbie, Eric, Colin	Group B Tom, Steve, Pam	Group C Mike, David, Melanie, Richard	Group D Shawn, Mick, Corinne	Group Decision Completed
R17	If too expensive, do a pedestrian crossing (Jan. 12 needs doing)	Approved (High)	Approved (Jan. 12 Non-consensus)	Approved	
R18	Approved	Approved	Approved	Approved	X
R19	Delete	Approved	Approved	Approved	
R20	Delete (Jan. 12 Creek to be crossed – not needed)	Approved	Approved	Approved	
R24	Approved	Move more northerly (Jan. 12 Approved)	Approved	Approved	X
R26	Delete - If outside City limits why in TSP? (Jan. 12 steep grade)	Approved	Approved (Jan. 12 Grade – Why?)	Is this Needed???? (Jan. 12 Topography?)	
R27	Approved	Approved	Approved	Approved	X
R28	Approved	Approved	Approved	Approved	X
R29	Approved	Approved	Approved	Approved	X
R30	? (Jan. 12 If property owner agrees)	Approved	Approved	Approved	
R31	Delete (Jan. 12 If property owner agrees/how necessary?)	What is the benefit? (Jan. 12 Delete / trail only)	Approved	Approved	
R32	Approved	Approved	Approved	Approved	X
**R33	Approved	Approved	Approved	Jan. 12 Drew a black line over dotted line? Delete?	**PROJECT CONSTRUCTED
R34	Approved	Approved	Approved	Approved	X

Other Comments:

Group B: Extend streetscape to Tolman (Ashland St)

Group C: Tunnel under overpass – through BiMart area to Tolman Creek

**R21, R22, R23 & R25 (removed from this chart - discussed at 1-26-12 meeting)




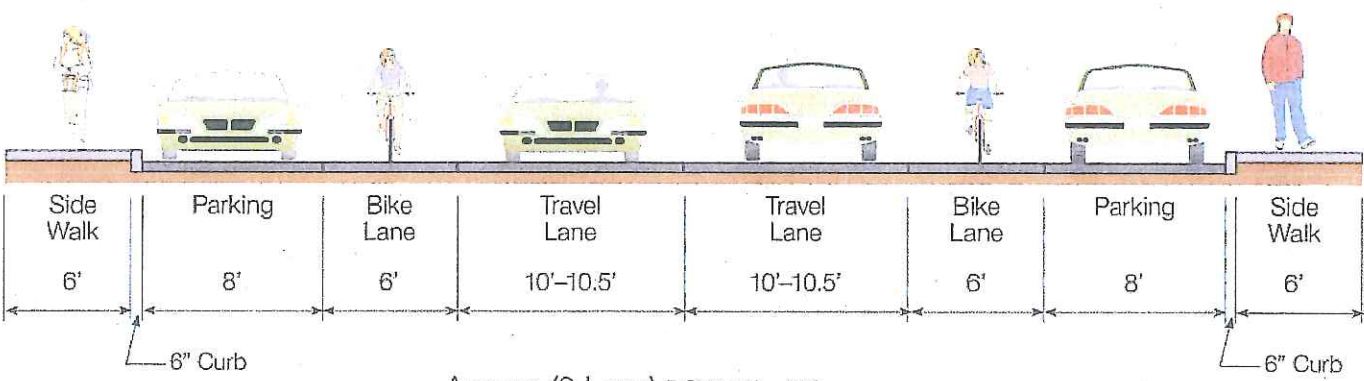
XX Project Number

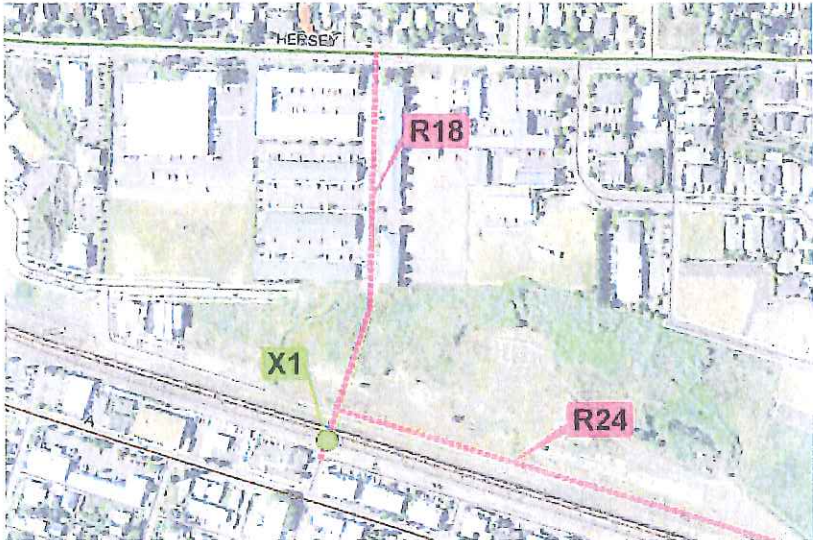
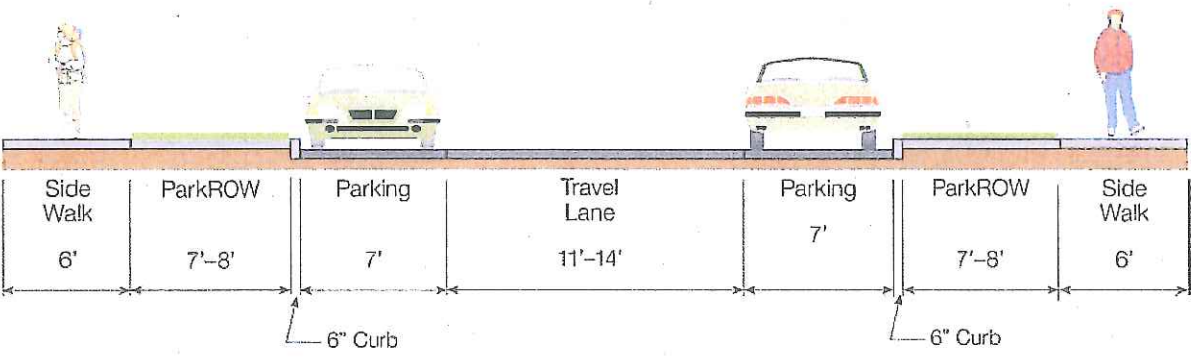
Planned Roadway Extension

