IMPORTANT: Any citizen may orally address the Parks Commission on non-agenda items during the Public Forum. Any citizen may submit written comments to the Commission on any item on the Agenda, unless it is the subject of a public hearing and the record is closed. Time permitting, the Presiding Officer may allow oral testimony. If you wish to speak, please out the Speaker Request Form located near the entrance to the Council Chambers. The chair will recognize you and inform you as to the amount of time allotted to you, if any. The time granted will be dependent to some extent on the nature of the item under discussion, the number of people who wish to speak, and the length of the agenda.

AGENDA FOR REGULAR MEETING

ASHLAND PARKS & RECREATION COMMISSION
September 24, 2018
Council Chambers, 1175 E. Main Street

7:00 p.m.

I. CALL TO ORDER

II. APPROVAL OF MINUTES
- a. Study Session—Juy 16, 2018
- b. Regular Meeting—July 23, 2018
- c. Regular Meeting—August 27, 2018

III. PUBLIC PARTICIPATION
- a. Open Forum

IV. ADDITIONS OR DELETIONS TO THE AGENDA

V. UNFINISHED BUSINESS

VI. NEW BUSINESS
- a. Bear Creek Greenway Extension (Information / Action)
- b. Senior Services Bylaws and Name Change Approvals (Information / Action)

VII. SUBCOMMITTEE AND STAFF REPORTS

VIII. ITEMS FROM COMMISSIONERS

IX. UPCOMING MEETING DATES
- a. Signs, Plaques, Memorials Subcommittee Meeting—September 25, 2018—2:00 p.m.
  - Lithia Park Admin Office, 340 S. Pioneer Street
- b. Pool Ad Hoc Subcommittee Meeting—October 3, 2018—1:30 p.m.
- c. Ashland Senior Center, 1699 Homes Avenue
- d. S-SAC Meeting—October 8, 2018—3:00 p.m.
  - Ashland Senior Center, 1699 Homes Avenue
- e. Joint Meeting with Council—October 15, 2018
  - Council Chambers, 1175 E. Main Street—5:30 p.m.
- f. Regular Meeting—October 22, 2018
  - Council Chambers, 1175 E. Main Street—7:00 p.m.

X. EXECUTIVE SESSION PURSUANT TO ORS 192.660 (2)(a), (2)(b), (2)(i)

XI. ADJOURNMENT

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Administrator's office at (541) 488-6002 (TTY phone number (800) 735-2900). Notification 72 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). Parks Commission meetings are broadcast live on Channel 9, or on CHARTER CABLE CHANNEL 180. Visit the City of Ashland's website at www.ashland.or.us.

City of Ashland
PARKS AND RECREATION COMMISSION
STUDY SESSION
Minutes
July 16, 2018

ATTENDEES

Present: Commissioners Gardiner, Heller, Landt, Miller; Director Black; Superintendent Dials; Forestry & Trails Supervisor Minica; Executive Assistant Dyssegard; Minute-taker Manuel

Absent: Commissioner Lewis; City Council Liaison Mayor Stromberg

CALL TO ORDER

Chair Gardiner called the meeting to order at 5:30 p.m. at The Grove, 1195 E. Main.

PUBLIC INPUT

Frank Betlejewski, Chair of the Ashland Forest Lands Commission, was called forward.

Betlejewski said he would be speaking as a private citizen rather than as a representative of the Forest Lands Commission. He noted that the City's recent purchase of Harold Hardesty's land and Public Works' plans for a Wastewater Treatment Plant (WWTP) project could impact Ashland Pond, an area his remarks would address.

Betlejewski commented that the planned improvements for the WWTP might necessitate additional wetland mitigation. He referred to the Lithia Park Master Plan Foundation Report, noting that the document included a section on impacts to Ashland Creek, with the focus on health and preservation of Ashland Creek. He suggested that the impacts and focus could also be in line with wetland mitigation efforts planned in association with the WWTP project.

Betlejewski highlighted portions of the document, including a discussion of natural occurrences such as flooding. He stated that in his opinion, flooding would most likely increase in the future due to climate change. The Foundation Report recommended increasing riparian habitat to mitigate flood impacts. The report also described conditions where a more complex creek channel would be helpful to better manage such acts of nature. He noted that there were a number of ways to improve fish habitat and strengthen the flood plain and he advocated for their consideration.

Betlejewski talked about the ten bridges across Ashland Creek, noting that sediment could build up around bridge supports, creating an environment unsuitable for Coho salmon. He said Public Works' plan to release effluent at the confluence of Bear Creek and Ashland Creek might result in more suitable habitat. Betlejewski voiced agreement with the proposals described in the Lithia Park Master Plan Foundation Report.

ASHLAND POND OUTFALL PROJECT / HARDESTY PROPERTY / WWTP DISCUSSION (INFORMATION, PUBLIC WORKS DIRECTOR)

Black welcomed Public Works Director Paula Brown and said she would be giving a presentation on plans for upgrading the WWTP and addressing properties possibly affected under the jurisdictions of APRC, the Greenway Foundation and others.

Brown explained her background and familiarity with Public Works' plans for the WWTP. She said the planning began in 1995, around the same time she was hired as Public Works Director. After a hiatus from Public Works she returned and now wanted to bring the project to fruition.

Brown outlined five areas possibly affected by the proposed plan:

- WWTP outfall relocation to Bear Creek
- Future WWTP construction of a third oxidation ditch and wetlands mitigation
- Future WWTP construction and relocation of the Greenway bike path
- Development of the Hardesty property, including newly constructed wetlands
- Hardesty property with regard to APRC's maintenance equipment

Brown stated that many studies had been reviewed or incorporated into the plan, including the 2012 Comprehensive Sanitary Sewer Master Plan, the 2014 Wastewater Facilities Plan and the 2017 WWTP Outfall Relocation Study. Brown noted that Public Works was partnering with Freshwater Trust to obtain shading credits, wetlands delineation support and water reuse options that could apply to the Billings, Imperatrice and Hardesty properties.

Brown talked about the lengthy process involved in securing a DEQ permit. She said that once obtained, the permit would allow Public Works to move forward with a project to reduce water temperatures beginning January of 2019, thereby creating compliance with DEQ regulations. She said lower water temperatures would also improve water quality. It was stated that all of the planned projects were focused on achieving that goal with the exception of the proposed addition of a third oxidation ditch.

Brown described the areas in and around the WWTP, pointing out current wetlands, the location of the Hardesty property and proximity to Bear Creek Greenway. She said the existing wetlands had been constructed in the late 1990s for studies related to phosphorus functions. While the wetlands did not work for that purpose, they would provide valuable assistance in reaching the current goal of reducing water temperatures.

Brown indicated that there were five elements that together would cool the water. New and enhanced wetlands would allow water to cool for 24 to 48 hours prior to moving into Bear Creek. This option, while helpful, would limit water in a section of Ashland Creek during the summer. Releasing cool water from the Reeder Reservoir would be another option, although it too would be limited during certain times of the year because of its primary use as the source of Ashland's drinking water. Brown stated that temperature credits and shading at the far end of the watershed would also help cool the water as it traveled down the mountains.

- *Outfall Relocation*

Brown reviewed two options for outfall relocation, highlighting probable requirements that would include moving away from Ashland Creek into Bear Creek. She stated that there was an existing 12-inch sewer line that could be utilized. It currently went from Ashland Pond to the WWTP and could be extended to travel from the treatment plant as well. A proposed upper line would follow the creek-way and drop down into Ashland Pond, an option that was preferred by the engineers. If implemented, there would be some significant impacts, including creek crossings and possible issues related to close proximity of Bear Creek. The lower option would follow the 12-inch sewer line to Ashland Pond. Unlike the upper line, coverage would not need to span the circumference of Ashland Pond and

there would be a more comfortable 30-ft. distance from Bear Creek. The impacts would be minimal and it would be a good fit for the enhanced wetlands.

Commissioner Discussion

Landt questioned the creek crossing closest to the treatment plant, noting that the sewer line crossing might already be in place. If that were the case, then only one new crossing would be needed, thereby causing only one creek disturbance.

Landt talked about the goal of improving lands impacted by the proposed project, noting that mature trees could be affected by the piping. He suggested staying above the creek-way and away from most of the trees that connected hydrologically with the pond. Landt stated that even though there might be only one creek crossing, piping around Ashland Pond could create more disturbance than necessary because it would be so close to the water.

Brown said the plan would call for piping closer to the surface. She indicated that if there were too many disturbances to native trees, the upper route might be preferable. Brown said the goal was to engineer gravity-fed lines. If there were too many disturbances to mature trees, the upper route would be more strongly considered.

Landt recommended a cost-benefit analysis to assess the impacts and the cost of replacing native trees. He suggested having APRC's arborist collaborate with Public Works to determine the best possible outcome.

- *Third Oxidation Ditch*

Brown stated that when the current WWTP was built in the 1990s, APRC authorized Public Works to use a portion of APRC property for wetlands. With a growing necessity for a third oxidation ditch adjacent to the current ditch, APRC property would again came into play. The BMX Park at the south end would probably need to be moved and used as a construction staging area. In addition, cooling requirements called for several more acres of wetland in addition to those on the west side of the treatment plant. Brown displayed a map depicting the proposed third (and future fourth) oxidation ditch location, noting that trails and walking paths, native trees and shrubs could become components of the enhanced wetlands area.

Brown discussed the Ashland portion of the Bear Creek Greenway that includes a freeway connection. She commented that moving the bike path to the other side of Ashland Creek with connections to the Greenway might be advantageous. If that were to occur, Public Works would construct the redirected bike path.

In response to a question by Heller, Black said the APRC property in that area was slated for development as a park space but not yet master planned. He noted that if Public Works utilized the area, the WWTP plan called for wetland areas that created a parklike setting, similar to Ashland Pond. Brown agreed, noting that the area would be able to sustain birds and wildlife. She explained that the pond was typically shallow with some deeper areas of approximately four feet.

Landt talked about the parkland needed for the project, noting that it would be used primarily by Public Works. He proposed a possible trade between APRC and Public Works in which the parkland for enhanced wetland mitigation was traded for APRC's acquisition of a portion of Imperatrice property (some acreage above the TID Ditch). He stated that in his opinion, such a trade would be a win-win as Public Works would obtain property close to the WWTP facilities and APRC would be able to ensure that species on the undeveloped section of Imperatrice were secure, with the land used for some trail development. Brown agreed, noting that Imperatrice encompassed approximately 900 acres and it would be appropriate for the City to consider using some of it in that way.

There followed a discussion regarding City-owned properties and APRC-owned properties. Black stated that Public Works and APRC tended to use different funding sources dedicated for specific uses. He indicated that if APRC owned the property it would be used as parkland, barring a comparable trade. Brown agreed, noting that the Imperatrice property was originally purchased for development of a new wastewater treatment plant and the plan was later vacated. She added that the Imperatrice upland should be considered for recreational uses.

Black stated that APRC had a goal to master plan the Imperatrice property for trails and, in his opinion, there was enough land for all proposed uses. He suggested that the City, APRC and Public Works collaborate on all those uses. He expressed his appreciation for the WWTP overview and indicated that he was looking forward to working with Public Works on the opportunities for both entities.

Heller commented that moving the Greenway connection in that location sounded sensible. Landt agreed, noting that the project had been a long-term goal. Black stated that it would be a preferred option for the Bear Creek Greenway extension.

- *Hardesty Property*

Brown said the City's purchase of Harold Hardesty's land would allow Public Works to determine uses for approximately 21 acres of EFU land – property spanning two tax lots. Approximately 55% would be used for wetlands, creek and riparian shading and an additional 7.5% would be used for fire and rural lands training. Other options could include a Public Works utility facility and space for miscellaneous community uses.

Brown said the plan for developing the Hardesty property must be approved by Jackson County. In response to a question by Black, Brown indicated that the B Street property, currently used as a service center and for City vehicle parking, was tentatively slated as a location for affordable housing.

Landt initiated a brief discussion about housing proposed for B Street and whether it was in keeping with the Transportation Systems Plan. Brown highlighted the longer commute to the Hardesty property, noting that it was negligible, and said the site was small but had the advantage of good circulation.

Brown concluded the presentation, stating that Public Works was looking forward to partnering with the City of Ashland and APRC to engineer wetlands to cool creek waters by providing shade trees and an attractive area hosting flora and fauna native to the area. She stated that moving the bike path and collaborating with the Greenway Foundation could also provide value for other projects. Brown suggested that APRC might want to relocate maintenance equipment from Lithia Park to the proposed utilities yard on the Hardesty property.

Black stated that the goal for Lithia Park called for the maintenance yard to remain in Lithia Park, but equipment serving the outer parks might work for the Hardesty land. He stated that from a land-use perspective, providing multi-family housing along B Street would be advantageous because of its proximity to walking and biking trails as well as the center of town.

Brown expressed appreciation for the opportunity to present the WWTP proposed upgrade and said a collaborative effort would enhance the project.

REQUEST FOR SECURITY CAMERAS ON APRC LAND DISCUSSION (INFORMATION, CHIEF OF POLICE)

Black welcomed Ashland Police Department (APD) Chief of Police Tighe O'Meara and said the Chief would be initiating a discussion about cameras for the APRC Skate Park. Black said the Skate Park was a small, heavily used facility on Water Street. He noted that Skate Park rules were largely unenforced and typically un-monitored.

Chief O'Meara said it became apparent, during a five-year strategic planning session, that there was a predominant perception about decreased safety at the Ashland Skate Park. APD had been receiving antidotal evidence that kids and their parents had safety concerns in the area. He cited comments from a fifteen-year-old who said he and his friends were afraid to skate at that park so they used other Rogue Valley skate parks.

O'Meara noted that there was a Recycle Center adjacent to the Skate Park that attracted people who appeared "off-putting." He highlighted a recent, collaborative effort between APRC, the Ashland Fire Department, Public Works and APD to clean up the area, with the intent that it would become less vulnerable to negative behaviors and "off-putting" people.

O'Meara said that installing safety surveillance cameras focused on the Skate Park and adjacent areas might help. The cameras could be electronically monitored so parents could check on their children. O'Meara called for guidance from APRC. If APRC was supportive of the project, APD could pursue next steps.

O'Meara noted that APD might be able to offset the cost of the cameras and said there would be other elements to discuss such as the need for physical infrastructure to secure the cameras and details regarding the distribution of photos.

Commissioner Discussion

Miller asked about the intent and reach of the coverage – asking whether the goal would be to monitor the area and enforce the rules if negative behaviors were displayed. O'Meara replied that APD would not be able to monitor the cameras themselves. He said he envisioned no *"big brother"* activities; the idea was to increase a sense of safety and give parents a tool toward alleviating safety concerns.

Black noted that there were other ways to use the information provided by the cameras; for instance, users could determine what the availability was, similar to a tennis player checking to see if courts were full. He said APRC used cameras in other locations for informational purposes or to assist employees, such as lifeguards monitoring the pool area for safety. Those uses were less focused on enforcement of rules and more focused on the need to ensure a safe environment.

Miller said a still camera or webcam could be substituted for the more expensive video equipment. O'Meara agreed, noting that for informational purposes, that type of setup would work well. However, he said it would be less effective for reducing negative behaviors while surveillance cameras would allow the police to review recorded data so as to reduce negative behaviors or assist in crime investigations.

Gardiner talked about the vandalism in the Skate Park restroom and illegal camping as well as other types of occurrences apparently prevalent at the Skate Park. He asked about issues related to the Recycling Center and how best to let people know that the area was under surveillance.

O'Meara noted that the system worked best if clearly communicated via signage to alert those at the site. He stated that there had been no incidents at the Recycling Center that he could recall.

Landt remarked that the Recycling Center was fenced and open only when staff were present. He noted that in the past, the Skate Park had been monitored periodically by an on-site police cadet. Landt inquired about the cadet program and the reasons for disbanding the effort. O'Meara replied that the program had been disbanded prior to his tenure. He stated that it was most likely a staffing issue. That said, O'Meara emphasized that controlling negative behavior by having enforcement personnel in place was known to be less effective than problem solving

through physical design and other security measures. He stated that he would be willing to revisit the issue and research best practices.

Heller asked about a survey in addition to anecdotal evidence. O'Meara acknowledged that there was little hard evidence other than the calls for service, which were numerous. He stated that the location was known as a hot spot because of homeless activities along the creek. With a homeless gathering place so close to the Skate Park, the park had become a focal point.

Landt stated that he was not entirely supportive of a "*big brother"* type of surveillance system. He talked about the positive attributes of living in a small town such as Ashland and the relative lack of crime due to a dedicated police force and active citizenry. Landt indicated that he would prefer an alternative security solution at the Skate Park if possible.

Gardiner thanked the Chief for his presentation, stating that speaking for himself, he would like to explore the cameras and other ways to move forward so that the recent cleanup could be maintained and equipment would not continue to be misused or broken.

Black pointed out the differences between monitoring public spaces versus private spaces, noting that the *big brother* concept had come from a story depicting personal privacy invasions in people's homes. He stated that people were expected to be on their best behavior in public spaces and demonstrate respect for posted rules.

Black commented that retaining information captured by cameras and restricting access to the information was the antithesis of using information for multiple positive purposes. Giving parents access to check on their kids or the ability to check out the weather or enabling users to ascertain whether friends were present could become possibilities from the data captured by cameras. He distinguished between governmental control (restricted) and data available to everyone (unrestricted).

Heller suggested a one-year trial to gather feedback and experience. He asked about the cost of setting up the infrastructure and purchasing the cameras. Chief O'Meara replied that while the exact figures were unknown, the project would entail expenses for pole installation, power / connectivity and others. He noted that if the collective decision makers decided to move forward, funding would we found.

Black differentiated between Skate Park users and the negative behaviors of others in the area, stating that the difficulties arose partially because of its isolated location and close proximity to those using the Recycling Center.

O'Meara said he would continue gathering information and would let people know that the matter was under review and an improvement plan had been proposed.

In answer to a question from the audience, Gardiner replied that while he supported the project personally, no vote had been taken.

ITEMS FROM COMMISSIONERS/STAFF

- *Lithia Park Master Plan*

Landt said several additional items needed to come under consideration with the consultants assisting APRC in developing a Lithia Park Master Plan. He advocated for listing a desired acquisition of the property at the top of Ashland Creek as a goal in the 100-year Master Plan. Landt noted that the property was currently privately owned but if that were to change, it could be considered for APRC ownership.

Landt also stated that there was a piece of private property in Lithia Park on Nutley Street and he had never heard a definitive answer about its status. He said it might be helpful if the consultants recommended a best practice for privately held property within park boundaries.

- *Pickleball*

Heller stated that as pickleball use continued to grow in Ashland, conflicts regarding use of tennis/pickleball courts occurred. He talked about a group of approximately 25 women who used the courts in Lithia Park regularly on Wednesday evenings. Because of the number of participants, there were no additional courts available for tennis players wishing to play during that timeframe. Heller said he encouraged the group to inquire about reserved times for playing in Lithia Park. Black replied that he was under the impression that use of the courts was first come, first served.

- OLLI OPEN HOUSE

Gardiner announced that there would be an OLLI Open House on Wednesday, July 25, from 1 - 4:00 p.m. at Southern Oregon University's Stevenson Union. He relayed that APRC would have a table at the event and he encouraged the Commissioners to attend.

ADJOURNMENT

There being no further business, the meeting adjourned at 7:10 p.m.

Respectfully submitted,

Betsy Manuel, Assistant

These Minutes are not a verbatim record. The narrative has been condensed and paraphrased at times to reflect the discussions and decisions made. Ashland Parks and Recreation Commission Study Sessions and Regular meetings are digitally recorded and the recordings are available upon request.

City of Ashland
PARKS AND RECREATION COMMISSION
Regular Meeting
Minutes
July 23, 2018

Present: Commissioners Gardiner, Landt, Lewis, Miller; Director Black; Superintendent Dials; Executive Assistant Dyssegard; Assistant Manuel

Absent: Commissioner Heller; City Council Liaison Mayor Stromberg

CALL TO ORDER
Chair Gardiner called the meeting to order at 7:00 p.m. at Council Chambers, 1175 E. Main Street in Ashland.

APPROVAL OR ACKNOWLEDGEMENT OF MINUTES
Lithia Park Master Plan, June 15, 2018—acknowledged

Commissioner Landt said he submitted changes to the minutes as follows:

Was:
Landt talked about the eastside slope and its sensitivity to changes in the climate. Native plants do not thrive there and other ideas for vegetation in the area would be helpful. He asked the MIG consultants to look at the Grants Pass Parkway in terms of its single zone plantings. Landt advocated for similar plantings, stating that the vegetation seemed to thrive without irrigation.

Changed to:
Landt talked about the eastside slope and its sensitivity to changes in the climate. Native plants are struggling there and other ideas for vegetation in the area would be helpful. He asked the MIG consultants to look at the Grants Pass Parkway in terms of its plant selections that are found one zone hotter than locally. Landt advocated for similar plantings, stating that the vegetation at the Parkway was thriving without ever having been irrigated.

Landt noted that the change was subject to acknowledgement rather than approval.

Regular Meeting, June 25, 2018
Motion: Landt moved to approve the Regular Meeting Minutes as presented. Lewis seconded.
The vote was all yes.

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PUBLIC PARTICIPATION

- *Open Forum*

Leslie Gore of 92 Church Street in Ashland, OR, was called forward

Gore reported on a July 1 incident that occurred at 8:00 a.m. on the tennis courts in Lithia Park. She and her friends had been playing tennis regularly there for approximately three years but on that day, a pickleball player came onto the courts with equipment and disrupted the tennis. When asked to leave, the person declined, as did his fellow players. Gore stated that her tennis game had been drawing to a close but they chose to disrupt the game rather than wait for it to end. She voiced support for pickleball but said she was concerned that as the sport grew, there might be continued conflicts. She stated that she wanted to make APRC aware of the issue and lack of civil discourse. Gore advocated for dedicated pickleball courts as a possible solution to overcrowding on tennis courts.

Landt directed staff to find a way to resolve the issue and to propose a plan for any future conflicts if possible. He suggested that staff problem-solve to ensure that court rules were adhered to and incorrect assumptions were addressed. If the issue could not be resolved internally, Landt asked that the matter be brought forward to the Commissioners for further review. He noted that, oftentimes, conflicts happened due to misunderstandings.

ADDITIONS OR DELETIONS TO THE AGENDA
There were none.

UNFINISHED BUSINESS
There was none.

NEW BUSINESS

a. Bike Polo Special Event Amplification Request (Action)

Dials introduced Eric Michener of the Rogue Valley Bike Polo Club, noting that he had requested amplification for the 3rd annual bike polo event proposed for Saturday September 1, 2018, and Sunday, September 2, 2018. Set up for the event would be handled the day before (Friday) and take down would occur on Monday morning.

Dials said the group was once again asking for exclusive use of tennis courts #5 and #6 at Hunter Park. The actual event would be held on Court #5, with Court #6 utilized for team registration, equipment staging and court access.

Dials said the Club asked for flexibility in choosing dates for the event, depending upon the air quality in September.

Eric Michener of the Rogue Valley Bike Polo Club was called forward.

Michener thanked the Commissioners for approving the prior year's event and said it was successful. He explained that they would prefer an open-ended request with the flexibility to change the dates for the event should the air quality become unhealthy. If it was necessary, one week's notice to do so was deemed sufficient and postponing the event by a couple of weeks might allow for cooler, healthier air.

Michener also requested amplification for the event. He noted that the event would no longer host food venders, thereby simplifying the request to APRC.

In response to a comment by Dials, Michener noted that the previous year approximately 70 people attended, with some turned away because of the limited venue. This year the intent was to facilitate approximately 50 players. He stated that each player participated in all of the games and assisted with setup and tear-down as well. Attendees included players from Seattle, Salt Lake City, France and Australia.

In response to a question by Lewis, Dials noted that APRC had approved the dates specifically and that no complaints had been received because of prior amplification. She stated that there were no other events slated for the month of September and APRC would be able to accommodate a flexible schedule. She stated that the request was reasonable given the unique circumstances in terms of air quality.

Gardiner inquired about whether the amplification would be the same as in previous years. Michener replied in the affirmative. Gardiner also asked about food vendors. Michener replied that although APRC had approved vendors last year, the event became a potluck instead, with no vendors used. He stated that it had worked well and this year organizers planned to provide a local BBQ.

Landt asked about previous complaints regarding lack of court availability and about the feasibility of using only one court rather than two. Michener replied that the second court provided room for referees and spectators as well as access to courts.

Motion: Lewis moved to approve the request for a bike polo special event to be held on a flexible date. Miller seconded.

Landt proposed a friendly amendment, stating that staff should be given discretion to determine an alternative date if needed.

Gardiner asked about the advanced notice needed to inform the public about the event and any rescheduling that might occur. Dials noted that little notice was needed for cancellation and approximately two weeks would probably suffice for rescheduling.

Landt stated that according to his understanding, staff would have the discretion to say no to use of the courts if adequate notice was not given.

Motion: Lewis moved to approve the request for a bike polo special event to be held on date to be determined or as requested. Rescheduling the event would be at staff's discretion once adequate notice was received. Miller seconded.

The vote was all yes.

b. S-PAC Committee Member Approval (Action)

Black noted that the Senior Program Advisory Committee (S-PAC) had been created and approved by the Commissioners in February 2018. He said "S-PAC" had become the officially adopted name for the Committee.

In a previously held business meeting thereafter, the Commissioners approved four citizen Committee members of which two were community members and two were participant members. Black announced that one position remained open with one candidate submitting an application. Black recommended approval of the application – stating that the applicant would fit the position very well as a community partner. The applicant was Anne Bellegia and she had also participated in the Ad-Hoc Senior Advisory Committee. Black indicated that she had served as Executive Director of OLLI at SOU and had extensive experience serving seniors. With her appointment, the S-PAC roster would be complete.

Landt advocated for approval, stating that Bellegia would be a great addition.

Motion: Landt moved to appoint Anne Bellegia to S-PAC. Lewis seconded.

Discussion of Motion

Gardiner asked about the term of service for the position. Black proposed a three-year term – indicating that there were currently two members serving 1 ½ years and two members serving three years. Bellegia's appointment would provide the overlap needed for staggered appointments.

Gardiner proposed the term of three years as a friendly amendment.

Motion: Landt moved to appoint Anne Bellegia to S-PAC for a three-year term. Lewis seconded.

The vote was all yes.

SUBCOMMITTEE AND STAFF REPORTS / ITEMS FROM COMMISSIONERS

a. Ad-hoc Pool Subcommittee

Black announced that preparations were underway to advertise for volunteer members of the Ad-hoc Pool Committee. He stated that APRC had received several inquiries and it was hoped that there would be a number of interested applicants. Black noted that the applicants would be presented at APRC's next regularly scheduled business meeting.

b. Air Quality

Dials reported that the current unhealthy air quality was affecting APRC's recreational programs, with the Daniel Mayer Pool particularly hard hit. She said it was currently closed due to heavy smoke and noted that air quality was being monitored daily for signs of improvement. Dials reported that programs might need to be shortened or cancelled if air quality did not improve. She stated that if the pool could be reopened, staff might be assigned shorter hours to limit exposure to the elements. Dials emphasized that it was important to be sensitive to health risks for employees and participants alike. Masks were provided to staff and program participants upon request.

Gardiner asked about a threshold for monitoring the air quality. Dials replied that staff used the EPA color coded system. When air quality was in the red, the pool was closed. For yellow and orange, the visibility of the pool was assessed and a determination was made depending upon the effect of air quality on staff.

Lewis advised that the AIrnow.org website detailed the exact number of particulates in the air.

Landt stated that it seemed that there were more and more air quality issues affecting Ashland throughout the years. He suggested placing a field house on the parking lot list for discussion during goal setting. Landt indicated that such a facility would be expensive but it would provide a place for Ashland residents to recreate when the weather was inclement or air quality was poor.

Black agreed, noting that goal setting work would begin in November and December for the next biennium.

c. Staff Report

Black stated that he had been working with the School District on a maintenance Memorandum of Understanding. He relayed that the document was currently under review and might possibly be on the agenda for the August business meeting. Black noted that the agreement would be retroactive to July 1, 2018, as would the fee structure.

