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 21, 2019
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: January 17, 2019

IV. **PUBLIC FORUM** (6:05-6:20)

V. **NEW BUSINESS**
- A. Type III land use action (6:20-6:45, action required, recommend to Planning Department any recommended transportation items for consideration
  - ➢ Staff will present the overview of Type III land use action, Annexation and Development Proposal
- B. Capital Improvement Plan (6:45-7:25, action required, review, discuss and recommend changes if any to the Director of Public Works regarding the current Capital Improvement Plan)

VI. **OLD BUSINESS**
- A. Commission Goals and Objectives 2019 (7:25-7:45, action required, continue to discuss and develop Commission goals and objectives for coming year/biennium)
- B. Draft Americans with Disabilities (ADA) Right of Way Transition Plan (7:45-8:00)
  - ➢ Commission shall review draft plan and provide input move towards finalizing the draft and then development the "transition plan" public outreach and project specific portions as required

VII. **TASK LIST** (If time allows)
- A. Discuss current action item list

VII. **FOLLOW UP ITEMS**
- A. None

VIII. **INFORMATIONAL ITEMS** (If time allows)
- A. Accident Reports
- B. Bicycle Map Development

IX. **COMMISSION OPEN DISCUSSION** (If time allows)

X. **FUTURE AGENDA TOPICS**
- A. Traffic Calming Program
- B. Transportation System Plan Update-scope development
- C. MUTCD 4-way stop sign training
- D. Crosswalk Policy

XI. **ADJOURNMENT:** 8:00 PM

Next Meeting Date: April 18, 2019 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

CITY OF
ASHLAND

Transportation Commission

Contact List as of March 2019

Name	Title	Telephone	Mailing Address	Email Address	Expiration of Term
Vacant					4/30/2018
Joe Graf	Commissioner	541-488-8429	1160 Fern St.	jlgtrans15@gmail.com	4/30/2021
Corinne Vièville	Commissioner	541-488-9300 or 541-944-9600	805 Glendale Ave.	corinne@mind.net	4/30/2019
Derrick Claypool-Barnes	Commissioner	503-482-9271	1361 Quincy St #6F	dorkforest@gmail.com	4/30/2021
Vacant	Commissioner				4/30/2019
Vacant	Commissioner				4/30/2020
Bruce Borgerson	Commissioner	541-488-5542	209 Sleepy Hollow Dr	wave@mind.net	4/30/2020
Non-Voting Ex Officio Membership					
Paula Brown	Director, Public Works	541-488-5587	20 E. Main Street	paula.brown@ashland.or.us	
Julie Akins	Council Liaison		20 E. Main Street	julie@council.ashland.or.us	
Brandon Goldman	Planning Department	541- 488-5305	20 E. Main Street	goldmanb@ashland.or.us	
Steve MacLennan	Police Department	541- 552-2433	20 E. Main Street	maclenns@ashland.or.us	
Vacant	SOU Liaison	541-552-8328	1250 Siskiyou Blvd		
Dan Dorrell, PE	ODOT	541- 774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Edem Gómez	RVTD	541-608-2411	3200 Crater Lake Av 97504	egomez@rvtd.org	
Jenna Stanke	ODOT	541- 774-5925	100 Antelope Rd WC 97503	Jenna.MARMON@odot.state.or.us	
David Wolske	Airport Commission			david@davidwolske.com	
Vacant	Ashland Parks				
Vacant	Ashland Schools				
Staff Support					
Scott Fleury	Deputy Public Works Director	541-488-5347	20 E. Main Street	fleurys@ashland.or.us	
Karl Johnson	Associate Engineer	541-552-2415	20 E. Main Street	johnsonk@ashland.or.us	
Taina Glick	Administrative Assistant	541-552-2427	20 E. Main Street	taina.glick@ashland.or.us	

ASHLAND TRANSPORTATION COMMISSION
MINUTES
January 17, 2019

These minutes are pending approval by this Commission

CALL TO ORDER:
Newberry called the meeting to order at 6:02 p.m.

Commissioners Present: Bruce Borgerson, Sue Newberry, Joe Graf, Derrick Claypool-Barnes
Commissioners Absent: Corinne Vièville
Council Liaison Present: None
Staff Present: Scott Fleury, Taina Glick, Steve MacLennan

ANNOUNCEMENTS
None

CONSENT AGENDA
Approval of Minutes: December 20, 2018
Minutes approved as read.

PUBLIC FORUM
Heulz Gutcheon 2253 Hwy 99
Spoke of his concerns about the planning department promoting use of gasoline cars and would like to see increased use of solar panels.

NEW BUSINESS
Trails Master Plan
Michael Black presented the updated Parks Trails Master Plan. See attached. Black thanked the members of the subcommittee who worked on the project.

Commissioners questioned Black about some trails.

Borgerson moved the TC recommend the City Council accept the Trails Master Plan update for future guidance of trails in Ashland. Claypool-Barned seconded. All ayes. Motion carried.

Chair amended agenda to move discussion of Accident Report to earlier in the meeting.

Accident Report
MacLennan spoke to the information contained in the accident report. He informed commissioners that the new radar trailer has been put in place. Newberry asked if trailer gathers data. Commissioners asked questions about specific accidents. Newberry asked MacLennan for his opinion of prospective Commission goals.

Commission Goals and Objectives 2019
Julia Summers Village Square Dr
Spoke to her opinions of the shortcomings and need for public transit and of the need for a pedestrian and cyclist friendly downtown area.

Chair Newberry suspended the rules and commissioners openly discussed potential goals and objectives for the coming year. Commissioners will email suggestions through Glick to Newberry who will compile suggestions for finalization at next meeting.

ASHLAND TRANSPORTATION COMMISSION
MINUTES
January 17, 2019

These minutes are pending approval by this Commission

Annual Commission Presentation to City Council
Commissioners and staff discussed past Council presentations and potential topics for this year.

OLD BUSINESS
None

TASK LIST
Discuss current action item list

FOLLOW UP ITEMS
None

INFORMATIONAL ITEMS
Bicycle Map Development
Newberry informed commissioners that a presentation will be made to TC after potentially only 1 more meeting of the map development group.

COMMISSION OPEN DISCUSSION
None

FUTURE AGENDA TOPICS
Bicycle facility TSP discussion

MUTCD 4-way stop sign training

Twenty (20) year Capital Improvement Plan

Crosswalk Policy

ADJOURNMENT: **8:05**

Respectfully submitted,
Taina Glick
Public Works Administrative Assistant

Memo

CITY OF ASHLAND

Date: February 13, 2019
From: Scott A. Fleury
To: Transportation Commission
RE: Type III Planning Pre-application Review, 1511 North Main Street

BACKGROUND:
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.

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.

Provision of Adequate Transportation Facilities – In addition to considerations for adequate motor vehicle facilities, annexation requirements include requirements to provide bike lanes on arterial streets (i.e. North Main/Hwy 99), to provide sidewalk connections to all existing sidewalks within a quarter mile of the site, and to provide transit facilities where appropriate including bus shelters or bus turn-out lanes. This may be complicated by the city's existing "Road Diet" and staff would recommend a meeting to consider and coordinate these issues between Planning, Public Works/Engineering, ODOT and RVTD prior to moving forward with planning of improvements.

Traffic Impact Analysis: As noted in the comments from the Engineering Department, a Traffic Impact Analysis will be required. Applicants will want to contact ODOT for specific scoping requirements. Any coordination with the City of Ashland can be arranged with Associate Engineer/EIT Karl Johnson at 541-552-2415.

Connectivity: Multi-family projects do not automatically require street dedications under the Ashland Land Use Ordinance because, for the most part, such projects are located within the city in areas which are already multi-family zoned and which are already incorporated into the developed interconnected grid street system with provisions for connectivity, block length, etc. already clearly addressed within the larger system. Ashland Street Standards include Street Connectivity standards to reduce travel distance, promote the use of alternative modes, provide for efficient provision of utilities and emergency services and to provide multiple travel routes. Streets are required to be interconnected unless natural/physical features create severe constraints. For an annexation, particularly one involving a density increase, to demonstrate providing adequate transportation without creating public streets as part of an interconnected grid system, staff believes that the application will need to thoroughly discuss site constraints (*togography, natural features, railroad tracks, difficulty in creating a grid system within this area of the UGB*) as well as carefully considering mutual access easements with adjacent properties to provide for an equivalent level of connectivity.

Preserving Natural Features with Street Connectivity: Street Connectivity Standards also typically require streets to be aligned to follow natural contours and so that visual and physical access to natural features is possible for residents of the development and the public. Additionally, streets are required to be situated between natural features like creeks and individual parcels to incorporate and protect significant natural features. This guarantees that the natural features are visible from the public street and integrated into the project. If a street dedication is ultimately included in the application and does not meet this requirement, an Exception to Street Standards would be required and the impacts of street installation to the natural features would need to be considered versus restricting physical or visual access to the creek to residents rather than providing a benefit to the neighborhood and greater community.

North Main/Highway 99 Improvements: Right-of-way improvements to city boulevard standards, and right-of-way dedications if necessary to accommodate those improvements, would need to be provided along the full property frontage. In addition, sidewalk connections to existing sidewalk systems in place within a quarter mile would need to be provided to satisfy Annexation requirements. (*Boulevard standards call for 11-foot motor vehicle travel lanes, six-foot bike lanes, curb & gutter, eight-foot park row planting strip and six-foot sidewalk*).

Driveway Grades:

- **(AMC 18.3.10.090.A.3.)** New streets, flag drives, and driveways shall be constructed on lands of less than or equal to 35 percent slope, with the following exceptions: a) the street is indicated on the City's Transportation Plan Map - Street Dedications; b) the portion of the street, flag drive, or driveway on land greater than 35% slope does not exceed a length of 100 feet.
- **(AMC 18.4.3.080.D.8)** Grades for new driveways in all zones shall not exceed a grade of 20 percent for any portion of the driveway. All driveways shall be designed in accord with City of Ashland standards and installed_prior to issuance of a certificate of occupancy for new construction. If required by the City, the developer or owner shall provide certification of driveway grade by a licensed land surveyor. All vision clearance standards associated with driveway entrances onto public streets shall not be subject to the Variance section of this title.
- **(AMC 18.5.3.060.F)** Flag drive grades shall not exceed a maximum grade of 15 percent. (Flag drives are defined as any drive in excess of 50 feet in length.) Variances may be granted for flag drives for grades in excess of 15 percent, but no greater than 18 percent, for no more than 200 feet. Such variances shall be required to meet all of the criteria for approval as found in 18.5.5.

Pedestrian Access and Circulation. To ensure safe, direct, and convenient pedestrian circulation, all developments, *except single-family dwellings on individual lots and accessory uses and structures*, shall provide a continuous walkway system as detailed in AMC 18.4.3.090.

- **Continuous Walkway System** - Extend the walkway system throughout the development site and connect to all future phases of development, and to existing or planned off-site adjacent sidewalks, trails, public parks, and open space areas to the greatest extent practicable. The developer may also be required to connect or stub walkway(s) to adjacent streets and to private property for this purpose.
- **Safe, Direct, and Convenient** - Provide safe, reasonably direct, and convenient walkway connections between primary building entrances and all adjacent streets, based on the following definitions.
- **Connections within Development** - Walkways within developments shall provide connections between all building entrances to one another to the extent practicable; between all on-site parking areas, recreational facilities and common areas, and connect off-site adjacent uses to the site to the extent practicable; and install protected raised walkways through parking areas of 50 or more spaces, or of more than 100 feet in average width or depth.
- **Walkway Design and Construction** - Walkways shall conform to all of the standards in AMC 18.4.3.090 in providing for vehicle/pedestrian separations, crosswalks, walkway surfacing and width; accessible routes; and pedestrian scale lighting.

Bicycle/Pedestrian/Trail Connectivity: As part of the required demonstration of adequate transportation, the application would need to consider and address safe and accessible connections to future destinations for bicycle and pedestrian travel from the site (i.e. Bear Creek Greenway, future parks, restaurants, shopping, transit stops, etc.).

Oregon

Kate Brown, Governor

Oregon Department of Transportation
Region 3, District 8
100 Antelope Road
White City, OR 97503
(541) 774-6316
FAX (541 774-6397

August 17, 2017

DEREK SEVERSON, SENIOR PLANNER
CITY OF ASHLAND DEPARTMENT OF COMMUNITY DEVELOPMENT
51 WINBURN WAY
ASHLAND, OR 97520

Re: Pre-application for PL-2017-01342

Thank you for the opportunity to review the pre-application for an Annexation of Jackson County unincorporated property that is located within the City of Ashland Urban Growth Boundary (UGB). ODOT staff understands that a Zone Map Amendment to rezone from Rural Residential (RR-5) to High Density Multiple-Family Residential District (R-2) would be requested at the time of application to the City of Ashland as the R-2 zoning would be necessary to accommodate the proposed 250 unit apartment complex shown on a rough site plan with this Annexation pre-application. The property is located at 1511 Oregon Highway 99 North. 38-1E-32, Tax Lots 1700 and 1702.

ODOT staff has reviewed the pre-application and determined this proposal will adversely impact the state's transportation facility. ODOT staff's comments are as follows:

- The Transportation Planning Rule (OAR 660-012-0000) must be addressed under OAR 660-012-0060(1, 2 and 3).

Under OAR 660-012-0060(1, 2 and 3), ODOT will require a traffic impact study (TIS) to address the significant increase in traffic that will occur with this potential annexation and rezone of unincorporated Jackson County land. Specific mitigation measures must be shown in the TIS that address transportation impacts to the State of Oregon transportation system, with specific emphasis on bicycle, pedestrian, automobile and freight facilities along Oregon Highway 99 (Rogue Valley Highway). The City of Ashland Transportation System Plan (TSP) was not developed using a transportation model which accounted for an increase in traffic generation from Tax Lots 1700 and 1702 that would potentially occur under the proposed R-2 zoning. The site plan for the proposed 250-unit apartment complex included with Pre-application PL-2017-01342 would produce 1,664 average daily traffic (ADT). It should be noted that findings must also be made regarding the financing of mitigation measures that are developed within the required TIS.

- Please contact Wei "Michael" Wang, District 8 Development Review Traffic Engineer at 541-774-6316 so a TIS scoping letter request can be submitted to ODOT.

At this time it appears the focus will be toward the proposed annexation and rezone of Tax Lots 1700 and 1702. ODOT staff will be working closely with City of Ashland staff on access management issues associated with Oregon Highway 99 as the proposed project nears an official site plan review stage. General comments pertaining to the Access Management Rule under (OAR 734-051-0000) are as follows:

- ODOT requires the property owner to contact Julee Scruggs at 541-864-8811 to obtain a State Highway Approach Permit for Oregon Highway 99.

- ODOT requires the property owner to also contact Julee Scruggs to obtain miscellaneous/utilities permits that will be needed for construction within the Oregon Highway 99 right of way.

You may contact me at 541-774-6399 if you have any further questions or require additional information in regard to this pre-application.

Thank you,

Don Morehouse
Senior Transportation Planner, Development Review

CITY OF ASHLAND

Planning Division
51 Winburn Way, Ashland, OR
97520

PRE-APPLICATION CONFERENCE APPLICATION

DESCRIPTION OF PROJECT

Project Description Annexation, Zone Change, Comprehensive Plan Amendment

APPLICANT

Name Rogue Planning & Development Services LLC Phone 541-951-4020 E-Mail amygunter.planning@gmail.com

Address 33 N Central Avenue, Suite 213 City Medford Zip 97501

PROPERTY OWNER

Name LINDA ZARE' Day Time Phone _____

Address PO BOX 3458 City Ashland Zip 97520

DESCRIPTION OF PROPERTY

Street Address 1511 N MAIN STREET Assessor's Map No. 39 1E 32 Tax Lot(s) 1700 & 1702

SUBMITTAL REQUIREMENTS

To request a pre-application conference, **submit this form with two sets of scalable plans, one large format 24"x36" and one no larger than 11"x17". Include the following information plus your submittal fee of $139.00** (check, Visa, MasterCard or cash accepted):

1. **Completed Application.**
2. **Narrative –** Provide a written description of proposal and request. (If in Historic District, provide pictures of existing structures, elevations of proposed structures and details of planned exterior design features and materials)
3. **Site Plan –** The site plan should contain all applicable elements in the Site Plan Checklist (see reverse) plus any other information pertinent to this proposal. The site plan will be checked to insure all applicable information is included at the time the pre-application date is set.
4. **Additional Information** - Provide in the narrative or with the site plan:
   1) Number of acres in development
   2) Total gross square footage of all structures
   3) Number of stories on each structure
   4) Indicate number of and square footage of:
      a) Dwelling Units (include the units by the number of bedrooms in each unit – e.g. 10 1-bedroom, 25 2-bedroom, etc)
      b) Office Spaces
      c) Retail Units
      d) Other Spaces
   5) Percentage of lot coverage by:
      a) Structures
      b) Streets & Roads
      c) Parking Areas/Driveways
      d) Recreation Areas
      e) Landscaping
      f) Number of parking spaces
      g) Total square footage of landscaped areas.
      h) Other pertinent information of the proposed development
5. **LEED® Certification –** Indicate whether project will be pursuing LEED® certification.
6. **Submittal Fee**

RECEIVED
OCT 26 2018
City Of Ashland

12/5/18 @ 3pm

October 26, 2018

PRE-APPLICATION CONFERENCE SUBMITTAL

Annexation, Zone Change, Outline Plan Approval,
and Site Design Review for a Performance Standards Subdivision

Subject Property

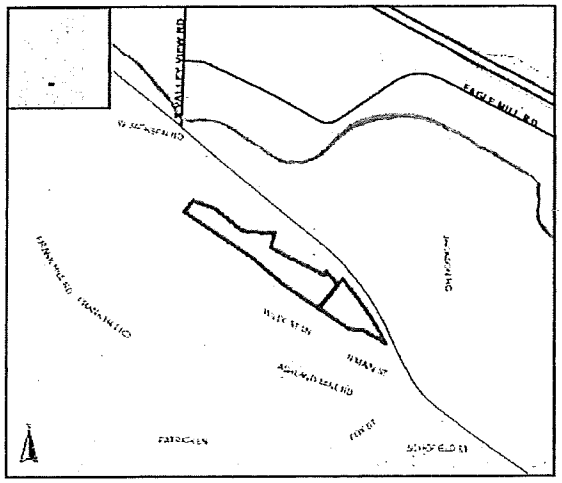
Property Address:	1151 HWY 99 N
Map & Tax Lots:	39S 1E 32 Tax Lots: 1700 & 1702
Comprehensive Plan Designation:	Multi-Family Residential
Zoning:	Jackson County Rural Residential (RR-5)
Adjacent Zones:	Ashland R-1-5; Jackson County RR-5 and Jackson County General Commercial (JCGC)
Tax Lot 1700:	11.81 acres
Tax Lot 1702:	5.06 acres
Total Lot Area:	16.87 acres
Property Owner:	Linda Zare' PO Box 3458 Ashland, OR 97520
Architect / Site Planning:	Gary Caperna PO Box 4460 Medford, OR 97501
Civil Engineering:	Construction Engineering Consultants (CEC) 132 W Main Street, #201 Medford, OR 97501
Land Use Consultation:	Rogue Planning & Development Services 33 N Central Avenue, #213 Ashland, OR 97520

Request:

The request is to Annex the 16.87-acre property into the City of Ashland. To Rezone the property from Jackson County Rural Residential (RR-5) to City of Ashland, Low Density Multiple Family Residential (R-2) and allow for a Site Design Review and Performance Standards Subdivision approval for the development of a 256-unit, studio, apartment complex development. The 256-units are proposed in 32, 8-plex structures, developed in a series of phases, beginning on the southern end of the parcel.

Property Description:

The property proposed for development consists of two parcels, 39 2E 32S; Tax Lot # 1700 and 1702, also known as 1511 Hwy. 99 North. The parcels are on the south side of Highway 99 North (Hwy. 99N). The long and narrow property is bound by Hwy 99 on the north and the commercial business district that abuts Hwy. 99N near the S Valley View Road, West Jackson Road and Hwy. 99N. The Central-Oregon Pacific Railroad tracks abut the rear property line.



Tax lot 1702 is directly adjacent to Hwy. 99 North, much of the property is to the rear of commercial businesses that front upon the highway.

These uses include Anderson Autobody, Paradise Supply, Animal Medical Hospital, and various other commercial uses such as medical offices, restaurant and auto dealerships. These properties are zoned Jackson County General Commercial (GC), and City of Ashland Comprehensive Plan Designation of Commercial.

The properties to south of Tax Lot #1700 are split zoned between City of Ashland, Single Family Residential (R-1-5), and Jackson County Rural Residential (RR-5). The uses are a mixture of Single Family (R-1-.5) and larger, acre rural lots. The properties across Hwy. 99 North are zoned Jackson County Exclusive Farm Use (EFU), and Jackson County General Commercial (GC).

A single-family residence with outbuildings is located at 1151 Hwy. 99 North on subject tax lot 1700. The residence is accessed via the driveway between Paradise Supply, and the Vet clinic, leading to the mini-storage facilities.

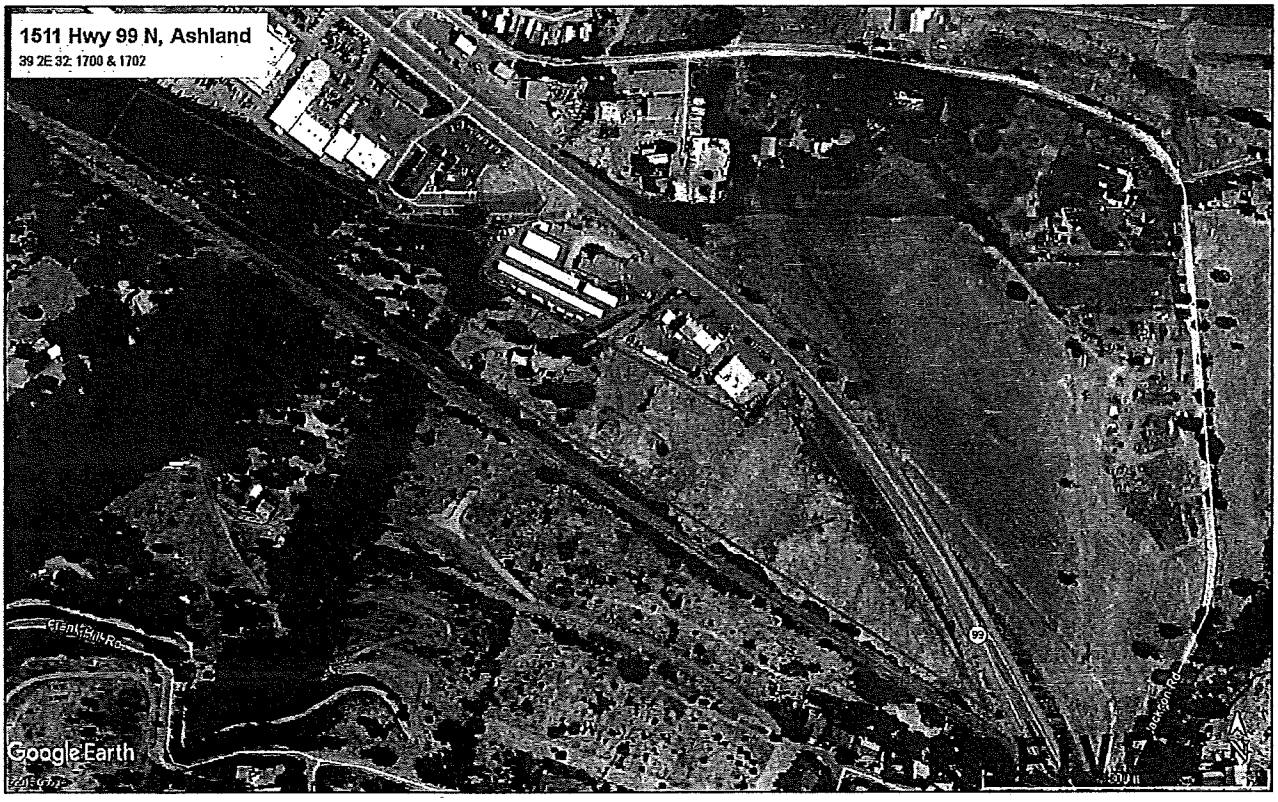
The site has a consistent grade and is moderately sloped, with approximately 10 – 15 percent slope from southeast to northwest. There is a significant grade change on the northwestern half of tax lot 1700, north of the existing residence on the site (behind the El Tapitio, Butler Ford, etc. properties) with approximately 35 percent slope to the northwest.

Other natural features include a riparian drainage, steep slopes, and densely forested hillside with oak trees, and manzanita. This are is to the north of the development area and is not proposed to be impacted by the proposed development.

A small wetland has been identified on Tax Lot 1702. The wetland has been mapped, and the delineation reports have been filed with the Department of State Lands. This wetland does appear to require state regulation and possibly regulation by the Army Corps of Engineers.

Highway 99N is the public street upon which the property fronts. Hwy. 99N is improved with pavement along the property frontage. Highway 99 is part of the Oregon Department of Transportation Highway System. The roadway was recently striped by ODOT for the final lane configuration of the "road-diet". The Road Diet reduced Hwy. 99N to, a single travel lane in each direction of travel, a center turn lane and bicycle lanes. There is a substantial area of right-of-way between the property boundary and the pavement edge of the highway.

The property is served by the Rogue Valley Sanitary Sewer Service District and is within the RVSS District Boundaries. The residence is presently served by Pacific Power. Water service is from a well on the property. A wide easement for the Billings Siphon, a Bureau of Reclamation regulated, Talent Irrigation District operated, Irrigation pipeline transects the property near the shared property line of Tax Lot 1702 and the first commercial business that abuts the property and the Hwy 99N frontage.



OCT 2 6 2018
City Of Ashland

Proposal:

The request is for Annexation and Zone Change to include the 16.87-acre property into the City of Ashland. The annexation allows for the change in zoning designation of the properties from Jackson County Rural Residential, five-acre minimum, to City of Ashland Multi-Family Residential (R-2). The property is adjacent to the City to Ashland R-1-5 zone.

The proposal appears to be consistent with the Comprehensive Plan Policies and Goals as they relate to Urbanization and Housing Standards. The Low-Density Multi-Family Site Design Review and Performance Standards Subdivision standards provide the blueprints for the proposed development layout.

The proposal will demonstrate substantial compliance with the layout, setback and general, conceptual building design from the Site Design and Performance Standards Subdivisions.

The proposed zone change allows for additional land area to provide additional land area within the City of Ashland for new housing inventory. Due to the request for annexation and zone change, the development of affordable housing is also provided for in the proposal.

The proposal has been designed in a manner which retains and enhances the sites significant natural features, including tree preservation, riparian preservation, and wetlands enhancement. The proposal preserves substantial areas of open spaces.

A portion of the property has slopes of more than 35 percent, nearly five-acres to the northwest of the residence at 1511 Hwy 99N. These slopes will be considered Hillside Lands and Severe Constraint land and will be subject to the standards from the Physical and Environmental Constraints Section of the code (AMC 18.3.10.110). The proposed development layout largely avoids any areas of more than 25 percent slopes. The property will also be included into the City of Ashland Fire Protection areas, including removal from Fire District 5 and Wildfire Land Overlay.

Zoning:

The proposed zoning as Low Density, Multi-Family Residential, R-2 is consistent with the Comprehensive Plan Designation of the property. The property has a combined acreage of 16.87 acres. The property has a potential base density of 227 units that are greater than 500 square feet in gross habitable floor area.

There are various density measures found within the code that allow for additional units beyond the minimum density. These include increases to the base density through the provision of units less than 500 square feet, increases in Conservation Housing standards, Affordable Housing (beyond what is required by Annexation ordinance), additional open space areas, and the installation of major recreational facilities and provision of additional, dedicated affordable units beyond the required 25 percent. It is possible to increase minimum density by up to 60%.

The Annexation standards require 25 percent of the base density proposed as restricted, dedicated, affordable housing. With the potential density of 227 units, 56 of the units are required to be affordable at 100% Area Median Income.