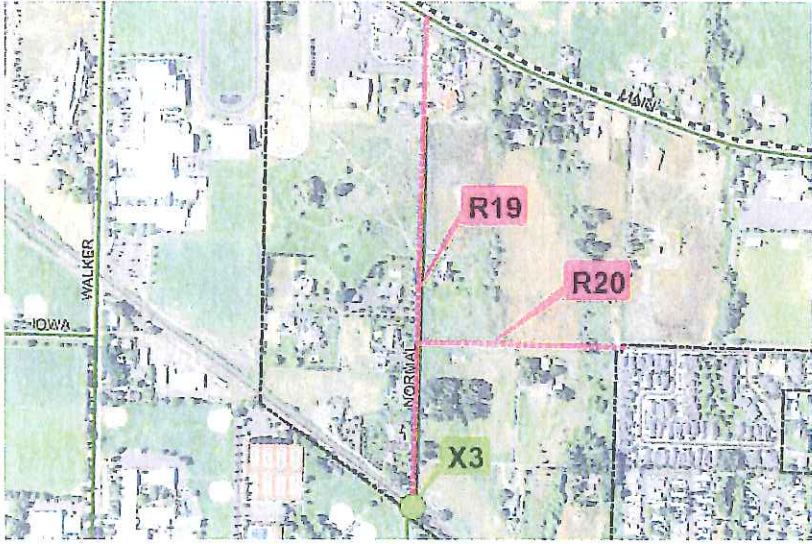
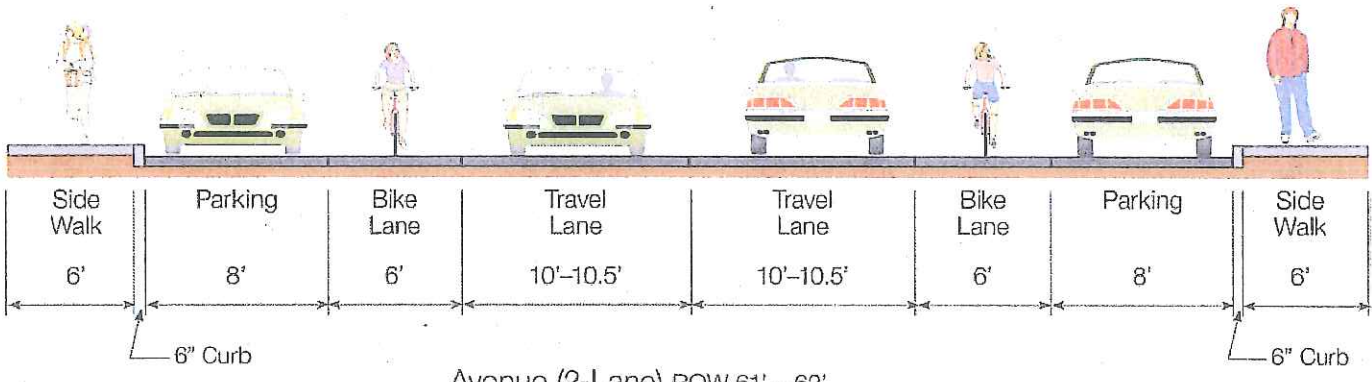
Figure
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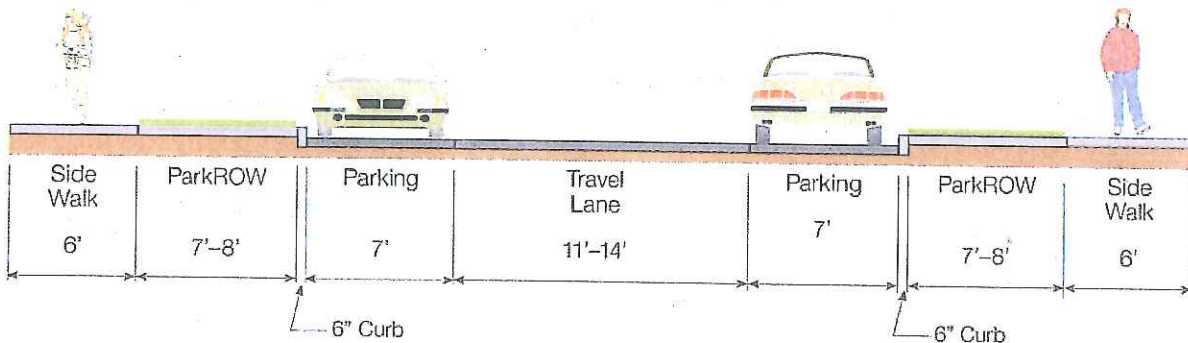


