

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 19, 2020

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: February 20, 2020
- IV. **PUBLIC FORUM** (6:05-6:20)
- V. **ACCIDENT REPORT** (6:20-6:30)
- VI. **NEW BUSINESS**
 - A. Shared Street Pilot Project Presentation (6:30-7:00, no action-presentation, South Pioneer Shared Street)
- VII. **OLD BUSINESS**
 - A. Grand Terrace Annexation (7:00-7:50, action required, discuss transportation system associated with annexation request and make recommendations if any to the Planning Commission with respect to the proposed transportation components).
- VIII. **TASK LIST** (If time allows)
 - A. Discuss current action item list
- VII. **FOLLOW UP ITEMS**
 - A. Bike Map Subcommittee-Doodle Poll
- VIII. **INFORMATIONAL ITEMS** (If time allows)
 - A. City Policies-Signature Required
 - B. City Source-Traffic Calming Program
 - C. Transportation Growth and Management "Revitalize Downtown Ashland" update
- IX. **COMMISSION OPEN DISCUSSION** (If time allows)
- X. **FUTURE AGENDA TOPICS**
 - A. Bus Pass Program
 - B. Crosswalk Policy
- XI. **ADJOURNMENT:** 8:00 PM

Next Meeting Date: April 16, Meeting

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

**CITY OF
ASHLAND**



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Transportation Commission
Contact List as of March 2020

Name	Title	Telephone	Mailing Address	Email Address	Expiration of Term
Mark Brouillard	Commissioner	206-661-7085	159 Helman St	mtbrouillard@msn.com	4/30/2020
Joe Graf	Commissioner	541-488-8429	1160 Fern St.	jlgraftrans15@gmail.com	4/30/2021
Corinne Vieville	Commissioner	541-488-9300 or 541-944-9600	805 Glendale Ave.	corinne@mind.net	4/30/2022
Derrick Claypool-Barnes	Commissioner	503-482-9271	1361 Quincy St #6F	dorkforrest@gmail.com	4/30/2021
Linda Peterson Adams	Commissioner	541-554-1544	642 Oak St	gardengriotashland@gmail.com	4/30/2022
Katharine Danner	Commissioner	541-482-2302	PO Box 628	ksd@mtashland.net	4/30/2022
Bruce Borgerson	Commissioner	541-488-5542	209 Sleepy Hollow Dr	wave@mind.net	4/30/2020

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Vacant	Ashland Parks			
Vacant	Ashland Schools			

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Karl Johnson	Associate Engineer	541-552-2415	20 E. Main Street	johnsonk@ashland.or.us
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**ASHLAND TRANSPORTATION COMMISSION
MINUTES
February 20, 2020**

These minutes are pending approval by this Commission

CALL TO ORDER:

Borgerson called the meeting to order at 6:00 p.m.

Commissioners Present: Bruce Borgerson, Linda Peterson Adams, Katharine Danner, Joe Graf, Mark Brouillard

Commissioners Absent: Derrick Claypool-Barnes, Corinne Vièville

Council Liaison Absent: Julie Akins

Staff Present: Paula Brown, Taina Glick

ANNOUNCEMENTS

Brown informed the group that she will be running the meeting in Scott Fleury's absence. Further, she announced that she is retiring, effective May 1.

CONSENT AGENDA

Approval of Minutes: January 23, 2019

Commissioners Danner/Peterson Adams m/s to approve minutes as presented.

All ayes. Minutes approved.

ACCIDENT REPORT

Officer MacLennan provided a breakdown of collisions on the accident report. He specifically mentioned the following:

- several non-injury accidents during the snowstorm
- a DUI collision at Mountain Ave and E Main St
- unseen cyclist clipped by motorist exiting alley
- Lithia Way at Third St: pedestrian was not hit, but car that stopped for pedestrian was rear-ended
- Ashland St at Washington St and the I5 overpass
- RVTD bus was hit but there were no injuries

Brouillard inquired if accidents at Ashland St and Tolman Creek Rd had reduced. MacLennan indicated accidents were reduced, likely due to motorists becoming familiarized with signal changes.

Graf inquired about accident where a parked car obscured vision and wondered if there are vision clearance issues the Commission should resolve. Officer MacLennan described the area as residential with limited parking. He indicated that Iowa St, near the high school could be an intersection to evaluate but that parking should be considered.

Graf thanked Public Works staff for installation of No Parking signs at Ashland St and Elkader St.

PUBLIC FORUM *meeting audio begins at 07:12*

Paul Rostykus Ashland, OR

Spoke in frustration of encroachments onto public property occurring on Grandview Dr. Rostykus believed the encroachments pose hazards for pedestrians. He does not feel he has not gotten satisfactory answers from Public Works staff about his concerns.

**ASHLAND TRANSPORTATION COMMISSION
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Heulz Gutcheon Ashland, OR

Gutcheon opined that Ashland has reached a tipping point. He stated that the sharrows don't work because they give cyclists a sense of safety but requested that additional sharrows be placed in the middle lane through the downtown corridor.

Brent Thompson Ashland, OR

Advised commission that diagonal parking on B St is being considered by the Revitalize Downtown Ashland CAC and a recommendation may be presented to the TC. He suggested evaluating the width of B St and potential impacts of both front-in and back-in parking.

NEW BUSINESS

A St Parking Prohibitions *meeting audio starts at 19:15*

Brown provided clarification that the proposed area is both sides of 2 ½ blocks on A St and 1st St between A St and B St.

Staff and Commissioners discussed cost of signage and enforcement and how those expenses would be budgeted.

Graf wondered if data existed showing parking utilization in the proposed area, not just anecdotal evidence. Brown will consult the parking study.

Phil Emard Ashland, OR

He spoke as the owner of Ashland Hardware. He stated that people utilize the parking bay in front of his A St entrance for all day parking, including converted school buses which take significant space. His staff are required to park off A St. He has an agreement with Ashland Christian Fellowship allowing staff to utilize their parking lot. He discussed retailing challenges and an advantage he has is quick in and out shopping. His business has an off-street parking lot that is frequently utilized by customers of surrounding businesses. Parking is the top complaint he receives from customers.

Commissioners questioned him on:

- How many customers come to his business daily
- Steps to enforce parking time limits in his off-street parking lot
- Locations his staff utilizes for parking

Brent Thompson Ashland, OR

Spoke in agreement with Phil Emard and supported 1-hour parking between 1st St and 2nd St. He believed that Oak to Pioneer St should have 2-hour parking and Pioneer to 2nd St as well as 1st St should have 1-hour parking. He believed this would allow the CoOp to move through a greater than anticipated number of shoppers. Further, he stated that the timed parking is needed to help the CoOp and hardware store flourish.

Jim Thayer Ashland, OR

Spoke of difficulty contractors face when parking vehicles towing trailers. He indicated that those customers typically need roughly 30 minutes of parking. There are only a couple of spots in their private parking lot that can accommodate vehicles with trailers. The parking bay provides an easy in and out access for those vehicles.

Graf believed the current proposal does not include a large enough area and that the surrounding areas will experience greater traffic.

**ASHLAND TRANSPORTATION COMMISSION
MINUTES
February 20, 2020**

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Brouillard inquired about what area was notified and if anyone had contacted the City in opposition to this proposal.

Graf asked for clarification about residential locations within the proposed area. Borgerson responded that only 1 residence that fronts on 1st St and it has off street parking.

Brouillard moved to recommend proposal as provided by the City to do 2-hour parking on A St in the corridor specified. Peterson Adams seconded. Graf expressed concern about diverting parking issue to surrounding area. Borgerson agreed but noted that, except one residence, this whole area fronts business areas and those spots are high turnover. He cited precedent that exists in larger cities. Claypool Barnes wanted to know what businesses have done for enforcement on private parking. Borgerson pointed out that signage and poles are a minimal expense and reversing this plan would be simple if no improvement is seen. Danner expressed concern about spillover to surrounding residential areas. Graf wondered about how to monitor the effect of this proposal on surrounding areas.

Graf amended the motion to include a 2-year evaluation of the success of the plan. Brouillard seconded. Claypool-Barnes opined that the Co-Op is the source of the area parking problem and would like them to present data regarding what they have done with their private parking. Brouillard supports the amendment.

Vote on amendment: Ayes: Brouillard, Peterson Adams, Graf, Borgerson, Claypool-Barnes, Danner.

Vote on amended motion: Ayes: Brouillard, Peterson Adams, Graf, Borgerson, Danner. Nay: Claypool-Barnes

Motion passes.

OLD BUSINESS

Transportation System Plan Update *meeting audio starts at 1:18:23*

Borgerson asked the group for further suggested revisions. Graf asked for clarification of approval process. Brown reminded commissioners of specific steps at the State level that must be followed. Brown asked for Chair recommendations for the TSP update TAC and CAC groups. Peterson Adams, CAC volunteer; Claypool Barnes, TAC volunteer.

Brouillard asked if the term "emerging technologies" could be expanded on to provide better definition of exactly what falls under that category.

Danner moved to send this proposal forward to the City Council. Graf seconded. No discussion. Ayes: Peterson Adams, Graf, Borgerson, Claypool Barnes, Danner. Nay: Brouillard

Council Presentation Review *meeting audio starts at 1:36*

Borgerson described his presentation to City Council as having gone well. City Council asked about age friendly inclusion and offered thanks to the TC. No general objections were expressed.

TASK LIST

Discuss current action item list *meeting audio starts at 1:37:30*

Peterson Adams noted that Fleury updated the list. No questions from Commissioners.

FOLLOW UP ITEMS

Bike Map Subcommittee *meeting audio starts at 1:38:22*

Commissioners discussed continued interest in bicycle map development. Brouillard discussed interest in maps among the cyclist community and got differing reports from each group. Claypool-Barnes disagreed with the input Brouillard

**ASHLAND TRANSPORTATION COMMISSION
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collected. Peterson Adams asked if the Velo Club was involved in the subcommittee. A poll will be sent out to the subcommittee members to assess interest/availability for the next meeting.

INFORMATIONAL ITEMS

Transportation Growth and Management “Revitalize Downtown Ashland” Update *meeting audio starts at 1:47:00*

Claypool Barnes informed commissioners of TAC discussion to restructure lanes in the downtown corridor, including potential reduction of lanes, addition of a bike lane, removal of a side of parking, and efforts to increase of parking.

Brown elaborated on the need for traffic to move safely through, to create a vibrant and lively feel, and to make changes that encourage visitors. The CAC was bogged down by the issue of parking, so the group met to only discuss parking. Diagonal parking on E Main St and B St was discussed by the CAC.

Claypool-Barnes informed the group that the TAC has evaluated a data model that showed minimal traffic disruption even with addition of bike lane and restructure of parking. The TAC is also discussing permanent closure of a portion of Pioneer St. Brown indicated that the CAC is not as supportive of Pioneer St closure as the TAC group was.

Graf inquired how the model dealt with loading zones. Peterson Adams asked if paid parking had been considered. Brown indicated that the CAC discussed and supported the concept of paid parking.

Brouillard asked about residential parking permits. Brown indicated that topic is included in the parking plan but would be considered in the future depending on complaints.

Claypool-Barnes asked Brown about the status of jurisdictional exchange of Main St through downtown. Brown answered that it is still being discussed.

Update will come in April.

FUTURE AGENDA TOPICS

**Grand Terrace Annexation
Bus Pass Program
Crosswalk Policy**

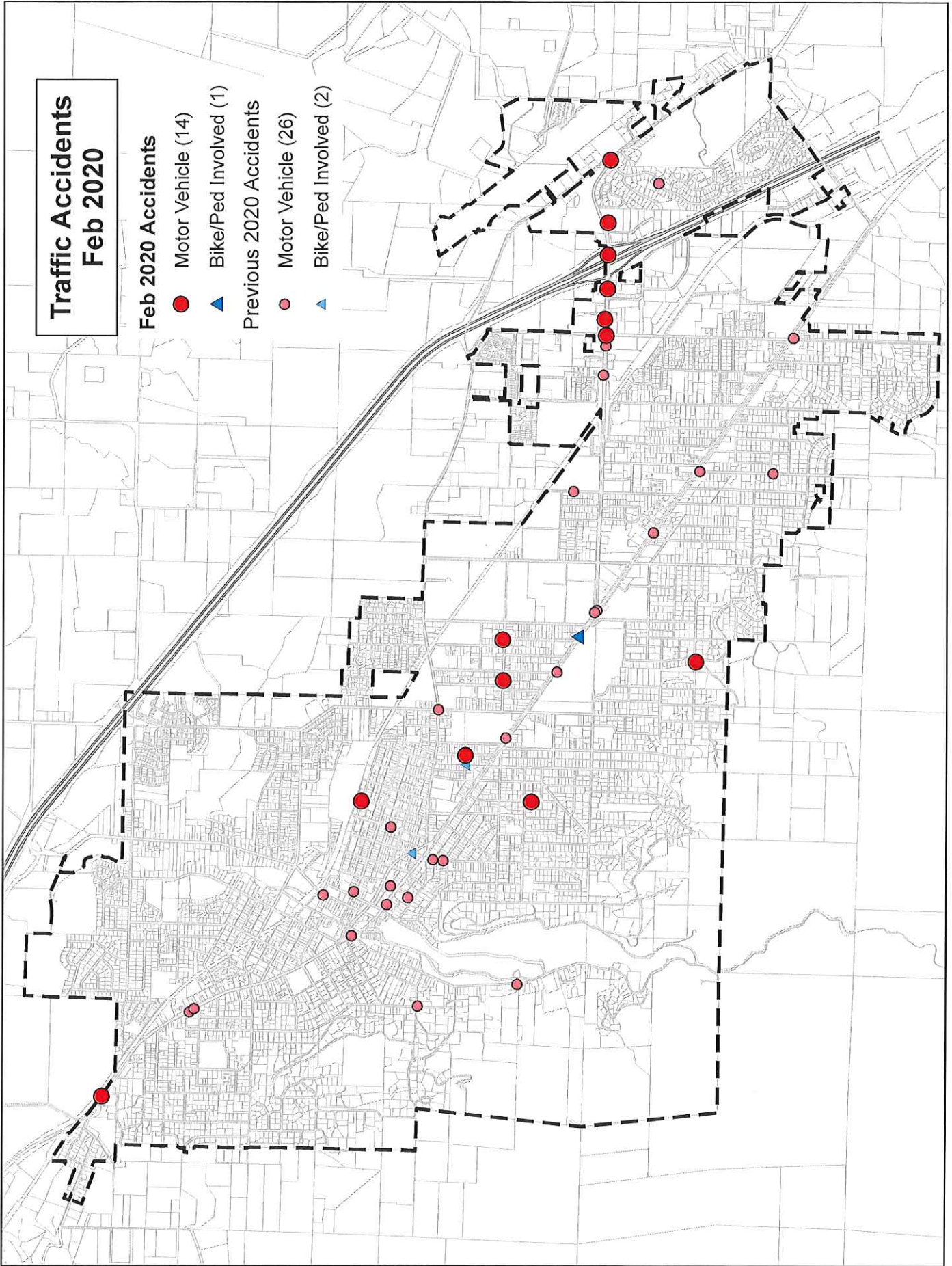
ADJOURNMENT: 8:02 pm

*Respectfully submitted,
Taina Glick
Public Works Administrative Assistant*

Traffic Accidents Feb 2020

Feb 2020 Accidents

- Motor Vehicle (14)
 - ▲ Bike/Ped Involved (1)
- ## Previous 2020 Accidents
- Motor Vehicle (26)
 - ▲ Bike/Ped Involved (2)



MOTOR VEHICLE CRASH SUMMARY

MONTH: FEBRUARY 2020

NO. OF ACCIDENTS: 15

Rep	DATE	TIME	DAY	LOCATION	NO. VEH INV.	PED INV.	BIKE INV.	INJ.	DUII Cited	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	2	20:10	Sun	Harrison St south of Holly	2	N	N	N	N	Y	Y	N	N	Dv1 sideswiped parked v2. No citation.
R	4	22:38	Tue	parking lot off Ashland St	2	N	N	N	N	Y	Y	Y	N	Dv2 crashed into the side of v1 while exiting a parking stall in a parking lot, and then left the area without leaving any information.
R	5	8:14	Wed	Ashland St near Washington St	2	N	N	N	Y	Y	Y	N	N	Dv2 ran into the back of v1. Dv2 was cited for following too closely.
R	6	8:10	Thr	Iowa near Lincoln		N	N	N	N	Y	Y	N	N	Dv1 was exiting the alley onto Iowa Street and did not see v1 which was eastbound on Iowa Street. Dv1 crashed into the side of v2. no citation.
R	10	15:46	Mon	Ashland St on I5 overpass	2	N	N	N	Y	Y	Y	N	N	Dv1 was stopped at the light on the overpass when rearended by Dv2. Dv2 cited for following too closely.
R	12	21:34	Wed	Dead Indian Memorial Rd, 3 miles out of town	1	N	N	Y	Y	Y	Y	N	N	Dv1 was in a rollover crash which totaled vehicle. Driver arrested for DUI, Reckless Driving and driving while suspended.
R	15	17:31	Sat	Ashland St at Tolman Creek Rd	2	N	N	N	N	Y	Y	N	N	Dv1 was southbound passing through the intersection on a green light when dv2 entered the intersection and crashed into the side of v1. Information exchanged.
R	16	12:00	Sun	Ashland St at E Main St	2	N	N	P	Y	Y	Y	N	N	Dv1 was inbound on Ashland St passing by the junction with E Main St. Dv2 was on Ashland St and failed to stop at the stop sign, and entered Ashland St crashing into v1. Dv2 cited for failure to obey traffic control device
R	17	12:22	Mon	Siskiyou Blvd at Bridge St	2	Y	N	N	N	Y	Y	N	N	Dv2 slowed down for pedestrians crossing in the crosswalk and was rearended by dv1. Information exchanged.

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Cited	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	17	15:15	Mon	A St at Fifth St	2	N	N	N	N	N	Y	Y	N	N	Dv1 veered to the right to allow another vehicle to pass by and scraped along the side of parked v2. Information exchanged.
R	17	20:48	Sun	Woodland Dr	1	N	N	N	Y	Y	Y	Y	Y	N	Dv1 lost control of vehicle and hit a tree, then left the area. Was found and arrested DUUI
R	19	2:20	Wed	Iowa St near Bridge St	1	N	N	N	N	Y	Y	Y	N	N	Dv1 made a turn too fast and hit a fence and bolder, totalling the vehicle. Driver was arrested for eluding the police.
R	20	6:22	Thr	Ashland St near Tolman Creek	2	N	N	N	N	N	Y	N	N	N	Dv1 was pulling out of a driveway and did not see v2. Dv1 crashed into the side of v2. Dv1 warned for failure to yield right of way.
R	24	16:42	Mon	Blaine St at Alida St	2	N	N	N	N	Y	Y	Y	N	N	Dv2 was eastbound on Blaine . Dv1 was southbound on Alida and did not yield at the intersection, crashing into v2. Dv1 cited for failure to obey traffic control device.
R	27	8:03	Thr	N Main St near Schofield		N	N	N	N	N	Y	Y	N	N	Dv2 rearended v1 which was stopped in traffic. Dv1 transported due to neck pain. V2 towed, info exchanged.

Memo

CITY OF
ASHLAND

Date: March 11, 2020
From: Scott A. Fleury
To: Transportation Commission
RE: Shared Street Presentation-South Pioneer

BACKGROUND:

The City of Ashland-Climate & Energy Analyst Stu Green was approached last year by a planner interested in contributing towards development of projects outlined in the CEAP. Stu connected the planner with public works as she was interested in developing a policy brief that related directly to ULT 2-2; Explore opportunities to convert shared streets where appropriate to provide multi-modal connectivity. PW staff worked with the planner to begin development of the policy brief through review of the current transportation system plan and defined shared streets.

Cailin Notch grew up in the West Hills of Jackson County. She attended South Medford High School and graduated from U.C. Berkeley with a Bachelor's in Urban Studies in 2014.

Following graduation, she worked as a current planner for the Metropolitan Planning Group (M-Group), a planning firm based in the Bay Area and was staffed as at the City of Petaluma's Planning Division for three years. In the Fall of 2018, she took a gap year to travel in South America and Europe before returning to the Rogue Valley in June of 2019.

Hoping to pivot into sustainability and resiliency planning following her travels, she approached Stu Green, Climate and Energy Analyst for the City of Ashland. Upon reviewing the Climate and Energy Action Plan, a project was identified to activate Priority Action Item ULT-2-2 which states: *"Explore opportunities to convert to shared streets where appropriate to provide multi-modal connectivity."*

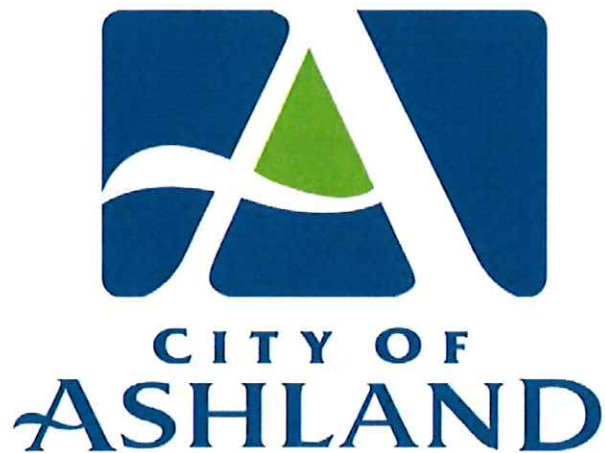
The final deliverable is a report which is intended to activate the aforementioned Priority Action Item by designing a pilot project for a shared street at South Pioneer Street, which is listed as a modified "shared street" under the 2012 Transportation System Plan Update.

CONCLUSION:

No action required, presentation. Commission encouraged to ask questions regarding shared street information.

**SHARED STREET
TACTICAL URBANISM PILOT PROJECT
FOR SOUTH PIONEER STREET**

prepared by Cailin Notch
for the City of Ashland



February 14, 2020



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TABLE OF CONTENTS

EXECUTIVE SUMMARY	4
INTRODUCTION	5
1. Purpose.....	5
2. Ashland Climate and Energy Action Plan (CEAP).....	5
3. Ashland Transportation Systems Plan (TSP).....	6
a. Roadway Classifications and Average Daily Trips (ADT) and Map.....	6
ELEMENTS OF SHARED STREETS	7
4. Benefits.....	7
5. Examples.....	8
6. Potential Shared Streets in Ashland.....	9
7. South Pioneer Street Existing Conditions.....	11
PILOT PROJECT	14
8. Definition.....	14
9. Why a Tactical Urbanism Pilot Project?.....	15
10. Implementation.....	15
11. Permits.....	16
12. Materials.....	16
13. Design.....	16
14. Timeframe.....	17
15. Educational Outreach and Partnerships.....	17
16. Communications and Publicity.....	19
17. Case Studies.....	19
a. Medford, Oregon.....	20
b. St. Louis, Missouri.....	21
c. Brooklyn, New York.....	23
NEXT STEPS	24
POLICY SUGGESTIONS	24
CONCLUSION	26
APPENDIX	27
18. Resources.....	27
19. Attachments.....	27

EXECUTIVE SUMMARY

Existing City Goals

In 2017, the City of Ashland codified a commitment to address the climate crisis through the adoption of the Climate and Energy Action Plan (CEAP). The CEAP includes two (2) major overarching goals: **(1)** to “reduce Ashland’s contribution to climate change by reducing community greenhouse gas emissions,” and **(2)**, “prepare the city’s communities, systems and resources to be more resilient to climate change impacts.” These overarching goals are supported by strategies grouped in six (6) focus areas, as described further in this document. Each strategy is in turn supported by additional priority actions.

Purpose

The purpose of this policy report is to assist the City of Ashland in the achieving **CEAP Priority Action Item ULT 2-2** by highlighting the importance of shared streets and outlining a pathway to implementation through a tactical urbanism pilot project. The report supports these goals through the following: **(1)** Define shared streets and outline why they are relevant and important for the purposes of achieving CEAP Goal #1; **(2)** Suggest South Pioneer Street as the best location for a shared street considering its modified street shared street classification within the Transportation Systems Plan (TSP) and its location Downtown; **(3)** Suggest a tactical urbanism pilot project to test a permanent shared street design and outline how past pilot projects have been successful in creating long-lasting street modifications; **(4)** Outline a plan for pilot project implementation, including a mock-design, suggested partners and tools for community engagement, as well as highlight both new and existing resources; and, **(5)** Provide tangible next steps and policy suggestions to clarify the multi-modal purpose of shared streets described in the CEAP.

The purpose of the report is not to add additional work for City staff, but to highlight already available resources, and leverage existing enthusiasm and capacity to undertake a community-driven goal. Ultimately, the report underscores the importance of big ideas in the era of climate change, and how they big projects can start out with small interventions. This document is not intended to be binding.