The proposal is for 256 units that are less than 500 square feet of GHFA. This is equivalent to 192 units, less than the minimum allowed density.

Development Proposal:

The proposal is for 32, two-story structures with eight, one-bedroom / studio units, for a total of 256 dwelling units. Each unit is proposed to be less than 500-square feet in area. The structures are proposed to be modern design that captures the amazing valley views. The proposed exterior elevations utilize a combination of rooflines, shape, form, sense of entry, and material choices that are reflective of the surrounding neighborhood which includes residential and commercial uses. The design proposes for the buildings to have the façade broken into smaller elements using reveals, recesses, trim, window sizes and locations, more than one door styles, entry location and design.

The property is at the gateway to Ashland and will have a substantial impact on the "view" as one enters town. The proposed building design is one that is timeless and not of anyone architectural period, but seeks to create a pleasant, unobtrusive layout and design that will not detract from the natural beauty, but, will enhance it through required on-site and off-site improvements.

Vehicle parking lots divided into smaller areas are proposed near the residential units. The parking areas will be designed in a manner consistent with the standards for Parking Lot Construction and Design. It is anticipated that the surface areas will be treated through a series of bioswales and underground storage systems.

Secure bicycle parking will be provided for near the entry of each eight-plex. A storage room, locker or similar is the preferred method to preventing bicycle theft.

A large, recreational open space is roughly centered in the development. Due to the location of the Billings Siphon, a large irrigation line that cannot have permanent structures, the open space is a top the area that cannot be "developed". To the northwest of the present single-family residence location, a series of trails exist through the Oak savannah area, these trails may be enhanced to provide a more natural alternative to the recreational open space.

The property attempts to achieve a "grid" system to the extent feasible. The subdivision standards seek a gridded street system that provides connectivity to the other streets in the vicinity. Due to the physical barriers of the railroad tracks (additional railroad crossings prohibited) and the topography of the subject and adjacent properties (more than 15 percent slopes), connection to streets such as North Main Street, Wild Cat Lane, Ashland Mine Road, and Frank Hill are impossible. There are no streets to the north, across the Highway that could be physically connected. To the west and northwest of the site, the topography and adjacent development prevent a gridded street system. Due to the location and the nature (apartment complex, not destination) limits traffic into and out of the development to tenants, visitors and traffic for the complex itself, not through traffic.

The proposed layout utilizes the existing driveway that provides easement to access the single-family residence at 1511 Hwy 99N, and an approved driveway access from Hwy 99N to the east of the eastern

most commercial business driveway on Hwy 99N (Anderson Autobody). The driveway locations are limited due to spacing standards, vision clearance standards and the proximity to the railroad trestle overpass. The proposed layout utilizes the approved driveway access to the site from the Hwy. 99N right-of-way. The approved access is near the wetland (topographically and ODOT approved) and chase the grade to get the vehicles to the more level areas of the property. The wetland impacts will be mitigated for. A professional, Wetlands Biologist is part of the project team and will provide guidance that conforms to local and state laws regarding impacts to protected wetlands.

Street Improvements:

Elements from the standards for public street design such as benches, residential standard pedestrian street lights, street trees, and concrete sidewalks will be installed along the driveway and in the parking area to enhance the living environment for the tenants.

There are areas of steep slopes with drainages and physical barriers adjacent to Hwy 99N where street improvements will not be able to meet City Standards. For instance, the Highway was converted from a four-lane (consistent with Avenue Standards), to a two-lane with turn lane and bicycle lanes (not consistent with City of Ashland Standards). The property owner is not able to alter the lane configurations of the Highway.

The City standards seek for seven-eight-foot landscape park row and six to eight-foot wide sidewalk along the residential portion of the property frontage, and improvements for ¼ mile beyond the property boundaries.

Only a portion of the property has frontage along the Highway, and the ¼ mile distance from the south edge of the property is the railroad trestle overpass. The width of the highway is restricted to the single travel lane and shoulder / bike lane within the overpass. There is not a safe pedestrian route under the overpass and additional right-of-way cannot be provided to add a safe pedestrian route under the overpass.

The north half of the property does not abut the Hwy. 99N right-of-way but is to the rear of the commercial businesses that are directly adjacent to the road. Hwy. 99N right-of-way varies due to recent property sales of portions of the ODOT right-of-way to adjacent land owners. The condition of the unpaved portions of the right-of-way where sidewalk and park row would be located also varies. Tax Lot 1702, where the property line abuts the Hwy. 99N right-of-way is level and could accommodate street improvements that comply with the standards for sidewalks and park row. Along the commercial business frontages, there is open ditch and some substantial grade change. The northern, approximatly 1,800-feet of property "frontage" along the highway, in front of the commercial businesses, and extending past the property to the intersection of West Valley View Road and Hwy. 99N., is a six-foot, curbside sidewalk.

Due to the physical constraints along the highway, the mix of existing zoning types and uses consistent with the Jackson County General Commercial, the future Comprehensive Plan Designation, and

jurisdictional overlaps, the applicants will need to seek some form of relief to the standards due to the various divisions of regulation (ODOT, Jackson County, and City of Ashland) and national standards for highway development.

The applicants will consult with Planning Staff, the Public Works Department, Oregon Department of Transportation, the project Traffic Engineer and the project Civil Engineers to determine the best method for public improvements while taking into consideration the difficulties that are present along to the property's frontage.

The applicants have been in communication with Paige West from Rogue Valley Transit District and with the lack of a safe crossing for North bound bus traffic from the north side of the highway across the travel lanes where site distances are limited is a safety concern. Tt is unlikely a new bus stop could be located nearer the property frontage than the existing stops nearer the West Valley View Road intersection. Further research on this issue is needed. The property owner and applicant's see a great value in installing or improving the access and functionality of the RVTD facilities.

A traffic impact analysis has been performed on the property. Some amendemnts will be necessary to address revisions since its completion, but the summary finds that the proposed development will not cause any of the studied intersections in the impact area to fall below ODOT and City of Ashland thresholds. TPR findings will be provided with the proposal to address the concerns raised by ODOT.

Utilities:

The proposed development will extend most City infrastructure to service the parcels, excepting Sanitary and Storm Sewer Services. City of Ashland, Electric, Water, Fire and Police protection are able to be provided for to the property.

Electric: The property is presently served by Pacific Power. With the proposed development, the property will be served by the City of Ashland Electric infrastructure. There is presently low-voltage, City of Ashland Electric near the site that provides power to the street lights and landscape lights in and near the center island on either side of the railroad trestle overpass. The City of Ashland electric service lines will be provided in or adjacent to the Highway to provide adequate infrastructure to serve the proposed development and future development in the vicinity.

Water: Water lines to service the property will be extended to the property. Though on the TAP waterline and very close in proximity to the TAP pump station, the property is unable to utilize this water service. Adequate line sizes will be provided for on the site to provide adequate water pressure for residential and fire suppression systems.

Sanitary Sewer Service: The property is within the Rogue Valley Sanitary Sewer Service District boundary. The existing site is connected to the RVSS system. Within Hwy 99N right-of-way, due north of the subject property, the end of the 8-inch RVSS main line is located within the Hwy. According to the Engineers with the RVSS, the property is required to connect to RVSS due to its location within their

district boundaries. It appears that this will necessitate a Variance to AMC 18.4.6 and possibly a legal review of the following City of Ashland Charter language.

City of Ashland City Charter
ARTICLE 16 Miscellaneous Provisions
Section 1. *Public Utilities - Water Works The City of Ashland, a municipal corporation, shall have the power to provide the residents of said City with such services as water, sewer, electric power, public transportation and such other public utilities as the people desire by majority vote; and to exact and collect compensation from the users of such public utility; provided, however, that any and all water and water works and water rights now owned or which may hereafter be acquired by said City, for the purpose of supplying the inhabitants thereof with water shall never be rented, sold or otherwise disposed of; nor shall the City ever grant any franchise to any person or corporation for the purpose of supplying the inhabitants of said City with water.* (Emphasis Added)

It is the project team's opinion, that the section of Charter language provide above does not require that the City of Ashland be the provider of all utilities, including transportation, except for water service. Though the Charter language speaks to water, sewer, electric power and public transportation, and that City shall have the power to provide said utilities, it is only specific to the provision of water service and that the City shall be acquired by the City. This does not appear to be the case for transportation, and it appears questionable that the requirement to require connect to the City's sanitary sewer system is the only option when in fact the property is within a separate sanitary sewer jurisdiction and major facilities for that jurisdiction are within 50-feet of the project boundary. Based on the publicly available maps regarding the City's sanitary sewer infrastructure is more than ¼ of a mile away and substantially uphill from the property requiring major expense and mechanical pumping. This is a physical and financial barrier that must be addressed.

Furthering the applicant's question as to validity of the Charter language, the text also appears to speak to requirement of a majority vote by the people for the provision of services, this is also not the case with Annexation, so the entire paragraph must be reviewed.

Based on the most current available data, it appears that based on the Buildable Lands Inventory and the increases in development of Multi-Family Housing is still falling short of the City's need to provide adequate land area to provide for five-year supply of vacant, multi-family zoned propoerty. Utilizing the date provided in the 2012 Housing Needs Analysis, it appears that at that time the City had less than a five-year supply and additional land area is necessary.

There are additional details to work out and neighborhood meetings to be held, but the project team believes the proposal is approvable and additional housing units necessary to address current and near future demands is necessary to provide identified, needed housing types.

Thank you for your consideration.

Attachments:

A) Comprehensive Plan Map
B) Utility Maps
C) Preliminary Subdivision Map
D) ALTA Survey Map

CITY OF
ASHLAND
COMPREHENSIVE PLAN MAP

- Commercial
- Downtown
- Employment
- Industrial
- Health Care
- Low Density Residential
- Single Family Residential
- Multi-Family Residential
- High Density Residential
- Suburban Residential
- Single Family Residential Reserve
- North Mountain Plan
- Airport
- Southern Oregon University
- Woodland
- City Parks
- Conservation Areas
- City Limits
- Urban Growth Boundary

Mapping is schematic only and bears no warranty of accuracy. All features, structures, facilities, easement or roadway locations should be independently field verified for existence and/or location.

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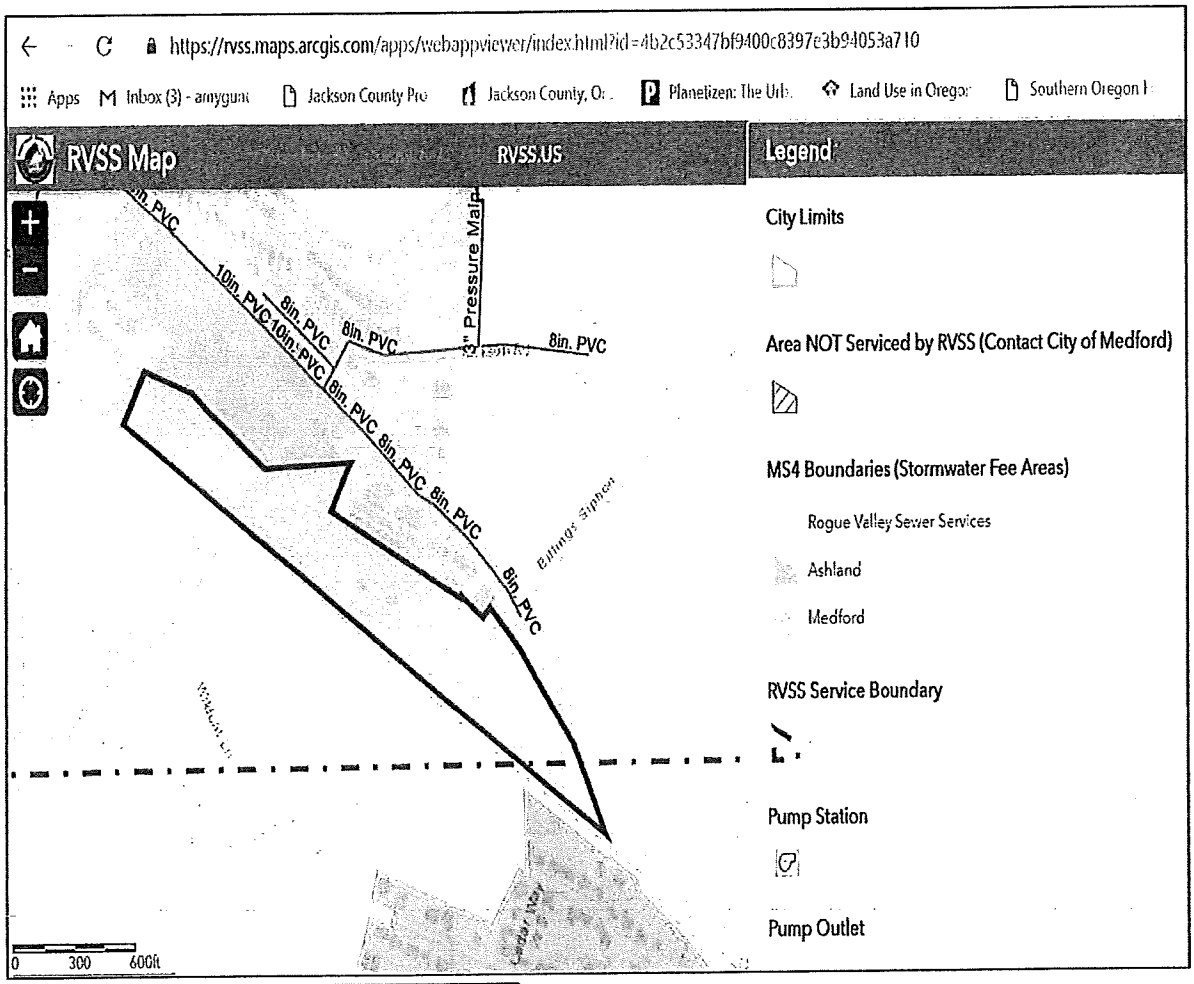

RVSS District Boundary Map

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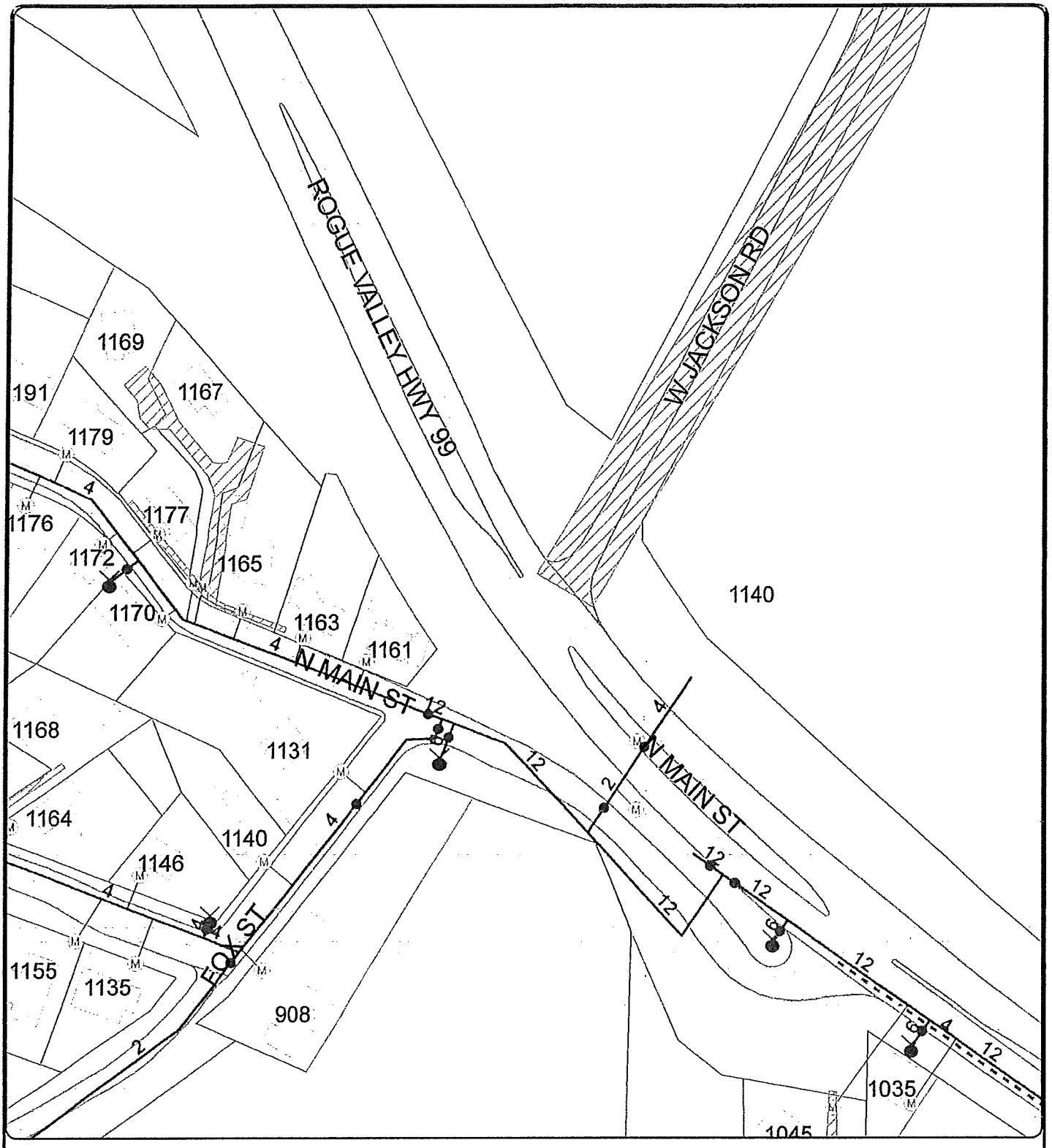

N. Main Street Water Information

Date: 10/10/2013

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1:1,500
1 inch = 125 feet

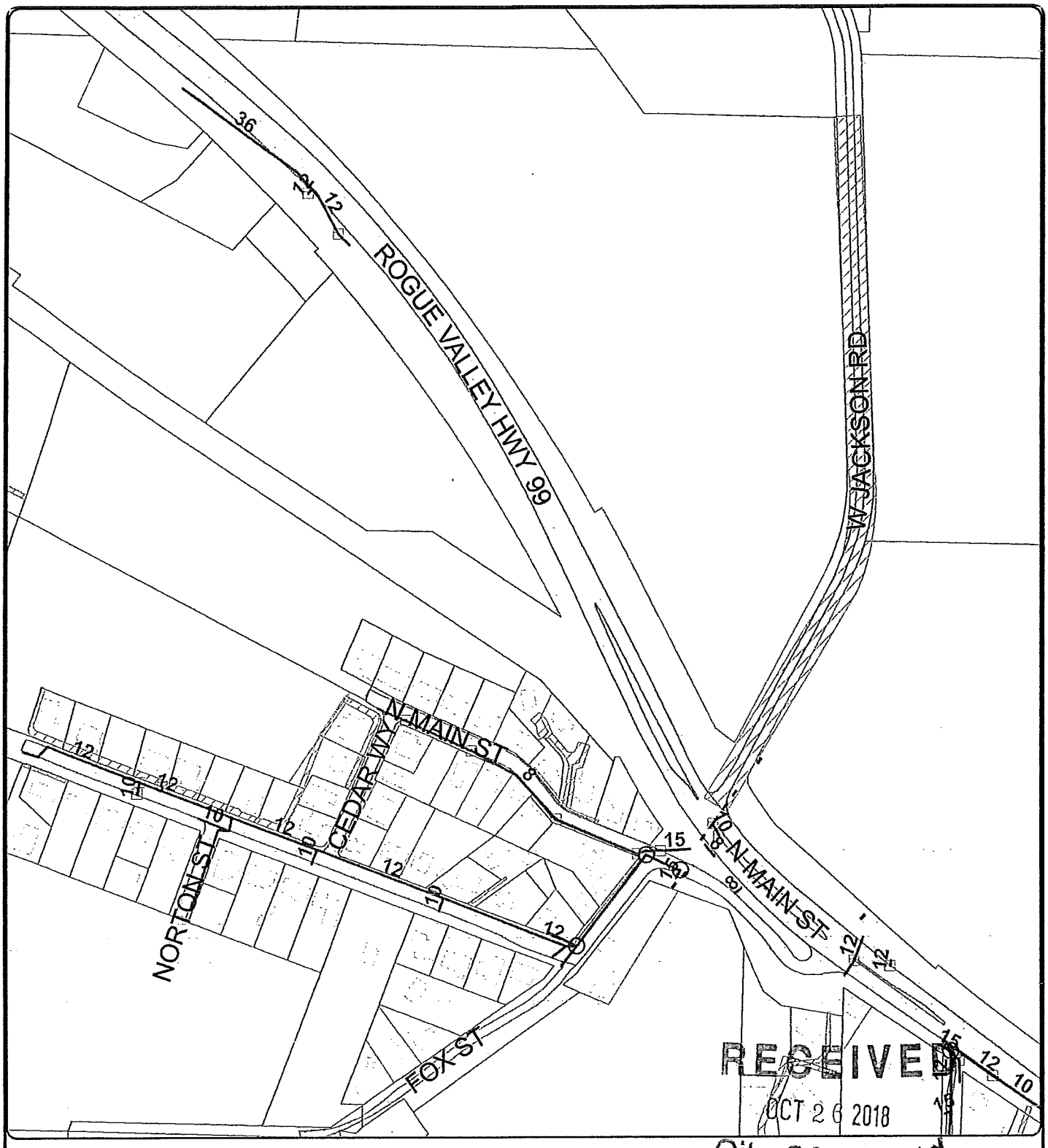
Mapping is schematic only and bears no warranty of accuracy.
All features, structures, facilities, easement or roadway locations should be independently field verified for existence and/or location.

Hydrant
Sanitary Sewer Utility features
Electric features
Storm Water Utility features
Water Utility features

Public Utility Easement

Legend

Taxlots
Building
Streets



N. Main Street
Storm Drainage Information

Date: 10/10/2013

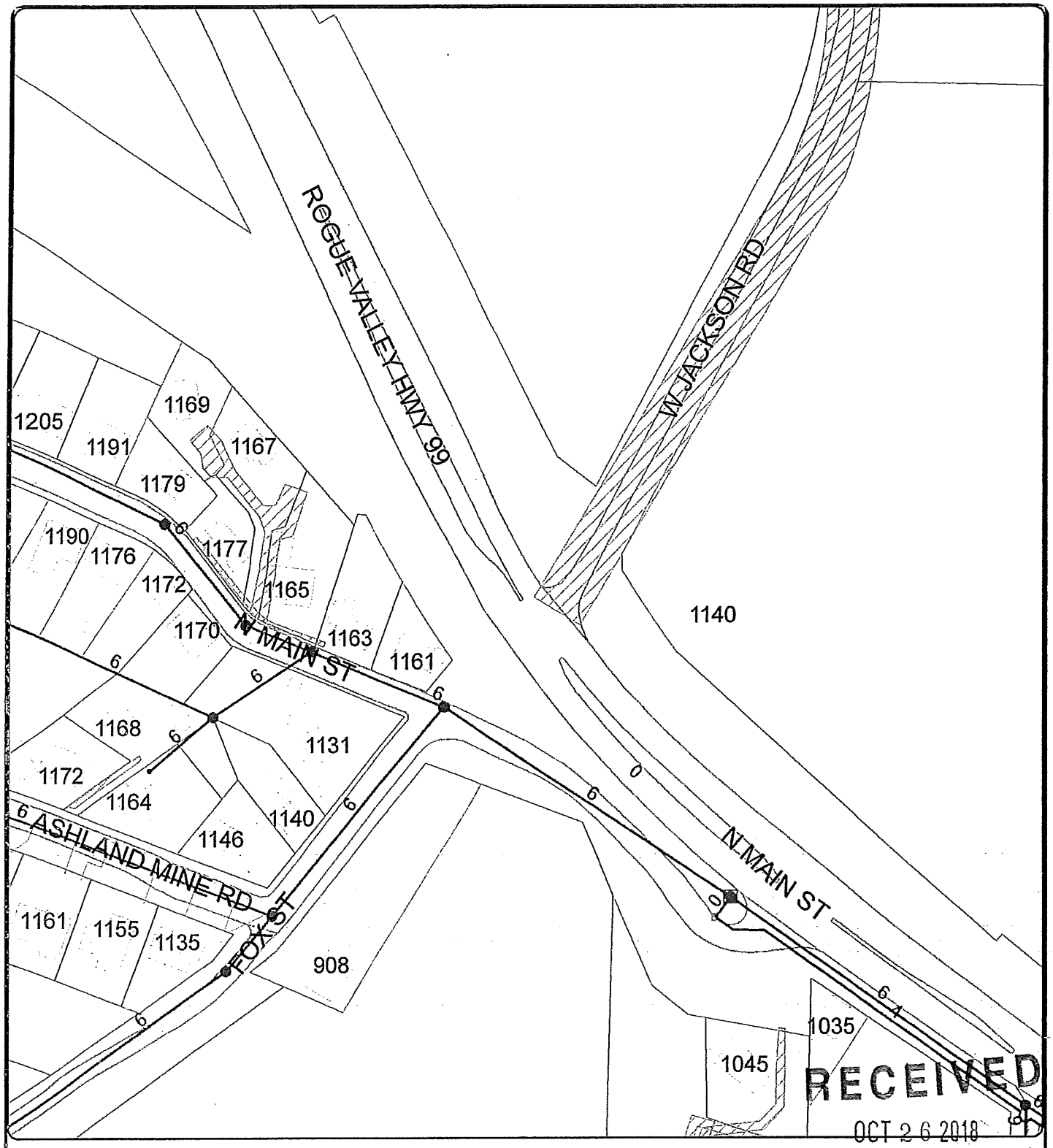
1:3,600
1 inch = 300 feet

Mapping is schematic only and bears no warranty of accuracy.
All features, structures, facilities, easement or roadway locations
should be independently field verified for existence and/or location.

- Hydrant
- Sanitary Sewer Utility features
- Electric features
- Storm Water Utility features
- Water Utility features
- Public Utility Easement

Legend

- Taxlots
- Building
- Streets



N. Main Street
Sanitary Sewer Information

Date: 10/10/2013

1:1,800
1 inch = 150 feet

Mapping is schematic only and bears no warranty of accuracy.
All features, structures, facilities, easement or roadway locations
should be independently field verified for existence and/or location.

Hydrant
Sanitary Sewer Utility features
Electric features
Storm Water Utility features
Water Utility features

Public Utility Easement

Legend

Taxlots
Building
Streets

TRAFFIC IMPACT ANALYSIS

Casita Residential Development

May 24, 2018

160 Madison Street, Suite A
Eugene, Oregon 97402
541.513.3376

SANDOW ENGINEERING

EXECUTIVE SUMMARY

This report describes the Traffic Impact Analysis findings prepared for the proposed Casita Residential development, located along Rogue Valley Highway north of Ashland, Oregon. The property can be found on Tax Lots 1700 and 1702 on Assessor's Map 38-1E-3. The subject property is in Jackson County, within the Urban Growth Boundary (UGB) of Ashland, Or. The project will require annexation into the City of Ashland, along with a zone change. The current zoning is Rural Residential (RR-5). The applicant is requesting a change to High Density Multi-Family Residential (R-3). One single family residence currently occupies the site.

The applicant is proposing 251-unit Multifamily residential units for the site. Access to the site will be from Rogue Valley Highway (Highway 99). The proposed development is the worst case for the proposed zone change.

The analysis evaluates the operation during the AM and PM peak-hours. Study area intersections are shown below:

- Rogue Valley Highway at S. Valley View Road
- Rogue Valley Highway at Jackson Road
- Main Street at Jackson Road
- Maple Street at Main Street
- Wimer Street at Main Street
- Project Access at Rogue Valley Highway

Findings

The analysis concludes the following findings:

- Analysis shows all studied intersections will meet the mobility standards though the Year 2019 with the addition of development traffic.
- The addition of development traffic will not substantially increase queueing conditions over the background conditions.
- All site driveways are projected to operate safely and efficiently.
- It is recommended that Highway 99 be restriped to include a left turn lane for entering vehicles into the site access.

