

Note: Anyone wishing to speak at any Transportation Commission meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

ASHLAND TRANSPORTATION COMMISSION
March 20, 2014
AGENDA

- I. **CALL TO ORDER:** 6:00 PM, Civic Center Council Chambers, 1175 E. Main Street
- II. **ANNOUNCEMENTS**
- III. **CONSENT AGENDA**
 - A. Approval of Minutes
 - 1. None-February/March minutes to be approved in April
- IV. **PUBLIC FORUM**
- V. **NEW BUSINESS**
 - A. Transportation System Capital Improvement Prioritization (60 min.)
 - a. TGM Grant-Siskiyou Blvd. Study
- VI. **OLD BUSINESS**
 - A. Lithia Way and 3rd St. (5 min.)
 - B. Orange Ave Bicycle Boulevard (5 min.)
 - C. N. Main restriping (5 min.)
 - D. Nevada St. Bridge/Chip Seal Applications (5 min.)
 - E. Bollard removal (5 min.)
 - F. Downtown Parking Study (5 min.)
- VII. **FOLLOW UP ITEMS**
- VIII. **INFORMATIONAL ITEMS**
 - A. Action Summary
 - B. Oregon Impact February Newsletter
 - C. Traffic Crash Summary
- IX. **COMMISSION OPEN DISCUSSION**
- X. **FUTURE AGENDA TOPICS**
 - A. Transportation Safety Public Outreach
 - B. SOU Multi-Modal Future
 - C. Siskiyou Blvd. Signal Timing
- XI. **ADJOURNMENT:** 8:00 PM

Next Meeting Date: April 24, 2014

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

Memo

CITY OF
ASHLAND

Date: March 13, 2014
From: Scott A. Fleury
To: Transportation Commission
RE: Project Prioritization

BACKGROUND:

Per the discussion at the February meeting staff is providing the Transportation Commission with the current TSP project list along with the currently adopted Capital Improvement Project (CIP) list.

PRIORITIZATION:

The TSP divided transportation related projects into three categories, bicyclist network, pedestrian network and roadway. These projects are then prioritized as high medium and low. The current version of the CIP follows the breakdown with regards to pedestrian, bike and roadway sections and a majority of the projects fall in the unfunded category (reference CIP document). Roadway also includes recommended studies to be performed. Current projects that are budgeted in FY14/15 include:

Roadway Network:

1. Slurry seal FY14/15
2. Oak St. crossing improvements (RxR dependant)
3. N. Mountain Overlay-Hersey to I5
4. N. Mountain Overlay-E. Main to RxR
5. Wightman Overlay-Quincy to Siskiyou

*roadway projects for maintenance have been prioritized using the City's pavement maintenance program.

Pedestrian Network:

1. Walker Ave sidewalk improvement (CMAQ)
2. N. Main-Schofield to N. Main
3. Maple St. sidewalk-Chestnut to 150' east of Rock (eliminated)
4. Hersey St. sidewalk-N. Main to Oak (CMAQ)
5. Glen/Orange-N. Main to 175' east of Willow

Bicycle Network:

1. All projects are unfunded

FINANCING:

The Street Funds three primary sources of revenue are intergovernmental revenues (gas tax, state and federal grants), fees, and bond proceeds. Intergovernmental revenues, fees, and bond proceeds will likely continue to be the primary sources of revenue for the Street Fund in future budget cycles. Bond proceeds and fee increases will continue to be dependent on the state of the economy and voter willingness for passage. The state gas tax, for example, increased from 24 cents to 30 cents on January 1, 2011. This represents a 25% increase over the previous tax, and constitutes the first rise in the Oregon gas tax since 1993. However, the tax increase should not be considered a long-term funding source given the improved fuel efficiency of newer vehicles, the rise in ownership of hybrid and electric vehicles, and the increased use of alternative fuels. Additionally, Ashland will not be able to increase its proportional share of that tax increase without legislative action at the state level. It is reasonable to assume the overall total revenue will temporarily increase with the legislative action. However, if the average fuel efficiency of vehicles increases or there is precipitous drop in vehicle miles, a decline in gasoline consumption may lead to a decline in revenue.

Grant based funding for transportation related projects include: Congestion Mitigation and Air Quality Grants (CMAQ), Surface Transportation (STP), TIGER and Enhance and Fix It Grants. Staff has included grant instruction packets for CMAQ and Enhance for reference in what is required for submittals.

Priority street improvement projects for construction and maintenance are pulled directly from the newly adopted Transportation System Plan. These projects are funded through the above mentioned mechanisms.

User Fees: Fees tacked onto a monthly utility bill or tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance to the street system. This may be a more equitable assessment given the varying fuel efficiency of vehicles. Regardless of fuel efficiency, passenger vehicles do equal damage to the street system. The cost of implementing such a system could be prohibitive given the need to track the number of vehicle miles traveled in every vehicle. Additionally, a user fee specific to a single jurisdiction does not account for the street use from vehicles registered in other jurisdictions. (street user fee resolution attached for reference).

General Obligation Bond: A common type of municipal bond in the United States that is secured by a state or local government's pledge to use legally available resources, including tax revenues, to repay bond holders.

Alternate Financing Methods (TSP):

Street Utility Fee: The fee is based on the number of trips a particular land use generates and is usually collected through a regular utility bill. For the communities in Oregon that have adopted this approach, it provides a stable source of revenue to pay for street maintenance allowing for safe and efficient movement of people, goods, and services.

Local Fuel Tax: A local tax assessed on fuel purchased within the jurisdiction that has assessed the tax. Some would argue that this tax is unfair given the increased fuel efficiency of today's vehicles. On the other hand, the tax could potentially generate revenue while encouraging fuel

efficiency and lessening impacts to the environment.

System Development Charge (SDC): Sometimes referred to as a transportation impact fee, SDCs are fees assessed on development for impacts created to public infrastructure. For example, Washington County implemented a transportation development tax in 2008 to replace their transportation impact fee. A transportation development tax is based on the estimated traffic generated. All revenue is dedicated to transportation capital improvements designed to accommodate growth. SDCs do generate revenue when the economy is doing well, and development is occurring. SDCs should not be considered a reliable source of income given the volatility of today's markets. Even when stable, some would argue that SDCs are not equitable because they are sometimes assessed in locations where services are already available. Nevertheless, they are an accepted source of revenue for many cities in Oregon, and help to offset the cost of new construction on public infrastructure. SDCs should be evaluated on a regular basis to ensure that they are proportional to the impacts created by new development. SDC credits can encourage private development to provide small-scale public improvements that can be constructed by the private sector at a smaller cost. For example, an SDC credit might be given for providing end-of-trip bike facilities within the new development. Eligible projects are on major roads, including sidewalks and bike lanes, as well as transit capital projects.

Stormwater SDC, Grants and Loans: Systems Development Charges, Grants, and Loans obtained for the purposes of making improvements to stormwater management facilities. Some jurisdictions in Oregon have used these tools to finance the construction and maintenance of Green Streets, and should be considered as an alternate funding source for Green Streets in Ashland.

Local Sales Tax: A tax assessed on the purchase of goods and services within a specific location. A sales tax could be assessed only on auto related goods and services to generate revenue for transportation related improvements.

Optional Tax: A tax that is paid at the option of the taxpayer to fund improvements. Usually not a legislative requirement to pay the tax and paid at the time other taxes are collected, optional taxes are usually less controversial and easily collected since they require the taxpayer to decide whether or not to pay the additional tax.

Parking in Lieu of Fees: Fees that are assessed to developers that cannot or do not want to provide the parking for development.

Sponsorship: Financial backing of a public-interest program or project by a firm, as a means of enhancing its corporate image. This has been used by local transit providers to help offset the cost of providing transit services and maintaining transit related improvements.

Incentives: An enticement such as bonus densities and flexibility in design in exchange for a public benefit. Examples might include a Commute Trip Reduction (CTR) program, or transit facilities in exchange for bonus densities.

Congestion Pricing: Competitive pricing of public facilities to discourage non-essential trips during peak travel times and encouraging alternative forms of transportation. Congestion pricing is also a tool that can be used for parking management. Congestion pricing is basically a toll

applied to drivers who drive or park within a designated area or on a designated facility during periods of heavy congestion. In some cases, such as parking, higher fees are imposed in certain areas to discourage long term use. Similar variable charges have been successfully utilized in other industries—for example, airline tickets, cell phone rates, and electricity rates.

Public/Private Partnership: Rarely used for transportation facilities, public/private partnerships are agreements between public and private partners that can benefit from the same improvements. They have been used in several places around the country to provide public transportation amenities within the public right of way in exchange for operational revenue from the facilities. These partnerships could be used to provide services such as charging stations, public parking lots, bicycle lockers, or car share facilities.

Tax increment Financing: A tool cities use to create special districts (tax increment areas) and to make public improvements within those districts that will generate private-sector development. During a defined period, the tax base is frozen at the predevelopment level. Property taxes for that period can be waived or continue to be paid, but taxes derived from increases in assessed values (the tax increment) resulting from new development either go into a special fund created to retire bonds issued to originate the development or leverage future improvements. A number of small-to-medium sized communities in Oregon have implemented, or are considering implementing, urban renewal districts that will result in a TIF revenue stream.

Transportation System Development Charge Updates (TSP)

The City should evaluate the existing TSDC rates. Typically, in other jurisdictions in Oregon, Systems Development Charges account for approximately 10 to 12% of revenues that are applied towards the improvement and maintenance of streets. This has not been the case in Ashland since 2007. Prior to 2007, the Systems Development Charges that have been collected by the City accounted for a higher percentage of revenue within the street fund. In the next fiscal year, they will account for less than 1% of the revenue in the Street Fund. Street Fund revenues for the 2011 fiscal year are 63% higher than in 2005 when SDCs accounted for approximately 12% of the revenues. Since 2008, it would make sense that the revenue generated from SDCs would be lower given the decline in the economy, and the overall lull in construction activity, but revenues generated from SDCs began decreasing well before the 2008 market declines. This trend would suggest that it may be time for the City to evaluate its SDC program to ensure that new construction helps to pay for the impacts that it creates. Several cities in Oregon increase their SDCs annually to keep current with the cost of inflation. Ashland should consider doing the same to ensure that the SDC program continues to pay for the true costs of maintaining and improving its transportation system. SDC's should be considered not only for the street system and location specific capacity improvements. This can be revenue stream to meet community-wide multimodal transportation system goals. From that perspective, funding could emphasize providing city wide pedestrian connectivity through continuous and standard sidewalks (e.g. fill in the gaps where needed), public trails development, enhanced bicycle facilities, enhanced pedestrian facilities on collector and arterial streets, and transit stop amenities beyond those provide by RVTD. The possibility of using SDC credits to encourage private development to meet some of these objectives was previously noted.

Advanced Financing District: Staff has included the council communication that discusses advance financing of public improvements and the associated draft ordinance created by Public Works.

Conclusion: Currently staff is working on development of a request for proposal to analyze the current street user fee methodology and recommend improvements and changes to adequately fund lifecycle replacements of street infrastructure.

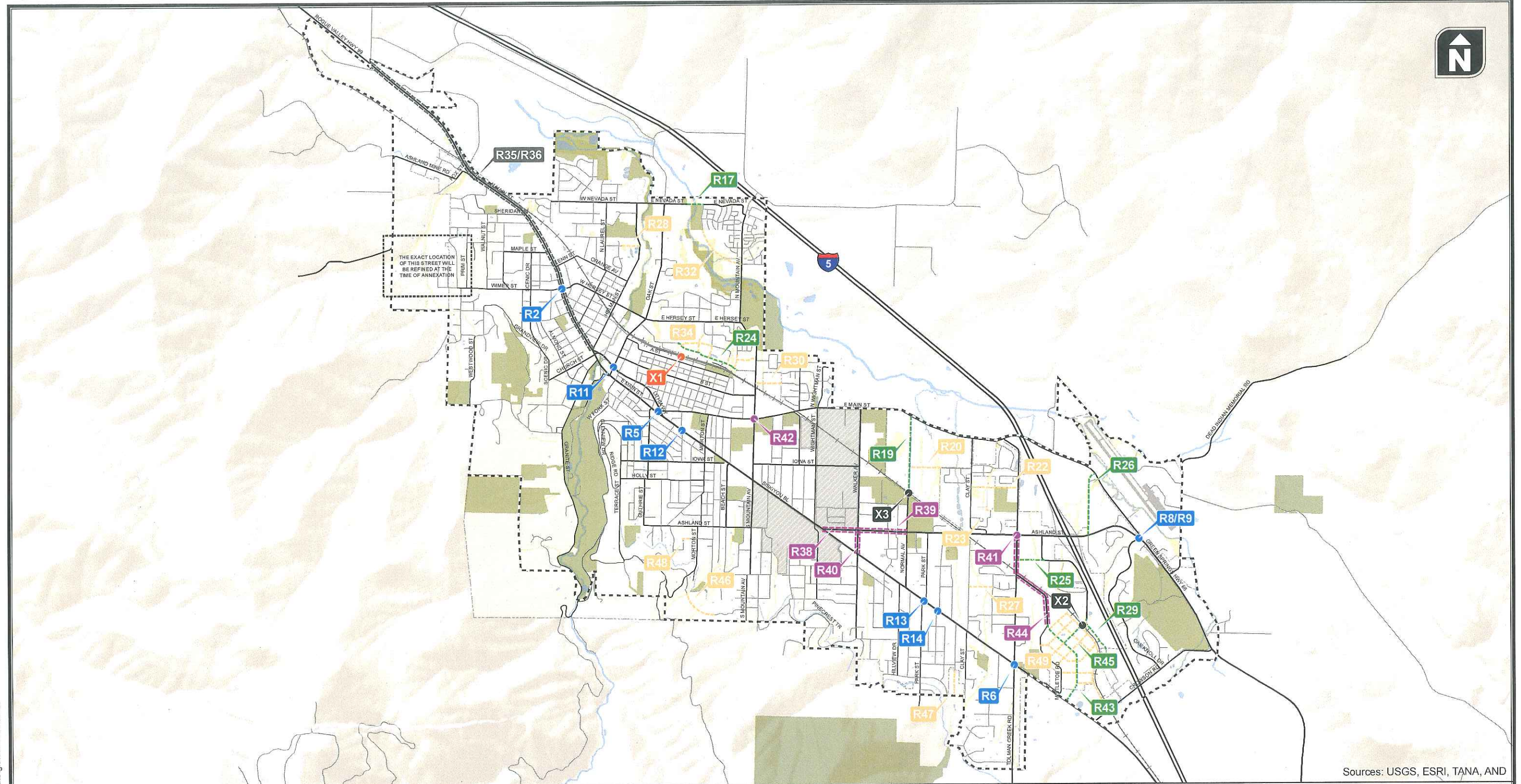
**Capital Improvements Plan
2012-2019 Construction Years**

