

**ASHLAND CITY COUNCIL
BUSINESS MEETING Minutes
Tuesday, November 7th 2023**

I. CALL TO ORDER

Mayor Graham called the meeting to order at 6 p.m.

1. Land Acknowledgement**

Councilor Dahle read the land acknowledgement.

II. PLEDGE OF ALLEGIANCE

Councilor Kaplan led the pledge of allegiance.

III. ROLL CALL

Mayor Graham & Councilors Hyatt, Bloom, Dahle, Kaplan, DuQuenne, and Hansen were present.

IV. MAYOR'S ANNOUNCEMENTS

Mayor Graham spoke about the housing resources fair open house on Thursday November 9th 2023 at the Ashland public library. Graham also reminded those gathered of the rules for signing up to speak as part of either the public forum or the public comment sections.

V. APPROVAL OF MINUTES

1. Minutes of the October 16th 2023 Study Session Meeting
2. Minutes of the October 17th 2023 Business Meeting
3. Minutes of the October 27th Special Business Meeting

Kaplan/Dahle m/s to approve the minutes of the October 16th 2023 Study Session Meeting, the October 17th 2023 Business Meeting and the October 27th Special Business Meeting. Roll Call Vote: Councilors Hyatt, Bloom, Dahle, Kaplan, DuQuenne, Hansen YES. Motion passed.

VI. SPECIAL PRESENTATIONS

1. Public Arts Advisory Committee Annual Report

Associate Planner and Staff Liaisons for the Public Arts Advisory Committee Jennifer Chenoweth and Chair of the Public Arts Advisory Committee Ken Engelund provided a presentation (See attached presentation) about the recent work from PACC. Graham thanked PACC for the presentation. Hansen asked about the funding for Ancestors Future: Crystalizing Our Call. Engelund replied that the estimated budget would be \$170,000 with \$60,000 already pledged towards it. Bloom asked about future projects planned for South Ashland. Engelund responded that it could be possible but would require collaboration with ODOT and Scott Fleury. Graham asked about the possibility of projects in South Ashland closer to the freeway. Engelund responded that no current projects were planned but was open to installing future works in that area.

2. Croman Mill Development Update

Community Development Director Brandon Goldman, and Town LLC members Mike Weinstock and Mike Mehaffy provided updates and a presentation on the ongoing Croman Mill Development (See attached presentation). Goldman explained the options being considered for site cleanup and

remediation plans, adding that approximately 12,000 cubic square feet of soil will need to be removed with decontamination being a prerequisite before the property can be developed. Kaplan asked when the remediation plan would be created, which Goldman answered would not be figured out until a method of removal/remediation had been finalized. DuQuenne asked about the number of affordable houses within the planned development. Weinstock replied that affordable housing numbers will be dependent on funding, grants, and tax breaks, adding that the exact number would be clarified as the project progresses. Dahle asked about proposed changes to land use based on the idea that the current land use code was not adequate. Weinstock responded that the 2010 land use code was structured more towards larger corporate entities, while the current plan reflects changes in needs around housing and employment. Mehaffy added that the 2010 land use code didn't factor in workers needs such as daycare. Hansen mentioned that the south Ashland Shop-n-kart and south Ashland shopping center properties could also be incorporated for further development. Kaplan mentioned that fiber pilot program and Climate & Environmental Policy Advisory Committee discussions would be of note to Weinstock and Mehaffy. Weinstock and Mehaffy responded that they have already factored in these two programs with planned development. Graham reminded the Council that the City's role within this development was still being formulated.

VII. CITY MANAGER'S REPORT

Deputy City Manager Sabrina Cotta reminded the Council that City Services would be closed on November 11th, 2023, for Veterans' Day. She also stated that conversation clusters had been added to several City parks, that the November 2023 newsletter would be sent out soon. Cotta stated that the next study session would cover water management and conservation plans, water utility rates and plans for finding a City Manager.

VIII. PUBLIC FORUM

Before comments began, Mayor Graham laid out the rules for the public forum.

1. **Peter Finkle/Ashland/**Submitted an essay to the record. Explained that there are 52 pieces of acknowledged artworks in the city, which he estimated is about 10% of the actual art that is in schools and on private property. Encouraged everyone to engage with, create, and display art across the city.
2. **Jeff Benton/Ashland/** Voiced love for the community. Talked about personal struggle with being unhoused and expressed gratitude to services that helped him overcome being unhoused.
3. **Suzanne Zapf/Ashland/**Asked for a fee reduction of \$5,218 for her subdivision zoning application. Also asked for a reduction of \$2,555 from the approximately \$4,000 cost for the final plan outline.
4. **Mark Brouillard/Ashland/**Apologized for an e-mail sent to Ashland PD regarding a traffic stop. He also apologized for his behavior during a non-speeding related traffic stop. Thanked Ashland PD for their time and willingness to talk.
5. **Helga Motley/Ashland/**Spoke about her time providing meals as part of the open community. Asked if Pioneer Hall could be opened for meal services.

6. **Debra Neisewander/Ashland/**Expressed fears that Ashland was becoming a “gated community” around the unhoused. Expressed opposition to the proposed camping ordinance, adding that “it’s not a crime to be homeless.” Expressed concerns about the definition of “reasonable” in the eyes of the City and Ashland PD.
7. **Austin Konzelman/Ashland/**Voiced opposition to the proposed camping ordinance.
8. **Jesse Carson Hamilton/Ashland/**Spoke to the harshness of the proposed camping ordinance and how it could provide too much power to the police. Expressed desire to bridge the gap between classes via more community outreach across boundaries.
9. **Elizabeth Hallett/Ashland/**Representing the Peace House. Gave information regarding the history of meals being provided to the unhoused within Ashland. Asked for Pioneer Hall to be used as a space to provide meals.
10. **Karen Hill-Wagon/Ashland/**Spoke about her time doing volunteer work in support of the unhoused community. Asked that Pioneer Hall be made available for meals for the homeless.
11. **Vanessa Houk/Ashland/**Spoke about a 72-year-old woman who was dropped off at Pioneer Hall and was able to stay there for shelter. Added that the woman was later housed, which was a direct result of community efforts. Asked that Pioneer Hall be available for the unhoused.
12. **Jason Houk/Ashland/**Spoke to increase in people who needed food support, including both housed and unhoused people. Asked that Pioneer Hall be available for the unhoused and for those with food insecurity.
13. **Deborah Depuis/Ashland/**Spoke about her experience being a van dweller. Asked that Pioneer Hall be open for meals.
14. **Rich Ronde/Ashland/**Spoke in opposition of the planned camping ordinance. Felt that it would divide the unhoused between those who are “voluntarily homeless” and “involuntarily homeless.” Suspected that the ordinance was created without community engagement.
15. **Patty Holman/Ashland/**Felt that planned 5G towers were unnecessary considering infrastructure already in place for wireless communication.
16. **Miriam Reed/Ashland/**Voiced concerns regarding potential 5G ordinance and the health risks associated with it.
17. **Kelly Marcotruli/Ashland/**Expressed appreciation for the Council’s efforts to meet the new challenges regarding the 5G ordinance.
18. **Ivy Ross/Ashland/** Submitted an email to the record about the dangers of fires involving cell towers. Voiced concerns regarding the League of Oregon Cities group and the potential environmental impacts of 5G.
19. **Alan Rathsam/Ashland/**Submitted a report to the record. Spoke about his background as a retired engineer and his research around cell towers and radiation. Felt that cell towers near schools were exposing children to radiation levels that could cause cognizant development problems.

IX. UNFINISHED BUSINESS

1. Scope of Work for Homelessness Masterplan

Graham mentioned that the Council had received a request from the Housing and Human Services Advisory Committee about creating a Homelessness Masterplan. Kaplan spoke about the 132% increase in homelessness in Jackson County as a whole and what options are available for the City moving forward. Bloom added that any proposed plans would need to factor in funding opportunities and limitations. Bloom also stressed the need for a comprehensive plan. DuQuenne asked if the input of the unhoused would be included in the process, which Kaplan confirmed would likely occur. Hansen praised the work of Councilors Kaplan and Bloom as well as the members of the Housing and Human Services Advisory Committee. DuQuenne asked about safety concerns for the Ashland St. shelter, which Graham responded would be discussed at the next meeting.

The council took recess for 8 minutes.

X. NEW BUSINESS

1. North Mountain Avenue Protected Bike Lane and Parking Approval

Public Works Director Scott Fleury and Chair of the Transportation Advisory Committee Linda Peterson-Adams spoke about the recommendations from the Transportation Advisory Committee for North Mountain Avenue. Fleury noted that parking would be removed to allow for a protected bike lane, the first in the city. Peterson-Adams described the process that TAC went through for making their decision regarding the protected bike lane and removal of parking. Hansen suggested that bike boxes be added at the intersections of North Mountain Ave. and Main Street and the intersection of North Mountain Ave. and Hersey Street. Both Fleury and Peterson-Adams agreed that TAC would investigate adding them, citing data regarding bike accidents and near misses. Kaplan asked about the process of putting a bike box in the roadway. Fleury explained what a bike box is and what it would look like on the road. Kaplan suggested that bike boxes be put into other high priority intersections to help protect cyclists. Peterson-Adams responded that the request could be looked at after the current project is completed. Fleury added that adding bike boxes could be included with the ongoing Ashland Street project. DuQuenne raised concerns about the total cost of the project and TAC's overall project budget. Fleury estimated that the total project cost for the entire corridor would be around \$8 or \$9 million, factoring in ADA improvements, sidewalk infill, pedestrian safety improvements, improvements on the railway crossing, and storm drain improvements. Fleury also noted that the addition of bike boxes would not be a significant increase to the overall project budget. Dahle asked about the near misses by the railroad tracks intersection. Fleury and Peterson-Adams clarified the circumstances of these near-misses and that plans were being discussed by TAC to deal with the problem. Bloom asked about the bike lanes and placement of stop signs on Wightman Street. Fleury responded that placement of stop signs had a bit of leeway, adding that TAC had considered tweaking the stop sign placement to make it more uniform with the rest of the city. Hyatt asked about putting a bike warning sign on Mountain Ave. near B Street. Fleury responded that TAC planned to put in the requested bike warning sign. Kaplan suggested using low concrete curbs and steel poles instead of plastic poles to protect the bike lanes. Fleury mentioned that the plastic poles were more useful when taking into consideration the needs of emergency services and potential accidents from people running into the poles. Hansen added that both the proposed Mountain Ave. project and the ongoing Ashland St. project should be seen as pilot programs for potential changes.

