

Note: Anyone wishing to speak at any Transportation Advisory Committee 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 City for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

TRANSPORTATION ADVISORY COMMITTEE

November 16, 2023

AGENDA

- I. **CALL TO ORDER:** 6:00 PM, Meeting held virtually via Zoom
Link: <https://zoom.us/j/96161760895?pwd=SmVMRFJBNkx6UkhpeDN0N2w2MXgzdz09>
- II. **ANNOUNCEMENTS**
- III. **CONSENT AGENDA**
 - A. Approval of October 19, 2023 Minutes
- IV. **PUBLIC FORUM** (6:05–6:20)
- V. **REPORTS FROM OTHER CITY COMMITTEES** (6:20–6:30)
- VI. **NEW BUSINESS**
 - A. Climate Friendly and Equitable Communities Parking Overview (6:30–7:00, no action required, presentation by Planning Staff on updates to parking requirements in the land use code)
- VII. **UNFINISHED BUSINESS**
 - A. Bike Parking (7:00–7:30, action required, discuss next steps for bike parking inventory and improvement plan)
 - B. Transportation System Plan 2024 (7:30–7:45, no action required, staff to provide update on TSP process)
 - C. North Mountain Avenue Bike and Parking Recommendation Wrap Up (7:45–8:00, no action, staff and chair to provide update to TAC on outcome of November 7, 2023 Business Meeting with Council regarding the TACs recommendations).
- VIII. **INFORMATIONAL ITEMS**
 - A. CEFAC Modeling
 - B. Acronym List
 - C. Oregon Travel Behavior Survey
- IX. **AGENDA BUILDING – Future Meetings**
- X. **ADJOURNMENT: 8:00 PM**

Next Meeting Date: December 21, 2023

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please email scott.fleury@ashland.or.us. Notification 72 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 1).

CITY OF
ASHLAND



ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

October 19, 2023

CALL TO ORDER: 6:02pm

Members Present: Mark Brouillard, Corinne Vièville, Linda Peterson-Adams, Holly Christiansen, Dylan Dahle, Dave Richards, Nick David, Julia Sommer

Staff Present: Scott Fleury, Elizabeth Beckerich

Liaison Present:

Guests Present: Gary Shaff

ANNOUNCEMENTS

Brouillard acted as the Chair for this meeting.

Welcome to new TAC member Julia Sommer. Thank you to all who applied. There are several other city committees that could use more members.

SOU was voted into the top 30 as one of the most LGBT friendly universities for the 11th year in a row.

October 19th was National LGBT Center Awareness Day.

October is National Disability Employment Awareness Month.

November is Native American Celebration Month.

CONSENT AGENDA

Vièville motioned to approve the minutes from the September meeting. Richards seconded. Vièville mentioned inconsistencies regarding UPS/USPS when discussing delivering packages on N Mountain Ave, a spelling error (line vs lane), and names from public commenters spelled incorrectly. Vièville amended the motion to approve the minutes with the corrections listed. Peterson-Adams seconded. All ayes.

PUBLIC FORUM

Brouillard thanks Ambuja Rosen for sending in public comment to the group.

REPORTS FROM OTHER CITY COMMITTEES

Christiansen stated that the Social Equity and Racial Justice Committee has completed their commission to committee structure adjustments, and they're looking toward having hybrid meetings at the Community Development Building (51 Winburn Way) if they can get the equipment situated. Also, they are looking for new members. A goal they have is conducting a DEI (diversity, equity, and inclusion) assessment and potentially DEI training. Peterson-Adams suggested that the TAC coordinate with them and RVTD regarding the upcoming discussions about the inclement weather shelters.

Sommer volunteered to report on Parks and Recreation Commission meetings. Richards volunteered to report on the Trails Committee. Vièville volunteered to report on the Senior Advisory Committee.

Gary Shaff with the Climate and Environment Policy Advisory Committee (CPAC) reported that CPAC is currently engaged in soliciting public comment on an electrification ordinance, which is an ordinance that would eliminate the use of natural gas in new residential construction. The first public open house was held October 18th, 2023 and the next will take place October 26, 2023 at Council Chambers at 12pm.

Fleury stated that there is a Metropolitan Planning Organization Committee meeting next week, and recently they had a subcommittee meeting to discuss funding. There was concern that some projects were underfunded, so they shifted things around to make sure that projects have fully allocated funds. Fleury reminded the group that the big project that COA is slated for is the Clay Street Improvement project, and they're hoping to start on the right of way and design phase early next year.

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

October 19, 2023

Per Peterson-Adams request, Fleury explained some of the many acronyms he uses during meetings.

- STIP – Statewide Transportation Improvement Program
- CMAC – Congestion Mitigation and Air Quality, which is grant funding given toward projects that improve PM10 (particulate size) in the region.
- STBG – Surface Transportation Block Grant
- MPO – Metropolitan Planning Organization. Ashland is in the RVMPO for Rogue Valley.
- IGA – Intergovernmental Agreement
- MUTCD – Manual of Uniform Traffic Control Devices, which is the guidebook for things like signage and striping.

OLD BUSINESS

North Mountain Avenue – Council Information

Fleury requests that the TAC review the staff report draft he wrote that encompasses the discussion from last month's meeting and the recommendations. Fleury added more information based on the group's discussion as well as some pictures and all the public comment that was received pre and post meeting. The staff report is to be brought forward to City Council at the November 7, 2023 business meeting to have Council make a decision on the next steps for the N Mountain Avenue Project. Fleury noted that the green paint that was requested for the N Mountain project was not included in the Ashland Street Project, so if Council decides to move forward with the green paint then the TAC should make a recommendation for green paint on Ashland Street as well. Sommer requested that the public comments that were received after last month's meeting be sent to the group.

Richards stated that the staff report looked complete. Christiansen, David, and Dahle agreed. Vièville agreed other than a spelling error. Sommer asked about the options being given to Council and Fleury explained that Council can either choose one of the options given in the staff report, or an amalgamation of the options given based on discussion and Q&A. Sommer also inquired about the barriers being concrete. Brouillard, Fleury, and Peterson-Adams explained why that is not possible.

Vièville motioned to approve the staff report draft to go to City Council. Richards seconded. David inquired about the micro street sweeper needed to keep the future protected bike lanes clean, and Fleury explained that it's in the works and will be able to be used for multiple other applications. Fleury and Brouillard informed the group about the multiple grants that are available for both bike and pedestrian improvements. Brouillard conducted a role call vote on the motion, all ayes. Motion passes,

Transportation Advisory Committee Work Plan

Fleury requested that the group discuss priorities moving forward to help him plan and allocate staff time toward developing committee packets and prioritizing what they'd like to work on out of the draft work plan. Fleury also explained that ODOT confirmed that the TSP update is still scheduled for 2024 and he will be meeting with ODOT planners soon to talk about the scope of the project and scheduling it. Fleury also had a conversation with the Transportation Planning Analysis Unit (TPAU) which is the group that does the transportation modeling for the state, and they would like to use the City of Ashland as a test case for possible modeling changes. Peterson-Adams inquired if the TAC would be participating in grading the scope of the project, and Fleury confirmed but he will find out more when he meets with ODOT and figures out more of the contracting aspect of the TSP.

Sommer inquired about the crosswalks going in at YMCA Way. Fleury informed her that ODOT would be starting the project next week at YMCA Way and Washington Street, and most of the projects in that area should be done by 2025-2026.

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

October 19, 2023

Brouillard clarified for anyone reading the minutes or watching the meeting recording that 20 Is Plenty only refers to changing only residential streets to 20 mph. Fleury added that a state traffic engineer agreed that 20 mph would not work on N Mountain Ave.

Peterson-Adams suggested including Vision Zero in the work plan, as there is already a resolution for it and more support since it was originally brought up. Fleury added that when it was brought before Council before, one topic of discussion was cost associated with it, but it's more of a philosophy that everyone using any mode of transportation feels more protected that would help guide projects. Additionally, Fleury stated that he supports lowering the residential speed limit to 20 mph per 20 Is Plenty. Brouillard also stated that he fully supports Vision Zero and 20 Is Plenty, and he has seen signs in other communities that say Vision Zero, and he wishes Ashland could do the same. Sommer expressed that people won't know what "Vision Zero" means. Peterson-Adams suggested that re-branding Vision Zero to be more clear be part of the action plan. Brouillard pulled up a Vision Zero sign that clarifies the message by adding "No more traffic deaths". Sommer expressed that she does not like the name of the program. Peterson-Adams said that if the group wants to workshop the name that it can be done. Brouillard encouraged everyone to look at the Vision Zero plan for Eugene to see how they're using data to drive their program. Peterson-Adams added that participating in Vision Zero also helps with obtaining grant funding.

Fleury summarized that the group would like to see Vision Zero and 20 Is Plenty on the work plan. Peterson-Adams explained that she hasn't heard anything back from the Chamber of Commerce or SOU about their assessment of the Bird Scooter Program, so that should be tabled for now. David expressed that the Bird Scooter Program is directly at odds with Vision Zero. Brouillard agreed.

Sommer inquired about the B Street Bike Boulevard. The group explained that it's already in the TSP. Fleury added that he developed an engineering request for proposal for a corridor analysis for safety along that stretch and a refreshed improvement analysis, and responses are due back by November 9th. Hopefully soon the city will have a consultant on board, and it will be done as part of the TSP update.

Fleury asked the group to prioritize what they'd like to work on in the next 18 months. Peterson-Adams suggested Vision Zero and 20 Is Plenty, and then the bike parking project within the next couple months, then getting some sort of resolution on the parklet program and Bird Scooter program. Richards expressed that Safe Routes to School still needs to be a priority. Fleury explained that it's in the TSP.

Fleury suggested over the next few months moving forward with the bike parking, then working on B Street, and then working on the Bird Scooter and parklet programs. The group agreed.

INFORMATIONAL ITEMS

Safe Routes to School Plan

The final plan for Safe Routes to School was included in this month's meeting packet. Moving forward, it will be worked into the TSP update. David inquired about improving Walker Elementary's traffic flow and Fleury explained that may have to be a separate issue. Richards agreed with David's sentiment about the traffic, and also expressed that it's an issue at all of the school around there, explaining that cars are often forced into the bike lanes. Potential solutions were discussed. Fleury stated that Officer MacLennan should be a part of this discussion.

Fleury explained that the program could be put into the TSP, so appendices with the proposed changes are possible later.

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

October 19, 2023



Faith Avenue Traffic Calming

Brouillard stated that when he monitors Faith Avenue, most of the people not being courteous in their driving live off of that road.

Fleury stated he found that a 9-foot mini roundabout could be put in as needed at Wine St and May St, and that doing so on a temporary basis to assess the changes in traffic is feasible. Brouillard suggested that it only be done at Wine Street because part of the road is still gravel.

Legal-Committee Training

Fleury informed the group that training is scheduled for the December meeting and the Assistant City Attorney will answer all their questions about ethics and anything else the group may have questions about.

ADJOURNMENT: @ 8:09

*Respectfully submitted,
Elizabeth Beckerich, Administrative Assistant
****Full Video Available by Request*****

From: [Kiernan Hodge](#)
To: [Public Works Information](#)
Cc: [Scott Fleury](#); [Tom](#)
Subject: Garfield St sidewalks / Midtown Lofts
Date: Wednesday, October 18, 2023 7:57:07 PM

[EXTERNAL SENDER]

Hello,

I have corresponded with Scott Fleury over the years regarding a lack of a continuous sidewalk on the upper/northern section of Garfield Street (from Siskiyou Blvd to Iowa St). Now that the Midtown Lofts housing development has begun on the corner of Iowa and Garfield, I am, once again, requesting that the city put in a continuous sidewalk in this section of Garfield Street.

Once the Midtown Lofts housing development is completed, there will likely be an additional 70+ people using Garfield Street. This means that foot, vehicle and bicycle traffic will increase on Garfield Street. If the Midtown Loft residents drive, it will create a hazard for walkers (like me, my husband and our dogs) who have to walk in the street due to the fact that there are not continuous sidewalks on our block. If the Midtown Loft residents opt to take a bus or walk, they will likely walk up Garfield St. to get to Siskiyou Blvd. This will increase the number of pedestrians in the street (again, because we do not have a continuous sidewalk). The current situation is not safe. It will be even less safe once the Midtown Lofts residents are added to the mix.

Please let me know what the plan is to ensure pedestrians are safe once this new development is completed and foot, vehicle, and bike traffic increase.

Thank you,
Kiernan Hodge
335 Garfield St.

From: [City of Ashland, Oregon](#)
To: [Scott Fleury](#); [Taina Glick](#)
Subject: Transportation Committee Contact Form Submitted
Date: Friday, November 03, 2023 2:50:01 PM

[EXTERNAL SENDER]

*** FORM FIELD DATA ***

Full Name: **Judy Kerr**

Subject: **Yield sign placement**

Message: **I live at the top of Starflower Lane. I watch bicyclists go through the passageway from N. Mountain Park onto Thimbleberry, turn right on Starflower and go down the street one block and turn left on Larkspur and go up the smaller hill to get over to Hersey Street. This is a common route to avoid the steep hill on North Mountain Park. The yield sign is currently at the intersection of Starflower and Larkspur; the cars on Starflower are expected to yield. This yield sign is no problem for someone driving a car who has brakes and an accelerator. It is a problem for bicyclists because they use the momentum of the downhill slope to make the turn and get up the following hill. If they stop and slow down, the hill becomes very steep. I would request that the yield sign be moved to slow the cars down on Larkspur instead of Starflower Lane. There are three little children (ages 8-10) who live on Larkspur Lane who ride their bikes to school every day, rain or shine, and I watch them come home and make that turn, and hope that there is no car coming up Larkspur because they are going very fast to make that hill. I (age 73) ride a trike and make the same decision that the children make, hoping that there is no car coming, so I can get up the hill. It is difficult to see the potential car and to judge its speed as it comes up Larkspur. Give it some consideration. I'm guessing 20 riders a day in good weather use this route Thanks, Judy**

Parking Reform Summary

August 9, 2023

Rules Implementing

OAR 660-012-0400 through 0450 (see also definitions in 0005 and deadlines and processes in 0012)

Who do the rules apply to, and when is action needed?

The parking reforms apply to the 48 Oregon cities in Oregon's eight metropolitan areas (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Portland Metro, Rogue Valley, Salem/Keizer), and counties in these areas with more than 5,000 people inside the urban growth boundary but outside city limits with urban sewer and water services (Clackamas, Marion, Washington).

Some of the rules have been directly effective since January 1, 2023; others since March 31, 2023. Some rules require local action by June 30, 2023, or an alternative date approved by the department.

Why reform costly parking mandates?

Parking mandates, also known as minimum parking requirements, are a one-size-fits-all approach that ends up hiding the costs of parking in other goods, from housing to business costs to wages. That means the costs of car ownership and use are subsidized, leading people to own more cars and drive more than they would if they were aware of the true costs. Providing 300 square-feet of parking lot for each car that wants a parking spot is a significant cost – in the thousands, and often tens of thousands, of dollars.

Because of the cookie-cutter approach of mandates, parking is often over-built, adding unnecessary costs, while pushing apart buildings and making areas less walkable. That means more driving, and more pollution.

A better approach, one that has been used by communities around the world for decades, is to let the free market provide parking where there is demand. Experience shows lenders usually require sufficient off-street parking, and developers will build it, especially when the on-street parking is properly managed.

How do cities and counties amend their codes to meet the requirements in the rules?

The cleanest path to meet rules requirements is to update local zoning and development codes to meet the requirements in OAR 660-012-0405 through 0415, and repeal all parking mandates. The provisions of 0425 through 0450 do not apply to communities without parking mandates.

Many of the requirements in 0405 through 0415 may already be in city code, as some of those provisions have been required by the Transportation Planning Rules for many years.

If a community prefers to keep some mandates, the provisions in 0425 through 0450 reduce the mandates and the negative impacts of remaining mandates.

Questions?

Evan Manvel

Climate Mitigation Planner

evan.manvel@dLCD.oregon.gov

971-375-5979

Parking A – Reform Near Transit; Certain Uses by December 31, 2022

Apply to development applications submitted after December 31, 2022 (amend code or directly apply these rules)

0430 Cannot mandate more than 1 space/unit for residential developments with more than 1 unit
No mandates for small units, affordable units, child care, facilities for people with disabilities, shelters

0440 No parking mandates allowed within ¼ mile of rail stations or ½ mile of frequent transit corridors

0410 Electric Vehicle Charging **due March 31, 2023*

- New private multi-family residential or mixed-use developments install conduit to serve 40% of units

Parking B – More Reform, Choose an Approach by June 30, 2023 or alternative date

0405 Parking Regulation Improvement

- Preferential placement of carpool/vanpool parking
- Allow redevelopment of any portion of a parking lot for bike or transit uses
- Allow and encourage redevelopment of underused parking
- Allow and facilitate shared parking
- New parking of more than ½ acre must install 40% tree canopy OR solar panels OR fee-in-lieu
- New parking of more than ½ acre must have trees along driveways (or 30% tree coverage)
- Pedestrian connections through large parking lots
- Parking maximums in appropriate locations (in existing TPR)

0415 Provisions Specific to More Populous Cities

- Cities >25,000 in metro or >100,000 outside set certain parking maximums in specified areas (additional provisions for 200,000+ population cities, i.e. Portland, are not listed here)

0420-0450 Three options for parking reform

Option 1 660-012-0420	Options 2 and 3 660-012-0425 through 0450	
Repeal parking mandates	Reduce parking burdens – reduced mandates based on shared parking, solar panels, EV charging, car sharing, parking space accessibility, on-street parking, garage parking. May not require garages/carports.	
	Climate-friendly area parking – remove mandates in and near climate-friendly areas or adopt parking management policies; unbundle parking for multifamily units	
	Cities pop. 100,000+ adopt on-street parking prices for 5% of on-street parking spaces by September 30, 2023 and 10% of spaces by September 30, 2025	
No additional action needed	Option 2 enact at least two of five policies	Option 3 all of the below
	1. Unbundle parking for residential units	No mandates for a variety of specific uses, small sites, vacant buildings, studios/one bedrooms, historic buildings, LEED or Oregon Reach Code developments, etc. No additional parking for changes in use, redevelopments, expansions of over 30%. No mandates within ½ mile of climate-friendly areas, Metro 2040 centers. Designate district to manage on-street residential parking, or unbundle parking multi-family.
	2. Unbundle leased commercial parking	
3. Flexible commute benefit for businesses with more than 50 employees		
4. Tax on parking lot revenue		
5. No more than ½ parking space/unit mandated for multifamily development		

ASHLAND PLANNING DIVISION

STAFF REPORT

November 14, 2023

PLANNING ACTION: PA-T3-2023-00006

APPLICANT: City of Ashland

ORDINANCE REFERENCES:

AMC 18.2.2	Base Zones and Allowed Uses
AMC 18.2.3	Special Use Standards
AMC 18.3.14	Transit Triangle Overlay
AMC 18.3.2	Croman Mill District
AMC 18.3.4	Normal Neighborhood District
AMC 18.3.5	North Mountain Neighborhood District
AMC 18.3.9	Performance Standards Option and PSO Overlay
AMC 18.4.2	Building Placement, Orientation, and Design
AMC 18.4.3	Parking, Access, and Circulation
AMC 18.4.4	Landscaping, Lighting, and Screening
AMC 18.4.6	Public Facilities
AMC 18.5.2	Site Design Review
AMC 18.5.3	Land Divisions and Property Line Adjustments
AMC 18.5.4	Conditional Use Permits
AMC 18.5.5	Variances
AMC 18.5.6	Modifications to Approved Planning Applications

REQUEST: The proposal involves amendments to the Ashland Land Use Ordinance to remove automobile parking mandates and amend parking standards set forth in the Ashland Municipal Code (AMC) in order to implement the requirements of the State of Oregon's Climate-Friendly & Equitable Communities (CFEC) rules. The proposal includes amendments to AMC 18.2.2, 18.2.3, 18.3.14, 18.3.2, 18.3.4, 18.3.5, 18.3.9, 18.4.2, 18.4.3 " 18.4.4, 18.4.6, 18.5.2, 18.5.3, 18.5.4, 18.5.5, AND 18.5.6.

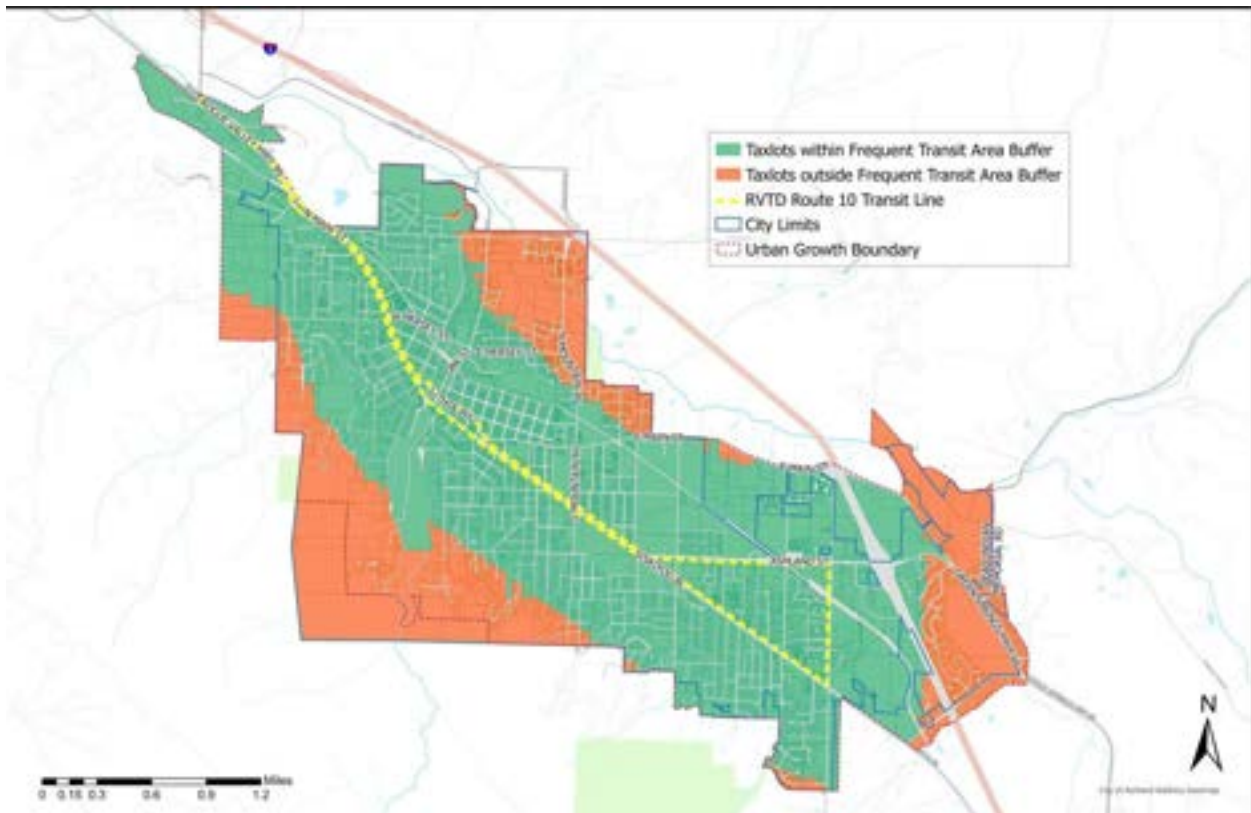
I. Ordinance Amendments

A. Project Background

The Climate-Friendly and Equitable Communities (CFEC) rules, adopted by the Land Conservation and Development Commission (LCDC) in July of 2022, included substantial changes to the ways that cities can regulate parking. With the first tier of these new rules,

which took effect January 1st, cities are no longer allowed to mandate off-street parking within ½-mile of frequent transit. In addition, cities can no longer mandate parking (on- or off-street) for small units (< 750 s.f.), affordable housing, single room occupancy housing, shelters, childcare facilities, or facilities for people with disabilities. Additionally, cities can no longer require more than one parking space per dwelling unit for residential developments with more than one dwelling unit. Assuming there would not be time between these new rules being adopted and taking effect on January 1, 2023, cities were directed to implement this first tier of new requirements directly from the states rules (*i.e. to ignore locally-adopted regulations which can no longer be applied under the new state rules*).

