

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

April 19, 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: March 15, 2018
- IV. **PUBLIC FORUM**
- V. **NEW BUSINESS**
 - A. A draft ordinance relating to vehicles for hire, repealing and replacing AMC Chapter 6.28. (45 min.)
 - Discuss outcomes and next steps
 - B. Election of Chair and Vice Chair (15 min.)
 - Commission to elect new officers per municipal code requirements
- VI. **TASK LIST**
 - A. Discuss current action item list
- VII. **OLD BUSINESS**
 - A. Community Meeting follow-up continued (20 min.)
 - Discuss community meeting next steps-continued from previous meeting.
- VII. **FOLLOW UP ITEMS**
 - A. None
- VIII. **INFORMATIONAL ITEMS**
 - A. Transit Feasibility Study Update
 - B. Accident Report
 - C. Draft City of Ashland ADA Transition Plan-Right of Way
 - D. Capital Improvement Project (CIP) updates
 - Staff to provide Commission with status of all CIP projects planned for the 2018 budget years
- IX. **COMMISSION OPEN DISCUSSION**
- X. **FUTURE AGENDA TOPICS**
 - A. High and Church St. 4-way stop
 - B. Parking Permit Policy
 - C. TGM Grant Application
- XI. **ADJOURNMENT:** 8:00 PM

Next Meeting Date: May 17, 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).

**ASHLAND TRANSPORTATION COMMISSION
MINUTES
March 15, 2018**

These minutes are pending approval by this Commission

CALL TO ORDER:

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

Commissioners Present: Corinne Vièville, Sue Newberry, David Young, Bruce Borgerson, Joe Graf

Commissioners Absent: Kat Smith

Council Liaison Present: Mike Morris

Staff Present: Scott Fleury, Taina Glick, Steve MacLennan

ANNOUNCEMENTS

None

CONSENT AGENDA

Approval of Minutes: December 21, 2017 & January 25, 2018

Commissioners approved minutes as amended.

PUBLIC FORUM

Linda Peterson Adams 642 Oak St

Read a statement in support of Transportation Network Companies (TNC). See attached.

Huelz Gutcheon 2253 Hwy 99

Gutcheon requested permission to leave a voice recorder at the meeting. He informed commissioners that he emailed to them two videos about safety. He supports reducing the speed limit throughout town to 20 mph and believed that any collision involving an automobile and a pedestrian or bicyclist should be considered the fault of the car. Gutcheon expressed his desire to see more solar powered speed signs. Further he would like permission to spray paint areas that he felt needed attention.

NEW BUSINESS

Community Meeting follow up

Graf felt the community meeting was enjoyable and was happy with the collected information. Borgerson was pleased with how Newberry segmented the meeting notes by topic but saw value in isolating items to be handled by staff or ODOT in order to prioritize projects that fall under commission purview. Commissioners debated the ways to organize, analyze, and prioritize collected data and agree that no new information was provided by attendees. Commissioners wanted to ensure the data is compared with existing commission goals and referred back to in the future.

Borgerson reminded commissioners that attendees of the meeting were not an accurate cross-section of the citizenry. Fleury informed commissioners that the data has been forwarded to Nelson Nygaard for use in the Transit Feasibility Study.

Graf asked if any overlying category of data was noticed by commissioners. Newberry felt that was safety. She opined that when projects are chosen for funding, they should be filtered through criteria established by utilizing the data collected. Graf stated his group was most concerned about sidewalk and ramp conditions, but also accommodation for disabled users. Borgerson queried staff about sidewalk maintenance responsibility. Fleury responded that maintenance responsibility is that of the adjacent property owner. Young felt that there is a city-wide problem caused by lack of communication between commissions citing sidewalk issues created by trees planted with the approval of other groups

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within the city, specifically the street tree program. Commissioners and staff discussed care of trees in the downtown corridor and who is responsible for damage to sidewalks as a result of those trees. Chair Graf refocused the group. Graf felt like the topic of safety could be broken down to sidewalk safety, general safety, and asked for suggestions of other sub categories.

Newberry asked if summary should be changed from draft and queried the group for any changes. Fleury did not notice any missing items. Graf indicated that the watermark "draft" could be removed. Newberry expressed her hope that Public Works would have addressed the last 4 questions from the summary notes on the website.

Vièville was unclear about the discussion conclusion and asked for clarification. Newberry stated that Fleury will categorize data and come back with a document that can be edited in real time by commissioners at a coming meeting. Fleury added that the data summary could be added to the Transportation Commission webpage.

ODOT All Roads Transportation Safety (ARTS) Grants 38:00

Fleury described the All Roads Transportation Safety (ARTS) grants, adding that approximately \$4 million/year is available in our region. Grants are awarded purely on actual, verified accident data and not potential for accidents. Fatalities or severe traffic injury are primary drivers for consideration. Systemic problem and hotspot problems are two components of the grant. Bicycle/pedestrian qualifications are slightly different.

ODOT has a traffic engineering firm, DKS, on retainer to help local jurisdictions complete the application for this grant. If a location has multiple jurisdictions coming together, the opportunity exists to fund the project together. Fleury asked commissioners for recommendations of specific areas or projects to consider. Fleury informed commissioners of an ODOT/DKS website containing a list of potential improvements with cost benefits and safety improvement value data. Additional data is in the presentation included in the packet.

Newberry sought clarification that fatalities aren't necessary for bicycle/pedestrian grants. She then suggested utilizing this grant for lighting in areas that are dark and unsafe: Siskiyou Blvd at Harmony Ln and Siskiyou Blvd from Walker St to Tolman Creek Rd. Vièville asked if this grant could be used for sidewalks and curb cuts. Fleury replied no, but that grants for those types of projects exist elsewhere. Newberry felt that there are items on the list compiled from the community meeting that could utilize this grant money. Vièville inquired if potholes are considered "safety." Fleury indicated they are not.

TASK LIST

Discuss current action item list

Young questioned removal of the N Main St crosswalks from the Action Item List. Graf responded that it was removed because no action remains for commission consideration. Newberry inquired about status of the traffic calming project. Fleury replied that staff had been addressing other issues and will now resume working on traffic calming followed by the sidewalk plan.

OLD BUSINESS

South Ashland Business Park Type III Application Traffic Impact

Fleury indicated that the developer had gone before the planning commission who recommended that developers go with the typical avenue cross-section to the greatest extent possible. Plan is for 8' park row, 7' sidewalk, 6' bike lane, 10' lanes on both sides, and one side sidewalk, opposite the freeway, except for the area around wetland.

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City Council presentation

Fleury and Graf spoke about Transportation Commission to the City Council, who had no questions. Young and Newberry thanked Graf.

Transportation Commission Representative on Technical Advisory Committee (TSC) – Transit Feasibility

Fleury requested representation from the TC on the TAC for the transit feasibility study. Maria Harris requested a Planning Commission representative as well. Responsibility will be 3-4 meetings between now and October to be part of the study and data collecting. Fleury informed commissioners of plans by Nelson Nygaard to collect citizen input and to utilize data already gathered by RVTB. Graf wondered when the TAC will be presenting to TC. Fleury thought a presentation would happen in April or May, with presentation to council following. Graf asked for a volunteer. Young nominated Borgerson, Newberry seconded. All ayes. Borgerson will represent TC on the TAC.

FOLLOW UP ITEMS

ODOT Corridor Projects

ODOT reached a decision about signal controllers to be used in future applications and Fleury has given consent to change controllers on the Siskiyou Blvd corridor between Sherman St and Walker Ave. Graf inquired about Helman St at N Main St intersection. Fleury indicated that intersection has not yet been discussed with ODOT. ODOT supported the City's in-house design proposal for improving the intersection of N Main St and N Main St near the railroad trestle. Final plans will be submitted to ODOT for approval. Newberry asked to return to the topic of controllers, inquiring if the cabinets will be replaced with the controllers stating that many are poorly located. Fleury responded that the intent is not cabinet relocation. Newberry asked if signals will be "hot calls" for pedestrians. Fleury will contact ODOT regarding initial phasing and timing.

Fleury informed commissioners that staff completed plans and initial surveys for crosswalks at Van Ness and Nursery a couple of years ago. Since that time the rules have changed. Fleury discussed with ODOT area goals and how to achieve them. ODOT supported installation of crosswalks, but new design parameters must all be met. Staff is reworking our plans to meet current specs. Fleury explained some of the challenges faced as a result of the changes and that they impact project costs. Young questioned how the timeframe would be affected by the necessary design changes. Fleury felt that the project could still occur this summer. Graf wondered if the design changes would be such that the project would need to come back to TC for approval. Fleury responded that the design concept is the same, with minor changes, so would not need to be approved again. Graf questioned if the additional expenses would be enough to consider only doing one crosswalk project. Fleury indicated projects may need to be split across budget cycles.

The city has received complaints about turning at the intersection of Siskiyou Blvd and Tolman Creek Rd. Truck turn radius is too tight when turning right from Tolman Creek Rd onto Siskiyou Blvd. Fleury and ODOT discussed ways to improve the radius and suggest replacing the existing island with a stripped pork chop island with a centerline median candle diversion making it possible for trucks to drive over the pork chop island to avoid the sidewalk. Newberry asked what was the problem being solved when the splitter island was installed initially. Fleury did not know.

ODOT wants to see final super sharrow design but is supportive of our proposed design and the need for connecting the two existing bicycle facilities. Young wanted to know the final design. Fleury is waiting to get "nominal distance" allowed before finalizing the design. Borgerson asked if it will be designed to have green boxes and to look like the Phoenix overpass. Graf replied yes and elaborated on how the design has changed from the original planning. Fleury indicated the super sharrows will be in the center of the lane, rather than the right side of the lane as the cyclist is a vehicle and can use the travel lane as a vehicle.

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INFORMATIONAL ITEMS

Accident Report

Officer MacLennan spoke about the accident report, describing a few items on the report specifically. The PD is seeing more DUIs. Overall, nothing too extreme or serious. Vièville asked if MacLennan stated there had been a death. Fleury clarified that the fatality referred to earlier in the meeting was related to the ARTs grant discussion, not a recent item on the accident report. Young asked about policy regarding long-term campers in town, specifically at the end of Clear Creek Rd. MacLennan is aware of the area and described the difficulty in dealing with the situation. MacLennan indicated that when citizens report campers, the PD needs the citizens to identify themselves so that police can start to treat the RVs as abandoned vehicles. Borgerson asked for more information about the u-turn accident near the Valero.

COMMISSION OPEN DISCUSSION

Young discussed Uber/Lyft/etc. and felt that the TC should have been included in the decision to allow pick-ups in the city. Borgerson agrees and feels that there are issues not being considered, such as fair compensation, drivers using a TNC as a second job, labor practices, etc. Young clarified his stance stating his belief that the TC should have been included in the decision of whether or not to allow ride-sharing companies in town and the potential impacts. Morris and Commissioners discussed the role of the TC in the decision to allow TNCs in the city. Vièville inquired if the TC could make a recommendation at this point regarding TNCs. Newberry indicated that they group could not as the commission is under open discussion.

Vièville asked if a written ADA plan exists for the city. Fleury and staff have written one and will share it in a couple of meetings. GIS has been itemizing the whole city inventory of sidewalks, ramps, etc., to determine where infrastructure is missing, defective, or non-compliant. That data is being geolocated as inspections are done. Fleury will send a copy of data when complete and will be included on a future agenda.

Graf inquired about potentially rescheduling commission meetings to the 3rd Thursday of each month. Morris advised commissioners to make the meeting day consistent throughout the year.

Vièville asked when a new chair and vice-chair need to be appointed. Graf requested that Fleury include election chair and vice-chair in the April agenda.

FUTURE AGENDA TOPICS

High and Church St 4-way stop

Parking Permit Policy

ADJOURNMENT: 8:00pm

Respectfully submitted,

Taina Glick

Public Works Administrative Assistant

Transportation Commission

March 15, 2018

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Memo to the Ashland City Council

March 14, 2018

The Ashland Citizens for Transit encourages Council to rewrite the City ordinance regarding Transportation Network Companies (TNC) to align with that of Medford.

Ashland has very little transit service, and TNCs will make the City's transit more available, efficient and affordable. Studies show that millennials are much less interested in owning cars. Many elderly residents are unable to drive. TNCs will provide these populations (as well as all residents and visitors) with convenient transit.

The benefits of decreasing parking demand in the City are huge. Both residents and visitors to Ashland complain about the lack of parking. TNCs will do much to alleviate this problem.

Finally, Ashland Citizens for Transit requests that the City of Ashland provide financial incentives to TNC vehicles in the form of a free business license for TNC drivers operating Electric Vehicles, and discounted business licenses for TNC drivers operating Hybrid Vehicles. This action will further the City's goals of promoting green energy in Ashland. We ask that Council embrace a vision of all TNCs becoming energy efficient with zero emissions in the future.

3/20 Ordinance presented
by legal for updating Taxi & regulated
TNCs

MEMORANDUM

Date: April 12, 2018

From: Katrina L. Brown, Assistant City Attorney *Kat L. Brown*

To: Transportation Commission

RE: Proposed Ordinance Amending AMC Chapter 6.28 Related to Vehicles for Hire

BACKGROUND:

The City of Ashland has regulated taxicab companies and taxicabs through the Ashland Municipal Code (AMC) for almost 20 years, but the AMC does not address newer forms of vehicle for hire services offered by Transportation Network Companies (TNCs) such as Uber and Lyft. In addition, the AMC does not allow TNCs to operate under their current models.

The City was contacted in late October of 2017 by a representative from Uber shortly after Medford adopted a new ordinance addressing Transportation Network Companies. Uber requested that the City either adopt Medford's regulatory regime verbatim or deregulate vehicle for hire services altogether so that Uber could begin providing vehicle for hire services in Ashland.

At a Study Session on November 20, 2017, the City Council was presented with a request for direction about how it would like the City to address these new forms of transportation services. Specifically, Council was asked to decide whether the public interest is better served by the regulation of vehicles for hire or whether deregulation is more appropriate. A number of cities in Oregon have chosen to adopt provisions regulating vehicles for hire. Portland, Salem, Corvallis, Bend, and Medford are examples. Eugene is currently considering such regulations. Some smaller cities such as Central Point and Keizer have chosen to deregulate. Council indicated that some form of regulation was in the public interest. Staff has drafted a proposed ordinance related to vehicles for hire, including TNCs, for the Commission's consideration and presents the following questions for discussion and direction.

1. Should the City maintain its current practice of police-conducted background checks for drivers or should it adopt Uber's and Lyft's preferred method and level of backgrounds checks? Medford and Salem have adopted ordinances which codify the TNCs' preference, while Portland has adopted more stringent standards.
2. What is the appropriate fee structure for charging vehicles for hire to use Ashland's streets for commercial purposes? Some jurisdictions impose a flat application or registration fee while others charge a per ride fee. Portland and the Port of Portland are examples of jurisdictions in Oregon imposing a per ride fee.

3. Should there be any regulation of the rates charged? Should TNCs be allowed to use “dynamic” or “surge” pricing during peak usage times, such as late evenings when OSF plays are ending? Such dynamic pricing is part of Uber’s current model.
4. Should vehicles for hire be required to use designated drop-off and pick-up sites for certain kinds of activities, such as OSF plays, which are likely to result otherwise in significant spot congestion? OSF has indicated that it is interested in establishing such designated sites to ease congestion around its facilities.
5. Should vehicles for hire agencies be required to provide wheelchair-accessible vehicles at all times? Portland has specific requirements including a reasonable wait time for such vehicles while Medford and Salem do not.
6. What is the appropriate department of the City to issue Vehicle for Hire permits. This responsibility currently falls on the Police Department which is also responsible for conducting background checks.

CONCLUSION:

Ashland has unique transportation services needs for a city of its size. This is due in large part to the thousands of tourists who visit each year. According to the Oregon Shakespeare Festival’s (OSF) Long Range Plan for 2016-2025, OSF draws over 400,000 visitors to Ashland every year. OSF’s theatres have the capacity to seat over 2,000 patrons on most nights during the summer. Staff is requesting that the Commission carefully consider Ashland’s needs, review the proposed changes to AMC Chapter 6.28, and make any recommendations about those changes to the City Council.

Attachments:

1. Proposed Ordinance amending AMC Chapter 6.28
2. Morgan, Nick. “Uber, Lyft: Not All Drivers Are Playing by the Rules.” *Mail Tribune*, February 18, 2018
3. Farmer, Liz. “Governments Increasingly Tax Uber and Lyft for Transit Revenue.” *Governing*, April 4, 2018:

1 **ORDINANCE BILL NO. _____**

2 **AN ORDINANCE RELATING TO VEHICLES FOR HIRE; REPEALING AND**
3 **REPLACING AMC CHAPTER 6.28**

4

5 Annotated to show deletions and additions to the Ashland Municipal Code sections being
6 modified. Deletions are ~~**bold lined through**~~, and additions are **bold underlined**.

7 **WHEREAS**, the City of Ashland (City) has an interest in promoting and augmenting the
8 transportation services available in the City; and

9 **WHEREAS**, ride-sharing programs utilizing digital based platforms, known as transportation
10 network companies, have become an increasingly important method for persons to move about in
11 other cities in Oregon; and

12 **WHEREAS**, enabling transportation network companies to operate in the City would increase
13 mobility and supplement the existing public transportation system; and

14 **WHEREAS**, the City has an interest in keeping users of all vehicles for hire, including
15 transportation network companies, physically safe and protecting them from predatory business
16 practices.