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APPENDIX G: QUEUEING ANALYSIS OUTPUT
APPENDIX H: SITE ACCESS

1.0 INTRODUCTION

1.1 SITE INFORMATION

This report describes the Traffic Impact Analysis and findings prepared for the proposed Casita Residential development. The development site occupies Tax Lots 1700 and 1702 on Assessor's Map 38-1E-32; located on Rogue Valley Highway North of Ashland, adjacent to Anderson Autobody. The subject property is in Jackson County, within the Urban Growth Boundary (UGB) of Ashland, Or. The project will require annexation into the City of Ashland, along with a zone change. The current zoning is Rural Residential (RR-5). The applicant is requesting a change to High Density Multi-Family Residential (R-3). One single family residence currently occupies the site. Figure 1 illustrates the site location. A site plan is provided in Appendix A.

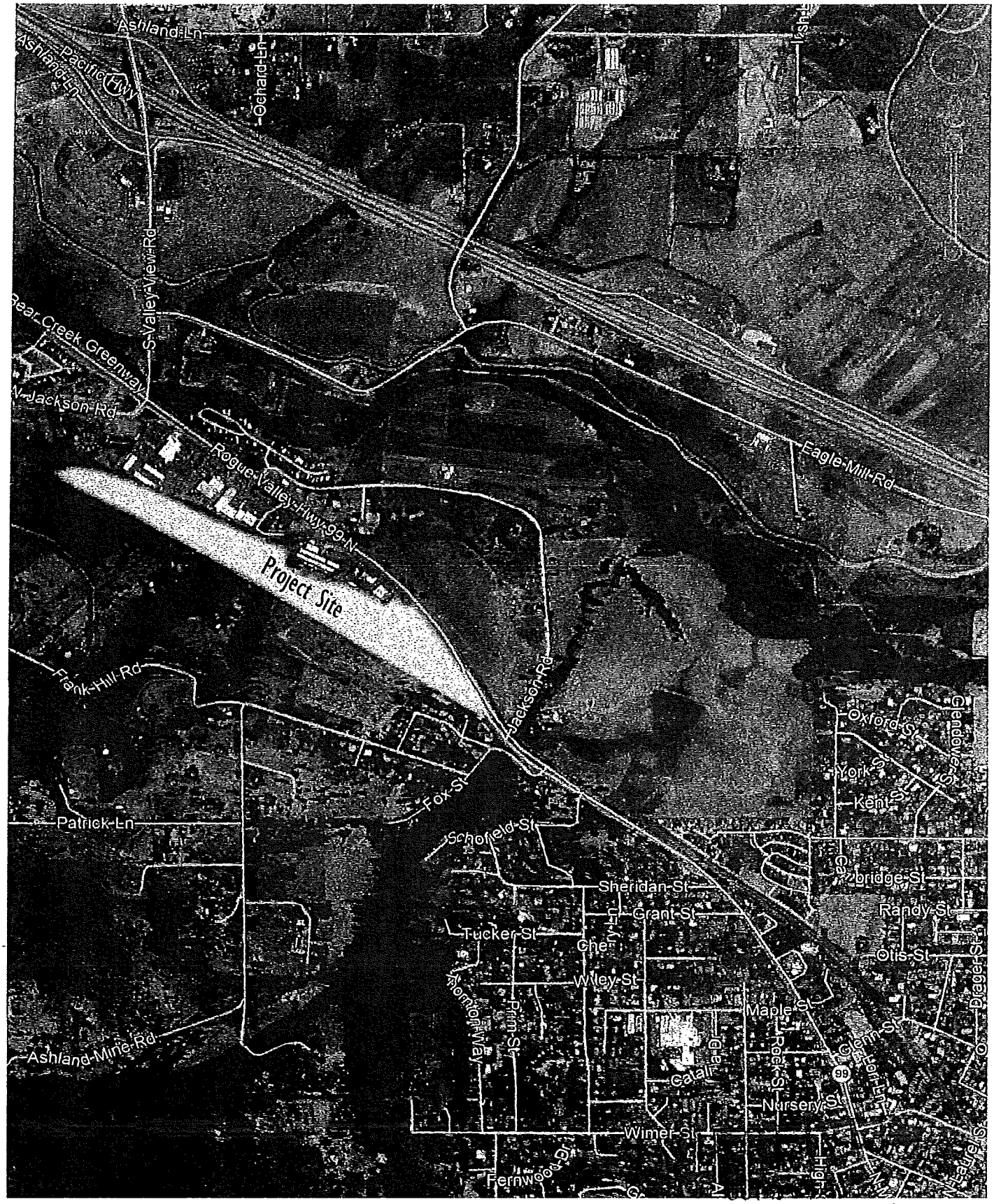
A 251-unit Multifamily residential complex is proposed, with access from Rogue Valley Highway (Highway 99). The proposed development is expected to generate 1,857 daily vehicle trips with 114 occurring during the AM peak hour, and 134 in the PM peak hour.

1.2 ANALYSIS SCOPE

The traffic study is completed according to City of Ashland and Oregon Department of standards and criteria. The Scope of Work, coordinated by Sandow Engineering, ODOT and the City of Ashland is in Appendix B. The scope establishes evaluation criteria for off-site impacts. Based on the work scope of work the studied intersections are:

- Rogue Valley Highway at S. Valley View Road
- Rogue Valley Highway at Jackson Road
- Main Street at Jackson Road
- Maple Street at Main Street
- Wimer Street at Main Street
- Project Access at Rogue Valley Highway

Operational analysis was performed at the studied intersections during the weekday AM and PM peak hours of the system for the existing year (Year 2018), the year of opening (Year 2019). Analysis was also performed for the PM peak hour at the end of the planning horizon (Year 2034) with and without the proposed development.



Casita Subdivision Ashland, Oregon	City Of Ashland Figure 1. Site Location

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2.0 EXISTING ROADWAY CONDITIONS

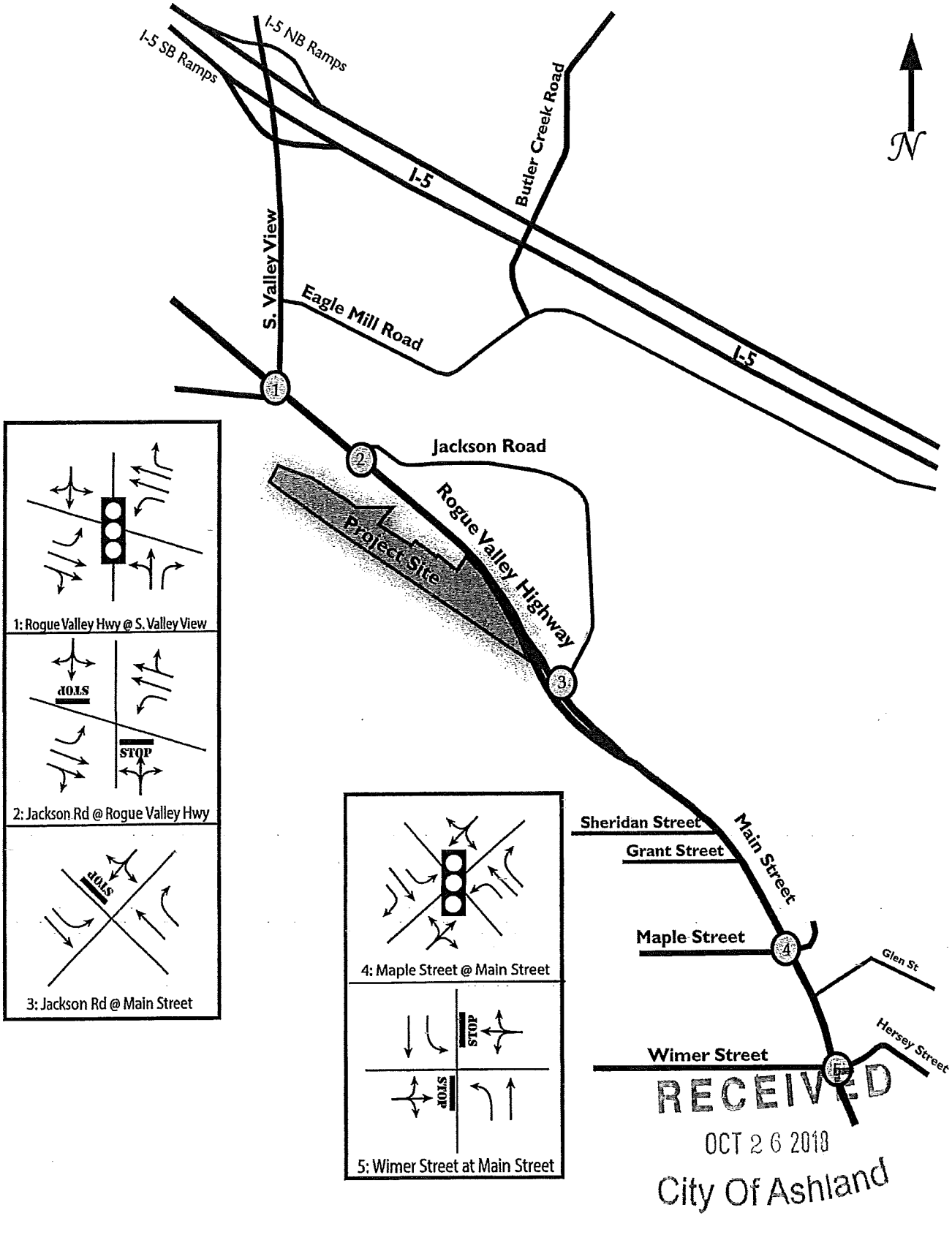
2.1 STREET NETWORK

Streets included within the study are Rogue Valley Highway/N. Main Street, S. Valley View Road/W. Jackson Road, and Maple Street. The project site is on the southwest side of Rogue Valley Highway adjacent to Anderson Autobody. Table 1 illustrates the roadway characteristics within the study area.

TABLE 1: ROADWAY CHARACTERISTICS WITHIN STUDY AREA

Characteristic	Rogue Valley Hwy Main Street	S. Valley View Rd	Jackson Rd	Maple Street	Wimer Street
Functional Classification	District Highway Boulevard	ODOT Connector Road	Jackson County Local Road	Avenue	Avenue
Posted Speed	25- 45 mph	35 mph	Unable to find	25 mph	25 mph
Lanes per Direction	1-2	1	1	1	1
Center Left Turn Lane	Yes	North of Eagle Mill Road	No	No	No
Restrictions in the Median	No	No	No	No	No
Bikes Lanes Present	On Main Street	No	No	Marked Bike Route W/O Lanes	East Side
Sidewalks Present	Intermittent	No	North End Only	Yes	Yes
Transit Route	Yes	No	No	No	No
On-Street Parking	No	No	No	Intermittent	Intermittent

Figure 2 illustrates the study area intersection locations, intersection geometry, and access control.



Casita Subdivision Ashland, Oregon	Figure 2: Lane Configurations and Control

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2.2 CRASH ANALYSIS

A crash investigation was performed for the study area intersections. A crash investigation was performed for all study area intersection. The analysis investigates crashes that have been reported to the state for the most recent 5 years, 2012-2016, to determine a crash rate in crashes per million vehicles entering the intersection and the types of crashes that occurred. For ODOT facilities the crash rate is compared to the statewide 90th percentile crash rate of 0.293 crashes/million entering vehicles, for facilities for this type. If the calculated crash rate exceeds the 0.293 crashes/million entering vehicles or there is a high percentage of a certain crash type, the location should be investigated for further mitigation measures.

For City of Ashland facilities, the crash rate is compared to a standard threshold of 1.0 crashes/million entering vehicles. If the calculated crash rate exceeds the 1.0 crashes/MEV or there is a high percentage of a certain crash type, the location is investigated for further mitigation measures.

No crashes were reported at the intersections of Main Street at Wimer Street or Main Street at Jackson Road. Table 2 summarizes crash information and crash rates.

TABLE 2: INTERSECTION CRASH RATES

Location	# of Crashes	Types of Crashes						ADT	Crash Rate*
		Head	Rear	Angle	Turn	Other	Ped/Bike		
Rogue Valley Highway @ S. Valley View Road	7	0	5	0	1	1	0	16,800	0.23
Rogue Valley Highway @ Jackson Road	2			1	1			16.800	0.07
Main Street @ Maple Street	10	0	8	0	1	1	0	17,200	0.32

*(crashes/million entering vehicles)

No fatal crashes were reported at the study intersections during the 5-Year Period. As illustrated in Table 2, all the studied intersections have a crash rate lower than the threshold; therefore, no further investigation or mitigation is required.

Seven accidents occurred at the intersection of S Valley View Road at Rogue Valley Highway; three were resulted in property damage only (PDO) and four resulted in injury. The injury accidents were caused by a left-turn in front of oncoming traffic and failure to avoid stopped vehicle. The PDO accident were attributed to following too closely and failure to avoid stopped vehicle. All accidents occurred in years 2012 thru 2015 when the intersection was limited to three legs. No accidents occurred in 2016 after a fourth leg was added and traffic signal was upgraded. The results of the crash analysis are provided in Table 3.

Of the ten collisions at the intersection of Main Street at Maple Street, four were injury accident and 6 resulted in PDO. The four injury accidents were attributed to following too closely, failure to avoid stopped vehicle and careless driving. The PDO accidents were caused by following too closely, failure to

avoid stopped vehicle and an animal in the road. Two injury accidents occurred at Jackson Road and Rogue Valley Highway. Accidents were caused by following too closely and failure to yield ROW.

3.0 TRAFFIC VOLUMES

3.1 INTERSECTION COUNTS

As part of the analysis, weekday AM and PM peak hour turning movement counts were collected at the study intersections. The traffic counts were taken by Southern Oregon Transportation Engineering. The intersection of Maple Street and Main Street was counted on September 29, 2016 and October 25, 2016, and Wimer Street at Main Street was counted October 27, 2016.

Turning movement counts illustrate the AM peak hour is from 8:00 AM to 9:00 AM and the PM peak hour occurs from 4:30 PM to 5:30 PM Existing AM and PM traffic volumes are shown in Figure 3. The traffic count data is included in Appendix D.

3.2 FUTURE YEAR BACKGROUND VOLUMES

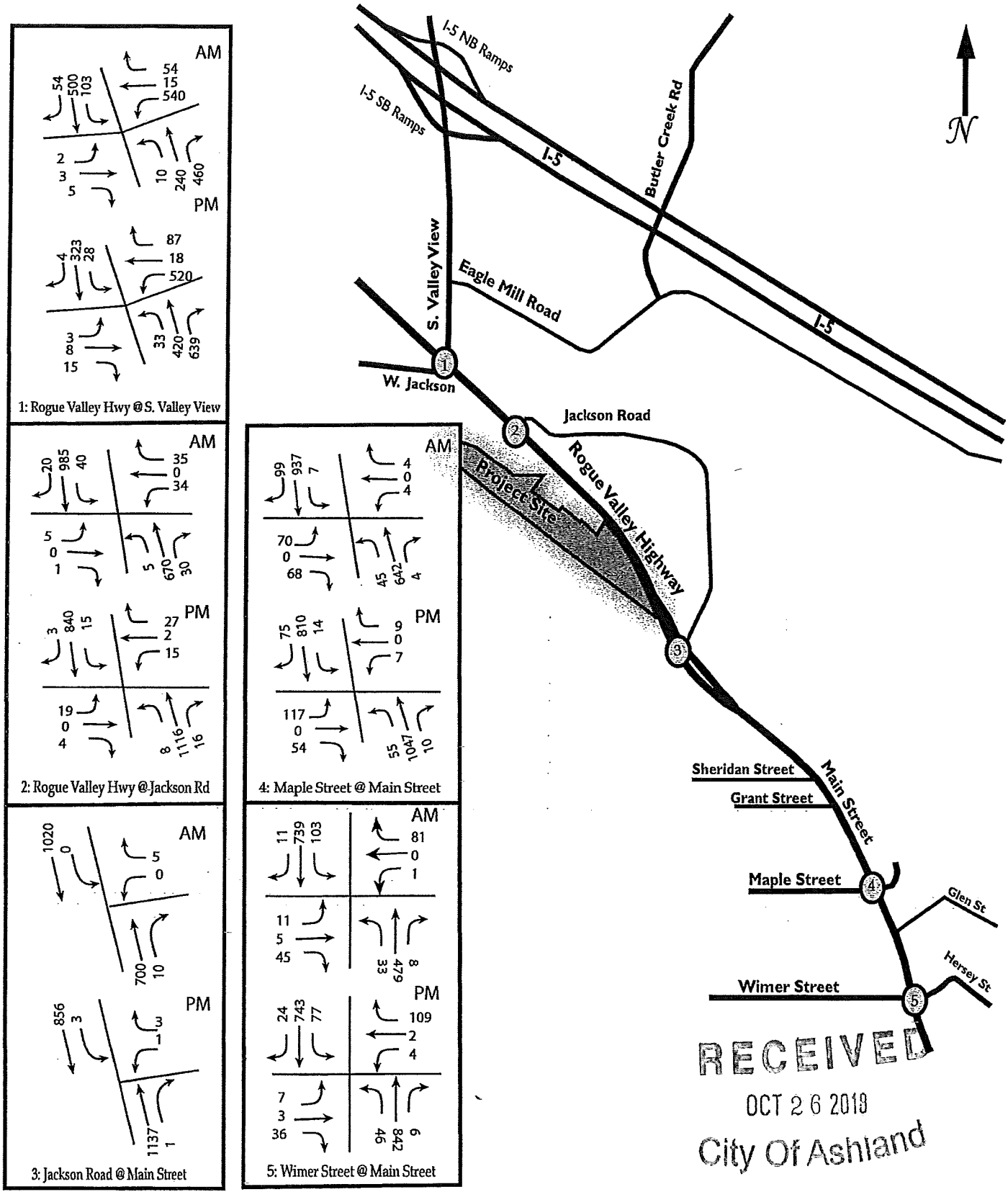
Analysis was completed for year of completion (2019) and the end of the planning horizon (2034). Consistent with traffic impact analysis criteria the intersections were evaluated for years 2019 and 2034. with and without the development. To account for naturally occurring traffic increases between the count year and future analysis year, an annual growth rate was applied. Based on information within the City of Ashland's *Transportation System Plan,* the overall average growth rate per year expected at the intersections of Rogue Valley Highway at S. Valley View and Maple Street at Main Street is 1.2% per year.

The 1.2% per year growth rate per year was applied to the existing traffic counts to obtain future background traffic volumes. Background volumes do not include traffic from the proposed development. The resulting AM and PM peak-hour background volumes are shown in Figure 4. Appendix E contains the traffic volume development calculations.

4.0 DEVELOPMENT TRAFFIC

4.1 TRIP GENERATION

The trip generation for the development was estimated using information contained within the ITE Trip Generation Manual 9th Edition. The site trips are estimated using the data provided for Land Use 220 Multifamily Housing (Low-Rise). The site generated trips for the AM and PM peak hour trips are illustrated in Table 3.



Casita Subdivision Ashland, Oregon	Figure 3: AM/PM Existing Traffic Volumes

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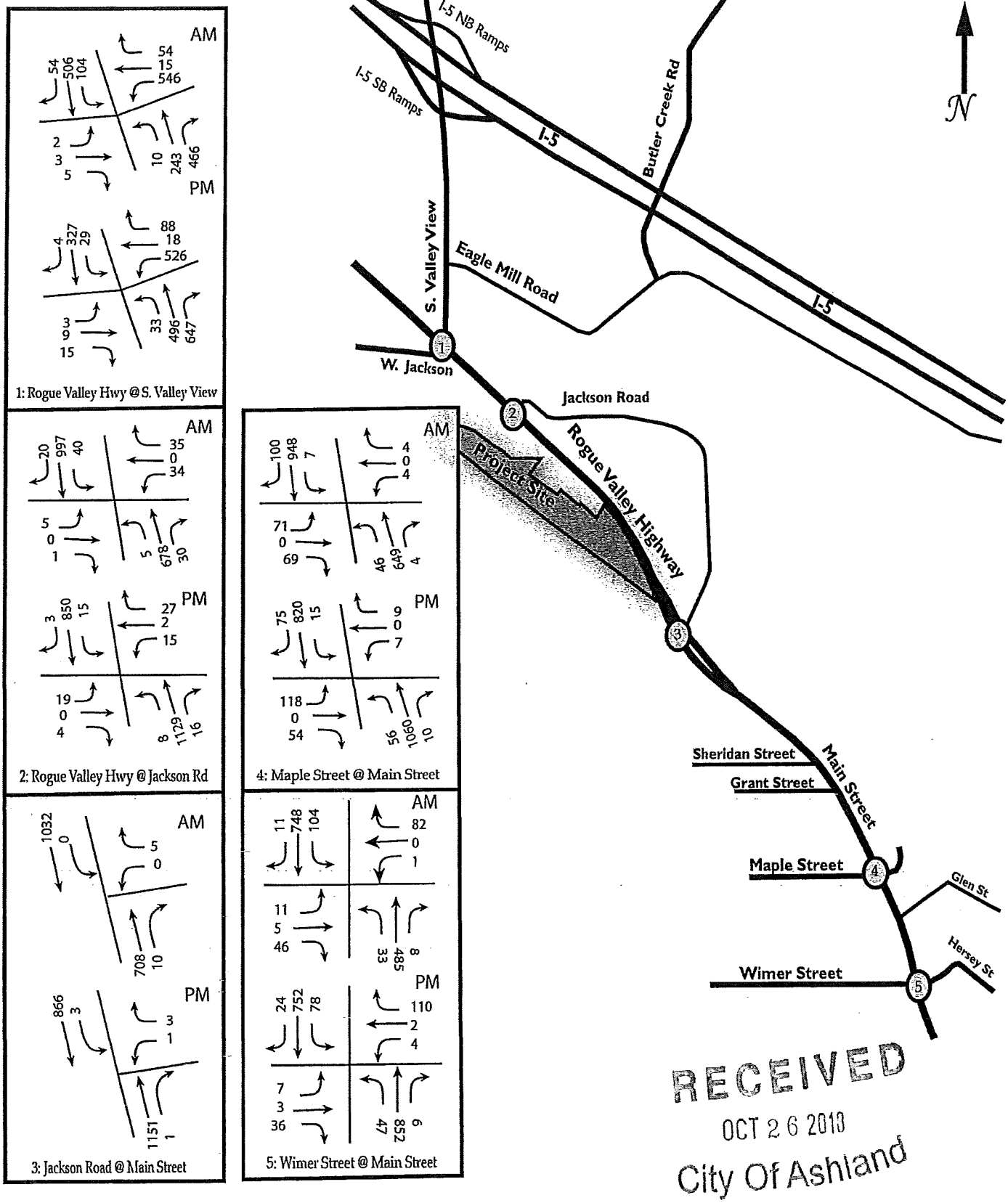

Casita Subdivision Ashland, Oregon	Figure 4: 2019 Background Traffic Volumes

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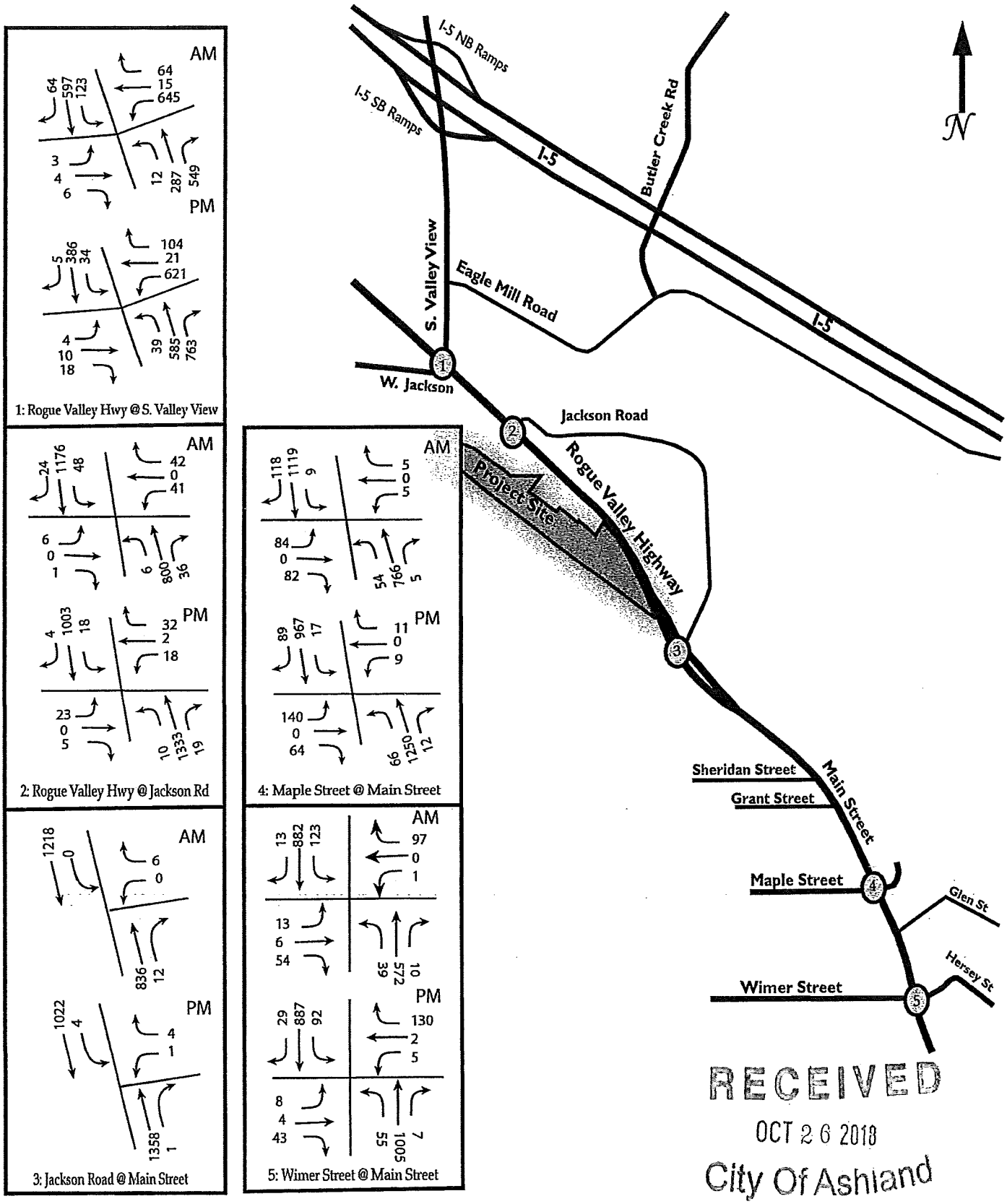

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Casita Subdivision Ashland, Oregon	Figure 5: 2034 Background Traffic Volumes

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TABLE 3: TRIP GENERATION

ITE Land Use	Size	Unit	Trip Generation					
			Rate	Trips	% In	% Out	Trips In	Trips Out
220 Low-Rise Residential AM	251	DU	Ln T = 0.95 Ln(x) -0.51	114	0.23	0.77	26	88
220 Low-Rise Residential PM	251	DU	Ln T = 0.89 Ln(x) -0.02	134	0.63	0.37	84	50

The proposed redevelopment is expected to generate 1,857 Daily trips with 114 occurring during the AM peak hour, and 134 in the PM peak hour. The planned development is considered the worst case for the proposed zone change.