The map below illustrates the areas within ½-mile of frequent transit in Ashland in green where parking mandates were no longer allowed as of January 1, 2023. The yellow line is the Rogue Valley Transportation District’s Route 10 which follows North Main/East Main to Siskiyou Boulevard to Ashland Street to Tolman Creek Road and back to Siskiyou Boulevard. Route 10 stops at Ashland locations at roughly 20-minute intervals between 5:30 a.m. and 8:30 p.m.



Under this first tier of CFEC parking rules, 79.4 percent of tax lots within the city’s Urban Growth Boundary (UGB) and 69 percent of the land within the UGB are no longer subject to parking mandates. Much of the remaining land outside the ½-mile buffer is constrained from further development by existing development including the airport and golf course and by hillside lands, water resource protection zones and floodplain corridors.

A second tier of new rules requires that cities either eliminate all minimum parking requirements citywide (“**Option 1**”) or select from a menu of additional requirements. This

second tier of new rules was to have taken effect on June 30, 2023, however Ashland requested and received an extension from the state. As extended, Ashland must select one of the three options in the chart below and adopt the necessary code amendments by December 31, 2023.

Parking Mandate Reform

Effective date June 30, 2023 per OAR 660-012-0012(4)(f)

Option 1 OAR 660-012-0420	Options 2 and 3 OAR 660-012-0425 through 0450	
Repeal all parking mandates within the jurisdiction	Reduce parking burdens – adopt eight land use regulations related to reduced mandates based on factors such as shared parking, solar panels, parking space accessibility, on-street parking; unbundling of parking from rent for multifamily units near transit (OAR 660-012-0425)	
	Cities with populations 100,000+ adopt on-street parking prices equivalent to at least 50¢/day per spot for 5%/10% of total on-street parking supply by September 30, 2023/2025 (OAR 660-012-0450; effective dates per OAR 660-012-0012(4)(g))	
	<p>Parking Reform Approaches Choose ONE of the following (option 2 -or- option 3)</p> <p><i>Policies to take effect no later than June 30, 2023 (effective date per OAR 660-012-0012(4)(f))</i></p>	
no additional action needed	<p>Option 2 OAR 660-012-0445(1)(a) - Adopt at least 3 of 5 policies below</p>	<p>Option 3 OAR 660-012-0445(1)(b) - Adopt regulations minimizing or exempting required parking for 15 development types (summarized below)</p>
	<ol style="list-style-type: none"> 1. Unbundle parking for residential units 2. Unbundle leased commercial parking 3. Flexible commute benefit for businesses with more than 50 employees 4. Tax on parking lot revenue 5. No more than ⅓ space/unit mandated for multifamily development 	<p>No mandates for a variety of specific uses, small sites, vacant buildings, studio/one bedrooms, historic properties, LEED or Oregon Reach Code developments, etc.</p> <p>No additional parking for redevelopments/additions.</p> <p>Adopt parking maximums.</p> <p>No parking mandates within ½ mile walking distance of Climate-Friendly Areas.</p> <p>Designate district to manage on-street residential parking.</p>

Option 1 eliminates all parking mandates citywide. This is by far the simplest option and requires no additional action on the part of the city after the initial code amendments. A number of other cities have already selected Option 1 including Portland, Salem, Corvallis, Tigard, Bend, Albany and Central Point. Option 1 does not eliminate parking; it simply allows the number of parking spaces associated with any development to be market-driven rather than a mandate imposed and enforced by the city. Although under this option the City cannot mandate minimum parking requirements, a city can maintain or establish parking design standards and limits on the maximum number of parking spaces where parking is voluntarily provided.

Option 2 requires that, if the city opts to retain parking mandates in the roughly 30 percent of the city that is more than ½-mile from frequent transit, parking mandates be further reduced by adopting new land use regulations based on factors such as shared parking, solar panels, parking space accessibility and on street parking; that parking be unbundled from rent for multi-family units near transit; and that 3 of the 5 policies below be adopted as well:

1. Unbundle parking for all residential units.
2. Unbundle leased commercial parking.
3. Provide a flexible commute benefit for businesses with more than 50 employees.
4. Impose a tax on parking lot revenues.
5. Mandate no more than ½-space/unit for multi-family development.

Option 3 requires that, if the city opts to retain parking mandates in the roughly 30 percent of the city that is more than ½-mile from frequent transit, those mandates must be further reduced by adopting new land use regulations based on factors such as shared parking, solar panels, parking space accessibility and on street parking; that parking be unbundled from rent for multi-family units near transit; and that regulations be adopted to minimize or exempt parking requirements for 15 development types including no mandates for a variety of specific uses, small sites, vacant buildings, studio/one bedrooms, historic properties, LEED or Oregon Reach Code developments, etc.; no additional parking for redevelopments/additions; no parking mandates within ½-mile walking distance of Climate-Friendly Areas (CFAs); adopting parking maximums and designating a district to manage on-street residential parking.

B. Summary of Proposed Amendments

The code amendments provided are largely consistent with those reviewed by the Planning Commission at the September study session and the City Council in October, and are based on the city pursuing “Option 1”, eliminating all mandated parking city-wide.

Following the September 12th Planning Commission study session, and Council’s discussion on October 17th, staff has incorporated the requisite CFEC amendments in ordinance format and drafted additional amendments to the parking standards as follows:

- Added draft code language in AMC 18.4.2.010 to encourage redevelopment of existing off-street parking areas.
- Amended code language for on-street parking associated with Performance Standards Options subdivisions in AMC 18.3.9.060.
- Added draft code language that requires at least one ADA-accessible parking space be provided in those instances when no other parking is proposed (18.4.3.050). Where parking is proposed the State Building Code stipulates the requisite number of accessible spaces required.
- Added draft code language allowing an applicant to newly obtain a Conditional Use Permit to exceed the maximum number of parking space provided in the Parking Spaces by Use Table (18.4.3.030.B.2)

- Added new code language, and revised bicycle parking graphics, relating to cargo-bike dimensions and bike parking layouts (18.4.3.070.C.6)
- Incorporated requisite CFEC tree canopy coverage and maintenance requirements for parking lot trees (18.4.3.080.B.6)
- Removed code language which stipulated a 50’ separation between driveways on neighborhood streets for lots serving three or more units. Retains the requisite 24’ separation between driveways (18.4.3.080.C.3.c.i).
- Amended existing code language addressing width requirements for two-way vehicular circulation, and one-way vehicular circulation based on consistency with a prior variance approval (18.4.3.080.D.3).
- Amended existing code language relating to the maximum grade of flag drives to allow multiple sections, to exceed 15% grade, up to a maximum of 18%, to clarify intent based on consistency with a prior variance approval (18.5.3.060.F)

II. Procedural

Applications for Type III (i.e. Legislative) Plan Amendments and Zone Changes are described in the Ashland Land Use Ordinance section 18.5.9.020 as follows:

- B. Type III.** It may be necessary from time to time to make legislative amendments in order to conform with the Comprehensive Plan or to meet other changes in circumstances or conditions. The Type III procedure applies to the creation, revision, or large-scale implementation of public policy requiring City Council approval and enactment of an ordinance; this includes adoption of regulations, zone changes for large areas, zone changes requiring comprehensive plan amendment, comprehensive plan map or text amendment, annexations (see chapter 18.5.8 for annexation information), and urban growth boundary amendments. The following planning actions shall be subject to the Type III procedure.
1. Zone changes or amendments to the Zoning Map or other official maps, except where minor amendments or corrections may be processed through the Type II procedure pursuant to subsection 18.5.9.020.A, above.
 2. Comprehensive Plan changes, including text and map changes or changes to other official maps.
 3. Land Use Ordinance amendments.
 4. Urban Growth Boundary amendments.

In this instance, the State of Oregon’s adoption of Climate-Friendly & Equitable Communities (CFEC) rules require cities to amend their parking codes, which can be found to be a change in circumstances necessitating the amendments. The City has been implementing the State’s CFEC parking rules directly since January 1, 2023.

The CFEC rules required that cities adopt mandated changes no later than June 30, 2023 however the City of Ashland received an extension and must adopt the required code amendments no later than December 31, 2023.

III. Conclusions and Recommendations

Staff recommends that Option 1 be selected, and the draft ordinance attached proceeds on that basis. If the Planning Commission recommends approval of the attached ordinance, staff will prepare written findings for adoption at the November 28, 2023 meeting. The Planning Commission's recommendations will be forwarded to the City Council for consideration at a public hearing and First Reading of the draft Ordinance scheduled on December 5, 2023.

Attachments

- Draft Ordinance: *11142023 Parking ORD3229_Hearing_Draft*
- Public Comments Received

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DRAFT

ORDINANCE NO. 3229

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**AN ORDINANCE AMENDING THE ASHLAND LAND USE ORDINANCE TO REMOVE
AUTOMOBILE PARKING MANDATES AND AMEND PARKING STANDARDS SET
FORTH IN ASHLAND MUNICIPAL CODE SECTIONS 18.2.2, 18.2.3, 18.3.14, 18.3.2,
18.3.4, 18.3.5, 18.3.9, 18.4.2, 18.4.3, 18.4.4, 18.4.6, 18.5.2, 18.5.3, 18.5.4, 18.5.5, AND 18.5.6.**

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Annotated to show deletions and additions to the code sections being modified. Deletions are bold lined through and additions are in bold underline .

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

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

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

WHEREAS, the amendments are in compliance with OAR 660-012-0400, relating to implementation of the parking mandate reform requirements from the Climate Friendly and Equitable Communities (CFEC) rules adopted by the Land Conservation and Development Commission on July 21, 2022; and

WHEREAS, the CFEC rules require require cities with populations over 10,000 to reform parking standards, plan for mixed use “climate-friendly” areas where residents, workers, and

1 visitors can meet most of their daily needs by walking, bicycling or riding transit, and create
2 more equitable and accessible communities, especially for those traditionally underserved and
3 who experience discrimination; and
4

5 **WHEREAS**, the City of Ashland Planning Commission considered the above-referenced
6 recommended amendments to the Ashland Land Use Ordinance at a duly advertised public
7 hearings on **November 14, 2023**, and following deliberations, recommended [REDACTED] of the
8 amendments by a vote of [REDACTED]; and
9

10 **WHEREAS**, the City Council of the City of Ashland conducted duly advertised public hearings
11 on the above-referenced amendments **on December 5, 2023**.; and
12

13 **WHEREAS**, the City Council of the City of Ashland, following the close of the public hearing
14 and record, deliberated and conducted first and second readings approving adoption of the
15 Ordinance in accordance with Article 10 of the Ashland City Charter.; and
16

17 **WHEREAS**, the City Council of the City of Ashland has determined that in order to protect and
18 benefit the health, safety and welfare of existing and future residents of the City, it is necessary
19 to amend the Ashland Municipal Code and Land Use Ordinance in manner proposed, that an
20 adequate factual base exists for the amendments, the amendments are consistent with the
21 comprehensive plan and that such amendments are fully supported by the record of this
22 proceeding.
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1 THE PEOPLE OF THE CITY OF ASHLAND DO ORDAIN AS FOLLOWS:

2
3 **SECTION 1.** Ashland Municipal Code Title 18.4.2 Land Use is hereby amended as follows.

4
5 **18.4.2.010 Purpose**

6 **F. Encourage the redevelopment of any portion of existing off-street parking areas for**
7 **bicycle-oriented and transit-oriented facilities, including bicycle parking, bus stops and**
8 **pullouts, bus shelters, park and ride stations, transit-supportive plazas and similar**
9 **facilities, or the infill of buildings in existing parking areas adjacent to public sidewalks.**

10
11 **18.4.2.040.C Detailed Site Review Standards**

12 ~~**I.e. Infill or buildings, adjacent to public sidewalks, in existing parking lots is encouraged**~~
13 ~~**and desirable.**~~

14
15 **SECTION 2.** Ashland Municipal Code Title 18.4.3 Land Use is hereby amended as follows.

16 **18.4.3.010 Purpose**

17 **Where automobile parking is voluntarily provided, it must meet the requirements of**
18 Chapter 18.4.3 **which also** contains requirements for ~~automobile and~~ bicycle parking, ~~and~~
19 vehicular and pedestrian access, circulation, and connectivity. The purpose **of this chapter** is to
20 provide safe and effective access and circulation for pedestrians, bicyclists, and vehicles. For
21 transportation improvement requirements, refer to chapter 18.4.6 Public Facilities. **While off-**
22 **street parking is not required, access for emergency vehicles must be retained, and**
23 **adequate accessible parking spaces, loading areas, delivery areas, pick-up/drop-off areas**
24 **should be considered.**

25
26 **18.4.3.020 Applicability**

27 A. The requirements of this chapter apply to parking, access, and circulation facilities in all
28 zones, except those specifically exempted, whenever any building is erected or enlarged,
29 parking, access or circulation is expanded or reconfigured, or the use is changed.

1 ~~B. The City may require a study prepared by a qualified professional to determine offsets~~
2 ~~in parking demand, access, circulation, and other transportation impacts, pursuant to this~~
3 ~~section.~~

4 ~~C. All required parking, access, and circulation facilities shall be constructed when a use~~
5 ~~is intensified by the addition of floor space, seating capacity, or change in use, or when an~~
6 ~~existing building or dwelling is altered or enlarged by the addition or creation of dwelling~~
7 ~~units or guest rooms.~~

9 **BD. Exceptions and Variances.** Requests to depart from the requirements of this chapter are
10 subject to chapter 18.5.5 Variances, except that deviations from the standards in subsections
11 18.4.3.080.B.4 and 5, **18.4.3.080.B.5, 18.4.3.080.B.6,** and section 18.4.3.090 Pedestrian
12 Access and Circulation are subject to 18.5.2.050.E Exception to the Site Development and
13 Design Standards.

14 ~~E. Variance to Parking Standard for Commercial Buildings in the Historic District. In~~
15 ~~order to preserve existing structures within the Historic District overlay while permitting~~
16 ~~the redevelopment of property to its highest commercial use, the Staff Advisor, through a~~
17 ~~Type I procedure and pursuant to section 18.5.1.050, may grant a Variance to the parking~~
18 ~~standards of section 18.4.3.040 by up to 50 percent for commercial uses within the Historic~~
19 ~~District overlay. The intent of this provision is to provide as much off-street parking as~~
20 ~~practical while preserving existing structures and allowing them to develop to their full~~
21 ~~commercial potential. The City, through this ordinance provision, finds that reuse of the~~
22 ~~building stock within the Historic District overlay is an exceptional circumstance and an~~
23 ~~unusual hardship for the purposes of granting a variance.~~

24
25 **18.4.3.030 General Automobile Parking Requirements and Exceptions**

26 ~~A. Minimum Number of Off-Street Automobile Parking Spaces. Off-street parking shall~~
27 ~~be provided pursuant to one of the following three methods and shall include required~~
28 ~~Disabled Person Parking.~~

29 ~~1. Standard Ratios for Automobile Parking. The standards in Table 18.4.3.040.~~
30

1 ~~2. Unspecified Use. Where automobile parking requirements for any use are not~~
2 ~~specifically listed in Table 18.4.3.040, such requirements shall be determined by the~~
3 ~~Staff Advisor based upon the most comparable use specified in this section, and other~~
4 ~~available data.~~

5 ~~3. Parking Demand Analysis. The approval authority through a discretionary review~~
6 ~~may approve a parking standard that is different than the standards under subsections~~
7 ~~18.4.3.030.A.1 and 18.4.3.030.A.2, above, as follows:~~
8

9 ~~a. The applicant submits a parking demand analysis with supporting data~~
10 ~~prepared by a professional engineer, planner, architect, landscape architect, or~~
11 ~~other qualified professional;~~

12 ~~b. The parking analysis, at a minimum, shall assess the average parking demand~~
13 ~~and available supply for existing and proposed uses on the subject site;~~
14 ~~opportunities for shared parking with other uses in the vicinity; existing public~~
15 ~~parking in the vicinity; transportation options existing or planned near the site,~~
16 ~~such as frequent bus service, carpools, or private shuttles; and other relevant~~
17 ~~factors. The parking demand analysis option may be used in conjunction with, or~~
18 ~~independent of, the options provided under section 18.4.3.060, Parking~~
19 ~~Management Strategies.~~
20

21 ~~c. The review procedure shall be the same as for the main project application.~~

22 B. Maximum Number of Off-Street Automobile Parking Spaces. ~~The number of spaces~~
23 ~~provided by any particular use in ground surface lots shall not exceed the number of spaces~~
24 ~~required by this chapter by more than ten percent. Voluntarily provided off-street~~
25 ~~automobile parking spaces shall not exceed the maximum number of spaces listed in Table~~
26 ~~18.4.3.040 'Parking Spaces by Use'.~~
27

28 ~~1. Automobile S~~spaces provided on-street, or within the ~~building~~ footprint of structures,
29 such as in rooftop parking or under-structure parking, or in multi-level parking above or
30 below surface lots, shall not apply towards the maximum number of allowable spaces.

2. Construction of additional off-street parking spaces, in excess of the maximum parking spaces established by use, as specified in Table 18.4.3.040 ,requires approval of a Conditional Use Permit under chapter 18.5.4.

~~C. Commercial Downtown Zone. All uses within the C-1-D zone, except for hotel, motel, and hostel uses, are exempt from the off-street parking requirements of this section.~~

~~D. North Mountain Plan District. Within the Neighborhood Central zone of the North Mountain (NM) Neighborhood Plan district, all uses are exempt from the off-street parking requirements of this section, except that residential uses are required to provide a minimum of one parking space per residential unit. (Ord. 3167 § 11, amended, 12/18/2018)~~

18.4.3.040 Parking Ratios Vehicle and Bicycle Quantity Standards

Except as provided by section 18.4.3.030, the standard ratios required for ~~automobile~~ parking are as follows, **as are the maximum allowances for voluntarily provided off-street automobile spaces.** Fractional spaces shall be rounded up to the next whole number. See also accessible parking space requirements in section 18.4.3.050.

Table 18.4.3.040. ~~Parking Spaces by Use~~

Use Categories	Minimum Number of Parking Spaces per Land Use (Based on Gross Floor Area; fractional spaces are rounded up to next whole number.)
Residential Categories	See definition of dwelling types in section 18.6.1.030.
Single Family Dwellings	2 spaces for detached dwelling units and the following for attached dwelling units: a. Studio units or 1-bedroom units less than 500 sq. ft.— 1 space/unit. b. 1-bedroom units 500 sq. ft. or larger— 1.50 spaces/unit. c. 2-bedroom units— 1.75 spaces/unit.

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Use Categories	Minimum Number of Parking Spaces per Land Use (Based on Gross Floor Area; fractional spaces are rounded up to next whole number.)
	d. 3-bedroom or greater units — 2.00 spaces/unit.
Accessory Residential Unit	No additional parking spaces required. See definition of accessory residential unit in section <u>18.6.1.030</u>.
Duplex	a. 2 spaces per duplex meeting the standards in section <u>18.2.3.110</u>. See definition of duplex in section <u>18.6.1.030</u>. b. Use multifamily dwelling parking ratio for duplex not meeting the standards of section <u>18.2.3.110</u>. See definition of duplex in section <u>18.6.1.030</u>.
Multifamily Dwellings	a. Studio units or 1-bedroom units less than 500 sq. ft. — 1 space/unit. b. 1-bedroom units 500 sq. ft. or larger — 1.50 spaces/unit. c. 2-bedroom units — 1.75 spaces/unit. d. 3-bedroom or greater units — 2.00 spaces/unit. e. Retirement complexes for seniors 55 years or greater — 1 space per unit. f. Transit Triangle (TT) overlay option developments, see chapter <u>18.3.14</u>.

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Use Categories	Minimum Number of Parking Spaces per Land Use (Based on Gross Floor Area; fractional spaces are rounded up to next whole number.)
Cottage Housing	<p>a. Units less than 800 sq. ft.— 1 space/unit.</p> <p>b. Units greater than 800 sq. ft. and less than 1,000 sq. ft.— 1.5 spaces/unit.</p> <p>c. Units greater than 1,000 sq. ft.— 2.00 spaces/unit.</p> <p>d. Retirement complexes for seniors 55 years or greater— 1 space per unit.</p>
Manufactured Housing	<p>Parking for a manufactured home on a single-family lot is same as a single-family dwelling; for manufactured housing developments, see sections <u>18.2.3.170</u> and <u>18.2.3.180</u>.</p>
Performance Standards Developments	<p>See chapter <u>18.3.9</u>.</p>
Commercial Categories	
Auto, boat or trailer sales, retail nurseries and other outdoor retail uses	<p>1 space per 1,000 sq. ft. of the first 10,000 sq. ft. of gross land area; plus 1 space per 5,000 sq. ft. for the excess over 10,000 sq. ft. of gross land area; and 1 space per 2 employees.</p>
Bowling Alleys	<p>3 spaces per alley, plus 1 space for auxiliary activities set forth in this section.</p>
Chapels and Mortuaries	<p>1 space per 4 fixed seats in the main chapel.</p>
Hotels	<p>1 space per guest room, plus 1 space for the owner or manager; see also, requirements for associated uses, such as restaurants, entertainment uses, drinking establishments, assembly facilities.</p>

Use Categories	Minimum Number of Parking Spaces per Land Use (Based on Gross Floor Area; fractional spaces are rounded up to next whole number.)
Offices	General Office: 1 space per 500 sq. ft. floor area.
	Medical/Dental Office: 1 space per 350 sq. ft. floor area.
Restaurants, Bars, Ice Cream Parlors, Similar Uses	1 space per 4 seats or 1 space per 100 sq. ft. of gross floor area, whichever is less.
Retail Sales and Services	General: 1 space per 350 sq. ft. floor area.
	Furniture and Appliances: 1 space per 750 sq. ft. floor area.
Skating Rinks	1 space per 350 sq. ft. of gross floor area.
Theaters, Auditoriums, Stadiums, Gymnasiums and Similar Uses	1 space per 4 seats.
Travelers' Accommodations	1 space per guest room, plus 2 spaces for the owner or manager.
Industrial Categories	
Industrial, Manufacturing and Production, Warehousing and Freight	1 space per 1,000 sq. ft. of gross floor area, or 1 space for each 2 employees, whichever is less, plus 1 space per company vehicle.
Institutional and Public Categories	
Aircraft Hangar — Ashland Municipal Airport	1 space per hangar or 1 space per 4 aircraft occupying a hangar, whichever is greater. Parking spaces shall be provided within the hangar or within designated vehicle parking areas identified in the adopted Ashland Municipal Airport Master

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Use Categories	Minimum Number of Parking Spaces per Land Use (Based on Gross Floor Area; fractional spaces are rounded up to next whole number.)
	Plan.
Clubs, Fraternity and Sorority Houses; Rooming and Boarding Houses; Dormitories	2 spaces for each 3 guest rooms; in dormitories, 100 sq. ft. shall be equivalent to a guest room.
Daycare	1 space per 2 employees; a minimum of 2 spaces is required.
Golf Courses	Regular: 8 spaces per hole, plus additional spaces for auxiliary uses.
	Miniature: 4 spaces per hole.
Hospital	2 spaces per patient bed.
Nursing and Convalescent Homes	1 space per 3 patient beds.
Public Assembly	1 space per 4 seats.
Religious Institutions and Houses of Worship	1 space per 4 seats.
Rest Homes, Homes for the Aged, or Assisted Living	1 space per 2 patient beds or 1 space per apartment unit.
Schools	Elementary and Junior High: 1.5 spaces per classroom, or 1 space per 75 sq. ft. of public assembly area, whichever is greater.
	High Schools: 1.5 spaces per classroom, plus 1 space per 10 students the school is designed to accommodate; or the requirements for public assembly area, whichever is greater.