Public Comments

1. **Barb Settles/Ashland/**Thanked the council for taking the discussion about the bike lane on Mountain Ave. seriously. Praised the plan for making streets safer for everyone, including pedestrians and drivers.
2. **Ariel Daniel/Ashland/**Spoke about her experience as a cyclist in Ashland. Spoke to the need for Ashland to be made more walkable and bikeable.
3. **Gary Shaff/Ashland/**Spoke in support of the project. Noticed an oversight in the design around protected bike lanes and gave suggestions to fix the issue.

Councilor Dahle asked if any changes could still be made towards the project at this point, which Fleury answered could still happen as needed until a final plan was drafted. Spoke to the public comments and input regarding the width of the bike lane.

Public Comments (Continued)

4. **Michael Orendurff/Ashland/**Sent a paper to the Council. Spoke to concerns that soft divisions for bike lanes do not go far enough to protect cyclists. Felt that hard divisions would both protect cyclists and take up less resources.

DuQuenne asked Fleury to clarify emergency vehicle navigation regarding the protected bike lane. Fleury responded that the width of the bike lane would allow for emergency vehicles to pass by without issue. DuQuenne also asked if E-Bikes would be allowed in bike lanes. Fleury responded that category 1 and 2 E-bikes would be allowed in the bike lane and that category 3 E-bikes would not. DuQuenne asked about the origin of the \$9 million fund that Fleury cited. Fleury responded that the money came from the Food and Beverage Tax fund. Fleury added that funding for the North Mountain Ave. funding would also come from the Oregon Transportation Infrastructure Bank. Bloom asked about the definition of a Class 2 and Class 3 E-Bike. Fleury clarified that the class differences for E-Bikes are based on the power of the electric motor.

Hansen/Bloom m/s approve the removal of parking on North Mountain Ave. and install protected bike lanes and bike boxes where feasible as recommended by TAC and to ask staff to include bike boxes where application is possible.

DISCUSSION Hansen highlighted the large amount of work that TAC had done, along with the large amount of public testimony. He felt that the change would be a huge step for the Ashland community. Bloom felt that the proposal was a good compromise between the committee and public. DuQuenne mentioned that TAC might consider adding stop signs near the railroad track area based on previous discussions. Kaplan thanked TAC and the various groups who contributed to the proposal.

Roll Call Vote: Councilor Kaplan, Dahle, Bloom, Hyatt, Hansen and DuQuenne YES. Motion passed.

2. Resolution Loan Authorization from Special Public Works Funds to the Ashland St. Rehabilitation

Fleury explained the request for loan authorization from Oregon Infrastructure Finance Authority to help fund the Ashland St. rehabilitation project, with the debt being paid back via the use of the Food

and Beverage tax. Fleury stated the loan would be \$4.8 million with a 3.05% interest and initial maturity term of three years. Hyatt asked about the initial maturity term and early payment options. Fleury responded that early payment options were already being discussed via the usage of the Food and Beverage Tax funds. Hyatt noted that the Food and Beverage Tax sunsets in 2030, and the possibility of terms extending past that date. Fleury responded that the City would not be able to borrow beyond forecasted revenue but could use funds raised by other specific taxes. Hyatt asked about future interest rates. Fleury responded that he did not expect the interest rate to rise if changes in payment happen. Kaplan asked about the time frame of the project. Fleury noted that the project is well underway, with the paving portion of the project set for April of 2024, with the project being finished by May of 2024.

Hyatt/Kaplan m/s to authorize a loan from the Special Public Works fund by entering a finance contract with the Oregon Infrastructure Finance Authority.

DISCUSSION: Hyatt noted the 3% interest rate and noting that the work need on Ashland St was a necessity. DuQuenne voiced her disapproval based on the financial burden and project length.

Roll Call Vote: Councilor Kaplan, Dahle, Bloom, Hyatt and Hansen YES. DuQuenne NO. Motion passed.

Hansen/Hyatt m/s to approve the City Manager to sign a legal proved financing contract with the Infrastructure Finance Authority for financing the Ashland St rehabilitation project.

DISCUSSION: Hansen spoke to the necessity of the project.

Roll Call Vote: Councilor Kaplan, Dahle, Bloom, Hyatt and Hansen YES. DuQuenne NO. Motion passed.

3. Employment Agreement Deputy City Manager as Acting City Manager

Graham explained the reasoning behind making the change.

Dahle/Bloom m/s to adopt the employment agreement between the City of Ashland and Deputy City Manager Sabrina Cotta and authorize the Mayor to sign.

DISCUSSION: Dahle expressed gratitude for the work that Cotta has done for the city.

Roll Call Vote: Councilor Kaplan, Dahle, Bloom, Hyatt, Hansen and DuQuenne YES. Motion passed.

XI. ORDINANCES, RESOLUTIONS AND CONTRACTS

1. First Reading of Ordinance 3226 – An ordinance establishing Hours of Parks Closure

Parks and Recreation Director Leslie Eldridge appeared via zoom displayed a presentation detailing the planned hours of parks closure and the reasoning behind establishing the ordinance. (See attached presentation). Eldridge noted that the proposed ordinance would establish hours of closure for all City parks between 12:00AM and 5:00AM, with an exception being made for special events cleared by Parks. Hyatt asked if the skate park would be included within the boundaries of the ordinance as its hours differ. Eldridge responded that she'd examine the skate park's hours and see how best to incorporate it into the ordinance. Bloom asked about potential liability issues around having the skate park's hours changed to fit the ordinance. Acting City Attorney Doug McGeary suggested adding additional language pulling from the Ashland Municipal Code to address the

challenge presented by the skate park.

Hyatt/Hansen m/s to move Ordinance 3226 back to The Parks Commission for deliberation on certain parks such as the skate park and similar and for the addition of language recommended by the city attorney.

DISCUSSION: Hyatt noted that the discussion regarding the skate park should be factored into the ordinance as opposed to moving forward and dealing with issues down the line. Hansen agreed, adding discussion around the unhoused.

Roll Call Vote: Councilor Kaplan, Dahle, Bloom, Hyatt, Hansen and DuQuenne YES. Motion passed.

2. First Reading of Alcohol Use in Parks (Moved to next meeting)
3. Severe Weather Shelter Contract and Management

Emergency Management Coordinator Kelly Burns laid out the details of the contract with OHRA for a severe weather shelter. Bloom asked if the discussion around temperature requirements for the shelter to open would be appropriate now. Graham responded that it wouldn't be appropriate. Hyatt asked about possible issues with insurance regarding the shelter building. Cotta responded that while liabilities were present, insurance was in place. DuQuenne asked about what day-to-day operations would look like. Burns replied that the shelter would open on a 48-hour notice if temperatures are expected to be below 32 degrees Fahrenheit, with it opening at 5 PM. An evening meal would be provided with the lights out at 9 PM. The doors would be closed at 10 PM. The lights would come on at 6:30 AM followed by a morning meal with the closing time being 9 AM. DuQuenne asked how the severe weather shelter would work alongside the 24/7 shelter, as both share the same building. Burns responded that the two shelters would have zero overlap beyond sharing the building. DuQuenne asked if staffing would be the same for both shelters, which Burns stated would not be happening because of OHRA's different staffing needs. DuQuenne asked about the \$2,142.22 set aside for daily operations, which Burns responded were covered by a Department of Administrative Services grant.

Bloom/Kaplan m/s to authorize the Deputy City Manager to sign a contract with OHRA for Severe Weather Shelter coordination services utilizing funding appropriated to cover the cost.

No discussion

Roll Call Vote: Councilor Kaplan, Dahle, Bloom, Hyatt, Hansen and DuQuenne YES. Motion passed.

4. Resolution 2023-26 – BN 23-25 Budget Transfer (Moved to next meeting)
5. Contact for Full Fiber Network Pilot Program Equipment (Moved to next meeting)
6. Lomakatsi Restoration Project for Forestry Services

Fire Chief Chris Chambers explained the basis of the project as well as the reasoning behind it. Chambers added that Lomakatsi Restoration had been involved with previous resiliency and stewardship projects within the area since 2010.

Public Comments

Erick Navickas/Ashland/ Noted that there should be more discussion on this project. Navickas provided history regarding logging and clear cutting within the discussed area. Noted possible issues with soil conditions landslide potentials if trees are removed. Agreed that the trees should be

dealt with, but not in a commercial manner. Graham asked about the potential impact of delaying discussion until the next meeting. Chambers responded that it wouldn't have much of an effect now, but that concerns had been raised by the mountain bike community regarding delaying the contract beyond a few weeks. Hansen asked why the contract needed to be signed in the immediate future as opposed to in a few months' time. Chambers responded that the contract was contingent on the value of the recovered trees as well as issues around fire danger in the area. Chambers added that the potential contract price could double or triple if it was not addressed within the next few weeks.

Due of a lack of time, continued discussion and voting were moved to next session.

7. Amend Resolution 2023-06 to Change the Forest Lands Standing Advisory Committee to the Forest Lands Management Advisory Committee (Moved to next meeting)

XII. ADJOURNMENT OF BUSINESS MEETING

The meeting adjourned at 9:30 p.m. by Mayor Graham.