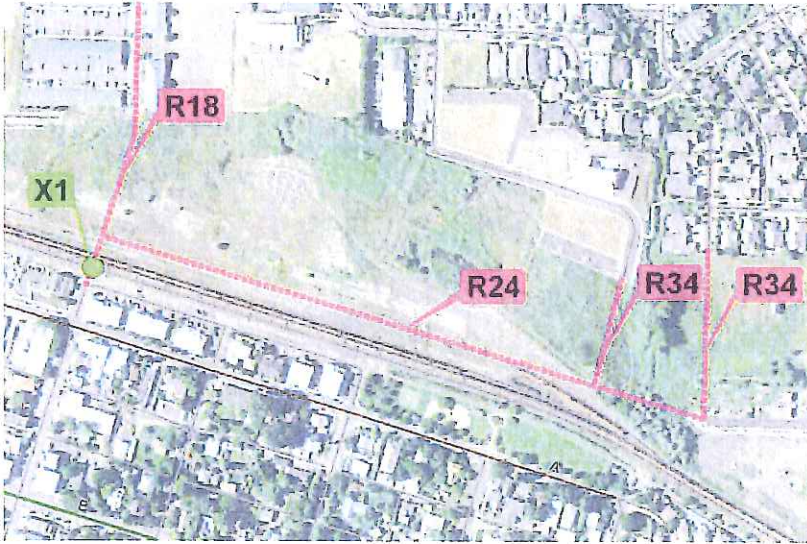
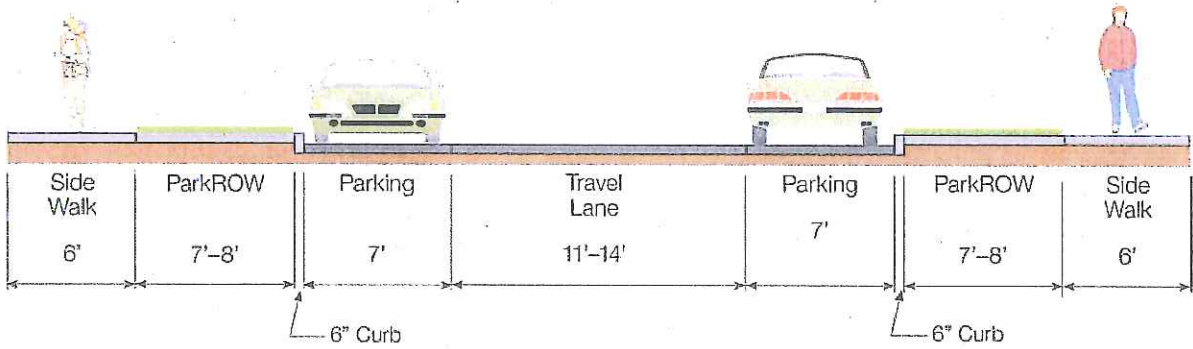
Roadway Projects


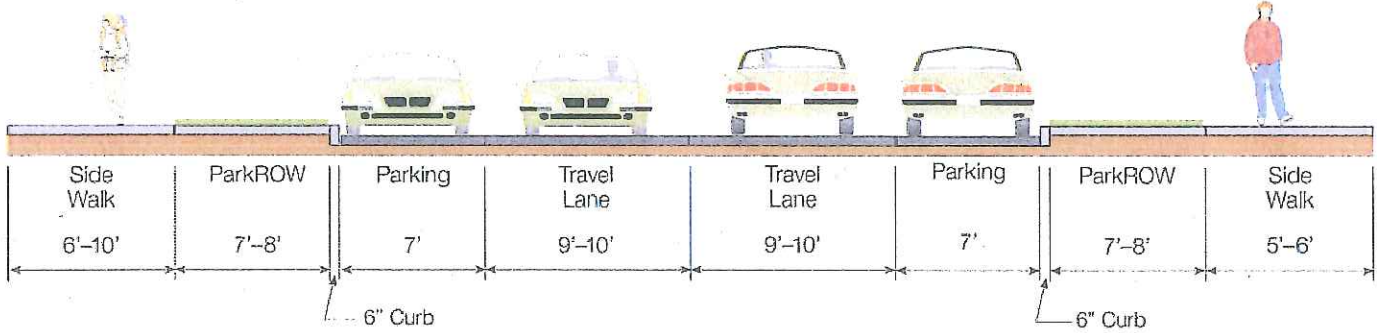
Project #: R17		East Nevada Street Extension	
Description: Extend Nevada Street from Bear Creek to Kestrel Parkway. Right-of-way costs are not included in the cost estimate.			
Category: Roadway	Functional Classification: Avenue	Time Frame: 5-15 years	Engineering and Construction Cost: \$579,000
Project Goals Met:			
Create a Green Template <input type="checkbox"/>	Improve Safety <input type="checkbox"/>	Facilitate Economic Growth and Maintain Small Town Character <input type="checkbox"/>	Balance Mobility and Access <input checked="" type="checkbox"/>
Project Location:			
			
