

CITY OF ASHLAND
TRANSPORTATION COMMISSION

WASHINGTON STREET
FRONTAGE IMPROVEMENTS

SOUTH ASHLAND BUSINESS PARK

January 25, 2018

CSA Planning Ltd.
Sandow Engineering
Thornton Engineering

PROJECT DESCRIPTION:

1. Project is a 5 acre light industrial business park. It includes an annexation and rezoning of the property to E-1 to correspond to the Employment designation in the Comp Plan
2. Project fronts on Washington Street and so improvements to Washington Street are proposed as part of the private development project.

PROJECT LOCATION:



Current Zoning Map



Jan 2018

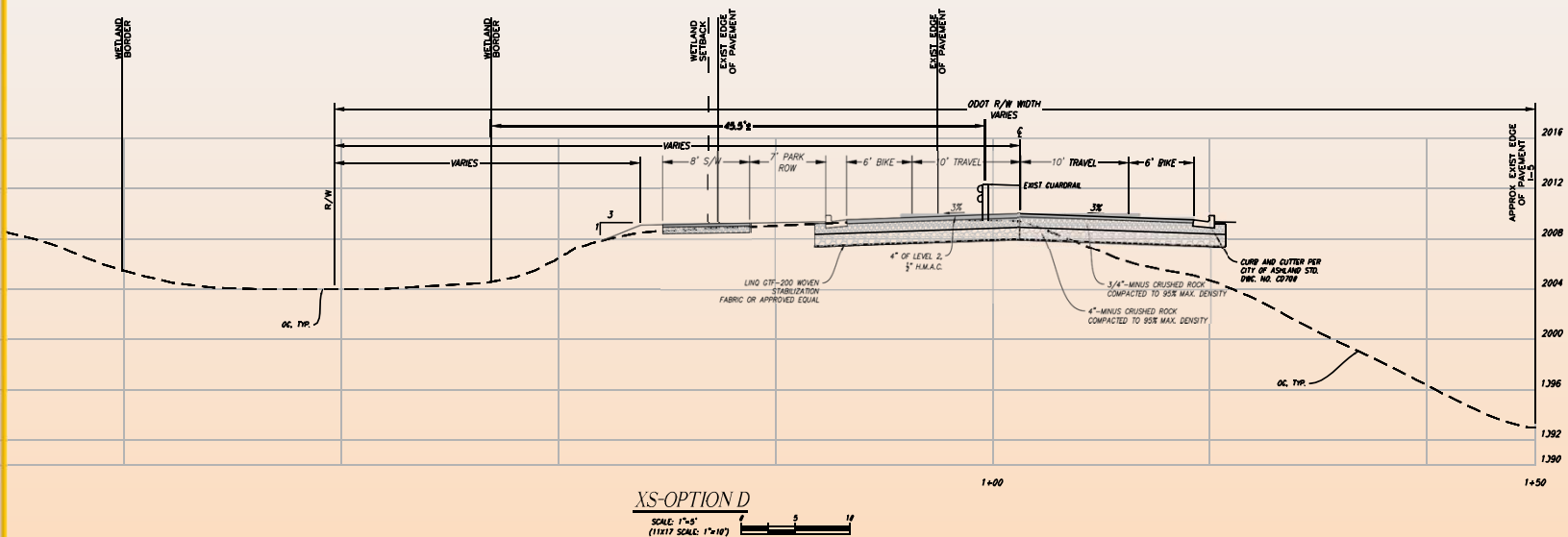
PROCESS:

1. Applicant has been working with Staff on the Washington Street cross-section design issues for the last 9 months
2. Land Use Application has been filed with the three improvement options for Washington Street. The application is in the completeness review stage with Planning.
3. Transportation Commission is being asked to provide comments on Washington Street frontage alternatives.

WASHINGTON STREET CONSTRAINTS:

1. Distance between Interstate 5 Guardrail and the Wetland is only ~45.5 feet at the narrowest point. The City of Ashland's standard Avenue cross-section is 59 to 97 feet in width.
2. Developer funded street frontage improvements are typically "half-street" improvements. Each developer improves their half of the street and the street is improved. I-5 is on the other side of the street and so it will be up to the City to complete the rest of the street.

