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
September 20, 2018
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: July 19, 2018

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

V. **NEW BUSINESS**
- A. Ice Cream Truck Permit Review (6:20-6:45, action required-provide recommendation to Director regarding permitting/process)
  - ➢ Review a Citizen request to operate an ice cream vending truck within City Limits
- B. Bear Creek Greenway Presentation (6:45-7:15, action required-provide recommendation on preferred alternative)
  - ➢ Presentation by the Michael Black, Parks Directors, regarding Greenway extension/connection

VI. **OLD BUSINESS**
- A. None

VII. **TASK LIST** (7:15-7:25)
- A. Discuss current action item list

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

VIII. **INFORMATIONAL ITEMS** (If time allows)
- A. Accident Reports
- B. Nelson Nygaard Transit Feasibility-Answer to Questions
- C. Safe Routes to School Grant Process
- D. Code Enforcement
- E. 20 Year Capital Improvement Program Development
- F. Transportation System Development Charge (SDC) Updates
- G. TGM Grant Award
- H. Downtown Super Sharrow Design/Layout Drawings

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

X. **FUTURE AGENDA TOPICS**
- A. Trails Master Plan Presentation
- B. MUTCD 4-way stop sign training
- C. Parking Permit Policy

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

Next Meeting Date: October 18, 2018 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
Transportation Commission
Contact List as of September 2018

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 Viéville	Commissioner	541-488-9300 or 541-944-9600	805 Glendale Ave.	corinne@mind.net	4/30/2019
David Young	Commissioner	541-488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2021
Sue Newberry	Commissioner	775-720-2400	2271 Chitwood Lane	sue.j.newberry@gmail.com	4/30/2019
Kat Smith	Commissioner	541-326-7517	770 Faith Ave.	ladybikesafety@gmail.com	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	
Michael Morris	Council Liaison	541-621-9406	20 E. Main Street	mike@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	
	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
July 19, 2018

These minutes are pending approval by this Commission

CALL TO ORDER:
Newberry called the meeting to order at 6:00 p.m.

Commissioners Present: Sue Newberry, Corinne Vièville, Kat Smith, Joe Graf, Bruce Borgerson, David Young (via video-conference)
Commissioners Absent: None
Council Liaison Absent: Mike Morris
Staff Present: Scott Fleury, Taina Glick

ANNOUNCEMENTS
None

CONSENT AGENDA
Approval of Minutes: June 21, 2018

Commissioners Graf, Smith m/s to approve minutes as amended.
All ayes. Minutes approved.

PUBLIC FORUM
Huelz Gutcheon 2253 Hwy 99
Spoke to the need for carbon dioxide signature measuring of projects and that wiring for electric cars should be included in all new construction.

NEW BUSINESS
Graf believed that because applicant and/or planning staff were not present that TC should not discuss these planning actions. Fleury explained that each is in pre-application status and comments about critical issues are helpful to Public Works when conducting their review.

Type III Planning Action review 2082 E Main St
Graf reminded the group that the TC had previously approved a motion requiring a multi-use path along E Main St in the Normal Ave extension plan. Fleury responded that staff could pull that recommendation from that meeting and add it to the recommendations made for this application. Young concurred with Graf's memory of the motion. Graf pointed out that the application requested an exception to the street improvement standard and stated that, if a variance is indeed requested on the final application, the plan needs to be presented to the TC for review. Newberry questioned the original map for the Normal Ave plan and how the current submission related to it. Fleury explained the TC is to consider only the transportation related element of the annexation proposal. Commissioners and staff discussed railroad crossings and the previously approved Normal Ave plan.

Fleury summarized commission recommendations:
- Inclusion of complete path connecting Walker Ave to Clay on South side
- Future discussion if street variance is requested
- Railroad crossing concerns if at-grade, public crossing is not permitted
- Adequate off-street parking

Graf expressed discouragement that neither the applicant nor Planning Department staff were present. Remaining commissioners concurred.

Commissioners discussed the lack of transit currently and the possibility of future transit in the area.

Type III Planning Action review 2350 Ashland St
Fleury introduced a proposal for construction of a hotel in the lot adjacent to RiteAid, accessible from Ashland St via a proposed easement between Wild Goose and the Texaco station. ODOT will review the proposed development and its potential effects on the corridor as a whole over a 20-year planning period. Graf was pleased with the inclusion of a shuttle, but concerned about parking. The proposal includes 116 parking spaces for 120 rooms, plus staff members but there is no plan for dealing with overflow parking. Newberry was concerned about pedestrian crossings and requested a pedestrian plan. Borgerson wondered if the easement is the only ingress/egress and suggested a different easement for pedestrian/bicycle access. Fleury described the ODOT interchange area management plan (IAMP) review which will address Borgerson's left turn concerns. Smith informed commissioners that the closest bus stop to the parcel is located at BiMart.

OLD BUSINESS

TNC draft ordinance
Mark Thomas 500 Allison St
Thomas informed commissioners that he provided a letter prior to the last meeting but was not in attendance. He questioned if TC had done studies to assess the need for TNCs in Ashland and if commissioners have taken into consideration how TNCs will affect traffic, pedestrian safety, and the environment.

Terry Knight 3295 Hwy 66
Spoke as driver of Cascade Shuttle. He played a recording of a local Uber driver willing to operate outside of the app.

Fleury encouraged commissioners to focus on the transportation related issues in the proposed ordinance only and not to consider the legalese and administrative aspects.

Katrina Brown, City Attorney, discussed development of the proposed ordinance and what is expected from the commission at this meeting.

Young was of the opinion that the TC does not need to rush into making a decision due to pressure from TNCs.

Vièville asked Brown if she was aware if Medford has any actual or anecdotal evidence showing the number of TNC drivers and their impact. Brown responded that Medford's ordinance was adopted in December 2017 and there are 10-times more TNC drivers than taxi drivers currently registered.

Vièville is not in favor of adding more cars who are trying to attract fares in town and felt that safety and a stricter ordinance are important.

Newberry requested that commissioners first decide to allow or disallow the additional vehicle for hire service option. Borgerson would support TNCs as long as passenger safety and rider equity can be reasonably assured and suggested the Corvallis ordinance as a benchmark. Smith was concerned about vehicle miles travelled and wondered what the RVTD stance is on TNCs. Fleury responded. Smith did not feel strongly about the topic but felt that TNCs could fill a

gap in the local transportation network, particularly among students. Graf reminded commissioners that they are to consider if the need exists for TNC service and pointed out that citizen comment has been minimal; noting that the majority of speakers on the topic have been drivers on each side of the topic. Graf is concerned due to a lack of proof of citizen need for the additional service. Vièville asked Borgerson to clarify why the TC should consider the Corvallis ordinance when Ashland has a strong ordinance already in place. Smith asked Brown if she had reviewed the Corvallis ordinance when writing our proposed ordinance. Brown indicated that she had and the difference was equal treatment of all users which is included in our proposed ordinance and lack of some safety measures present in our proposed ordinance. Vièville asked Smith if Zip cars have been utilized on SOU campus. Smith did not have the answer. Fleury indicated that Fred Creek had informed him that the Zip car program was going well.

Young believed the choice was for the TC to recommend softening the requirements of our existing ordinance to match Medford's or stick to existing ordinance as adopted. He provided his view of the positives and negatives and questioned if the proposed ordinance contains or could contain an out-clause allowing for evaluation of actual TNC impact data. Brown responded that the proposed ordinance does not contain a sunset clause but reminded commissioners that the City can amend code at any time. Young inquired if the proposed ordinance could be amended to include a sunset clause.

Newberry wondered if Graf had a suggestion for how to proceed with an impact study. Graf had two suggestions:

- determine how many taxi trips are currently being made
- survey citizens to determine which modes of transportation are wanted and to understand why taxis aren't meeting the current needs

Commissioners spoke of their personal experience utilizing vehicles for hire, debated if study data would be obtainable, and if the need exists for an additional vehicle for hire service in Ashland. Graf suggested someone make a motion.

Vielle made a motion supporting adoption of the new ordinance and that everyone who has a business in Ashland abide by it. No second.

Young declined to make a motion.

Borgerson moved that the TC consider an ordinance based on the Corvallis ordinance because it has the additional provisions on equity and make that the basis of the TCs decision but defer a formal recommendation until we can be assured of passenger safety and service equity. No second.

Vièville debated Borgerson about the differences between the ordinances accepted by Uber and the issue of safety.

Young called point of order.

Young/Borgerson m/s to defer any decision on TNC until conclusion of the Transit Feasibility Study.

Discussion: Smith asked when TFS is set to complete. Fleury replied November 2018. Borgerson believed if the TC defers action they won't be able to evaluate TNCs impact on transit. Young felt the converse of Borgerson's statement is true and the findings of the TFS will provide data about TNCs potential impact on local transportation. Vièville inquired if the TFS will have a traffic impact study. Newberry replied no, but it will provide suggestions of need based on historical data. Smith questioned how much data would be available before completion of the TFS. Graf asked Brown if this topic

will go to Council regardless of the TC decision or if the TC makes a formal recommendation. Brown indicated that it would but that Council expressed an interest in the TC recommendation before going forward.

Ayes: Young, Vièville, Smith, Graf, Newberry
Abstain: Borgerson
Motion passed.

Graf/ Vièville m/s that if the City Council decides they want to move ahead before they get recommendation on TNCs the TC would encourage them to adopt the draft ordinance.

Discussion: Young stated that the TC had already made their recommendation.

Aye: Newberry, Vièville, Smith, Graf
Nay: Young, Borgerson

Commissioners discussed and agreed that the issue of a Transportation Industry Board is outside the purview of the TC and will not consider this topic.

TASK LIST

Discuss current action item list

Fleury received the Iowa St analysis from Kim Parducci. Recommendations are to increase yellow curb stripping, crosswalks, and to add a 4-way stop with signage at Garfield and Iowa. Fleury discussed completion timeframes and ADA compliance.

Graf inquired about the super sharrows. Fleury will bring the plan to the next meeting. Implementation can occur as soon as ODOT approval is received.

Smith asked for clarification on Traffic Calming status.

Young asked about a timeline on crosswalks on N Main. Fleury indicated that plans will be sent for ODOT and will go out to bid once ODOT approval is received.

FOLLOW UP ITEMS

None

INFORMATIONAL ITEMS

Accident Report

Commissioners discussed exclusion of citation information from the monthly accident report. Smith preferred inclusion of citation issuance data. Newberry expressed the opinion that officers show sympathy for auto drivers all of whom should be cited when involved in an accident involving pedestrians or cyclists. Graf reminded commissioners why the decision was made to exclude citation information. Borgerson encouraged commissioners to consider that not all circumstances that would have contributed to the issuance or non-issuance of a citation can be included in this report. Newberry believed that utilizing crash records to make decisions for improvements to areas or intersections is more important than whether or not a citation had been issued. Fleury will request the GIS group add an additional filter to refine data by type.

These minutes are pending approval by this Commission

COMMISSION OPEN DISCUSSION

Newberry noted that the Community Development lobby does not have a vegetation compliance handout.

Young suggested inviting the new code enforcement officer to the next meeting to discuss vegetation compliance issues. Newberry stated this could be added to the agenda at some point in the future, but did not feel that could be included on the next agenda. Young inquired if inclusion on the agenda was at the Chair's discretion and added that he presented the suggestion to the commission as a whole. Borgerson suggested contacting the code enforcement officer with the TCs concerns, but not to add it to the agenda. Fleury informed commission of how code compliance issues are handled.

Graf asked about interest in the open commission position.

Smith inquired about public outreach for the Safe Routes to School workshop. Fleury responded that the City did not do outreach, but that ODOT may have.

FUTURE AGENDA TOPICS

Bear Creek Greenway extension
Traffic Control Devices – MUTCD Training on 4-way stop improvements
Parking Permit Policy
Safe Routes to School Program-Grants

ADJOURNMENT: 8:08 pm

Respectfully submitted,
Taina Glick
Public Works Administrative Assistant

Memo

CITY OF ASHLAND

Date: September 13, 2018
From: Scott A. Fleury
To: Transportation Commission
RE: Ice Cream Truck Permitting

BACKGROUND:
Public Works staff was recently contacted by a citizen interested in operating an ice cream vending truck within city limits. Public Works through the Ashland Municipal Code can permit activities within the public right of way. The Director asked this item appear before the Transportation Commission for review and recommendation regarding the permit/process for selling pre-made frozen treats in residential neighborhoods.

Legal and Public Works staff have previously drafted a permit for vending ice cream via a bicycle and this permit is attached for reference. Staff has also attached a "vendor" permit used by the City of Grants Pass for ice cream trucks as well. Staff has asked the citizen to draft a safety plan and provide general information regarding the operation of an ice cream truck and this information is also attached.

One specific item that will be included in a final permit is general liability and automotive insurance as generally required by the City with respect to any contract work within the public right of way.

Worker's Compensation insurance in compliance with ORS 656.017, which requires subject employers to provide Oregon workers' compensation coverage for all their subject workers.

General Liability insurance with a combined single limit, or the equivalent, of not less than $2,000,000 for each occurrence for bodily injury and property damage. It shall include contractual liability coverage for the indemnity provided under this contract.

Automobile Liability insurance with a combined single limit, or the equivalent, of not less than $1,000,000 for each accident for bodily injury and property damage, including coverage for owned, hired or non-owned vehicles, as applicable.

CONCLUSION:
The Commission is asked to review the materials and provide input, if any, to the Director of Public Works regarding a permit and associated process.

Personal Biography

I have worked in the food and beverage industry for about 30 years in all positions from server to cook to ownership. I have gleaned vast knowledge of running a food-based business and am well versed in hospitality, food prep/food handling, and sales. My most recent businesses are Noble Coffee Roasting which I co-founded and operated, and Kelly's Crepes, a Class IV food cart of which I was the sole proprietor.

I also have a long history of working with children. I created and ran Stepping Stones Preschool on B Street from 1997-2005. I have also volunteered in all five of our present and former elementary schools for the past 20 years. Most recently in a first grade class at Helman.

With my lifetime of experience in the food business and working with children, melded with my love of this community which I have called home since 1986, I believe I am just the person to bring smiles to the faces of children of all ages with a frozen tasty treat to help beat the summertime heat.

Ice Cream Truck Safety Plan:

Intent is to purchase vehicle similar in size to an old Mail Truck or Jeep.

Driver will park as close to curb as feasible, only stopping in places that are safe and legal.

Driver will make his/her best attempt to park vehicle directly adjacent to curb-line wherever possible. If not possible, vehicle will stop only in places where oncoming traffic in both lanes can see each other and reasonably pass.

When stopping, hazard lights will be turned on.

Vehicle will have signage stating

"Caution, Children"

Stopping times will be short in duration, making time for transaction only.

Business will be operated only during daylight hours to ensure the safety of the traveling public and interactions with pedestrians, etc.

Ice Cream Truck Operating Plan

Hours of Operation:

Afternoons/evenings-ending by dusk

Memorial Day through Labor Day

Areas of Operation:

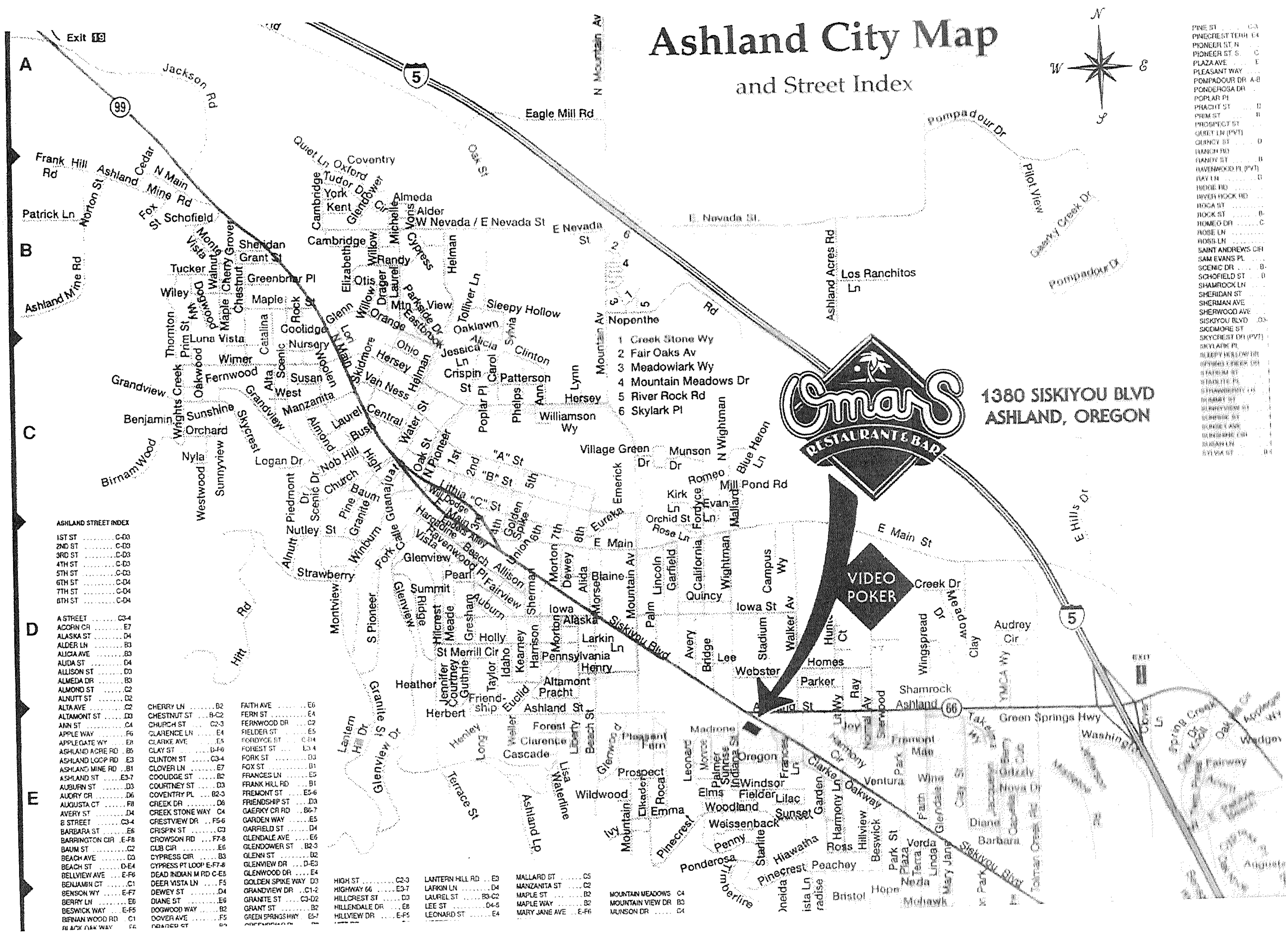
Driving through Ashland neighborhoods and places of public congregation such as parks and playgrounds, ***excluding the downtown core***.

Products for Sale:

Prepackaged frozen treats. (Ice cream sandwiches, ice cream bars, popsicles etc...)

Ashland City Map

and Street Index



CITY OF ASHLAND

COMMERCIAL USE PERMIT
RIGHT-OF-WAY (R-O-W) OUTSIDE THE DOWNTOWN AREA AND CITY PARKS
(FOR PERSON UNDER 18 YEARS OF AGE)

PERMITTEE: _____

dba _____

Address _____

Phone # _____

VEHICLE: _____

Authorized R-O-Ws _____

_____

_____

Authorized Dates _____ **Hours:** _____

Conditions: Any and all conditions contained in Permittee's R-O-W Permit Application are incorporated in this Permit.

1. Permittee is qualified to do permitted business under this permit during the period of the above stated authorized dates or until permittee's 18 birthday, whichever occurs sooner.

2. Vehicle will be fully licensed and compliant with state law and shall include adequate reflective markings, lighting, and sound warning equipment.

3. Permittee shall maintain adequate vehicle and comprehensive liability insurance throughout the period qualified under this permit. Certificate related to all insurance required is to be provided to the City prior to Permittee operating business.

4. Permittee is responsible for cleanup on public R-O-Ws of any litter or objects reasonably known by Permittee as related to items purchased from Permittee.

5. _____.

For City Use only:

Commercial Use Permit

☐ Permit Approved

☐ Not Approved

Date: _____, 2016

_____

Dave Kanner
City Administrator

Community Development
20 East Main Street
Ashland, Oregon 97520

Tel: 541-488-5305
Fax: 541-488-5311

CITY OF
ASHLAND

COMMERCIAL USE PERMIT APPLICATION
RIGHT-OF-WAY (R-O-W) OUTSIDE THE DOWNTOWN AREA AND CITY PARKS

(Submit at least 15 days prior to first date of doing business)

Fill out completely and type or print legibly. Failure to do so could result in permit denial.

APPLICANT INFORMATION

1. Applicant _____
   DOB _____
2. If business, Name of business _____

   Are you operating for or associated with any business? □ Yes □ No

   (If yes, whom) _____.)
3. Street Address _____ City _____ State _____ Zip _____
4. Phone and e-mail _____; _____@_____
5. Contact Person if different than applicant _____

USE INFORMATION

6. General description of commercial activity using R-O-W

   _____

   _____

   _____.
7. Type of vehicle(s) to perform commercial activity _____

   If applicable, Vehicle Insurance and policy # _____
   (Provide certificate.)
8. Date or period of use _____
9. Time of use _____
10. Location of use (Entire city/residential/ commercial, etc.) _____
11. Anticipated number of patrons in a 4 hour period _____

    How do you arrive at that estimated number? _____

    _____

Community Development
20 East Main Street
Ashland, Oregon 97520

Tel: 541-488-5305
Fax: 541-488-5311

12. Will you have amplified sound? □ Yes □ No (If yes, fill out separate "Noise Permit Application")

13. Will you have sound making device(s)? □ Yes □ No (If yes, describe) _____

_____

14. Will you have signs for advertising? □ Yes □ No (If yes, signage is to be reviewed and approved by the Ashland Planning Department.) _____

_____

RIGHT OF WAY INFORMATION

15. What streets and/or route will you use? (Provide map of route.)

_____

_____

_____

_____.

16. Will your proposed route where sales will occur include Siskiyou Blvd (Walker to I-5), Ashland St (RR Overpass to I-5)? □ Yes □ No (If yes, this is ODOT's jurisdiction. For ODOT permits contact Roger Allemand at 541-774-6360 or roger.b.allemand@odot.state.or.us. To avoid revocation of permit, copy of permit MUST be received by staff two weeks before operations.)

17. Will your proposed route affect the bus route? □ Yes □ No (If Yes, contact RVTD at 541-779-2877)

The City reserves right to alter applicant's proposed route if ODOT and the Public Works Department determine the route will threaten public safety, require significant city services and/or severely limit transit opportunities in high-volume areas.

OTHER IMPACTS FROM COMMERCIAL ACTIVITY

18. Describe the marketing and promotional effort planned for the commercial activity (advertising, flyers, etc.).

_____

_____

_____

19. Will items or services be sold from the R-O-W? □ Yes □ No (No food is permitted for sale other than commercial pre-packaged food.)

20. Please describe item or service _____

_____

_____

21. Do you have a recycling, waste prevention and disposal plan for your event? □ Yes □ No
Please describe your plan _____

_____

STANDARD PERMIT CONDITIONS

If your permit is approved and issued the following conditions may apply:

1. Commercial activity from vehicle is only permitted only in residential and commercial zones outside the downtown area defined by attached map and all Ashland Parks, and in a manner that does not unreasonably disrupt neighborhood or other business' activities.

2. Sound devices, other than amplified sound which requires a Noise Permit, are restricted to making intermittent sound that does not exceed a reach of 300 feet.

3. Pace – Vehicle shall maintain a reasonable pace with traffic in the lane the Applicant's vehicle occupies. When vehicle fails to keep the pace it will be required to move to a place outside the flow of traffic or where requested by the Ashland Police Department until traffic clears.

4. Food sales may only be served as commercial prepackaged products.

5. Other permits – Applicant is responsible for ensuring all applicable permits are in place prior to the operations. These include, but are not limited to: business licenses, Noise Permits, and Food Handlers permit. Approval jurisdiction is the city limits of Ashland. Permits outside city limits are the sole responsibility of the applicant.

6. Special conditions: No sales within 1000' of any commercial business that sells identical or similar products.

_____

_____

_____

□ **I have read these conditions and agree to fulfill any requirements therein.**

By signing this application, Applicant, and Applicant's authorized representative (parent or guardian) on behalf of Applicant agrees to all terms and conditions set forth in Ashland Municipal Code and any special conditions listed in the permit.

As the Applicant, I certify that the information provided is true to the best of my knowledge and agree to pay the permit fee for this commercial activity on the R-O-W as determined by the City Council based upon the information provided in this application.

Applicant signature _____ Date _____

Applicant parent/guardian signature _____ Date _____

RETURN THIS COMPLETED APPICATION TO:

R-O-W Permit c/o Public Works Administration
20 East Main St (Physical Address: 51 Winburn Way)
Ashland, Oregon 97201
Office: (541) 488-5587 ~ FAX (541) 488-6006

FOR OFFICE USE ONLY

Administrative Assistant:

- Provide a copy of the completed Commercial Use of R-O-W Permit registration application, business license application, to the Public Works and City Planning Departments for review and approval/disapproval recommendation.

Public Works Department

☐ Application Meets Requirements

☐ Application Does Not Meet Requirements

☐ Application Needs Additional Information

If additional information is required please specify:

_____.

If disapproval is recommended, please state reason:

_____.

Signature: _____ Date: _____

City Planning Department

☐ Application Meets Requirements

☐ Application Does Not Meet Requirements

☐ Application Needs Additional Information

If additional information is required please specify:

_____.

If disapproval is recommended, please state reason:

_____.

Signature: _____ Date: _____

City of Grants Pass

VENDOR LICENSE APPLICATION

Date App Rec'd: _____
Type:
___ Mobile Vending Cart ___ Mobile Food Truck
___ Solicitor/Peddler ___ Ice Cream Truck
___ Temporary Merchant ___ Community Event
Fees Paid: _____
Date Issued: _____

BUSINESS NAME: _____
APPLICANT: _____
TELEPHONE: _____ CELL: _____ EMAIL: _____
APPLICANT'S PHYSICAL ADDRESS: _____
APPLICANT'S MAILING ADDRESS: _____
DATE OF EVENT: _____
LOCATION AND ZONING DISTRICT WHERE CONDUCTING BUSINESS: _____
_____
HOURS OF OPERATION: _____
DESCRIBE BUSINESS ACTIVITY AND DESCRIPTION OF GOODS, WARES, MERCHANDISE OR SERVICES TO BE OFFERED:
_____
_____

If applicant is an employee or acting as an agent for another, please provide:
REGISTERED AGENT OR CORPORATION NAME: _____
AGENT OR CORPORATION ADDRESS: _____
AGENT OR CORPORATION TELEPHONE/EMAIL: _____

Community Event - WILL YOU BE OPERATING IN THE CENTRAL BUSINESS DISTRICT? IF YES, PLEASE OBTAIN DOWNTOWN SERVICE OFFICE SIGNATURES GRANTING PERMISSION FOR ATTENDING THE COMMUNITY EVENT.

_____ _____
Downtown Service Office Individual (Please Print) *Downtown Service Office Individual Signature*

Temporary Merchant - SPECIFY DAYS IN CALENDAR MONTH (*limited to 10 days in a calendar month per location*):
_____
HOURS OF OPERATION (*limited - 7:00 am to 11:00 pm Monday–Sunday; must vacate property by 11:00 pm*): _____

Solicitor/Peddler/Ice Cream Truck – PROVIDE INFORMATION OF VEHICLE TO BE USED:
_____
Year & Make *Model* *Color* *License No.* *State*
LENGTH OF TIME TO DO BUSINESS: _____
DOES THE APPLICANT OR AFFILIATED BUSINESS ORGANIZATION HAVE ANY PAST CRIMINAL CONVICTIONS INVOLVING UNLAWFUL TRADE PRACTICES, FRAUD, OR CRIMES INVOLVING MORAL TURPITUDE? IF YES, PLEASE DESCRIBE (DATE, OFFENSE, CITY, STATE, and DISPOSITION): _____
_____
HAVE ANY KNOWN CONSUMER COMPLAINTS BEEN MADE TO LOCAL OR STATE CONSUMER AGENCIES ABOUT THE APPLICANT OR AFFILIATED ORGANIZATION? _____ IF YES, DESCRIBE: _____
_____

_____ _____
Applicant Signature *Date*

PROPERTY OWNER ACKNOWLEDGES AND APPROVES USE ON THE PROPERTY: *(Community Event or Temporary Merchant)*

_____ _____
Property Owner Name (Please Print) *Property Owner Signature*

FEE SCHEDULE

Solicitors/Peddlers & Ice Cream Trucks	
Background check performed by Public Safety	$10.00
Annual License & Application (July to June)	$20.00
½ Year License (January to June)	$10.00
Seasonal Sales (Allowed 90 days per year)	
Background check performed by Public Safety	$10.00
License & application	$20.00
NOTE: *No fees are required for Seasonal Sales if the person selling the products of the farm or orchard were produced by the seller. A background check, license and application are required.*	
Temporary Merchants	
Background check performed by Public Safety	*(per individual)* $10.00
License & Application	$20.00
Card re-issuance fee	$10.00
Community Events	
Background check performed by Public Safety	$10.00
License & application	$20.00
Mobile Food Trucks, Mobile Vending Carts, and Mobile Vending Vehicles (located on the Grower's Market Lot)	
Background check performed by Public Safety	$10.00
License & Application	$320.00
Annual Renewal	$150.00

Continued on next page

SUBMIT ALL APPLICATIONS TO PARKS & COMMUNITY DEVELOPMENT

Routing Instructions from Parks & Community Development

**** COMMUNITY EVENT ****

ROUTE TO FINANCE - Collect the Following:

	Complete application		Copy of valid Oregon motor vehicle operator's license
	Copy of Certificate of Liability		Copy of Business & Occupation Tax Certificate application – (BTAX number)
	Copy of valid Food Handlers Card		Take picture(s) – Picture Number(s):

FEES COLLECTED:

	Background Check Fee ($10.00)
	License & Application Fee ($20.00)
	Business Tax Fee (see scale)

ROUTE TO:

Public Safety		**Approved**		**Denied**	**Signature:**		**Date:**
If denied, route packet back to Parks & Community Development							
Comm Dev		**Approved**		**Denied**	**Signature:**		**Date:**
Cust Service	Date received:				Card Created:		Date:
	Applicant Contacted:						Date:
Signature of Issuer:							Date:

**** SOLICITOR/PEDDLER/ICE CREAM TRUCK ****

ROUTE TO FINANCE - Collect the Following:

	Complete application		Copy of valid Oregon motor vehicle operator's license
	Copy of Certificate of Liability (*Ice Cream Truck*)		Copy of Business & Occupation Tax Certificate application – (BTAX number)
	Copy of valid Food Handlers Card (*Ice Cream Truck)*		Take picture(s) – Picture Number(s):
	Proof of compliance with all federal, state and local bonding and licensing requirements (*Solicitor/Peddler*)		

FEES COLLECTED:

	Background Check Fee ($10.00)
	License & Application Fee ($20.00)
	Business Tax Fee (see scale)

ROUTE TO:

Public Safety		**Approved**		**Denied**	**Signature:**		**Date:**
If denied, route packet back to Parks & Community Development							
Cust Service	Date received:				Card Created:		Date:
	Applicant Contacted:						Date:
Signature of Issuer:							Date:

**** TEMPORARY MERCHANT ****

ROUTE TO FINANCE - Collect the Following:

	Complete application		Copy of valid Oregon motor vehicle operator's license
	Copy of Certificate of Liability		Copy of Business & Occupation Tax Certificate application – (BTAX number)(*not required for Fireworks application*)
	Copy of valid Food Handlers Card		Take picture(s) – Picture Number(s):
	Fireworks – copy of approval from Fire Marshal		

FEES COLLECTED:

	Background Check Fee ($10.00 *per individual*)
	License & Application Fee ($20.00)
	Business Tax Fee (see scale)

Continued on next page

ROUTE TO:								
Public Safety		**Approved**		**Denied**	**Signature:**		**Date:**	
If denied, route packet back to Parks & Community Development								
Comm Dev		**Approved**		**Denied**	**Signature:**		**Date:**	
Cust Service	Date received:			Card Created:		Date:		
Signature of Issuer:						Date:		
**** MOBILE VENDING CART/MOBILE FOOD TRUCK **** *(Ask for Supplemental Zoning Map)*								
PARKS & COMMUNITY DEVELOPMENT - Collect the Following:								
	Complete application			Copy of valid Oregon motor vehicle operator's license				
	Copy of Certificate of Liability			Completed planning application form				
	Copy of valid Food Handlers Card			Scaled site plan				
FEES COLLECTED:								
	License and Application Fee ($320.00 *new application*)(Growers Market)							
	Annual Renewal Fee ($150.00)(Growers Market)							
Comm Dev		**Approved**		**Denied**	**Signature:**		**Date:**	
If denied, contact applicant								
	Applicant Contacted:					Date:		
ROUTE TO:								
Cust Service	Contact applicant:					Date:		
CUSTOMER SERVICE - Collect the Following:								
	Copy of Business & Occupation Tax Certificate application – (BTAX number)							
	Take picture(s) – Picture Number(s):							
FEES COLLECTED:								
	Background Check Fee ($10.00)							
	Business Tax Fee (see scale)							
ROUTE TO:								
Public Safety		**Approved**		**Denied**	**Signature:**		**Date:**	
If denied, return packet to Parks & Community Development								
Cust Service	Date Received:			Card Created:		Date:		
Signature of Issuer:						Date:		

ASHLAND PARKS & RECREATION COMMISSION

340 S PIONEER STREET • ASHLAND, OREGON 97520

Michael A. Black, AICP
Director

541.488.5340
AshlandParksandRec.org
parksinfo@ashland.or.us

TO: City of Ashland Transportation Commission

FROM: Michael A. Black

DATE: September 12, 2018

SUBJECT: Bear Creek Greenway Extension

INTRODUCTION

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

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

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

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

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

BACKGROUND (from executive summary)

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

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

Project Goals

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

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

Key Planning Considerations

Key considerations for planning the specific trail alignment included:

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

RECOMMENDATIONS

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

As a potential interim alignment (should fiscal or other constraints complicate implementation efforts of the short-term and permanent alignment recommendation), the project team recommends a variation of Alignment

Alternative B which follows existing paths near the wastewater treatment plant, continues along Nevada Street and Oak Street, and connects back to the Bear Creek Greenway from Sleepy Hollow Street through the City's recent Mace Property acquisition. This low-cost alignment takes advantage of existing paths and on-street infrastructure.