- *Trails Master Plan Update*

Gardiner reported that with former Interim Parks Superintendent Jeff McFarland's retirement, he intended to appoint McFarland to the Trails Master Plan Update Committee as a citizen member. He stated that the Master Plan was nearing completion and might come before the Commissioners for approval at the August meeting. He also noted that Jason Minica would be taking over McFarland's position as Interim Parks Superintendent and would continue to be the Committee's liaison.

UPCOMING MEETING DATES

- S-PAC Meeting, August 13, 2018 @ Ashland Senior Center, 1699 Homes Avenue—3:00 p.m.
- Study Session, August 20, 2018 @ The Grove, 1195 E. Main Street—5:30 p.m.
- Regular Meeting, August 27, 2018 @ Council Chambers, 1175 E. Main Street—7:00 p.m.

ADJOURNMENT

There being no further business, the meeting adjourned at 7:35 p.m.

Respectfully submitted,

Betsy Manuel, Assistant

These Minutes are not a verbatim record. The narrative has been condensed and paraphrased at times to reflect the discussions and decisions made. Ashland Parks and Recreation Commission Study Sessions and Regular meetings are digitally recorded; the recordings are available upon request.

City of Ashland
PARKS AND RECREATION COMMISSION
Regular Meeting
Minutes
August 27, 2018

Present: Commissioners Gardiner, Heller, Landt, Lewis, Miller; Director Black; Recreation Superintendent Dials; Senior Services Superintendent Glatt; Executive Assistant Dyssegard; Assistant Manuel

Absent: City Council Liaison Mayor Stromberg

CALL TO ORDER

Chair Gardiner called the meeting to order at 7:00 p.m. at Council Chambers, 1175 E. Main Street in Ashland.

APPROVAL OR ACKNOWLEDGEMENT OF MINUTES

- Trails Master Plan Update Committee, June 29, 2018—acknowledged
- Trails Master Plan Update Committee, July 13, 2018—acknowledged

PUBLIC PARTICIPATION

- *Open Forum*

Dennis Miller, formerly of 1140 Siskiyou Blvd. in Ashland, OR, was called forward.

Miller noted that he had recently moved from Ashland and would not be as actively involved with issues within the City of Ashland. He thanked APRC for working with him on concerns such as slips and falls. He stated that he had championed the return of safety brochures about trips and falls and he was confident that residents, especially senior citizens, would find them helpful.

Miller noted other areas of interaction with APRC, highlighting improvements such as replacement of the basketball nets in Garfield Park.

Scott and Janet Fregonese of 3126 SW Caraway Ct. in Portland, OR, were called forward

Ms. Fregonese stated that although they were no longer living in Ashland, it was the City they considered home. She reminded those present that her husband had been Ashland's City Planner for many years and the projects he had worked on would continue to benefit Ashland. Ms. Fregonese highlighted the renovation of the Butler-Perozzi Fountain as one of the most significant projects her husband had accomplished.

Ms. Fregonese told the story of the day that her husband discovered the fountain buried in the vegetation In Lithia Park. The discovery inspired him to look into its history and he became convinced that the fountain was an important piece of Ashland's past and had, at one time, been the crown jewel of Lithia Park.

John Fregonese began the work of restoration – discovering the origin of the marble it was constructed with and working with local sculpture Jeffrey Bernard to replicate missing pieces of the fountain. In 1987, the Perozzi Fountain was rededicated as a public monument in Lithia Park.

Ms. Fregonese reported that it was time to restore the fountain and the Fregonese family had established a fund to begin that process. She stated that she was hoping to work with APRC and the City of Ashland on the renovation.

Scott Fregonese presented a brief overview of the Fountain's history and its significance. The Fountain was donated to Ashland by Domingo Perozzi in 1950 and was currently listed on the Inventory of Cultural Resources in Ashland as well as on the National Register of Historic Places. By the time it was re-discovered by Fregonese, it was reduced to a relic – with just the base of the structure still in place.

Fregonese told stories about growing up in Ashland, sharing a kid's view of the restoration efforts. He noted that neighbor and sculptor Bernard spent years re-sculpting some of fountain's elements - sourcing the marble from Carrera Italy – and re-creating the cupid that adorned the original fountain. Fregonese shared a story about the light fixtures that surrounded the fountain and the plaque that describes the vision, dedication and hard work of his father. He detailed criteria that would be important to the renovation such as using original materials where possible and keeping any replication as historically accurate as was feasible. Fregonese asked that the stairway to Granite Street undergo renovation as a part of the project as well.

Fregonese referred to the website honoring his father, stating that raising funds to renovate the Perozzi Fountain was deemed a fitting monument to his father's achievements. A donation account had been set up at Rogue Credit Union as part of the fundraising effort. He asked APRC to pursue avenues that would create awareness of the project and assist with funding.

Commissioner Discussion
Lewis noted that he was Chair of the Historic Commission in the 1980s and watched as the original restoration unfolded. He stated that Fregonese had been a man of action who had initiated an amazing renovation of a piece of Ashland's history.

Landt asked about the goal for fundraising. Fregonese indicated that the latest estimates were at approximately $500,000 for restoration – based upon research from APRC. He noted that the fundraising effort would most likely raise a portion of that, with additional monies coming from alternative sources of funding available to APRC and the City of Ashland.

Heller stated that he was hopeful that the Fountain would remain an iconic element of Lithia Park.

Gardiner stated that he included the Perozzi Fountain in the nature walks he hosted in Lithia Park each summer.

Cathy Shaw of 886 Oak Street Ashland, OR. was called forward.
Shaw characterized the Butler-Perozzi Fountain initiative as a "great worth project," stating that she would support the effort through networking. She suggested that a campaign might include mention in the City newsletter and a challenge for matching funds.

Shaw spoke warmly of John Fregonese, noting that he was a gifted City planner who was extraordinarily innovative in finding ways for the City to grow. She highlighted his gifts to the City and proposed that the renovation project include an acknowledgment of his work.

ADDITIONS OR DELETIONS TO THE AGENDA
There were none.

UNFINISHED BUSINESS
There was none.

NEW BUSINESS

a. *Skate Park Cameras (Action)*

Black introduced Police Chief O'Meara, stating that he had attended an APRC Study Session to talk about cameras at the Skate Park. He noted that per agreement with the Commissioners, he had returned with additional information. Black suggested that the Commissioners review the information presented by the Chief and take action regarding the project.

O'Meara relayed that there had been approximately 70 requests for service and 18 people arrested at the Skate Park in 2018. He said the results were in keeping with data from the previous year – indicating that negative behaviors were significant.

Chief O'Meara commented that further research had resulted in a cost estimate of approximately $4000 for installation of infrastructure and two cameras. Ashland's Police Department was prepared to provide financing for the project. He asked for Commissioner approval and direction to proceed.

Commissioner Discussion

Heller asked about the nature of the incidents at the Skate Park and O'Meara replied that he assumed it was behaviors such as disorderly conduct, consuming alcohol and smoking marijuana in public. He said he could not recall a serious assault. He said parent and child trepidation was related to the quality of life – that it was uncomfortable for kids using the Skate Park.

Gardiner questioned the type of surveillance the cameras would provide. O'Meara replied that unless otherwise directed, the cameras would be owned by the City of Ashland and accessible to those who received the address. He anticipated that anyone in the City could be given access upon request. He reiterated that the video could be helpful in a variety of ways from checking the weather to checking up on the kids at the Park. O'Meara stated that it was more for peace of mind than for criminal investigations. It would send a message to the community that Ashland would take back the Skatepark and return it to the children for whom it was originally intended.

Landt inquired about approval of the project on a trial basis and whether the cost of the project would negate continuation on a temporary basis. O'Meara stated that he would be willing to proceed if the trial were to be for two or three years.

In response to a question by Gardiner. O'Meara stated that two cameras should be sufficient and that if the project proved successful, the City might decide to expand its reach elsewhere. He noted that APD would defray the cost for the two as well as for any infrastructure needed.

Heller commented on possible vandalism, stating that there was a possibility that the cameras could be sabotaged. O'Meara agreed, stating that one camera would be mounted on the restroom – at a height where it could not be easily reached.

Lewis asked about existing cameras elsewhere in the City. Black noted that there were no cameras in Ashland's parks. O'Meara replied that there was one camera on the Plaza that did not record and several cameras at the Police Station. In addition, there were internal security cameras at City Hall. He indicated that those locations were considered high-risk areas. In response to a further inquiry by Lewis, Black stated that the Skatepark cameras would be the first for APRC that could be viewed live. O'Meara agreed, noting that the camera at City Hall was accessible on YouTube but because it did not record, its usefulness was limited.

Black explained that APRC cameras were used in facilities such as the swimming pool to assist lifeguards in keeping pool users safe. He noted that if the Skate Park camera system was successful, he could anticipate other

opportunities that would be helpful to Ashlanders, such as providing live footage of the tennis courts for tennis players or for viewing basketball courts to ascertain whether a court was available.

Landt commented that – in his opinion – camera use should be limited to the most crime-ridden areas of the City. O'Meara explained that the Skatepark had become part of APD's five-year strategic plan because of the feedback from parents who considered the area unsafe, thereby creating a situation where a facility designed specifically for kids was underutilized. He relayed that the matter had been brought to the police from the citizenry and the police had responded by seeking out satisfactory solutions.

Lewis stated that there was a high level of vandalism at the Skate Park, and although unwelcome, it had been going on for many years. He highlighted his experience as a grandfather, noting that young children should not witness some of the behaviors and illegal activities taking place at that location.

Landt stated that his understanding was that the Skate Park had been designed by young adults – for young adults as well as for younger children. He suggested that the dual role might be conflicting – thereby setting the stage for a disconnect between children and young adults. Landt also noted that the location was not conducive to best behaviors given its out-of-the-way location and lack of visibility. He acknowledged that he was "on the fence," although he recognized that something should be done.

Motion: Landt moved to approve the placement of two or more cameras at the Skate Park for a trial basis period of two years. Heller seconded.

Commissioner Discussion

Gardiner indicated that the infrastructure and installation of the camera might be a part of the motion. Landt accepted the friendly amendment as did Heller.

There followed discussion regarding the two-year trial, the end of which would result in a review by the Commissioners who would then decide to extend or terminate cameras at the Skate Park. Landt raised concerns about the erosion of privacy, stating that if he were Commissioner at that time, he would weigh the decision to proceed. He stated that regardless of the privacy issue, he was a believer in trying things out and was willing to wait to see if the program was successful.

Motion: Landt moved to approve the concept of having two surveillance cameras and infrastructure installed at the Skate Park on a trial basis for a period of two years. Heller seconded.

The vote was all yes.

a. Approval of North Mountain Park IGA with ASD and APRC (Discussion and Action)

Black introduced the draft agreement, noting that the Ashland School District contracted with APRC for the use of the North Mountain Park sports fields and facilities for their sports programs. He noted that some of the buildings at the Park were specifically for School District use – such as those containing batting cages. Black explained that although the cages themselves were funded by the School District for their use, the buildings were owned and maintained by APRC.

Black said that a former agreement that had been in effect for some time for use of the Park's fields and facilities did not account for cost-of-living increases or other extraordinary increases that APRC might incur. He stated that it became apparent that it would be necessary to negotiate terms for an intergovernmental agreement or MOU (Memo of Understanding). The draft agreement detailed the responsibilities of each party (APRC and the Ashland School District).

Black reviewed a map of the fields, commenting on the uses for each field and facility. He pointed out APRC's maintenance facility, stating that the shop building was also used for equipment storage and as a concession stand. Black noted that the Park's parking lot was also included in the agreement as were the tennis courts at Hunter Park. He outlined the rationale for including the tennis courts (that are located elsewhere) stating that they were not covered under any other agreement. Black stated that the School District's use of the Daniel Meyer Pool was covered under a separate agreement.

Black explained the process of scheduling outlined in the agreement. He stated that previously the School District could secure use of all the fields regardless of use. With the new agreement, scheduling would occur at the beginning of each year and be limited to use of the fields for sanctioned sports during specified seasons with some off-season use for practices and playoffs. In this way, the School District would have the right of first choice to secure the fields when needed rather than blanket use of all the fields year 'round.

Black detailed the fee arrangement, noting that the base payment was due at the beginning of APRC's fiscal year – July 1st -- with the first payment this year retroactive to July 1, 2018. The fee was $45,000 annually payable by November 30th of each year. Black indicated that the payment would be due within the same fiscal year that it was generated.

Black noted that compensation included all the charges for use *with the exception of major improvements*. He relayed that major improvements would be needed from time to time due to wear and tear. He stated that repairs to the infields or pitcher's mounds etc. were previously unaccounted for in APRC's budget.

Black stated that integral to the new agreement, a walk-around at the beginning of each year would be conducted to discuss any major improvements that might be needed. He likened the arrangement to inspection of a vehicle for dings prior to purchasing. Any improvement of $500 or more would be subject to negotiations. Black stated that ongoing maintenance such as upkeep of the playing fields was the responsibility of APRC. He described the need to replace the scoreboards and the negotiations that took place to decide the most equitable way to share the expense. Black relayed that the scoreboards were there for School District use, but the scoreboards remained APRC assets. After some discussion, it was agreed that the cost for replacing the equipment would be split evenly between the two entities.

There followed a brief discussion initiated by Heller who questioned the use of the scoreboards by other entities. Black replied that the American Legion also used the scoreboards. Heller also asked about the cost of resurfacing the tennis courts at Hunter Park. Black answered that it would be a shared expense pending acceptance of the new agreement.

Also discussed were fees charged to other entities who might use the fields. Dials noted that that there were application fees as well as special event fees based upon the number of days the facilities were used. Black stated that in his opinion, the amount of time the School District used the facilities was commiserate with the value that the School District would be getting – excluding the cost to maintain the buildings and 17 acres of ball fields.

Black referred to the escalation of base compensation as determined by standard cost-of-living percentages provided by CPI-West. He explained that it was the same figure used to determine the COLA increases employees received each year.

In response to a query by Landt, Black explained that July 1st was the baseline, with the CPI-West increase from the previous March. The proposed term of the agreement would be two years – extended by written request annually.

Landt questioned the November 30th deadline and the methodology for extending the contract. He suggested a statement to the effect that the cost-of-living increase would take effect when the March COLA figures were available. Black added that there was a potential for the base compensation to increase as well. He stated that the School District could call for a new facility, for example, and pay for it themselves, resulting in added responsibilities for APRC in terms of building maintenance.

Gardiner clarified that the section on compensation stated that there would be a CPI-W increase every year. Base compensation, on the other hand, would not be renegotiated annually. Base compensation increases would be based upon negotiation, while CPI-W would not. One or both adjustments would occur each year on July 1st. Gardiner suggested that the agreement be wordsmithed to clarify the assignment of the March CPI-W and the possibility of an increase of base compensation depending upon the addition or subtraction of facilities.

Black agreed, noting that the November 30th deadline for payment was consistent with the agreement between the Ashland School District and APRC for maintenance and use of the Briscoe field.

Additional discussion focused upon the fees charged for Nature Center educational programs. Landt questioned the inclusion of field #3 in the agreement. He asked for the rationale for the $45,000 fee.

Black explained that the fee represented an estimate of the costs incurred for general maintenance and personnel time. He noted the benefit for APRC (compensation) and the detriment (wear and tear for heavy use). Landt stated that it seemed reasonable for those uses that are a minority use such as the tennis courts, but not for those facilities that are for the School District's exclusive use such as for the batting cages. In those cases, in his opinion, the responsibility for maintenance and improvements that are exclusive should be the School District's. Landt suggested that the distinction be written into the agreement.

Black replied that the model used was similar to a condominium in that the external building was owned by an association, with fees paid to the association for general external maintenance. The home inside the building, however, was the responsibility of the homeowner. In the case of the North Mountain Park facilities, major improvements such as a new roof or painting of a building would be negotiated, with percentages for payment mutually agreed upon. APRC would continue to own the building and if the agreement were to be terminated, the facilities would revert to APRC.

Gardiner stated that the Hunter Park tennis courts' resurfacing was paid entirely by APRC. He suggested that each facility be subject to a separate negotiation. Black agreed, noting that negotiations could also include storage areas. Landt stated that the document made clear that there was a negotiation involved for major improvements but no specific timeframe for completing the improvements. He emphasized that financing for big projects must be planned. Black noted exceptions to the rule – such as the replacement of roofing shingles – stating that shingles were considered an operational expense rather than a capital expense. He agreed that a timeframe and financing language should be added to the agreement.

Heller suggested that the agreement should be ongoing. Black replied that the future for sports was unknown and/or the School District might decide to build a facility of their own. He stated that the sports field buildings were owned by APRC and might at some point in time revert back to APRC for their use. He explained that the buildings were listed as assets on APRC Financial Statements and it was APRC's responsibility to insure them.

Landt noted that the agreement could terminate in ten years unless an extension was mutually agreed upon. He stated that cancellation could happen anytime with 30-days' notice. Black agreed, suggesting that the agreement

should renew annually and would terminate when requested by written notice. After additional discussion it was determined that the agreement would be a four-year commitment that would automatically renew unless terminated in writing. Any changes would be mutually agreed upon.

A summation of the draft changes included:

1. Page 1: Strike soccer field three from the fields listed in the agreement & map
2. Page 2: Add the language regarding a calendar of requested dates and the right of first use.
3. Page 3: Add language to state that the financial responsibility for extraordinary improvements or extraordinary maintenance shall be shared and the financial percentage paid by each. Timeframes for completion of the improvements shall be determined jointly.
4. Page 3: The term of agreement should renew annually unless terminated in writing.
5. Page 3: Escalation of base compensation would be reflected by increases as of July 1st annually, based on CPI data from the previous March. Base compensation could be increased at any time.

Motion: Lewis moved to accept the draft IGA as amended. Landt seconded.

Discussion of Motion

Heller asked for clarification regarding the annual compensation – stating that it was his understanding that the fee did not include funding for improvements. Black stated that any improvement or repair over $500 would be jointly decided.

Lewis thanked Director Black for his efforts in crafting the agreement. He stated that it had been needed for many years and was a successful conclusion. He noted that the agreement could raise the level of professionalism and create amenability within the community.

Motion: Lewis moved to accept the draft IGA as amended. Landt seconded.

The vote was all yes.

SUBCOMMITTEE AND STAFF REPORTS

- *Ad-hoc Pool Subcommittee*

Dials reported that the process for soliciting applicants for the Ad-hoc Pool Subcommittee ended July 27, 2018. Nine applications were received for membership positions and seven members would be appointed. The eighth position would be set aside for Commissioner Miller who would be making application as a citizen once his Parks Commission term ended at the end of the year.

Black explained that Miller had been instrumental in the effort to rebuild the pool and would continue his work as a citizen member.

- *S-PAC*

Senior Services Superintendent Isleen Glatt reported that the second S-PAC meeting had been held on August 13, 2018. She highlighted plans that would be developed by the S-PAC Subcommittee to craft by-laws and arrange for an educational presenter during a joint meeting between S-PAC, APRC and Council.

Glatt noted that the joint session was not intended to be an official business meeting but an opportunity to learn more about the needs of Ashland's seniors and best practices for meeting those needs. The goal would be to achieve a framework that assured Ashlanders a good place to live – not only to grow up in, but to grow old in.

ITEMS FROM COMMISSIONERS

- *Trails Master Plan Update*

Gardiner relayed that the Trails Master Plan was in the final stages of completion and would be viewed by the committee on September 7, 2018. Upon completion it would be presented for Commissioner review at the first available regular meeting.

- *Park Views*

Gardiner announced that the article for the September Park Views would highlight the Bear Creek Salmon Festival, as written by Nature Center Coordinator Jen Aguayo. The October column would be written by the new Senior Services Superintendent, Isleen Glatt, about senior issues.

UPCOMING MEETING DATES

- Study Session, September 17, 2018 @ North Mountain Nature Center—5:30 p.m.
- Regular Meeting, September 24, 2018 @ Council Chambers 1175 E. Main—7:00 p.m.

ADJOURNMENT INTO EXECUTIVE SESSION

By consensus, Gardiner adjourned into executive session at 8:35 p.m.

Executive Session Pursuant to ORS 192.660 (2)(e)

ADJOURNMENT OUT OF EXECUTIVE SESSION

By consensus, Gardiner adjourned out of executive session at 9:15 p.m.

Respectfully submitted,

Betsy Manuel, Assistant

These Minutes are not a verbatim record. The narrative has been condensed and paraphrased at times to reflect the discussions and decisions made. Ashland Parks and Recreation Commission Study Sessions and Regular meetings are digitally recorded and available upon request.

ASHLAND PARKS & RECREATION COMMISSION

340 S PIONEER STREET • ASHLAND, OREGON 97520

COMMISSIONERS:
Mike Gardiner
Joel Heller
Rick Landt
Jim Lewis
Matt Miller

Michael A. Black, AICP
Director

541.488.5340
AshlandParksandRec.org
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PARKS COMMISSIONER STAFF REPORT

TO: Ashland Parks and Recreation Commissioners

FROM: Michael A. Black, APRC Director

DATE: September 19, 2018

SUBJECT: Bear Creek Greenway Extension (Information / Action)

INTRODUCTION

Ashland Parks and Recreation Commission adopted the following goal related to the Bear Creek Greenway in 2015 and again in 2017:

> ***Expand Bear Creek Greenway to its originally planned beginning/ending point at Emigrant Lake.***

Since the adoption of the goal, staff has worked with the Bear Creek Greenway Foundation and other groups to help facilitate the expansion, both inside and outside of the City boundaries. In 2016 it was decided that a feasibility study should be conducted for the section of greenway between the Ashland Dog Park and North Mountain Park. This area is particularly engineering intensive due to the need to cross the creek in one or more locations. Additionally, the goal of keeping the greenway near the creek has presented even more complications due to large tracts of private land that would need to be acquired. In essence, there really was no clear path for the extension of the greenway.

This evaluation has provided the opportunity to look at various options for the greenway; some that were never considered previously, and, as a result, I believe that we have landed on a recommendation that will solve the short and long-term goals of the greenway.

Ashland Parks and Recreation Commission staff has led the Bear Creek Greenway extension project; however, the process has been collaborative between APRC, COA Public Works and the Bear Creek Greenway Foundation. At this point, after holding a public open house, as well as hosting a separate public meeting to present the final draft report, staff is requesting that the draft plan be reviewed by the Transportation Commission.

BACKGROUND (from executive summary)

The Bear Creek Greenway Extension Feasibility Study consists of a trail alignment analysis and recommendations for an extension of the Bear Creek Greenway between the Ashland Dog Park and North Mountain Park in Ashland, Oregon. This report includes a summary of the opportunities and constraints associated with the project area, the alignment alternatives evaluation, a preferred alignment recommendation, and planning-level design guidance.

The proposed extension of the Bear Creek Greenway will extend the existing path from its current terminus at the Ashland Dog Park into the City of Ashland with the potential to connect to existing parks, trails, residential neighborhoods, and commercial centers. Future plans call for an extension of the Greenway through Ashland all the way to Emigrant Lake, approximately five miles southeast of North Mountain Park.

Project Goals

Project Goals were developed based on input from City of Ashland Parks and Recreation Staff and the Bear Creek Greenway Foundation. In general, the Bear Creek Greenway Extension should:

- Provide a simple, direct connection between Ashland Dog Park and North Mountain Park
- Celebrate experiences of nature while protecting and enhancing riparian corridors, native vegetation and habitat
- Minimize risk and conflicts between pedestrians, bicycle traffic, and automobile traffic
- Support a safe and a secure environment for all users
- Provide an attractive route of travel for people walking and biking along Bear Creek
- Link the Greenway to existing and planned active transportation facilities and parks
- Maximize use of public property and existing rights-of-way

Key Planning Considerations

Key considerations for planning the specific trail alignment included:

- How to minimize private property impacts while establishing the most direct route
- How to minimize environmental impacts while still creating a scenic experience in close proximity to Bear Creek for trail users
- How to minimize high costs associated with elements such as bridges and stream crossings
- How to take advantage of existing on-street facilities while providing an enjoyable experience for trail users that feels connected to the creek.

RECOMMENDATIONS

The following recommendations are based on the project team's field investigation, project data review, alignment alternatives evaluation, and stakeholder feedback.

As a potential interim alignment (should fiscal or other constraints complicate implementation efforts of the short-term and permanent alignment recommendation), the project team recommends a variation of Alignment Alternative B which follows existing paths near the wastewater treatment plant, continues along Nevada Street and Oak Street, and connects back to the Bear Creek Greenway from Sleepy Hollow Street through the City's recent Mace Property acquisition. This low-cost alignment takes advantage of existing paths and on-street infrastructure.

As resources become available, the project team recommends a short-term alignment that combines elements from Alternatives A and B. This alignment will begin the process of constructing the recommended permanent path, while taking advantage of existing infrastructure along the wastewater treatment plant and Nevada Street. The short- term alignment will require two new bridge crossings over Bear Creek (on Nevada Street and directly northwest of Riverwalk Park).

These bridge crossings will meet long-term connectivity goals serving the neighborhoods northeast of Bear Creek. For a permanent extension of the Bear Creek Greenway between the Ashland Dog Park and North Mountain Park, the project team recommends Alignment Alternative A along the east side of Bear Creek. This alignment provides the highest quality greenway experience for path users and generally follows the most direct route between Ashland Dog Park and North Mountain Park. The permanent alignment will require a new bridge crossing over Bear Creek east of Wastewater Treatment Plant Road. The two bridge crossings built to serve the short-term alignment will be maintained and provide points of access to the west side of Bear Creek when the permanent alignment is complete.

While this Feasibility Study presents a recommended alignment for the Bear Creek Greenway, the project team recommends that the City consider implementing all of the alignment

alternatives as funding and community support allow. In particular, Alignment C along Ashland Creek provides a key connection to Lithia Park and Downtown Ashland and should be considered as a potential future path alignment.

CONCLUSION

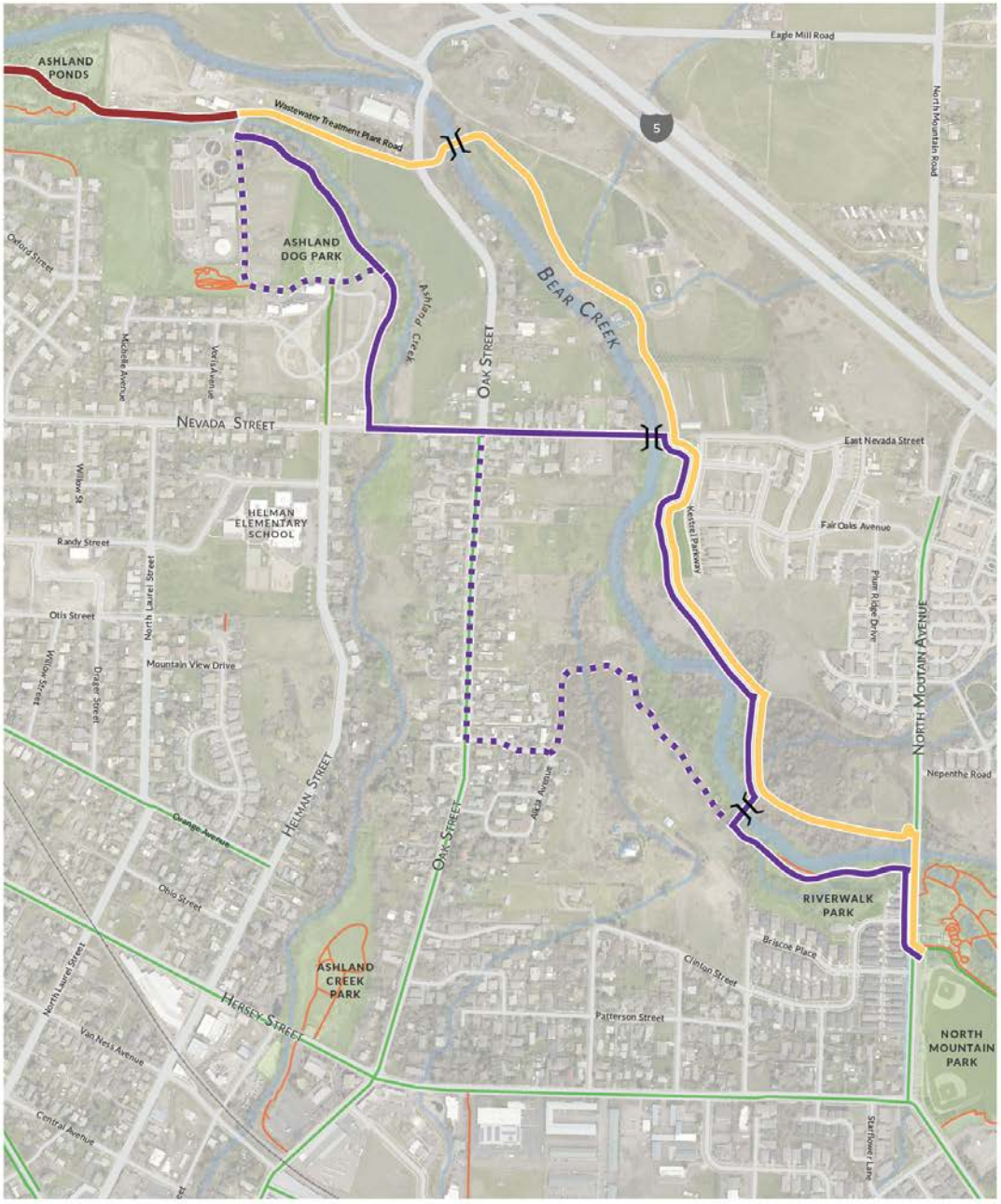
It is our intent to recommend the Bear Creek Greenway Extension Plan for incorporation in all appropriate City of Ashland transportation system planning documents and master plans as the preferred active transportation plan for the subject area.