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

18 **SECTION 1.** Ashland Municipal Code Chapter 6.28 is hereby repealed in its entirety as
19 follows:

20 **~~6.28.010 Purpose~~**

21 ~~It is the purpose of this ordinance to require that those persons operating taxicabs do so in~~
22 ~~a safe, fair and efficient manner. The taxicab industry constitutes an essential part of the~~
23 ~~City's transportation system, and transportation so fundamentally affects the well-being of~~
24 ~~the City's citizens that some regulation is necessary to ensure that the public safety is~~
25 ~~protected, the public need provided for, and the public convenience promoted. The~~
26 ~~provisions contained herein should be applied and enforced in such a manner as to require~~
27 ~~the taxicab industry to regulate itself, under City supervision, to promote innovation and~~
28 ~~adaption to changing needs, and respond to economics of the market place, so long as the~~
29 ~~public interest is served thereby.~~

30 **~~6.28.020 Definitions~~**

~~A. Certificate. A current certificate issued under this Chapter to operate a Taxicab company.~~

~~B. Commission. The City of Ashland Transportation Commission.~~

~~C. City Recorder. The City of Ashland City Recorder or his/her designee authorized to perform the duties of this Chapter by the City Recorder.~~

~~D. Driver. Any person duly authorized by the City as a taxicab driver under the terms of this chapter that operates taxicabs as a driver for any permitted taxicab company, regardless of whether the vehicles operated are owned by the company, leased, or owned by individual members of the company.~~

~~E. Operate. To drive a taxicab, to use a taxicab in the conduct of business, to receive money from the use of a taxicab, or cause or allow another person to do the same.~~

~~F. Person. Any individual, partnership, trust, estate, corporation, or other form of business organization recognized by Oregon law.~~

~~G. Police Chief. The person holding the position of Chief of Police of the Ashland police department, or any agent, employee, or designee authorized to perform the duties of this chapter by the Police Chief.~~

~~H. Taxicab. Any motor vehicle which carries passengers for hire when the journey originates in the City and where the destination and route may be controlled by a passenger and the fare is calculated on the basis of any combination of an initial fee, distance traveled, waiting time, or a flat fee. Any vehicle which has an appearance deceptively similar to a taxicab is a taxicab for the purposes of this chapter.~~

~~I. Taxicab company. Any Person that operates taxicabs that either has its primary place of business within the city limits, or regularly conducts business within the city limits, that is authorized by the City as a Taxicab company under this chapter.~~

~~J. Taxicab driver permit. A permit issued to a driver that demonstrates the driver is an authorized taxicab driver under this chapter.~~

~~K. Translink Provider. A business or company that has been approved as a provider of transportation services by the federal government by meeting federal standards and receipt of a certificate evidencing such compliance.~~

~~L. Taximeter. A mechanical or electronic device which calculates and displays a fare based on an initial fee, distance traveled, waiting time, or any combination thereof.~~

1 **6.28.030 Taxicab Company Certificate Required – Exemptions**

2 ~~A. No Person shall operate any taxicab in the City of Ashland without possessing, in~~
3 ~~addition to any license required by any other law, a valid Taxicab Company Certificate~~
4 ~~issued pursuant to this chapter. A certificate may not be sold, assigned, mortgaged or~~
5 ~~otherwise transferred.~~

6 **~~B. Exemptions to Certificate Requirement.~~**

- 7 1) ~~Public Transportation provided and funded in whole or in part by public~~
8 ~~organizations shall be exempt from the permit requirements of this chapter.~~
9 2) ~~Courtesy shuttles provided by hotels, motels, and companies providing recreational~~
10 ~~activities as a convenience for registered guests and paying customers only, where no~~
11 ~~additional charges apply.~~
12 3) ~~Special Vehicles and Tour Buses as defined in AMC 6.30.~~
13 4) ~~Certified Translink Providers that show proof of such certification to the City.~~

14 **6.28.040 Taxicab Company Certificate Applications – Issuance**

15 ~~A. Application. An application for a Taxicab Company Certificate shall be submitted to the~~
16 ~~City Recorder, and the application must be signed under penalty of perjury. The~~
17 ~~application documents must contain the following:~~

- 18 1) ~~The name, business address and residence address of the applicant.~~
19 2) ~~The make, type, year of manufacture, VIN number, and Seating Capacity of each~~
20 ~~vehicle that will be operated as a taxicab under the Taxicab company certificate.~~
21 3) ~~A description of the proposed color scheme, insignia, trademark, or any other~~
22 ~~distinguished characteristics of the proposed vehicle design.~~
23 4) ~~A list from the applicant of any violation, misdemeanor, or felony convictions, the~~
24 ~~nature of the offense, and the punishment or penalty assessed for the owner(s) and/or~~
25 ~~any officers of the Taxicab company.~~
26 5) ~~Proof of insurance in the manner and form required by this chapter from a~~
27 ~~responsible, solvent insurance carrier authorized to issue public liability and property~~
28 ~~damage insurance in the State of Oregon.~~
29 6) ~~A receipt issued by the City showing payment of the non-refundable application fee.~~
30 ~~The fee is to be set by resolution of the city council.~~

1 7) Before any Taxicab company application is acted upon by the City Recorder, the
2 police chief is to make an investigation within 60 days from the date the application is
3 filed. Upon completion of such investigation the police chief is to report his findings, in
4 writing, to the City Recorder.

5 B. Issuance of Certificate. The City Recorder will issue a certificate to operate a taxicab
6 upon finding that the applicant has met the requirements of this chapter.

7 6.28.060 Annual Taxicab Company Certificate—Renewal

8 Taxicab company certificates shall be renewed upon submission of the annual certificate
9 fee, as established by resolution of the city council, unless otherwise revoked under this
10 Chapter. The annual license fee is due and payable on July 1st of each year.

11 6.28.070 Minimum Standards for Taxicab Companies

12 Any Taxicab company operating under a Certificate issued pursuant to this Chapter shall
13 comply with the following minimum standards:

14 A. An office open and staffed for a minimum of 8 hours a day, 5 days a week.

15 B. A dispatch system in operation 24 hours each day capable of providing reasonably
16 prompt service in response to requests received by telephone.

17 C. Facilities and personnel sufficient to insure that every taxicab operated by the
18 Taxicab company complies with the requirements of this Chapter.

19 D. Insurance policies in force sufficient to meet the requirements of this Chapter and to
20 protect the company to the same limits of liability.

21 6.28.080 Equipment

22 Every taxicab is to be equipped with the following:

23 A. Except for taxicabs charging flat rates, a taximeter in accurate operating condition
24 with a lighted face which can be read at all times by the customer.

25 B. Taxicabs charging flat rates must be equipped with a sign complying with section
26 16.28.150 that states "Flat Rate" in a conspicuous location inside the taxicab.

27 C. A top light identifying it as a taxicab.

28 D. The company name and telephone number where service can be requested displayed
29 on the exterior of the taxicab.

30 E. A cell phone or "state of the art" taxi radio on a clear coordinated taxicab radio
 frequency for customer comfort and rapid dispatching of calls for service.

1 F. A current copy of the Taxicab company certificate with the approved vehicle's
2 Vehicle Identification Number (VIN).

3 G. A notice providing information necessary to file a complaint as required by section
4 6.28.160.

5 H. All safety equipment required by federal law, state law, or this Chapter, including,
6 but not limited to, a seat belt or other restraining device for every passenger.

7 **6.28.090 Inspection and Maintenance of Taxicabs**

8 A. Prior to the operation of any vehicle under the provisions of this chapter, and annually
9 thereafter, each taxicab shall be thoroughly examined and inspected by either a Certified
10 Mechanic or a governmental entity located within Jackson County and shall be found to be
11 in safe operating condition. For the purpose of this section the term "Certified Mechanic"
12 means a person certified by the National Institute for Automotive Service Excellence, or its
13 equivalent.

14 B. Every taxicab must have proof of its annual inspection in the vehicle. Proof of the
15 inspection shall be submitted to the City Recorder on an annual basis.

16 C. A Taxicab company operating taxicabs in violation of these requirements shall be reason
17 for revocation of the Taxicab company certificate under AMC 6.28.130.

18 **6.28.100 Insurance and Indemnification**

19 A. No person shall operate any vehicle as a taxicab unless that vehicle is covered by
20 commercial liability insurance providing coverage of not less than \$500,000 per occurrence
21 in combined single limit for bodily injury and property damage claims, or \$500,000 per
22 occurrence for bodily injury and \$100,000 per occurrence for property damage. Liability
23 coverage shall be provided on an "occurrence" not "claims" basis. A certificate of
24 insurance coverage, evidencing insurance coverage in compliance with this Section, shall be
25 filed with the City Recorder. The City of Ashland, its officers, employees, and agents shall
26 be named as additional insureds.

27 1. The limits of insurance coverage required under this Section shall be subject to any
28 statutory changes regarding the minimum limits of liability required for taxicab
29 companies.
30

1 ~~2. Insurance policies for all vehicles operating as taxicabs shall contain a provision that~~
2 ~~the policy will not be reduced in coverage or canceled without 30 days prior written~~
3 ~~notice to the City Recorder.~~

4 ~~3. Failure to maintain adequate insurance as required under this Section shall be cause~~
5 ~~for immediate suspension or revocation of a Taxicab Company Certificate.~~

6 ~~B. All Taxicab companies and drivers that receive a Certificate or a permit, shall, to the~~
7 ~~extent permitted by law, agree to defend, indemnify and hold harmless the City, its officers~~
8 ~~and employees, from and against any and all damages, losses and expenses, including~~
9 ~~reasonable attorney's fees and costs of suit or defense, arising out of, resulting from or~~
10 ~~alleged to arise out of or result from any claims for damages to property, or injury to~~
11 ~~persons, which may occur in connection with the operation of a taxicab company or a~~
12 ~~taxicab under the terms of the Certificate or permit.~~

13 ~~6.28.110 Approval of Drivers~~

14 ~~It is unlawful for any person to operate a taxicab in the City of Ashland without a Taxicab~~
15 ~~Driver Permit issued by the Police Department in accordance with the terms of this~~
16 ~~chapter.~~

17 ~~A. Application for a Taxicab driver permit is to be made to the Police Chief, on a form~~
18 ~~provided by the city, accompanied by the fee established by resolution of the city council.~~
19 ~~The applicant must attach a certified copy of the applicant's department of motor vehicle~~
20 ~~records, a copy of the applicant's driver's license, and two passport size photos of the~~
21 ~~applicant.~~

22 ~~B. When the Police Chief receives the application he shall make such investigation of the~~
23 ~~applicant's background as necessary to verify that each taxicab driver issued a permit:~~

- 24 ~~1) Is 21 years of age or more,~~
25 ~~2) Has not have been convicted of any crimes involving moral turpitude or dishonesty,~~
26 ~~3) Possesses a valid Oregon driver's license,~~
27 ~~4) Has not had his or her driver's license revoked by any state within the last five years,~~
28 ~~and~~
29 ~~5) Did not make any false statements in the application.~~

30 ~~C. If the Police Chief determines that the applicant meets the requirements of this section,~~
 ~~the Police Chief may issue the permit. The permit expires one year from the date of~~

1 issuance and may be renewed from year to year by filing a renewal application with the
2 police department. The fee for a renewal permit shall be set by resolution of the city
3 council. Failure to renew a license before expiration of the current taxicab driver permit
4 shall result in late fees.

5 ~~D. Denial of permit. No taxicab driver's permit shall be issued or renewed to any person if~~
6 ~~the city determines, after a review of a person's traffic, criminal record, and any other~~
7 ~~information the city deems pertinent, that the public health, welfare, and safety would not~~
8 ~~be served by the issuance or renewal of a permit to that person. If the application is denied,~~
9 ~~the applicant may, within seven days of notification of the denial by the city, appeal the~~
10 ~~matter in writing to the City Recorder and proceed through the administrative appeals~~
11 ~~process in AMC 2.30.~~

12 **6.28.120 Operating Regulations of Taxicab Companies and Drivers**

13 ~~A. Taxicab Companies. A Taxicab Company shall not:~~

- 14 ~~1. Allow any taxicab to be driven that has not been inspected and properly permitted,~~
- 15 ~~or~~
- 16 ~~2. Allow persons to operate taxicabs that do not have a valid Taxicab driver permit~~
- 17 ~~issued pursuant to this chapter.~~

18 ~~B. Taxicab Drivers. A taxicab driver shall not:~~

- 19 ~~1. Transport a passenger to his destination by any other than the most direct and safe~~
- 20 ~~route, unless requested to do so by the passenger,~~
- 21 ~~2. Fail to give a correct receipt upon payment of the correct fare if requested to do so~~
- 22 ~~by the passenger,~~
- 23 ~~3. Permit additional persons to occupy or ride in the taxicab without consent of the~~
- 24 ~~original passenger,~~
- 25 ~~4. Refuse to transport to his requested destination any passenger of proper demeanor~~
- 26 ~~who requests services or is assigned by a taxicab service company when the taxicab is~~
- 27 ~~not already in service, and who is able to demonstrate the ability and willingness to pay~~
- 28 ~~the fare.~~
- 29 ~~5. Charge a fare higher than the posted rates, or try to defraud a passenger in any way~~
- 30 ~~by manipulating devices to cause a registration to be made of a greater distance or~~
~~more time.~~

1 ~~6.28.130 Cancellation, Suspension, Revocation, or Appeal of Certificate or Permit~~

2 ~~A. Any certificate or permit may be suspended or revoked by the City Recorder if the city~~
3 ~~finds after a reasonable investigation verifying that any one or more of the following~~
4 ~~conditions exist:~~

- 5 ~~1. The Taxicab company ceases to operate any taxicab for a period of 15 consecutive~~
6 ~~days without obtaining permission for the cessation of such operation from the city.~~
7 ~~2. The Taxicab company and/or driver fails to operate the taxicab in accordance with~~
8 ~~the provisions of this chapter.~~
9 ~~3. The Taxicab company and/or driver fails to pay any of the fees or payments~~
10 ~~required to be paid by the provisions of this chapter.~~
11 ~~4. The suspension or revocation is necessary to protect the public health, safety, and~~
12 ~~welfare generally, or the safety of the taxicab-riding public in particular.~~
13 ~~5. The revocation or suspension is otherwise authorized by ordinances of the city.~~

14 ~~B. Any suspension or revocation pursuant to this section shall be in writing, setting forth~~
15 ~~the reasons therefore and the right of appeal pursuant to AMC 2.30.~~

16 ~~C. Except as provided below, any suspension or revocation shall be effective 10 days after~~
17 ~~mailing a copy thereof by first class United States mail addressed to the taxicab company~~
18 ~~and/or taxicab driver at the business or residence address shown on the permit application~~
19 ~~or renewal.~~

20 ~~D. Notwithstanding subsection (C) of this section, a suspension or revocation may be made~~
21 ~~effective immediately if the city finds reasonable grounds to believe that:~~

- 22 ~~1. A person holding a taxicab driver's permit is not covered by liability insurance as~~
23 ~~required by this chapter,~~
24 ~~2. A vehicle being operated as a taxicab is not covered by liability insurance required~~
25 ~~by this chapter, or~~
26 ~~3. Continued operation by the taxicab company or taxicab driver would cause, or is~~
27 ~~likely to cause, imminent danger to the public health, safety, or welfare.~~

28 ~~6.28.140 Surrender of Certificate or Permit~~

29 ~~Any certificates or permits suspended or revoked by the City shall be surrendered to the~~
30 ~~City Recorder and the operations of any taxicabs covered by such certificates shall cease.~~
~~Any Taxicab company that permanently retires any taxicab from taxicab service and does~~

1 not replace it within 15 days shall immediately surrender any certificate granted for the
2 operation of such taxicab to the City Recorder and the Taxicab company may not secure
3 an additional Certificate for the operation of another taxicab without making application
4 therefor in the manner provided in this chapter.

5 **6.28.150 Rates**

6 A flat fare remains constant regardless of the distance traveled or the time involved. Except
7 for a taxicab charging a flat rate, the rates to be charged to passengers are to be based on
8 the factors of mileage from the point of origin to the point of destination by the most direct
9 route, the time involved, and the number of passengers. No taxicab may charge any fees or
10 rates other than those that are posted.

11 **6.28.160 Complaints**

12 A. Every taxicab shall have posted in a prominent place within the passenger
13 compartment a notice entitled "Complaints" setting forth the address and telephone
14 number of the Taxicab company to which complaints should be directed and a notice that a
15 record of all complaints shall be open to inspection and review by the City at any time on
16 its request.

17 B. Taxicab companies shall maintain a record of all complaints received either in writing
18 or by telephone.

19 **6.28.170 Violation – Penalty**

20 Any Person that violates any provision of this Chapter through its operation of a taxicab
21 service from points originating within the City of Ashland shall be deemed guilty of a
22 separate violation on each and every day or portion thereof during which the violation is
23 committed, continued or permitted, and upon conviction of any such violation, the Person
24 shall be punished as prescribed in AMC 1.08.020.

25 **SECTION 2.** Ashland Municipal Code Chapter 6.28 is hereby replaced as follows:

26 **6.28.010. Title and Purpose.**

27 **A. This Chapter shall be known and may be cited as the Vehicle for Hire Code of**
28 **the City of Ashland.**

29 **B. The permits and regulations created by this Chapter are intended to establish a**
30 **means to protect public health, safety, and welfare and allow fair competition.**

Nothing contained in this Chapter is intended or shall be construed to create any

1 liability on the part of the City, its officers, or its employees for any injury or
2 damage related to any provision of this Chapter, or by reason or in consequence of
3 any act or omission in connection with the implementation or enforcement of this
4 Chapter on the part of the City, its officers, or its employees.