4.2 TRIP DISTRIBUTION

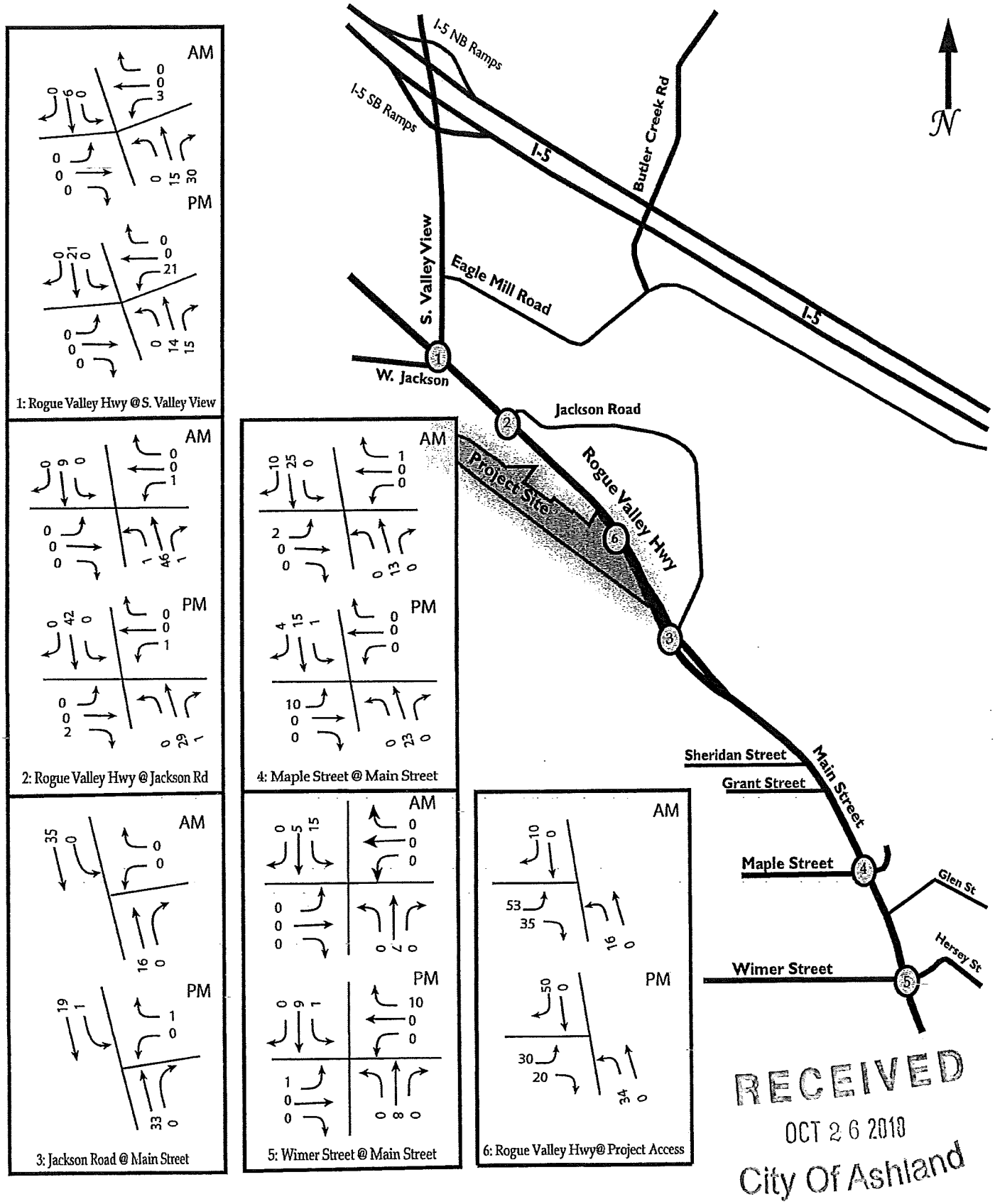
The development trips were distributed though the study area network using the existing observed travel patterns as a base with modifications as per reasonable origins and destinations. The trip distribution is as follows:

- 40% to/from the South via Rogue Valley Highway
- 35% to/from the North via Rogue Valley Highway
- 25% to/from I-5

The development trips assigned to the study area intersections are illustrated in Figure 6.

4.3 BUILD-OUT TRAFFIC VOLUMES

The proposed development trips were added to the Year 2019 and year 2034 background traffic volumes to represent the build conditions. Figure 7 depicts Year 2019 AM and PM peak-hour build condition traffic volumes. Figure 8 depicts Year 2034 PM peak-hour build traffic volumes.



Casita Subdivision Ashland, Oregon	Figure 6: Development Traffic Volumes

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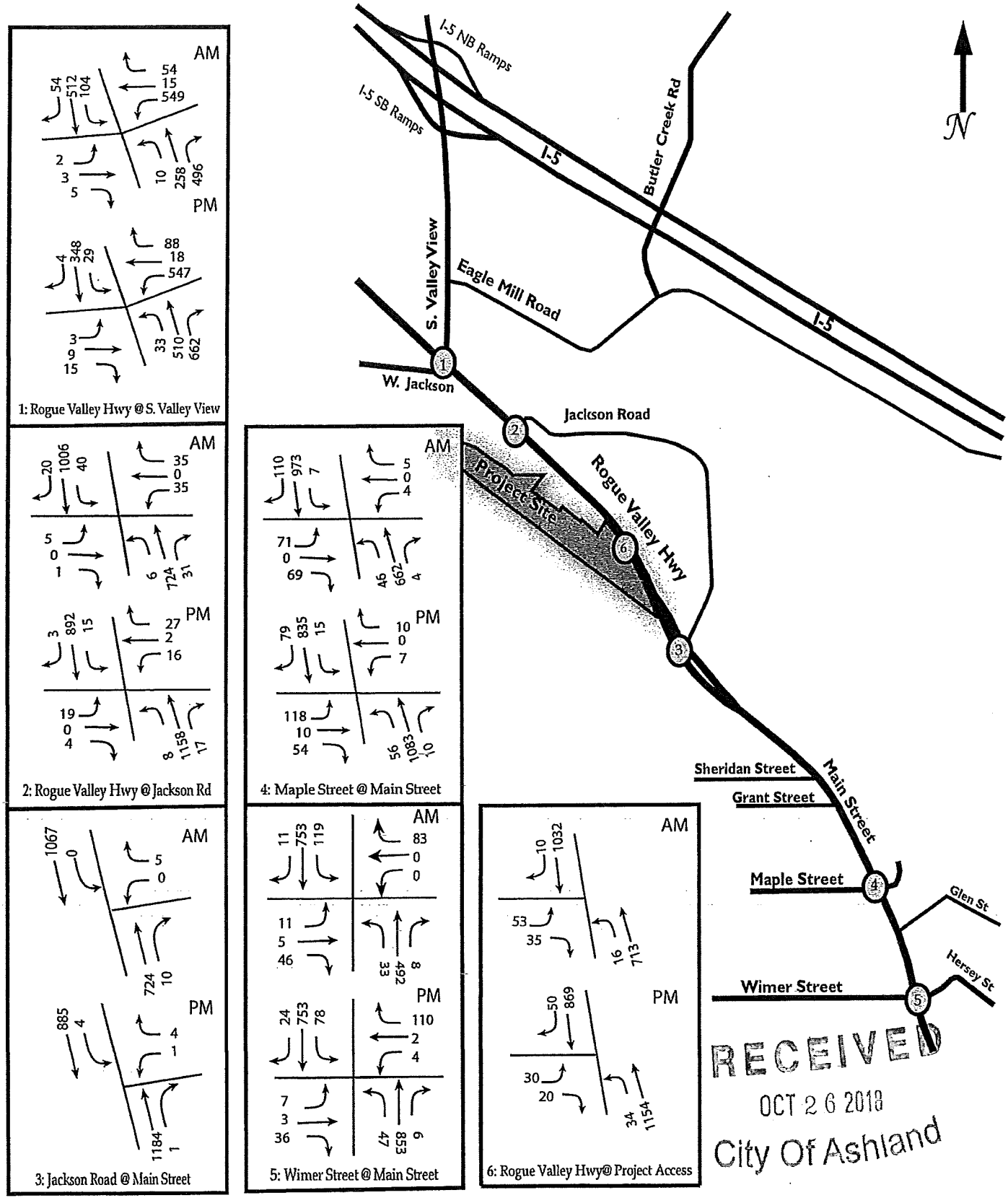

Casita Subdivision Ashland, Oregon	Figure 7: 2019 Build Traffic Volumes

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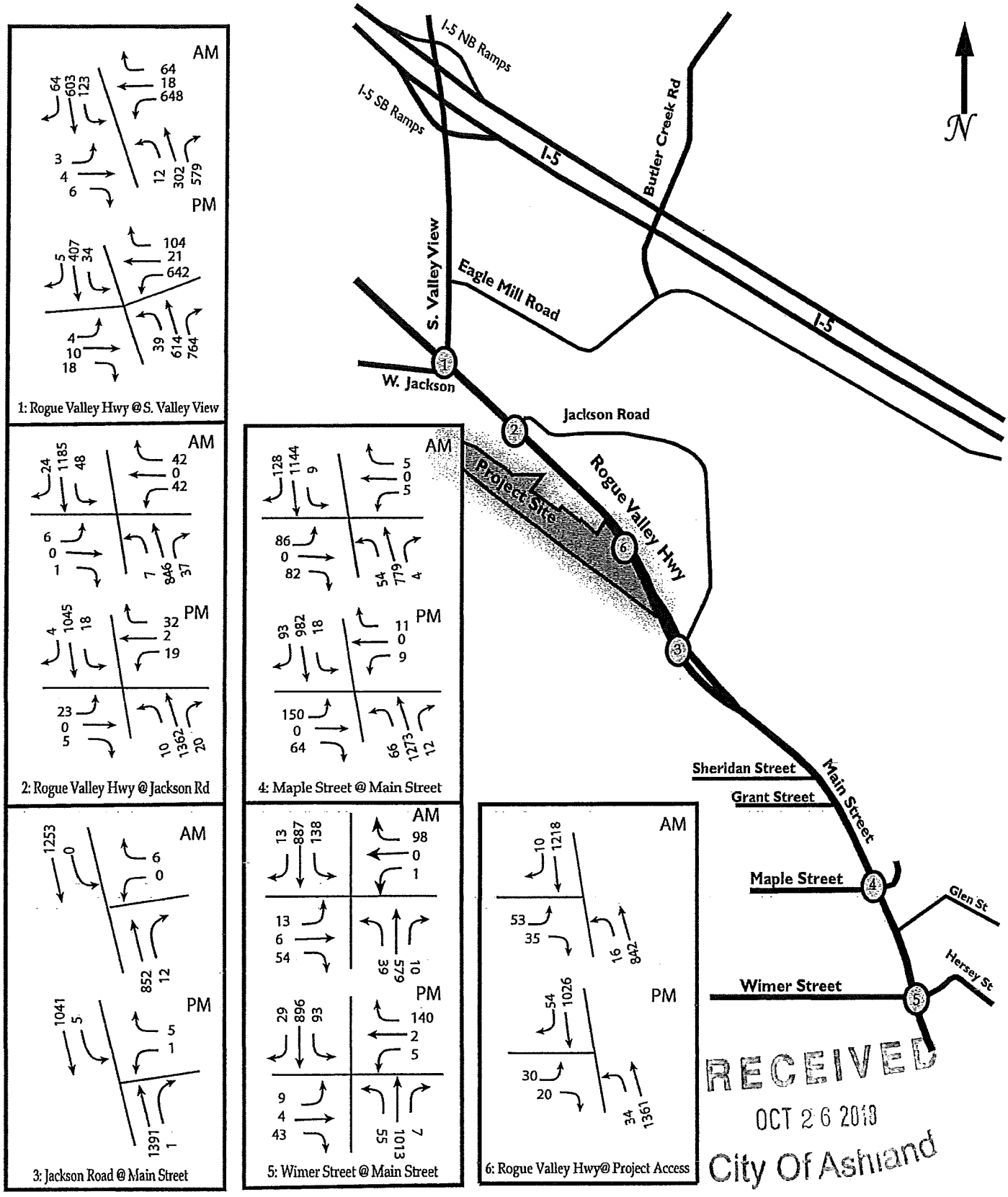

Casita Subdivision Ashland, Oregon	Figure 8: 2034 Build Traffic Volumes

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5.0 SITE ACCESS AND CIRCULATION

The site will have the main access from Highway 99. The location and access evaluation is discussed later in the report.

5.1 PEDESTRIAN ACCESS

No pedestrian access is currently available in the vicinity of the subject property. While this area is developing, it still retains much of its rural characteristics.

In accordance with City of Ashland development criteria, sidewalks will be provided along the Rogue Valley Highway frontage with construction of proposed development.

5.2. TRANSIT ACCESS

Rogue Valley Transportation District (RVTD) provides transit service to Ashland. Currently one route is operating which runs from Front Street Station in Medford to Bi-Mart in Ashland. Service is provided from 5:00 AM to 8:00 PM weekdays and 7:00 AM to 6:00 PM on Saturdays. The route runs along Rogue Valley Highway in front of the proposed development.

6.0 PERFORMANCE MEASURES

The studied intersections were evaluated for Volume to Capacity (v/c) and Level of Service (LOS). The standard for intersections under ODOT's jurisdiction is v/c; while LOS is the standard for the City of Ashland. Each performance standard is described below.

Volume-to-capacity ratio describes the capability of an intersection to meet volume demand based upon the maximum number of vehicles that could be served in an hour. V/C is the threshold for which ODOT evaluates the operation of intersections, as defined by the Oregon Highway Plan. V/C thresholds are defined based on roadway classification and speed. Rogue Valley Highway (Highway 99) is designated as a District Level Highway inside a Metropolitan Planning Organization (MPO). The v/c threshold for a facility of this type is 0.95 for the mainline and 0.85 for stopped approaches at unsignalized intersections.

The studied intersections were evaluated for Level of Service. Level of Service is a measure of performance that is based on the Highway Capacity Manual (HCM) defined level of service (LOS). LOS is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or along a roadway segment. It was developed to quantify the quality of service of transportation facilities. LOS is based on average delay, defined as the average total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. Average delay is measured in seconds per vehicle per hour and then translated into a grade or "level of service" for each intersection. LOS ranges from A to F, with A indicating the most desirable condition and F indicating the most unsatisfactory condition. The City of Ashland has a level of service

threshold of LOS D for all intersections. The LOS criteria, as defined by the Highway Capacity Manual, for signalized intersections are provided in Table 4.

TABLE 4: HCM LEVEL OF SERVICE FOR INTERSECTIONS

	Stopped Delay Per Vehicle (Seconds per Vehicle)	
	Unsignalized Intersections	**Signalized Intersections**
A	≤ 10.0	≤ 10
B	> 10.0 and ≤ 15.0	> 10 and ≤ 20
C	> 15.0 and ≤ 25.0	> 20 and ≤ 35
D	> 25.0 and ≤ 35.0	> 35 and ≤ 55
E	> 35.0 and ≤ 50.0	> 55 and ≤ 80
F	> 50.0	> 80

6.1 EXISTING 2018 INTERSECTION ANALYSIS RESULTS

A performance analysis was conducted for the studied intersections for the Year 2018 existing condition during the PM peak hour. As demonstrated in Table 5, all study area intersections are functioning above the minimum standard. The SYNCHRO outputs are provided in Appendix F.

TABLE 5: INTERSECTION PERFORMANCE: YEAR 2018 EXISTING AM AND PM PEAK HOUR

Intersection	Mobility Standard	2018 AM Existing Level-of-Service	2018 PM Existing Level-of-Service
Rogue Valley Hwy @ S. Valley View	0.95	0.73	0.75
Rogue Valley Hwy @ Jackson Road	0.95	0.38	0.44
Main St. @ Jackson Road	0.95	0.01	0.04
Maple Street @ Main Street	LOS D	B	C
Wimer/Hersey @ Main Street	LOS D	E (C)	F (C)

*Results for stop-controlled intersections are reported for the critical approach. The intersection performance (ICU)is shown in parenthesis.

As illustrated in Table 5, all the studied intersections except Wimer Street at Main Street operate better than the mobility standard in existing conditions. The performance for this intersection is E in the AM and F for the PM. The Level-of-Service E and F are due to the left-turn movements at the intersection. As per the HCM 6th Edition, it is not appropriate to rely on a left turn movement LOS at a stop-controlled intersection to determine if mitigation is necessary. The HCM methodology defaults to a LOS F when the conflicting flow on the mainline is over 1,500 regardless of left turn traffic volumes. Additionally, this intersection was impacted by the road diet, with the removal of the second through lane.

6.2 INTERSECTION ANALYSIS RESULTS - 2019

A performance analysis was conducted for the studied intersections for the Year 2019 background and build conditions during the AM and PM peak hour. The results of the analysis shown in Table 6, show all intersections operating acceptably in both the build and no-build conditions. The SYNCHRO outputs are provided in Appendix F.

TABLE 6: INTERSECTION PERFORMANCE: YEAR 2019 AM AND PM PEAK HOUR

Intersection	Mobility Standard	AM 2019 No-Build	AM 2019 Build	PM 2019 No-Build	PM 2019 Build
Rogue Valley Hwy @ S. Valley View	0.95	0.74	0.74	0.76	0.78
Rogue Valley Hwy @ Jackson Rd	0.95	0.39	0.43	0.46	0.53
Main St. @ Jackson Road	0.95	0.01	0.01	0.03	0.04
Main Street @ Maple Street	LOS D	B	B	C	C
Main Street @ Wimer St	LOS D	E (C)	E (C)	F (C)	F (C)
Rogue Valley Hwy @ Project Access	0.95	N/A	0.53	N/A	0.41

*Results for stop-controlled intersections are shown for the critical (worst performing) approach. The intersection performance (ICU)is shown in parenthesis.

As illustrated in Table 6, all the studied intersections except Wimer Street at Main Street operate better than the mobility standard in existing conditions. The performance for this intersection is E in the AM and F for the PM. The Level-of-Service E and F are due to the left-turn movements at the intersection. As per the HCM 6th Edition, it is not appropriate to rely on a left turn movement LOS at a stop-controlled intersection to determine if mitigation is necessary. The HCM methodology defaults to a LOS F when the conflicting flow on the mainline is over 1,500 regardless of left turn traffic volumes. Additionally, this intersection was impacted by the road diet, with the removal of the second through lane. The addition of development traffic will not significantly impact the intersection operate over the no-build conditions.

6.3 INTERSECTION ANALYSIS RESULTS -YEAR 2034

A performance analysis was conducted for the studied intersections for the Year 2019 background and build conditions during the AM and PM peak hour. The results of the analysis shown in Table 7, show all intersections operating X in both the build and no-build conditions. The SYNCHRO outputs are provided in Appendix F.7

TABLE 7: INTERSECTION PERFORMANCE: YEAR 2034 PM PEAK HOUR

Intersection	Mobility Standard	PM 2034 No-Build	PM 2034 Build
Rogue Valley Hwy @ S. Valley View	0.95	0.76	0.87
Rogue Valley Hwy @ Jackson Road	0.95	0.46	0.86
Main St. @ Jackson Road	0.95	0.06	0.07
Main Street @ Maple Street	LOS D	D	D
Main Street @ Wimer St	LOS D	F (E)	F (E)
Rogue Valley Hwy @ Project Access	0.95	N/A	0.68

Results for stop-controlled intersections are shown for the critical (worst performing) approach. The intersection performance (ICU)is shown in parenthesis.

As illustrated in Table 7, all the studied intersections except Wimer Street at Main Street operate better than the mobility standard in existing conditions. The performance for this intersection is E in the AM and F for the PM. The Level-of-Service E and F are due to the left-turn movements at the intersection. As per the HCM 6th Edition, it is not appropriate to rely on a left turn movement LOS at a stop-controlled intersection to determine if mitigation is necessary. The HCM methodology defaults to a LOS F when the conflicting flow on the mainline is over 1,500 regardless of left turn traffic volumes. Additionally, this intersection was impacted by the road diet, with the removal of the second through lane. The addition of development traffic will not significantly impact the intersection operate over the no-build conditions.

6.4 QUEUING ANALYSIS -YEAR 2019

A queuing analysis was conducted for the studied intersections for the Year 2019 conditions during the AM and PM Peak Hours build and No-Build conditions.

The analysis was performed using SimTraffic, a micro simulation software tool that uses the HCM defined criteria to estimate the queuing of vehicles within the study area. The average and 95th percentile queuing results are illustrated in Table 8. All results are rounded to 25 feet to better represent the total number of vehicles in the queue, as one vehicle typically occupies 25 feet of space. The SimTraffic outputs are provided in Appendix F. results of the queueing analysis are shown in Tables 8 and 9.

TABLE 8: INTERSECTION QUEUING: AM PEAK HOUR

		2019 No-Build		2019 Build	
Movement	**Available Storage**	**Avg**	**95th Percentile**	**Avg**	**95th Percentile**
S. Valley View at Rogue Valley Highway					
SEB Left	225	75	125	75	125
SEB Thru	>500	125	200	125	200
SEB Thru- Right	>500	100	150	100	175
NWB Left	475	25	50	25	50
NWB-Thru	>500	25	50	75	125
NWB-Thru	>500	75	125	75	125
NWB-Right	100	75	125	75	125
NEB-Left-Thru	75	25	50	25	25
NEB-Right	100	25	25	25	50
SWB-LTR	>500	175	250	175	250
Jackson Road at Rogue Valley Highway					
SEB Left	100	25	50	25	50
NWB Left	100	25	25	25	25
NEB Left-Thru-Right	100	25	50	25	50
SWB Left-Thru-Right	200	50	100	50	100
Jackson Road at Main Street					
SW Left- Right	175	25	25	25	25
SB Left	50	0	0	0	0
Maple Street at Main Street					
EB Left-Thru-Right	400	75	125	75	150
WB Left-Thru-Right	175	50	75	25	25
NB Left	150	25	50	50	75
NB Thru	>500	150	250	150	300
NB Right	160	25	25	25	25
SB Left	75	25	50	25	75
SB Thru	>500	250	425	250	475
SB Right	195	50	200	75	225
Wimer Street at Main Street					
EB Left-Thru-Right	250	50	75	50	75
WB Left-Thru-Right	200	50	75	50	75
NB Left	100	25	50	25	50
NB Thru-Right	>500	25	25	25	25
SB Left	100	25	75	50	75
SB Thru-Right	>500	25	25	0	0
Project Access at Rogue Valley Highway					
NWB Left-Thru	75	N/A	N/A	25	50
EB Left	150	N/A	N/A	50	100
EB Right	225	N/A	N/A	25	75

6.5 QUEUING ANALYSIS -YEAR 2032

A queuing analysis was conducted for the studied intersections for the Year 2034 conditions during the PM Peak Hour build and No-Build conditions.

The analysis was performed using SimTraffic, a micro simulation software tool that uses the HCM defined criteria to estimate the queuing of vehicles within the study area. The average and 95th percentile queuing results are illustrated in Table 9. All results are rounded to 25 feet to better represent the total number of vehicles in the queue, as one vehicle typically occupies 25 feet of space. The SimTraffic outputs are provided in Appendix F. results of the queueing analysis are shown in Tables 8 and 9.

TABLE 9: INTERSECTION QUEUING: PM PEAK HOUR

		2019 No-Build		2019 Build		2034 No-Build		2034 Build	
Movement	Available Storage	Avg	95th Percentile	Avg	95th Percentile	Avg	95th Percentile	Avg	95th Percentile
S. Valley View at Rogue Valley Highway									
SEB Left	225	25	50	25	75	50	75	50	75
SEB Thru	>500	100	150	100	150	125	175	125	175
SEB Thru- Right	>500	50	100	50	100	75	125	75	125
NWB Left	475	25	75	25	75	25	75	50	75
NWB-Thru	>500	125	200	125	200	150	250	150	250
NWB-Thru	>500	150	300	125	250	175	325	175	325
NWB-Right	100	100	175	100	175	100	175	100	175
NB-Left-Thru	75	25	50	25	50	25	50	25	50
NB-Right	100	25	50	25	50	25	50	25	50
SB-LTR	>500	200	275	200	300	225	300	225	300
Jackson Road at Rogue Valley Highway									
SEB Left	100	25	50	25	50	25	50	25	50
NWB Left	100	25	25	25	25	25	50	25	50
NEB Left-Thru-Right	100	50	75	25	75	50	125	50	75
SWB Left-Thru-Right	200	50	75	50	100	50	100	50	100
Jackson Road at Main Street									
SW Left- Right	175	25	25	25	25	25	50	25	50
SB Left	50	25	25	25	25	25	25	25	25
Maple Street at Main Street									
EB Left-Thru-Right	400	125	225	125	225	175	300	150	275
WB Left-Thru-Right	175	25	50	25	50	25	50	25	50
NB Left	150	100	300	100	300	150	450	150	450
NB Thru	>500	450	850	475	900	925	1200	975	1225
NB Right	160	50	250	50	225	250	800	250	825
SB Left	75	25	100	25	75	25	75	25	75
SB Thru	>500	250	450	250	450	300	550	275	450
SB Right	195	50	175	50	150	75	225	50	175
Wimer Street at Main Street									
EB LTR	250	50	75	50	75	75	225	75	175
WB LTR	200	50	100	50	125	100	250	125	250
NB LT	125	25	75	25	75	50	125	50	150
NB Thru-Right	100	25	75	25	75	125	425	175	600
SB Left	>500	25	50	25	50	50	100	50	100
SB Thru-Right	100	50	75	50	75	25	100	25	75
Project Access at Rogue Valley Highway									
NWB Left-Thru	75	N/A	N/A	25	75	N/A	N/A	25	75
EB Left	150	N/A	N/A	50	75	N/A	N/A	50	75
EB Right	225	N/A	N/A	25	50	N/A	N/A	25	75

7.0 SITE ACCESS EVALUATION

The applicant is proposing access to Highway 99 along the site frontage. The site driveway is proposed along a section of Highway 99 that transitions from 2 lanes to 1 lane as part of the road diet. There is a change in grade to the south and the roadway goes under the railroad tracks and the railroad bridge is a physical obstruction that limits the line sight for vehicles. The location of the access is based upon evaluations of maximizing the line of sight for motorists to meet the stopping and intersection sight distances as well as the ability to execute turning maneuvers safely. The following describes the access location evaluation and recommendations.

SIGHT DISTANCE:

The site access of onto Highway 99 was reviewed for vehicle line of site (sight distance). Sight distances are classified by the stopping sight distance (SSD) for the major roadway and departure/intersection sight distance (ISD) for the minor street (controlled) approach. The stopping sight distance is the length of roadway needed for a vehicle traveling at the design speed to safely stop for a stationary object in the roadway. The required sight distance allows a driver to perceive and react to object 2 feet high on the roadway visible from a driver's eye height of 3.5 feet above the ground. The departure sight distance (ISD) is a measure of length of visibility of the roadway given to a stopped driver on a minor road approach. The distance provides time to perceive and react to gaps in traffic. For this calculation it is assumed that the driver's eye is 3.5 feet above the ground and that the object to be seen is 3.5 feet above the ground of the intersecting road.

Intersections and driveways should, at a minimum, meet the SSD requirements, however it is desirable to achieve the ISD whenever possible.

The standards for evaluating SSD and ISD follow methodology in the AASHTO's *A Policy on Geometric Design of Highways and Streets* (2011).

Highway 99 is a District Level Highway with a posted speed of 45 miles per hour.. As per AASHTO the stopping sight distance on a roadway with a speed of 45 miles per hour is 360 feet. This means that a driver along Highway 99 needs to be able to see a stopped driver along waiting to enter the site at a minimum of 360 feet ahead of the driveway. Figure 9 below illustrates the proposed driveway location and the line of sight for a driver along Highway 99.

As per AASHTO, the intersection stopping distance on a roadway with a speed of 45 miles per hour is 500 feet. This means that a driver waiting to leave the site will need to be able to see at a minimum of 500 feet in both directions to be able to perceive and adequate gap in traffic to execute a left turn maneuver. Figure 9 below illustrates the proposed driveway location and the line of sight for a driver exiting the site. The development property has sloped topography along the property frontage. All areas between the line of sight and the roadway need to be cleared of vegetation and earth material down to a maximum height of 2 feet above the elevation of the roadway.

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Casita Subdivision Ashland, Oregon	Figure 9: Intersection Site Distance

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160 Madison Street Suite A Eugene, Oregon 97402 - 541.513.3376 - sandowengineering.com

ACCESS SPACING:

The driveway spacing standards are defined in the Oregon Highway Plan. For District Level Highways the spacing standard is 500 feet. The proposed access meets the spacing standard. Figure 10 illustrates the distance between the proposed access location and the nearest adjacent access points.