<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>Use Categories</p>	<p>Minimum Number of Parking Spaces per Land Use</p> <p>(Based on Gross Floor Area; fractional spaces are rounded up to next whole number.)</p>
	<p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>Colleges, Universities and Trade Schools: 1.5 spaces per classroom, plus 1 space per 5 students the school is designed to accommodate, plus requirements for on-campus student housing.</p>
<p>10</p> <p>Other Categories</p>	
<p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>Temporary Uses</p>	<p>Parking standards for temporary uses are the same as for primary uses, except that the City decision-making body may reduce or waive certain development and design standards for temporary uses.</p>

17 **Table 18.4.3.040. Automobile and Bike Parking Spaces by Use**

<p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p><u>Use Categories</u></p>	<p>24</p> <p>25</p> <p>26</p> <p>27</p> <p>28</p> <p><u>Maximum Number of Voluntarily-Provided Off-Street Automobile Parking Spaces</u></p> <p>(fractional spaces shall be rounded up to next whole number)</p>	<p>29</p> <p>30</p> <p><u>Minimum Number of Bike Parking Spaces per Land Use</u></p> <p>(fractional spaces shall be rounded up to next whole number)</p>
<p>24</p> <p>25</p> <p><u>Residential Categories</u></p>	<p>See definition of dwelling types in section 18.6.1.030.</p>	
<p>26</p> <p>27</p> <p>28</p> <p><u>Single-Family Dwellings, Accessory Residential Units and Duplexes</u></p>	<p><u>No maximum.</u></p>	<p><u>No bike parking requirements.</u></p>
<p>29</p> <p>30</p> <p><u>Multifamily Dwellings</u></p>	<p><u>A maximum of 2 spaces per multifamily dwelling unit.</u></p>	<p><u>a. Dwellings with an individual garage are not required to provide bike</u></p>

<u>Use Categories</u>	<u>Maximum Number of Voluntarily-Provided Off-Street Automobile Parking Spaces</u> <u>(fractional spaces shall be rounded up to next whole number)</u>	<u>Minimum Number of Bike Parking Spaces per Land Use</u> <u>(fractional spaces shall be rounded up to next whole number)</u>
		<u>parking.</u> <u>b. 1 sheltered space per studio/1 bedroom</u> <u>c. 1.5 sheltered spaces per 2 bedrooms</u> <u>d. 2 sheltered spaces per 3 bedrooms</u> <u>e. Senior housing. 1 sheltered space per 8 dwelling units</u>
<u>Cottage Housing</u>	<u>A maximum of 1.5 spaces per cottage.</u>	<u>1 sheltered space per cottage.</u>
<u>Manufactured Housing</u>	<u>A maximum of 2 spaces.</u>	<u>2 sheltered spaces per manufactured dwelling without a garage.</u>
<u>Performance Standards Developments</u>	<u>See chapter 18.3.9.</u>	
<u>Commercial Categories</u>		
<u>Auto, boat or trailer sales, retail nurseries and other outdoor retail uses</u>	<u>A maximum of 1 space per 1,000 sq. ft. of the first 10,000 sq. ft. of gross land area; plus 1 space per 5,000 sq. ft. for the excess over 10,000 sq. ft. of gross land area; and a</u>	<u>1 per 5,000 sq. ft. of sales area</u>

<u>Use Categories</u>	<u>Maximum Number of Voluntarily-Provided Off-Street Automobile Parking Spaces</u> <u>(fractional spaces shall be rounded up to next whole number)</u>	<u>Minimum Number of Bike Parking Spaces per Land Use</u> <u>(fractional spaces shall be rounded up to next whole number)</u>
	<u>maximum of 1 space per 2 employees.</u>	
<u>Bowling Alleys</u>	<u>A maximum of 3 spaces per alley, plus additional spaces for auxiliary uses.</u>	<u>1 per 2 per alleys</u>
<u>Chapels and Mortuaries</u>	<u>A maximum of 1 space per 4 fixed seats in the main chapel.</u>	<u>1 per 20 seats</u>
<u>Hotels</u>	<u>A maximum of 1 space per guest room, plus 1 space for the owner or manager; see also, requirements for associated uses, such as restaurants, entertainment uses, drinking establishments, assembly facilities.</u>	<u>1 per 5 guest rooms</u>
<u>Offices</u>	<u>General Office: A maximum of 1 space per 500 sq. ft. floor area.</u>	<u>1 per 2,500 sq. ft. office</u>
	<u>Medical/Dental Office: A maximum of 1 space per 350 sq. ft. floor area.</u>	<u>1 per 1,750 sq. ft. office</u>
<u>Restaurants, Bars, Ice Cream Parlors, Similar Uses</u>	<u>A maximum of 1 space per 4 seats or 1 space per 100 sq. ft. of gross floor area, whichever is more</u>	<u>1 per 20 seats or 1 per 500 sq. ft. of gross floor area, whichever is less.</u>

<u>Use Categories</u>	<u>Maximum Number of Voluntarily-Provided Off-Street Automobile Parking Spaces</u> <u>(fractional spaces shall be rounded up to next whole number)</u>	<u>Minimum Number of Bike Parking Spaces per Land Use</u> <u>(fractional spaces shall be rounded up to next whole number)</u>
<u>Retail Sales and Services</u>	<u>General: A maximum of 1 space per 350 sq. ft. floor area.</u>	<u>1 per 1,000 sq. ft. floor area</u>
	<u>Furniture and Appliances: A maximum of 1 space per 750 sq. ft. floor area.</u>	<u>1 per 2,500 sq. ft. floor area</u>
<u>Skating Rinks</u>	<u>A maximum of 1 space per 350 sq. ft. of gross floor area.</u>	<u>1 per 1,000 sq. ft. floor area</u>
<u>Theaters, Auditoriums, Stadiums, Gymnasiums and Similar Uses</u>	<u>A maximum of 1 space per 4 seats.</u>	<u>1 per 10 seats</u>
<u>Travelers' Accommodations</u>	<u>A maximum of 1 space per guest room, plus 2 spaces for the owner or manager.</u>	<u>1 per 10 guest rooms</u>
<u>Industrial Categories</u>		
<u>Industrial, Manufacturing and Production, Warehousing and Freight</u>	<u>A maximum of 1 space per 1,000 sq. ft. of gross floor area, or 1 space for each 2 employees, whichever is more, plus 1 space per company vehicle.</u>	<u>1 per 5,000 sq. ft. floor area</u>
<u>Institutional and Public Categories</u>		
<u>Aircraft Hangar – Ashland Municipal Airport</u>	<u>Parking spaces shall be provided within the hangar or within designated vehicle</u>	<u>Parking spaces shall be provided within the hangar or within designated vehicle</u>

<u>Use Categories</u>	<u>Maximum Number of Voluntarily-Provided Off-Street Automobile Parking Spaces</u> <u>(fractional spaces shall be rounded up to next whole number)</u>	<u>Minimum Number of Bike Parking Spaces per Land Use</u> <u>(fractional spaces shall be rounded up to next whole number)</u>
	<u>parking areas identified in the adopted Ashland Municipal Airport Master Plan.</u>	<u>parking areas identified in the adopted Ashland Municipal Airport Master Plan.</u>
<u>Clubs, Fraternity and Sorority Houses; Rooming and Boarding Houses; Dormitories</u>	<u>A maximum of 2 spaces for each 3 guest rooms; in dormitories, 100 sq. ft. shall be equivalent to a guest room.</u>	<u>1 per 5 guest rooms</u>
<u>Child Care Facilities</u>	<u>A maximum of 1 space per 2 employees, plus 1 space per 10 children the facility is designed to accommodate.</u>	<u>Home: None</u> <u>Commercial: 1 per classroom</u>
<u>Golf Courses</u>	<u>Regular: A maximum of 8 spaces per hole, plus additional spaces for auxiliary uses.</u>	<u>0.5 per hole</u>
	<u>Miniature: A maximum of 4 spaces per hole.</u>	<u>1 per hole</u>
<u>Hospital</u>	<u>A maximum of 2 spaces per patient bed.</u>	<u>1 per 2,000 sq. ft.</u>
<u>Nursing and Convalescent Homes</u>	<u>A maximum of 1 space per 3 patient beds.</u>	<u>1 per 5 employees</u>
<u>Public Assembly</u>	<u>A maximum of 1 space per 4 seats.</u>	<u>1 per 20 seats</u>
<u>Religious Institutions and</u>	<u>A maximum of 1 space per 4</u>	<u>1 per 20 seats in main</u>

<p><u>Use Categories</u></p>	<p><u>Maximum Number of Voluntarily-Provided Off-Street Automobile Parking Spaces</u> (fractional spaces shall be rounded up to next whole number)</p>	<p><u>Minimum Number of Bike Parking Spaces per Land Use</u> (fractional spaces shall be rounded up to next whole number)</p>
<p><u>Houses of Worship</u></p>	<p><u>seats.</u></p>	<p><u>assembly area</u></p>
<p><u>Rest Homes, Homes for the Aged, or Assisted Living</u></p>	<p><u>A maximum of 1 space per 2 patient beds or 1 space per apartment unit.</u></p>	<p><u>1 per 5 employees</u></p>
<p><u>Schools</u></p>	<p><u>Elementary and Junior High: A maximum of 1.5 spaces per classroom, or 1 space per 75 sq. ft. of public assembly area, whichever is greater.</u></p>	<p><u>Preschool: 1 per classroom</u> <u>Elementary and Junior High: 6 per classroom</u></p>
	<p><u>High Schools: A maximum of 1.5 spaces per classroom, plus 1 space per 10 students the school is designed to accommodate; or the requirements for public assembly area, whichever is greater.</u></p>	<p><u>High school: 6 per classroom</u></p>
	<p><u>Colleges, Universities and Trade Schools: A maximum of 1.5 spaces per classroom, plus 1 space per 5 students the school is designed to accommodate, plus requirements for on-campus student housing.</u></p>	<p><u>1 per 3 students/staff</u></p>

<u>Use Categories</u>	<u>Maximum Number of Voluntarily-Provided Off-Street Automobile Parking Spaces</u> <u>(fractional spaces shall be rounded up to next whole number)</u>	<u>Minimum Number of Bike Parking Spaces per Land Use</u> <u>(fractional spaces shall be rounded up to next whole number)</u>
<u>Other Categories</u>		
<u>Temporary Uses</u>	<u>Parking standards for temporary uses are the same as for primary uses, except that the City decision-making body may reduce or waive certain development and design standards for temporary uses.</u>	<u>Bike parking standards will be determined the same as primary uses, except that the City decision-making body may reduce or waive certain development and design standards for temporary uses.</u>
<u>Transit Station</u>	<u>Automobile parking maximums are determined through the discretion of the City decision-making body.</u>	<u>4 per 10 automobile parking spaces</u>
<u>Park and Ride</u>	<u>Automobile parking maximums are determined through the discretion of the City decision-making body.</u>	<u>4 per 10 automobile parking spaces</u>

(Ord 3229, amended 12/19/2023; Ord. 3199 § 21, amended, 06/15/2021; Ord. 3191 § 23, amended, 11/17/2020; Ord. 3167 § 12, amended, 12/18/2018; Ord. 3155 § 9, amended, 07/17/2018; Ord. 3147 § 7, amended, 11/21/2017)

18.4.3.050 Accessible Parking Spaces

Where off-street vehicle parking is voluntarily provided, it must include the required number of accessible vehicle parking spaces as specified by the state building code and federal standards. Such parking spaces must be sized, signed, and marked as required by

1 **these regulations and in compliance with ORS 447. In cases where no parking spaces are**
2 **voluntarily proposed for commercial, industrial, public use, mixed-use, and multifamily**
3 **developments with three or more units, it is mandatory to provide at least one accessible**
4 **parking space.** Accessible parking shall be provided consistent with the requirements of the
5 building code, including but not limited to the minimum number of spaces for automobiles, van-
6 accessible spaces, location of spaces relative to building entrances, accessible routes between
7 parking areas and building entrances, identification signs, lighting, and other design and
8 construction requirements. Accessible parking shall be included and identified on the planning
9 application submittals.

10 **18.4.3.060** ~~————~~ **Parking Management Strategies**

11 ~~Except for detached single family dwellings and duplexes, the off-street parking spaces~~
12 ~~may be reduced through the application of the following credits. The total maximum~~
13 ~~reduction in off-street parking spaces is 50 percent, except as allowed for off-site shared~~
14 ~~parking credits in subsection 18.4.3.060.E, below. The approval authority shall have the~~
15 ~~discretion to adjust the proposed off-street parking reduction based upon site specific~~
16 ~~evidence and testimony, and may require a parking analysis prepared by a qualified~~
17 ~~professional. See subsection 18.4.3.030.A.3 for parking analysis requirements.~~

18
19 ~~A. On-Street Parking Credit. Credit for on-street parking spaces may reduce the required~~
20 ~~off-street parking spaces up to 50 percent, as follows.~~

- 21 ~~1. Credit. One off-street parking space credit for one on-street parking space meeting~~
22 ~~the standards of subsections 2-4, below. See Figure 18.4.3.060.A.1.~~

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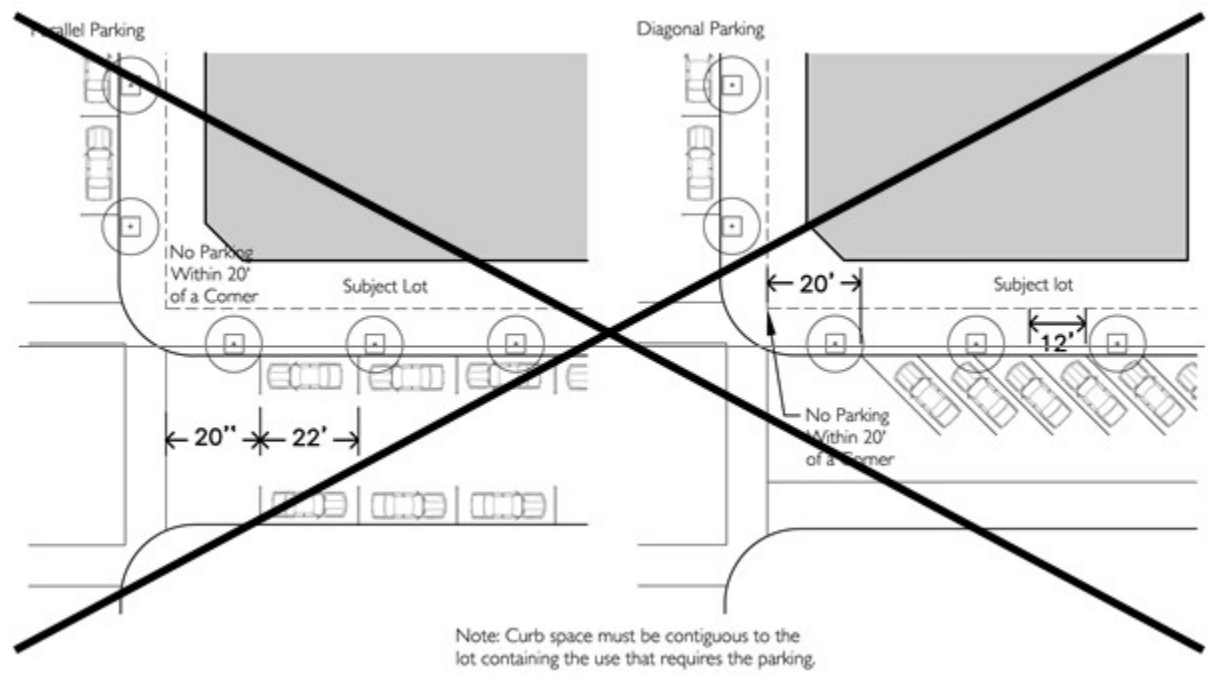


Figure 18.4.3.060.A.1. On-Street Parking Credit

2. Dimensions. On-street parking shall follow the established configuration of existing on-street parking, except that 45-degree diagonal parking may be allowed with the approval of the Public Works Director, taking into account traffic flows and street design, with the parking spaces designed in accord with the standards on file with the Public Works Department.

- a. Parallel parking, each 22 feet of uninterrupted curb.**
- b. 45-degree diagonal, each 12 feet of uninterrupted curb.**

3. Location.

- a. Curb space must be contiguous to the lot containing the use that requires the parking.**
- b. Parking spaces may not be counted that are within 20 feet measured along the curb of any corner or intersection of an alley or street, nor any other parking configuration that violates any law or standard of the City or State.**

1 ~~e. Parking spaces located on arterials and collectors may only receive credit if the~~
2 ~~arterial or collector is greater in width than the minimums established by the street~~
3 ~~standards in section 18.4.6.040.~~

4 ~~d. Parking spaces may not be counted that are within 200 feet of a C-1-D or SOU~~
5 ~~zone.~~

6
7 ~~e. Parking spaces may not be counted that are required as on-street parking in~~
8 ~~accordance with section 18.3.9.060 in a development under the Performance~~
9 ~~Standards Option.~~

10 ~~4. Availability. On-street parking spaces credited for a specific use shall not be used~~
11 ~~exclusively by that use, but shall be available for general public use at all times. No~~
12 ~~signage or actions limiting general public use of on-street spaces shall be permitted.~~

13
14 ~~B. Alternative Vehicle Parking. Alternative vehicle parking facilities may reduce the~~
15 ~~required off-street parking spaces up to 25 percent, as follows:~~

16 ~~1. Motorcycle or scooter parking. One off-street parking space credit for four~~
17 ~~motorcycle or scooter parking spaces.~~

18
19 ~~2. Bicycle parking. One off-street parking space credit for five additional, non-~~
20 ~~required bicycle parking spaces.~~

21
22 ~~3. Microcar parking. One off-street parking space credit for two microcar parking~~
23 ~~spaces. Microcar spaces shall be designed so that one full-size automobile can use two~~
24 ~~microcar spaces, and the microcar spaces shall not be limited in use by hours or type of~~
25 ~~vehicle through signage or other legal instrument.~~

26 ~~C. Mixed Uses. In the event that several users occupy a single structure or parcel of land,~~
27 ~~the total requirements for off-street automobile parking shall be the sum of the~~
28 ~~requirements for the several uses computed separately unless it can be shown that the peak~~
29 ~~parking demands are offset, in which case the mixed-use credit may reduce the off-street~~
30 ~~parking requirement by a percentage equal to the reduced parking demand. A mixed-use~~
~~parking credit may reduce the required off-street parking spaces up to 50 percent.~~

1 ~~D. Joint Use of Facilities. Required parking facilities of two or more uses, structures, or~~
2 ~~parcels of land may be satisfied by the same parking facilities used jointly, to the extent~~
3 ~~that it can be shown by the owners or operators that the need for the facilities does not~~
4 ~~materially overlap (e.g., uses primarily of a daytime vs. nighttime nature) and provided~~
5 ~~that such right of joint use is evidenced by a deed, lease, contract, or similar written~~
6 ~~instrument establishing such joint use. Jointly used parking facilities may reduce the~~
7 ~~required off-street parking spaces up to 50 percent.~~

8 ~~E. Off-Site Shared Parking. One off-street parking space credit for every one parking~~
9 ~~space constructed in designated off-site shared parking areas, or through payment of in-~~
10 ~~lieu-of parking fees for a common parking. Off-site shared parking facilities may reduce~~
11 ~~the required off-street parking spaces up to 100 percent.~~

12 ~~F. TDM Plan Credit. Through implementation of an individual Transportation Demand~~
13 ~~Management (TDM) plan that demonstrates a reduction of long-term parking demand by a~~
14 ~~percentage equal to the credit requested. A TDM plan may reduce the required off-street~~
15 ~~parking spaces up to 50 percent.~~

16 ~~G. Transit Facilities Credit. Sites where at least 20 spaces are required and where at least~~
17 ~~one lot line abuts a street with transit service may substitute transit-supportive plazas as~~
18 ~~follows. A Transit Facilities Credit may reduce the required off-street parking spaces up to~~
19 ~~50 percent.~~

20 ~~1. Pedestrian and transit supportive plazas may be substituted for up to ten percent of~~
21 ~~the required parking spaces on site.~~

22 ~~2. A street with transit service shall have a minimum of 30-minute peak period transit~~
23 ~~service frequency.~~

24 ~~3. Existing parking areas may be converted to take advantage of these provisions.~~

25 ~~4. The plaza must be adjacent to and visible from the transit street. If there is a bus~~
26 ~~stop along the site's frontage, the plaza must be adjacent to the bus stop.~~

1 ~~5. The plaza must be at least 300 square feet in area and be shaped so that a ten-foot~~
2 ~~by ten-foot (10 feet X 10 feet) square will fit entirely in the plaza.~~

3
4 ~~6. The plaza must include all of the following elements:~~

5 ~~a. A plaza that is open to the public. The owner must record a public access~~
6 ~~easement that allows public access to the plaza.~~

7
8 ~~b. A bench or other sitting area with at least five linear feet of seating.~~

9 ~~c. A shelter or other weather protection. The shelter must cover at least 20 square~~
10 ~~feet and the plaza must be landscaped. This landscaping is in addition to any other~~
11 ~~landscaping or screening required for parking areas by this ordinance. (Ord. 3199~~
12 ~~§ 22, amended, 06/15/2021; Ord. 3167 § 13, amended, 12/18/2018; Ord. 3155 § 10,~~
13 ~~amended, 07/17/2018)~~

14 **18.4.3.070 Bicycle Parking Standards**

15 **A. Applicability and Minimum Requirement.** All uses, with the exception of ~~residential~~
16 ~~units single family residences, accessory residential units and duplexes with a garage~~ and
17 uses in the C-1-D zone, are required to provide a ~~the~~ **minimum of two sheltered** bike parking
18 spaces **required in Table 18.4.3.030.** ~~pursuant to this section.~~ The required bicycle parking
19 shall be constructed when an existing residential building or dwelling is altered or enlarged by
20 the addition or creation of dwelling units, or when a non-residential use is intensified by the
21 addition of floor space, seating capacity, or change in use.