5 **6.28.020. Definitions.**

6 **Except as the context otherwise specifically requires, the following mean:**

7 **A. Digital Dispatch System: An internet-based software application, website,**
8 **platform, or interface that allows for the solicitation, arrangement, or provision of**
9 **Vehicle for Hire services and for the display of rates, the calculation of fares, or the**
10 **acceptance of payment for Vehicle for Hire services.**

11 **B. Dynamic Pricing: The pricing as impacted by market demand, which can be an**
12 **upward or downward deviation from the fare rates established by Vehicle for Hire**
13 **Agencies.**

14 **C. Limousine: A luxury motor Vehicle for Hire whose chassis and wheelbase have**
15 **been lengthened beyond the original manufacturer's specifications, whether at the**
16 **time of manufacture or after, and which is used to provide prearranged**
17 **transportation services under a contract or agreement for such services.**

18 **D. Limousine Company: Any person operating one or more limousines, other than**
19 **as a driver, regardless of whether the limousines so operated are owned by the**
20 **company, leased, or owned by individual members of the company.**

21 **E. Permit: The written form of permission from the City required in order to**
22 **operate a business or pursue a vocation as required by this Chapter.**

23 **F. Person: Any natural person, partnership, corporation, limited liability company,**
24 **government entity, association, or other entity in law or fact.**

25 **G. Severe mobility limitation: A physical impairment that precludes a person's**
26 **ability to walk without the physical assistance of another person and/or the**
27 **assistance of a wheelchair, stretcher, or similar device. Persons who can walk with a**
28 **walker or cane but do not need the assistance of another person shall not be**
29 **considered as having a severe mobility limitation.**

30 **H. Taxi: A Vehicle for Hire other than a Limousine or Transportation Network**
Vehicle.

1 I. Taxi Company: Any person operating one or more Taxis, other than as a driver,
2 regardless of the legal form of the entity and regardless of whether the Taxis so
3 operated are owned by the company, or leased, or owned by individual members of
4 an entity.

5 J. Taximeter: A mechanical or electronic device which calculates and displays a
6 fare for transportation services based on an initial fee, distance traveled, waiting
7 time, or any combination thereof.

8 K. Transportation Network: One or more Drivers utilizing a Digital Dispatch
9 System, and using personal motor vehicles in the provision of Transportation
10 Services.

11 L. Transportation Network Company or TNC: Any person that operates or
12 facilitates a transportation network.

13 M. Transportation Network Vehicle: A motor vehicle which is used as a Vehicle for
14 Hire and is part of a Transportation Network.

15 N. Transportation Services: Motor vehicle transportation of persons or goods for
16 compensation of any kind. However, transportation services do not include
17 transportation provided by a public or governmental entity, transportation that is
18 regulated entirely by the state of Oregon or the federal government, or
19 transportation of goods provided by a person that engages solely in the
20 transportation of goods.

21 O. Vehicle for Hire: A motor vehicle used to provide Transportation Services for
22 compensation of any kind where such services are not operated exclusively over a
23 fixed or defined route, including Taxicabs, Limousines, and Transportation
24 Network Vehicles. The following vehicles shall not be considered Vehicles for Hire
25 for the purposes of this Chapter and are prohibited from operating as a Taxi,
26 Limousine, or Transportation Network Vehicle: i. ambulances equipped and
27 staffed so as to be capable of providing emergency medical services; ii. courtesy
28 vehicles used by a hotel, motel, car rental company, residential home, parking
29 facility, or other business where transportation is secondary to the business'
30 primary purpose and is provided free of charge or as part of the general overhead
of the business; iii. delivery vehicles used exclusively for delivering property

1 exclusive of passenger transportation; and iv. volunteer-driven vehicles operated
2 by a person who does not receive wages, salary, or other compensation.

3 P. Vehicle for Hire Agency: A person engaged in the business of furnishing or
4 providing one or more vehicles for hire through a digital dispatch system or by any
5 other means, regardless of whether such business has employees or delivers its
6 services through independent contractors. Vehicle for Hire agencies include, but
7 are not limited to, Taxi Companies, Transportation Network Companies, and
8 Limousine Companies.

9 Q. Vehicle for Hire Driver or Driver: A person who physically operates a Vehicle
10 for Hire.

11 R. Wheelchair-Accessible Vehicle or WAV: A Vehicle for Hire that is equipped
12 with a hydraulic or electric lift or ramps designed for the purpose of transporting
13 wheelchair users or persons using mobility devices or which contains any other
14 physical device or alteration designed to permit access to the vehicle in order to
15 provide the transportation of physically disabled persons using wheelchairs or other
16 mobility devices.

17 6.28.030. Permit Required, Fees.

18 A. No Vehicle for Hire Agency shall conduct business or operate in the City without
19 a valid Permit.

20 B. No Vehicle for Hire Driver shall conduct business or operate in the City without
21 a valid Permit.

22 C. The City may issue a Permit to a Vehicle for Hire Agency if the agency
23 certifies on a form acceptable to the City that it is in compliance with all of the
24 requirements of this Chapter including, but not limited to: insurance requirements,
25 operating standards, records retention requirements, and any other requirements of
26 the Ashland Municipal Code, and the City determines that the Vehicle for Hire
27 Agency actually meets all applicable standards and requirements.

28 D. The City may issue a Permit to a Vehicle for Hire Driver if the Driver certifies
29 on a form acceptable to the City that he or she is in compliance with all of the
30 requirements of this Chapter and any other applicable requirements of the Ashland

1 Municipal Code, and the City determines that the Vehicle for Hire Driver actually
2 meets all applicable standards and requirements.

3 E. The City may include additional conditions, restrictions, or special provisions
4 related to routes, hours of operation, designated pick-up or drop-off sites, lighting,
5 or other alternate requirements in a Permit if, in the City's sole discretion, such
6 additional conditions, restrictions, or special provisions are warranted.

7 F. Any Permit issued under this Chapter is valid for one year from the date of issue.
8 Any renewal of a Permit must be approved by the City prior to the expiration date
9 of the current Permit in order for the Vehicle for Hire Agency or Vehicle for Hire
10 Driver to continue operating within the City.

11 G. An application fee shall be required before any Permit is issued pursuant to this
12 Chapter. This fee is intended to reimburse the City for its reasonable costs in
13 administering the requirements of this Chapter and in maintaining and operating
14 the streets within the City. The application fee for an initial Permit or for any
15 renewal of a Permit shall be \$5000.00 for Transportation Network Companies,
16 \$500.00 for Taxi Companies, \$500.00 for Limousine Companies, and \$60.00 for
17 Vehicle for Hire Drivers. The application fee shall be waived for any Vehicle for
18 Hire Driver who proves to the satisfaction of the City that he or she operates a
19 Wheelchair Accessible Vehicle or a fully electric vehicle as a Vehicle for Hire.

20 H. The application fee shall be paid to the City at the time of submitting an initial
21 application for a Permit and at the time of submitting any renewal application.

22 I. In addition to the requirements set forth in this Chapter, all Vehicle for Hire
23 Agencies and Vehicle for Hire Drivers must comply with applicable federal and
24 state law.

25 6.28.040. Driver Requirements.

26 All Drivers shall be at least 21 years of age and shall possess a valid Oregon driver's
27 license, proof of a current motor vehicle registration, and proof of current automobile
28 liability insurance that meets the requirements of this Chapter and state law.

29 6.28.050. Agency Requirements, Background Checks.

30 A. Every Vehicle for Hire Agency shall maintain accurate and current records for
all Drivers employed by, contracting with, or affiliated with the agency, including all

1 Drivers accessing the agency's digital dispatch system to operate in the City. These
2 records shall include the Driver's name, date of birth, address, social security
3 number, criminal background check results, driver's license information, motor
4 vehicle registration, and automobile insurance.

5 B. Prior to permitting a person to operate as a Vehicle for Hire Driver, and
6 annually thereafter, the Vehicle for Hire Agency shall conduct, or have a qualified
7 third party conduct, a criminal background check of the potential Driver. The
8 criminal background check shall include a search of no less than ten years of
9 history, unless prohibited by law, in which case the duration of the search shall be
10 the maximum number of years permitted by law. The criminal background check
11 shall include local, state, and national criminal history databases and all accessible
12 sex offender registries. Any person who is on a sex offender registry, or any person
13 that has a record of a felony conviction within the previous ten years may not act as
14 a Driver. A record of a conviction of any of the following crimes within the previous
15 ten years will also disqualify a person from acting as a Driver: any crime involving
16 driving while under the influence of alcohol or a controlled substance, any sexual
17 offense as set forth in Oregon Revised Statutes Chapter 163, or any crime involving
18 physical harm or attempted physical harm to a person. The Vehicle for Hire
19 Agency or its agent shall maintain records of all criminal background checks for a
20 period of at least two years. For purposes of this section, the term "conviction"
21 includes convictions, bail forfeitures, and any other final adverse findings.

22 C. A Vehicle for Hire Agency shall revoke a Driver's authority to operate as a
23 Driver for the agency and immediately inform the City if it finds at any time that
24 the standards set forth in this Chapter are no longer being met by the Driver. The
25 Vehicle for Hire Agency shall only reinstate a Driver upon a finding by the agency
26 that all standards are again being met by the Driver.

27 6.28.060. Insurance Requirements.

28 A. For all required insurance, Vehicle for Hire Agencies shall provide certificates of
29 insurance and endorsements naming the City, its officers, agents, and employees as
30 additional insured parties and give at least 30 calendar days' notice to the City
before a policy is canceled,

1 expires, or has any reduction in coverage.

2 B. The insurance requirements of this section shall be satisfied by insurance issued
3 by a licensed insurer or an eligible surplus lines insurer in the State of Oregon.

4 C. The insurance limits for Vehicle for Hire Agencies are subject to statutory
5 changes as to maximum limits of liability imposed on municipalities of the State of
6 Oregon during the term of any Permit.

7 D. The adequacy of insurance coverage is subject to the review and approval of the
8 City.

9 E. Every Vehicle for Hire Agency shall maintain continuous, uninterrupted
10 coverage for the duration of the Permit and any operations in the City. Any lapse in
11 insurance coverage, even if it is later backdated by the insurance company, is a
12 violation of this Chapter.

13 F. Every Vehicle for Hire Agency shall secure and maintain commercial general
14 liability insurance with limits of not less than \$1 million per occurrence and \$2
15 million in the aggregate for claims arising out of, but not limited to, bodily injury
16 and property damage incurred in the course of operating in the City.

17 G. Taxi Companies and Limousine Companies shall secure and maintain
18 commercial automobile liability insurance covering Vehicles for Hire operated
19 within the City, with a combined single limit of not less than \$1 million per
20 occurrence for claims arising out of, but not limited to, bodily injury and property
21 damage incurred in the course of operating in the City.

22 H. TNC Service Periods Defined:

23 (1) Period 1: The TNC Driver has logged into the Digital Dispatch System or
24 is otherwise connected to the TNC's Digital Dispatch System, but has not yet
25 accepted a request for a ride from a passenger. For example, the is open and
26 the Driver is waiting for a match.

27 (2) Period 2: A passenger match has been accepted by the Driver, but the
28 passenger is not yet picked up (for example, the Driver is on the way to pick
29 up the passenger).

30 (3) Period 3: A passenger is in the Vehicle for Hire.

1 I. Upon City request and as part of a Permit application, TNCs shall provide proof
2 of current, valid insurance for City approval covering all affiliated Drivers and
3 Vehicles for Hire operating for such TNC and satisfying the minimum liability
4 limits for Periods 1, 2, and 3 set forth in this Section.

5 J. All TNCs shall maintain and provide the City with proof of the following
6 automobile liability coverages:

7 (1) Primary insurance coverage during Period 1 with minimum liability
8 limits of \$50,000 per person for death and injury, \$100,000 per incident for
9 death and injury, and \$25,000 for property damage, in addition to any other
10 coverage required by the State of Oregon.

11 (2) Primary insurance coverage during Periods 2 and 3 with minimum
12 liability limits of \$1 million in combined single limit coverage for death,
13 personal injury, and property damage per incident; and \$1 million in
14 combined single limit under/uninsured motorist coverage for death, personal
15 injury, and property damage per incident.

16 (3) The required automobile liability insurance shall specifically recognize
17 the Driver's provision of TNC and Vehicle for Hire services and shall comply
18 with the laws of the State of Oregon and/or other applicable governing
19 bodies.

20 K. Vehicle for Hire Drivers shall be responsible for maintaining all personal
21 automobile liability insurance required by State law.

22 6.28.070. Operational Requirements.

23 A. TNCs shall maintain accurate records and data of all trips made by all Drivers
24 for at least one year from the date of the trip. The records and data may be
25 aggregated and/or anonymized, and shall include, at minimum, the locations by ZIP
26 code of trip origination and destination, vehicle miles traveled, trip origination and
27 completion times, trip duration, and passenger wait times calculated from a
28 Driver's acceptance of a request to passenger pick-up. The City may require a TNC
29 to enter into a data sharing agreement in order to receive a Permit.

30 B. All vehicles operating for or affiliated with a TNC shall be clearly marked with
the TNC name or logo visible from the outside of the vehicle. Vehicles operating for

1 a Taxi Company shall include the Taxi Company name or logo, phone number, and
2 a vehicle identification number in plain sight. Vehicles operating for or affiliated
3 with a TNC shall be clearly marked as operating for the TNC. A TNC's Digital
4 Dispatch System or website shall display for the passenger the make, model, and
5 license plate number of the Vehicle for hire accepting a service request.

6 C. Drivers operating a Transportation Network Vehicle may not accept street hails,
7 and may only accept rides arranged through a TNC's Digital Dispatch System.

8 D. Vehicle for Hire Agencies shall implement and maintain at all times a zero
9 tolerance policy on the use of drugs or alcohol applicable to all Drivers employed by
10 or affiliated with the agency while providing Vehicle for Hire Services. Agencies
11 shall provide notice of the zero tolerance policy on their website(s) and/or have it
12 clearly displayed in each Vehicle for Hire. The notice must include contact
13 information to report a complaint about a Driver for possible violation of the policy.
14 An agency shall immediately suspend a Driver upon receipt of a passenger
15 complaint alleging a violation of the zero tolerance policy for at least the duration of
16 the investigation of the complaint. An agency shall notify the City within 48 hours
17 of receiving any complaint against an affiliated Driver.

18 E. Drivers shall not operate a Vehicle for Hire for more than 12 hours in any given
19 24-hour period.

20 6.28.080. Reasonable Accommodations, WAVs.

21 A. Taxi Companies and TNCs must provide reasonable accommodations to
22 passengers with disabilities, including passengers accompanied by a service animal,
23 passengers with hearing and visual impairments, and passengers with mobility
24 devices. Vehicle for Hire Agencies must comply with all applicable requirements of
25 the Americans with Disabilities Act.

26 B. Taxi Companies and TNCs must provide service to mobility impaired passengers
27 that request a Wheelchair-Accessible Vehicle. Taxi Companies and TNCs shall
28 provide WAV service within a reasonable time by maintaining one or more
29 affiliated Wheelchair-Accessible Vehicles, contracting with a permitted operator of
30 Wheelchair-Accessible Vehicles, or a combination thereof. It is a rebuttable
presumption that any time in excess of 45 minutes is unreasonable.

1 C. Fare rates for WAVs shall not exceed the fare rates for comparable non-WAV
2 vehicles and shall not be subject to Dynamic Pricing.

3 6.28.090. Vehicle Safety Inspection.

4 Each Vehicle for Hire operating in the City shall pass on an annual basis a standardized
5 vehicle safety test as performed by a National Institute for Automotive Service Excellence
6 (ASE) Blue Seal recognized shop or by an automotive technician with a current, valid ASE
7 certification in any of the areas of ASE A4-A8. Vehicles that are less than one year old,
8 based on model year, are have less than 10,000 miles on its odometer are exempt from this
9 requirement. Proof of passage of a standardized vehicle safety test shall be kept in the
10 vehicle at all times.

11 6.28.100. Audit of Records.

12 The City may audit the records of any Vehicle for Hire Agency, including records related
13 to its Drivers, twice per calendar year to review compliance with this Chapter. Upon
14 request by the City, a Vehicle for Hire Agency shall provide the City a sample of records
15 for up to thirty (30) Drivers affiliated with the agency that have operated or provided
16 services in the City in the thirty (30) days preceding the audit. An audit shall occur at a
17 time and location designated by the City. In addition to an audit, the City may require a
18 Vehicle for Hire Agency to produce records related to the investigation of a specific
19 allegation of a violation of this Chapter or other applicable law, or to evaluate a complaint.
20 Production of records for an investigation or to evaluate a complaint does not count toward
21 the twice-per-year auditing limit.

22 6.28.110. Taximeter Inspection.

23 Every Taximeter in use by a Vehicle for Hire Agency shall be inspected and tested for
24 accuracy by the agency at least once every six months.

25 6.28.120. Charges for Vehicle for Hire Services.

26 A. Calculation and Display of Charges. All charges for Vehicle for Hire Services,
27 shall be calculated and displayed by a Taximeter or Digital Dispatch System. When
28 charges are to be displayed by a Taximeter, the Taximeter shall be placed in the
29 Vehicle for Hire so that the reading dial showing the amount to be charged is
30 illuminated and readily discernible to passengers.