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

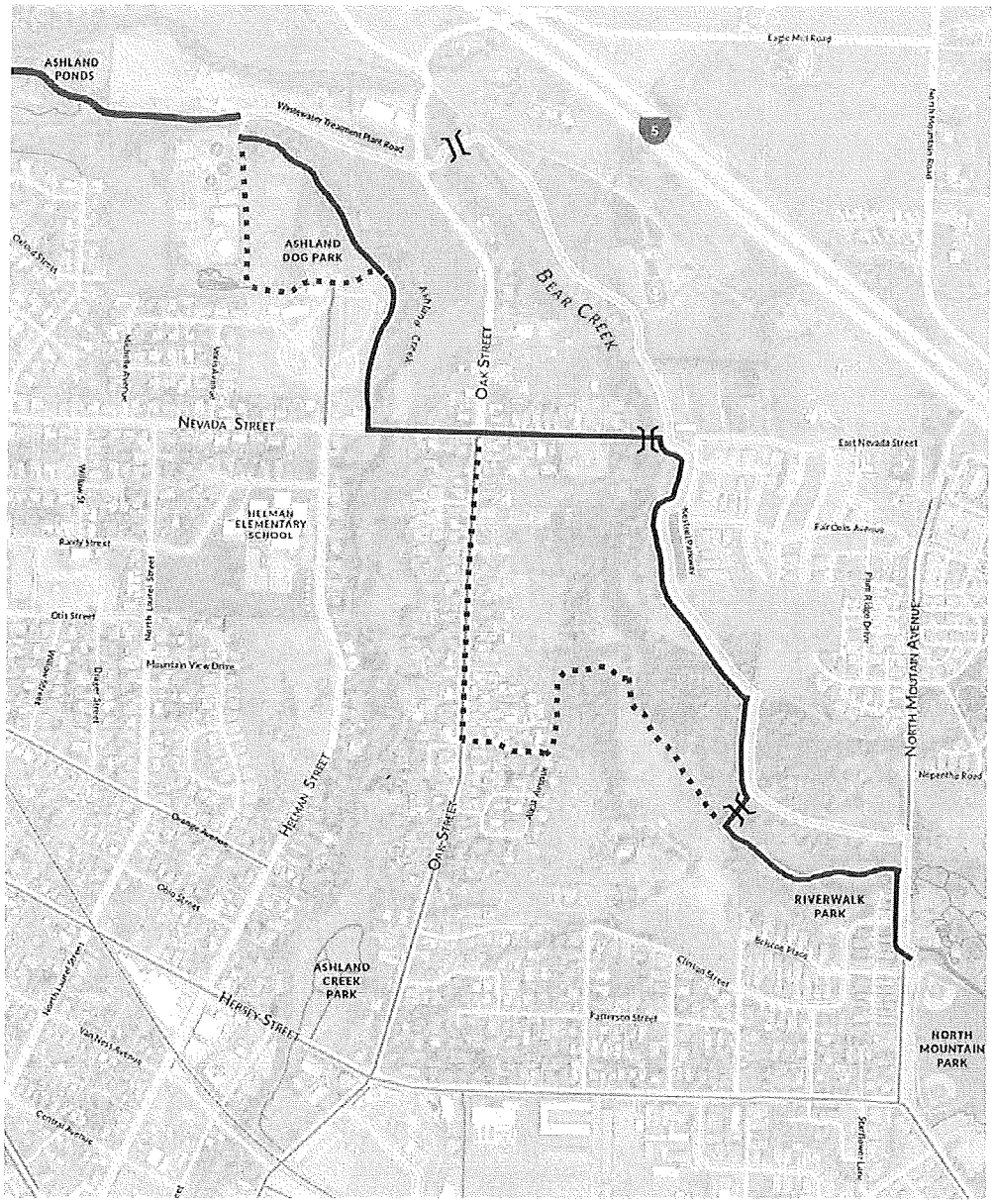
These bridge crossings will meet long-term connectivity goals serving the neighborhoods northeast of Bear Creek. For a permanent extension of the Bear Creek Greenway between the Ashland Dog Park and North Mountain Park, the project team recommends Alignment Alternative A along the east side of Bear Creek.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

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

CONCLUSION

It is our intent to recommend the Bear Creek Greenway Extension Plan for incorporation in all appropriate City of Ashland transportation system planning documents and master plans as the preferred active transportation plan for the subject area. Staff is requesting that commission review the findings and the recommended alternatives in the plan and make a formal recommendation for approval or approval with changes to the City Council.

PREFERRED ALTERNATIVE



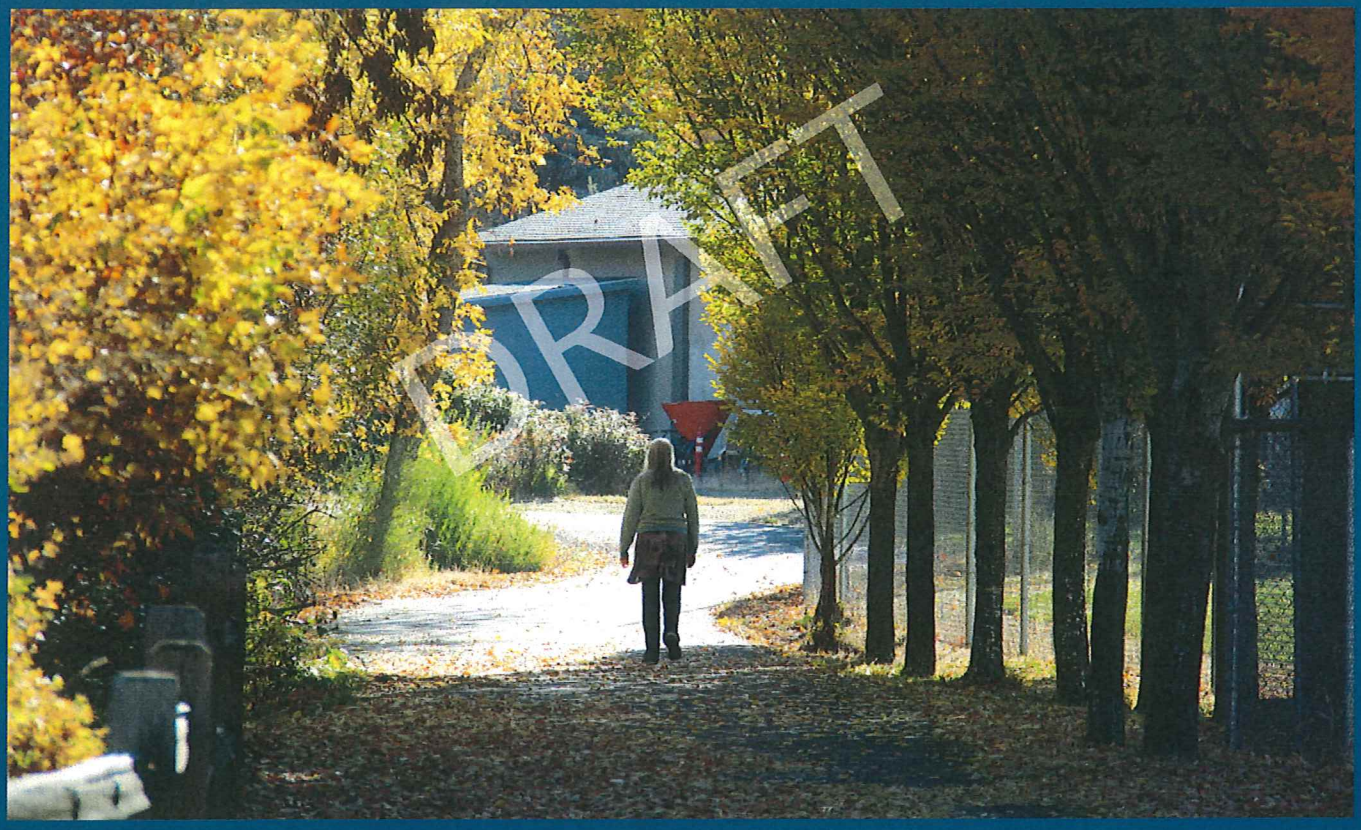
BEAR CREEK GREENWAY EXTENSION

Map 3. Draft Recommended Alignment

LEGEND

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

0 250 500 Feet

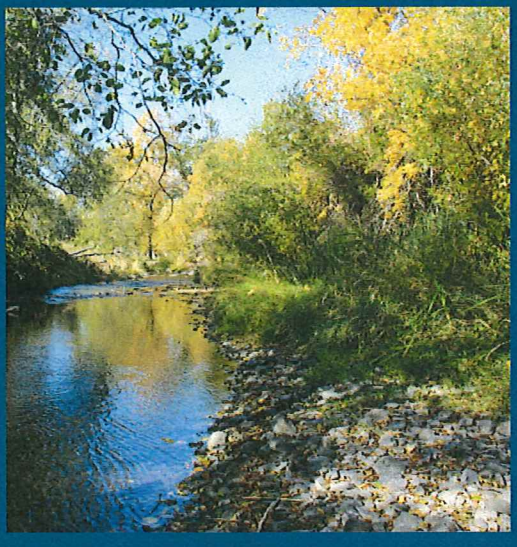


BEAR CREEK GREENWAY

Extension Feasibility Study

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

September 2018

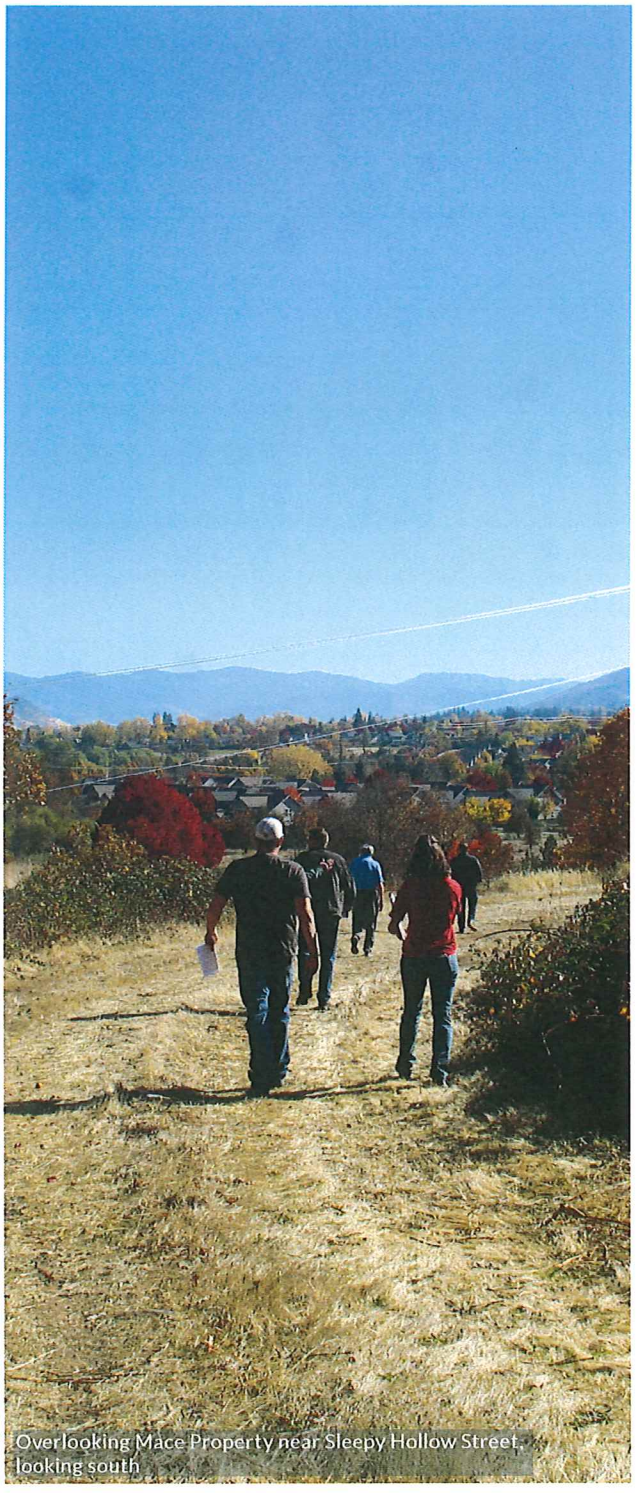


This page intentionally left blank

CONTENTS

This page intentionally left blank

ACKNOWLEDGMENTS



Overlooking Mace Property near Sleepy Hollow Street, looking south

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

Ashland Residents and Stakeholders

Bear Creek Greenway Foundation

Ashland Woodlands and Trails Association

Jackson County

Oregon Department of Transportation

Ashland Public Works Department

Ashland Parks and Recreation Department

This page intentionally left blank

I.

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Project Introduction

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

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

Regional Context

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

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

Project Goals

The Bear Creek Greenway Extension should:

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

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

Opportunities & Constraints

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

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

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

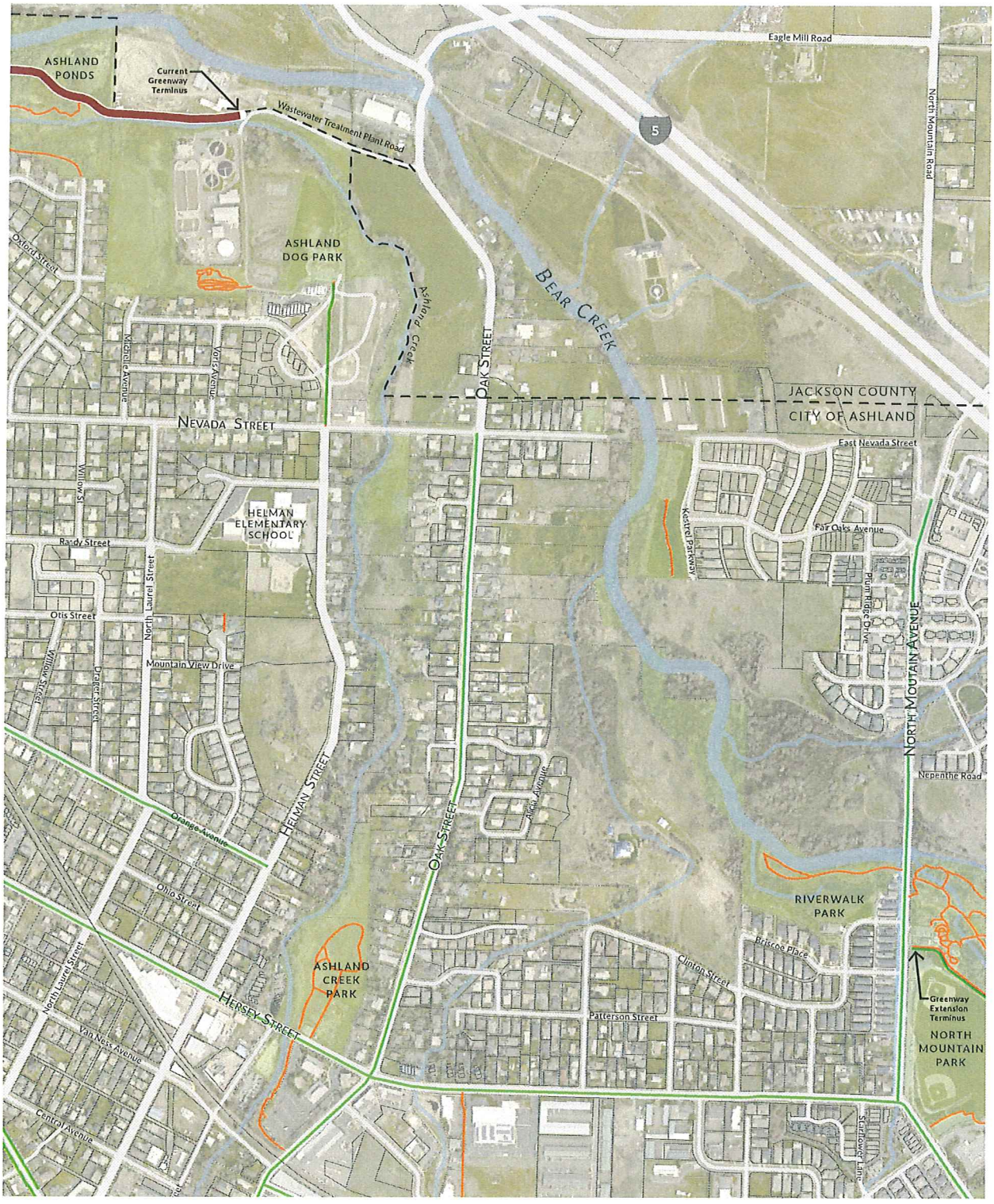
Other constraints include major road crossings, required stream crossings, landslide deposit areas, and the on-street segments associated with some of the alignments (due to the absence of feasible off-street options).

Key Planning Considerations

Key considerations for planning the specific trail alignment included:

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

Kestrel Property Conservation Area, looking south



BEAR CREEK GREENWAY EXTENSION

Map 1. Study Area

LEGEND

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

0 250 500 Feet

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

EXECUTIVE SUMMARY

Evaluation

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

Delineation of Alignment Alternatives

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

HIGHEST PRIORITY

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

MEDIUM PRIORITY

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

LOW PRIORITY

- Avoid floodplain

Alignment Segments

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

Secondary Routes

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

Evaluation Criteria

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

OVERALL QUALITY

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

SAFETY

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

ENVIRONMENTAL

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

HIGH-COST ITEMS

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

Alignment Recommendations

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

INTERIM ALIGNMENT

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

SHORT-TERM ALIGNMENT

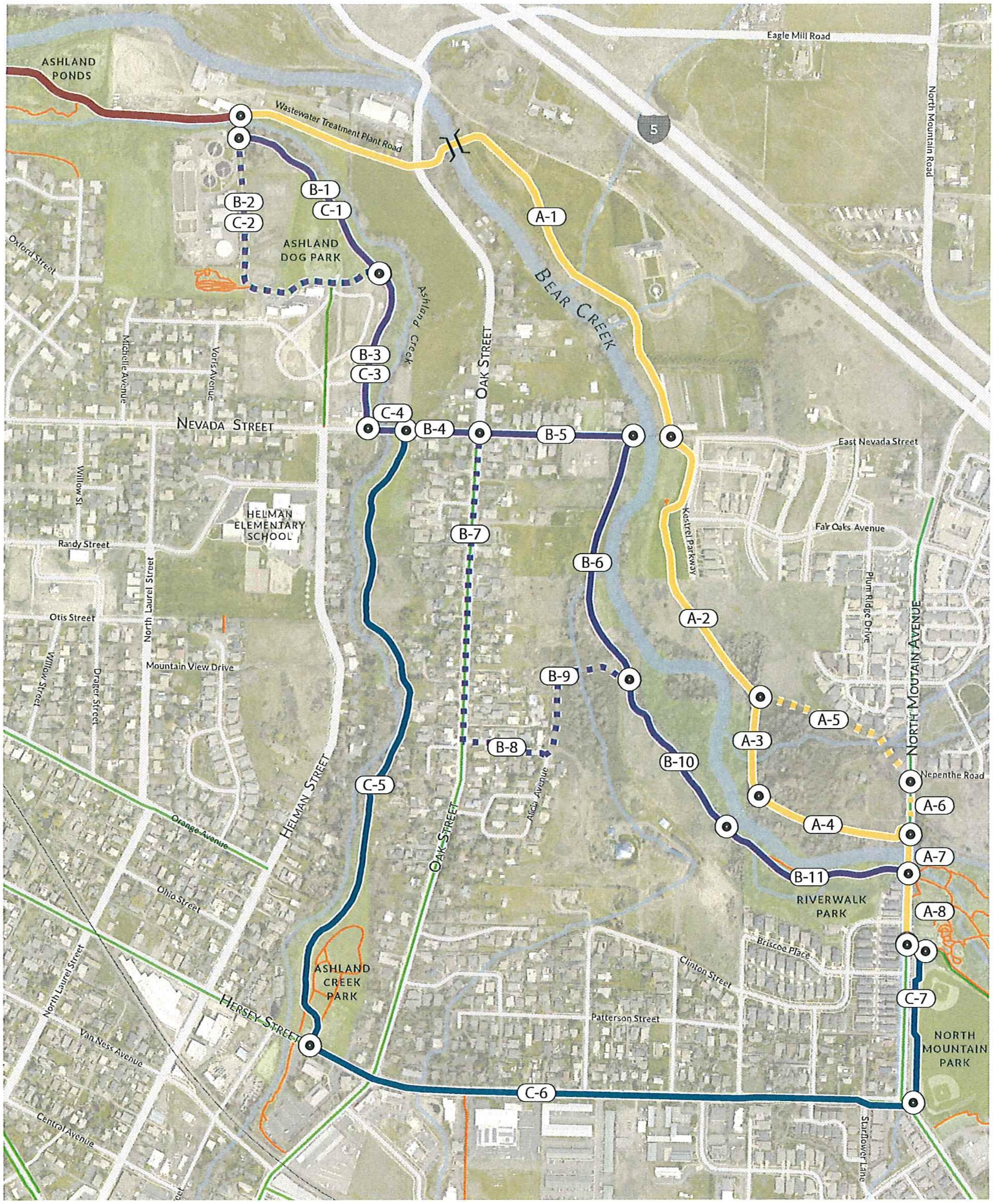
If funding or other factors delay implementation of the permanent alignment, a short-term alignment will generally be less expensive and easier to implement, even if it lacks the overall quality expected for the permanent alignment.

PERMANENT ALIGNMENT

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

POTENTIAL FUTURE PATH (NOT MAPPED)

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



Bear Creek Greenway Extension

Map 2. Draft Alignment Alternatives

LEGEND

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

0 250 500 Feet

EXECUTIVE SUMMARY

RECOMMENDATIONS

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

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

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

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

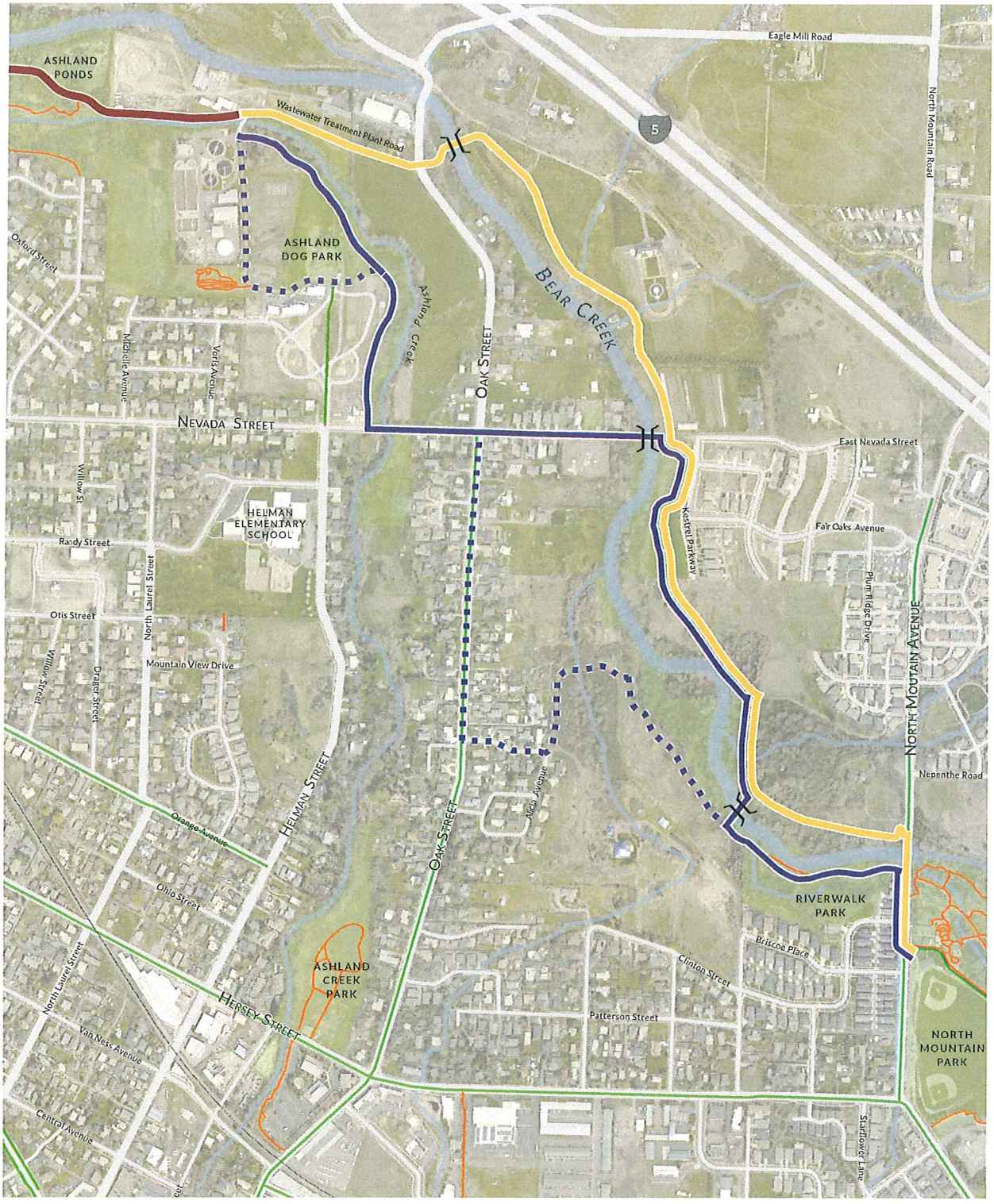
While this Feasibility Study presents a recommended alignment for the Bear Creek Greenway, the project team recommends that the City consider implementing all of the alignment alternatives as funding and community support allow. In particular, Alignment C along Ashland Creek provides a key connection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

TABLE 1. EVALUATION CRITERIA & PRIORITY RANKING OF ALIGNMENTS

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

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

Riverwalk Park, looking west



BEAR CREEK GREENWAY EXTENSION

Map 3. Draft Recommended Alignment

LEGEND

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

0 250 500 Feet

This page intentionally left blank

II.

INTRODUCTION

INTRODUCTION

Project Introduction

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

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

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

Regional Context

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

Historical Summary

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

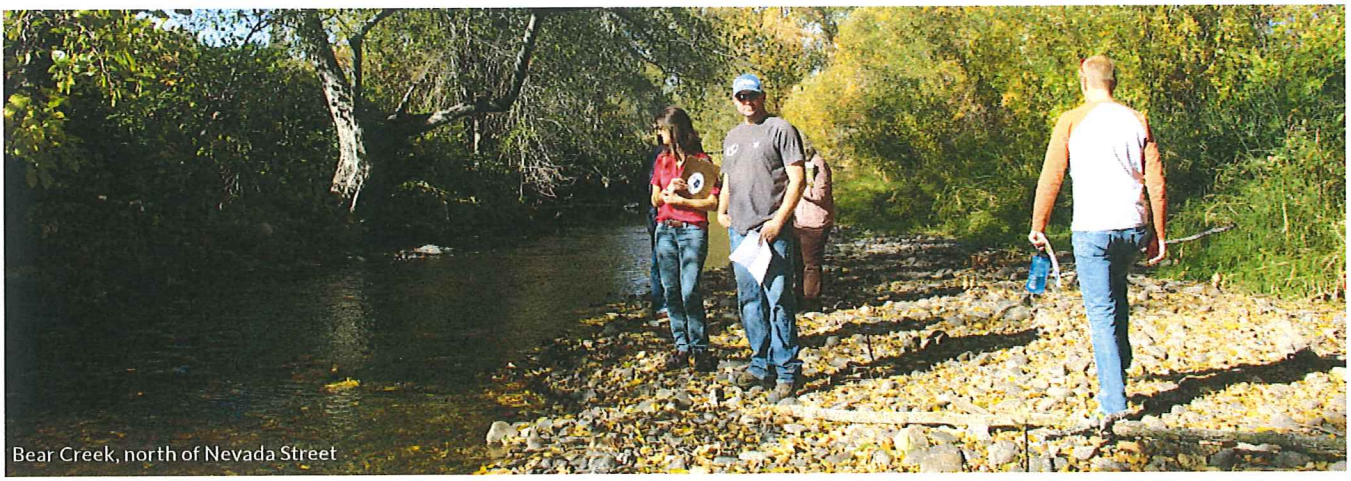
According to historical accounts written by the Foundation, regional planners have envisioned "an emerald necklace" of park land stretching from Emigrant Lake near Ashland to the Rogue River dating back to the 1960s. In 1973, a state bill established the Bear Creek Greenway which enabled Jackson County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

Project Goals

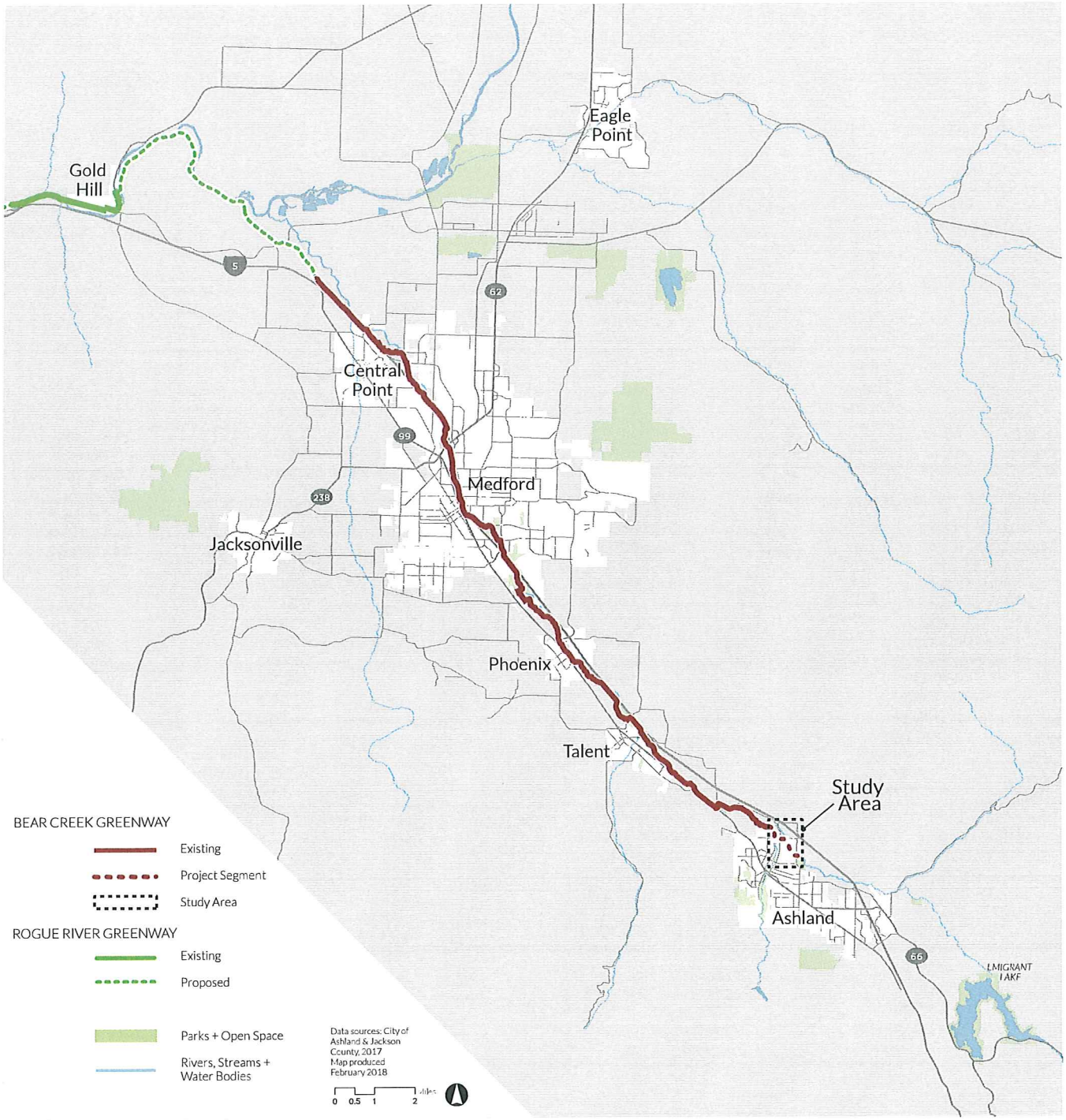
The Bear Creek Greenway Extension should:

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

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



Bear Creek, north of Nevada Street



Map 4. Bear Creek Greenway Regional Map

Existing Plans

Ashland Trails Master Plan, July 2006

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

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

Ashland Transportation System Plan, October 2012

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

Bear Creek Greenway Management Plan, December 2006

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

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

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

Project Planning Process

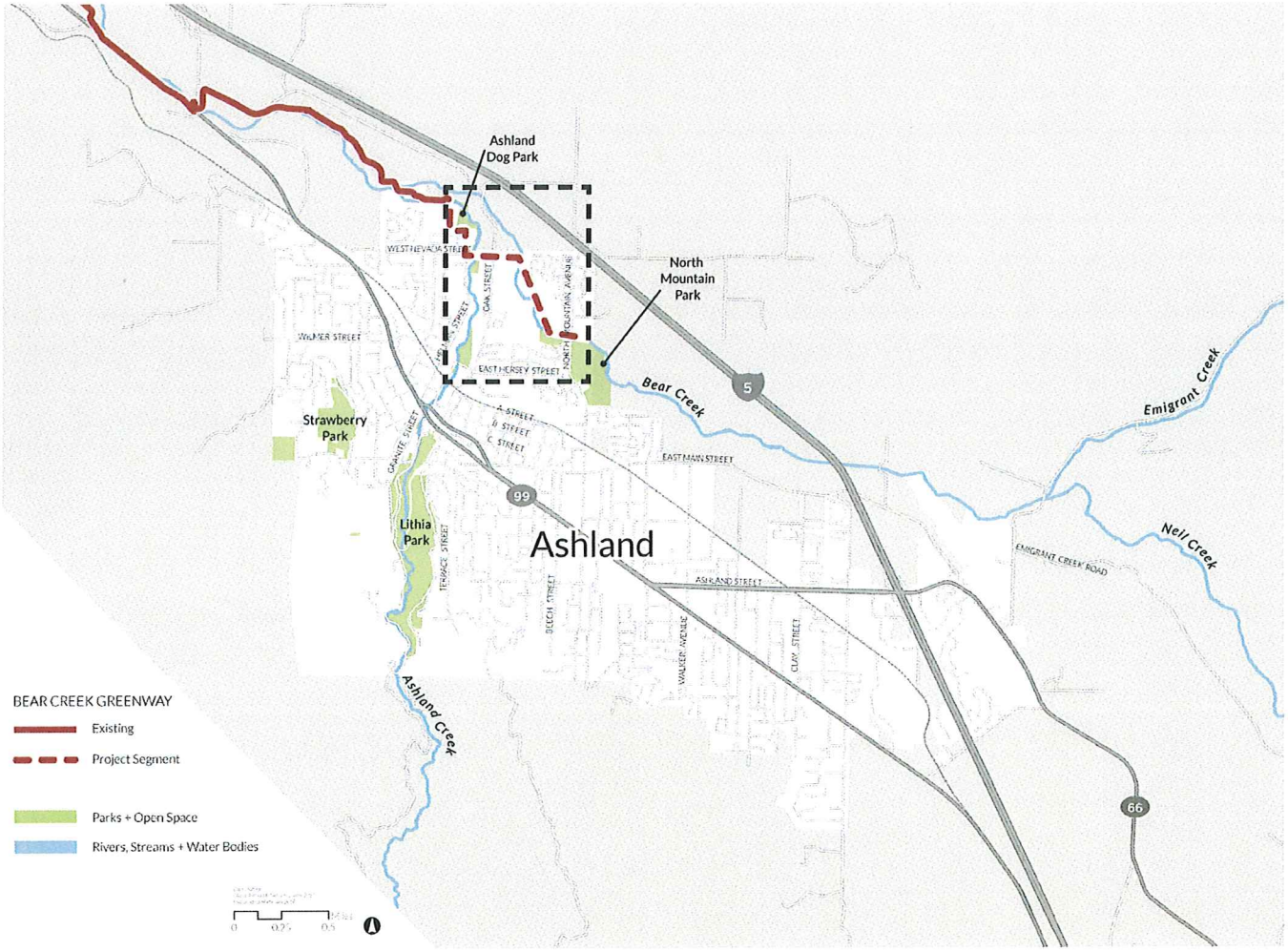
During the course of the Bear Creek Greenway Extension Feasibility Study, the project team, comprised of representatives from the City of Ashland, the Bear Creek Greenway Foundation, and Alta Planning + Design, explored alignment options and weighed the opportunities and constraints associated with each.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

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

Key Agencies and Partners

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

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



Map 5. City of Ashland

This page intentionally left blank

III.