Project Image:			
 <p style="text-align: center;">Avenue (2-Lane) ROW 61' – 62'</p>			


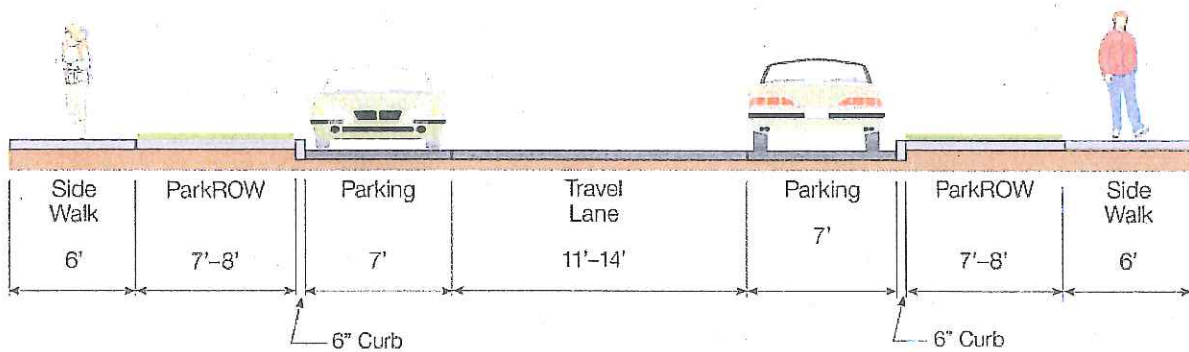
Project #: R18	4th Street Extension		
Description: Extend 4th Street from A Street to Hersey Street. Coordinate the street extension with the 4th Street at-grade railroad crossing project (Project # X1). Right-of-way costs are not included in the cost estimate.			
Category: Roadway	Functional Classification: Neighborhood Street	Time Frame: 15-25 years	Engineering and Construction Cost: \$1,178,000
Project Goals Met:			
Create a Green Template <input type="checkbox"/>	Improve Safety <input type="checkbox"/>	Facilitate Economic Growth and Maintain Small Town Character <input type="checkbox"/>	Balance Mobility and Access <input checked="" type="checkbox"/>
Project Location: 			
Project Image:  <p style="text-align: center;">Neighborhood Street (Parking on Both Sides) ROW 50' - 57'</p>			


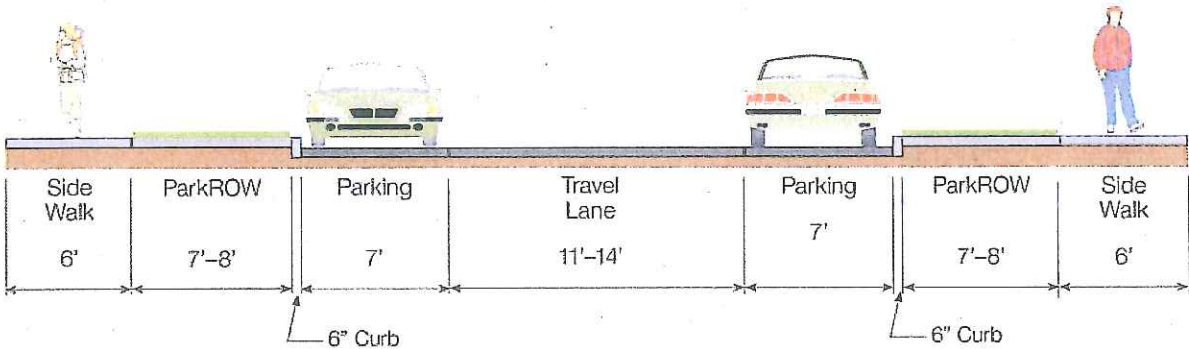
Project #: R19		Normal Avenue Extension	
Description: Extend Normal Avenue to East Main Street. Coordinate with Normal Avenue at-grade railroad crossing upgrade project (Project #X3). Right-of-way costs are not included in the cost estimate.			
Category: Roadway	Functional Classification: Avenue	Time Frame: 5-15 years	Engineering and Construction Cost: \$2,705,000
Project Goals Met:			
Create a Green Template <input type="checkbox"/>	Improve Safety <input type="checkbox"/>	Facilitate Economic Growth and Maintain Small Town Character <input type="checkbox"/>	Balance Mobility and Access <input checked="" type="checkbox"/>
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Project Image:  <p style="text-align: center;">Avenue (2-Lane) ROW 61' - 62'</p>			