1 B. Charges to be Registered Only When Vehicle for Hire is Engaged. No Taximeter
2 or Digital Dispatch System shall be operated in any manner so as to cause any
3 charge to be registered thereon except during the time while the Vehicle for Hire is
4 engaged by a passenger.

5 C. Taximeter or Digital Dispatch System to be in Continuous Operation. No
6 passenger shall be carried in any Vehicle for Hire unless the Taximeter or Digital
7 Dispatch System is in operation, whether or not the trip is entirely within or
8 partially within and partially without the boundaries of the City. The Taximeter or
9 Digital Dispatch System shall be in continuous operation during the entire time that
10 a passenger is being transported for compensation.

11 D. Specialized charges. A Vehicle for Hire Agency may impose a specialized charge
12 to carry extra passengers or to deliver goods or other items so long as such
13 specialized charge is clearly calculated and displayed before any service is provided.

14 6.28.130. Use of Direct Route Required.

15 A Vehicle for Hire Driver employed to carry a passenger to a definite point shall take the
16 most direct route possible that will carry the passenger safely and expeditiously to the
17 passenger's destination.

18 6.28.140. Smoking Prohibited.

19 A. It shall be unlawful for any Vehicle for Hire Driver to smoke in the presence of
20 any passenger without the consent of such passenger.

21 B. Notwithstanding subsection A. of this section, it shall be unlawful for any person
22 to smoke in a Vehicle for Hire if oxygen tanks or other devices containing
23 flammable materials are present in the vehicle.

24 6.28.150. Revocation or Suspension of Permit.

25 A. In addition to any other enforcement option provided by the AMC, the City may
26 suspend, revoke, or refuse to issue a Permit to a Vehicle for Hire Agency or a
27 Vehicle for Hire Driver if the agency or Driver fails to meet or has violated any of
28 the provisions of this Chapter. A violation includes any failure to meet or
29 maintain any of the requirements or qualifications set forth in this Chapter,
30 including the procedures and requirements for obtaining and maintaining a Permit,
the making of any false statement or representation, or otherwise engaging in

1 unlawful activity. The decision to suspend, revoke, or refuse to issue a Permit may
2 be appealed as set forth in AMC Chapter 2.30.

3 6.28.160. Enforcement.

4 The City has the administrative authority to implement and enforce this Chapter,
5 including adoption of administrative rules, regulations, or policies. This provision shall not
6 be construed to abrogate or limit the jurisdiction or authority of the Ashland Police
7 Department or any other law enforcement agency.

8 6.28.170. Effective Date.

9 Any Vehicle for Hire Agency certificate or Vehicle for Hire Driver certificate that is
10 current and valid as of the effective date of this Chapter shall remain valid until January 1,
11 2019, unless the certificate or permit holder wishes to apply for a new Permit under this
12 Chapter.

13 6.28.190. Violations, Penalties.

14 A. It shall be unlawful to operate or provide services as a Vehicle for Hire Agency
15 or Vehicle for Hire Driver in the City without a valid Permit issued pursuant to this
16 Chapter.

17 B. It shall be unlawful to operate a Vehicle for Hire in the City without having an
18 annual vehicle inspection as required by AMC 6.28.090.

19 C. A violation of subsection A of this section is a Class I violation. A violation of
20 subsection B of this section is a Class II violation. A violation of any other provision
21 of this Chapter is a Class II violation. Each day that a violation continues shall
22 constitute a separate violation.

23 SECTION 3. Codification. In preparing this ordinance for publication and distribution, the
24 City Recorder shall not alter the sense, meaning, effect, or substance of the ordinance, but within
25 such limitations, may:

- 26 (a) Renumber sections and parts of sections of the ordinance;
27 (b) Rearrange sections;
28 (c) Change reference numbers to agree with renumbered chapters, sections or other parts;
29 (d) Delete references to repealed sections;
30 (e) Substitute the proper subsection, section, or chapter numbers;
(f) Change capitalization and spelling for the purpose of uniformity;

- 1 (g) Add headings for purposes of grouping like sections together for ease of reference; and
2 (h) Correct manifest clerical, grammatical, or typographical errors.

3 **SECTION 4. Severability.** Each section of this ordinance, and any part thereof, is severable,
4 and if any part of this ordinance is held invalid by a court of competent jurisdiction, the
5 remainder of this ordinance shall remain in full force and effect.

6 PASSED by the City Council this _____ day of _____, 2018.

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ATTEST:

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City Recorder

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Approved by City Attorney: _____

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Mail Tribune

Uber, Lyft: Not all drivers are playing by the rules

By Nick Morgan

Mail Tribune

Posted Feb 18, 2018 at 2:00 AM

Updated Feb 18, 2018 at 2:02 PM

Summoning Uber driver Brian Savage and his tidy Toyota Prius for a ride to the Medford airport from downtown took just two minutes.

After a few clicks, Uber's app provided Savage's photo, license plate, vehicle description and an estimated ETA with a map of his GPS coordinates updated in real time.

For Savage, the ride-sharing app gives the stay-at-home father a flexible income while still being available for his 8-, 10- and 12-year-old kids when they get home.

"When they're at school, I do this," said Savage, who has a Medford business license to drive for both Uber and Lyft.

Users seem to like the flexibility, too. Since ride-sharing was allowed Dec. 1 by the Medford City Council, Uber has facilitated more than 10,000 trips here involving 140 active drivers, according to Uber spokesman Nathan Hambley.

Its competitor, Lyft, has provided “hundreds” of rides involving “hundreds” of drivers in the Medford area, Lyft spokeswoman Darci Nenni said in an email.

But like in many other markets where Uber and Lyft have operated, not everything’s been a smooth ride.

A check with the city of Medford shows a fraction of Uber and Lyft drivers are legal to operate within the city. Of Uber’s 140 active drivers, only 50 have business licenses as required by law, according to Kristina Johnsen in the city manager’s office.

Of Lyft’s “hundreds” of drivers, only 20 have obtained licenses, city records show.

Cab companies, naturally, have fought Uber and Lyft in nearly every market they’ve entered, fearing loss of business and inability to compete with companies that don’t have the same operation and personnel costs. The smaller taxi companies, particularly, say Uber and Lyft are costing them business.

Cab company owner-operators describe waiting hours in the taxi line at the Medford airport for a fare while watching Uber drivers picking up passengers.

Medford airport Director Jerry Brienza confirmed that an increasing number of travelers are using Uber and Lyft in fares that once would’ve belonged to taxi companies.

Compounding cab drivers’ frustration is that individual taxicabs have to pay a minimum of \$30 a month per car to be at the airport, while Uber and Lyft drivers aren’t directly charged.

Cab companies are charged \$1 per visit per car, with a minimum of \$30 a month.

"If my car goes through the airport gate it's \$30," said Craig Owen, who's been a taxi driver since 2005 and has owned Valley Cab since 2013. If another Valley Cab car comes through the gates, it's a separate \$30, he said.

Depending on the season, Owen said he pays the airport between \$200 and \$400 a month.

"It doesn't sound like much, but it adds up," Owen said. "That's out of my pocket, not the driver's."

Brienza said Uber and Lyft do get charged for visits to the airport. He didn't have specifics, but the fees were less than cab companies pay. He said the minimum \$30 monthly fees for cabs cover renovations made for taxi drivers, such as outdoor screens with real-time flight information and front-row pickup.

"They have certain amenities that Uber and Lyft drivers don't have," Brienza said. "They can even park their cars and leave them."

Some taxi companies said there are Uber drivers soliciting passengers inside the terminal, which Brienza said is against the rules.

One particularly vigilant taxi driver had a clipboard with blank Jackson County Airport Authority incident report forms, on the lookout for a specific person he described as a repeat offender, but Brienza said he hasn't heard any formal complaints.

Brienza described the problem as “more of a learning curve” issue, and airport security issues warnings rather than fines. He likened it to new hotel employees parking shuttles in the wrong spot or cab drivers parking at the wrong curb.

“If they’re repeat offenders we take their privileges away,” Brienza said.

Taxi companies with dedicated dispatchers, such as Valley Cab and 5-Star Taxi, are faring better because they can offer true 24-hour service and serve a wider area than ride-sharing apps can.

Alex Bargé, owner of 5-Star Taxi, said he’s less concerned about ride-sharing apps than he is about the roughly 35 single-operator cab companies, which he calls “illegal cab companies” because they fail to provide 24-hour service as required under Medford’s ordinance.

“Honestly that guy, he should not be working his own cab company,” Bargé said of sole owner-operators. “He should be licensed to work with a legitimate cab company.”

Bargé said his business still has enough work to support the four to five drivers on his fleet and a dispatcher at any given time. His numbers remain in line with the range of 3,500 to 3,800 rides monthly that preceded Dec. 1.

“I haven’t really noticed anything,” Bargé said. “My numbers are up.”

Valley Cab, Southern Oregon’s largest taxi company, still has plenty of its 12 drivers and five cars on the road at any given time, Owen said. Contract rides and cash fares haven’t been affected yet. Owen,

however, understands his business success is at the expense of other cab companies, not Uber's.

"We are doing as well or better than before they got here," Owen said. "That's because so many of the cab companies have gone out of business." Prior to the ordinance allowing ride sharing, Medford had roughly 50 taxi companies.

Owen anticipates that of the 130 drivers who had taxi licenses before ride-sharing services came into Medford's transportation mix, only "about 70" are on the road now.

"If we had been the only cab company here, it would've definitely affected us," Owen said.

Owen said his night drivers notice the change the most.

"Sometimes they're not seeing any other (taxi) drivers on the road except us," Owen said.

Smaller cab operators wouldn't talk publicly about their businesses, though some have griped on business Facebook pages, such as Deluxe Cab LLC owner Neil Gralnick, who posted Dec. 6:

"It's now winter time, and Uber is here. We need all of the people around the Rogue Valley to start helping the cab companies out of this mess that the Medford city council has done. It's a tough time to make a living without the competition of the unqualified drivers taking the public to where they want to go. 'Don't Take The Ride-Share' Tell all your customers. PLEASE!"

A dispatcher at 5-Star Taxi said the business got an Eagle Point airport pickup after “Uber just wouldn’t accept the ride.” And it wasn’t the first taxi company called.

Uber and Lyft are currently only allowed to start rides in Medford. Ashland is tentatively set to discuss a proposed ordinance allowing the services during its March 6 meeting, according to City Attorney David Lohman. The meeting will continue earlier discussions from November.

Bargé described Uber coverage issues as an opportunity, fortifying his service at off hours and far-reaches, such as Willy’s Tavern outside Eagle Point.

“There’s plenty of business out there for everybody,” Bargé said.

Owen said he’s still able to serve senior riders who after a lifetime without computers and smartphones aren’t ready to start learning to use them. More generally, Owen said his focus is on keeping his cabs clean and staff friendly.

“I’m not anti-Uber whatsoever,” Owen said. “I’m all for competition.”

Governments Increasingly Tax Uber and Lyft for Transit Revenue

Ride-hailing services are crying foul. But cities and states say they're merely taxing services.

by Liz Farmer | April 4, 2018



New York imposed a surcharge on ride-hailing services such as Uber and Lyft in an effort to raise money for mass transit. (*Shutterstock*)

New York joined a growing number of governments this week when it placed a fee on ride-hailing services such as Uber and Lyft. The state-imposed surcharge, which is part of New York's 2019 budget, is intended to raise money for mass transit.

The move comes on the heels of a similar one in Chicago, where late last year the city council slapped a 15-cent increase to its existing 52-cent fee for every ride-sharing trip. Mayor Rahm Emanuel pushed for the fee amid a growing body of evidence that the popular ride-sharing industry is worsening congestion in cities and taking potential customers away from public transit.

Last year, transportation researchers from the University of California, Davis, published a working paper that found that ride-sharing services in seven major urban areas were adding car trips to city and suburban streets, often at the expense of public transportation.

And a study released this year by Boston's Metropolitan Area Planning Council found that most ride-sharing passengers used the service in place of public

transit, biking or walking.

In addition to New York and Chicago, cities in Massachusetts have also implemented or raised existing fees and taxes on ride-sharing services for transit funding. Washington, D.C., and Oakland, Calif., are considering doing the same; while an effort in Georgia to enact a statewide fee has recently been revived.

Unsurprisingly, the new taxes aren't popular with the ride-sharing industry. These services argue they're being unfairly targeted and that such charges would not only hurt consumers but also slow services. What's more, ride-sharing companies say they're developing new products that are specifically aimed at reducing congestion. In 2014, Uber launched a carpooling feature as part of CEO Travis Kalanick's goal to eventually make every ride shared. Now available in 32 cities, uberPOOL accounts for about 20 percent of Uber trips in those jurisdictions.

But from a tax policy point of view, these types of taxes and fees aren't new and shouldn't come as a surprise. The Urban Institute's Richard Auxier says that if a city has a track record of expanding its sales tax to services, ride-sharing is a natural target. "This is just taxing something that should have been previously taxed," he says.

For instance, the nation's capital already imposes sales taxes on services such as landscaping and gym memberships. A proposal in next year's budget would simply increase the tax rate paid by ride-hailing services from 1 percent to 4.75 percent. The proposal also calls for a sales tax hike from 5.75 to 6 percent. The \$18 million in new revenue that ride-sharing would contribute is part of a larger effort to step up funding for the region's aging rail system.

Conversely, New York's new fee charges \$2.75 per ride-sharing trip and an extra \$2.50 on taxi rides in the same zone. "That would be an example of a punitive tax on a disfavored entity," says Joseph Henchman, executive vice president of the conservative-leaning Tax Foundation. He questions how much the state has done previously to discourage driving and encourage mass transit, adding that "if they're not serious about tackling some of those things, it seems like a way to grab revenue."

Still, despite Uber and Lyft's popularity, taxing the services won't result in a very large revenue boost for mass transit. Put in perspective, the \$18 million D.C. hopes to raise from its tax hike would represent just 10 percent of the city's annual payment into the region's metro rail and bus system. That's pocket change compared to the \$500 million the system hopes to receive annually from the District and surrounding states. Metro's annual budget for operating costs and capital improvements is about \$3 billion.

"Will it help fund Metro and does the state want that money? Absolutely," says Auxier. "But this is not going to solve any budget problems."

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Memo

CITY OF
ASHLAND

Date: April 11, 2018
From: Scott A. Fleury
To: Transportation Commission
RE: Election of Officers

BACKGROUND:

Chair Graf has served three consecutive terms as chair of the Transportation Commission and per Ashland Municipal Code (AMC) 2.10.050 a new chair and vice chair must be elected.

Section 2.10.050 Election of Officers, Secretary, and Subcommittees

At its first meeting following the appointment or reappointment of members each year, the advisory commission or board shall elect a chair and a vice-chair who shall hold office at the pleasure of the advisory body. Neither the chair nor vice-chair shall serve as an officer for more than three consecutive annual terms. Without the need for an appointment, the head of the City Department staffing the commission, committee or board shall be the Secretary and shall be responsible for keeping an accurate record of all proceedings. The Department head may delegate such tasks to a staff liaison. Subcommittees may be formed for the purpose of gathering information and forming a recommendation to be brought forward to the full advisory body. Only the full body can make recommendations to the City Council. Subcommittees must comply fully with the requirements of Oregon Public Meetings law. (Ord. 3100, amended, 2014; Ord. 3003, added, 02/18/2010)

CONCLUSION:

This item requires Commission action by discussing and electing a new chair and vice chair to serve a one year term before being a new election can take place.

CITY OF ASHLAND

Transportation Commission **Action Item List**

April 19, 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.*
- 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.***
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).***
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.***



Community Meeting Summary

On February 1, 2018, the Transportation Commission hosted a Community Meeting at the Ashland Community Center. Thirty-three people signed in and divided into 6 groups to list concerns and ideas about transportation. This is a summary of comments received during the meeting and of written comments received.