EXISTING CONDITIONS

EXISTING CONDITIONS

Site Setting

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

Land Use

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

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

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

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

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

Environmental Factors

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

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

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

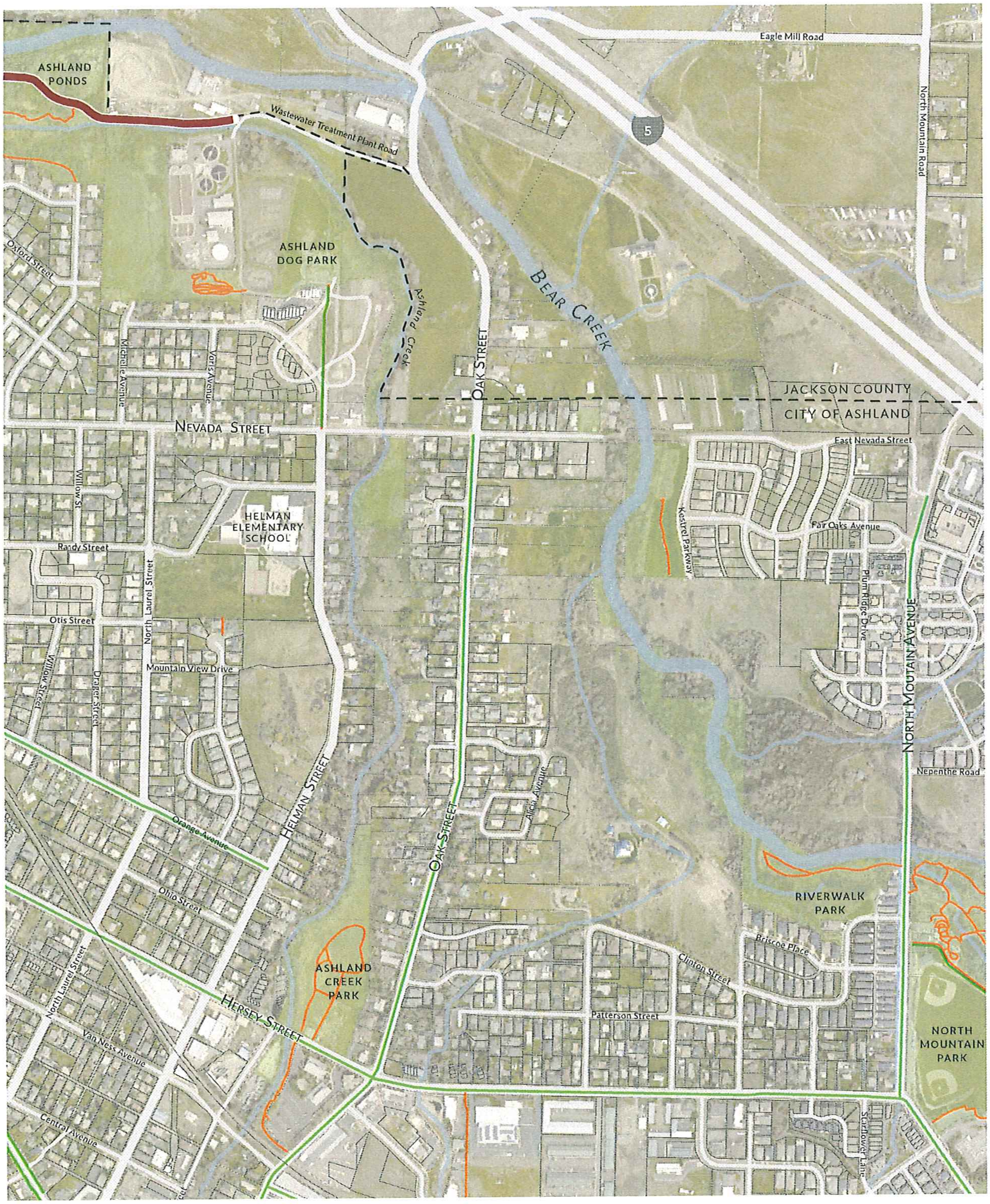
Bear Creek and Ashland Creek both require a 50-foot setback from top of bank, while the other named waterways within the study area require a 30-foot setback from the stream centerline.

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

Potential Geotechnical Concerns

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

North Mountain Park, looking east



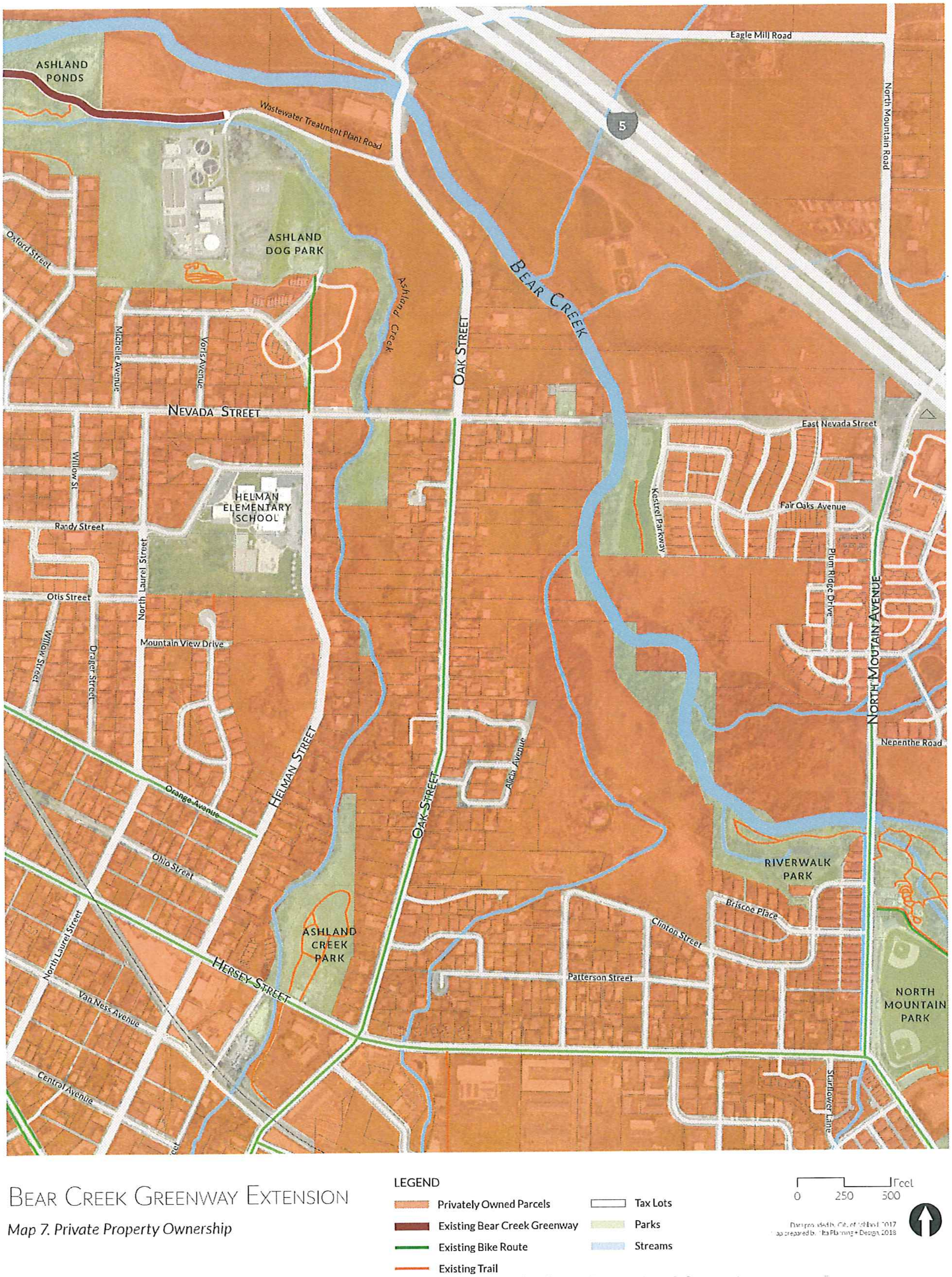
Bear Creek Greenway Extension

Map 6. Study Area

LEGEND

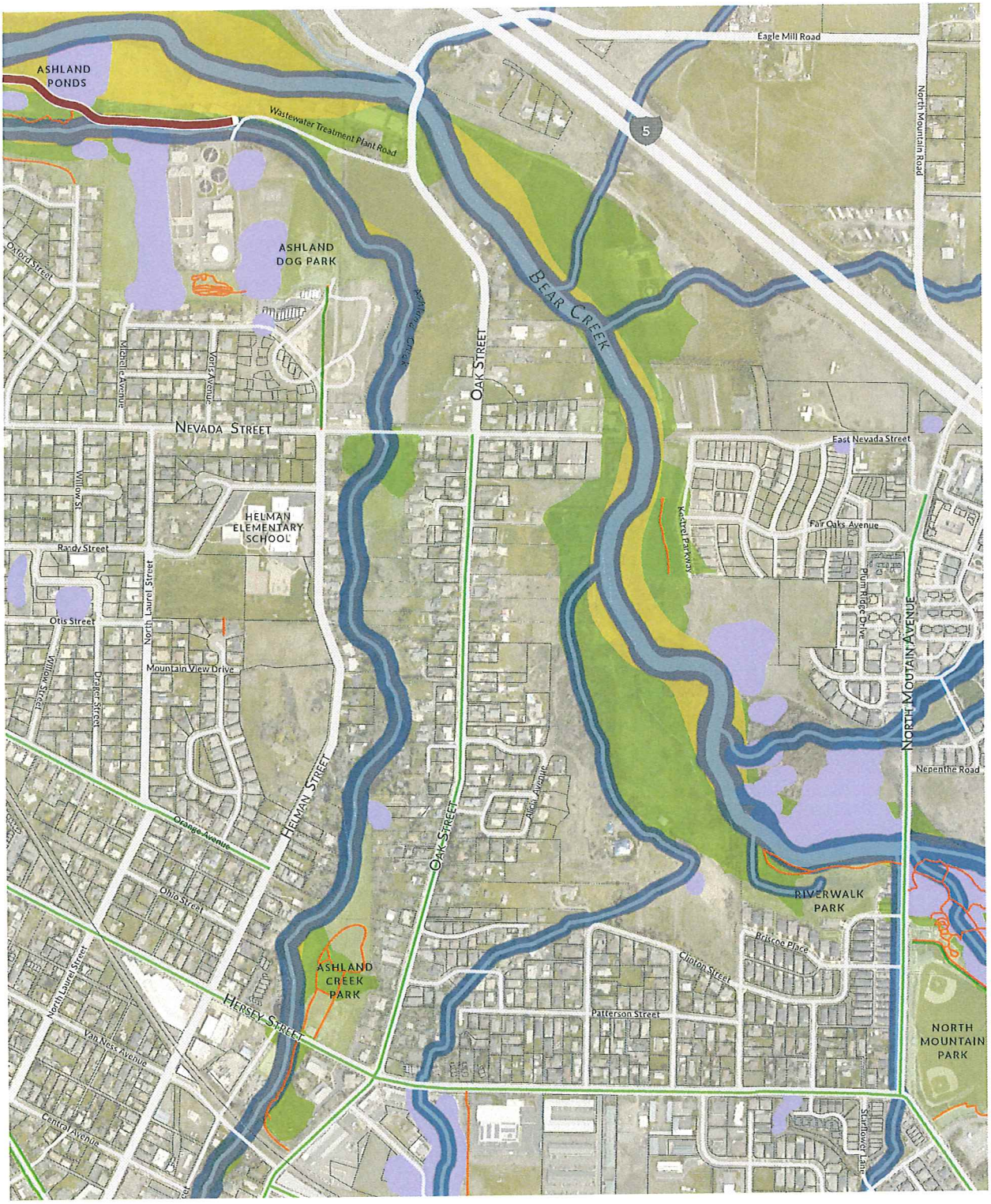
- Existing Bear Creek Greenway
- Existing Bike Route
- Existing Trail
- City Boundary
- Tax Lots
- Parks
- Streams

0 250 500 Feet


Ashland Ponds
Wastewater Treatment Plant Road
Eagle Mill Road
5
North Mountain Road
Ashland Dog Park
Oxford Street
Ashland Creek
Bear Creek
Michelle Avenue
Voris Avenue
Oak Street
Nevada Street
East Nevada Street
Willow St
Helman Elementary School
Kestrel Parkway
Fair Oaks Avenue
Randy Street
North Laurel Street
Plum Ridge Drive
North Moutain Avenue
Otis Street
Mountain View Drive
Willow Street
Drager Street
Nepenthe Road
Helman Street
Alicia Avenue
Orange Avenue
Oak Street
Ohio Street
Riverwalk Park
Briscoe Place
Ashland Creek Park
Clinton Street
North Laurel Street
Hersey Street
Patterson Street
North Mountain Park
Van Ness Avenue
Central Avenue
Sunflower Lane
LEGEND
Privately Owned Parcels
Existing Bear Creek Greenway
Existing Bike Route
Existing Trail
Tax Lots
Parks
Streams
0 250 500 Feet

Bear Creek Greenway Extension

Map 7. Private Property Ownership



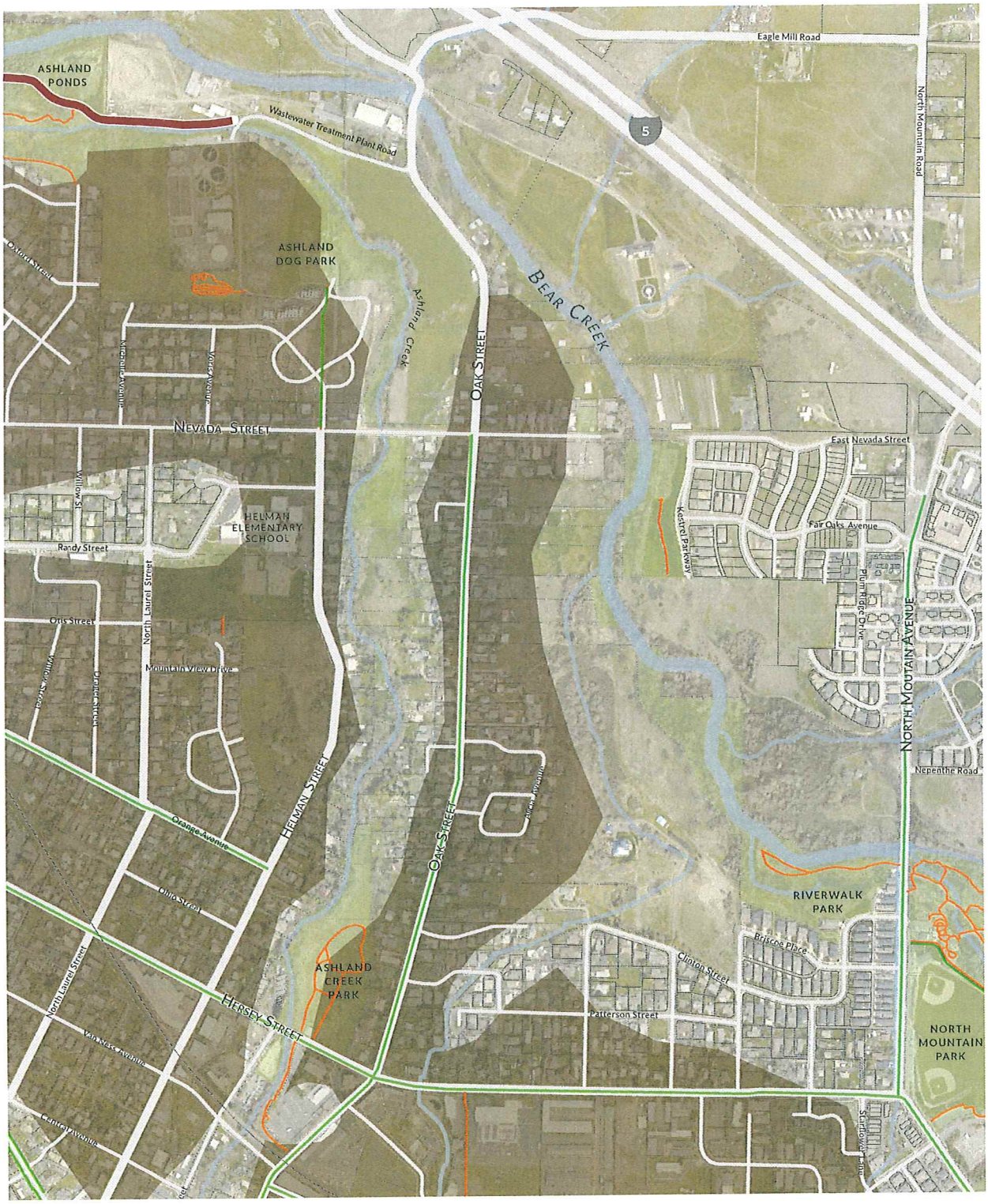
BEAR CREEK GREENWAY EXTENSION

Map 8. Environmental Factors

LEGEND

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

0 250 500 Feet



BEAR CREEK GREENWAY EXTENSION

Map 9. Geotechnical Factors

LEGEND

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

0 250 500 Feet

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

Map 9. Geotechnical Factors

This page intentionally left blank

Opportunities & Constraints

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

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

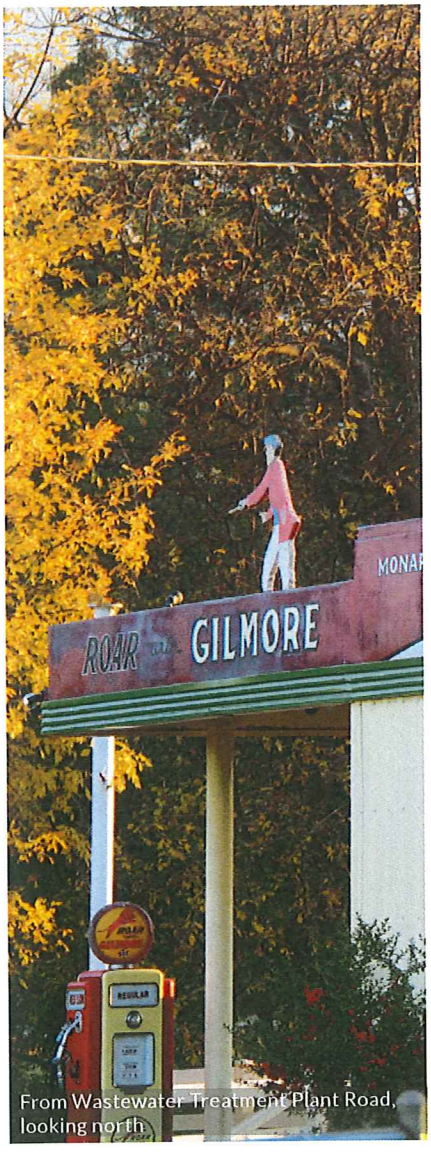
The most immediate constraints to trail feasibility relate to environmental factors and private property impacts. The floodways, riparian protection zones and wetlands are a major consideration for the trail alignment. The project team avoided these areas as much as possible when delineating the potential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

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

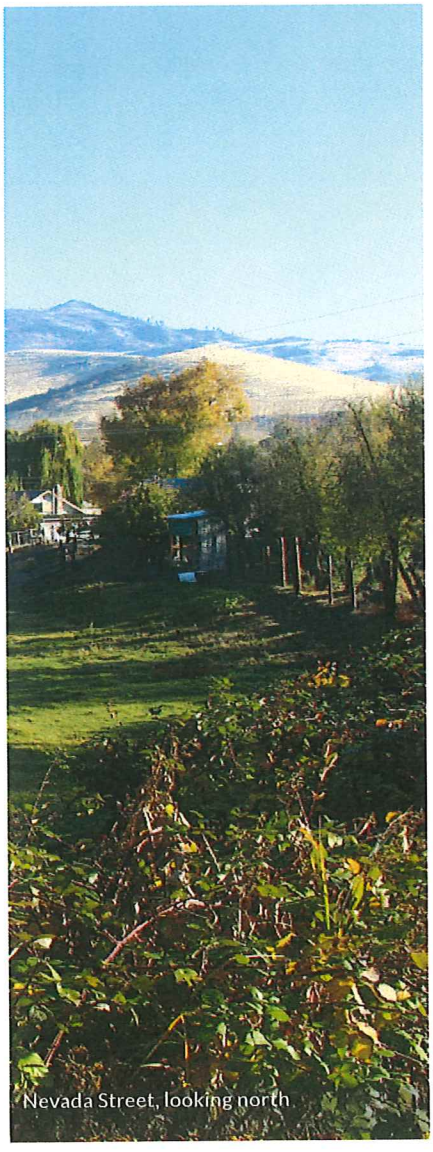
Key Planning Considerations

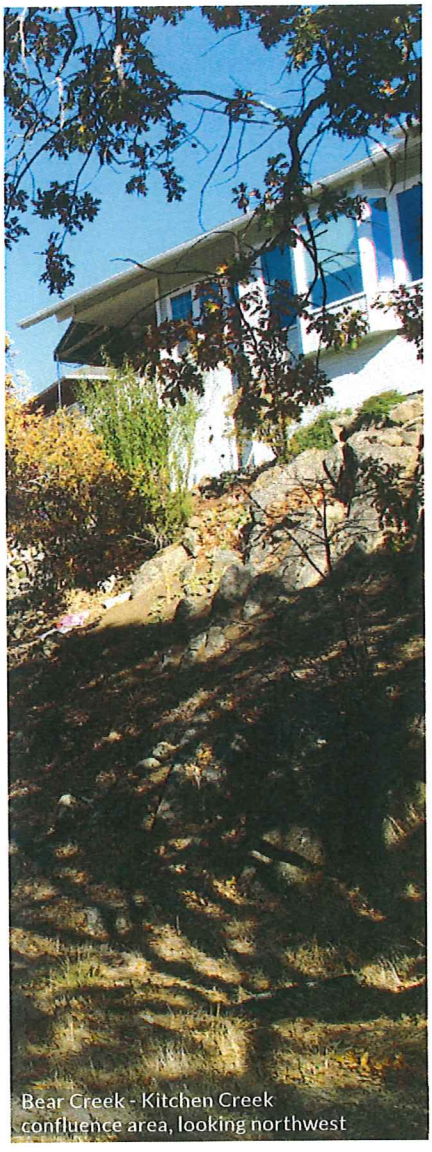
Key considerations for planning the specific trail alignment included:

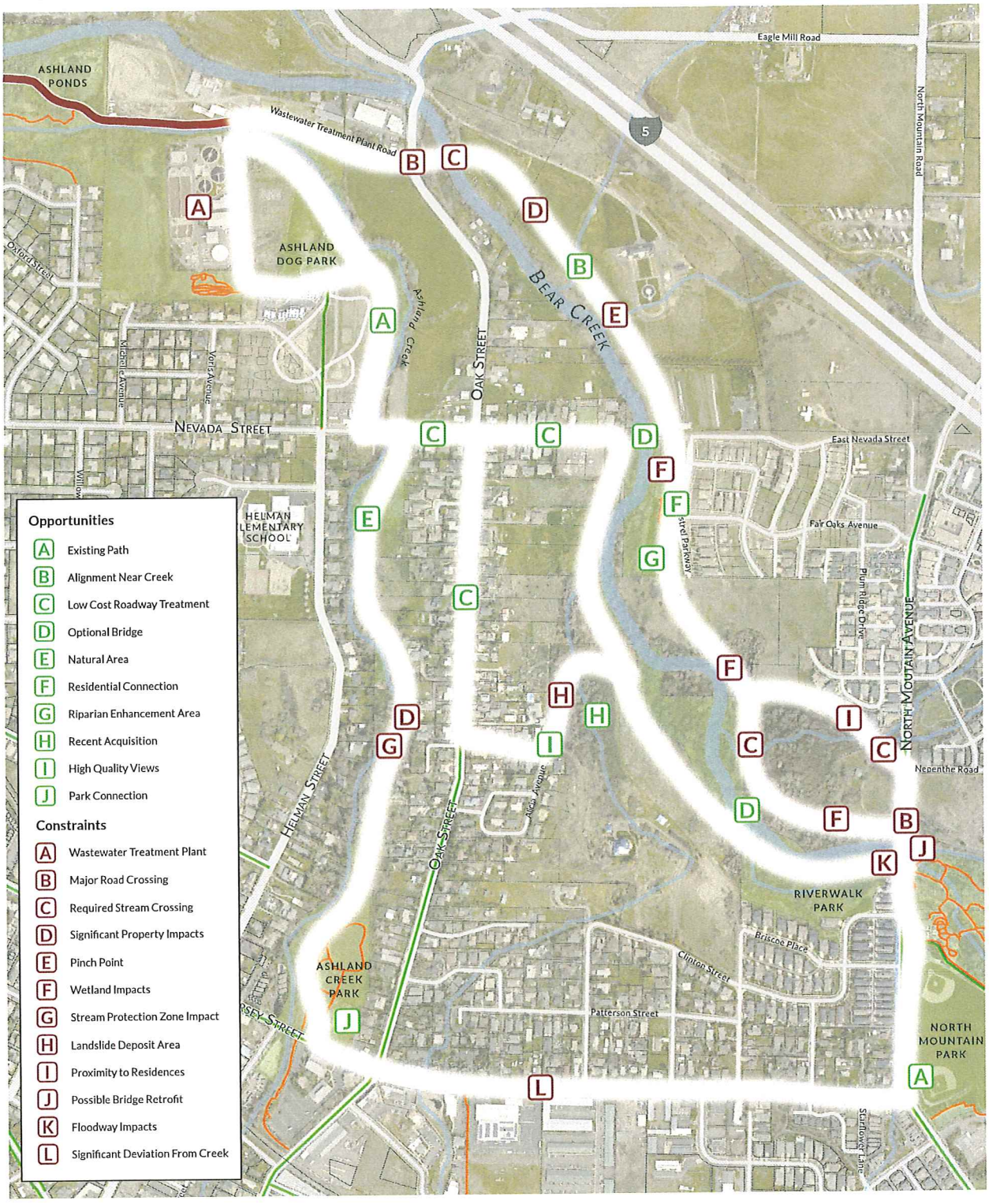
- Minimizing private property impacts while establishing the most direct route
- Minimizing environmental impacts while still creating a scenic experience in close proximity to Bear Creek for trail users
- Minimizing high costs associated with elements such as bridges and stream crossings
- Taking advantage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



From Wastewater Treatment Plant Road, looking north


Nevada Street, looking north


Bear Creek - Kitchen Creek confluence area, looking northwest



BEAR CREEK GREENWAY EXTENSION

Map 10. Opportunities & Constraints

LEGEND

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

0 250 500 Feet

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

This page intentionally left blank

IV.

ALIGNMENT ALTERNATIVES EVALUATION

ALIGNMENT ALTERNATIVES EVALUATION - OVERVIEW

Evaluation

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

Delineation of Alignment Alternatives

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

HIGHEST PRIORITY

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

MEDIUM PRIORITY

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

LOW PRIORITY

- Avoid floodplain

Alignment Segments

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

Secondary Routes

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

Evaluation Criteria

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

OVERALL QUALITY

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

SAFETY

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

ENVIRONMENTAL

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

HIGH-COST ITEMS

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

Alignment Recommendations

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

INTERIM ALIGNMENT

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

SHORT-TERM ALIGNMENT

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

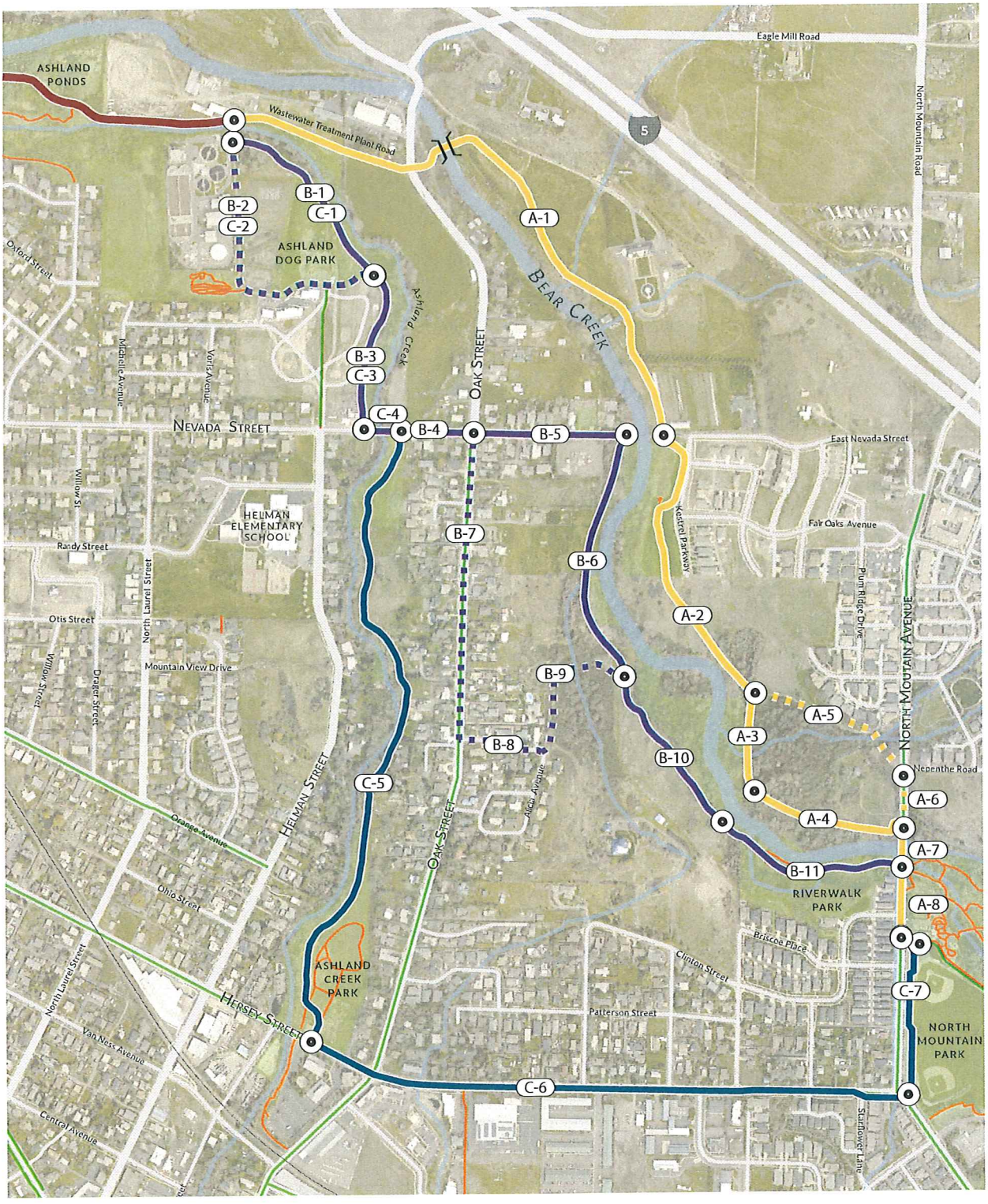
PERMANENT ALIGNMENT

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

POTENTIAL FUTURE PATH (NOT MAPPED)

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

ALIGNMENT ALTERNATIVES EVALUATION - OVERVIEW



BEAR CREEK GREENWAY EXTENSION

Map 11. Alignment Alternatives

LEGEND

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

0 250 500 Feet

ALIGNMENT ALTERNATIVES EVALUATION - A

ALIGNMENT DESCRIPTION

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

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

EVALUATION SUMMARY

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

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

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

DESIGN ASSUMPTIONS

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

OPPORTUNITIES

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

CONSTRAINTS

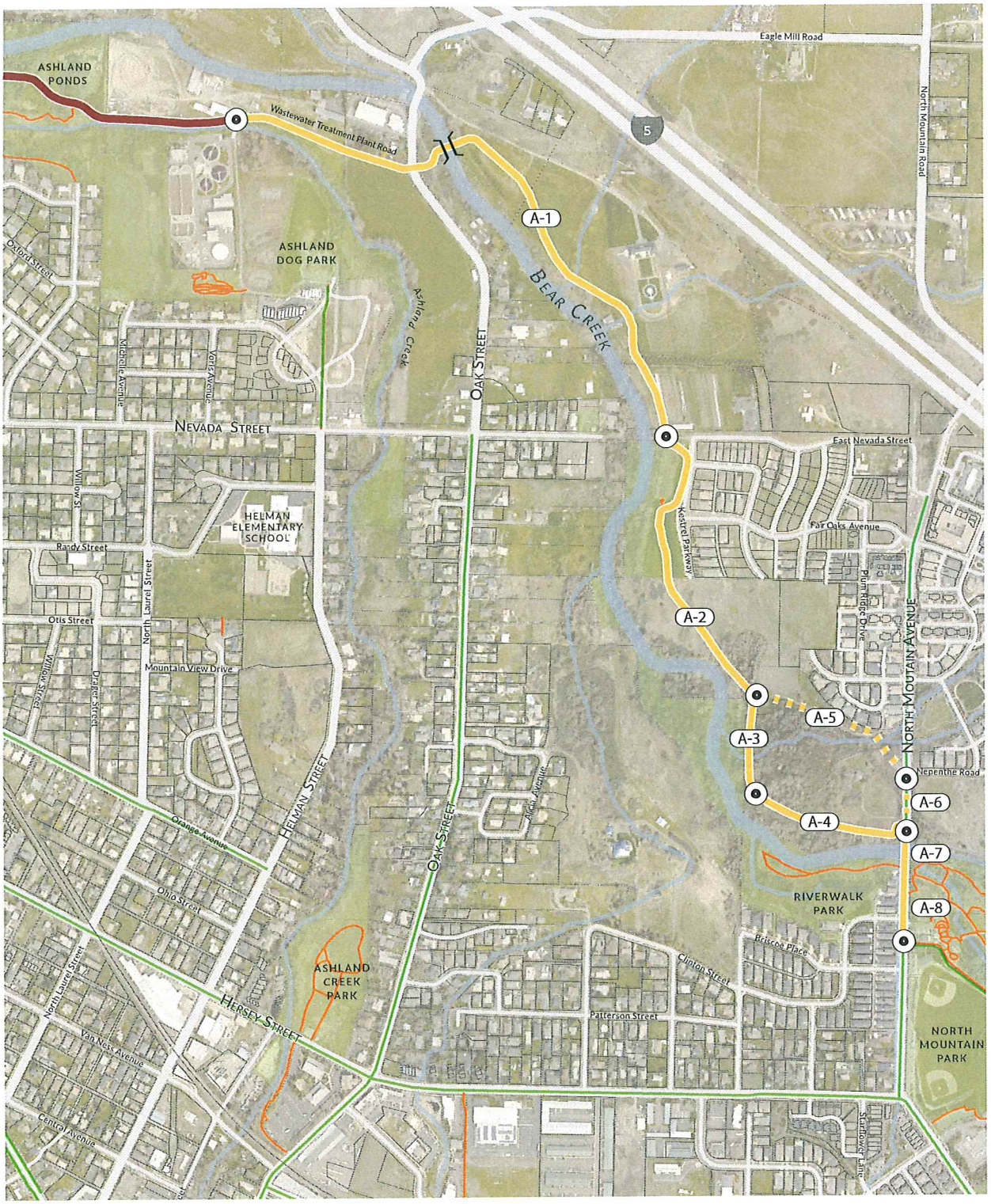
- Potentially challenging at-grade road crossing of Oak Street at Wastewater Treatment Plant Road
- Requires crossing Bear Creek twice, with a new bridge east of Wastewater Treatment Plant Road and a bridge retrofit on North Mountain Avenue
- Stream and wetland permitting and mitigation required, specially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