Respectfully Submitted by:



City Recorder Alissa Kolodzinski

Attest:



Mayor Tonya Graham



Ashland Public Arts Advisory Committee

Meetings
The committee meets the 3rd Thursday of the month at 4:00 p.m. at the Community Development Building at 51 Winburn Way

Member Term Limits
Members serve 3-year terms expiring April 30th of each year

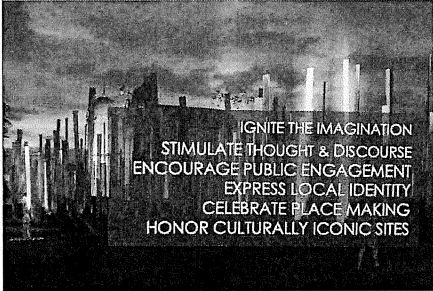
Members	Staff Members
Ken Engelund, Chair	Gina DuQuenne, Council Liaison
Laura Bloom	Jennifer Chenoweth, Staff Liaison
Tessa Elbetter	Brandon Goldman, Community Develop Liaison
Cassie Preskenis	Stef Seffinger, Parks Liaison
Stanley Smith	
Heather Warden	
Vacant Position	

The Committee




2

Ashland Public Arts Advisory Committee



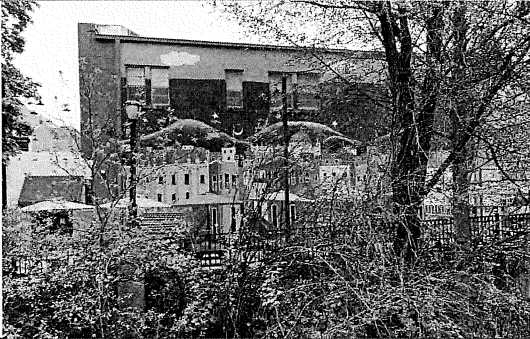

IGNITE THE IMAGINATION
STIMULATE THOUGHT & DISCOURSE
ENCOURAGE PUBLIC ENGAGEMENT
EXPRESS LOCAL IDENTITY
CELEBRATE PLACE MAKING
HONOR CULTURALLY ICONIC SITES

The Committee



3

Public Art Projects

4

Golden Connections
 First Installation by Public Works of the Medallion in Railroad Park in the Railroad District

Public Art Projects

ASHLAND TRAIN STATION AND BRIDGE

5

Ancestor's Future – Crystalizing Our Call

Public Art Projects

- ❖ January Public Forum at Ashland Public Library
- ❖ Juneteenth Picnic
- ❖ Ashland Parks Foundation
- ❖ Public Arts Advisory Committee Fundraising
- ❖ Article in AGA Guide
- ❖ Poster at Chamber Dinner

6

Where the Crow Lights

Public Art Projects

John Pugh Elks Building Mural Project

- ❖ June Invitational Presentation at the Pugh Studio
- ❖ June Greeters meeting at the Pugh Studio
- ❖ Fourth of July Booth
- ❖ Consultation with Indigenous Community
- ❖ Article in the Annual Gallery Guide
- ❖ Poster at the Chamber Dinner
- ❖ Chamber support with article in the Annual Chamber Publication, *Living and Working in Ashland*.

ASHLAND ELKS MAIN STREET JOHN PUGH

7

Public Art Rack Cards

Public Art Projects

- ❖ 1,000 copies distributed at galleries, Chamber Offices, City Offices, and Oregon Welcome Center
- ❖ Re-order of 1,000 more copies to distribute
- ❖ Kudos to the Art Authority and local artist Bruce Bayard

CITY OF ASHLAND
 Public Arts Map
 A WALKING TOUR



8

Public Art Projects

Community Art Project

Oregon Department of Transportation Utility Controller Boxes

- ❖ ODOT and City of Ashland MOU for painting/wrapping controller boxes
- ❖ Goal to paint/wrap first 3 this calendar year
- ❖ Long-term goal to complete 20 eligible boxes over the next 10 years
- ❖ Local artist and local neighborhood art and participation
- ❖ Haines & Friends Grant would allow to complete 2 or 3 additional boxes this year

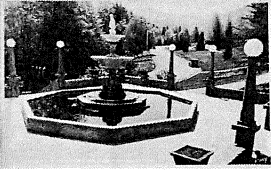


9

Public Art Projects

Butler-Perozzi Fountain

Ashland Parks Foundation Project to restore Fountain


- ❖ Endorsed by Public Arts Advisory Committee
- ❖ One of the earliest works in the Ashland Public Art Collection


10

Public Art Projects

Butler-Perozzi Fountain



Circa 1916




11


Public Art Projects

Marking Ashland Places II

- ❖ Public Arts Advisory Committee and Historic Preservation Advisory Committee collaboration for public art in the Downtown Historic District
- ❖ Formed task group with representation from the Parks and Recreation Commission
- ❖ Another work of philanthropy "We Are Here" present the history of our region.



"We Are Here" in bronze



12

Ashland Parks and Recreation

- ❖ Contains a grand collection of Public Art
- ❖ Long-range goal of "Public Arts in Every Park"

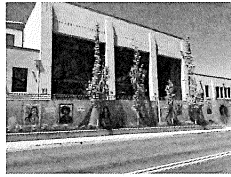


"Cubs at Play" at the North Mountain Park

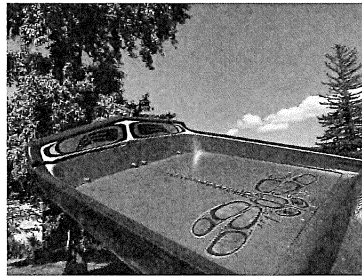


Ashland School District Art Collection

- ❖ Collection of hundreds of student art works, mural, and sculptures



Ashland High School Mural



"Otterlifter Canoe"



Better Together



Ashland School District
INSPIRING LEARNING FOR LIFE

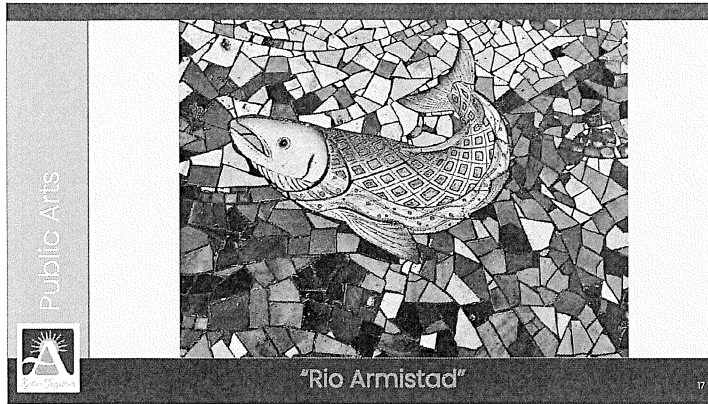


ASHLAND
GALLERY
ASSOCIATION



"Uplifting"





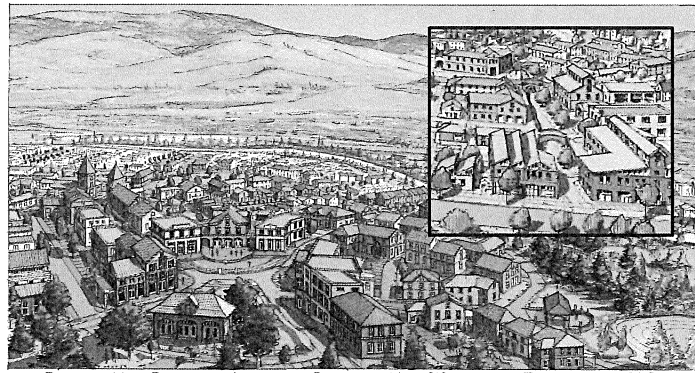
Croman Mill Redevelopment Update

Ashland, Oregon

City Council Presentation
November 7, 2023

POTENTIAL USE AREAS

- Community Building
- Residential
- Commercial Mixed Use
- Office
- Multi-Family Mixed Residential
- Single-Family Mixed Residential



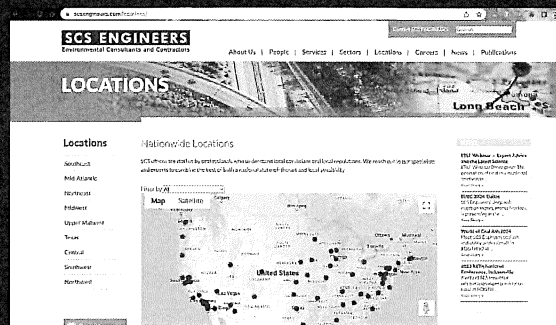
CROMAN MILL DISTRICT - ASHLAND, OREGON - MIKE WEINSTOCK, TOWNMAKERS LLC.
TOWN PLANNERS AND DESIGNERS: QAMAR & ASSOCIATES, AND STRUCTURA NATURALIS - JANUARY 1, 2022

Current Status

1. Pre-app tomorrow for application, proposed new district standards and zoning code, site plan, annexation
2. Traffic Impact Analysis – firm has begun, draft design for Siskiyou intersection (ODOT is reviewing)
3. Economic opportunities analysis complete (Johnson Economics); we meet State / DLCD legal requirements as well as City goals
4. Infrastructure finance – proposal in development for public improvements – paths, trails, major streets, parks (MuniCap)

Environmental Remediation – Now Under Way

Current owners have hired prominent national firm SCS Engineers



Remediation status (our understanding)

- Former timber mills normally not major problems
- Current owners are making progress
- Testing under way, Oregon DEQ is monitoring
- Some cleanup to be expected, also grading of the site



Economics Team:

- Jerry Johnson's EOA update shows we meet State requirements
- Thad Wilson is proposing a public-private model for public infrastructure to unlock wider benefits for the full district and the city as a whole

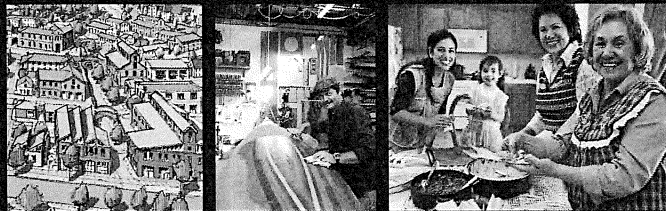


Jerry Johnson
Principal, Johnson Economics



Thad Wilson
Senior Vice President, MuniCap

Family-wage employment... not just in isolated districts, but increasingly in more competitive live-work-play neighborhoods



(Sometimes in homes too! Work from home, home-based businesses, live-works et al.)

August 8, 2019
Mud Mountain
MuniCap

Dear Mr. Johnson:

The enclosed EOA update is for review on the first of our Economic Development Subcommittees (EDS) meeting for the City of Ashland, Oregon. All items appear in your enclosed memorandum to the City Council. I will be at the meeting.

As you know, our county, counties, and cities are all under a lot of pressure to increase their tax base. The City of Ashland is no exception. The City of Ashland is currently in a position where it is not generating enough to fully fund the City's operations and support the City's growth and future needs. The City of Ashland is currently in a position where it is not generating enough to fully fund the City's operations and support the City's growth and future needs. The City of Ashland is currently in a position where it is not generating enough to fully fund the City's operations and support the City's growth and future needs.