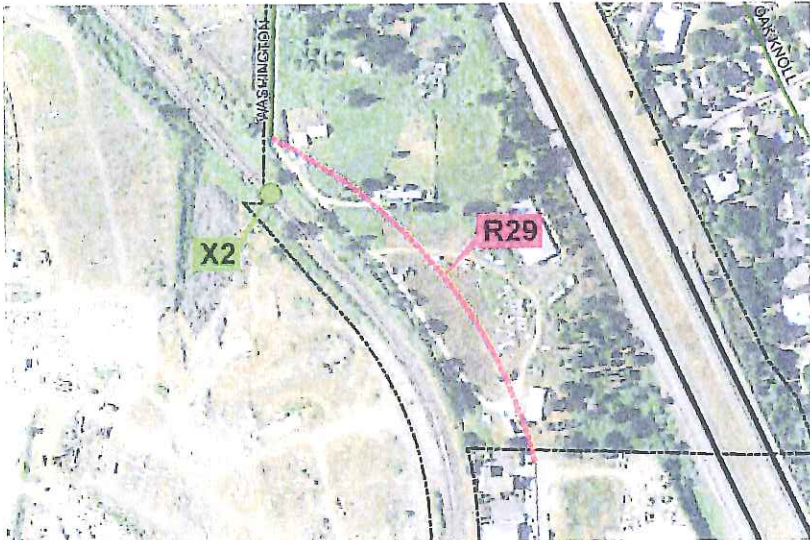
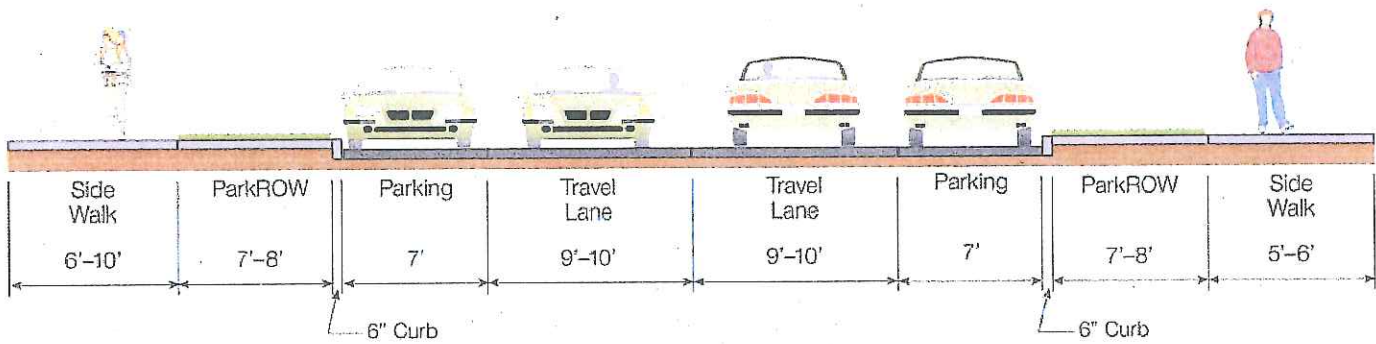
Project #: R20		Creek Drive Extension	
Description: Extend Creek Drive from Meadow Drive to Normal Avenue. Coordinate extension with IAMP Exit 14 Access Management on Ashland Street (OR 66). Right-of-way costs are not included in the cost estimate.			
Category: Roadway	Functional Classification: Neighborhood Street	Time Frame: Development & Access Management Driven	Engineering and Construction Cost: \$1,012,000
Project Goals Met:			
Create a Green Template <input type="checkbox"/>	Improve Safety <input type="checkbox"/>	Facilitate Economic Growth and Maintain Small Town Character <input type="checkbox"/>	Balance Mobility and Access <input checked="" type="checkbox"/>
Project Location: 			
Project Image:  <p style="text-align: center;">Neighborhood Street (Parking on Both Sides) ROW 50' – 57'</p>			


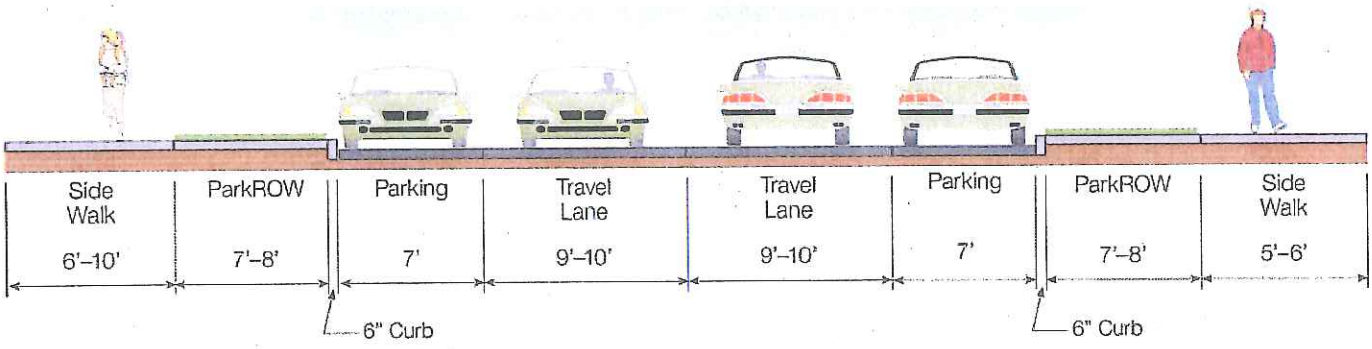
Project #: R24		Clear Creek Drive Extension	
Description: Construct a new roadway to connect the two existing segments of Clear Creek Drive providing a continuous east - west roadway between Oak Street and Mountain Avenue. Right-of-way costs are not included in the cost estimate.			
Category: Roadway	Functional Classification: Neighborhood Street	Time Frame: Development & Access Management Driven	Engineering and Construction Cost: \$1,800,000
Project Goals Met:			
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Project Location:			
Project Image:			
Neighborhood Street (Parking on Both Sides) ROW 50' - 57'			