TABLE 3. EVALUATION CRITERIA & PRIORITY RANKING - ALIGNMENT A

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

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

ALIGNMENT ALTERNATIVES EVALUATION - A



BEAR CREEK GREENWAY EXTENSION

Map 12. Alignment Alternative A

LEGEND

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

0 250 500 Feet

ALIGNMENT ALTERNATIVES EVALUATION - A

IMPORTANT CONSIDERATIONS

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

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

TABLE 4. COST ESTIMATE SUMMARY - ALIGNMENT A

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

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

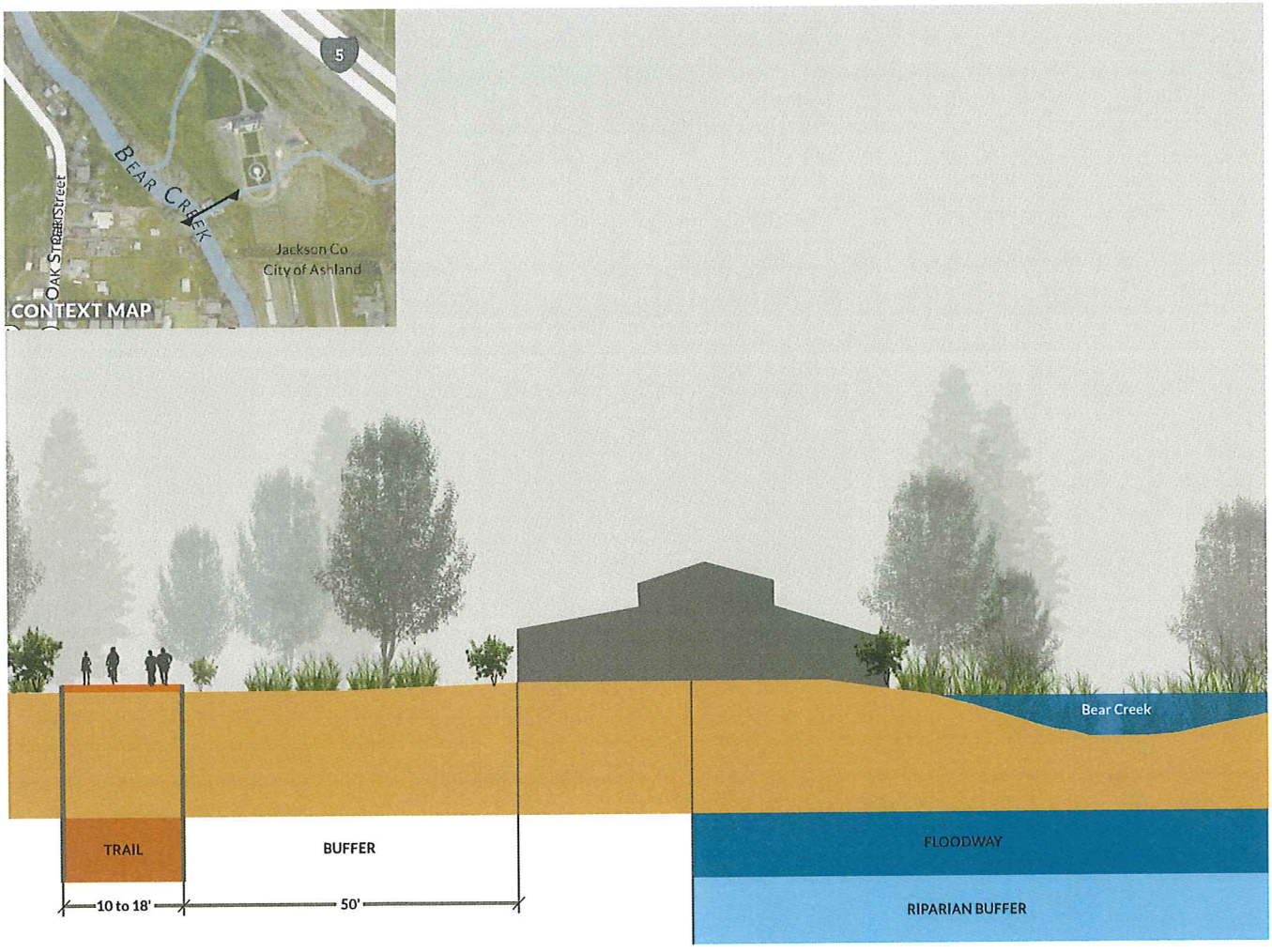
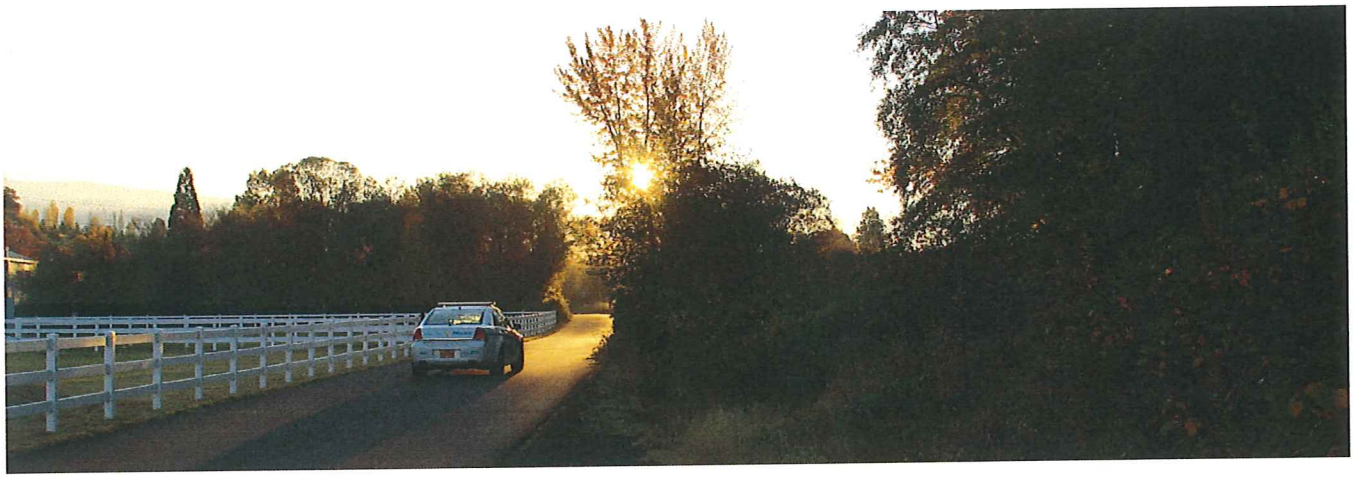


Figure 1. Trail jog required at Mazor Stanley Trustee Property, looking southeast

ALIGNMENT ALTERNATIVES EVALUATION - A

Kestrel Property conservation area , looking south



Wastewater Treatment Plant Road, looking east

Bear Creek and Kitchen Creek confluence area floodplain

ALIGNMENT ALTERNATIVES EVALUATION - B

ALIGNMENT DESCRIPTION

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

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

EVALUATION SUMMARY

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

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

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

DESIGN ASSUMPTIONS

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

OPPORTUNITIES

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

CONSTRAINTS

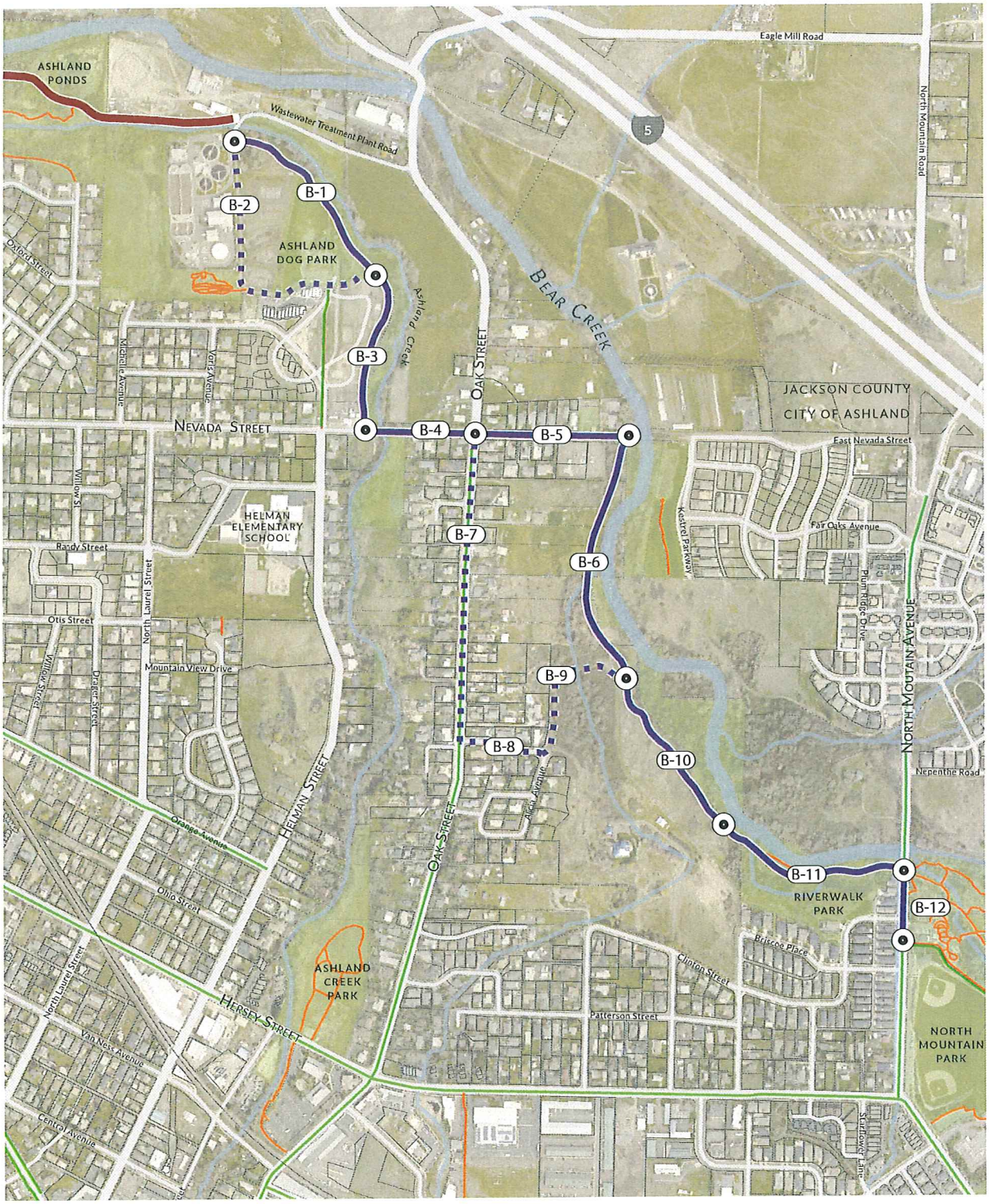
- Imposes private property impacts
- Landslide deposits complicate cut/fill between Sleepy Hollow Street and Bear Creek
- Poses most environmental crime risk when trail is not in high use

TABLE 5. EVALUATION CRITERIA & PRIORITY RANKING - ALIGNMENT B

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

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

ALIGNMENT ALTERNATIVES EVALUATION - B



BEAR CREEK GREENWAY EXTENSION

Map 13. Alignment Alternative B

LEGEND

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

0 250 500 Feet

ALIGNMENT ALTERNATIVES EVALUATION - B

IMPORTANT CONSIDERATIONS

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

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

TABLE 6. COST ESTIMATE SUMMARY - ALIGNMENT B

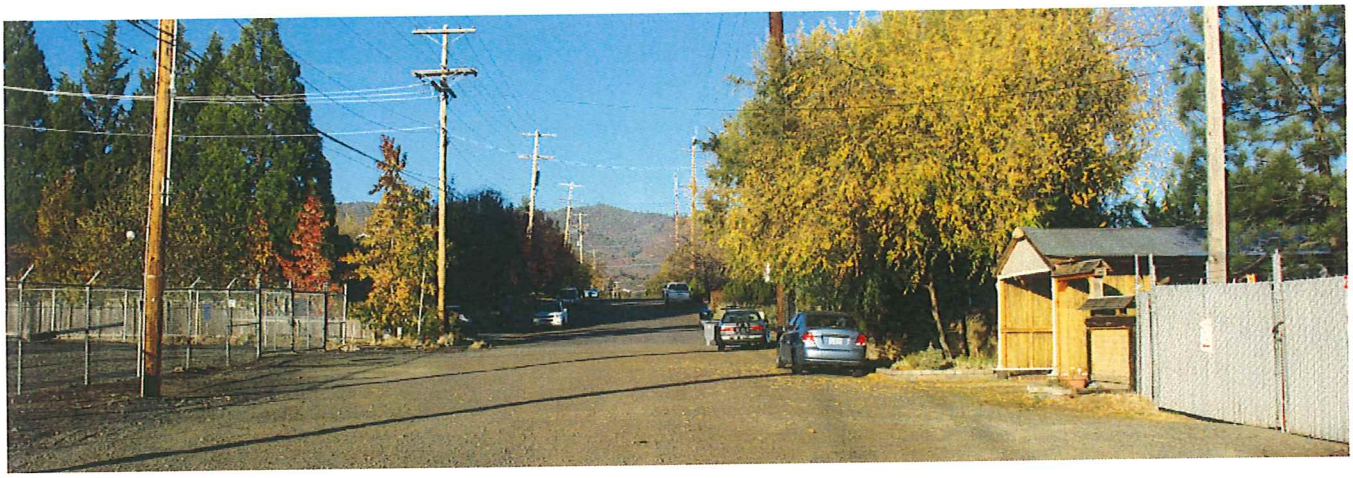
Segment Name	Notes	Miles	Fully Burdened Cost
ALIGNMENT B			
SEPARATED TRAIL	West side of Bear Creek	0.50	$1,338,000
SIDE PATH/WIDEN SIDEWALK	Nevada St	0.15	$463,000
ON-STREET TREATMENTS	Oak Street	0.12	$185,000
TOTAL		0.77	$1,986,000

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

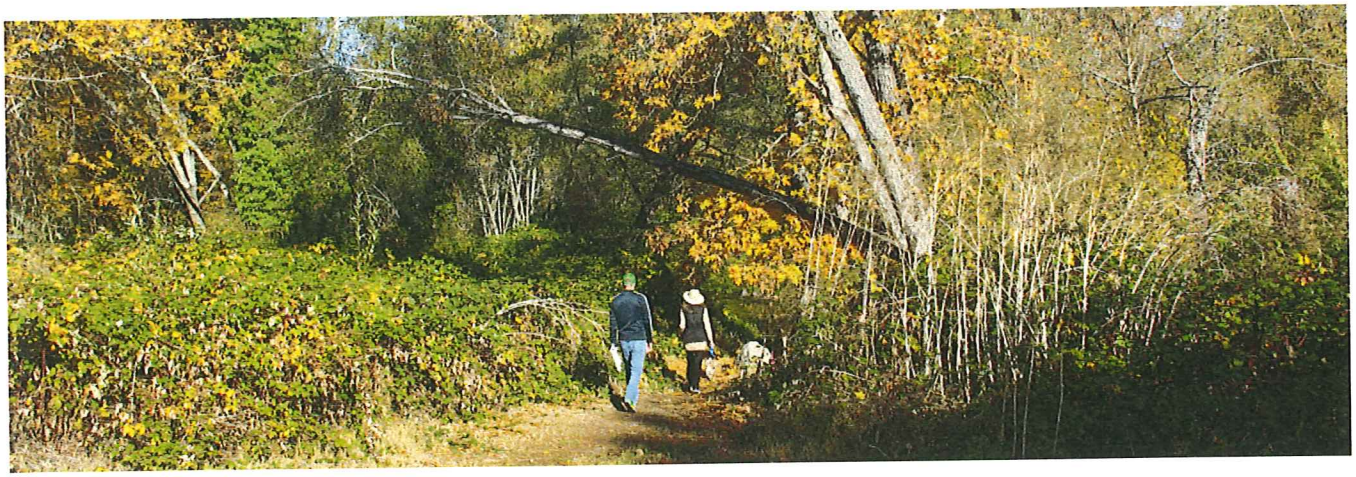
Figure 2. Proposed cross-section for West Nevada Street at Briggs Lane, looking east

ALIGNMENT ALTERNATIVES EVALUATION - B

East Nevada Street at Ashland Creek, looking east



East Nevada Street at Electric Sub Station, looking west



Riverwalk Park west of North Mountain Avenue, looking west

ALIGNMENT ALTERNATIVES EVALUATION - C

SUMMARY DESCRIPTION

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

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

EVALUATION SUMMARY

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

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

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

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

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

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

DESIGN ASSUMPTIONS

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

OPPORTUNITIES

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

CONSTRAINTS

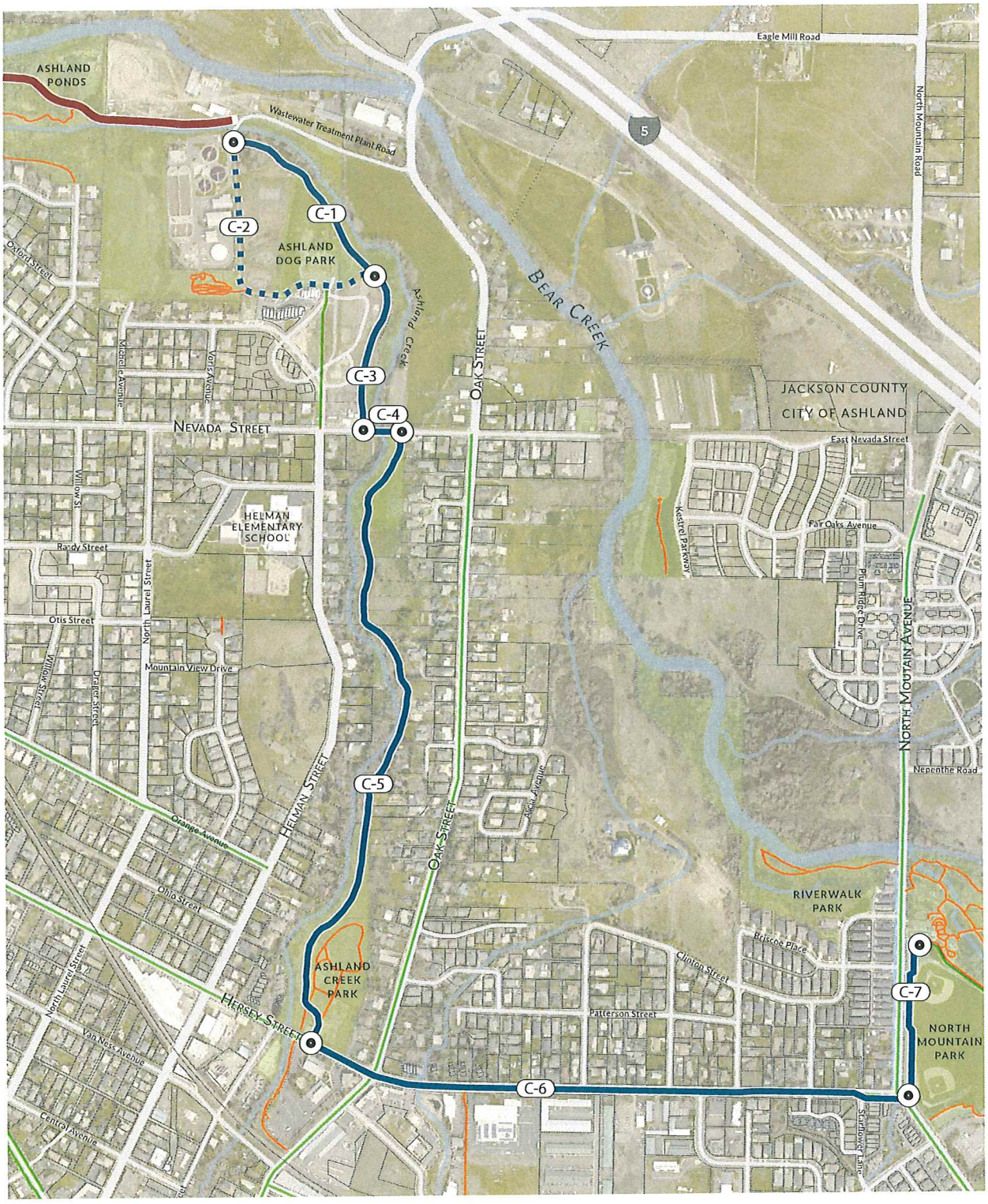
- Automobile conflict risks along East Hersey Avenue
- Requires significant on-street experience, deviating from the "greenway" ideal
- No direct connection with Bear Creek
- Requires private property owner approval
- Longest and the least direct route between Ashland Dog Park and North Mountain Park

TABLE 7. EVALUATION CRITERIA & PRIORITY RANKING - ALIGNMENT C

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

KEY: Not Optimal ←○—◔—◑—◕—●→ Optimal

ALIGNMENT ALTERNATIVES EVALUATION - C



BEAR CREEK GREENWAY EXTENSION

Map 14. Alignment Alternative C

LEGEND

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

0 250 500 Feet

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

ALIGNMENT ALTERNATIVES EVALUATION - C

IMPORTANT CONSIDERATIONS

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

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

TABLE 8. COST ESTIMATE SUMMARY - ALIGNMENT C

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

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

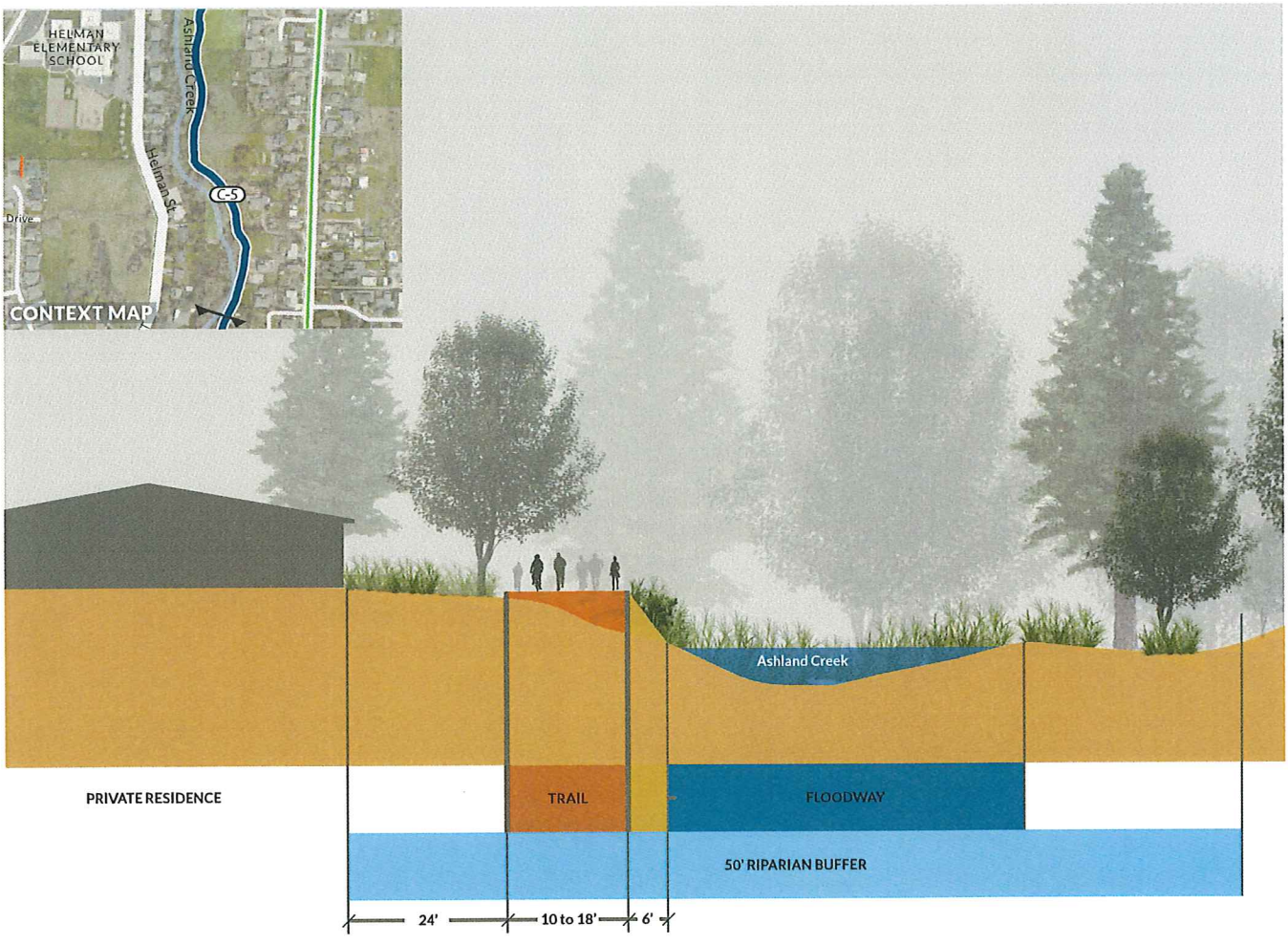
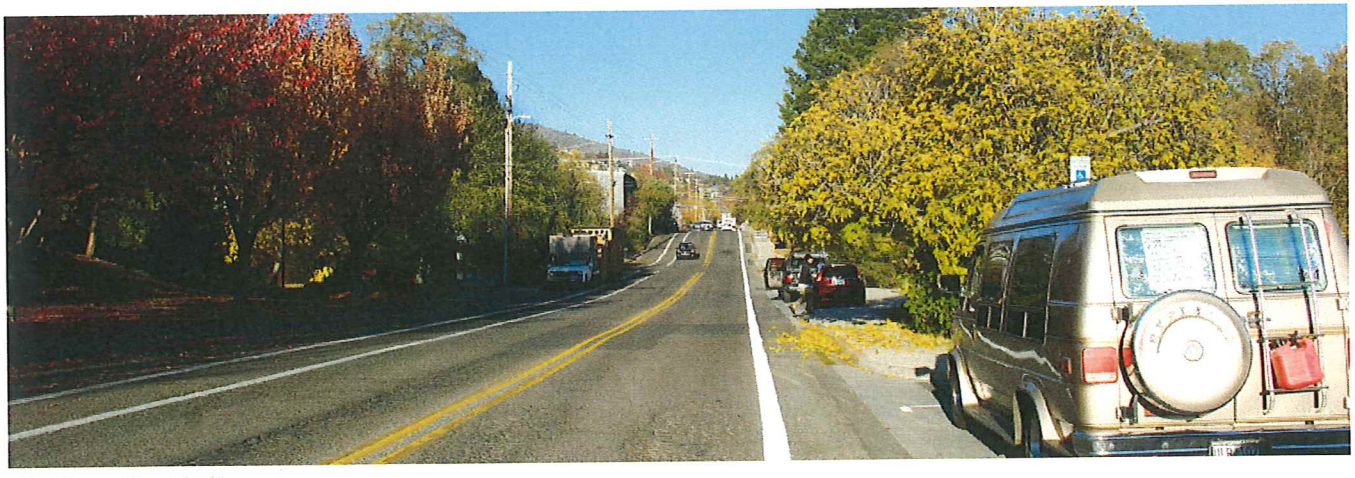