INTRODUCTION

- 1. Purpose:** The purpose of this policy report is to assist the City of Ashland in the achieving **Climate and Energy Action Plan (CEAP) Priority Action Item ULT 2-2** by highlighting the importance of shared streets and outlining a pathway to implementation through a tactical urbanism pilot project. The report supports these goals through the following: **(1)** Define shared streets and outline why they are relevant and important for the purposes of achieving CEAP Goal #1; **(2)** Suggest South Pioneer Street as the best location for a shared street considering its modified street shared street classification within the Transportation Systems Plan (TSP) and its location Downtown; **(3)** Suggest a tactical urbanism pilot project to test a permanent shared street design and outline how past pilot projects have been successful in creating long-lasting street modifications; **(4)** Outline a plan for pilot project implementation, including a mock-design, suggested partners and tools for community engagement, as well as highlight both new and existing resources; and, **(5)** Provide tangible next steps and policy suggestions to clarify the multi-modal purpose of shared streets described in the CEAP. This document is not intended to be binding.

2. Ashland Climate and Energy Action Plan

On March 7, 2017 the Ashland City Council formally adopted the Ashland Climate and Energy Action Plan (CEAP). The purpose of the CEAP is to “...lay out a foundation of the City of Ashland to reduce its emissions and improve its resilience to future impacts of climate change on its environment, infrastructure, and people.”

The Plan includes the following Goals and Targets:

- I. Reduce Ashland’s contribution to global carbon pollution by reducing greenhouse gas (GHG) emissions associated with City, residential, commercial and industrial activities for the Ashland community and for City of Ashland operations.
- II. Prepare the city’s communities, systems, and resources to be more resilient to climate change impacts.

The Plan includes six (6) Focus Areas to implement the Goals and Targets above:

- I. Urban Form, Land Use and Transportation (ULT)
- II. Public Health, Safety and Well-being (PHSW)
- III. Consumption and Materials Management (CM)
- IV. Natural Systems (NS)
- V. Buildings and Energy (BE)
- VI. Cross-cutting Strategies (CC)

Strategy ULT-2 states, “Make Ashland more bike- and pedestrian-friendly.” This Strategy is supported by **Priority Action ULT 2-2** which states, “**Explore opportunities to convert shared streets where appropriate to provide multimodal connectivity.**”

3. Ashland Transportation Systems Plan (TSP)

In October 2012 the City of Ashland approved the Transportation System Plan (TSP) as “an important a resource for the City to use to implement the community’s goals regarding transportation.” This policy brief is to complement the upcoming TSP update. The TSP focuses on policies, projects, programs and studies that:

- Improve bicycle and pedestrian facilities and enhance transit service to make Ashland a less auto-dependent community;
- Integrate future land use considerations to plan for and preserve opportunities for development that supports and facilitates bicycle, pedestrian and transit modes; and,
- Enhance livability, small-town character, and the natural environment.

1. Existing Roadway Classifications and Average Daily Trips

Street classification is an important characteristic in determining a street’s function and use. Neighborhood streets differ greatly from boulevards in use, capacity, safety concerns and many other factors. The Transportation Element of the Ashland Comprehensive Plan provides the following six (6) functional street classifications and associated Average Daily Trips (ADT):

- **Boulevard (8,000 – 30,000 ADT)** – Provide access to major urban activity centers for pedestrians, bicyclists, transit users and motor vehicle users, and provide connections to regional traffic ways such as I-5.
- **Avenue (3,000 – 10,000 ADT)** – Provide concentrated pedestrian, bicycle, and motor vehicle access from boulevards to neighborhoods and to neighborhood activity centers.
- **Neighborhood Collector (1,500 – 5,000 ADT)** – Distribute traffic from boulevards or avenues to neighborhood streets.
- **Neighborhood Street (less than 1,500 ADT)** – Provide access to residential and neighborhood commercial areas.
- **Alley** – A semi-public space that provides access to the rear of property the alley eliminates the need for front yard driveways and provides the opportunity for a more positive front yard streetscape.

- **Multiuse Path** – Off-street facilities used primarily for walking and bicycling; these paths can be relatively short connections between neighborhoods or longer paths adjacent to rivers, creeks, railroad tracks, and open space.

The 2012 TSP Update includes the street classifications listed above as well as an additional definition for “shared street” as follows:

- **Shared Street** – Provides access to residential or commercial uses in areas in which right-of-way is constrained by topography or historically significant structures. The constrained right-of-way prevents typical bicycle and pedestrian facilities such as sidewalks and bicycle lanes. Therefore, the entire width of the street is collectively shared by pedestrians, bicycles, and motor vehicle users. The design of the street should emphasize a slower speed environment and provide clear physical and visual indications the space is shared across modes.

A map locating the City’s streets and their classifications can be seen at Figure 6-1 of the TSP (Updated City of Ashland Street Functional Classification Map), which is included in this document as **Attachment A**.

ELEMENTS OF SHARED STREETS

This section explores the benefits of shared streets and provides an explanation as to how shared streets can be explored as a way to “make Ashland more bike and pedestrian-friendly.” Additionally, this section provides examples of shared streets in a national context and borrows identification criteria to support South Pioneer Street as the best candidate for a tactical urbanism pilot project.

4. Benefits of Shared Streets

Shared streets place emphasis on comfort and social interaction rather than vehicle throughput as the sole metric. Some cities also provide programming to “activate the space” with large-scale events. The design of shared spaces leads to the interaction of different users by placing eye-contact as a fundamental aspect in navigating the space. Cars and pedestrians are literally put on the same plane with people having the right to walk the entire street while cars must yield to them. Shared streets have been shown to improve safety, quality of life, economic vitality and mobility. They have also been shown to improve the appearance of roads, social interaction and in some case reduce traffic crashes and lower crime.¹

¹ City of Minneapolis. “Shared Streets Study,” July 2019. Accessed from <http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/webcontent/wcmssp-220833.pdf>

Shared streets may also be referred by other names, such as, *shared spaces, festival streets, woonerfs, and home zones.*²

5. Examples

Davis Street, Portland, OR

In 2006 designers SRG Partnership, Nevue Ngan Associates and Suenn Ho Design created “Festival Streets” in the City of Portland’s Old Town/Chinatown District as seen in **Image 1** below. The Festival streets include 60 feet of right-of-way, and are meant to provide a flexible, public space to accommodate festivals and other public events while still accommodating daily multi-modal traffic movement. The street does not have curbs. Instead bollards are used to delineate between the shared and “auto-free” spaces. These festival streets include amenities that provide visual interest, particularly for pedestrians, such as scored concrete and entry planters. The streets also include seating and gateway landscaping elements. Street parking is included on either side of the street.³



Image 1: NW Davis Street, a “Festival Street” in Portland’s Old Town/Chinatown

Longfellow Street, Santa Monica, CA

Santa Monica’s Longfellow Street is a four-block residential street that’s 446 feet long. The street is 40 feet wide paved from property line to property line. The street had been too narrow to accommodate both sidewalks and parallel parking for residents, and trees and utilities prevented wheelchair accessibility. Vehicles would be parked blocking driveways and obstructing views. Poor lighting and limited foot traffic resulted in graffiti and dumping.

In 2006 the residents of the neighborhood brought their concerns to the City. Six years later the Living Street redesign was unveiled. The new design merged the pedestrian

² Carmona, Matthew, Tiesdell, Steve, Heath, Tim and Oc, Tanner (2010), “Public Places Urban Spaces,” page 109.

³ “Shared Streets”, Community Design + Architecture: https://nacto.org/docs/usdg/shared_space_streets_cda.pdf

and motorist spaces into a shared realm. A strip of truncated dome pavers creates an entrance to the street and colored concrete pavers indicate drivers to slow down. Landscaped planters border the street featuring native and drought-resistant plants to absorb stormwater. Parking is provided on either side of the street with colored concrete pavers. The redesign has led to improved public safety and stronger sense of community with more people using the street for walking and socializing.⁴



Image 2: Longfellow Street – a residential shared street in Santa Monica, CA

6. Potential Shared Streets in Ashland

The Delaware Valley Regional Planning Commission (DVRPC), which is the Metropolitan Planning Organization (MPO) for the greater Philadelphia metropolitan region adopted a report for “Curbless Streets” in January 2018. The document evaluates shared, curbless and shared space concepts for the City of Philadelphia. The document outlines universal traits and supportive indicators in determining the location for shared streets. The traits are as follows:

Universal Traits

- High bicycle/pedestrian volume, low vehicle volume; and
- Safety and accessibility needs.

⁴ NACTO.org, <https://nacto.org/case-study/longfellow-street-residential-shared-street-santa-monica-ca/>

Supportive Indicators

- Private partnering potential;
- Supports commercial uses/economic development;
- Responds to deteriorating street conditions;
- Community programming opportunities;
- Presence of school-aged children;
- Within implementing agency's project pipeline;
- Open space/tree canopy desert;
- Operates as a shared street already;
- Access to, but not on, a transit route; and
- Architecturally or culturally significant.

Figure 6-1 of the 2012 City of Ashland TSP Update indicates the streets which are identified as shared streets in **purple**. All identified shared streets also have been undergone a modified street classification (**highlighted in blue**). All of these streets are residential (with the exception of South Pioneer Street) and appear to have relatively low traffic volumes. The majority of these streets are on the west side of the city. They include the following streets, (listed alphabetically):

- Almond St
- Alta Ave
- Ashland Loop Rd
- Beach Ave
- Cascade St
- Dogwood Way
- W Fork St
- Glenview Dr
- Grandview Dr
- Hillcrest St
- Lisa Ln
- Monte Vista Dr
- Montview St
- Pine St
- Pinecrest Tr
- S Pioneer St
- Prim St
- Ridge Rd
- Ross Ln
- Sheridan St
- Sunrise St
- Walnut St
- West St

Out of the streets listed above, **South Pioneer Streets** appears to be the best candidate for a tactical urbanism pilot project. The section of South Pioneer that is selected to become a shared street is a one-block commercial section between East Main Street and Hargadine Street. This section is located within the heart of Downtown Ashland and divides Oregon Shakespeare Festival (OSF)'s campus.



Image 3: South Pioneer Street Looking East

7. Existing Conditions

South Pioneer Street is a paved road that is approximately 30 feet wide with two lanes of vehicular traffic (one in each direction). The section in between East Main Street and Hargadine Street is approximately 350 feet long. It is oriented east-to-west and has a slope that rises in the westerly direction. Parallel parking is provided on the south side of the street on the lower portion adjacent to East Main Street. Sidewalks are provided on both sides of the street. A crosswalk which is 40 feet in length is located in the middle of the 350-foot-long section and connects two quasi-public plazas on either side, also providing access to OSF's multiple theaters. The street pavement is raised at this location so that the crosswalk is at street-level to improve pedestrian safety. The crosswalk is also equipped with rumble strips on either side. Seven (7) bike racks are provided on the north side of the street. Trees are planted on either side of the street.

Using the universal traits and supportive indicators outlined in DVRPC's "Curbless Streets," the following provides a rationale as to why South Pioneer Street is an ideal candidate for a shared street as supported by the analysis *in italics* below:

Universal Traits

- High bicycle/pedestrian volume, low vehicle volume

South Pioneer Street between East Main Street and Hargadine Street divides the campus of the Oregon Shakespeare Festival (OSF). While the street is within the public right of way and accommodates vehicular traffic, the street has a high pedestrian volume especially during OSF's peak season as it provides access between theaters.

- Safety and accessibility needs.

It is crucial that safety and accessibility needs are met in all of Ashland's streets. However, because South Pioneer Street provides such an important connection for theatergoers of a wide array of abilities, it is an especially important location to ensure safety and accessibility.

Supportive Indicators

- Private partnering potential;

OSF may elect to participate in partnering with the City to transform South Pioneer Street into a shared street since it located between its campus

- Supports commercial uses/economic development;

The transformation of South Pioneer Street would benefit not only OSF, which is an integral part of the Ashland community, but would likely boost commercial use for the rest of Ashland's merchants as it would support a continued move towards improved walkability, which has been proven to have a positive impact on economic development and is tied to increased spending at local businesses.⁵

- Responds to deteriorating street conditions;

South Pioneer Street does not appear to be in a deteriorating condition.

- Community programming opportunities;

Street fairs and temporary events are not uncommon in Downtown Ashland, (i.e. the Saturday Farmers Market on Oak Street, closing Ashland Plaza for the July 4th Parade). If transformed into a shared street, South Pioneer Street may be another potential location for additional community programming such as temporary children's fairs, bicycle maintenance lessons, or other events.

⁵ Speck, Jeff. (2012) "Walkable City," page 28.

- Presence of school-aged children;

School-aged children do frequent South Pioneer Street as OSF and Downtown Ashland as a whole draws visitors of a wide array of ages and abilities.

- Within implementing agency's project pipeline;

As stated above, South Pioneer Street has undergone a modified street classification to be categorized as a shared street per Figure 6-1 of the Updated 2012 TSP.

- Open space/tree canopy desert;

As stated above, quasi-public, plazas are on either side of South Pioneer Street. The open-air amphitheater where OSF hosts its Green Show productions is located on the north side of South Pioneer Street. As stated, street trees line both sides of the street.

- Operates as a shared street already;

As previously stated, South Pioneer Street divides the OSF campus and many theatergoers use it to access OSF's various theaters. Additionally, South Pioneer Street abuts the Green Theater of OSF, which serves as a plaza to the public. Because of this, South Pioneer Street already has a high amount of pedestrian traffic.

- Access to, but not on, a transit route; and

South Pioneer Street is not directly on a transit route; however, it is located two blocks south from the Ashland Plaza which has a bus stop for Rogue Valley Transportation District (RVTD) lines 10 and 1X. The Ashland Plaza also features a bikeshare station through Rogue Bikeshare for community members to rent bikes for short periods of time at a low cost.

- Architecturally or culturally significant.

As stated above, South Pioneer Street is abutted by OSF's campus on either side. OSF has a cultural importance that is not only significant to the City of Ashland, but to the state as well as the nation. OSF is also home to America's first Elizabethan theater located on the north side of South Pioneer Street.

TACTICAL URBANISM PILOT PROJECT

The following section documents the benefits of tactical urbanism pilot projects including how they can test permanent modifications (such as a shared streets) at a low cost and draw community engagement. This section also outlines the steps necessary to undertake such a project, as well as provide suggestions for public engagement and highlight new and existing resources. Last, case studies are provided to showcase how tactical urbanism pilot projects in three different communities have influenced and led to permanent design modifications.

8. Definition

According to the “Tactical Urbanism Handbook” created by Street Plans, an urban planning and design firm based in Miami, Florida, “Tactical Urbanism is an approach to neighborhood building that uses short-term, low-cost, and scalable interventions and policies to catalyze long term change.” It is a design intervention that can be led by a city, organization, citizens or a combination of the three. Pilot projects can be a day-long demonstration, or longer such as a month or a year. Examples of successful tactical urbanism short-term projects that led to permanent design modifications include Times Square in New York City seen in **Image 4** and parking protected bike lanes along Oakland, California’s Telegraph Avenue seen in **Image 5** below.

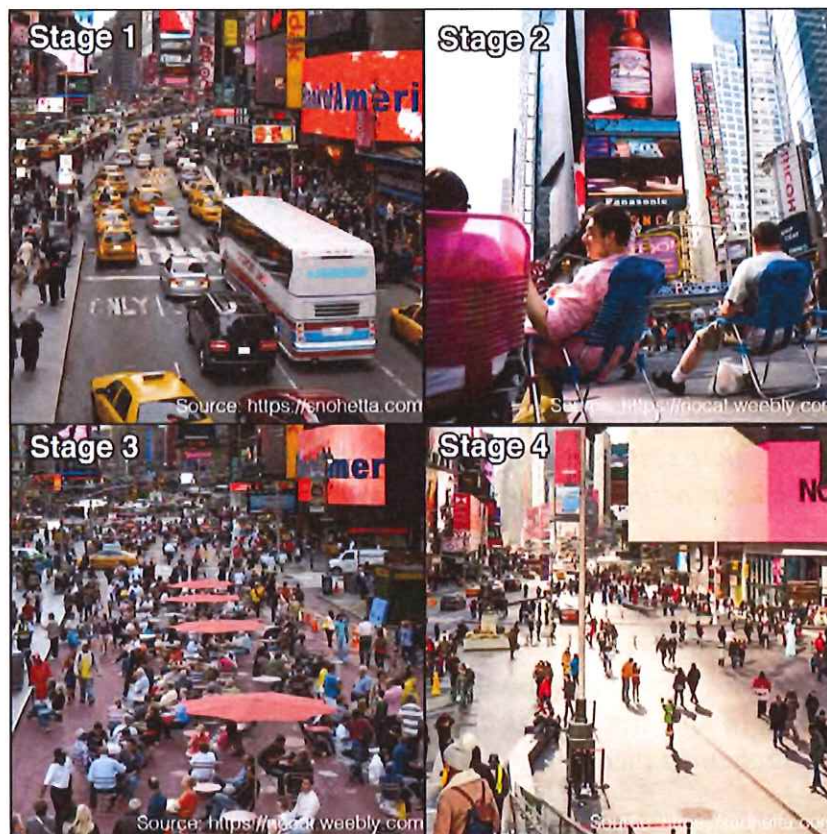


Image 4: Tactical Urbanism Transformations of Times Square

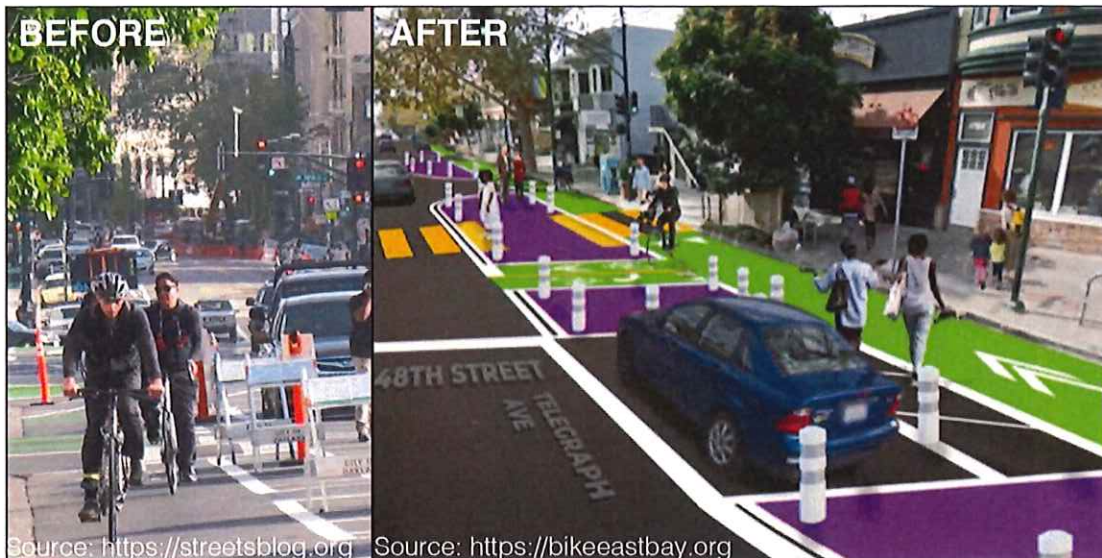


Image 5: Telegraph Avenue in Oakland, CA

9. Why a Tactical Urbanism Pilot Projects?

A tactical urbanism pilot program could be an appropriate opportunity for the City of Ashland to exhibit future street modifications, especially during the current TSP update. According to the “Tactical Urbanism Handbook,” this type of small-scale, incremental intervention helps accomplish the following:

1. **Inspire action** and expedite project implementation.
2. **Draw attention to perceived shortcomings** in policy and physical design and allow people to *physically experience* alternative options.
3. **Widen public engagement.**
4. **Deepen understanding** of local users’ needs and the neighborhood, block or building scale.
5. **Gather data** from the real-world use of streets and other public spaces.
6. **Encourage people to work together** in new ways, strengthening relationships between residents, non-profits, local businesses, and government agencies.
7. **Test** aspects of a program, project or plan before making large political or financial investments.

10. Implementation

Before the City engages with a pilot project, it must be determined which department should lead. Consider if the project should be led through the Public Works Department, or the City Administration Department, or another group. Once the department is chosen, someone must be in charge of implementation and a team of city staff and volunteers put in place. Consider leveraging existing groups that are already involved with the City. For example, instead of forming a new steering committee for the pilot program, utilize

existing commissions such as the Climate Policy Commission or the Transportation Commission. A planning matrix is included at **Attachment B** to provide guidance throughout the planning phase.

11. Permits

In order to undergo a tactical urbanism pilot program, the City of Ashland may need to obtain City permits. The following permits may be applicable:

- Street and Sidewalk Permit
- Right of Way Closure Permit
- Street Painting Permit

As required through the permitting process, community members should also be consulted as soon as possible, most notably OSF because of South Pioneer Street's location between theaters. Other adjacent and local businesses should also be engaged.

12. Materials

"The Tactical Urbanism Handbook" lists the following materials grouped by functionality:

1. **Barrier Elements**, (cones, traffic control barriers, planters, plastic barriers)
2. **Landscaping Elements** (Astroturf, sod, bushes, small trees)
3. **Surface Treatments** (sidewalk chalk, asphalt paint)
4. **Signs** (informational signs, traffic signs)
5. **Street Furniture** (hay bales, shipping palettes, moveable umbrellas)
6. **Programming** (exercise, games, art, music)

When available, the city should use existing resources and partner with local businesses to obtain materials to keep costs low. For example, local nurseries could donate existing plants to loan for the duration of the pilot. Planter boxes and benches could be built out of discarded wooden pallets. Hay bales could be used for seating and could also be donated by local farmers. Barrier elements such as cones and plastic barriers may already be owned by the City.

13. Design

The design of the pilot project should depend on the longevity of the project. Materials should be semi-temporary and relatively easy to install and remove. A pilot project is a good opportunity for the public to test and become acquainted with any future modifications to the street. Therefore, it may be advantageous for the pilot design to mirror the proposed modifications.

The following **Figure 1** shows a possible tactical urbanism pilot design (**Attachment C**). In 2011, the City of Ashland with consultation Kittelson & Associates and Alta Planning + Design created the "Bicycle and Pedestrian Facility Design Toolkit" with various design

suggestions as a supplement to the TSP. The design below includes features that are suggested for shared streets in the such as street paint to promote slower vehicle speeds, activity tents, food-trucks and seating to promote social space, and entrance signs to send a clear signal to users that they are entering a space with different traffic behavior is expected. The pilot project design excludes vehicular traffic. Although the final, permanent design may include vehicular right-of-way.⁶

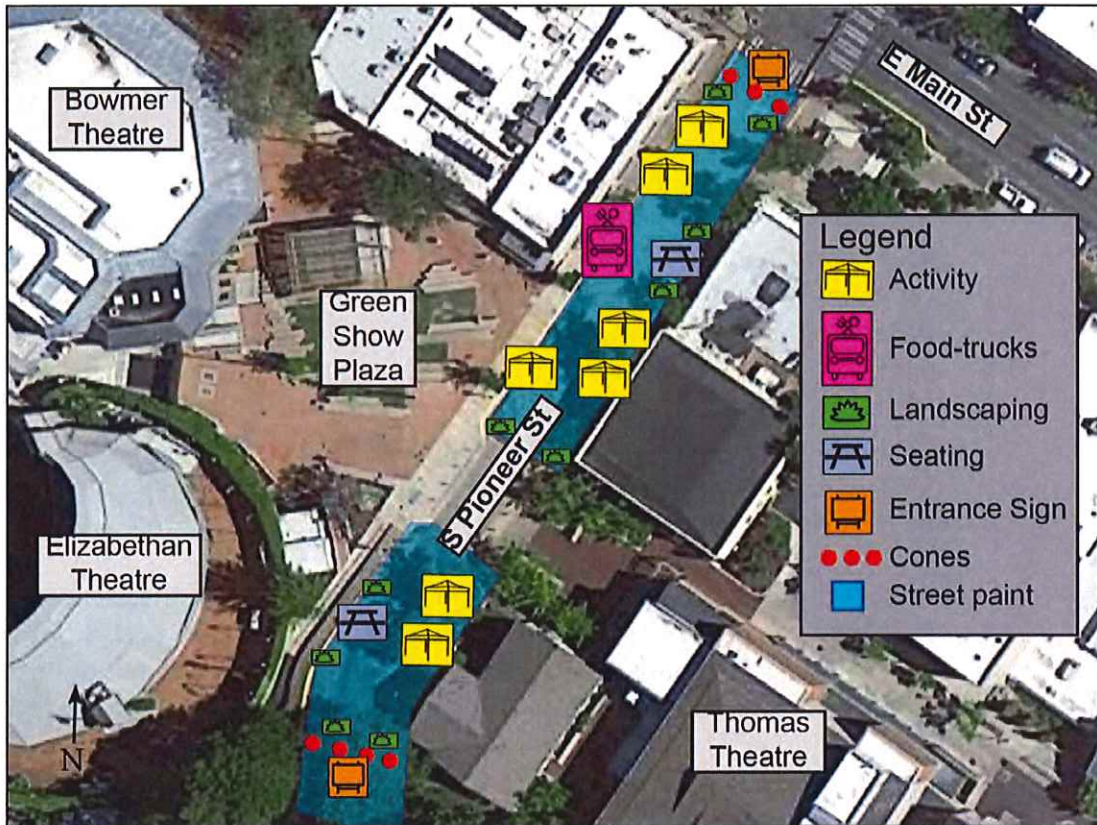


Figure 1: Possible Pilot Project Design

14. Timeframe

As stated above, the project timeline can range from a day-long demonstration to a longer intervention that lasts weeks or month at a time. The timeframe may depend on the capacity and resources of the City. For the purposes of this document, **a weekend is the proposed timeframe.**

15. Educational Outreach and Partnerships

In the spirit of CEAP, which resulted from deep community engagement, it is important to communicate to the public the purpose and positive impacts of the shared street pilot

⁶ https://www.ashland.or.us/Files/Ashland%20Bike_ped%20Toolkit_11212011.pdf

project. The following suggestions for educational outreach addresses **Strategy CC-1** which aims to “**educate and empower the public.**” Educational outreach and opportunities for partnership include:

1. “Ashland Climate Challenge!”