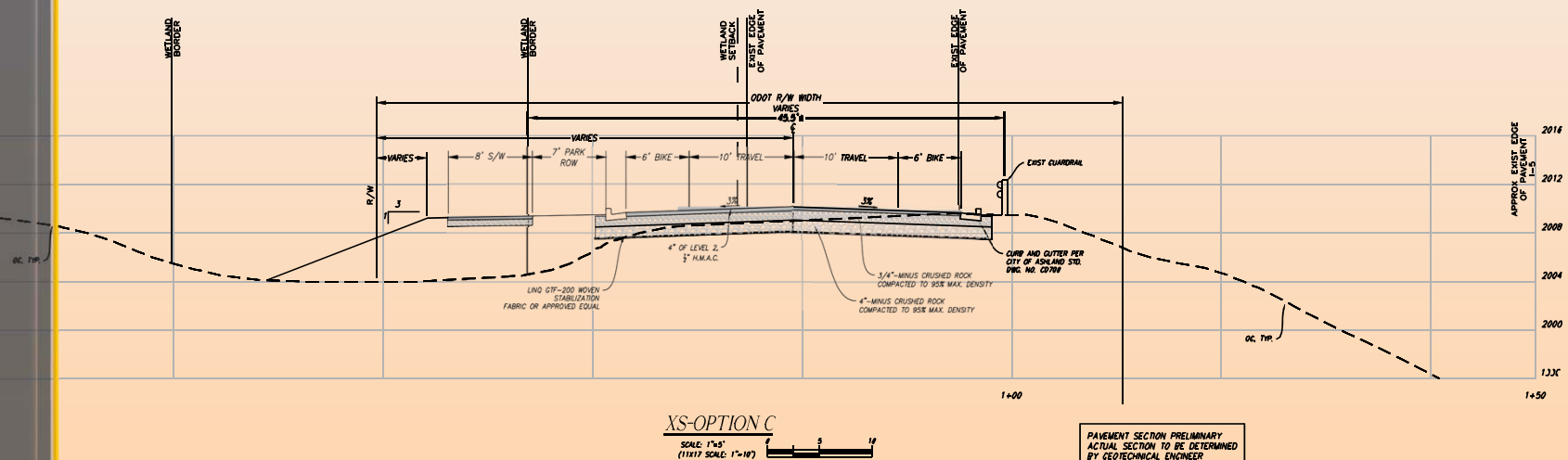
STANDARD X-SECTION ALIGNED TO MINIMIZE WETLAND IMPACT



1. Design does not include parkrow/sidewalk on east side
2. Retaining wall above I-5 On-ramp would be 6-10 feet high, which ODOT may not even allow

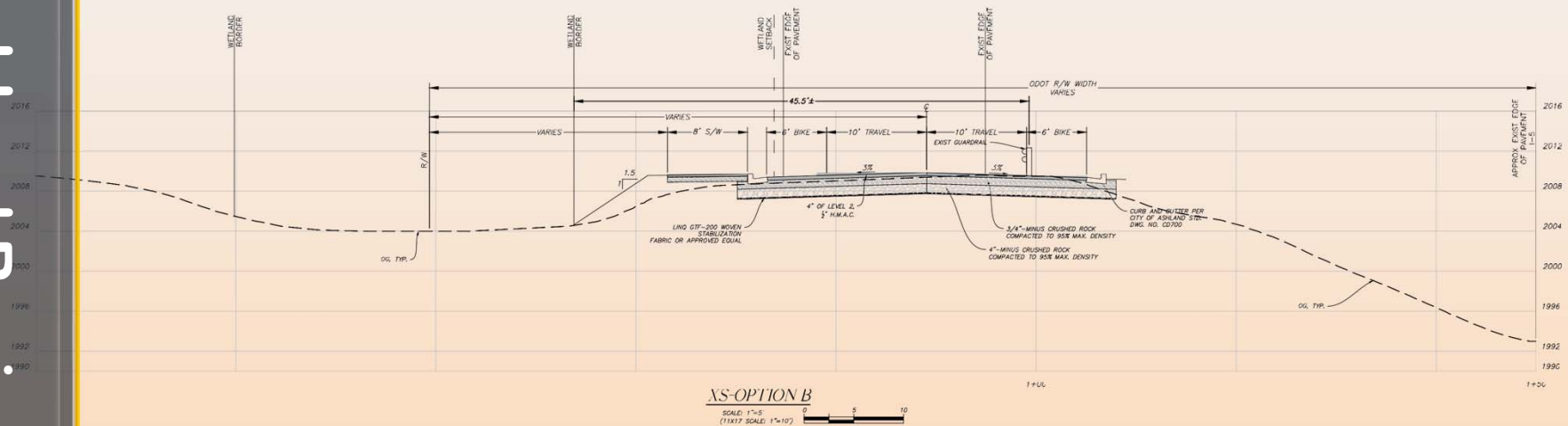
STANDARD X-SECTION ALIGNED TO MINIMIZE I-5 IMPACT