Transportation Sections include projects included in the Transportation System Plan

TSP Project #	Project Description	FY13 - FY19									TSP Priority	FY14-19 TOTAL COST				
		2012-13	End of Year Expected	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Unfunded		Project Totals	Street SDC	Grants	LIDs	other
Roadway																
	N. Main Street - Wimer/Hersey Intersection Re-alignment (see Electric Section as well)	\$ 500,000	\$ 1,000,000													
	N. Main Road Diet	\$ 100,000	\$ 100,000													
	TSP Update	\$ 20,000	\$ 20,000													
	Railroad Crossing Improvements, Hersey & Laurel	\$ 212,741	\$ 575,000													
	Road Diet			\$ 150,000												
	Railroad Crossing Improvements, Oak	\$ 35,000	\$ 35,000													
	Slurry Seal Streets Per PMS	\$ 100,000	\$ 75,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000							
R25	Washington Street Extension to Tolman Creek Road					\$ 1,055,000					High	\$ 1,055,000	\$ -	\$ -	\$ -	\$ -
R17	Fast Nevada Street Extension							\$ 3,050,000			High	\$ 3,050,000	\$ -	\$ 2,736,765	\$ -	\$ -
R05	Lithia Way (OR 99 NB)/E Main Street Intersection Improvements								\$ 50,000		High	\$ 50,000	\$ -	\$ -	\$ -	\$ -
R06	Siskiyou Boulevard (OR 99)/Tolman Creek Road Intersection Improvements								\$ 61,000		High	\$ 61,000	\$ -	\$ -	\$ -	\$ -
R08	Ashland Street (OR 66)/Oak Knoll Drive-E Main Street Intersection Improvements								\$ 706,000		High	\$ 706,000	\$ -	\$ -	\$ -	\$ -
R40	Walker Avenue Festival Street (Siskiyou Boulevard to Ashland Street)								\$ 780,000		High	\$ 780,000	\$ -	\$ -	\$ -	\$ -
R19	Normal Avenue Extension								\$ 2,705,000		Medium	\$ 2,705,000	\$ -	\$ -	\$ -	\$ -
R36	N Main Street Implement Permanent Road Diet								\$ 200,000		Medium	\$ 200,000	\$ -	\$ -	\$ -	\$ -
R38	Ashland Street Streetscape Enhancements (Siskiyou Boulevard to Walker Avenue)								\$ 1,100,000		Medium	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -
	Croman Mill Development								\$ 1,000,000			\$ 1,000,000	\$ -	\$ -	\$ -	\$ -
	Subtotal Roadway	\$ 967,741	\$ 1,770,000	\$ 285,000	\$ 100,000	\$ 1,155,000	\$ 100,000	\$ 3,150,000	\$ 100,000	\$ 6,602,000		\$ 11,492,000	\$ -	\$ 2,736,765	\$ -	\$ 8,755,235
Street Improvements/Overlays per Pavement Management System (Goal of \$350,000/yr)																
	Overlay - N Mountain Avenue - Hersey to I-5			\$ 350,000								\$ 350,000	\$ -	\$ -	\$ -	\$ 350,000
	Overlay - N Mountain Avenue - E Main to R/R Tracks			\$ 175,000								\$ 175,000	\$ -	\$ -	\$ -	\$ 175,000
	Overlay - Wightman Street - Quincy to Siskiyou				\$ 250,000							\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000
	Overlay - Park Street - Siskiyou to End					\$ 275,000						\$ 275,000	\$ -	\$ -	\$ -	\$ 275,000
	Overlay - Oak Street - R/R Tracks to Oaklawn						\$ 385,000					\$ 385,000	\$ -	\$ -	\$ -	\$ 385,000
	Overlay/Partial Rebuild - N Mountain Avenue - R/R Tracks to Hersey							\$ 420,000	\$ 350,000			\$ 770,000	\$ -	\$ -	\$ -	\$ 770,000
	Overlay - Ashland Street - Morton to Taylor									\$ 150,000		\$ 150,000	\$ -	\$ -	\$ -	\$ 150,000
	Overlay - Nutley Street - Scenic to Winburn									\$ 125,000		\$ 125,000	\$ -	\$ -	\$ -	\$ 125,000
	Overlay - Winburn Way - Granite to Nutley									\$ 75,000		\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000
	Overlay - Holly Street - Morton to Idaho									\$ 110,000		\$ 110,000	\$ -	\$ -	\$ -	\$ 110,000
	Overlay - Morton Street - Iowa to Pennsylvania									\$ 85,000		\$ 85,000	\$ -	\$ -	\$ -	\$ 85,000
	Overlay - Liberty Street - Siskiyou to Iowa									\$ 25,000		\$ 25,000	\$ -	\$ -	\$ -	\$ 25,000
	Overlay - S. Mountain Avenue - E. Main to Siskiyou									\$ 350,000		\$ 350,000	\$ -	\$ -	\$ -	\$ 350,000
	Overlay - Helman Street - N. Main to Ohio									\$ 225,000		\$ 225,000	\$ -	\$ -	\$ -	\$ 225,000
	Overlay - Ashland Street - Siskiyou to R/R Tracks									\$ 500,000		\$ 500,000	\$ -	\$ -	\$ -	\$ 500,000
	Crown Grind/Overlay - Iowa Street - Liberty to Idaho									\$ 715,000		\$ 715,000	\$ -	\$ -	\$ -	\$ 715,000
	Overlay/Partial Rebuild - Hersey Street - N. Mountain to Helman									\$ 1,325,000		\$ 1,325,000	\$ -	\$ -	\$ -	\$ 1,325,000
	Overlay/Partial Rebuild - S. Mountain Avenue - Siskiyou to Prospect									\$ 660,000		\$ 660,000	\$ -	\$ -	\$ -	\$ 660,000
	Overlay/Partial Rebuild - Ashland Street - Siskiyou to R/R Tracks									\$ 930,000		\$ 930,000	\$ -	\$ -	\$ -	\$ 930,000
	Overlay/Partial Rebuild - Harrison Street - Siskiyou to Euclid									\$ 660,000		\$ 660,000	\$ -	\$ -	\$ -	\$ 660,000
	Overlay/Partial Rebuild - Hargadine Street - Gresham to 1st									\$ 440,000		\$ 440,000	\$ -	\$ -	\$ -	\$ 440,000
	Repave/Rebuild - B Street - Oak to 5th									\$ 880,000		\$ 880,000	\$ -	\$ -	\$ -	\$ 880,000
	Repave/Rebuild - Granite Street - Nutley to Pioneer									\$ 770,000		\$ 770,000	\$ -	\$ -	\$ -	\$ 770,000
	Repave/Rebuild - E. Main - N Mountain to R/R tracks									\$ 935,000		\$ 935,000	\$ -	\$ -	\$ -	\$ 935,000
	Repave/Rebuild - Normal Ave. - Ashland St to Siskiyou Blvd									\$ 220,000		\$ 220,000	\$ -	\$ -	\$ -	\$ 220,000
	Subtotal Street Improvements/Overlays	\$ -	\$ -	\$ 525,000	\$ 250,000	\$ 275,000	\$ 385,000	\$ 420,000	\$ 350,000	\$ 9,180,000		\$ 11,385,000	\$ -	\$ -	\$ -	\$ 11,385,000
Local Improvement Districts																
	Note: Costs shown are total project costs, City portion varies															
	Pavement plus, Schofield Street & Monte Vista Local Improvement District	\$ 104,100	\$ 104,100									\$ 130,000	\$ 23,400	\$ -	\$ 106,600	\$ -
	Pavement plus, Fielder Street Local Improvement District (Indiana to End)											\$ 400,000	\$ 72,000	\$ -	\$ 328,000	\$ -
	Pavement plus, Waterline Road Local Improvement District											\$ 1,000,000	\$ 323,750	\$ -	\$ 601,250	\$ 75,000
	Pavement plus, Clay Street Local Improvement District											\$ 200,000	\$ 36,000	\$ -	\$ 164,000	\$ -
	Miscellaneous Local Improvement Districts											\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal Local Improvement Districts	\$ 104,100	\$ 104,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,730,000		\$ 1,730,000	\$ 455,150	\$ -	\$ 1,199,850	\$ 75,000

Transportation Sections include projects included in the Transportation System Plan

TSP Project #	Project Description	2012-13	End of Year Expected	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Unfunded	TSP Priority	FY14-19 TOTAL COST	Cost Breakdown Totals are only for FY14 thru FY19 and Unfunded				
		FY13	FY13 Expected	FY14	FY15	FY16	FY17	FY18	FY19	Unfunded		Project Totals	Street SDC	Grants	LIDs	other	fees & rates
Sidewalk/Pedestrian																	
	Audible Pedestrian Signals	\$ 23,000	\$ 38,000									\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,000
	Willow Wind Pedestrian Crossing Signal	\$ 76,800	\$ 24,874									\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000
	High School Crosswalk Beacon Replacement	\$ 80,000	\$ 50,000									\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Miscellaneous Concrete Safety Repairs	\$ 195,000	\$ 6,000									\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Misc New Sidewalk Improvements (based on prioritized list in TSP)	\$ 155,000	\$ 155,000									\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
P25	Walker Avenue - 950' north of Iowa Street to Ashland Street (CMAQ)	\$ 750,000	\$ -	\$ 747,950							High	\$ 747,950	\$ -	\$ 666,694	\$ -	\$ -	\$ 81,256
P01	N Main Street/Highway 99 - N Main Street to Schofield Street			\$ 50,000							High	\$ 50,000	\$ 12,500	\$ -	\$ -	\$ -	\$ 37,500
P09	Maple Street - Chestnut Street to 150' east of Rock Street			\$ 100,000							High	\$ 100,000	\$ 25,000	\$ -	\$ -	\$ -	\$ 75,000
P07	Hersey Street - N Main Street to Oak Street (CMAQ)				\$ 531,000						High	\$ 531,000	\$ 13,633	\$ 476,466	\$ -	\$ -	\$ 40,900
P05	Glenn Street/Orange Avenue - N Main Street to 175' east of Willow Street				\$ 200,000						High	\$ 200,000	\$ 50,000	\$ -	\$ -	\$ -	\$ 150,000
P27	Walker Avenue - Oregon Street to Woodland Drive				\$ 200,000						High	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
P66	Diane Street - Clay Street to Tolman Creek Road					\$ 20,000					High	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000
P68	Carol Street - Patterson Street to Hersey Street					\$ 150,000					High	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000
P06	Orange Avenue - 175' west of Drager Street to Helman Street						\$ 250,000				High	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
P10	Scenic Drive - Maple Street to Wimer Street									\$ 250,000	High	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
P17	Beaver Slide - Water Street to Lithia Way									\$ 50,000	High	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
P18	A Street - Oak Street to 100' west of 6th Street									\$ 250,000	High	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
P22	N Mountain Avenue - 100' south of Village Green Way to Iowa Street									\$ 450,000	High	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ 450,000
P23	Wightman Street - 200' north of E Main Street to 625' south of E Main Street									\$ 400,000	High	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000
P28	Ashland Street - S Mountain Avenue to Morton Street									\$ 450,000	High	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ 450,000
P38	Clay Street - Siskiyou Boulevard to Mohawk Street									\$ 300,000	High	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000
P57	Tolman Creek Road - Siskiyou Boulevard to City Limits (west side)									\$ 425,000	High	\$ 425,000	\$ -	\$ -	\$ -	\$ -	\$ 425,000
P59	Garfield Street - E Main Street to Siskiyou Boulevard									\$ 750,000	High	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ 750,000
P60	Lincoln Street - E Main Street to Iowa Street									\$ 450,000	High	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ 450,000
P61	California Street - E Main Street to Iowa Street									\$ 500,000	High	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
P63	Liberty Street - Siskiyou Boulevard to Ashland Street									\$ 650,000	High	\$ 650,000	\$ -	\$ -	\$ -	\$ -	\$ 650,000
P65	Faith Avenue - Ashland Street to Siskiyou Boulevard									\$ 350,000	High	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ 350,000
P70	Park Street - Ashland Street to Siskiyou Boulevard									\$ 650,000	High	\$ 650,000	\$ -	\$ -	\$ -	\$ -	\$ 650,000
P04	Laurel Street - Nevada Street to Orange Avenue									\$ 500,000	Medium	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
P08	Wimer Street - Thornton Way to N Main Street									\$ 800,000	Medium	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ 800,000
P37	Clay Street - Faith Avenue to Siskiyou Boulevard									\$ 1,000,000	Medium	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
P62	Quincy Street - Garfield Street to Wightman Street									\$ 150,000	Medium	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000
P64	Water Street - Van Ness Avenue to B Street									\$ 250,000	Medium	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
P72	C Street - Fourth Street to Fifth Street									\$ 100,000	Medium	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
P73	Barbara Street - Jacquelyn Street to Tolman Creek Road									\$ 100,000	Medium	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
P74	Roca Street - Ashland Street to Prospect Street									\$ 250,000	Medium	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
P75	Blaine Street - Morton Street to Morse Avenue									\$ 100,000	Medium	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
P78	Patterson Street - Crispin Street to Carol Street									\$ 100,000	Medium	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
P79	Harrison Street - Iowa Street to Holly Street									\$ 100,000	Medium	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
P80	Spring Creek Drive - Oak Knoll Drive to road end									\$ 350,000	Medium	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ 350,000
P81	Bellview Avenue - Greenmeadows Way to Siskiyou Boulevard									\$ 250,000	Medium	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
Subtotal Sidewalk/Pedestrian		\$ 1,279,800	\$ 273,874	\$ 897,950	\$ 731,000	\$ 200,000	\$ 170,000	\$ 250,000	\$ -	\$ 9,975,000		\$ 12,223,950	\$ 101,133	\$ 1,143,160	\$ -	\$ -	\$ 10,979,656
Bicycle																	
B02	Wimer Street Bicycle Boulevard - From Scenic Drive to N Main Street. Coordinate with Project R31									\$ 20,000	High	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000
B05	Maple/Scenic Drive/Nutley Street Bicycle Boulevard - From N Main Street to Winburn Way									\$ 110,000	High	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ 110,000
B07	Iowa Street Bike Lane - From Terrace Street to road terminus and from S Mountain Avenue to Walker Avenue									\$ 240,000	High	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ 240,000
B10	S Mountain Avenue Bike Lane - From Ashland Street to E Main Street									\$ 120,000	High	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ 120,000
B11	Wightman Street Bicycle Boulevard - E Main Street to Siskiyou Boulevard									\$ 60,000	High	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ 60,000
B13	B Street Bicycle Boulevard - From Oak Street to N Mountain Avenue									\$ 80,000	High	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ 80,000
B16	Lithia Way Bicycle Boulevard - From Oak Street to Helman Street									\$ 110,000	High	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ 110,000
B17	Main Street Bicycle Boulevard - From Helman Street to Siskiyou Boulevard									\$ 50,000	High	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
B19	Helman Street Bicycle Boulevard - From Nevada Street to N Main Street									\$ 80,000	High	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ 80,000
B26	Normal Avenue Bike Lane - From E Main Street to Siskiyou Boulevard. Coordinate with Project R19									\$ 190,000	High	\$ 190,000	\$ -	\$ -	\$ -	\$ -	\$ 190,000
B29	Walker Avenue Bicycle Boulevard - From Siskiyou Boulevard to Peachey Road									\$ 40,000	High	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000
B31	Indiana Street Bicycle Boulevard - Siskiyou Boulevard to Oregon Street									\$ 20,000	High	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000
B33	8th Street Bicycle Boulevard - A Street to E Main Street									\$ 20,000	High	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000
B38	Oregon/Clark Street Bicycle Boulevard - Indiana Street to Harmony Lane									\$ 40,000	High	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000
TR01	Northside Trail - Multi-use Path - From Orchid Avenue to Tolman Creek Road									\$ 2,000,000	High	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
B03	Nevada Street Bike Lane - From Vansant Street to N Mountain Avenue. Coordinate with Project R17									\$ 230,000	Medium	\$ 230,000	\$ -	\$ -	\$ -	\$ -	\$ 230,000
B09	Ashland Street Bicycle Boulevard - From Morton Street to University Way									\$ 30,000	Medium	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 30,000
B18	N Main Street Bike Lane - From Jackson Road to Helman Street									\$ 260,000	Medium	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ 260,000
B20	Water Street Bicycle Boulevard - From Hersey Street to N Main Street									\$ 30,000	Medium	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 30,000
B25	Tolman Creek Road Bike Lane - From Siskiyou Boulevard to Green Meadows Way									\$ 100,000	Medium	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
B37	Clay Street Bicycle Boulevard - From Siskiyou Boulevard to Mohawk Street									\$ 20,000	Medium	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000
B39	Glenn Street/Orange Avenue Bicycle Boulevard - From N Main Street to Proposed Trail									\$ 40,000	Medium	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000
B40	Laurel Street Bicycle Boulevard - From Orange Street to Nevada Street									\$ 40,000	Medium	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000
TR02	Multi-Use Path - From Clay Street to Tolman Creek Road									\$ 400,000	Medium	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Subtotal Bicycle		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,330,000		\$ 4,330,000	\$ -	\$ -	\$ -	\$ -	\$ 4,330,000
TRANSPORTATION / LID		\$ 2,351,641	\$ 2,147,974	\$ 1,707,950	\$ 1,081,000	\$ 1,630,000	\$ 655,000	\$ 3,820,000	\$ 450,000	\$ 31,817,000		\$ 41,160,950	\$ 556,283	\$ 3,879,925	\$ 1,199,850	\$ 75,000	\$ 35,449,891