Goal #1 of the CEAP is to “Reduce Ashland’s contribution to global carbon pollution by reducing greenhouse gas emissions associated with City, residential, commercial and industrial activities. This entails “[a reduction of] overall Ashland community greenhouse gas emissions by 8% on average every year to 2050.”

In the fall of 2015, the Ashland Climate Challenge was started as a series of community events to educate and inspire Ashlanders to reduce carbon emissions, while participating in the development the CEAP. The Challenge started as a community-led effort that was supported by the Geos Institute, Rogue Climate, OSF, the Ashland Food Co-op, and Southern Oregon University. To encourage participation, citizens completed online surveys tracking their progress and were eligible for raffle drawings every three months. While it appears that the multi-day “challenge” phase of the challenge accompanied by surveys and raffles is complete, an active Facebook page and a network of community members who were originally involved still exists.

As part of the educational outreach for the pilot program, the Ashland Climate Challenge could be reinstated. This would align with **Action CC-1-2** of the CEAP which states: “**Support capacity of neighborhood and community groups to implement climate mitigation and adaptation initiatives.**”

In this second rendition of the challenge, a handout could be distributed during the pilot project that includes goals for individual reductions of GHG emissions. An online version could be available for community members to subscribe online (similar to the previous online surveys of the original challenge). Participants could join a listserv/email-group hosted by the City to get monthly reminder emails, track progress and provide tips for sustainable living. Commitments could be self-tracked and scored for prizes, (e.g. a gift card to a local business). The following includes example commitments:

- Drive only when necessary (i.e. for school pick up, transporting loads, and/or if a trip exceeds three (3) miles).
- Carpool to work.
- Bike to work/school.
- Use transit for a week.
- Shop for groceries locally (i.e. farmers markets, The Ashland Food Co-op).
- Install solar panels.
- Plant a tree, etc.

2. Post flyers/graphics at the pilot project site communicating the transportation sector's share of the State of Oregon's total GHG emissions (39% in 2016, more than any other sector⁷) to encourage alternative transportation modes (biking, walking, transit, etc.).
3. Include a city booth with information and literature on the Climate and Energy Action Plan.
4. Partner with RVTD to highlight new bus lines including the Medford-Ashland express bus Route 1X as well as the new Ashland Connector Service. RVTD advocates for complete streets and can provide support including programming and advertisement. RVTD may also have capacity to provide some financial support for programming as well.
5. Partner with local bicycle shops and/or outdoor shops to sponsor bike maintenance lessons.
6. Partner with ScienceWorks to support programming with hands-on activities around climate science.

16. Communications and Publicity

1. Post event to City and partner agency social media accounts including Facebook and Instagram.
2. Advertise on local radio and TV stations.
3. Advertise in local newspapers including the Ashland Daily Tidings and the Mail Tribune.
4. Create flyers and disperse to local businesses to display.
5. Create a website with information about the pilot program. Included in the website should be the Public Works Department's permanent plans for South Pioneer Street.

17. Case Studies

The following are case studies of pilot pilots from three different American cities. As described, they are tied to permanent design changes, that were either planned, or resulted directly from the project.

⁷ Oregon Department of Energy (2018), "2018 Biennial Energy Report", page 51

1. Medford, Oregon

On Saturday, October 12, 2019, the City of Medford in partnership with RVTD and the Downtown Medford Association closed a four-block section of Bartlett Street to vehicular traffic for the inaugural “Medford OpenStreets” event. The closure connected two City parks, Pear Blossom Park and Liberty Park for three hours from 11 a.m. to 2 p.m. (see **Figure 2** below). The goals of the event included to “increase awareness of sustainable transportation options like walking, biking, and riding transit,” and to “improve the health of Medford residents.”

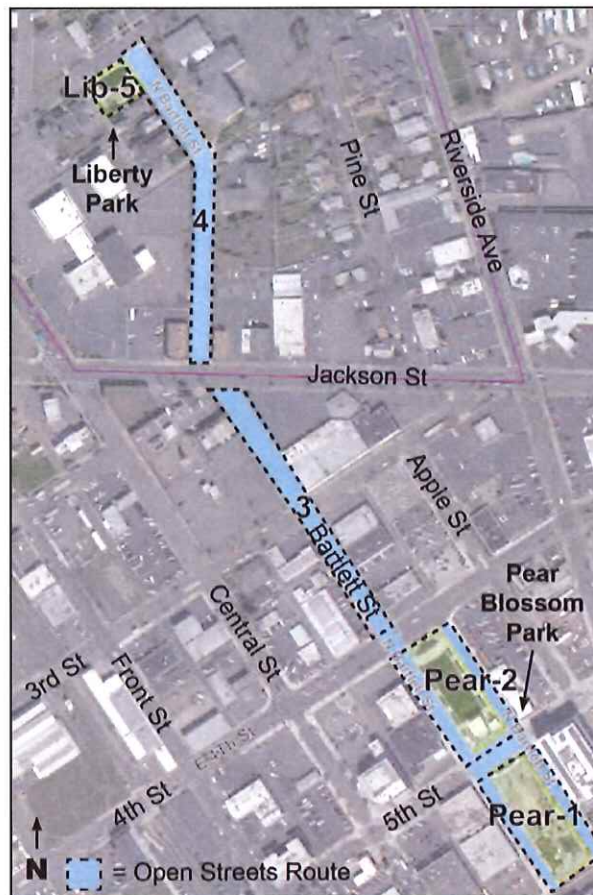


Figure 2: Medford OpenStreets Map

Cones were used to restrict traffic from two lanes of traffic in each direction to one lane on Jackson and 4th streets. Plants donated from a local nursery were placed in the middle of Jackson Street to deter drivers and slow traffic.

35 local businesses and community organizations such as Siskiyou Velo, Medford Arts Commission, ACCESS and the Jackson County Library Services staffed activity tents throughout the event. Activities including Bollywood dance classes and live music from local bands was also included in the programming. Event “passports”

were handed out to encourage participants to visit the various booths. Approximately 12 volunteers participated as “intersection heroes” to assist eventgoers across cross-traffic streets. A website and Facebook event were created to market the event. Additionally, a press release was created, and ads placed in the Rogue Valley Messenger and Southern Oregon Family Magazine.

This four-block section of Bartlett Street was a strategic setting for the event as the City of Medford Planning Department is undergoing a long-range plan for the Liberty Park neighborhood that lies north of Downtown Medford. Bartlett Street is a planned connector street and neighborhood bikeway from Downtown into the Liberty Park neighborhood. The City is currently in the planning stage for their Medford OpenStreets event in 2020, which will likely occur at another location in Downtown Medford.⁸



Image 6: Cones and landscaping alert drivers to slow down at Jackson Street

2. St. Louis, Missouri

In order to address the issue of traffic-related deaths in St. Louis Missouri’s residential streets, the Missouri Chapter of the American Planning Association (APA) along with Trailnet, a local bicycle and pedestrian safety advocacy non-profit organization, implemented temporary “pop-ups” to test out traffic calming designs on residential streets in four different neighborhoods. The work was funded through a grant from the APA. Along with the Missouri Chapter of the APA, Trailnet also worked with the Healthy Eating Active Living (HEAL) Partnership, the

⁸https://mailtribune.com/news/top-stories/takin-it-to-the-streets-in-downtown-medford-event-festival-vendor-traffic-music-arts-pumpkins-?fbclid=IwAR0sR8vgZKMT3nDia_NHEZS2Ogs_oHx8Kw9Exkkm24p2HpjMYiEV8h57JI

City of St. Louis, the Missouri Public Health Association in addition to members from the community.



Image 7: Tires used as bulb-outs during a traffic calming pop-up in St. Louis.

Neighbors, students and Trailnet staff came together during a multi-day event to install temporary medians, roundabouts and bulb-outs marked with brightly painted recycled tires on the ground. While the pop-up was an opportunity to test traffic-calming designs, it was also an opportunity for community members, elected officials, and city staff to work together and start a dialogue on tangible solutions to improve street safety.

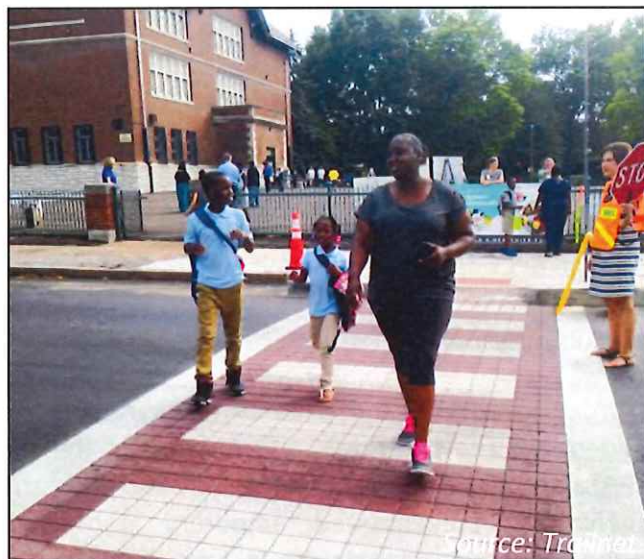


Image 8: A family crosses a new sidewalk on the way to school.

Through the collaboration process between these diverse stakeholders, a permanent traffic-calming design was chosen in front of Woodward Elementary school to increase the visibility and safety of children and families crossing the

street. The permanent design included an updated crosswalk, curb ramps, bump outs and stop lines to enhance the crosswalk. The ribbon-cutting ceremony occurred within one year of the original demonstrations. Additionally, the City of St. Louis adopted an ordinance allowing engineers to implement speed humps to slow traffic and set aside funding for additional traffic calming projects. Trailnet also has a street-calming library where community members can borrow materials to implement traffic-calming pop-ups in their own neighborhoods.⁹

3. Brooklyn, New York

The junction between Wyckoff Avenue, Myrtle Avenue and Palmetto Street in Brooklyn near the border with Queens had been a dangerous six-way intersection. Between 2009 and 2014, three people had died, two of them from bus drivers. In 2016, the New York City Department of Transportation (NYC DOT) in partnership with the Myrtle Avenue Business Improvement District, The Uni Project, and the Ridgewood Local Development Corporation put on a one-day demonstration to transform the intersection into a plaza. NYC DOT led the project as part of the Vision Zero initiative to make the intersection safer.



Image 9: The interim plaza at Myrtle Avenue.

The new public space hosted live music, games and a mobile library. Throughout the day, community feedback was gathered to make a more robust plaza design. In the fall of 2016, an interim plaza was installed with plastic planters to soften the space and provide a barrier to moving traffic. Moveable tables and chairs invite

⁹ <https://www.strongtowns.org/journal/2016/9/20/slowing-the-cars-in-st-louis>

visitors to use and linger in the space. Since the interim plaza opened: cyclist injuries have decreased by 100%, motor vehicle occupant injuries have decreased 57%, crashes with injuries have decreased by 48%, and crashes in general have decreased 44%¹⁰. Construction for the permanent plaza is set to start in March of 2020, and the permanent plaza is scheduled to open two years later.

NEXT STEPS

The following immediate next steps are provided to commence the shared street tactical urbanism pilot project:

1. Create a team.

Create a team that includes City of Ashland staff as well as other organizations such as RVT, OSF and other local businesses and members from the community. As discussed, previous engagement from the Climate and Energy Action Plan's planning stage have created enthusiasm and networks for the City to leverage.

2. Create pilot program design using existing plans of South Pioneer Street.

The report includes a mock design, however as stated the pilot project provides an opportunity for the public to test any existing plans for a redesign before being built. Therefore, it is in the City's best interest to create a design that mirrors any permanent redesign already in consideration.

3. Leverage new and existing resources and begin planning.

This document points to available resources such as the Street Plans Collaborative's "Tactical Urbanist's Guide to Materials and Design," as well as the "Bicycle and Pedestrian Facility Design Toolkit" for the City of Ashland (see "Resources" in the Appendix). This document also provides new resources such as a mock-design and project planning matrix. These resources should be used as an aid for facilitation along the planning process.

POLICY SUGGESTIONS

The following policy suggestions are included to clarify the multi-modal purpose of shared streets as outlined in the CEAP by narrowing the definition of "shared streets" in the TSP and adding a new category for "legacy streets."

¹⁰ <http://www.nyc.gov/html/dot/downloads/pdf/myrtle-wyckoff-plaza-nov2018.pdf>

1. Consider revising shared street definition to incorporate a commercial or main street corridor.

Currently, the TSP definition of “Shared Street” does not mention multi-modal connectivity (including mass transit). The streets listed as “shared streets” in Figure 6-1 of the TSP are primarily residential streets with low vehicle volumes which, because of geographic constraints, do not allow for separate lanes of travel for bicyclists and pedestrians. Therefore, all modes of travel are constrained a shared right-of-way.

Page 62 of the CEAP states: “Street standards and street classifications in the Transportation System Plan promote shared streets that incorporate infrastructure for people walking, biking, and riding mass transit.” However, in the examples of the “shared streets” as seen in Figure 6-1 multi-modal connectivity and encouraging biking and walking is not the goal of the street design. Rather, the design is a result from geographic constraints.

In order to reconcile the TSP definition, and the goals of the Urban Form, Land Use & Transportation section of the CEAP, consider revising shared street locations to incorporate a commercial or main street corridor. This policy suggestion should be reviewed in tandem with Policy Suggestion #2 below which contemplates a new and separate definition for “legacy streets.”

2. Consider legacy street standards for constrained streets.

In order to address the gap between the CEAP Priority Action ULT-2-2 to “explore opportunities to convert to shared streets where appropriate to provide multimodal connectivity” and the shared streets identified in Figure 6-1 of the TSP which are primarily located in low volume, residential areas and have a shared right-of-way, consider a new standard such as the City of Medford’s “legacy streets.” These streets are defined as: “A street that is improved, but may be missing bike facilities, right-of-way, sidewalks, planter strips, turn lanes or other facilities identified in the applicable cross-section identified in Article IV, or an unimproved street or alley that is predominantly surrounded by developed properties that constrain the right-of-way.”¹¹

While the definition of “shared streets” may be narrowed to include a commercial use or main street corridor to address the intent of multi-modal connectivity, a separate definition for “legacy streets” can be included in the TSP to define streets which, because of geographic constraints, lack space to include separate bike and pedestrian facilities and exhibit a single right-of-way for all modes.

¹¹ City of Medford Municipal Code Section 10.012 (Definitions, Specific):
<https://www.ci.medford.or.us/CodePrint.asp?SB=1&CodeID=3665>

CONCLUSION

Shared streets are important public spaces not only because they provide multi-modal connectivity, but they challenge the idea that vehicular throughput is a street's primary function in addition to many other benefits. This document highlights how permanent shared street design can start as tactical urbanism pilot projects. These types of small-scale, low-cost interventions have had large and lasting impacts across the globe. In fact, some of the world's most iconic public spaces such as New York City's Times Square have been a result from tactical urbanism pilot projects. These projects are evidence that something small can lead to larger changes.

In order to address CEAP Goal #1 of reducing community GHG emissions, it will take a community-wide effort. Community engagement was an integral part of the planning process for the CEAP itself. Similarly, engagement is key for the success of the pilot project, which in of itself will elicit additional feedback for a permanent shared street design.

Last, new definitions for a more specified "shared street" which addresses the goals of multi-mobility, and "legacy streets" are suggested. These suggested definitions clarify the purpose of CEAP Priority Action ULT-2-2 to utilize shared streets to achieve multi-modal connectivity.

Communities will need to "think big" in order to both reduce GHG emissions and prepare projected climate change impacts in the upcoming decades. It is the hope that this document highlights how governments, private partners, and the public can create small interventions that produce big outcomes and beloved public spaces.

APPENDIX

18. Resources

1. ["Tactical Urbanist's Guide to Materials and Design," \(Street Plans Collaborative\)](#)
2. ["Shared Streets," \(2030 Collective\)](#)
3. ["Shared Street," \(Community Design + Architecture\)](#)
4. ["Shared Streets Study," \(City of Minneapolis\)](#)
5. ["Curbless Streets," \(Delaware Valley Regional Planning Commission \(DVRPC\)\)](#)
6. ["Open Streets Toolkit," \(Open Streets Project\)](#)
7. ["Bicycle and Pedestrian Facility Design Toolkit," \(City of Ashland\)](#)

19. Attachments

1. Attachment A: Figure 6-1 of Updated TSP
2. Attachment B: Planning Matrix
3. Attachment C: Pilot Project Mock-up
4. Attachment D: Timesheet

Attachment B: Pilot Project Planning Matrix

	<1 -6 months Before Pilot Project	1 month before	1-2 week before	Day of/before Pilot Project	After Pilot Project
Design	<ul style="list-style-type: none"> • Create pilot project layout. • Create project timeframe. • Submit for necessary permits with Public Works and Fire Department. • Site visit and walk-through. 	<ul style="list-style-type: none"> • Second Site visit and walk-through with project team. 	<ul style="list-style-type: none"> • Third Site visit and walk-through with project team. 	<ul style="list-style-type: none"> • Set up pilot. 	<ul style="list-style-type: none"> • Wrap up meeting and next steps. • Address any suggested redesigns from feedback.
Personnel	<ul style="list-style-type: none"> • Identify staff-lead and create team. • Select volunteers. • Create volunteer waiver. 	<ul style="list-style-type: none"> • Send remainder email to volunteers. 	<ul style="list-style-type: none"> • Send remainder email to volunteers. • Collect remaining volunteer waivers. • Order food/coffee for volunteers and staff. 	<ul style="list-style-type: none"> • Volunteer orientation. 	<ul style="list-style-type: none"> • Send thank you email to staff and volunteers.
Materials	<ul style="list-style-type: none"> • Contact local nursery for landscaping donations. • Reserve porta-potties (if needed). • Secure materials through Public Works. 	<ul style="list-style-type: none"> • Secure remaining materials. 	<ul style="list-style-type: none"> • Pick up landscaping and other materials. • Set up materials (if possible). • Acquire materials from Public Works. 	<ul style="list-style-type: none"> • Set up materials. 	<ul style="list-style-type: none"> • Return loaned materials.
Activities	<ul style="list-style-type: none"> • Reach out to local businesses and community organizations. • Reach out to food-trucks. 	<ul style="list-style-type: none"> • Reach out to any remaining organizations. 	<ul style="list-style-type: none"> • Confirm attendance from local businesses and organizations. 	<ul style="list-style-type: none"> • Set up businesses and community organizations. 	<ul style="list-style-type: none"> • Send thank you email to participants.
Community Outreach	<ul style="list-style-type: none"> • Contact OSF re: participation. • Mailers to local businesses in Downtown and nearby residents. • Create handouts and poster. 	<ul style="list-style-type: none"> • Ads of local stations/Publications. 	<ul style="list-style-type: none"> • Ads on local stations/publications. 	<ul style="list-style-type: none"> • Collect community feedback. 	<ul style="list-style-type: none"> • Input and evaluate community feedback.
Marketing	<ul style="list-style-type: none"> • Send ads to local stations. • Place ads in newspapers. • Create website. • Create FB event and post to social media accounts. • Create and deliver flyer. 	<ul style="list-style-type: none"> • Find photographer for event. 	<ul style="list-style-type: none"> • Reminder posts on social media and email listserv. 	<ul style="list-style-type: none"> • Reminder posts on social media and email listserv. • Photograph event. 	<ul style="list-style-type: none"> • Post photos to website and social media accounts.

Memo

CITY OF
ASHLAND

Date: March 12, 2020
From: Scott A. Fleury
To: Transportation Commission
RE: Type III Planning Pre-application Review, 1511 North Main Street

BACKGROUND:

March 2020:

Under the Powers & Duties of the Transportation Commission, AMC 2.13.030 includes, "Will review and make recommendations in Type III Planning Actions during the pre-application process."

The Planning Department has requested the Transportation Commission review the pre-application conference application materials attached and provide any comments regarding transportation related items to the Planning Department.

This item previously came before the Commission at the March 2019 meeting. Information below was part of the original staff report provided in the Commission packet.

The a signed letter by the chair was given to planning after review of the annexation project at the March 2019 meeting:

March 28, 2019

City of Ashland Planning Division
51 Winburn Way
Ashland, OR 97520

Re: 1511 N Main St Pre-application recommendations

The Transportation Commission appreciates the presentation and the opportunity to comment on the proposed development at 1511 N Main Street during the March 21, 2019 meeting.

As a commission we have concerns regarding access and safety of pedestrian and cyclists to and from the North and South lanes of N Main Street. We suggest that a traffic signal and reduction in speed on Hwy 99 be evaluated as a possible way to improve access for pedestrians and cyclists to both N Main Street and local transit stops. Further, the commission suggests the addition of sidewalks that meet City street standards and transit stop to improve connectivity to existing infrastructure.

The Transportation Commission looks forward to receiving an update on this development as the plan solidifies.

Kind regards,



Bruce Borgerson
Transportation Commission Chair

Included with the packet is a memo from the Planning Department along with materials from the applicant. It is expected that the Oregon Department of Transportation and the Rogue Valley Transportation District will have staff in attendance to answer specific questions associated with their jurisdictions in conjunction with the requirements for annexation.

March 2019 Background:

The proposed pre-application materials specify the annexation, zone change of a 16.87 acre parcel located at 1511 North Main Street. The proposal is for the development of a 256 studio unit apartment complex in 32 eight unit structures. The pre-application materials contain a traffic impact analysis performed by Sandow Engineering.

Enclosed is a breakdown of transportation related items in the City's Municipal Planning Code, provided by the Planning Department along with comments developed by ODOT. The access point from the development is onto Highway 99 a district level highway controlled by ODOT.

Critical transportation related items of concern for the development are pedestrian connectivity from the development to the City and accessibility to transit stops.

The group at the lead of the development proposal has been notified of the Transportation Commission meeting agenda item to discuss the pre-application along with City Planning staff.

CONCLUSION:

The Commission is asked to review the materials and provide input, if any, to the Planning Department regarding the proposal.

Memo

DATE: March 19, 2020

TO: Scott Fleury P.E., *Deputy Public Works Director*
Ashland Transportation Commissioners

FROM: Derek Severson, *Senior Planner*

RE: Grand Terrace Annexation

During the Planning Commission's initial public hearing for the Grand Terrace annexation proposal back in November, a number of issues relating to access, traffic and transit were raised. The Planning Commission ultimately continued the matter, and asked that the applicant work with the Oregon Department of Transportation (ODOT) and Rogue Valley Transportation District (RVTD) to address some outstanding items and then return to the Transportation Commission for further review and comment on these issues before bringing the request back to the Planning Commission.

The issues identified included:

- **Existing Easement:** Planning Commissioners asked that the applicant provide evidence that the existing 30-foot wide mutual access easement in place near the veterinary hospital will support the eventual access proposed in the conceptual development plan in terms of its width, location, any restrictions in easement language and ability to accommodate accessible improvements.
- **Southbound RVTD Bus Stop:** Planning Commissioners asked that the applicant work with RVTD and ODOT to provide design details for a southbound RVTD bus stop on the subject property's frontage which would likely need to include a pull-out, shelter with lighting, sidewalk, accessible loading pad and accessible route to the site, any necessary retaining, and a merge lane for the bus to re-enter the travel lane at an appropriate speed.
- **Bicycle & Pedestrian Connectivity to Northbound RVTD Stop/s:** The Planning Commissioners asked that the applicant address safe bicycle and pedestrian connectivity to the existing northbound RVTD "flag stop" located south of the railroad bridge likely to include an *enhanced crossing* from the flag stop across Highway 99N in the vicinity of Jackson Road/North Main Street as was previously recommended by ODOT. Approval criteria for annexation include that, "*Likely pedestrian destinations from the project site shall be determined and the safe and accessible pedestrian facilities serving those destinations shall be indicated (AMC 18.5.8.050.E.3.*"
- **Potential Shared Use Path:** The Planning Commission also recommended that the applicant address ODOT's previous recommendation for an extra-wide shared use path generally from the *enhanced crossing* to the southern driveway on site.