22
23 **B. Calculation.** ~~Fractional spaces shall be rounded up to the next whole space.~~

24 **C. Bicycle Parking for Residential Uses.** ~~Every residential use of two or more dwelling~~
25 ~~units per structure and not containing a garage for each dwelling shall provide bicycle~~
26 ~~parking spaces as follows.~~

27
28 ~~1. Multi-Family Residential. One sheltered space per studio unit or one-bedroom unit;~~
29 ~~1.5 sheltered spaces per two-bedroom unit; and two sheltered spaces per three-~~
30 ~~bedroom unit.~~

1 2. ~~Senior Housing. One sheltered space per eight dwelling units where 80 percent of~~
2 ~~the occupants are 55 or older.~~

3 ~~D. Bicycle Parking for Non-Residential Uses. Uses required to provide off street parking,~~
4 ~~except as specifically noted, shall provide two spaces per primary use, or one bicycle~~
5 ~~parking space for every five required automobile parking spaces, whichever is greater.~~
6 ~~Fifty percent of the bicycle parking spaces required shall be sheltered from the weather.~~
7 ~~All spaces shall be located in proximity to the uses they are intended to serve.~~

8
9 ~~E. Bicycle Parking for Parking Lots and Structures. All public parking lots and structures~~
10 ~~shall provide two spaces per primary use, or one bicycle parking space for every five~~
11 ~~automobile parking spaces, of which 50 percent shall be sheltered.~~

12 ~~F. Primary and Secondary Schools. Elementary, Junior High, Middle, and High Schools~~
13 ~~shall provide one sheltered bicycle parking space for every five students.~~

14
15 ~~G. Colleges, Universities, and Trade Schools. Colleges, universities, and trade schools shall~~
16 ~~provide one bicycle parking space for every five required automobile parking spaces, of~~
17 ~~which 50 percent shall be sheltered.~~

18 ~~H. No Fee for Use. No bicycle parking spaces required by this standard shall be rented or~~
19 ~~leased, however, a refundable deposit fee may be charged. This does not preclude a bike~~
20 ~~parking rental business.~~

21
22 **I.C. Bicycle Parking Design Standards.**

23 1. Bicycle parking shall be located so that it is visible to and conveniently accessed by
24 cyclists, and promotes security from theft and damage.

25
26 2. Bicycle parking requirements, pursuant to this section, can be met in any of the
27 following ways.

28 a. Providing bicycle racks or lockers outside the main building, underneath an
29 awning or marquee, or in an accessory parking structure.

30 b. Providing a bicycle storage room, bicycle lockers, or racks inside the building.

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c. Providing bicycle racks on the public right of way, subject to review and approval by the Staff Advisor.

3. All required exterior bicycle parking shall be located on-site and within 50 feet of a regularly used building entrance and not farther from the entrance than the closest motor vehicle parking space. Bicycle parking shall have direct access to both the public right-of-way and to the main entrance of the principal use. For facilities with multiple buildings, building entrances or parking lots (such as a college), exterior bicycle parking shall be located in areas of greatest use and convenience for bicyclists.

4. Required bicycle parking spaces located out of doors shall be visible enough to provide security. Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated, well-lit, and visible from adjacent walkways or motor vehicle parking lots during all hours of use. ~~Bicycle parking shall be at least as well lit as automobile parking.~~

5. Paving and Surfacing. Outdoor bicycle parking facilities shall be surfaced in the same manner as the automobile parking area or with a minimum of two inch thickness of hard surfacing (i.e., asphalt, concrete, pavers, or similar material) and shall be relatively level. This surface will be maintained in a smooth, durable, and well-drained condition

6. Bicycle parking located outside the building shall provide and maintain an aisle for bicycle maneuvering between each row of bicycle parking. Bicycle parking including rack installations shall conform to the minimum clearance standards as illustrated in Figure ~~18.4.3.070.I.6.~~ 18.4.3.070.C.6

a. Bicycle parking must be installed in a manner to allow space for the bicycle to be maneuvered to a position where it may be secured without conflicts from other parked bicycles, walls, or other obstructions.

b. Bicycle parking should include sufficient bicycle parking spaces to accommodate large bicycles, including family and cargo bicycles.

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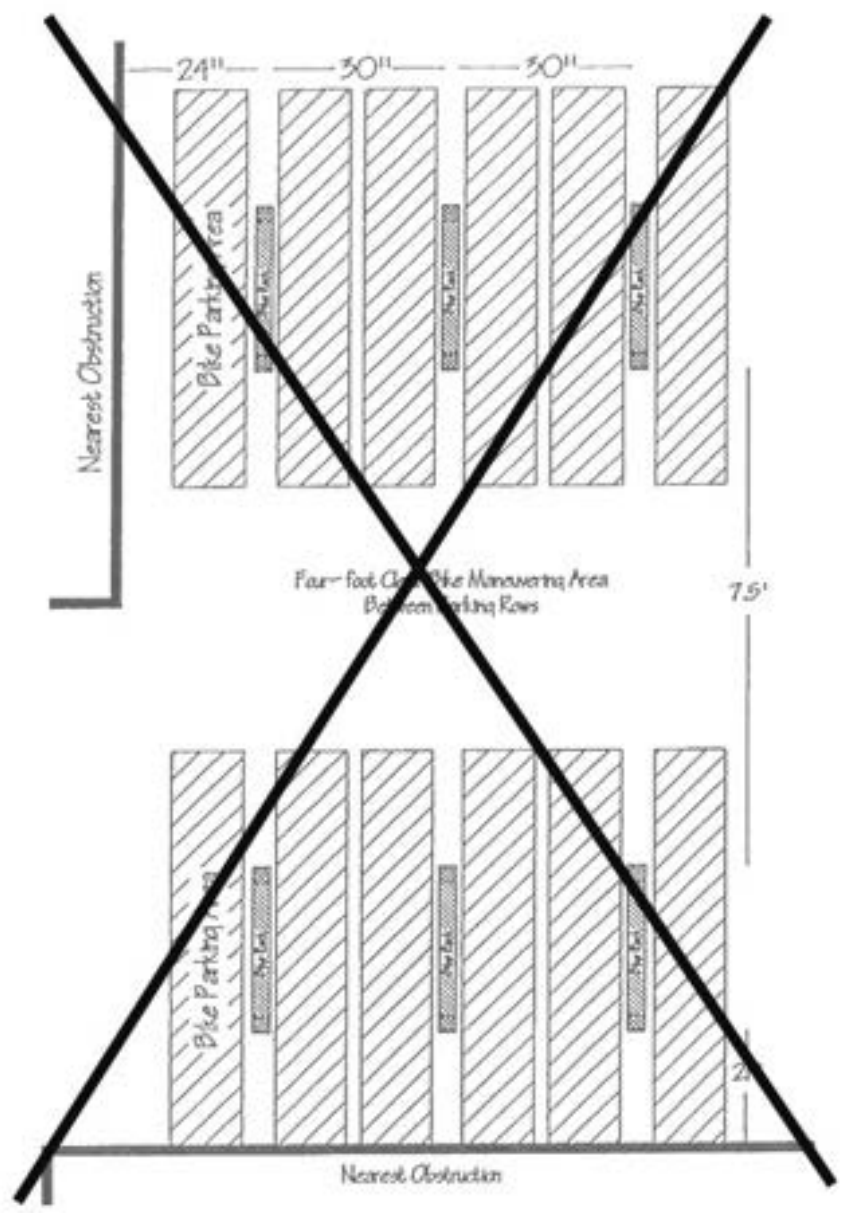


Figure 18.4.3.070.I.6.

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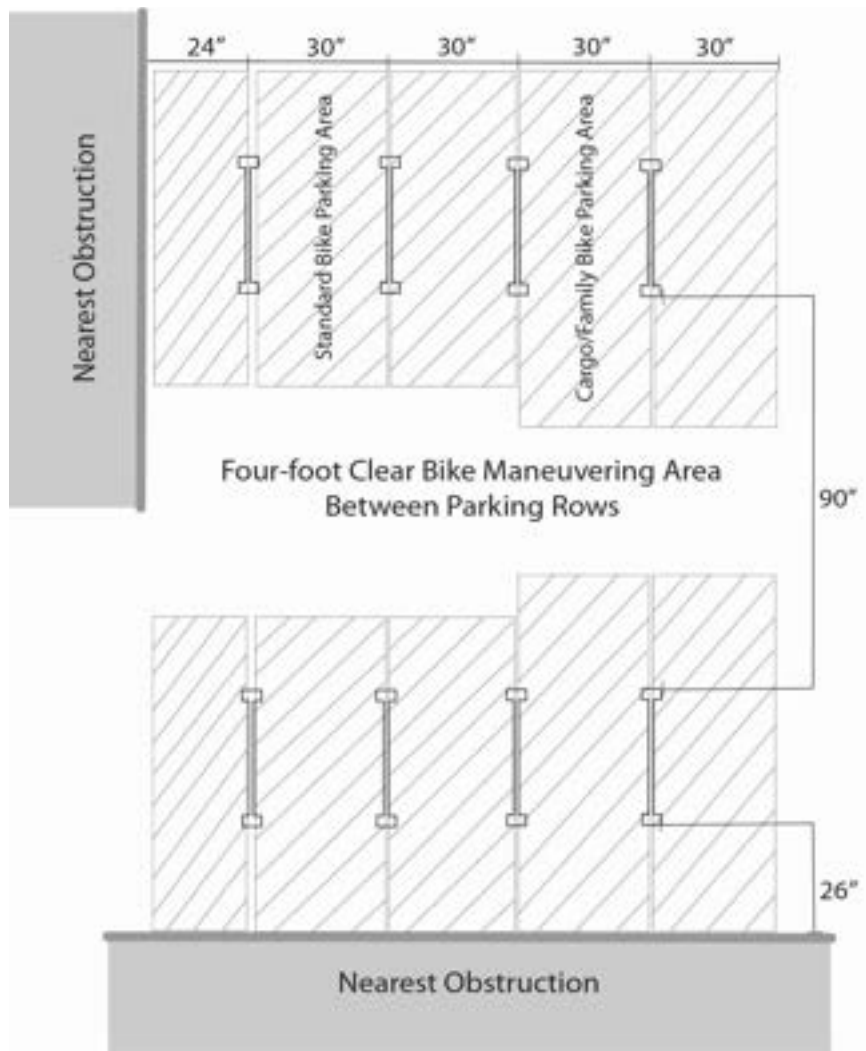


Figure 18.4.3.070.C.6 Bike Parking Layout

7. A bicycle parking space located inside of a building for employee bike parking shall be a minimum of six feet long by three feet wide by four feet high.
8. Each required bicycle parking space shall be accessible without moving another bicycle.
9. Areas set aside for required bicycle parking shall be clearly marked and reserved for bicycle parking only.
10. Sheltered parking shall mean protected from all precipitation and must include the minimum protection coverages as illustrated in Figure ~~18.4.3.070.I.10~~ **18.4.3.070.C.10.a**

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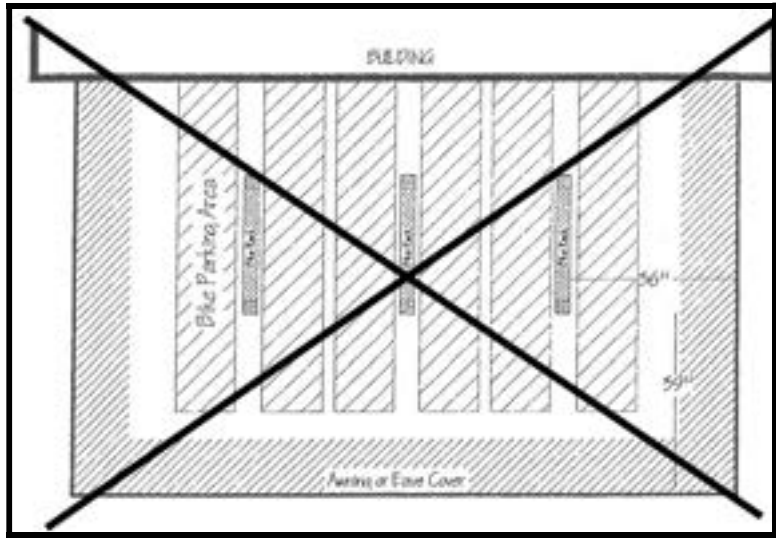
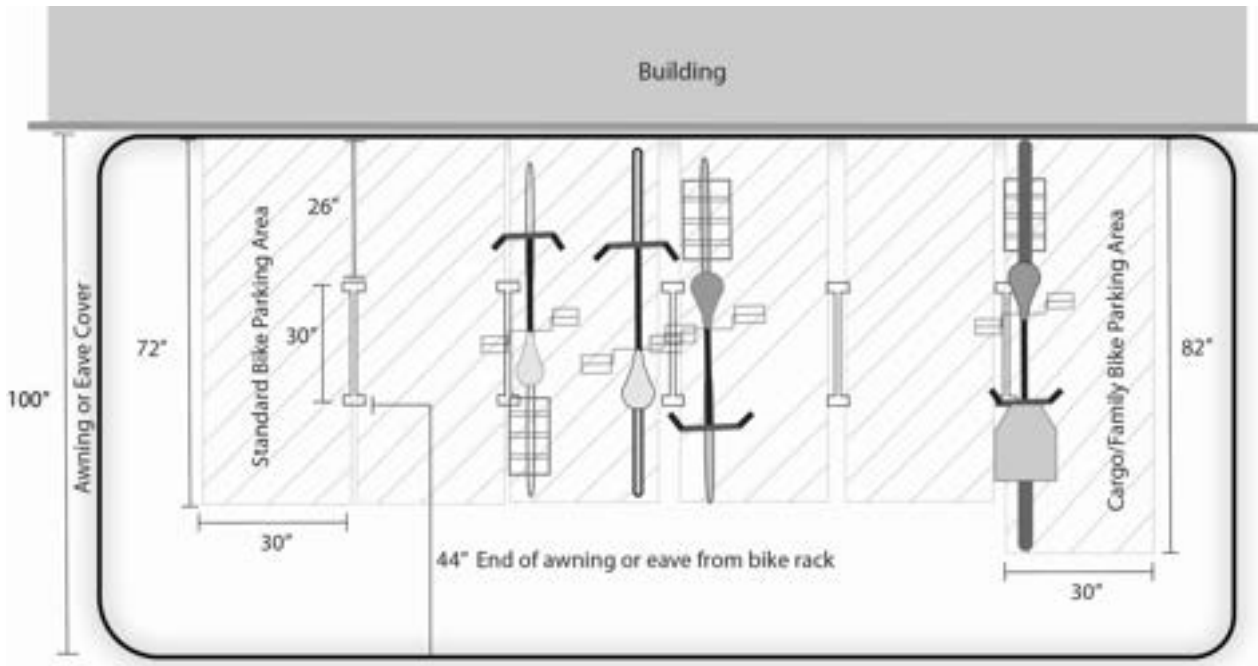


Figure 18.4.3.070.I.10.a.



Awning or Eave Covered Bicycle Parking Layout

18.4.3.070.C.10.a. Covered Bike Parking Layout

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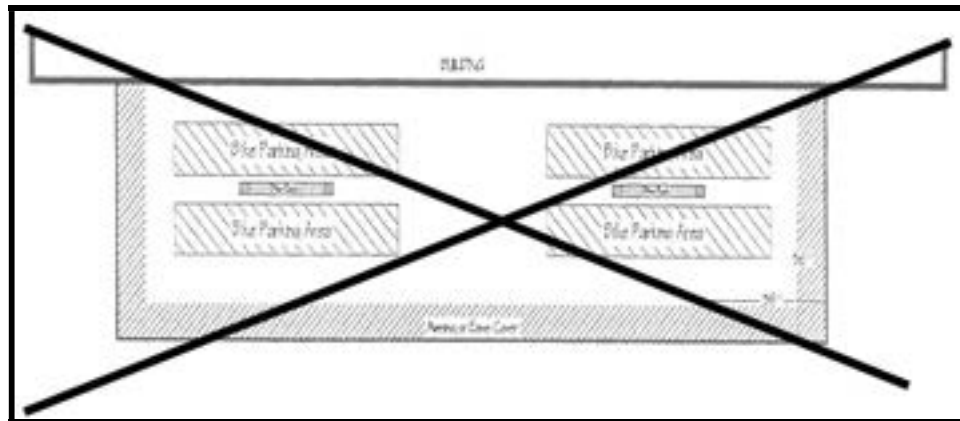


Figure 18.4.3.070.I.10.b Covered Bike Parking Layout

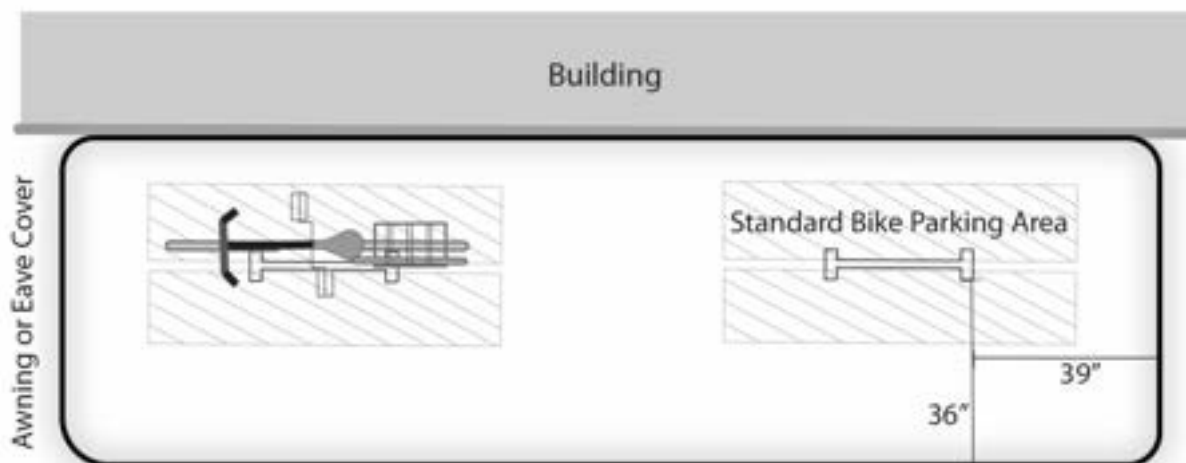


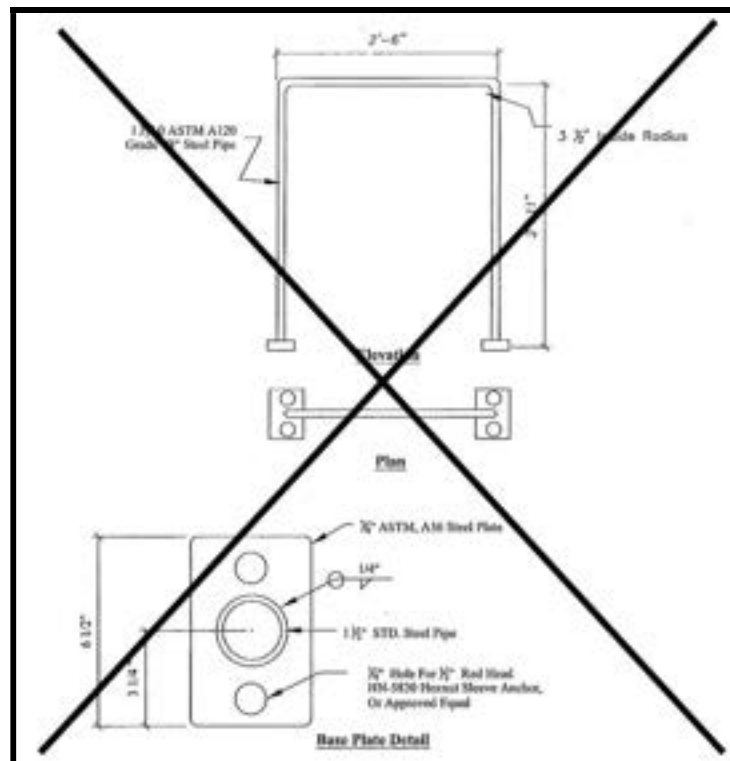
Figure 18.4.3.070.C.10.b. Covered Bike Parking Layout

11. Bicycle parking shall be located to minimize the possibility of accidental damage to either bicycles or racks. Where needed, barriers shall be installed.

12. Bicycle parking shall not impede or create a hazard to pedestrians. They shall not be located so as to violate the vision clearance standards of section 18.2.4.050. Bicycle parking facilities should be harmonious with their environment both in color and design. Facilities should be incorporated whenever possible into building design or street furniture.