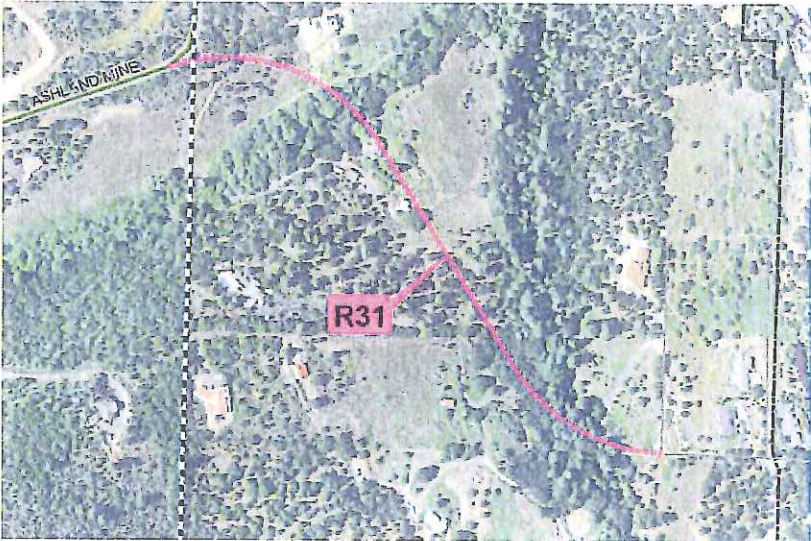
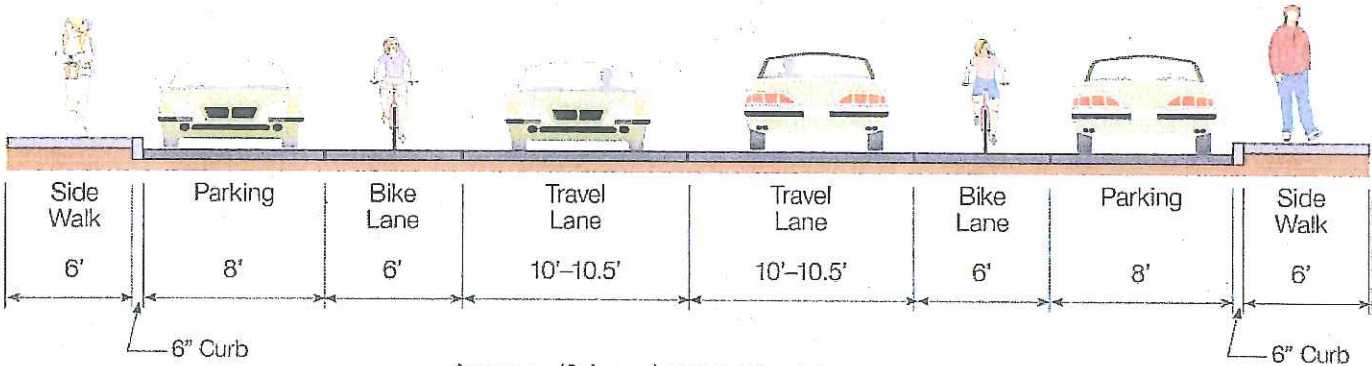
Project #: R26		New Roadway (D)	
Description: Construct a new roadway from East Main Street to Ashland Street (OR 66). Coordinate project with IAMP Access Management on Ashland Street (OR 66) and surrounding development. Right-of-way costs are not included in the cost estimate.			
Category: Roadway	Functional Classification: Neighborhood Collector	Time Frame: Development & Access Management Driven	Engineering and Construction Cost: \$2,329,000
Project Goals Met:			
Create a Green Template <input type="checkbox"/>	Improve Safety <input type="checkbox"/>	Facilitate Economic Growth and Maintain Small Town Character <input checked="" type="checkbox"/>	Balance Mobility and Access <input checked="" type="checkbox"/>
Project Location:			
Project Image:			
Neighborhood Collector Commercial (Parallel Parking on Both Sides) ROW 57' - 63'			