Sources: USGS, ESRI, TANA, AND

Planned Roadway Projects

- Planned Boulevards, Avenues, & Collectors
- Planned Neighborhood Streets
- Planned Streetscape Projects
- Planned Road Diet

- Planned Intersection Projects
- Planned Streetscape Projects
- Planned At-Grade Ped/Bike Rail Crossing
- Planned At-Grade Rail Crossing
- XX Project Number

Planned Intersection and Roadway Projects

**Figure
10-3**

Policy #26 (L26) Eagle Mill Road

The City of Ashland supports the following route as an alternative route around the downtown area to areas south and east of downtown from the I-5/Valley View Road interchange: Eagle Mill Road from Valley View Road to Oak Street, Oak Street from Valley View Road to Nevada Street, E Nevada Street from Oak Street to N Mountain Avenue, and North Mountain Avenue from E Nevada Street to E Main Street. The City of Ashland encourages Jackson County to make improvements to Eagle Mill Road on a similar timeframe to the City’s Nevada Street Extension project.

Intersection and Roadway Plan Studies

Table 10-2 summarizes the preferred plan intersection and roadway related studies. *Additional explanation regarding why the Study #7 (S7) was identified follows Table 10-2.*

Table 10-2 Refinement Plan Studies

(Study #) Study Name	Description	Priority (Timeline)	Cost
(S3) N Main Street (OR 99) from Helman Street to Sheridan Street	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	Medium (5-15 years)	\$75,000
(S5) Siskiyou Boulevard from Ashland Street to Tolman Creek Road	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	Medium (5-15 years)	\$75,000
(S6) Ashland Street (OR 66) from Siskiyou Boulevard to Tolman Creek Road	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	Medium (5-15 years)	\$75,000
(S7) E Main Street from Siskiyou Boulevard to Wightman Street	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	Low (15-25 Years)	\$75,000
(S9) Ashland Street (OR 66) Safety Study	Conduct a transportation safety assessment in five years along Ashland Street (OR 66) between Clay Street and Washington Street to identify crash trends and/or patterns (if they exist) as well as mitigations to reduce crashes.	Medium (5-15 years)	\$20,000
(S10) Siskiyou Boulevard Pedestrian Crossing Evaluation and Feasibility Study	Evaluate pedestrian flows, crossing demand, and safety along Siskiyou Boulevard from Highway 66 to Beach Street. The study should evaluate the adequacy of the planned pedestrian improvements along Siskiyou Boulevard (the rectangular rapid-flash beacons at crosswalks and diagonal crossing at the Indiana-Wightman intersection) once the new dormitory and dining hall are operational for existing and future forecast pedestrian demand. The need, ideal location, feasibility and cost of a grade-separated crossing should be evaluated. This project is a joint project with the city and SOU; not subject to development.	High (0-5 years)	\$35,000
High (0-5 years)			\$35,000
Medium (5-15 years)			\$245,000
Low (15-25 years)			\$75,000
Development Driven			0
Total			\$355,000

Table 10-3 Preferred Plan Intersection and Roadway Projects

(Project #) Name	Description	Reasons for the Project	Priority (Timeline)	Cost ²
(R2) N Main Street (OR 99)/Wimer Street-Hersey Street Intersection Improvements	Install a traffic signal at the intersection once MUTCD traffic volume or MUTCD crash warrants are met	Improve Safety, Improve Operations	Low (15-25 Years)	\$300,000
(R5) Lithia Way (OR 99 NB)/E Main Street Intersection Improvements	Improve visibility of signal heads. Identify and install treatments to slow vehicles on northbound approach	Improve Safety	High (0-5 Years)	\$50,000
(R6) Siskiyou Boulevard (OR 99)/Tolman Creek Road Intersection Improvements	Conduct a speed study. Identify and install speed reduction treatments on northbound approach	Improve Safety	High (0-5 Years)	\$61,000
(R8) Ashland Street (OR 66)/Oak Knoll Drive-E Main Street Intersection Improvements	Realign E Main Street approach to eliminate offset and install speed reduction treatments	Improve Safety	High (0-5 Years)	\$706,000
(R9) Ashland Street (OR 66)/Oak Knoll Drive-E Main Street Intersection Improvements	Install a roundabout ¹	Improve Safety, Gateway to Urban Area	Low (15-25 Years)	\$3,150,000
(R11) Lithia Way (OR 99 NB)/Oak Street Intersection Improvements	Install a traffic signal	Improve Operations	Low (15-25 Years)	\$200,000
(R12) Siskiyou Boulevard (OR 99)/Sherman Street Intersection Improvements	Realign Sherman Street approach to eliminate offset	Improve Street Continuity	Development Driven	\$391,000
(R13) Siskiyou Boulevard (OR 99)/Park Street Intersection Improvements	Realign Park Street approach to eliminate offset	Reduce Conflicts, Improve Street Continuity	Development Driven	\$296,000
(R14) Siskiyou Boulevard (OR 99)/Terra Avenue-Faith Avenue Intersection Improvements	Realign Terra Avenue approach to eliminate offset	Reduce Conflicts, Improve Street Continuity	Development Driven	\$216,000
(R17) East Nevada Street Extension	Extend Nevada Street from Bear Creek to Kestrel Parkway	Balance Mobility and Access	High (0-5 Years)	\$2,261,000
(R19) Normal Avenue Extension	Extend Normal Avenue to E Main Street consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66); Coordinate with Project X3.	Balance Mobility and Access	Medium (5-15 Years)	\$2,705,000
(R20) Creek Drive Extension	Extend Creek Drive from Meadow Drive to Normal Avenue consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66)	Balance Mobility and Access	Development & Access Management Driven	Developer Responsibility
(R22) New Roadway (B)	Construct a New Roadway from Clay Street to Tolman Creek Road consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66) if and when Tolman Creek Manufactured Park is redeveloped. The location of the connection shall be determined at the time of redevelopment of the manufactured home park.	Facilitate Economic Growth Balance Mobility and Access	Development & Access Management Driven	Developer Responsibility
(R23) New Roadway (C)	Construct a New Roadway from McCall Drive to Engle Street	Facilitate Economic Growth Balance Mobility and Access	Development & Access Management Driven	Developer Responsibility
(R24) Clear Creek Drive Extension	Construct a New Roadway to connect the two existing segments of Clear Creek Drive providing a continuous east-west roadway between Oak Street and N	Facilitate Economic Growth Balance Mobility and Access	Development & Access Management Driven	\$2,505,000

(Project #) Name	Description	Reasons for the Project	Priority (Timeline)	Cost ²
	Mountain Avenue			
(R25) Washington Street Extension to Tolman Creek Road	Extend Washington Street to Tolman Creek Road consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66). This is a City funded project; not developer driven.	Facilitate Economic Growth Balance Mobility and Access	High (0-5 Years)	\$1,055,000
(R26) New Roadway (D)	Construct a new roadway from E Main Street to Ashland Street (OR 66) consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66).	Facilitate Economic Growth Balance Mobility and Access	Development & Access Management Driven	\$2,422,000
(R27) Grizzly Drive Extension	Extend Grizzly Drive from Jacquelyn Street to Clay Street	Balance Mobility and Access	Development Driven	Developer Responsibility
(R28) Mountain View Drive Extension	Extend Mountain View Drive from Parkside Drive to Helman Street	Balance Mobility and Access	Development Driven	Developer Responsibility
(R29) Washington Street	Extend Washington Street to Benson Way	Facilitate Economic Growth Balance Mobility and Access	Development Driven	\$1,301,000
(R30) Kirk Lane Extension	Extend Kirk Lane to N Mountain Avenue	Balance Mobility and Access	Development Driven	Developer Responsibility
(R31) Wimer Street Extension	Extend Wimer Street to Ashland Mine Road. The exact location of the street will be refined at the time of annexation.	Balance Mobility and Access	Development Driven	\$3,125,000
(R32) Kestrel Parkway Extension	Extend Kestrel Parkway to N Mountain Avenue at Nepenthe Road	Balance Mobility and Access	Development Driven	Developer Responsibility
(R34) Railroad Property Development	Extend Existing Adjacent Streets to Provide Connectivity within, to and from the property	Facilitate Economic Growth Balance Mobility and Access	Development Driven	Developer Responsibility
(R35) N Main Street Temporary Road Diet	Implement a temporary road diet on N Main Street. Temporary road diet includes converting N Main Street to a two-lane roadway with a two-way center turn lane and bicycle lanes in both directions	Improve Safety, Balance Mobility and Access	High (0-5 Years)	\$160,000
(R36) N Main Street Implement Permanent Road Diet	Convert temporary road diet to permanent installation, which includes, at a minimum, signal modifications to the N Main Street/Maple Street and the N Main Street/Laurel Street intersections	Improve Safety, Balance Mobility and Access	Medium (5-15 Years)	\$200,000
(R38) Ashland Street Streetscape Enhancements (Siskiyou Boulevard to Walker Avenue)	Widen and reconstruct sidewalks with street trees, stormwater planters and bus shelters. Ashland Street/Walker Avenue intersection enhancements to include concrete crosswalks, paving, and ornamental lights.	Improve Safety, Balance Mobility and Access	Medium (5-15 Years)	\$1,100,000
(R39) Ashland Street Streetscape Enhancements (Walker Avenue to Normal Avenue)	Widen and reconstruct sidewalks with street trees, stormwater planters and bus shelters.	Improve Safety, Balance Mobility and Access	Development Driven	\$1,300,000
(R40) Walker Avenue Festival Street (Siskiyou Boulevard to Ashland Street)	Street reconstruction with flush curbs and scored concrete roadway surface. Sidewalk treatments to include decorative bollards to delineated pedestrian space, street trees, LID stormwater facilities and ornamental lights.	Support Pedestrian Places Planning	High (0-5 Years)	\$780,000
(R41) Ashland Street/Tolman Creek Road Streetscape Enhancements	Widen and reconstruct sidewalks with street trees, stormwater planters and bus shelters. Ashland Street/Tolman Creek Road intersection enhancements to include concrete crosswalks, paving, and ornamental lights.	Support Pedestrian Places Planning	Development Driven	\$1,500,000