1 **J.D. Bicycle Parking Rack Standards.** The intent of the following standards is to ensure that
2 required bicycle racks are designed so that bicycles may be securely locked to them without
3 undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

4
5 1. Bicycle parking racks shall consist of staple-design or inverted-u steel racks meeting the
6 individual rack specifications as illustrated in Figure ~~18.4.3.070.J.1~~ **18.4.3.070.D.1**. The
7 Staff Advisor, **in consultation with the Public Works Director,** ~~following review by the~~
8 ~~Transportation Commission,~~ may approve alternatives to the above standards. Alternatives
9 shall conform to all other applicable standards of this section **including accommodating**
10 **large bicycles, family bicycles, or cargo bicycles so they may be secured by at least two**
11 **points, and providing adequate shelter and lighting.**



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27 **Figure 18.4.3.070.J.1. Bicycle Parking Rack**

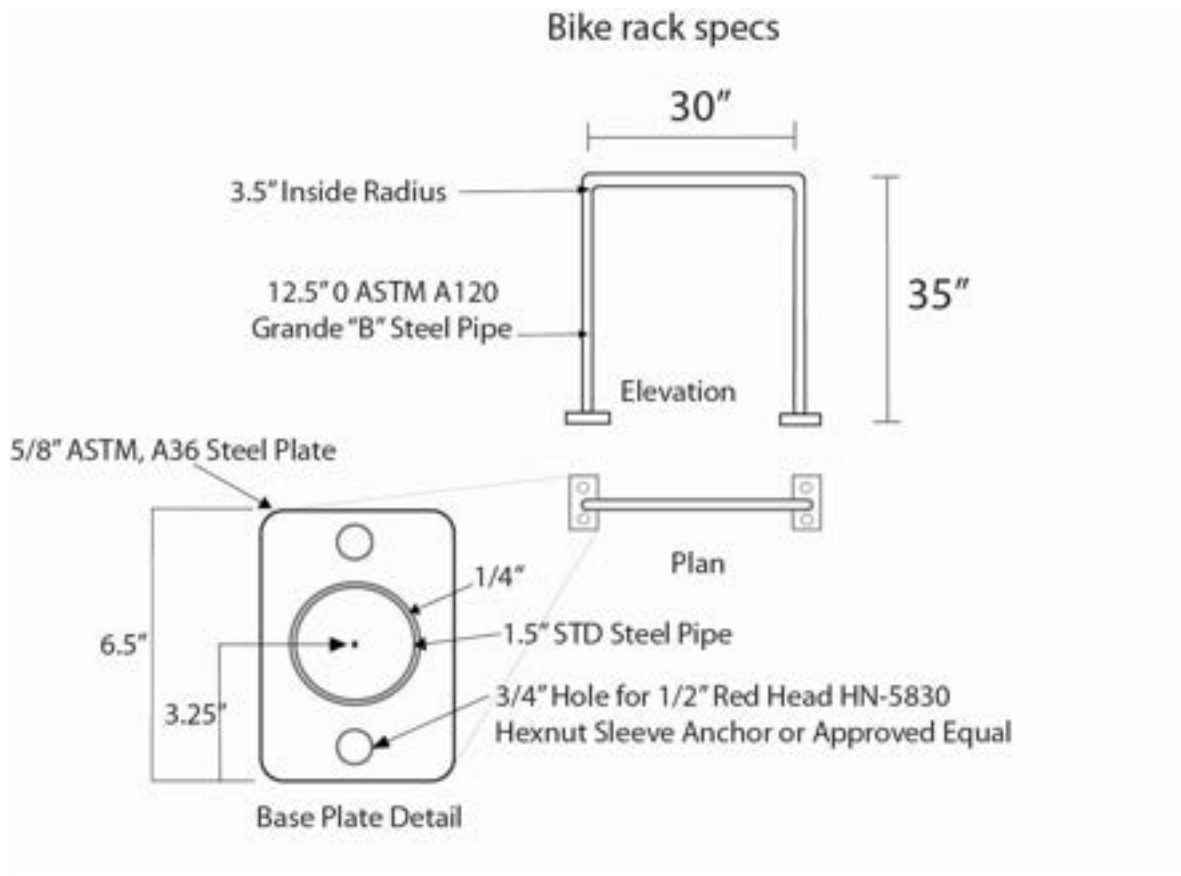


Figure 18.4.3.070.D.1. Bicycle Parking Rack

2. Commercial bike lockers are acceptable according to manufacturer's specifications.
3. Bicycle parking racks or lockers shall be anchored securely.
4. Bicycle racks shall hold bicycles securely by means of the frame. The frame shall be supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels. Bicycle racks shall accommodate all of the following.
 - a. Locking the frame and both wheels to the rack with a high-security U-shaped shackle lock, if the bicyclist removes the front wheel.
 - b. Locking the frame and one wheel to the rack with a high-security U-shaped shackle lock, if the bicyclist leaves both wheels on the bicycle.
 - c. Locking the frame and both wheels to the rack with a chain or cable not longer than six feet without removal of the front wheel.

1 **18.4.3.080 Vehicle Area Design**

2 **A. Parking Location.**

3
4 ~~1. Except for single family dwellings and duplexes, required automobile parking~~
5 ~~facilities may be located on another parcel of land, provided said parcel is within 200~~
6 ~~feet of the use it is intended to serve. The distance from the parking lot to the use shall~~
7 ~~be measured in walking distance from the nearest parking space to an access to the~~
8 ~~building housing the use, along a sidewalk or other pedestrian path separated from~~
9 ~~street traffic. Such right to use the off-site parking must be evidenced by a deed, lease,~~
10 ~~easement, or similar written instrument establishing such use, for the duration of the~~
11 ~~use.~~

12 2.1. Except as allowed in the subsection below, automobile parking shall not be located in a
13 required front and side yard setback area abutting a public street, except alleys.

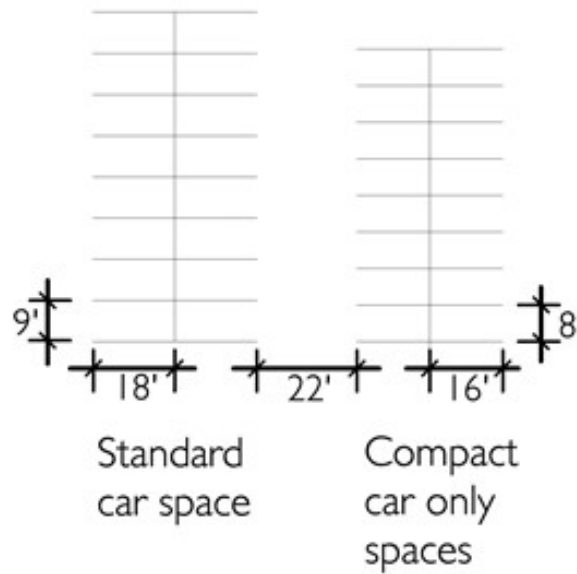
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15 ~~3.2.~~ In all residential zones, off-street parking in a front yard for all vehicles, including
16 trailers and recreational vehicles, is limited to a contiguous area no more than 25 percent of
17 the area of the front yard, or a contiguous area 25 feet wide and the depth of the front yard,
18 whichever is greater. Since parking in violation of this section is occasional in nature, and is
19 incidental to the primary use of the site, no vested rights are deemed to exist and violations
20 of this section are not subject to the protection of the nonconforming use sections of this
21 code.

22 **B. Parking Area Design.** ~~Required~~ **Voluntarily provided** parking areas **and parking spaces**
23 shall be designed in accordance with the following standards and dimensions as illustrated in
24 Figure 18.4.3.080.B. See also accessible parking space requirements in section 18.4.3.050 and
25 parking lot and screening standards in subsection 18.4.4.030.F.

26
27 1. Parking spaces shall be a minimum of 9 feet by 18 feet.

28 2. ~~Up to 50 percent of the total automobile parking spaces in a parking lot~~ **Parking**
29 **spaces** may be designated for compact cars. Minimum dimensions for compact spaces shall
30 be 8 feet by 16 feet. Such spaces shall be signed or the space painted with the words
"Compact Car Only."

1 3. Parking spaces shall have a back-up maneuvering space not less than 22 feet, except
2 where parking is angled, and which does not necessitate moving of other vehicles.
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16 **Note: Up to 50% of the total of all**
17 **parking spaces in a parking lot**
18 **may be designed for compact cars.**

19 **Figure 18.4.3.080.B. Parking Area Dimensions**

20
21 4. Parking lots with 50 or more parking spaces, and parking lots where pedestrians must
22 traverse more than 150 feet of parking area, as measured as an average width or depth, shall
23 be divided into separate areas by one or more of the following means: a building or group of
24 buildings; plaza landscape areas with walkways at least five feet in width; streets; or
25 driveways with street-like features as illustrated in Figure 18.4.3.080.B.4. "Street-like
26 features," for the purpose of this section, means a raised sidewalk of at least five feet in
27 width, with six-inch curb, accessible curb ramps, street trees in planters or tree wells and
28 pedestrian-oriented lighting (i.e., not exceeding 14 feet typical height).
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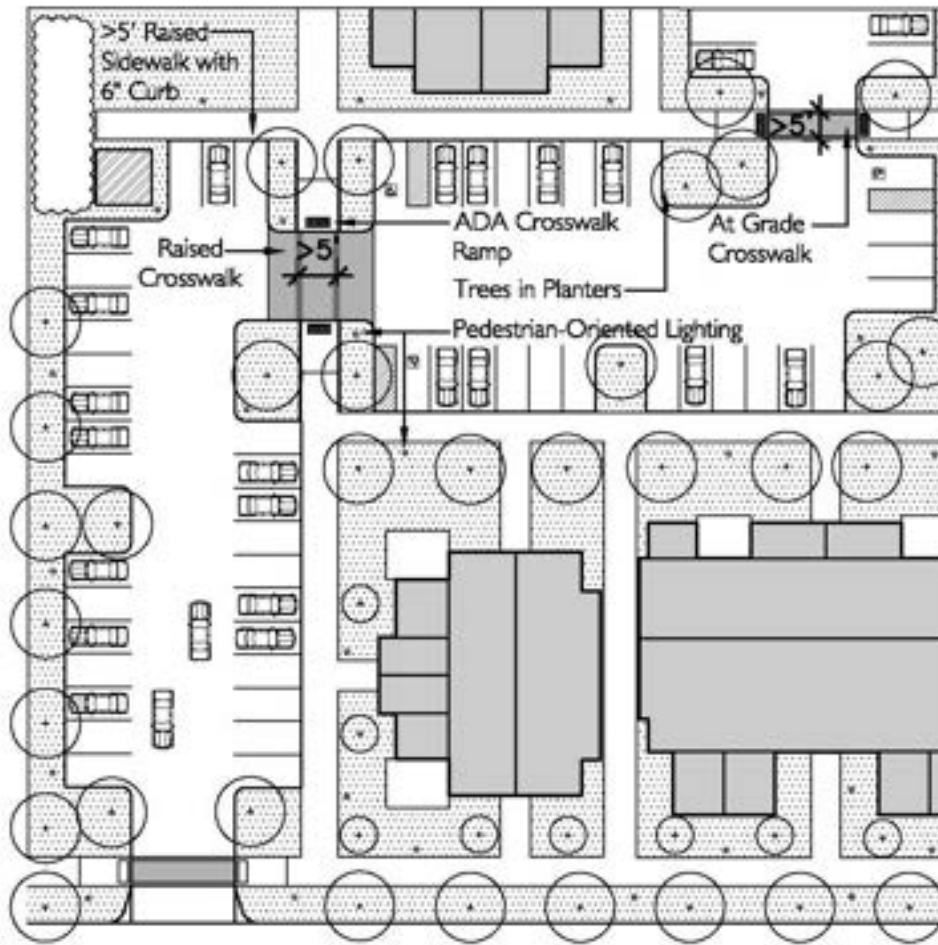


Figure 18.4.3.080.B.4. Dividing Parking Lots into Separate Areas

5. Parking areas shall be designed to minimize the adverse environmental and microclimatic impacts of surface parking through design and material selection as illustrated in Figure 18.4.3.080.B.5. Parking areas of more than seven parking spaces shall meet the following standards:

- a. Use one or more of the following strategies for the surface parking area, or put 50 percent of parking underground. For parking lots with 50 or more spaces the approval authority may approve a combination of strategies.
 - i. Use light colored paving materials with a high solar reflectance (Solar Reflective Index (SRI) of at least 29) to reduce heat absorption for a minimum of 50 percent of the parking area surface.

- 1 ii. Provide porous solid surfacing or an open grid pavement system that is at least
- 2 50 percent pervious for a minimum of 50 percent of the parking area surface.
- 3 iii. Provide at least 50 percent shade from tree canopy over the parking area
- 4 surface within five years of project occupancy.
- 5 iv. Provide at least 50 percent shade from solar energy generating carports,
- 6 canopies or trellis structures over the parking area surface.

7

8 b. Design parking lots and other hard surface areas in a way that captures and treats

9 runoff with landscaped medians and swales.

10 **c. Parking lot areas include all parking spaces, driveways and circulation and**

11 **maneuvering areas.**

12

13 **6. Parking lot designs shall incorporate the strategies identified in 18.4.3.080.B.5.a and**

14 **18.4.3.080.B.5.b above, and further incorporate the following:**

15 **a. New or redeveloped parking lots for commercial, industrial, public use, mixed-**

16 **use, and multifamily developments with three or more units, of less than one-half**

17 **acre in area, shall include tree canopy covering at least 30 percent of the parking**

18 **lot area at maturity, but no more than 15 years after planting.**

19

20 **b. New or redeveloped parking areas greater than one-half acre in area, shall**

21 **provide one of the following:**

- 22 i. **Tree canopy covering at least 40 percent of the new parking lot area at**
- 23 **maturity, but no more than 15 years after planting.**
- 24
- 25 ii. **The installation of solar panels with a generation capacity of at least**
- 26 **one-half kilowatt per new parking space. These panels may be located**
- 27 **anywhere on the property. In lieu of installing solar panels on site, the**
- 28 **developer may pay an in-lieu-of fee of \$1,500 per new parking space to a**
- 29 **city-established fund dedicated to equitable solar and/or wind energy**
- 30 **development.**

1 iii. For public buildings, demonstration of compliance with OAR 330-135-
2 0010, which requires that projects involving public buildings spend at
3 least 1.5 percent on green energy.

4 c. Parking Lot Trees Planting Standards. Parking lot trees shall be selected from
5 the ‘Parking Lot Trees’ list found in the City of Ashland Recommended Street
6 Trees Guide. Alternative tree selections may be approved by the Staff advisor in
7 consultation with utility providers, and the Tree Advisory Committee.

8 i. Parking lot trees shall be planted and maintained to maximize their
9 root health and chances for survival, and maintained to 2021 American
10 National Standards Institute (ANSI) A300 standards including having
11 ample high-quality soil, space for root growth, and reliable irrigation
12 according to the needs of the species, or as amended by ANSI.

13 ii. A parking lot tree canopy plan for parking lots shall be prepared by a
14 licensed landscape architect or International Society of Arboriculture
15 (ISA) certified arborist and include certification that the plan is
16 consistent with ANSI A300 standards and was prepared in coordination
17 with the local electrical utility. Prior to final inspection or occupancy
18 approval, written certification from a licensed landscape architect or
19 ISA-certified arborist that the planting was completed according to the
20 approved plans shall be provided.

21 iii. Canopy coverage is measured from a plan view based on expected
22 canopy diameter 15 years after planting. Existing mature trees to be
23 preserved may be counted at their existing diameter. Paved areas not
24 for use by passenger vehicles, such as loading areas or outdoor storage
25 of goods or materials, may be exempted from the canopy coverage
26 calculation.

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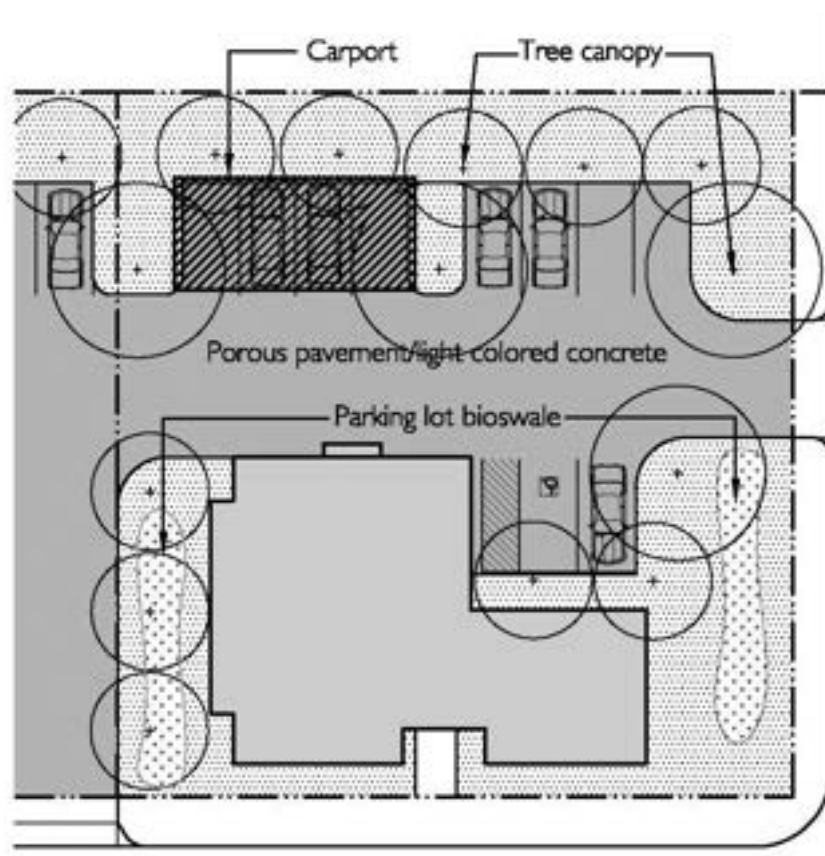


Figure 18.4.3.080.B.5. Parking Design to Reduce Environmental Impacts

C. Vehicular Access and Circulation. The intent of this subsection is to manage access to land uses and on-site circulation and maintain transportation system safety and operations. For transportation improvement requirements, refer to chapter 18.4.6, Public Facilities.

1. Applicability. This section applies to all public streets within the City and to all properties that abut these streets. The standards apply when developments are subject to a planning action (e.g., site design review, conditional use permit, land partition, performance standards subdivision).

2. Site Circulation. New development shall be required to provide a circulation system that accommodates expected traffic on the site. All on-site circulation systems shall incorporate street-like features as described in 18.4.3.080.B.4. Pedestrian connections on the site, including connections through large sites, and connections between sites and adjacent sidewalks must conform to the provisions of section 18.4.3.090.

3. Intersection and Driveway Separation. The distance from a street intersection to a driveway, or from a driveway to another driveway shall meet the minimum spacing requirements for the street's classification in the Ashland Transportation System Plan (TSP) as illustrated in Figures 18.4.3.080.C.3.a and 18.4.3.080.C.3.b.

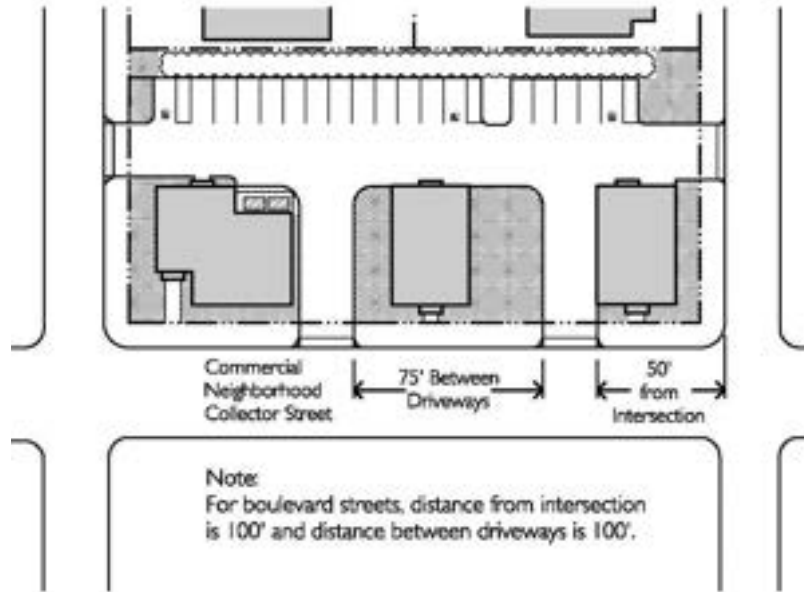
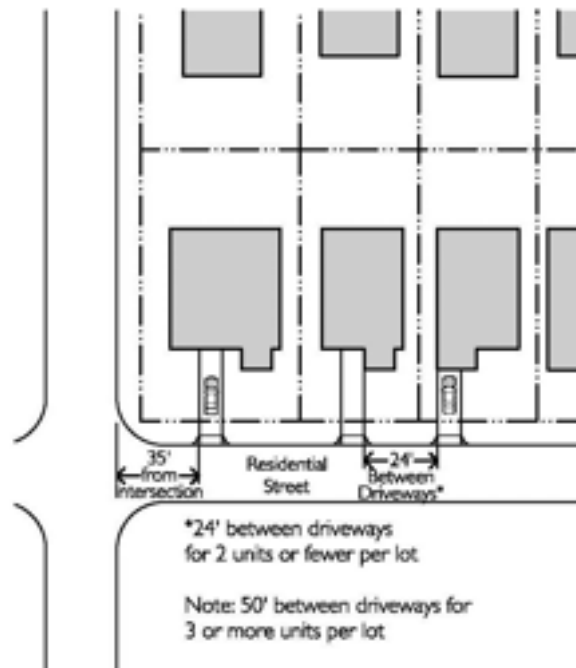


Figure 18.4.3.080.C.3.a. Driveway Separation for Boulevards, Avenues, and Collectors



1 **Figure 18.4.3.080.C.3.b. Driveway Separation for Neighborhoods Streets**

2
3 a. In no case shall driveways be closer than 24 feet as measured from the bottom of the
4 existing or proposed apron wings of the driveway approach.

5
6 b. Partitions and subdivisions of property located in an R-2, R-3, C-1, E-1, CM, or M-1
7 zone shall meet the controlled access standards set forth below. If applicable, cross
8 access easements shall be required so that access to all properties created by the land
9 division can be made from one or more points.

10 c. Street and driveway access points in an R-2, R-3, C-1, E-1, CM, or M-1 zone shall
11 be limited to the following:

12 i. Distance between driveways.

13

14	on boulevard	100 feet
15	streets:	
16	on collector	75 feet
17	streets:	
18	on neighborhood	24 feet for 2 units or
19	streets:	fewer per lot;
20		50 feet for three or
		more units per lot

21 ii. Distance from intersections.

22

23	on boulevard	100 feet
	streets:	
24	on collector	50 feet
25	streets:	
26	on neighborhood	35 feet
27	streets:	

28 d. Access Requirements for Multifamily Developments. All multifamily developments
29 which will have automobile trip generation in excess of 250 vehicle trips per day shall
30 provide at least two driveway access points to the development. Trip generation shall be
determined by the methods established by the Institute of Transportation Engineers.

1 4. Shared Use of Driveways and Curb Cuts.

2 a. Plans submitted for developments subject to a planning action shall indicate how
3 driveway intersections with streets have been minimized through the use of shared
4 driveways and all necessary access easements. Where necessary from traffic safety and
5 access management purposes, the City may require joint access and/or shared driveways
6 in the following situations.

- 7 i. For shared parking areas.
8 ii. For adjacent developments, where access onto an arterial is limited.
9 iii. For multifamily developments, and developments on multiple lots.

10
11 b. Developments subject to a planning action shall remove all curb cuts and driveway
12 approaches not shown to be necessary for existing improvements or the proposed
13 development. Curb cuts and approaches shall be replaced with standard curb, gutter,
14 sidewalk, and planter/furnishings strip as appropriate.

15
16 c. If the site is served by a shared access or alley, access for motor vehicles must be
17 from the shared access or alley and not from the street frontage.

18 5. Alley Access. Where a property has alley access, vehicle access shall be taken from the
19 alley and driveway approaches and curb cuts onto adjacent streets are not permitted.

20
21 D. Driveways and Turn-Around Design. Driveways and turn-arounds providing access to
22 parking areas shall conform to the following provisions.

23 1. A driveway for a single-family dwelling or a duplex shall be a minimum of nine feet in
24 width except that driveways over 50 feet in length or serving a flag lot shall meet the width
25 and design requirements of section 18.5.3.060. Accessory residential units are exempt from
26 the requirements of this subsection.

27
28 2. Parking areas of seven or fewer spaces shall be served by a driveway 12 feet in width,
29 except for those driveways subject to subsection 18.4.3.080.D.1, above. Accessory
30 residential units are exempt from the requirements of this subsection.

1 3. Parking areas of more than seven parking spaces shall be served by a driveway **20 feet in**
2 **width and** constructed to: facilitate the flow of traffic on or off the site, with due regard to
3 pedestrian and vehicle safety; be clearly and permanently marked and defined; **and** provide
4 adequate aisles or turn-around areas so that all vehicles may enter the street in a forward
5 manner; **and a driveway width as follows:**

6 **a. A driveway accommodating two-way vehicular circulation on-site shall be 20 feet**
7 **in width.**

8
9 **b. A driveway configured for one-way vehicular circulation on-site, which provides**
10 **seperated ingress and egress access onto the public street, may be reduced to 15 feet**
11 **in width upon demonstration that adequate fire apparatus access is provided.**

12 4. The width of driveways and curb cuts in the parkrow and sidewalk area shall be
13 minimized.