TURNING MOVEMENT EVALUATION:

The site access was evaluated for LOS, V/C and queuing conditions. The v/c, queuing, and LOS are all within acceptable standards and will not cause a safety issue for Highway 99. It is recommended that due to the level of left-turning traffic into the development, the horizontal and vertical curvature of Highway 99, and that Highway 99 is coming out from under the railroad crossing, the roadway be restriped to add a left turn pocket. This will maximize safety of vehicles traveling along Highway 99 in the north direction by removing the left turns from the travel way. Appendix H contains a recommended striping layout to accommodate the left turn pocket.

Casita Subdivision Ashland, Oregon	Figure 10: Intersection Spacing

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9.0 CONCLUSION

This report describes the Traffic Impact Analysis findings prepared for the proposed Casita Residential development, located along Rogue Valley Highway north of Ashland, Oregon. The property can be found on Tax Lots 1700 and 1702 on Assessor's Map 38-1E-3. The subject property is in Jackson County, within the Urban Growth Boundary (UGB) of Ashland, Or. The project will require annexation into the City of Ashland, along with a zone change. The current zoning is Rural Residential (RR-5). The applicant is requesting a change to High Density Multi-Family Residential (R-3). One single family residence currently occupies the site.

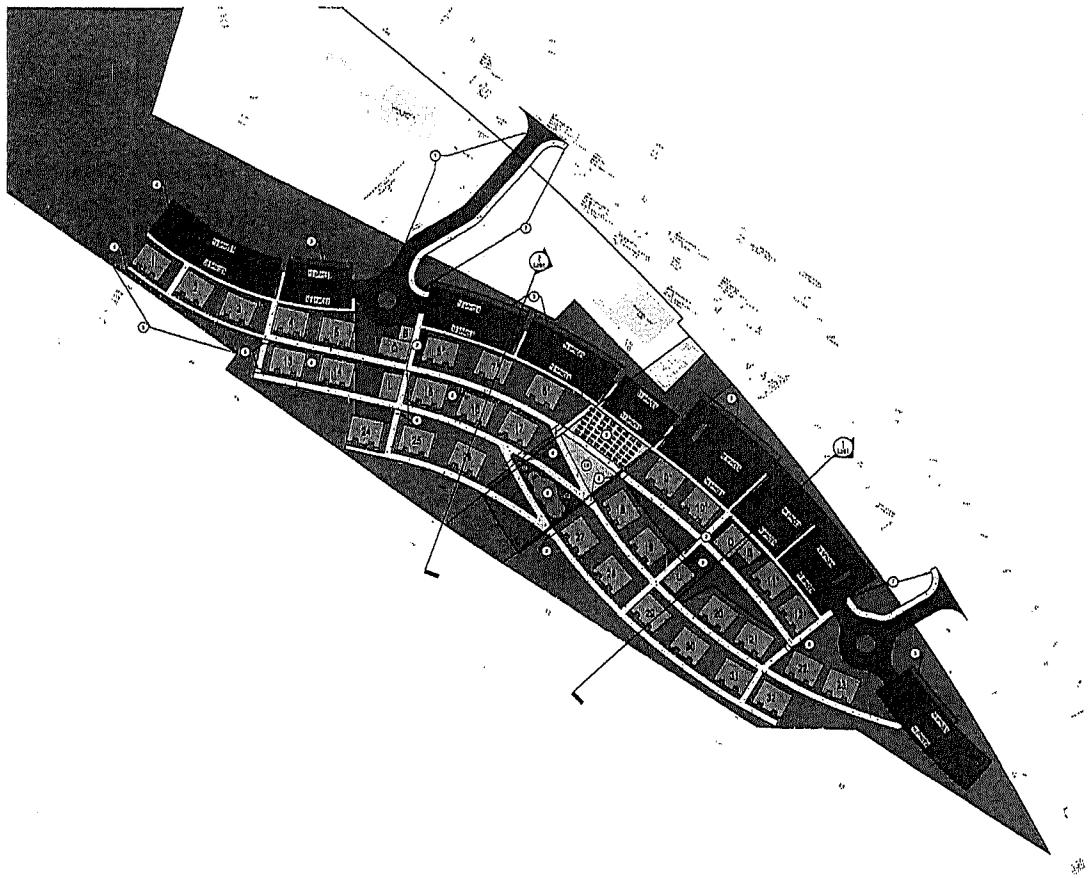
The applicant is proposing 251-unit Multifamily residential complex for the site. Access to the site will be from Rogue Valley Highway (Highway 99). The proposed development is the worst case for the proposed zone change.

The analysis evaluates the operation during the AM and PM peak-hours. Study area intersections are shown below:

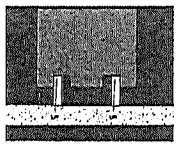
- Rogue Valley Highway at S. Valley View Road
- Rogue Valley Highway at Jackson Road
- Main Street at Jackson Road
- Maple Street at Main Street
- Wimer Street at Main Street
- Project Access at Rogue Valley Highway

9.1 FINDINGS

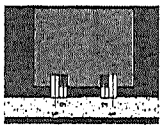
- Analysis shows all studied intersections will meet the mobility standards though the Year 2019 with the addition of development traffic.
- The addition of development traffic will not substantially increase queueing conditions over the background conditions.
- All site driveways are projected to operate safely and efficiently.
- It is recommended that Highway 99 be restriped to include a left turn lane for entering vehicles into the site access.



SITE PLAN
1" = 60'-0"



ENLARGED PLAN - TYPICAL ACCESSIBLE UNIT STAIR CONFIGURATION
1" = 20'-0"



ENLARGED PLAN - TYPICAL UNIT STAIR CONFIGURATION
1" = 20'-0"

SITE MATERIALS LEGEND

SITE NOTES

KEYNOTES - SITE

SERA

ARCHITECTURE
URBAN DESIGN + PLANNING
INTERIOR DESIGN

PRELIMINARY
NOT FOR CONSTRUCTION

Ashland Apartments

SITE PLAN
L101

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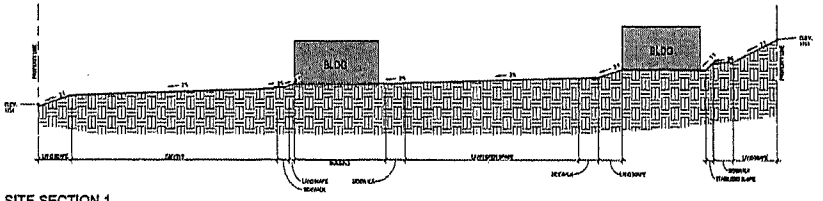
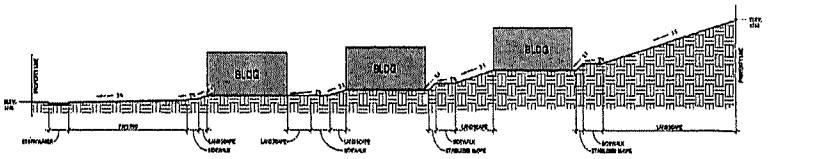


1 SITE SECTION 1
1" = 20'-0"



2 SITE SECTION 2
1" = 20'-0"

SERA

ARCHITECTURE
URBAN DESIGN + PLANNING
INTERIOR DESIGN

PRELIMINARY
NOT FOR CONSTRUCTION

Ashland Apartments

SITE SECTIONS

L201

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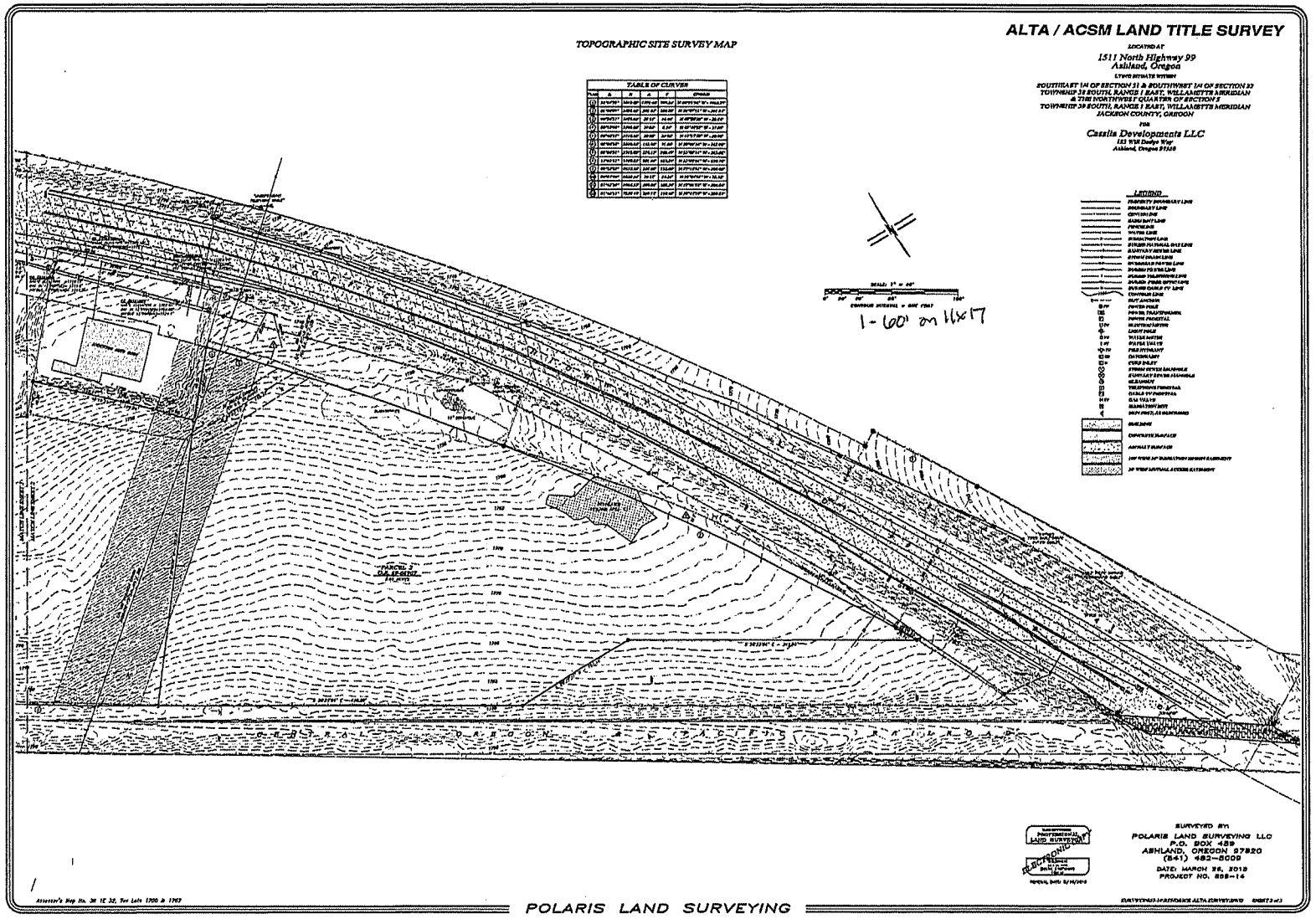

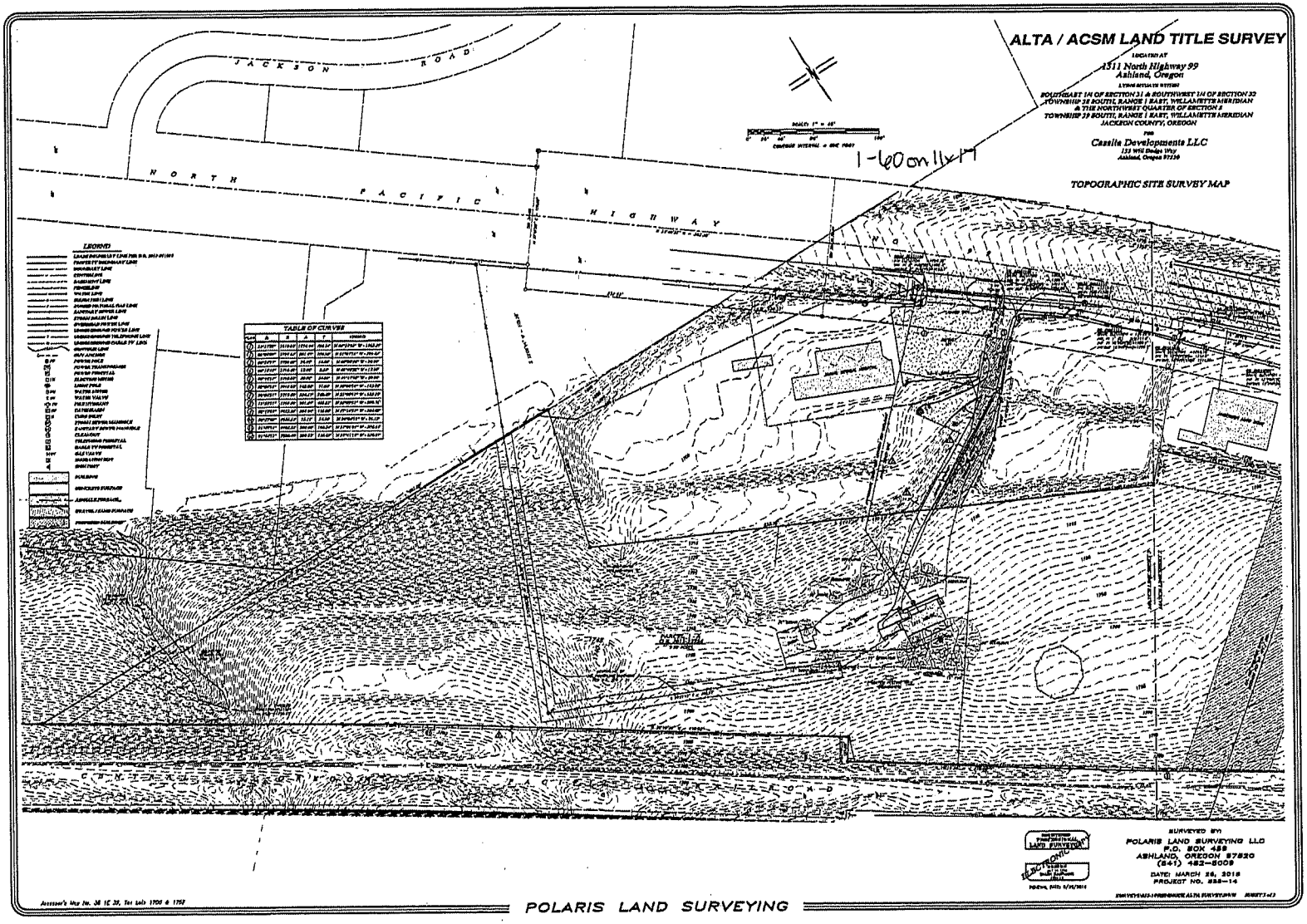

POLARIS LAND SURVEYING

City of Ashland
Community Development Department
51 Winburn Way
Ashland, OR 97520
Telephone: 541-488-5305
Inspection Line: 541-552-2080

PERMIT NUMBER
PREAPP-2018-00062
Apply Date: 10/26/2018

Plan Type: Pre-Application Review

Work Class: Pre-Application Review

Map & Tax Lot	Property Address

Owner Information	Applicant Information
Owner: Linda Zare Owner Address: Po Box 3458 Ashland, OR 97520 Phone: () -	Applicant: Rogue Planning and Development Applicant Address: 33 N Central Ave 213 Medford, OR 97501 Phone: (541) 951-4020

Project Description

Pre-app scheduled for 12/5/2018 @3PM. Annexation and zone change for County property addressed as 1511 Highway 99.

Fees

Fee Description:	Amount:
Pre-Application Fee	$139.00

Applicant: _____ Date: _____

Total Fees:	$139.00

Memo

CITY OF ASHLAND

Date: March 12, 2019
From: Scott A. Fleury
To: Transportation Commission
Re: Capital Improvement Plan-2-year and 6-year Breakdown

BACKGROUND:
Before the Transportation Commission is the complete 6-year Capital Improvement Plan (CIP) developed by the Public Works Department. The 6-year CIP contains projects for all divisions under the Public Works Department. CIP document attached. The CIP was designed to accommodate grouping projects across multiple divisions if possible. An example would be a roadway overlay combined with underground infrastructure improvements (sewer, water, storm drain). The roadway overlay and improvement projects were based and planned out with respect to the condition ratings within the City's pavement management system. This system considers visual inspection and physical deformation testing done to arterial and collector roadways. Public Works has extended the CIP into a 20-year planning document as wel

- Street Networks
  - Roadway
  - Bicycle
  - Pedestrian
  - Transit.
- Storm Drain
- Water
  - Supply
  - Treatment
  - Distribution
- Wastewater
  - Collections
  - Treatment
- Airport
- Facilities

Transportation System Master Plan:
The current TSP was adopted in 2013. The compete fiscally constrained project list is attached to this staff report and completed projects are highlighted as such. The current CIP uses the same project number and information that was created as part of the TSP capital plan.

Funding:
Public Works Divisions in general are enterprise funds that receive monies through users fees, System Develop Charges (SDC) and taxes (gas & food and beverage). An update to the Transportation SDCs methodology and breakdown (ordinance) was approved under first reading

by the City Council at the March 5, 2019 Business Meeting. A specific point to note under the new SDC allocations sidewalk projects are now 97% eligible for SDC monies, which provides a better long term funding source for gap infill of the existing sidewalk network.

The street division receives funding through a local street user fee, statewide gas tax and the re-allocation of food and beverage tax funding that is dedicated to street rehabilitation projects (arterials and collectors). Additional transportation funding comes through competitive grants that are administered through the Rogue Valley Metropolitan Planning Organization (RVMPO).

Grants include Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grants (STBG), All Roads Safety Transportation Grants (ARTS) Safe Routes to School Grants. Grants generally have a minimum match requirement that can very between 10-30%.

CONCLUSION:
The Commission should review the 2/6 year CIP and provide guidance or recommendations to the Director of Public Works.

Memo

CITY OF ASHLAND

Date: March 12, 2019
From: Scott A. Fleury
To: Transportation Commission
RE: Transportation System Plan Fiscally Constrained Project List

BACKGROUND:
Below are the high and medium priority projects in the fiscally constrained portion of the TSP. Staff has identified if the project is complete and if not what year the project is programed in the 20 year CIP.

Staff expects to update the currently adopted TSP in the 2020/21 biennium and will work with the TC to develop the appropriate scope of services. The update will have ramifications on the fiscally constrained project list moving forward and future CIPs will need to account for project changes/additions.

Project **COMPLETE**-bold and underlined
Project ***PROGRAMMED***-bold and italicized

HIGH PRIORITY

General Studies:

- (S2) Downtown Parking and Multi-modal Circulation Study
  - **Project is partially complete-parking study accepted by Council**
  - ***New "Revitalize Downtown" TGM grant will assist in development of final plan with prioritized and implementable projects.***
- (O1) TravelSmart Education Program
  - Invest in individualized targeted marketing materials to be distributed to interested individuals for the purpose of informing and encouraging travel as a pedestrian or by bicycle
- (O4) Retrofit Bicycle Program

Pedestrian Network Projects

Sidewalk projects are mainly infill related to complete a missing connection on at least one side of the roadway for low volume residential roadway. Sidewalk on both sides of a roadway should be considered for collectors and arterials.

- (P1) N Main Street/Highway 99
  - ***Programmed in 2020/21 Biennium***
- (P5) Glenn Street/Orange Avenue
  - ***Programmed in 2038***
- (P7) Hersey Street
  - **Project complete-1 complete side with continuous sidewalk (2018)**

- (P9) Scenic Drive
  - ***Programmed in 2028***
- (P17) Beaver Slide
  - ***Programmed in 2022***
- (P18) A Street
  - ***Programmed in 2024/25 Biennium-coincides with A Street Rehabilitation/utility project***
- (P22) Mountain Avenue
  - ***Programmed in 2020/21 Biennium-coincides with Mountain Ave. overlay project***
- (P23) Wightman Avenue
  - ***Programmed in 2031***
- (P25) Walker Avenue
  - **Project is complete-(CMAQ grant)**
- (P27) Walker Avenue
  - ***Programmed in 2023***
- (P28) Ashland Street
  - ***Programmed in 2032***
- (P38) Clay Street
  - ***Programmed in 2033***
- (P57) Tolman Creek Road
  - ***Programmed in 2024/25***
- (P58) Helman Street
  - ***Not programmed***
- (P59) Garfield Street
  - ***Programmed in 2024/25 Biennium***
- (P60) Lincoln Street
  - ***Programmed in 2034***
- (P61) California Street
  - ***Programmed in 2036***
- (P63) Liberty Street
  - ***Programmed in 2035***
- (P65) Faith Avenue
  - ***Programmed in 2037***
- (P66) Diane Street
  - ***Programmed in 2022***
- (P67) Frances Lane
  - **Project complete-Miscellaneous concrete project**
- (P68) Carol Street
  - ***Programmed in 2026***
- (P70) Park Street
  - ***Programmed in 2029***

Bicycle Network Projects

- (B2) Wimer Street
  - ***Not programmed***
- (B5) Maple/Scenic Drive/Nutley Street

- ***Programmed in 2024***
- (B7) Iowa Street
  - ***Programmed in 2033***
- (B10) S Mountain Avenue
  - ***Programmed in 2028***
- (B11) Wightman Street
  - ***Programmed in 2020 with Wightman Overlay Project***
- (B13) B Street
  - ***Programmed in 2031***
- (B16) Lithia Way
  - ***Programmed in 2021***
- (B17) Main Street
  - ***Programmed in 2022***
- (B19) Helman Street
  - **Programmed in 2036**
- (B26) Normal Avenue
  - ***Programmed in 2025-coordinated with project R19-Normal Ave. extension***
- (B29) Walker Avenue
  - ***Programmed in 2022***
- (B31) Indiana Street
  - ***Programmed in 2037***
- (B33) 8th Street
  - ***Programmed in 2023***
- (B38) Oregon/Clark Street
  - ***Programmed in 2023***
- (TR1) North Side Trail
  - ***Programmed in 2034***

Transit Network Projects

- (O5) Transit Service Program

Intersection and Roadway Projects/Studies

- (S10) Siskiyou Boulevard Pedestrian Crossing Evaluation and Feasibility Study
- (R5) Siskiyou Boulevard (OR 99)-Lithia Way (OR 99 NB)/E Main
- (R6) Siskiyou Boulevard (OR99)/Tolman Creek Road
  - **4-way stop installed, truck turning movement improvement complete**
  - ***ADA curb ramps improvements still to be completed by ODOT***
- (R8) Ashland Street (OR 66)/Oak
  - ***Programmed in 2022***
- (R17) East Nevada Street Extension
  - **Project postponed for future evaluation-TC recommendation-Council acceptance**
- (R25) Washington Street Extension to Tolman Creek Road
  - ***Project at 95% design-programmed for 2019 construction***
- (R35) N Main Street Temporary Road Diet
  - **Project complete-installed 2014**
- (R40) Walker Avenue Festival Street (Siskiyou Boulevard to Ashland Street)

- *Project programmed in 2023/24*

MEDIUM PRIORITY

Studies:

- (S1) Funding Sources Feasibility Study

Pedestrian Network Projects

- (P4) Laurel Street
- (P8) Wimer Street
- (P37) Clay Street
- (P62) Quincy Street
- (P64) Water Street
- (P72) C Street
- (P73) Barbara Street
- (P74) Roca Street
- (P75) Blaine Street
- (P78) Patterson Street
- (P79) Harrison Street From Iowa Street to Holly Street
- (P80) Spring Creek Drive From Oak Knoll Drive to road end
- (P81) Bellview Avenue

Bicycle Network Projects

- (B3) Nevada Street
- (B9) Ashland Street
- (B18) N Main Street
- (B20) Water Street
- (B25) Tolman Creek Road
- (B37) Clay Street
- (B39) Glenn/Orange Street
- (B40) Laurel Street
- (TR2) New Trail

Transit Program

- (O5) Transit Service Program

Intersection and Roadway Projects/Studies

- (S3) N Main Street (OR 99) from Helman Street to Sheridan Street
- (S5) Siskiyou Boulevard from Ashland Street to Tolman Creek Road
- (S6) Ashland Street (OR 66) from Siskiyou Boulevard to Tolman Creek Road
- (S9) Ashland Street (OR 66) Safety Study
- (R19) Normal Avenue Extension
- (R36) N Main Street Implement Permanent Road Diet
- (R38) Ashland Street Streetscape Enhancements (Siskiyou Boulevard to Walker Avenue)

the sole jurisdiction of the City of Ashland as well as projects that would require the City's financial participation in joint projects with ODOT, Jackson County, and RVTD. The City will coordinate with other agencies to leverage funding opportunities and therefore the projects in the "Financially Constrained Project List" should be looked at as an illustration of the City's current funding priorities but one that will change over time.

Table 14-3 presents a list of programs, studies, and projects organized by modal plan that can be considered reasonably likely to have funding over the next 25 years at the current time. *As noted in the Preferred Plan Summary section, all Preferred Plan policies presented above will be carried through to the TSP pending revisions based on comments received from TAC, PC, and TC members.* Only projects with anticipated costs are included in Table 14-3.

As noted above, the list in Table 14-3 will change over time. Potential additional funding sources that the City could consider to increase future transportation revenues are included in the Funding Programs White Paper.