- **Street Lighting:** The Planning Commissioners requested that the application include details for street-lighting to increase pedestrian safety along the corridor, with particular focus on the driveway locations. Planning staff have also suggested that the applicant consider how they might more clearly delineate the northern driveway entrance at the street for drivers in conjunction with proposed frontage improvements.
- **Exception to Street Standards/Curbside Sidewalks:** At least one Planning Commissioner has questioned whether Exceptions to the Street Design Standards are merited, and others have inquired whether a curbside sidewalk is appropriate adjacent to a 45 MPH travel lane. Staff have recommended that the applicant more clearly articulate the basis for the requested Exceptions to not provide standard parkrow in terms of the on-site conditions in specific sections of the roadway (*i.e. based on available right-of-way, topography, existing constraints, etc.*).
- **Speed reduction:** Based on the Planning Commission discussion, staff have also noted that it may be in the applicant's interest to discuss the possibility of a speed reduction on the Hwy 99N corridor from Valley View Road south into Ashland as one means of addressing pedestrian safety and the ability of the RVTB buses to merge back into traffic from a stop. This would require an application to ODOT after which they would conduct a zonal analysis and a decision would ultimately come from the state traffic engineer.
- **Traffic Impact Analysis (TIA):** ODOT had previously provided comment (October 25, 2019) on the Grand Terrace TIA, noting among other things that they had observed queuing significantly greater than that noted in the TIA for both the OR99 & Valley View and the Main & Maple intersections.

Given the range of issues around the right-of-way raised in the record by the Transportation Commission, ODOT and RVTB, and by the Planning Commission during the initial public hearing, and the fact that ODOT ultimately has jurisdiction for the roadway and has made some very specific recommendations, Planning and Public Works staff have advised the applicant that the most prudent approach would be for the applicant to provide designs to ODOT that address the issues raised and obtain ODOT approval for a roadway design prior to coming back to the Transportation Commission and Planning Commission for city review. Staff believe that the range of issues here cannot be adequately addressed with the imposition of general conditions through the hearing process.

It is staff's understanding that both ODOT and RVTB are to be in attendance at the March 19th Transportation Commission meeting and/or provide formal comments in advance of that meeting.

It is staff's hope that the Transportation Commission can consider the issues above at its March meeting, and provide recommendations to the Planning Commission for its April meeting.

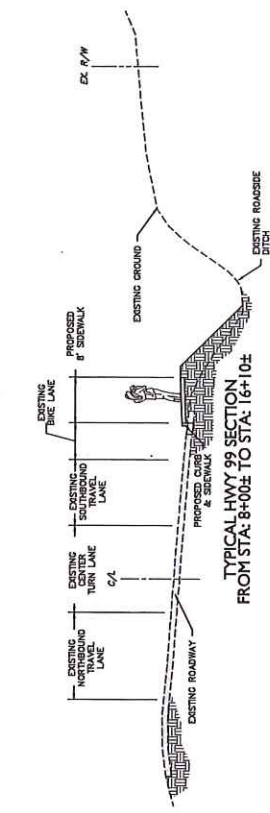
Supporting Information:

- **Link to the October 2019 Planning Commission Packet:** http://www.ashland.or.us/files/2019-10-08_PC_Packet-web.pdf (NOTE: This hearing was postponed to November at the applicant's request but packet material was distributed via the link above.)
- **Link to the November 2019 Planning Commission Packet:** http://www.ashland.or.us/files/2019-11-12_PC_Packet_web.pdf
- **Link to the November 2019 Planning Commission Video:** https://videoplayer.telvue.com/player/w9sPsSE7vna3XTN_39bs1rEXjVWF0kFP/media/525050?fullscreen=false&showtabssearch=true&autostart=true&jwsource=cl

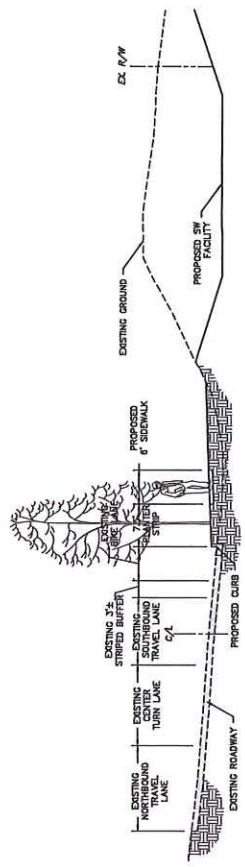


- **New Transportation-Related Information provided since the initial public hearing (see attached):**
 - Revised Concept Plans
 - C.1 Conceptual Overall Utility Plan
 - C.2 Conceptual Highway 99 Frontage Cross Sections
 - C.3 Highway 99 Conceptual Frontage Improvements
 - C.4 Highway 99 Conceptual Frontage Improvements
 - Tech Memo from Kelly Sandow, P.E. in response to ODOT TIA comments.
 - Warranty Deed Describing Ingress/Egress Easement

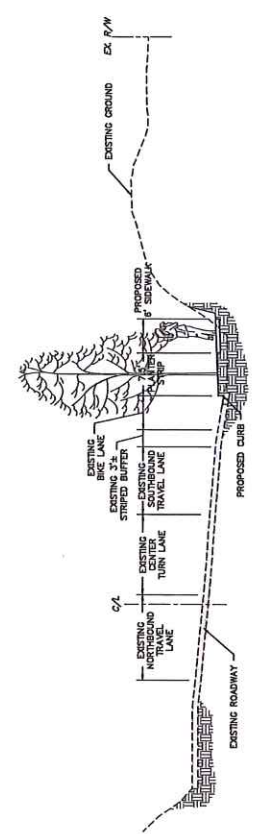




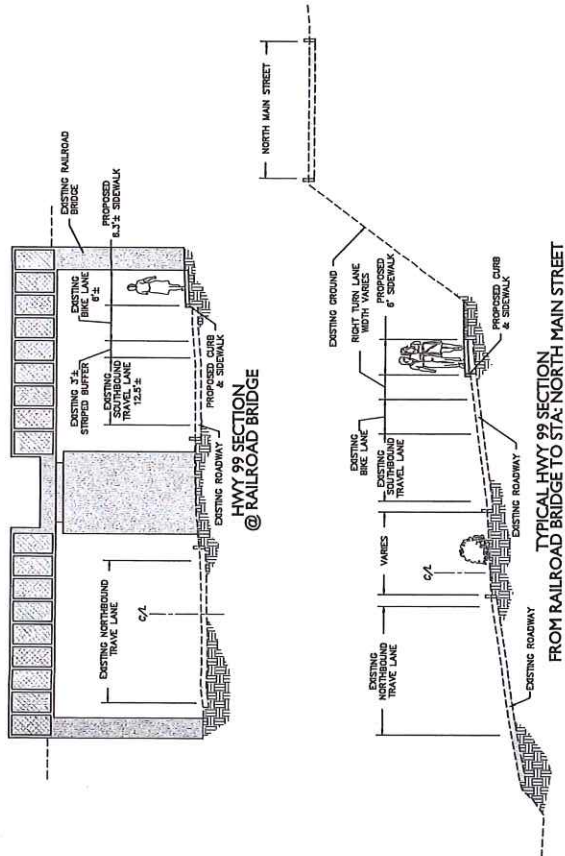
TYPICAL HWY 99 SECTION
FROM STA: 8+00± TO STA: 10+00±



TYPICAL HWY 99 SECTION
FROM STA: 16+00± TO STA: 20+00±

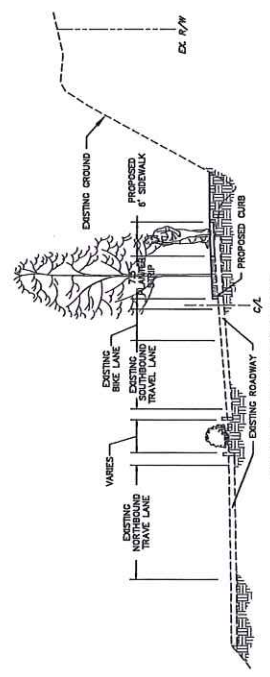


TYPICAL HWY 99 SECTION
FROM STA: 20+00± TO STA: 25±



HWY 99 SECTION
@ RAILROAD BRIDGE

TYPICAL HWY 99 SECTION
FROM RAILROAD BRIDGE TO STA: NORTH MAIN STREET



TYPICAL HWY 99 SECTION
FROM NORTH MAIN STREET SCHOFIELD STREET

EXHIBIT C.2

		DRAWN BY: MKR CHECKED BY: AJM, MKR DATE: 06/12	DATE: 06/12	NO. REVISION	DATE BY	PROJECT NO. GRAND TERRACE CONCEPTUAL HIGHWAY 99 FRONTAGE CROSS SECTIONS	DRAWING NO.
		P.O. BOX 1724 - MEDFORD, OREGON 97501 P.L. (541) 776-8288	DATE: 06/12 DATE: 06/12 DATE: 06/12 DATE: 06/12	CITY OF ASHLAND	PROJECT DATE: 06/12/12		



January 28, 2020

RE: 2019-0001_T3

Annexation and Zone Change for the Property at 1511 Hwy. 99 N
Grand Terrace

Dear Planning Commissioners and Planning Division Staff,

This letter is intended to provide additional information for the record addressing the Planning Commissioners questions and concerns raised at the November 12, 2019 Planning Commission Public Hearing.

Contiguous Property:

The property owner and the applicant has relied on adopted city of Ashland adopted maps and comprehensive plans to create the proposal for annexation. The urban growth boundary in the area was created by and adopted by the city of Ashland. The comprehensive plan and maps were adopted by the state of Oregon showing the urban growth boundary extending across railroad property. The property owner and the applicant used the city's maps to meet the burden of proof that the property is contiguous with the city limits due to the historical precedent that annexations across railroad property is allowed. This issue lies with the City's Comprehensive Plans and adopted maps which include a substantial area of the city's future growth where contiguity cannot be demonstrated.

The railroad has historically throughout the state of Oregon been considered a quasi-public entity and never in the history of Ashland or other Oregon jurisdictions has the railroad intersecting existing streets and / or the highway prevented annexations. The railroad was built for the benefit for the public use similar to the roadway and not as private land for development purposes.

The subject property and all adjacent properties are part of Donation Land Claims (DLC) prior to December 1, 1850. The property and adjacent properties all existed prior to the development of the railroad. The railroad obtained bargain and sale deeds granted by property owners along the proposed line of the railroad in 1883. The attached map and property schedule provide the details of the acquisition. The area of the property and contiguous area in question is highlighted on Exhibits A. Based on the attached map of DCL 1855, certified in 1929, the "Road to Yreka" appears in generally the same location as the highway today. The Oregon Highway Department obtained right-of-way through license agreement for the "relocated" centerline of OR Hwy99 in 1934.



The Oregon Revised Statutes 222.111 (1) allows for the boundaries of the city to be extended through the annexation of territory that is not within a city, and that is contiguous to the city or separated from it only by a public right of way or a stream, bay, lake or other body of water.

A map demonstrating the extension of the city limits along the north side of the ODOT right-of-way and the subject property rezoned as R-2 is attached (Exhibit B).

Representatives for Oregon Department of Transportation supported annexation of the entirety of the highway right-of-way where the property abuts the highway frontage.

Access Easement:

Access to the property is provided by a 30-foot wide ingress access easement. The easement area is noted on an attached survey of the adjacent property through which the easement is provided. There are no reservations or limits noted upon the legal access easement. There is a 25-foot wide right of access to the highway from the easement. The property owner's attorney has reviewed the easement and found no restrictions. Attached Exhibit D.

Traffic Impact Analysis:

ODOT has provided a preliminary review of the Transportation Impact Analysis (TIA) and has provided comments to the project team. There are some minor suggestions and considerations to be made, but generally, there were no major issues or concerns that require additional TIA data or off-site intersection improvements.

Based on site visits, preliminary review of speeds, a full access driveway on the southside of the property will be permitted. The driveway on the north end of the development (accessed via the existing driveway) would be widened with the easement area to accommodate improvements, is already a full movement driveway. This driveway is shared with the adjacent business. There is a 25-foot wide right of access to the highway at this location. The right of access driveway apron will be improved to ODOT Standards. A standard cobra style streetlamp and/or a 14-foot tall, pedestrian scaled streetlight will be provided placed near the intersection of the improved driveway apron and the highway right-of-way. The exact location of the streetlight will be determined based on the final driveway approach layout and required improvements.

In discussions with the Traffic Engineer, Kelly Sandow PE, owner and principal engineer at Sandow and Associates, the Traffic Impact Analysis uses Syncro to model the traffic. The models are based on "ideal" traffic conditions and assesses the movement of the vehicles through the intersections. The model does not account for traffic impacts from "bumps" that are caused by a bus, pedestrian traffic, garbage trucks, deer crossings, etc. These somewhat random slowdowns in the daily traffic flow, at times causes traffic congestion. Random events such as a bus or the garbage truck cannot be modeled. There is some



accounting for “random events” and their impact on the highway traffic timing that was factored into the TIA. These included increasing the number of pedestrians crossing at the intersections to increase the highway wait time at the lights. Also, the duration of the green light time was decreased on the highway to slow the model.

The TIA calculated vehicle trips based on a potential unit count of up to 251. This is less than the density of the total property area calculated before the removal of the unbuildable areas of the property, and would not impact the traffic modeling.

As noted, the final analysis of the Traffic Impact Analysis (TIA) has not been completed, ideally this information will be provided before the public hearing and can confirm that no off-site intersections improvements will be necessary. The property and the area of the current urban growth boundary which includes the subject property with R-2 zoning were included in the city’s Transportation System Plan and the future traffic impacts were accounted for.

Oregon Department of Transportation is the authority on the highway intersection markings for pedestrian crossings and highway speeds. At this time, there is not enough justification for speeds to be lower, or for the existing pedestrian crossings to be modified.

With a change in roadside culture through the annexation and development of the property, driving habits change. After the improvements are made, a formal speed study to seek a reduction of the highway speeds can be undertaken. Eventually, if the speeds are reduced and ideally pedestrian volumes increased, support potential for marked crossings can be approved from ODOT.

Frontage Improvements:

The proposal makes every attempt to provide sidewalk and landscape park row to the city of Ashland and ODOT standards from the connection at Schofield to and through the property that demonstrates compliance. There are substantial roadside factors that prevent complete compliance. As addressed in the findings addressing the exception to street standards, when considering the exception to street standards criteria, and the steep embankment adjacent to the highway surface and adjacent, off site highway improvements, the exception to street standards is warranted. Along the entire frontage of the subject property where abutting the ODOT right-of-way, standard parkrow, sidewalk is proposed excepting in the locations of the bus pull out lane and bus shelter area where an eight-foot curbside is proposed.

The revised Civil Engineering Plans are provided (Exhibit C (C.1-C.4)). The plans detail the public improvements. Beginning at Station #1 to Station #16, north of Land of Paws, an eight-foot wide curbside sidewalk is proposed. This complies with ODOT standards for curbside sidewalk and exceeds city of Ashland standards for curbside sidewalks. There is a large roadside ditch and private property (Anderson Autobody) that prevent installation of a sidewalk and parkrow. Additionally, this curbside sidewalk



connects to the existing curbside sidewalks that extend north to the intersection of Valley View Road and HWY 99N. Station #16 to Station #23, a six foot wide sidewalk and seven and one half foot parkrow, six-foot bike lane with three-foot bike lane buffer from the vehicle travel lane is proposed. At Station #23, the extended RVTB bus stop pull out lane for a southbound bus stop is proposed. This extends to Station #27+. Within the bus stop pull out, an eight-foot wide curbside sidewalk is proposed. From Station #27+ to approximately Station #34, an eight-foot wide curbside sidewalk, six-foot bike lane and where present, three-foot bike land buffer is proposed. This portion of the property frontage is physically constrained with a steep roadside embankment, railroad property, constraints of the width of the railroad trestle. From Station #34 to the intersection of Schofield Street and North Main Street a six-foot sidewalk and seven- and one-half foot planting strip and six-foot bike lane is proposed.

In the areas where the standard city sidewalks and parkrows cannot be installed due to the presence of steep roadside embankments and/or lack of public right-of-way or other private property encroachments by the adjacent properties not under the ownership of the property proposed for annexation, an eight-foot wide curbside sidewalk is proposed. This is a larger standard than required by Ashland codes, and complies with the standard from ODOT.

Public sidewalk, landscape park row, bicycle lane and other physical improvements to the Hwy. 99 right-of-way have been reviewed by the Oregon Department of Transportation (ODOT), and the Public Works Department. Where the Ashland standards need exception is to not provide landscape parkrow for the entirety of the sidewalk improvements, ODOT standards require an eight-foot curbside sidewalk, which is proposed.

Public Transit:

The project team has met with representatives from Rogue Valley Transit District (RVTB) and has met with the RVTB Bus Stop Committee. A new, southbound bus pull out lane, bus stop pad and future electric conduit to provide low voltage power is provided to the south of the proposed main driveway entrance to the site.

There are two North bound stops present within approximately 1,800 – 2,000 feet from the property. The first north bound stop that is nearest is on the east side of the highway, near the intersection of North Main Street and the highway. This is a legal, pedestrian crossing.

According to ODOT Traffic Engineers, they support that the intersection is a pedestrian crossing, but it cannot be marked with striping, Rapid Flashing Beacon (RRFB) or similar. This is because the pedestrian crossing of the highway, volume of pedestrians, volume of vehicle traffic and vehicle speeds does not rise to the thresholds for allowing marked crossing. ODOT does support a median refuge at the intersection of North Main and the highway and “pedestrian crossing” signage. The median that was recently removed would have provided pedestrian refuge. There is a smaller median south of the intersection, improvements would be necessary to create a adequate pedestrian refuge.



The other north bound stop is nearer the intersection of Valley View Road and the highway. This crossing is a signaled intersection with painted cross walk.

The subject property and the proximity to both north bound stops and the new south bound stop are within the Transit Supportive Areas in the RVTD 2040 Transit Master Plan. The property is within the “Quartermile Walkshed” from transit stops. The quarter-mile walkshed consists of areas that are within a typically five-minute walk at a normal walking space. Like most of the community, there is not a south bound and a north bound bus stop along the frontage of the property. This does not prevent commuters from crossing HWY 99N, Siskiyou Boulevard, HWY 66, from accessing transit stops where not directly connected via a crosswalk or signaled intersection.

See attached map for the Transit Supported area from the RVTD 2040 Transit Master Plan (EXHIBIT E).

Residential Density:

The project team finds that the municipal code requires that the number of housing units is determined by the base density of the property, but should in cases where substantial areas are undevelopable exclude the property area that is considered undevelopable or unbuildable areas.

We believe it can be found that the proposed density of the property is based on the Oregon Revised Statutes for what is defined as “Buildable Land” and what is defined as buildable land in the Buildable Lands Inventory of the City of Ashland.

Oregon Revised Statutes (ORS 660-008-005):

Buildable Land means residentially designated land within the urban growth boundary, including both vacant and developed land likely to be redeveloped, that is suitable, available and necessary for residential uses. Publicly owned land is generally not considered available for residential uses. Land is generally considered suitable and available unless it:

- (a) Is severely constrained by natural hazards as determined under Statewide Planning Goal 7;*
- (b) Is subject to natural resource protection measures determined under Statewide Planning Goals 5, 6, 15, 16, 17 or 18;*
- (c) Has slopes of 25 percent or greater;*
- (d) Is within the 100-year flood plain; or*
- (e) Cannot be provided with public facilities.*

The 2011 Buildable Lands Inventory provides an analysis of the “net buildable acres” that excludes restricted hazard areas and restricted resource protection areas. The city’s own buildable lands analysis excludes hazard areas, before determining the availability of buildable land for the purposes for determining whether an adequate supply of buildable land is available for housing and business development. That would appear to be based on the element of base density.



Furthermore, according to the Housing Element of the Comprehensive Plan, Policy 17: Development standards shall be used to fit development to topography, generally following the concept that density should decrease with an increase in slope to avoid excessive erosion and hillside cuts.

The density standards found in AMC 18.2.5.80.B. state that...the density in the R-2 and R-3 zones shall be computed by dividing the total number of dwelling units by the acreage of the project, including land dedicated to the public and subject to the exceptions below. The exceptions are to the minimum density standards which provide for the protections of floodplains, streams, land drainages, wetlands, and/or steep slopes.

The municipal code in section 18.5.8.050 F. requires that all residential annexations provide a plan demonstrating that development occur at a minimum density that is 90 percent of the base density in the zone unless a reduction in the total number of units is necessary to accommodate significant natural features.

The guiding documents of the city including the Comprehensive Plan, and the Buildable Lands Inventory speak to protections of natural areas when computing density.

There are exceptions provided that allow for minimum densities to be reduced when there are physical constraints, such as those listed in the ORS which do not allow for development and should not be considered part of the area of development for the purposes of calculating density.

A substantial area of the property having more than 35 percent slopes, riparian drainages, and wetlands, that prevent construction of dwelling units and infrastructure and other site developments necessary for residential development. In reviewing the municipal code, the 2011 Buildable Lands Inventory, and the Oregon Revised Statutes definition of what is buildable, it would be prudent that these unbuildable areas should to be excluded from the base density calculations. In the event they are not, there are physical constraints on the property that allow for exceptions to the minimum density standard.

The proposed layout demonstrates how with limited height (not allowing multi-family residential along a transit corridor to be more than two and one-half story or 35-feet whichever is less) and limited physical area of development due to the areas of severe constraints provides a substantial area of new, much needed multi-family residential dwellings that complies can be developed.

Lastly, we find that in previous annexation and / or zone change requests that involved land that was physically constrained, the area of constraint was excluded from the base density calculations. Attached is a portion of the 2004 Planning Commission decision, affirmed by the City Council decision that a wetland area reduced the lot area for the purposes of calculating density. The resulting number of affordable housing units was based upon the reduced density, not the total project area. This property has developed as an affordable housing complex by the Jackson County Housing Authority, ultimately



modifying the original approval. In addition, the density of a recently approved rezoning of RR-5 property at 475 E Nevada Street was reduced base density. In the approval findings, it is recognized that the density is reduced based on excluding areas that are unbuildable. These are two examples of recent decisions that appear to clearly permit the density of the property and the resulting required affordable housing units to be based on the areas excluding the constrained land. The proposal is consistent with similar approvals with respect to density calculations.

At this time, the number of proposed units and achieving the minimum density of the property based on excluding the areas that are unbuildable is met with the current layout of 182 dwelling units per unit count for density standards purposes with 196 actual residential units. There are solutions to this issue that include revising the lot area through a property line adjustment or an increase in the number of units and the number of parking spaces. The solution will need to be determined based upon further discussion with the Planning Commission.

Conclusion:

The project team finds that the continuity issue needs to be further explored and seeks legal advise from the city on the validity of the comprehensive plan maps when there is no connection to the city limits due to the presence of the railroad.

The proposal demonstrates compliance with the standards for annexation of the last, large acre multi-family residentially zoned land provided on in the city's urban growth boundary. The proposed conceptual plans are generally consistent with applicable standards, and other than minor considerations with respect to the street standards, it can be found that with the requested exception to the street design standards as addressed in the application Findings of Fact and the Staff Report. The project team believes that it can be found that adequate vehicle, pedestrian, bicycle and transit facilities can be provided to service the annexed area.

Many of the annexation criteria require concurrence of the Public Works Director, additionally, there has been verbal agreements regarding the extension of services and how to address the overlapping service district for the disposal of sanitary sewer and stormwater sewer. It is the property owners desire to have staff from Public Works present at the hearing to address any concerns regarding the proposed public infrastructure.