14
15 5. For single-family lots and multifamily developments, the number of driveway
16 approaches and curb cuts shall not exceed one approach/curb cut per street frontage. For
17 large multifamily developments and other uses, the number of approaches and curb cuts
18 shall be minimized where feasible to address traffic safety or operations concerns.

19 6. Vertical Clearances. Driveways, aisles, turn-around areas and ramps shall have a
20 minimum vertical clearance of 13.5 feet for their entire length and width. Parking structures
21 are exempt from this requirement.

22
23 7. Vision Clearance. No obstructions may be placed in the vision clearance area except as
24 set forth in section 18.2.040.

25 8. Grades for new driveways in all zones shall not exceed 20 percent for any portion of the
26 driveway. If required by the City, the developer or owner shall provide certification of
27 driveway grade by a licensed land surveyor.

28
29 9. All driveways shall be installed pursuant to City standards prior to issuance of a
30 certificate of occupancy for new construction.

1 10. Driveways for lots created or modified through a land division or property line
2 adjustment, including those for flag lots, shall conform to the requirements of chapter 18.5.3,
3 Land Divisions and Property Line Adjustments.

4 **E. Parking and Access Construction.** The development and maintenance as provided below
5 shall apply in all cases, except single-family dwellings, accessory residential units, and duplexes.
6

7 1. Paving. All ~~required~~ parking areas, aisles, turn-arounds, and driveways shall be paved
8 with concrete, asphaltic, porous solid surface, or comparable surfacing, constructed to
9 standards on file in the office of the City Engineer.

10 2. Drainage. All ~~required~~ parking areas, aisles, and turn-arounds shall have provisions
11 made for the on-site collection of drainage waters to eliminate sheet flow of such waters
12 onto sidewalks, public rights-of-way, and abutting private property.
13

14 3. Driveway Approaches. Approaches shall be paved with concrete surfacing constructed to
15 standards on file in the office of the City Engineer.

16 4. Marking. Parking lots of more than seven spaces shall have all spaces permanently and
17 clearly marked.
18

19 5. Wheel stops. Wheel stops shall be a minimum of four inches in height and width and six
20 feet in length. They shall be firmly attached to the ground and so constructed as to withstand
21 normal wear. Wheel stops shall be provided where appropriate for all spaces abutting
22 property lines, buildings, landscaping, and no vehicle shall overhang a public right-of-way.
23

24 6. Walls and Hedges.

25 a. Where a parking facility is adjacent to a street, a decorative masonry wall or fire-
26 resistant broadleaf evergreen sight-obscuring hedge screen between 30 and 42 inches in
27 height and a minimum of 12 inches in width shall be established parallel to and not
28 nearer than two feet from the right-of-way line, pursuant to the following requirements:

29 i. The area between the wall or hedge and street line shall be landscaped.

30 ii. Screen planting shall be of such size and number to provide the required
screening within 12 months of installation.

1 iii. All vegetation shall be adequately maintained by a permanent irrigation
2 system, and said wall or hedge shall be maintained in good condition.

3 iv. Notwithstanding the above standards, the required wall or screening shall be
4 designed to allow access to the site and sidewalk by pedestrians and shall meet the
5 vision clearance area requirements in section 18.2.4.040, and shall not obstruct fire
6 apparatus access, fire hydrants, or other fire appliances.

7
8 b. In all zones, except single-family zones, where a parking facility or driveway is
9 adjacent to a residential or agricultural zone, school yard, or like institution, a sight-
10 obscuring fence, wall, or fire-resistant broadleaf evergreen sight-obscuring hedge shall
11 be provided, pursuant to the following requirements:

12 i. The fence, wall or hedge shall be placed on the property line and shall be
13 between five feet and six feet in height as measured from the high grade side of the
14 property line, except that the height shall be reduced to 30 inches within a required
15 setback area and within ten feet of a street property line.

16 ii. Screen plantings shall be of such size and number to provide the required
17 screening within 12 months of installation.

18 iii. Adequate provisions shall be made to protect walls, fences, or plant materials
19 from being damaged by vehicles using said parking area.

20 iv. Notwithstanding the above standards, the required wall or screening shall be
21 designed to meet the vision clearance area requirements in section 18.2.4.040.

22 v. The fence, wall, or hedge shall be maintained in good condition.

23
24 7. Landscaping. In all zones, all parking facilities shall include landscaping to cover not
25 less than seven percent of the area devoted to outdoor parking facilities, including the
26 landscaping required in subsection 18.4.3.080.E.6, above. Said landscaping shall be
27 uniformly distributed throughout the parking area, and provided with irrigation facilities and
28 protective curbs or raised wood headers. It may consist of trees, plus shrubs, ground cover,
29 or related material. A minimum of one tree per seven parking spaces is required **and in**
30 **compliance with the parking lot tree canopy standards set forth in 18.4.3.080.B.6.**

1 **8. Electric Vehicle Charging. Mixed-use or multifamily residential developments with**
2 **five or more dwelling units shall provide electrical service capacity by extending**
3 **conduit to support future electric vehicle charging infrastructure to at least 40 percent**
4 **of the off-street parking spaces provided.**

5 **9. Where new designated employee parking areas are voluntarily provided in new**
6 **developments, preferential parking for carpools and vanpools shall be included.**

7
8 **§10. Lighting.** Lighting of parking areas within 100 feet of property in residential zones shall
9 be directed into or on the site and away from property lines such that the light element shall
10 not be directly visible from abutting residential property. Lighting shall comply with section
11 18.4.4.050. (Ord. 3199 § 23, amended, 06/15/2021; Ord. 3158 § 5, amended, 09/18/2018;
12 Ord. 3155 § 11, amended, 07/17/2018)

13
14 **18.4.3.090 Pedestrian Access and Circulation**

15
16 **A. Purpose.** The purpose of this section is to provide for safe, direct, and convenient pedestrian
17 access and circulation.

18
19 **B. Standards.** Development subject to this chapter, except single-family dwellings on
20 individual lots, accessory residential units, duplexes, and associated accessory structures, shall
21 conform to the following standards for pedestrian access and circulation:

22 1. **Continuous Walkway System.** Extend the walkway system throughout the development
23 site and connect to all future phases of development, and to existing or planned off-site
24 adjacent sidewalks, trails, parks, and common open space areas to the greatest extent
25 practicable. The developer may also be required to connect or stub walkway(s) to adjacent
26 streets and to private property for this purpose.

27
28 2. **Safe, Direct, and Convenient.** Provide safe, reasonably direct, and convenient walkway
29 connections between primary building entrances and all adjacent streets. For the purposes of
30 this section, the following definitions apply:

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- a. Reasonably Direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.
- b. Safe and Convenient. Reasonably free from hazards and provides a reasonably direct means of walking between destinations.
- c. Primary Entrance. For a non-residential building, the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.
- d. Primary Entrance. For a residential building, the front door (i.e., facing the street). For multifamily buildings and mixed-use buildings where not all dwelling units have an individual exterior entrance, the “primary entrance” may be a lobby, courtyard, or breezeway serving as a common entrance for more than one dwelling.

3. Connections within Development. Walkways within developments shall provide connections meeting all of the following requirements as illustrated in Figures [18.4.3.090.B.3.a](#) and [18.4.3.090.B.3.b](#):

- a. Connect all building entrances to one another to the extent practicable.
- b. Connect on-site parking areas, common and public open spaces, and common areas, and connect off-site adjacent uses to the site to the extent practicable. Topographic or existing development constraints may be cause for not making certain walkway connections.
- c. Install a protected raised walkway through parking areas of 50 or more spaces, and where pedestrians must traverse more than 150 feet of parking area, as measured as an average width or depth.

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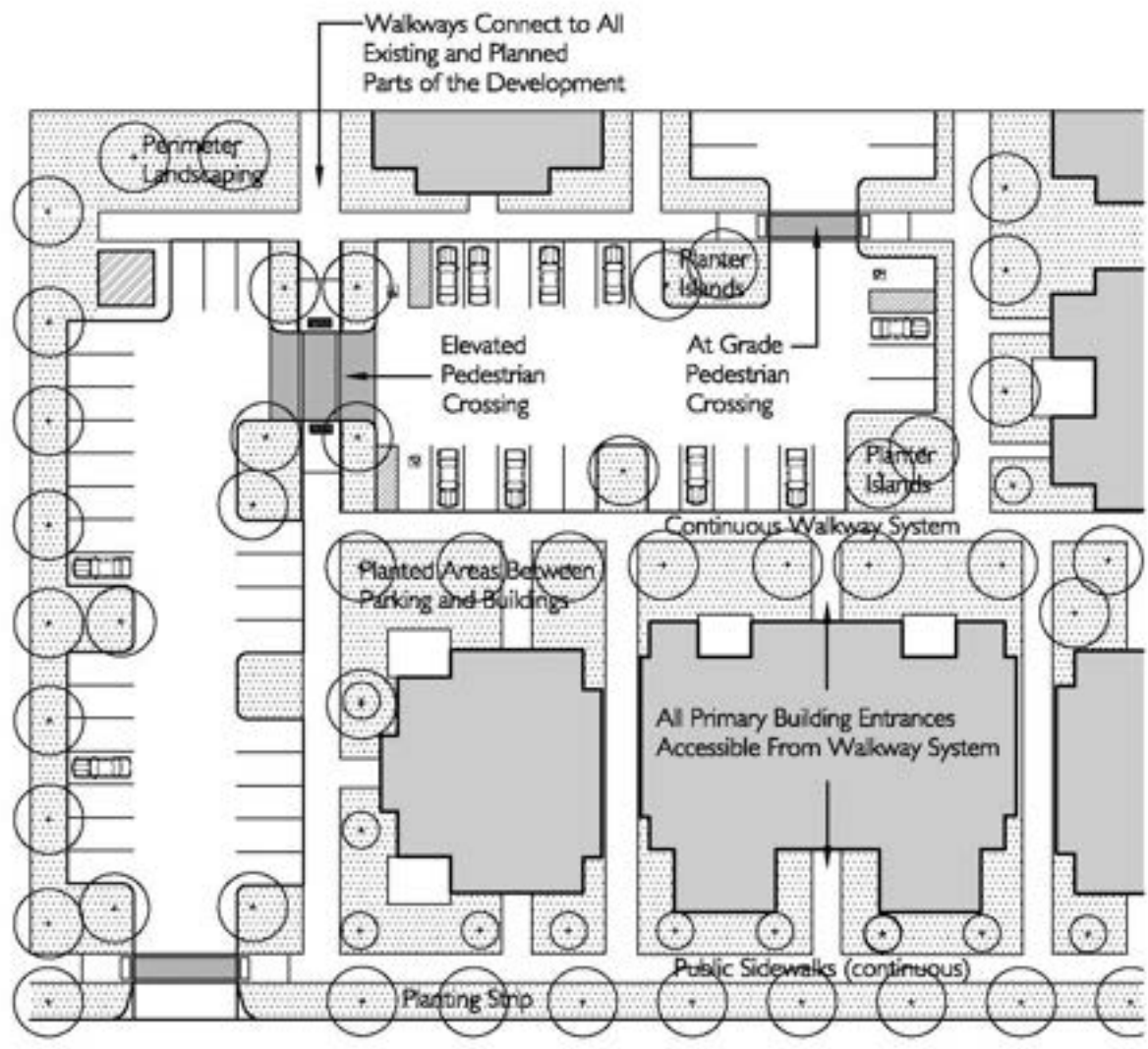


Figure 18.4.3.090.B.3.a. Pedestrian Access and Circulation

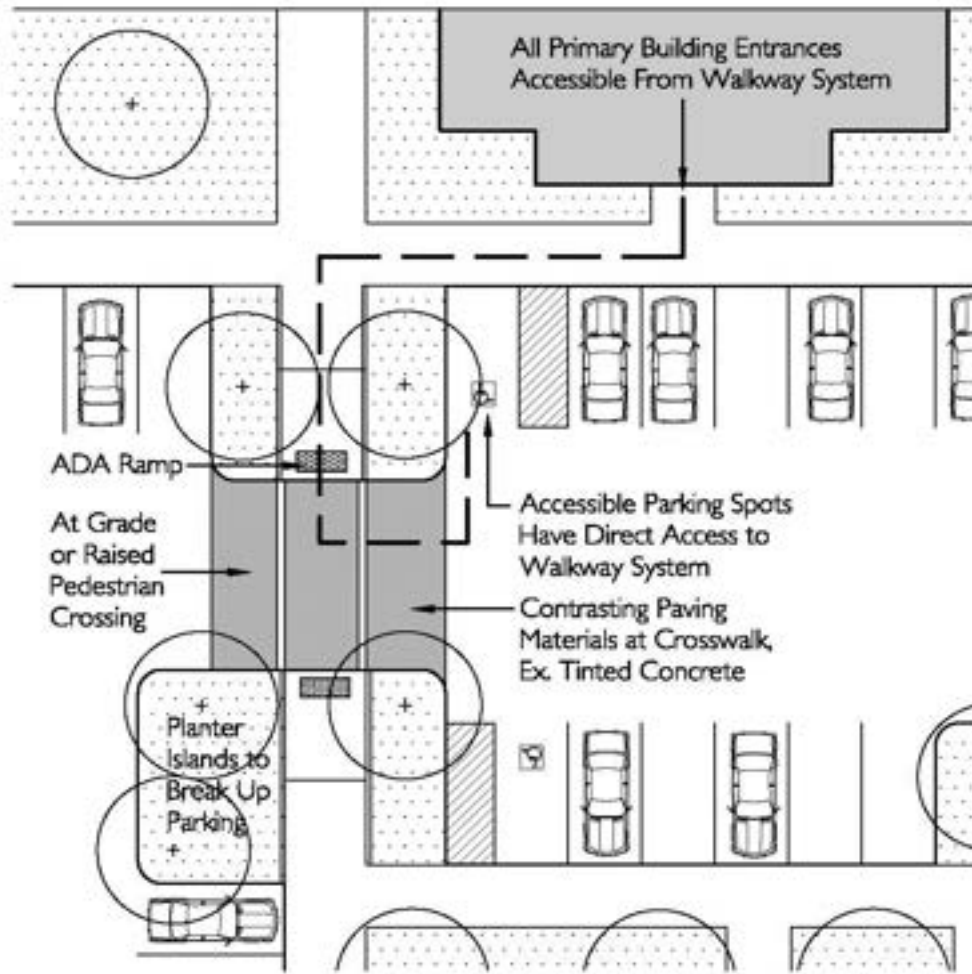


Figure 18.4.3.090.B.3.b. Pedestrian Access and Circulation Detail

4. Walkway Design and Construction. Walkways shall conform to all of the following standards as illustrated in Figures 18.4.3.090.B.3.a and 18.4.3.090.B.b. For transportation improvement requirements, refer to chapter 18.4.6, Public Facilities.

a. Vehicle/Walkway Separation. Except for crosswalks, where a walkway abuts a driveway or street, it shall be raised six inches and curbed along the edge of the driveway. Alternatively, the approval authority may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is distinguished from vehicle-maneuvering areas. Examples of alternative treatments are mountable curbs, surface treatments such as stamped concrete or reflector bumps, and using a row of decorative metal or concrete bollards to separate a walkway from a driveway.

1 b. Crosswalks. Where walkways cross a parking area or driveway, clearly mark
2 crosswalks with contrasting paving materials (e.g., light-color concrete inlay between
3 asphalt), which may be part of a raised/hump crossing area. Painted or thermo-plastic
4 striping and similar types of non-permanent applications may be approved for
5 crosswalks not exceeding 24 feet in length.

6 c. Walkway Surface and Width. Walkway surfaces shall be concrete, asphalt,
7 brick/masonry pavers, or other durable surface, and at least five feet wide. Multi-use
8 paths (i.e., for bicycles and pedestrians) shall be concrete or asphalt, and at least ten feet
9 wide, in accordance with section [18.4.6.040](#), Street Design Standards.

10 d. Accessible routes. Walkways shall comply with applicable Americans with
11 Disabilities Act (ADA) and State of Oregon requirements. The ends of all raised
12 walkways, where the walkway intersects a driveway or street, shall provide ramps that
13 are ADA accessible, and walkways shall provide direct routes to primary building
14 entrances.

15 e. Lighting. Lighting shall comply with section [18.4.4.050](#). (Ord. 3199 § 24, amended,
16 06/15/2021; Ord. 3191 § 24, amended, 11/17/2020)

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19
20 **18.4.3.100 Construction**

21 ~~The required p~~Parking, access, and circulations facilities, shall be installed **as approved** prior
22 to a release of a certificate of use and occupancy or a release of utilities, and shall be
23 permanently maintained as a condition of use. However, the Building Official may, unless
24 otherwise directed by the Planning Commission or Staff Advisor, release a temporary certificate
25 of use and occupancy and a temporary release of utilities before the installation of said facilities
26 provided: (1) there is proof that the owner has entered into a contract with a qualified, bonded,
27 and insured contractor for the completion of the parking, including walkways, landscaping, and
28 other elements required by this chapter, with a specified time, and no other conditions of
29 approval are outstanding; or (2) the owner has posted a satisfactory performance bond to ensure
30 the installation of said parking facilities within a specified time.

1 **18.4.3.110 Availability of Facilities**

2 ~~Required~~ **P**arking, access, and circulation shall be available for use by residents, customers,
 3 and employees only, and shall not be used for the storage or display of vehicles or materials.
 4

5 **SECTION 3.** Section 18.2.2, Base Zones and Allowed Uses, Table 18.2.2.030 is hereby
 6 amended to allow Public Parking Facilities a permitted use in all zones as follows:
 7

8 **Table 18.2.2.030. Uses Allowed by Zone**

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
D. Public and Institutional Uses										
Public Parking Facility	N-P	N-P	N-P	N-P	N-P	N-P	P	P	P	

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12
13
14
15 **1 KEY:** P = Permitted Use; S = Permitted with Special Use Standards; CU = Conditional Use Permit Required; N = Not Allowed.

16
17 **SECTION 4.** Section 18.2.3, Special Use Standards, is hereby amended as follows:

18 ~~18.2.3.040.E. Accessory Residential Units Off-street parking spaces are not required for~~
 19 ~~accessory residential units as specified in the parking ratio requirements in section~~
 20 ~~18.4.3.040.~~

21
22 ~~18.2.3.090.C.3.i Cottage Housing. Parking shall meet the minimum parking ratios per~~
 23 ~~section 18.4.3.040.~~

24
25 **18.2.3.100.B.2 Drive-Thru's.** All facilities providing drive-up service shall provide ~~at least two~~
 26 ~~designated parking spaces~~ a waiting area to accommodate at least two customer vehicles
 27 outside of the queue immediately beyond the service window or provide other satisfactory
 28 methods to allow customers requiring excessive waiting time to receive service. ~~while parked.~~

29
30 **18.2.3.110.F. Duplexes.** ~~The property shall have two off-street parking spaces in~~
~~conformance with the parking ratio requirements in section~~ 18.4.3.040. Parking spaces shall

1 meet the vehicle area design requirements of section 18.4.3.080, except that parking spaces, turn-
2 arounds, and driveways are exempt from the requirements in subsections
3 18.4.3.080.D.1 and 2 and paving requirements in subsection 18.4.3.080.E.1. (Ord. 3199 § 6,
4 amended, 06/15/2021)

5
6 ~~18.2.3.130.B.4 4. Dwelling in Non-Residential Zone. Off-street parking is not required for~~
7 ~~residential uses in the C-1-D zone. (Ord. 3167 § 5, amended, 12/18/2018)~~

8
9 **18.2.3.180. Manufactured Housing Developments.**

10 **A. Purpose.** The purpose of this section is to encourage the most appropriate use of land for
11 manufactured housing development purposes, to encourage design standards which will create
12 pleasing appearances, to provide sufficient open space for light, air, and recreation, to provide
13 adequate access to ~~and parking for~~ manufactured housing sites, and to refer minimum utility
14 service facilities to appropriate City codes.

15
16 ~~18.2.3.180.D.8. Off-Street Parking Standards. Each manufactured housing unit shall be~~
17 ~~provided with one off-street parking space on each manufactured housing site, set back 20~~
18 ~~feet from the street. In addition, guest parking facilities of one parking space for each~~
19 ~~manufactured housing site shall also be provided on the project site, within 200 feet of the~~
20 ~~units they are intended to serve, either adjacent to the road or in an off-street parking lot.~~
21 ~~Parking space construction, size, landscaping, and design requirements shall be according~~
22 ~~to chapters 18.4.3 and 18.4.4.~~

23
24 ~~18.2.3.180.E.8 . Each manufactured housing unit shall have a one parking space located on~~
25 ~~or adjacent to the unit space. The parking space shall be set back at least 20 feet from the~~
26 ~~street.~~

27
28 **18.2.3.200 Multi-Family Rental Unit Conversion to For Purchase Housing**

29 **C.1** Existing multiple-family dwelling structures may be converted from rental units to
30 for-purchase housing, where all or only a portion of the structure is converted, as set forth
in Table 18.2.3.200.C.1, provided the existing structure meets the following regulations

1 of the applicable zone: permitted density, yard requirements, maximum height, maximum
2 lot coverage, open space, maximum permitted floor area, waste enclosures, **parking**, and
3 bike storage.

4
5 **C.2.a.** Conversion of existing multiple-family structures to for-purchase housing shall
6 comply with the following general regulations and the site development and design
7 standards in part 18.4: number of bike ~~and automobile~~ parking spaces, trash, and
8 recycling enclosures.

9
10 **18.2.3.210 Retail Uses Allowed in the Railroad Historic District.** Uses are limited to those
11 designed to serve primarily pedestrian traffic. ~~No additional off-street parking is required,~~
12 ~~except for accessible parking as required by the building code.~~

13
14 ~~**AMC 18.2.3.220.B.5 Travelers Accommodations.** Each accommodation must have one off-~~
15 ~~street parking space and the business owner's unit must have two parking spaces. All~~
16 ~~parking spaces shall be in conformance with chapter 18.4.3.~~

17
18 **18.2.3.220.C.4 Accessory Travelers Accommodations.** ~~The property must have two off-~~
19 ~~street parking spaces.~~ The total number of guest vehicles associated with the accessory
20 travelers' accommodation must not exceed one.

21
22 **SECTION 5.** Section 18.3.2, Croman Mill District, is hereby amended as follows:

23 **18.3.2.060.A.11 On-Street Parking.** On-street parallel parking may be required along the
24 central boulevard and local streets as illustrated in Figure 18.3.2.060.A.10. ~~If on-street parking~~
25 ~~is required on streets identified on the On-Street Parking map, angled parking and loading~~
26 ~~zones are prohibited on these streets.~~ Options addressing the street configuration will be
27 evaluated with the final design of the streets identified on the On-Street Parking map.