Table 14-3 Financially Constrained Programs, Studies and Projects List

(ID #) Name	Description	Reasons for the Program, Study or Project	Cost
High Priority Programs, Studies, and Projects			
General Studies			
(S2) Downtown Parking and Multi-Modal Circulation Study Management Plan Study	See study description on pages 90-91.	Facilitate Economic Growth, Balance Mobility and Access	$100,000
Active Transportation Plan Programs and Projects			
(O1) TravelSmart Education Program	Invest in individualized, targeted marketing materials to be distributed to interested individuals for the purpose of informing and encouraging travel as a pedestrian or by bicycle	Encourage and facilitate travel as a pedestrian and/or bicyclist Part of creating a green transportation template	$45,000
(O4) Retrofit Bicycle Program	Establish funds and process for installing off-street bicycle racks at existing business/establishments	Facilitate bicycle travel Part of creating a green transportation template	$50,000
(P1) N Main Street/Highway 99	From N Main Street to Schofield Street	Fill gap in existing sidewalk network	$50,000
(P5) Glenn Street/ Orange Avenue	From N Main Street to 175' east of Willow Street	Fill gap in existing sidewalk network	$200,000
(P6) Orange Avenue	175' west of Drager Street to Helman Street	Fill gap in existing sidewalk network	$250,000
(P7) Hersey Street	From N Main Street to Oak Street	Fill gap in existing sidewalk network	$750,000
(P9) Maple Street	From Chestnut Street to 150' east of Rock Street	Fill gap in existing sidewalk network	$100,000
(P10) Scenic Drive	From Maple Street to Wimer Street	Fill gap in existing sidewalk network	$250,000
(P17) Beaver Slide	From Water Street to Lithia Way	Fill gap in existing sidewalk network	$50,000
(P18) A Street	From Oak Street to 100' west of 6th Street	Fill gap in existing sidewalk network	$250,000

(ID #) Name	Description	Reasons for the Program, Study or Project	Cost
(P22) Mountain Avenue	From 100' south of Village Green Way to Iowa Street	Fill gap in existing sidewalk network	$450,000
(P23) Wightman Street	From 200' north of E Main Street to 625' south of E Main Street	Fill gap in existing sidewalk network	$400,000
(P25) Walker Avenue	950' north of Iowa Street to Ashland Street	Fill gap in existing sidewalk network	$750,000
(P27) Walker Avenue	From Oregon Street to Woodland Drive	Fill gap in existing sidewalk network	$200,000
(P28) Ashland Street	From S Mountain Avenue to Morton Street	Fill gap in existing sidewalk network	$450,000
(P38) Clay Street	From Siskiyou Boulevard to Mohawk Street	Fill gap in existing sidewalk network	$300,000
(P57) Tolman Creek Road	From Siskiyou Boulevard to City Limits (west side)	Fill gap in existing sidewalk network	$425,000
(P58) Helman Street	From Hersey Street to Van Ness Avenue	Fill gap in existing sidewalk network	$100,000
(P59) Garfield Street	From E Main Street to Siskiyou Boulevard	Fill gap in existing sidewalk network	$750,000
(P60) Lincoln Street	From E Main Street to Iowa Street	Fill gap in existing sidewalk network	$450,000
(P61) California Street	From E Main Street to Iowa Street	Fill gap in existing sidewalk network	$500,000
(P63) Liberty Street	From Siskiyou Boulevard to Ashland Street	Fill gap in existing sidewalk network	$650,000
(P65) Faith Avenue	From Ashland Street to Siskiyou Boulevard	Fill gap in existing sidewalk network	$350,000
(P66) Diane Street	From Jaquelyn Street to Tolman Creek Road	Fill gap in existing sidewalk network	$20,000
(P67) Frances Lane	From Siskiyou Boulevard to Oregon Street	Fill gap in existing sidewalk network	$10,000
(P68) Carol Street	From Patterson Street to Hersey Street	Fill gap in existing sidewalk network	$150,000
(P70) Park Street	From Ashland Street to Siskiyou Boulevard	Fill gap in existing sidewalk network	$650,000
(B2) Wimer Street	Bicycle Boulevard - From Scenic Drive to N Main Street.	Upgrade of existing bikeway to encourage greater use	$20,000
(B5) Maple/Scenic Drive/Nutley Street	Bicycle Boulevard - From N Main Street to Winburn Way	Fill gap in existing bicycle network	$110,000
(B7) Iowa Street	Bike Lane - From Terrace Street to road terminus and from N Mountain Avenue to Walker Avenue	Fill gap in existing bicycle network	$240,000
(B10) S Mountain Avenue	Bike Lane - From Ashland Street to E Main Street	Fill gap in existing bicycle network	$120,000
(B11) Wightman Street	Bicycle Boulevard – E Main Street to Siskiyou Boulevard	Fill gap in existing bicycle network	$60,000
(B13) B Street	Bicycle Boulevard - From Oak Street to N Mountain Avenue	Fill gap in existing bicycle network	$80,000
(B16) Lithia Way	Bicycle Boulevard – From Oak Street to Helman Street	Fill gap in existing bicycle network	$110,000
(B17) Main Street	Bicycle Boulevard - From Helman Street to Siskiyou Boulevard.	Fill gap in existing bicycle network	$50,000
(B19) Helman Street	Bicycle Boulevard - From Nevada Street to N Main Street	Fill gap in existing bicycle network	$80,000

(ID #) Name	Description	Reasons for the Program, Study or Project	Cost
(B26) Normal Avenue	Bike Lane - From E Main Street to Siskiyou Boulevard. Coordinate with Project R19.	Fill gap in existing bicycle network	$190,000
(B29) Walker Avenue	Bicycle Boulevard - From Siskiyou Boulevard to Peachey Road	Fill gap in existing bicycle network	$40,000
(B31) Indiana Street	Bicycle Boulevard - Siskiyou Boulevard to Oregon Street	Fill gap in existing bicycle network	$20,000
(B33) 8th Street	Bicycle Boulevard - A Street to E Main Street	Fill gap in existing bicycle network	$20,000
(B38) Oregon/Clark Street	Bicycle Boulevard - Indiana Street to Harmony Lane	Fill gap in existing bicycle network	$40,000
(TR1) North Side Trail	Multi-use Path – From Orchid Avenue to Tolman Creek Road	Expand existing bicycle network	$2,000,000
Transit Plan Program			
(O5) Transit Service Program	Provides funds and guidance on how to allocate funds to improve transit service in Ashland	Improve transit service to increase ridership Part of creating a green template, supporting economic prosperity, and creating system-wide balance	$1,000,000
Intersection and Roadway Plan Studies and Projects			
(S10) Siskiyou Boulevard Pedestrian Crossing Evaluation and Feasibility Study	Evaluate pedestrian flows, crossing demand, and safety along Siskiyou Boulevard from Highway 66 to Beach Street. The study should evaluate the adequacy of the planned pedestrian improvements along Siskiyou Boulevard (the rectangular rapid-flash beacons at crosswalks and diagonal crossing at the Indiana-Wightman intersection) once the new dormitory and dining hall are operational for existing and future forecast pedestrian demand. The need, ideal location, feasibility and cost of a grade-separated crossing should be evaluated. This project is a joint project with the city and SOU; not subject to development..	Improve Safety	$35,000
(R5) Siskiyou Boulevard (OR 99)-Lithia Way (OR 99 NB)/E Main Street Intersection Improvements	Improve visibility of signal heads. Identify and install treatments to slow vehicles on northbound approach	Improve Safety	$50,000
(R6) Siskiyou Boulevard (OR 99)/Tolman Creek Road Intersection Improvements	Conduct a speed study. Identify and install speed reduction treatments on northbound approach	Improve Safety	$61,000
(R8) Ashland Street (OR 66)/Oak Knoll Drive-E Main Street Intersection Improvements	Realign E Main Street approach to eliminate offset and install speed reduction treatments	Improve Safety	$706,000
(R17) East Nevada Street Extension	Extend Nevada Street from Bear Creek to Kestrel Parkway	Balance Mobility and Access	$2,261,000
(R25) Washington Street Extension to Tolman Creek Road	Extend Washington Street to Tolman Creek Road consistent with the IAMP Exit 14 Access	Facilitate Economic Growth Balance Mobility and Access	$1,055,000

(ID #) Name	Description	Reasons for the Program, Study or Project	Cost
	Management on Ashland Street (OR 66). This is a City funded project; not developer driven.		
(R35) N Main Street Temporary Road Diet	Implement a temporary road diet on N Main Street. Temporary road diet includes converting N Main Street to a two-lane roadway with a two-way center turn lane and bicycle lanes in both directions	Improve Safety, Balance Mobility and Access, Creating Space for Bikes	$160,000
(R40) Walker Avenue Festival Street (Siskiyou Boulevard to Ashland Street)	Street reconstruction with flush curbs and scored concrete roadway surface. Sidewalk treatments to include decorative bollards to delineated pedestrian space, street trees, LID storm water facilities and ornamental lighting.	Support Pedestrian Places Planning	$780,000
High Priority Sub Total			**$17,988,000**
Medium Priority Programs, Studies, and Projects			
General Studies			
(S1) Funding Sources Feasibility Study	Study to identify and evaluate the feasibility of additional funding sources to support transportation programs, studies, and projects.	Enable the City to Implement more Programs, Studies, and Projects to Achieve Goals	$30,000
Active Transportation Plan Projects			
(P4) Laurel Street	From Nevada Street to Orange Avenue	Fill gap in existing sidewalk network	$500,000
(P8) Wimer Street	From Thornton Way to N Main Street	Fill gap in existing sidewalk network	$800,000
(P37) Clay Street	From Faith Avenue to Siskiyou Boulevard	Fill gap in existing sidewalk network	$1,000,000
(P62) Quincy Street	From Garfield Street to Wightman Street	Fill gap in existing sidewalk network	$150,000
(P64) Water Street	From Van Ness Avenue to B Street	Fill gap in existing sidewalk network	$250,000
(P72) C Street	From Fourth Street to Fifth Street	Fill gap in existing sidewalk network	$100,000
(P73) Barbara Street	From Jaquelyn Street to Tolman Creek Road	Fill gap in existing sidewalk network	$100,000
(P74) Roca Street	From Ashland Street to Prospect Street	Fill gap in existing sidewalk network	$250,000
(P75) Blaine Street	From Morton Street to Morse Avenue	Fill gap in existing sidewalk network	$100,000
(P78) Patterson Street	From Crispin Street to Carol Street	Fill gap in existing sidewalk network	$100,000
(P79) Harrison Street	From Iowa Street to Holly Street	Fill gap in existing sidewalk network	$100,000
(P80) Spring Creek Drive	From Oak Knoll Drive to road end	Fill gap in existing sidewalk network	$350,000
(P81) Bellview Avenue	From Greenmeadows Way to Siskiyou Boulevard	Fill gap in existing sidewalk network	$250,000
(B3) Nevada Street	Bike Lane - From Vansant Street to N Mountain Avenue. Coordinate with Project R17.	Fill gap in existing bicycle network	$230,000

(ID #) Name	Description	Reasons for the Program, Study or Project	Cost
(B9) Ashland Street	Bicycle Boulevard - From Morton Street to University Way	Fill gap in existing bicycle network	$30,000
(B18) N Main Street	Bike Lane - From Jackson Road to Helman Street Included as part of Projects R35 and R36. See Table 10-2 for more details.	Fill gap in existing bicycle network	$260,000
(B20) Water Street	Bicycle Boulevard - From Hersey Street to N Main Street	Fill gap in existing bicycle network	$30,000
(B25) Tolman Creek Road	Bike Lane - From Siskiyou Boulevard to Green Meadows Way	Fill gap in existing bicycle network	$100,000
(B37) Clay Street	Bicycle Boulevard - From Siskiyou Boulevard to Mohawk	Fill gap in existing bicycle network	$20,000
(B39) Glenn/Orange Street	Bicycle Boulevard - from N Main Street to Proposed Trail	Fill gap in existing bicycle network	$40,000
(B40) Laurel Street	Bicycle Boulevard - From Orange Street to Nevada Street	Fill gap in existing bicycle network	$40,000
(TR2) New Trail	Multi-Use Path - From Clay Street to Tolman Creek Road	Fill gap in existing bicycle network	$400,000
Transit Plan Program			
(O5) Transit Service Program	Provides funds and guidance on how to allocate funds to improve transit service in Ashland	Improve transit service to increase ridership Part of creating a green template, supporting economic prosperity, and creating system-wide balance	$2,750,000
Heavy Rail Plan Programs and Projects			
Intersection and Roadway Plan Studies and Projects			
(S3) N Main Street (OR 99) from Helman Street to Sheridan Street	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	Improve Safety	$75,000
(S5) Siskiyou Boulevard from Ashland Street to Tolman Creek Road	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	Improve Safety	$75,000
(S6) Ashland Street (OR 66) from Siskiyou Boulevard to Tolman Creek Road	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	Improve Safety	$75,000
(S9) Ashland Street (OR 66) Safety Study	Conduct a transportation safety assessment in five years along Ashland Street (OR 66) between Clay Street and Washington Street to identify crash trends and/or patterns as well as mitigations to reduce crashes.	Improve Safety	$20,000
(R19) Normal Avenue Extension	Extend Normal Avenue to E Main Street; Coordinate with Project X3	Balance Mobility and Access	$2,705,000
(R36) N Main Street Implement Permanent Road Diet	Convert temporary road diet to permanent installation, which includes, at a minimum, signal modifications to the N Main Street/Maple Street and the N Main Street/Laurel Street	Improve Safety, Balance Mobility and Access	$200,000

(ID #) Name	Description	Reasons for the Program, Study or Project	Cost
	intersections		
(R38) Ashland Street Streetscape Enhancements (Siskiyou Boulevard to Walker Avenue)	Widen and reconstruct sidewalks with street trees, storm water planters and bus shelters. Ashland Street/Walker Avenue intersection enhancements to include concrete crosswalks, paving, and ornamental lights.	Improve Safety, Balance Mobility and Access	$1,100,000
Medium Priority Sub-Total			**$12,230,000**
High + Medium Priority Total (Cost Constrained Plan)			**$30,218,000**

Capital Improvements Plan
2018-2038 Construction Years

Project Description

Roadway Improvements	PRIOR EXPENSES	FY20	FY21	FY22	FY23	FY24	FY25	Project Totals	Street SDC	Other	Fees & Rates
N. Main Refuge Island	$ 80,000							$ 80,000	$ -	$ -	$ 80,000
Railroad Crossing Improvements; Hersey & Laurel	$ 299,754	$ 450,000						$ 749,754	$ -	$ 255,642	$ 494,112
Independent Way - Washington St to Tolman Creek Rd	$ 576,664	$ 968,143						$ 1,544,807	$ 576,664	$ 968,143	$ -
Grandview Drive Improvements - Phase II	$ -		$ 350,000					$ 350,000	$ -	$ -	$ 350,000
City Wide Chip Seal Project (CMAQ)	$ -		$ 53,592					$ 53,592	$ -	$ 468,244	$ 53,592
Lithia Way (OR 99 NB)/E Main Street Intersection Improvements	$ -		$ 73,750					$ 73,750	$ 7,375	$ 66,375	$ -
Ashland Street (OR 66)/Oak Knoll Drive/E Main Street Intersection Improvements	$ -			$ 602,851				$ 602,851	$ 60,285	$ 542,566	$ -
Walker Avenue Festival Street (Siskiyou Boulevard to Ashland Street)	$ -				$ 200,000	$ 950,500		$ 1,150,500	$ 416,717	$ -	$ 733,783
Normal Avenue Extension	$ -					$ 500,000	$ 3,130,499	$ 3,630,499	$ 1,133,776	$ -	$ 2,496,723
Subtotal Roadway	**$ 876,418**	**$ 1,418,143**	**$ 477,342**	**$ 602,851**	**$ 200,000**	**$ 1,450,500**	**$ 3,130,499**	**$ 8,155,753**	**$ 2,194,817**	**$ 1,832,726**	**$ 4,128,211**

Street Overlays/Reconstructions	PRIOR EXPENSES	FY20	FY21	FY22	FY23	FY24	FY25	Project Totals	Street SDC	Other	Fees & Rates
Hersey St - N Main St to N Mountain Ave	$ 1,000,000	$ 3,500,000						$ 4,500,000	$ -	$ 4,500,000	$ -
Wightman St - Quincy St to Siskiyou Blvd	$ 14,500	$ 1,000,000						$ 1,014,500	$ -	$ 1,014,500	$ -
N Mountain Ave - I-5 Overpass to E Main St	$ 60,000	$ 1,500,000	$ 2,500,000					$ 4,060,000	$ -	$ 4,060,000	$ -
Ashland St - Siskiyou Blvd to Faith St	$ -		$ 2,500,000	$ 2,000,000				$ 4,500,000	$ -	$ 4,500,000	$ -
Oak St - City Limits to E Main St	$ -			$ 1,500,000	$ 1,000,000			$ 2,500,000	$ -	$ 2,500,000	$ -
Siskiyou Blvd - E Main St to Walker Ave	$ -				$ 3,500,000	$ 3,000,000		$ 6,500,000	$ -	$ 6,500,000	$ -
Maple St - Chestnut St to N Main St	$ -					$ 500,000		$ 500,000	$ -	$ 500,000	$ -
Tolman Creek Rd - E Main St to Ashland St	$ -					$ 1,000,000		$ 1,000,000	$ -	$ 1,000,000	$ -
Walker Ave - E Main St to Siskiyou Blvd	$ -					$ 800,000		$ 800,000	$ -	$ 800,000	$ -
A St - Oak St to Eighth St	$ -						$ 1,900,000	$ 1,900,000	$ -	$ 1,900,000	$ -
Garfield St - E Main St to Siskiyou Blvd	$ -						$ 750,000	$ 750,000	$ -	$ -	$ 750,000
Subtotal Street Improvements/Overlays	**$ 1,074,500**	**$ 6,000,000**	**$ 5,000,000**	**$ 3,500,000**	**$ 4,500,000**	**$ 5,300,000**	**$ 2,650,000**	**$ 28,024,500**	**$ -**	**$ 27,274,500**	**$ 750,000**

Sidewalk/Pedestrian	PRIOR EXPENSES	FY20	FY21	FY22	FY23	FY24	FY25	Project Totals	Street SDC	Other	Fees & Rates
Downtown ADA Ramp Replacement/Plaza Sidewalk Replacement	$ 152,438							$ 152,438	$ -	$ 88,950	$ 63,488
N Main Street RRFB Installation - Nursey Street & Van Ness Avenue	$ 75,000							$ 75,000	$ -	$ -	$ 75,000
N Mountain Avenue - 100' south of Village Green Drive to Iowa Street	$ -	$ 66,375	$ 597,375					$ 663,750	$ 644,634	$ -	$ 19,116
N. Mountain Avenue RRFB Installation - Fair Oaks Avenue	$ -		$ 50,000					$ 50,000	$ -	$ -	$ 50,000
N Main Street (Hwy 99) - N Main Street to Schofield Street	$ -			$ 73,750				$ 73,750	$ 71,626	$ -	$ 2,124
Beaver Slide - Water Street to Lithia Way	$ -			$ 73,750				$ 73,750	$ 71,626	$ -	$ 2,124
Diane Street - Jaquelyn Street to Tolman Creek Road	$ -			$ 29,500				$ 29,500	$ 7,375	$ 22,125	$ -
Walker Avenue - Oregon Street to Woodland Drive	$ -				$ 295,000			$ 295,000	$ 73,750	$ 221,250	$ -
Tolman Creek Road - Siskiyou Boulevard to City Limits (west side)	$ -					$ 226,875	$400,000	$ 626,875	$ 608,821		$ 18,054
A Street - Oak Street to 8th Street	$ 50,000					$ 140,000	$ 228,750	$ 368,750	$ 92,188	$ 276,563	$ -
Garfield Street - E Main Street to Siskiyou Boulevard	$ -					$ 135,000	$ 971,250	$ 1,106,250	$ 276,563	$ 829,688	$ -
Subtotal Sidewalk/Pedestrian	**$ 277,438**	**$ 66,375**	**$ 647,375**	**$ 177,000**	**$ 295,000**	**$ 501,875**	**$ 1,600,000**	**$ 3,515,063**	**$ 1,846,582**	**$ 1,438,575**	**$ 229,906**

Bicycle	PRIOR EXPENSES	FY20	FY21	FY22	FY23	FY24	FY25	Project Totals	Street SDC	Other	Fees & Rates
Wightman Street Bicycle Boulevard – E Main Street to Siskiyou Boulevard	$ -	$ 81,420						$ 81,420	$ 27,601	$ 8,142	$ 45,677
Lithia Way Bicycle Boulevard – From Oak Street to Helman Street	$ -		$ 149,270					$ 149,270	$ 50,603	$ 14,927	$ 83,740
Main Street Bicycle Boulevard - From Helman Street to Siskiyou Boulevard	$ -			$ 67,850				$ 67,850	$ 23,001	$ 6,785	$ 38,064
Walker Avenue Bicycle Boulevard - From Siskiyou Boulevard to Peachey Road	$ -			$ 54,280				$ 54,280	$ 18,401	$ 5,428	$ 30,451
8th Street Bicycle Boulevard - A Street to E Main Street	$ -				$ 27,140			$ 27,140	$ 9,200	$ 2,714	$ 15,226
Oregon/Clark Street Bicycle Boulevard - Indiana Street to Harmony Lane	$ -				$ 54,280			$ 54,280	$ 18,032	$ 5,428	$ 30,820
Maple/Scenic Drive/Nutley Street Bicycle Boulevard - From N Main Street to Winburn Way	$ -					$ 149,270		$ 149,270	$ 50,603	$ 14,927	$ 83,740
Normal Avenue Bike Lane - From E Main Street to Siskiyou Boulevard. Coordinate with Project R19	$ -						$ 257,830	$ 257,830	$ 87,404	$ 25,783	$ 144,643
Subtotal Bicycle	**$ -**	**$ 81,420**	**$ 149,270**	**$ 122,130**	**$ 81,420**	**$ 149,270**	**$ 257,830**	**$ 841,340**	**$ 284,845**	**$ 84,134**	**$ 472,361**
TRANSPORTATION / LID	**$ 2,228,356**	**$ 7,565,938**	**$ 6,273,987**	**$ 4,401,981**	**$ 5,076,420**	**$ 7,401,645**	**$ 7,638,329**	**$ 40,536,656**	**$ 4,326,244**	**$ 30,629,935**	**$ 5,580,477**

Capital Improvements Plan
2018-2038 Construction Years

Project Description

Water Supply	PRIOR EXPENSES	FY20	FY21	FY22	FY23	FY24	FY25	Project Totals	Water SDC	Other	Fees & Rates
TID Terrace St Pump Station Improvements	$ 687,374							$ 687,374	$ 687,374	$ -	$ -
Dam Safety Improvements	$ 100,000	$ 300,000	$ 500,000	$ 2,000,000	$ 2,000,000			$ 4,900,000	$ 612,500	$ 2,450,000	$ 1,837,500
Ashland (TID) Canal Piping: Starlite to Terrace Street	$ 300,000	$ 500,000	$ 1,500,000	$ 1,500,000				$ 3,800,000	$ 2,500,000	$ 1,300,000	$ -
East & West Fork Transmission Line Rehabilitation	$ 103,000	$ 360,000	$ 1,763,000					$ 2,226,000	$ -	$ -	$ 2,226,000
Reeder Reservoir Variable Depth Intake	$ -	$ 24,490	$ 107,010					$ 131,500	$ -	$ -	$ 131,500
Sediment TMDL in Reeder Reservoir	$ -	$ 140,000			$ 140,000			$ 280,000	$ 210,000	$ -	$ 70,000
Subtotal Water Supply	**$ 1,190,374**	**$ 1,324,490**	**$ 3,870,010**	**$ 3,500,000**	**$ 2,140,000**	**$ -**	**$ -**	**$ 12,024,874**	**$ 4,009,874**	**$ 3,750,000**	**$ 4,265,000**

Water Treatment & Storage	PRIOR EXPENSES	FY20	FY21	FY22	FY23	FY24	FY25	Project Totals	Water SDC	Other	Fees & Rates
7.5 MGD Water Treatment Plant	$ 999,399	$ 3,900,000	$ 13,150,000	$ 13,650,000				$ 31,699,399	$ 3,169,940	$ -	$ 28,529,459
Subtotal Treatment & Storage	**$ 999,399**	**$ 3,900,000**	**$ 13,150,000**	**$ 13,650,000**	**$ -**	**$ -**	**$ -**	**$ 31,699,399**	**$ 3,169,940**	**$ -**	**$ 28,529,459**

Water Distribution	PRIOR EXPENSES	FY20	FY21	FY22	FY23	FY24	FY25	Project Totals	Water SDC	Other	Fees & Rates
Park Estates Pump Station	$ 1,991,000							$ -	$ -	$ -	$ -
Pipe Replacement Program	$ -	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 1,800,000	$ -	$ -	$ 1,800,000
Subtotal Water Distribution	**$ 1,991,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 1,800,000**	**$ -**	**$ -**	**$ 1,800,000**

Water Mainline Projects	PRIOR EXPENSES	FY20	FY21	FY22	FY23	FY24	FY25	Project Totals	Water SDC	Other	Fees & Rates
Siskiyou Boulevard - Crowson Road south towards I-5 Exit 11	$ 196,208							$ 196,208	$ -	$ -	$ 196,208
Ivy Lane - Morton Street to west end of Ivy Lane	$ 40,807							$ 40,807	$ -	$ -	$ 40,807
Oak St - Watewaster Treatment Plant to E Nevada St	$ 275,000	$ 400,000						$ 675,000	$ -	$ -	$ 675,000
Ditch Road - Strawberry PS to Grandview Dr	$ -	$ 36,540	$ 166,460					$ 203,000	$ -	$ -	$ 203,000
Parker Street - Walker Ave to Lit Way	$ -	$ 38,700	$ 176,300					$ 215,000	$ -	$ -	$ 215,000
Harmony Lane, Lit Way & Ray Lane - Ashland St to Siskiyou Blvd	$ -		$ 205,000					$ 205,000	$ -	$ -	$ 205,000
Maple St - Chestnut St to N Main St	$ -			$ 180,000				$ 180,000	$ -	$ -	$ 180,000
Washington St - Ashland St to Jefferson Ave	$ -			$ 140,000				$ 140,000	$ -	$ -	$ 140,000
Beach Street - Larkin Lane to Siskiyou Blvd	$ -			$ 125,000				$ 125,000	$ -	$ -	$ 125,000
AHS Property - Fire hydrant in school property	$ -			$ 123,000				$ 123,000	$ -	$ -	$ 123,000
Walker Ave - E Main St to Siskiyou Blvd	$ -			$ 81,000	$ 459,000			$ 540,000	$ -	$ -	$ 540,000
Normal Ave - Siskiyou Blvd to Homes Ave	$ -				$ 84,450	$ 459,000		$ 543,450	$ -	$ -	$ 543,450
A St - First St to Sixth St	$ 50,000						$ 270,000	$ 320,000	$ -	$ -	$ 320,000
Vista Street - Fork St to Hillcrest St	$ -						$ 168,000	$ 168,000	$ -	$ -	$ 168,000
Subtotal Mainline Projects	**$ 562,015**	**$ 475,240**	**$ 547,760**	**$ 649,000**	**$ 543,450**	**$ 459,000**	**$ 438,000**	**$ 3,674,465**	**$ -**	**$ -**	**$ 3,674,465**
WATER	**$ 4,742,787**	**$ 5,999,730**	**$ 17,867,770**	**$ 18,099,000**	**$ 2,983,450**	**$ 759,000**	**$ 738,000**	**$ 49,198,737**	**$ 7,179,814**	**$ 3,750,000**	**$ 38,268,923**

Wastewater Treatment Plant	PRIOR EXPENSES	FY20	FY21	FY22	FY23	FY24	FY25	Project Totals	Sewer SDC	Other	Fees & Rates
UV System Upgrades	$ -	$ 200,000	$ 400,000					$ 600,000	$ 90,000	$ -	$ 510,000
WWTP Riparian Restoration/Shading - Water Quality Temperature Trading Program	$ 200,000	$ 465,000	$ 600,000	$ 660,000	$ 380,000	$ 420,000	$ 200,000	$ 2,925,000	$ 438,750	$ 2,000,000	$ 486,250
Outfall Relocation / Fish Screen	$ 573,324	$ 500,000	$ 500,000	$ 200,000				$ 1,773,324	$ 265,999	$ -	$ 1,507,326
WWTP Process Improvements (Headworks)	$ -	$ 60,000	$ 300,000	$ 300,000	$ 300,000			$ 960,000	$ 144,000	$ -	$ 816,000
WWTP Process Improvements (Harmonics)	$ -	$ 210,000						$ 210,000	$ 31,500	$ -	$ 178,500
WWTP Process Improvements (Miscellaneous)	$ -	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 900,000	$ 135,000	$ -	$ 765,000
Membrane Replacement (two trains)	$ -					$ 600,000	$ 600,000	$ 1,200,000	$ -	$ -	$ 1,200,000
Oxidation Ditch Shell	$ 51,967							$ 51,967	$ 20,267	$ -	$ 31,700
Subtotal Treatment Plant	**$ 825,291**	**$ 1,585,000**	**$ 1,950,000**	**$ 1,310,000**	**$ 830,000**	**$ 1,170,000**	**$ 950,000**	**$ 8,620,291**	**$ 1,125,516**	**$ 2,000,000**	**$ 5,494,775**

Wastewater Collection System	PRIOR EXPENSES	FY20	FY21	FY22	FY23	FY24	FY25	Project Totals	Sewer SDC	Other	Fees & Rates
Grandview Pump Station Replacement	$ 553,175							$ 553,175	$ -	$ -	$ 553,175
Wastewater Line Replacement; 15" Main - Mountain Avenue	$ 214,661							$ 214,661	$ 150,262	$ -	$ 64,398
Wastewater Miscellaneous In-House Replacement	$ -	$ 105,000	$ 105,000	$ 105,000	$ 105,000	$ 105,000	$ 105,000	$ 630,000	$ -	$ -	$ 630,000
Wastewater Miscellaneous Trenchless Pipe Lining	$ -	$ 15,000	$ 250,000	$ 15,000	$ 250,000	$ 15,000	$ 250,000	$ 795,000	$ -	$ -	$ 795,000
Wastewater Line Upsizing - Bear Creek Trunkline - Wightman to Tolman Creek Road	$ -	$ 125,000	$ 125,000					$ 250,000	$ 175,000	$ -	$ 75,000
Tolman Creek Rd - Abbott Ave to Ashland St	$ -				$ 92,000			$ 92,000	$ -	$ -	$ 92,000
A St - First St to Eighth St	$ 15,710					$ 146,000	$ 300,000	$ 461,710	$ 69,257	$ -	$ 392,454
Subtotal Collection System	**$ 230,371**	**$ 245,000**	**$ 480,000**	**$ 120,000**	**$ 447,000**	**$ 266,000**	**$ 655,000**	**$ 2,996,546**	**$ 394,519**	**$ -**	**$ 2,602,027**
WASTEWATER	**$ 1,055,662**	**$ 1,830,000**	**$ 2,430,000**	**$ 1,430,000**	**$ 1,277,000**	**$ 1,436,000**	**$ 1,605,000**	**$ 11,616,837**	**$ 1,520,035**	**$ 2,000,000**	**$ 8,096,803**