Thank you,

Amy

Amy Gunter
Rogue Planning & Development Services, LLC
Amygunter.planning@gmail.com



ATTACHMENTS:

EXHIBIT A: Railroad Property Schedule and Map; DLC map

EXHIBIT B: Easement and Survey of easement

EXHIBIT C: Civil Engineering Plans (C.1 – C.4)

EXHIBIT D: Draft Zoning Map

EXHIBIT E: RVTD Transit Master Plan Transit Supportive Areas - 2042

EXHIBIT F: ODOT Email re. RRFB Beacon and intersection crossing

EXHIBIT G: Findings for 380 Clay Street (PA2004-141)

FOR SCHEDULE OF PROPERTY SEE MAP 1a

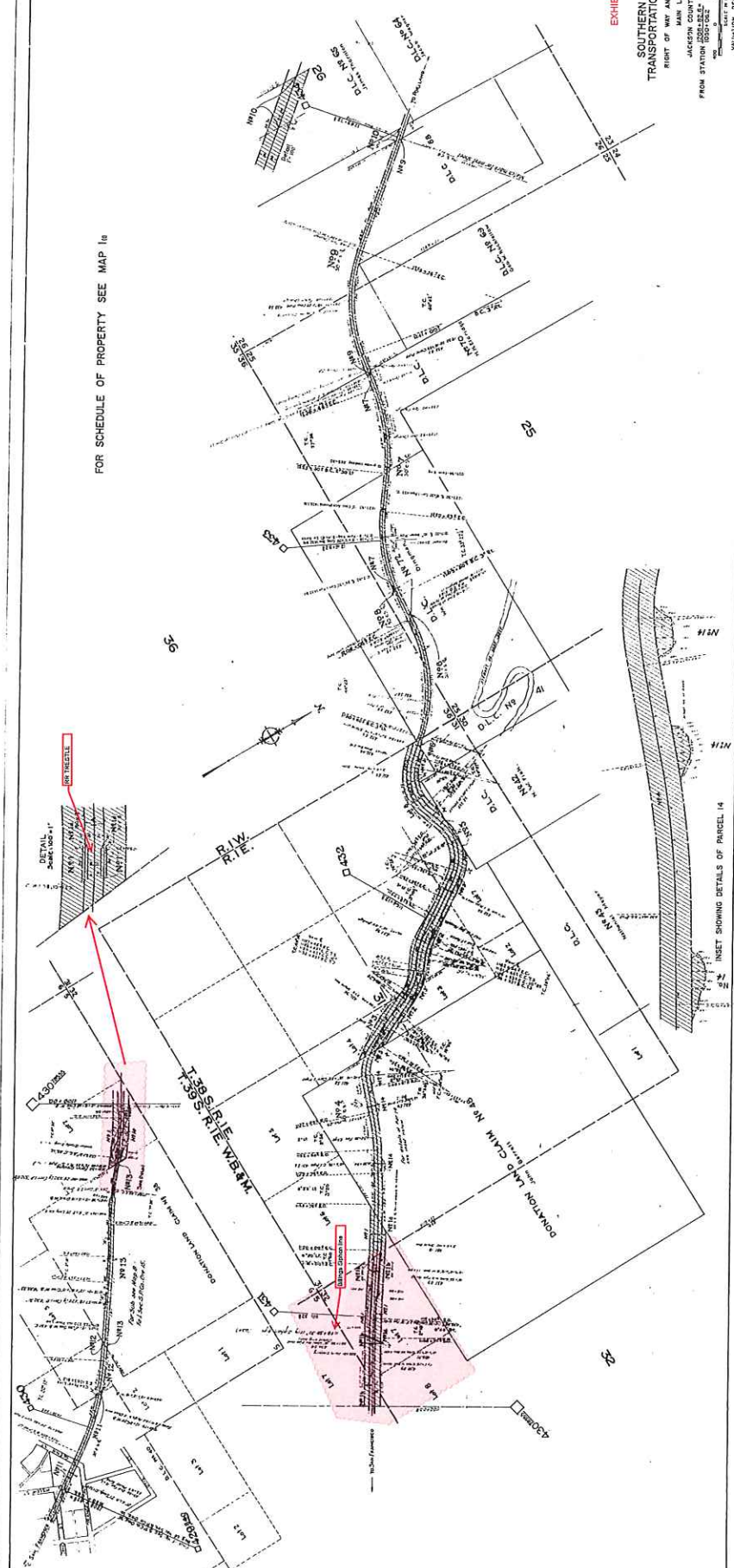
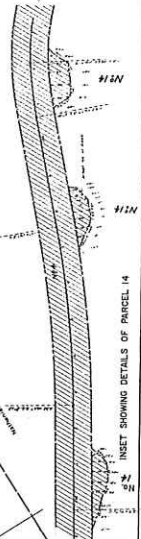


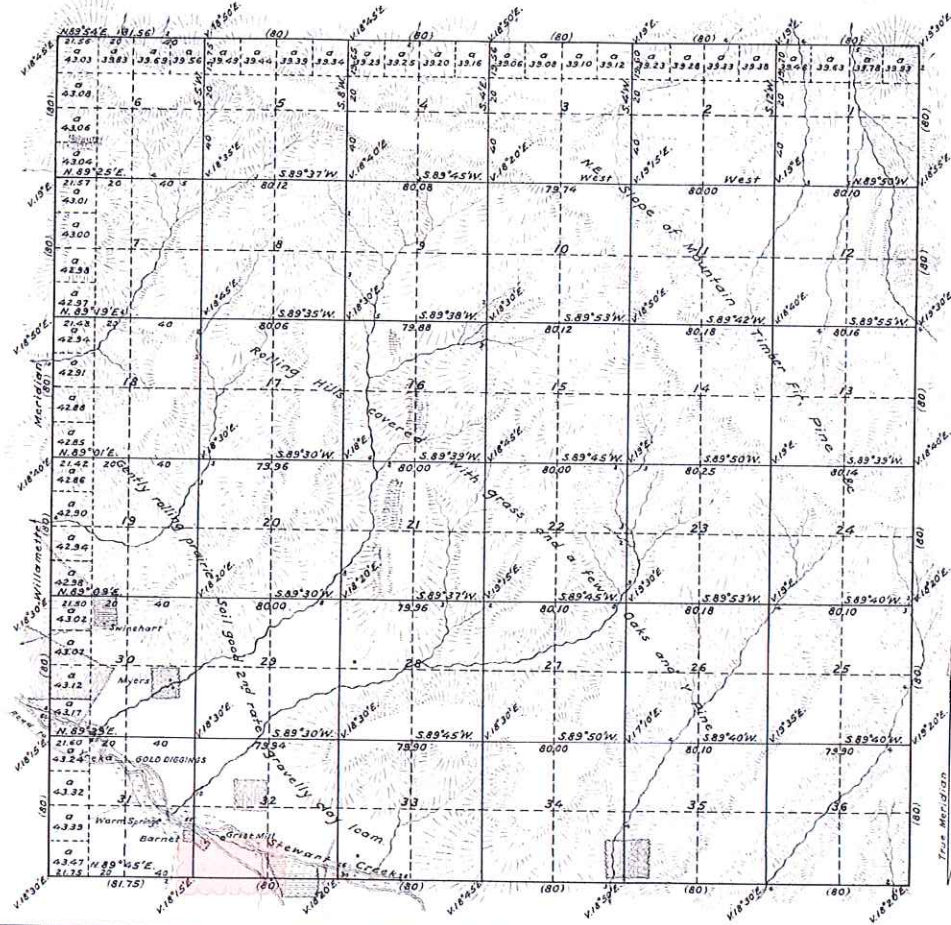
EXHIBIT A

SOUTHERN PACIFIC
TRANSPORTATION COMPANY
RIGHT OF WAY AND TRACK MAP

JACKSON COUNTY, OREGON
FROM STATION 800+00 TO STATION 824+75
VALUATION DEPARTMENT
SAN FRANCISCO, CALIFORNIA



Township No 38 South, Range No 1 East, Willamette Meridian, Oregon.



State 40 chains to an inch

Surveys designated	By whom surveyed	Contract		Amount of surveys			When surveyed	When charged in the Sur-Gen's Accounts
		No.	Date	Miles	chains	links		
Township Lines	Ives & Hyde	39	Jan 7. 4th, 1854	12	01	75	Decr. 25th, 1854	4th q. 1854
Subdivisions	Ives & Hyde	39	Jan 7. 4th, 1854	60	06	75	Jan 7. 16th, 1855	1st q. 1855
Total number of Acres	73,099.27							

The above Map of Township No. 38 South, of Range No. 1 East, of the Willamette Meridian, Territory of Oregon, is strictly conformable to the field notes of the survey thereof on file in this office which have been examined and approved.
 Surveyor General's Office, (signed)
 Salem, January 16th, 1895.
 C. K. Gardner,
 Surr. Gen. of Oregon.

EXHIBIT A
 Public Survey Office,
 Portland, Oregon,
 December 11, 1899.
 I certify the above to be a correct copy of the original plat on file in this office.
Joseph W. Gandy
 Office Cadastral Engineer.

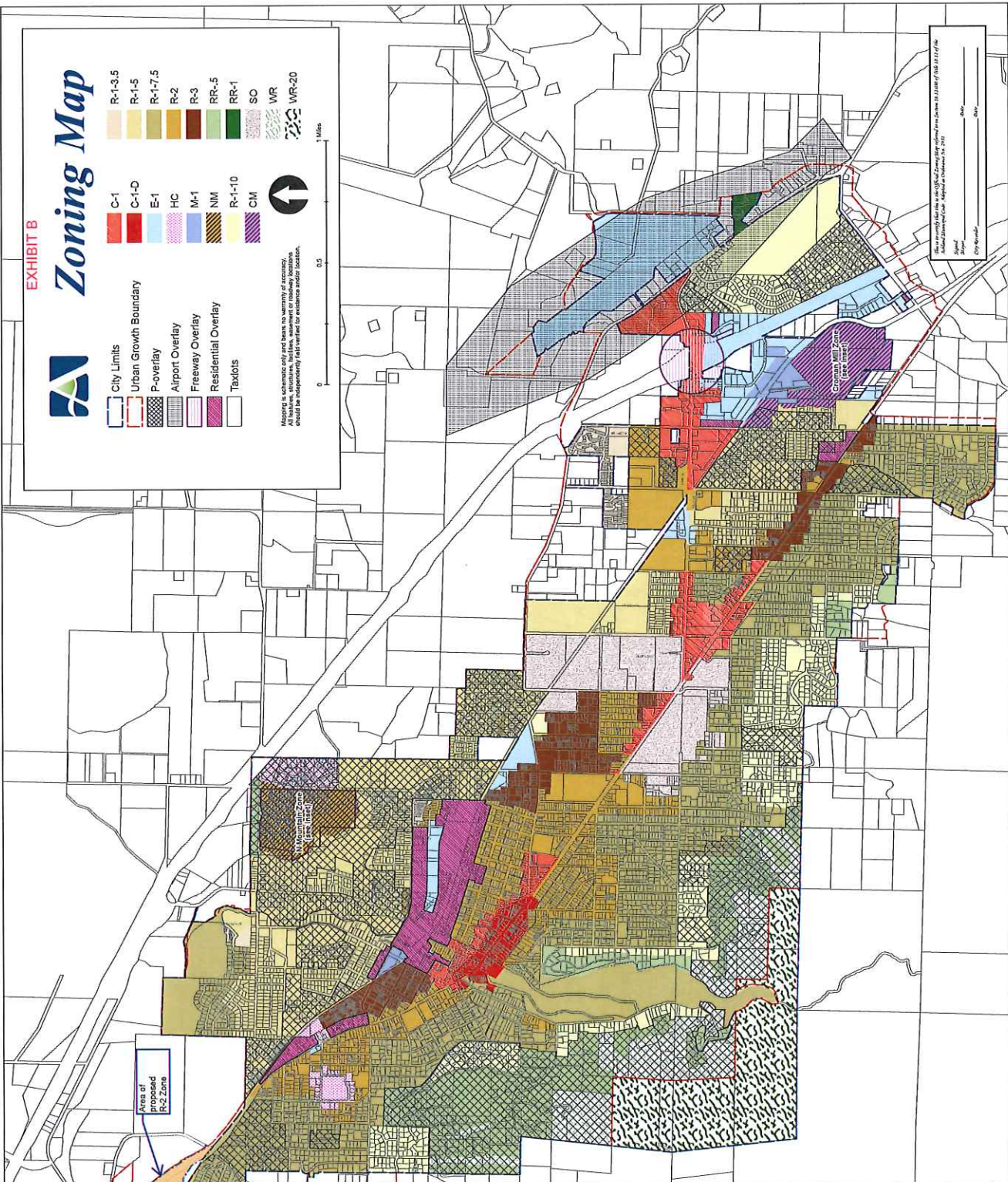
EXHIBIT B

Zoning Map

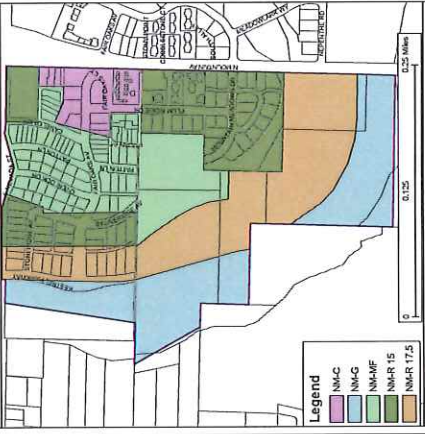


- City Limits
- Urban Growth Boundary
- Poverty Overlay
- Airport Overlay
- Freeway Overlay
- Residential Overlay
- Taxlots
- C-1
- C-1-D
- E-1
- HC
- M-1
- NM
- R-1-10
- CM
- R-1-3.5
- R-1-5
- R-1-7.5
- R-2
- R-3
- RR-5
- RR-1
- SO
- WR
- WR-20

Map(s) is/are not to scale and does not constitute a warranty of accuracy. All features, structures, facilities, easement or roadway locations should be independently field verified for existence and/or location.



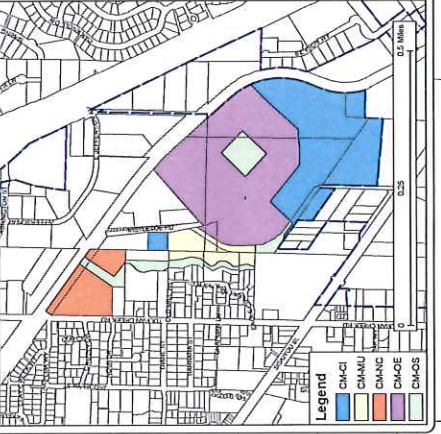
North Mountain Zoning Overlay Detail



- Legend
- NMC
 - NHG
 - NHMF
 - NHR 15
 - NHR 17.5



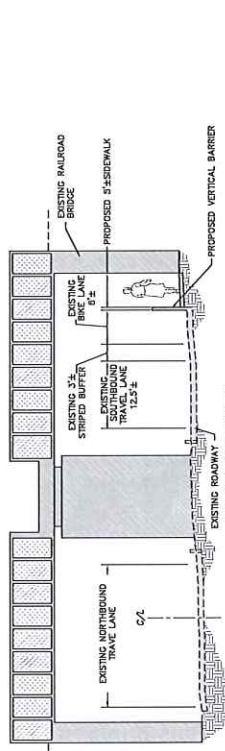
Croman Mill Zoning Overlay Detail



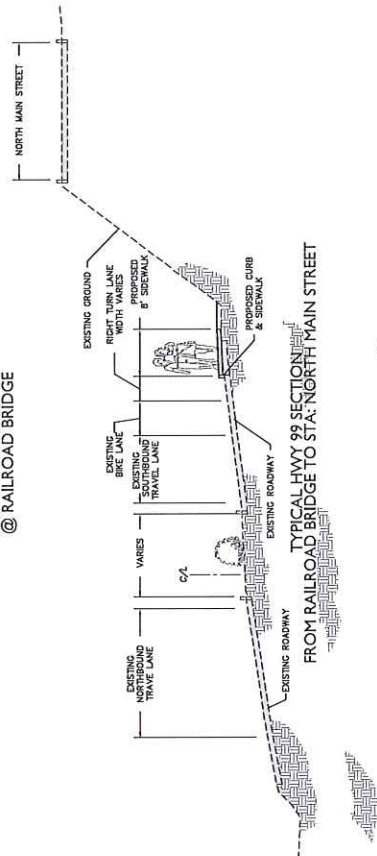
- Legend
- CMCI
 - CMHU
 - CMHC
 - CMCE
 - CMCS



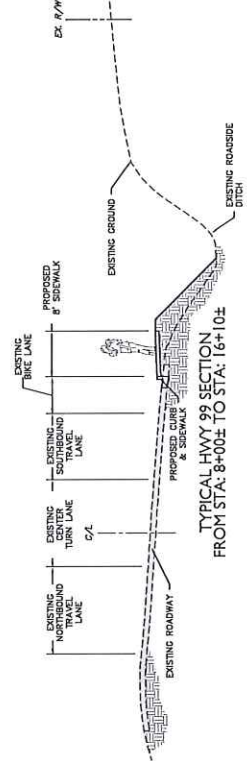
This map was prepared by the City of Aurora, Colorado, and is not to be used for any other purpose without the express written permission of the City of Aurora. The City of Aurora is not responsible for any errors or omissions on this map. The City of Aurora is not responsible for any damages, including consequential damages, arising from the use of this map. The City of Aurora is not responsible for any claims, including consequential claims, arising from the use of this map. The City of Aurora is not responsible for any claims, including consequential claims, arising from the use of this map.



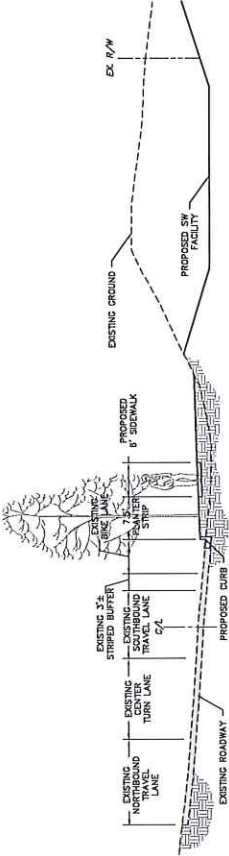
HWY 99 SECTION
@ RAILROAD BRIDGE



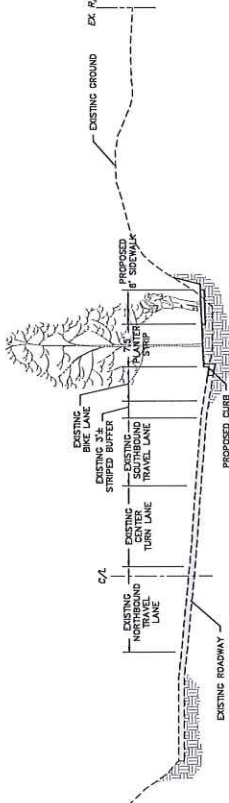
TYPICAL HWY 99 SECTION
FROM RAILROAD BRIDGE TO STA. NORTH MAIN STREET



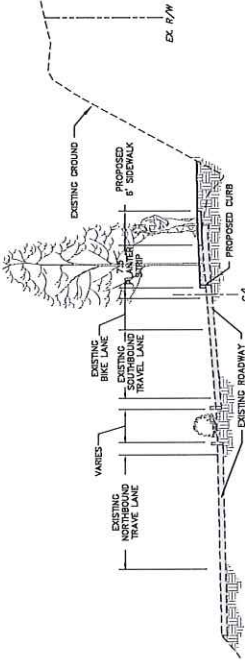
TYPICAL HWY 99 SECTION
FROM STA. 8+00± TO STA. 16+10±



TYPICAL HWY 99 SECTION
FROM STA. 16+10± TO STA. 20+00±



TYPICAL HWY 99 SECTION
FROM STA. 20+00± TO STA. 27+25±



TYPICAL HWY 99 SECTION
FROM NORTH MAIN STREET SCHOFIELD STREET

EXHIBIT C.2

		P.O. BOX 1724 - SPRINGDALE, OREGON 97131 PH: (503) 779-3288	DRAWN BY: MSK	CHECKED BY: AMB, JMK	DATE: 09/12	NO. REVISIONS	DATE BY	PROJECT NO.
			DATE:	DATE:	DATE:	DATE:	PROJECT NO.	
CITY OF ASHLAND			GRAND TERRACE			CONCEPTUAL		
FROM STA. 8+00± TO STA. 16+10±			FROM STA. 16+10± TO STA. 20+00±			FRONTAGE CROSS SECTIONS		
FROM STA. 20+00± TO STA. 27+25±			FROM NORTH MAIN STREET SCHOFIELD STREET			DRAWING NAME: C2-GRAND-ORCID PROJ. NO.: 16-07		
DATE: 09/12			DATE: 09/12			DATE: 07/12/02		

89-08907

10
10.20

WARRANTY DEED
Tenants by Entirety

KNOW ALL MEN BY THESE PRESENTS, that LEO J. vanDIJK and MARIANNE O. vanDIJK, husband and wife, as Grantors, convey and warrant to LEO J. vanDIJK and MARIANNE O. vanDIJK, husband and wife, as Grantees, the following described real property free of encumbrances except as specifically set forth herein:

See Attached Exhibit "A"

There is no consideration given for this conveyance as the conveyance is being made for the purpose of documenting a minor land partition by Grantors.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES.

IN WITNESS WHEREOF, the Grantors have executed this instrument this 13th day of January 1989.

Leo J. van Dijk
LEO J. vanDIJK
Marianne O. van Dijk
MARIANNE O. vanDIJK

STATE OF OREGON)
County of Jackson) ss.

The foregoing instrument was acknowledged before me this 13 day of January, 1989, by LEO J. vanDIJK and MARIANNE O. vanDIJK.

Penny Henry
PENNY HENRY
NOTARY PUBLIC - OREGON
My Commission Expires 11/1/90

Notary Public for Oregon
My Commission Expires: _____

After Recording Return To:
Ben Lombard, Jr.
P.O. Box 1090
Ashland, OR 97520

Mail Tax Statements To:
Leo J. vanDijk
Marianne O. vanDijk
1609 Jackson Road
Ashland, OR 97520

EXHIBIT D

BEN LOMBARD, JR.
ATTORNEY AT LAW
P.O. BOX 1090
ASHLAND, OR 97520
(503) 462-8481

89-08907

A tract or parcel of land situated in the Southwest quarter of Section 32, Township 38 South, Range 1 East and the Northwest quarter of Section 5, Township 39 South, Range 1 East of the Willamette Base and Meridian, Jackson County, Oregon and being more fully described as follows: Commencing at the Southeast corner of Donation Land Claim No. 48, Township 38 South, Range 1 East of the W.B. & M; thence South 46°28'51" West, 835.06 feet to a found 1/2 inch iron pipe 2 inches below ground surface, for the TRUE POINT OF BEGINNING; thence North 41°34'29" East, 89.285 feet to a 1/2 x 24 inch galvanized iron pipe situated in the Southwesterly right of way line of the relocated Pacific Highway; thence Southeasterly along the arc of a 3,718.629 (State Highway Record= 3,719.719 feet) foot radius curve to the right, the radial bearings 'in and out' are South 47° 03'01.0" West and South 60°56'40.6" East (the central angle is 13 degrees 53 minutes and 39.6 seconds) 901.775 feet to a point of tangency; thence South 28°49'42" East along said Highway right of way line, 29.39 feet, more or less, to a point in the Northeasterly right of way line of the Southern Pacific Railroad; thence leaving said State Highway right of way line, North 58°23'04" West along said railroad right of way line (deed record North 58°23' West, 461.26 feet to a point on the Southerly line of Section 32) 348.09 feet to a point in that boundary line common to Section 32, Township 38 South, Range 1 East and Section 5, Township 39 South, Range 1 East, said Base, Meridian, County and State; thence South 89° 39'27" West (deed record West, 173.0 feet) along said common section line, 151.14 feet to a point 20.0 feet from the centerline of the existing railroad tracks, when measured Northeasterly of and normal therefrom (deed record 20.0 feet from the railroad centerline, measured at right angles from said centerline); thence North 58°23'04" West (deed record North 56°53' West) 439.50 feet to a 1/2 x 24 inch galvanized iron pipe situated at a point of curvature; thence leaving said railroad right of way line, North 38°38'29" East, 351.73 feet to the point of beginning. Containing 5.06 Acres, more or less.

RESERVING THEREFROM, an easement for the purpose of ingress and egress over and across a strip of land situated 15.0 feet on each side of, when measured normal therefrom, the following described centerline; Commencing at a found 1/2 inch iron pipe, 2 inches below ground surface, which bears South 46°28'51" West, 835.06 feet from the Southeast corner of Donation Land Claim No. 48, Township 38 South, Range 1 East of the Willamette Base and Meridian, Jackson County, Oregon; thence South 38°38'29" West, 19.17 feet to the TRUE POINT OF BEGINNING; thence South 89°52'29" East along said ingress and egress centerline, 145.38 feet to a point in the Southwesterly right of way line of the relocated Pacific Highway and there terminating.

FURTHER RESERVING THEREFROM, such additional amount of land for easement purposes on the southerly side of the foregoing described easement as may be required by law for ingress and egress to the property served by the foregoing described easement in the event said property is further subdivided or partitioned by the owners thereof.

subject to any and/or easements and/or rights of way of record and those apparent on the land.

Jackson County, Oregon
Recorded
OFFICIAL RECORDS

11:25 MAY 2 1989 A.M.

KATHLEEN S. BECKETT
CLERK and RECORDER

Kathleen S. Beckett Deputy

EXHIBIT D

EXHIBIT No. "A"

MAP of SURVEY

Southwest Quarter of Section 32, T.38 S., R. 1 E.,
Willamette Base and Meridian,
JACKSON COUNTY OREGON

Leo and Marianne van Dijk

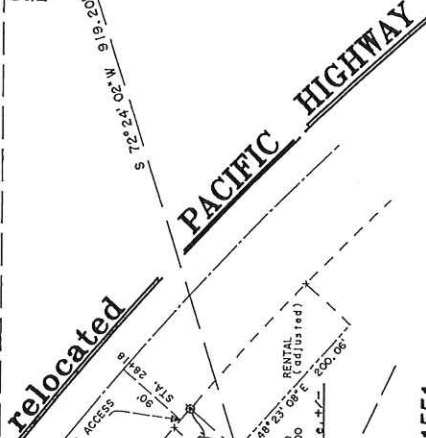
1609 Jackson Road
Ashland, Oregon 97520



Southwest Cor. DLC No. 48
Cor. Monu. per C.S. Re-est.'b Records.