(Project #) Name	Description	Reasons for the Project	Priority (Timeline)	Cost ²
(R42) E Main Street/N Mountain Avenue Streetscape Enhancements	Widen and reconstruct sidewalks with street trees, stormwater planters and bus shelters. E Main Street/N Mountain Avenue intersection enhancement with concrete crosswalks and paving, and ornamental lights.	Support Pedestrian Places Planning	Development Driven	\$1,500,000
(R43) New Roadway (E)	Construct a new roadway from Mistletoe Road to Siskiyou Boulevard (OR 99) consistent with the Croman Mill District Plan	Facilitate Economic Growth Balance Mobility and Access	Development Driven	\$4,322,000
(R44) Tolman Creek-Mistletoe Road Streetscape Enhancements	Widen and reconstruct sidewalks with street trees, stormwater planters and bus shelters consistent with the Croman Mill District standards.	Facilitate Economic Growth Balance Mobility and Access	Development Driven	\$3,478,000
(R45) New Roadway (F)	Construct a new roadway from Washington Street to New Roadway (E) consistent with the Croman Mill District Plan; coordinate with Project X2.	Facilitate Economic Growth Balance Mobility and Access	Development Driven	\$1,199,000
(R46) Ivy Lane Extension	Extend Ivy Lane west to Waterline Road	Balance Mobility and Access	Development Driven	Developer Responsibility
(R47) Mary Jane Avenue Extension	Extend Mary Jane Avenue south to the UGB then east to Clay Street	Balance Mobility and Access	Development Driven	Developer Responsibility
(R48) Forest Street Extension	Construct a new roadway that connects the two existing segments of Forest Street	Balance Mobility and Access	Development Driven	Developer Responsibility
(R49) Croman Mill District Streets	Construct new streets to provide connectivity within, to and from the Croman Mill District	Facilitate Economic Growth Balance Mobility and Access	Development Driven	Developer Responsibility
High Priority (0-5 Years)				\$5,073,000
Medium Priority (5-15 Years)				\$4,005,000
Low Priority (15-25 Years)				\$3,650,000
Development Driven				\$23,555,000
Total				\$38,047,000

Notes:

¹Initial roundabout operations analysis and high-level feasibility assessment were performed to confirm a roundabout appears physically and operationally feasible. A more detailed preliminary roundabout design and study should be conducted before activities such as right-of-way acquisition and/or developing detailed design plans.

It should also be noted that in November 2008, the State Traffic Engineer issued a directive to ODOT staff to consider a roundabout as an alternative whenever a traffic signal was being considered on the state highway system. However, in March 2011, ODOT issued updated guidance to staff that no roundabouts should be approved or designed by staff on the state highway system due to concerns raised by the trucking industry. Subsequently, the requirement previously issued to evaluate roundabouts as an alternative to traffic signals was temporarily lifted. Currently, ODOT is awaiting the results of a study being led by the Kansas Department of Transportation evaluating the effects of roundabouts on oversized loads. Upon completion of that study, the agency has indicated that the current prohibition of roundabouts on the state system will be reconsidered.

²Cost estimates are for engineering and construction costs. They do not include right-of-way. They are rounded to the nearest thousand dollars.

The projects in Table 10-3 and Figure 10-3 were identified based on input received from the PMT, TAC, PC, and .The intersection projects were also developed based on the 2034 future conditions analysis results, safety analysis results, and planning-level feasibility assessments (e.g., is a roundabout physically possible, could the street actually be realigned given adjacent historic structures). The new roadway and roadway extension projects were identified from previous and/or related plans such as the 1998 TSP, the unadopted 2007 TSP update, and the Interchange Area Management Plan (IAMP) for Exit 14. The projects identified to support pedestrian places were documented as part of the Pedestrian Places planning activities. The Pedestrian Places planning is discussed further in the following section.

Railroad Crossing Projects

Table 10-4 summarizes the preferred plan railroad crossing projects. They include one existing crossing upgrade and two new railroad crossing locations. Figure 10-3 illustrates the location of these railroad crossings. *Appendix A contains the prospectus sheets for all preferred plan projects; the prospectus sheets provide more detail regarding the project location, description, and images illustrating the vision for the completed project.*

Currently under Federal and ODOT rail policy, the City would need to close an existing at-grade crossing or go through a potentially timely and costly rail order process to obtain an additional new public crossing within Ashland. The City will pursue all possible alternatives to closing existing at-grade crossings including exceptions to the policies based on the low projected train volumes (currently none) and will consider grade separation of future crossings.

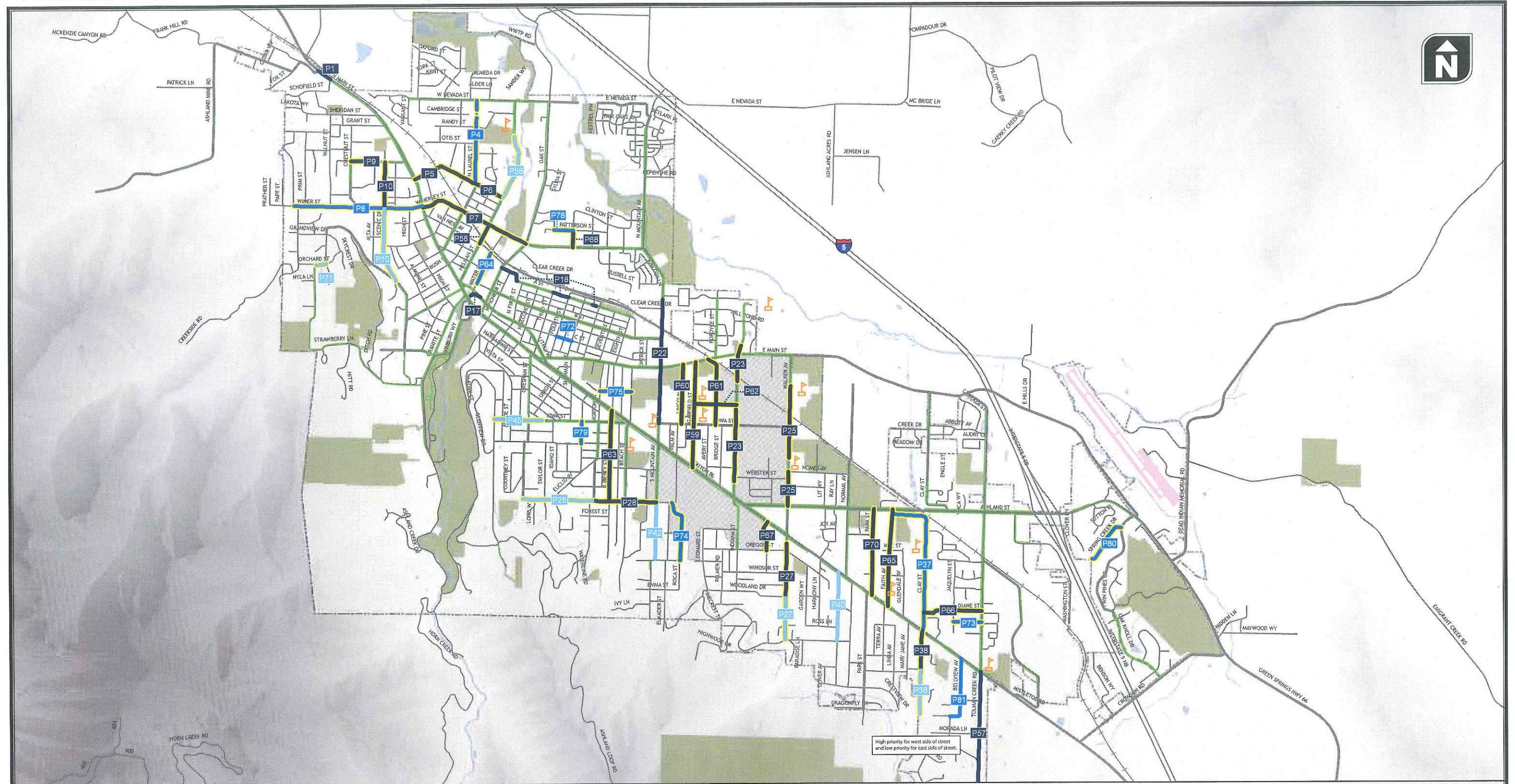
Table 10-4 Railroad Crossing Projects

(Project #) Name	Description	Reasons for the Project	Priority (Timeline)	Cost ²
(X1) 4 th Street At-Grade Railroad Crossing	Pursue a New At-Grade Ped/Bike Railroad Crossing at 4 th Street. Coordinate with Project TR4. ¹	Improve North-South Connectivity, Balance Mobility and Access	Development Driven	\$275,000
(X2) Washington Street At-Grade Railroad Crossing	Pursue a New At-Grade Railroad Crossing at Washington Street as part of the Croman Mill Site Development. Coordinate with project R45. ¹	Facilitate Economic Growth, Balance Mobility and Access	Development Driven	\$1,000,000
(X3) Normal Avenue At-Grade Railroad Crossing Upgrade	Upgrade the existing at-grade Railroad crossing at Normal Avenue to public crossing standards. Coordinate with Project R19. ¹	Improve North-South Connectivity, Balance Mobility and Access	Development Driven	\$750,000
High Priority (0-5 Years)				-
Medium Priority (5- 15 Years)				-
Low Priority (15- 25 Years)				-
Development Driven or Driven by Need based on Rail Order Outcomes				\$2,025,000
Total				\$2,025,000

Notes:

¹Currently under Federal and ODOT rail policy, the City would need to close an existing at-grade crossing or go through a potentially timely and costly rail order process to obtain an additional new public crossing within Ashland. The City will pursue all possible alternatives to closing existing at-grade crossings including exceptions to the policies based on the low projected train volumes (currently none) and will consider grade separation of future crossings.

²Planning level cost estimates are for construction and engineering of at-grade crossings and do not include right-of-way costs.



High priority for west side of street and low priority for east side of street.

Sidewalk Infill Projects

- High Priority
- Med Priority
- Low Priority
- Safe Routes to School Route
- Existing Sidewalk

- SOU Campus
- Rivers
- Parks
- Wetlands
- Airport
- City Limits
- School

Sidewalk Priority Projects



Figure 7-1

The planned network reflects projects identified based on the crash analysis summarized in Section 3 and technical memorandum #3 and #4. The planned network also prioritizes projects that are located on designated Safe Routes to School, streets with higher street functional classifications (indicating higher traffic volumes and speed), and adjacent to land use destinations. Detailed information regarding project extent, priority designation and planning level cost estimates for each pedestrian project is provided in Table 7-1 below. Note the multi-use path projects are documented in Section 6 Bicycle Plan. Appendix A contains the project prospectus sheets for the pedestrian related projects.

Table 7-1 Pedestrian Projects

(Project #) Name	Description	Safe Routes to School? ¹	Reasons for the Project	Priority (Timeline)	Cost ²
(O1) Create TravelSmart Education Program	Invest in individualized, targeted marketing materials to be distributed to interested individuals for the purpose of informing and encouraging travel as a pedestrian or by bicycle	-	Encourage and facilitate pedestrian and bicycle travel	High (0-5 Years)	\$45,000
(P1) N Main Street/Highway 99	From N Main Street to Schofield Street	-	Fill gap in existing sidewalk network	High (0-5 Years)	\$50,000
(P4) Laurel Street	From Nevada Street to Orange Avenue	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$500,000
(P5) Glenn Street/Orange Avenue	From N Main Street to 175' east of Willow Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$200,000
(P6) Orange Avenue	175' west of Drager Street to Helman Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$250,000
(P7) Hersey Street	From N Main Street to Oak Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$750,000
(P8) Wimer Street	From Thornton Way to N Main Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$800,000
(P9) Maple Street	From Chestnut Street to 150' east of Rock Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$100,000
(P10) Scenic Drive	From Maple Street to Wimer Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$250,000
	From Wimer Street to Grandview Drive	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	\$300,000
(P17) Beaver Slide	From Water Street to Lithia Way	-	Fill gap in existing sidewalk network	High (0-5 Years)	\$50,000
(P18) A Street	From Oak Street to 100' west of 6 th Street	-	Fill gap in existing sidewalk network	High (0-5 Years)	\$250,000
(P22) N Mountain Avenue	From 100' south of Village Green Way to Iowa Street	-	Fill gap in existing sidewalk network	High (0-5 Years)	\$450,000
(P23) Wightman Street	From 200' north of E Main Street to 625' south of E Main Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$400,000
(P25) Walker Avenue	950' north of Iowa Street to Ashland Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$750,000
(P27) Walker Avenue	From Oregon Street to Woodland Drive	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$200,000
	From Woodland Drive to Peachey Road	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	\$150,000
(P28) Ashland Street	From S Mountain Avenue to Morton Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$450,000
	From Morton Street to Guthrie Street	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	\$500,000
(P37) Clay Street	From Faith Avenue to Siskiyou	Yes	Fill gap in existing	Medium	\$1,000,000