Staff is requesting that Commissioners review the findings and the recommended alternatives in the plan and approve the plan.

POSSIBLE MOTION

I move to approve the Bear Creek Greenway Extension Plan as presented at the September 24, 2018, Parks Commission Regular Meeting.

PREFERRED ALTERNATIVE



BEAR CREEK GREENWAY EXTENSION

Map 3. Draft Recommended Alignment

LEGEND

- Interim Alignment
- Short-term Alignment
- Permanent Alignment
- Pedestrian/Bicycle Bridge
- Existing Bear Creek Greenway
- Existing Bike Route
- Existing Trail
- Parks
- Streams

0 250 500 Feet

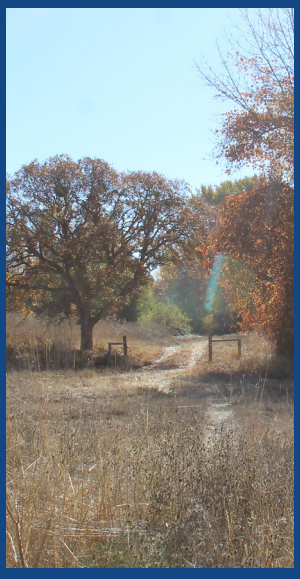
Data provided by City of Ashland, 2017
Map prepared by Alta Planning + Design, 2018

BEAR CREEK GREENWAY

Extension Feasibility Study

Prepared by Alta Planning + Design
For the City of Ashland, Oregon

September 2018



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CONTENTS

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ACKNOWLEDGMENTS

Overlooking Mace Property near Sleepy Hollow Street, looking south

Many thanks to all who took part in this trail planning effort, including:

Ashland Residents and Stakeholders

Bear Creek Greenway Foundation

Ashland Woodlands and Trails Association

Jackson County

Oregon Department of Transportation

Ashland Public Works Department

Ashland Parks and Recreation Department

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I.

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Project Introduction

The Bear Creek Greenway Extension Feasibility Study consists of a trail alignment analysis and recommendations for an extension of the Bear Creek Greenway between the Ashland Dog Park and North Mountain Park in Ashland, Oregon. This report includes a summary of the opportunities and constraints associated with the project area, the alignment alternatives evaluation, a preferred alignment recommendation, and planning-level design guidance.

The proposed extension of the Bear Creek Greenway will extend the existing path from its current terminus at the Ashland Dog Park into the City of Ashland with the potential to connect to existing parks, trails, residential neighborhoods, and commercial centers. Future plans call for an extension of the Greenway through Ashland all the way to Emigrant Lake, approximately five miles southeast of North Mountain Park.

Regional Context

The Bear Creek Greenway is located within Jackson County, in the Rogue Valley of southwestern Oregon. The Greenway follows Bear Creek and Interstate 5 for approximately 20 miles and links several major communities along its riparian corridor, the most populated area in the Rogue Valley. The Greenway is typically a paved, 10-foot wide, separated mixed-use path that begins at the Dean Creek Road just north of Central Point and runs through the cities and towns of Central Point, Medford, Phoenix, and Talent before reaching its current terminus near the northwest corner of Ashland.

This project builds on a rich body of trail planning, design and implementation work over several decades that has provided Rogue Valley residents with the current Bear Creek Greenway and a connecting trail network that links valley communities with one another and provides access to the abundance of outdoor recreation and scenic resources that distinguish the region. The Bear Creek Greenway is the multi-use trail that serves as the backbone for this growing network.

Project Goals

The Bear Creek Greenway Extension should:

- Provide a simple, direct connection between Ashland Dog Park and North Mountain Park
- Celebrate experiences of nature while protecting and enhancing riparian corridors, native vegetation and habitat
- Minimize risk and conflicts between pedestrians, bicycle traffic, and automobile traffic
- Support a safe and a secure environment for all users
- Provide an attractive route of travel for people walking and biking along Bear Creek
- Link the Greenway to existing and planned active transportation facilities and parks
- Maximize use of public property and existing rights-of-way

*Project Goals were developed based on input from City of Ashland Parks and Recreation Staff and the Bear Creek Greenway Foundation

Opportunities & Constraints

Based on an analysis of the study area (Map 1), the project team mapped several potential alignment corridors and identified associated opportunities and constraints.

Opportunities include close proximity to Bear Creek and Ashland Creek, connectivity from residential areas and existing bicycle and trail facilities to the trail corridor, high quality views, and recent land acquisitions that support implementation of the Bear Creek Greenway extension.

The most immediate constraints to trail feasibility relate to environmental factors and private property impacts. The floodways, riparian protection zones and wetlands are a major consideration for the trail alignment. The project team avoided these areas as much as possible when delineating the potential routes. Where there are potential impacts, it is generally because of adjacent private property constraints.

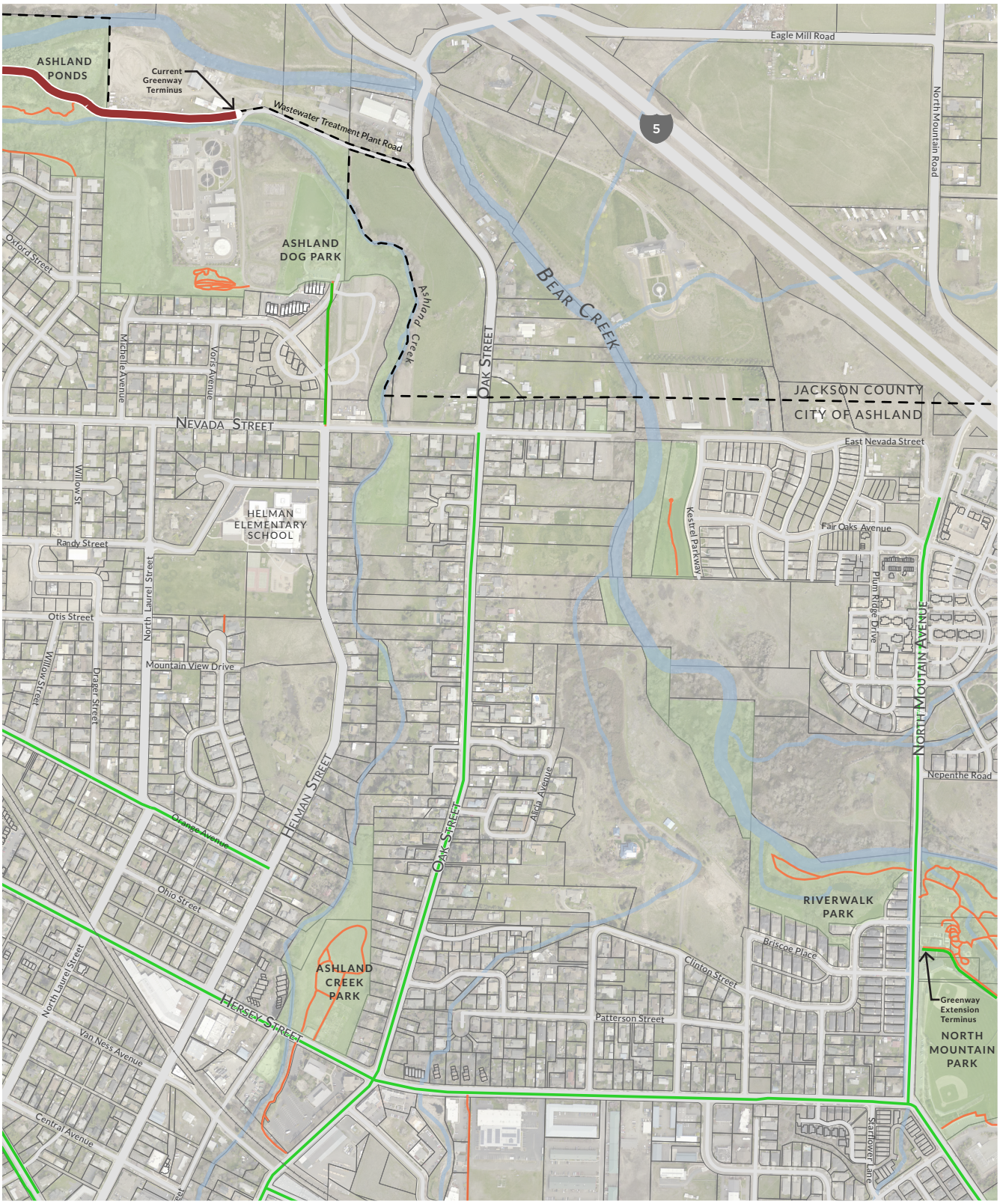
Other constraints include major road crossings, required stream crossings, landslide deposit areas, and the on-street segments associated with some of the alignments (due to the absence of feasible off-street options).

Key Planning Considerations

Key considerations for planning the specific trail alignment included:

- Minimizing private property impacts while establishing the most direct route
- Minimizing environmental impacts while still creating a scenic experience in close proximity to Bear Creek for trail users
- Minimizing high costs associated with elements such as bridges and stream crossings
- Taking advantage of existing on-street facilities while providing an enjoyable experience for trail users that feels connected to the creek.

Kestrel Property Conservation Area, looking south



Bear Creek Greenway Extension

Map 1. Study Area

LEGEND

- Existing Bear Creek Greenway
- Existing Bike Route
- Existing Trail
- City Boundary
- Tax Lots
- Parks
- Streams

0 250 500 Feet

Data provided by City of Ashland, 2017
Map prepared by Alta Planning + Design, 2018

Evaluation

The project team completed a series of analytical steps to determine a recommended trail alignment for the Bear Creek Greenway between Ashland Dog Park and North Mountain Park. These included site analysis, delineation of multiple alignment alternatives, and the evaluation of those alternatives based on the evaluation criteria.

Delineation of Alignment Alternatives

The project team delineated three alignment alternatives for the evaluation. Project goals developed in coordination with City staff and project stakeholders guided the delineation. These goals included:

HIGHEST PRIORITY

- Foster connectivity; create a high quality user experience; avoid Bear Creek floodway; maximize user safety and security; minimize conflicts with automobiles

MEDIUM PRIORITY

- Minimize property acquisition; minimize impacts within stream and wetland protection zones

LOW PRIORITY

- Avoid floodplain

Alignment Segments

To support the evaluation of alignment alternatives, the project team divided alignments into segments based on major differences in surrounding conditions, path junctions, and potential cross over points between alignment alternatives. This allowed final recommended alignments to potentially include a combination of segments from different alignment alternatives (Map 2).

Secondary Routes

In addition to the core alignment alternatives, the project team identified one or more secondary routes for each alignment alternative, and considered these routes for inclusion in the alignment recommendations.

Evaluation Criteria

The project team and City of Ashland Parks and Recreation Staff developed the following evaluation criteria, applied with the same ranked priorities used to delineate the alignment alternatives:

OVERALL QUALITY

- Creates Greenway Experience: a family-friendly separated path experience with a strong connection to natural vegetation, waterways, and nature experiences
- Connects Trails and Parks, such as existing bicycle facilities, hard and soft trails, public parks, and civic plazas
- Directness of Route, which is a comparison between the alignment alternatives

SAFETY

- Minimizes Crime Risk, based on Crime Prevention Through Environmental Design (CPTED) principles such as avoiding isolating path users, maximizing "eyes on the trail", and maintaining clear lines of sight
- Minimizes Vehicle Conflict Risk by ensuring that roadway crossings, side-paths, and on-street facility segments can be designed to the highest safety standards

ENVIRONMENTAL

- Avoids Floodway
- Avoids Stream & Wetland Protection Zones
- Avoids 100-year floodplain, as defined by the Federal Emergency Management Agency

HIGH-COST ITEMS

- Avoids Private Property Impacts and the need for land and easement acquisition
- Avoids High Cost Elements such as bridges, major intersection improvements at trail crossings, major environmental permitting and mitigation costs, and existing bridge retrofits

Alignment Recommendations

Recommendations fall into one of several categories including a recommended interim, short-term, and permanent alignment. Some alignment alternatives may be recommended for a potential future path.

INTERIM ALIGNMENT

An interim alignment takes advantage of existing conditions and creates a path for users as soon as possible. This alignment does not necessarily meet project aims, but fosters short-lived access and use.

SHORT-TERM ALIGNMENT

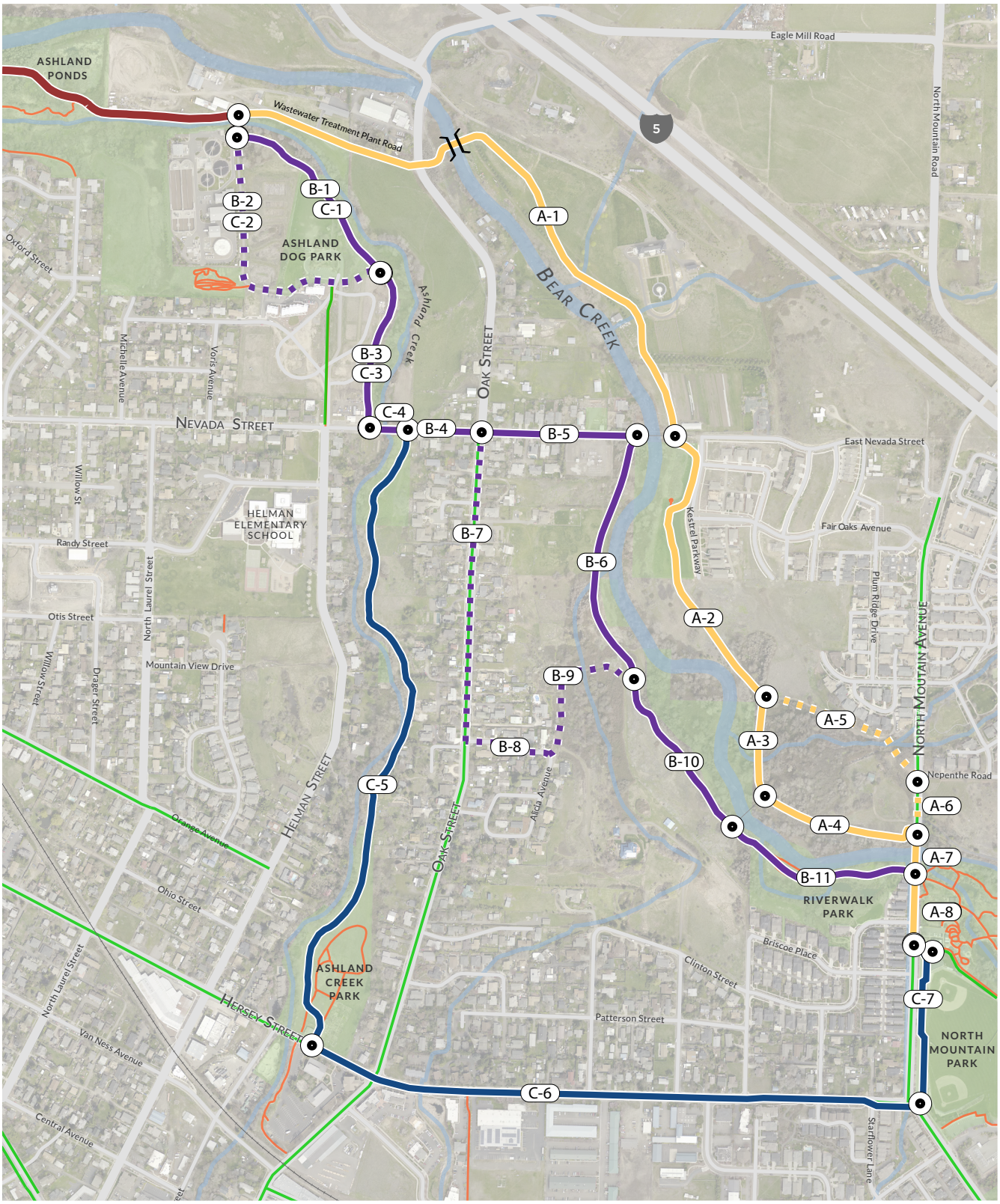
If funding or other factors delay implementation of the permanent alignment, a short-term alignment will generally be less expensive and easier to implement, even if it lacks the overall quality expected for the permanent alignment.

PERMANENT ALIGNMENT

This alignment best meets the project's goals and values and is the recommended long-term, permanent alignment for the Bear Creek Greenway.

POTENTIAL FUTURE PATH (NOT MAPPED)

If an alignment alternative was not recommended for the permanent or interim alignments, it may nevertheless be worthy of future consideration or fall within the scope of a separate trail planning effort. When an alignment is recommended as an optional future path, this implies that no fatal flaws were identified during the alternatives evaluation.



BEAR CREEK GREENWAY EXTENSION

Map 2. Draft Alignment Alternatives

LEGEND

- Alignment A
- Secondary Route
- Alignment B
- Secondary Route
- Alignment C
- Secondary Route
- A-1 Segment
- Segment Endpoint

Feet
0 250 500

Data provided by City of Ashland, 2017
Map prepared by Alta Planning + Design, 2018

RECOMMENDATIONS

The following recommendations are based on the project team's field investigation, project data review, alignment alternatives evaluation, and stakeholder feedback.

As a potential interim alignment (should fiscal or other constraints complicate implementation efforts of the short-term and permanent alignment recommendation), the project team recommends a variation of Alignment Alternative B which follows existing paths near the wastewater treatment plant, continues along Nevada Street and Oak Street, and connects back to the Bear Creek Greenway from Sleepy Hollow Street through the City's recent Mace Property acquisition. This low-cost alignment takes advantage of existing paths and on-street infrastructure.

As resources become available, the project team recommends a short-term alignment that combines elements from Alternatives A and B. This alignment will begin the process of constructing the recommended permanent path, while taking advantage of existing infrastructure along the wastewater treatment plant and Nevada Street. The short-term alignment will require two new bridge crossings over Bear Creek (on Nevada Street and directly northwest of Riverwalk Park). These bridge crossings will meet long-term connectivity goals serving the neighborhoods northeast of Bear Creek.

For a permanent extension of the Bear Creek Greenway between the Ashland Dog Park and North Mountain Park, the project team recommends Alignment Alternative A along the east side of Bear Creek. This alignment provides the highest quality greenway experience for path users and generally follows the most direct route between Ashland Dog Park and North Mountain Park. The permanent alignment will require a new bridge crossing over Bear Creek east of Wastewater Treatment Plant Road. The two bridge crossings built to serve the short-term alignment will be maintained and provide points of access to the west side of Bear Creek when the permanent alignment is complete.

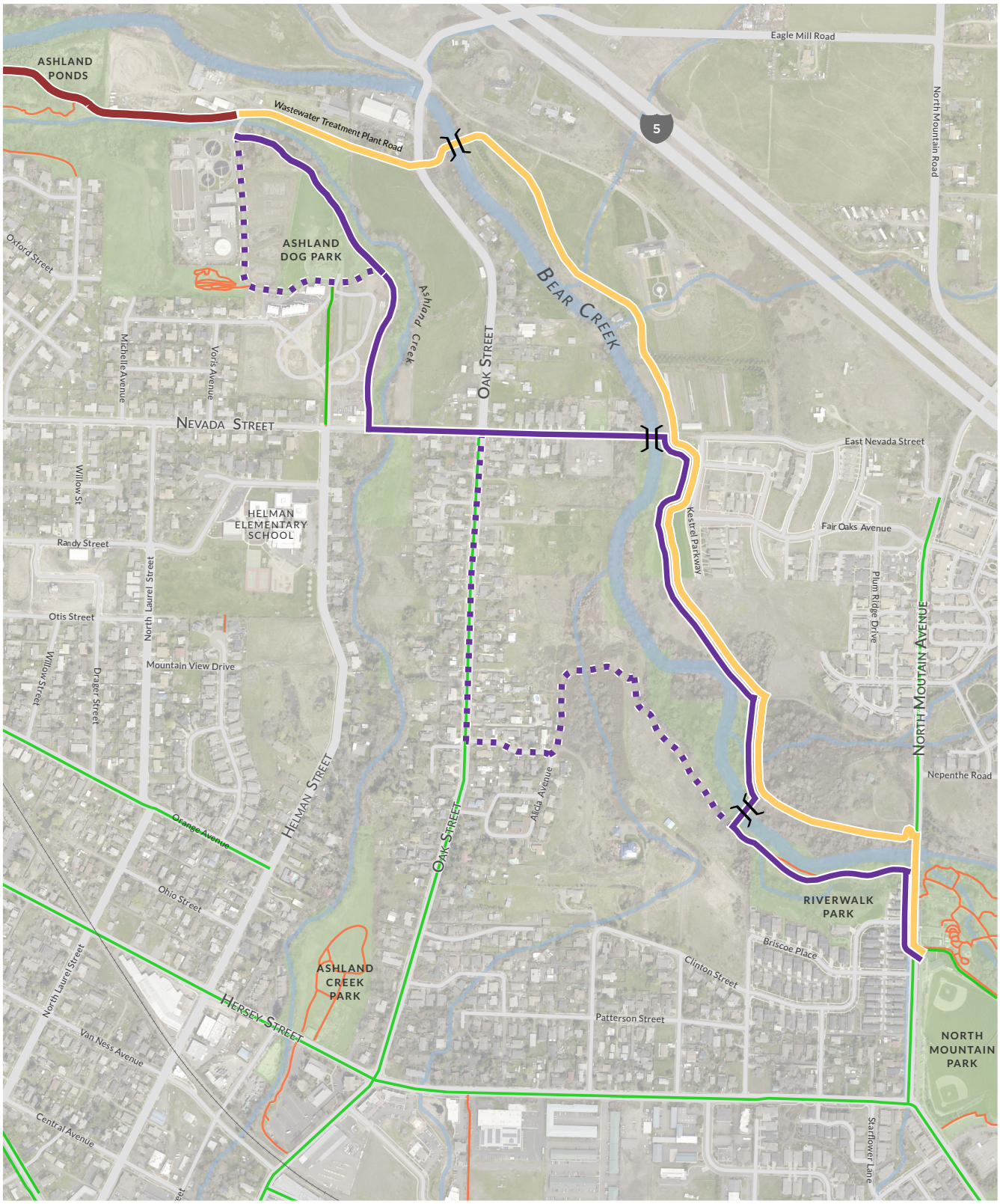
While this Feasibility Study presents a recommended alignment for the Bear Creek Greenway, the project team recommends that the City consider implementing all of the alignment alternatives as funding and community support allow. In particular, Alignment C along Ashland Creek provides a key connection to Lithia Park and Downtown Ashland and should be considered as a potential future path alignment.

TABLE 1. EVALUATION CRITERIA & PRIORITY RANKING OF ALIGNMENTS

	OVERALL QUALITY			SAFETY		ENVIRONMENTAL			HIGH COST ITEMS (PROPERTY, BRIDGES, STRUCTURES)		
ID	GREENWAY EXPERIENCE	CONNECTS TRAILS + PARKS	DIRECTNESS OF ROUTE	CRIME RISK	VEHICLE CONFLICT RISK	AVOIDS FLOODWAY	STREAM + WETLAND PROTECTION	AVOIDS 100-YR FLOOD-PLAIN	AVOIDS PRIVATE PROPERTY	AVOIDS HIGH COST ELEMENTS	OVERALL RECOMMENDATION
B	◑	◕	◕	●	◑	●	◕	◕	◕	●	INTERIM ALIGNMENT
A+B	◕	◕	◕	◕	◕	●	◑	◕	◕	◕	SHORT-TERM ALIGNMENT
A	●	◑	●	◕	●	●	◑	◑	◑	◕	PERMANENT ALIGNMENT

KEY: Not Optimal ← ○ ◔ ◑ ◕ ● → Optimal

Riverwalk Park, looking west



Bear Creek Greenway Extension

Map 3. Draft Recommended Alignment

LEGEND

- Interim Alignment
- Short-term Alignment
- Permanent Alignment
- Pedestrian/Bicycle Bridge
- Existing Bear Creek Greenway
- Existing Bike Route
- Existing Trail
- Parks
- Streams

Feet
0 250 500

Data provided by City of Ashland, 2017
Map prepared by Alta Planning + Design, 2018

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II.

INTRODUCTION

Project Introduction

The Bear Creek Greenway Extension Feasibility Study consists of a trail alignment analysis and recommendations for an extension of the Bear Creek Greenway between the Ashland Dog Park and North Mountain Park in Ashland, Oregon. This report includes a summary of the opportunities and constraints associated with the project area, the alignment alternatives evaluation, a preferred alignment recommendation, and planning-level design guidance.

This project builds on a rich body of trail planning, design and implementation work over several decades that has provided Rogue Valley residents with the current Bear Creek Greenway and a connecting trail network that links valley communities with one another and provides access to the abundance of outdoor recreation and scenic resources that distinguish the region. Bear Creek Greenway is the multi-use trail that serves as the backbone for this growing network.

The proposed extension of the Bear Creek Greenway will extend the existing path from its current terminus at the Ashland Dog Park into the City of Ashland with the potential to connect to existing parks, trails, residential neighborhoods, and commercial centers. Ashland is a well-known destination, home to the Oregon Shakespeare Festival, Southern Oregon University (SOU), an attractive downtown, and Lithia Park along Ashland Creek. Future plans call for an extension of the Greenway through Ashland to Emigrant Lake, approximately five miles southeast of North Mountain Park.

Regional Context

The Bear Creek Greenway is located within Jackson County, in the Rogue Valley of southwestern Oregon. The Greenway follows Bear Creek and Interstate 5 for approximately 20 miles and links several major communities along its riparian corridor (Map 4). The Greenway is typically a paved, 10-foot wide, separated mixed-use path that begins at the Dean Creek Road just north of Central Point and runs through the cities and towns of Central Point, Medford, Phoenix, and Talent before reaching its current terminus near the northwest corner of Ashland. The Greenway includes a direct connection to Bear Creek, the Rogue Valley International-Medford Airport, the Rogue Valley Mall, and eight public parks along its path. The Greenway sets the stage for a future link to the Rogue River (located two miles north of the Greenway's Dean Creek trailhead access point) and the Rogue River Greenway, currently in the planning phases.

Historical Summary

The Bear Creek Greenway Foundation was created in 1985 to help acquire land for the Bear Creek Greenway. Steady progress has been made through vision and planning, land acquisition, engineering, and construction. Nearly 20 miles of trail are now enjoyed by bicyclists, walkers, runners, school groups, families and children.

According to historical accounts written by the Foundation, regional planners have envisioned "an emerald necklace" of park land stretching from Emigrant Lake near Ashland to the Rogue River dating back to the 1960s. In 1973, a state bill established the Bear Creek Greenway which enabled Jackson County to proceed with planning and land acquisition for a nearly 30-mile long trail from the creek's source at Emigrant Creek to a point near Eagle Point where Bear Creek flows into the Rogue River. That same year, the Oregon Department of Transportation (ODOT) built the first 3.4 miles of trail through Medford.