SOUTH BOUNDARY LINE OF DLC No. 48

Southeast Corner
DLC No. 48,
T. 38 S., R. 1 E.
Cor. Monu. per County
Surveyor's Re-est.'b
Records.



SURVEYOR

SWAIN SURVEYING, INC. DECEMBER 21, 1991

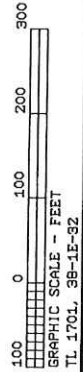
27-1/2 North Main Street
Ashland, Oregon 97520

Telephone: 1-503-462-4318
TRUE MERIDIAN at the
West 1/16 Sec. Cor. Sec. 32
(derived from N.O.A.A. map)

- Found 1/2 inch Iron Pipe per Recorded Survey No. 4084
- Found 1/2 inch Galvanized Iron Pipe per Recorded Survey No. 11259
- Found 3/4 inch Iron Pipe with tack in plug marked: SWAN LS 759 per Recorded Survey No. 11551
- Set 1/2 x 24 inch Galvanized Iron Pipe with yellow plastic plug marked: SWAN LS 759.

RECEIVED
Date 12-23-91 by JL
This survey consists of
1 sheet's Map
1 brief Narrative
JACKSON COUNTY
JULY 9, 1990
EVERETT S. SWAIN

REGISTERED
PROFESSIONAL
LAND SURVEYOR
Everett S. Swain
JULY 9, 1990
EVERETT S. SWAIN



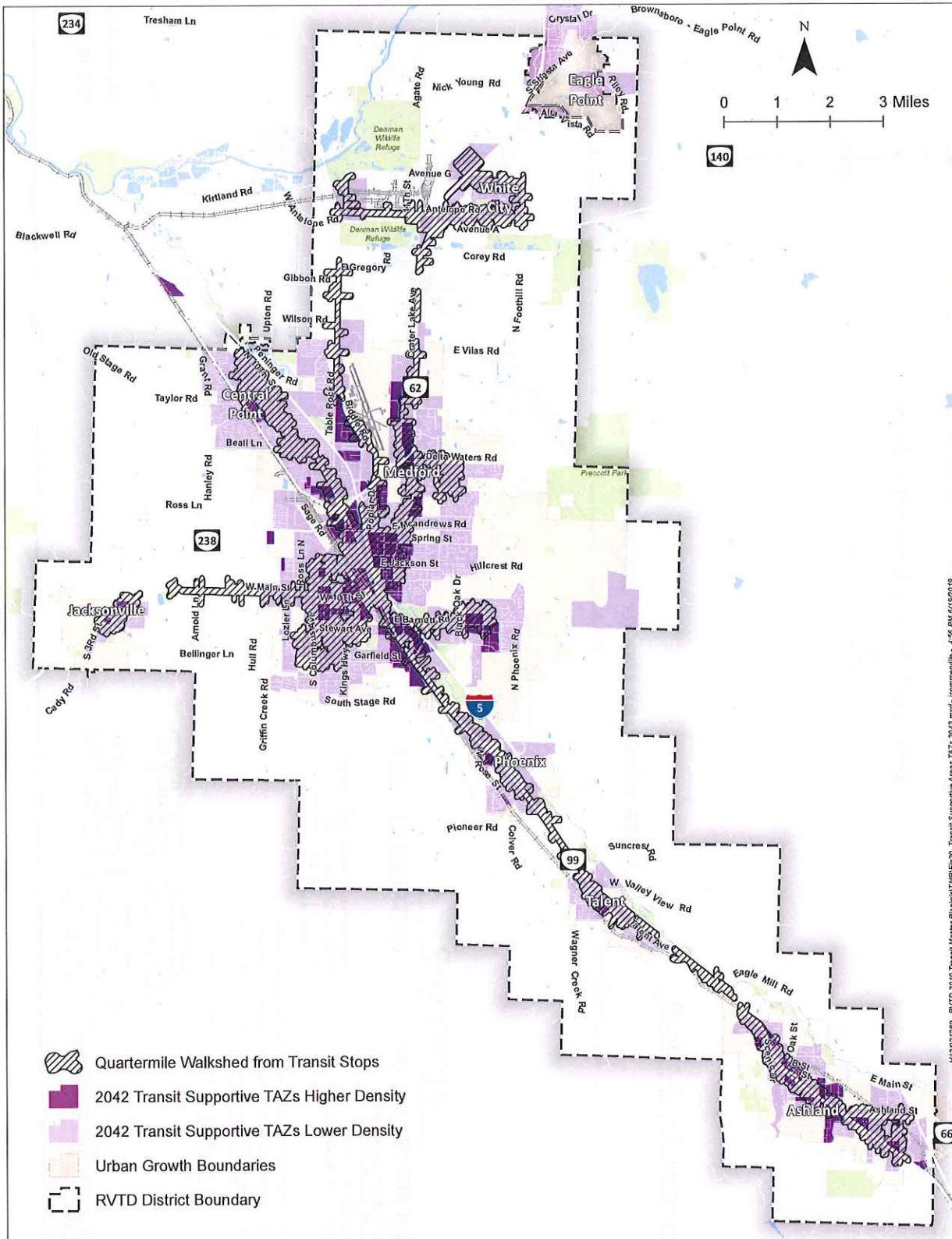
GRAPHIC SCALE - FEET
TL 1701, 3B-1E-32

F.S. No. 11551

EXHIBIT D

Job: LD 1230T
File: LD 1230T1

Figure 20: Transit Supportive Areas – 2042





Amy Gunter <amygunter.planning@gmail.com>

Grand Terrace - Revised Civil Plans

HOROWITZ Micah <Micah.HOROWITZ@odot.state.or.us> Fri, Jan 24, 2020 at 8:48 AM

To: Amy Gunter <amygunter.planning@gmail.com>

Cc: "West, Paige" <pwest@rvtd.org>, Sean Eisma <seisma@rvtd.org>, MARMON Jenna <Jenna.MARMON@odot.state.or.us>, BOARDMAN Jennifer <Jennifer.BOARDMAN@odot.state.or.us>, MORRIS Michael L <Michael.L.MORRIS@odot.state.or.us>, FITZGERALD William <William.FITZGERALD@odot.state.or.us>

Hi Amy – per ODOT Traffic:

RRFB cannot be used with the minimal pedestrian volume. We can support a unmarked pedestrian crossing with a median refuge and signing as an alternative.

Best regards,

Micah

Micah Horowitz, AICP

ODOT Region 3 | Senior Transportation Planner

100 Antelope Road, White City, OR 97503

p: 541.774.6331 | e: micah.horowitz@odot.state.or.us

[Quoted text hidden]

EXHIBIT F

BEFORE THE PLANNING COMMISSION
June 14, 2005

IN THE MATTER OF PLANNING ACTION #2004-141, REQUEST FOR OUTLINE) FINDINGS,
PLAN AND SITE REVIEW FOR A 117-UNIT DEVELOPMENT UNDER THE) CONCLUSIONS
PERFORMANCE STANDARDS OPTION FOR THE PROPERTY LOCATED 380) AND ORDERS
CLAY STREET. AN EXCEPTION TO CITY OF ASHLAND STREET)
STANDARDS IS REQUESTED TO MEANDER A PROPOSED SIDEWALK)
ALONG CLAY STREET AROUND A CEDAR TREE LOCATED AT THE)
SOUTHWEST CORNER OF THE PROPERTY. A TREE REMOVAL PERMIT IS)
REQUESTED TO REMOVE FOUR TREES ON THE SITE.)

APPLICANT: D and A Enterprise)

RECITALS:

- 1) Tax lot 2500 of 391E 11C is located at 380 Clay Street. The Comprehensive Plan designation is Multi-Family Residential with a proposed zoning of R-2.
- 2) The applicant is requesting Outline Plan and Site Review approval for a 117-unit development under the Performance Standards Options. The application includes an exception to City of Ashland Local Street Standards to meander a short section of sidewalk proposed for installation along Clay Street, as well as a Tree Removal Permit to remove approximately four trees.
- 3) **The criteria for Outline Plan approval are described in section 18.88.040 A. 4 of the Ashland Land Use Ordinance as follows:**

The Planning Commission shall approve the outline plan when it finds the following criteria have been met:

- a. That the development meets all applicable ordinance requirements of the City of Ashland.
- b. That adequate key City facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection and adequate transportation; and that the development will not cause a City facility to operate beyond capacity.
- c. That the existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the open space, common areas, and unbuildable areas.
- d. That the development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.
- e. That there are adequate provisions for the maintenance of open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.
- f. That the proposed density meets the base and bonus density standards established under this Chapter.
- g. The development complies with the Street Standards. (Ord 2836, S2 1999).

The criteria for Site Plan approval are described in section 18.72.070 of the Ashland Land Use Ordinance as follows:

The following criteria shall be used to approve or deny an application:

- A. All applicable City ordinances have been met or will be met by the proposed development.
- B. All requirements of the Site Review Chapter have been met or will be met.
- C. The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.
- D. That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options. (Ord. 2655, 1991; Ord 2836 S6, 1999)

The criteria for a Tree Removal Permit are described in section 18.61.080 of the Ashland Land Use Ordinance as follows:

An applicant for a Tree Removal-Staff Permit shall demonstrate that the following criteria are satisfied. The Staff Advisor may require an arborist's report to substantiate the criteria for a permit.

- A. Hazard Tree: The Staff Advisor shall issue a tree removal permit for a hazard tree if the applicant demonstrates that a tree is a hazard and warrants removal.
 - 1. A hazard tree is a tree that is physically damaged to the degree that it is clear that it is likely to fall and injure persons or property. A hazard tree may also include a tree that is located within public rights of way and is causing damage to existing public or private facilities or services and such facilities or services cannot be relocated or the damage alleviated. The applicant must demonstrate that the condition or location of the tree presents a clear public safety hazard or a foreseeable danger of property damage to an existing structure and such hazard or danger cannot reasonably be alleviated by treatment or pruning.
 - 2. The City may require the applicant to mitigate for the removal of each hazard tree pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.
- B. Tree that is Not a Hazard: The City shall issue a tree removal permit for a tree that is not a hazard if the applicant demonstrates all of the following:
 - 1. The tree is proposed for removal in order to permit the application to be consistent with other applicable Ashland Land Use Ordinance requirements and standards. (e.g. other applicable Site Design and Use Standards). The Staff Advisor may require the building footprint of the development to be staked to allow for accurate verification of the permit application; and
 - 2. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of

surface waters, protection of adjacent trees, or existing windbreaks; and

3. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property.

The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone. Nothing in this section shall require that the residential density be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures or alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with other provisions of the Ashland Land Use Ordinance.

4. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.

An exception to the Street Standards is not subject to the Variance requirements of section 18.100 and may be granted with respect to the Street Standards in 18.88.050 if all of the following circumstances are found to exist:

- A. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.
- B. The variance will result in equal or superior transportation facilities and connectivity;
- C. The variance is the minimum necessary to alleviate the difficulty; and
- D. The variance is consistent with the stated Purpose and Intent of the Performance Standards Options Chapter.(Ord 2836, Amended, 02/02/1999)

4) The Planning Commission, following proper public notice, held a Public Hearing on February 8, 2005 and June 14, 2005, at which time testimony was received and exhibits were presented. The Planning Commission approved the application for Outline Plan, Site Review, Tree Removal and an Exception to City of Ashland Local Street Standards subject to conditions pertaining to the appropriate development of the site. In addition, the Planning Commission forwarded a recommendation for approval of the Annexation to the Ashland City Council.

Now, therefore, The Planning Commission of the City of Ashland finds, concludes and recommends as follows:

SECTION 1. EXHIBITS

For the purposes of reference to these Findings, the attached index of exhibits, data, and testimony will be used.

Staff Exhibits lettered with an "S"

Proponent's Exhibits, lettered with a "P"

Opponent's Exhibits, lettered with an "O"

Hearing Minutes, Notices, Miscellaneous Exhibits lettered with an "M"

SECTION 2. CONCLUSORY FINDINGS

2.1 The Planning Commission finds that it has received all information necessary to make a decision based on the Staff Report, public hearing testimony and the exhibits received.

2.2 The Planning Commission finds that the application complies with the applicable approval criteria described in 18.88.030 A 4. for Outline Plan approval and 18.72 for Site Review approval. Clay Street will be upgraded, new streets will be installed and public utilities will be extended to serve the project. The application identifies the construction of a half street improvement along the frontage of the property. This includes a pavement overlay, installation of storm drains, curb and gutter, bicycle lane, planting strips, street trees and a public sidewalk. In addition, other sections of Clay Street will be improved, both north and south of the property, in order to provide safe vehicular, pedestrian and bicycle access to and from the site, as well as to East Main Street and Ashland Street.

Public water, sewer and storm sewer lines are located in Clay Street and available, or can be extended, to serve the project. Run-off from the site will be directed into storm water facilities constructed within the new streets and distributed to Clay Street and an on-site wetland /detention system located along the northwesterly portion of the development. Multi-use pathways are proposed for installation throughout the project in order to provide convenient, direct routes to and through neighboring properties.

2.3 The Planning Commission finds that the existing and natural features of the land; such as wetlands and large trees have been identified in the plan of the development and included in the open space and common areas. While the project design slightly encroaches upon the preliminarily delineated boundary of the wetland, the revised plan addresses disturbance to the wetland by providing a mitigation area that is substantially larger than the impacted area. The applicant's consultant notes that the wetland mitigation area and the creation of wetlands for storm water detention and treatment will provide better overall water quality in the Bear Creek Basin, as well as providing wildlife habitat, recreation and aesthetic beauty for the site.

The project's neighborhood street design has been substantially modified in order to account for not only the location of wetland, but also the large cottonwood trees at the southwest corner of the site, as well as the existing farmhouse. Although the Poplar species is thought to be undesirable within developing residential neighborhoods due to the potential for the breaking and dropping of limbs, the applicant has chosen to retain these large majestic trees within an open space area. Specifically, the wetland, wetland mitigation area and all three large poplar trees have been incorporated within a large common areas throughout the project.

2.4 The Commission finds that the application complies with the base density requirements of the underlying zoning (i.e. R-2 zoning district) and will not prevent adjacent land from being developed for uses shown in the Comprehensive Plan. The application proposes to construct approximately 117 housing units on an approximately 10-acre parcel. The housing mix will include the existing single-family home, 36 duplexes (72 units) and 11 fourplexes (44 units). The project density conforms to permitted density requirements of the R-2 Zoning District, allowing for a base density of 13.5 units/acre or approximately 127 units (.6 acres of wetland subtracted from calculations as per 18.106.030 F.). This does not take into account the possible additional density bonus permitted due to the provision of affordable housing.

A system of new public streets and multi-use pathways will be constructed to serve and provide circulation throughout the entire project. The adjoining 5-acre parcel to the north is located within Ashland's Urban Growth Boundary and has a Plan designation that accommodates future residential uses. The new neighborhood street system integrates two public streets that will terminate at the north property line, but would eventually extend into the adjoining undeveloped property. In addition, a new east-west oriented street will straddle a portion of the project's northerly boundary. This street provides a second access to the project from Clay Street, as well as providing future access to the abutting property to the north. The public alley system has been designed throughout the project and allows rear as well as side access to individual garages and surface-parking areas, including connections to existing and planned alley connections north and south of the development.

2.5 The Commission finds that the proposed development plan with attached conditions of approval ensures that existing and proposed public streets are designed and installed consistent with the City of Ashland's Local Street Standards. New streets are designed with planting strips and public sidewalks at widths that, in most cases, will provided for additional on-street parking. In order to retain an existing, 18-inch in diameter cedar tree, a relatively minor exception to City Street Standards is requested to permit the installation of a small segment of curbside sidewalk along Clay Street. The Commission finds that the location, size and health of the tree present a clear difficulty to complying with City street standards. The design and use of the public sidewalk will not be compromised, given the relatively small adjustment in sidewalk configuration. Accordingly, the Commission supports this deviation and believes it complies with the approval criteria for an exception.

2.6 The Commission finds that the site plan and residential unit design complies with the requirements of Ashland's Site Design and Use chapter, as well as with applicable multi-family design standards. The project's neighborhood street design has been substantially modified in order to account for the location of wetlands, the large cottonwood trees at the southwest corner of the site, as well as the existing farmhouse.

Each residential structure is oriented toward the public street, with required parking located to the rear or side of the structure. Public alleys provide access to individual garages and surface parking areas, thereby leaving the vast majority of newly constructed streets free of driveway aprons and available for resident and guest parking.

Five percent of the total project area is required to be included within commonly owned open space. About 10% of the total project area is included within common areas and open spaces. This includes a picnic area adjacent to the YMCA soccer fields, a children's active play area and the passive wetland area. It should be noted that the total lot coverage for the entire project is approximately 50%. This is considerably lower than the 65% lot coverage standard permitted within the R-2 Zoning District. Also, street trees will be installed along all street frontages, while individual yard spaces will be planted with lawn, ground covers and a variety of shrubs and trees. Consequently, the Commission finds that the landscaping plan is consistent with the requirements and standards for Site Review approval.

SECTION 3. DECISION

3.1 Based on the record of the Public Hearing on this matter, the Planning Commission concludes that the proposal for Outline Plan and Site Review approval for a 117-unit development, with a Tree Removal Permit and exception to Ashland's Local Street Standards is supported by evidence in the whole record.

Therefore, based on our overall conclusions, and upon the proposal being subject to each of the following conditions, we approve Planning Action #2004-141. Further, if any one or more of the conditions below are found to be invalid, for any reason whatsoever, then Planning Action # 2004-141 is denied. The following are the conditions and they are attached to the approval:

- 1) That all proposals of the applicant are conditions of approval unless otherwise modified here.
- 2) That a consent to annexation form be completed, which is non-revocable for a period of one year from its date.
- 3) That a boundary description and map be prepared in accordance with ORS 308.225. A registered land surveyor shall prepare the description and map. The boundaries shall be surveyed and monuments established as required by statute subsequent to Council approval of the proposed annexation.
- 4) That the applicant submit an electric distribution plan including load calculations and locations of all primary and secondary services including transformers, cabinets and all other necessary equipment. This plan must be reviewed and approved by the Electric Department prior to Final Plan approval. Transformers and cabinets shall be located in areas least visible from streets, while considering the access needs of the Electric Department.
- 5) That a final utility plan for the project shall be reviewed and approved by the Engineering Division and Building Divisions at the time of Final Plan. The utility plan shall include the location of connections to all public facilities in and adjacent to the development, including the locations of water lines and meter sizes, sewer mains and services, manholes and clean-outs, storm drainage pipes and catch basins.

TECH MEMO

TO: Michael Wang PE
Oregon Departments of Transportation

FROM: Kelly Sandow P.E.
Sandow Engineering

DATE: February 3, 2020

RE: Grand Terrace Residential Development TIA-Response to ODOT Comments



RENEWAL 06/30/20

The following provides a response to the October 25, 2019 ODOT comments provided as part of the review of the Grand Terrace TIA.

Comment #1: ODOT private approach permit and access reservation indenture applications will be required for the proposed easterly access. Please contact ODOT permit specialist for these applications.

Response to Comment #1: The applicant will provide applications for the approach permits as required by ODOT once the development proposal has been approved.

Comment #2: ODOT reviewed the sight distance in the field and measured a distance of 307 feet. Therefore, the recommendation was a restricted access to right in, right out, left-in movements.

Response to Comment #2: ODOT revised the sight distance measurement based on a more accurate location of the site access onto Highway 99. With the revision then found that the sight distance is met and that the access can be a full movement.

Comment #3: ODOT staff observed existing queuing issue at OR 99 & Valley View intersection at least 700 feet and the queuing issue at the Main & Maple intersection of over 3500 feet. The TIA only shows 95th percentile queuing of 250 feet at the OR 99 & Valley View and 350 feet at the Main & Maple.

Response to Comment #3:

The Synchro and Simtraffic models were built according to ODOT standards as per the Analysis Procedures Manual. The input variables are as follows:

- 1) Saturation Flow Rate: 1750 as per ODOT standards for this area
- 2) Peak Hour Factor: Taken from the traffic counts

Tech Memo

From: Kelly Sandow PE Sandow Engineering

RE: Response to Comments

Date: 2.3.2020

Page 2

- 3) Traffic Counts: taken by Southern Oregon Transportation Engineering as part of the road diet project and the additional as needed for this project. The counts were performed to standard methodologies
- 4) Signal timing parameters: According to the Analysis Procedures Manual.

The Synchro model was completed following all standards and methodology typically required for this type of project. As Sandow Engineering understands it, the road diet has created an unstable traffic flow. What this means is that the traffic flow can be moving as normal and something within the system will cause a delay in travel that will cause backups for the remainder of the peak travel time. This delay is commonly caused by buses stopping to pick up/drop off riders, garbage trucks stopping, vehicles stopping for pedestrians not crossing at signalized intersections, and other factors within the roadway. Unfortunately, this type of instability within the system is not able to be modeled within Synchro. Synchro does not model a bus or garbage truck stopping within the roadway midblock. The only way to model the levels of queuing that ODOT is referencing is to make modifications to the input parameters at the intersections. The modifications made were:

- 1) Increase pedestrian calls to provide more delay on the main line
- 2) Reduce the peak hour factor to 0.50 for all movements at all intersections
- 3) Reduce the signal cycle length
- 4) Reduce the green time to the major movements at the traffic signals
- 5) Reduced the saturation flow rate from 1750 to 1600.

The queueing results from the modifications to the Synchro model are illustrated in Table 1. The outputs are included as an attachment.

TABLE 1: INTERSECTION QUEUING: PM PEAK HOUR

Movement	Available Storage	2021 No-Build		2021 Build		2034 No-Build		2034 Build	
		Avg	95th Percentile	Avg	95th Percentile	Avg	95th Percentile	Avg	95th Percentile
S. Valley View at Rogue Valley Highway (S Jackson/Valley View & 99)									
SEB Left-Highway	225	25	75	25	50	25	50	75	225
SEB Thru	>500	100	200	100	200	100	200	250	600
SEB Thru- Right	>500	50	125	50	150	50	150	200	550
NWB Left-Highway	475	25	50	25	50	25	50	25	50
NWB-Thru	>500	75	100	75	125	75	125	75	125
NWB-Thru	>500	75	125	75	125	75	150	100	175
NWB-Right	100	75	125	50	125	50	125	75	150
NB-Left-Thru-	75	25	50	25	50	25	50	25	75
NB-Right	100	25	50	25	50	25	50	25	50
SB-LTR-Valley View	>500	600	1000	925	1475	700	1425	1100	2325
Jackson Road at Rogue Valley Highway (99 & Jackson)									
SEB Left	100	25	50	25	75	25	50	25	100
NWB Left	100	25	25	25	25	25	25	25	25
NEB Left-Thru-Right	100	50	150	75	175	75	225	150	300
SWB Left-Thru-	200	100	225	125	275	150	300	175	350
Jackson Road at Main Street									
SW Left- Right	175	25	25	25	25	25	25	25	100
SB Left	50	25	25	25	25	25	25	25	50
Maple Street at Main Street									
EB Left-Thru-Right	400	75	150	75	150	75	175	150	300
WB Left-Thru-Right	175	25	50	25	50	25	50	25	50
NB Left	150	225	600	250	600	250	600	275	625
NB Thru	>500	1000	1300	100	1275	1050	1275	1025	1300
NB Right	160	50	200	50	200	25	150	50	200
SB Left	75	25	100	25	125	50	125	25	100
SB Thru	>500	1150	2750	1475	3250	1775	3550	2075	4275
SB Right	195	150	400	175	400	225	425	175	400

As illustrated, the queuing is shown to be more in line with what ODOT observed in the field. The queuing lengths along Highway 99 are a result of the recent reduction in through lanes as part of the City of Ashland's road diet. There is no recommended mitigation for reducing the queue lengths.