28 **18.3.2.060.B.4. Parking Areas and On-Site Circulation.** Except as otherwise required by this
29 chapter, automobile parking, loading, and circulation areas shall comply with the requirements of
30 part 18.4, Site Development and Design Standards, and the following standards:

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a. Primary parking areas shall be located behind buildings with limited parking on one side of the building, except that parking shall be located behind buildings only where development is adjacent to an active edge street or is within a NC, MU or OE zone.

b. Parking areas shall be shaded by deciduous trees, buffered from adjacent non-residential uses and screened from non-residential uses.

~~c. **Maximum On-Site Surface Parking.** After a parking management strategy for the Croman Mill District is in place, a maximum of 50 percent of the required off-street parking can be constructed as surface parking on any development site. The remaining parking requirement can be met through one or a combination of the credits for automobile parking in chapter 18.4.3, Parking, Access, and Circulation.~~

18.3.2.060.C.13 b. Structured Parking Bonus. A building may be increased by up to one story in height when ~~the corresponding required~~ voluntarily provided automobile parking is accommodated underground or within a private structured parking facility, subject to building height limitations for the zoning district.

SECTION 6. Section 18.3.4, Normal Neighborhood District, is hereby amended as follows:

18.3.4.060.A.4 Required On-Street Parking. On-street parking is a key strategy to traffic calming and ~~is~~ may be required along the neighborhood collector and local streets.

18.3.4.060.B.5 Off-Street Parking. Where provided, ~~a~~Automobile parking, loading and circulation areas must comply with the requirements of chapter 18.4.3, Parking, Access, and Circulation, and as follows:

a. Neighborhood serving commercial uses within the NN-1-3.5-C zone must have parking primarily accommodated by the provision of public parking areas and on-street parking spaces, ~~and are not required to provide private off-street parking or loading areas, except for residential uses where one space shall be provided per residential unit.~~

SECTION 7. Section 18.3.5, North Mountain Neighborhood District, Table 18.5.050 is hereby amended to allow public parking lots as a permitted use as follows:

Table 18.3.5.050. North Mountain Neighborhood Uses Allowed by Zone¹

	North Mountain Neighborhood Zones ²				
	NM-R-1-7.5	NM-R-1-5	NM-MF	NM-C	NM-Civic
B. Public and Institutional Uses					
Public Parking Lots	N P	N P	N P	CU P	N P

¹ Key: P = Permitted Uses; S = Permitted with Special Use Standards; CU = Conditional Use Permit Required; N = Not Allowed.

SECTION 8. Section 18.3.9, Performance Standars Option & PSO Overlay, is hereby amended as follows:

18.3.9.060 Parking Standards

All development under this chapter shall conform to the following parking standards, which are in addition to the requirements of chapter 18.4.3, Parking, Access, and Circulation.

A. On-Street Parking Required. ~~At least one on-street parking space per dwelling unit shall be provided, in addition to the off-street parking requirements for all developments in an R-1 zone, with the exception of cottage housing developments, and for all developments in R-2 and R-3 zones that create or improve public streets.~~ For all Performance Standards Subdivisions in R-1 zones, and for all Performance Standards Subdivisions in R-2 or R-3 zones which create or improve city streets, at least one on-street parking space per proposed lot shall be provided with the following exceptions.

1. Where on-street parking is provided on newly created or improved streets, the total number of on-street spaces required should not surpass the available street frontage, with each parking space being considered equivalent to 22 feet in length without interruption and exclusive of designated no-parking areas.

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2. Streets outside the City of Ashland's jurisdiction, such as those overseen by the State of Oregon Department of Transportation (ODOT) or Jackson County, which are improved by a development, are not required to provide on-street parking as outlined in this requirement if prohibited or exempted by the governing jurisdiction.

3. Lots containing cottage housing developments, housing units smaller than 750 square feet, or affordable housing are not subject to the requirement of providing on-street parking in Performance Standards Subdivisions.

B. On-Street Parking Standards. On-street parking spaces shall be immediately adjacent to the public right-of-way on publicly or association-owned land and be directly accessible from public right-of-way streets. On-street parking spaces shall be located within 200 feet of the **dwelling lot** that it is intended to serve. In addition, on-street public parking may be provided pursuant to minimum criteria established under subsection 18.4.3.060.A.

C. Signing of Streets. The installation of “No Parking” signs regulating parking in the public right-of-way and any other signs related to the regulation of on-street parking shall be consistent with the Street Standards in 18.4.6.030, and shall be consistent with the respective City planning approval.

SECTION 9. Section 18.3.14 Transit Triangel Overlay, is hereby amended as follows:

C. Parking Ratios. Properties developed under the TT overlay option are subject to the standard requirements of chapter 18.4.3 , Parking, Access, and Circulation, ~~except as provided by subsection 18.4.3.030.C.~~

~~1. Multi-Family Dwellings. The minimum number of off-street automobile parking spaces required for multi-family dwelling units for development under the TT overlay option are as follows:~~

~~a. Units less than 800 square feet—1 space/unit.~~

~~b. Units greater than 800 square feet and less than 1,000 square feet—1.5 spaces/unit.~~

~~c. Units greater than 1,000 square feet—2.00 spaces/unit.~~

1 ~~2. Retail Sales and Services, Offices, and Restaurants. The required off-street~~
2 ~~parking spaces may be reduced up to three parking spaces for retail sales and~~
3 ~~services, general office, or restaurant uses. The maximum reduction under this~~
4 ~~subsection is three parking spaces per building.~~

5 ~~D. Availability of Parking Facilities. For properties developed under the TT overlay~~
6 ~~option, required off-street automobile parking spaces shall be available for use by~~
7 ~~residents, customers, and employees, and shall not be limited in use by hours or type of~~
8 ~~user through signage or other legal instrument. Required off-street automobile parking~~
9 ~~shall not be used for the storage or display of vehicles or materials. (Ord. 3166 § 2 (part),~~
10 ~~added, 12/18/2018)~~

11
12 **SECTION 10.** Section 18.5.2, Site Design Review, is hereby amended as follows:

13 **18.5.2.020.A.7** Any change of occupancy from a less intense to a more intensive occupancy, as
14 defined in the building code, ~~or a change in use that requires a greater number of parking~~
15 ~~spaces.~~

16
17 ~~18.5.2.020.B.5. Any change in use that requires a greater number of parking spaces.~~

18
19 **SECTION 11.** Section 18.5.3, Land Divisions and Property Line Adjustments, is hereby
20 amended as follows:

21 **18.5.3.060.F** Flag drive grades shall not exceed a maximum grade of 15 percent. Variances may
22 be granted for flag drives for grades in excess of 15 percent but no greater than 18 percent ~~for~~
23 ~~not more than~~ **provided that the cumulative length of such variances across multiple**
24 **sections of the flag drive does not exceed** 200 feet. Such variances shall be required to meet all
25 of the criteria for approval in chapter 18.5.5 Variances.

26
27 ~~18.5.3.060.K Each flag lot has at least three parking spaces~~ **Where off-street parking is**
28 **voluntarily provided on a flag lot, it shall be** situated to eliminate the necessity for vehicles
29 backing out.

30
SECTION 12. Section 18.5.4, Conditional Use Permits, is hereby amended as follows:

1 **18.5.4.050.B.7** Designating the size, number, location, ~~and/or~~ design, and screening of vehicle
2 and pedestrian access points, ~~or~~ and applicant proposed parking and loading areas.

3
4 **SECTION 13.** Section 18.5.5, Variances, is hereby amended as follows:

5 ~~18.5.5.030.A.5. Up to ten percent reduction in the number of required parking spaces.~~

6 ~~18.5.5.030.A.6. Up to 50 percent reduction for parking requirements in the Historic~~
7 ~~District.~~

8
9 **SECTION 14.** Section 18.5.6, Modifications to Approved Planning Actions , is hereby

10 **18.5.6.030.A Authorization of Major Modifications.** The approval authority and review
11 procedure for Major Modification applications is the same as for the original project or plan
12 approval. Any one of the following changes constitutes a Major Modification.

13 1. A change in land use, from a less intensive use to a more intensive use, as evidenced
14 by ~~parking, paved area,~~ an estimated ~~an~~ increase in automobile or truck trips (peak
15 and/or average daily trips), an increase in hours of operation, ~~an increased demand for~~
16 ~~parking,~~ additional paved area, or similar factors, where the increase is 20 percent or
17 more, provided the standards of parts 18.2, 18.3, and 18.4 are met.

18
19 **SECTION 15. Codification.** In preparing this ordinance for publication and distribution, the
20 City Recorder shall not alter the sense, meaning, effect, or substance of the ordinance, but within
21 such limitations, may:

- 22 (a) Renumber sections and parts of sections of the ordinance;
23 (b) Rearrange sections;
24 (c) Change reference numbers to agree with renumbered chapters, sections or other parts;
25 (d) Delete references to repealed sections;
26 (e) Substitute the proper subsection, section, or chapter numbers;
27 (f) Change capitalization and spelling for the purpose of uniformity;
28 (g) Add headings for purposes of grouping like sections together for ease of reference; and
29 (h) Correct manifest clerical, grammatical, or typographical errors.
30

1 **SECTION 16. Severability.** Each section of this ordinance, and any part thereof, is severable,
2 and if any part of this ordinance is held invalid by a court of competent jurisdiction, the
3 remainder of this ordinance shall remain in full force and effect.

4
5 The foregoing ordinance was first read by title only in accordance with Article X, Section
6 2(C) of the City Charter on the ____ day of _____, 2023, and duly PASSED and
7 ADOPTED this ____ day of _____, 2023.

8
9 ATTEST:

10
11
12
13 _____
14 Alissa Kolodzinski, City Recorder

15 SIGNED and APPROVED this ____ day of _____, 2023.

16
17
18 _____
19 Tonya Graham, Mayor

20 Reviewed as to form:

21
22
23 _____
24 Carmel Zahran, City Attorney

Eliminating Parking Minimums

Ray Chirgwin <rayc@kswarchitects.com>

Fri 2022-10-14 10:18 AM

To: Derek Severson <derek.severson@ashland.or.us>

[EXTERNAL SENDER]

Derek – Please forward this to Ashland Planning Commission and Staff. Thank you!

Dear Members of the Ashland Planning Staff and Commission –

On behalf of KSW Architecture and Planning, we have compiled important resources on eliminating mandatory parking minimums.

Please take sufficient time to study these as you consider parking reform as a part of the “Climate-Friendly and Equitable Communities” rulemaking.

Videos:

<https://www.strongtowns.org/journal/2017/7/24/parking-has-shaped-our-cities>

<https://www.youtube.com/watch?v=lgA4FIWjlj8>

<https://www.youtube.com/watch?v=H6wBSRj3NWg>

<https://www.youtube.com/watch?v=3g-z-PEzTas>

Articles/ Reports/ Resources:

https://www.oregon.gov/lcd/CL/Documents/StPaulMN_ParkingSlides.pdf

https://www.mba.org/docs/default-source/research---riha-reports/18806-research-riha-parking-report.pdf?sfvrsn=d59a2d33_0

<https://www.strongtowns.org/parking>

<https://www.eesi.org/articles/view/how-eliminating-parking-actually-makes-cities-better>

We hope that you find this informative.

KSW fully supports the removal of mandatory parking minimums. The benefits include:

- Promotes infill development
- Increases tax value of properties
- Reduces pressure on surrounding rural land
- Reduces pressure on existing road capacity and maintenance
- Increases places for humans to enjoy (green space, pedestrian space, etc)
- Promotes healthier lifestyles (physical and social)
- Reduces stormwater pollution and heat island effect
- Promotes healthier forms of transportation (bike, walk, transit)
- Community resiliency in the wake of Amazon, work-from-home, ride-share & autonomous vehicles, cyber-Monday
- Reduces single occupancy vehicle trips counts and distances
- Reduces noise pollution
- Promotes better building design and landscape design

Remember that removing parking minimums will not drastically change our city overnight. Any change will be very slow.

Developers and designers can continue to build parking. It just gives us more opportunities to build slightly better places for our community.

Please don't hesitate to call and discuss parking with us more. We would appreciate the opportunity!

Kindest regards,

Ray Chirgwin R.A., LEED AP

KSW Architects

66 Water Street Suite 101

Ashland, OR 97520

m. 541.601.9478 (primary)

o. 541.488.8200 x.19

rayc@kswarchitects.com

Memo

CITY OF
ASHLAND

Date: November 7, 2023
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Bicycle Parking Inventory -Downtown Project

BACKGROUND:

Two committee members previously volunteered to work with Jamie Blankenship a GIS Technician to perform an inventory of bicycle parking downtown as a starting measure to learn where there are shortages. The map generated is attached for reference. The TAC also had discussion about not only looking at the downtown core, but also other portions of the City to make a determination where additional bicycle parking would benefit the community.

May 2023 Minutes:

NEW BUSINESS

Bike Rack Inventory and Mapping Project

Fleury asked for two volunteers from the TAC to work with the city GIS technician to walk around the downtown/railroad district area, survey existing bike rack locations, and propose new ones. This would be in an effort to have more bicycle parking. Christiansen and Brouillard volunteered.

Brouillard brought up the idea of adding bicycle parking to the Pioneer/Lithia parking lot, the Second St/Enders Alley parking lot, and the Hargadine parking lot.

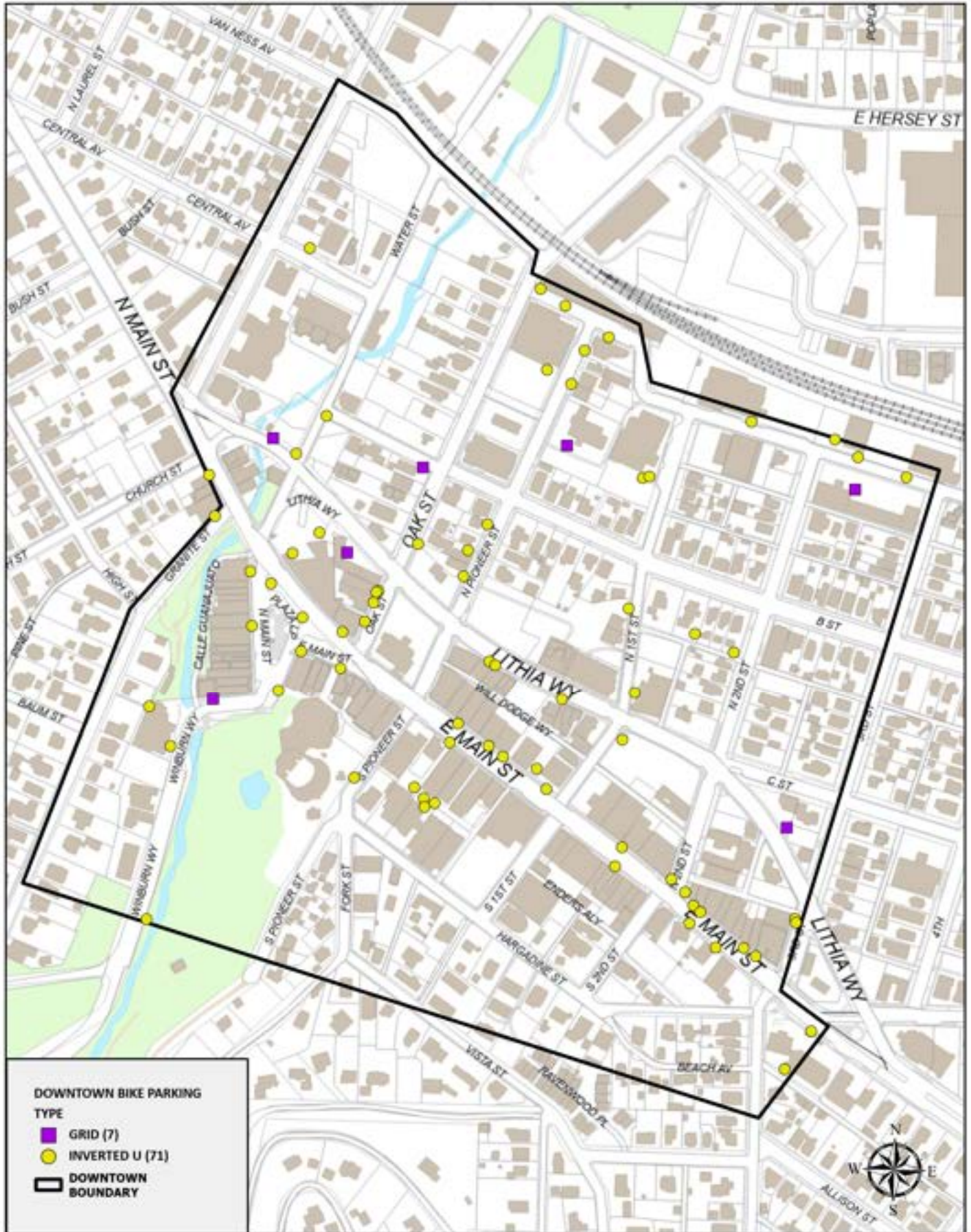
Brouillard made a motion to extend the meeting up to 15 minutes. Vièville seconded all ayes.

Staff has attached a bike parking guide as additional information. This item is for discussion on next steps.

CONCLUSION:

Action required; Review and outline a plan of action for next steps to inventory and upgrade bicycle parking in the downtown and surrounding community at large.

Downtown Ashland Bike Parking



BICYCLE PARKING



GUIDELINES

A set of recommendations from the Association of Pedestrian and Bicycle Professionals [apbp]



"I would ride to work if there was a safe place to lock my bike."

INTRODUCTION

The lack of a secure parking space keeps many people from using their bikes for basic transportation. Leaving a bicycle unattended, even for short periods, can easily result in damage or theft. Finding a bike rack that doesn't work or isn't conveniently located makes for a frustrating experience.

The purpose of this document is to assist with the selection and placement of appropriate bicycle racks for short-term parking. Four major components will be discussed.

1. The rack element. This device supports the bicycle.
2. The rack. It is important to understand how bikes interact with each other when rack elements are assembled together.
3. Combining of multiple racks into a bicycle parking lot.
4. Locating the rack, and the relationship of the rack to the building entrance it serves and the cyclists' approach to that entrance.

The discussion will focus on outdoor installations. The racks are intended to accommodate conventional, upright, single-rider bicycles. It is assumed the cyclist will use a solid, U-shaped lock, or a cable lock, or a combination of the two.

The apbp Task Force that developed this guide is also developing recommendations for other important bicycle parking-related issues including:



- a. Assessing the appropriate number of bicycle parking spaces for different buildings and land uses, including the use of bicycle parking ordinances.
- b. Long-term bicycle storage facilities such as lockers and bicycle parking garages.
- c. Indoor bicycle parking and the carriage of bicycles in transit vehicles.



1. THE RACK ELEMENT

Definition: the rack element is the part of the bike rack that supports one bicycle.

The rack element should:

- Support the bicycle upright by its frame in two places
- Prevent the wheel of the bicycle from tipping over
- Enable the frame and one or both wheels to be secured
- Support bicycles without a diamond-shaped frame with a horizontal top tube (e.g. a mixte frame)
- Allow front-in parking: a U-lock should be able to lock the front wheel and the down tube of an upright bicycle
- Allow back-in parking: a U-lock should be able to lock the rear wheel and seat tube of the bicycle



Comb, toast, school-yard, and other wheel-bending racks that provide no support for the bicycle frame are NOT recommended.

The rack element should resist being cut or detached using common hand tools, especially those that can be concealed in a backpack. Such tools include bolt cutters, pipe cutters, wrenches, and pry bars.



INVERTED "U"

One rack element supports two bikes.



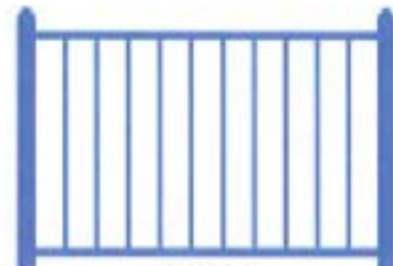
"A"

One rack element supports two bikes.



POST AND LOOP

One rack element supports two bikes.



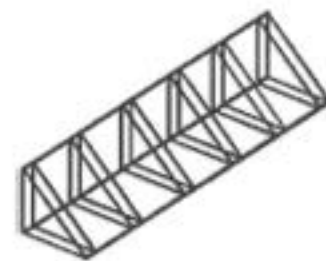
COMB

One rack element is a vertical segment of the rack.



WAVE

One rack element is a vertical segment of the rack.



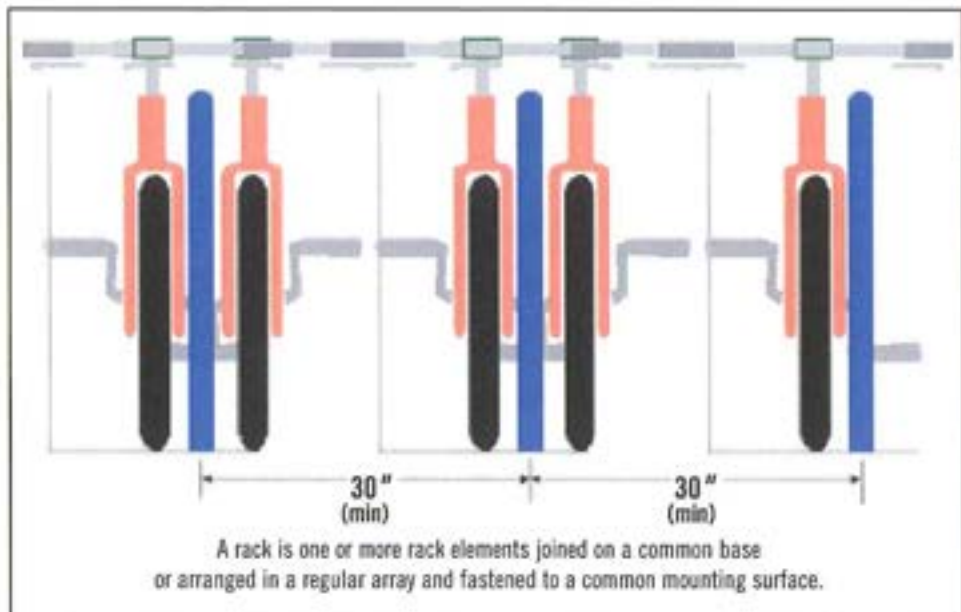
TOAST

One rack element holds one wheel of a bike.

2. THE RACK

Definition: a rack is one or more rack elements joined on any common base or arranged in a regular array and fastened to a common mounting surface.

The rack should consist of a grouping of rack element. The rack elements may be attached to a single frame or remain single elements mounted within close proximity to each other. The rack elements should not be easily detachable from the rack frame or easily removed from the mounting surface. The rack should be anchored so that it cannot be stolen with the bikes attached—vandal-resistant fasteners can be used to anchor a rack in the ground. An exception is a rack that is so large and heavy that it cannot be easily moved or lifted with the bicycles attached.