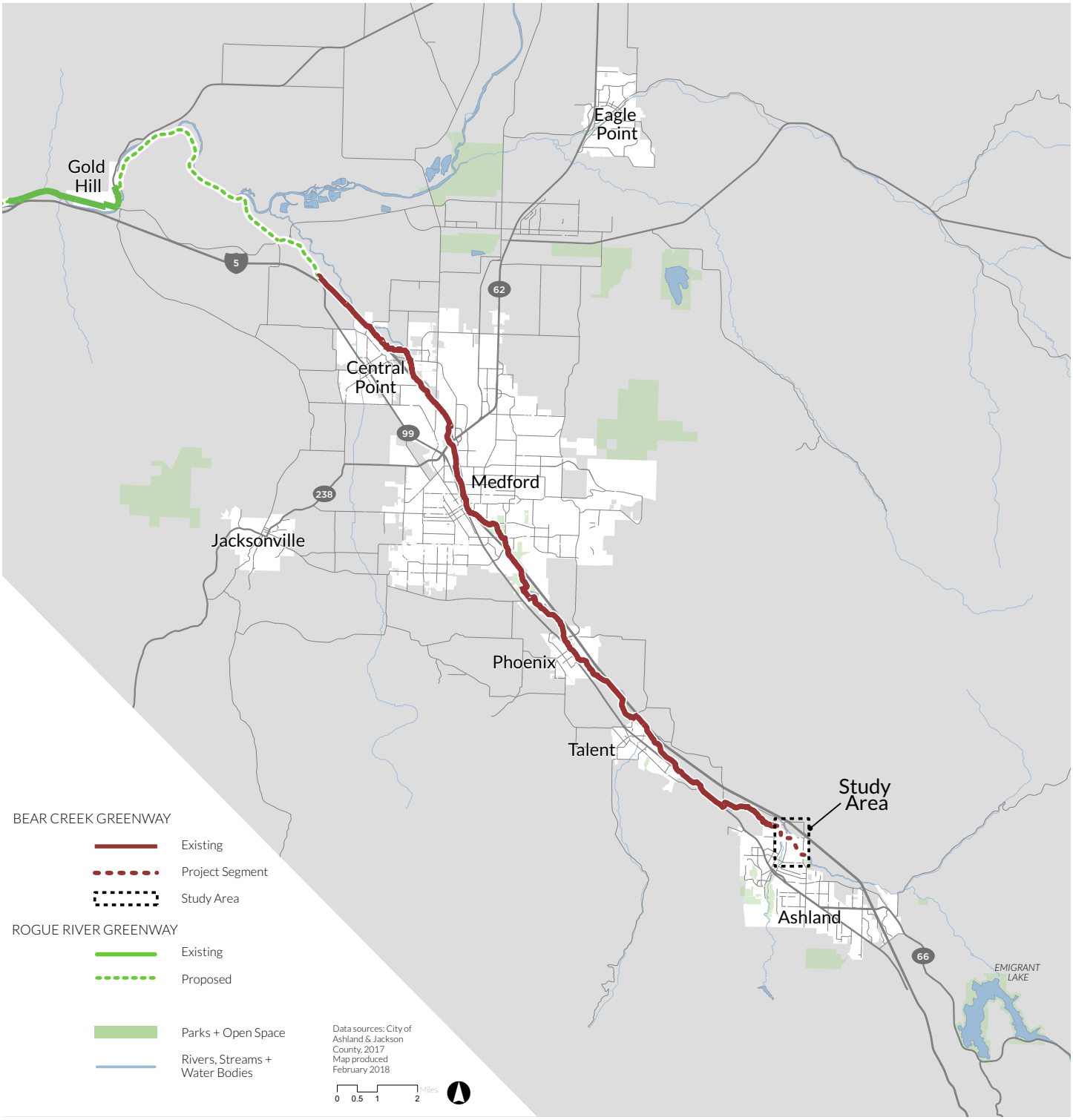
Project Goals

The Bear Creek Greenway Extension should:

- Provide a simple, direct connection between Ashland Dog Park and North Mountain Park
- Celebrate experiences of nature while protecting and enhancing riparian corridors, native vegetation and habitat
- Minimize risk and conflicts between pedestrians, bicycle traffic, and automobile traffic
- Support a safe and a secure environment for all users
- Provide an attractive route of travel for people walking and biking along Bear Creek
- Link the Greenway to existing and planned active transportation facilities and parks
- Maximize use of public property and existing rights-of-way

*Project Goals were developed based on input from City of Ashland Parks and Recreation Staff and the Bear Creek Greenway Foundation

Bear Creek, north of Nevada Street



Map 4. Bear Creek Greenway Regional Map

Existing Plans

Ashland Trails Master Plan, July 2006

The Ashland Trails Master Plan identifies the Bear Creek Greenway as the Rogue Valley's premier trail and identifies full implementation of the trail as a major regional priority. At a local level, the Bear Creek Greenway extension will connect with several planned trails in the Ashland area including Wrights Creek Trail, Ashland Creek Trail, Roca Creek Trail, Clay and Hamilton Creek Trails, and Tolman Creek Trail. The Greenway extension will also connect with Helman and Oak Streets, which are designated bike routes. The extension will cross and connect with North Mountain Avenue, an important route to travel north from Ashland toward Grizzly Peak. The Greenway extension will also provide a trail link between Ashland Dog Park and North Mountain Park to the south.

The Ashland Trails Master Plan establishes a network to link the aforementioned trails, in which the proposed greenway extension will play a key role. The Plan also establishes basic trail design elements.

Ashland Transportation System Plan, October 2012

The bicycle and pedestrian elements of Ashland's Transportation System Plan (TSP) identify a planned off-street bike path/greenway connecting Nevada St. and Mountain Ave along Bear Creek, which aligns with the Trails Master Plan to extend the Bear Creek Greenway in the project study area. Other TSP projects that are relevant to the study area, including bike routes and road extensions that would serve the trail, are summarized in Table 2.

Bear Creek Greenway Management Plan, December 2006

The Bear Creek Management Plan established a collaborative effort between multiple jurisdictions and the Greenway Foundation, and identifies basic standards, responsibilities, and cost estimates for trail management, public safety, and natural resources protection.

Table 2. City of Ashland 2012 TSP Projects within Project Area

PROJECT NAME	NO.	PROJECT EXTENT	DESCRIPTION	PRIORITY
Nevada Street	B3	From Vansant Street to N Mountain Avenue	Add a bicycle lane to fill gap in existing network	Medium (5-15 years)
Helman Street	B19	From Nevada Street to N Main Street	Bicycle boulevard to fill gap in existing network	High (0-5 years)
Oak Street	B21	From Nevada Street to N Main Street	Bicycle boulevard to fill gap in existing network	Low (5-25 years)
East Nevada Street Extension	R17	From Kestrel Parkway to the stub of Nevada Street to the west	Extend Nevada Street from Bear Creek to Kestrel Parkway	Development-Driven
Kestrel Parkway Extension	R32	Kestrel Parkway to Nepenth Road	Extend Kestrel Parkway to N Mountain Avenue at Nepenthe Road	Development-Driven

Project Planning Process

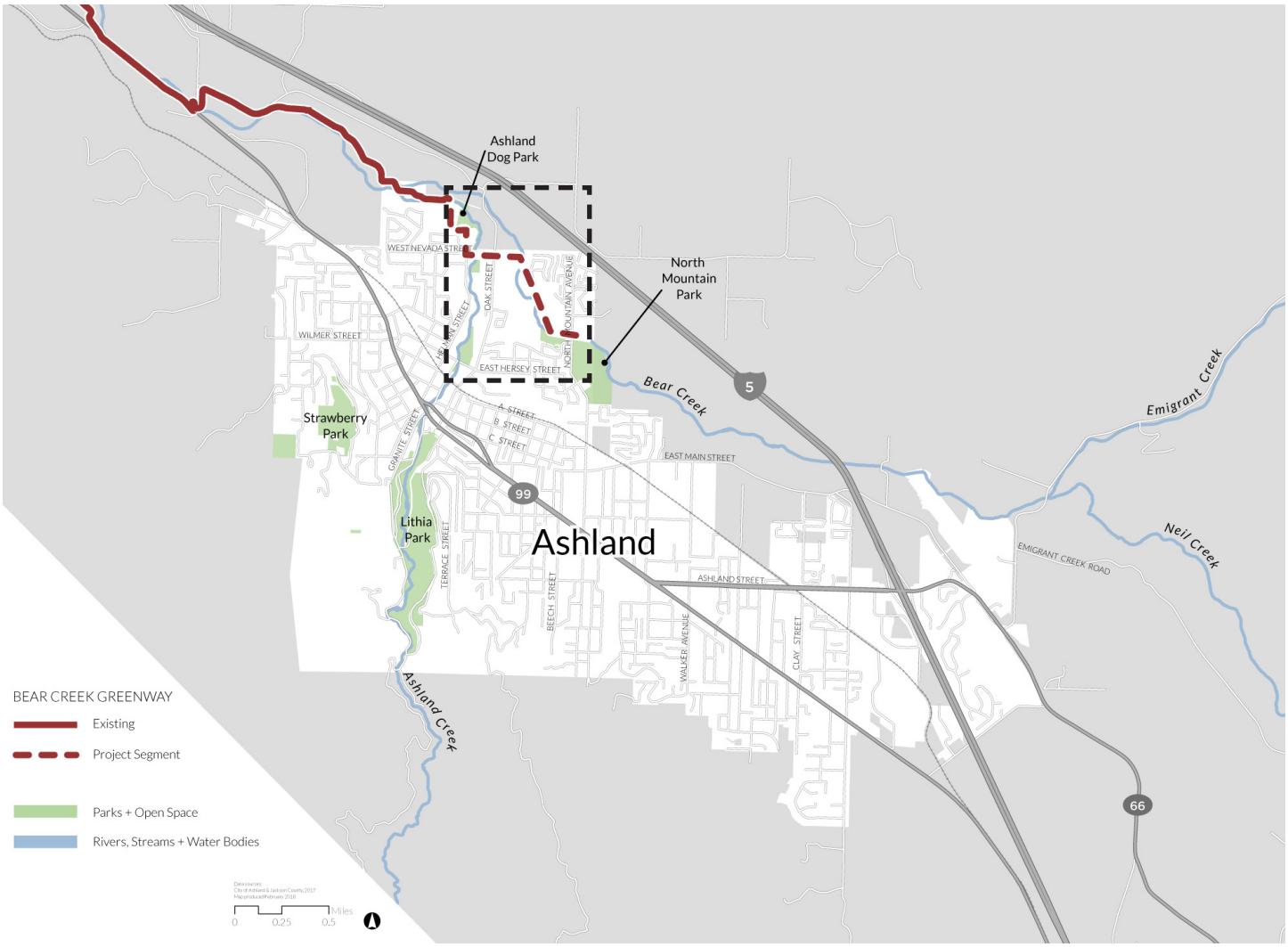
During the course of the Bear Creek Greenway Extension Feasibility Study, the project team, comprised of representatives from the City of Ashland, the Bear Creek Greenway Foundation, and Alta Planning + Design, explored alignment options and weighed the opportunities and constraints associated with each. Planning the alignment took place through the following steps:

- During the fall of 2017, the project team conducted a site analysis, mapped opportunities and constraints within the corridor, and developed a rage of alternative trail alignments. This analysis is presented in Chapters III and IV of this report.
- Using GIS and LiDAR elevation data, the team refined three alternative alignments for evaluation: "A" running northeast of Bear Creek, "B" running southwest of Bear Creek, and "C" running east of Ashland Creek and utilizing existing roadways.
- Evaluation of the trail alignment alternatives was primarily based on the evaluation criteria agreed upon by the project team and described in Chapter IV of this report.
- In early 2018, the project team further refined the alternatives and evaluated them against the criteria. The team presented the draft alignment to local stakeholders, and adjusted the design based on feedback.
- In spring 2018, the City of Ashland selected a preferred trail alignment based on the analysis findings and feedback from internal and external stakeholders.

Key Agencies and Partners

The Bear Creek Greenway is managed by a collaborative effort between multiple jurisdictions (Central Point, Medford, Phoenix, Talent, and Ashland) as well as Jackson County, ODOT, and the Bear Creek Greenway Foundation. This project will directly involve the following stakeholders and partners:

- City of Ashland
- Ashland Parks & Recreation Department
- Ashland Woodlands and Trails Association
- Bear Creek Greenway Foundation
- Jackson County
- Oregon Department of Transportation



Map 5. City of Ashland

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III.

EXISTING CONDITIONS

Site Setting

The following chapter discusses existing conditions within the study area. The corresponding thematic maps illustrate conditions that will impact trail feasibility and inform the alignment alternatives analysis.

Land Use

The study area for the Bear Creek Greenway Extension Feasibility Study includes 847 acres located at the northern limits of the City of Ashland (Map 6). Of these, 644 acres (76%) are within the Ashland Urban Growth Boundary (UGB) and 203 acres (24%) are located in unincorporated Jackson County.

The study area includes residential developments, two riparian corridors (Bear Creek and Ashland Creek), and Helman Elementary School. The Ashland Wastewater Treatment Plant and the Ashland Dog Park are located at the northwest edge of the study area, where the Bear Creek Greenway trail alignment currently ends. North Mountain Park is the destination for the proposed greenway extension, approximately one mile to the southeast. Interstate 5 runs along the edge of the study area to the north. Other major roadways within the study area include East Nevada Street and West Hersey Street (running east-west), and Helman Street, Oak Street, and North Mountain Avenue (north-south).

The study area includes 4.4 miles of existing bicycle facilities which includes existing portions of the Bear Creek Greenway, multi-use paths, bicycle lanes, and bicycle boulevards. In addition, the study area includes 2.8 miles of existing trails for hikers, bikers, or mixed use.

Privately owned land accounts for 722 acres (85%) of the study area. Many of these privately owned parcels are located in close proximity to Bear Creek, where trail alignments are most desirable (Map 7).

Areas that are subject to City of Ashland zoning are as follows: 336 acres (60%) are zoned Single Family Residential with 82 acres (15%) zoned for Employment and 59 acres (11%) zoned for the North Mountain Neighborhood development. An additional 56 acres (10%) include Suburban Residential, Multi Family Residential, and High Density Residential zoning. Only 9 acres (2%) are zoned for commercial, with 4 acres (0.75%) zoned for industrial use.

Environmental Factors

The proposed Greenway extension is located along a riparian corridor and thus is subject to several environmental protection standards (Map 8).

The largest waterway in the study area is Bear Creek, which flows over 1.5 miles in the study area and has an elevation drop of 55 feet between the southeast and northwest corners of the study area. Ashland Creek is another important waterway that feeds into Bear Creek just beyond the northwest corner of the study area. Other named waterways include Beach Creek, Mountain Creek, Talent Canal, Kitchen Creek, Mook Creek, and Mountain Creek.

The City of Ashland has established Stream Protection Zones for streams. Fish bearing streams with an annual average stream flow less than 1,000 cubic feet of water per second (cfs) require a 50-foot setback from top of bank. Local non-fish bearing streams require a 40-foot setback from the centerline of the stream and intermittent or ephemeral streams require a 30-foot setback from the centerline.

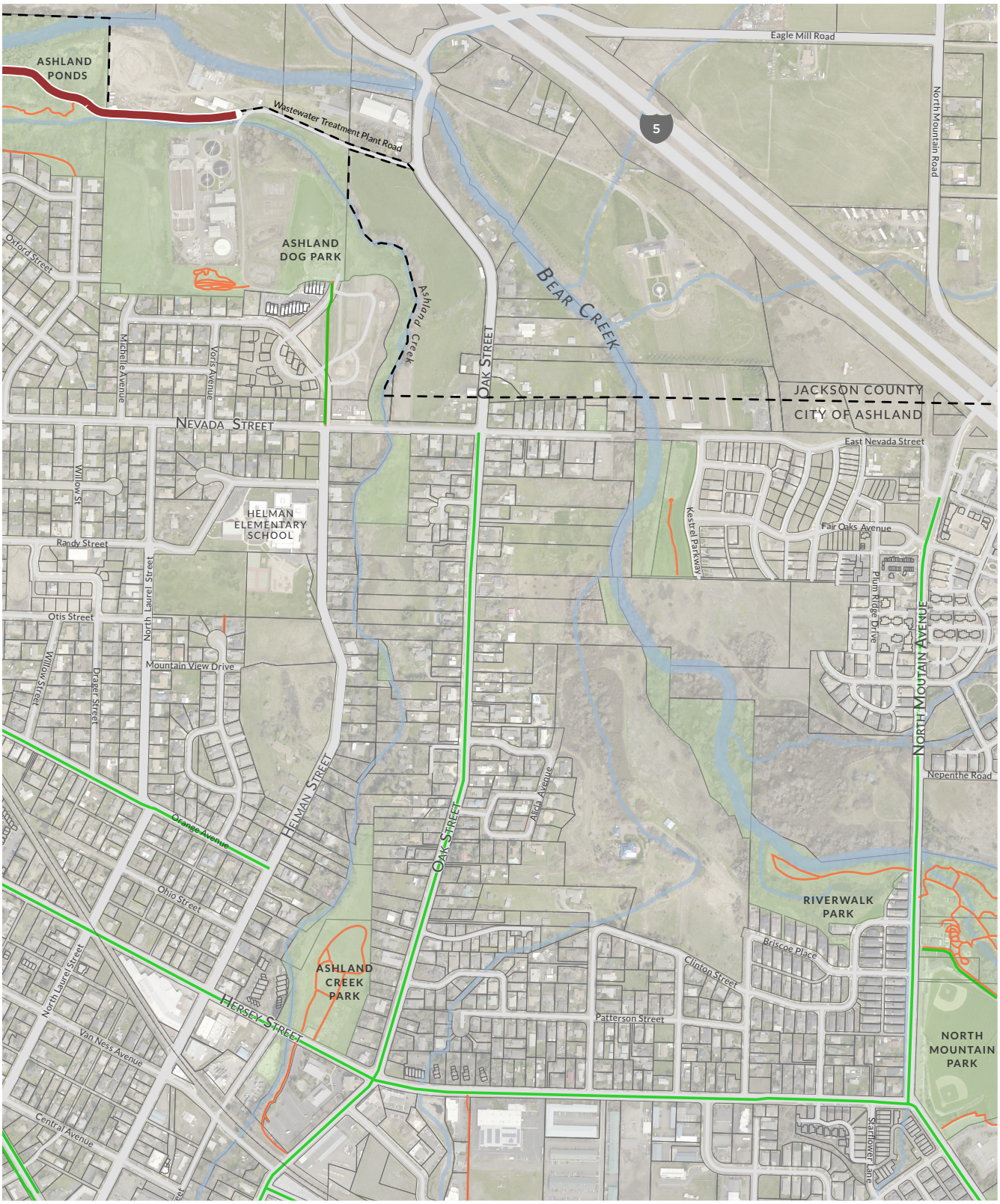
Bear Creek and Ashland Creek both require a 50-foot setback from top of bank, while the other named waterways within the study area require a 30-foot setback from the stream centerline.

Bear Creek is surrounded by a designated Floodway and 100-year floodplain along both sides of its bank. Furthermore, wetlands have been identified in the southwest portion of the study area, in the area where Bear Creek meets North Mountain Avenue. These wetlands, which are classified as Locally Significant by the City of Ashland, require a 50- foot development buffer.

Potential Geotechnical Concerns

The Oregon Department of Geology and Mineral Industries (DOGAMI) provides Landslide Deposit Inventory maps and data that illustrate the locations of identified scarps, landslide deposits and associated features throughout Oregon (Map 9). The presence of historic landslide deposits does not guarantee that there will be construction challenges but in many cases, trail construction that requires cut or fill into steep slopes may be more complex and expensive when work is performed within less stable landslide deposit areas. At a minimum, a qualified geotechnical investigation is warranted.

North Mountain Park, looking east



Bear Creek Greenway Extension

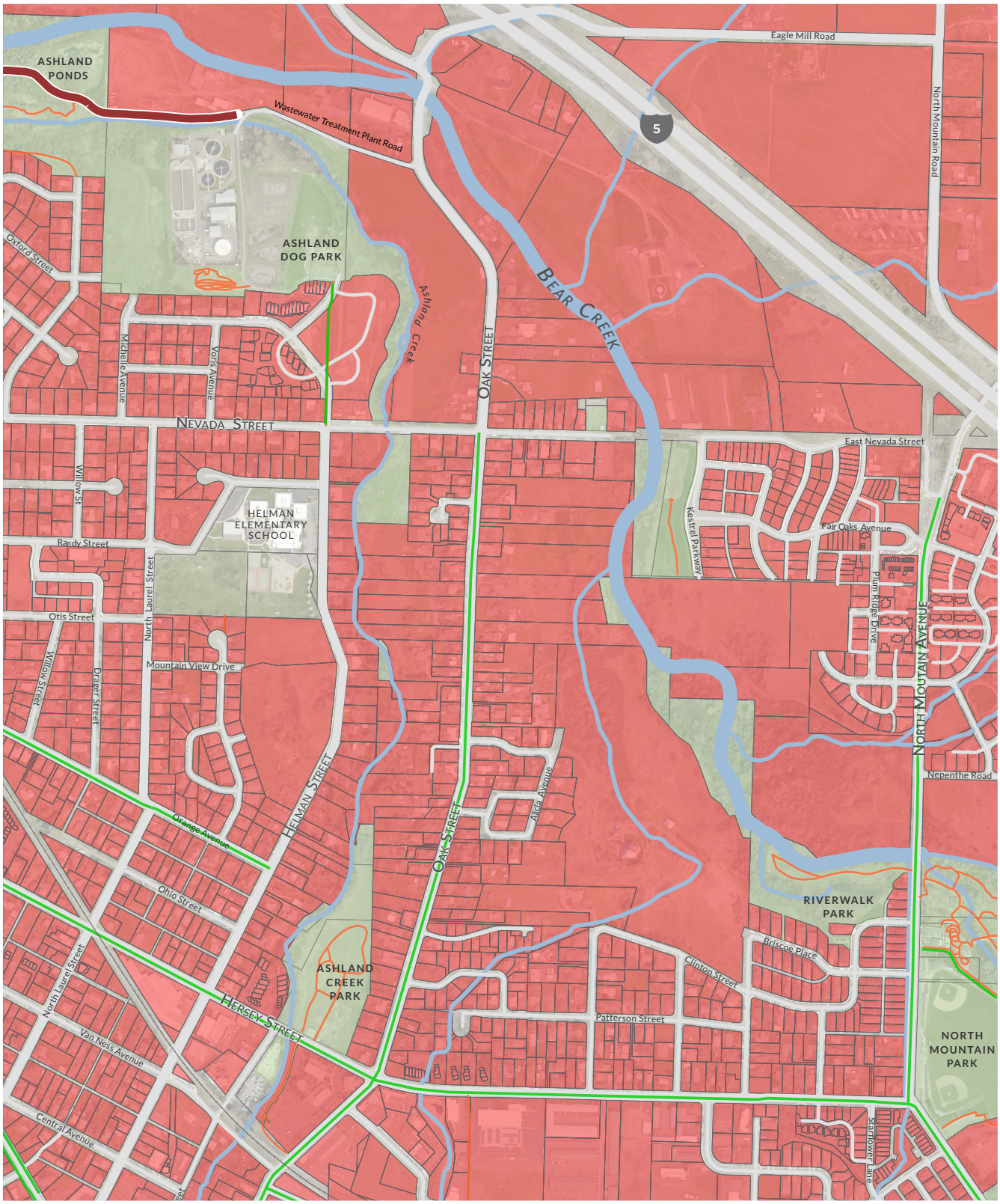
Map 6. Study Area

LEGEND

- Existing Bear Creek Greenway
- Existing Bike Route
- Existing Trail
- City Boundary
- Tax Lots
- Parks
- Streams

Feet
0 250 500

Data provided by City of Ashland, 2017
Map prepared by Alta Planning + Design, 2018



Bear Creek Greenway Extension

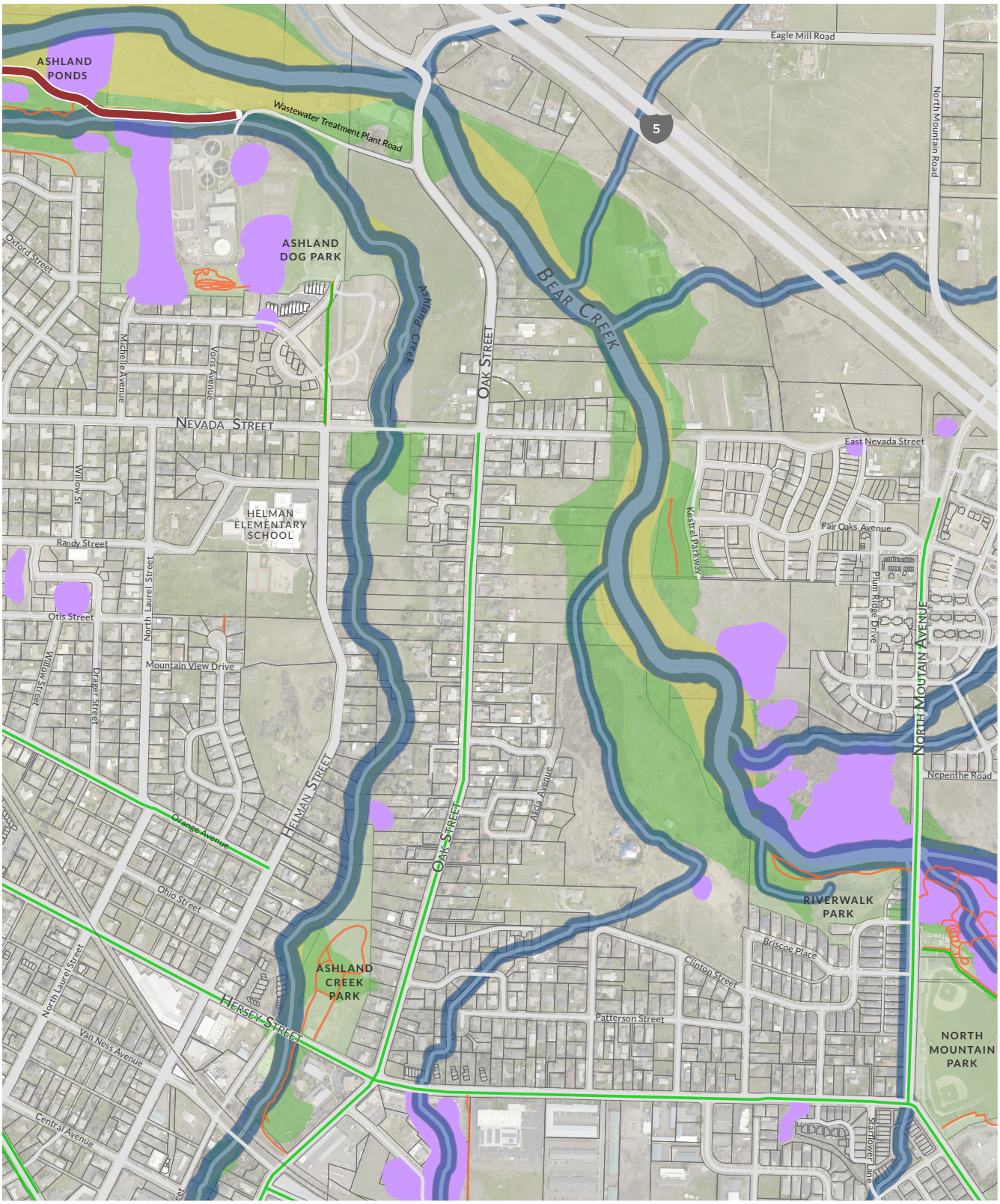
Map 7. Private Property Ownership

LEGEND

- Privately Owned Parcels
- Existing Bear Creek Greenway
- Existing Bike Route
- Existing Trail
- Tax Lots
- Parks
- Streams

0 250 500 Feet

Data provided by City of Ashland, 2017
Map prepared by Alta Planning + Design, 2018