Figure 3. Ashland Creek, looking south

ALIGNMENT ALTERNATIVES EVALUATION - C

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

Ashland Creek Park, looking north



East Hersey Street, looking east

ALIGNMENT RECOMMENDATION

RECOMMENDATIONS

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

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

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

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

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

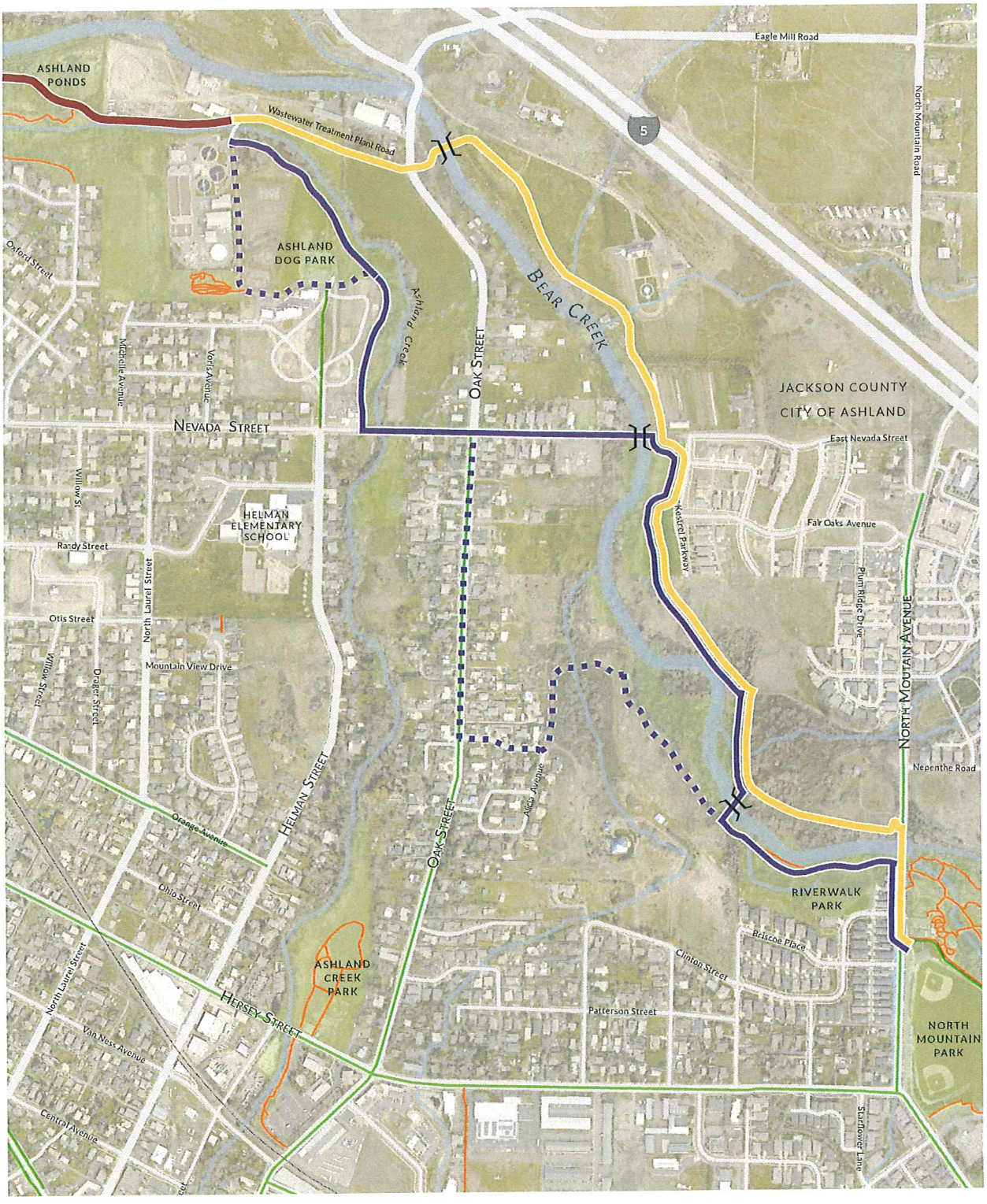
TABLE 9. EVALUATION CRITERIA & PRIORITY RANKING OF ALIGNMENTS

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

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

Riverwalk Park, looking west

ALIGNMENT RECOMMENDATION



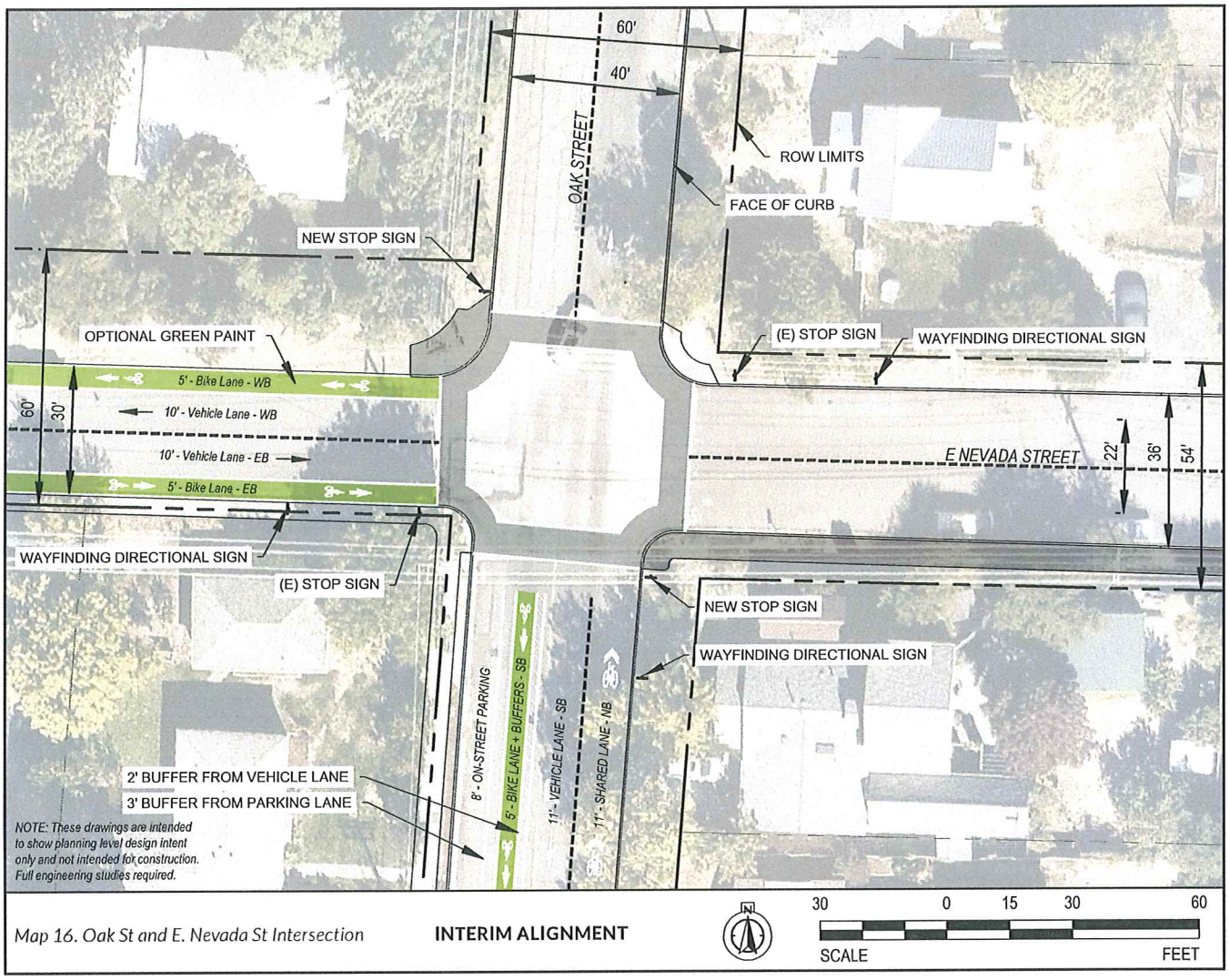
BEAR CREEK GREENWAY EXTENSION

Map 15. Draft Recommended Alignment

LEGEND

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

0 250 500 Feet



Map 16. Oak St and E. Nevada St Intersection

INTERIM ALIGNMENT

Context & Summary

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

EXISTING CONDITIONS

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

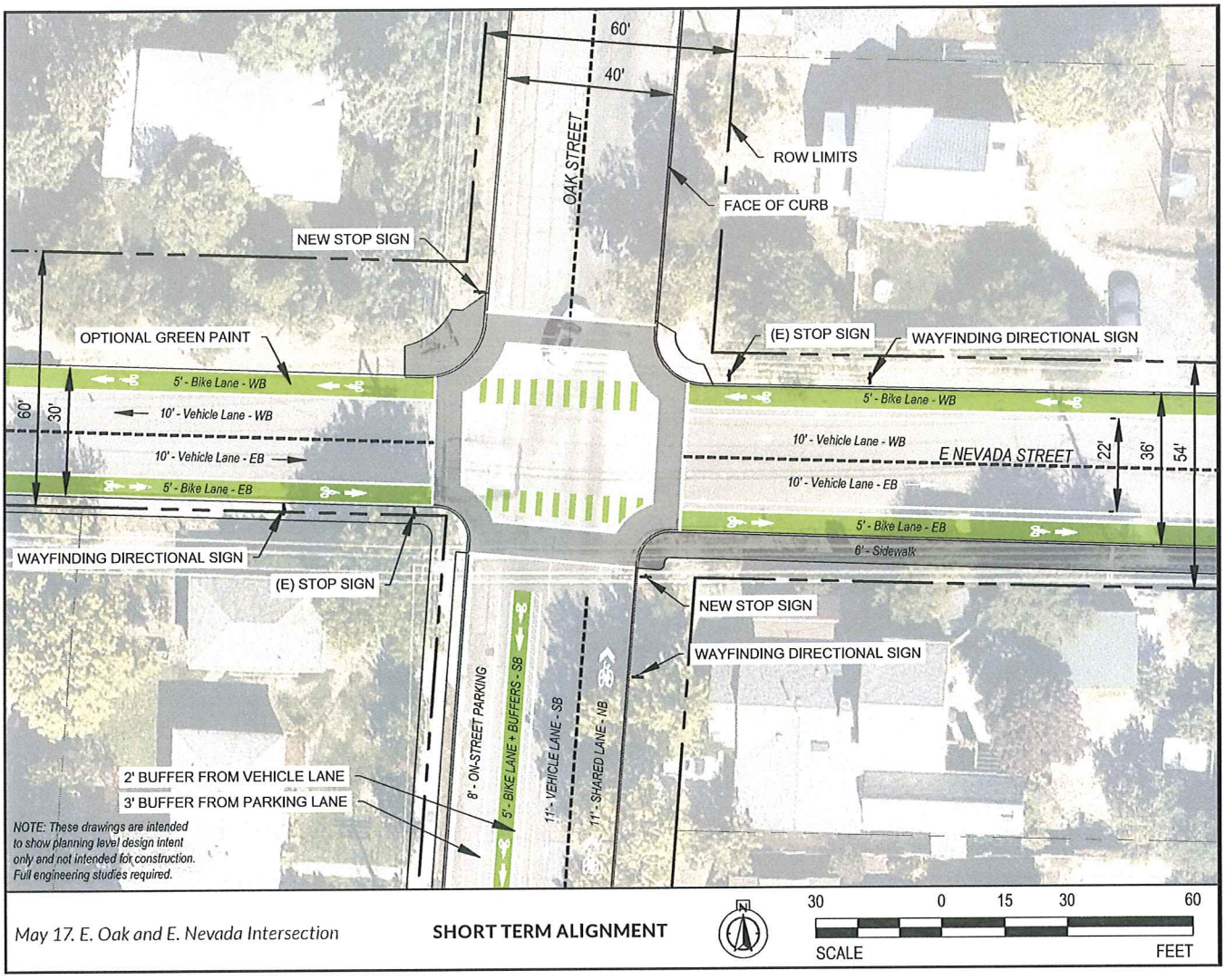
PRIORITIES

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

DESIGN PROPOSALS

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

TYPICAL DESIGN GUIDANCE



Context & Summary

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

EXISTING CONDITIONS

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

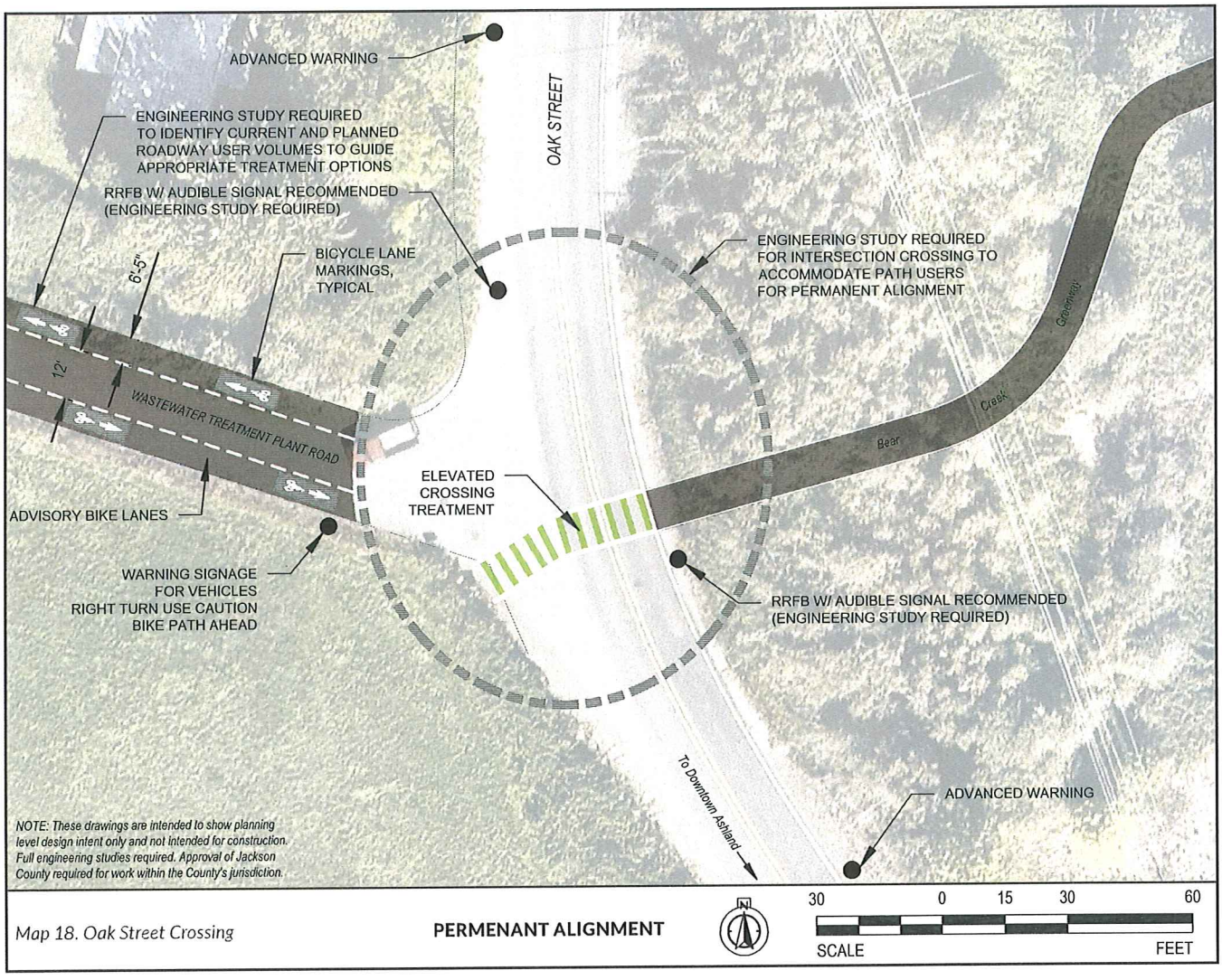
PRIORITIES

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

DESIGN PROPOSALS

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

TYPICAL DESIGN GUIDANCE



Map 18. Oak Street Crossing

Context & Summary

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

EXISTING CONDITIONS

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

PRIORITIES

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

DESIGN PROPOSALS

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

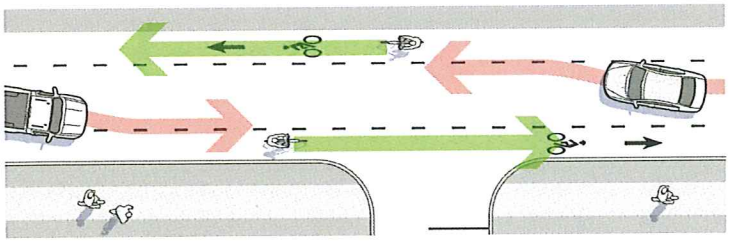
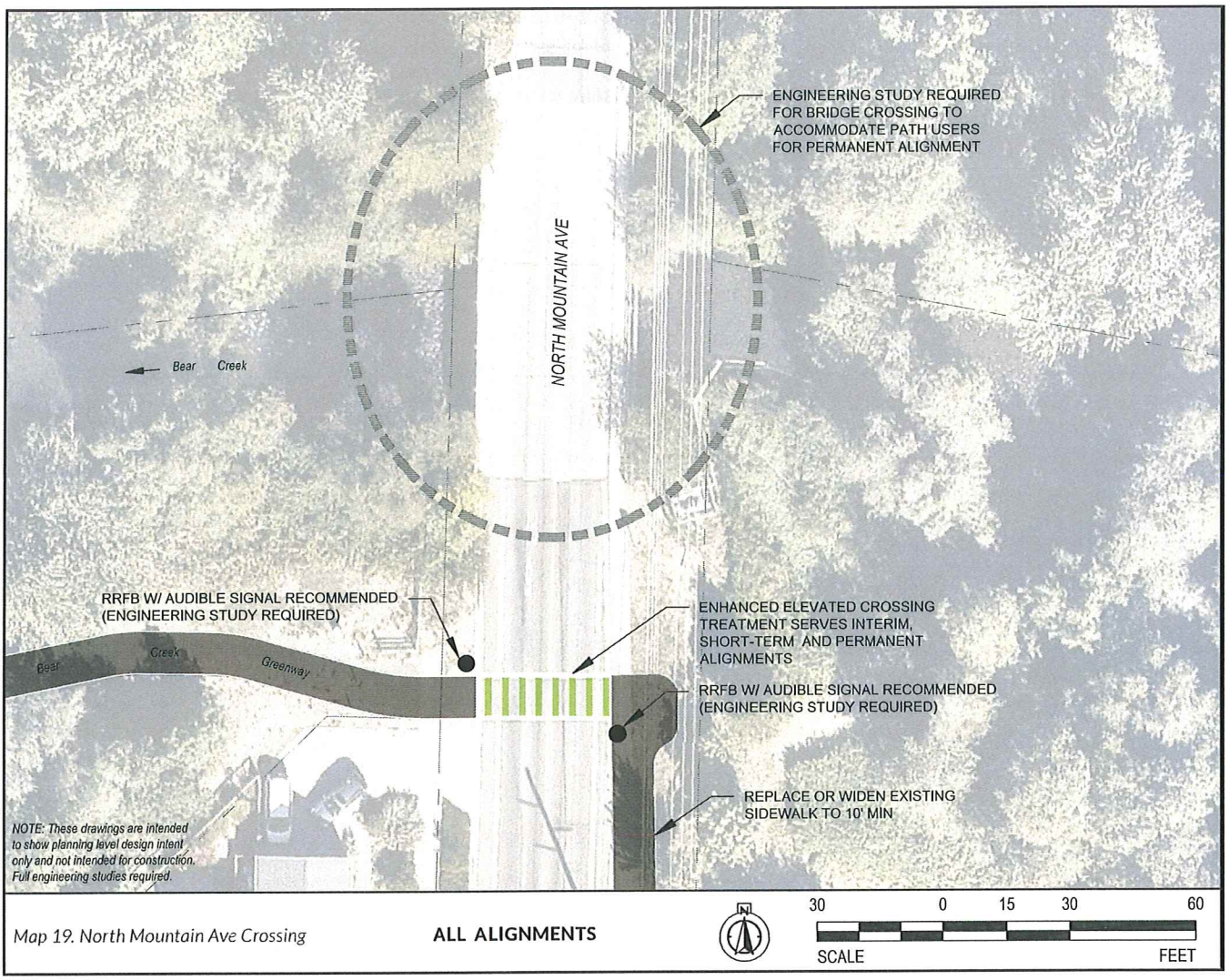


Figure X. Advisory Bike Lanes.
When approaching oncming motor vehicles, motorists must merge into the Advisory Bike Lane. If a bicyclist is present, motorists must slow and yield to bicyclist traffic prior to entering the Advnsory Bike Lane (Alta Planning + Design, Advisory Bike Lanes in North America,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

TYPICAL DESIGN GUIDANCE



Map 19. North Mountain Ave Crossing

ALL ALIGNMENTS

Context & Summary

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

EXISTING CONDITIONS

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

PRIORITIES

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

DESIGN PROPOSALS

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

This page intentionally left blank

V.

APPENDIX - A - ANNOTATED EVALUATION SUMMARY

ANNOTATED EVALUATION SUMMARY

TABLE 10. EVALUATION CRITERIA & PRIORITY RANKING - ALIGNMENT A

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

KEY: Not Optimal ← → Optimal

TABLE 11. EVALUATION CRITERIA & PRIORITY RANKING - ALIGNMENT B

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

KEY: Not Optimal ← → Optimal

TABLE 12. EVALUATION CRITERIA & PRIORITY RANKING - ALIGNMENT C

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

KEY: Not Optimal ← → Optimal

This page intentionally left blank

VI.

APPENDIX - B - DETAILED COST ESTIMATES

DETAILED COST ESTIMATES - INTERIM ALIGNMENT

TABLE 13. COST ESTIMATE DETAILS - INTERIM ALIGNMENT

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

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

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

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

DETAILED COST ESTIMATES - INTERIM ALIGNMENT

TABLE 14. COST ESTIMATE DETAILS- INTERIM ALIGNMENT

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

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

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

DETAILED COST ESTIMATES - SHORT-TERM ALIGNMENT

TABLE 15. DETAILED COST ESTIMATE - SHORT-TERM ALIGNMENT

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

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

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

DETAILED COST ESTIMATES - PERMANENT ALIGNMENT

TABLE 16. DETAILED COST ESTIMATE - PERMANENT ALIGNMENT

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

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

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

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

CITY OF
ASHLAND

Transportation Commission
Action Item List

September 20, 2018

Action Items:

1. Super Sharrow analysis for downtown
   a. Commission motion-Council/Downtown Committee support the urgent implementation
      i. Follow up-Council at the August 1, 2016 study session voiced support for the super sharrow concept and forwarded to the Downtown for review and analysis.

      Meeting Minutes:

      Mr. Faught explained the Transportation Commission was working on a potential shuttle program as an alternative mode from a transit standpoint and thought the Transportation Commission should continue working on the transportation piece. Council supported the super sharrow project for the interim and wanted the Committee to review the proposal then disband. The remaining charges for the Committee would go into the broader context of urban design. Council also wanted the Transportation Commission to continue researching the trolley or shuttle component and public transportation in general. Council would look into the urban design study for the downtown after the election and form a new committee then.

   b. Staff in process of developing solicitation document in order to perform engineering review, recommendations and design of a super sharrow project for the downtown corridor. Scoping will include super sharrow location and truck parking along with public meetings and coordination with ODOT.
   c. Kittleson & Associates has been tasked with performing feasibility analysis with respect to installation of a super sharrow through the downtown corridor. Once the technical memorandum is complete results will be presented before TC.
   d. Kittleson has created a draft feasibility analysis and staff is reviewing
   e. Staff has requested FY18/19 biennium budget approval for funding a super sharrow striping project.
   f. The biennium budget including the super sharrow striping project has been adopted by the City Council.
   g. Traffic Engineer analyzing signal timing adjustments and stop sign installation per Kittleson's recommendation.
   h. Federal Highway Administration (FHWA) is no longer permitting super-sharrows in the system.

i. Green box sharrows will be permitted by the FHWA if there is ongoing analysis with defined parameters and metrics. Staff to work with ODOT/Engineering to perform final green box sharrow layouts and obtain necessary approvals to move forward.

2. TSP Update and Internal Circulator Feasibility Analysis (Updated July 2017)

   a. Budget for Engineering Services-including TSP update with core analysis of an internal circulator transit system (feasibility analysis). FY18/19 budget process

      i. Biennium budget has been adopted by Council and will fund TSP update (July 2017)

   b. Develop Request for Proposal (RFP) for Engineering Services (TSP update and Circulatory Feasibility). Draft January 26, 2017

   c. Solicit consultant responses (July 2017)

      i. Solicitation Advertised and responses due August 1, 2017

   d. Perform consultant select (August/September 2017)

      i. One proposal response received from Kittleson Associates

      ii. Staff has rejected sole proposal from Kittleson & Associates

      iii. Staff to release transit feasibility study as a standalone (proposals due November 30th)

         1. Release transit study September/October for 1 month

         2. Grade proposals

            a. Staff has graded proposals and consultant team interviews scheduled for January 16, 2018

         3. Select consultant (Nelson Nygaard)

         4. *Award contract (February 20th Council meeting)*

      iv. Staff to reissue the TSP update at a future date to be determined

   e. Staff has held a kickoff meeting with Nelson Nygaard to discuss next steps and public outreach components.

      i. Bruce Borgerson was selected by Commission to act as representative on staff's technical advisory group (TAC)

      ii. The TAC group will meet with Nelson Nygaard 3-4 times throughout the duration of the project.

      iii. Nelson Nygaard will begin public outreach component in April. They will attend a farmers market to interview citizen stakeholders about transit use within the City. In addition they will conduct specific interviews with specific stakeholder groups within the City.

   f. Nelson Nygaard will present findings to date at the June 21st Transportation Commission meeting.

3. Main St. Crosswalk truck parking

   a. Review and provide for alternate truck parking that does not block crosswalk across Main St. at the Water St. intersection.

b. ODOT has placed installation of a signal at the Water St. intersection in the surface transportation project list. This signal will eliminate parking adjacent to the crosswalks at the Water/Main St. intersection. Staff to verify dates of proposed installation with ODOT.

c. ODOT to begin engineering design for project on 10/2018. Construction is currently scheduled for 2021. Dates via ODOT are subject to 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.

   a. Staff to set counters out as time allows.

   b. Staff to discuss corner layout with ODOT

   c. Staff discussed corner radii with ODOT. Staff to develop comprehensive map of corners for discussion with ODOT on physical improvements to reduce speed when leaving Siskiyou Blvd. (June/July 2017)

   d. Speed/volume study complete, reference attached breakdowns that compare previous data to new data (same locations).

   e. Commission to discuss comprehensive traffic calming policy and guidelines at future meetings.

   f. Staff and Commission to develop comprehensive traffic calming program to be adopted by City Council. First discussion occurred at the October 2017 meeting. Follow up discussion to continue until final policy recommendation to City Council is developed.

   g. Staff meeting onsite with ODOT (September 2017)

   h. Staff met with ODOT regarding intersections along Siskiyou Blvd. and support narrowing the intersections to curb speed when making right hand turn movements from Siskiyou. Staff to work with ODOT on future project to change radius's.

   i. Staff has submitted general drawings showing large radius of numerous intersections. AASHTO design standards call for a radius of 10-15 feet for right hand turn movements from a roadway to a highly trafficked pedestrian corridor.

5. Citizen request for intersection analysis of Morton/Euclid/Pennsylvania

   a. Traffic Engineer to review intersection for potential improvements.

6. Siskiyou Blvd. and Sherman St. intersection issues

   a. Citizen reported potential hazard with length of intersection (Siskyou)

   b. Staff forwarded information to Traffic Engineer for review and recommendations

   c. Traffic Engineer working with ODOT on signal timing to increase "all red" phase to 2 seconds as an improvement. (June 2017)

d. The City has approved upgrades to the traffic controllers along the Siskiyou Blvd. corridor that will better allow control of the Sherman/Beach/Mountain/Indiana intersections with Siskiyou. Work expected to occur in summer of 2018.

7. Iowa St. safety concerns (May 2017)
   a. Staff has conducted speed/volume studies on Iowa St. and Garfield St.
   b. The speed trailer was placed onsite
   c. Staff has contacted Traffic Engineer to perform corridor safety study, to include recommendations in bicycle lane/boulevard improvements, crosswalks, speed reduction treatments, 4-way stop improvements and signage. (June 2017) Traffic Engineer to scope project and begin specific traffic counts/turning movement analysis when school is back in session. Analysis will include walking audit of corridor with citizens, traffic engineer, staff and police.
   d. Traffic Engineer has begun intersections counts and corridor review.
   e. Staff has scheduled walking audit for November 7th at 3pm onsite with citizen group.
   f. Walking audit occurred with residents. Consultant traffic engineer will generate complete site corridor and safety improvement analysis.
   g. Draft report from Traffic Engineer to be submitted to staff for review. Final report to be presented before TC.
   h. Staff has had follow up contact with citizen group updating them with project status.
   i. Staff has applied for an ARTS grant to improve the lighting and crossings within the corridor. Traffic Engineer final draft report under review.
   j. City plans to implement 4-way stop and crosswalk striping at the Garfield and Iowa intersection and analyze additional crosswalks at Bridge and Avery. Crosswalks will be installed on Iowa at Wightman as part of a paving overlay project defined in the CIP.

8. Traffic Calming Policy Development
   a. Based on Citizen interaction with the Transportation Commission, Staff and the TC have developed an outline of a robust traffic calming program. This program relates to Citizen requests for calming such as at Bellview (reference item #4).
   b. Staff is developing a brochure/flowchart and refining traffic calming policy for a final review before the Transportation Commission before being taken before the City Council.
   c. Draft brochure part of December 2017 packet for review. Draft to be discussed at subsequent meetings until a final is ready for Council approval.

9. Siskiyou Blvd. and Tolman Creek Intersection Improvements (Bumpouts)

a. After the public hearing with respect to installation of a 4-way stop controlled intersection at Tolman Creek and Siskiyou Blvd, Commission members requested the analysis and possible construction of additional pedestrian improvements, namely curb bumpouts. Staff has done some informal work to date and as time allows will develop the project drawings and discuss with ODOT.

b. Staff also working on improving the intersection for truck turn movements both onto Siskiyou (RH) and onto Tolman (LH).

10. Transportation Commission Municipal Code Revision

a. Director Brown has drafted an update to the existing Transportation Commission Municipal Code language (AMC 2.5x). The Commission reviewed and commented on draft language at the November 16, 2017 meeting.

b. Staff will take final comments from Commission and create final draft for legal review.

c. January 25, 2018 meeting Commission approved final changes to code language.

d. Staff has submitted draft to legal for review and approval in order to update ordinance (March 2018 submittal).

e. Minor code language changes have been made

f. Next step includes amending the City's ordinance with respect to the code language. Staff to work with the Legal Department to change ordinance language.

11. Crosswalk Policy Development

a. Staff is working on development of a crosswalk policy after initial discussion at the December 21, 2017 meeting.

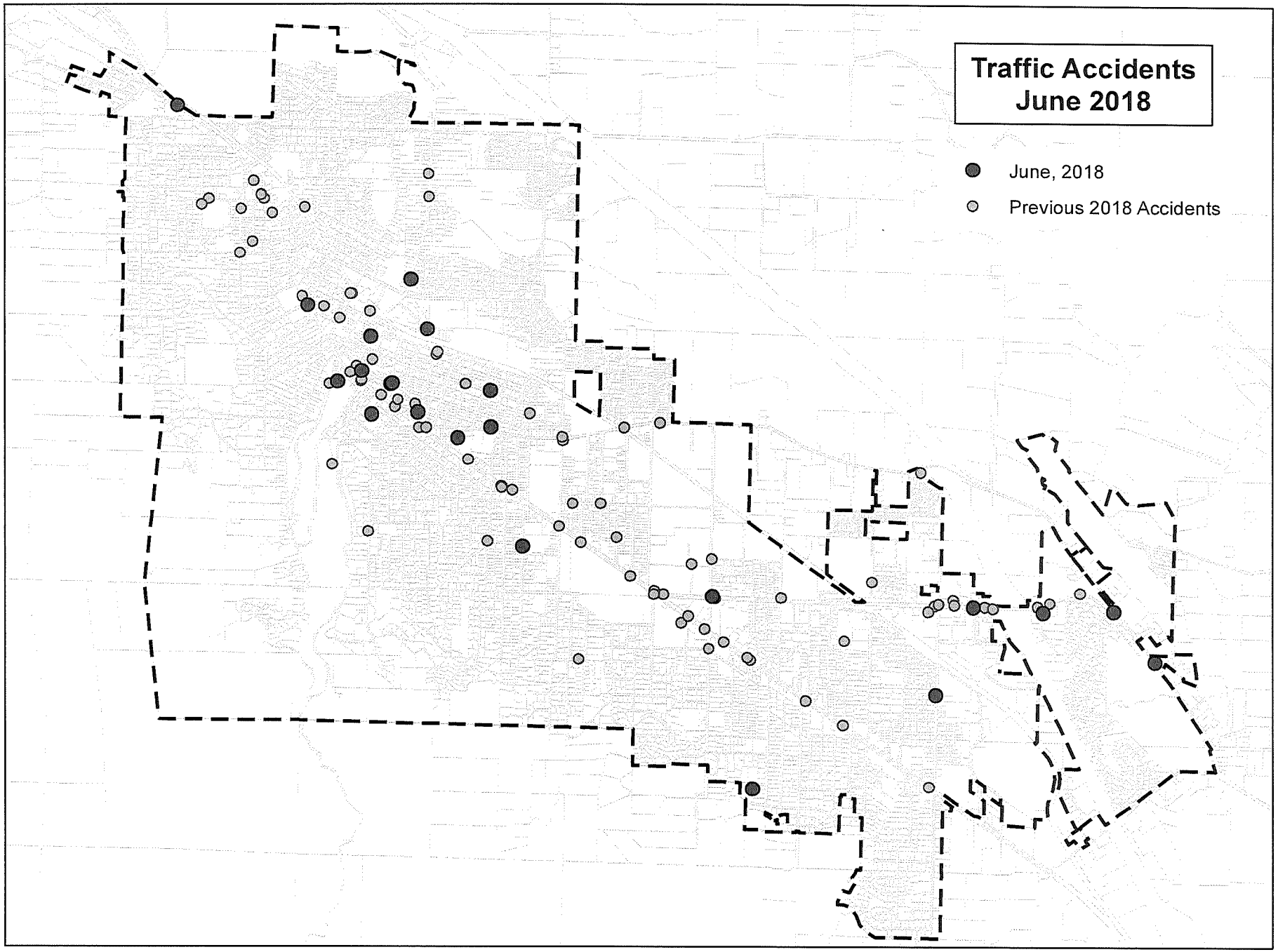
b. The Oregon Bike and Pedestrian Design Guide will be used as a baseline of information for crosswalk policy.

MOTOR VEHICLE CRASH SUMMARY

MONTH: JUNE, 2018 NO. OF ACCIDENTS: 22

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	1	17:30	Fri	Parking Lot off Lithia Way	2	N	N	N	N	N	Y	Y	N	Dv2 struck parked v1 while pulling out of a parking stall and left without leaving contact info.
R	3	18:16	Sun	Lithia Way at N First St	2	Y	N	N	N	Y	Y	N	N	Dv2 stopped at the crosswalk for a ped crossing and was rearended by v1. Information exchanged.
R	6	20:05	Wed	Sherman St Near Safeway	2	N	N	N	Y	Y	N	Y	N	Dv2 struck parked v1 while parking and left without leaving contact info.
R	11	11:49	Mon	N Main St at Schofield	2	N	N	P	N	Y	Y	N	N	Dv1 made a sudden left turn from N Main St toward Schofield, and struck oncoming v2.
NR	12	11:52	Tue	Lithia Way at Third St	2	N	N	P	N	Y	N	N	N	Dv2 pulled out to make a left turn onto Lithia Wy, then stopped to allow an oncoming veh through intersection, when v1 pulled forward into v2.
NR	12	14:28	Tue	Clear Creek Dr	2	N	N	N	U	N	N	Y	N	Vehicle was struck while parked. Hit and Run, no further info.
R	13	10:00	Wed	Tolman Creek Rd at Nova Dr	2	N	N	N	N	Y	Y	N	N	Dv1 was rearended by v2. No further information provided.
R	15	10	Fri	Winburn Wy	2	Y	N	N	N	Y	N	N	Y	Dv1 stopped for a pedestrian crossing and was rearended by dv2.
R	16	12:15	Sat	Oak St near B St	2	N	N	N	N	Y	Y	N	N	Dv2 was pulling out from a driveway when foot slipped onto the accelerator and car lurched forward, striking v1.

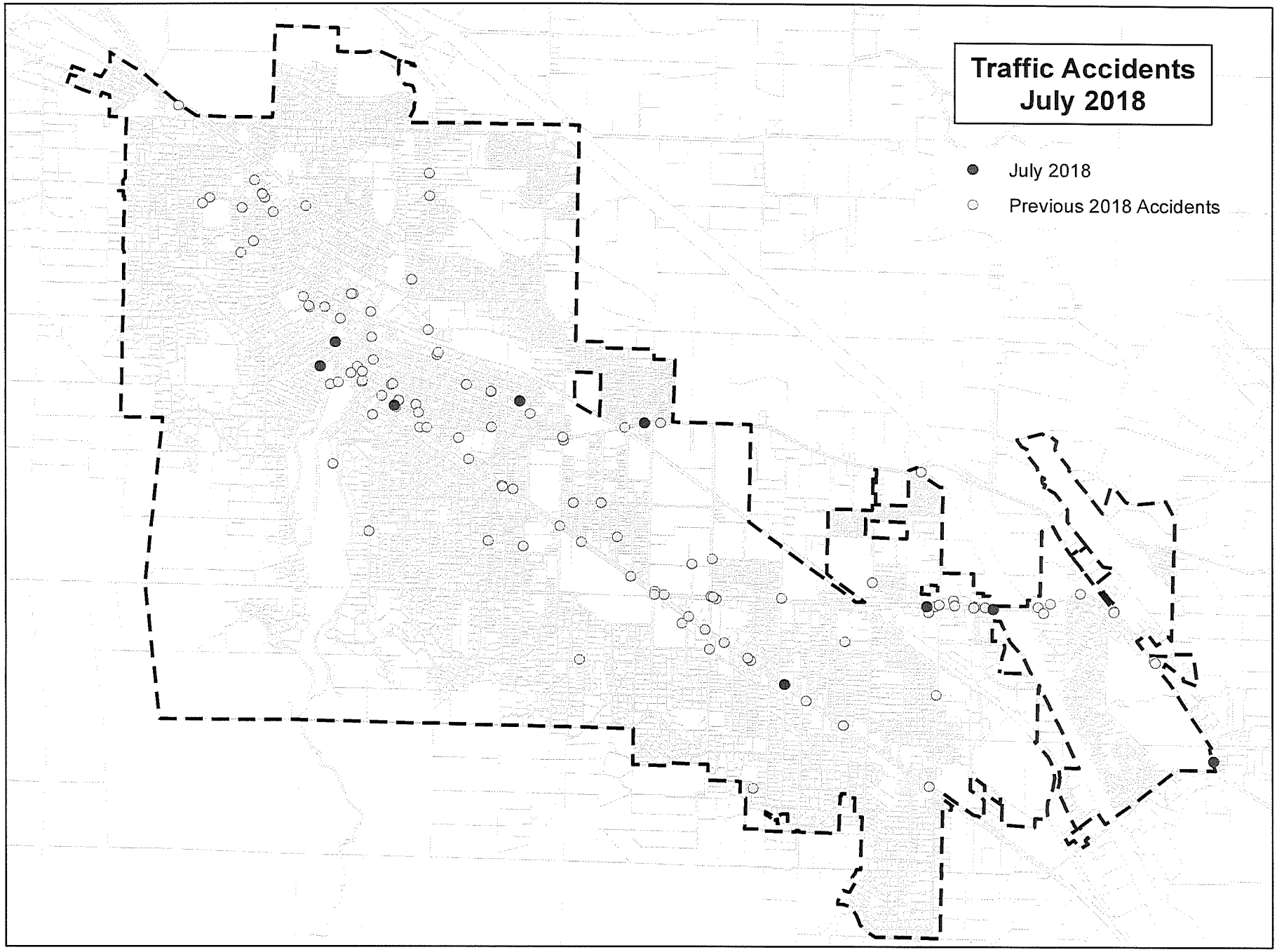
Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	16	17:45	Sat	N Main St near Laurel St	2	N	N	Y	Y	Y	Y	Y	N	Dv1 stopped in traffic and was rearended by v2. Dv2 became agitated and then repeatedly ran into the back of v1 causing injury to driver and passenger, then left scene.
R	19	0:52	Tue	B St near Sixt St	2	N	N	N	Y	Y	Y	N	N	Dv1 struck a parked v2, pushing v2 down the street and v1 rolled over and was totalled.
R	20	8:45	Wed	Lithia Way at N First St	1	N	Y	Y	N	Y	N	N	N	Dv started to make a right turn onto N First St and struck cyclist who was traveling in the bike lane. Injury to cyclist.
R	21	9:35	Thur	Highway 66 at Dead Indian Memorial Road	2	N	N	N	N	Y	Y	N	N	Dv1 stopped to wait for traffic to clear in order to make a left turn when v2 rearended v1.
R	22	9:22	Fri	Highway 66 at Oak Knoll Dr	2	N	N	N	N	Y	Y	N	N	Dv2 slowed suddenly to avoid a collision with a car turning to the front, causing v1 (at the rear) to rearend v2.
R	22	20:45	Fri	Hargadine St near S First St	2	N	N	N	N	Y	Y	N	N	Dv2 sideswiped parked v1 causing significant paint damage.
NR	25	9:12	Mon	Beach St	2	N	N	N	N	Y	N	N	N	Dv1 struck parked v2 (utility flatbed trailer).
R	26	13:25	Tue	Parking Lot off Clover Lane	2	N	N	N	N	Y	N	N	N	Dv2 was backing out of a parking stall and struck v1 that was entering the facility.
R	26	14:45	Tue	Ashland St at Washington St	2	N	N	N	N	Y	Y	N	N	Dv2 struck the rear corner of v2 (motorhome) causing damage.
R	26	15:14	Tue	Oak St near Crispin St	1	N	N	N	N	Y	Y	N	N	Top of trailer of v1 pulled a low branch out of a tree, which caught the electric service line to a home and disconnected it.
NR	26	UNK	Tue	Bristol St near Dover Av	2	N	N	N	U	N	N	Y	N	V1 was struck while parked. No leads.
NR	27	18:26	Wed	Seventh St near E Main St	2	N	N	N	N	Y	N	N	N	Dv1 backed into parked m2 (motorcycle) causing minor damage.
R	29	16:12	Fri	Ashland St at Walker Av	2	N	N	N	N	Y	N	N	N	V1 and v2 were stopped in traffic at a light. When the light turned green, v2 began to move forward before v1, and v2 rearended v1.