Please feel free to contact me if you have any questions or need any additional information
 541.513.3376

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	16	11
Average Queue (ft)	4	2
95th Queue (ft)	20	12
Link Distance (ft)	303	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	23	24
Average Queue (ft)	1	4
95th Queue (ft)	10	20
Link Distance (ft)	303	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	28	29
Average Queue (ft)	2	3
95th Queue (ft)	13	19
Link Distance (ft)	303	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	27	11	56	44
Average Queue (ft)	8	2	24	17
95th Queue (ft)	31	15	60	43
Link Distance (ft)			219	234
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	34	29	74	86
Average Queue (ft)	9	4	24	37
95th Queue (ft)	31	19	57	80
Link Distance (ft)			219	234
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	38	30	78	86
Average Queue (ft)	9	4	24	32
95th Queue (ft)	31	19	58	74
Link Distance (ft)			219	234
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	NB	NB	SB	SE	SE	SE	NW	NW	NW	NW
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	24	29	339	43	108	27	35	90	96	98
Average Queue (ft)	7	11	207	16	57	8	10	57	55	42
95th Queue (ft)	27	33	372	44	112	27	34	96	99	98
Link Distance (ft)	228		2142		895	895		696	696	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		65		225			475			100
Storage Blk Time (%)									1	0
Queuing Penalty (veh)									6	0

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	NB	NB	SB	SE	SE	SE	NW	NW	NW	NW
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	47	29	696	61	150	72	42	103	144	119
Average Queue (ft)	12	12	366	17	75	15	11	57	59	45
95th Queue (ft)	40	35	719	48	129	49	32	100	113	98
Link Distance (ft)	228		2142		895	895		696	696	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		65		225			475			100
Storage Blk Time (%)	0								0	1
Queuing Penalty (veh)	0								3	1

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	NB	NB	SB	SE	SE	SE	NW	NW	NW	NW
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	47	29	696	61	154	72	51	103	144	122
Average Queue (ft)	10	12	328	17	71	13	10	57	58	45
95th Queue (ft)	37	35	665	47	126	44	32	99	110	98
Link Distance (ft)	228		2142		895	895		696	696	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		65		225			475			100
Storage Blk Time (%)	0								1	0
Queuing Penalty (veh)	0								3	1

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	71	22	289	560	115	50	266	89
Average Queue (ft)	39	9	59	304	17	12	150	23
95th Queue (ft)	75	27	256	652	117	54	267	102
Link Distance (ft)	1363	235		1080			3264	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150		160	70		195
Storage Blk Time (%)				18			19	
Queuing Penalty (veh)				8			11	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	114	32	450	1039	260	123	494	295
Average Queue (ft)	52	8	235	700	29	16	246	78
95th Queue (ft)	99	27	588	1120	156	83	503	267
Link Distance (ft)	1363	235		1080			3264	
Upstream Blk Time (%)				0				
Queuing Penalty (veh)				3				
Storage Bay Dist (ft)			150		160	70		195
Storage Blk Time (%)				41			29	
Queuing Penalty (veh)				27			26	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	114	32	450	1039	260	123	494	295
Average Queue (ft)	49	8	192	605	26	15	222	65
95th Queue (ft)	94	27	538	1096	148	77	464	238
Link Distance (ft)	1363	235		1080			3264	
Upstream Blk Time (%)				0				
Queuing Penalty (veh)				3				
Storage Bay Dist (ft)			150		160	70		195
Storage Blk Time (%)				35			27	
Queuing Penalty (veh)				22			22	

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	17	24
Average Queue (ft)	3	6
95th Queue (ft)	17	25
Link Distance (ft)	303	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	SB	SB	SW
Directions Served	L	T	LR
Maximum Queue (ft)	28	14	24
Average Queue (ft)	2	1	4
95th Queue (ft)	16	12	21
Link Distance (ft)	336		303
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	50		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	SB	SB	SW
Directions Served	L	T	LR
Maximum Queue (ft)	29	14	30
Average Queue (ft)	3	0	5
95th Queue (ft)	16	10	22
Link Distance (ft)	336		303
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	50		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	29	32	154	243
Average Queue (ft)	12	9	94	146
95th Queue (ft)	35	33	174	262
Link Distance (ft)			219	234
Upstream Blk Time (%)			0	15
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	34	28	156	240
Average Queue (ft)	9	3	33	56
95th Queue (ft)	31	17	102	170
Link Distance (ft)			219	234
Upstream Blk Time (%)				5
Queuing Penalty (veh)				0
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	34	33	166	249
Average Queue (ft)	10	4	48	78
95th Queue (ft)	32	22	131	208
Link Distance (ft)			219	234
Upstream Blk Time (%)			0	7
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	NB	NB	SB	SE	SE	SE	NW	NW	NW	NW
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	50	37	684	64	233	206	41	110	152	114
Average Queue (ft)	19	22	447	36	157	90	16	62	78	64
95th Queue (ft)	53	46	799	65	251	216	45	106	154	120
Link Distance (ft)	228		2142		895	895		696	696	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		65		225			475			100
Storage Blk Time (%)	0	0			1				2	1
Queuing Penalty (veh)	0	0			1				24	5

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	NB	NB	SB	SE	SE	SE	NW	NW	NW	NW
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	47	29	862	52	126	43	37	103	118	116
Average Queue (ft)	9	9	628	16	55	7	14	57	52	46
95th Queue (ft)	33	31	1007	43	107	28	34	95	95	97
Link Distance (ft)	228		2142		895	895		696	696	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		65		225			475			100
Storage Blk Time (%)	0								0	0
Queuing Penalty (veh)	0								2	0

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	NB	NB	SB	SE	SE	SE	NW	NW	NW	NW
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	55	38	862	67	233	206	46	112	162	117
Average Queue (ft)	12	12	584	21	80	27	14	59	58	50
95th Queue (ft)	39	36	978	52	176	114	37	98	114	104
Link Distance (ft)	228		2142		895	895		696	696	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		65		225			475			100
Storage Blk Time (%)	0	0			0				1	0
Queuing Penalty (veh)	0	0			0				7	2

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	199	33	449	1093	162	92	2410	295
Average Queue (ft)	122	12	247	1059	34	24	1113	191
95th Queue (ft)	219	35	610	1213	168	106	2353	412
Link Distance (ft)	1363	235		1080			3264	
Upstream Blk Time (%)				11				
Queuing Penalty (veh)				221				
Storage Bay Dist (ft)			150		160	70		195
Storage Blk Time (%)				54			52	
Queuing Penalty (veh)				75			97	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	134	36	449	1097	260	123	2889	295
Average Queue (ft)	41	8	216	926	39	18	1134	132
95th Queue (ft)	93	28	567	1268	189	90	2856	359
Link Distance (ft)	1363	235		1080			3264	
Upstream Blk Time (%)				3				
Queuing Penalty (veh)				21				
Storage Bay Dist (ft)			150		160	70		195
Storage Blk Time (%)				40		0	35	
Queuing Penalty (veh)				18		0	22	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	212	42	450	1098	260	123	2889	295
Average Queue (ft)	61	9	224	958	38	20	1129	146
95th Queue (ft)	148	30	578	1279	184	94	2748	375
Link Distance (ft)	1363	235		1080			3264	
Upstream Blk Time (%)				5				
Queuing Penalty (veh)				71				
Storage Bay Dist (ft)			150		160	70		195
Storage Blk Time (%)				43		0	39	
Queuing Penalty (veh)				32		0	40	

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SB	SB	SW
Directions Served	L	T	LR
Maximum Queue (ft)	18	36	24
Average Queue (ft)	4	0	5
95th Queue (ft)	19	0	22
Link Distance (ft)		336	303
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	50		
Storage Blk Time (%)		1	
Queuing Penalty (veh)		0	

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	SB	SB	B1	SW
Directions Served	L	T	T	LR
Maximum Queue (ft)	29	106	42	29
Average Queue (ft)	2	15	4	4
95th Queue (ft)	13	128	49	20
Link Distance (ft)		336	464	303
Upstream Blk Time (%)		1		
Queuing Penalty (veh)		7		
Storage Bay Dist (ft)	50			
Storage Blk Time (%)	0	3		
Queuing Penalty (veh)	0	0		

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	SB	SB	B1	SW
Directions Served	L	T	T	LR
Maximum Queue (ft)	30	106	42	29
Average Queue (ft)	2	12	3	4
95th Queue (ft)	15	110	42	20
Link Distance (ft)		336	464	303
Upstream Blk Time (%)		1		
Queuing Penalty (veh)		5		
Storage Bay Dist (ft)	50			
Storage Blk Time (%)	0	3		
Queuing Penalty (veh)	0	0		

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	50	33	188	249
Average Queue (ft)	26	5	114	172
95th Queue (ft)	57	25	208	309
Link Distance (ft)			219	234
Upstream Blk Time (%)			1	44
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	54	30	180	249
Average Queue (ft)	23	5	36	77
95th Queue (ft)	50	21	122	219
Link Distance (ft)			219	234
Upstream Blk Time (%)			1	15
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	55	33	195	249
Average Queue (ft)	24	5	55	100
95th Queue (ft)	52	22	159	256
Link Distance (ft)			219	234
Upstream Blk Time (%)			1	23
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	NB	NB	SB	SE	SE	SE	NW	NW	NW	NW
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	38	29	934	58	241	216	36	117	128	118
Average Queue (ft)	20	18	602	33	163	110	14	75	74	69
95th Queue (ft)	47	41	1000	60	270	244	38	131	150	131
Link Distance (ft)	228		2142		895	895		696	696	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		65		225			475			100
Storage Blk Time (%)	0				2				2	2
Queuing Penalty (veh)	0				1				26	9

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	NB	NB	SB	SE	SE	SE	NW	NW	NW	NW
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	34	29	1224	50	129	53	45	111	109	113
Average Queue (ft)	9	9	995	13	59	10	15	52	50	41
95th Queue (ft)	31	31	1494	37	112	38	38	90	95	94
Link Distance (ft)	228		2142		895	895		696	696	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		65		225			475			100
Storage Blk Time (%)	0								0	0
Queuing Penalty (veh)	0								1	1

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	NB	NB	SB	SE	SE	SE	NW	NW	NW	NW
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	43	29	1224	58	241	216	50	124	145	123
Average Queue (ft)	11	11	900	18	84	34	15	57	56	48
95th Queue (ft)	36	34	1452	47	185	134	38	103	113	106
Link Distance (ft)	228		2142		895	895		696	696	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		65		225			475			100
Storage Blk Time (%)	0				1				1	1
Queuing Penalty (veh)	0				0				8	3

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	170	36	449	1092	162	100	2564	295
Average Queue (ft)	103	16	263	1065	40	21	1163	178
95th Queue (ft)	170	39	617	1200	188	98	2627	400
Link Distance (ft)	1363	235		1080			3264	
Upstream Blk Time (%)				12				
Queuing Penalty (veh)				238				
Storage Bay Dist (ft)			150		160	70		195
Storage Blk Time (%)				54			51	
Queuing Penalty (veh)				75			99	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	109	24	450	1095	260	127	3038	295
Average Queue (ft)	44	8	236	961	35	25	1556	169
95th Queue (ft)	91	25	588	1260	177	107	3393	396
Link Distance (ft)	1363	235		1080			3264	
Upstream Blk Time (%)				4			0	
Queuing Penalty (veh)				28			0	
Storage Bay Dist (ft)			150		160	70		195
Storage Blk Time (%)				43			41	
Queuing Penalty (veh)				20			27	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	171	36	450	1095	260	127	3038	295
Average Queue (ft)	58	10	242	986	36	24	1461	171
95th Queue (ft)	125	29	595	1265	180	105	3237	397
Link Distance (ft)	1363	235		1080			3264	
Upstream Blk Time (%)				6			0	
Queuing Penalty (veh)				81			0	
Storage Bay Dist (ft)			150		160	70		195
Storage Blk Time (%)				45			44	
Queuing Penalty (veh)				33			45	

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SB	SB	B1	SW
Directions Served	L	T	T	LR
Maximum Queue (ft)	17	100	84	28
Average Queue (ft)	4	11	2	7
95th Queue (ft)	20	122	19	29
Link Distance (ft)		336	464	303
Upstream Blk Time (%)		3		
Queuing Penalty (veh)		53		
Storage Bay Dist (ft)	50			
Storage Blk Time (%)		4		
Queuing Penalty (veh)		0		

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	SB	SB	B1	B26	B2	SW
Directions Served	L	T	T	T	T	LR
Maximum Queue (ft)	42	350	227	143	27	30
Average Queue (ft)	3	67	47	23	3	4
95th Queue (ft)	22	300	282	205	30	20
Link Distance (ft)		336	464	551	1437	303
Upstream Blk Time (%)		8	5	2		
Queuing Penalty (veh)		55	33	13		
Storage Bay Dist (ft)	50					
Storage Blk Time (%)		11				
Queuing Penalty (veh)		0				

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	SB	SB	B1	B26	B2	SW
Directions Served	L	T	T	T	T	LR
Maximum Queue (ft)	43	350	227	143	27	34
Average Queue (ft)	3	53	36	17	2	5
95th Queue (ft)	22	267	244	177	26	22
Link Distance (ft)		336	464	551	1437	303
Upstream Blk Time (%)		7	4	1		
Queuing Penalty (veh)		55	25	10		
Storage Bay Dist (ft)	50					
Storage Blk Time (%)		9				
Queuing Penalty (veh)		0				

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	29	22	213	249
Average Queue (ft)	13	7	120	196
95th Queue (ft)	35	27	232	314
Link Distance (ft)			219	234
Upstream Blk Time (%)			13	57
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	34	23	211	249
Average Queue (ft)	11	4	55	111
95th Queue (ft)	33	20	179	276
Link Distance (ft)			219	234
Upstream Blk Time (%)			9	28
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	34	23	218	249
Average Queue (ft)	11	5	71	131
95th Queue (ft)	34	22	201	298
Link Distance (ft)			219	234
Upstream Blk Time (%)			10	35
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	NB	NB	SB	SE	SE	SE	NW	NW	NW	NW
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	56	46	824	59	254	227	31	120	130	103
Average Queue (ft)	19	22	545	27	178	100	16	68	69	54
95th Queue (ft)	54	52	914	60	256	227	37	118	151	110
Link Distance (ft)	228		2142		895	895		696	696	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		65		225			475			100
Storage Blk Time (%)	1	0			2				1	1
Queuing Penalty (veh)	0	0			1				22	4

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	NB	NB	SB	SE	SE	SE	NW	NW	NW	NW
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	38	34	1082	46	168	104	50	104	156	123
Average Queue (ft)	9	7	738	15	62	13	15	59	59	46
95th Queue (ft)	33	28	1517	40	118	55	40	99	116	109
Link Distance (ft)	228		2142		895	895		696	696	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		65		225			475			100
Storage Blk Time (%)	0	0			0				1	1
Queuing Penalty (veh)	0	0			0				3	1

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	NB	NB	SB	SE	SE	SE	NW	NW	NW	NW
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	56	50	1089	60	254	227	50	127	179	124
Average Queue (ft)	11	11	691	18	90	34	15	62	61	48
95th Queue (ft)	39	37	1407	47	193	129	39	104	126	110
Link Distance (ft)	228		2142		895	895		696	696	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		65		225			475			100
Storage Blk Time (%)	0	0			0				1	1
Queuing Penalty (veh)	0	0			0				8	2

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	230	41	449	1093	214	149	2945	295
Average Queue (ft)	137	18	324	1085	40	38	1445	186
95th Queue (ft)	237	42	650	1096	188	139	3073	406
Link Distance (ft)	1363	235		1080			3264	
Upstream Blk Time (%)				12			0	
Queuing Penalty (veh)				291			1	
Storage Bay Dist (ft)			150		160	70		195
Storage Blk Time (%)				55			53	
Queuing Penalty (veh)				89			116	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	132	32	450	1094	168	123	3258	295
Average Queue (ft)	44	7	215	1027	15	24	1853	204
95th Queue (ft)	94	26	567	1273	104	103	3654	419
Link Distance (ft)	1363	235		1080			3264	
Upstream Blk Time (%)				4			0	
Queuing Penalty (veh)				34			1	
Storage Bay Dist (ft)			150		160	70		195
Storage Blk Time (%)				41			41	
Queuing Penalty (veh)				22			30	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	232	41	450	1095	260	150	3258	295
Average Queue (ft)	66	10	241	1041	21	27	1754	200
95th Queue (ft)	159	31	596	1259	129	113	3539	416
Link Distance (ft)	1363	235		1080			3264	
Upstream Blk Time (%)				6			0	
Queuing Penalty (veh)				98			1	
Storage Bay Dist (ft)			150		160	70		195
Storage Blk Time (%)				44			44	
Queuing Penalty (veh)				39			52	

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	16	18
Average Queue (ft)	3	4
95th Queue (ft)	17	20
Link Distance (ft)	303	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	SB	SB	B1	B26	B2	SW
Directions Served	L	T	T	T	T	LR
Maximum Queue (ft)	72	436	551	640	1438	72
Average Queue (ft)	9	239	286	299	586	26
95th Queue (ft)	53	563	716	796	1701	103
Link Distance (ft)	336		464	551	1437	303
Upstream Blk Time (%)	55		50	45	3	
Queuing Penalty (veh)	1196		1093	988	56	
Storage Bay Dist (ft)	50					
Storage Blk Time (%)	0	56				
Queuing Penalty (veh)	0	6				

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	SB	SB	B1	B26	B2	SW
Directions Served	L	T	T	T	T	LR
Maximum Queue (ft)	72	436	551	640	1438	72
Average Queue (ft)	8	182	217	227	445	21
95th Queue (ft)	47	511	642	709	1500	90
Link Distance (ft)	336		464	551	1437	303
Upstream Blk Time (%)	41		37	34	2	
Queuing Penalty (veh)	897		820	741	42	
Storage Bay Dist (ft)	50					
Storage Blk Time (%)	0	42				
Queuing Penalty (veh)	0	4				

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	28	11	48	47
Average Queue (ft)	7	3	23	26
95th Queue (ft)	27	17	55	54
Link Distance (ft)			219	234
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	SE	B8	B8	NW	NE	SW
Directions Served	L	TR	T		L	LTR	LTR
Maximum Queue (ft)	124	430	736	730	28	234	249
Average Queue (ft)	28	139	216	152	5	170	214
95th Queue (ft)	97	456	751	626	22	287	319
Link Distance (ft)		347	696	696		219	234
Upstream Blk Time (%)		30	10	2		52	78
Queuing Penalty (veh)		661	106	23		0	0
Storage Bay Dist (ft)	100				100		
Storage Blk Time (%)		32					
Queuing Penalty (veh)		11					

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	SE	B8	B8	NW	NE	SW
Directions Served	L	TR	T		L	LTR	LTR
Maximum Queue (ft)	124	430	736	730	28	234	249
Average Queue (ft)	23	105	164	115	5	135	169
95th Queue (ft)	86	398	654	542	21	281	331
Link Distance (ft)		347	696	696		219	234
Upstream Blk Time (%)		23	7	2		39	58
Queuing Penalty (veh)		496	79	18		0	0
Storage Bay Dist (ft)	100				100		
Storage Blk Time (%)		24					
Queuing Penalty (veh)		9					

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	NB	NB	SB	SE	SE	SE	NW	NW	NW	NW
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	17	29	414	35	117	50	24	93	112	114
Average Queue (ft)	4	11	280	13	65	17	10	58	55	48
95th Queue (ft)	21	34	475	39	117	52	28	100	117	115
Link Distance (ft)	228		2142		895	895		696	696	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		65		225			475			100
Storage Blk Time (%)									1	0
Queuing Penalty (veh)									7	0

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	NB	NB	SB	SE	SE	SE	NW	NW	NW	NW
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	65	54	2198	434	779	758	54	144	216	125
Average Queue (ft)	25	21	1339	62	295	254	19	78	86	68
95th Queue (ft)	59	49	2459	249	654	604	46	127	165	134
Link Distance (ft)	228		2142		895	895		696	696	
Upstream Blk Time (%)			20		3	1				
Queuing Penalty (veh)			427		0	0				
Storage Bay Dist (ft)		65		225			475			100
Storage Blk Time (%)	1	0			27				3	1
Queuing Penalty (veh)	0	0			19				40	6

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	NB	NB	SB	SE	SE	SE	NW	NW	NW	NW
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	65	54	2198	434	779	758	54	145	216	125
Average Queue (ft)	20	19	1083	50	240	197	17	73	78	63
95th Queue (ft)	55	46	2316	217	593	545	43	123	157	131
Link Distance (ft)	228		2142		895	895		696	696	
Upstream Blk Time (%)			15		2	1				
Queuing Penalty (veh)			320		0	0				
Storage Bay Dist (ft)		65		225			475			100
Storage Blk Time (%)	1	0			20				2	1
Queuing Penalty (veh)	0	0			14				32	4

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	93	24	449	1048	211	42	437	192
Average Queue (ft)	46	8	227	766	40	10	268	66
95th Queue (ft)	89	26	582	1081	189	51	550	239
Link Distance (ft)	1363	235		1080			3264	
Upstream Blk Time (%)				1				
Queuing Penalty (veh)				6				
Storage Bay Dist (ft)			150		160	70		195
Storage Blk Time (%)				45			33	
Queuing Penalty (veh)				24			25	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	343	49	450	1097	260	127	3264	295
Average Queue (ft)	157	19	277	1075	38	23	2631	205
95th Queue (ft)	305	44	631	1180	182	106	4283	416
Link Distance (ft)	1363	235		1080			3264	
Upstream Blk Time (%)				14			1	
Queuing Penalty (veh)				342			25	
Storage Bay Dist (ft)			150		160	70		195
Storage Blk Time (%)				57			56	
Queuing Penalty (veh)				92			125	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	343	49	450	1097	260	127	3264	295
Average Queue (ft)	130	16	265	1001	38	20	2061	171
95th Queue (ft)	282	41	621	1283	184	95	4268	396
Link Distance (ft)	1363	235		1080			3264	
Upstream Blk Time (%)				11			1	
Queuing Penalty (veh)				258			19	
Storage Bay Dist (ft)			150		160	70		195
Storage Blk Time (%)				54			50	
Queuing Penalty (veh)				75			100	

89-08907

10
10.80

WARRANTY DEED
Tenants by Entirety

KNOW ALL MEN BY THESE PRESENTS, that LEO J. vanDIJK and MARIANNE O. vanDIJK, husband and wife, as Grantors, convey and warrant to LEO J. vanDIJK and MARIANNE O. vanDIJK, husband and wife, as Grantees, the following described real property free of encumbrances except as specifically set forth herein:

See Attached Exhibit "A"

There is no consideration given for this conveyance as the conveyance is being made for the purpose of documenting a minor land partition by Grantors.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES.

IN WITNESS WHEREOF, the Grantors have executed this instrument this 13th day of January 1989.

Leo J. van Dijk
LEO J. vanDIJK
Marianne O. van Dijk
MARIANNE O. vanDIJK

STATE OF OREGON)
County of Jackson) ss.

The foregoing instrument was acknowledged before me this 13 day of January, 1989, by LEO J. vanDIJK and MARIANNE O. vanDIJK.

Penny Henry
PENNY HENRY
NOTARY PUBLIC - OREGON
My Commission Expires 11/1/90

Notary Public for Oregon
My Commission Expires: _____

After Recording Return To:
Ben Lombard, Jr.
P.O. Box 1090
Ashland, OR 97520

Mail Tax Statements To:
Leo J. vanDijk
Marianne O. vanDijk
1609 Jackson Road
Ashland, OR 97520

EXHIBIT D

BEN LOMBARD, JR.
ATTORNEY AT LAW
P.O. BOX 1090
ASHLAND, OR 97520
(503) 482-8491

89-08907

A tract or parcel of land situated in the Southwest quarter of Section 32, Township 38 South, Range 1 East and the Northwest quarter of Section 5, Township 39 South, Range 1 East of the Willamette Base and Meridian, Jackson County, Oregon and being more fully described as follows: Commencing at the Southeast corner of Donation Land Claim No. 48, Township 38 South, Range 1 East of the W.B. & M; thence South 46°28'51" West, 835.06 feet to a found 1/2 inch iron pipe 2 inches below ground surface, for the TRUE POINT OF BEGINNING; thence North 41°34'29" East, 89.285 feet to a 1/2 x 24 inch galvanized iron pipe situated in the Southwesterly right of way line of the relocated Pacific Highway; thence Southeasterly along the arc of a 3,718.629 (State Highway Record= 3,719.719 feet) foot radius curve to the right, the radial bearings 'in and out' are South 47° 03'01.0" West and South 60°56'40.6" East (the central angle is 13 degrees 53 minutes and 39.6 seconds) 901.776 feet to a point of tangency; thence South 28°49'42" East along said Highway right of way line, 29.39 feet, more or less, to a point in the Northeasterly right of way line of the Southern Pacific Railroad; thence leaving said State Highway right of way line, North 58°23'04" West along said railroad right of way line (deed record North 58°23' West, 461.26 feet to a point on the Southerly line of Section 32) 348.09 feet to a point in that boundary line common to Section 32, Township 38 South, Range 1 East and Section 5, Township 39 South, Range 1 East, said Base, Meridian, County and State; thence South 89° 39'27" West (deed record West, 173.0 feet) along said common section line, 151.14 feet to a point 20.0 feet from the centerline of the existing railroad tracks, when measured Northeasterly of and normal therefrom (deed record 20.0 feet from the railroad centerline, measured at right angles from said centerline); thence North 58°23'04" West (deed record North 56°53' West) 439.50 feet to a 1/2 x 24 inch galvanized iron pipe situated at a point of curvature; thence leaving said railroad right of way line, North 38°38'29" East, 351.73 feet to the point of beginning. Containing 5.06 Acres, more or less.