BEAR CREEK GREENWAY EXTENSION

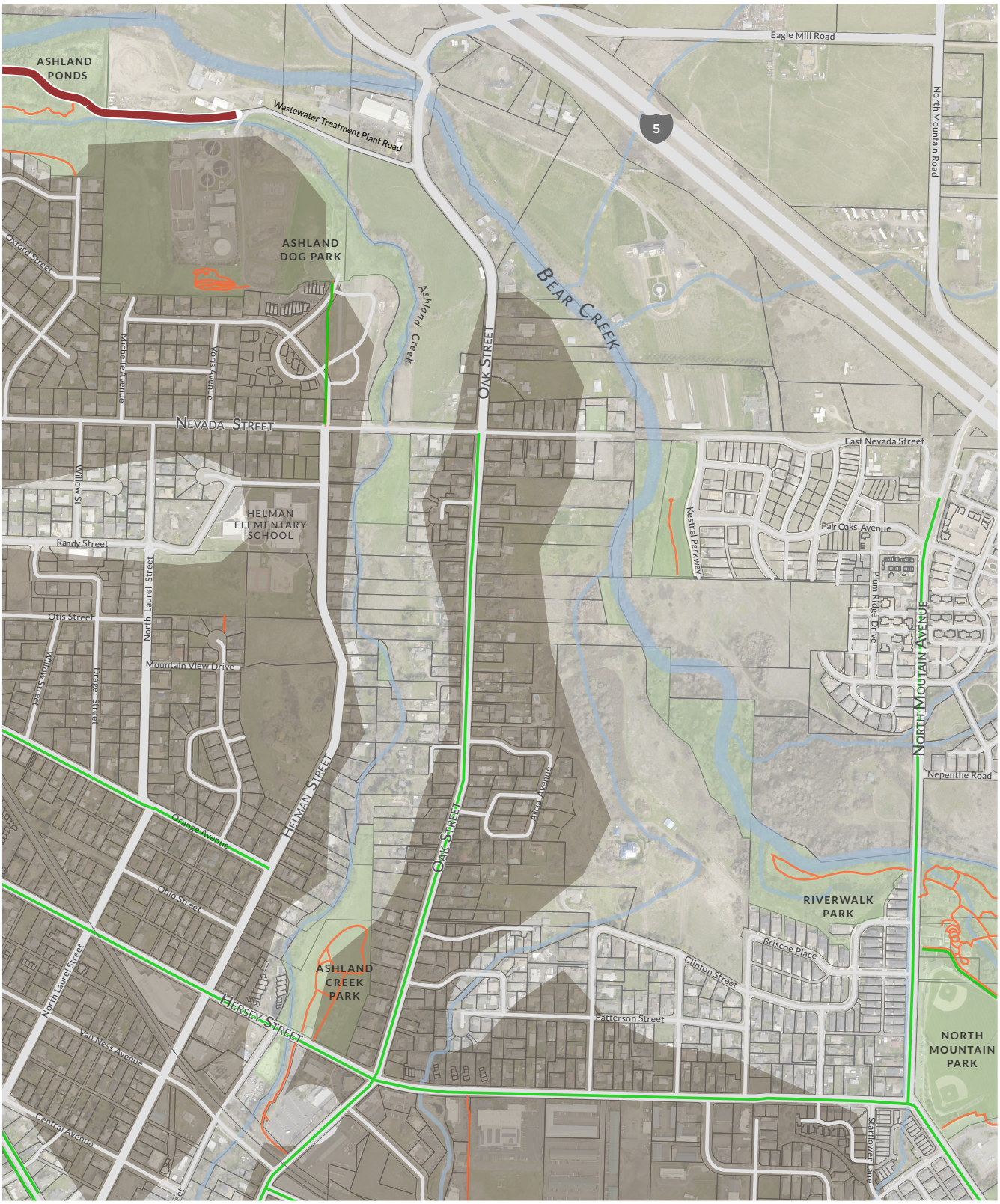
Map 8. Environmental Factors

LEGEND

- Existing Bear Creek Greenway
- Existing Bike Route
- Existing Trail
- Wetlands
- Floodway
- Tax Lots
- Parks
- Streams
- 100-Year Floodplain
- Stream Protection Zone

Feet
0 250 500

Data provided by City of Ashland, 2017
Map prepared by Alta Planning + Design, 2018



Bear Creek Greenway Extension

Map 9. Geotechnical Factors

LEGEND

- Landslide Deposits
- Existing Bear Creek Greenway
- Existing Bike Route
- Existing Trail
- Tax Lots
- Parks
- Streams

Feet
0 250 500

Data provided by City of Ashland, 2017
Map prepared by Alta Planning + Design, 2018

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Opportunities & Constraints

Based on an analysis of the study area, the project team mapped several potential alignment corridors and identified associated opportunities and constraints.

Opportunities include close proximity to Bear Creek and Ashland Creek, connectivity from residential areas and existing bicycle and trail facilities to the trail corridor, high quality views, and recent land acquisitions that support implementation of the Bear Creek Greenway extension.

The most immediate constraints to trail feasibility relate to environmental factors and private property impacts. The floodways, riparian protection zones and wetlands are a major consideration for the trail alignment. The project team avoided these areas as much as possible when delineating the potential routes. Where there are potential impacts, it is generally because of adjacent private property constraints.

Other constraints include major road crossings, required stream crossings, landslide deposit areas, and the on-street segments associated with some of the alignments (due to the absence of feasible off-street options).

Key Planning Considerations

Key considerations for planning the specific trail alignment included:

- Minimizing private property impacts while establishing the most direct route
- Minimizing environmental impacts while still creating a scenic experience in close proximity to Bear Creek for trail users
- Minimizing high costs associated with elements such as bridges and stream crossings
- Taking advantage of existing on-street facilities while providing an enjoyable experience for trail users that feels connected to the creek

From Wastewater Treatment Plant Road, looking north


Nevada Street, looking north


Bear Creek - Kitchen Creek confluence area, looking northwest

Bear Creek Greenway Extension

Map 10. Opportunities & Constraints

LEGEND

- Alignment Alternatives
- Existing Bear Creek Greenway
- Existing Bike Route
- Existing Trail
- Tax Lots
- Parks
- Streams

0 250 500 Feet

Data provided by City of Ashland, 2017
Map prepared by Alta Planning + Design, 2018

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IV.

ALIGNMENT ALTERNATIVES EVALUATION

ALIGNMENT ALTERNATIVES EVALUATION - OVERVIEW

Evaluation

The project team completed a series of analytical steps to determine a recommended trail alignment for the Bear Creek Greenway between Ashland Dog Park and North Mountain Park. These included site analysis, delineation of multiple alignment alternatives, and the evaluation of those alternatives based on the evaluation criteria developed in collaboration with the City of Ashland Parks and Recreation staff.

Delineation of Alignment Alternatives

The project team selected three alignment alternatives for evaluation. Project goals developed in coordination with City staff and project stakeholders guided the selection. These goals included:

HIGHEST PRIORITY

- Foster connectivity; create a high quality user experience; avoid Bear Creek floodway; maximize user safety and security; minimize conflicts with automobiles

MEDIUM PRIORITY

- Minimize property acquisition; minimize impacts within stream and wetland protection zones

LOW PRIORITY

- Avoid floodplain

Alignment Segments

To support the evaluation of alignment alternatives, the project team divided alignments into segments based on major differences in surrounding conditions, path junctions, and potential cross over points between alignment alternatives. This allowed final recommended alignments to potentially include a combination of segments from multiple alignment alternatives (Map 2).

Secondary Routes

In addition to the core alignment alternatives, the project team identified one or more secondary routes for each alignment alternative, and considered these routes for inclusion in the alignment recommendations.

Evaluation Criteria

The project team and City of Ashland Parks and Recreation Staff developed the following evaluation criteria, applied with the same ranked priorities used to delineate the alignment alternatives:

OVERALL QUALITY

- Creates Greenway Experience: a family-friendly separated path experience with a strong connection to natural vegetation, waterways, and nature experiences
- Connects Trails and Parks, such as existing bicycle facilities, hard and soft trails, public parks, and civic plazas
- Directness of Route, which is a comparison between the alignment alternatives

SAFETY

- Minimizes Crime Risk, based on Crime Prevention Through Environmental Design (CPTED) principles such as avoiding isolating path users, maximizing "eyes on the trail", and maintaining clear lines of sight
- Minimizes Vehicle Conflict Risk by ensuring that roadway crossings, side-paths, and on-street facility segments can be designed to the highest safety standards

ENVIRONMENTAL

- Avoids Floodway
- Avoids Stream & Wetland Protection Zones
- Avoids 100-year floodplain, as defined by the Federal Emergency Management Agency

HIGH-COST ITEMS

- Avoids Private Property Impacts and the need for land and easement acquisition
- Avoids High Cost Elements such as bridges, major intersection improvements at trail crossings, major environmental permitting and mitigation costs, and existing bridge retrofits

Alignment Recommendations

Recommendations fall into one of several categories including a recommended interim, short-term, and permanent alignment. Some alignment alternatives may be recommended for a potential future path.

INTERIM ALIGNMENT

An interim alignment takes advantage of existing conditions and creates a path for users as soon as possible. This alignment does not necessarily meet project aims, but fosters short-lived access and use.

SHORT-TERM ALIGNMENT

If funding or other factors delay implementation of the permanent alignment, a short-term alignment will generally be less expensive and easier to implement, even if it lacks the overall quality expected for the permanent alignment.

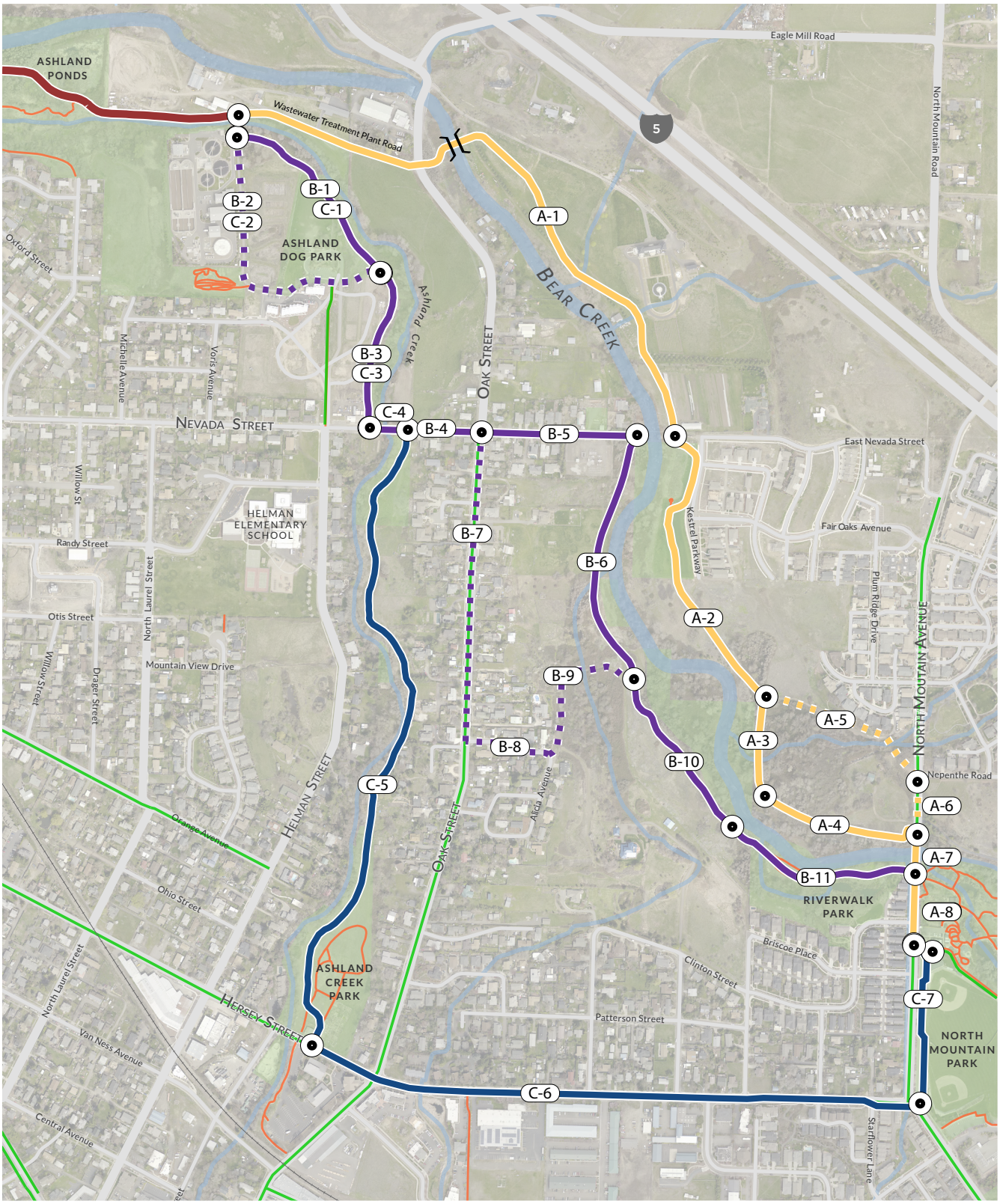
PERMANENT ALIGNMENT

This alignment best meets the project's goals and values and is the recommended long-term, permanent alignment for the Bear Creek Greenway.

POTENTIAL FUTURE PATH (NOT MAPPED)

If an alignment alternative was not recommended for the permanent or interim alignments, it may nevertheless be worthy of future consideration or fall within the scope of a separate trail planning effort. When an alignment is recommended as an optional future path, this implies that no fatal flaws were identified during the alternatives evaluation.

ALIGNMENT ALTERNATIVES EVALUATION - OVERVIEW



BEAR CREEK GREENWAY EXTENSION

Map 11. Alignment Alternatives

LEGEND

- Alignment A
- Secondary Route
- Alignment B
- Secondary Route
- Alignment C
- Secondary Route
- A-1 Segment
- Segment Endpoint

Feet
0 250 500

Data provided by City of Ashland, 2017
Map prepared by Alta Planning + Design, 2018

ALIGNMENT ALTERNATIVES EVALUATION - A

ALIGNMENT DESCRIPTION

Alignment A (1.27 miles) travels east on Wastewater Treatment Plant Road, crosses Oak Street and Bear Creek before running along the bank of the creek southeast to East Nevada Street. After crossing East Nevada Street, the trail travels south adjacent to Kestrel Parkway to the Bear Creek / Kitchen Creek confluence. The trail crosses Kitchen Creek and turns east to follow Bear Creek to North Mountain Avenue. A short on-street segment connects the trail to North Mountain Park to the south (Map 12).

A secondary route travels east before reaching Kitchen Creek, to connect to North Mountain Avenue farther north and avoids the floodplain area.

EVALUATION SUMMARY

Alignment Alternative A is the most direct alignment and has the highest potential to provide a "greenway" experience along Bear Creek. Except for required at-grade crossings at Oak Street and North Mountain Avenue, this alignment minimizes or eliminates the risk of conflict with automobiles. With the exception of a required bridge over Bear Creek east of Wastewater Treatment Plant Road, Alignment A completely avoids the Bear Creek floodway although there are some unavoidable stream and wetland protection zone impacts.

One of the most significant impacts is within segment A-1 where the path would pass through private property and encounter an existing structure. Figure 1 on page 35 demonstrates the nature of that constraint in a detailed cross section.

Table 3 summarizes the results of the evaluation of Alignment A based on the evaluation criteria.

DESIGN ASSUMPTIONS

- Intersection safety improvements for at-grade crossings at Oak Street and Wastewater Treatment Plant Road and on North Mountain Avenue between Nepenthe Road and North Mountain Park
- New bicycle/pedestrian bridge over Bear Creek
- Stream and wetland permitting and mitigation
- Boardwalk within the Bear Creek / Kitchen Creek confluence area
- May require bridges to cross Kitchen Creek for both primary and secondary routes
- May require bridge retrofit on North Mountain Avenue
- Optional bridges at East Nevada Street and within the Bear Creek / Kitchen Creek confluence area are not considered within this evaluation

OPPORTUNITIES

- Provides high quality greenway experience
- Most direct route between Ashland Dog Park and North Mountain Park
- Optional bridges at East Nevada Street and within the Bear Creek / Kitchen Creek confluence area would provide a high level of access to the trail from local residential neighborhoods and connect to Riverwalk Park and the recently acquired Mace Property

CONSTRAINTS

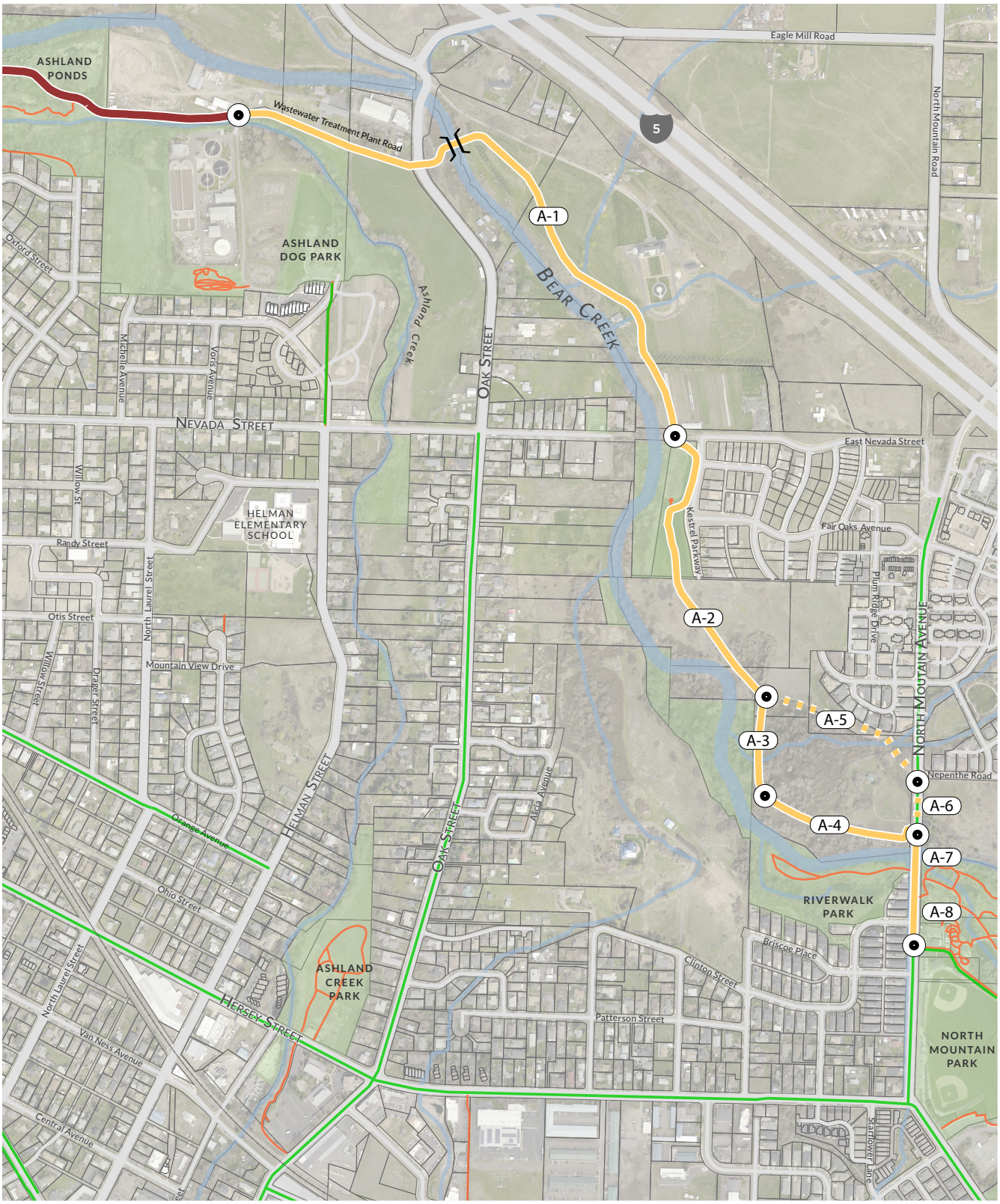
- Potentially challenging at-grade road crossing of Oak Street at Wastewater Treatment Plant Road
- Requires crossing Bear Creek twice, with a new bridge east of Wastewater Treatment Plant Road and a bridge retrofit on North Mountain Avenue
- Stream and wetland permitting and mitigation required, specially within the Bear Creek / Kitchen Creek confluence area
- Private property including an existing structure conflict with the path alignment

TABLE 3. EVALUATION CRITERIA & PRIORITY RANKING - ALIGNMENT A

	OVERALL QUALITY			SAFETY		ENVIRONMENTAL			HIGH COST ITEMS (PROPERTY, BRIDGES, STRUCTURES)		
ID	GREENWAY EXPERIENCE	CONNECTS TRAILS + PARKS	DIRECTNESS OF ROUTE	CRIME RISK	VEHICLE CONFLICT RISK	AVOIDS FLOODWAY	STREAM + WETLAND PROTECTION	AVOIDS 100-YR FLOOD-PLAIN	AVOIDS PRIVATE PROPERTY	AVOIDS HIGH COST ELEMENTS	OVERALL EVALUATION
A-1	◕	◕	●	◕	◕	◕	◕	◔	◔	◑	◕
A-2	◕	●	●	●	◕	●	◕	◔	◑	●	●
A-3	●	◕	●	◑	●	●	◔	◔	◑	●	●
A-4	●	◕	●	◑	●	●	◔	◔	◑	●	●
A-5	◕	◑	●	◕	●	●	◑	●	◑	◕	◕
A-6	◑	◑	●	●	◑	●	●	◕	●	●	◕
A-7	◑	◑	●	●	◑	●	●	◕	●	◑	◕
A-8	◑	◕	●	●	◑	●	●	◕	●	●	◕

KEY: Not Optimal ○ ◔ ◑ ◕ ● Optimal

ALIGNMENT ALTERNATIVES EVALUATION - A



BEAR CREEK GREENWAY EXTENSION

Map 12. Alignment Alternative A

LEGEND

- Alignment A
- Secondary Route
- Pedestrian/Bicycle Bridge
- Existing Bear Creek Greenway
- Existing Bike Route
- A-1 Segment
- Segment Endpoint
- Tax Lots
- Parks
- Streams

Feet
0 250 500

Data provided by City of Ashland, 2017
Map prepared by Alta Planning + Design, 2018

ALIGNMENT ALTERNATIVES EVALUATION - A

IMPORTANT CONSIDERATIONS

One of the key constraints Alignment A faces is a long stretch of private property within segment A-1 along the east side of Bear Creek. The alignment would have to pass between an existing structure and the access driveway, which would require careful coordination and support from the property owner.

Figure 1 illustrates the relationship of the existing structure to the floodway. A 50-foot buffer is proposed between the trail and the structure, placing it mid-way between the access driveway and structure.

TABLE 4. COST ESTIMATE SUMMARY - ALIGNMENT A

Segment Name	Notes	Miles	Fully Burdened Cost
ALIGNMENT A			
SEPARATED TRAIL	East side of Bear Creek	0.19	$1,830,000
ON-STREET TREATMENTS	North Mountain Ave	0.58	$358,000
BIKE-PED BRIDGE	East of Wastewater Treatment Plant Road and Oak Street	0.02	$350,000
TOTAL		0.78	$2,538,000

Note: This planning level cost estimate is intended to guide the selection of an alignment alternative. The estimate is limited to construction of the Bear Creek Greenway extension and does not include property acquisition costs, environmental mitigation costs, bridge costs, or specialized studies such as a geotechnical investigation. The cost estimate is provided in current dollars for 2018.

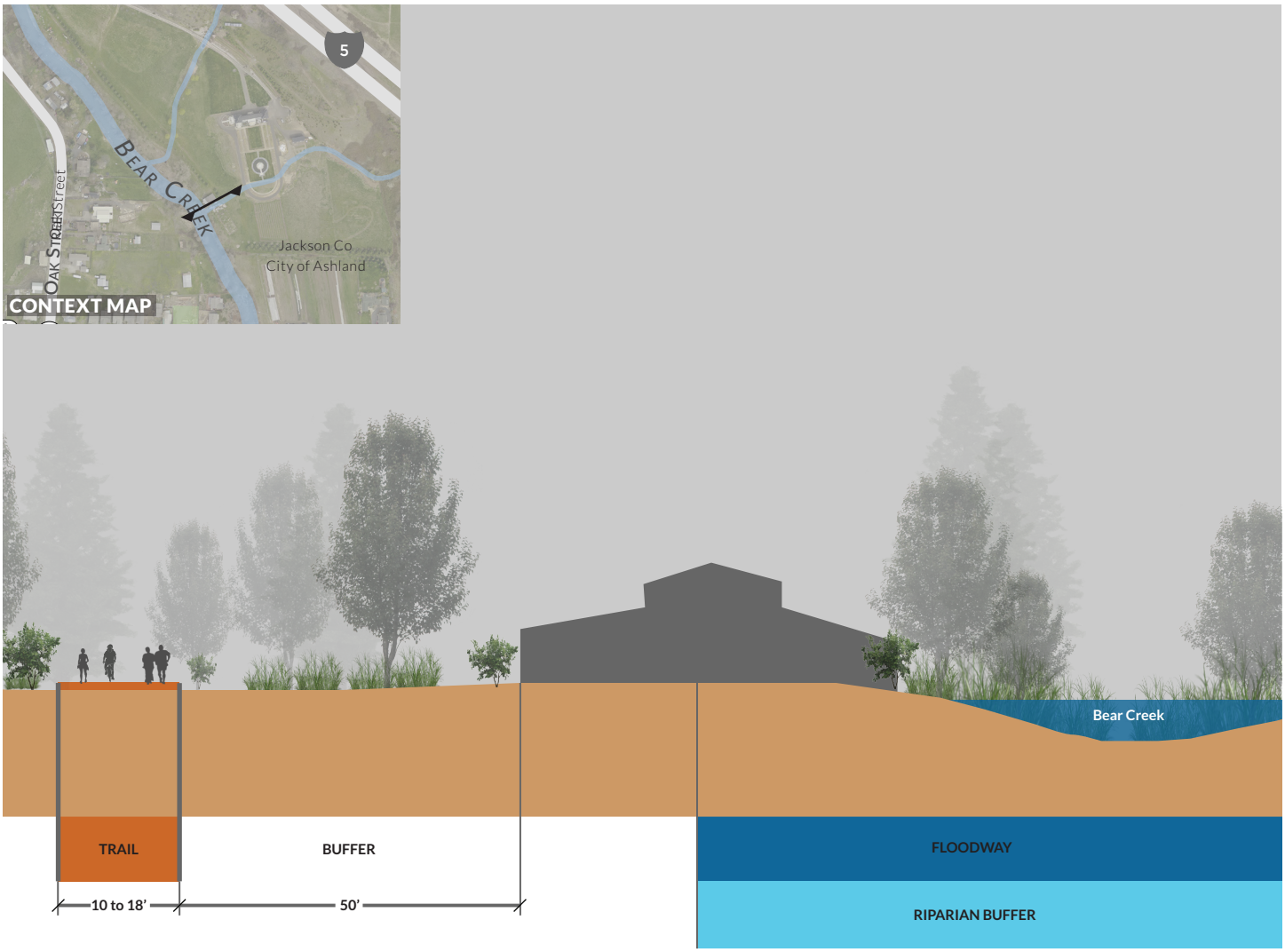


Figure 1. Trail jog required at Mazor Stanley Trustee Property, looking southeast

ALIGNMENT ALTERNATIVES EVALUATION - A

Kestrel Property conservation area , looking south

Wastewater Treatment Plant Road, looking east

Bear Creek and Kitchen Creek confluence area floodplain

ALIGNMENT ALTERNATIVES EVALUATION - B

ALIGNMENT DESCRIPTION

Alignment B (1.30 miles) begins by crossing Ashland Creek at an existing bridge at the northeast corner of the wastewater treatment plant property. The trail then follows the south bank of Ashland Creek to East Nevada Street, and runs east along East Nevada Street until the road's juncture with Bear Creek. The trail follows Bear Creek southeast along its south bank to North Mountain Avenue. A short on-street segment connects the trail to North Mountain Park to the south.

Secondary route options include 1) using an existing path corridor along the eastern edge of the wastewater treatment plant property and 2) turning south on Oak Street and using existing infrastructure on Oak Street and Sleepy Hollow Street to connect to Bear Creek farther southeast than the primary Alignment B option.

EVALUATION SUMMARY

Alignment B best utilizes existing assets and investments to extend the Bear Creek Greenway to North Mountain Park. This alignment is the most suitable for avoiding private property impacts, the floodway, and high cost elements. Path segments south of Nevada Street provide a rich greenway experience while minimizing crime risk associated with isolated, hidden places.