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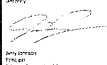
JOHNSON ECONOMICS

• You have proposed a land use allocation formula of 1/3 light industrial, office and retail, and 2/3 mixed use residential, which I believe is a reasonable target. Under this formula, an average employment density would be 10 employees per acre (1/3 @ 18 + 2/3 @ 6, divided by 3), which in my opinion is a reasonable project-wide target.

• You have also proposed to deliver completed industrial/office sites totaling 1/3 of all sites in each phase, over three total phases, which I believe is a reasonable market-facing approach. With shovel-ready sites, and with appropriate recruitment and marketing efforts, I believe Croman Mill will be well-positioned to capture the maximum potential market response with a competitive offering.

A copy of our EOA update is attached. I will be happy to answer any questions you may have.

Sincerely,



Jerry Johnson
Principal
Johnson Economics LLC

August 8, 2019
Mud Mountain
MuniCap

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As you know, our county, counties, and cities are all under a lot of pressure to increase their tax base. The City of Ashland is no exception. The City of Ashland is currently in a position where it is not generating enough to fully fund the City's operations and support the City's growth and future needs. The City of Ashland is currently in a position where it is not generating enough to fully fund the City's operations and support the City's growth and future needs.

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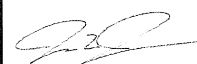
JOHNSON ECONOMICS

• You have proposed a land use allocation formula of 1/3 light industrial, office and retail, and 2/3 mixed use residential, which I believe is a reasonable target. Under this formula, an average employment density would be 10 employees per acre (1/3 @ 18 + 2/3 @ 6, divided by 3), which in my opinion is a reasonable project-wide target.

• You have also proposed to deliver completed industrial/office sites totaling 1/3 of all sites in each phase, over three total phases, which I believe is a reasonable market-facing approach. With shovel-ready sites, and with appropriate recruitment and marketing efforts, I believe Croman Mill will be well-positioned to capture the maximum potential market response with a competitive offering.

A copy of our EOA update is attached. I will be happy to answer any questions you may have.

Sincerely,



Jerry Johnson
Principal
Johnson Economics LLC

Our proposed land use code (AMC 18.3.2):

1. Create flexible, market-facing zoning that allows the highest possible achievement of public goals
2. Specify coherent, walkable public realm while allowing a mix of uses
3. Deliver an agreed minimum of employment lands within each phase
4. Deliver an agreed minimum of tenant-ready employment spaces in each phase
5. Achieve Climate-Friendly Area designation

Our proposed land use code (AMC 18.3.2):

1. Does not modify the existing Croman Mill District plan for other property owners (except relating to street alignments to connect to our plan)
2. Creates two new zones: Compatible Industrial and Commercial – Mixed Use (“CIC-MU”) and Residential – Mixed Use (R-MU)
3. Establishes a baseline of area for each, but allows adjustments to meet changing market demand
4. Development agreement controls phasing, minimum amounts, infrastructure, etc.

Another key feature of the draft Land Use Ordinance is to preserve as much flexibility as possible in responding to the market, while providing additional baseline commitments of land uses and buildouts by phase through the Development Agreement.

The Development Agreement would commit to a formula of delivery for each of three phases, prior to commencement of subsequent phases, corresponding to the takedown schedule agreed to in the Townmakers' purchase and sale agreement for the property, as follows:

	Minimum Employment Land Area ²	Minimum Employment Buildings ³	Maximum Housing Area ⁴	Minimum Affordable Units (80% AMI) ⁵
Phase 1	150,000 SF	10,000 SF	<=10,000 SF	10
Phase 2	150,000 SF	10,000 SF	<=10,000 SF	10
Phase 3	(n/a) ⁶	(n/a) ⁶	(Maximum Per Entitlement)	(n/a) ⁶

In addition, the draft Land Use Ordinance will set the terms of achieving the State's "Climate Friendly Area" designation as sought by the City for the Townmakers property specifically.

² Net lot areas served by completed infrastructure. Surpluses carry over to reduce required minimums in subsequent phases.
³ Tenant-ready shell spaces. Surpluses carry over to reduce required minimums in subsequent phases.
⁴ Net lot areas served by completed infrastructure (number of units to be determined per density parameters)
⁵ Minimum as required by statute, in addition to "middle housing" and "attainable housing"
⁶ (Last phase would not have minimum conditions for subsequent phases)

Other proposed elements:

Chapter 18.3.2 CROMAN MILL DISTRICT

Sections:

- 18.3.2.010 Purpose.
- 18.3.2.020 Applicability.
- 18.3.2.030 General Requirements.
- 18.3.2.040 Allowed Uses.
- 18.3.2.050 Dimensional Standards.
- 18.3.2.060 Site Development and Design Standards.
- 18.3.2.070 Open Space Zone.

18.3.2.010 Purpose

The purpose of this section is to establish a special district for the orderly development of the Croman Mill site, implement the Croman Mill Site Redevelopment Plan. The district is designed to provide an environment suitable for employment, recreation, and living. The CM district is a blueprint for promoting family-wage jobs, professional office and manufacturing commerce, neighborhood-oriented businesses, mixed-use projects, and community services in a manner that enhances property values by providing transportation options and preserving significant open spaces while minimizing the impact on natural resources through site and building design. The Croman Mill District Standards were adopted by the City Council on August 17, 2010 (Ordinance No. 10219), and amended on December 16, 2011 (Ordinance No. 10533).

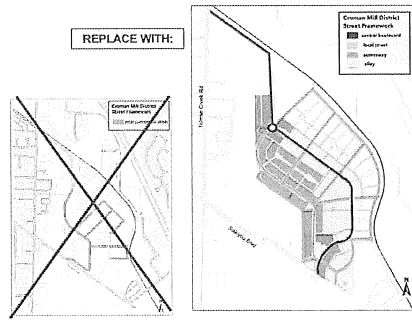


Figure 18.3.2.060.A.4.a. Street Framework

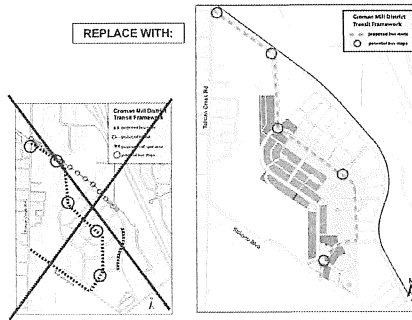


Figure 18.3.2.060.B.12. Transit Framework

a. All large-scale development located on an existing or planned transit route shall accommodate a transit stop and other associated transit facilities unless the Community Development Director

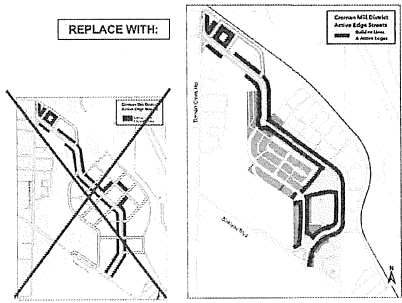
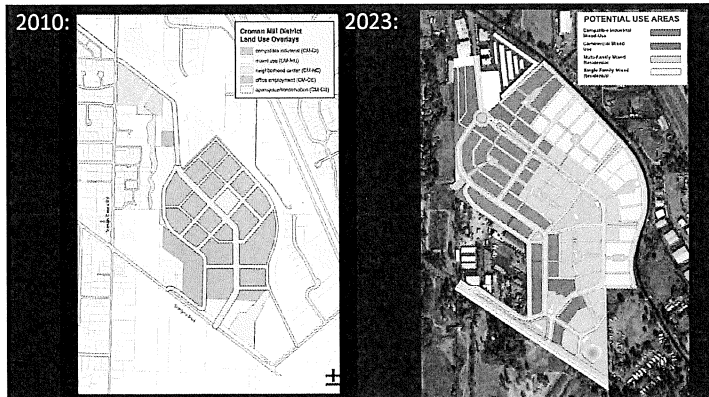
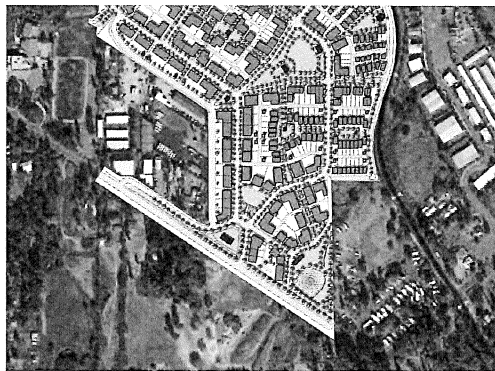
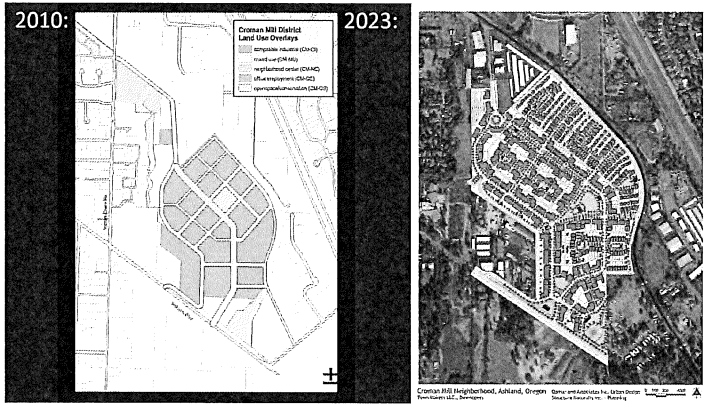
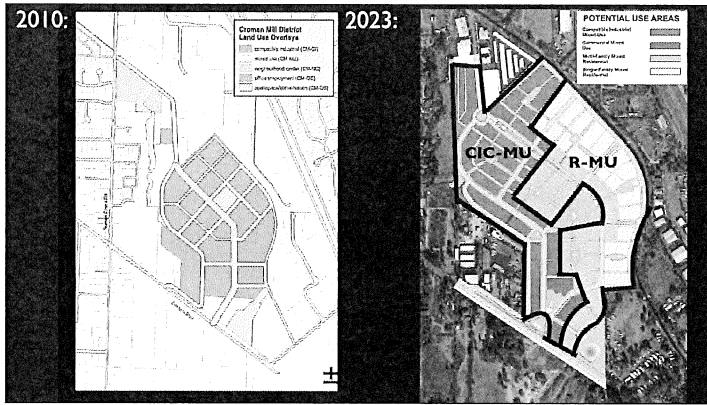