Traffic Accidents
June 2018
June, 2018
Previous 2018 Accidents

MOTOR VEHICLE CRASH SUMMARY

MONTH: JULY, 2018 NO. OF ACCIDENTS: 9

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
NR	2	14:52	Mon	Ashland St	2	N	N	N	N	Y	N	N	N	DV1 Stopped for Red Light. DV2 Turned From Am/PM driveway did not realize V1 was stopped
R	11	12:08	Wed	Siskiyou	2	N	N	Y	N	Y	Y	N	N	DV2 Turned left onto Siskiyou Blvd from Beswick and struck V1 which was Traveling W on Siskiyou
R	12	16:54	Thr	E Main	1	N	N	N	Y	Y	Y	N	N	DV1 Ran into light pole
R	16	10:40	Mon	E Main	2	N	N	Y	N	Y	Y	N	N	DV1 Looked down for dropped object on Floorboard and hit V2. V2 was parked on E Main
R	17	9:05	Tue	8th	1	N	Y	Y	N	Y	N	N	N	Bike Failed to Stop at Stop sign on 8th St. DV1 did not see biker. V1 hit biker.
R	20	13:35	Fri	Lithia Way	2	N	N	Y	N	Y	N	N	N	DV1 hit V2 who was stopped at stop light.
R	23	11:44	Mon	High St	2	N	N	Y	N	Y	Y	N	N	DV2 was mad at DV1 for cutting them off. DV2 ran into the back of V1 then backed up and ran into V1 again.
NR	27	15:13	Fri	Ashland St	2	N	N	N	N	Y	N	N	N	DV1 was turning into Driveway and was hit by V2 on Siskiyou Blvd
R	29	14:15	Sun	HWY 66	2	N	N	N	N	Y	Y	N	N	DV2 Stopped for a V in front of them. DV1 did not have time to stop and hit V2


Traffic Accidents
July 2018
July 2018
Previous 2018 Accidents

MOTOR VEHICLE CRASH SUMMARY

MONTH: AUGUST, 2018 NO. OF ACCIDENTS: 14

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	2	11:40	Thr	B St	2	N	N	N	N	Y	N	N	N	Dv1 was driving through intersection with the right of way, was struck by v2 which entered the intersection.
R	2	16:00	Thr	E Main	2	N	N	N	N	Y	Y	N	N	Dv1 was pulling out from a parking stall on the side of the street when Dv2 overshot a turn into a driveway and ran into the rear corner of v1.
R	3	8:25	Fri	Ashland St	2	N	N	Y	N	Y	Y	N	N	Dv1, truck and trailer, were pulling out from a driveway and turning left, Dv2 ran into trailer. Dv2 injured. Dv2 was driving too fast for conditions.
R	3	16:45	Fir	Siskiyou Blvd	2	N	N	N	N	Y	N	N	N	Dv1 stopped suddenly for a squirrel that ran into the road and was rearended by v2. No citation.
R	9	12:57	Thr	E Main	2	Y	N	P	N	Y	Y	N	N	ped in crosswalk; dV1 stopped for ped in crosswalk and was rearended by v2.
R	11	9:56	Sat	Lincoln St	1	N	N	N	N	Y	Y	N	N	Dv1 ran into parked v2.
R	11	17:26	Sat	Garfield St	2	N	N	N	N	Y	Y	N	N	Dv1 driving north on Garfield, stopped at stop sign, then proceeded across Iowa, striking v2
R	14	21:16	Tue	Morton St	1	N	N	N	Y	Y	Y	N	N	Dv1 struck parked v2, arrested for DUII.
R	14	23:13	Tue	Nevada St	4	N	N	Y	N	Y	Y	N	N	Dv1 was travelling too fast and struck parked v2, v3 and v4. Cited for reckless driving.
R	23	13:01	Thr	Siskiyou Blvd	2	Y	N	Y	N	Y	Y	N	N	ped in crosswalk; Dv1 was stopped for a ped to cross the street, and was rearended by v2. No citation

Rep	DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	Police On Site	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
R	24	11:50	Fri	Morton St	2	N	N	N	N	Y	Y	N	N	Dv1 was travelling through intersection southbound when dv2 pulled out from side street and struck v1.
R	25	9:35	Sat	Lithia Way	1	N	N	N	N	Y	Y	N	N	Dv1 ran over planter strip and struck a light pole, knocking the light pole over into v2.
R	27	7:44	Mon	N Main	2	N	N	Y	N	Y	Y	N	N	Dv1 was stopped at intersection. Dv2 swerved to avoid a vehicle , and then ran into the side of v1. Dv2 injured (motorcycle).
R	30	12:40	Thr	Rock	1	Y	N	Y	N	N	N	Y	N	Skateboarder lost control and ran into parked v1, breaking the windshield, and then left the area.

NELSON
NYGAARD

MEMORANDUM

To: Scott Fleury, City of Ashland

From: Jamey Dempster and Paul Leitman, Nelson\Nygaard

Date: August 2, 2018

Subject: Response to TM #1 comments from Transportation Commission

Below are questions Nelson\Nygaard received from the Transportation Commission on Monday, June 25. Included below each question are our responses. Questions are **in bold text**.

***Question 1:* Page 2-4 includes a table showing 41% of RVTD's ridership is on Ashland's Route 10. What percentage of resources does RVTD devote to Route 10 service? Do we know how much per rider is spent on each of the routes including direct costs, including amenities, site and vehicle maintenance, operations, etc.?**

Response 1: Route 10 ridership is commensurate with the service level (hours) devoted to the route today. Route 10 ridership accounts for about 40% of systemwide fixed route ridership, annual revenue miles, and annual revenue hours (see Figure 2-9 Annual Fixed-Route Service Data[1] in Technical Memorandum #1). The Route 10 expenditures account for about 40% of total operating costs, proportionate to the ridership share.

Service frequency and the total number of daily trips also illustrates the level of service on Route 10. Route 10 has the most trips per day (41), and also the most frequent service (every 20 minutes). The route with the next highest number of trips is Route 60 (31) which has a run every 30 minutes. System-wide, RVTD spends $5.61 per ride. We expect the cost per ride on Route 10 would be generally the same as other routes given the shares of ridership and revenue hours. Note that cost per ride is a productivity measure, and that a lower cost per ride reflects a more productive route than where cost per ride is higher.

Figure 1 Frequency and Trips by Route

Route	Midday headway	Weekday round-trips	Route	Midday headway	Weekday round-trips
2 – West Medford	30	29	30 – Jacksonville	60	14
10 – Ashland	**20**	**41**	40 – Central Point	30	29
21 – North Medford	60	14	60 – White City	30	31
24 – RRMC	30	29	61 – RCC Table Rock	60	15
25 – SW Medford	30	29			

Source: Rogue Valley Transit District

[1] Originally numbered as Figure 2-8 in first draft, but now numbered as Figure 2-9.

Question 2: **Boarding and alighting per transit stop are shown on page 2-4. May we have information about existing facilities at each of these sites? I'm interested in which of our stops have: lighting that fully lights the waiting area, covered bus shelter, where no shelter is provided is there a hard surface provided (to eliminate mud), seating and the number of patrons accommodated, bicycle racks, trash cans, distance to nearest marked crosswalk from each stop and information about signals and design.**

Response 2: A new appendix – Bus Stop Amenities – was added to Technical Memorandum #1 to provide information on the presence of shelters, lighting, seating, landing pads, etc. at each bus stop. There is no data on bus stop seating capacity, distance to nearest marked crosswalk, or adjacent built environment.

Question 3: **How does RVTD determine when and where to install upgrades at a transit stop? What is its maintenance plan for upkeep on transit stop amenities?**

Response 3: Stop upgrades and improvements are typically made by developers or land owners as sites are (re-)developed; by RVTD in response to high passenger activity; and by cities. According to the RVTD Bus Stop Design Guidelines (2011) RVTD aims to have lighting, ADA accessibility, pedestrian safety and a bus stop sign at all stops.

- Land use development –RVTD will work with a city to ask a developer to include bus stop improvements as part of their development of a property. This is usually in the form of providing a sidewalk width with sufficient space for an appropriately designed bus stop.
- RVTD – If RVTD identifies a stop where passenger demand warrants a shelter or seating, and if the sidewalk is wide enough, RVTD may initiate improvements to shelters, seating or garbage cans. RVTD works with cities, counties and ODOT to get permission to make improvements, depending on who owns the right-of-way. RVTD is unable to provide amenities in some cases because of sidewalk width; ADA compliance issues; and the cost of design, equipment, and installation. Some of RVTD's federal funds require environmental review that significantly increases design and construction costs.
- Partnership with a city – Cities can request that RVTD install bus stop amenities. RVTD can work with them to identify suitable locations and materials. One hurdle in upgrading bus stops in Ashland is finding adequate sidewalk space to accommodate a bus stop that is fully compliant with the Americans with Disabilities Act. Cities can support RVTD by building pedestrian areas to accommodate bus stop amenities. Where a shelter or bench might be placed off the sidewalk right-of-way on private property, the City can assist RVTD by participating in discussions with owners.

Question 4: **Who is responsible for snow removal at transit stops?**

Response 4: Snow removal is managed by property owners, either a city or the adjacent, responsible land owner. RVTD does not have equipment or staff to conduct snow removal. RVTD occasionally asks cities to clear snow or ice at bus stops, as needed.

Question 5: **Page 2-6 discusses Demand Response Transit. If possible, please provide the amount of advance notice required for a reservation. We heard from one commissioner she has to call a week in advance for a ride.**

Response 5: Valley Lift offers ADA complementary paratransit trips within ¾-mile of the fixed routes. Customers schedule trips by calling the reservation line Monday through Friday, 8 am to 5 pm. Service is available Monday through Friday 5 am to 9:30 pm, and on Saturdays from 7 am to

7:30 pm. Customers must reserve their trips a day before the appointment to facilitate scheduling. RVTD is able to provide trips to all passengers typically within a one- to two-hour window of time.

Other demand response transportation services similar to Valley Lift operate in the region, called non-emergency medical transportation (NEMT). These are for medical trips only. Providers include Rogue Valley Connector, ReadyRide, and CVN. These services have their own reservation systems and policies. These services are in very high demand, and generally have greater scheduling constraints than RVTD's Valley Lift. Information on scheduling demand response trips was added to Technical Memorandum #1.

***Question 6:* Is there data regarding how long a user of Valley Lift is in the vehicle before arriving at their destination? I'm curious about the level of service and whether it is convenient for the user. For example, what is the trip time from Medford to Ashland? How many other stops are made? How many riders can be carried? Are there ways to improve access to this service?**

Response 6: Specific trip data is not readily available. Travel times between destinations vary and are a function of distance, traffic, weather and road conditions, route, and whether other passenger stops are made along the way. According to the Valley Lift Ride Guide, trips should not exceed 1 hour 20 minutes for any origin and destination pair. We are happy to follow up on this question with some clarification.

***Question 7:* How long must a user wait to get picked up after being dropped off? For example, if they get a ride to a doctor, and can't schedule pick up in advance, what is the procedure to get a return trip?**

Response 7: Customers schedule return trips with the first trip. If the customer does not want to schedule a pick up time, they can schedule a "will-call" return for no additional charge. In that case a passenger will call when they are ready to be picked up. The pick-up time may be up to 60 minutes after the request, depending on other scheduled trips, location, and other factors. Details are in the Valley Lift Ride Guide: https://www.rvtd.org/SIB/files/Valley Lift/VL Riders Guide PDF ENGLISH.pdf

Question 8: Are data from other ride services available, as on the senior center website?

Response 8: Most of the other ride services listed on the senior center site are medical transportation services. These are not general public demand response or RVTD's ADA complementary paratransit (Valley Lift). The scope of the Ashland Transit Expansion Study is for general public transportation services. Data may be available directly from these NEMT providers and/or RVTD.

***Question 9:* Regarding Memo 1, Page 2-12 - Is any data available for ridesharing? For example, how many people use websites and participate in carpools? Did the study team look at informal ride shares, such as Craigslist?**

Response 9: According to RVTD, there are 1,339 registered users in the Oregon *DriveLessConnect* carpool network in the Rogue Valley region. The service does not collect user information about trips starting or ending in Ashland. A recent RVTD Transportation Options survey showed that almost 8% of RVTD-area respondents use carpools for trips to and from work or school. In comparison, the US Census American Community Survey 2012-2016 5-Year Estimates show that 7% of Ashland residents, and 9.4% of Jackson County residents, use carpools for travel to/from

work. Information about informal rideshare was added to the Rideshare section in Technical Memorandum #1.

Memo

CITY OF ASHLAND

Date: September 13, 2018
From: Scott A. Fleury
To: Transportation Commission
RE: Ashland Municipal Code Enforcement

BACKGROUND:
This memo is meant to provide an overview of how the City currently enforces the Municipal Code (AMC). The complete AMC can be found here: https://ashland.municipal.codes/

Various sections of the code fall between City Departments for enforcement activities.

Andrew Barrow is the city's current code enforcement officer - andrew.barrow@ashland.or.us

AMC 6: Business Licenses and Regulations – Andrew Barrow
AMC 9: Health and Sanitation – Andrew Barrow

AMC 10: Public Peace, Morals and Safety – Ashland Police Department
AMC 11: Vehicles and Traffic – Ashland Police Department

AMC 13: Streets and Sidewalks – Public Works/Engineering
AMC 14: Public Utilities – Public Works/Engineering/Electric

AMC 15: Buildings and Construction – Andrew Barrow/Building Division/Fire Department
AMC 18: Land Use – Planning and Development Department

Vegetation and vision clearance/signage issues within the public right of way are enforced by the Public Works/Engineering Department. In addition, Public Works also enforces sidewalk clearance and trip hazard items through formal action on a complaint driven basis.

Vegetation issues can be reported directly to the Street Department at 541-488-5313.

Sidewalk compliance issues can be reported to the Engineering Division at 541-488-5347.

General code compliance issues can be reported to Andrew through his email or via phone at 541-552-2424. An online fillable form is available on the City's website here: https://www.ashland.or.us/FormPageBS.asp?FormID=151

CONCLUSION:
This item is for Commission information only, no action required.

Memo

CITY OF ASHLAND

Date: September 13, 2018
From: Scott A. Fleury
To: Transportation Commission
RE: 20 Year Capital Improvement Project Prioritization

BACKGROUND:
Previously (November 17, 2017) staff presented information regarding a Capital Improvement Project (CIP) Prioritization data base and also the CIP storybook. With new leadership in Public Works, staff is now developing a 20 year look at the CIP program, with a focused look at the 6 year window. The prioritization will include capital projects from master plans as well as general system maintenance projects for all systems. Staff expects to have a detailed 20 year plan developed by November of this year in order to begin the biennial budget process.

One of the duties of the Commission is to make recommendations regarding the transportation components of the CIP:

Funding: will make recommendations to the City's transportation section of the Capital Improvements Program.

Staff will bring back the developed 20 year CIP at a future meeting for discussion and action.

November 17, 2017:
The Public Works Department has adopted master plans for each specific division; Street, Storm, Water, Wastewater, Facilities, and Airport. These master plans not only detail operational maintenance requirements but also improvement projects driven by numerous system needs. Each plan is developed independently from the other and in general, projects were previously prioritized by system need without consideration for the whole infrastructure system.

Public Works staff has worked on developing an improved system for prioritization of maintenance projects and CIP projects that accounts for all system needs. Geographic Information Systems (GIS) has documented project data from each adopted master plan and geo-located each specific project into a citywide database.

In addition to specific capital roadway projects, the street division prepares approximately 25,000 sq-ft of roadway each year for slurry seals. Likewise, the water, wastewater and storm water divisions prioritize minor construction and major capital improvements. The resulting work is typically prepared in "regions" within the City and the prioritization map includes a layer by project type for these regions and the proposed year to perform the work.

Public Works staff will use the newly developed database to prioritize future biennium budget projects with the intent to maximize, where possible, the ability to combine multiple projects

being conducted on one roadway or region into one larger project. For example, combining a road overlay project with the replacement of a waterline and/or storm drain or sewer mainline improvements. Combining these projects will reduce overall contractor mobilization charges and reduce impact to adjacent properties by only having one construction period instead of multiple phases. Each enterprise fund (water, sewer, storm, and street) will pay their appropriate share of the larger total project improvement. Public Works staff is also working with franchise partners (such as gas, phone, etc.) to better inform them of future overlay projects in order to facilitate any improvements they have prior to a final street rehabilitation/overlay project being completed.

CONCLUSION:
No action is currently required of Commission.

Council Business Meeting

September 4, 2018

Agenda Item	Transportation Systems Development Charges; New Methodology Available for Review	
From	Paula C. Brown, PE	Public Works Director
Contact	paula.brown@ashland.or.us	541-552-2411

SUMMARY

This item is to inform the City Council of the ability to review the new 2018 Transportation Systems Development Charge methodology.

POLICIES, PLANS & GOALS SUPPORTED

Council Goals:

2.2 Engage boards and commissions in supporting the strategic plan
4 Evaluate real property and facility assets to strategically support city mission and goals
5.2 Support and promote, through policy, programs that make the City affordable to live in
7.2 Support land-use plans and policies that encourage family-friendly neighborhoods

Department Goals:

- Maintain existing infrastructure to meet regulatory requirements and minimize life-cycle costs
- Deliver timely life cycle capital improvement projects
- Maintain and improve infrastructure that enhances the economic vitality of the community
- Evaluate all city infrastructure regarding planning management and financial resources

PREVIOUS COUNCIL ACTION

Initial information regarding the new 2018 Transportation Systems Development Charge methodology was provided at the August 7, 2018, study session. The methodology as written is based upon Council's direction at that meeting. More information will be provided for a Council decision at the November 6, 2018, public hearing and potential first reading of the ordinance.

During the August 7, 2018, study session, staff informed the Council of the changes and the schedule, as shown below, to be followed for the eventual public hearing and adoption of the new Transportation SDCs.

August 7, 2018:	Council Study Session initial TSDC input and methodology development. ***Done***
August 8, 2018:	Publish and send the letter of intent to adopt new TSDCs (90-day notice prior to the public hearing). ***Done***
September 4, 2018:	Council Meeting Consent Agenda - Publish / Notice the full TSDC methodology (public review 60 days prior to the public hearing).
November 6, 2018:	Council Meeting for the Public Hearing and first reading of the ordinance.
November 20, 2018:	Council Meeting for second reading of the ordinance.
January 1, 2019:	Rates become effective (phasing, if any, will have been determined).
July 1, 2019:	Rates adjust for inflation (proposing the ENR, construction cost in March).

CITY OF ASHLAND

BACKGROUND AND ADDITIONAL INFORMATION

Oregon Revised Statutes (ORS) 223.297 through 223.314 authorize cities, to establish Transportation SDCs as a one-time fee on new development to recover a fair share of costs of existing and planned facilities that provide capacity to serve future growth. ORS 223.399 defines two types of SDCs; a reimbursement fee and an improvement fee. As discussed during the August 7, 2018, study session, the changes in Transportation SDC methodology incorporate the following:

- ✓ basing the rates on average daily trips
- ✓ adding an adjustment for linked pass-by and diverted trips (and removing trip length) to better reflect industry standards
- ✓ using rates from the newest Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition (2017) and thereby adopting the newest trip generation data
- ✓ using updated land use categories and trip generation rates (per ITE 10th Edition)
- ✓ using information from a travel demand forecasting model that recognizes the relationship between land use and transportation; this model relies upon updated population and employment growth forecasts to more accurately reflect travel patterns and volumes on specific streets and corridors
- ✓ using both a reimbursement fee and an improvement fee
- ✓ addition of an administrative component to recover program administration and a portion of future transportation studies/evaluations
- ✓ policy incentives and discounts (credits) were included:
  - 50% credit for new homes (including ADU) that are 500 square feet or smaller
  - 25% credit for homes (including cottage housing) that are 501-800 square feet
  - Maintain the existing affordable housing 100% credit; qualified as affordable housing by the City of Ashland Housing Program and deed restricted to remain affordable for a minimum of 30 years
  - Provide a 20% credit for developers planning to employ Transportation Demand Management (measures aimed at reducing single occupancy vehicle use); as an example this credit recognizes developing near transit (e.g., Transit Triangle); eligible projects must demonstrate achievable transportation impact reductions and parking reductions

FISCAL IMPACTS

No fiscal impacts are presented that specifically relate to the new methodology. Staff will present fiscal impacts of the new fee structure at the public hearing scheduled for November 6, 2018.

STAFF RECOMMENDATION

N/A

ACTIONS, OPTIONS & POTENTIAL MOTIONS

N/A

ATTACHMENTS

1. Proposed 2018 Transportation Systems Development Charge Methodology
2. Rate Comparisons Current 1999, Proposed 2018, Rejected 2016; Table 2
3. Proposed TSDC by Land Use with Comparison to the Current 1999 Rates; Table 3

REFERENCES

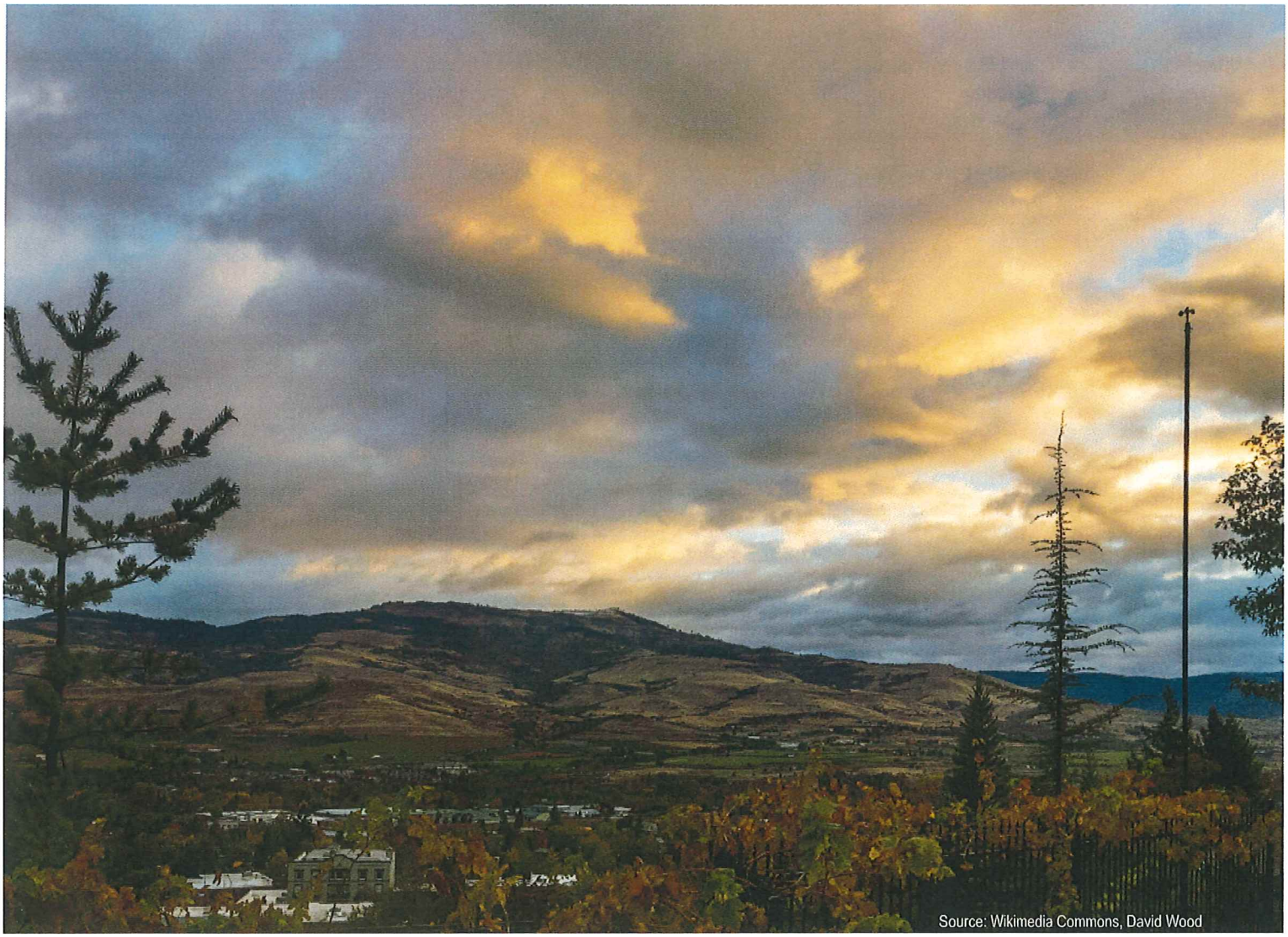
1. Council Study Session August 7, 2018, agenda item (link) and minutes (link)
2. Council Meeting November 7, 2017, agenda item (link) and minutes (link)
3. Council Study Session November 14, 2016, agenda item (link) and minutes (link)
4. Council Meeting December 20, 2016, agenda item (link) and minutes (link)

CITY OF ASHLAND

Draft Methodology Report

Transportation System Development Charges

August 27, 2018



Source: Wikimedia Commons, David Wood

GALARDI ROTHSTEIN GROUP

In association with:

KITTELSON & ASSOCIATES

Contents

Executive Summary

Background

The City of Ashland (the City) last updated its transportation system development charges (TSDCs) in 2016 (effective July 1, 2017). However, concerns over the methodology, and certain development type impacts, led to the fees being repealed in November 2017. Since that time, the City has been charging TSDCs based on its prior methodology and fee schedule adopted in 1999. In January 2018, the City embarked on an effort to update its TSDC methodology and project list. The objectives of the study were to:

- Develop a new project list based on the 2013 Transportation System Plan and more current (2018) project costs.
- Work with a SDC Advisory Committee (SAC) to develop a methodology that was consistent with industry standards and Oregon Revised Statutes (ORS) 223.297 through 223.314 guidelines.
- Consider potential TSDC discounts and incentives related to broader City policy objectives.

The SAC met three times over the course of the project and reached consensus on methodological and policy recommendations.

The Ashland City Council intends on holding a public hearing to hear comments on the proposed Transportation SDC methodology on November 6, 2018, at its regularly scheduled business meeting. Subject to comments, first reading of the ordinance to impose these fees will be the same night, with second reading on November 20, 2018. The fees are intended to be enacted on January 1, 2019.

Overview of Proposed Methodology

Table ES-1 presents the key components of the recommended methodology, and provides comparison to the current (1999) and prior (2016) methodologies.

Table ES-1
TSDC Methodology Comparison

Methodology Element	Current (1999) Methodology	Prior (2016) Methodology	Recommended (2018) Methodology
Project List	Improvement only	Improvement only	Improvement & Reimbursement
Growth share	Population-based	Population based	Mode-specific planning criteria
Growth in trips	Estimated from population and employment data system-wide	Estimated from population and employment data system-wide	Based on travel demand model forecast that recognizes growth in land use by area (e.g., by TAZ)
Trip Rate Type	Average Daily Trips	PM Peak Trips	Average Daily Trips
Trip Rate Adjustments	Pass-by and trip length	None	Pass-by and diverted trips
Trip Rate Data by Land Use	ITE 5th edition	ITE 9th Edition	ITE current edition (10th edition most recent; 2017)

TAZ = Transportation Analysis Zone

As shown in Table ES-1, the recommended methodology differs from the current methodology in that it includes both an improvement and reimbursement element. The addition of a reimbursement element provides a more flexible capital funding source, and ensures that new development contributes an equitable share to existing roadway capacity. The new methodology also includes a more rigorous approach to both the determination of the growth share of project costs, and the projected growth in trips system-wide. The new methodology is based on data from the regional travel demand model.

Like the existing methodology, the recommended methodology is assessed based on average daily trips, and it maintains trip rate adjustments (a key difference from the 2016 methodology). However, the type of adjustments changed somewhat from the current methodology and the adjustment factors along with the trip rates have been updated to reflect current data from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*.

Major Findings

TSDC Costs

A summary of the SDC improvement project costs by project type is provided in Table ES-2, and the detailed project list is provided in Appendix A-1. As shown in Table ES-2, the TSDC improvement project list includes about $56.3 million in planned improvements and related studies. The improvements include new facilities and upgrades to existing facilities in order to increase capacity and improve the level of performance of the transportation system. Approximately $23.9 million of project costs are assumed to be funded by other (external) funds, including grants, developer contributions, and state funding. When the project costs are reduced by projected external funding sources, the net project costs allocated to growth are about $16.8 million (about 52 percent of total project costs.)

Table ES-2
City of Ashland
Summary of Improvement Project List

Project Type	Total Cost	Other Funding	% Growth[1]	TSDC Cost[2]
Studies	$153,400	$0	11%	$16,430
Transit	$4,425,000	$0	11%	$473,937
Pedestrian	$16,359,225	$10,763,813	97%	$5,486,026
Bike	$5,943,660	$594,366	34%	$1,969,374
Intersection Studies	$330,400	$0	24%	$80,406
Intersection & Roadway Improvements	$27,884,972	$11,728,161	52%	$8,323,813
Crossing	$1,180,000	$767,000	100%	$413,000
Total	$56,276,657	$23,853,340	52%	$16,762,985

[1] Growth portion before other funds applied

[2] Other funding applied first to non-growth share of cost; any remaining funds reduce TSDC cost

The reimbursement fee is calculated based on the actual cost of reserve capacity from roadway improvements constructed over the past 20 years, exclusive of grants and contributions. A total value of $7.5 million was identified for reimbursement projects, of which about $3.4 million represents the estimated City-funded cost. Growth is allocated approximately $1.2 million (35 percent) of the net existing system value, based on individual project cost allocations.

TSDC Schedule

The growth-related improvement and reimbursement costs are divided by the projected future growth in trips (as measured by average daily trip ends) to determine the system-wide cost per trip. The regional travel demand model projects a growth in daily trips of 38,066, which results in a total cost per trip of about $472:

$440.36 (improvement fee) + $31.19 (reimbursement fee) = $471.55 combined fee

In addition, local governments are entitled to include in the SDCs, a charge to recover costs associated with complying with the SDC law. Compliance costs include costs related to developing and administering the TSDC methodology, project list, as well as annual accounting costs. The compliance charge is estimated to be about $16 per trip, or about three percent of the combined TSDC per trip ($488).

The TSDC for an individual development is based on the cost per trip, and the number of trips attributable to a particular development, where the number of development trips is computed as follows:

Number of Development Trips = Trip Generation Rate X Adjustment Factors X Development Units

The standard practice in the transportation industry is to use ITE trip generation rates to determine the TSDCs for *individual* developments. Adjustment factors applied to base trip rates reflect pass-by and diverted linked trip factors for some land uses. Pass-by trips refer to trips that occur when a motorist is already on the roadway, as in the case of a traveler stopping by a fast-food restaurant on the way home from work. In this case, the motorist making a stop while "passing by" is counted as a trip generated by the restaurant, but it does not represent a new (or primary) trip on the roadway. A diverted linked trip is a similar type of non-primary trip but in this case the motorist will divert from a primary route to access a nearby use (e.g., a vehicle may turn off a major roadway onto an intersecting street to access a land use), and then return to the original route to complete the trip.

Based on the TSDCs presented in this report, and the most current version of the ITE Trip Generation Manual (10th edition), the TSDC for a single family dwelling unit (with an average trip rate of 9.44) is $4,603. The full TSDC schedule is shown in Appendix Table A-2.

TSDC Implementation

In addition to the updated methodology and project list, the SAC made a number of recommendations related to the implementation of the TSDCs, aimed primarily at addressing revenue adequacy and affordability objectives.

Inflationary Adjustments

In order to keep pace with inflation, and avoid significant future TSDC adjustments, the SAC recommends that the City's fees increase with the Engineering News Record (ENR) construction cost index July 1st each year.

Phase-In

As a result of the updated cost per trip, as well as changes to ITE trip rates since the 1999 methodology, the TSDCs for many land use categories increase significantly compared with current fees. The SAC has recommended a 3-year phase in of the updated cost per trip, with the first year including 50 percent of the increase, and approximately 25 percent increases in years 2 and 3. Table A-2 shows the projected TSDCs (before future inflation adjustments) during the recommended 3-year phase-in period. The City Council has the final determination on the phasing option.

Discounts and Incentives

The SAC discussed incentives and discounts for certain development types, and recommends the following:

- 50 percent discount for new homes (including Accessory Dwelling Units) that are 500 square feet or smaller
- 25 percent discount for homes (including cottage housing) that are 501-800 square feet
- Maintain the existing affordable housing 100 percent discount; qualified as affordable housing by the City of Ashland Housing Program and deed restricted to remain affordable for a minimum of 30 years.
- Provide a 20 percent discount for developers planning to employ Transportation Demand Management (measures aimed at reducing single occupancy vehicle use); as an example this credit recognizes developing near transit (e.g., Transit Triangle); eligible projects must demonstrate achievable transportation impact reductions and parking reductions.

Report Contents

This methodology report is organized as follows:

- **Executive Summary** – Provides background information on TSDCs in Ashland, and a summary of the recommended TSDC methodology and major findings.
- **Section 1 – Introduction** – Provides a summary of SDC statutory requirements.
- **Section 2 – Growth Requirements** – Presents the approaches used to determine future growth in trips and the growth share of project costs.
- **Section 3 – TSDC Cost** – Summarizes the reimbursement and improvement project costs, based on the approaches and assumptions presented in Section 2 and the updated Project List.
- **Section 4 – TSDC Schedule** – Provides information on system-wide unit costs, the process for assessing TSDCs to individual developments, and method for updating for future cost escalation.

Appendix A provides the detailed Improvement Project List, as well as the TSDC Schedule.

SECTION 1

Introduction

Oregon SDC Law

Oregon Revised Statutes 223.297-223.314 authorize local governments to assess System Development Charges (SDCs) for the following types of capital improvements:

- Drainage and flood control (i.e., storm water)
- Water supply, treatment, and distribution
- Wastewater collection, transmission, treatment, and disposal
- Transportation
- Parks and recreation

In addition to specifying the infrastructure systems for which SDCs may be assessed, the SDC legislation provides guidelines on the calculation and modification of SDCs, accounting requirements to track SDC revenues, and the adoption of administrative review procedures. A summary of key provisions is provided below.

SDC Structure

Oregon law allows that an SDC may include a reimbursement fee, an improvement fee, or a combination of the two.

Reimbursement Fee

The reimbursement fee is based on the value of available reserve capacity associated with capital improvements already constructed or under construction. The methodology used to calculate the reimbursement fee must consider the cost of existing facilities, prior contributions by existing users, the value of unused capacity, grants, and other relevant factors. The objective of the reimbursement fee methodology is to require new users to contribute an equitable share of the capital costs of existing facilities. When new users pay for their share of the available reserve capacity through the SDC reimbursement fee, the money received can be used to fund other capital needs (e.g., system replacements).

Improvement Fee

The improvement fee is designed to recover all or a portion of the costs of planned capital improvements that add system capacity to serve future users. An increase in system capacity may be established if a capital improvement increases the level of performance or service provided by existing facilities or provides new facilities. The portion of the improvements funded by improvement fees must be related to the need for increased capacity to provide service for future users.

Credits

The legislation requires that a credit be provided against the improvement fee for the construction of "qualified public improvements." Qualified public improvements are improvements that are required as a condition of development approval, identified in the system's capital improvement program, and either (1) not located on or contiguous to the property being developed, or (2) located in whole or in part, on or contiguous to, property that is the subject of development approval and required to be built larger or with greater capacity than is necessary for the particular development project to which the improvement fee is related.

Review and Notification Requirements

The methodology for establishing or modifying improvement or reimbursement fees shall be available for public inspection. The local government must maintain a list of persons who have made a written request for notification prior to the adoption or amendment of such fees. The notification requirements for changes to the fees that represent a modification to the methodology are 90-day written notice prior to first public hearing, with the SDC methodology available for review 60 days prior to public hearing.

Other Provisions

Other provisions of the legislation require:

- Preparation of a capital improvement program or comparable plan (prior to the establishment of a SDC), that includes a list of the improvements that the jurisdiction intends to fund with improvement fee revenues and the estimated timing, cost, and eligible portion of each improvement.
- Deposit of SDC revenues into dedicated accounts and annual accounting of revenues and expenditures, including a list of the amount spent on each project funded, in whole or in part, by SDC revenues.
- Creation of an administrative appeals procedure, in accordance with the legislation, whereby a citizen or other interested party may challenge an expenditure of SDC revenues.

The provisions of the legislation are invalidated if they are construed to impair the local government's bond obligations or the ability of the local government to issue new bonds or other financing.

SECTION 2

Growth Requirements

Introduction

This section presents the projected future growth needs, and the bases for determining the costs that will be recovered from growth through the TSDCs ("growth share"). To comply with Oregon SDC law and industry standard practices, new development cannot be charged for costs associated with capacity needed to serve existing development– either in the form of used capacity on existing facilities or future expansion needed to remedy existing deficiencies. To be defensible, the methodology must:

- Specify how growth needs will be evaluated (e.g., volume, volume/capacity ratio, level of service, etc.)
- Identify the list of existing facilities and future projects needed to address growth needs.
- Allocate project costs between growth and existing development, based on the portion of each project that relates to providing capacity for growth vs. addressing an existing deficiency or increase the level of performance for existing development.