Figure 2 on (pg. 40) depicts a potential cross-section for a Nevada Street segment of the Greenway.

Table 5 summarizes the results of the evaluation of Alignment B based on the evaluation criteria.

DESIGN ASSUMPTIONS

- Core alignment along Nevada Street requires a combination of intersection treatments, roadway signs and markings
- Requires new bicycle/pedestrian bridge over Bear Creek
- Requires floodplain and wetland impacts
- May require boardwalk within the Kitchen Creek/Bear Creek floodplain confluence area
- Alternative segment requires crossing over Kitchen Creek near North Mountain Road

OPPORTUNITIES

- Intimate connection to Bear Creek
- Provides high quality greenway experience
- Takes advantage of recent property acquisitions

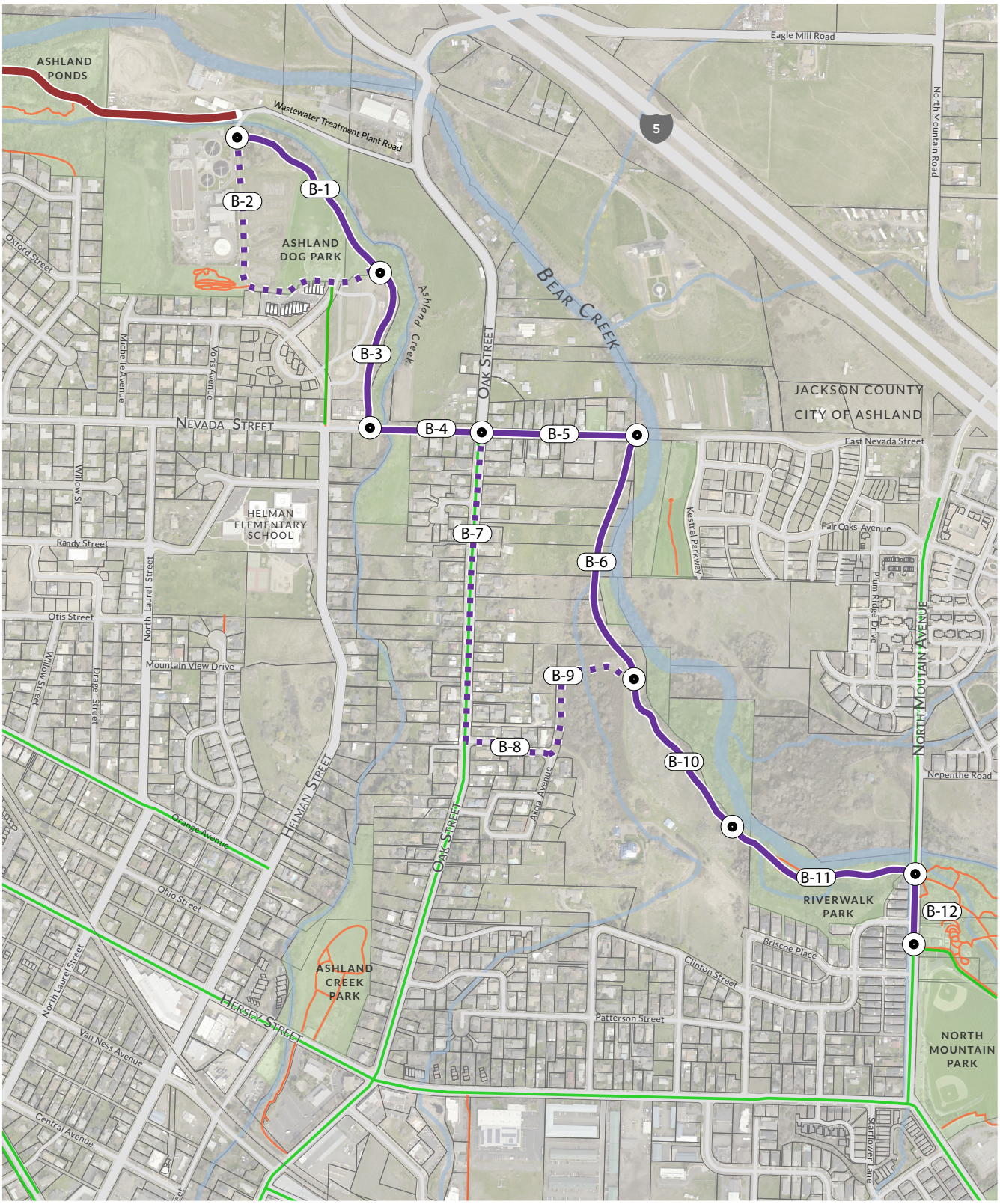
CONSTRAINTS

- Imposes private property impacts
- Landslide deposits complicate cut/fill between Sleepy Hollow Street and Bear Creek
- Poses most environmental crime risk when trail is not in high use

TABLE 5. EVALUATION CRITERIA & PRIORITY RANKING - ALIGNMENT B

	OVERALL QUALITY			SAFETY		ENVIRONMENTAL			HIGH COST ITEMS (PROPERTY, BRIDGES, STRUCTURES)		
ID	GREENWAY EXPERIENCE	CONNECTS TRAILS + PARKS	DIRECTNESS OF ROUTE	CRIME RISK	VEHICLE CONFLICT RISK	AVOIDS FLOODWAY	STREAM + WETLAND PROTECTION	AVOIDS 100-YR FLOOD PLAIN	AVOIDS PRIVATE PROPERTY	AVOIDS HIGH COST ELEMENTS	OVERALL EVALUATION
B-1	●	◕	◕	◕	●	●	●	●	●	●	◕
B-2	◔	◑	◕	●	●	●	◕	●	●	●	◑
B-3	◑	◔	◕	●	●	●	●	●	●	●	◕
B-4	◔	◑	◕	●	◔	●	●	●	●	●	◑
B-5	◔	◑	◕	●	◔	●	●	●	●	●	◑
B-6	●	●	◕	◕	●	●	◕	◔	◔	●	◕
B-7	◔	◕	◕	●	◔	●	●	●	●	●	◑
B-8	◑	◕	◕	●	◔	●	●	●	●	●	◑
B-9	●	◕	◕	◕	●	●	◕	◑	●	◑	◕
B-10	●	◕	◕	◕	●	●	●	◔	●	●	●
B-11	●	◕	◕	◕	●	◕	◑	◑	●	◕	●
B-12	◔	◕	◕	●	◔	●	●	●	●	●	◕

KEY: Not Optimal ← ○ ◔ ◑ ◕ ● → Optimal



Bear Creek Greenway Extension

Map 13. Alignment Alternative B

LEGEND

- Alignment B
- Secondary Route
- Existing Bear Creek Greenway
- Existing Bike Route
- Existing Trail
- B-1 Segment
- Segment Endpoint
- Tax Lots
- Parks
- Streams

Feet
0 250 500

Data provided by City of Ashland, 2017
Map prepared by Alta Planning + Design, 2018

IMPORTANT CONSIDERATIONS

One of the most significant constraints for Alignment B is the need to use Nevada Street and potentially Oak Street for portions of the alignment. The disadvantages of this alignment segment include increased risk for conflict between pedestrians, bicyclists, and automobiles, and the fact that a path alignment along a roadway lacks the "greenway" experience that other alignments offer such as proximity to waterways and natural vegetation.

While acknowledging those constraints, there are a range of design interventions that can allow an alignment segment along Nevada Street to provide a safe and attractive option for both Bear Creek Greenway and roadway users. Figure 2 shows a potential cross-section that includes the existing sidewalk, parking on the south side of Nevada Street, bi-directional motor vehicle lanes, and a separated trail.

TABLE 6. COST ESTIMATE SUMMARY - ALIGNMENT B

Segment Name	Notes	Miles	Fully Burdened Cost
ALIGNMENT B			
SEPARATED TRAIL	West side of Bear Creek	0.50	$1,338,000
SIDE PATH/WIDEN SIDEWALK	Nevada St	0.15	$463,000
ON-STREET TREATMENTS	Oak Street	0.12	$185,000
TOTAL		0.77	$1,986,000

Note: This planning level cost estimate is intended to guide the selection of an alignment alternative. The estimate is limited to construction of the Bear Creek Greenway extension and does not include property acquisition costs, environmental mitigation costs, bridge costs, or specialized studies such as a geotechnical investigation. The cost estimate is provided in current dollars for 2018.

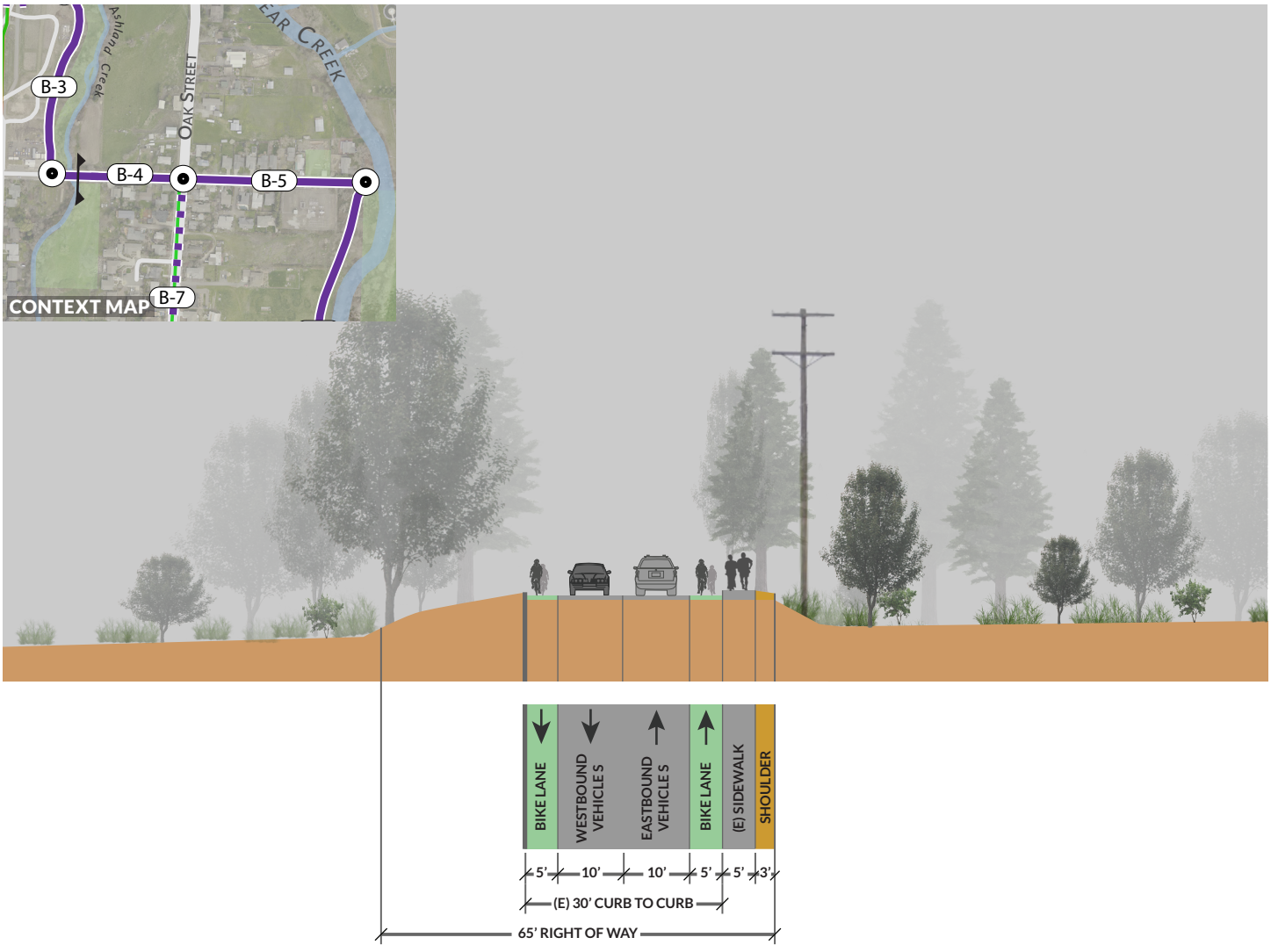


Figure 2. Proposed cross-section for West Nevada Street at Briggs Lane, looking east

East Nevada Street at Ashland Creek, looking east

East Nevada Street at Electric Sub Station, looking west

Riverwalk Park west of North Mountain Avenue, looking west

ALIGNMENT ALTERNATIVES EVALUATION - C

SUMMARY DESCRIPTION

Alignment C (1.78 miles) begins by crossing Ashland Creek at an existing bridge at the northeast corner of the wastewater treatment plant property. The trail then follows the south bank of Ashland Creek to East Nevada Street, crosses East Nevada Street and runs south along the east bank of Ashland Creek and through Ashland Creek Park to East Hersey Street. From this juncture the trail will consist of on-street segments heading east on East Hersey Street and north on North Mountain Avenue to reach North Mountain Park.

A secondary route option would utilize an existing path corridor along the eastern edge of the wastewater treatment plant property.

EVALUATION SUMMARY

Alignment Alternative C brings the Bear Creek Greenway closer to Downtown Ashland than the other routes, at the cost of increased distance between the Ashland Dog Park and North Mountain Park.

Although the riparian corridor along Ashland Creek offers little connectivity with surrounding land uses or infrastructure, this alignment substantially avoids the floodway, stream and wetland protection zones, and 100-year floodplain encroachment.

The alignment also minimizes private property impacts and other high cost elements. The only exception is Segment C-5, where the alignment would require cooperation with several property owners and conflicts with an existing residential structure.

The final half-mile of this alignment follows East Hersey Street and would require facility enhancements beyond the existing bike lanes and sidewalks to make this route viable for families and users of all ages and abilities.

One of the most significant constraints for Alignment C occurs along the east bank of Ashland Creek where residential structures were built at the edge of the floodway. Figure 3 (pg. 44) demonstrates the nature of that constraint.

Table 7 summarizes the results of the evaluation of Alignment C based on the evaluation criteria.

DESIGN ASSUMPTIONS

- Alignment conflict with existing residential structure along Ashland Creek must be addressed
- Thoughtful design coordination where alignment passes through Ashland Creek Park
- Traffic calming, bike facility enhancements, signs, and pavement markings required on Nevada Street, Hersey Avenue and North Mountain Avenue
- Widen existing sidewalks at North Mountain Park ball field parking area from East Hersey Avenue to the north

OPPORTUNITIES

- Offers intimate connection to Ashland Creek
- Brings Bear Creek Greenway access closer than other options to Downtown Ashland
- Avoids floodway, stream and wetland protection zones, and floodplain impacts

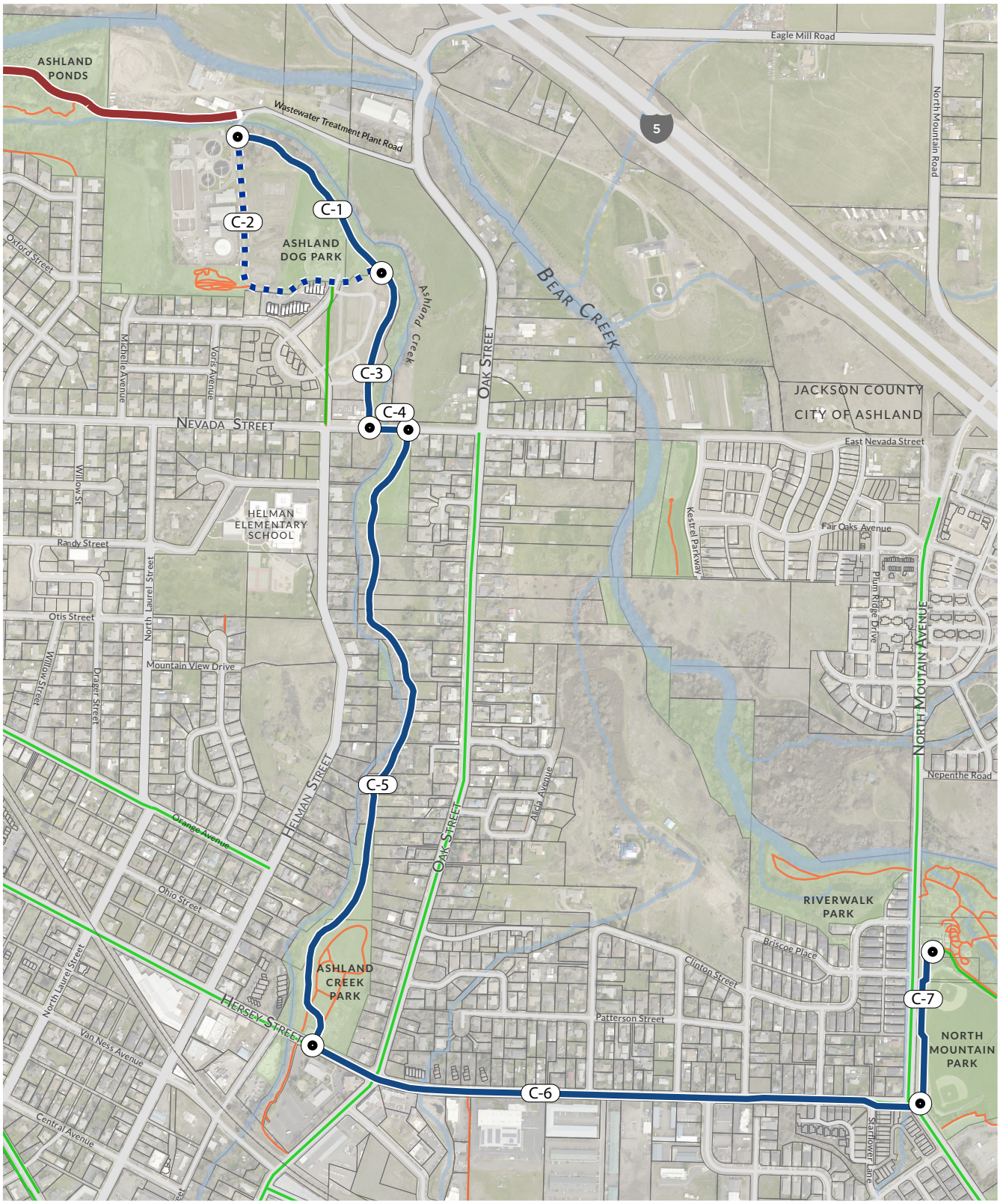
CONSTRAINTS

- Automobile conflict risks along East Hersey Avenue
- Requires significant on-street experience, deviating from the "greenway" ideal
- No direct connection with Bear Creek
- Requires private property owner approval
- Longest and the least direct route between Ashland Dog Park and North Mountain Park

TABLE 7. EVALUATION CRITERIA & PRIORITY RANKING - ALIGNMENT C

	OVERALL QUALITY			SAFETY		ENVIRONMENTAL			HIGH COST ITEMS (PROPERTY, BRIDGES, STRUCTURES)		
ID	GREENWAY EXPERIENCE	CONNECTS TRAILS + PARKS	DIRECTNESS OF ROUTE	CRIME RISK	VEHICLE CONFLICT RISK	AVOIDS FLOODWAY	STREAM + WETLAND PROTECTION	AVOIDS 100-YR FLOOD PLAIN	AVOIDS PRIVATE PROPERTY	AVOIDS HIGH COST ELEMENTS	OVERALL EVALUATION
C-1	●	◕	◔	◕	●	●	●	●	●	●	◕
C-2	◔	◑	◔	●	●	●	●	●	●	●	◑
C-3	◑	◔	◔	●	●	●	●	●	●	●	◕
C-4	◔	◑	◔	●	◔	●	●	●	●	●	◑
C-5	◕	◕	◔	◑	●	●	◑	◑	○	◔	◑
C-6	○	◕	◔	●	◔	●	●	●	●	◔	◔
C-7	◔	◕	◔	●	◔	●	●	●	●	●	◑

KEY: Not Optimal ← ○ ◔ ◑ ◕ ● → Optimal



Bear Creek Greenway Extension

Map 14. Alignment Alternative C

LEGEND

- Alignment C
- Secondary Route
- Existing Bear Creek Greenway
- Existing Bike Route
- Existing Trail
- C-1 Segment
- Segment Endpoint
- Tax Lots
- Parks
- Streams

Feet
0 250 500

Data provided by City of Ashland, 2017
Map prepared by Alta Planning + Design, 2018

IMPORTANT CONSIDERATIONS

One of the key constraints Alignment C faces is a tight riparian corridor along the east side of Ashland Creek, in which where the Bear Creek Greenway would have to fit between the floodway on the west and private residential properties to the east. A path alignment through this area would require careful coordination and support from property owners.

Figure 3 illustrates the most constrained pinch point along Ashland Creek, where the proposed path would come into close proximity to an existing residential structure. However, if stream protection zone impacts can be mitigated and property owner support can be secured, an alignment along Ashland Creek is feasible. Assuming a future trail extension south of Hersey Street, this alignment would provide an essential connection to Lithia Park and Downtown Ashland.

TABLE 8. COST ESTIMATE SUMMARY - ALIGNMENT C

Segment Name	Notes	Miles	Fully Burdened Cost
ALIGNMENT C			
SEPARATED TRAIL	East side of Bear Creek	0.60	$1,393,000
SIDE PATH/WIDEN SIDEWALK	Nevada St	0.19	$72,000
ON STREET	E Hersey Street	0.19	$557,000
TOTAL		0.98	$2,022,000

Note: This planning level cost estimate is intended to guide the selection of an alignment alternative. The estimate is limited to construction of the Bear Creek Greenway extension and does not include property acquisition costs, environmental mitigation costs, required bridges, or specialized studies such as a geotechnical investigation. The cost estimate is provided in current dollars for 2018.

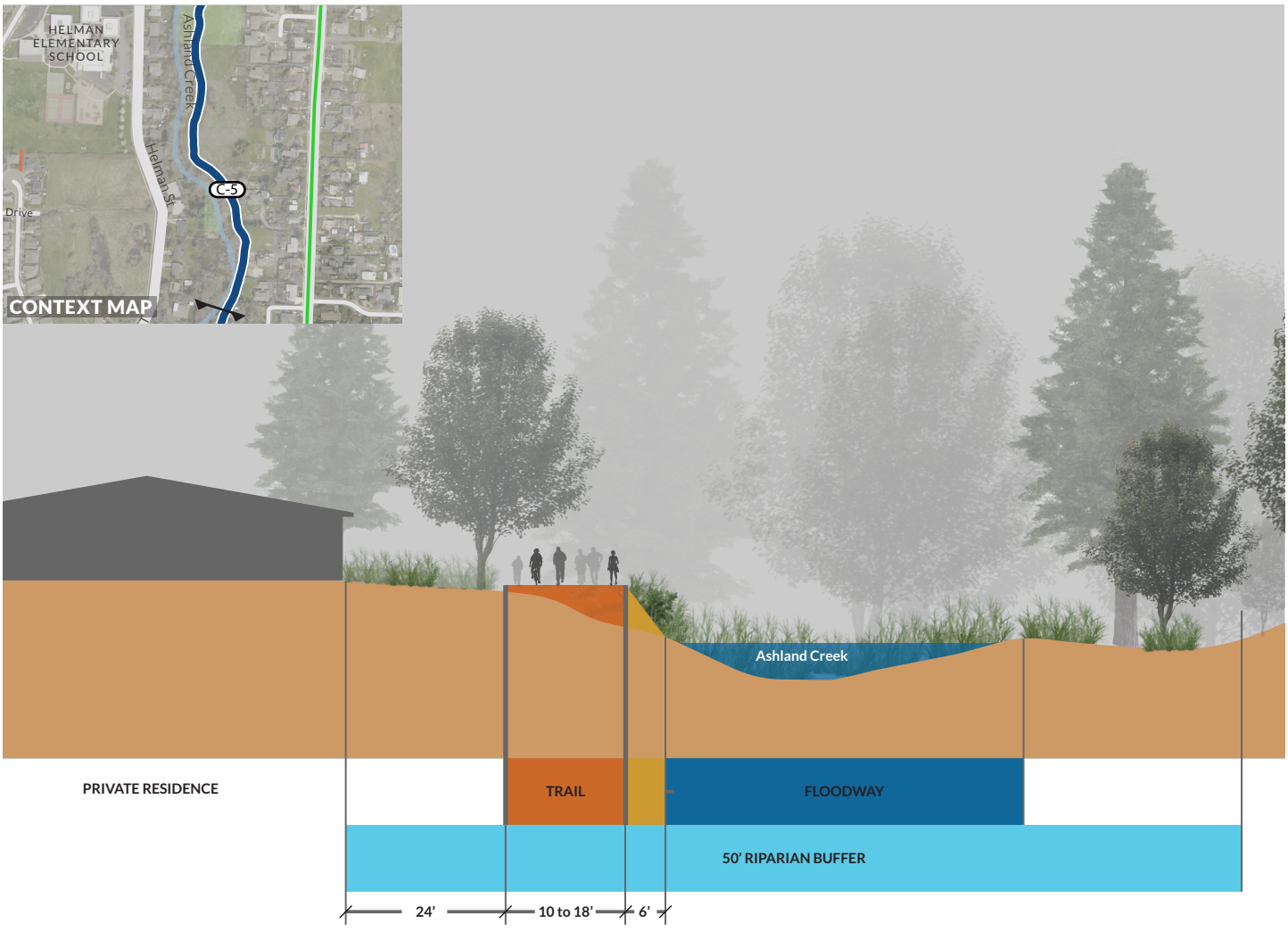


Figure 3. Ashland Creek, looking south

East Nevada Street, looking south along the east side of the Ashland Creek corridor

Ashland Creek Park, looking north

East Hersey Street, looking east

ALIGNMENT RECOMMENDATION

RECOMMENDATIONS

The following recommendations are based on the project team's field investigation, project data review, alignment alternatives evaluation, and stakeholder feedback.

As a potential interim alignment (should fiscal or other constraints complicate implementation efforts of the short-term and permanent alignment recommendation), the project team recommends a variation of Alignment Alternative B (1.51 miles) which follows existing paths near the wastewater treatment plant, continues along Nevada Street and Oak Street, and connects back to the Bear Creek Greenway from Sleepy Hollow Street through the City's recent Mace Property acquisition. This low-cost alignment takes advantage of existing paths and on-street infrastructure.

As resources become available, the project team recommends a short-term alignment that combines elements from Alternatives A and B. This alignment (0.95 miles) will begin the process of constructing the recommended permanent path, while taking advantage of existing infrastructure on Oak Street. The short-term alignment will require two new bridge crossings over Bear Creek (on Nevada Street and directly northwest of Riverwalk Park). These bridge crossings will meet long-term connectivity goals serving the neighborhoods northeast of Bear Creek.

For a permanent extension of the Bear Creek Greenway between the Ashland Dog Park and North Mountain Park, the project team recommends Alignment Alternative A along the east side of Bear Creek (1.27 miles). This alignment provides the highest quality greenway experience for path users and generally follows the most direct route between Ashland Dog Park and North Mountain Park. Alignment A will require a new bridge crossing over Bear Creek east of Wastewater Treatment Plant Road. The two bridge crossings built to serve the short-term alignment will be maintained and provide points of access to the west side of Bear Creek when Alignment A is complete.