Figure 18.3.2.060.B.2. Active Edge Streets

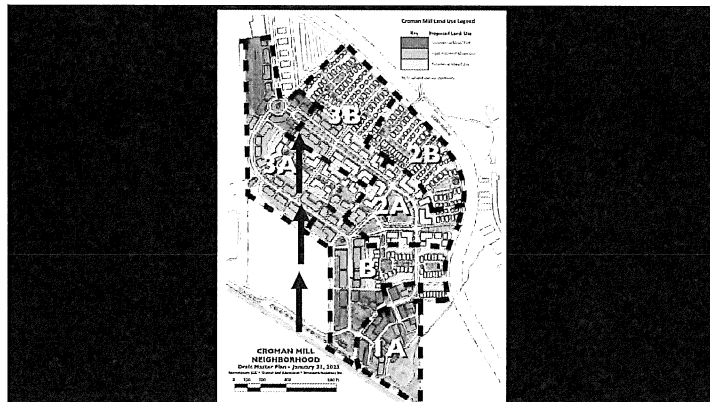
a. Buildings shall be set back not more than ten feet from a public sidewalk unless additional setback area is used for pedestrian entries, such as alcoves, or for pedestrian activities such as

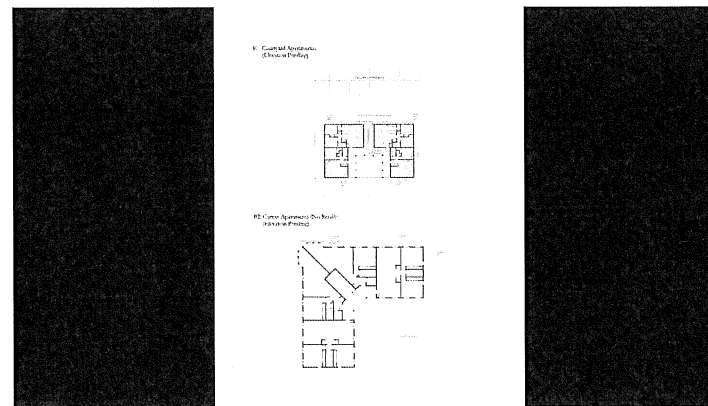
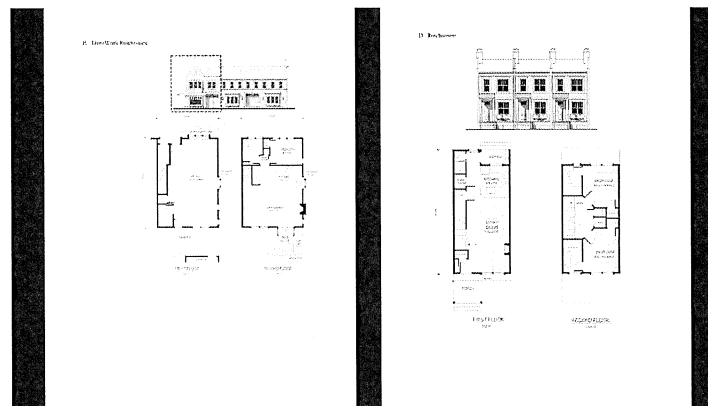
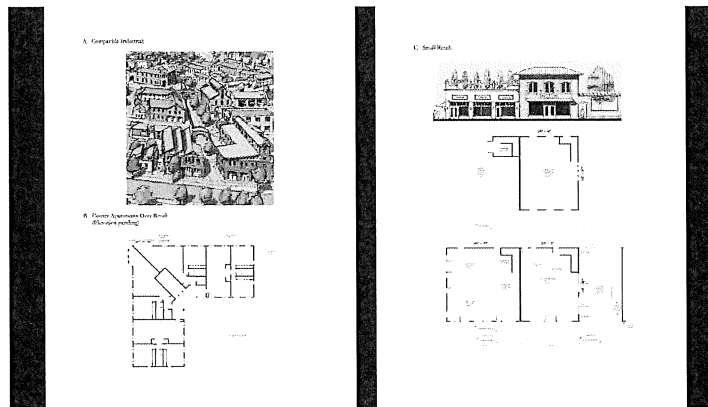
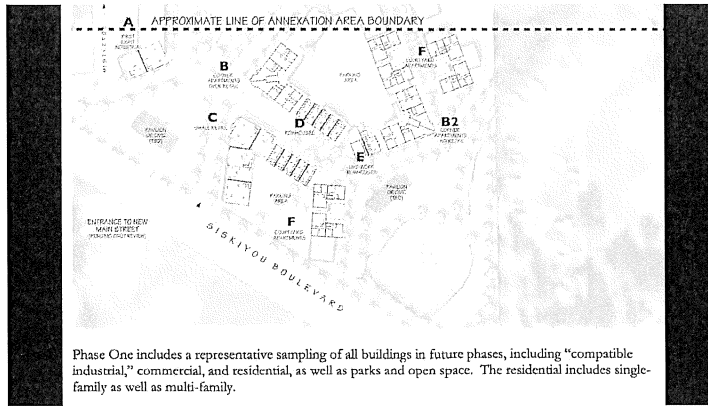


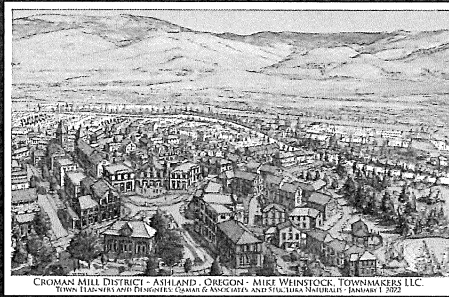


Phase One Area

Croman Mill Neighborhood, Ashland, Oregon | Qamar and Associates Inc. - Urban Design
Townshakers LLC., Developers | Structura Naturalis Inc. - Planning







Thank You!



City Manager's Report

11.7.2023

CITY MANAGER'S OFFICE:

- **Emergency Shelter:** The teamwork that took place across City departments to get the Emergency Homeless Shelter ready was exceptional. Big shout out to the following City staff for their assistance on the project.
 - Public Works Department: **Steve Walker, Giovanni Cavalli, Ed Walker, Jason Robustelli, Matt Christensen, Jeremy Lowe, Trever, Nistrath, Wes Nistrath, Grant Tecmire, Chuck Schweizer, Shawn Ivales, Arthur Newlon, Josh Roberson, Robert Halbritter, Dave Arnold, Cathy Crocker & Mike Morrison**
 - Electric Department: **Jess Hawkins**
 - Community Development Department: **Linda Reid & Brandon Goldman**
 - City Manager's Office: **Kelly Burns**
- Our **DEI** consultants held 10 focus groups, along with one-on-one interviews. These groups were made up of employees from all departments in the City. Next steps will be a city-wide survey.
- City staff and the Ashland Chamber of Commerce did a walking review of our downtown planters in preparation for an upcoming **downtown spring beautification** effort.
- **New Website:** City staff met with a representative from CivicPlus to discuss next steps for the new City website.
- **November News:** The November 2023 newsletter is available online at ashland.or.us/Communications, and will be mailed out in City Utility Bills during the month of November. The newsletter contains December happenings.
- **Coffee & Conversation with Council and the City Staff:** The third Coffee & Conversation gathering will take place on Tuesday, November 14, 8:30-10 a.m., at SOU (Southern Oregon University) in the Hannon Library/Messie Room. **Councillors, Bob Kaplan and Eric Hansen** will attend. Staff will include **Sabrina Cotta and Kelly Burns**.

COMMUNITY DEVELOPMENT:

- **Brandon Goldman** represented Ashland at the Oregon Annual Planning conference.

ELECTRIC:

- **Tom McBartlett** represented the City at the Oregon Municipal Electric Utilities Association annual meeting and learned more about what is happening at the state and federal level regarding utilities. Next week he will do the same at the Northwest Regional Utilities Board meeting where he is a board member as well as the Public Power Council meeting of which we are a member. It is with these entities the discussion and advocacy for the upcoming BPA (Bonneville Power Administration) contract is taking place.

FINANCE:





City Manager's Report

- Accounting/Finance is thick into Audit right now. Auditors are doing their testing, and staff continue to move ahead with audit deliverables.
- Utility Billing (UB) continues to train new staff. Also been at work testing the new software upgrade/conversion to the next level of Tyler Munis. Utility assistance programs (ashland.or.us/UtilityAssistance) are underway and we are currently accepting applications. UB has also opened to the public on Fridays at The Grove.
- Other ongoing projects:
 - USDA loan draft for the Rural Energy Savings Plan loan to provide low-cost funds to residents to upgrade their electrical systems
 - Contracts & Procurement amendments
 - Revenue Study
 - Continued accounting/budget support city-wide

FIRE:

- A soft opening of **Community Connect** was launched in late October. Community Connect is a free, secure and easy-to-use platform that allows citizens to share critical information about their household that will aid emergency responders. This platform is only for those who live in Ashland. Those who live outside of the City can engage with Community Connect for Medford or Fire District 3. Ashland residents can go to: communityconnect.io/info/or-ashland.

PARKS & RECREATION:

- Senior Services Division** – The Senior Flu and COVID-19 Vaccination Clinic on October 13 was a great success, providing 240 shots for 160 people. A second clinic on October 27 delivered 160 shots for 140 people. Unfortunately, some participants had to be rescheduled for the COVID vaccine due to supply chain barriers. Many thanks to funders AGE+, Mountain Meadows Community Foundation, and Ashland Community Hospital Foundation and the 28 volunteers required to host two clinic days.



City Manager's Report



- Parks** – The Conversation Clusters project launched on Monday, October 30. The Open Space/Trails crew built and installed benches at Glenwood and Garfield Parks, and stackable chairs are ready to put out at Lithia Park. Senior Services Superintendent **Isleen Glatt** has created signage, an online survey to collect community feedback and a news release. She also pushed the information out to the Ashland Parks and Recreation homepage and Facebook page.



Lithia Park



Garfield Park



Glenwood Park





City Manager's Report


- The Ashland Japanese Garden Anniversary Celebration took place on Sunday, October 22. An estimated 800 people attended despite the rain. Visitors enjoyed the exhibits put on by Southern Oregon Japanese Association, Dobra Tea, bonsai displays by docents and the Ashland Parks Foundation. Some lovely photos were taken by Bob Palermi and are included in this AshlandNews article: <https://ashland.news/photo-gallery-ashland-japanese-garden-anniversary-celebration/>.
- The Park Superintendent position has been offered to an excellent candidate. Once the background check is complete, it is anticipated the candidate will begin in mid-November.