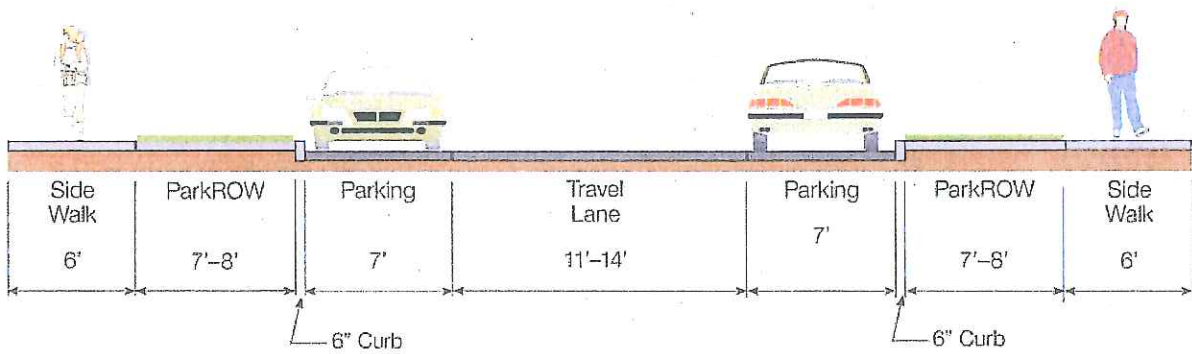
Project #: R27		Grizzly Drive Extension	
Description: Extend Grizzly Drive from Jacquelyn Street to Clay Street. Right-of-way costs are not included in the cost estimate.			
Category: Roadway	Functional Classification: Neighborhood Street	Time Frame: Development Driven	Engineering and Construction Cost: \$767,000
Project Goals Met:			
Create a Green Template <input type="checkbox"/>	Improve Safety <input type="checkbox"/>	Facilitate Economic Growth and Maintain Small Town Character <input type="checkbox"/>	Balance Mobility and Access <input checked="" type="checkbox"/>
Project Location:			
Project Image:			
Neighborhood Street (Parking on Both Sides) ROW 50' - 57'			


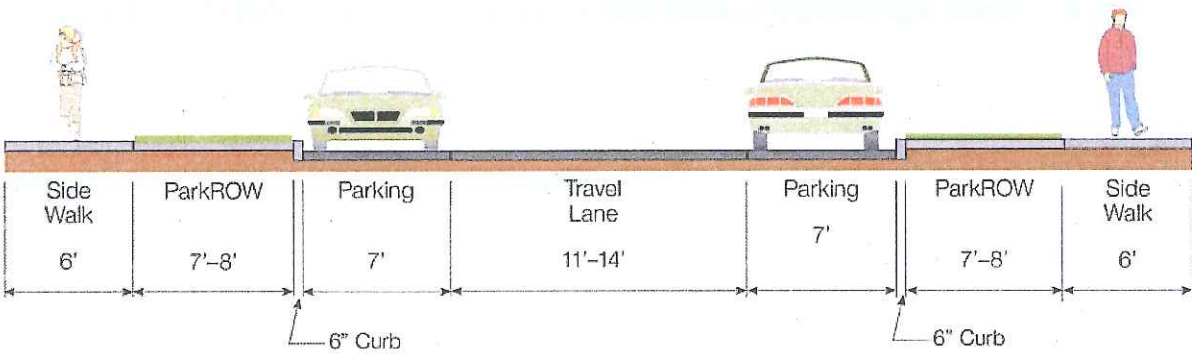
Project #: R28	Mountain View Drive Extension		
Description: Extend Mountain View Drive from Parkside Drive to Helman Street. Right-of-way costs are not included in the cost estimate.			
Category: Roadway	Functional Classification: Neighborhood Street	Time Frame: Development Driven	Engineering and Construction Cost: \$587,000
Project Goals Met:			
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Project Image:  <p style="text-align: center;">Neighborhood Street (Parking on Both Sides) ROW 50' - 57'</p>			


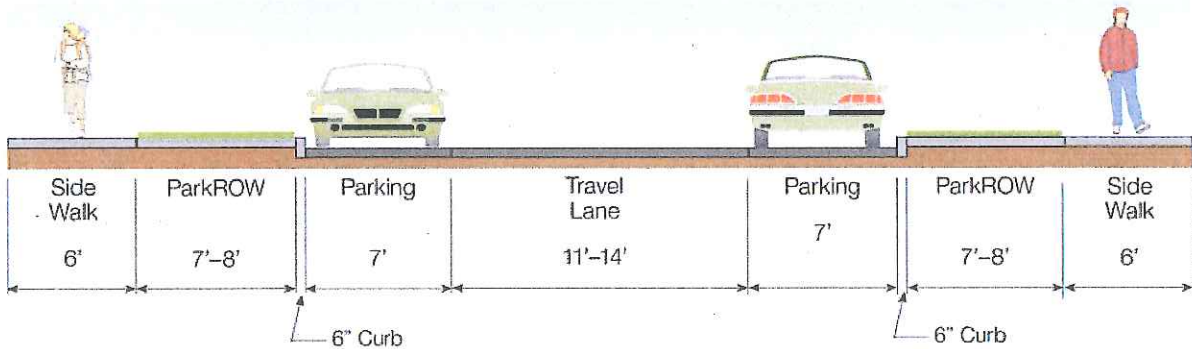
Project #: R29	Washington Street Extension to Benson Way		
Description: Extend Washington Street to Benson Way. Right-of-way costs are not included in the cost estimate.			
Category: Roadway	Functional Classification: Neighborhood Collector	Time Frame: Development Driven	Engineering and Construction Cost: \$1,153,000
Project Goals Met:			
Create a Green Template <input type="checkbox"/>	Improve Safety <input type="checkbox"/>	Facilitate Economic Growth and Maintain Small Town Character <input checked="" type="checkbox"/>	Balance Mobility and Access <input checked="" type="checkbox"/>
Project Location:			
			