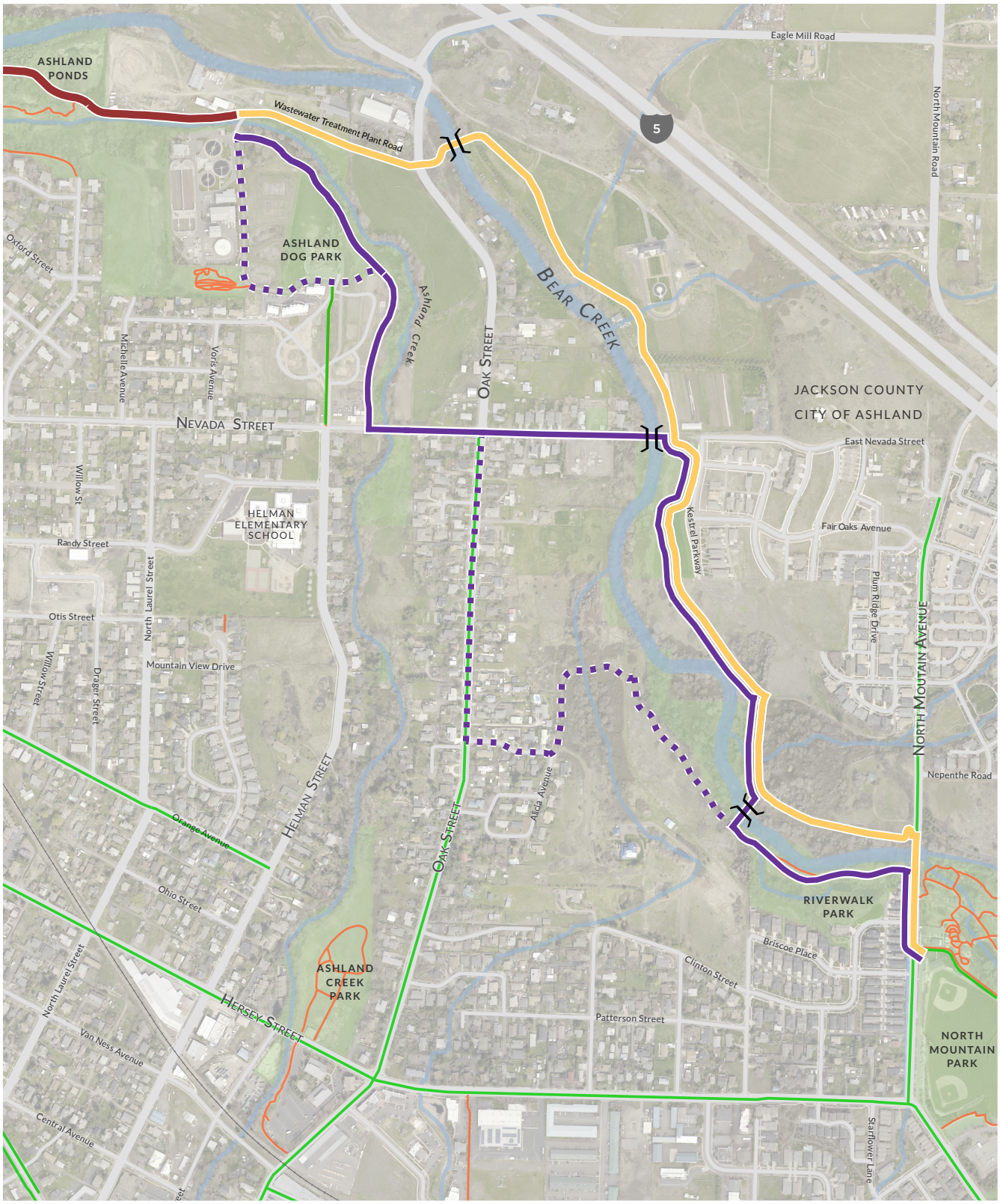
While this Feasibility Study presents a recommended alignment for the Bear Creek Greenway, the project team recommends that the City consider implementing all of the alignment alternatives as funding and community support allow. In particular, Alignment C along Ashland Creek provides a key connection to Lithia Park and Downtown Ashland and should be considered as a potential future path alignment.

TABLE 9. EVALUATION CRITERIA & PRIORITY RANKING OF ALIGNMENTS

	OVERALL QUALITY			SAFETY		ENVIRONMENTAL			HIGH COST ITEMS (PROPERTY, BRIDGES, STRUCTURES)		
ID	GREENWAY EXPERIENCE	CONNECTS TRAILS + PARKS	DIRECTNESS OF ROUTE	CRIME RISK	VEHICLE CONFLICT RISK	AVOIDS FLOODWAY	STREAM + WETLAND PROTECTION	AVOIDS 100-YR FLOOD-PLAIN	AVOIDS PRIVATE PROPERTY	AVOIDS HIGH COST ELEMENTS	OVERALL RECOMMENDATION
B	◑	◕	◕	●	◔	●	◕	◕	●	●	INTERIM ALIGNMENT
A+B	◕	◕	●	◕	◕	●	◑	◕	◕	◑	SHORT-TERM ALIGNMENT
A	●	◕	◕	◕	●	●	◑	◑	◑	◑	PERMANENT ALIGNMENT

KEY: Not Optimal ← ○ ◔ ◑ ◕ ● → Optimal

Riverwalk Park, looking west



Bear Creek Greenway Extension

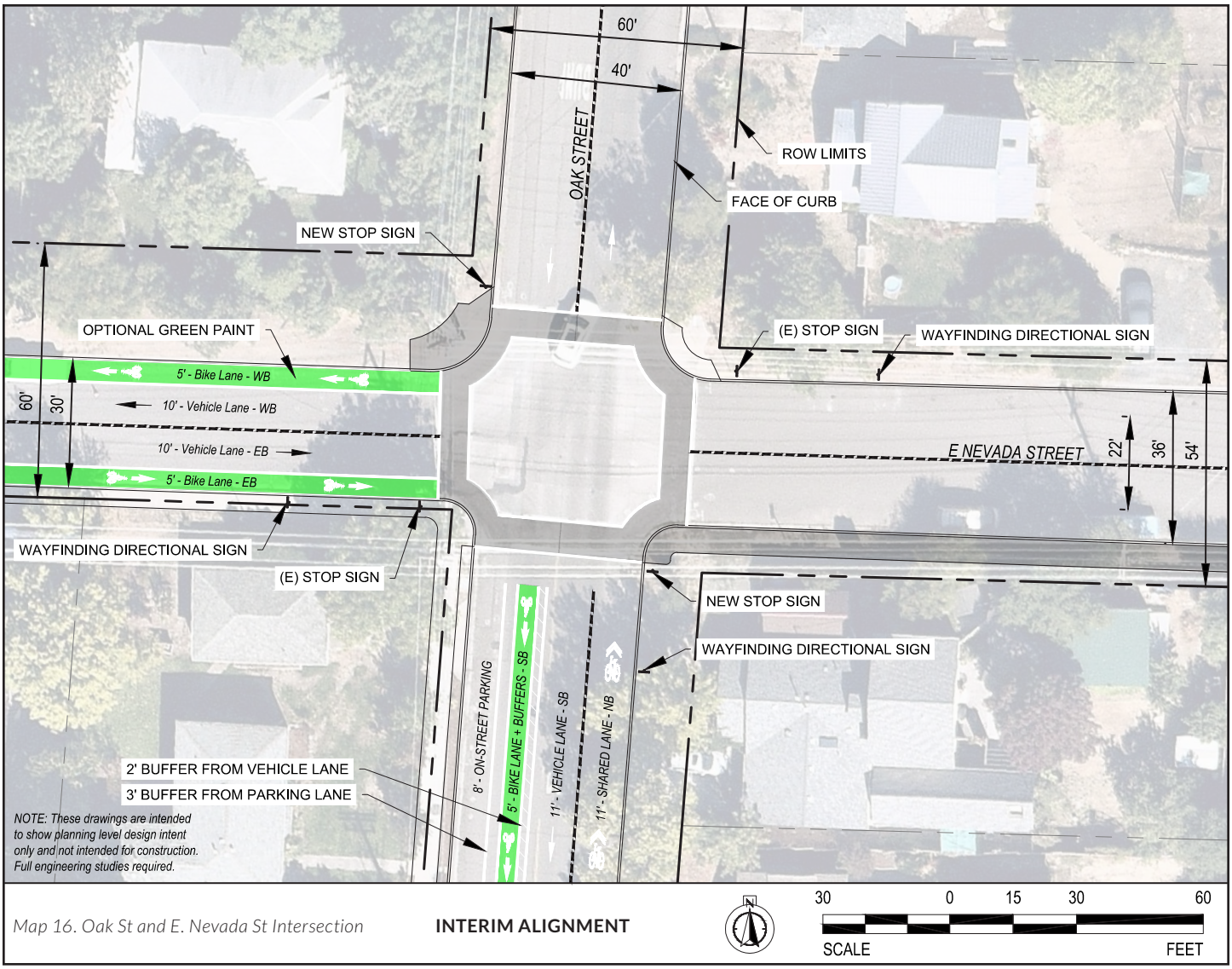
Map 15. Draft Recommended Alignment

LEGEND

- Interim Alignment
- Short-term Alignment
- Permanent Alignment
- Pedestrian/Bicycle Bridge
- Existing Bear Creek Greenway
- Existing Bike Route
- Existing Trail
- Parks
- Streams

0 250 500 Feet

Data provided by City of Ashland, 2017
Map prepared by Alta Planning + Design, 2018



Map 16. Oak St and E. Nevada St Intersection

Context & Summary

The interim alignment follows E Nevada St between Ashland Creek and Oak St. Path users then travel south on Oak St for about 1,500 ft until reaching Sleep Hollow St and connecting to Bear Creek.

EXISTING CONDITIONS

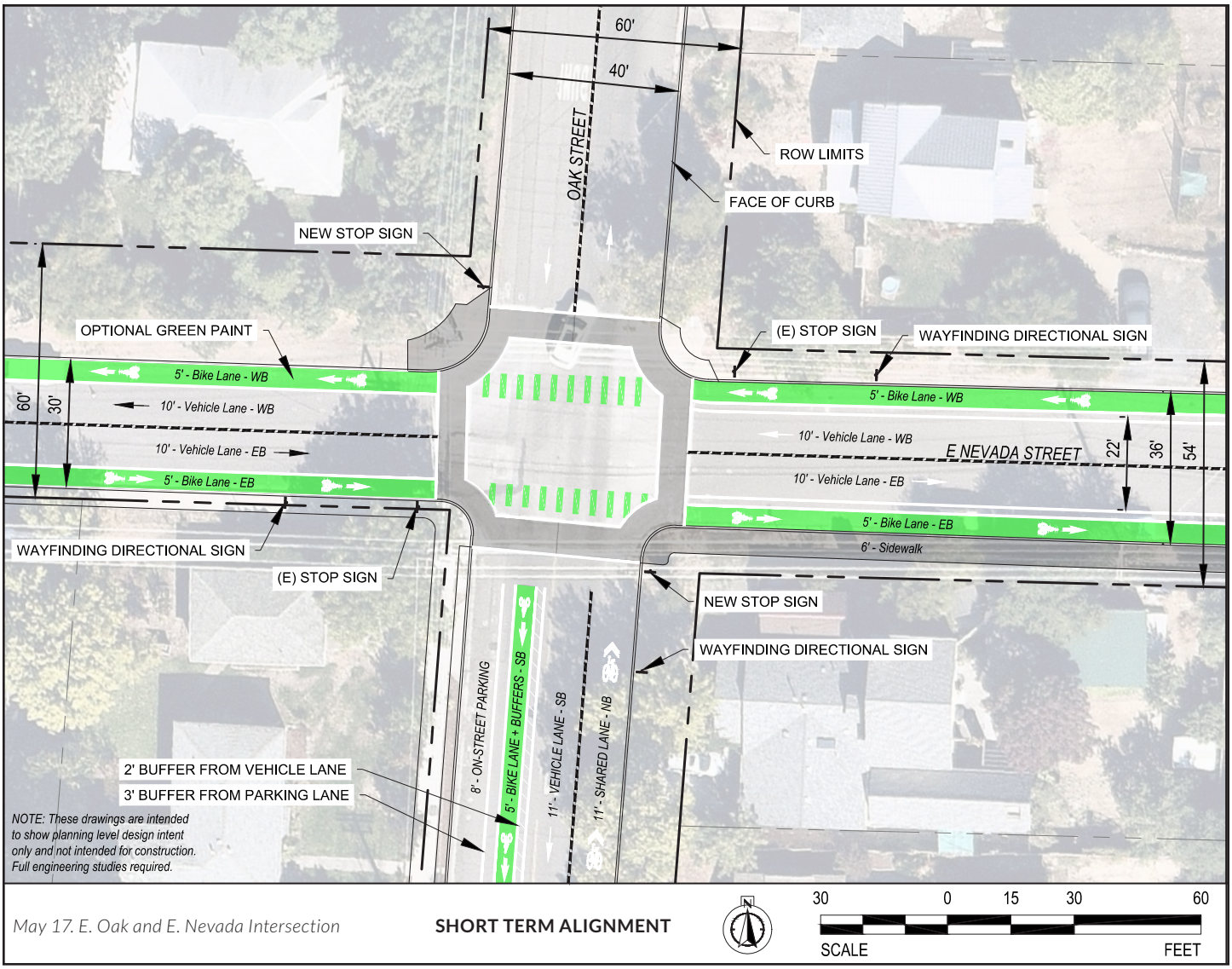
- E Nevada St measures approximately 30 ft. curb to curb with a sidewalk on the south side. No bicycle facilities are present. Traffic volumes are unknown but generally higher west of Oak St.
- Oak St measures approximately 40 ft. curb to curb with sidewalks on the west side, on street parking, and shared lane markings with traffic calming features. The road slopes up in the southbound direction, which is especially relevant for cyclists.
- The E Nevada St and Oak St intersection is currently configured as a two way stop with through traffic on Oak St.

PRIORITIES

- Provide a safe and comfortable on-street connection for Bear Creek Greenway path users of all ages and abilities
- Address higher volume and higher speed automobile traffic along Oak St
- Ensure that the route alignment and turning movements are legible and clear for path users

DESIGN PROPOSALS

- Add stop signs for Oak St traffic, changing the intersection into a full 4-way stop
- Provide wayfinding directional signs for path users in advance of turning movements
- Provide 5-ft. bike lanes on both sides of E Nevada St with 10-ft. travel lanes, retaining the existing sidewalk on the south side.
- Provide a buffered 5-ft. bike lane on Oak St for southbound path users (riding up hill) with dedicated southbound traffic lane. Also provide an 8-ft. parking lane on the west side of Oak St and an 11-ft. shared lane for both vehicles and path users traveling northbound (riding down hill).



Context & Summary

Similar to the interim alignment, the short term alignment follows E Nevada St between Ashland Creek and Oak St but then continues east on E Nevada St until reaching Bear Creek. Improvements associated with the interim alignment would remain in place even after the short term improvements are implemented.

EXISTING CONDITIONS

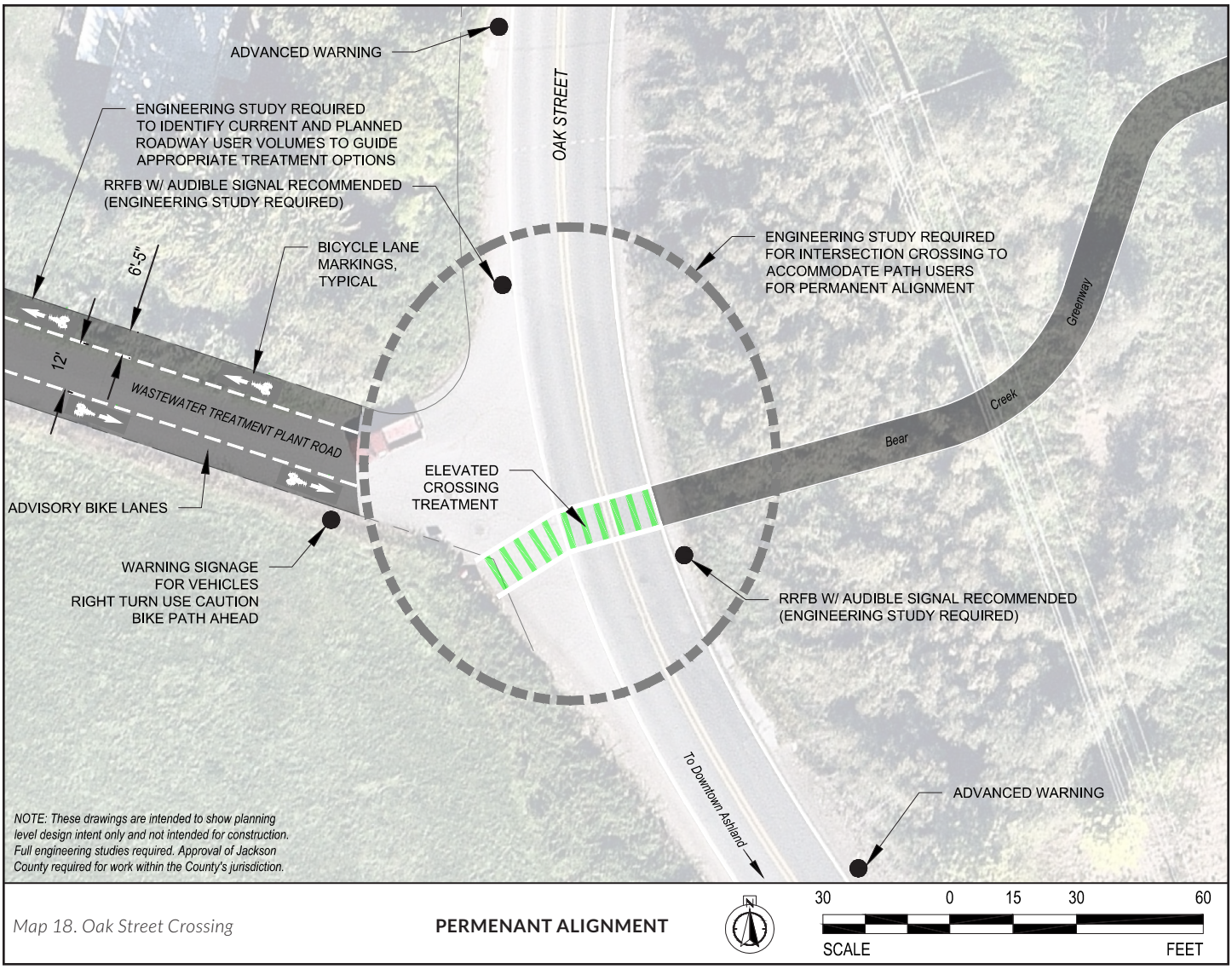
- The character of E Nevada St changes east of Oak St with a slightly wider curb to curb distance but lacking sidewalks or bike facilities.
- Approximately 400 ft east of the Oak St intersection, E Nevada becomes a gravel road that slopes down another 450 ft until reaching Bear Creek where the road dead ends.

PRIORITIES

- Provide a safe and comfortable on-street connection for Bear Creek Greenway path users of all ages and abilities
- Implement necessary roadway improvements such as asphalt paving and at least one sidewalk
- Ensure that the route alignment and turning movements are legible and clear for path users

DESIGN PROPOSALS

- Retain all interim alignment improvements
- Pave E Nevada St between Oak St and Bear Creek
- Provide a sidewalk on the south side of E Nevada St between Oak St and Bear Creek
- Provide 5-ft. bike lanes on both sides of E Nevada St with 10-ft. travel lanes
- Add pavement markings within the Oak St intersection to delineate bike route crossings
- Provide wayfinding directional signs for path users in advance of turning movements



Map 18. Oak Street Crossing

Context & Summary

For the permenant alignment, the Bear Creek Greenway follows Wastewater Treatment Plan Road, crosses Oak St at grade, and continues east until crossing Bear Creek using a proposed bike/ped bridge

EXISTING CONDITIONS

- Wastewater Treatment Plant Rd has low traffic volumes for access to the Treatment Plan and a limited number of residences
- Oak St traffic volumes are higher with relatively poor site lines here the road curves

PRIORITIES

- Provide a safe pedestrian and bicycle crossing across Oak St for path users of all ages and abilities
- Address site visibility concerns at the bend in the road on Oak St
- Provide design elements that highlight the Oak St crossing for vehicles turning right onto Oak from Wastewater Treatment Plant Rd.

DESIGN PROPOSALS

- Consider advisory bike lanes on Wastewater Treatment Plant Rd with a single 12 ft. hvehicle travel lane
- Consider highly visible pavement markings for the Oak St path crossing
- Consider advanced warnings and RRFB or HAWK signnals on Oak St near Wastewater Treatment Plant Rd in both northbound and southbound directions

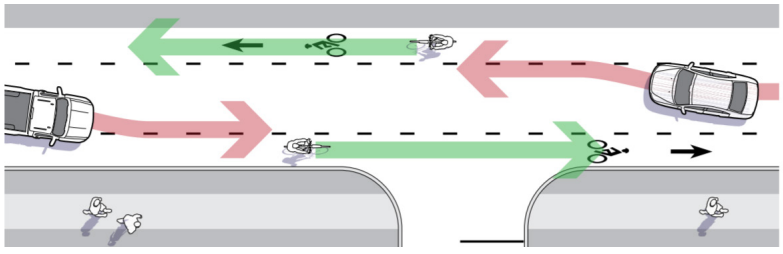
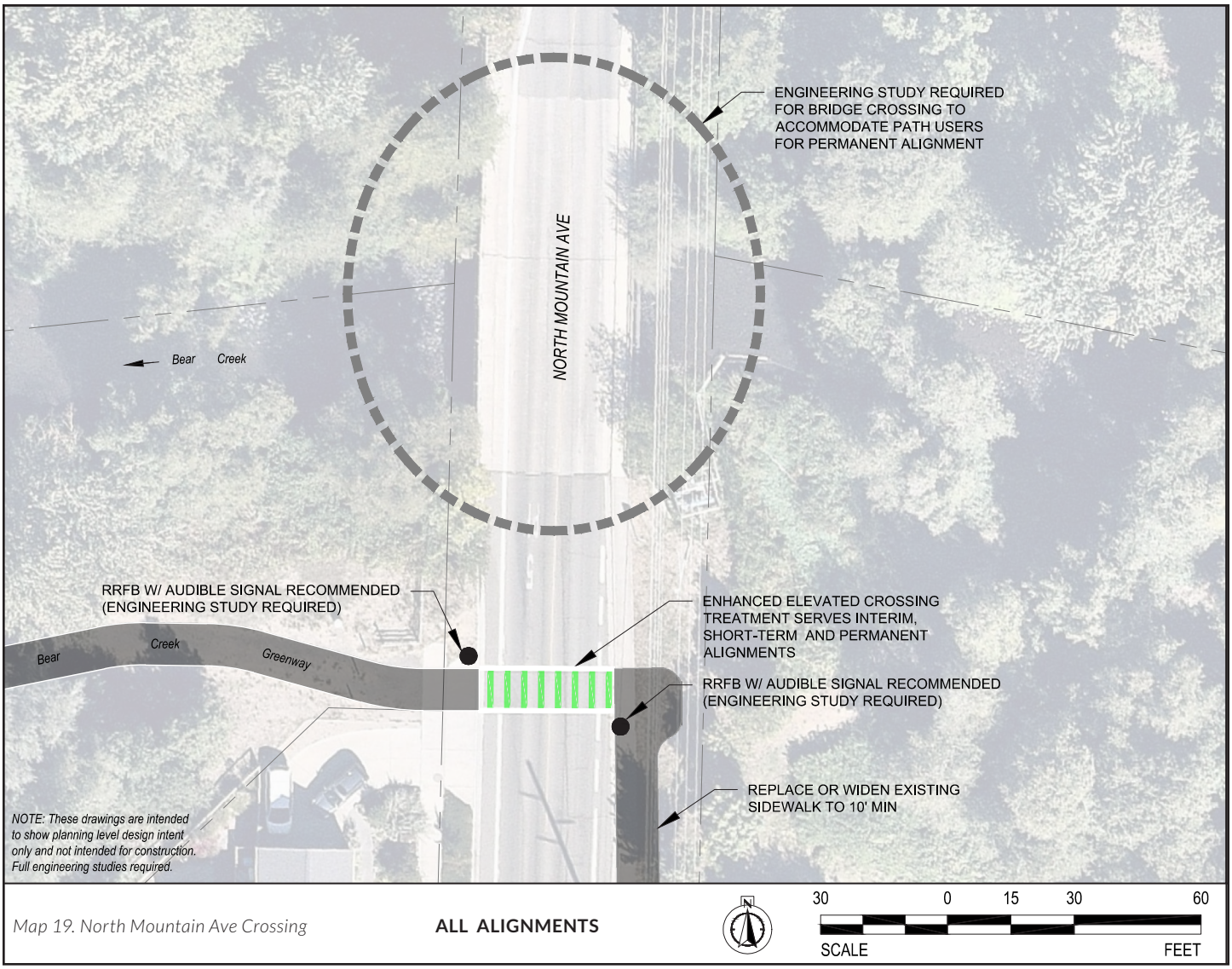


Figure X. Advisory Bike Lanes.

When approaching oncming motor vehicles, motorists must merge into the Advisory Bike Lane. If a bicyclist is present, motorists must slow and yield to bicyclist traffic prior to entering the Advnsory Bike Lane (Alta Planning + Design, Advisory Bike Lanes in North America, August 2017, https://altaplanning.com/wp-content/uploads/Advisory-Bike-Lanes-In-North-America_Alta-Planning-Design-White-Paper.pdf



Map 19. North Mountain Ave Crossing

ALL ALIGNMENTS

Context & Summary

For the interim and short-term alignments, the Bear Creek Greenway crosses North Mountain Ave just south of Bear Creek. The permenant alignment will connect in from the north, crossing Bear Creek on North Mountain Ave, merging with the interim and short-term facilities.

EXISTING CONDITIONS

- North Mountain Ave is a relatively busy street with good site lines in this segment.
- South of the Bear Creek bridge, North Mountain Ave includes bike lanes and sidewalks on both sides of the road.
- North of the Bear Creek bridge, bicycle lanes and the sidewalk on the west side of the road dissapear for 675 where they are re-introduced. However, there s a continuous narrow sidewalk on the east side of the road throughout.

PRIORITIES

- Provide a safe and comfortable crossing for path users across North Mountain Ave south of the Bear Creek bridge to serve both interim and short-term path alignments
- Complete a detailed study to connect the permenant alignment coming in from the north and crossing the Bear Creek bridge.

DESIGN PROPOSALS

- Provide a high visibility crossing treatment across North Mountain Ave
- Consider RRFB or HAWK signnals in both northbound and southbound directions

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V.