POLICE:

- **Chief Tighe O'Meara and Deputy Chief Dan Moulin** represented Ashland at the International Association of Police Chief's conference last week. Grateful to them for representing Ashland and bringing back what they learned.

WHAT'S COMING UP?

- City offices will be closed on November 10 to observe Veteran's Day.
- The Ashland Rotary Centennial Ice Rink in Lithia Park opens November 18 – The gala opening celebration, FIRST FROST, is scheduled for December 16.
- Ashland Senior Center will present the AARP Smart Driver TEK Workshop on November 29.
- The Ashland Chamber's 31st Annual Festival of Light will begin on November 24, with the arrival of Santa and the Grand Illumination of downtown Ashland at 5 p.m.!

First Reading – 3226 –
Parks Hours

12/19/23

Parks Hours

Parks have experienced:
Increased vandalism
Increased damage to public property
Public safety concerns

- Many of these incidents occur during nighttime hours.
- Managing these issues has resulted in significant maintenance and financial burdens to APRC, as well as challenges to the Ashland Police Department (APD) enforcement efforts for public safety.



Currently, the Ashland Municipal Code 10.68.380 provides a "curfew" for exclusively Lithia park from 11:30PM to 5:30AM.

The proposed amendment to the AMC would establish hours of parks closure in all City parks *between the hours of 12:00AM (midnight) and 5:00AM.*

The Ashland Municipal Code (10.68.010) defines the term "Parks" as inclusive of all parks, trails, and open space lands.





3

PARKS HOURS

Parks Hours

Key Points

- The proposed ordinance establishes baseline hours of closure that apply to all parks, trails and open spaces. It does **not** prevent APRC from establishing operating hours or additional restrictions on specific parks, facilities, or equipment.
- The proposed ordinance has been developed in collaboration with Ashland Police and Legal Departments and will not affect, impact or interact with the proposed camping ordinance.





4

PARKS HOURS


Parks Hours

Benefits


- The proposed ordinance allows for transit through park lands during nighttime hours, as well as sanctioned after-hours activities with a special event permit.
- Potential reduction in vandalism and other abuses of public property
- Potential increase in nighttime public safety
- Provides a tool for APD to initiate conversations with park users at night
- Will not put increased burden on APD officers



5



QUESTIONS?



Mayor Graham, Council Members, and City Staff,

I'm Alan Rathsam, an Ashland resident, a native Oregonian, a founding member of Oregon for Safer Technology and a retired engineer with 35-years of technical experience at a Navy Research and Development Laboratory.

I've made the measurements and prepared for public awareness, a detailed technical report entitled, "Outdoor Radio-Frequency Power Density Measurements at Bellview Elementary School, Ashland, OR." Each Council member and the City Recorder will receive a hard copy of this 10-page report. I'll quickly summarize the alarming information in the report, but must first review that power density is power per unit area, and harmful radiation levels from wireless technology are so low, scientists measure it in microWatts per square meter, that is millionths of a Watt per square meter ($\mu\text{W}/\text{m}^2$).

The BioInitiative Report of 2012 reviewed 1,800 scientific studies, some of which report cognitive-function impairment in children at power densities from 200 to 500 $\mu\text{W}/\text{m}^2$.

The cell tower east of Bellview School is less than 1000 feet from school grounds. I measured power densities from 2,500 $\mu\text{W}/\text{m}^2$ in front of the School to 61,000 $\mu\text{W}/\text{m}^2$ in the playground-equipment. This playground radiation is 120 to 200 times higher than the exposures just noted to cause cognitive-function impairment in children. FCC regulations allow public exposure in the millions of microWatts per square meter, the highest levels worldwide.

Informed Ashland residents ask this Council to manage future radiation exposure in Ashland by adopting a strong wireless-facility ordinance prepared by the most qualified attorney you can find, one who understands challenging industry-driven FCC regulations and the latest Federal court rulings against them. A strong ordinance would not ban wireless facilities, but empower the City with maximum authority to regulate placement near schools, residential areas, and other sensitive sites.

11/7/23, 11:40 AM

Mail - Leigh Madsen - Outlook

Volunteers
NEEDED 

ASHLAND WINTER HOMELESS SHELTERS

**ORIENTATION
FOR NEW
VOLUNTEERS**

*More volunteers needed
for evening & morning shifts.
*No overnights.
No experience needed.



THURSDAY, NOVEMBER 16TH, 6-7PM
2200 ASHLAND STREET, ASHLAND

<p>Qualifications</p> <ul style="list-style-type: none">• An open heart• An ability to set clear boundaries• A desire to listen with compassion to unhoused people. 	<p>For More Information</p> <p>Call Avram Sacks at 541-220-7307</p> <p>avramsacks@gmail.com</p>
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Alissa Kolodzinski

From: Dana Smith
Sent: Tuesday, November 07, 2023 9:34 AM
To: Alissa Kolodzinski
Subject: FW: Council Public Testimony Form Submitted

From: City of Ashland, Oregon <administration@ashland.or.us>
Sent: Tuesday, November 7, 2023 9:23 AM
To: City Recorder <recorder@ashland.or.us>; Dorinda Cottle <dorinda.cottle@ashland.or.us>
Subject: Council Public Testimony Form Submitted

[EXTERNAL SENDER]

*** FORM FIELD DATA ***

Full Name: Tim Case

Phone:

Email:

Meeting Date : 11/7/23

Type of Testimony: WRITTEN

Written Testimony: Dear Council and Mayor, According to the proposed OHRA contract, nightly costs for operations come out to \$2,142.22 per night. This does not include fixed costs, equipment costs, miscellaneous, administrative costs, or the \$2,000,000 to purchase the building that isn't up to fire code or properly outfitted with bathroom facilities. If I read this correctly, ORHA is seeking nightly \$1,141.80 in personnel costs for a shelter coordinator, an additional overnight fire watch and two shelter staff, even though we were under the impression that the OHRA staff and fire watch already onsite was going to be adequate, which was a benefit of sharing the space. It doesn't seem practical to pay for two fire watch- this is not a wise use of taxpayer money. I asked city staff for clarification, and they confirmed that "...per fire code and occupancy code...OHRA cannot use the same employees or fire watch to monitor both shelters." In my opinion, this is not a great return on investment. I feel that we could serve the community much better than a garage with portapotties for over \$2,000 per night. -Tim Case

*** USER INFORMATION ***

SubscriberID: -1

SubscriberUserName:

SubscriberEmail:

RemoteAddress: 66.241.70.76

RemoteHost: 66.241.70.76

RemoteUser:

*Written Testimony
Meeting 11/11/23*



To: City of Ashland Mayor and City Council
From: Ariel Daniel, Co-Chair, Streets for Everyone
Date: November 3, 2023
Re: Protected Bike Lanes on North Mountain

In its October 2023 meeting, the Transportation Advisory Committee approved a recommendation to the Ashland City Council to add protected bike lanes on North Mountain Avenue. As an organization of Ashland residents working to improve the safety and convenience of our streets for people of all ages and abilities, [Streets for Everyone](https://streetsforeveryone.net) applauds this recommendation.

However, after carefully reviewing the conclusions reached by the TAC in its September meeting we identified a number of concerns. It was our understanding that the TAC would finalize its recommendations to Council regarding the North Mountain project in their October meeting. We were prepared to testify to these concerns and provide constructive recommendations at that meeting. Regrettably, we were informed that the TAC would not consider any additional public comment on the matter.

We therefore are providing SFE's recommendations directly to the Council in Part 1 of this memo. In Part 2 of this memo, we respectfully address other issues that have been raised at and subsequent to the October TAC meeting.

Thank you for the opportunity to provide these recommendations and clarifications.

Part 1: SFE Recommendations on the North Mountain Plan

SFE urges the City Council to make the following specific changes to the existing draft design, as follows:

- A. Correct dangerous design flaws at the intersections of North Mountain with Hersey Street and East Main Street
- B. Align the vehicle and and bike lane widths with those specified in the city's Municipal Code
- C. Protect the bike lanes with concrete curbing rather than plastic bollards
- D. Flip the position of parking, in bays, and the bike lane so that the parked cars serve as protection for people riding bikes.

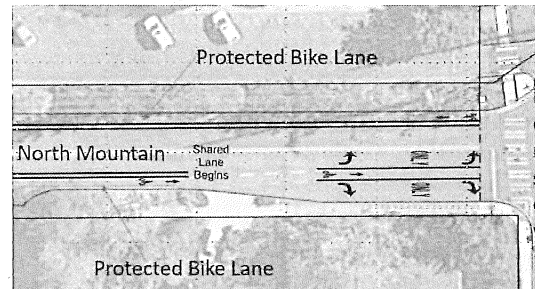
The rationale for each of these recommendations is provided in detail below.

A. Correcting Intersection Design Flaws

Intersections are the location where the majority of crashes occur in urban settings. This is also true in Ashland. While protected bike lanes increase safety for people riding bicycles mid-block they don't, in and of themselves, change the risks at intersections. Adding protected bike lanes without also improving the safety at intersections will mute benefits that protected bike lanes will add. Intersections must be designed to increase visibility, reduce speed and minimize road user conflicts.

As shown in the illustrations below, the proposed intersection striping plans for North Mountain, at both Hersey and East Main, fail to ensure the safety of people riding bicycles and, instead, continue to prioritize auto/car traffic.

North Mountain at Hersey Street



North Mountain at Hersey (as included in the TAC 9/21/23 meeting packet, excluding the notation of "protected bike lane" and "shared lane begins.")

Note that at Hersey, the southbound bike lane is not protected to the intersection. Instead, the protected bike lane changes to skip-line striping, indicating that lane changes are allowed. The result is that people riding bicycles are forced to share the lane with cars/trucks between when the protected bike lane ends and a painted, unprotected, designated bike lane begins at the intersection. This is inherently

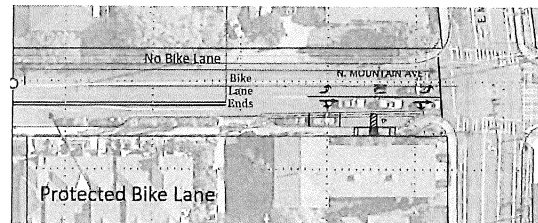
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dangerous for people riding bicycles and fails to address the needs of people of all ages and abilities.