1. Design does not include parkrow/sidewalk on east side
2. Reduces cost for City to build east bike lane in the future.



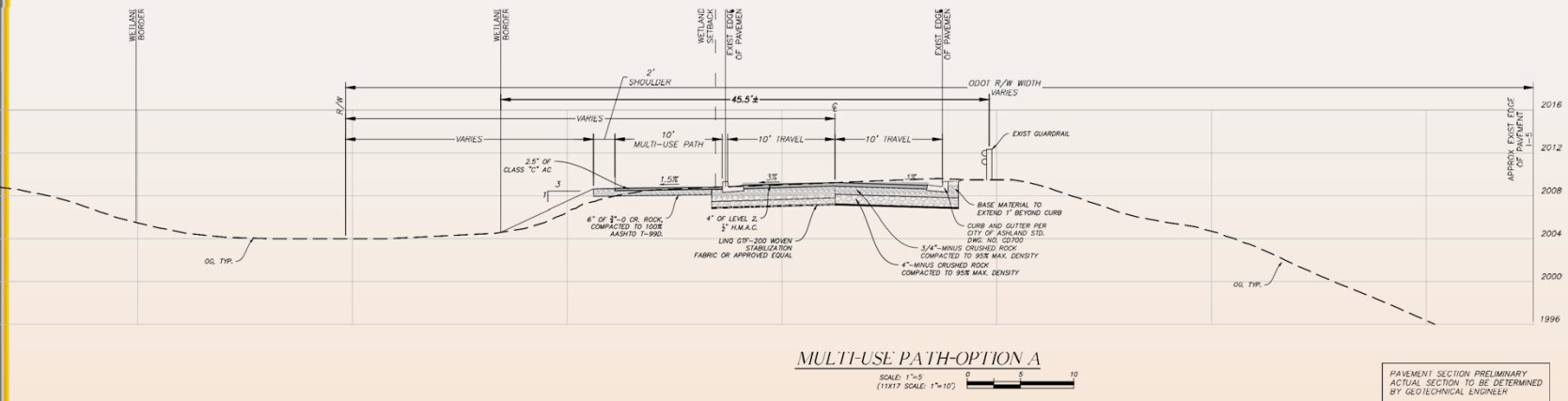
3. Fills about 2/3rds of the Wetland. Requires State and Federal permits.

BALANCED X-SECTION, PARKROW REMOVED, ALIGNED TO AVOID WETLAND FILL



1. Design does not include parkrow/sidewalk on east side
2. City will have some future cost adding east bike lane
3. Standard cross-section except for parkrow being the wetland and wetland buffer behind the sidewalk
4. Steep side slope from sidewalk down to wetland

MULTI-USE PATH X-SECTION



1. Design does not include parkrow/sidewalk on east side
2. Reasonable side slope down to wetland
3. "Complete Street" at time of development
4. Does not preclude widening for bike lanes at some point in the future with modest retaining wall (~4 feet).

WHAT THE DEVELOPMENT WOULD CONSTRUCT:

1. Option A- Full curb-to-curb street with 10-foot travel lanes and 10-foot multi-use path.
2. Option B- Sidewalk, two ten-foot travel lanes and the bike lane on the west side. "Half-street"
3. Option C- Sidewalk, parkrow and two ten-foot travel lanes and the bike lane on the west side. City would be responsible for obtaining required permits for wetland fill and would need to take the lead on the design. "Half-street"

FUNCTIONAL CLASSIFICATION DISCUSSION:

1. When future connectivity ultimately occurs Washington Street will function like an Avenue. However, this connectivity is likely to be well into the future - it requires a new rail crossing and significant amount of development to the south.
2. Even future-year traffic volumes will be on the very low end of the range for an Avenue even after all future connectivity is achieved.

TECHNICAL ANALYSIS:

1. Sandow Engineering indicates any of the three potential Washington Street improvements would provide adequate and appropriate transportation facilities to meet short-and long-term needs.
2. The TSP analysis shows that this area is one of the lowest areas for projected demand for bicycle and pedestrian use now and at the end of the planning period.

TRANSPORTATION COMMISSION REQUEST:

1. Provide guidance to staff and the Applicant on the Commission's preferred Washington Street improvement cross-section alternative.
2. Provide comments that will be useful to the Planning Commission in making a final decision on the City's preferred Washington Street improvement cross-section alternative.

QUESTIONS ???