APPENDIX - A - ANNOTATED EVALUATION SUMMARY

TABLE 10. EVALUATION CRITERIA & PRIORITY RANKING - ALIGNMENT A

	OVERALL QUALITY					SAFETY				ENVIRONMENTAL				HIGH COST ITEMS (PROPERTY, BRIDGES, STRUCTURES)				
ID	GREENWAY EXPERIENCE		CONNECTS TRAILS + PARKS		DIRECTNESS OF ROUTE	CRIME RISK		VEHICLE CONFLICT RISK		AVOIDS FLOODWAY	STREAM + WETLAND PROTECTION		AVOIDS 100-YR FLOOD PLAIN		AVOIDS PRIVATE PROPERTY		AVOIDS HIGH COST ELEMENTS		OVERALL EVALUATION
A-1	◕	Natural Area and Farm Land	◕	Existing Trails	●	◕	Less Frequent Eyes On Trail	◕	Major Road Crossing Oak Street	◕	◕	Stream Crossings	◔	Within Natural Area	◔	Significant Impacts	◑	Bridge + Intersection Improvements	◕
A-2	◕	Partial On Street Alignment	●	Existing Path and Residential Area	●	●	Eyes On Trail	◕	Low Volume Road	●	◕	Wetland Impacts	◔	Within Natural Area	◑	Moderate Impacts	●	No High Cost Elements Identified	●
A-3	●	Natural Area	◕	Potential Bridge Connection	●	◑	Semi-Isolated	●	No Vehicle Traffic	●	◔	Kitchen Creek & Wetland Impacts	◔	Within Natural Area	◑	Moderate impacts	●	No High Cost Elements Identified	●
A-4	●	Natural Area	◕	Potential Bridge Connection	●	◑	Semi-Isolated	●	No Vehicle Traffic	●	◔	Wetland Impacts	◔	Within Natural Area	◑	Moderate Impacts	●	No High Cost Elements Identified	●
A-5	◕	Natural Area With Pinch Point	◑	Neighborhood Connection	●	◕	Eyes On Trail	●	No Vehicle Traffic	●	◑	Kitchen Creek Crossing	●	Outside Bear Creek Floodplain	◑	Moderate Impacts	◕	Stream Crossing	◕
A-6	◑	Roadway	◑	Bike Lanes	●	●	Major Road	◑	Major Road	●	●	Existing Road	◕	Existing Roadway	●	No Impacts	●	No High Cost Elements Identified	◕
A-7	◑	Roadway	◑	Bike Lanes	●	●	Major Road	◑	Major Road	●	●	Existing Road	◕	Existing Roadway	●	No Impacts	◑	Potential Bridge Retrofit	◕
A-8	◑	Roadway	◕	Bike Lanes	●	●	Major Road	◑	Major Road	●	●	Existing Road	◕	Existing Roadway	●	No Impacts	●	No High Cost Elements Identified	◕

KEY: Not Optimal ← ○ ◔ ◑ ◕ ● → Optimal

TABLE 11. EVALUATION CRITERIA & PRIORITY RANKING - ALIGNMENT B

	OVERALL QUALITY					SAFETY				ENVIRONMENTAL				HIGH COST ITEMS (PROPERTY, BRIDGES, STRUCTURES)				
ID	GREENWAY EXPERIENCE		CONNECTS TRAILS + PARKS		DIRECTNESS OF ROUTE	CRIME RISK		VEHICLE CONFLICT RISK		AVOIDS FLOODWAY	STREAM + WETLAND PROTECTION		AVOIDS 100-YR FLOOD PLAIN		AVOIDS PRIVATE PROPERTY		AVOIDS HIGH COST ELEMENTS		OVERALL EVALUATION
B-1	●	Natural Area	◕	Ashland Dog Park	◕	◕	Less Frequent Eyes On Trail	●	No Vehicle Traffic	●	●	No Impacts	●	No Impacts	●	No Impacts	●	No High Cost Elements Identified	◕
B-2	◔	Waste Water Plant	◑	No Direct Connect	◕	●	Eyes On Trail	●	No Vehicle Traffic	●	◕	Wetland Impacts	●	No Impacts	●	No Impacts	●	No High Cost Elements Identified	◑
B-3	◑	Subdivision Path	◔	No Direct Connect	◕	●	Eyes On Trail	●	No Vehicle Traffic	●	●	No Impacts	●	No Impacts	●	No Impacts	●	No High Cost Elements Identified	◕
B-4	◔	Busy Roadway	◑	Bike Lanes	◕	●	Eyes On Trail	◔	Busy Roadway	●	●	Existing Vehicle Bridge	●	Existing Bridge	●	No Impacts	●	Signs + Pvmt Markings	◑
B-5	◔	Busy Roadway	◑	Bike Lanes	◕	●	Eyes On Trail	◔	Busy Roadway	●	●	No Impacts	●	No Impacts	●	No Impacts	●	Signs + Pvmt Markings	◑
B-6	●	Natural Area	●	Mace Property	◕	◕	Less Frequent Eyes On Trail	●	No Vehicle Traffic	●	◕	Stream Crossing	◔	Significant Impacts	◔	Significant Impacts	●	No High Cost Elements Identified	◕
B-7	◔	Bicycle Boulevard	◕	Bicycle Boulevard	◕	●	Eyes On Trail	◔	Bicycle Boulevard	●	●	No Impacts	●	No Impacts	●	No Impacts	●	Signs + Pvmt Markings	◑
B-8	◑	Minor Residential Street	◕	Neighbor-hood	◕	●	Eyes On Trail	◔	Minor Residential Street	●	●	No Impacts	●	No Impacts	●	No Impacts	●	Signs + Pvmt Markings	◑
B-9	●	High Quality Views	◕	Internal Trail Network	◕	◕	Less Frequent Eyes On Trail	●	No Vehicle Traffic	●	◕	Stream Crossing	◑	Moderate Impacts	●	No Impacts	◑	Cut/Fill Over Landslide Deposit	◕
B-10	●	Natural Area	◕	Internal Trail Network	◕	◕	Less Frequent Eyes On Trail	●	No Vehicle Traffic	●	●	No Impacts	◔	Significant Impacts	●	No Impacts	●	No High Cost Elements Identified	●
B-11	●	Natural Area	◕	Internal Trail Network	◕	◕	Less Frequent Eyes On Trail	●	No Vehicle Traffic	◕	◑	Stream Crossing	◑	Moderate Impacts	●	No Impacts	◕	Potential Boardwalk	●
B-12	◔	Major Road	◕	Bike Lanes	◕	●	Eyes On Trail	◔	Major Road	●	●	No Impacts	●	Existing Road	●	No Impacts	●	No High Cost Elements Identified	◕

KEY: Not Optimal ○ ◔ ◑ ◕ ● Optimal

TABLE 12. EVALUATION CRITERIA & PRIORITY RANKING - ALIGNMENT C

	OVERALL QUALITY					SAFETY				ENVIRONMENTAL				HIGH COST ITEMS (PROPERTY, BRIDGES, STRUCTURES)				
ID	GREENWAY EXPERIENCE		CONNECTS TRAILS + PARKS		DIRECTNESS OF ROUTE	CRIME RISK		VEHICLE CONFLICT RISK		AVOIDS FLOODWAY	STREAM + WETLAND PROTECTION		AVOIDS 100-YR FLOOD PLAIN		AVOIDS PRIVATE PROPERTY		AVOIDS HIGH COST ELEMENTS		OVERALL EVALUATION
C-1	●	Natural Area	◕	Ashland Dog Park	◔	◕	Less Frequent Eyes On Trail	●	No Vehicle Traffic	●	●	Existing Bridge	●	Existing Bridge	●	No Impacts	●	No High Cost Elements Identified	◕
C-2	◔	Waste Water Plant	◑	No Direct Connect.	◔	●	Eyes On Trail	●	No Vehicle Traffic	●	●		●	No Impacts	●	No Impacts	●	No High Cost Elements Identified	◕
C-3	◑	Subdivision Path	◔	No Direct Connect.	◔	●	Eyes On Trail	●	No Vehicle Traffic	●	●		●	No Impacts	●	No Impacts	●	No High Cost Elements Identified	◕
C-4	◔	Busy Roadway	◑	Nevada Street	◔	●	Low Eyes On Trail	◔	Busy Roadway	●	●		●	Existing Bridge	●	No Impacts	●	Signs + Pvmt Markings	◕
C-5	◕	Natural Area w/ Residential	◕	Homes, Shopping, Trails & Parks	◔	◑	Less Frequent Eyes On Trail	●	No Vehicle Traffic	●	◑	Stream + Wetland Impacts	◑	Some Impacts	○	Impacts to Existing Homes	◔	Easement or Acquisition	◑
C-6	○	Major Road	◕	Bike Lanes	◔	●	Eyes On Trail	◔	Major Road	●	●	Stream Under Existing Road	●	No Impacts	●	No Impacts	◔	Side Path	◑
C-7	◔	Parking Lot Within Park	◕	North Mountain Avenue	◔	●	Parking Lot Within Park	◔	Parking Lot Within Park	●	●		●	No Impacts	●	No Impacts	●	Widen Existing Path	◕

KEY: Not Optimal ○ ◔ ◑ ◕ ● Optimal

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VI.

APPENDIX - B - DETAILED COST ESTIMATES

TABLE 13. COST ESTIMATE DETAILS - INTERIM ALIGNMENT

10' Wide Shared Use Path (2,750 feet, 6" depth)								
Item Description	**Unit**	**L**	**W**	**H**	**Qty**	**Unit Cost**	**Total**	**Notes**
Clearing and Grubbing	*SF*	*2,750*	*20*		*55,003*	*$0.35*	*$19,251*	*20' width*
Excavation	*CY*	*2,750*	*10*	*1*	*1,019*	*$24.00*	*$24,446*	*10' width*
Erosion Controls	*LF*	*2,750*			*5,500*	*$2.50*	*$13,751*	*Assume both sides*
Sedimentation Controls	*LF*	*2,750*			*2,750*	*$7.15*	*$19,664*	*Hay bales, assume one side*
Grading	*SY*	*2,750*	*14*		*4,278*	*$15.00*	*$64,170*	*Shoulders + ac trail width*
Crusher fine shoulders	*CY*	*2,750*	*4*	*0.33*	*136*	*$100.00*	*$13,580*	*2' wide, assume both sides*
Asphalt path over aggregate	*SF*	*2,750*	*10*		*27,501*	*$9.00*	*$247,513*	*10' wide asphalt path*
Mile markers	*EA*				*1*	*$450.00*	*$450*	
Tree planting	*EA*				*128*	*$350.00*	*$44,800*	*Assume 4 new trees for every 1 removed*
Tree removal	*EA*				*32*	*$350.00*	*$11,200*	*Assume 16 per 1/4 mile*
Wayfinding Signs	*EA*				*4*	*$700.00*	*$2,800*	*2 @ Sleepy Hollow and 2 confirmation signs*
Regulatory and Warning Signs	*EA*				*2*	*$450.00*	*$900*	*Path closure hours, other regulations*
Estimated Direct Cost							*$462,525*	
Contingency	*40%*						*$185,010*	
Engineering / Design	*15%*						*$69,379*	
Construction / Overhead / Mobilization	*20%*						*$92,505*	
Project Administration	*15%*						*$69,379*	
Estimated Construction Costs (70% burden)							**$878,798**	

Nevada Street - Bike Lanes (570 feet)								
Item Description	**Unit**	**L**	**W**	**H**	**Qty**	**Unit Price**	**Total**	**Notes**
Wayfinding Signs	*EA*	*2*			2	*$700.00*	*$1,400*	*At Briggs Lane and W. Nevada St*
Regulatory Signs	*EA*	*2*			2	*$450.00*	*$900*	*For vehicles from both ends of road segment*
Pavement markings	*EA*	*6*			6	*$750.00*	*$4,500*	*Every 200' each direction, thermoplastic bike with arrow markings*
Striping removal	*LF*	*0*			0	*$1.00*	*$0*	*No existing striping*
Restripe travel lanes	*LF*	*2125*			*4250*	*$3.00*	*$12,750*	*2 bike lane lines*
Stop signs	*EA*	*2*			2	*$250.00*	*$500*	*Convert Oak and Nevada to 4-way stop*
New speed limit signs	*EA*	*2*			2	*$250.00*	*$500*	
Estimated Direct Cost							*$20,550*	
Contingency	*40%*						*$8,220*	
Engineering / Design	*15%*						*$3,083*	
Construction / Overhead / Mobilization	*20%*						*$4,110*	
Project Administration	*15%*						*$3,083*	
Estimated Construction Costs (70% burden)							**$39,045**	

Nevada Street - Buffered Bike Lane with Shared Lane (1,555 ft)								
Item Description	**Unit**	**L**	**W**	**H**	**Qty**	**Unit Price**	**Total**	**Notes**
Wayfinding Signs	*EA*	*2*			2	*$700.00*	*$1,400*	*At Oak St and E Nevada St*
Regulatory Signs	*EA*	*2*			2	*$450.00*	*$900*	*For vehicles from both ends of road segment*
Pavement markings	*EA*	*16*			16	*$750.00*	*$12,000*	*Every 200' each direction, thermoplastic bike with arrow markings and shared lane markings*
Striping removal	*LF*	*1555*			1555	*$1.00*	*$1,555*	
Restripe travel lanes	*LF*	*1555*			*7775*	*$3.00*	*$23,325*	*4 bike lane lines and 1 dashed centerline*
New speed limit signs	*EA*	*2*			2	*$250.00*	*$500*	
Estimated Direct Cost							*$39,680*	
Contingency	*40%*						*$15,872*	
Engineering / Design	*15%*						*$5,952*	
Construction / Overhead / Mobilization	*20%*						*$7,936*	
Project Administration	*15%*						*$5,952*	
Estimated Construction Costs (70% burden)							**$75,392**	

Note: This planning level cost estimate is intended to guide the selection of an alignment alternative. The estimate is limited to construction of the Bear Creek Greenway extension and does not include property acquisition costs, bridges, mitigation costs, or specialized studies such as a geotechnical investigation. The cost estimate is provided in current dollars for 2018.

TABLE 14. COST ESTIMATE DETAILS- INTERIM ALIGNMENT

Sleepy Hollow St - Shared Lane Markings (430 ft)								
Item Description	**Unit**	**L**	**W**	**H**	**Qty**	**Unit Price**	**Total**	**Notes**
Wayfinding Signs	*EA*	*4*			4	*$700.00*	*$2,800*	*At Oak St and Sleepy Hollow St*
Pavement markings	*EA*	*4*			4	*$750.00*	*$3,000*	*Every 200' each direction, thermoplastic bike with arrow markings*
Estimated Direct Cost							*$5,800*	
Contingency	*40%*						*$2,320*	
Engineering / Design	*15%*						*$870*	
Construction / Overhead / Mobilization	*20%*						*$1,160*	
Project Administration	*15%*						*$870*	
Estimated Construction Costs (70% burden)							**$11,020**	

Widen Sidewalk from 4' to 10', concrete (375 feet)								
Item Description	**Unit**	**L**	**W**	**H**	**Qty**	**Unit Cost**	**Total**	**Notes**
Sidewalk	*SF*	*375*	*4*	*0.5*	*750*	*$12.00*	*$9,000*	*6' widening of existing 4' sidewalk*
Curb ramps	*EA*				*1*	*$2,500.00*	*$2,500*	*East side of North Mountain Ave*
Wayfinding Signs	*EA*				*4*	*$700.00*	*$2,800*	*At Riverwalk Park and N. Mtn Park junctions*
Warning Signs	*EA*				*2*	*$450.00*	*$900*	*North Mountain Ave, N and S vehicle approaches*
Estimated Direct Cost							*$15,200*	
Contingency	*40%*						*$6,080*	
Engineering / Design	*15%*						*$2,280*	
Construction / Overhead / Mobilization	*20%*						*$3,040*	
Project Administration	*15%*						*$2,280*	
Estimated Construction Costs (70% burden)							**$28,880**	

Note: This planning level cost estimate is intended to guide the selection of an alignment alternative. The estimate is limited to construction of the Bear Creek Greenway extension and does not include property acquisition costs, bridges, environmental mitigation costs, or specialized studies such as a geotechnical investigation. The cost estimate is provided in current dollars for 2018.

TABLE 15. DETAILED COST ESTIMATE - SHORT-TERM ALIGNMENT

10' Wide Shared Use Path (4,158 feet, 6" depth)								
Item Description	**Unit**	**L**	**W**	**H**	**Qty**	**Unit Cost**	**Total**	**Notes**
Clearing and Grubbing	*SF*	*4,158*	*20*		*83,160*	*$0.35*	*$29,106*	*20' width*
Excavation	*CY*	*4,158*	*10*	*1*	*1,540*	*$24.00*	*$36,960*	*10' width*
Erosion Controls	*LF*	*4,158*			*8,316*	*$2.50*	*$20,790*	*both sides, length of project*
Sedimentation Controls	*LF*	*4,158*			*4,158*	*$7.15*	*$29,730*	*hay bales, assume one side*
Grading	*SY*	*4,158*	*14*		*6,468*	*$15.00*	*$97,020*	*shoulders + ac trail width*
Crusher fine shoulders	*CY*	*4,158*	*4*	*0.33*	*205*	*$100.00*	*$20,531*	*2' wide x 2*
Asphalt path over aggregate	*SF*	*4,158*	*10*		*41,580*	*$9.00*	*$374,220*	*10' wide asphalt path*
Mile markers	*EA*				*1*	*$450.00*	*$450*	
Tree planting	*EA*				*200*	*$350.00*	*$70,000*	*assume 4 new trees for every 1 removed*
Tree removal	*EA*				*50*	*$350.00*	*$17,500*	*assume 16 per 1/4 mile*
Wayfinding Signs	*EA*				*10*	*$700.00*	*$7,000*	
Regulatory and Warning Signs	*EA*				*3*	*$450.00*	*$1,350*	
Estimated Direct Cost							*$704,657*	
Contingency	*40%*						*$281,863*	
Engineering / Design	*15%*						*$105,699*	
Construction / Overhead / Mobilization	*20%*						*$140,931*	
Project Administration	*15%*						*$105,699*	
Estimated Construction Costs (70% burden)							**$1,338,848**	

E Nevada St to Kestrel Pkwy - On-Street Improvements (1,085 ft)								
Item Description	**Unit**	**L**	**W**	**H**	**Qty**	**Unit Price**	**Total**	**Notes**
Wayfinding Signs	*EA*	*2*			2	*$700.00*	*$1,400*	*At E Nevada St and Oak St & at Kestrel Pkwy*
Regulatory Signs	*EA*	*2*			2	*$450.00*	*$900*	*For vehicles from both ends of road segment*
Pavement markings	*EA*	*10*			10	*$750.00*	*$7,500*	*Every 200' each direction, thermoplastic bike with arrow markings*
Restripe travel lanes	*LF*	*1085*			*2170*	*$3.00*	*$6,510*	*2 bike lanes*
Stop signs	*EA*				0	*$250.00*	*$0*	*Added under Interim improvements*
Estimated Direct Cost							*$16,310*	
Contingency	*40%*						*$6,524*	
Engineering / Design	*15%*						*$2,447*	
Construction / Overhead / Mobilization	*20%*						*$3,262*	
Project Administration	*15%*						*$2,447*	
Estimated Construction Costs (70% burden)							**$30,989**	

Note: This planning level cost estimate is intended to guide the selection of an alignment alternative. The estimate is limited to construction of the Bear Creek Greenway extension and does not include property acquisition costs, bridges, environmental mitigation costs, or specialized studies such as a geotechnical investigation. The cost estimate is provided in current dollars for 2018.

TABLE 16. DETAILED COST ESTIMATE - PERMANENT ALIGNMENT

10' Wide Shared Use Path (5,200 ft)								
Item Description	**Unit**	**L**	**W**	**H**	**Qty**	**Unit Cost**	**Total**	**Notes & Assumptions**
Clearing and Grubbing	*SF*	*5,200*	*20*		*104,000*	*$0.35*	*$36,400*	*20' width*
Excavation	*CY*	*5,200*	*10*	*1*	*1,926*	*$24.00*	*$46,222*	*10' width*
Erosion Controls	*LF*	*5,200*			*10,400*	*$2.50*	*$26,000*	*Both sides, length of project*
Sedimentation Controls	*LF*	*5,200*			*5,200*	*$7.15*	*$37,180*	*Hay bales, assume one side*
Grading	*SY*	*5,200*	*14*		*8,089*	*$15.00*	*$121,333*	*Shoulders + ac trail width*
Crusher fine shoulders	*CY*	*5,200*	*4*	*0.3333*	*257*	*$100.00*	*$25,676*	*2' wide x 2*
Asphalt path over aggregate	*SF*	*5,200*	*10*		*52,000*	*$9.00*	*$468,000*	*10' wide asphalt path*
Mile markers	*EA*				*1*	*$450.00*	*$450*	
Tree planting	*EA*				*250*	*$350.00*	*$87,500*	*Assume 4 new trees for every 1 removed*
Tree removal	*EA*				*65*	*$350.00*	*$22,750*	*Assume 16 per 1/4 mile*
Wayfinding Signs	*EA*				*6*	*$700.00*	*$4,200*	*Directional or turn signs*
Regulatory and Warning Signs	*EA*				*4*	*$450.00*	*$1,800*	*Misc. at trail enterances*
Estimated Direct Cost							*$877,511*	
Contingency	*40%*						*$351,004*	
Engineering / Design	*15%*						*$131,627*	
Construction / Overhead / Mobilization	*20%*						*$175,502*	
Project Administration	*15%*						*$131,627*	
Estimated Construction Costs (70% burden)							**$1,667,271**	

Wastewater Treatment Plant Road - Advisory Bike Lanes (938 ft)							
Item Description	**Unit**			**Qty**	**Unit Price**	**Total**	**Notes & Assumptions**
Wayfinding Signs	*EA*	*4*		4	*$700.00*	*$2,800*	*Both ends of segment, both directions*
Regulatory Signs	*EA*	*2*		2	*$450.00*	*$900*	*For vehicles from both ends of road segment*
Pavement markings	*EA*	*10*		10	*$750.00*	*$7,500*	*Every 200' each direction, thermoplastic bike with arrow markings*
Restripe travel lanes	*LF*	*938*		*1876*	*$3.00*	*$5,628*	*2 dashed lane lines for advisory bike lanes*
Estimated Direct Cost						*$16,828*	
Contingency	*40%*					*$6,731*	
Engineering / Design	*15%*					*$2,524*	
Construction / Overhead / Mobilization	*20%*					*$3,366*	
Project Administration	*15%*					*$2,524*	
Estimated Construction Costs (70% burden)						**$31,973**	

North Mountain Ave - Widen Sidewalk from 4' to 10', concrete								
Item Description	**Unit**	**L**	**W**	**H**	**Qty**	**Unit Cost**	**Total**	**Notes & Assumptions**
Concrete Sidewalk on Existing Bridge	*SF*	*205*	*6*	*0.5*	*18074*	*$24.00*	*$433,776*	*6' widening, connecting to Interim improvements*
Curb ramps	*EA*	*1*			*1*	*$2,500.00*	*$2,500*	*On N. Mountain Ave north of Bear Creek bridge*
Wayfinding Signs	*EA*	*2*			*2*	*$700.00*	*$1,400*	*At N. Mountain Ave and path junction*
Warning Signs	*EA*	*1*			*1*	*$450.00*	*$450*	*For southbound vehicles*
Estimated Direct Cost							*$438,126*	
Contingency	*40%*						*$175,250*	
Engineering / Design	*15%*						*$65,719*	
Construction / Overhead / Mobilization	*20%*						*$87,625*	
Project Administration	*15%*						*$65,719*	
Estimated Construction Costs (70% burden)							**$832,439**	

Note: This planning level cost estimate is intended to guide the selection of an alignment alternative. The estimate is limited to construction of the Bear Creek Greenway extension and does not include property acquisition costs, bridges, environmental mitigation costs, or specialized studies such as a geotechnical investigation. The cost estimate is provided in current dollars for 2018.

ASHLAND PARKS & RECREATION COMMISSION

340 S PIONEER STREET • ASHLAND, OREGON 97520

COMMISSIONERS:
Mike Gardiner
Joel Heller
Rick Landt
Jim Lewis
Matt Miller

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PARKS COMMISSIONER STAFF REPORT

TO: Ashland Parks and Recreation Commissioners

FROM: Isleen Glatt, Senior Services Superintendent

DATE: September 19, 2018

SUBJECT: Senior Services Bylaws and Name Change Request (Information / Action)

On February 26, 2018, the Commissioners approved by motion APRC Policy 102, "*FORMATION of the SENIOR PROGRAM ADVISORY COMMITTEE of ASHLAND."* The committee referred to as ***S-PAC*** began meeting in May 2018.

At their September 9 meeting, S-PAC made two recommendations for consideration by Ashland Parks and Recreation Commission:

1. Recommend change of name to Senior Services Advisory Committee (S-SAC) to better reflect the new, broader mission of the Senior Services Division and the Committee beyond oversight of the Senior Center. Superintendent Glatt is trying to use consistent naming to communicate the redesign to the public, with Senior Center and onsite services as a subset of the Division.

2. Recommend adoption of the attached Committee bylaws. These bylaws define membership as specified by APRC Policy 102, require a yearly presentation to the APRC and note that the Committee may be dissolved or merged with another body by motion of the APRC.

Recommendation

Staff is recommending that the Commissioners take action on these items at their September 24, 2018, business meeting.

Possible Motion

I move to approve the name change to Senior Services Advisory Committee (S-SAC) and the S-SAC bylaws as recommended by the Committee.

Attachments:

- Proposed bylaws

Ashland Parks and Recreation Commission

Senior Services Advisory Committee
Bylaws

Overview

The Ashland Parks and Recreation Commission (APRC) established the Senior Services Advisory Committee (S-SAC) on February 26, 2018.

ARTICLE I. NAME OF ORGANIZATION

The name of this committee shall be the Senior Services Advisory Committee (SSAC).

ARTICLE II. PURPOSE

The Senior Services Advisory Committee's purpose is to advise the Ashland Parks and Recreation Commissioners on matters related to the Senior Services Division and to coordinate with the Director of Ashland Parks and Recreation and the Senior Services Superintendent on matters related to the general operations, quality, promotions and programming of the Senior Services Division. The Committee may also advocate for senior needs in City policies, with partner agencies and within other contexts.

ARTICLE III. MEMBERSHIP

The membership of the Senior Services Advisory Committee shall be composed of up to seven (7) voting members, as follows:

- Up to five (5) members representing program participants and community partners, with minimum of two (2), maximum of three (3) in each category
- One (1) Ashland Parks and Recreation Commissioner
- One (1) City Councilor

Senior Services Advisory Committee members are appointed by the Ashland Parks and Recreation Commission chairperson, with the exception of the City Councilor, who is appointed by the Mayor. The term of each program participant and community partner member will be three (3) years, with no member serving more than two (2) consecutive terms. If a position is vacated mid-term, the APRC chairperson will appoint a member for the unexpired term of that position; if there is less than one year remaining in a vacated term, the new member's term will be for the remainder plus three years.

Because membership on the Ashland Parks and Recreation Commission and City Council changes with each election, Commissioner and City Councilor members do not

have a fixed term and may be reappointed or changed at discretion of the APRC Chair or Mayor, respectively.

See Addendum A for initial S-SAC members and terms.

Members are expected to attend meetings and participate in subcommittees.

ARTICLE IV. MEETINGS OF MEMBERS

The Senior Services Advisory Committee shall meet quarterly, or more frequently as decided by a simple majority of committee members. Notwithstanding the need for an urgent meeting, notice of each meeting shall be given to each voting member not less than one week prior to the meeting.

A quorum for a meeting of the committee shall consist of at least four (4) members. All issues to be voted on shall be decided by a simple majority of those present at the meeting in which the vote takes place. There shall be no voting by proxy and no voting by electronic methods by members who are absent from a meeting.

All meetings and communications of the Senior Services Advisory Committee will comply with the Oregon Public Meetings Law (ORS 192.610 to 192.690).

ARTICLE V. SUBCOMMITTEES

The chair of the Senior Services Advisory Committee shall have the authority to create working groups of members equaling less than a quorum of the committee to focus on specific assignments. All working groups, or subcommittees, shall report their findings back to the S-SAC in a public meeting.

ARTICLE VI. OFFICERS

Each year, the Senior Services Advisory Committee will accept nominations and elect a chairperson and vice-chairperson by simple majority vote of members present at a meeting. Elections will be held at the first meeting of each fiscal year.

ARTICLE VII. STAFF

The Senior Services Superintendent and/or Director of Ashland Parks and Recreation, or designated representative, will attend and assist in the planning, advertising and management of the Senior Services Advisory Committee meetings.

ARTICLE VIII. CONFLICT OF INTEREST

The S-SAC shall abide by the precepts of the City and State of Oregon conflict of interest policy/statutes.

ARTICLE IX. MINUTES

The Senior Program Advisory Committee shall keep minutes of the proceedings of committee meetings. These minutes shall be made available to the public as per City of Ashland policies and procedures.

ARTICLE X. YEARLY REPORT

With the assistance of the Superintendent of Senior Services, the Senior Services Advisory Committee present a yearly report at a regular public meeting of the Ashland Parks and Recreation Commission.

ARTICLE XI. DISSOLUTION

By motion of the Ashland Parks and Recreation Commission, the Senior Services Advisory Committee may be dissolved or merged with another similar organization conducting substantially the same activities.

ARTICLE XII. AMENDMENTS

The Senior Services Advisory Committee may recommend amendments to these Bylaws by a simple majority vote at any meeting. Written notice setting forth the proposed amendment or summary of the changes to be affected thereby shall be given to each committee member within the time and the manner provided for the giving of notice of meetings. Amendments must be approved by the Ashland Parks and Recreation Commission.

ADOPTION OF BYLAWS

Adopted and approved by the Ashland Parks and Recreation Commission, on [insert date], as the Bylaws of this committee.

_____

Mike Gardiner, Chair, Ashland Parks and Recreation Commission

_____

ATTEST: Michael Black, Director, Ashland Parks and Recreation

Ashland Parks and Recreation Commission

Senior Services Advisory Committee

Bylaws Addendum A: Initial Appointments and Terms

Position	Name	Representing	Date appointed	Current Term Expires
1.	Mary Russell-Miller	Community Partner	04/23/18	April 2021
2.	Robert Casserly	Community Partner	04/23/18	April 2020
3.	Michael Hersh	Participant Member	04/23/18	April 2021
4.	Saundra Theis	Community Partner	04/23/18	April 2020
5.	Anne Bellegia	Participant Member	07/23/18	July 2021
6.	Mike Gardiner	APRC Commissioner	04/23/18	N/A
7.	Stefani Seffinger	City Council Representative	04/23/18	N/A