The design should continue the protected bike lane to the intersection. This would require that the dedicated right-turn lane be eliminated. We acknowledge that eliminating the right-turn lane will result in a minor increase in auto/truck delay. However, its elimination will dramatically improve safety in alignment with Goal #2 of the City's current Transportation System Plan (TSP): "Make safety a priority for all modes of travel."

We ask that the Council adhere to TSP Goal #2, by emphasizing safety over minimizing car/truck delay. The additional delay, measured in seconds, will only occur periodically and only during the busiest times of the day.

North Mountain and East Main



North Mountain at East Main (as included in the TAC 9/21/23 meeting packet excluding the notation of "protected bike lane," "bike lane ends" and "no bike lane.")

The North Mountain at East Main intersection design perpetuates a design that minimizes car/truck traffic delay and jeopardizes the safety of people riding bicycles. The proposed design eliminates the southbound protected bike lane approximately 140 feet in advance of the intersection. From that point to the intersection at East Main, people riding bicycles must negotiate with auto/truck drivers for space while merging into the travel lane. That is frightening even for the most experienced bicyclists and even they are at risk of getting hit. When people with less experience have a close call (which is inevitable - given the design), they will abandon riding bicycles entirely, except on the Central Bike Path or the Bear Creek Greenway.

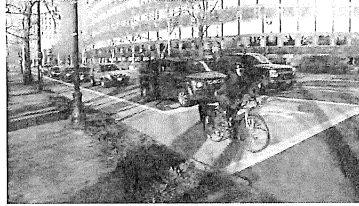
Equally disturbing is the fact that the northbound protected bike lane doesn't even begin until approximately 340 feet from the East Main intersection.

3

The city has to do better if bicycling is going to be a safe, convenient, and efficient way for people of all ages and abilities to get from anywhere to everywhere for short in-town trips.

The design should include a single southbound lane at the intersection at East Main (left, through and right) for vehicles and continue the protected bike lane to the intersection. That may provide enough curb-to-curb distance to begin the southbound protected bike lane at the intersection. If not, then some parking in bays should be eliminated to ensure protected bike lane continuity.

Additionally, the intersection at East Main should include a bike box.



A bike box

The benefits of a bike box include:

- Increases visibility of bicyclists
- Reduces signal delay for bicyclists.
- Facilitates bicyclist left turn positioning at intersections during red signal indication. This only applies to bike boxes that extend across the entire intersection.
- Facilitates the transition from a right-side bike lane to a left-side bike lane during red signal indication. This only applies to bike boxes that extend across the entire intersection.
- Helps prevent 'right-hook' conflicts with turning vehicles at the start of the green indication.
- Provides priority for bicyclists at signalized bicycle boulevard crossings of major streets.
- Groups bicyclists together to clear an intersection quickly, minimizing impediment to transit or other traffic.
- Pedestrians benefit from reduced vehicle encroachment into the crosswalk.

4

All these benefits come with the low cost of paint. Bike boxes should be used at all signalized intersections including those on Ashland Street.

B. Align the vehicle and bike lane widths with City Code

The proposed design does not comply with the City's approved street standards. The motor vehicle travel lane width varies between 10 and 11 feet and the bike lane width is five feet. Below, you'll find the city's street standards for two-lane avenues such as North Mountain.

Table 1: City of Ashland Street Design Standards

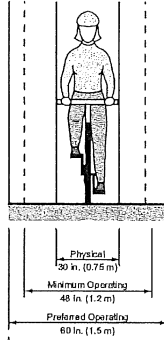
TYPE OF STREET	ADT	R.O.W. WIDTH	CURB-TO-CURB PAVEMENT WIDTH	WITHIN CURB-TO-CURB AREA			
				MOTOR VEHICLE TRAVEL LANES	MEDIAN AND/OR CENTER TURN LANE	BIKE LANES on both sides	PARKING
2-Lane Boulevard	8,000 to	65'-87'	34'	11'	none	2 at 6' each	In 8' bays
3-Lane Boulevard	30,000	73'-99'	46'	11'	12'	2 at 6' each	In 8' bays
5-Lane Boulevard	ADT	85'-121'	68'	11'	12'	2 at 6' each	In 8' bays
2-Lane Avenue	3,000 to	69'-86'	32'-33'	10'-10.5'	none	2 at 6' each	In 8' bays
3-Lane Avenue	10,000 ADT	70.5'-97.5'	43.5'-44.5'	10'-10.5'	11.5'	2 at 6' each	In 8' bays
Neighborhood Collector, Residential	1,500 to				NA	NA ¹	

<https://ashland.municipal.codes/LandUse/19.4.6.040>

The travel lane, based upon the city's standards, is required to be 10 to 10.5 feet wide. That width would not include the shy distance between the edge of the travel lane and the proposed bollards (which adds another 8 inches).

The bike lane is proposed to be five feet wide – a foot short of the city's standards. Roughly a foot of the bike lane width is taken up by the gutter pan. A six-foot bike lane is necessary to provide a five-foot operating width recommended by the Federal Highway Administration, the National Association of City Transportation Officials, and the American Association of State Highway and Transportation Officials.

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American Association of State Highway and Transportation Officials (AASHTO)

It is not legitimate to add in the eight inches of shy distance from the bollards unless the same can be done for the vehicle travel lane.

It is recognized that there is limited curb to curb width available in the North Mountain corridor. However, the city's standards would appear to require that the bike lane be a minimum of six feet and the travel lane be no wider than 10-foot to 10.5 feet wide. It appears that these standards can be met throughout most of the North Mountain corridor except between the Bear Creek Bridge and the IS bridge.

C. Protect the bike lanes with concrete curbing rather than plastic bollards

Plastic bollards offer insufficient protection. Plastic pipes and green paint will not make people riding bicycles safe from distracted or drowsy drivers or those who are high or intoxicated when driving. *Streets for Everyone recommends the use of concrete curbing with steel posts rather than plastic bollards.*

According to the National Highway & Transportation Administration, a texting driver is just as impaired as a driver who has consumed four alcoholic beverages.

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In a survey commissioned by the Oregon Department of Transportation and conducted by Southern Oregon University, three-quarters of Oregon drivers admitted to driving while distracted. American Automobile Association research shows almost half of all drivers read texts or emails while driving, and most of us talk on our phones while driving. These statistics coupled with the fact that almost 82 percent of street collisions in Ashland involve drivers hitting fixed objects (i.e. parked cars, poles, or fire hydrants as examples) further supports the use of concrete curbing rather than plastic bollards.

Below are a few additional statistics that, we hope, will motivate the Council to modify the design to include concrete curbing instead of plastic bollards:

- A "lightly" protected bike lane (painted lines and plastic bollards) INCREASES bike crashes 10% compared to an unmarked avenue.(1)
- A "heavily" protected bike lane (concrete barriers with metal posts) REDUCES bike crashes by 90% compared to an unmarked avenue.(1)
- Half of all these crashes involved cars.(1)
- Potential new cyclists also correctly see the combination of curb and post protection as being safer, and they are more likely to start riding there.(2, 3)

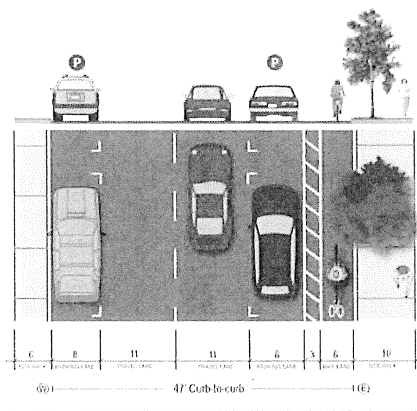
Concrete curbing will dramatically improve safety in alignment with Goal #2 of our current Transportation System Plan (TSP): "Make safety a priority for all modes of travel."

Yes, plastic bollards are cheaper than concrete curbing (approximately \$100,000 versus \$200,000 - not \$700,000 to \$1,000,000 as suggested by the TAC). However, let's put this in perspective. The value of a statistical life [in the U.S.A] turns out to be around \$5 million. (4) If one life is saved as a result of providing real protection, the cost difference between plastic posts and concrete curb protection is insignificant. Imagine if it were a child.

D. Flip the position of parking, in bays, and the bike lane so that the parked cars serve as protection for people riding bikes.

The city's Bicycle and Pedestrian Design Tool Kit – included in the City's 2013 Transportation System Plan – establishes best practices for maximizing safety while providing for on-street parking and protected bike lanes (i.e. cycle track). The Tool Kit includes a listing of best practices for the design and layout of bicycle and pedestrian facilities. While best practices for bicycle facilities have changed since then (including more extensive use of protected bike lanes), the use of parked cars to provide physical protection for people riding bicycles remains a best practice.

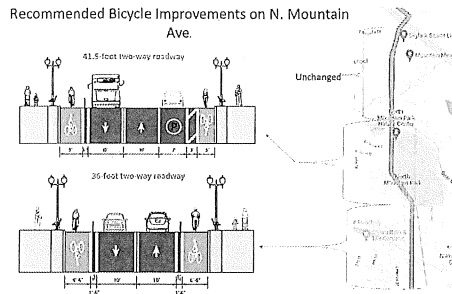
7



The image above, from the Tool Kit, includes parking on both sides of the street (unlike North Mountain). But it serves to illustrate the value of using parked cars, adjacent to the auto travel lane, to provide protection for people riding bicycles.

We recommend the following layout for protected bike lanes on North Mountain:

10:04 AM Sun Oct 25
 X N. Mountain street cross-sections (both sections).pdf



Part 2: Other Issues

At the October TAC meeting and subsequently, a number of additional issues have been raised about this proposal. We are taking this opportunity to request clarification (A) and provide clarification (B-D) on these issues.

- A. Public comment opportunities at Committee meetings
- B. Applicable laws and guidelines
- C. Net greenhouse gas emissions associated with concrete curbing
- D. Emergency evacuation considerations

A. Public comment opportunities at Committee meetings

As stated in the introductory section of this memo, SFE prepared testimony for the October TAC meeting, but was told that no further public comment would be accepted. While we understand that quasi-judicial public bodies such as the

Planning Commission must follow strict procedural guidelines, we are not aware of any such guidelines that pertain to the TAC or other City Committees. We request clarification on this matter for future public participation.