Capital Improvements Plan
2018-2038 Construction Years

Project Description	PRIOR EXPENSES	FY20	FY21	FY22	FY23	FY24	FY25	Project Totals	Storm SDC	Other	Fees & Rates
Storm Drain											
Hersey Wetlands 24" high flow bypass	$ 55,000							$ 55,000	$ 22,000	$ -	$ 33,000
Storm Drain Relocation - Intersection of Woodland & Indiana	$ -	$ 55,000						$ 55,000	$ -	$ -	$ 55,000
Beach / Mountain Creek; Various Improvements per SWMP	$ -		$ 165,000		$ 165,000		$ 165,000	$ 495,000	$ 198,000	$ -	$ 297,000
STORM DRAIN	**$ 55,000**	**$ 55,000**	**$ 165,000**	**$ -**	**$ 165,000**	**$ -**	**$ 165,000**	**$ 605,000**	**$ 220,000**	**$ -**	**$ 385,000**
Airport	**PRIOR EXPENSES**	**FY20**	**FY21**	**FY22**	**FY23**	**FY24**	**FY25**	**Project Totals**		**Other**	**Fees & Rates**
Pavement Maintenance Program	$ -	$ 20,000			$ 20,000			$ 40,000			$ 40,000
Entitlement Grant - Airport Improvments - Taxiway Rehabilitation	$ -		$ 200,000	$ 2,030,700				$ 2,230,700		$ 2,007,630	$ 223,070
AIRPORT	**$ -**	**$ 20,000**	**$ 200,000**	**$ 2,030,700**	**$ 20,000**	**$ -**	**$ -**	**$ 2,270,700**		**$ 2,007,630**	**$ 263,070**
ADMINISTRATION - City Facilities	**PRIOR EXPENSES**	**FY20**	**FY21**	**FY22**	**FY23**	**FY24**	**FY25**	**Project Totals**		**Other**	**Fees & Rates**
City Facility Upgrades & Maintenance	$ 300,000	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 1,200,000		$ -	$ 1,200,000
Emergency Operations Center - Grove Priority Improvements	$ 45,000	$ 60,000	$ 100,000					$ 205,000		$ 25,000	$ 180,000
Pioneer Hall Priority Improvements	$ 45,000	$ 20,000	$ 130,000					$ 195,000		$ -	$ 195,000
City Hall Improvements	$ 97,100	$ 200,000	$ 200,000	$ 650,000	$ 2,000,000	$ 3,000,000	$ 550,000	$ 6,697,100		$ 6,200,000	$ 497,100
Hardesty Property Relocation and Paving		$ 100,000	$ 100,000								
Community Center Priority Improvements	$ 15,000		$ 20,000	$ 130,000				$ 165,000		$ -	$ 165,000
Briscoe Roof Replacement	$ -		$ 25,000	$ 275,000				$ 300,000		$ -	$ 300,000
Emergency Operations Center & Training - Police							$ 20,000	$ 20,000		$ -	$ 20,000
ADMINISTRATION - FACILITIES	**$ 502,100**	**$ 530,000**	**$ 725,000**	**$ 1,205,000**	**$ 2,150,000**	**$ 3,150,000**	**$ 720,000**	**$ 8,782,100**		**$ 6,225,000**	**$ 2,557,100**
Fire and Rescue	**PRIOR EXPENSES**	**FY20**	**FY21**	**FY22**	**FY23**	**FY24**	**FY25**	**Project Totals**		**Other**	**Fees & Rates**
Public Safety Training Facility	$ -	$ 25,000	$ 75,000	$ 1,250,000	$ 1,250,000			$ 2,600,000		$ 2,500,000	$ 100,000
Communications Tower	$ -	$ 10,000	$ 290,000					$ 300,000		$ 290,000	$ 10,000
FIRE AND RESCUE	**$ -**	**$ 35,000**	**$ 365,000**	**$ 1,250,000**	**$ 1,250,000**	**$ -**	**$ -**	**$ 2,900,000**		**$ 2,790,000**	**$ 110,000**
Electric	**PRIOR EXPENSES**	**FY20**	**FY21**	**FY22**	**FY23**	**FY24**	**FY25**	**Project Totals**		**Other**	**Fees & Rates**
Mountain Avenue Substation Purchase	$ -		$ 900,000					$ 900,000		$ -	$ 900,000
Mountain Avenue Upgrades	$ -			$ 150,000	$ 850,000			$ 1,000,000		$ -	$ 1,000,000
Circuit Automation	$ -					$ 100,000	$ 400,000	$ 500,000		$ -	$ 500,000
Underground Main lines	$ -					$ 250,000	$ 250,000	$ 500,000		$ -	$ 500,000
ELECTRIC	**$ -**	**$ -**	**$ 900,000**	**$ 150,000**	**$ 850,000**	**$ 350,000**	**$ 650,000**	**$ 2,900,000**		**$ -**	**$ 2,900,000**
Parks	**PRIOR EXPENSES**	**FY20**	**FY21**	**FY22**	**FY23**	**FY24**	**FY25**	**Project Totals**		**Other**	**Fees & Rates**
Project Manager	$ -	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 360,000		$ 360,000	$ -
N. Mountain Park Nature Play Area	$ 23,330	$ 215,000						$ 238,330		$ 238,330	$ -
Oak Knoll Irrigation Improvements	$ 52,850	$ 20,000	$ 20,000					$ 92,850		$ 92,850	$ -
E. Main Development	$ -	$ 475,000	$ 475,000					$ 950,000		$ 950,000	$ -
Mace Property Train	$ -	$ 25,000	$ 225,000					$ 250,000		$ 250,000	$ -
Dedicated Pickleball Courts	$ -	$ 175,000						$ 175,000		$ 175,000	$ -
All Parks Master Plan	$ -	$ 200,000						$ 200,000		$ 200,000	$ -
Senior Center Improvements	$ -	$ 50,000	$ 50,000					$ 100,000		$ 100,000	$ -
TID Irrigation	$ -	$ 50,000	$ 50,000					$ 100,000		$ 100,000	$ -
Japanese Garden	$ -	$ 250,000	$ 1,250,000					$ 1,500,000		$ 1,500,000	$ -
Oak Knoll Improvements	$ -	$ 125,000	$ 125,000					$ 250,000		$ 250,000	$ -
Repair Butler Perozzi Fountain	$ 6,970	$ 70,000		$ 550,000				$ 626,970		$ 626,970	$ -
Kestral Park Bridge	$ -	$ 25,000		$ 475,000				$ 500,000		$ 500,000	$ -
Daniel Meyer Pool - Rebuild & Cover	$ -	$ 115,000		$ 3,885,000				$ 4,000,000		$ 4,000,000	$ -
Winburn Way Sidewalk (design)	$ -		$ 25,000					$ 25,000		$ 25,000	$ -
Ashland Creek Park, Public Works Requirements	$ -		$ 35,000					$ 35,000		$ 35,000	$ -
Mountain Bike Skills Park and Pump Track	$ -		$ 25,000	$ 225,000				$ 250,000		$ 250,000	$ -
PARKS	**$ 83,150**	**$ 1,855,000**	**$ 2,340,000**	**$ 5,195,000**	**$ 60,000**	**$ 60,000**	**$ 60,000**	**$ 9,293,150**		**$ 9,293,150**	**$ -**
TOTAL CIP OVER TIME	**$ 8,667,055**	**$ 17,890,668**	**$ 31,266,757**	**$ 33,761,681**	**$ 13,831,870**	**$ 13,156,645**	**$ 11,576,329**	**$ 128,103,181**	**$ 13,246,092**	**$ 56,695,715**	**$ 58,161,373**

Memo

CITY OF ASHLAND

Date: February 12, 2019
From: Scott A. Fleury
To: Transportation Commission
RE: Commission Goals Continued

BACKGROUND:
This item is continued for discussion. At the January meeting the Commission discussed goals and objectives. The information developed by the chair is attached for reference, including information from the Community meeting held in early 2018.

The Commission was asked to provide email comments back to staff regarding any of the goals developed in the January meeting.

Comments received:

Graf-
All of these look fine to me except goal 4. I would change the wording to, "Implement countermeasures at three locations outside of downtown where crashes involved pedestrians or cyclists." That way the goal cannot be interpreted as only crashes between pedestrians and bikes. Also, do we and staff have time to pick five sites by March 30?
Thanks to Sue for taking the lead on this.
Joe

CONCLUSION:
Commission should discuss and finalize goals for 2019 in order to being implementation process.

MEMO
To: Taina Glick, Scott Fleury
From: Sue Newberry
Re: Goals discussed at January 17, 2018 TC meeting

Here is what I have for goals as revised during our meeting. As we discussed, please distribute this to other commissioners so they can refine it for discussion at our next meeting.

Goal 1: Review TSP projects and establish priorities for short, medium and long term projects prior to finalizing CIP
Actions:
1. Develop criteria for prioritizing projects, including but not limited to information available in the GIS project platform
2. Apply criteria to unfunded projects and develop short, medium, and long term priorities
3. Identify potential funding opportunities for short term priorities (for example, CMAQ grants can be used for pedestrian and bicycle projects)

Goal 2: Amend TSP in conjunction with development of priorities
Actions:
1. Add Iowa Street sidewalk project to ensure future funding opportunities
2. Identify additional amendments, including but not limited to missing connections identified during development of the updated bicycle map
3. Complete amendment process
4. Begin identifying missing connections/projects for next TSP update
5. Collaborate with PW to develop scope of work for TSP update

Goal 3: Complete Traffic Calming Program document
Actions:
1. Review templates and examples; develop program sections for PW approval
2. Set aside time to review program section by section during commission meetings
3. Complete draft by September 2019.

Goal 4: Implement countermeasures at three pedestrian/bicycle crash locations outside the downtown area.
Actions:
1. Review data and select five crash sites to investigate by March 30, 2019
2. Work with a traffic engineer and police to examine the data, visit the sites and develop potential countermeasures
3. Select top three priorities and identify funding for countermeasures
4. Implement short term countermeasures

5. Develop implementation strategies for longer term or more costly countermeasures

Goal 5: Support implementation of transit study
Actions:
1. Conduct ongoing follow up on the transit study
2. Support RVTD in expanding service within Ashland

Goal 6: Take an active role in the downtown TGM planning process
1. Promote safe and convenient transportation options to allow people to go downtown without having to park
2. Appoint a commissioner to serve on the Technical Advisory Committee and report back to the Commission following each TAC meeting
3. At least one commissioner will attend each public meeting and report back to the Commission
4. Hear regular updates on the process from consultant and provide recommendations

MEMO

To: Ashland Transportation Commissioners
From: Sue Newberry, Chair
Re: Defining Goals and Actions for 2019
Date: January 7, 2019

The purpose of this agenda item is to establish our goals and priorities for 2019. This step will aid us as we work with Public Works to establish funding priorities, consider Transportation System Plan (TSP) amendments, work toward development of programs such as Traffic Calming and Safe Routes to School, and respond to agenda items that come before us.

Goals should be consistent with our mission, duties, plans, and our knowledge of citizen issues and concerns. Relevant codes and plan excerpts are summarized in Attachment A. Public input we received during our meeting in January 2018 is provided in Attachment B. Please review these materials and draft goals and priorities you would like considered for 2019.

To get us started, I have drafted some goals and specific actions that I think would benefit the community. What do you think? Please do not be confined by my ideas....each of us brings a different set of skills and knowledge to the commission. Use any format you choose, but I encourage you to phrase your goals and priorities in ways that are measurable so we can evaluate outcomes at the end of the year. Please bring drafts of your goals to read.

I will suspend Robert's Rules for this discussion so we can discuss all goals and select those we think are most important for the coming year. If we can't get to all of them, we will reconsider them in 2020. We need to collaborate and compromise to reach a set of goals and actions that are achievable.

Goal 1: Review and amend TSP before December, 2019
Actions:

1. Review unfunded TSP projects. Develop criteria for establishing priorities. (for example, higher priority projects could be those that impact safety, move toward implementation of CEAP or Transit Study goals, those that could be done in conjunction with other upcoming Public Works projects, or those that meet all of those and other criteria. A points rating scale could be established to quantify scores if necessary)
2. Add Iowa Street sidewalk project to ensure future funding opportunities
3. Develop new prioritized list of TSP projects showing selection criteria
4. Identify potential funding opportunities for short term priorities (for examples, CMAQ grants can be used for pedestrian and bicycle projects)
5. Review TSP for additional amendments (for example, bicycle network connections identified during the map making process)
6. Finalize required reviews and submit for approval

Goal 2: Develop a traffic calming program; initial draft development in 2019.
Actions:

1. Request staff provide options for program development, including but not limited to hiring a consultant to develop a program or assigning a staff person to take on the task.
2. Develop a time line for program development
3. Appoint a Commissioner to serve as liaison to consultants or staff during program development

Goal 3: Implement countermeasures at three pedestrian and bicycle crash sites.
Actions:

1. Review data and select five crash sites to investigate by March 30, 2019
2. Work with a traffic engineer and police to examine the data, visit the sites and develop potential countermeasures
3. Select top three priorities and identify funding for countermeasures
4. Implement short term countermeasures
5. Develop implementation strategies for longer term or more costly countermeasures

ATTACHMENT A

Ashland Municipal Code (AMC) states, "Advisory commissions and boards are encouraged to establish annual goals and action items that reflect the body's charge as stated in the specific commission ordinance. Advisory bodies are expected to suggest, support and advance Council goals and are encouraged to look for ways within their own unique responsibilities to do so."

Our charge is defined in AMC 2.13.010. B. Mission: The need for a Transportation Commission is emphasized in the Transportation Element:

"Ashland has a vision - to retain our small town character even while we grow. To achieve this vision, we must proactively plan for a transportation system that is integrated into the community and enhances Ashland's livability, character and natural environment. ....The focus must be on people being able to move easily through the City in all modes of travel. Modal equity then is more than just a phase. It is a planning concept that does not necessarily imply equal financial commitment or equal percentage use of each mode, but rather ensures that we will have the opportunity to conveniently and safely use the transportation mode of our choice, and allow us to move toward a less auto-dependent community."

Duties defined by AMC include:

- Develop, coordinate and promote transportation safety policies and programs
- Review and make recommendations for long range transportation plans and assist with ancillary transportation plans (sidewalk, safe routes to school, transit, traffic, parking, etc)
- Make recommendations to the Public Works Director and Budget Committee on the transportation section of the City's Capital Improvements Program
- Advocate and promote all modes of transportation to ensure that modal equity is a reality in Ashland
- Review and forward traffic implementation designs to the Public Works Director for final approval and implementation

Transportation System Plan Goals and Objectives. (2012 Plan)

The goals and objectives that follow were developed in 2010 by the Planning Commission and the Transportation Commission. They were used to guide the types and priorities of policies, programs, studies and projects that are included in the Transportation System Plan(TSP).

Goal 1: Create a "green" template for other communities in the state and nation to follow.

Summary of objectives for Goal 1:

A. Create a prioritized list of active transportation green projects that reduce auto trips & emissions
B. Expand active transportation infrastructure
C. Establish targets for increasing biking, walking, and transit trips

D. Develop plans for pedestrian oriented, mixed land use centers
E. Identify ways to reduce carbon impacts through changes to land use patterns and transportation choices
F. Update street design standards
G. Investigate way to increase active transportation trips in Ashland

Goal 2: Make safety a priority for all modes of travel
Summary of objectives for Goal 2:
A. Coordinate with Safe Routes to School Plans for local schools & SOU
B. Develop an access management plan
C. Strategically plan for safety and operational improvements for bicyclist and pedestrians
D. Develop recommendations to realign highly skewed intersections where there is potential to improve safety
E. Recommend means for managing (streets) in terms of mobility, access and safety
F. Incorporate the Highway Safety Manual into development review and capital projects evaluation
G. Reduce the number of fatal and serious crashes by 50% in the next 20 years
H. Reduce frequency of bicycle and pedestrian crashes by 50% in the next 20 years

Goal 3: Maintain small-town character, support economic prosperity and accommodate future growth
I did not include the objectives of this goal because they are more relevant to Planning than to matters that come before the Transportation Commission.

Goal 4: Create a system-wide balance for serving and facilitating pedestrian, bicycle, rail, air, transit, and vehicular traffic in terms of mobility and access within and through the City of Ashland
Objectives of Goal 4:
A. Identify ways to improve street connectivity to provide additional travel routes to the state highway for bicyclists, pedestrians, and autos.
B. Identify ways to provide sufficient levels of mobility and accessibility for autos while making minimal investment in new automobile focused infrastructure
C. Upgrade pedestrian facilities to ADA compliant standards.
D. Develop alternative (multimodal) mobility standards that allow for planning congestion to help achieve multimodal and land use objectives.
E. Identify corridors where alternative mobility standards could be beneficial to achieve multimodal and land use objectives.
F. Recommend creative, innovative ways to more efficiently manage, operate, and fund the transportation system.
G. Create a comprehensive transportation system by better integrating active transportation modes with transit and travel by auto.

Ashland Climate and Energy Action Plan
Strategies from the plan that relate to action items that could come before the Commission are listed below. To see the entire plan, go to
http://www.ashland.or.us/Files/
Ashland%20Climate%20and%20Energy%20Action%20Plan_pages.pdf

URBAN FORM, LAND USE + TRANSPORTATION Strategy

Strategy ULT-1. Support better public transit and ridesharing.
- ULT-1-1. Coordinate with neighboring local governments to promote use of transit, carpooling, and car-sharing.
- ULT-1-2. Work with RVTD to implement climate-friendly transit.
- ULT-1-3. Establish policies to support development near transit hubs without displacing disadvantaged populations.
- ULT-1-4. Evaluate feasibility of expanded local transit options.

Strategy ULT-2. Make Ashland more bike- and pedestrian-friendly.
- ULT-2-1. Implement bicycle- and pedestrian-friendly actions in the Transportation System Plan and Downtown Parking Management Plan.
- ULT-2-2. Explore opportunities to convert to shared streets where appropriate to provide multimodal connectivity.

Comprehensive Plan
The Comprehensive Plan is the guiding document for all development within the City of Ashland. The Plan incorporates specific elements related to development including: citizen participation, environmental resources, population projections and growth, housing, economy, aesthetic resources, public services, transportation, energy and urbanization. Desired outcomes in the plan align with the goals and objectives in the TSP.

https://www.ashland.or.us/Files/ComprehensivePlan_Updated9.2016.pdf

Public Input
During my years on the commission, we have also had numerous citizens appear to testify on issues including speeding and residential parking problems. The Transportation Commission held a public meeting in January, 2018, to invite citizens to tell us about their transportation issues and concerns. The summary of that meeting follows.

Memo

CITY OF ASHLAND

Date: February 12, 2019
From: Scott A. Fleury
To: Transportation Commission
RE: ADA Transition Plan

BACKGROUND:
The draft ADA transition plan was previously included in the Commission's packet for the April 19, 2018 meeting, but there was insufficient time to discuss.

The draft plan is included again for review and input regarding the layout and current information within the plan.

A public right of way ADA transition plan is a requirement for organizations of greater than 50 people.

The plan must include the following components:

1. Designate an ADA coordinator
2. Self-Evaluation of facilities (barriers)
3. Develop implementation program
4. Monitor and update plan as necessary
5. Establish a grievance procedure

The City is currently working on development of a full self-evaluation of right of way facilities through our Geographic Information Systems division (GIS). They are identifying and mapping curb ramp deficiencies along with signalized locations in order to formally define barriers. The City is also working with the Oregon Department of Transportation to upgrade deficient curb ramps along State Highways that run through the City. ODOT is required through a legal settlement to upgrade all facilities within their public right of way by December 31, 2032.

The document developed by staff to date is generally prescriptive and all information is required. The next step includes development of the "transition" phase, which is how the City will become compliant through actual construction improvement projects that remove barriers. The development of the transition phase will include community involvement to adapt the plan that is in the best interest of citizens. The City has reached out to the City of Medford for information on how the public outreach process was handled with respect to the development of the transition portion of the plan.

CONCLUSION:
This item is for Commission discussion and recommendations for any changes to the draft document and development of next steps leading to Council adoption of the final transition plan.

The Commission is encouraged to provide input on a public outreach process for stakeholders that can be implemented during development of the actual "Transition Plan" portion of the documentation.

City of Ashland Americans with Disabilities Right of Way Transition Plan

Insert Photo

Acknowledgements

City of Ashland Council

Mayor John Stromberg

Dennis Slattery

Rich Rosenthal

Stef Seffinger

Tonya Graham

Julie Akins

Stephen Jensen

City of Ashland Transportation Commission

Chair Sue Newberry

Joseph Graf

Bruce Borgerson

Derrick Claypool

Corrine Vievielle

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Section 1: Introduction

Section 1.1 The City of Ashland

The City of Ashland is a city with a population of approximately 21,000 and located in Jackson County. Founded in 1887, Ashland is a vibrant city in Southern Oregon that is home to Lithia Park, Oregon Shakespeare Festival, Southern Oregon University, Mount Ashland and numerous outdoor recreational opportunities

Section 1.2: The Americans with Disabilities Act (ADA)

The City of Ashland ("the City") Americans with Disabilities Act (ADA) Transition Plan for Public Rights-of-Way ("the Plan") recognizes the goals of the Architectural and Transportation Barriers Compliance Board's (Access Board) proposed guidelines for the design, construction, and alteration of pedestrian facilities in the public R/W as published for public comment on July 26, 2011 (and published with corrections on July 29, 2011) in the Federal Register, 36 CFR Part 1190, Docket No. ATBCB 2011-04. (2011 Notice of Proposed Rulemaking or NPRM). The City's commitment to safe and equitable pedestrian accessibility within the R/W is expressed in various plans and documents (outlined below) and considers the Plan to not be just a fulfillment of a federal requirement, but rather an instrument by which the City can provide a richer mobility experience, to the extent possible, to persons with disability within the community

Discrimination against persons with disabilities is prohibited on federal, state, and local levels and enforced with enacted laws and regulations and approved/accepted policy plans and documents. A summary of those edicts most closely related to the funding, design, construction, and alteration of pedestrian facilities in the R/W to ensure access by pedestrians with disabilities is provided below.

Section 1.3: Goals and Objectives

The City of Ashland ADA Transition Plan for accessibility in the Public Right of Way was created to fulfill federal requirements for providing access to public services, programs, activities, and facilities. Additionally, the Plan also enables the City to create a better network of accessible pedestrian facilities with the Right of Way, such as sidewalks and curb ramps, throughout the City for persons with disabilities. The goal is to optimize the pedestrian experience and provide safe and usable facilities for all pedestrians in Ashland and to ensure compliance with all federal, state and local regulations and standards.

Section 1.4: ADA Transition Plan Requirements

Per the ADA, a public agency is required to prepare an ADA Transition Plan if physical or structural modifications are needed to provide the access to public services or facilities. Tittle II of the ADA regulates government agencies, with its primary goal being to ensure that all their services and facilities are accessible to individuals with disabilities. The ADA Transition Plan for

accessibility in Public Rights of Way is limited to evaluating physical barriers specifically within the Public Right of Way and is separate from an ADA Transition Plan that focuses on removing structural barriers outside of the Right of Way to allow access for all facilities and services covered by the Act.

Beyond physical barrier removal, an analysis of the existing facilities is important to determine what physical changes are necessary. The ADA Transition Plan for accessibility in Public Rights of Way documents what actions the City will take to alter its facilities. The ADA requires the Plan for accessibility in Public Rights of Way be submitted for public review before final approval and adoption by the appropriate regulatory agency.

The ADA Transition Plan for Accessibility in Public Rights-of-Way is required by the Department of Justice (DOJ) to address the following aspects of accessibility:

1. If a public entity has responsibility or authority over streets, roads or walkways, its ADA Transition Plan shall include a schedule for providing curb ramps or other sloped areas where sidewalks cross curbs, giving priority to walkways serving entities covered by the Title II, including state and local government offices and facilities, transportation, places of public accommodation, and major employment sites, followed by walkways serving other areas;

2. The ADA Transition Plan shall describe the methods that will be used to make the facilities accessible, and

3. The ADA Transition Plan shall specify the schedule for taking the steps necessary to achieve compliance and, if the time period for the ADA Transition Plan is longer than one year, identify steps that will be taken during each year of the transition period.

Section 1.5: Federal, State and Local Requirements and Guidelines

Federal

Title VI of the Civil Right Act of 1964, [42 U.S.C. 2000d-1] Title VI prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal assistance.

Section 504 of the Rehabilitation Act of 1973 [29 U.S.C. 794] Section 504 prohibits discrimination against individuals with disabilities under any program or activity receiving federal financial assistance. The DOT routinely provides such assistance to state and local governments for the development of transportation networks.

Section 109 of Title I of the Housing and Community Development Act of 1974 [42 U.S.C. 5309] Section 109 prohibits discrimination on the basis of race, color, national origin, sex or religion in programs and activities receiving financial assistance from the U.S. Department of Housing and Urban Development's (HUD) Community Development and Block Grant Programs.

Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) The ADA prohibits discrimination against individuals with disabilities and Title II of the ADA applies specifically to state and local governments. The Department of Justice (DOJ) issues Title II regulations, with the exception of those regulations specific to public transportation and related accessibility standards for the design, construction, and alteration of facilities which are issued by the Department of Transportation (DOT). The DOT's current ADA standards became effective in 2006.

Title II of the ADA [298 CFR Section 35.150(d)] Title II requires that a public entity of 50 or more employees complete a "self-evaluation" by which the entity must develop a grievance procedure, designate an individual to oversee Title II compliance, develop a transition plan if removal of barriers is necessary to achieve compliance, and to retain the self-evaluation for three years. The transition plan should contain, at a minimum, the basic components listed below:

1. List of physical barriers in the R/W that limit accessibility of persons with disabilities;

2. Description of methods to be utilized to remove the barriers;

3. Schedule for taking the necessary steps to achieve compliance (requirement for curb ramps specifically); and

4. Name of official responsible for transition plan implementation. An opportunity for public comment on the transition plan shall be made available to interested persons, including those with disabilities or organizations representing individuals with disabilities. A copy of the transition plan shall be made available for public inspection.

State

Oregon Revised Statutes Chapter 447 - Standards and Specifications for Access by Persons with Disabilities (sections 447.210 to 447.310)

477.310 Standards for Curbing: Provided for the construction of curb cuts or ramps and minimum standards for those items whenever a curb or sidewalk is constructed or replaced at any point in a block which gives reasonable access to a crosswalk.

Oregon Department of Transportation Standard Drawings and Specifications (2015 or newer)

Oregon Department of Transportation Bicycle and Pedestrian Design Guide

City of Ashland (local)

Ashland ADA Transition Plan (2019)

Ashland Municipal Code Section 18.4.6 - Public Facilities

Ashland Municipal Code Section 13 - Streets and Sidewalks

Ashland Municipal Code Section 9.08 – Nuisances

Ashland 2012 Comprehensive Transportation System Plan

The City of Ashland Administrative ADA equal access policy

Section 1.6: ADA Standards and Requirements

The Department of Justice published revised regulations for Title II of the ADA in 2010. These 2010 regulations adopted the revised, enforceable accessibility design standards called the 2010 ADA Standards for Accessible Design (2010 Standards) and permitted the 1991 Standards to be used until March 14, 2012.

Access Board's Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of Way (2011 NPRM1, 36 CFR Part 1190, Docket No. ATBCB 2011-04)

The Access Board's proposed guidelines for the design, construction, and alteration of pedestrian facilities in the public right-of-way are to ensure these facilities are accessible and usable by pedestrians with disabilities. These guidelines were first published for public comment on July 26, 2011, with corrections issued on July 29, 2011, and the comment period was reopened on December 5, 2011 per requests from the National Association of Counties, the National League of Cities, and the U.S. Conference of Mayors (to close February 2, 2012). When the guidelines are adopted by the US Department of Transportation (DOT), with or without additions and modifications, they will become the accessibility standards with mandatory compliance issued by other federal agencies implementing the ADA, Section 504 of the Rehabilitation Act, and the Architectural Barriers Act.