(Project #) Name	Description	Safe Routes to School? ¹	Reasons for the Project	Priority (Timeline)	Cost ²
	Boulevard		sidewalk network	(5-15 Years)	
(P38) Clay Street	From Siskiyou Boulevard to Mohawk Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$300,000
	From Mohawk Street to southern terminus	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	\$300,000
(P40) Hillview Drive	From Siskiyou Boulevard to Peachey Road	-	Fill gap in existing sidewalk network	Low (15-25 Years)	\$250,000
(P42) S Mountain Avenue	From Ashland Street to Prospect Street	-	Fill gap in existing sidewalk network	Low (15-25 Years)	\$400,000
(P54) Iowa Street	From Terrace Street to Auburn Street	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	\$350,000
(P57) Tolman Creek Road	From Siskiyou Boulevard to City Limits (west side)	-	Fill gap in existing sidewalk network	High (0-5 Years)	\$425,000
	From Siskiyou Boulevard to City Limits (east side)	-	Fill gap in existing sidewalk network	Low (15-25 Years)	\$425,000
(P58) Helman Street	From Hersey Street to Van Ness Avenue	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$100,000
	From 1500' north of Orange Avenue to Orange Avenue	Yes	Fill gap in existing sidewalk network	Low (15-25 Years)	\$200,000
(P59) Garfield Street	From E Main Street to Siskiyou Boulevard	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$750,000
(P60) Lincoln Street	From E Main Street to Iowa Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$450,000
(P61) California Street	From E Main Street to Iowa Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$500,000
(P62) Quincy Street	From Garfield Street to Wightman Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$150,000
(P63) Liberty Street	From Siskiyou Boulevard to Ashland Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$650,000
(P64) Water Street	From Van Ness Avenue to B Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$250,000
(P65) Faith Avenue	From Ashland Street to Siskiyou Boulevard	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$350,000
(P66) Diane Street	From Jaquelyn Street to Tolman Creek Road	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$20,000
(P67) Frances Lane	From Siskiyou Boulevard to Oregon Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$10,000
(P68) Carol Street	From Patterson Street to Hersey Street	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$150,000
(P70) Park Street	From Ashland Street to Siskiyou Boulevard	Yes	Fill gap in existing sidewalk network	High (0-5 Years)	\$650,000
(P71) Orchard Street	From Sunnyview Drive to Westwood Street	Yes	Fill gap in existing sidewalk network	Low (15-15 Years)	\$100,000
(P72) C Street	From Fourth Street to Fifth Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$100,000
(P73) Barbara Street	From Jaquelyn Street to Tolman Creek Road	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$100,000
(P74) Roca Street	From Ashland Street to Prospect Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$250,000
(P75) Blaine Street	From Morton Street to Morse Avenue	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$100,000
(P78) Patterson Street	From Crispin Street to Carol Street	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$100,000
(P79) Harrison Street	From Iowa Street to Holly Street	Yes	Fill gap in existing	Medium	\$100,000

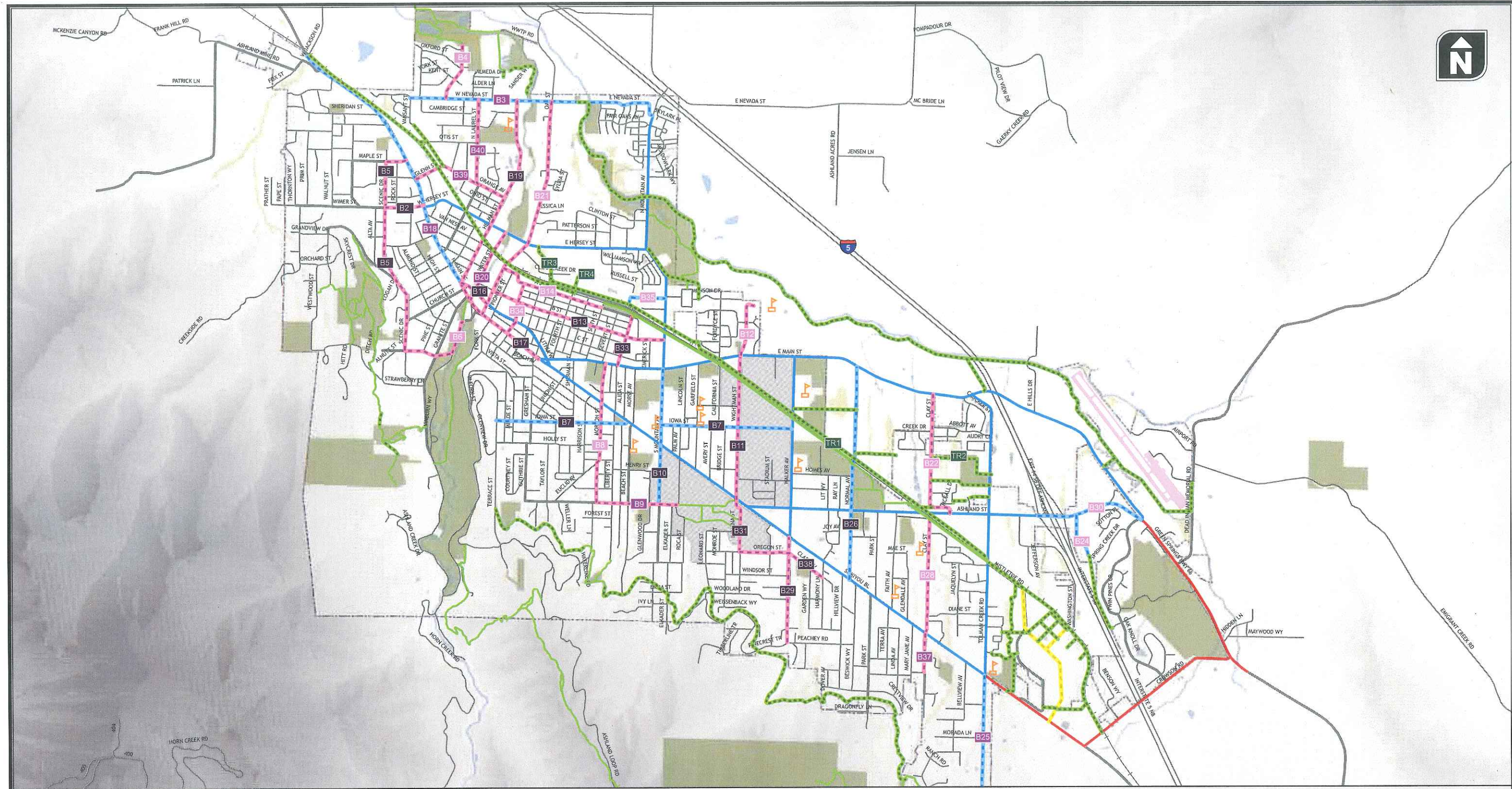
(Project #) Name	Description	Safe Routes to School? ¹	Reasons for the Project	Priority (Timeline)	Cost ²
			sidewalk network	(5-15 Years)	
(P80) Spring Creek Drive	From Oak Knoll Drive to road end	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$350,000
(P81) Bellview Avenue	From Greenmeadows Way to Siskiyou Boulevard	Yes	Fill gap in existing sidewalk network	Medium (5-15 Years)	\$250,000
High Priority (0-5 Years)					\$8,550,000
Medium Priority (5-15 Years)					\$4,050,000
Low Priority (15-25 Years)					\$2,975,000
Total					\$15,575,000

Notes:

*Some sidewalk projects in the table above may not be feasible due to right-of-way and/or topographic constraints.

¹A "Yes" indicates the project contributes to a Safe Routes to School Plan by helping to fill a sidewalk or bicycle network gap on a safe route to a local school. The safe routes are those identified in the City's Safe Routes to School Plan maps. A "-" indicates the project does not overlap with a designated safe route to school.

²Planning level cost estimates are for construction and engineering; does not include right-of-way costs.



<p>Planned On-Street Bikeways</p> <ul style="list-style-type: none"> —●—●—●—●— Planned Bike Lane —■—■—■—■— Planned Buffered Bike Lane —■—■—■—■— Planned Bicycle Boulevard <p>Off-Street Trails</p> <ul style="list-style-type: none"> —■—■—■—■— Existing Bike Path/Greenway —■—■—■—■— Planned Bike Path/Greenway 	<p>Existing On-Street Bikeways</p> <ul style="list-style-type: none"> — Existing Bike Lane — Existing Shoulder Lane <p>Bikeway Priority Projects</p> <ul style="list-style-type: none"> High Priority Med Priority Low Priority 	<ul style="list-style-type: none"> ■ School SOU Campus ■ Rivers Parks Wetlands City Limits Airport
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Existing and Planned Bikeway Network

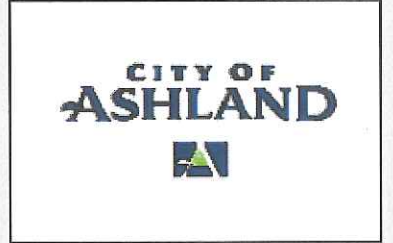


Figure 8-1

Table 8-1 Bicycle Projects

(Project #) Name	Description	Safe Routes to School? ¹	Reasons for the Project	Priority (Timeline)	Cost ²
(O4) Retrofit Bicycle Program	Establish funds and process for installing off-street bicycle racks at existing business/establishments	-	Facilitate bicycle travel	High (0-5 Years)	\$50,000
(B2) Wimer Street	Bicycle Boulevard - From Scenic Drive to N Main Street.	-	Upgrade of existing bikeway to encourage greater use	High (0-5 Years)	\$20,000
(B3) Nevada Street	Bike Lane - From Vansant Street to N Mountain Avenue. Coordinate with Project R17.	-	Fill gap in existing bicycle network	Medium (5-15 Years)	\$230,000
(B4) Glendower Street	Bicycle Boulevard - From the Bear Creek Greenway to Nevada Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	\$20,000
(B5) Maple/Scenic Drive/Nutley Street	Bicycle Boulevard - From N Main Street to Winburn Way	Yes	Fill gap in existing bicycle network	High (0-5 Years)	\$110,000
(B6) Winburn Way	Bicycle Boulevard - From Calle Guanajuato to Nutley Street	-	Upgrade of bikeway, slow travel speeds, encourage commercial activity	Low (15-25 Years)	\$10,000
(B7) Iowa Street	Bike Lane - From Terrace Street to road terminus and from S Mountain Avenue to Walker Avenue	Yes	Fill gap in existing bicycle network	High (0-5 Years)	\$240,000
(B8) Morton Street	Bicycle Boulevard - From E Main Street to Ashland Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	\$60,000
(B9) Ashland Street	Bicycle Boulevard - From Morton Street to University Way	Yes	Fill gap in existing bicycle network	Medium (5-15 Years)	\$30,000
(B10) S Mountain Avenue	Bike Lane - From Ashland Street to E Main Street	Yes	Fill gap in existing bicycle network	High (0-5 Years)	\$120,000
(B11) Wightman Street	Bicycle Boulevard - E Main Street to Siskiyou Boulevard	Yes	Fill gap in existing bicycle network	High (0-5 Years)	\$60,000
(B12) Wightman Street	Bicycle Boulevard - From road terminus to E Main Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	\$20,000
(B13) B Street	Bicycle Boulevard - From Oak Street to N Mountain Avenue	Yes	Fill gap in existing bicycle network	High (0-5 Years)	\$80,000
(B14) A Street	Bicycle Boulevard - From Oak Street to 6 th Street	-	Upgrade of bikeway, slow travel speeds, encourage commercial activity	Low (15-25 Years)	\$50,000
(B16) Lithia Way	Bicycle Boulevard - From Oak Street to Helman Street	Yes	Fill gap in existing bicycle network	High (0-5 Years)	\$110,000
(B17) Main Street	Bicycle Boulevard - From Helman Street to Siskiyou Boulevard.	Yes	Fill gap in existing bicycle network	High (0-5 Years)	\$50,000
(B18) N Main Street	Bike Lane - From Jackson Road to Helman Street Included as part of Projects R35 and R36. See Table 10-2 for more details.	-	Fill gap in existing bicycle network	Medium (5-15 Years)	\$260,000
(B19) Helman Street	Bicycle Boulevard - From Nevada Street to N Main Street	Yes	Fill gap in existing bicycle network	High (0-5 Years)	\$80,000
(B20) Water Street	Bicycle Boulevard - From Hersey Street to N Main Street	Yes	Fill gap in existing bicycle network	Medium (5-15 Years)	\$30,000
(B21) Oak Street	Bicycle Boulevard - From Nevada Street to E Main Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	\$100,000
(B22) Clay Street ³	Bicycle Boulevard - From E Main Street to Ashland Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	\$60,000
(B24) Clover Lane	Bike Lane - From Ashland Street to	-	Fill gap in existing	Low	\$40,000

(Project #) Name	Description	Safe Routes to School? ¹	Reasons for the Project	Priority (Timeline)	Cost ²
	proposed bike path		bicycle network	(15-25 Years)	
(B25) Tolman Creek Road	Bike Lane - From Siskiyou Boulevard to Greenmeadows Way	-	Fill gap in existing bicycle network	Medium (5-15 Years)	\$100,000
(B26) Normal Avenue	Bike Lane - From E Main Street to Siskiyou Boulevard. Coordinate with Project R19.	Yes	Fill gap in existing bicycle network	High (0-5 Years)	\$190,000
(B28) Clay Street ³	Bicycle Boulevard - From the rail line to Siskiyou Boulevard	-	Fill gap in existing bicycle network	Low (15-25 Years)	\$50,000
(B29) Walker Avenue	Bicycle Boulevard - From Siskiyou Boulevard to Peachey Road	-	Fill gap in existing bicycle network	High (0-5 Years)	\$40,000
(B30) Ashland Street	Bike Lane - From I-5 Exit 14 SB to Hwy 66	Yes	Fill gap in existing bicycle network	Low (15-25 Years)	\$100,000
(B31) Indiana Street	Bicycle Boulevard - Siskiyou Boulevard to Oregon Street	-	Fill gap in existing bicycle network	High (0-5 Years)	\$20,000
(B33) 8 th Street	Bicycle Boulevard - A Street to E Main Street	Yes	Fill gap in existing bicycle network	High (0-5 Years)	\$20,000
(B34) 1 st Street	Bicycle Boulevard - A Street to E Main Street	-	Fill gap in existing bicycle network	Low (15-25 Years)	\$20,000
(B35) Railroad Property	Bike Lane - From Proposed Bike Path to N Mountain Avenue	-	Fill gap in existing bicycle network	Low (15-25 Years)	\$40,000
(B37) Clay Street ³	Bicycle Boulevard - From Siskiyou Boulevard to Mohawk Street	-	Fill gap in existing bicycle network	Medium (5-15 Years)	\$20,000
(B38) Oregon/Clark Street	Bicycle Boulevard - Indiana Street to Harmony Lane	-	Fill gap in existing bicycle network	High (0-5 Years)	\$40,000
(B39) Glenn Street/Orange Avenue	Bicycle Boulevard - From N Main Street to Proposed Trail	-	Fill gap in existing bicycle network	Medium (5-15 Years)	\$40,000
(B40) Laurel Street	Bicycle Boulevard - From Orange Street to Nevada Street	-	Fill gap in existing bicycle network	Medium (5-15 Years)	\$40,000
(TR1) Northside Trail	Multi-use Path - From Orchid Avenue to Tolman Creek Road	-	Expand existing bicycle network	High (0-5 Years)	\$2,000,000
(TR2) New Trail	Multi-Use Path - From Clay Street to Tolman Creek Road	-	Expand existing bicycle network	Medium (5-15 Years)	\$400,000
(TR3) New Trail	Multi-use Path - From new trail to Hersey street	-	Expand existing bicycle network	Development Driven	\$220,000
(TR4) New Trail	Multi-use Path - From A Street to Clear Creek Drive Extension	-	Expand existing bicycle network	Development Driven	\$110,000
High Priority (0-5 Years)					\$3,230,000
Medium Priority (5-15 Years)					\$1,150,000
Low Priority (15-25 Years)					\$570,000
Development Driven					\$330,000
Total					\$5,280,000

Notes:

¹A "Yes" indicates the project contributes to a Safe Routes to School Plan by helping to fill a sidewalk or bicycle network gap on a safe route to a local school. The safe routes are those identified in the City's Safe Routes to School Plan maps. A "-" indicates the project does not overlap with a designated safe route to school.