System-Wide Growth in Trips

To evaluate the roadway capacity needs and the amount of vehicle trips that are generated by existing and future development, the regional travel demand model was utilized. Specifically, the model was utilized to approximate the existing number of trips (base year) using the City street network. The model then considers forecast population and employment increases by transportation analysis zone (TAZ) to project future year (2037) trips generated within the City's currently acknowledged Urban Growth Boundary (UGB).

Table 2-1 lists the total number of trip ends for the base year and future year scenarios. As listed, the total number of trip ends is forecasted to grow from 134,944 to 173,010. The growth in average daily trip ends (38,066) represents about 22 percent of the future projections.

Table 2-1
Model Vehicle Average Daily Trip Ends (Within the City's currently acknowledged UGB)[1]

	Base Year Trips	Future Trips	Growth Trips
Trip Ends	134,944	173,010	38,066

[1] ODOT TPAU (May 16, 2018); excludes external-external trips

Growth Share

The system-wide growth in trips will be accommodated by existing roadway reserve capacity, as well as planned future system expansion for all modes of travel (auto, transit, bike and pedestrian). According to SDC statutory requirements: "An increase in system capacity may be established if a capital improvement increases the level of performance or service provided by existing facilities or provides new facilities." A key component of the SDC methodology is allocation of existing facility and planned future facility costs to growth, in proportion to estimated capacity requirements.

For purposes of determining growth share, individual projects are analyzed to determine the portion of capacity costs needed for future growth requirements versus existing development. Two general methods are used for determining the growth share:

1. **Standards-Based approach** – where the allocation of project costs to existing development is limited to correcting any existing deficiency. Existing deficiencies are evaluated based on current performance relative to the appropriate planning/design standard for the particular improvement. For intersections, the standard is a "volume-capacity ratio (v/c ratio)"[1]. For multimodal improvements, the standard is miles per capita of bikeways and pedestrian ways.

2. **Capacity Utilization approach** – Improvements to existing facilities to address safety, modernization, and other performance considerations provide capacity for growth and enhanced performance for existing development, so the costs are allocated in proportion to the utilization of the facilities, as determined for each improvement individually.

Table 2-2 provides a summary of the allocation basis for existing and future development by major project type.

Table 2-2
Summary of Growth Share Methods

Project Type	Existing Share	Future Development Share
Roadway and Intersection Level of Performance Improvements (e.g., safety and modernization)	Existing development trips as a percent of total future 2037 trips	Future development trips as a percent of total future 2037 trips
New roadways and extensions	0%	100%
Intersection capacity and Bike and Pedestrian Improvements	Limited to existing deficiency (as defined by v/c or level of service)	100% - Existing Deficiency
Studies	Share of future population (89%)	Share of future population (11%)

The recommended methodology is based on a mode-specific analysis for determining growth share of project costs, which takes into consideration the different travel characteristics of pedestrians, cyclists and motorists, as described below.

[1] Volume-to-capacity ratio is defined as motor vehicle trips divided by the hourly capacity of the facility to serve those trips.

Roadways and Intersections (Improved Level of Performance)

For upgrade of existing facilities (i.e., realignments, modernization, and other improvements), the growth share analysis for each roadway and intersection project was based on information from the travel demand model. These projects were evaluated using existing and future traffic volumes at each location. These volumes reflect the relationship between land use and transportation and rely upon estimates of household and employment growth by area of city (i.e., TAZ). This means that each new roadway or intersection project will have a different growth related proportion, as shown in Table A-1 (appendix).

New Roadway and Intersection Facilities; Existing Facility Expansion (Capacity Only)

New roadways and expansions driven by future development capacity requirements are allocated 100% to growth, since the capacity is needed entirely for new development.

Similarly, intersection improvements that are not needed to meet existing mobility standards, but are needed once the growth trips are added to the intersection, are assumed to be 100% funded by growth, since there is no existing deficiency. Data was compiled from the TSP to determine if facilities were operating with a volume/capacity ratio less than the required standard.

Bike and Pedestrian Improvements

Unlike roadway and intersection projects, trip data for bike and pedestrian improvements is not available. Therefore, the growth share for bike and pedestrian facilities is based on the planned level of service (LOS). The planned LOS is defined as the quantity of future facilities per 1,000 population served.

The following equation shows the calculation of the planned LOS:

$$\frac{Existing\,Q + Planned\,Q}{Future\,Population\,Served} = Planned\,LOS$$

Where:

Q = quantity (miles of bike or pedestrian facilities), and
Future Population Served (within the UGB) = 23,183

The existing and future miles of bike and pedestrian facilities are shown in Table 2-3.

Table 2-3

Existing and Future Bike and Pedestrian Facilities

Facility Type	Current (Miles)	Additional (miles) Stand-Alone Projects	Additional (miles) Road Projects	Future (Miles)
Multi Use Path	3.93	1.9	0	5.8
Bike Lanes[2]	22.0	9.6	2.4	34.0
Sidewalks [3]	80.0	9.8	2.5	92.3

[1]City-owned paved shared use paths

[2]Bike lanes only; does not include bike shoulders

[3]On improved and partially improved arterials and collectors

The City's population forecast for existing and future (2038) conditions are presented in Table 2-4. Growth during the planning period is estimated to be 2,483 people.

Table 2-4

Current and Future Population

	Current (2018)	Future (2038)	Growth
Population	20,700	23,183	2,483

Table 2-5 presents the existing and future LOS for bike and pedestrian facilities, based on the existing and planned future facilities presented in Table 2-3 divided by the existing and projected future population presented in Table 2-4. In all cases, the planned LOS is higher than the existing LOS, which means that there are existing deficiencies for bike and pedestrian improvements, so a portion of future improvements are needed by existing development.

Table 2-5

Existing and Future Bike and Pedestrian LOS

	Miles/1,000 People	
Facility Type	Current	Future
Multi Use Path	0.19	0.25
Bike Lanes	1.06	1.47
Sidewalks	3.86	3.98

The capacity requirements, or miles, needed for the existing population and for growth are shown in Table 2-6 and estimated by multiplying the planned (future) LOS for each facility type (from Table 2-5) by the population of each group (from Table 2-4).

Table 2-6
Existing and Growth Capacity Needs

	Total Miles Needed		
Facility Type	Current	Growth	Total
Multi Use Path	5.2	0.6	5.8
Bike Lanes	30.4	3.6	34.0
Sidewalks	82.4	9.9	92.3

Existing development's needs are assumed to be met first by the existing inventory of facilities; any shortfall is assumed to be provided from planned improvements. Therefore, the additional need for facilities by the existing population is equal to the total inventory needed (from Table 2-6) less the existing inventory (from Table 2-3). For example, the planned LOS results in a total need of 5.18 miles of multi-use paths for existing development. The current inventory of 3.93 miles is deducted from the total need to yield an additional need of 1.25 miles.

Table 2-7 shows the existing and growth allocation for the planned improvements by project type. For the multi-use paths, the growth need is equal to 0.6 miles, so the additional 1.9 miles of path are allocated 67 percent and 33 percent, respectively to existing and growth. For bike projects, the overall growth need is 30 percent (3.6 miles) of the planned additional bike lanes; however, improvements are in conjunction with roadway projects, and as such are allocated in proportion to future auto trip volumes. As shown in Table 2-7, the roadway project allocations result in 0.38 miles of bike lane costs allocated to growth, so there is an additional need of 3.3 miles (34 percent) from the stand-alone bike projects. Similarly, for sidewalk improvements, the roadway allocations result in 0.41 miles of new sidewalks allocated to growth. However, the total growth need is 9.9 miles, so 97 percent of the stand-alone sidewalk costs on the project list are allocated to growth.

Table 2-7
Allocation of Additional Facilities

	Miles Added			% Allocation		
	Existing[1]	Growth	Total	Existing	Growth	Total
Multi Use Path	1.25	**0.6**	1.9	67%	**33%**	100%
Bike Lanes						
Road Projects[2]	2.0	0.38	2.4	84%	16%	100%
Bike Projects	6.4	3.3	9.6	66%	**34%**	100%
Subtotal	8.4	**3.6**	12.0	70%	30%	100%
Sidewalks						
Road Projects	2.1	0.41	2.5	84%	16%	100%
Pedestrian Projects	0.3	9.5	9.8	3%	**97%**	100%
Subtotal	2.42	**9.9**	12.3	20%	80%	100%

[1] Existing need assumed to be met first by current facilities
[2] Numbers in bold used for growth share of stand-alone bike & pedestrian projects in Table A-1

Studies

Growth share for corridor studies are based on the average of growth trips on facilities with future planned improvements.

SECTION 3

TSDC Cost

Introduction

The development of the TSDC cost generally involves the following key steps:

1. The TSDC project list is updated to reflect projects and costs related to current and future system needs.
2. Project costs are reduced by projected external funding amounts (assessments, grants, contributions by other agencies).
3. Net project costs are allocated between growth and existing development, as described in Section 2.

As allowed by Oregon SDC law, the TSDC costs include both completed (reimbursement) and planned future (improvement) projects costs. Both components of the TSDC cost are summarized below.

Project List and Costs

City staff reviewed the financially constrained transportation project list developed as a result of the adopted 2013 TSP. All projects were updated to 2018 costs based upon the Oregon Department of Transportation (ODOT) unit costs of construction. Costs were updated to include the new Americans with Disabilities Act (ADA) standards for crossings. Completed projects were moved to a list considered for the reimbursement fee based on actual construction costs and City funding sources.

Improvement Costs

The improvement TSDC cost is summarized by major project component in Table 3-1. A detailed list of projects is provided in Table A-1 (appendix). The TSP was adopted in 2013 and placed a priority on sidewalks, especially school routes. As a result, the project list has over $16M in sidewalk projects that will most likely be completed through Safe Routes to School or other grant programs. Based on Council's prior direction, the Nevada Street Bridge extension (Council action June 20, 2017) was removed from the eligible projects for funding and will be reviewed again during the TSP update. City staff added the Ashland Street, Oak Knoll, and E. Main/Hwy 66 intersection potential roundabout project (R9) to the list to reflect higher priority needs in the city.

Developer-driven projects expected to be constructed within the next 5-7 years are also included on the list shown in Table A-1. In most cases these new projects will provide benefits not only to the new development area, but also to the community at large. If the City will be giving TSDC credits for work being done by the developer, funds must be accounted for and collected through the TSDC. Many developer driven projects are constructed to include more pavement and

sidewalk width to be consistent with City standards for a certain type of street in lieu of a reflecting the minimum width that would be required just to serve development. For those development driven projects, the City's share to "upsize" the roadway was estimated to be 35%. The costs will be adjusted as the project is built to ensure equitable credits for the development completed above the general standard (similar to water and sewer pipeline up-sizing).

As shown in Table 3-1, the total cost of improvements on the project list is about $56 million. Future improvement costs were adjusted for expected external funding totaling almost $24 million, as follows:

- Sidewalk projects potentially eligible for Safe Routes to School or other grant programs are assumed to be grant funded at 75 percent
- New bikeways assume 10 percent grant funding
- Improvements on ODOT facilities include 90 percent external funding
- Roadway safety projects assume other funding of 25 percent
- Development driven projects assume 65 percent developer funded

The growth portion (i.e., TSDC cost) is about $16.7 million.

Table 3-1

Summary of Improvement Project Costs

Project Type	Total Cost	Other Funding	% Growth[1]	TSDC Cost[2]
Studies	$153,400	$0	11%	$16,430
Transit	$4,425,000	$0	11%	$473,937
Pedestrian	$16,359,225	$10,763,813	97%	$5,486,026
Bike	$5,943,660	$594,366	34%	$1,969,374
Intersection Studies	$330,400	$0	24%	$80,406
Intersection & Roadway Improvements	$27,884,972	$11,728,161	52%	$8,323,813
Crossing	$1,180,000	$767,000	100%	$413,000
Total	$56,276,657	$23,853,340	52%	$16,762,985

[1] Growth portion before other funds applied

[2] Other funding applied first to non-growth share of cost; any remaining funds reduce TSDC cost

Reimbursement Costs

The reimbursement project lists and costs are shown in Table 3-2. Project costs reflect actual construction costs, adjusted for other funding sources. The growth share represents the portion of roadway capacity reserved for future development trips, as estimated from the travel demand model. The total reimbursement growth cost is almost $1.2 million.

Table 3-2
Reimbursement Project Costs

Description	Actual Project Cost	Other Funding	NET CITY $	GROWTH %	SDC $
Siskiyou Blvd, Gresham, 3rd, Lithia Way Intersection	$5,128,571	$2,900,000	$2,228,571	36%	$802,657
N. Main/Hersey/Wimer Intersection Realignment	$1,049,051	$682,696	$366,356	17%	$60,802
Walker Ave @ E Main - Install right turn lane	$701,351	$418,920	$282,431	40%	$114,005
Railroad Crossing Imp; E Main (07)	$443,002	$100,000	$343,002	30%	$103,287
Railroad Crossing Improvements; Oak	$115,960		$115,960	71%	$82,481
Will Dodge Way reconstruction	$27,909		$27,909	51%	$14,192
N. Main Road Diet	$108,657	$32,597	$76,060	13%	$9,726
	$7,574,501	$1,234,213	$3,440,288	35%	$1,187,150

SECTION 4

TSDC Schedule

Introduction

The TSDC for an individual development is based on the system-wide unit cost per trip and the number of trips attributable to a particular development.

System-Wide Unit Costs ($/Trip)

Based on the growth trips and TSDC costs summarized in Sections 2 and 3, the total cost per average daily trip is equal to $471.55, as shown in Table 4-1, and is comprised of the following components:

$440.36 (improvement fee) + $31.19 (reimbursement fee)

Table 4-1
Transportation System Unit Costs of Capacity ($/Trip)

	Improvement SDC	Reimbursement SDC	Combined SDC
Cost Basis (1)	$16,762,985	$1,187,150	$17,950135
Growth Trip Ends (2)	38,066	38,066	38,066
SDC per Trip End	**$440.36**	**$31.19**	**$471.55**

(1) From Tables 3-1 and 3-2
(2) From Table 2-1

Compliance Charge

Local governments are entitled to include in the TSDCs, a charge to recover costs associated with complying with the SDC statutes. Compliance costs include costs related to developing and administering the SDC methodology, project list (including but not limited to TSP and other studies), and credit system; as well as annual accounting and other City administration costs.

Table 4-2 shows the calculation of the compliance charge per trip, which is $16.05, or about 3.3 percent of the total cost per trip ($488).

Table 4-2
Estimated Compliance Costs

	Total $	Amortize (Years)	Annual $	Growth %	Growth $
SDC Study	$50,000	5	$10,000	100%	$10,000
TSP	$225,000	10	$22,500	52%	$11,633
Accounting, Legal, Planning	$1,000	1	$1,000	100%	$1,000
			Total Cost		$22,633
			Annual Trips		1,410
			Compliance $/Trip		$16.05

TSDC Schedule

The TSDC for an individual development is based on the cost per trip (including the reimbursement, improvement, and compliance fees) and the number of trips (average daily) attributable to a particular development, where the number of development trips is computed as follows:

Number of Development Trips = Trip Generation Rate X Adjustment Factors X Development Units

Table A-2 (in Appendix A) includes the updated TSDC rates and traffic impact assumptions for typical land use categories.

Trip Generation Rates

In recognition of Ashland's character and its residents' travel behaviors, the SAC reviewed the differences between basing the TSDC on average daily versus PM peak hour (4-6 pm) trip generation. After significant debate, the SAC recommended the use of average daily trips as more proportional and equitable for TSDC assessment purposes. Average daily trips recognize the overall capacity utilization of the system, not just capacity used by trips generated during the PM peak.

The City will continue to use the Institute of Transportation Engineers (ITE) average daily trip generation rates to determine the TSDCs for *individual* developments. Use of ITE trip generation data is standard in the transportation industry. ITE trip rates by land use are based on studies from around the country, and in the absence of local data, represent the best available source of trip data for specific land uses.

Trip Rate Adjustments

The updated methodology includes pass-by and diverted linked trip adjustments. The current methodology adjustments for trip length are eliminated, as available data to reasonably estimate average trip length for a given land use type in comparison to other uses is extremely limited. Furthermore, trip length may be more directly attributable to location within an area and the availability of other similar uses in the area than it is to simply the type of use.

The updated methodology adjustments are discussed in more detail below.

Pass-by Trips

Pass-by trips refer to trips that occur when a motorist is already on the roadway, as in the case of a traveler stopping by a fast-food restaurant on the way home from work. In this case, the motorist making a stop while "passing by" is counted as a trip generated by the restaurant, but it does not represent a new (or primary) trip on the roadway. Pass-by trip adjustments in the updated methodology are based on published data by land use from the ITE.

Diverted Link Trips

The updated methodology also adjusts traffic impact based on "diverted link" trips, which is another type of non-primary trip. In this case, the motorist will divert from a primary route to access a nearby use (e.g., a vehicle may turn off a major roadway onto an intersecting street to access a land use), and then return to the original route to complete the trip. As with the pass-by trip adjustments, the diverted link trip adjustments included in the updated methodology are based on reported ITE data.

TSDC Implementation

The SAC made a number of recommendations related to the implementation of the TSDCs, aimed primarily at addressing revenue adequacy and affordability objectives.

Inflationary Adjustments

In order to keep pace with inflation, and avoid significant future TSDC adjustments, the SAC recommends that the City's fees increase with the Engineering News Record (ENR) construction cost index July 1st each year.

Phase-In

As a result of the updated cost per trip, as well as changes to ITE trip rates since the 1999 methodology, the TSDCs for many land use categories increase significantly compared with current fees. The SAC has recommended a 3-year phase in of the updated cost per trip, with the first year including 50 percent of the increase, and approximately 25 percent increases in years 2 and 3. Table A-2 shows the projected TSDCs (before future inflation adjustments) during the recommended 3-year phase-in period.

Discounts and Incentives

The SAC discussed incentives and discounts for certain development types, and recommends the following:

- 50 percent discount for new homes (including Accessory Dwelling Units) that are 500 square feet or smaller
- 25 percent discount for homes (including cottage housing) that are 501-800 square feet
- Maintain the existing affordable housing 100 percent discount; qualified as affordable housing by the City of Ashland Housing Program and deed restricted to remain affordable for a minimum of 30 years.
- Provide a 20 percent discount for developers planning to employ Transportation Demand Management (measures aimed at reducing single occupancy vehicle use); as an example this credit recognizes developing near transit (e.g., Transit Triangle); eligible projects must demonstrate achievable transportation impact reductions and parking reductions.

Table A-1
City of Ashland, Oregon
TRANSPORTATION SDC Project List

Type/ #	Street	Description	Classification	Priority	2018 Cost	Other Funding	% Growth	TSDC Cost [1]
GENERAL POLICIES & STUDIES								
S1	NA	Funding Sources Feasibility Study	NA	2	$35,400		11%	$3,791
S2	NA	Downtown Parking & Multi-Modal Circulation Study		1	$118,000		11%	$12,638
ST	Total Policies & Studies Projects				$153,400			$16,430
PEDESTRIAN PROJECTS								
O1	NA	Travel Smart Education, Targeted Marketing Program			$53,100		0%	$0
P1	N. Main St/Hwy 99	N. Main St to Schofield St	Boulevard	1	$73,750		97%	$71,626
P4	Laurel St	Nevada St to Orange Ave	Avenue	2	$737,500	$553,125	97%	$184,375
P5	Glenn St/Orange Ave	N. Main St to 175' E of Willow St	N'hood Street	1	$295,000	$221,250	97%	$73,750
P6	Orange Ave	175' west of Drager St to Helman St	Avenue	1	$368,750	$276,563	97%	$92,188
P8	Wimer St	Thornton Way to N. Main St	N'hood Street	2	$1,180,000	$885,000	97%	$295,000
P9	Maple St	Chestnut St to 150' E of Rock St	Avenue	1	$147,500	$110,625	97%	$36,875
P10(1)	Scenic Dr	Maple St to Wimer St	Avenue	1	$368,750	$276,563	97%	$92,188
P17	Beaver Slide	Water St to Lithia Way	N'hood Street	1	$73,750		97%	$71,626
P18	A St	Oak St to 100' W of 6th St	Avenue	1	$368,750	$276,563	97%	$92,188
P22	N. Mountain Ave	100' S of Village Green Way to Iowa St	Avenue	1	$663,750		97%	$644,634
P23	Wightman St	200' N of E. Main St to 625' S of E. Main St	N'hood Collector	1	$590,000	$442,500	97%	$147,500
P27(1)	Walker Ave	Oregon St to Woodland Dr	Avenue	1	$295,000	$221,250	97%	$73,750
P28(1)	Ashland St	S. Mountain Ave to Morton St	Avenue	1	$663,750	$497,813	97%	$165,938
P38(1)	Clay St	Siskiyou Blvd to Mohawk St	Avenue	1	$442,500	$331,875	97%	$110,625
P57(1)	Tolman Creek Rd	Siskiyou Blvd to west side City Limits	Avenue	1	$626,875		97%	$608,821
P58(1)	Helman St	Hersey St to Van Ness Ave	Avenue	1	$147,500	$110,625	97%	$36,875
P59	Garfield St	E. Main St to Siskiyou Blvd	N'hood Street	1	$1,106,250	$829,688	97%	$276,563
P60	Lincoln St	E. Main St to Iowa St	N'hood Street	1	$663,750	$497,813	97%	$165,938
P61	California St	E. Main St to Iowa St	N'hood Street	1	$737,500	$553,125	97%	$184,375
P62	Quincy St	Garfield St to Wightman St	N'hood Street	2	$221,250	$165,938	97%	$55,313
P63	Liberty St	Siskiyou Blvd to Ashland St	N'hood Street	1	$958,750	$719,063	97%	$239,688
P64	Water St	Van Ness Ave to B St	N'hood Street	2	$368,750	$276,563	97%	$92,188
P65	Faith Ave	Ashland St to Siskiyou Blvd	N'hood Street	1	$516,250	$387,188	97%	$129,063
P66	Diane St	Jaquelyn St to Tolman Creek Rd	N'hood Street	1	$29,500	$22,125	97%	$7,375
P67	Frances Lane	Siskiyou Blvd to Oregon St	N'hood Street	1	$14,750	$11,063	97%	$3,688
P68	Carol St	Patterson St to Hersey St	N'hood Street	1	$221,250	$165,938	97%	$55,313
P70	Park St	Ashland St to Siskiyou Blvd	N'hood Street	1	$958,750	$719,063	97%	$239,688
P72	C St	Fourth St to Fifth St	N'hood Street	2	$147,500		97%	$143,252

Table A-1
City of Ashland, Oregon
TRANSPORTATION SDC Project List

Type/ #	Street	Description	Classification	Priority	2018 Cost	Other Funding	% Growth	TSDC Cost 1
P73	Barbara St	Jaquelyn St to Tolman Creek Rd	N'hood Street	2	$147,500	$110,625	97%	$36,875
P74	Roca St	Ashland St to Prospect St	N'hood Street	2	$368,750	$276,563	97%	$92,188
P75	Blaine St	Morton St to Morse Ave	N'hood Street	2	$147,500	$110,625	97%	$36,875
P78	Patterson St	Crispin St to Carol St	N'hood Street	2	$147,500	$110,625	97%	$36,875
P79	Harrison St	Iowa St to Holly St	N'hood Street	2	$147,500	$110,625	97%	$36,875
P80	Spring Creek Dr	Oak Knoll Dr to Road End	N'hood Street	2	$516,250	$387,188	97%	$129,063
P81	Bellview Ave	Green Meadows Way to Siskiyou Blvd	N'hood Street	2	$368,750		97%	$358,130
P37	Clay St	Faith Ave to Siskiyou Blvd	Avenue	2	$1,475,000	$1,106,250	97%	$368,750
ST	**Total Pedestrian Projects**				**$16,359,225**	**$10,763,813**		**$5,486,026**
BICYCLE PROJECTS								
B2	Wimer St	Scenic Dr to N. Main St	Avenue	1	$27,140	$2,714	34%	$9,201
B3	Nevada St	Vansant St to N. Mountain Ave	Avenue	2	$312,110	$31,211	34%	$105,806
B5	Maple/Scenic/Nutley	N. Main St to Winburn Way	N'hood Collector	1	$149,270	$14,927	34%	$50,603
B7	Iowa St	Terrace St ; S. Mountain to Walker Ave	Avenue	1	$325,680	$32,568	34%	$110,406
B9	Ashland St	Morton St to University Way	Avenue	2	$40,710	$4,071	34%	$13,801
B10	S. Mountain Ave	Ashland St to E. Main St	Avenue	1	$162,840	$16,284	34%	$55,203
B11	Wightman St	E. Main St to Siskiyou Blvd	Avenue	1	$81,420	$8,142	34%	$27,602
B13	B St	Oak St to N. Mountain Ave	Avenue	1	$108,560	$10,856	34%	$36,802
B16	Lithia Way	Oak St to Helman St	Avenue	1	$149,270	$14,927	34%	$50,603
B17	Main St	Helman St to Siskiyou Blvd	Boulevard	1	$67,850	$6,785	34%	$23,001
B18	N. Main St	Jackson Rd to Helman St	Boulevard	2	$352,820	$35,282	34%	$119,607
B19	Helman St	Nevada St to N. Main St	Avenue	1	$108,560	$10,856	34%	$36,802
B20	Water St	Hersey St to N. Main St	N'hood Street	2	$40,710	$4,071	34%	$13,801
B25	Tolman Creek Rd	Siskiyou Blvd to Green Meadows Way	Avenue	2	$135,700	$13,570	34%	$46,003
B26	Normal Ave	E. Main St to Siskiyou Blvd	Avenue	1	$257,830	$25,783	34%	$87,405
B29	Walker Ave	Siskiyou Blvd to Peachey Rd	Avenue	1	$54,280	$5,428	34%	$18,401
B31	Indiana St	Siskiyou Blvd to Oregon St	N'hood Street	1	$27,140	$2,714	34%	$9,201
B33	8th St	A St to E. Main St	N'hood Street	1	$27,140	$2,714	34%	$9,201
B37	Clay St	Siskiyou Blvd to Mohawk St	Avenue	2	$27,140	$2,714	34%	$9,201
B39	Glenn St/Orange Ave	N. Main St to Proposed Trail	N'hood Collector	2	$54,280	$5,428	34%	$18,401
B40	Laurel St	Orange St to Nevada St	N'hood Collector	2	$54,280	$5,428	34%	$18,401
TR2	New Trail	Clay St to Tolman Creek Rd	Multi-Use Path	2	$542,800	$54,280	33%	$180,316
TR1	Northside Trail	Orchid Ave to Tolman Creek Rd	Multi-Use Path	1	$2,714,000	$271,400	33%	$901,578
B38	Oregon/Clark St	Indiana St to Harmony Lane	NS	1	$54,280	$5,428	33%	$18,032
ST	**Total Bicycle Projects**				**$5,943,660**	**$594,366**		**$1,969,374**

Table A-1
City of Ashland, Oregon
TRANSPORTATION SDC Project List

Type/ #	Street	Description	Classification	Priority	2018 Cost	Other Funding	% Growth	TSDC Cost 1
TRANSIT PROJECTS								
O5	Transit Service Program	Provides funds & allocation guidance to improve transit svc			$3,245,000		11%	$347,554
O5	Transit Service Program	Provides funds & allocation guidance to improve transit svc			$1,180,000		11%	$126,383
ST	**Total Transit Projects**				**$4,425,000**	**$0**		**$473,937**
INTERSECTION & ROADWAY IMPROVEMENTS								
S3	N. Main St (OR 99)	Helman St to Sheridan St	Boulevard	2	$88,500		21%	$18,891
S5	Siskiyou Blvd	Ashland St to Tolman Creek Rd	Boulevard	2	$88,500		20%	$17,467
S6	Ashland St (OR 66)	Siskiyou Blvd to Tolman Creek Rd	Boulevard	2	$88,500		28%	$25,185
S9	Ashland St (OR 66)	Clay St to Washington St	Boulevard/Ave	2	$23,600		31%	$7,210
S10	Siskiyou Blvd	Highway 66 to Beach St	Blvd/N'hood Coll	1	$41,300		28%	$11,653
ST	**Studies Subtotal**				**$330,400**	**$0**		**$80,406**
Intersection & Roadway Projects								
R5	Siskiyou Blvd (OR 66)	Lithia Way (OR 99 NB) / E. Main St	Boulevard/Ave	1	$73,750	$66,375	100%	$7,375
R6	Siskiyou Blvd (OR 66)	Tolman Creek Rd	Boulevard/Ave	1	$118,273	$106,445	14%	$11,827
R8	Ashland St (OR 66)	Oak Knoll Dr / E. Main St (realignment)	Boulevard/Ave	1	$602,851	$542,566	24%	$60,285
R19	Normal Ave Ext	Normal Ave to E. Main St	Avenue	2	$3,630,499		31%	$1,133,777
R25	Washington St Ext	Washington St Tolman Creek Rd	N'hood Collector	1	$1,584,169	$1,029,945	17%	$267,855
R29	Washington St Ext	Washington St to Benson Way	N'hood Collector		$1,535,180	$997,867	100%	$537,313
R36	N. Main St	N. Main St Permanent Diet	Boulevard	2	$295,000		13%	$37,722
R38	Ashland St	Siskiyou Blvd to Walker Ave Streetscape	Boulevard	2	$1,298,000	$843,700	40%	$454,300
R39	Ashland St	Walker Ave to Normal Ave Streetscape	Boulevard		$1,534,000	$997,100	39%	$536,900
R40	Walker Ave Festival St	Siskiyou Blvd to Ashland St	Avenue	1	$1,150,500		36%	$416,717
R9	Ashland St (OR 66)	Oak Knoll Dr / E. Main St (roundabout)	Boulevard/Ave	3	$4,646,250	$1,161,563	24%	$1,123,342
R43	New Roadway (E)	Mistletoe Rd to Siskiyou Blvd (OR 99)	Boulevard		$5,099,960	$3,314,974	100%	$1,784,986
R44	Tolman Creek	Mistletoe Rd Streetscape	Boulevard		$4,104,040	$2,667,626	28%	$1,164,086
R41	Ashland St	Tolman Creek Rd Streetscape	Boulevard/Ave	4	$2,212,500		36%	$787,328
ST	**Total Intersection & Roadway Improvements**				**$27,884,972**	**$11,728,161**	**52%**	**$8,323,813**
RAILROAD CROSSING PROJECTS								
X3	Normal Ave	Crossing Upgrade	Planned Avenue	4	$1,180,000	$767,000	100%	$413,000
ST	**Total Railroad Crossing Projects**				**$1,180,000**	**$767,000**		**$413,000**
	Total				**$56,276,657**	**$23,853,340**	**52%**	**$16,762,985**

1 Grants & contributions applied first to non-growth share of cost; any remaining funds reduce growth cost for TSDC calculation purposes

Implementation Priority Key: Priority 1= Next 5 years | Priority 2= 5-15 years | Priority 3= 15-20 years | Priority 4 = Driven by development

Table A-2
City of Ashland, Oregon
TSDC by Land Use (Updated and 3-Year Phase In)