In the interim the DOT's Federal Highway Administration (FHWA) has advised, in response to an inquiry from the City (April, 2012), that "...While the FHWA has not issued any guidance document on this issue, we are advising ... that either the 2005 Revised Draft Guidelines for Accessible Public Rights-of-Way (2005 PROWAG2) or the 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (2011 NPRM) should be considered best practices for new construction and alteration of facilities within the public rights-of-way in order to ensure ADA compliance."

Section 2: City Actions Towards Compliance

Section 2.1: Transportation Commission and Public Outreach

City Public Works Staff and the Transportation Commission have worked together to develop the final Transition Plan and per AMC provide feedback to the Director of Public Works regarding the Transportation section of the City's capital improvement program.

The City also engaged in a public outreach program with key stakeholders to obtain input and implement recommendations on community livability concerns directly associated with enhancing the Plan.

Section 2.2: Identification of Priority Streets

Use Priority 1: State and Local Government and Public Use

Priority 1 areas are those within the Public Right of Way that abut or serve public and governmental agencies and offices, and include the following:

1. State, county and local government buildings located within the City
2. Public hospitals, health clinics, medical clinics, mental health clinics and therapy centers
3. Public housing projects and homeless shelters
4. City parks
5. Public schools
6. State and local district offices

Use Priority 2: Public Accomodations

Priority 2 areas are those within the public right-of-way that abut or serve places of public accommodation and include the following:

1. Private hospitals, doctors' offices, and medical and mental health offices
2. Senior facilities
3. Major shopping malls
4. Large housing complexes
5. Major employment sites
9. Services sites of disability organizations
6. Supermarkets
7. Retail strip centers
8. Small apartment facilities
9. Service sites of disability organizations
10. Rehabilitation facilities

Use Priority 3: Low-Density Residential and Other Uses

Priority 3 areas are those within the public right-of-way that abut or serve:

1. Single-family residential areas
2. Industrial areas

3. Areas that have not fallen into any of the above groups

Section 2.3 Public Outreach

Staff worked with the Transportation Commission to develop a public outreach strategy to engage stakeholders in order to develop the final Plan.

INSERT STAKEHOLDER MEETING INFORMATION HERE

Public Comment

The City posted the draft plan on the City's website and advertised in the Daily Tidings. Public feedback was requested and taken through the website, email or written letter. The public comment period lasted from DATE to DATE.

Transportation Commission Meeting

The Transportation Commission held a public hearing in order to form a recommendation on the Plan to forward to the City Council at the XXX XX, 201X meeting. The Commission took additional public input and made the following motion:

Motion…

City Council Public Study Session and Public Hearing

The City Council held a study session to learn about the development and outreach associated with the Plan. This included information on how the plan was developed including specific projects, A formal Council Business Meeting public hearing was subsequently scheduled. The City Council adopted the Plan via resolution at the DATE.

Section 3: Self Evaluation Inventory and Findings

Title II of the ADA dictates that a public entity must conduct a self-evaluation of its facilities. It is intended to identify problems or barriers that may limit accessibility by persons with disabilities and describe potential compliance solutions. The entity then must proceed to make necessary changes resulting from the self-evaluation. The ADA further requires that an ADA transition plan be prepared to describe any structural or physical changes required to make programs accessible. The transition plan includes curbs, ramps, and sidewalks in the public right-of-way as addressed here.

Section 3.1: Purpose

The City has a wide variety of facilities within the public right-of-way. These facilities include sidewalks, curb ramps, on-street accessible parking spaces, multi-use paths, pedestrian bridges, pedestrian signal systems, and unimproved open spaces or natural areas. The City has undertaken a comprehensive analysis of pedestrian facilities to document existing conditions within the public right-of way.

The purpose of the inventory is to show a new baseline of existing pedestrian facilities in the City of Ashland. The information gathered was used to create the Action Plan (as described in this plan under "Section 4: Action Plan") to comply with the ADA and City-approved policies. The inventory of City pedestrian facilities is an ongoing process. As new development and infrastructure repairs occur the information must be updated to reflect that. Further, the inventory process will be used to monitor existing facilities for worsening condition or non-compliance.

Section 3.2: Inventory Process and Data Collection Items

City staff began the self-evaluation and data collection process in January 2018. The self-evaluation began with Geographic Information System (GIS) data review of intersections and signal locations with an initial pass/fail designation given to curb ramps. For locations that required further investigation a formal site visit was conducted and grade measurements taken to re-affirm pass/fail designations given by the initial GIS analysis.

Curb ramps and signal push button locations were determined initially as pass/fail if:

Pass

1. Curb ramp contained a truncated dome and connected to continuous sidewalk
2. Signal push button within x feet of truncated dome

Fail

1. No curb ramp or truncated dome that connected to continuous sidewalk
2. Signal push button outside of x feet of ramp

The City has also mapped within GIS sections of incomplete sidewalk connections throughout the City, reference appendix B.

Section 4: Action Plan

Section 4.1: Introduction

The Action Plan is a final step in determining the extent of projects necessary to implement the ADA Transition Plan for Accessibility in Public Rights-of-Way. The Plan includes specified projects for the construction of accessibility improvements. These projects include curb ramps, accessible pedestrian signals, sidewalk barrier removal, sidewalk installation, crosswalk markings, and other work necessary to bring the City's infrastructure into compliance with ADA. The Action Plan lays the groundwork and the extent of work required, prioritization, locations, and potential funding sources.

The Action Plan includes a detailed and prioritized list of projects and improvements necessary to meet ADA compliance. The Action Plan has been reviewed by the City of Ashland and the Transportation Commission. The Action Plan anticipates a twenty-five (25) year implementation period to achieve compliance with program accessibility requirements.

Allowance has been provided within the plan for some new projects identified through the ADA process described in "Section 4.8: Grievance Procedure" of this plan. Additional work, such as the reconstruction or construction of pedestrian facilities such as sidewalks or curb ramps as well as additional on-street parking beyond the minimum program access requirements will continue beyond the timeframe identified above.

For implementation of the action plan, the City adopts standards developed the Architectural and Transportation Barrier Compliance board as they are recognized by the Federal Highway Administration (FHWA) as best management practices. In addition, specifications and design details can be used by the Engineer of Record from the Oregon Department of Transportation or other as required to achieve compliance to the maximum extend feasible.

Section 4.2: Extent of Required ADA Work

The extent of work included in this ADA Transition Plan for Accessibility in Public Rights-of-Way includes the types of improvements that should be made to intersections, streets, and sidewalks along streets. The result is an extensive process that included review and recommendations of all basic elements of this plan within the public right-of-way by the City of Ashland and the Transportation Commission. The general types and extent of ADA work that is required for the City to transition into compliance with the programmatic access requirements of Title II of the ADA within the public right-of-way are included in this section.

A typical scope of work for most common types of ADA improvements is shown below:

- Barrier removal (noncomplying driveway, utility pole, etc.)
- Accessible pedestrian signal upgrades
- ADA ramp upgrades/reconstruction
- New ADA ramp installation
- Reconstruction of existing sidewalk or pedestrian infrastructure
- New installation of sidewalk or pedestrian infrastructure
- On-Street accessible parking upgrades/reinstallation
- New on-street accessible parking installation

Most recommended improvements will be comprehensive in their approach. A comprehensive approach refers to making a series of related improvements at each location of work to bring the entire location into compliance with the applicable ADA Codes and Standards. It is probable that some capital improvement projects may, to a lesser degree, include only specific elements that represent physical barriers that need to be removed at a location, or that are specifically funded by an existing program.

Section 4.3: Funding

There are a variety of processes and funding mechanisms by which capital facilities in the R/W are designed, constructed, and altered provide opportunities to address removal of barriers to pedestrian accessibility for persons with disabilities.

The City receives transportation system funding for maintenance and improvements through gas tax revenue, established street utility fee and food and beverages tax.

Grant funding sources include: Surface Transportation Block Grants (STBG), Congestion Mitigation Air Quality (CMAQ), Oregon Department of Transportation (ODOT) Enhance/Fix it, Community Development Block Grant (CDBG)

The City actively seeks grant funding for improvement projects that include installation of sidewalk and curb drop ramps. Typical grant funding obtained supports high pedestrian traveled routes and defined safe routes to school zones.

Section 4.4: Staffing

The City's Public Works Department houses the Street Division and Engineering Divisions that that work to maintain and enhance ADA accessibility. The Street Division dedicates staff to ensuring vegetation compliance along sidewalks to ensure vegetation barriers are removed through a complaint driven process. The Engineering Division also enforces non-compliant sidewalk sections through code enforcement activities.

In addition, engineering staff manages capital improvement projects that include roadway rehabilitations, sidewalk and ramp construction and underground utilities. Staff ensures where applicable on a given project accessibility barriers will be removed in coordination with project engineering and construction activities.

Section 4.5: Current Programs

The City of Ashland has a comprehensive Transportation System Plan (TSP) that details multimodal improvement that remove existing barriers through the construction of compliant sidewalk and curb ramps. The TSP defines roadway, bicycle, pedestrian and transit improvements that provide for a comprehensive transportation network.

There are a variety of processes and funding mechanisms by which capital facilities in the R/W are designed, constructed, and altered provide opportunities to address removal of barriers to pedestrian accessibility for persons with disabilities. Some processes are generic to all types of facilities while others are tailored to a specific facility as outlined below:

The City of Ashland performs a miscellaneous concrete repair program biennially within the appropriated budget to remove barriers. This includes construction, repair and alteration of existing ADA curb ramps.

City of Ashland Capital and Maintenance Pavement Resurfacing Projects

City streets in need of resurfacing via the City's active Pavement Maintenance Program (PMP) undergo rigorous evaluations to ensure ADA compliance during the course of project scoping, preliminary and final design, construction, and inspection. The capital resurfacing program is the primary source for new and altered ramps in the City. All resurfacing projects are defined in the City's 20-year capital improvement program documentation.

The City of Ashland performs a miscellaneous concrete repair program biennially within the appropriated budget to remove barriers. This includes construction, repair and alteration of existing ADA curb ramps and sidewalk connections.

Other City Projects – Other City capital or maintenance projects that alter existing facilities may also trigger reconstruction of pedestrian facilities for ADA compliance and are subject to the same evaluation for ADA compliance as pavement resurfacing projects.

New Development and Redevelopment within the Public Right of Way

As private and public agencies construct new public facilities or reconstruct or alter existing public facilities, those facilities need to be constructed to meet current accessibility guidelines.

Examples of these types of projects are:

Privately Engineered Public Improvement - The City through the Planning and Public Works Departments permit public improvements to be privately engineered and constructed. Such improvements are typically development driven; whereas, City capital projects are typically community need driven. Privately engineered plans are submitted to the City for review, approval, and inspection and are subject to the same evaluation for ADA compliance as pavement resurfacing projects.

Utility Permits – Utility companies obtain a right of entry permit in order to construct and maintain facilities located in the City right of way. In the course of the utility's work, if existing pedestrian facilities are altered or impacted, those facilities are required to be reconstructed for ADA compliance.

Section 4.6: Timeline for Completion

The City of Ashland is committing to a schedule to bring the City's infrastructure into compliance with ADA. The schedule is based on a budget for work to be completed on an annual basis. With current funding mechanisms in place all projects defined in the plan could be completed within XX years.

Section 4.7: Project Prioritization

The projects identified in the action plan have been prioritized using a **(scoring or high medium low priority ranking?) Tie into corridors/routes/locations section 2.2? Routes under jurisdiction of ODOT or Jackson County will fall under their compliance requirements.**

The City has numerous master plans for all of its capital infrastructure (water, wastewater, storm drain, and transportation system) that define maintenance, improvement and capacity driven projects. The prioritization considers the need for improvements to all infrastructure systems to minimize cost and construction impacts to citizens whenever possible.

Projects will be prioritized based on numerous criteria and factors.

In general the factors will include:

- Safety
- Citizen requests or complaints regarding inaccessible locations
- Pedestrian levels of service
- Population density
- Presence of a disabled population
- Cost
- Employment centers
- School zones
- Hospital zones
- Bus route connectivity
- Required infrastructure/pavement projects

The City of Ashland has adopted a biennium budget process. During each budget process Public Works staff will prioritize capital improvement and maintenance projects some of which will include the removal of accessibility barriers (specifically roadway improvements and sidewalk connections). In addition, the City will budget a certain amount for general miscellaneous concrete improvements that will focus in sidewalk gap infill and curb drop ramp construction.

The City worked closely with the Transportation Commission and associated citywide 20-year capital improvement program to develop the prioritization of projects in the action plan. Community input was accounted for by the Transportation Commission in their recommendations to the Director of Public Works on prioritization.

Section 4.8: Grievance Procedure

The grievance procedure shall allow individuals to notify the Director of Public Works or designee via a formal letter of an ADA barrier within the Public Right of Way. The City of Ashland has developed a form for use with respect to the grievance procedure (attached).

The Director shall:

- Review and investigate complaint regarding accessibility barrier
- Validate or invalidate complaint
- If valid determine appropriate course of action and appropriate time frame
- Notify Complainant of investigation outcome and next steps if any
- Budget for improvements if any
- Design and construct said improvements

**note: Where applicable improvements will be coordinated with other projects including roadway and/or utility work and prioritized appropriately.*

Section 5: Transition Plan Review Process

Section 5.1: Draft ADA Transition Plan Public Review and Comment Period

ADA states that a public entity is required to make available to applicants, participants, residents and other interested parties information regarding the ADA Transition Plan and its applicability to the services, programs or activities of the public entity, and to apprise the public of the protections against discrimination afforded to them by the ADA. A public entity is required to provide an opportunity for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the ADA Transition Plan by submitting comments and making specific recommendations. ADA requires that a copy of the draft ADA Transition Plan shall be made available for public inspection during a formal public review period.

A public entity that employs 50 or more people is required to seek public input on its ADA Transition Plan. Beyond the legal requirements, public input is vital to assure that those affected by the City's programs, services, and facilities understand the scope and nature of the City's responsibilities for providing equal access to the public. The ADA Transition Plan process has spanned several years and considerable efforts to obtain public input have been undertaken during this period.

In March and April of 2018, the Draft ADA Transition Plan was put out for public review and comment. During the comment period, staff posted the plan to the website, placed an ad in the Oregonian, and updated the City's Facebook page in order to obtain as much public input as possible. Four comments were received during this period, and they can be found in Section 2.3: Outreach under Transition Plan Comment Period. A City Council hearing will be held for the draft ADA Transition Plan on June 19th, 2018. See Appendix G: Public Outreach Materials and Comments in this plan for a complete list of comments and materials regarding each public outreach period.

Appendixes

Appendix A: Glossary

Access Aisle. An accessible pedestrian space provided at street level for the full length of the accessible parking space and connecting to a pedestrian access route.
Accessible Pedestrian Signal. A device that communicates information about the pedestrian walk phase in non-visual formats such as audible tones, vibrotactile features or auditory announcements.
Accessible Space. A marked parking space that complies with ADA guidelines and is identified by signs displaying the International Symbol of Accessibility.
ADAAG. ADA Accessibility Guidelines define the scope and technical requirements for accessibility to buildings and facilities by individuals with disabilities under the Americans with

Disabilities Act (ADA) of 1990. These requirements were to be applied during the design, construction, and alteration of buildings and facilities covered by the ADA.

Cross Slope. The slope that is perpendicular to the intended direction of travel.

Crosswalk. That part of a roadway at an intersection that is included within the extensions of the lateral lines of the sidewalks on opposite sides of the roadway, measured from the curb line or, in the absence of curbs, from the edges of the roadway, or in the absence of a sidewalk on one side or the roadway, the part of the roadway included within the extension of the lateral lines of the sidewalk at right angles to centerline as defined in ORS 801.220.

Curb. A vertical or rolled transition from the roadway or gutter to the sidewalk or planting strip.

Curb Line. A line at the face of the curb that marks the transition from the roadway or gutter to a sidewalk or planting strip.

Driveway. A vehicular path serving a parcel(s) of private property that crosses a pedestrian access route.

Facility. All or any portion of structures, improvements, elements, and pedestrian or vehicular routes located in the public right-of-way.

Marked Crosswalk. Any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Parallel Curb Ramp. A system of two sloped ramps that run parallel to the curb line from a common lower landing that typically acts as a flush transition with the road surface.

Pedestrian Access Route (PAR). The defined walk or path intended for pedestrian movement or activity in compliance with the ADA.

Perpendicular Curb Ramp. A curb ramp with a main slope running perpendicular to the curb line, and which may include one or more flared side slopes.

Program Access Requirements. Requirements in the ADA Transition Plan for making the public right-of-way accessible to persons with disabilities.

PROWAG. Public Right-of-Way Accessibility Guidelines, are the proposed guidelines for pedestrian facilities in the public rights-of-way compiled by the United States Access Board to clear confusion regarding ADA compliance in public rights-of-way.

Public Right-of-Way. Land or property owned by a public entity and usually is acquired for or devoted to transportation or pedestrian purposes.

Ramp. A sloping portion of a walkway with a running slope exceeding five percent.

Running Slope. The Slope that is parallel to the direction of travel expressed as a ratio of rise to run, usually expressed in percent.

Sidewalk. That portion of a public right-of-way between the curb line or lateral line of a roadway and the adjacent property line that is improved for use by pedestrians.

Sidewalk Access Ramp. A ramp cutting through a curb, connecting the roadways or transition to the public access route (sidewalk).

Street Furniture. Elements in the public right-of-way that are intended for use by pedestrians.

Truncated Dome. A horizontal strip applied to the walking surface along an accessible pedestrian access route that provides directional cues for persons with disabilities.

Technical Infeasibility. With respect to an alteration of an existing element, that it has little likelihood of being accomplished because existing physical or site constraints prohibit modification or addition of elements, spaces or features that are in full and strict compliance with the minimum requirements for new construction and that are necessary to provide accessibility.

Appendix B: Existing Pedestrian Facility Maps

INSERT GIS MAP HERE

Appendix C: Priority Corridors Map

INSERT GIS MAP HERE

Appendix D: Action Plan

Appendix E: Action Plan Map

Appendix F: Grievance Procedure

Appendix G: Public Outreach Materials and Comments

CITY OF
ASHLAND

Transportation Commission
Action Item List

March 21, 2019

Action Items:

1. Super Sharrow analysis for downtown **(no change)**

2. TSP Update and Internal Circulator Feasibility Analysis

   g. Nelson Nygaard presented technical memo #2 to the Transportation Commission at the October 18, 2018 regular meeting
   h. RVTD will present update on their long term 2040 master plan update and statewide transportation improvement funds that will be available for enhanced transit in the region at the November 15, 2018 regular meeting.
   i. Nelson Nygaard will present technical memo #3 and complete findings to the Transportation Commission at the December 20, 2018 regular meeting
   j. Staff presented a request to City Council for a letter of support for a micro-transit demand response pilot project grant to be submitted by RVTD. Council approved providing a letter of support. (January 2019)

3. Main St. Crosswalk truck parking **(no change)**
4. Citizen request for speed and volume analysis on Bellview along with traffic calming for right hand turn movements onto Bellview from Siskiyou Blvd. **(no change)**
5. Siskiyou Blvd. and Sherman St. intersection issues
6. Iowa St. safety concerns

   k. 4-way stop and crossing striping installed at the Garfield and Iowa St. intersection. Additional curb striping to occur at intersections of Avery and Bridge to increase crossing site distance. Staff still looking at installing a marked crosswalk at these locations with appropriate lighting and signage.

   l. Staff has applied for a safe routes to school grant for sidewalk sections that merge into Iowa St. Iowa St. is not listed in TSP as a priority project and should be amended to include Iowa St. as a priority safe routes to school sidewalk infill project.

   m. Staff was recently informed the grant application for safe routes to school sidewalk projects was not successful.

7. Traffic Calming Policy Development

   a. ***The Commission has identified a 2019 goal of working with staff to develop the formal policy.***

8. Siskiyou Blvd. and Tolman Creek Intersection Improvements

   a. The Oregon Department of Transportation removed median island and restriped Tolman Creek portion of intersection to allow for better right hand turning truck movements.

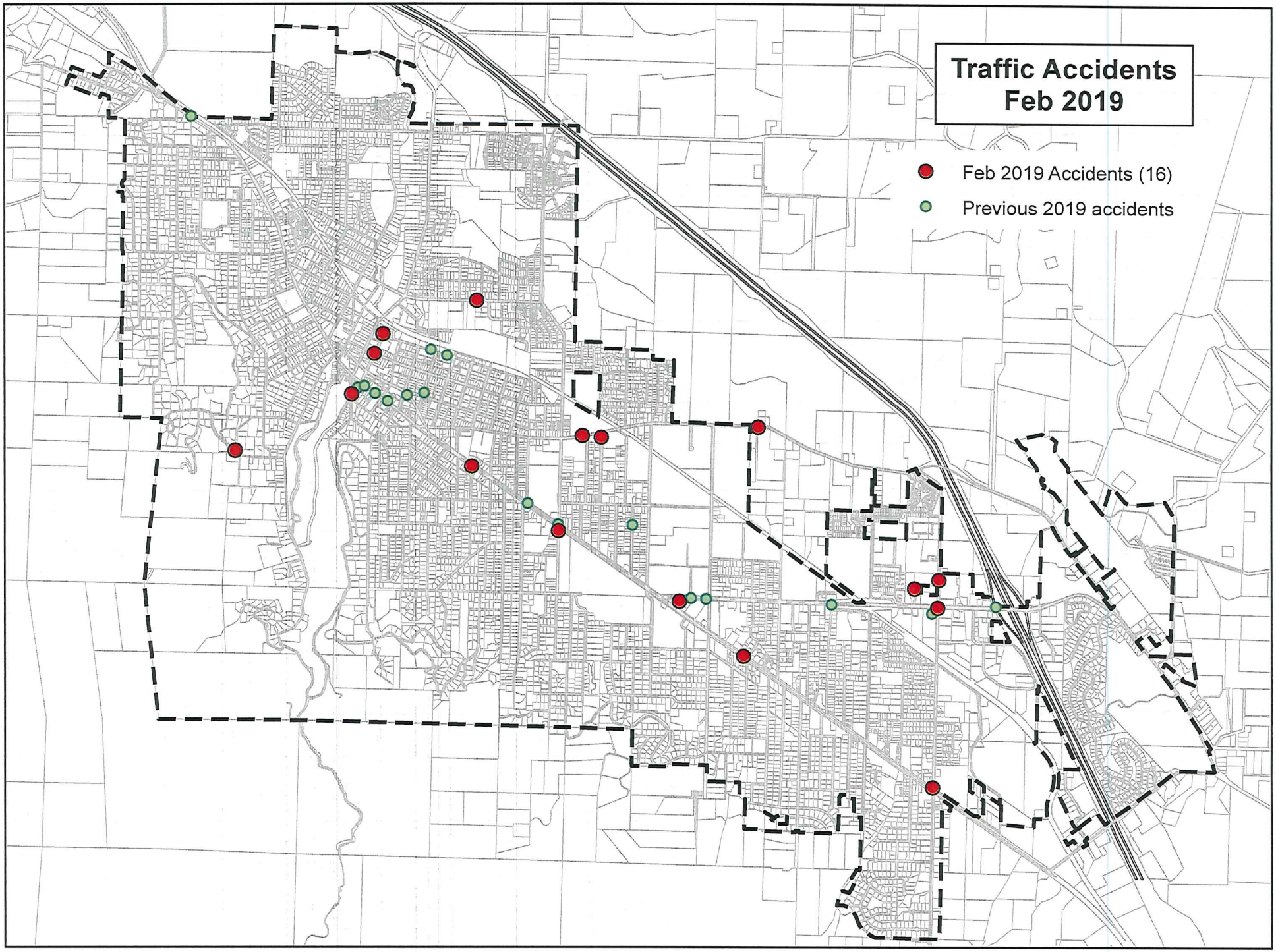
   b. The Oregon Department of Transportation is also looking at curb ramp design changes to the intersection (January 2019).

9. Transportation Commission Municipal Code Revision

   g. Code language for ordinance update with Legal and awaiting Council action.

   h. The Municipal Code Ordinance change was presented before Council on February 5, 2019 for firs reading and approved it. Second reading will occur on February 19, 2019 and will then be formally codified.

10. Crosswalk Policy Development **(no change)**


Traffic Accidents
Feb 2019
Feb 2019 Accidents (16)
Previous 2019 accidents

MOTOR VEHICLE CRASH SUMMARY

MONTH: FEBRUARY NO. OF ACCIDENTS: 16

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	2	14:20	Sat	Garfield St near East Main St	2	N	N	N	N	Y	Y	Y	N	N	Dv1 began to execute a u-turn when dv2 tried to pass on left. Dv2 was cited for careless driving
R	4	21:28	Mon	S Mountain at Siskiyou	2	N	N	N	N	N	Y	Y	N	N	Dv2 was stopped at light. Dv1 attempted to stop behind v2 but slick conditions caused v1 to rearend v2.
R	4	22:45	Mon	E Main St near Walker Av	1	N	N	N	Y	U	Y	Y	N	N	no narrative. Veh overturned in snowy conditions. Speed may have been a factor. Report indicates driver under influence of alcohol. No info about citation.
R	6	12:37	Wed	E Main St near Lincoln St	2	N	N	Y	N	Y	Y	Y	N	N	Dv1 was stopped waiting to make a left turn, dv2 rearended v1. Dv2 cited for following too close.
NR	6	18:35	Wed	Tolman Creek Rd	1	N	N	N	N	N	Y	N	N	N	Dv1, a large moving truck, backed into a street tree.
NR	7	9:20	Thr	YMCA Way near Ashland St	2	N	N	N	U	N	Y	N	Y	N	V1 was struck while parked. No leads.
R	9	9:41	Sat	Strawberry Lane at Alnutt	1	N	N	N	N	N	Y	Y	N	N	Dv1 attempted to stop, but slid into stop sign due to slick conditions. No citation.
R	9	13:32	Sat	Ashland St at Tolman Creek Rd	2	N	N	N	N	Y	Y	Y	Y	N	Dv2 in a semi truck and trailer sideswiped v1 causing significant damage and fled. Found and cited for Hit and Run and failure to obey traffic control device.
R	14	13:15	Thr	N Pioneer St near A St	2	N	N	N	N	N	Y	Y	N	N	Dv2 sideswiped parked v1 causing damage. No citation.
R	14	20:22	Thr	Ashland St	2	N	N	N	N	Y	Y	Y	Y	N	Dv1 backed into parked v2 and left the area. Dv1 was found and arrested for hit and run.
R	15	10:24	Fri	Siskiyou Blvd at Tolman Creek Rd	1	N	N	N	N	N	Y	Y	N	N	Driver struck stop sign wile making left turn.
R	18	16:20	Mon	E Hersey St near Phelps St	2	N	N	N	N	N	Y	Y	N	N	Dv1 making left turn onto street collided with dv2 who had just made a left turn onto street - neither driver saw the other. No fault.
R	20	11:59	Wed	N Pioneer St at B St	2	N	N	N	N	N	Y	Y	N	N	V1 and v2 collided in the intersection. No fault established, information exchanged.

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R	23	15:12	Sat	Siskiyou Blvd near Harrison St	3	Y	N	N	N	Y	Y	Y	N	N	Dv3 was stopped for a ped crossing, v2 stopped behind v3. Dv1 rearended v2, pushing it into v3. Dv1 cited for following too close.
R	26	16:00	Tue	S Pioneer St	1	N	N	N	N	N	N	Y	N	N	Driver slid on snow and ice across road, and struck bike rack causing some damage. Information was exchanged.
R	27	20:56	Wed	Siskiyou Blvd	2	N	N	N	N	Y	Y	Y	N	N	Dv2 was stopped in traffic lane waiting to make a left turn into a parking lot when Dv1 rearended v2. Dv1 cited for distracted driving.