PUBLIC TRANSPORTATION

Existing Transit Service Improvements

- Feasibility study good idea (City of Ashland)
 - *The City has contracted with Nelson Nygaard to perform the Transit Feasibility Study. Study is scheduled to be completed by November 2018 with recommendations and strategies for transit enhancement within the City of Ashland. RVTD can use information provided in feasibility study to determine appropriate course of action for planning transit system improvements within Ashland.*
- More frequent service (RVTD)
 - *RVTD will need to evaluate hours of service/frequency/weekend service/amenities as part of their long term master planning effort. RVTD recently brought back additional service based on the passing of a local levy and will receive more funding dollars with the passing of the transportation spending bill, but they will need to prioritize expenses.*
- Longer hours of service (RVTD)
 - Workers and OSF patrons need evening service
 - *RVTD will need to evaluate hours of service/frequency/weekend service/amenities as part of their long term master planning effort. RVTD recently brought back additional service based on the passing of a local levy and will receive more funding dollars with the passing of the transportation spending bill, but they will need to prioritize expenses.*
- Weekend service (RVTD)
 - *RVTD will need to evaluate hours of service/frequency/weekend service/amenities as part of their long term master planning effort. RVTD recently brought back additional service based on the passing of a local levy and will receive more funding dollars with the passing of the transportation spending bill, but they will need to prioritize expenses.*
- Bus stop amenities (RVTD)
 - Real-time arrival signs
 - *RVTD has a phone app that has real time data (one busy away application):
<https://www.rvtd.org/SectionIndex.asp?SectionID=10>*
 - Transit options not obvious to newcomers
 - *RVTD website for maps and schedules:
<https://www.rvtd.org/SectionIndex.asp?SectionID=3>*
 - Other amenities
- Pavement or other ADA compliant surfaces at all bus stops (RVTD)

- SR99 north of Ashland, near Lithia Motors and Wellsprings, particularly poor. Difficult to access businesses, especially for people with disabilities
- Bus stops too far apart, especially for walkers or wheelchair users
 - SR99 north of Ashland area in particular
- More efficient service for Valley Lift patrons; follows existing service route; takes one hour to get to OLLI classes from nearby locations
- Give transit red-light override capability
- Affordable housing creates transportation needs

Additional Service Routes (City of Ashland and RVTB)

- Residential circulator
 - Include hilly areas such as those above library, downtown
 - *Feasibility Study analysis will determine ability to provide for and sustain a circulator route*
- E. Main Street area needs service to provide access to
 - Science Works
 - Farmers Market
 - City Council chambers: public meetings
 - *Feasibility Study analysis will determine ability to provide for and sustain a circulator route*
- Ashland needs an electric shuttle/trolley
 - Could connect downtown to remote parking
 - “Off Broadway” trolley route to connect Jackson Wellsprings, the hospital, downtown, Mountain Meadows and points south.
 - *Feasibility Study analysis will determine ability to provide for and sustain a circulator route*

Transit Vehicles (City of Ashland and RVTB)

- Electric shuttle/trolley
- Renewable energy vehicles
- Replace existing buses with electric buses on in-town routes
 - *RVTB currently won't be changing from LNG to electric due to monies spent on LNG infrastructure.*
- Buses don't have to all be large; use right size for the task
- Get rid of diesel buses, including school buses
- Consider combining school bus and city bus service

- Better regulation of bus temperatures in passenger area; currently overheated in winter and over cooled in summer, which wastes fuel and makes passengers uncomfortable

Other Public Transportation (City of Ashland and Citizens)

- Carpooling assisted by social media and/or apps
- Co-op car sharing: joint, shared ownership
- Self-drive cars
- Uber, Lyft ride services
 - *City is currently drafting and Ordinance for Council review that will allow operation of Transportation Network Companies (TNC's).*
- Handicap scooter rentals for visitors
- Encourage riding school bus instead of driving
- Encourage fleet of small electric jitneys to ferry people Butler Ford to Ashland Hills - I-5

BICYCLE/PEDESTRIAN TRANSPORTATION SYSTEM

Pedestrian facilities were discussed in conjunction with transit and accessibility issues. One group stated facilities need to be age friendly because 56.5% of Ashlanders are over 50. Groups also noted many areas in Ashland lack Americans with Disabilities (ADA) compatible facilities.

Intersections (City of Ashland)

- Intersections dark and unsafe
- Potholes in crosswalk area create problems
- Misplaced ramps, curb cuts at crosswalks
- No marked crosswalks on N. Main
- Need more curb cuts
- Improve wheelchair ramps
- Need more audible signals
- Tolman Creek at Siskiyou Blvd: need marked crossings on north end of intersection so visually impaired pedestrians do not have to cross 3 streets.
- Provide bike boxes
- Provide signs and education for SOU crosswalks

Railroad Crossings (Central Oregon Pacific Railroad and City of Ashland)

- Wheelchairs, strollers get stuck in poor crossings
- Too few places to cross tracks legally, even as a pedestrian
- Provide crossing at 4th street, either pedestrians/bikes only, or also vehicles
- Oak and N. Mountain crossing

Sidewalks (City of Ashland and adjacent property owners)

- *Ashland Municipal Code Section 13.04 details the requirements for maintenance of sidewalk. It is the responsibility of the adjacent property owner to maintain sidewalk. Issues are handled via a complaint driven process. Please report issues to the Public Works Engineering Division.*
- *The Federal Highway Administration (FHWA) has mandated that when a municipality overlays or rehabilitates an existing roadway they must also install ADA compliant curb ramps that connect to existing sidewalk facilities. The City recently voted to change the use of the currently collected food and beverage tax dollars for Parks acquisition and wastewater debt repayment to street rehabilitation. These rehabilitation dollars will be used on arterial and collector street improvement projects. The current funding cycle has Hersey St., N. Mountain and Wightman St. listed for rehabilitation. The next biennium has Siskiyou Blvd. and Ashland St.*
- Sidewalks dangerous: uneven and broken
 - Downtown
 - Other areas
 - Especially difficult for users of wheelchairs
- No sidewalks on Wimer: lower speed limit
 - *The City of Ashland's Transportation System Plan, references a medium priority project (P8) for construction of sidewalk on Wimer St. Currently residential speed limits are controlled by the State and set at 25mph. Recently Portland had approved through statute a reduction of the residential speed limit from 25mph to 20mph. This was only approved for Portland.*
- Bushes block sidewalks
 - *City has created a vegetation maintenance brochure for citizen reference. Vegetation issues are dealt with as a code compliance issue and should be reported to City. Basic vegetation diagram can be found here:
<https://www.ashland.or.us/Files/Vegetation%20Clearance%20Diagram.pdf>*
- Map sidewalk gaps; repair and complete sidewalk network
 - *The City's Geographic Information Systems is currently mapping all sidewalk and curb ramp facilities within the City Limits. The City's TSP recommends pedestrian sidewalk infill projects.*
- Can be very difficult for disabled person to get from car to business when facilities are lacking
- Educate bicyclists not to ride on sidewalk
- Lithia Park edges and transitions too big (City of Ashland Parks Department)

In-street bike lanes (City of Ashland)

- Connect downtown from Plaza to library
 - *The City is currently working on the design/layout for a sharrow system to connect N. Main to Siskiyou Blvd. in the downtown corridor.*
- Implement downtown sharrow plan from Helman to library
 - *See above.*
- Provide bike boxes at intersections
- Improve bicycle signage and marking for bike safety

- Improve bicycle infrastructure all over City
- Safe access to plaza from southeast: bike lane across Main at Oak, then on Oak adjacent to sidewalk
- Implement plan presented to Down Parking and Circulation Committee

Multi-use bike/ped off-road paths/trails

- Implement bike pedestrian connectivity plan
- Continue Central Bike Path past 4th Street
- Continue Bear Creek Greenway
- Be aware of Trails Master Plan

Construction Sites (City of Ashland)

➤ *The City inspects many construction projects, both through Public Works within the public right of way, but also through the Building Division on private property. Please inform Public Works Engineering of any construction site safety issues so that we may remedy.*

- Reconstruction damages streets and creates issues for those with mobility impairments
- Obstructions and poor site control create safety issues
- Visually impaired people need tactile hazard barriers; tape does not help
- Passage thru site needs to be free of equipment, holes or other hazards
- Training needed

Lighting

- Improve street lighting for bike/ped visibility
 - Especially Siskiyou Blvd from Walker to Tolman Creek, north side of street
 - Inadequate crosswalk lighting at Siskiyou and Harmony
- Light Central Bike Path and Bear Creek Trail

Behavioral Issues (Ashland Police Department)

- Low number of bicycle commuters
- Perceived lack of bicycle safety
- Lots of bicyclists violating laws
- Safety issues for pedestrians and bicyclists
- Educate walkers and bicyclists re light/neon clothing
- Signs in school drop off zones to discourage poor behavior

STREETS (City of Ashland)

- Install roundabout at Oak Knoll/East Main

- *The City has a low priority project (R9) that recommends the installation of a roundabout at Oak Knoll, East Main and Highway 66. This is a multi-jurisdictional facility location and will require participation from Jackson County, ODOT and the City of Ashland.*
- Pave dirt intersections to reduce dust
 - *The City will receive approximately \$450,000 to chip seal dirt roads within the City limits. The grant is an air quality grant that is focused on particulate reductions and congestion reduction. The City is expected to receive the grant in fall of 2018 with construction expected to start in fall of 2019.*
- Upper Alta
- Almond-Manzanita/Pine
- Speed limits
 - Enforce (Police Department)
 - Lower to 20 mph in neighborhoods
 - Blinking yellow light and pedestrian zone signs downtown
- CAB Flooding at Mountain Avenue
- Hersey Street needs signal at Oak
 - *The City is currently contracted with OBEC Engineering to perform design work associated with the Hersey St. rehabilitation. They will be analyzing traffic flow and recommending improvements if any to the intersection. Signal warrant requirements are not met to signalize this intersection currently.*
- Median landscaping creates visual obstructions
- Road diet is a great success
- Fewer cars downtown
- Install sheer wall at N. Mountain/I-5 bridge for earthquake protection
- Blinking light at Van Ness
- E. Nevada Street area
 - Verde Village created more traffic and safety issues
 - Speed bumps on E. Nevada to dog park
 - Speeds too high near Helman School
 - Traffic calming E. Nevada to Laurel by Verde Village; increased traffic an issue
 - *City of Ashland will be looking to see if a four way stop is warranted at the intersection of Helman and W. Nevada.*
- Fair Oaks and Mountain: sight lines for vehicles
 - *The City of Ashland has a pavement rehabilitation project planned for N. Mountain to the I-5 overpass. This will include the removal of a trees and installation of Rectangular Rapid Flashing Beacons (RRFB's) for the pedestrian crossing movement across N. Mountain. The City expects construction to begin in fall of 2018.*
- A St. can only handle 1 lane of traffic and no more parking; limit development uses

- Slower speeds downtown
- Merge sign for top lane south bound on Ashland St. at 1-5
- Car-free downtown; too crowded now
- Big trucks unloading downtown create problems
- Close streets more often for events like First Friday
- Address difficulty turning either way onto N Main St from W Hersey/Wimer
- Speeding on E Hersey between Oak St and N Mountain Ave creates access difficulties
 - *The City is currently contracted with OBEC Engineering to perform design work associated with the Hersey St. rehabilitation. They will be analyzing traffic flow and recommending traffic calming enhancements to this section of roadway.*
- Install speed control devices on E Hersey between Oak St and N Mountain Ave.

PARKING (City of Ashland)

- Implement Downtown Parking Plan
- Charge for parking via Smart Phones
 - Require paid parking downtown
- Make curbside parking flex zones that allow different uses at different times of day
- Provide parking ticket appeal process
- Southern Oregon University/City parking collaboration
- Provide reserve parking chargers for hybrids/electric cars
 - *Climate Energy Action Plan Staff are currently looking to increase number of charging stations through the downtown core.*
- Provide off-site parking with shuttle service
- Modify or eliminate strict parking space rules for the “small houses”
- Need more bicycle parking downtown
- Community plan for parking
- Park and Ride

FUNDING (City of Ashland)

Funding for maintenance and capital improvement projects come from various sources and are detailed in the City’s currently adopted Transportation System Plan.

Street Fund Revenue sources include:

- *Oregon State gasoline taxes that may be used on roadway pavement and maintenance projects.*

- *City franchise fees paid by other city enterprise funds such as electric, water, wastewater, and others for use of the transportation system.*
 - *City transportation systems development charges to pay for future growth needs of the system.*
 - *City transportation user/utility fees assessed to all property owners.*
 - *City Local Improvement District charges for specific projects assessed through a benefiting*
 - *District.*
 - *State and federal grants including:*
 - *ARTS – All Roads Transportation Safety Grants for roadway/safety improvements.*
 - *TE – Federal Transportation Enhancement projects for sidewalks, bike path, etc.*
 - *STP – State Transportation Program funds for major improvements and system upgrades to the City's system.*
 - *STIP – State Transportation Improvement Plan funds for urban upgrades on state facilities.*
 - *CMAQ – Federal Congestion Mitigation and Air Quality grant funds for projects that help reduce emissions (Diesel Retrofit and Sweeper purchases) and dust (paving projects).*
 - *OECD SPWF – Oregon Economic Commission Development Division Special Public.*
 - *Works Funds for projects that relate to the creation of new jobs.*
 - *Other safety and specific transportation funding program opportunities.*
 - *Federal Stimulus funds (ARRA).*
 - *TGM – Transportation and Growth Management Grants for studies.*
- Focus on real long term costs by considering environmental and health impacts
 - Money priorities:
 - Short term: electric transportation, security
 - Long term: health, environmental (pollution)
 - Require paid parking
 - *The Downtown Parking Plan approved by the City of Ashland has details on parking management in the downtown corridor. Through the budget process a downtown parking coordinator was not hired and the downtown parking committee has yet to be established. Administration is working with Public Works to try and utilize existing staff to perform duties associated with the plan.*
 - Resources should be aimed at promoting more non-motorized transportation
 - *The City of Ashland Council recently supported staff's recommendation to subsidize the installation of Zagster bicycle share stations in Ashland. This effort was also supported by RVT and ODOT. There are currently x stations supported as the Rogue Bicycle Share. More information about the Rogue Bike Share can be found here: <http://rvco.org/what-we-do/rogue-bike-share/>*
 - Would like some ODOT tax revenues for local use
 - California has 1/4% gas tax dedicated to community transit
 - *With the passage of HB2017 there is a dedicated payroll tax that will be used to support transit.*

- Volkswagen Settlement funds could be used for transit
- T.O.T.

ADMINISTRATION

- Identify city contact for transportation issues and coordination
- Process for residents to communicate safety issues
- SOU Capstone project instead of consultant
- Use best management practices
- No response from Planning Dept. for sidewalk problems in build.
- Coordinate communication: Public Works, Planning, Transportation Commission
- Improve interaction between Planning and Transportation Commissions
- Climate Energy Action Plan guiding vision for transportation decisions
 - Reduce green-house gases
 - Awareness of Climate Action Committee (CEAP)
 - Transportation Commission liaison on CEAP Ad Hoc Committee
- Safe Routes to School
- Need bicycle subcommittee
- We plan, but don't implement
- Make it easier to ask for traffic counts, speeds
- Use forward looking transportation strategies
 - What works for other cities our size and characteristics?
 - Respond to changing technology in autos and mass transit
- Establish Commission on Aging (**City Council**)
- Communication concerns regarding safe streets, code enforcement
 - Code enforcement officer
- Plan 20 Minute Villages: shops and services within walking distance
- Modal inequity: car centric
- Safe Routes to School Program

Questions posed by participants

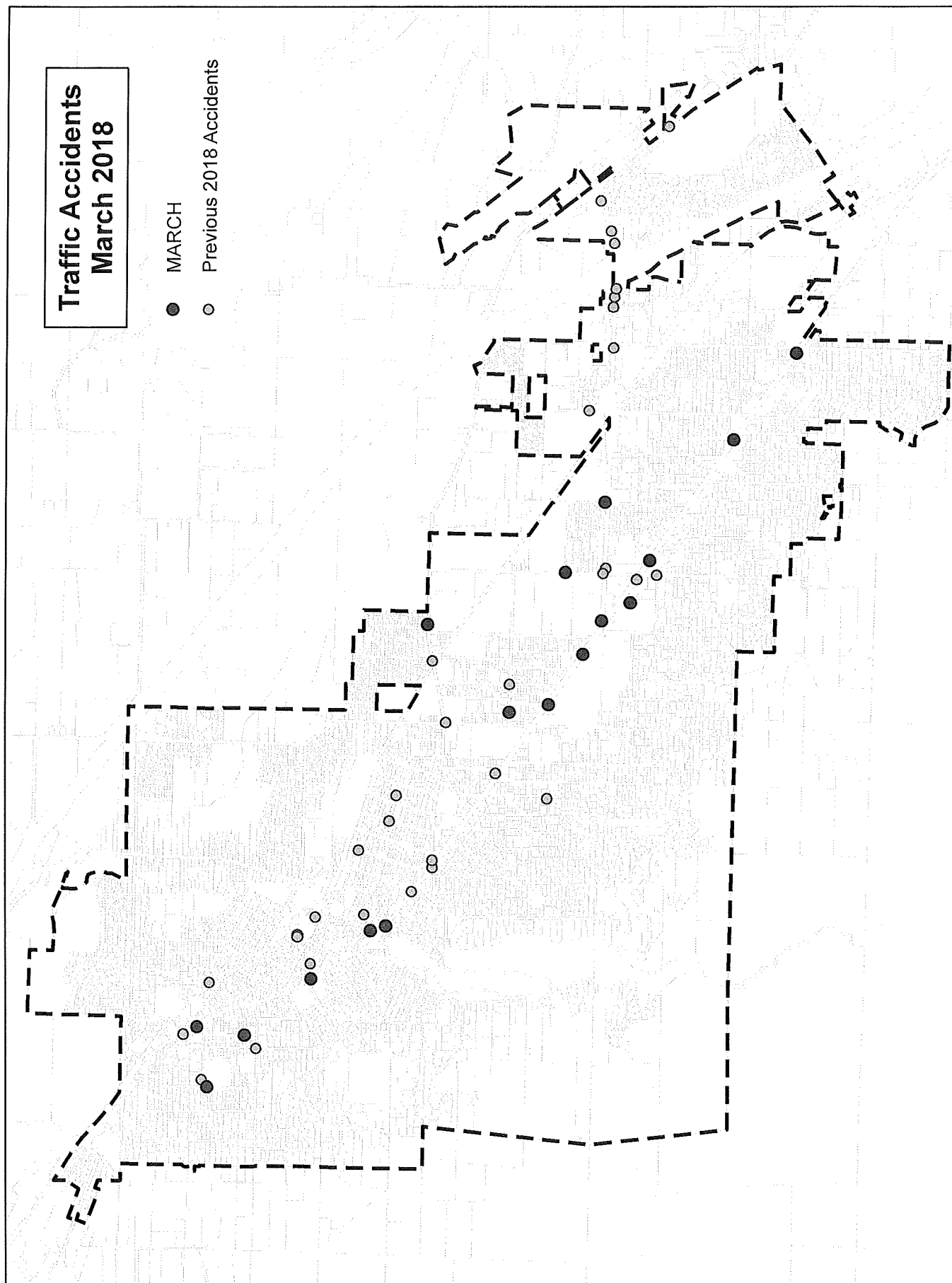
- What is the utility bill street usage fee for?
 - The City of Ashland (the City) charges a Transportation Utility Fee (TUF) on users of the City's transportation system. The TUF is a major source of revenue for the Street Fund. The TUF typically comprises 42% of annual Street Fund revenues and is heavily relied on by the City to fund its transportation system. Continuation of collection of the

TUF is critical to funding the City's Street Fund. This reliance on a local source of revenue for transportation is found in many Oregon cities as documented in the League of Oregon Cities survey on Transportation Utility Fees.