B. Applicable Laws and Guidelines

While finalizing its recommendation to Council, a statement was made in passing by a TAC member that use of concrete curbing on North Mountain is "illegal" and therefore a moot point. We have requested clarity on the meaning of this statement, but to date we have not received that. Director Fleury has suggested that this comment referred to "design guidance" for streets with the speed and volume of North Mountain.

We spent some time, therefore, researching relevant design guidance. And, based on our research, we do not find support for these assertions.

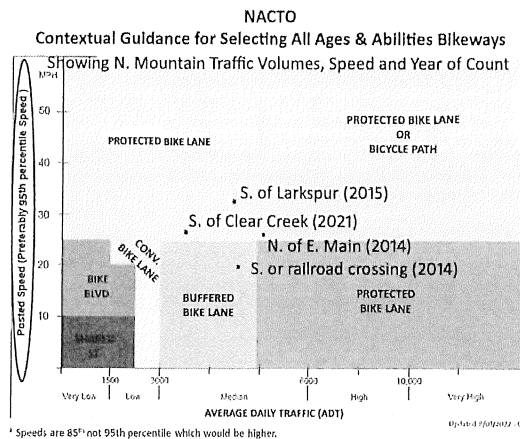
To the contrary, Oregon Administrative Rules, OAR 660-12-0610 (The Climate-Friendly Transportation Planning Rule) requires cities in Oregon's eight metropolitan areas to utilize the National Association of City Transportation Officials (NACTO), Designing for All Ages and Abilities when developing their Transportation System Plans (TSPs). Ashland plans to update its TSP in 2024.

In 2014, 2015, and 2021, studies were conducted of the speed and traffic volume at four different locations on North Mountain. In the graphic below, these speed and volume findings from those four locations, with color blocks beneath demonstrating the type of bike facilities recommended by NACTO based on speed and volume characteristics. While some of this data is nearly 10 years old, it is reasonable to assume that traffic volume is at least the same, and quite possibly heavier.

As this graphic demonstrates, three of the four locations studied fall within the parameters for a protected bike lane. NACTO defines Protected Bike Lanes as bike lanes which "use a combination of horizontal separation (buffer distance) and vertical separation (e.g. flex posts, parked cars, or curbs) to protect people bicycling from motor vehicle traffic."

It bears noting that the city can, as Director Fleury observed in a 10/25 email "the City could be more restrictive than the base level of design guidance" meaning the Council has the latitude to include protected bike lanes on Mountain even on portions of the street with lower volumes or speeds.

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Note: NACTO guidelines are based on using the 90th percentile for speed. Ashland data is based on the 85th percentile, which is more conservative (90th percentile speeds would be higher).

C. Net greenhouse gas emissions associated with concrete curbing

Also during the TAC's meeting, an allusion was made to the greenhouse gas (GHG) emissions of concrete curbing as another justification for the TAC's recommendation of plastic bollards vs. concrete curbing.

While perhaps well-intentioned, this statement appears to have been based upon incomplete information that only included the one-time (gross) emissions from concrete and did not consider ongoing (net) emission reductions that can be achieved by making our transportation system safe for all modes.

The Climate and Environment Policy Advisory Committee (CEPAC) will be reviewing this issue in its November 8 meeting, including estimates regarding net

GHG emissions. [The methodologies and calculations submitted for the November 8 CEPAC meeting can be viewed here.](#)

In summary, these calculations estimate that by making its transportation system safe for all modes, the City can reduce its carbon emissions from transportation by as much as 6,080 metric tons (MT) by 2030 and 20,300 MT by 2050. That, coupled with the substitution of electric vehicles for those powered by internal combustion engines, can zero-out emissions from the transportation sector by 2050. These changes would achieve – at least for the transportation sector – the city's Climate Energy and Action Plan goal to achieve net-zero by 2050 by eliminating 51,000 MT or 17% of the city's GHG emissions.

D. Emergency evacuation considerations

All Ashland residents are rightfully concerned about how we will evacuate safely and efficiently in the event of an emergency. The potential impact of concrete curbing on evacuation has been raised as an additional concern.

From a traffic engineering perspective, it seems apparent that street intersections – not 10-foot travel lanes, with concrete curbs for bicycle protection – will be the primary source of evacuation delays.

In a recent email exchange, Director Fleury noted that "things adjacent to the travel lane impact free flow speed in general." It is worth noting that concerns about speeding on North Mountain was one of the primary themes in public testimony at the TAC's September meeting. Speed data on North Mountain (see image, above) confirms residents' perceptions that speeds on that road exceed the posted speed limit.

In the unfortunate event of an evacuation, the congestion will be extreme and people will be traveling very slowly. It is unclear why the existence of curbs for protected bike lanes would have a measurable impact.

In Closing

Thank you for considering these recommendations and clarifications. We greatly value all the hard work and consideration that has been devoted to this project, and look forward to continuing to work with the City to create a transportation system which is safe for all modes. To discuss further, please don't hesitate to contact us at Streets4everyone@gmail.com

1. Cicchino JB, McCarthy ML, Newgard CD, Wall SP, DiMaggio CJ, Kulie PE, Arnold BN, Zuby DS. Not all protected bike lanes are the same: Infrastructure and risk of cyclist collisions and falls leading to emergency department visits in three U.S. cities. *Accid Anal Prev.* 2020 Jun;141:105490. doi: 10.1016/j.aap.2020.105490. Epub 2020 May 6. PMID: 32388015.

2. McNeil, Nathan; Monsere, Christopher M.; and Dill, Jennifer. The Influence of Bike Lane Buffer Types on Perceived Comfort and Safety of Bicyclists and Potential Bicyclists. (2015). Civil and Environmental Engineering Faculty Publications and Presentations. 221. (not peer reviewed)

3. Knight A, Charlton SG. Protected and unprotected cycle lanes' effects on cyclists' behavior. *Accid Anal Prev.* 2022 Jun;171:106668. doi: 10.1016/j.aap.2022.106668. Epub 2022 Apr 9. PMID: 35413613.

4. <https://www.livescience.com/15855-dollar-human-life.html>

Speaker Request Form
THIS FORM IS A PUBLIC RECORD
ALL INFORMATION PROVIDED WILL BE MADE AVAILABLE TO THE PUBLIC

- 1) Complete this form and return it to the City Recorder prior to the discussion of the item you wish to speak about.
- 2) Speak to the City Council from the table podium microphone.
- 3) State your name and address for the record.
- 4) Limit your comments to the amount of time given to you by the Mayor, usually 3 or 5 minutes.
- 5) If you present written materials, please give a copy to the City Recorder for the record.
- 6) You may give written comments to the City Recorder for the record if you do not wish to speak. (Comments can be added to the back of this sheet if necessary)
- 7) Speakers are solely responsible for the content of their public statement.

Tonight's Meeting Date	11/7/2023
Name	Peter Finkle

Regular Meeting

Agenda topic/item number: Public Forum OR

Topic for public forum (non agenda item) Art in Ashland

Land Use Public Hearing

Please indicate the following:

For: _____

Against: _____

Challenge for Conflict of Interest or Bias

If you are challenging a member (a city councilor or a planning commissioner) with a conflict of interest or bias, please write your allegation complete with supporting facts on this form and deliver it to the clerk immediately. The Presiding Officer will address the written challenge with the member. Please be respectful of the proceeding and do not interrupt. You may also provide testimony about the challenge when you testify during the normal order of proceedings.

Written Comments/Challenge: _____

The Public Meeting Law requires that all city meetings are open to the public. Oregon law does not always require that the public be permitted to speak. The Ashland City Council generally invites the public to speak on agenda items and during public forum on non-agenda items unless time constraints limit public testimony. No person has an absolute right to speak or participate in every phase of a proceeding. Please respect the order of proceedings for public hearings and strictly follow the directions of the presiding officer. Behavior or actions which are unreasonably loud or disruptive are disrespectful, and may constitute disorderly conduct. Offenders will be requested to leave the room.

Comments and statements by speakers do not represent the opinion of the City Council, City Officers or employees of the City of Ashland.

Art in Ashland: an overview for City Council members
By Peter Finkle, November 7, 2023, public forum

My name is Peter Finkle. My address is 785 Beach Street in Ashland. I have been researching, taking photos and writing full time about Ashland for my website WalkAshland.com for the past five years. I also contribute articles to local publications such as the online Ashland News. In 2020, I began a project to publish photo essays on my website about every artwork in the city's public art collection, as well as outstanding neighborhood art all over town. As of today, my site has 26 photo essays about public art collection pieces and another 21 photo essays about artworks in our neighborhoods, parks and schools that are not part of the City of Ashland collection. Many more photo essays will follow in the years to come.

In terms of public art, the City of Ashland currently has 52 artworks in the public arts collection. I am here today because when I began to look for art around Ashland, I found more ... and more ... and more ... and more. I was very surprised by what I found, so I want to share a quick big-picture overview with you. Here's the gist of my surprise: Based on my five years of taking photos around town, I estimate that the 52 works in the city public art collection are only about 10% of the publicly owned or publicly visible art in Ashland. Here is a quick summary for you.

Ashland parks include pieces from the public art collection, and more in the Parks Department collection. The park system as a whole has about 14 artworks that are not in the city's public art collection, concentrated in North Mountain Park.

Ashland schools are filled with at least 50 artworks, with the most at Ashland High, Helman School and Willow Wind Learning Center.

Ashland Library has at least 40 publicly owned artworks, primarily inside the library.

Southern Oregon University has more than 100 publicly owned artworks on campus, thanks mostly to Oregon's 1% for Art program. Some of these are inside buildings. I hope to find a university student sometime to help document all the SOU art through photos and stories, so it can be shared with the community through my website, the university website, and in other ways.

Finally, the community of Ashland is full of creative people, as you know. I have taken photos of hundreds of publicly visible artworks around town in front yards, on fences and houses, and on business buildings. Some of it is world-class art. All of it brightens and uplifts our daily lives, and those of our visitors, as we walk, bicycle or drive around Ashland.

This is a brief reminder to encourage visual art in many settings and many forms as you consider how to add to the rich cultural heritage of Ashland.