²Planning level cost estimates are for construction and engineering; does not include right-of-way costs. Cost estimates assume striping and signing changes occur within the existing pavement width (i.e., no additional construction or road expansion is required).

³Jackson County currently does not have standards for Bicycle Boulevard and may not permit the use of sharrows.

Council Communication

Advance Financing of Public Improvement

Meeting Date:	October 4, 2010	Primary Staff Contact:	Michael R. Faught 552-2411
Department:	Public Works	E-Mail:	faughtm@ashland.or.us
Secondary Dept.:	Legal	Secondary Contact:	Megan Thornton
Approval:	Martha Bennett	Estimated Time:	30 minutes

Question:

Will the Council add code language to the Ashland Municipal Code (AMC), creating an Advanced Financing of Public Improvement section?

Staff Recommendation:

Staff recommends that Council direct staff to develop an ordinance to create an Advanced Financing of Public Improvement section in the Ashland Municipal Code.

Background:

The City Council previously held an Advance Financing of Public Improvements study session on November 30, 2009 and then was scheduled to consider proposed Advanced Financing of Public Improvements ordinance language at their March 16, 2010 City Council meeting. The March 16, 2010 discussion was delayed due to time constraints. The first reading was then continued to August 3, 2010. Given that it has been ten (10) months since the Council has discussed this issue, staff is presenting the proposed Advanced Financing of Public Improvements topic to the Council in a study session. Council will then consider approving the first reading of the new Advanced Financing of Public Improvements ordinance Tuesday October 19, 2010 at the regular City Council session, assuming you still wish to move ahead with this concept.

Most new private developments require the upgrade of public facilities. Unless these projects meet the requirements of a Systems Development Charge or a Local Improvement District, the cost of these upgrades is paid for by the developer and/or the City. Sometimes a developer has to put in larger facilities than are required as a condition of approval to avoid having to replace or reconstruct the facility when other properties develop. Future property owners get the full benefit of the new facility without paying their proportionate share of the costs.

An example of facility improvements includes:

- Larger and/or extended water lines that are required for fire flow for several projects
- Storm water line improvements and corresponding detention basins
- Improved sewer lines to provide capacity to an entire area
- The construction of street extensions to provide required traffic flows
- Construction of traffic signals
- Right-of-way or easement purchases for required public improvements which may be outside of their property or development boundaries and a requirement of their conditions of approval



CITY OF
ASHLAND

There are currently only two methods of charging benefited property owners their share of public improvement projects: System Development Charges (SDC) or the formation of a Local Improvement District (LID).

1. SDC's: The collection of SDC's are payable upon and as a condition of approval:
 - a. The issuance or approval of a building or plumbing permit for a development;
 - b. A permit for a development not requiring the issuance of a building permit, or
 - c. A permit or other authorization to connect to the water, sanitary sewer, or
 - d. Storm drainage system (AMC 4.20.070). The amount of the SDC is based on the cost of the capital improvement attributed to growth and identified on the Capital Improvement Project (CIP) list.

This method collects revenue for future capacity projects identified in the adopted Master Plan CIP lists. When developers or the City constructs one of the approved SDC projects, SDC's can be used to reimburse the City or a developer.

2. LID: A Local Improvement District (LID) is an existing tool to construct public facilities generally in an existing facility or neighborhood (street, transit, parking, sewer, water, irrigation, etc.) and distributes the cost of public improvement projects based on benefited use. An LID assessment is assessed to the property owner immediately and the debt can be financed over a period of at least ten (10) years.

If approved, a third alternative method of repayment would be the Advanced Financing of Public Improvement section. This method would allow the City or developer to be reimbursed for its portion of the public improvement.

Advanced Financing is similar to the formation of a Local Improvement District (LID) in that it distributes the cost of public improvement projects based on benefited use. The difference between the two financing options is that an LID assessment is due immediately. The Advance Financing method is due when the benefited property owner hooks into the public improvement.

The reason staff is proposing new code language for Advanced Financing is to provide a financial mechanism to reimburse publicly or privately funded public improvement projects that have direct benefit to other property owners.

Related City Policies:

AMC 4.20.070.

Council Options:

N/A

Potential Motions:

N/A

Attachments:

Draft Ordinance



ORDINANCE NO. _____

**AN ORDINANCE CREATING A NEW CHAPTER 13.30 RELATING
TO THE ADVANCE FINANCING OF PUBLIC IMPROVEMENTS**

Annotated to show ~~deletions~~ and additions to the code sections being modified. Deletions are **~~bold lined through~~** and additions are **bold underlined**.

WHEREAS, Article 2. Section 1 of the Ashland City Charter provides:

Powers of the City The City shall have all powers which the constitutions, statutes, and common law of the United States and of this State expressly or impliedly grant or allow municipalities, as fully as though this Charter specifically enumerated each of those powers, as well as all powers not inconsistent with the foregoing; and, in addition thereto, shall possess all powers hereinafter specifically granted. All the authority thereof shall have perpetual succession; and

WHEREAS, the above referenced grant of power has been interpreted as affording all legislative powers home rule constitutional provisions reserved to Oregon Cities. City of Beaverton v. International Ass'n of Firefighters, Local 1660, Beaverton Shop, 20 Or. App. 293, 531 P 2d 730, 734 (1975); and

WHEREAS, The City Council finds and determines that it is in the best interests of the people of the City of Ashland to authorize the creation of an advanced financing resolution to provide for an alternative reimbursement vehicle for infrastructure costs fronted by the City or by a private party in excess of a development's proportionate infrastructure allocation; and

THE PEOPLE OF THE CITY OF ASHLAND DO ORDAIN AS FOLLOWS:

SECTION 1. A new Chapter 13.30, including Sections 13.30. 010 [Definitions] through 13.30.075 [Dispute Resolution], is hereby added to read as follows:

CHAPTER 13.30

ADVANCE FINANCING OF PUBLIC IMPROVEMENTS

SECTIONS

- 13.30.010 Definitions
- 13.30.015 Purpose
- 13.30.020 Applicability
- 13.30.025 Receipt of Application
- 13.30.030 City Staff Analysis
- 13.30.035 Public Hearing
- 13.30.040 Notification
- 13.30.045 Advance Financing Resolutions and Agreements
- 13.30.050 Advance Financed Reimbursement
- 13.30.055 Disposition of Advance Financed Reimbursements
- 13.30.060 Recording

- 13.30.065 Public Improvements
- 13.30.070 Multiple Public Improvements
- 13.30.075 Dispute Resolution

13.30.010 DEFINITIONS

The following are definitions for the purposes of this Chapter and for the purposes of any advance financing agreement entered into with the City of Ashland ("City") pursuant hereto and for any actions taken as authorized pursuant to this Chapter or otherwise:

- A. **ADVANCE FINANCING:** means a developer's or City's payment for the installation of one or more public improvements installed pursuant to this Chapter which benefiting property owners may utilize upon reimbursing a proportional share of the cost of such improvement.
- B. **ADVANCE FINANCING AGREEMENT:** means an agreement between one or more private land owner(s) or developer(s) and the City, as authorized by the Council by resolution, and executed by the City Administrator, which agreement provides for the installation of and payment for advance financing of public improvements, and may, in such agreement, require provisions for improvement, inspection and other financial guarantee(s) as the City deems best to protect the public and benefiting property owners, and may make such other provisions as the Council determines necessary and proper.
- C. **ADVANCE FINANCING RESOLUTION:** means a resolution passed by the Council and executed by the Mayor designating a public improvement to be an advance financed public improvement and containing provisions for financial reimbursement by benefiting property owners who may eventually utilize the improvement and such other provisions as the Council determines in the best interest of the public.
- D. **BENEFITTING PROPERTY OWNER:** means the fee holder of record of the legal title to real property which, by virtue of installation of an advance financed public improvement, may be served, all or in part, by the same. Where such real property is being purchased under recorded land sales contract, then such purchaser(s) shall also be deemed owner(s).
- E. **CITY:** means the City of Ashland and shall include the following entities:
 - 1. **COUNCIL:** means the City Council of Ashland;
 - 2. **CITY ADMINISTRATOR:** means the City Administrator of the City of Ashland;
 - 3. **PLANNING COMMISSION:** means the Planning Commission of the City of Ashland;
 - 4. **PUBLIC WORKS DIRECTOR:** means the Public Works Director of the City of Ashland;
 - 5. **CITY ENGINEER:** means the City Engineer of the City of Ashland.
- F. **DEVELOPER:** means the City, an individual, a partnership, a joint venture, a corporation, a subdivider, a partitioner of land or any other entity, without limitation,

who will bear, under the terms of this Chapter, the expense of construction, purchase, installation, or other creation of a public improvement.

G. PROPORTIONAL SHARE: means the amount of the advance financed reimbursement due from the benefiting property owner calculated in accordance with section 13.30.050(B).

H. PUBLIC IMPROVEMENT: means the following:

1. The grading, graveling, paving or other surfacing of any street; or opening, laying out, widening, extending, altering, changing the grade of or constructing any street;
2. The construction of sidewalks;
3. The construction or upgrading of any sanitary or storm sewer;
4. The construction or upgrading of any water line, reservoir, well, or related water facility; or
5. Any other public improvement authorized by the Council.

13.03.015 PURPOSE

The purpose of this Chapter is to ensure orderly new development by providing methods to finance necessary public improvements so that these necessary public improvements are installed concurrent with, or before, the new development occurs. The Chapter permits the City to require that new development pay the installation cost of necessary public improvements and assures that necessary public improvements are installed in accordance with adopted public facilities plans. The Chapter provides for a mechanism to reimburse developers, the City, or both, from benefiting property owners for a proportional share of costs incurred.

13.03.020 APPLICABILITY

A. In accordance with Title 18 "Land Use" of the Ashland Municipal Code, the Planning Commission or Council may condition approval of planning actions, such as but not limited to, subdivisions, land partitions and conditional use permits, to require that the applicant construct necessary public improvements for the development. When the development is to occur at locations where approved capital improvement or other master planning documents show new public improvements are necessary, the Planning Commission or Council may condition such planning action approval(s) to require that the applicant enter into an advance financing agreement which will best protect the public and promote the general welfare of the City.

B. In accordance with Section 13.30.035 – 13.30-045, the Council may determine that an advance financed public improvement will best protect the public and promote the general welfare of the City by ensuring orderly new development. In the absence of a development application, the Council may, by option, designate the City or other public entity as the developer and direct the City Administrator to prepare an advance financing application.

C. In the event the development's subject property is in the Urban Growth Boundary, it shall be, in due course, annexed to the City. The terms of the City's agreement(s)

with Jackson County, concerning the Urban Growth Boundary, as well as other agreements for provision of public services, (e.g. agreements with Ashland Fire District and others), shall be considered in action(s) taken through under the auspices of this Chapter.

13.30.025 RECEIPT OF APPLICATION

The City Public Works Department will receive applications, accompanied by a mandatory application fee, plus a deposit for the cost to notice and prepare the analysis of the proposed public improvement, in such form and amount as the Council may, from time to time, set by resolution, for advance financed public improvements. The application fee is non-refundable and the deposit will be applied against the cost of administrative analysis of the proposed advance financed public improvements, for the cost of notifying the property owners, and for recording cost. When the City, or other public entity, is the developer, the Council shall, by motion, direct the City to submit the application to the public works department without fee or deposit. Applications for advance financed public improvements are expected to be submitted and approved prior to start of work; however, applications will be accepted for a period of six months after start of work for the public improvement.

13.30.030 CITY STAFF ANALYSIS

Upon receipt of the advance financed public improvements application, the public works department shall make an analysis of the advance financed public improvements proposal and shall prepare a report to be submitted to the Council for review, discussion, and public hearing. Such report shall include a map showing the location and area of all benefiting properties. The report shall also include the City Engineer's estimate of the total cost of the advance financed public improvement, and a cost allocation plan to benefiting properties. If the improvement is in the City's Urban Growth Boundary, Jackson County and special districts affected shall be provided a copy of the report.

13.30.035 PUBLIC HEARING

Within a reasonable time after the Public Works Department has completed its analysis and report to the City Administrator, an informational public hearing before the Council shall be held in which all parties and the general public shall be given the opportunity to express their views and ask questions pertaining to the proposed advance financed public improvements. Since advance financed public improvements do not give rise to assessments, the public hearing is for informational purposes only, and is not subject to mandatory termination due to remonstrances. The Council has the sole discretion, after the public hearing, to decide whether or not an advance financing resolution shall be approved.

13.30.040 NOTIFICATION

Not less than seven (7) nor more than thirty (30) days prior to any public hearing being held pursuant to this Chapter, the developer, all benefiting property owners, and the general public (and, if the improvements are within the City's Urban Growth Boundary, then Jackson County, and any other district affected) shall be notified of such hearing and the purpose thereof. Public notice shall be accomplished by a written notice posted at Ashland City Hall and such other

conspicuous locations as the Council may determine to be appropriate, and by a written notice published in a newspaper of general circulation in the community, once in either of the two consecutive weeks prior to the hearing. Notification of benefiting property owners shall also be accomplished by regular mail, or by personal service. If notification is accomplished by mail, notice shall be considered made on the date that the letter of notification is posted. Failure of any owner to be so notified shall not invalidate or otherwise affect any advance financing resolution or the Council's action to approve or not to approve the same.