- Why does it take so long to fix streets?
- Where does our money go?
- How are all the studies and data used?

Traffic Accidents March 2018

- MARCH
- Previous 2018 Accidents



MOTOR VEHICLE CRASH SUMMARY

MONTH: MARCH, 2018

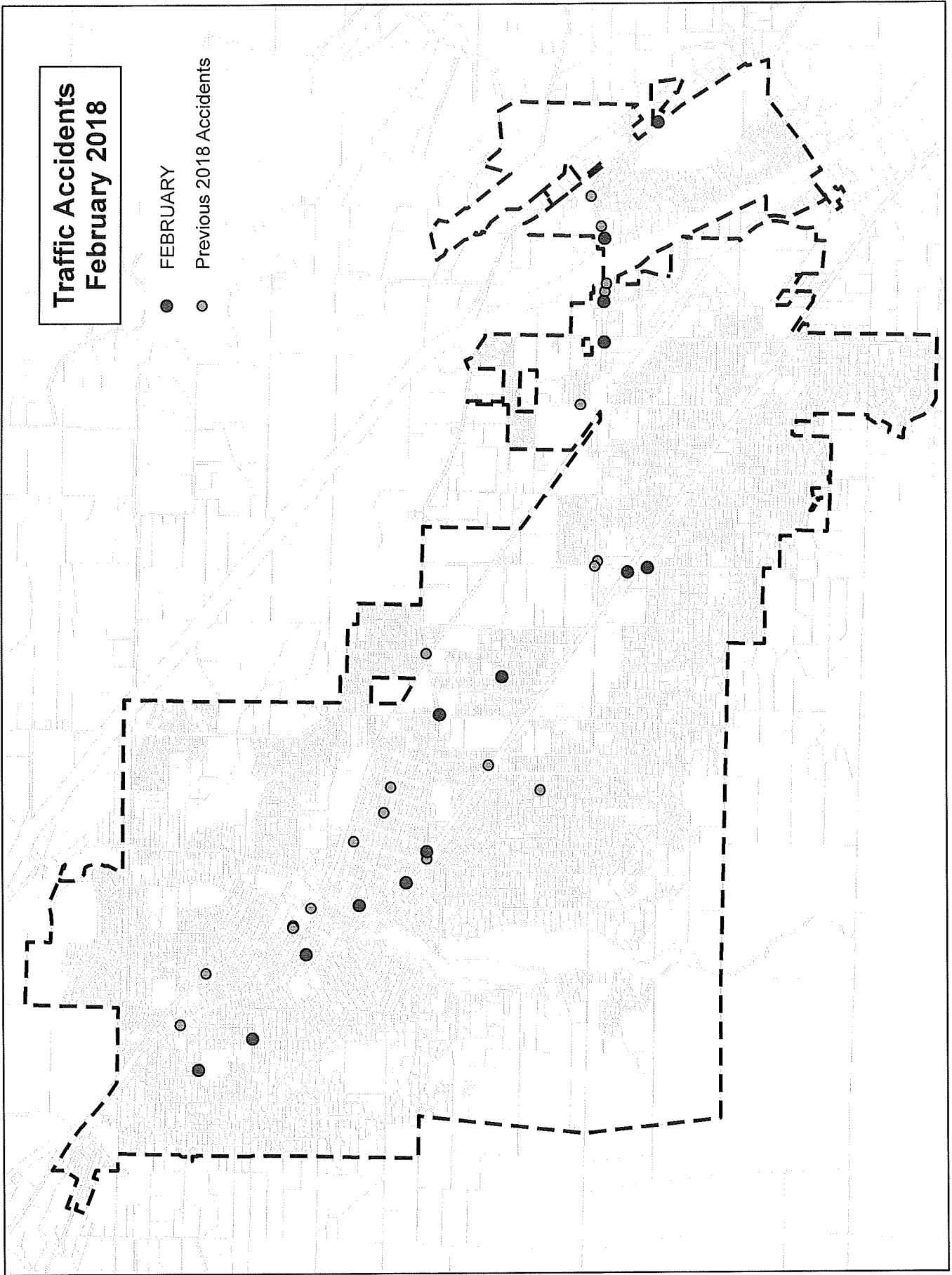
NO. OF ACCIDENTS: 17

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	8:27	Fri	Siskiyou Blvd at Glendale Av	2	N	N	Y	Y	Y	Y	Y	N	Dv2 ran into v1 while making a left turn.
R	5	13:15	Mon	N Main St near Maple St	3	N	N	N	N	Y	Y	N	N	Dv1 stopped at red light. Dv2 stopped behind v1. Dv3 rearended v2, pushing it into v1.
R	7	12:27	Wed	Walker Av at Homes Av	2	N	N	P	N	Y	Y	N	N	Dv1 was making a left turn onto Homes when v2 pulled out from Homes to make a left turn on Walker. Dv1 veered right to avoid colliding with v2 and ran into a power pole.
R	9	21:40	Fri	Normal Av at Ashland St	1	N	N	N	Y	Y	N	Y	N	Dv1 took a turn too wide an ran into a traffic sign, continued on and took out another street sign a half mile away.
R	10	15:15	Sat	Siskiyou Blvd near Walker Av	2	N	N	N	Y	Y	U	N	N	Dv1 was stopped in travel lane, waiting to make a left turn. Dv2 rearended v1.
R	10	15:34	Sat	Frances Ln near Madrone St	1	N	N	N	N	Y	Y	N	N	V1 was parked on the side of the street. Dv2 sideswiped v1 when making a turn.
R	11	11:10	Sun	E Main St at Pioneer St	2	N	N	N	N	Y	Y	N	N	Dv2 attempted to make a left turn from the center lane and struck v1 in the left lane.
R	13	12:20	Tues	Ashland St near Siskiyou Blvd	2	N	N	N	N	Y	Y	N	N	Dv1 was stopped at the intersection when dv2 ran into the rear of v1.
R	18	0:16	Sun	Oak St near Lithia Way	1	N	N	N	Y	Y	Y	N	N	Driver executed a wide left turn onto Oak Street and ran into the bike rack that is in the parking strip.
NR	19	10:24	Mon	Siskiyou Blvd at University Way	2	Y	N	P	N	Y	N	N	N	Dv1 was stopped for a pedestrian crossing in the crosswalk when v2 rearended v1.
R	20	8:18	Tues	E Main St at Wightman St	2	Y	N	P	N	Y	U	N	N	Dv1 was stopped in a line of cars who were waiting for a ped to cross the street when dv2 rearended v1.
R	20	14:08	Tues	Iowa St near S Mountain Av	2	N	N	N	N	Y	Y	N	N	Dv2 pulled out of an alley and struck v1 who was traveling eastbound in the lane.
NR	23	14:56	Fri	Siskiyou Blvd near Tolman Creek Rd	2	N	N	N	N	Y	U	N	N	Dv1 was stopped behind several other cars that were stopped at intersection. Dv2 rearended 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	27	8:52	Tues	Siskiyou Blvd at Bridge St	2	Y	N	P	N	Y	Y	N	N	Dv1 stopped suddenly for a ped that stepped off sidewalk to cross street. Dv2 rearended v1.
R	28	10:12	Wed	Nursery St at Rock Street	2	N	N	N	N	Y	Y	N	N	Dv1 and dv2 collided mid-intersection. Dv1 had right of way
NR	28	UNK	Thur	Chestnut St near Maple St	2	N	N	N	U	N	N	Y	N	Vehicle was struck while parked on the side of the street. No leads or suspects.
NR	29	7:13	Thur	N Main St near Laurel St	2	N	N	N	N	Y	N	N	N	Dv1 was stopped in traffic. Dv2 rearended v1.

**Traffic Accidents
February 2018**

- FEBRUARY
- Previous 2018 Accidents



MOTOR VEHICLE CRASH SUMMARY

MONTH: FEBRUARY, 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	3	13:21	Sat	Ashland St at Tolman Creek Rd	2	N	N	N	N	Y	Y	N	N	Dv2 rearended v1 at intersection. Dv2 at fault.
R	6	13:55	Tue	Hwy 66 at Dead Indian Memorial	2	N	N	N	N	Y	Y	N	N	Dv1 was rearended by dv2. No narrative
R	6	14:13	Tue	Walker Av at Oregon St	2	N	N	N	N	Y	Y	N	N	Dv2 was traveling on Walker Av when dv1 pulled out from Oregon St and crashed into the side of v2.
R	7	11:30	Wed	Wimer St at Scenic Av	2	N	N	P	N	Y	Y	N	N	Dv2 was traveling downhill on Wimer. Dv1 pulled out from Scenic and crashed into the side.
R	11	22:36	Sun	Ashland St at Washington St	2	N	N	N	N	Y	Y	N	N	Dv1 pulling a Uhaul trailer was in the #2 lane and began to make a left turn onto Washington St, cutting off v2 traveling in the #1 lane. V2 struck v1 trailer.
R	14	15:20	Wed	E Main St near N Second St	3	N	N	P	N	Y	Y	N	N	Dv1 pulling out from parallel parking stall side crashed into v2 in #1 travel lane, pushing v2 into v3 in the #2 travel lane.
R	16	7:58	Fri	Ashland St at Clover Ln	2	N	N	N	N	Y	Y	N	N	Dv1 began to make a u turn by swinging to the right and then began turn. Dv2 began to pass on left, but then struck v1.
R	16	15:24	Fri	E Main St at Lithia Way	2	N	N	N	N	Y	Y	N	N	Dv1 attempted to turn left at light (prohibited) and was rearended by dv2.
R	20	12:40	Tue	S Mountain at E Main	1	N	N	N	N	Y	Y	N	N	Dv attempted to turn right but was going too fast and struck hydrant and wall on opposite side of street.
R	22	UNK	Thr	Central Av near Laurel St	2	N	N	U	U	N	Y	Y	N	Vehicle was struck while parked on the side of the street. No leads.

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	26	17:33	Mon	Siskiyou Blvd near Walker Av	3	N	N	P	N	Y	N	N	N	Dv1 stopped at intersection, dv2 stopped behind v1. Dv3 ran into v2 pushing it into v1.
NR	27	15:20	Tue	N Pioneer St	2	N	N	N	N	Y	N	N	Y	Backhoe operator backed into the window of parked vehicle, damaging window.
R	27	UNK	Tue	Maple St near Chestnut St	2	N	N	U	U	N	Y	Y	N	Vehicle was struck while parked on the side of the street. No leads.
R	28	12:15	Wed	Iowa St at Garfield St	2	N	N	U	U	Y	Y	N	N	Dv1 was passing through the intersection on Iowa St when struck by dv2 who entered from Garfield St.

City of Ashland Public Right of Way Americans with Disabilities Transition Plan

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

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

The following is a summary of various federal, state, and local ADA-related plans and documents.

Federal

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

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

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

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

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

1. List of physical barriers in the R/W that limit accessibility of persons with disabilities;
2. Description of methods to be utilized to remove the barriers;
3. Schedule for taking the necessary steps to achieve compliance (requirement for curb ramps specifically); and
4. Name of official responsible for transition plan implementation. An opportunity for public comment on the transition plan shall be made available to interested persons, including those with disabilities or organizations representing individuals with disabilities. A copy of the transition plan shall be made available for public inspection.

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

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

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

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

State

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

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

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

Oregon Department of Transportation Bicycle and Pedestrian Design Guide

City of Ashland (codes/policies)

Ashland Municipal Code Section 18.4.6 - Public Facilities

Ashland Municipal Code Section 13 - Streets and Sidewalks

Ashland Municipal Code Section 9.08 – Nuisances

Ashland 2012 Comprehensive Transportation System Plan

The City of Ashland Administrative ADA equal access policy

3.1 Specified in ADA Guidelines

Compliance with the ADA is expected to be met for all permanent and temporary facilities located in the R/W when either newly constructed or altered, and when elements are added for pedestrian use. The types of facilities cited by the Access board that must be readily accessible and usable in the R/W by pedestrians with disabilities are listed below:

- Sidewalks, pedestrian overpasses and underpasses, and other pedestrian circulation paths including requirements for pedestrian access routes, alternate pedestrian access routes when pedestrian circulation paths are temporarily closed, and protruding objects along or overhanging pedestrian circulation paths;
- Pedestrian street crossings, medians and pedestrian refuge islands, including requirements for curb ramps or blended transitions, and detectable warning surfaces;
- Pedestrian street crossings at roundabouts, including for detectable edge treatments where pedestrian crossing is not intended, and pedestrian activated signals at multi-lane pedestrian street crossings;
- Pedestrian street crossings at multi-lane channelized turn lanes at roundabouts and at other signalized intersections, including requirements for pedestrian activated signals;
- Pedestrian signals, including requirements for accessible pedestrian signals (APS) and pedestrian pushbuttons;

- Transit stops and transit shelters for buses and light rail vehicles including requirements for boarding and alighting areas at sidewalk or street level, boarding platforms, and route signs;
- Pedestrian at-grade rail grade crossings, including requirements for flangeway gaps;
- On-street parking that is marked or metered, and passenger loading zones;
- Pedestrian signs, including requirements for visible characters on signs and alternative requirements for Accessible sign systems and other technologies;
- Street furniture for pedestrian use, including drinking fountains, public toilet facilities, tables, counters, and benches;
- Ramps, stairways, escalators, handrails, doors, doorways, and gates.

Methods to Remove Barriers to Pedestrian-Accessible Facilities

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

Capital and Maintenance Pavement Resurfacing Projects

23 CFR 151 requires that whenever streets, roadways, or highways are altered, Agencies shall provide curb ramps where the street level pedestrian walkways cross curbs. On July 8, 2013, the U.S. Department of Justice and the Department of Transportation issued a Joint Technical Assistance memo further explaining the requirements to provide curb ramps when streets are altered through resurfacing projects.

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

The Public Works Maintenance resurfacing program primarily focuses on streets that are generally in poor condition. Due to their nature, they rarely have pedestrian facilities that would trigger retrofit requirements. If there are existing pedestrian facilities that do not comply with the 2011 NPRM guidelines on the Maintenance resurfacing project, they are required to be retrofitted to meet accessibility guidelines.

New Development and Redevelopment within the Public Right of Way

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

Examples of these types of projects are:

Privately Engineered Public Improvement - The City through the Planning and Public Works Departments permit public improvements to be privately engineered and constructed. Such

improvements are typically development driven; whereas, City capital projects are typically community need driven. Privately engineered plans are submitted to the City for review, approval, and inspection and are subject to the same evaluation for ADA compliance as pavement resurfacing projects.

Building Permits – Private property owners that obtain building permits through the City’s Planning Department are required to reconstruct pedestrian facilities altered or impacted by the permitted work to meet ADA compliance requirements.

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

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

ADA Exceptions

Where existing physical constraints make it impracticable for altered facilities to fully comply with new construction requirements; compliance is required to the extent practicable within the scope of the project. Examples of potential physical constraints described in the NPRM include, underlying terrain, right of way availability, underground structures, adjacent developed facilities, drainage, or the presence of a notable natural or historic feature. Cost alone is not considered a constraint. The Department of Justice regulations have deemed, “the additional cost of alterations to provide an accessible ‘path of travel’ to the altered area disproportionate when it exceeds 20 percent of the cost of the alteration to the ‘primary function’ area. (See 28 CFR 35.151(b)(4)(iii)).” (2011 NPRM Section by Section Analysis page 21)

The determination of a physical constraint and compliance to the maximum extent practicable is made on a case-by-case basis and the justification(s) for the decision must be well-documented. For Capital and PEPI projects, this documentation must be included in the design exception request process and requires approval of the City Engineer.

Public Right of Way ADA Coordinator:

Director of Public Works or Designee

Self-Evaluation:

Perform an evaluation of public right of way within the City and identify existing barriers and provide equivalent access the maximum extent feasible. In addition, to evaluate policies and practices that create barriers.

City staff shall investigate and note any curb ramp, sidewalk, shared use trails, signalized and un-signalized crossings, deficiencies within the transportation system and log information in a GIS database. This will both geo-located the deficiency, but also describe deficiency in detail. The

self-evaluation will start at critical centers and extend into residential neighborhoods. Starting points include the downtown core, hospital zone, school zones and will then expand into residential neighborhoods starting with collectors. As projects are completed they will be referenced as complete in the City's GIS self-evaluation data base.