			New $/Trip						Phased $/Trip		
			$488	Updated ITE 10th Edition					$320	$397	$488
ITE Code	Description	Unit of Measure	Updated TSDC per Unit	Daily Trip Rate	Diverted	Pass-by	Linked Trip Factor [2]	Adjusted Daily Trip Rate	Year 1	Year 2	Year 3
90	PARK & RIDE LOT WITH BUS SERVICE	PER PARKING SPACE	$ 1,370	2.81	0%	0%		2.81	$ 899	$ 1,116	$ 1,370
110	GENERAL LIGHT INDUSTRIAL	PER TGSF	$ 2,419	4.96	0%	0%	1.00	4.96	$ 1,587	$ 1,969	$ 2,419
130	INDUSTRIAL PARK	PER TGSF	$ 1,643	3.37	0%	0%	1.00	3.37	$ 1,078	$ 1,338	$ 1,643
140	MANUFACTURING	PER TGSF	$ 1,916	3.93	0%	0%	1.00	3.93	$ 1,258	$ 1,560	$ 1,916
150	WAREHOUSING	PER TGSF	$ 848	1.74	0%	0%	1.00	1.74	$ 557	$ 691	$ 848
151	MINI WAREHOUSE	PER TGSF	$ 736	1.51	0%	0%	1.00	1.51	$ 483	$ 599	$ 736
154	HIGH-CUBE/SHORT-TERM STORAGE WAREHOUSE	PER TGSF	$ 683	1.40	0%	0%	1.00	1.40	$ 448	$ 556	$ 683
160	DATA CENTER	PER TGSF	$ 483	0.99	0%	0%	1.00	0.99	$ 317	$ 393	$ 483
210	SINGLE FAMILY DWELLING/TOWNHOME	PER DU	$ 4,603	9.44	0%	0%	1.00	9.44	$ 3,021	$ 3,748	$ 4,603
220	APARTMENTS/CONDOS	PER DU	$ 3,569	7.32	0%	0%	1.00	7.32	$ 2,342	$ 2,906	$ 3,569
225	OFF-CAMPUS STUDENT APARTMENT	PER BEDROOM	$ 1,536	3.15	0%	0%	1.00	3.15	$ 1,008	$ 1,251	$ 1,536
240	MANUFACTURED HOUSING		$ 2,438	5.00	0%	0%	1.00	5.00	$ 1,600	$ 1,985	$ 2,438
251	SENIOR HOUSING DETACHED	PER DU	$ 2,082	4.27	0%	0%	1.00	4.27	$ 1,366	$ 1,695	$ 2,082
252	SENIOR HOUSING ATTACHED	PER DU	$ 1,804	3.70	0%	0%	1.00	3.70	$ 1,184	$ 1,469	$ 1,804
253	CONGREGATE CARE FACILITY	PER DU	$ 985	2.02	0%	0%	1.00	2.02	$ 646	$ 802	$ 985
			$ -								
310	HOTEL/MOTEL	PER ROOM	$ 4,076	8.36	0%	0%	1.00	8.36	$ 2,675	$ 3,319	$ 4,076
411	CITY PARK	PER ACRE	$ 380	0.78	0%	0%	1.00	0.78	$ 250	$ 310	$ 380
430	GOLF COURSE	HOLES	$ 14,813	30.38	0%	0%	1.00	30.38	$ 9,722	$ 12,061	$ 14,813
444	THEATER	SEATS	$ 858	1.76	0%	0%	1.00	1.76	$ 563	$ 699	$ 858
492	HEALTH/FITNESS CLUB	PER TGSF	$ 12,205	25.03	0%	0%	1.00	25.03	$ 8,010	$ 9,937	$ 12,205
491	TENNIS	PER COURT	$ 13,511	27.71	0%	0%	1.00	27.71	$ 8,867	$ 11,001	$ 13,511
495	COMMUNITY CENTER	PER TGSF	$ 14,053	28.82	0%	0%	1.00	28.82	$ 9,222	$ 11,442	$ 14,053
520	ELEMENTARY SCHOOL	PER STUDENT	$ 922	1.89	0%	0%	1.00	1.89	$ 605	$ 750	$ 922
536	PRIVATE SCHOOL (K-12)	PER STUDENT	$ 1,209	2.48	0%	0%	1.00	2.48	$ 794	$ 985	$ 1,209
522	MIDDLE SCHOOL/JUNIOR HIGH SCHOOL	PER STUDENT	$ 1,039	2.13	0%	0%	1.00	2.13	$ 682	$ 846	$ 1,039
530	HIGH SCHOOL	PER STUDENT	$ 990	2.03	0%	0%	1.00	2.03	$ 650	$ 806	$ 990
540	JUNIOR/COMMUNITY COLLEGE	PER STUDENT	$ 561	1.15	0%	0%	1.00	1.15	$ 368	$ 457	$ 561
550	UNIVERSITY/COLLEGE	PER STUDENT	$ 761	1.56	0%	0%	1.00	1.56	$ 499	$ 619	$ 761
560	PLACE OF WORSHIP	PER TGSF	$ 3,389	6.95	0%	0%	1.00	6.95	$ 2,224	$ 2,759	$ 3,389
565	DAY CARE CENTER	PER STUDENT	$ 877	4.09	56%	0%	0.44	1.80	$ 576	$ 714	$ 877
590	LIBRARY	PER TGSF	$ 35,132	72.05	0%	0%	1.00	72.05	$ 23,056	$ 28,604	$ 35,132
610	HOSPITAL	PER TGSF	$ 5,227	10.72	0%	0%	1.00	10.72	$ 3,430	$ 4,256	$ 5,227
710	GENERAL OFFICE BUILDING	PER TGSF	$ 4,749	9.74	0%	0%	1.00	9.74	$ 3,117	$ 3,867	$ 4,749
720	MEDICAL-DENTAL OFFICE	PER TGSF	$ 16,969	34.8	0%	0%	1.00	34.80	$ 11,136	$ 13,816	$ 16,969
731	DEPARTMENT OF MOTOR VEHICLES	PER TGSF	$ 5,466	11.21	0%	0%	1.00	11.21	$ 3,587	$ 4,450	$ 5,466
732	US POST OFFICE		$ 50,681	103.94	0%	0%	1.00	103.94	$ 33,261	$ 41,264	$ 50,681
813	FREE-STANDING DISCOUNT SUPERSTORE	PER TGSF	$ 17,552	50.7	0%	29%	0.71	36.00	$ 11,519	$ 14,291	$ 17,552
816	HARDWARE/PAINT STORE	PER TGSF	$ 3,298	9.14	0%	26%	0.74	6.76	$ 2,164	$ 2,685	$ 3,298
817	NURSERY (GARDEN CENTER)	PER TGSF	$ 33,206	68.1	0%	0%	1.00	68.10	$ 21,792	$ 27,036	$ 33,206
820	SHOPPING CENTER/RETAIL	PER TSFGLA	$ 7,363	37.75	26%	34%	0.40	15.10	$ 4,832	$ 5,995	$ 7,363
841	AUTOMOBILE SALES	PER TGSF	$ 13,575	27.84	0%	0%	1.00	27.84	$ 8,909	$ 11,052	$ 13,575
850	SUPERMARKET	PER TGSF	$ 13,537	106.78	38%	36%	0.26	27.76	$ 8,884	$ 11,022	$ 13,537
851/853	CONVENIENCE MARKET	PER TGSF	$ 54,785	624.2	16%	66%	0.18	112.36	$ 35,954	$ 44,605	$ 54,785
854	DISCOUNT SUPERMARKET	PER TGSF	$ 22,597	90.87	28%	21%	0.51	46.34	$ 14,830	$ 18,398	$ 22,597
857	DISCOUNT CLUB	PER TGSF	$ 12,841	41.8	0%	37%	0.63	26.33	$ 8,427	$ 10,455	$ 12,841
862	HOME IMPROVEMENT SUPERSTORE	PER TGSF	$ 8,694	30.74	0%	42%	0.58	17.83	$ 5,705	$ 7,078	$ 8,694
880	PHARMACY/DRUGSTORE W/OUT DRIVE THRU WI	PER TGSF	$ 14,495	90.08	14%	53%	0.33	29.73	$ 14,495	$ 14,495	$ 14,495
881	PHARMACY/DRUGSTORE WITH DRIVE THRU WIN	PER TGSF	$ 20,226	109.16	13%	49%	0.38	41.48	$ 20,226	$ 20,226	$ 20,226
911	WALK-IN BANK	PER TGSF	$ 12,440	59.33	22%	35%	0.43	25.51	$ 8,164	$ 10,129	$ 12,440
912	DRIVE-IN BANK	PER TGSF	$ 20,973	100.03	22%	35%	0.43	43.01	$ 13,764	$ 17,076	$ 20,973
931	QUALITY RESTAURANT	PER TGSF	$ 11,855	83.84	27%	44%	0.29	24.31	$ 7,780	$ 9,652	$ 11,855
932	HIGH TURNOVER RESTAURANT	PER TGSF	$ 16,957	112.18	26%	43%	0.31	34.78	$ 11,128	$ 13,806	$ 16,957
934	FAST FOOD RESTAURANT WITH DRIVE-THRU	PER TGSF	$ 62,002	470.95	23%	50%	0.27	127.16	$ 40,690	$ 50,481	$ 62,002
937	COFFEE/DONUT WITH DRIVE-THROUGH	PER TGSF	$ 44,002	820.38	0%	89%	0.11	90.24	$ 28,877	$ 35,826	$ 44,002
936	COFFEE/DONUT WITHOUT DRIVE-THROUGH	PER TGSF	$ 50,010	932.39	0%	89%	0.11	102.56	$ 32,820	$ 40,717	$ 50,010
944	GASOLINE/SERVICE STATION	PER VEH.FUEL.POS.	$ 19,291	172.01	35%	42%	0.23	39.56	$ 12,660	$ 15,706	$ 19,291
945	GAS/SERVICE STATION W/CONVENIENCE MKT	PER VEH.FUEL.POS.	$ 13,017	205.36	31%	56%	0.13	26.70	$ 8,543	$ 10,599	$ 13,017

[1] Discounted by pass-by trips

[2] Discounted by pass-by and diverted link trips

TGSF = Thousand Gross Square Feet
TSFGLA = Thousand Square Feet Gross Leasable Area
DU = Dwelling Unit
VEH. FUEL POS. = Vehicle Fueling Position

Table 2
City of Ashland, Oregon
Comparison of Current TSDC with Updated TSDC based on 2018 vs. 2016 Trip Rates

			$/Trip		Updated $/Trip		Change $/Trip	Updated $/Trip		
			$214		$488		128%	$4,189		
ITE Code	Description	Unit of Measure	Current TSDC	Adjusted Daily Trip Rate[1]	Updated 2018 Adjusted Daily Trip Rate	Adjusted Daily Trip Rate[2]	% Change in TSDC	2016 Unadjusted PM Peak Trip Rate	Updated TSDC w/2016 Trip Rates	% Change in TSDC
110	GENERAL LIGHT INDUSTRIAL	PER TGSF	$ 1,671	7.81	$ 2,419	4.96	45%	1.08	$4,524	171%
130	INDUSTRIAL PARK	PER TGSF	$ 1,671	7.81	$ 1,643	3.37	-2%	0.84	$3,519	111%
140	MANUFACTURING	PER TGSF	$ 923	4.31	$ 1,916	3.93	108%	0.75	$3,142	240%
150	WAREHOUSING	PER TGSF	$ 1,170	5.47	$ 848	1.74	-27%	0.45	$1,885	61%
151	MINI WAREHOUSE	PER TGSF	$ 263	1.23	$ 736	1.51	180%	0.22	$922	251%
210	SINGLE FAMILY DWELLING/TOWNHOME	PER DU	$ 2,044	9.55	$ 4,603	9.44	125%	1.02	$4,273	109%
220	APARTMENTS/CONDOS	PER DU	$ 1,343	6.28	$ 3,569	7.32	166%	0.67	$2,807	109%
240	MANUFACTURED HOUSING		$ 998	4.67	$ 2,438	5.00	144%	0.60	$2,513	152%
					$ -					
310	HOTEL/MOTEL	PER ROOM	$ 963	4.50	$ 4,076	8.36	323%	0.74	$3,100	222%
411	CITY PARK	PER ACRE	$ 9,630	45.00	$ 380	0.78	-96%	4.50	$18,850	96%
430	GOLF COURSE	HOLES	$ 7,320	34.21	$ 14,813	30.38	102%	3.56	$14,913	104%
520	ELEMENTARY SCHOOL	PER STUDENT	$ 252	1.18	$ 922	1.89	266%	0.28	$1,173	366%
522	MIDDLE SCHOOL/JUNIOR HIGH SCHOOL	PER STUDENT	$ 277	1.30	$ 1,039	2.13	274%	0.30	$1,257	353%
530	HIGH SCHOOL	PER STUDENT	$ 319	1.49	$ 990	2.03	210%	0.29	$1,215	281%
540	JUNIOR/COMMUNITY COLLEGE	PER STUDENT	$ 307	1.44	$ 561	1.15	82%	0.12	$503	64%
560	PLACE OF WORSHIP	PER TGSF	$ 2,154	10.07	$ 3,389	6.95	57%	0.94	$3,938	83%
565	DAY CARE CENTER	PER STUDENT	$ 229	1.07	$ 877	1.80	283%	0.84	$3,519	1437%
590	LIBRARY	PER TGSF	$ 4,771	22.30	$ 35,132	72.05	636%	7.20	$30,160	532%
610	HOSPITAL	PER TGSF	$ 3,411	15.94	$ 5,227	10.72	53%	1.16	$4,859	42%
710	GENERAL OFFICE BUILDING	PER TGSF	$ 2,306	10.78	$ 4,749	9.74	106%	1.49	$6,242	171%
720	MEDICAL-DENTAL OFFICE	PER TGSF	$ 3,876	18.11	$ 16,969	34.80	338%	4.27	$17,887	362%
731	DEPARTMENT OF MOTOR VEHICLES	PER TGSF	$ 34,107	159.38	$ 5,466	11.21	-84%	19.93	$83,486	145%
732	US POST OFFICE		$ 17,898	83.64	$ 50,681	103.94	183%	14.67	$61,452	243%
813	FREE-STANDING DISCOUNT SUPERSTORE	PER TGSF	$ 5,515	25.77	$ 17,552	36.00	218%	5.57	$23,332	323%
816	HARDWARE/PAINT STORE	PER TGSF	$ 4,034	18.85	$ 3,298	6.76	-18%	4.74	$19,856	392%
817	NURSERY (GARDEN CENTER)	PER TGSF	$ 2,838	13.26	$ 33,206	68.10	1070%	9.04	$37,868	1235%
820	SHOPPING CENTER/RETAIL	PER TSFGLA	$ 3,113	14.55	$ 7,363	15.10	137%	3.90	$16,337	425%
841	AUTOMOBILE SALES	PER TGSF	$ 4,614	21.56	$ 13,575	27.84	194%	2.80	$11,729	154%
850	SUPERMARKET	PER TGSF	$ 1,210	5.66	$ 13,537	27.76	1019%	8.37	$35,061	2797%
851/853	CONVENIENCE MARKET	PER TGSF	$ 4,422	20.66	$ 54,785	112.36	1139%	36.22	$151,724	3331%
912	DRIVE-IN BANK	PER TGSF	$ 5,307	24.80	$ 20,973	43.01	295%	26.69	$111,803	2007%

Table 2
City of Ashland, Oregon
Comparison of Current TSDC with Updated TSDC based on 2018 vs. 2016 Trip Rates

			$/Trip		Updated $/Trip		Change $/Trip	Updated $/Trip		
			$214		$488		128%	$4,189		
ITE Code	Description	Unit of Measure	Current TSDC	Adjusted Daily Trip Rate[1]	Updated 2018 Adjusted Daily Trip Rate	Adjusted Daily Trip Rate[2]	% Change in TSDC	2016 Unadjusted PM Peak Trip Rate	Updated TSDC w/2016 Trip Rates	% Change in TSDC
932	HIGH TURNOVER RESTAURANT	PER TGSF	$ 6,262	29.26	$ 16,957	34.78	171%	18.49	$77,454	1137%
934	FAST FOOD RESTAURANT WITH DRIVE-THRU	PER TGSF	$ 7,723	36.09	$ 62,002	127.16	703%	47.30	$198,137	2466%
944	GASOLINE/SERVICE STATION	PER VEH.FUEL.POS.	$ 1,644	7.68	$ 19,291	39.56	1073%	15.65	$65,557	3887%
945	GAS/SERVICE STATION W/CONVENIENCE MKT	PER VEH.FUEL.POS.	$ 2,928	13.68	$ 13,017	26.70	345%	19.98	$83,695	2759%

[1] Based on ITE 5th Edition and current adjustments

[2] ITE 10th Edition discounted by pass-by & diverted link trips

n/a - information not available in current ITE manual; uses will have to be estimated

TGSF = Thousand Gross Square Feet
TSFGLA = Thousand Square Feet Gross Leasable Area
DU = Dwelling Unit
VEH. FUEL POS. = Vehicle Fueling Position

Table 3
City of Ashland, Oregon
Updated TSDC by Land Use (3-Year Phase In)

				Option 1	*Option 2*			
			$/Trip	New $/Trip	Phased $/Trip			
			$214	$488	$320	$397	$488	
		% Change from prior		*128%*	*50%*	*24%*	*23%*	
ITE Code	Description	Unit of Measure	Current TSDC	Updated TSDC w/10th Edition Adj Trip Rate	Year 1	Year 2	Year 3	Year 1 Change
90	PARK & RIDE LOT WITH BUS SERVICE	PER PARKING SPACE		$ 1,370	$ 899	$ 1,116	$ 1,370	na
110	GENERAL LIGHT INDUSTRIAL	PER TGSF	$ 1,671	$ 2,419	$ 1,587	$ 1,969	$ 2,419	-5%
130	INDUSTRIAL PARK	PER TGSF	$ 1,671	$ 1,643	$ 1,078	$ 1,338	$ 1,643	-35%
140	MANUFACTURING	PER TGSF	$ 923	$ 1,916	$ 1,258	$ 1,560	$ 1,916	36%
150	WAREHOUSING	PER TGSF	$ 1,170	$ 848	$ 557	$ 691	$ 848	-52%
151	MINI WAREHOUSE	PER TGSF	$ 263	$ 736	$ 483	$ 599	$ 736	84%
154	HIGH-CUBE/SHORT-TERM STORAGE WAREHOUSE	PER TGSF		$ 683	$ 448	$ 556	$ 683	na
160	DATA CENTER	PER TGSF		$ 483	$ 317	$ 393	$ 483	na
								na
210	SINGLE FAMILY DWELLING/TOWNHOME	PER DU	$ 2,044	$ 4,603	$ 3,021	$ 3,748	$ 4,603	48%
220	APARTMENTS/CONDOS	PER DU	$ 1,343	$ 3,569	$ 2,342	$ 2,906	$ 3,569	74%
225	OFF-CAMPUS STUDENT APARTMENT	PER BEDROOM		$ 1,536	$ 1,008	$ 1,251	$ 1,536	na
240	MANUFACTURED HOUSING		$ 998	$ 2,438	$ 1,600	$ 1,985	$ 2,438	60%
251	SENIOR HOUSING DETACHED	PER DU		$ 2,082	$ 1,366	$ 1,695	$ 2,082	na
252	SENIOR HOUSING ATTACHED	PER DU		$ 1,804	$ 1,184	$ 1,469	$ 1,804	na
253	CONGREGATE CARE FACILITY	PER DU		$ 985	$ 646	$ 802	$ 985	na
				$ -				na
310	HOTEL/MOTEL	PER ROOM	$ 963	$ 4,076	$ 2,675	$ 3,319	$ 4,076	178%
								na
411	CITY PARK	PER ACRE	$ 9,630	$ 380	$ 250	$ 310	$ 380	-97%
430	GOLF COURSE	HOLES	$ 7,320	$ 14,813	$ 9,722	$ 12,061	$ 14,813	33%
444	THEATER	SEATS	$ 173	$ 858	$ 563	$ 699	$ 858	225%
492	HEALTH/FITNESS CLUB	PER TGSF	$ 1,871	$ 12,205	$ 8,010	$ 9,937	$ 12,205	328%
491	TENNIS	PER COURT	$ 3,274	$ 13,511	$ 8,867	$ 11,001	$ 13,511	171%
495	COMMUNITY CENTER	PER TGSF		$ 14,053	$ 9,222	$ 11,442	$ 14,053	na
								na
520	ELEMENTARY SCHOOL	PER STUDENT	$ 252	$ 922	$ 605	$ 750	$ 922	140%
536	PRIVATE SCHOOL (K-12)	PER STUDENT		$ 1,209	$ 794	$ 985	$ 1,209	na
522	MIDDLE SCHOOL/JUNIOR HIGH SCHOOL	PER STUDENT	$ 277	$ 1,039	$ 682	$ 846	$ 1,039	146%
530	HIGH SCHOOL	PER STUDENT	$ 319	$ 990	$ 650	$ 806	$ 990	104%
540	JUNIOR/COMMUNITY COLLEGE	PER STUDENT	$ 307	$ 561	$ 368	$ 457	$ 561	20%
550	UNIVERSITY/COLLEGE	PER STUDENT		$ 761	$ 499	$ 619	$ 761	na
560	PLACE OF WORSHIP	PER TGSF	$ 2,154	$ 3,389	$ 2,224	$ 2,759	$ 3,389	3%
565	DAY CARE CENTER	PER STUDENT	$ 229	$ 877	$ 576	$ 714	$ 877	152%
590	LIBRARY	PER TGSF	$ 4,771	$ 35,132	$ 23,056	$ 28,604	$ 35,132	383%
								na
610	HOSPITAL	PER TGSF	$ 3,411	$ 5,227	$ 3,430	$ 4,256	$ 5,227	1%
								na
710	GENERAL OFFICE BUILDING	PER TGSF	$ 2,306	$ 4,749	$ 3,117	$ 3,867	$ 4,749	35%
720	MEDICAL-DENTAL OFFICE	PER TGSF	$ 3,876	$ 16,969	$ 11,136	$ 13,816	$ 16,969	187%
731	DEPARTMENT OF MOTOR VEHICLES	PER TGSF	$ 34,107	$ 5,466	$ 3,587	$ 4,450	$ 5,466	-89%
732	US POST OFFICE		$ 17,898	$ 50,681	$ 33,261	$ 41,264	$ 50,681	86%
								na
813	FREE-STANDING DISCOUNT SUPERSTORE	PER TGSF	$ 5,515	$ 17,552	$ 11,519	$ 14,291	$ 17,552	109%
816	HARDWARE/PAINT STORE	PER TGSF	$ 4,034	$ 3,298	$ 2,164	$ 2,685	$ 3,298	-46%
817	NURSERY (GARDEN CENTER)	PER TGSF	$ 2,838	$ 33,206	$ 21,792	$ 27,036	$ 33,206	668%
820	SHOPPING CENTER/RETAIL	PER TSFGLA	$ 3,113	$ 7,363	$ 4,832	$ 5,995	$ 7,363	55%
								na
841	AUTOMOBILE SALES	PER TGSF	$ 4,614	$ 13,575	$ 8,909	$ 11,052	$ 13,575	93%
850	SUPERMARKET	PER TGSF	$ 1,210	$ 13,537	$ 8,884	$ 11,022	$ 13,537	634%
851/853	CONVENIENCE MARKET	PER TGSF	$ 4,422	$ 54,785	$ 35,954	$ 44,605	$ 54,785	713%
854	DISCOUNT SUPERMARKET	PER TGSF		$ 22,597	$ 14,830	$ 18,398	$ 22,597	na
857	DISCOUNT CLUB	PER TGSF		$ 12,841	$ 8,427	$ 10,455	$ 12,841	na
862	HOME IMPROVEMENT SUPERSTORE	PER TGSF		$ 8,694	$ 5,705	$ 7,078	$ 8,694	na
880	PHARMACY/DRUGSTORE W/OUT DRIVE THRU WIN	PER TGSF		$ 14,495	$ 14,495	$ 14,495	$ 14,495	na
881	PHARMACY/DRUGSTORE WITH DRIVE THRU WINDO	PER TGSF		$ 20,226	$ 20,226	$ 20,226	$ 20,226	na
								na
911	WALK-IN BANK	PER TGSF	$ 3,837	$ 12,440	$ 8,164	$ 10,129	$ 12,440	113%
912	DRIVE-IN BANK	PER TGSF	$ 5,307	$ 20,973	$ 13,764	$ 17,076	$ 20,973	159%
								na
931	QUALITY RESTAURANT	PER TGSF		$ 11,855	$ 7,780	$ 9,652	$ 11,855	na
932	HIGH TURNOVER RESTAURANT	PER TGSF	$ 6,262	$ 16,957	$ 11,128	$ 13,806	$ 16,957	78%
934	FAST FOOD RESTAURANT WITH DRIVE-THRU	PER TGSF	$ 7,723	$ 62,002	$ 40,690	$ 50,481	$ 62,002	427%
937	COFFEE/DONUT WITH DRIVE-THROUGH	PER TGSF		$ 44,002	$ 28,877	$ 35,826	$ 44,002	na
936	COFFEE/DONUT WITHOUT DRIVE-THROUGH	PER TGSF		$ 50,010	$ 32,820	$ 40,717	$ 50,010	na

Table 3
City of Ashland, Oregon
Updated TSDC by Land Use (3-Year Phase In)

				Option 1	Option 2			
			$/Trip	New $/Trip	Phased $/Trip			
			$214	$488	$320	$397	$488	
		% Change from prior		*128%*	*50%*	*24%*	*23%*	
ITE Code	Description	Unit of Measure	Current TSDC	Updated TSDC w/10th Edition Adj Trip Rate	Year 1	Year 2	Year 3	Year 1 Change
944	GASOLINE/SERVICE STATION	PER VEH.FUEL.POS.	$ 1,644	$ 19,291	$ 12,660	$ 15,706	$ 19,291	670%
945	GAS/SERVICE STATION W/CONVENIENCE MKT	PER VEH.FUEL.POS.	$ 2,928	$ 13,017	$ 8,543	$ 10,599	$ 13,017	192%

New Categories added
Change in description or data

[1] Discounted by pass-by trips
[2] Discounted by pass-by and diverted link trips
n/a - information not available in current ITE manual; uses will have to be estimated

TGSF = Thousand Gross Square Feet
TSFGLA = Thousand Square Feet Gross Leasable Area
DU = Dwelling Unit
VEH. FUEL POS. = Vehicle Fueling Position

Oregon
Kate Brown, Governor

Transportation & Growth Management Program
555 13th Street, Suite 2
Salem, OR 97301-4178
FAX (503) 986-4174
http://www.oregon.gov/lcd

August 10, 2018

Scott Fleury
City of Ashland
20 E. Main Street
Ashland, OR 97520

Re: City of Ashland
Revitalize Downtown Ashland Plan

Dear Mr. Fleury:

We are pleased to inform you that the Transportation and Growth Management (TGM) Program has selected the Revitalize Downtown Ashland Plan to move forward to the next stage of the grant award process. Our grant manager for the project will contact you within the next week to set a date for a first meeting and start developing a statement of work. Your grant manager is John McDonald (541-957-3688; John.McDonald@odot.state.or.us).

John will work with you over the next few months to negotiate a project statement of work (SOW) by January 10, 2019. We expect that the Intergovernmental Agreement (IGA) will be ready for your signature within three months of when the SOW is agreed to and submitted for consultant selection. By September 14, 2018, return the attached Grant Acceptance Form indicating that you have read and understood the 2018 Grantee Packet, which outlines the process from grant award to contract and IGA execution.

Congratulations once again. We look forward to working with you on your project.

Sincerely,

Matthew Crall
TGM Program Manager, DLCD

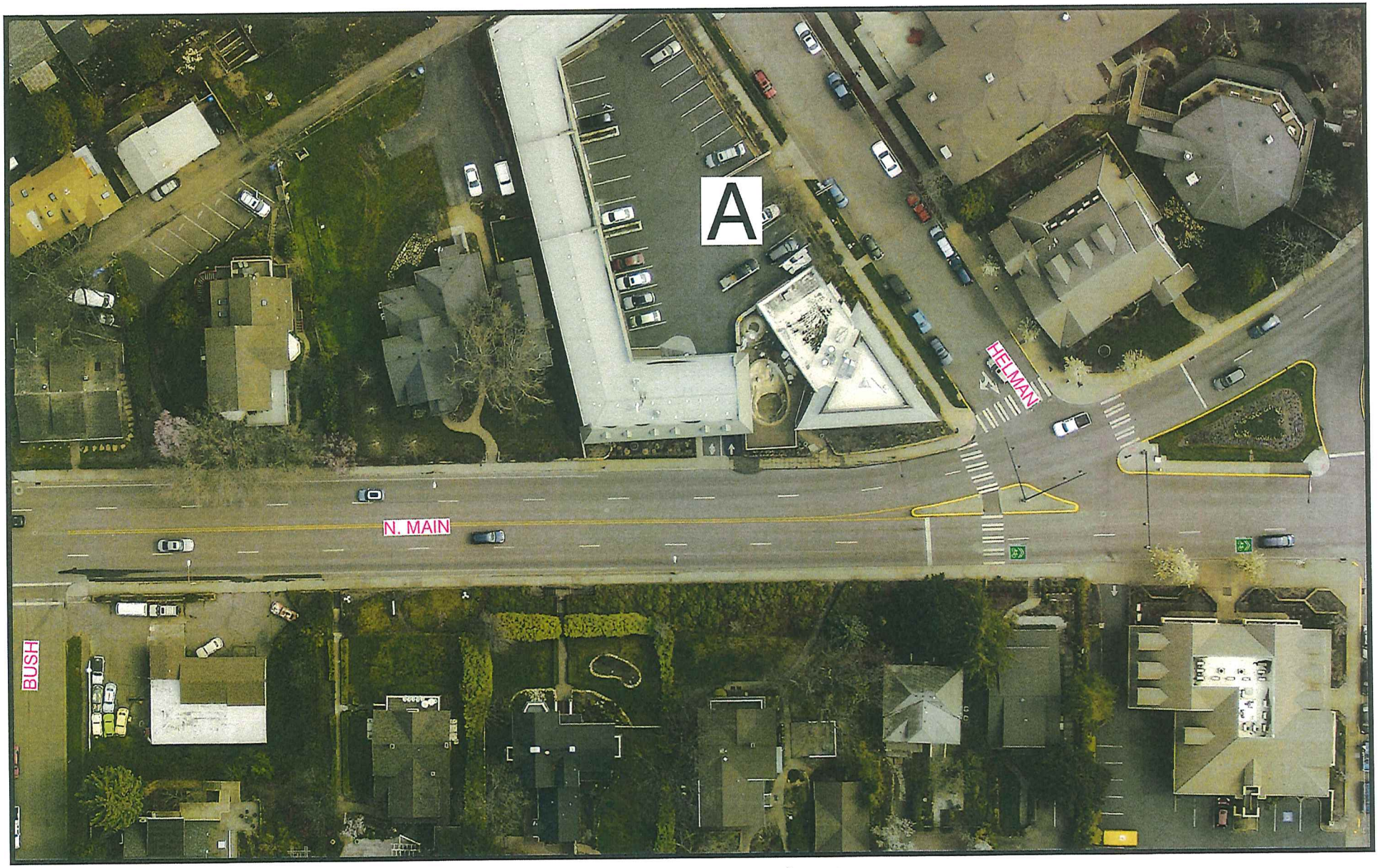
Michael Rock
TGM Program Manager, ODOT

cc: John McDonald, TGM
3.01 - 18/3A-18 File

Attachments
Grantee Acceptance Form
2018 Grantee Packet

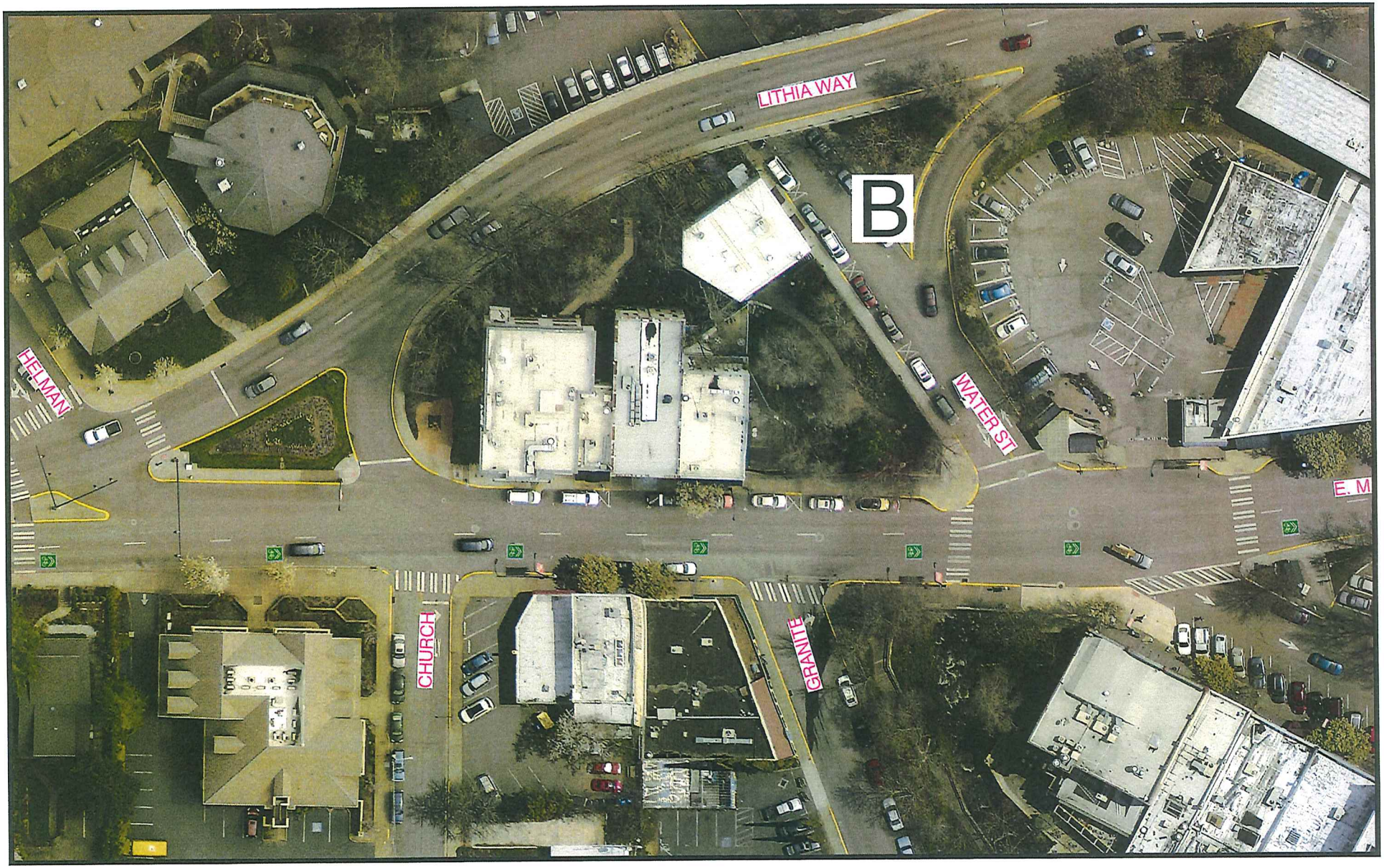
MAP KEY

H:\Parducci East Main Base map\Parducci Concept 4 pictometry sharrows Base 2004.dwg, 7/23/2018 10:02:52 AM, CommDev-139 PCL6 (RICOH Aficio MP C3503) pc3, 1:232.286



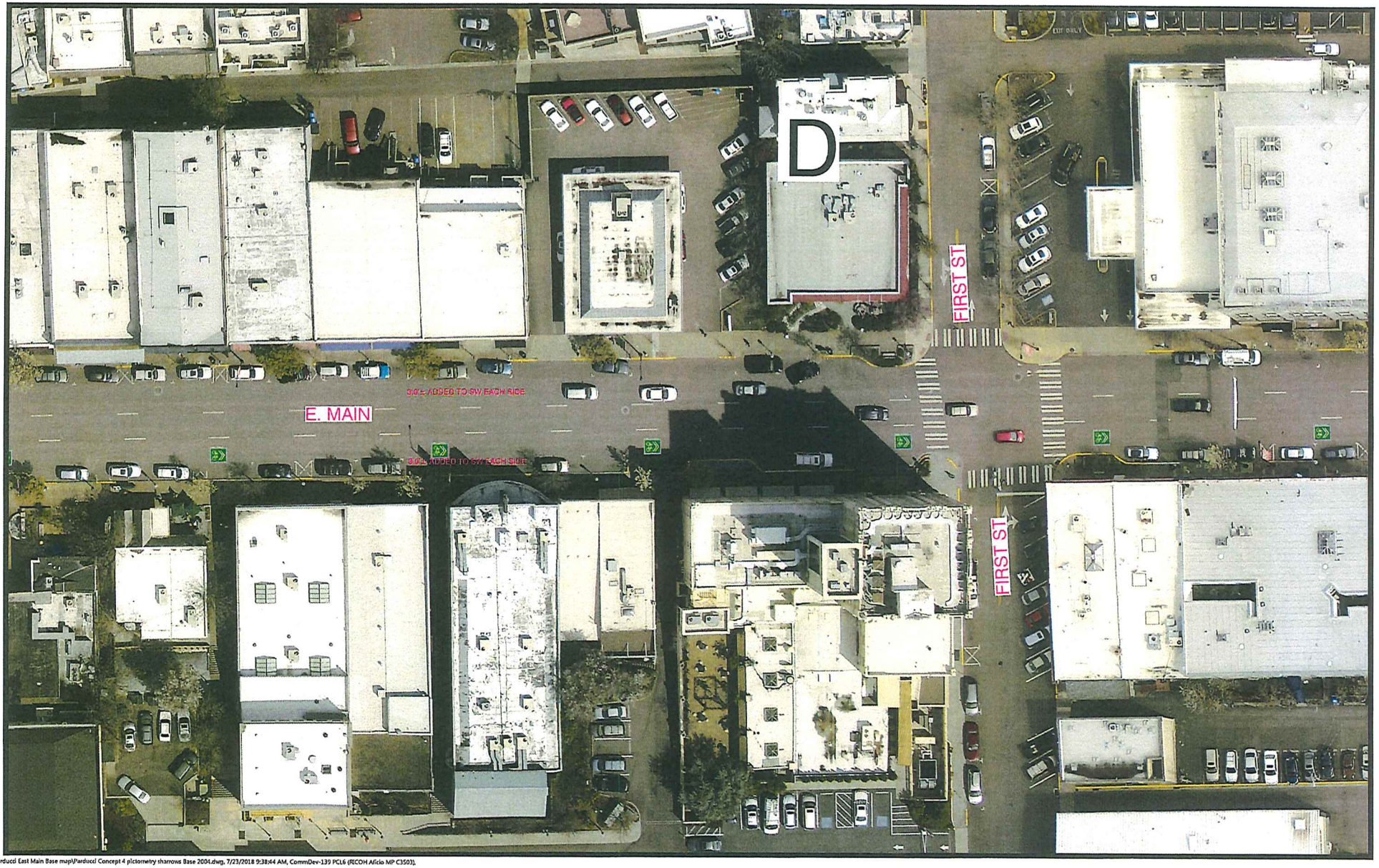
H:\Parducci East Main Base map\Parducci Concept 4 pictometry sharrows Base 2004.dwg, 7/23/2018 9:11:04 AM, CommDev-139 PCL6 (RICOH Aficio MP C3503)

1" = 40'



H:\Parducci East Main Base map\Parducci Concept 4 pictometry sharrows Base 2004.dwg, 7/23/2018 9:25:14 AM, CommDev-139 PCL6 (RICOH Aficio MP C3503)

H:\Parducci East Main Base map\Parducci Concept 4 pictometry sharrows Base 2004.dwg, 7/23/2018 9:33:57 AM, CommDev-139 PCL6 (RICOH Aficio MP C3503),
1:40



H:\Parducci East Main Base map\Parducci Concept 4 pictometry sharrows Base 2004.dwg, 7/23/2018 9:38:44 AM, CommDev-139 PCL6 (RICOH Aficio MP C3503),
1:40

H:\Parducci East Main Base map\Parducci Concept 4 pictometry sharrows Base 2004.dwg, 7/23/2018 9:41:35 AM, CommDev-139 PCL6 (RICOH Aficio MP C3503),
1:40