Project Image:			
			
Neighborhood Collector Commercial (Parallel Parking on Both Sides) ROW 57' – 63'			

Project #: R30	Fordyce Neighborhood Street Extension																		
Description: Extend Fordyce Neighborhood Street to Mountain Avenue. Right-of-way costs are not included in the cost estimate.																			
Category: Roadway	Functional Classification: Neighborhood Street	Time Frame: Development Driven	Engineering and Construction Cost: \$842,000																
Project Goals Met:																			
Create a Green Template <input type="checkbox"/>	Improve Safety <input type="checkbox"/>	Facilitate Economic Growth and Maintain Small Town Character <input type="checkbox"/>	Balance Mobility and Access <input checked="" type="checkbox"/>																
Project Location:																			
																			
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 <table border="1" style="margin: 10px auto; width: 80%; text-align: center;"> <thead> <tr> <th>Side Walk</th> <th>ParkROW</th> <th>Parking</th> <th>Travel Lane</th> <th>Travel Lane</th> <th>Parking</th> <th>ParkROW</th> <th>Side Walk</th> </tr> </thead> <tbody> <tr> <td>6'-10'</td> <td>7'-8'</td> <td>7'</td> <td>9'-10'</td> <td>9'-10'</td> <td>7'</td> <td>7'-8'</td> <td>5'-6'</td> </tr> </tbody> </table> <p style="text-align: center;">6" Curb (on both sides of parking)</p>				Side Walk	ParkROW	Parking	Travel Lane	Travel Lane	Parking	ParkROW	Side Walk	6'-10'	7'-8'	7'	9'-10'	9'-10'	7'	7'-8'	5'-6'
Side Walk	ParkROW	Parking	Travel Lane	Travel Lane	Parking	ParkROW	Side Walk												
6'-10'	7'-8'	7'	9'-10'	9'-10'	7'	7'-8'	5'-6'												
Neighborhood Collector Commercial (Parallel Parking on Both Sides) ROW 57' – 63'																			

Project #: R31	Wimer Street Extension		
Description: Extend Wimer Street to Ashland Mine Road. Right-of-way costs are not included in the cost estimate.			
Category: Roadway	Functional Classification: Avenue	Time Frame: Development Driven	Engineering and Construction Cost: \$2,372,000
Project Goals Met:			
Create a Green Template <input type="checkbox"/>	Improve Safety <input type="checkbox"/>	Facilitate Economic Growth and Maintain Small Town Character <input type="checkbox"/>	Balance Mobility and Access <input checked="" type="checkbox"/>
Project Location:			
			
Project Image:			
 <p style="text-align: center;">Avenue (2-Lane) ROW 61' - 62'</p>			

Project #: R32		Kestrel Parkway Extension	
Description: Extend Kestrel Parkway to Mountain Ave at Nepenthe Road. Right-of-way costs are not included in the cost estimate.			
Category: Roadway	Functional Classification: Neighborhood Street	Time Frame: Development Driven	Engineering and Construction Cost: \$1,764,000
Project Goals Met:			
Create a Green Template <input type="checkbox"/>	Improve Safety <input type="checkbox"/>	Facilitate Economic Growth and Maintain Small Town Character <input type="checkbox"/>	Balance Mobility and Access <input checked="" type="checkbox"/>
Project Location: 			
Project Image:  <p style="text-align: center;">Neighborhood Street (Parking on Both Sides) ROW 50' - 57'</p>			

Project #: R33		Jefferson Avenue Extension	
Description: Extend Jefferson Avenue to E Jefferson Avenue. Right-of-way costs are not included in the cost estimate.			
Category: Roadway	Functional Classification: Neighborhood Street	Time Frame: Development Driven	Engineering and Construction Cost: \$685,000
Project Goals Met:			
Create a Green Template <input type="checkbox"/>	Improve Safety <input type="checkbox"/>	Facilitate Economic Growth and Maintain Small Town Character <input checked="" type="checkbox"/>	Balance Mobility and Access <input checked="" type="checkbox"/>
Project Location: 			
Project Image:  <p>Neighborhood Street (Parking on Both Sides) ROW 50' – 57'</p>			

Project #: R34		Railroad Property Development	
Description: Extend existing adjacent streets to provide connectivity within, to, and from the property. Right-of-way costs are not included in the cost estimate.			
Category: Roadway	Functional Classification: Neighborhood Street	Time Frame: Development Driven	Engineering and Construction Cost: \$1,433,000
Project Goals Met:			
Create a Green Template <input type="checkbox"/>	Improve Safety <input type="checkbox"/>	Facilitate Economic Growth and Maintain Small Town Character <input checked="" type="checkbox"/>	Balance Mobility and Access <input checked="" type="checkbox"/>
Project Location: 			
Project Image:  <p>Neighborhood Street (Parking on Both Sides) ROW 50' – 57'</p>			

Work Task
6.3

**Croman Mill Site
Redevelopment Plan**

DRAFT
December 2008

TGM Quick Response for the
City of Ashland

Crandall Arambula PC
DKS Associates