RESERVING THEREFROM, an easement for the purpose of ingress and egress over and across a strip of land situated 15.0 feet on each side of, when measured normal therefrom, the following described centerline; Commencing at a found 1/2 inch iron pipe, 2 inches below ground surface, which bears South 46°28'51" West, 835.06 feet from the Southeast corner of Donation Land Claim No. 48, Township 38 South, Range 1 East of the Willamette Base and Meridian, Jackson County, Oregon; thence South 38°38'29" West, 19.17 feet to the TRUE POINT OF BEGINNING; thence South 89°52'29" East along said ingress and egress centerline, 145.38 feet to a point in the Southwesterly right of way line of the relocated Pacific Highway and there terminating.

FURTHER RESERVING THEREFROM, such additional amount of land for easement purposes on the southerly side of the foregoing described easement as may be required by law for ingress and egress to the property served by the foregoing described easement in the event said property is further subdivided or partitioned by the owners thereof.

Subject to any and/or easements and/or rights of way of record and those apparent on the land.

Jackson County, Oregon
Recorded
OFFICIAL RECORDS

11:25 MAY 2 1989 A.M.

KATHLEEN S. BECKETT
CLERK and RECORDER

[Signature] Deputy

EXHIBIT D

EXHIBIT No. "A"

LEGEND

- PROPOSED SIDEWALK
- PROPOSED PARK STRIP
- PROPOSED STORM MANHOLE OR CLEANOUT
- PROPOSED CURB INLET
- PROPOSED CATCH BASIN
- PROPOSED DITCH INLET
- PROPOSED STORM MAIN
- EXISTING STORM MAIN
- DRAINAGE DIRECTION
- EXISTING WATER MAIN
- EXISTING FIRE HYDRANT
- PROPOSED WATER MAIN
- PROPOSED FIRE HYDRANT
- PROPOSED SEWER MANHOLE OR CLEANOUT
- PROPOSED SANITARY SEWER MAIN
- EXISTING SANITARY SEWER MAIN
- EXISTING SEWER MANHOLE OR CLEANOUT

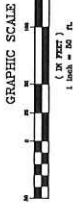


EXHIBIT C3

CITY OF ASHLAND
 GRAND TERRACE
 HIGHWAY 99
 CONCEPTUAL
 FRONTAGE IMPROVEMENTS



NO.	REVISION	DATE	BY

DATE	BY
08/13	NSK
08/19	AMB, JMK

DATE	BY
08/13	NSK
08/19	AMB, JMK

CONSTRUCTION ENGINEERING CONSULTANTS
 100 BOX 1724, MEDFORD, OREGON 97504
 TEL: (541) 772-5288

811
 Know what's below.
 Call before you dig.

CITY OF ASHLAND

Transportation Commission **Action Item List**

March 19, 2020

Action Items:

1. TSP Update (2020-21)
 - Solicitation documents have been submitted and scored by project team
 - Scope, schedule and fee documents under review (TC December 2019/January 2020/February 2020)
 - *Professional services contract requires Council approval*
 - *Schedule Council approval (April 7, 2020)*
2. Main St. Crosswalk truck parking (**no change**)
 - Analysis is included in the revitalize downtown Ashland plan and was recently discussed during the kickoff meeting.
 - *The Revitalize Downtown Ashland Transportation Growth and Management grant project has begun that will assess safety and parking in the downtown core. (February 2020) No change-March 2020*
3. Siskiyou Blvd. and Tolman Creek Intersection Improvements
 - The Oregon Department of Transportation removed median island and restriped Tolman Creek portion of intersection to allow for better right hand turning truck movements.
 - *The Oregon Department of Transportation is also looking at curb ramp design changes to the intersection. (February 2020) No change-March 2020*
4. Crosswalk Policy Development (**no change-agenda item for future meeting-2020**)



Memo

CITY OF
ASHLAND

Date: March 11, 2020
From: Scott A. Fleury
To: Transportation Commission
RE: Administrative Policies Acknowledgement Form

BACKGROUND:

City Administration has requested that Commission volunteers review pertinent City policies and return an acknowledgement form to Commission staff.

Administration memo:

The City has numerous Administrative Policies governing the behavior of employees, elected officials, appointed officials, and volunteers. As a recent update has occurred with our Workplace Fairness Policy and our Workplace Violence Prevention Policy, we are sending the five relevant policies to members of advisory bodies. As a volunteer participating on a commission, board or committee, please review the list below and acknowledge your agreement to comply with each of the attached policies:

- General Personnel Policies and Employee Responsibilities (Municipal Code 3.08.010)
- Electronic Media & Technology Usage Policy (Administrative Policy 2006.10.19)
- Workplace Fairness Policy (Administrative Policy 2005.03.08)
- Website and Social Media Policy (Administrative Policy 2010.03.15)
- Workplace Violence Prevention Policy (Administrative Policy 2007.10.09)

Please sign the enclosed acknowledgment form and return it to your staff liaison in a timely manner.

Transportation Commission staff previously forwarded copies of the referenced policies to Commission members via email for review. If you would like printed copies for review prior to submitting the acknowledgement form, please make request to Commission staff.

CONCLUSION:

Action required, review previously sent policies and sign and return acknowledgement form to Taina.

Elected or Appointed Official

Acknowledgement of Receipt of
City of Ashland Policies Personnel Policies

By signing this form, I verify that I have received the following Administrative Policies:

- General Personnel Policies and Employee Responsibilities
- Electronic Media & Technology Usage Policy
- Website and Social Media Policy
- Workplace Fairness Policy
- Workplace Violence Prevention Policy

Signature: _____

Printed Name: _____

Date: _____

THANKS . . .

For taking the time to sign this form. We appreciate it!

The citizen's source of information about the City of Ashland

ROUND UP YOUR CHANGE

Many of Ashland's low-income residents have difficulty paying for their basic monthly utility services. The City of Ashland's Round Up program allows Ashland utility customers to voluntarily round up their utility bills to the nearest dollar. The additional funds accumulated will be devoted to assisting low-income Ashland residents with their monthly utility bills. Customers who qualify for low-income assistance are screened to determine eligibility using the current Federal poverty guidelines. In addition, occasionally customers who don't necessarily qualify as low-income may need some assistance due to personal difficulties. These funds can be used in an emergency to help others on a one time per year only basis.

Many public utilities around the country operate a "round up" program to provide public purpose funding to assist others. This is a voluntary program. Please join the Ashland Round Up program by completing the form below and returning it with your utility payment or by dropping it off at City Hall, 20 E. Main Street or by filling it out online at ashland.or.us/roundup.

YES, I WANT TO JOIN THE ASHLAND ROUND UP PROGRAM

Yes, please round up my monthly utility bill to the nearest dollar. I understand the funds will assist Ashland residents in need with their utility bill.

Name: _____

Signature: _____

Service Address: _____

Account Number: _____

Phone Number: _____

Please complete this form and return it with your utility payment or drop it off at City Hall, 20 E. Main Street.

NEED ASSISTANCE WITH YOUR UTILITY BILL?

The City offers a year-round discount to very low-income customers age 65+ or qualified disabled persons age 60 or older. There are additional programs to help with winter heating and emergency assistance when bills are at risk of being disconnected. Call Ashland Senior Services Division at (541) 488-5342 to make an appointment for application assistance or go to ashland.or.us/utilityassistance for more information.

TABLE OF CONTENTS

Wildfire Safety Landscaping	2	Wildfire Season Preparedness	3
Sign Up for AFR	2	Events	3-4
Sign Up for Nixle	2	City Calendar	4
Water Efficient Landscaping	3		

TRAFFIC CALMING PROGRAM



The City of Ashland's Transportation Commission in coordination with the Public Works Department and residents has developed a pilot traffic calming program.

The City of Ashland's Traffic Calming and Safety Improvement Program is part of the City's commitment to the safety and livability of our neighborhoods and shall incorporate the goals, policies and objectives of the City's comprehensive plan.

The program is designed to reduce the impacts of traffic and provide for a safe roadway network for all users.

When there is active participation by area residents; the City can identify the problem, plan the approach, implement solutions, and evaluate the effectiveness.

Traffic Calming documents are available for download here: ashland.or.us/trafficalming



**RESPONSIBLE LANDSCAPING:
UNDERSTANDING ASHLAND'S WILDFIRE SAFETY ORDINANCE**

To prevent structure loss from wildfires in Ashland and to build a more fire resilient community, the City adopted a resolution in October 2018 that restricts new plantings of flammable plant species within 30 feet of any building. Resolution 2018-28 identifies known flammable plant species that are best planted farther away from buildings and is incorporated into Ashland's Municipal Code.

If you are thinking about re-landscaping your yard or getting started on those springtime projects to put a few new plants in the ground, then please familiarize yourself with this list. The prohibited species are listed below and a more comprehensive list can be found at www.ashland.or.us/prohibitedplants.

Exceptions may be approved by Ashland Fire & Rescue for dwarf or prostrate varieties of these species (those with an *) planted more than five feet away from any structure, and that follow the flammable tree and shrub spacing guidelines as defined in the General Fuel Modification Area Standards developed for the Wildfire Safety Ordinance. This regulation was put in place to reduce Ashland's wildfire risks by promoting fire resistant landscaping and creating defensible space around buildings, both during new construction and for any new plantings near existing buildings. More info at www.ashland.or.us/wildfiresafetyordinance.

If you're unsure about what to plant or seek more information, please visit www.ashland.or.us/prepareyourhome, call us at (541) 482-2770 or head downtown to Fire Station #1, across from the Ashland Library. Our office is open 8 a.m. to 4:30 p.m. Monday through Friday. Come by to check out our new Firewise Landscaping Demonstration Garden and pick up a brochure to learn more about how to protect your home and neighborhood from wildfire. Wildfire is everyone's fight and we need your help to keep Ashland fire safe.

Prohibited Plant List

Prohibited Trees

- Arborvitae/Red cedar (Thuja sp.)
- *Cedar (Cedrus sp.)
- *Cedar/Cypress (Chamaecyparis sp.)
- *Cypress (Cupressus sp.)
- Douglas-fir (Pseudotsuga menziesii)
- Fir (Abies sp.)
- *Hemlock (Tsuga sp.)
- Incense Cedar (Calocedrus decurrens or Libocedrus decurrens)
- *Juniper (Juniperus sp.)
- *Pine (Pinus sp.)
- Giant Sequoia (Sequoiadendron sp.)
- Coast Redwood (Sequoia sp.)
- *Spruce (Picea sp.)
- *Yew (Taxus sp.)

Prohibited Shrubs

- Bitterbrush (Purshia tridentata)
- Broom (Cytisus sp.)
- *Ceanothus (Ceanothus sp.)
- Himalayan Blackberry (Rubus armeniacus)
- Juniper (Juniperus sp.)
- *Lavender (Lavandula sp.)
- *Manzanita (Arctostaphylos sp.)
- *Oregon grape (Mahonia aquifolium)
- *Rosemary (Rosmarinus sp.)
- Sagebrush (Artemisia tridentata or californica sp.)

Prohibited Grasses

- Pampas grass (Cortaderia selloana)



Sign-Up For Alerts: Text 97520 to 888777 or visit ashland.or.us/nixle.

Get the Most Out of Your Water This Summer Season

Spring is the perfect time to prepare your landscape for the summer watering season. By taking care of a few important maintenance items now that can aid in your landscapes ability to hold water, you'll take the first step to water efficiency. Completing tasks such as, aerating, amending soil, adding mulch and dethatching will sustain healthy soils that cycle nutrients, minimize runoff and retain water. So, when the time finally comes to start up your sprinkler system, these simple steps will help you get the most out of the water that you use.

Aerating and amending your soil. Soil can become compacted over time and inhibit water infiltration. Aerating your soil can increase the infiltration of water into the ground, improve water flow to the plant's root zone and reduce water runoff. Raking in a layer of compost after aerating feeds your plants and allows air and water to circulate more easily.

Dethatching. Thatch is a layer of organic material between the green lawn and the soil. Thatch can act as a barrier that prevents vital water, air and nutrients from reaching the roots. Spring is a good time to dethatch because conditions are optimum for rapid recovery and you are preparing the lawn for the coming growing season.

Use mulch around shrubs and garden plants. This will help to reduce evaporation, inhibit weed growth, moderate soil temperature, and prevent erosion. Visit the City of Ashland Fire Department's website at www.ashland.or.us/resources for information on the appropriate types of mulches and where to use them in the landscape. You can also call (541) 552-2231 for additional guidance on Firewise landscaping practices.

Plan ahead for a water-wise landscape.

If you're designing a new landscape or rethinking your current one, get helpful ideas on plants that are not only waterwise, but are also firewise, pollinator friendly and deer resistant. Visit the City of Ashland's Water-Wise Landscaping Website at www.ashlandsaveswater.org or call (541) 552-2062 for more information.

WILDFIRE SEASON IS COMING. ARE YOU READY?

Residents are being called to prepare for the 2020 wildfire season through the 2nd annual Wildfire Preparedness Campaign. The Wildfire Preparedness Campaign has three elements:

April: Be Firewise!

Prepare your home and property.

May: Be Ready

to evacuate or shelter in place.

June: Be SmokeWise!

Prepare for smoke.

Start planning to Be Firewise early! Mark your calendars for Ashland's 9th Annual Green Debris Drop Off Day, on May 2. Drop off is FREE from 8 a.m. to 3:30 p.m. Valley View Transfer Station, 3000 N. Valley View Road. Removing wildfire fuel like leaves, pine needles, and small branches from your landscaping and gutters can greatly reduce your wildfire risk. Your ID with an Ashland address will be required for free disposal and only organic green debris will be accepted. More information can be found at ashland.or.us/cleanupday. Thank you Recology Ashland for supporting this event!

The Wildfire Preparedness Campaign is a partnership between Ashland Fire & Rescue and the Wildfire Safety Commission. For more information, visit ashland.or.us/wildfireprep.

EVENTS

Earth Day 2020

The City of Ashland's Conservation Division will be among the many exhibitors participating in this year's festivities. Visit their booth to learn more about water and energy conservation practices and how you can use these methods to make your home more efficient.

DATE Saturday April 18

TIME 11 AM to 4 PM

PLACE Science Works Museum, 1500 E. Main Street

30th Annual Rogue Valley Bike Swap

This fundraiser promotes bicycle transportation and benefits bike safety education in the Rogue Valley by providing a community venue for buying and selling working-condition bicycles and related equipment. This event is made possible by Ashland Parks and Recreation, Rogue Valley Transportation District (RVTD), Jefferson Public Radio and City of Ashland's Police Department and Public Works Department.

Sellers can drop off items at the Grove (1195 E. Main Street) Friday, April 3 from 5 to 7 p.m. or Saturday, April 4 from 8 to 10 a.m. The swap will be open to buyers on Saturday, April 4 from 12 to 2 p.m. at the Grove. Admission into the swap is \$1 per person. Want to volunteer or donate? Contact Sulaiman Shelton, Volunteer & Event Coordinator at sulaiman.shelton@ashland.or.us or (541) 552-2264. Want to sponsor? Contact Dorinda Cottle, Executive Assistant, dorinda.cottle@ashland.or.us or (541) 552-2265.

Illusion and Reality: The Making and Meanings of Ashland's Forensic Garden

Come learn about the creation of the National Fish and Wildlife Forensics Laboratory garden. The garden is a unique scientific garden that serves as a lasting example of community collaboration, landscape symbolism and a subtle design that offers the security needed to protect the only lab in the world dedicated to crimes against wildlife. Gain insight into the professional expertise of designing community spaces and the history of this unique public garden.

AGES 15 & up

DATE Thursday, April 16

TIME 6:30 to 7:30 p.m.

PLACE Nature Center, 620 N Mountain Avenue



EVENTS

(continued from page 3)

Summer Youth Conservation Corps

Ashland Parks Summer Youth Conservation Corps is now accepting applications! Eighth through twelfth graders can earn 25 hours of community service in just four days working on Ashland trails and parks. There are only 14 spots per session so apply early! Visit ashland.or.us/youthcorps or call (541) 552-2264 for more information.

DATES June 8 through 11, June 22 through 25, or July 6 through 9

Medicinal and Edible Plant Walk

Explore traditional ethnobotanical lore as well as current trends and research regarding edible and medicinal plants. Learn how to identify and sustainably harvest useful plants. Different plants will be discussed on each walk.

AGES 12 & up

DATE Sunday, April 26

TIME 2 to 3:30 p.m.

PLACE Nature Center, 620 N Mountain Avenue

COST \$12

Recycle Right with Little Might

Does troubling news around the topic of recycling have you feeling discouraged or unsure about whether you're doing it correctly? Join Jamie Rosenthal with Recology Ashland for a free lecture on how recycling can be much simpler than it seems.

For more information go to

www.ashlandfood.coop.

DATE April 13

TIME 6 to 8 PM

PLACE Ashland Food Co-Op Classroom, 300 N. Pioneer Street



Author Talk: Sue DeMarinis, "The Station Master's Wife: A Scandalous Life Exposed"

Local author Sue DeMarinis will read from her second novel, *The Station Master's Wife*, share slides with vintage photos, and sign books. Based on the life of Alice, the station master's wife when the transcontinental railroad arrived in Ashland in 1887, this story is set among true historical events spanning half a century. Please register for free by calling the Senior Center at (541) 488-5342 or emailing seniorinfo@ashland.or.us.

DATE April 8

TIME 1 to 3 PM

PLACE Ashland Senior Center, 1699 Homes Avenue

AARP Smart Driver Course

For drivers age 50-plus who want to learn proven safety strategies, current rules of the road and defensive driving techniques. The cost is \$15 for AARP members or \$20 for non-members. You may be eligible to receive an insurance discount upon completing the course; consult your insurance agent for details. Please register by calling the Senior Center at (541) 488-5342 or emailing seniorinfo@ashland.or.us.

DATE April 22 & 23

TIME 1 to 4:15 PM

PLACE Ashland Senior Center, 1699 Homes Avenue

Check out how Ashland connects at www.ashlandfiber.net



APRIL CITY CALENDAR

City Council

Business Meeting: April 7 & 21 | 6 p.m.

Study Sessions: April 6 & 20 | 5:30 p.m.

Airport Commission

April 7 | 9:30 a.m.

Conservation & Climate Outreach Commission

April 22 | 6 p.m.

Climate Policy Commission

April 9 | 4 p.m.

Forest Lands Commission

April 14 | 5:30 p.m.

Fire Station #2, 1860 Ashland Street

Historic Commission

April 8 | 6 p.m.

Housing and Human Services Commission

April 23 | 4 p.m.

Parks and Recreation Commission

Business Meeting: April 8 | 6:30 p.m.

Study Session: April 1 | 6:30 p.m.

Council Chambers, 1175 E. Main Street

Planning Commission

Business Meeting: April 14 | 7 p.m.

Study Session: April 28 | 7 p.m.

Public Art Commission

April 17 | 8:30 a.m.

Transportation Commission

April 16 | 6 p.m.

Tree Commission

April 9 | 6 p.m.

Wildfire Safety Commission

April 15 | 11 a.m.

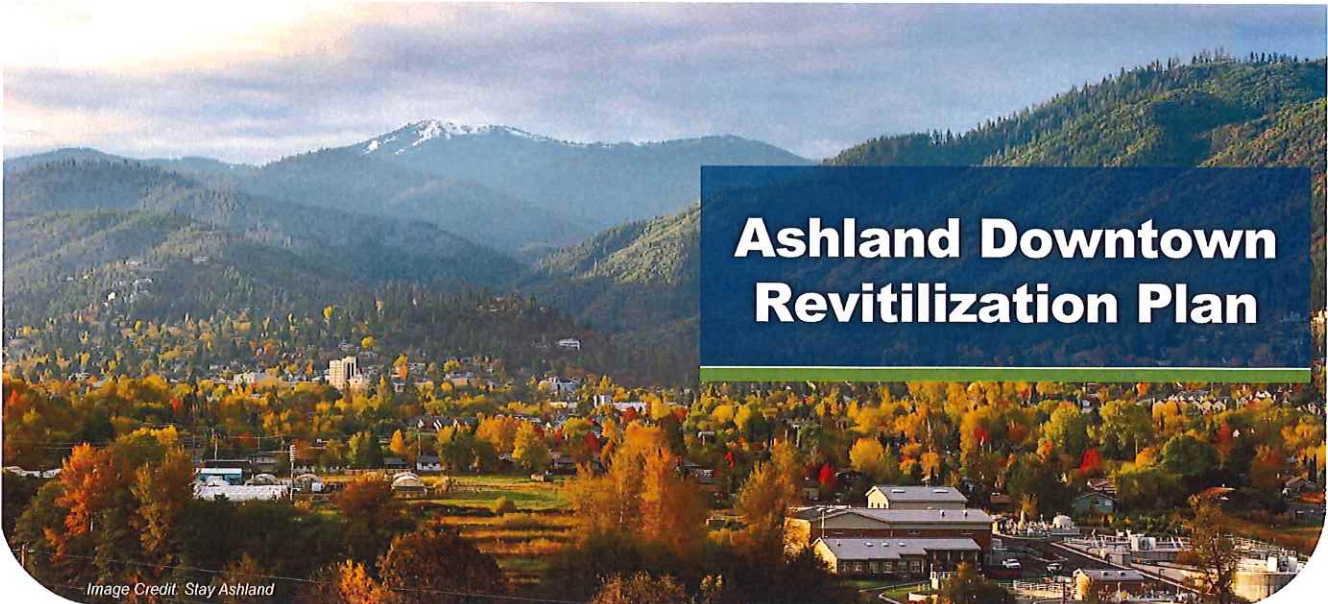
Fire Station #1, 455 Siskiyou Boulevard

▲ TTY 1-800-735-2900 ▲ Meetings are held in the Council Chambers (1175 E Main Street) or the Siskiyou Room (51 Winburn Way) unless otherwise noted. ▲ City Council and many other City meetings are broadcast live on channel 9. Charter Communications customers will find city meetings on channels 180 and 181. Meetings also stream live on the internet at rvtv.sou.edu, select channel RVTV Prime.



20 East Main St., Ashland, OR 97520 | www.ashland.or.us



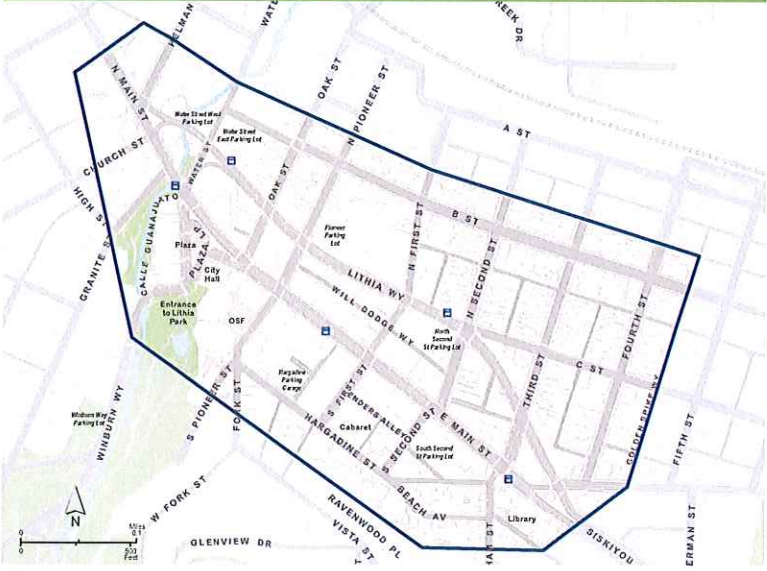


Ashland Downtown Revitalization Plan

Image Credit: Stay Ashland

The purpose of the Ashland Downtown Revitalization Plan is to identify and prioritize a series of improvements that improve the sense of community while creating an affordable, safe, and functional multi-use transportation network in the downtown area.

Downtown Ashland Study Area



Project Goals

- 1 Conduct an open and transparent planning process
- 2 Plan for a safe and functional multi-modal transportation network
- 3 Support citywide goals related to climate change and energy consumption
- 4 Create an adoptable plan with implementable outcomes

Potential Projects

-  Install a dedicated bike facility on Main Street
-  Improve safety and traffic flow through a lane reconfiguration
-  Improve pedestrian access by enhancing crosswalks, signals, and lighting
-  Manage existing parking and consider options for additional spaces
-  Enhance public spaces with wider sidewalks, street trees, and outdoor seating
-  Consider dedicated loading and delivery spaces along Main Street
-  Improve wayfinding and directional signage for people in downtown

Take the online survey!

The results will help the project team refine initial project concepts. Your input is important and valuable to the planning process. Thank you!

<https://jacobs.shortcm.li/survey>



For project information, please contact Paula Brown or Scott Fleury at 541-488-5587 or email the project team at revitalizeddowntown@ashland.or.us