Grievance Procedure:

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

The Director shall:

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

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

Internal Standards, Specifications and Design Details

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

Transition Plan:

Current policies/programs that support transition:

Policy:

The City of Ashland has a comprehensive Transportation System Plan (TSP) that details multimodal improvement that remove existing barriers through the construction of compliant sidewalk and drop ramps. The TSP defines safe routes to school along with missing sections of sidewalk.

Funding:

Direct funding sources include gas tax revenue, street utility fee and food and beverages tax.

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

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

Staffing:

The City of Ashland Street Department dedicates staff to ensuring vegetation compliance along sidewalks to ensure vegetation barriers are removed after a complaint is received.

Engineering staff manages capital improvements including roadway and utility projects. Where applicable on a given project accessibility barriers will be removed in coordination with project engineering.

Program:

The City of Ashland has developed a comprehensive road overlay program that will include the installation and or replacement of ADA curb drop facilities adjacent to each overlay as required by the Federal Highway Administration (FHWA). This program is funded by a voter approved food and beverage tax that allocates a certain percentage of the tax towards pavement maintenance requirements.

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

Project Prioritization:

Projects will be prioritized based on numerous criteria and factors.

In general the factors will include:

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

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

DRAFT

Council Study Session

March 19, 2018

Title:	Capital Improvements Plan Update		
Item Type:	Information		
Requested by Council?	Yes		
From:	Paula C. Brown, PE	Public Works Director	
	paula.brown@ashland.or.us		

Discussion Questions:

Does Council have questions or comments on the current status of the 2017-19 Biennium Budget's Capital Improvements Plan?

Resource Requirements:

Each project has been approved and has a funding mechanism in place. Details of costs are shown on the attached CIP spreadsheet that was included in the budget. At this time, there are no cost changes that have not already been brought to Council for approval.

Policies, Plans and Goals Supported:

City Council:

21. be proactive in using best practices in infrastructure management and modernization

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

Suggested Next Steps:

Continue to solicit CIP updates from staff twice a year and request that staff bring specific items to council for approvals as necessary.

Background and Additional Information:

The projects included in the Public Work's CIP are found in each division's budget. Most of the projects are a result of individual master plans that help inform the condition and status of the City's infrastructure. Of the \$106 million public works budget over the 2017-19 biennium, approximately 38% or \$40.5 million is set aside for capital projects. The City distinguishes capital projects from general maintenance items. Capital projects are typically for new construction, expansion, major renovations, replacements, or projects that substantially increase the life of an asset. There are 28 listed CIP projects for year one – FY18. The approved 2017-19 CIP summary is shown in attachment 1. Many of these projects are multi-year and some have multiple funding sources. Details are found in the budget document.

To help make this informational item easier to follow, the project listing follows the one-page spreadsheet CIP summary, not the order of the budget document. Page numbers of the specific division and where these projects may be found in the budget document are listed in the text narrative. This is similar to the update provided to Council on [January 16th](#), and changes are in yellow.

Roadway Projects:

- Railroad Crossing Improvements: Hersey and Laurel [p. 2-64] (back on schedule)
 - This project has been in the works for many years and is dependent upon the railroad for funding.
 - Design (OBEC) is in final review. Construction could begin as early as summer.
- Independent Way – Washington Street to Tolman Creek Road [p. 2-64] (on schedule)
 - Design (Thornton) of this new street is nearing completion awaiting final review and acceptance from other regulatory agencies.
 - Staff has submitted a request to the Rogue Valley Metropolitan Planning Organization to utilize funds previously approved for the Nevada Street Bridge.
 - It is anticipated that construction could start next spring.
 - Costs expended to date are for right of way purchases and design.
- N. Main Refuge Island [p. 2-65] (on schedule)
 - Council was apprised of the status and details of this project in November 2017 as part of the “Road Diet” update.
 - Design is largely complete and staff is working with ODOT on approvals.
 - Construction could begin as early as late spring.
- Overlay/Partial Rebuild N. Mountain Avenue from Hersey to I-5 [p. 2-67] (on schedule)
 - This project was identified and preliminary design completed several years ago.
 - With the new ADA requirements, staff is assessing compliance concerns and will add ADA accessibility to the design.
 - For cost efficiency, staff intends to package the overlay projects together into one construction project later this summer.
- Overlay Wightman from Quincy to Siskiyou [p. 2-67] (back on schedule)
 - This project was identified and preliminary design completed several years ago.
 - With the new ADA requirements, staff is assessing compliance concerns and will add ADA accessibility to the design.
 - For cost efficiency, staff intends to package the overlay projects together into one construction project later this summer.
- Repave/Rebuild Hersey Street from N Main to N Mountain [p. 2-68] (on schedule)
 - This project is a full rebuild and will address underground water issues.
 - Design was awarded to OBEC in February 2018 and survey work has begun.
 - ADA requirements will be addressed.
 - Construction is planned for FY19.
- Hersey Street Sideways (CMAQ) from N Main to Oak [p. 2-69] (complete)
 - This project was partially funded through ODOT’s CMAQ program.
 - Total cost was \$880,481 (design, right of way and construction with the City paying \$421,408).
- Downtown ADA Ramp Replacement [p. 2-69] (on schedule)
 - ODOT provided a grant to replace handicap ramps within the downtown corridor.
 - The first phase of the project addresses ramps along the Lithia Way at 3rd Street.

- Design (CEC) is at ODOT for review. Costs to date \$7,917.50.
- N Main Street RRFB – Nursery and Van Ness [p. 2-70] (on schedule)
 - Council was apprised of the status and details of this project in November 2017 as part of the “Road Diet” update.
 - Design (Parducci) is progressing and being updated for ADA considerations and ODOT comments.
 - Construction could begin as early as summer.

Airport:

- Pavement Maintenance Program [p. 2-73] (**complete**)
 - Oregon Department of Aviation (ODA) manages a pavement inspection and maintenance program for all Airports within the State.
 - As a result of this assessment, the City received a grant for various pavement maintenance including, crack sealing, asphalt patching and slurry seal.
 - Total cost \$200,051.58; fully reimbursed through ODA.

Water:

- Ashland (TID) Canal Piping [p. 2-75] (on schedule)
 - This project addresses bacteria and water quality for the use of TID raw water as well as improves water conservation. Financing is through a DEQ CWSRF loan.
 - Total cost over the biennium is projected at \$1.5M.
 - Design has started (Adkins Engineering) and the initial neighborhood meeting was conducted. The larger community meeting is scheduled for April 18th.
- TID Terrace Street Pump Station [p. 2-75] and Park Estates Pump Station [p. 2-84] (on schedule – costs increased for full replacement)
 - Both projects are financed by the Oregon Infrastructure Finance Authority (IFA) loan. Total cost over biennium is \$3 M.
 - Construction bids were opened on February 14, 2018. Staff received a protest and is working through that process and will take the construction contract to Council for approval on March 20th.
 - Anticipate construction to start in April with a 10 month completion period.
- Reeder Reservoir Access Road Improvements [p. 2-76] (being scheduled)
 - This project improves access to the plant and is contingent upon the outcome of the cost comparisons and ultimate plant location.
- East and West Fork Transmission Line Rehabilitation [p. 2-76] (being scheduled)
 - Year one includes costs of design and permitting to replace or slipline the piping
 - Staff is in the process of drafting the solicitation.
- 2.5 MGD Water Treatment Plan [p. 2-79] (schedule in revision)
 - This project was budgeted for \$14.9 M over the biennium
 - Project is delayed awaiting cost comparison between enhancing the existing plant or building a new plant (see Council discussion [November 6, 2017](#))
 - This is scheduled to come back to council at the April 2nd study session.
- 2.6 MG Reservoir and Clearwell/Crowson II [p. 2-79] (schedule in revision)
 - This project was budgeted for \$8.4 M over the biennium
 - Project is delayed awaiting the water master plan and needs assessment
- Permanganate Feed Facility Study and Improvements [p. 2-80]
 - This project will help to reduce taste and odor concerns with the use of TID water and has been incorporated into the Terrace Street Pump Station project.
 - Funding has likewise shifted to the Terrace Street Pump Station project.

- Park Estates Pump Station [p. 2-84] (on schedule – costs increased for full replacement)
 - See TID Terrace Street Pump Station above
- Granite Reservoir Valving [p. 2-90] (on schedule)
 - This project is being validated with the current water master plan update and insures adequate pumping of TAP water from Granite Reservoir to Crowson.
 - It will be completed late this summer based on the Master Plan.
- Mainline Replacement – Siskiyou Blvd; Crowson to I-5 exit 11 [p. 2-85] (on schedule)
 - This project replaces and upsizes an existing 2” line.
 - Design (in-house) is complete. Staff will bid the construction project this spring.
- Mainline Replacement – Oak Street Nevada to Bear Creek Bridge [p. 2-85] (on schedule)
 - This project replaces and upsizes an existing 2” line.
 - Staff will design this in-house and bid the project this fall for construction.

Wastewater:

- WWTP Outfall Relocation and fish screen [p. 2-95] (on schedule)
 - This project includes the outfall relocation study and the cost of design.
 - The project will enable thermal improvements in Ashland Creek.
 - CH2M Hill has begun preliminary design and permitting. Staff has requested a second look at an alternate route. Staff will host an agency meeting later in March. Phase I design is scheduled for completion in December 2018.
 - Final Design and construction will be phased with approval by the Department of Environmental Quality with the new outfall discharge permit.
- WWTP Temperature Credits through Trading/Shading [p. 2-95] (on schedule)
 - Staff has received concurrence on the Temperature Trading Plan from DEQ. This plan will be formally approved during the DEQ permitting process.
 - Anticipate the true start of the shading program in late spring 2018.
- WWTP New Oxidation Ditch [p. 2-96] (on schedule, but slowing down)
 - Staff is carefully reviewing the timing of this project and the new DEQ permit.
 - The RFQ is written and could be released this summer.
- Collection Line Upsizing – Trunkline along Bear Creek [p. 2-9] (reviewing schedule)
 - Staff will look at two things prior to beginning the design of this project;
 - infiltration and inflow at the surge points and
 - true capacity needs and constraints in the existing lines
 - Staff anticipates a reduction in scope
- Grandview Pump Station Replacement [p. 2-98] (on schedule)
 - Construction was awarded to Ledford Construction in January 2018 (\$322,000).
 - Anticipate completion late March/early April 2018.
- Collection Line Replacement – A Street [p. 2-98] (on schedule)
 - This project is scheduled for design in FY18 and construction the following year.
 - Staff is assessing utility needs in A Street and may be able to design in house.

Facilities:

- City Facilities [p. 2-59]
 - The budget includes \$177,500 a year to source facilities upgrades and maintenance, major repairs, not included in regular maintenance; such as minor roof repairs, building repainting and HVAC system.
 - Funding for the facility studies and conceptual designs are a separate line item, not CIP.

Attachments:

2017-19 CIP summary

Additional Links:

[2017-19 Biennium Budget; PW begins on page 2-57](#)

FY18 CAPITAL IMPROVEMENT PROJECTS										
PW Project #	PROJECT NAME	PROPOSED 2017-18	ACTUAL 2017-18 (+ prior yr)	DESIGN START	DESIGN FINISH	CONSTRUCTION START	CONSTRUCTION FINISH	Comments		
	Roadway									
2011-36	Railroad Crossing Improvements; Hersey & Laurel	\$ 450,000	\$ 27,476	X				Final review plans at ODOT (RR approved)		
2013-25	Independent Way - Washington St to Tolman Creek Rd	\$ 1,590,000	\$ 476,637	X				Thornton at 70% design; seeking ODOT/MPO const funding (\$466,000 FY17)		
2018-03	N. Main Refuge Island	\$ 80,000	\$ -	X				Road Diet - ODOT to review design (Parducci); minor edits being completed		
	Subtotal Roadway	\$ 2,120,000	\$ 504,113							
	Street Improvements/Overlays per PMS (Goal of \$350,000/yr)									
2010-10	Overlay/Partial Rebuild - N Mountain Avenue - Hersey to I-5	\$ 840,000	\$ 17,863	X				Change Order to Eng. Design to incorporate ADA (\$17863 FY17)		
2015-01	Overlay - Wightman Street - Quincy to Siskiyou	\$ 225,000	\$ -	X				Change Order to Eng. Design to incorporate ADA.		
2017-09	Repave/Rebuild - Hersey Street - N. Main to N. Mountain	\$ 1,000,000	\$ 340	X				Design award (OBEC) January 2018		
	Subtotal Street Improvements/Overlays	\$ 2,065,000	\$ 18,203							
	Sidewalk/Pedestrian									
2011-30	Hersey Street - N Main Street to Oak Street (CMAQ)	\$ 250,000	\$ 50,268	X	X	X	X	COMPLETE (total project \$880,481 City share \$421,407)		
2015-22	Downtown ADA Ramp Replacement (3rd and Lithia Way)	\$ 88,950	\$ 7,918	X				Design complete (CEC) awaiting ODOT approval		
	N Main Street RRPB Installation - Nursey Street & Van Ness Avenue	\$ 75,000	\$ -	X				Seeking ODOT design (Parducci) approvals		
	Subtotal Sidewalk/Pedestrian	\$ 413,950	\$ 58,185							
	TRANSPORTATION TOTAL	\$ 4,598,950	\$ 580,501							
	Water Supply									
2015-17	TID Canal Piping: Starlite to Terrace Street	\$ 788,000	\$ -	X				DEQ loan of \$1.3M; likely not enough funding. Adkins to start design Jan 2018)		
2012-01	TID Terrace St Pump Station Improvements	\$ 650,000	\$ 196,694	X	X	X		Construction to be awarded March 20 (McClure & Sons - see Park Estates PS)		
	Reeder Reservoir Access Road TMDL Compliance	\$ 116,000	\$ -					Contingent on WTP location		
	East & West Fork Transmission Line Rehabilitation	\$ 154,500	\$ -					Design to start 2018 spring/summer		
	Subtotal Water Supply	\$ 1,708,500	\$ 196,694							
	Water Treatment & Storage									
2015-31	2.5 MGD Water Treatment Plant	\$ 1,194,000	\$ 672,142	X				Membrane pilot study complete; pending comparison analysis (\$386,870 FY17)		
2015-31	2.6-MG Reservoir & Clearwell ("Crowson II")	\$ 891,000	\$ -	X				Combined with WTP project, pending comparison analysis (RH2/B&V)		
2012-01	Permanganate Feed Facility Study & Implementation	\$ 316,000	\$ -	X	X	X		Project combined with Terrace St. pump station improvements		
	Subtotal Treatment & Storage	\$ 2,401,000	\$ 672,142							
	Water Distribution									
2012-04	Park Estates Pump Station/Loop Road Reservoir Alternatives	\$ 637,000	\$ 121,726	X	X	X		Construction to be awarded March 20 (McClure & Sons). With Terrace St PS		
	Granite Reservoir Valving	\$ 127,000	\$ -					Coordinate with Water Master Plan (RH2) conclusions and TAP needs		
	Subtotal Water Distribution	\$ 764,000	\$ 121,726							
	Water Mainline Projects									
2016-04	Siskiyou Boulevard - Crowson Road south towards I-5 Exit 11	\$ 175,000	\$ 21,208	X	X			(\$21,208 FY17 design costs)		
	Oak Street - Nevada to Bear Creek Bridge	\$ 273,200	\$ -	X	X			in-house design		
	Ivy Lane - South Mountain to FH-16AD-038	\$ -	\$ 72,333	NA	NA	X	X	Project completed early by internal forces (\$120,000 was budgeted 2018-19)		
	Subtotal Water Mainline Projects	\$ 448,200	\$ 93,541							
	WATER TOTAL	\$ 5,321,700	\$ 1,084,103							
	Wastewater Treatment Plant									
2013-21	Outfall Relocation / Fish Screen	\$ 330,000	\$ 223,687	X				CH2M started design in Dec. (prior \$223K FY17) costs not reflective for FY18		
	Shading (Capital Cost + first 6 years of O&M)	\$ 631,000	\$ 33,010	X				DEQ has accepted the Trading Plan; projects should start late spring 2018		
2013-20	Oxidation Ditch Shell	\$ 2,510,000	\$ 51,755					planning to release RFP in spring 2018		
	Subtotal Treatment Plant	\$ 3,471,000	\$ 308,452							
	Wastewater Collection System									
	Wastewater Line Upsizing - 18" & 24" Parallel Trunkline along Bear Creek	\$ 712,000	\$ -					Assessing I&I and true capacity needs		
2007-26	Grandview Pump Station Replacement	\$ 375,000	\$ 129,272	X	X	X		Construction (Ledford \$322K) anticipate completion in April 2018 (\$48,175 FY17)		
2013-17	Wastewater Line Replacement; 15" Main - A Street	\$ 150,000	\$ -					Combined with A St. waterline/roadway project (\$15,710 FY17)		
	Subtotal Collection System	\$ 1,237,000	\$ 129,272							
	WASTEWATER TOTAL	\$ 4,708,000	\$ 437,724							
	Airport									
	Pavement Maintenance Program	\$ 20,000	\$ 0	X	X	X	X	Project Complete (ODA Grant Funded - total \$200,051.58)		
	AIRPORT TOTAL	\$ 20,000	\$ -							
	Administration - City Facilities									
	City Facility Upgrades & Maintenance	\$ 177,500	\$ -	X				Conceptual Design RFP out for City Hall		
	ADMINISTRATION - FACILITIES TOTAL	\$ 177,500	\$ -							
	TOTAL	\$ 14,826,150	\$ 2,102,528							