13.30.045 ADVANCE FINANCING RESOLUTIONS AND AGREEMENTS

After the public hearing held pursuant to section 13.30.040,

- A. If the Council desires to proceed with advance financing of a public improvement, it shall pass an advance financing resolution accordingly. The resolution shall designate the proposed improvement as an advance financed public improvement and provide for advance financed reimbursement by benefiting property owners pursuant to this Chapter. When the developer is a private developer, the advance financing resolution shall instruct the City to enter into an agreement between the developer and the City pertaining to the advance financed public improvement, and may, in such agreement, require improvement, inspection and other financial guarantee(s) as the City deems best to protect the public and benefiting property owners, and may make such other provisions as the Council determines necessary and proper.
- B. If the Council rejects the application, no further action shall be taken at that time.

13.30.050 ADVANCE FINANCED REIMBURSEMENT

- A. Advanced Financed Reimbursement Imposed. An advance financed reimbursement is imposed on all benefiting property owners at such time as the owners apply for connection to advance financed public improvement, or apply for building permits for projects that utilize an advance financed public improvement.
- B. Rates. Benefiting property owners shall pay advance financed reimbursement calculated as follows:
 1. If the advance financed public improvement is completed by a private developer, the reimbursement to the developer via the City shall be the total actual cost of the improvement, increased by seven (7) percent annual simple interest, or such other interest rate as the Council may, from time to time, set by resolution, and applied to the cost allocation plan described in City Staff Analysis, Section 13.30.030;
 2. If the advance financed public improvement is completed by a public agency, the reimbursement to the public agency shall be the total cost of the improvement increased by the same interest rate, including costs, as the public entity pays to finance construction, and applied to the cost allocation plan described in City Staff Analysis, Section 13.30.030; or
 3. If the advance financed public improvement is completed without the issuance of

debt by the public entity, the reimbursement to the public entity shall be to the total cost of the improvement increased by the current interest rate private developers receive, as set forth in above subsection, and applied to the cost allocation plan described in City Staff Analysis, Section 13.30.030.

4. If inequities are created through the strict implementation of the above Formulas 1, 2 or 3, above, the Council may modify its impact on a case-by-case basis.

C. Collection

1. The advance financed reimbursement is immediately due and payable by benefiting property owners upon their application for connection to an advance financed public improvement or any building permit the result of which will utilize any advance financed public improvement. If connection is made or construction commenced without the above-described permits, then the advance financed reimbursement is immediately due and payable upon the earliest date that any such permit was required. No permit for connection or construction shall be issued until the advance financed reimbursement is paid in full or otherwise processed in accordance with the terms of Paragraph 2 of this Subsection C. Whenever the full and correct advance financed reimbursement is due and has not been paid and collected for any reason, the City Administrator shall report to the Council the amount of the uncollected reimbursement, the description of the real property to which the reimbursement is attributable, the date upon which the reimbursement was due and the name or names of the benefiting property owners. The City Council, by motion, shall then set a public hearing and shall direct the City Administrator to give notice of the hearing to each of those benefiting property owners, together with a copy of the City Administrator's report concerning the unpaid reimbursement, either in person or by certified mail. Upon public hearing, the Council may accept, reject, or modify the City Administrator's report; and if it finds that any reimbursement is unpaid and uncollected, the Council, by motion, may direct the City Recorder to docket the unpaid and uncollected reimbursement in the City docket of liens. Upon completion of the docketing, the City shall have a lien against the described land for the full amount of the unpaid advance financed reimbursement, together with interest at the current legal rate, and the City's actual cost of serving notice upon the benefiting property owners. The lien shall be enforced in the manner provided by Oregon Revised Statutes Chapter 223.

2. Whenever an advance financed reimbursement is due and collectable, the benefiting property owner may apply, upon forms provided by the City Administrator, for the voluntary imposition of a lien upon the subject property for the full amount of the advance financed reimbursement and the payment of that lien in twenty equal semi-annual installments including interest at the current legal rate. The applicant must provide a certificate from a licensed title insurance company showing the identity and amount of all other liens already of record against the property and a certificate from the County Tax Assessor showing the assessed value less the combined total principal balance and accrued interest on all prior liens. Upon receipt of such certificates and application, the City Administrator shall compute the amount of the advance financed reimbursement, the date upon

which the reimbursement is due, the name or names of the applicant/owners and the description of the property; and, upon receiving that report, the City Recorder shall record the lien in the City record of liens. From the time that docketing is completed, the City shall have a lien upon the subject property for the amount of the charge and interest upon that charge at the rate established by the Council for advance financed public improvements. That lien shall be enforced in the manner provided in Oregon Revised Statutes Chapter 223.

13.30.055 DISPOSITION OF ADVANCE FINANCED REIMBURSEMENTS

Private developers shall receive a portion of advance financed reimbursement collected by the City pertaining to their advance financed public improvements. Such reimbursement shall be delivered to the developer for a period of ten (10) years from the date the applicable advance financing agreement has been executed. In addition, any developer, or said developer's heirs, successors or assigns, may apply at five-year intervals for two five-year extensions beyond the initial ten-year period. Such reimbursement will be made by the City within ninety (90) days of receipt of the advance financed reimbursements. Advance financed reimbursements not paid to the developer under the terms of this Chapter shall be retained by the City to be used for related system improvements as authorized from time to time by the Council.

13.30.060 RECORDING

All advance financing resolutions shall be recorded by the City in the property records of Jackson County, Oregon. Such resolution shall identify full legal description of the benefiting properties. Failure to make such recording shall not affect the legality of an advance financing resolution or agreement.

13.30.065 PUBLIC IMPROVEMENTS

Public improvements established pursuant to advance financing agreements shall become and remain the sole property of the City pursuant to the advance financing agreements, and advance financed reimbursement, plus interest, not paid to the developer during the ten-year period, or any extension or extensions thereof, as set forth in section 13.30.055, shall be paid to the City to be used for related system improvement as authorized from time to time by the Council.

13.30.070 MULTIPLE PUBLIC IMPROVEMENTS

Any advance financing application may include one or more public improvements.

13.30.075 DISPUTE RESOLUTION

In the event of a dispute arising from a transaction prescribed in this Chapter, it shall first be addressed by mandatory mediation, the participants in which shall be all parties affected. If settlement cannot be reached, resolution shall be by binding arbitration and the prevailing party(ies) shall be entitled to arbitration fees and costs incurred.

SECTION 2. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 3. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", "chapter" or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions (i.e. Sections 2-3) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

The foregoing ordinance was first read by title only in accordance with Article X, Section 2(C) of the City Charter on the ____ day of _____, 2010 and duly PASSED and ADOPTED this ____ day of _____, 2010

Barbara M. Christensen, City Recorder

SIGNED and APPROVED this ____ day of _____, 2010.

John Stromberg, Mayor

Reviewed as to form:

Richard Appicello, City Attorney

**Transportation Commission
Action Summary
as of February 2014**

Month Year	Item Description	Status	Date Complete
December 19 TC	Orange Ave. Bike Boulevard	TR13-14	
October 24 TC	Faith Ave. Sharrows/Signs	TR13-13	
August 26 TC	N. Mountain Ave Improvements	TR13-12	
May 23 TC	Bike Path Signage	Approved TR13-08	
May 23 TC	Plaza Parking Prohibition	Approved TR13-09	6/13
February 28 TC	Main St. Parking Restriction	Approved TR13-07	4/13
February 28 TC	Fair Oaks No Parking Restriction	Approved TR13-03	4/13
February 28 TC	East Main Crosswalk Signage	Approved TR 13-04	4/13
October 12 TC	B St. and Eighth St. sight distance	Approved, TR 2012-04	
October 12 TC	B St. and Second crosswalk sight distance	Approved, TR 2012-05	
September 12 TC	B St. and Second sight distance analysis	Staff report complete	
September 12 TC	Lithia/First Intesection Analysis	Traffic Engineer under contract to perform services	
August 12 TC	Centerline marking on Takelma Way	Approved, TR 2012-03	9/12
March 12	Sharrow markings on Maple St.	approved, TR 2012-01	10/12
March 12	Centerline marking on Crispin St.	approved, TR 2012-02	10/12
March 12	Loading zone on Lithia Way	not approved	
November 11 TC	Parking prohibitions on Highwood Dr.	approved, TR 2011-09	2/26/12
October 11 TC	Crosswalk on A Street	approved TR 2011-06	12/1/11
August 11 TC	Parking prohibitions on Almond	approved TR 2011-07	✓
August 11 TC	Stop sign at 4th and A Streets	not approved	
Jul 11 TC	Parking Prohibitions on E. Nevada	approved, TR 2011-04	3/6/12
Jul 11 TC	Stop Sign at Starflower	approved yield, TR 2011-05	11/17/11
Jul 11 TC	A' Shared Road	approved, TR 2011-06	10/28/11
June 11 TC	N. Main Road Diet	TC recommend implementation asap, approved 9/2/11	
June 11 TC	Parking prohibition on Central	TR 2011-03, install painted centerline, only	✓
May 11 TC	Stop sign on Homes	Stop sign not approved, other improvements implemented.	
May 11 TC	Stop sign on Pinecrest	not approved	
May 11 TC	Left turn signal at Wightman	recommended review by traffic engineer	
May 11 TC	Memorial Sign Request	recommended development of a policy, approved by Legal/Planning. Approved by Council	1/27/12
Apr 11 TC	N. Main Road Diet Pilot	Approved by Council 8/2/11	
Feb 11 TC	Parking Prohibitions Meadowbrook	TR 2011-02 order sent to Street Div.	✓
Feb 11 TC	Parking Prohibitions on Liberty St	TR 2011-01 order sent to Street Div.	✓
Feb 11 TC	Bike Corral on Third Street	Completed & installed	✓
Dec 10 TC	Petition for ped. rail crossing	referred to TSP process	
Dec 10 TC	Siskiyou Blvd x-walk at Frances	no action required	12/16/10
Nov 10 TC	S Mountain Mid Block Crosswalk	Approved to be installed in cooperation with SOU	
Nov 10 TC	E Main @ RR Crosswalk Review	Commission asked stop sign replaced	
Oct 10 TC	A St. Sharrow Designation	Commission asked for Kittleson review	
Oct 10 TSC	Safety Sleeve for Bollard @ RR Park	replaced	✓
Oct 10 TSC	Storm Drain on Bike Path @ N Mtn	staff is researching	
Oct 10 TSC	Additional Vehicle Parking Downtown	Contacted ODOT	
Oct 10 TSC	Crosswalk at Lithia and E Main	TR 2010-06, order sent to Street Division	✓
Oct 10 TSC	Stop Sign at Helman & Nevada	not approved	✓
Oct 10 TSC	Stop Sign on 'B' @ Third	not approved	✓
Oct 10 TSC	Crosswalk on Siskiyou @ Morton	not approved	✓
Aug 10 TSC	Grandview/Sunnyview/Orchard/ Wrights	vegetation clearance referred to street dept for implementation	
Aug 10 TSC	15 Minute Parking on A Street	TR 2010-05, order sent to Street Division	
Aug 10 TSC	First St Parking Prohibition Change	TR 2010-04, order sent to Street Division	
Aug 10 TSC	Granite St Parking Prohibition Change	not approved, Swales will resubmit request	✓
Aug 10 TSC	Hargadine St Parking Prohibition Change	review as part of TSP update	
Aug 10 TC	Bridge Street Parking Prohibition Change	Memo received from Fire Dept recommending against change	✓
Jul 10 TSC	Truck Route Ordinance Review	Staff researching, Nov 2010 agenda item	
Jun 10 TC	2 Year Project List Goal Setting	3 goals selected	✓
Jul 10 TC	Audible Crosswalk Signals for Downtown	Viewille working w/staff to develop priority list for \$27K budget	
Jul 10 TC	Shared Road Policy	review as part of TSP update	
Mar 10 TSC	Yield Sign at Terrace @ Holly	TR 2010-02	✓
Mar 10 TSC	Ashland St @ YMCA Crosswalk	not approved by ODOT	✓
Mar 10 TSC	Oak St Crosswalk at A St	included in Misc Concrete Project, bids due 11/17/10	
Jul 09 TC	Additional Downtown Bike Parking	Implementation list complete, will be installed as budget permits	
Nov 09 TC & TSC	Crosswalk for East Main @ Campus Way	Staff applying for funding through grant application	
Nov 09 TC & TSC	Grandview Shared Road Improvements	TR 2010-03, other improvements likely in future	
Aug 09 TC	Oak Street Sharrows	TR 2010-01	✓
Jul 09 TC	Will Dodge Way Improvements	Complete	9/2010
Apr 09 TC	Siskiyou Bv Pedestrian Improvements	complete	✓
Aug 09 TSC	Union/Allison and Fairview Intersection	not approved	✓
Nov 09 TSC	Yield Sign at Palmer Rd	not approved	✓
Nov 09 TSC	Stop Sign at Indiana St	not approved	✓
Dec 09 TSC	Terrace St Traffic Calming	not approved	✓
Dec 09 TSC	Ashland Village Traffic Calming	not approved	✓

M a k i n g a n I m p a c t

February 2014 - Vol. 1, Issue 5

Are You a Selfish Driver?

A Sheriff's deputy spoke to me last year about selfish drivers and the dangers they create on the road. At the time I thought - *I am one, at least some of the time.* Do any of these scenarios ring a bell with you?

- On your way to an appointment you are in the wrong lane. There isn't room in the right lane, but you ease your way over and block traffic so you can get where you need to be.

- You *really* need to get in (or out of) that parking lot. The cars you need to cross in front of are a little close. You turn in anyway, causing them to all hit their brakes.

- At rush hour, there is *almost* enough room to get in the other lane, so you squeeze right in,



causing a close call to those around you.

To be honest, selfish driving habits were not on my radar, until both my sons were in crashes because of drivers making their priorities more important than anyone else on the road. My youngest was hit by a driver who was texting his friend, tried to get over into the lane he wanted and rear-ended my son. A sore neck and a repair bill later. all is well.

My oldest son was not so lucky. A driver trying to enter a left-turn lane without enough room moved his car over, causing a five-car crash that totaled two cars, sent three drivers to the hospital, and ensured that my son will have back pain and mobility issues for the rest of his life.

Continued on page 2

TSC Highlight - Keizer

This month we share our interview with Keith Blair, with the **City of Keizer Traffic Safety Committee**, as well as the **Bikeways/Pedestrian Committee**. Keith has participated in the City of Keizer TSC for 3 years.

Q: Keith, tell us what brought you to be involved in your local TSC?

KB: Interest in aiding the local community and making it a safer place to live, work, and play.

Q: What are some of the successes that your TSC has achieved over the years?



Willamette Valley Scenic Bikeway in Keizer, OR

KB:

- Dozens of bike helmets provided to low-income families for \$5 each.
- Bike/pedestrian safety education.
- Voicing opinions and preference for small public work projects.

Q: What are some of the things you have learned from being a part of this TSC?

KB: How the local government works. Importance of various priorities of local citizens.

Q: Is there anything else that you would like to share with others, whether members of a similar Committee, or citizens looking to help make their community safer?

KB: Try to get involvement from others not specifically on the Committee.

Pickups Rock ...and Roll - So Buckle Up!

Oregonians are buckling up at their highest rate ever: more than 98 percent of Oregon's motoring public uses safety belts. Unfortunately, that leaves a percentage of people who don't buckle up – and who are twice as likely as belted occupants to die if the vehicle they are in crashes. In 2012, 61 of Oregon's 198 occupant fatalities were reportedly unrestrained. And that's a number safety advocates would like to see at zero.

Oregon State Police, local police department officers and county sheriffs' personnel have supported a campaign this month, that focuses on properly restraining child passengers, reminding pickup truck occupants that buckling up saves lives, and discouraging texting while driving. Some of the patrols will be targeting nighttime travel.

The February campaign is the first of three annual events that puts extra patrols out to increase safety

on Oregon's roads. The other two coincide with Memorial Day and Labor Day.

The greatest danger to unbelted children and adult occupants is ejection from the vehicle. An unbelted or improperly restrained occupant is five times more likely to be ejected than one who is belted.

The odds of surviving ejection are estimated at one in four – compared to a one in two hundred

fatality rate for occupants who remain inside the vehicle. Ejection is the principal reason that minors are prohibited from riding in an open bed of a pickup truck.

“Proper safety belt usage is the single most effective way to protect against injuries or death in a motor vehicle crash,” noted Carla Levinski Occupant Protection Program manager with the Oregon Department of Transportation.

For child safety seats, follow the manufacturer's instructions or attend a check-up event (*see page 4*).

For adults, “proper use” means the lap belt is placed low across hips with the shoulder belt crossing the center of the chest over the collarbone. Belts should be free of slack and lying flat with no twists or knots. If the shoulder belt portion of the belt rides up onto the neck or feels uncomfortable, comfort may

be increased by using the built-in adjuster or by moving seat position. The shoulder belt should NOT be placed under the arm or behind the back – this can cause serious internal injuries or ejection in a crash.

Are You a Selfish Driver?

Continued from page 1

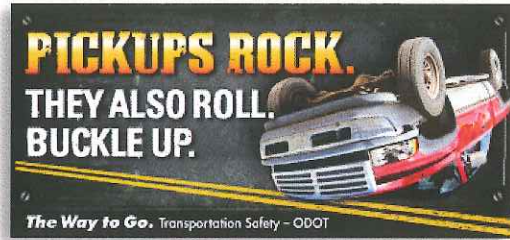
While there is no good time to deal with a car crash, this one came at an incredibly bad time. His second child was expected in a few days (*he missed the birth of his first child as he was in a submarine at the time*) and instead of being a help to his wife and newborn son, he required more care than they did. He missed being the best man in his brother's wedding as he was unable to stand up for more than a few minutes at a time.

The driver that caused all this was late to pick up his friend to see a movie.

Perhaps for me, things had to hit literally a little too close to home to truly make me change my driving habits. Now when I am running late - *guess what?* - I am late. I don't try to make up the time by causing others to adjust their drive for me. I am not perfect by a long shot, but I am doing my best to not cause any issues for those sharing the road with me.

Next time you are out and about, will you do the same?

Safe travels, Janelle Lawrence



Janelle Lawrence
Executive Director, Oregon Impact
<http://www.oregonimpact.org>

Comments? Questions?
We invite you to contact us at:
<http://oregonimpact.org/contact-us/>



Mark Your Calendars for our Annual Breakfast!

Support a great cause and start the day right. Listen to engaging guest speakers while enjoying a bountiful breakfast. Mingle with others who are passionate about helping



to keep Oregon's roadways safer. And be sure to enter our raffle for your chance to win a prize!

Date: Tuesday, April 15th
Time: 7:30 am to 9:00 am
At the Abernethy Center in Oregon City. More information to follow. *We hope to see you there!*

Data Confirms Traffic Fatalities Increased In 2012

Highway deaths over the past 5 years remain at historic lows

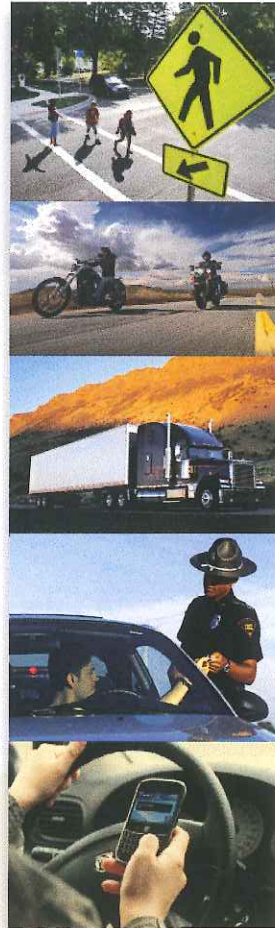
Recently, NHTSA released the 2012 Fatality Analysis Reporting System (FARS) data indicating that highway deaths increased to 33,561 in 2012, which is 1,082 more fatalities than in 2011. The majority of the increase in deaths, 72%, occurred in the first quarter of the year. Most of those involved were motorcyclists and pedestrians.

While the newly released data announced today marks the first increase since 2005, highway deaths over the past five years continue to remain at historic lows. Fatalities in 2011 were at the lowest level since 1949 and even with this slight increase in 2012, we are still at the same level of fatalities as 1950. Early estimates on crash fatalities for the first half of 2013 indicate a decrease in deaths compared to the same timeframe in 2012.

While Americans drove approximately the same amount of miles in 2012 as in the previous year, the new FARS data released today showed a 3.3 % increase in fatalities from the previous year. The final 2012 numbers confirm preliminary quarterly reports issued by the agency.

Other key 2012 statistics include:

- Fatalities among pedestrians increased for the third consecutive year (6.4 % increase over 2011). The data showed the large majority of pedestrian deaths occurred in urban areas, at non-intersections, at night and many involved alcohol.
- Motorcycle rider fatalities increased for the third consecutive year (7.1 % increase over 2011). Ten times as many riders died not wearing a helmet in states without a universal helmet law than in states with such laws.
- Large-truck occupant fatalities increased for the third consecutive year (8.9 % over 2011).
- Deaths in crashes involving drunk drivers increased 4.6 percent in 2012, taking 10,322 lives compared to 9,865 in 2011. The majority of those crashes involved drivers with a blood alcohol concentration (BAC) of



.15 or higher – nearly double the legal limit.

- The number of people killed in distraction-affected crashes decreased slightly from 3,360 in 2011 to 3,328, while an estimated 421,000 people were injured, a 9 % increase from the estimated 387,000 people injured in 2011. NHTSA is just beginning to identify distraction-related accidents, and is continuing work to improve the way it captures data to better quantify and identify potential trends in this area.
- Nighttime seat belt use continues to be a challenge. In nighttime crashes in 2012, almost two-thirds of the people that died were unrestrained.

13 states and Washington D.C. experienced reductions in overall traffic fatalities, led by Mississippi (48), New Jersey (38), Georgia (34), Alabama (30) and Utah (26). 18 states and Washington D.C. showed decreases in drunk driving deaths. New Jersey had the greatest decrease (30) followed by Colorado (27), Utah (20), Oklahoma (17) and Virginia (17).

Free Highway Safety Workshops

For more information and to register, visit: <http://www.up.edu/highwaysafety>

Date	Location	Topic
Feb 26	McMinnville	Improving Safety Features of Local Roads and Streets
Mar 12	Portland	Challenges, Strategies and Obligations of Law Enforcement Agencies for the 21st Century
Mar 13	Hillsboro	Improving Safety Features of Local Roads and Streets
Apr 23	Hillsboro	Challenges, Strategies and Obligations of Law Enforcement Agencies for the 21st Century

Provided by the Department of Civil Engineering, University of Portland, and sponsored by ODOT - Transportation Safety Division and U.S. DOT-NHTSA.

Find more trainings. Visit: <http://oregonimpact.org/traffic-safety-training/>



Check Up Events and Fitting Stations

For all event listings, appointment options, best practice information, and other resources, visit <http://oregonimpact.org/car-seat-resources/>

Date	City	Location	Address	Time
2/26	Bend	Bend Fire	1212 SW Simpson	10 am - 1 pm
2/27	Eugene	Eugene Fire	1725 W 2nd Ave	4 pm - 6 pm
3/1	Portland	Legacy Good Samaritan	1015 NW 22nd Ave	9:00 am - 11:30 am
3/5	Coos Bay	Coos Bay Fire	450 Elrod Ave	11 am - 1 pm
3/6	Redmond	Redmond Fire	341 Dogwood Ave	11 am - 2 pm
3/8	Hillsboro	Tuality Health Ed Ctr	334 SE 8th Ave	9 am - 11:30 am
3/11	Corvallis	Corvallis Fire	400 NW Harrison St	8 am - 11 am
3/13	Ontario	Ontario Fire	444 SW 4th St	4 pm - 6 pm



First-Ever Side Impact Test Proposal for Child Restraint Systems

NHTSA recently proposed upgrades to the federal motor vehicle safety standard for child-restraint systems to ensure child passengers are protected in side crashes. The proposed upgrades would include a first-ever side impact test for car seats sold in the U.S. that are designed for children weighing up to 40 pounds.



In the proposed test simulating a side-impact vehicle crash, car seats must demonstrate they can safely restrain a child by preventing harmful head contact with an intruding vehicle door and reducing the crash forces transmitted to the child's head and chest. NHTSA estimates that the proposal would save five lives and prevent 64 injuries annually.

Under the proposal, car seats would be tested in a specially

designed sled test that simulates a "T-bone" crash, where the front of a vehicle traveling 30 mph strikes the side of a small passenger vehicle traveling at 15 mph. The sled test is the first of its kind in the world being proposed for regulation, as it simulates both the acceleration of the struck vehicle and the vehicle door crushing toward the car seat.

In addition to using an existing 12-month-old child dummy, the proposed test will use a newly developed side-impact dummy representing a 3-year-old child. NHTSA proposed a 3-year timeframe for car-seat manufacturers to make necessary changes to meet the proposed requirements upon final rule publication.

Coming Soon
Oregon Impact's Annual Golf Tournament

Wednesday, July 23, 2014

Project Yellow Light



NHTSA, the Ad Council, the National Organizations for Youth Safety (NOYS), Mazda Motor Sports and Project Yellow Light are co-sponsoring the third annual nationwide scholarship contest for the best viral video with a message against distracted driving.

Project Yellow Light is a scholarship competition designed to bring about change with one clear mission: encourage teenagers to develop and embrace safe driving habits.

For both the high school and college contests, the first-place winner will receive a scholarship in the amount of \$5,000. Second-place: \$2,000. Third-place: \$100.

To compete, applicants must create a video designed to motivate, persuade and encourage their peers to not drive distracted.

Deadline is March 14th. For more information, visit:

<http://www.projectyellowlight.com/>

MOTOR VEHICLE CRASH SUMMARY

MONTH: FEBRUARY, 2014

NO. OF ACCIDENTS: 11

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
3	15:15	Mon	Oak St at Lithia Way	1	Y	N	Y	N	N	N	N	dV struck ped in crosswalk. It was determined that ped was at fault; no citation.
5	08:22	Wed	Central Av at Laurel	2	N	N	N	N	Y	N	N	V1 was struck by V2 while waiting for a traffic signal. Information exchanged.
9	11:00	Sun	1500 Block Siskiyou	2	N	N	N	Y	N	Y	N	dv1 backed into parked v2 and left scene. Was reported, driver found and cited.
11	8:00	Tues	Lit Way near Parker St	2	N	N	N	Y	Y	N	N	angry dv1 lost control of v and ran into v2, was cited for careless driving and driving uninsured.
12	11:01	Wed	Gresham at Iowa St	2	N	N	N	Y	Y	N	N	dv1 ran stop sign, made turn too sharp and ran into front of v2 causing it to lurch backwards. DV1 cited FTOTCD.
13	15:50	Thr	Hersey St at Helman	2	N	N	N	N	Y	N	N	vehicles collided in intersection. No fault determined. Information exchanged.
14	16:48	Fri	N Main St at Helman intersection	2	N	N	N	Y	Y	N	N	Dv1 ran red light and struck v2 in intersection. DV1 cited FTOTCD
20	12:23	Thr	Winburn Wy near Nutley	2	N	N	N	N	Y	N	N	dv1 backed into v2 while exiting a parking stall. Information exchanged.
21	13:20	Fri	Ashland St near Exit 14	2	N	N	N	N	Y	N	N	while negotiating a u-turn, V1 struck v2.

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
27	UNK	Thr	Gresham St near Nutley	2	N	N	N	N	Y	Y	N	vehicle struck while parked, driver left scene. No leads.
27	11:51	Thr	Lithia Wy at N Pioneer	1	N	Y	Y	Y	Y	N	N	dv1 turned right across bike lane causing bike to hit rear panel. Bike cited for unsafe passing on the right.