Capital Improvements Plan

Capital Improvements Plan							
Planned Expenditures During BN 2017-19 Years 1 and 2							
BUDGET							
Project Description	BN 2017-19 Yr 1	BN 2017-19 Yr 2	BN Capital Project Totals	Planned Resources			
Roadway				Street SDC	Grants	Other	fees & rates
Railroad Crossing Improvements; Hersey & Laurel	\$ 450,000	\$ -	\$ 450,000	\$ -	\$ 255,642	\$ -	\$ 194,358
Independent Way - Washington St to Tolman Creek Rd	\$ 1,590,000	\$ -	\$ 1,590,000	\$ 590,000	\$ -	\$ 1,000,000	\$ -
N Main Refuge Island	\$ 80,000	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 80,000
East Nevada Street Extension	\$ -	\$ 6,494,400	\$ 6,494,400	\$ 1,194,970	\$ 3,000,000	\$ -	\$ 2,299,430
Grandview Drive Improvements - Phase II	\$ -	\$ 350,000	\$ 350,000	\$ -	\$ -	\$ -	\$ 350,000
City Wide Chip Seal Project	\$ -	\$ 93,404	\$ 93,404	\$ -	\$ -	\$ -	\$ 93,404
Subtotal Roadway	\$ 2,120,000	\$ 6,937,804	\$ 9,057,804	\$ 1,784,970	\$ 3,255,642	\$ 1,000,000	\$ 3,017,192
Street Improvements/Overlays per Pavement Management System							
Overlay/Partial Rebuild - N Mountain Ave - Hersey to I-5	\$ 840,000	\$ -	\$ 840,000	\$ -	\$ -	\$ -	\$ 840,000
Overlay - Wightman Street - Quincy to Siskiyou	\$ 225,000	\$ -	\$ 225,000	\$ -	\$ -	\$ -	\$ 225,000
Replay/Rebuild - Hersey St - N Main to N Mountain	\$ 1,000,000	\$ 3,000,000	\$ 4,000,000	\$ -	\$ -	\$ -	\$ 4,000,000
Overlay/Partial Refuid - N Mountain Ave - E Main to R/R Tracks	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000
Subtotal Street Improvements/Overlays	\$ 2,065,000	\$ 3,200,000	\$ 5,265,000	\$ -	\$ -	\$ -	\$ 5,265,000
Sidewalks/Pedestrian							
Hersey Street - N Main Street to Oak Street (CMAQ)	\$ 250,000	\$ -	\$ 250,000	\$ 62,500	\$ -	\$ -	\$ 187,500
Downtown ADA Ramp Replacement	\$ 88,950	\$ -	\$ 88,950	\$ -	\$ 88,950	\$ -	\$ -
N Main Street RRFB Installation - Nursery Street & Van Ness Avenue	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000
Mountain Ave RRFB Installation - Fair Oaks Avenue	\$ -	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000
A Street - Oak Street to 100' west of 6th Street	\$ -	\$ 155,000	\$ 155,000	\$ 38,750	\$ -	\$ -	\$ 116,250
Subtotal Sidewalks/Pedestrian	\$ 413,950	\$ 195,000	\$ 608,950	\$ 101,250	\$ 88,950	\$ -	\$ 418,750
Bicycle							
Downtown Super Sharrows	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000
Subtotal Bicycle	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000
TRANSPORTATION / LID	\$ 4,598,950	\$ 10,432,804	\$ 15,031,754	\$ 1,886,220	\$ 3,344,592	\$ 1,000,000	\$ 8,800,942
Airport							
Pavement Maintenance Program	\$ 20,000	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -	\$ -
Entitlement Grant - Airport Improvements - Taxiway Rehabilitation (Environmental)	\$ -	\$ 222,000	\$ 222,000	\$ -	\$ 222,000	\$ -	\$ -
AIRPORT	\$ 20,000	\$ 222,000	\$ 242,000	\$ -	\$ 242,000	\$ -	\$ -
Water Supply							
TID Canal Piping; Starlite to Terrace Street	\$ 788,000	\$ 664,000	\$ 1,452,000	\$ 1,452,000	\$ -	\$ -	\$ -
TID Terrace St Pump Station Improvements	\$ 650,000	\$ -	\$ 650,000	\$ -	\$ -	\$ -	\$ 650,000
Reeder Reservoir Access Road TMDL Compliance	\$ 116,000	\$ -	\$ 116,000	\$ 87,000	\$ -	\$ -	\$ 29,000
East & West Fork Transmission Line Rehabilitation	\$ 154,500	\$ 154,500	\$ 309,000	\$ -	\$ -	\$ -	\$ 309,000
Ashland Creek West Fork Bridge Construction	\$ -	\$ 129,000	\$ 129,000	\$ 96,750	\$ -	\$ -	\$ 32,250
Sediment TMDL in Reeder Reservoir	\$ -	\$ 120,000	\$ 120,000	\$ 90,000	\$ -	\$ -	\$ 30,000
Subtotal Water Supply	\$ 1,708,500	\$ 1,067,500	\$ 2,776,000	\$ 1,725,750	\$ -	\$ -	\$ 1,050,250
Water Treatment & Storage							
2.5 MGD Water Treatment Plant	\$ 1,194,000	\$ 13,731,000	\$ 14,925,000	\$ 1,492,500	\$ -	\$ -	\$ 13,432,500
2.6-MG Reservoir & Clearwell ("Crowson II")	\$ 891,000	\$ 7,490,000	\$ 8,381,000	\$ 838,100	\$ -	\$ -	\$ 7,542,900
Permanganate Feed Facility Study & Implementation	\$ 316,000	\$ -	\$ 316,000	\$ -	\$ -	\$ -	\$ 316,000
Subtotal Treatment & Storage	\$ 2,401,000	\$ 21,221,000	\$ 23,622,000	\$ 2,330,600	\$ -	\$ -	\$ 21,291,400
Water Distribution							
Park Estates Pump Station/Loop Road Reservoir Alternatives	\$ 637,000	\$ 1,967,000	\$ 2,604,000	\$ -	\$ -	\$ -	\$ 2,604,000
Granite Reservoir Valving	\$ 127,000	\$ -	\$ 127,000	\$ -	\$ -	\$ -	\$ 127,000
Radio Read Meter Program	\$ -	\$ 126,000	\$ 126,000	\$ -	\$ -	\$ -	\$ 126,000
Subtotal Water Distribution	\$ 764,000	\$ 2,093,000	\$ 2,857,000	\$ -	\$ -	\$ -	\$ 2,857,000
Water Mainline Projects							
Siskiyou Boulevard - Crowson Road South towards I-5 Exit 11	\$ 175,000	\$ -	\$ 175,000	\$ -	\$ -	\$ -	\$ 175,000
Oak Street - Nevada to Bear Creek Bridge	\$ 273,200	\$ -	\$ 273,200	\$ -	\$ -	\$ -	\$ 273,200
Grandview Drive - Skycrest Dr to Ditch Rd	\$ -	\$ 131,250	\$ 131,250	\$ -	\$ -	\$ -	\$ 131,250
Ivy Lane - Morton Street to west end of Ivy Lane	\$ -	\$ 357,000	\$ 357,000	\$ -	\$ -	\$ -	\$ 357,000
Ivy Lane - South Mountain to FH-16AD-038	\$ -	\$ 103,000	\$ 103,000	\$ -	\$ -	\$ -	\$ 103,000
A Street - 1st St to 6th St	\$ -	\$ 155,000	\$ 155,000	\$ -	\$ -	\$ -	\$ 155,000
Parker Street - Walker Ave to Lithia Way	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ 25,000
Harmony Lane - Siskiyou Blvd to Lithia Way	\$ -	\$ 12,300	\$ 12,300	\$ -	\$ -	\$ -	\$ 12,300
Lit Way - Joy Avenue to Ray Lane	\$ -	\$ 6,200	\$ 6,200	\$ -	\$ -	\$ -	\$ 6,200
Ray Lane - Lithia Way to Joy Ave	\$ -	\$ 6,200	\$ 6,200	\$ -	\$ -	\$ -	\$ 6,200
Subtotal Mainline Projects	\$ 448,200	\$ 795,950	\$ 1,244,150	\$ -	\$ -	\$ -	\$ 1,244,150
WATER	\$ 5,321,700	\$ 25,177,450	\$ 30,499,150	\$ 4,056,350	\$ -	\$ -	\$ 26,442,800

Capital Improvements Plan

Capital Improvements Plan								
Planned Expenditures During BN 2017-19 Years 1 and 2								
BUDGET								
Project Description	BN 2017-19	BN 2017-19	BN Capital Project Totals	Planned Resources				
WASTEWATER								
Wastewater Treatment Plant	Yr 1	Yr 2	Project Totals	Sewer SDC	Grants	Other	fees & rates	
Outfall Relocation / Fish Screen	\$ 330,000	\$ 330,000	\$ 660,000	\$ 99,000	\$ -	\$ -	\$ 561,000	
Shading (Capital Cost + first 6 years of O&M)	\$ 631,000	\$ 631,000	\$ 1,262,000	\$ 189,300	\$ -	\$ -	\$ 1,072,700	
Oxidation Ditch Shell	\$ 2,510,000	\$ 2,510,000	\$ 5,020,000	\$ 1,957,800	\$ -	\$ -	\$ 3,062,200	
RAS Pump Replacement	\$ -	\$ 122,000	\$ 122,000	\$ 24,400	\$ -	\$ -	\$ 97,600	
Subtotal Treatment Plant	\$ 3,471,000	\$ 3,593,000	\$ 7,064,000	\$ 2,270,500	\$ -	\$ -	\$ 4,793,500	
Wastewater Collection System	Yr 1	Yr 2	Project Totals	Sewer SDC	Grants	Other	fees & rates	
Wastewater Line Upsizing - 18" & 24" Parallel Trunkline along Bear Creek	\$ 712,000	\$ 712,000	\$ 1,424,000	\$ 996,800	\$ -	\$ -	\$ 427,200	
Wastewater Line Replacement; 15" Main - Mountain Avenue	\$ -	\$ 141,000	\$ 141,000	\$ 35,250	\$ -	\$ -	\$ 105,750	
Grandview Pump Station Replacement	\$ 375,000	\$ -	\$ 375,000	\$ -	\$ -	\$ -	\$ 375,000	
Wastewater Line Replacement; 15" Main - A Street	\$ 150,000	\$ 450,000	\$ 600,000	\$ 60,000	\$ -	\$ -	\$ 540,000	
Subtotal Collection System	\$ 1,237,000	\$ 1,303,000	\$ 2,540,000	\$ 1,092,050	\$ -	\$ -	\$ 1,447,950	
WASTEWATER	\$ 4,708,000	\$ 4,896,000	\$ 9,604,000	\$ 3,362,550	\$ -	\$ -	\$ 6,241,450	
Storm Drain	Yr 1	Yr 2	Project Totals	Storm SDC	Grants	Other	fees & rates	
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
STORM DRAIN	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
ADMINISTRATION - City Facilities	Yr 1	Yr 2	Project Totals		Grants	Other	fees & rates	
City Facility Upgrades & Maintenance	\$ 177,500	\$ 177,500	\$ 355,000		\$ -	\$ -	\$ 355,000	
ADMINISTRATION - FACILITIES	\$ 177,500	\$ 177,500	\$ 355,000	\$ -	\$ -	\$ -	\$ 355,000	
ELECTRIC DEPARTMENT	Yr 1	Yr 2	Project Totals		Grants	Other	fees & rates	
Install New Services & Infrastructure: Cost include new transformers, switch cabinets, poles and conductors to service new development	\$ 300,000	\$ 300,000	\$ 600,000				\$ 600,000	
Electric Utility Upgrades: Cost for repairs and replacement of aging infrastructure identified during routine inspections	\$ 100,000	\$ 100,000	\$ 200,000				\$ 200,000	
SCADA Improvements, Routine Maintenance, Licensing and Upgrades	\$ 7,000	\$ 32,000	\$ 39,000				\$ 39,000	
MAS Design Review and Purchase Study: feasibility for City ownership, valuation of substation, and ROI	\$55,000		\$ 55,000				\$55,000	
New Distribution Buss at Ashland Substation	\$ -	\$ -	\$ -				\$ -	
Purchase of Mountain Ave Substation	\$ -	\$ -	\$ -				\$ -	
Mountain Ave and Ashland Substation Interite Engineering Study and Benefit Analysis	\$ -	\$75,000	\$ 75,000				\$ 75,000	
ELECTRIC	\$ 462,000	\$ 507,000	\$ 969,000		\$ -	\$ -	\$ 969,000	
TELECOMMUNICATIONS & INFO TECH	Yr 1	Yr 2	Project Totals		Grants	Other	fees & rates	
Expand Fiber Plant from 16 to 24 Node Groups	\$ 50,000	\$ 50,000	\$ 100,000				\$ 100,000	
Fiber and Cable Plant Maintenance	\$ 5,000	\$ 5,000	\$ 10,000				\$ 10,000	
Fiber and Cable Plant Installation	\$ 20,000	\$ 20,000	\$ 40,000				\$ 40,000	
Data Center Server Capacity Growth (Virtualization)	\$ 22,500	\$ 20,000	\$ 42,500			\$ 42,500		
TELECOMMUNICATIONS	\$ 97,500	\$ 95,000	\$ 192,500		\$ -	\$ 42,500	\$ 150,000	
PARKS & RECREATION	Yr 1	Yr 2	Project Totals	Parks SDC	Grants	F&B	Bonds	
Repair Perozzi Fountain	\$ -	\$ 70,000	\$ 70,000			\$ 70,000		
Daniel Meyer Pool - Rebuild and Cover	\$ 3,250,000	\$ -	\$ 3,250,000				\$ 3,250,000	
North Mountain Park Nature Play Area	\$ 15,000	\$ 150,000	\$ 165,000		\$ 150,000	\$ 15,000		
Calle Guanajuato Improvements (Bond Repayment)	\$ 40,000	\$ 40,000	\$ 80,000			\$ 80,000		
Ashland Creek Park Development Phase II construction	\$ -	\$ 35,000	\$ 35,000			\$ 35,000		
Garfield Park Water Play Replacement (Bond Repayment)	\$ 100,000	\$ 100,000	\$ 200,000			\$ 200,000		
Resurface/Reclaim Tennis and Pickleball Courts	\$ 27,500	\$ 27,500	\$ 55,000			\$ 55,000		
Lithia Park Master Plan	\$ 230,000	\$ -	\$ 230,000			\$ 230,000		
Winburn Way Sidewalk	\$ 25,000	\$ -	\$ 25,000			\$ 25,000		
Second Dog Park Construction	\$ 265,000	\$ -	\$ 265,000			\$ 265,000		
YMCA Park Replacement	\$ 750,000	\$ -	\$ 750,000		\$ 750,000			
Master Plan for Park Shop/yard areas; Dog parks; Skateboard Park	\$ -	\$ 75,000	\$ 75,000			\$ 75,000		
Oak Knoll Improvements (Irrigation)	\$ 35,000	\$ 35,000	\$ 70,000			\$ 70,000		
Trails and Open Space Comp Plan Update	\$ 30,000	\$ -	\$ 30,000			\$ 30,000		
Restoration of Beach Creek below Pedestrian Bridge	\$ 75,000	\$ -	\$ 75,000			\$ 75,000		
Land Acquisition	\$ 915,000	\$ 900,000	\$ 1,815,000	\$ 375,000	\$ 1,275,000	\$ 165,000	\$ -	
Project Manager	\$ 60,000	\$ 60,000	\$ 120,000			\$ 120,000	\$ -	
PARKS & RECREATION	\$ 5,817,500	\$ 1,492,500	\$ 7,310,000	\$ 375,000	\$ 2,175,000	\$ 1,510,000	\$ 3,250,000	
TOTAL BN 2017-19 CIP	\$ 21,203,150	\$ 42,900,254	\$ 64,103,404	\$ 9,680,120	\$ 5,761,592	\$ 2,552,500	\$ 46,109,192	

ROGUE VALLEY ACTIVE TRANSPORTATION PLAN

Jackson County is acting as the lead agency in the development of a Rogue Valley Active Transportation Plan (RVATP) for the Rogue Valley Metropolitan Planning Organization (RVMPO). Consultation and coordination with Rogue Valley Transit District (RVTD), each city in the MPO, Jackson County and the RVMPO (hereafter, collectively, RVMPO Agencies) will be required. It is intended that the RVATP will be adopted by the RVMPO and subsequently referenced by the Regional Transportation Plan (RTP) and the RVMPO Agencies' Transportation System Plans (TSP).

Project Purpose

The purpose of the project is to identify existing and needed bike and pedestrian linkages in order to provide connections between cities, transit, activity centers and locations of major employment and housing. The plan will study and determine missing links and barriers between these connections. The plan will analyze the data and prioritize needs (Tiers 1, 2 and 3 for example) within the jurisdictions of the RVMPO Agencies.

Citizen and Technical Advisory Committees (CAC and TAC)

Jackson County is seeking volunteers to serve on the RVATP CAC and TAC. CAC members should represent one or more RVMPO Agency. TAC members should be technical staff from an RVMPO Agency. One of the main purposes of the CAC and TAC is to ensure the routes and connections identified in each city and to transit conform to the plans of the respective agencies. [We don't want to put them in the wrong place!]

It is anticipated that service on either committee will require review of documents and attendance of four 2-hour meetings over an estimated 18 month period, beginning early summer of 2018. Please provide names and contact information for advisory committee volunteers to Mike Kuntz at kuntzm@jacksoncounty.org.