The rack should provide easy, independent bike access. Inverted “U” rack elements mounted in a row should be placed on 30” centers. This allows enough room for two bicycles to be secured to each rack element. Normally, the handlebar and seat heights will allow two bicycles to line up side-by-side if one of them is reversed. When there is a conflict, the bikes can be placed slightly offset from one another as shown. If the elements are placed too close together, it becomes difficult to attach two bikes to the



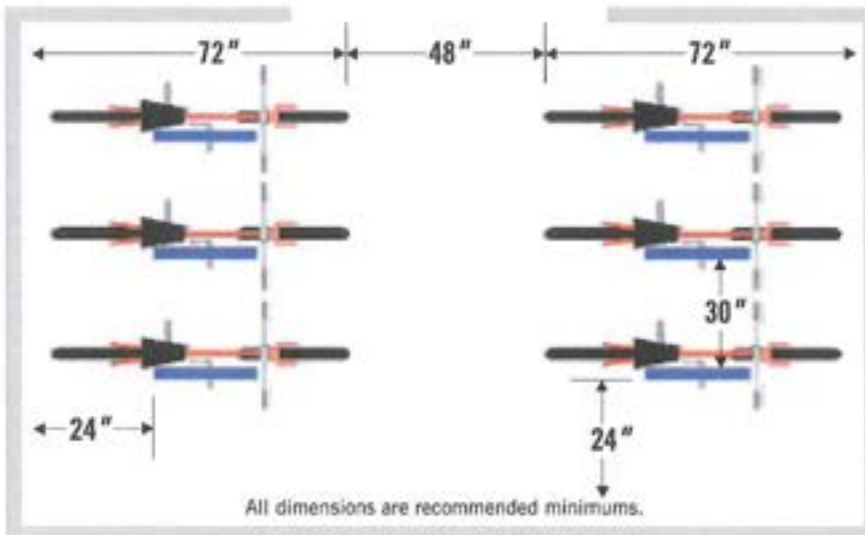
same element. If it is too inconvenient and time consuming to squeeze the bikes into the space and attach a lock, cyclists will look for an alternative place to park or use one rack element per bike and reduce the projected parking capacity by 50 percent.

Wave style racks are not recommended. Bicyclists commonly use a “wave” rack as if it were a single inverted “U.” This limits the actual capacity of the rack to two bikes regardless of the potential or stated capacity. Bicycles parked perpendicular to a wave rack (as intended by the manufacturer) are not supported in two places and are more likely to fall over in the rack. The advertised capacity of a wave rack is usually much higher than the practical capacity.

An empty rack should not create a tripping hazard for visually impaired individuals.

3. THE RACK AREA

Definition: the rack area is a bicycle parking lot where racks are separated by aisles.



The rack area is a bicycle parking lot where racks are separated by aisles.

A rack area or "bicycle parking lot" is an area where more than one rack is installed. Aisles separate the racks. The aisle is measured from tip to tip of bike tires across the space between racks. The minimum separation between aisles should be 48 inches. This provides enough space for one person to walk one bike. In high traffic areas where many users park or retrieve bikes at the same time, such as a college classroom, the recommended minimum aisle width is 72 inches.

72 inches (six feet) of depth should be allowed for each row of parked bicycles. Conventional upright bicycles are just less than 72 inches long and can easily be accommodated in that space. Some rack types will allow the racks to be mounted closer to the wall. This will not change the space required by the bicycles or the aisles.

Large rack areas with a high turnover rate should have more than one entrance. This will help facilitate the arriving and departing of cyclists and pedestrians.

If possible, the rack area should be protected from the elements. Racks along building walls can be sheltered by an awning. Even though cyclists are exposed to sun, rain, and snow while en route, covering the rack area keeps the cyclist more comfortable while parking, locking the bike, and loading or unloading cargo. An awning will also help keep the bicycle dry, especially the saddle.



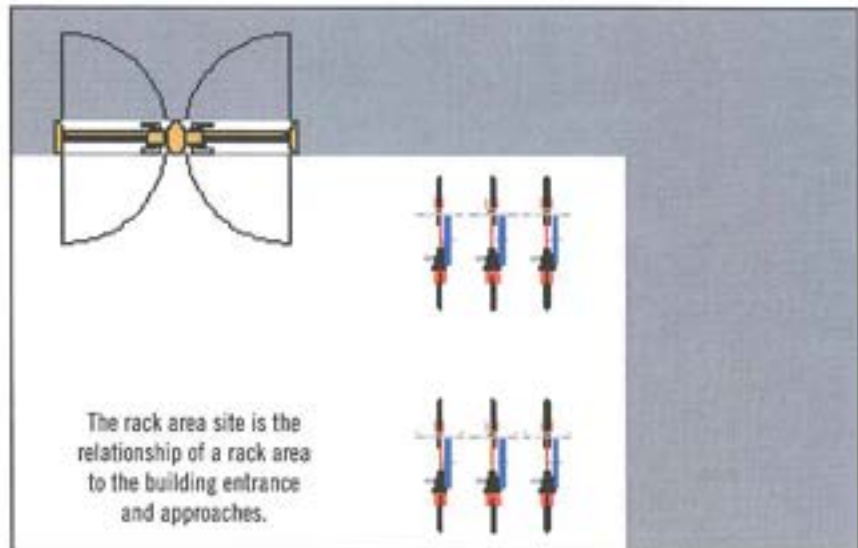
4. THE RACK AREA SITE

Definition: the rack area site is the relationship of the rack area to a building entrance and approach.

The location of a rack area in relationship to the building it serves is very important. The best location for a rack area is immediately adjacent to the entrance it serves. Racks should not be placed so that they block the entrance or inhibit pedestrian flow in or out of the building. Racks that are far from the entrance, hard to find, or perceived to be vulnerable to vandalism will not be used by most cyclists.

It is important to understand the transition a cyclist makes from vehicle to pedestrian. The cyclist approaches the building mounted on the bicycle. At some point, the cyclist stops, dismounts, and walks the bike to a rack.

The bicycle is attached to the rack and any cargo is removed. The cyclist now walks into the building carrying the cargo. Adequate space must be provided to allow for this transition.



The rack area should be located along a major building approach line and clearly visible from the approach. The rack area should be no more than a 30-second walk (120 feet) from the entrance it serves and should preferably be within 50 feet.

A rack area should be as close or closer than the nearest car parking space. A rack area should be clearly visible from the entrance it serves. A rack area should be provided near each actively used entrance. In general, multiple buildings should not be served with a combined, distant rack area. It is preferred to place smaller rack areas in locations that are more convenient.

5. CREATIVE DESIGNS



The recommended practices above are not intended to stifle creativity. There are many creative, three-dimensional bicycle parking racks that work very well. Whether the rack is a type of “hanger”, “helix” or another

configuration, the critical issue is that the rack element supports the bike in two places and allows the bicycle to be securely locked.

Creative designs should carefully balance form with function. For example, the distinctive “croquet

set” rack shown here likely has a smaller effective capacity than might be immediately apparent because one or more of the rack elements is not accessible. Similarly, the “hanger” racks shown below must be carefully manufactured and maintained to prevent weaknesses at the joints of the hanger and rack—such weakness might compromise the security of bicycles locked to the rack. In addition, the “coat hanger” elements should be spaced at least 30” apart.

CONCLUSION

More information about bicycle parking is available from a wide variety of sources. Visit www.bicyclinginfo.org to access many of those sources, and to find a list of bicycle parking manufacturers.

More information about the Association of Pedestrian and Bicycle Professionals is available at www.apbp.org.



BICYCLE PARKING GUIDELINES

Adopted by the Association of Pedestrian and Bicycle Professionals
Spring 2002

ACKNOWLEDGMENTS

apbp wishes to acknowledge and thank Reed Kempton, Bicycle/Multi-modal Planner with the Maricopa County Department of Transportation, for his work as the primary author of the recommended practice. Members of the Best Practices Task Force ably assisted Reed in this task.

John Ciccarelli, Bicycle Facilities Consultant
TransSight LLC/Bicycle Solutions

Michelle DeRobertis, P.E. Assistant Traffic engineer
City of Alameda, CA

Joe Gallagher, Transportation Planner

Daphne Hope, Program Manager—Cycling/Walking
City of Ottawa, Canada

Christopher Johnson, Assistant Deputy Secretary
Pennsylvania Department of Transportation

Jim Lazar
Microdesign Northwest

James Mackay, P.E. Bicycle Planner
City of Denver, CO

Heath Maddox, Transportation Planner
Santa Cruz County Regional Transportation Commission

Arthur Ross, Pedestrian/Bicycle Coordinator
City of Madison, WI

Timothy Witten, Transportation Planner

For additional information contact:

Andy Clarke
Executive Director, apbp
P.O. Box 23576
Washington, DC 20026
pedbike@aol.com



ASSOCIATION OF PEDESTRIAN
AND BICYCLE PROFESSIONALS

Fair Use Policy for APBP Bicycle Parking Guidelines

APBP generally will grant permission to use images and information from our Bicycle Parking Guidelines, provided that you:

1. E-mail us to request permission and describe how the information will be used in your publication or on your Web site (send message to info@apbp.org or mail it to the address below).
2. Adhere to standard citation practices for each quote or image from the BPG you use.
3. Acknowledge APBP in your list of sources and, if possible, retain the final page of the Guidelines which lists those who worked to develop it.
4. Add APBP's current contact information to the document:
Association of Pedestrian and Bicycle Professionals (APBP)
PO Box 93
Cedarburg, WI 53012
Phone: 262-375-6180
FAX: 866-720-3611
E-mail: info@apbp.org
Web site: www.apbp.org
5. Send us a copy of your final document or a link to your Web site.

The Guide will be revised and updated in 2009. If you have questions about the information presented in the Guide, please contact us.

***Association of Pedestrian and Bicycle Professionals
PO Box 93 • Cedarburg, WI • 53012
P 262-375-6180 • F 866-720-3611 • info@apbp.org***

Memo

CITY OF
ASHLAND

Date: November 7, 2023
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Transportation System Plan – Status Update

BACKGROUND:

Staff is providing a status update on the planned 2024 Transportation System Plan Update. Staff recently meet with representatives from the Oregon Department of Transportation to discuss the TSP update and associated compliance with the new Transportation Planning Rules.

The TSP update is still on schedule to begin in 2024. ODOT staff are developing the scope of work and are looking to bring on permanent and temporary staff to help facilitate up to 40 CFEC and TPR compliant TSPs over the coming years. There is a local 15% match requirement which can be in the form of cash or soft match. Staff did budget some actual cash dollars for the update process but expects a majority if not all to be covered by soft match (in-kind) participation for the expected 12-24 month project.

ODOT will develop the solicitation and staff, a TAC representative will be part of the scoring team for consultant selection. They hope to advertise in spring of 2024 for the project. ODOT will manage the technical and administrative functions for the project out of Salem/Portland and a local Region 3 planner will be assigned for the day-to-day project management of the TSP update to coordinate with City staff.

ODOT will be performing a multimodal inventory analysis starting in December and staff will be coordinating data collection with them. This will lead to a gap analysis that will be used as part of the TSP update.

Public engagement and participation by underserved communities is and will be a focal point for the TSP update.

With the new TPR rules there will be some additional considerations for the TSP update including performance targets, performance measures and tracking and reporting to the Division of Land Conservation and Development (DLCD) on. There will be coordination with the Metropolitan Planning Organization with respect to GHG targets and reporting as well.

As discussed with the TAC previously there will still be a focus on project prioritization parameters that align with the City's values and visions and take into account previous local and regional planning efforts in order to develop the best "fiscally constrained" capital plan.

CONCLUSION:

No action required; this is an update for the Committee. Staff will bring future TSP related information to the group for discussion as necessary.

Memo

CITY OF
ASHLAND

Date: November 7, 2023
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Climate Friendly and Equitable Communities Transportation Modeling

BACKGROUND:

Staff was contacted by the Oregon Department of Transportation regarding using the City of Ashland as a test case for transportation modeling, reference attached scope and purpose and roles memo attached.

CONCLUSION:

No action required, this is an update for the Committee. Staff will bring results of the modeling effort back to the Committee.



MEMORANDUM

DATE: October 26, 2023

TO: Zachary Horowitz, PE | ODOT

FROM: Garth Appanaitis, PE | DKS Associates

SUBJECT: TPR Modeling and Analysis Guides Update
CFA Support Overview – ODOT TPAU

Project #22129-005

CFA MODELING SUPPORT

This memorandum summarizes the process and support desired from ODOT TPAU staff to collaborate on preparing a Climate Friendly Area (CFA) case study. The intent of the case study is to provide a reasonable example that can provide a demonstration for future reference to inform the technical guidance. A separate summary¹ has been prepared that provides a general overview about the CFA case study purpose and roles of city staff, ODOT/MPO modeling staff, and the consultant team.

The following information summarizes key process milestones and tasks. It is anticipated that support of the CFA case study application would primarily occur between October 2023 and December 2023. For each task an initial estimate of staff effort has been provided, though we defer to ODOT TPAU and understanding of internal processes and procedures to confirm these estimates.

TASK 1: PREPARATION

Purpose: Collaborate and provide materials to consultant team to begin developing model inputs.

ODOT TPAU activities:

- Meet with consultant team to confirm process specifics, including sharing overview of current model processes, current model assumptions and input files available for adjustments, and off-model tools (estimated 1-2 staff hours).
- Provide consultant team with available input files, data, and related resources for reference/modification (estimated 2-4 staff hours).

¹ ODOT CFEC Modeling Case Study Purpose & Roles, DKS Associates, October 2023.

City of Ashland activities:

- Provide Draft CFA Summary info (e.g., boundary, approximate units, potential strategies) to consultant team.
- Provide clarifications on planned projects and anticipated future CFA area projects to consultant team.
- Other limited input to support modeling team assumptions (anticipated up to two meetings of one hour or less).

Timeline: October/early November

TASK 2: APPLY INPUTS AND MODEL RUN

Purpose: Apply CFA input data prepared by the consultant team to the model and run model.

ODOT TPAU activities:

- Meet with consultant team to review general input data and assumptions (estimated 1-2 staff hours).
- Apply modified input data received by consultant team to regional model (estimated effort unknown – potentially 8-24 staff hours).
- *(If needed)* Run off-model tools to prepare for model run (estimated effort unknown – potentially up to 16 staff hours).
- Run model (one scenario/alternative) using CFA input data (estimated effort unknown – potentially up to 8 staff hours).
- *(If needed)* Perform iteration and rerun model to incorporate updated input data based on review and consultation with consultant team (estimated effort unknown – potentially 20 to 40 hours). NOTE: If needed, this iterative task would likely extend beyond the November timeline shown below and impact Task 3 timeline.

City of Ashland activities:

- Limited input to respond to modeling team questions (anticipated up to two meetings of one hour or less).

Timeline: mid to late November

TASK 3: OUTPUTS AND REPORTING

Purpose: Review and report modeling outputs.

ODOT TPAU activities:

- Provide output files (Visum network and trip tables) to consultant team (estimated 2-4 staff hours)
- Meet with consultant team to review outputs and discuss results (estimated 1-2 staff hours)

- Review consultant team summary to confirm interpretation of results (estimated 1-2 staff hours)
- Provide feedback to consultant team on opportunities to modify/enhance future application (estimated 1-2 staff hours)

City of Ashland activities:

- (optional) Meet with consultant team for up to one hour to review modeling process and potential future considerations.

Timeline: early December



ODOT CFEC MODELING CASE STUDY PURPOSE & ROLES

The purpose of the CFEC Modeling case study is to serve as a “sample problem” to 1) use for testing and refining new modeling procedures, and 2) demonstrate technical approaches. The case study is not intended to make any technical findings specific to the jurisdiction and/or sample location and is not intended to suggest planned land use or transportation actions, but it should include a reasonable range of “actions” (investments, programs, or policies that could be placed into TSPs) that Cities would contemplate as part of their solution to CFEC requirements. The intent of the case study is to provide a reasonable example that can provide a demonstration for future reference to inform the technical guidance.

Ideally, the case study would be realistic and would have assumptions about the potential climate friendly area (CFA) boundary and uses that are plausible. However, it is understood that this work is very fluid and evolving across all communities and any sample used for a case study application will likely continue to change over the coming year.

The anticipated roles are summarized in the following table.

COLLABORATIVE ROLES

CITY STAFF	ODOT/MPO MODELERS	CONSULTANT TEAM
<ul style="list-style-type: none"> • Provide Draft CFA Summary info (e.g., boundary, approximate units, potential strategies, etc) • Provide clarifications on planned projects and anticipated future CFA projects • Other limited input to support modeling team assumptions (e.g. the range of “actions” to which the City is open) 	<ul style="list-style-type: none"> • Collaborate with consultant team and clarify process specifics and roles • Provide consultant team access to input files • Apply modified input files received from consultant team to model • Run model and provide outputs (e.g., assigned Visum network) • In selected cases, run off-model tools with advice and support from the consultant team. 	<ul style="list-style-type: none"> • Coordinate with City staff to understand case study parameters • Conduct analysis and/or use other off model tools to convert CFA assumptions into model inputs • Coordinate with ODOT/MPO modelers • Advise ODOT/MPO modelers during the modeling and off-model steps regarding how best to set up the model and extract its findings, and in selected cases, how to adjust the model inputs or model structure to best account for the “actions” being tested. • Summarize and document case study process

The “end product” would be a sample problem illustrating the technical methods in a technical memo that would be caveated. The case study documents will briefly describe the “actions” tested, the model features especially relevant to those “actions,” and any input or model adjustments made to ensure reasonable outcomes forecasts due to those actions.



Transportation Planning Acronyms and Terms

3-C	Comprehensive, Continuing and Coordinated
ACT	Area Commission on Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AQCD	Air Quality Conformity Determination
AQMA	Air Quality Maintenance Area
CAAA	Clean Air Act Amendments
CBD	Central Business District
CMAQ	Congestion Mitigation & Air Quality
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CO LMP	Carbon Monoxide (CO) Limited Maintenance Plan
COATS	California Oregon Advanced Transportation Systems
DEQ	Department of Environmental Quality
DLCD	Department of Land Conservation and Development
EJ	Environmental Justice
EMME/2	Computerized Transportation Modeling Software
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year: <i>October 1 to September 31</i>
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTZ	Foreign Trade Zone
FY	Fiscal Year: <i>Oregon / July 1 to June 30</i>
GCP	General Corridor Planning
GIS	Geographic Information Systems
GPS	Global Positioning System
HOT	High Occupancy Toll lane with extra charge for single occupants
HOV	High Occupancy Vehicle lane for vehicles with more than one occupant
HPMS	Highway Performance Monitoring System
I/M or I & M	Inspection and Maintenance Program for emissions control
IAMP	Interchange Area Management Plan
IGA	Intergovernmental Agreements
IM	Interchange Management
ITS	Intelligent Transportation Systems
JCT	Josephine Community Transit
JJTC	Jackson-Josephine Transportation Committee
LCDC	Land Conservation and Development Commission
LMP	Limited Maintenance Plan
LOS	Level of Service A measure of traffic congestion from A (free-flow) to F (grid-lock)
LRT	Light Rail Transit self-propelled rail cars such as Portland's MAX
LSNP	Local Street Network Plan
MAP-21	Moving Ahead for Progress in the 21 st Century (P.L. 112-141) Signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and

Transportation Planning Acronyms and Terms

	2014, MAP-21 is the first long-term highway authorization enacted since 2005.
MIS	Major Investment Study
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization A planning body in an urbanized area over 50,000 population which has responsibility for developing transportation plans for that area
MRMPO	Middle Rogue Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NHS	National Highway System
NPTS	Nationwide Personal Transportation Survey
NTI	National Transit Institute
OAR	Oregon Administrative Rules
ODEQ	Oregon Department of Environmental Quality
ODFW	Oregon Department of Fish and Wildlife
ODOT	Oregon Department of Transportation
OHAS	Oregon Household Activity Survey
OHP	Oregon Highway Plan
OMPOC	Oregon MPO Consortium
OMSC	Oregon Modeling Steering Committee
ORS	Oregon Revised Statutes
OSTI	Oregon Sustainable Transportation Initiative
OSUM	Oregon Small Urban Model
OTC	Oregon Transportation Commission, ODOT's governing body
OTP	Oregon Transportation Plan
PAC	Public Advisory Council
PL112 / PL Funds	Public Law 112, Federal Transportation Planning Funds
PM _{2.5}	Particulate Matter of less than 2.5 micrometers
PM ₁₀	Particulate Matter of less than 10 micrometers
PPP	Public Participation Program
RPS	Regional Problem Solving RVCOG study examining how to plan for double the current population
RTP	Regional Transportation Plan
RVACT	Rogue Valley Area Commission on Transportation
RVCCC	Rogue Valley Clean Cities Coalition
RVCOG	Rogue Valley Council of Governments
RVMPO	Rogue Valley Metropolitan Planning Organization
RVTD	Rogue Valley Transportation District
SA	Strategic Assessment
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
STA	Special Transportation Area
STBG	Surface Transportation Block Grant
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TAZ	Transportation Analysis Zones
TCM	Traffic Control Measures

Transportation Planning Acronyms and Terms

TDM	Transportation Demand Management
TGM	Transportation & Growth Management
TGMP	Transportation & Growth Management Program
TIP	Transportation Improvement Program
TO	Transportation Options
TOD	Transit Oriented Development
TPAU	Transportation Planning Analysis Unit
TPR	Transportation Planning Rule
TSM	Transportation Systems Management
TSP	Transportation System Plan
UCA	Urban Containment Area
UGB	Urban Growth Boundary
UGBMA	Urban Growth Boundary Management Agreements
UPWP	Unified Planning Work Program
URA	Urban Redevelopment Authority
USDOT	U.S. Department of Transportation
V/C	Volume to Capacity
VHT	Vehicle Hours of Travel
VMT	Vehicle Miles of Travel

3C (“Three C’s”) = **Continuing, Comprehensive and Cooperative:** This term refers to the requirements set forth in the Federal Highway Act of 1962 that transportation projects in urbanized areas be based on a “continuing, comprehensive transportation planning process carried out cooperatively by states and local communities.” ISTEA’s planning requirements broaden the framework for such a process to include consideration of important social, environmental and energy goals, and to involve the public in the process at several key decision making points.

Appropriation: Legislation that allocates budgeted funds from general revenues to programs that have been previously authorized by other legislation. The amount of money appropriated may be less than the amount authorized.

Authorization: Federal legislation that creates the policy and structure of a program including formulas and guidelines for awarding funds. Authorizing legislation may set an upper limit on program spending or may be open ended. General revenue funds to be spent under an authorization must be appropriated by separate legislation.

Capital Costs: Non-recurring or infrequently recurring cost of long-term assets, such as land, buildings, vehicles, and stations.

Conformity Analysis: A determination made by the MPOs and the US DOT that transportation plans and programs in non-attainment areas meet the “purpose” of the SIP, which is to reduce pollutant emissions to meet air quality standards.

Emissions Budget: The part of the SIP that identifies the allowable emissions levels for certain pollutants emitted from mobile, stationary, and area sources. The emissions levels are used for meeting emission reduction milestones, attainment, or maintenance demonstration.

Transportation Planning Acronyms and Terms

Emissions Inventory: A complete list of sources and amounts of pollutant emissions within a specific area and time interval (part of the SIP).

Exempt / Non-Exempt Projects: Transportation projects which will not change the operating characteristics of a roadway are exempt from the Transportation Improvement Program conformity analysis. Conformity analysis must be completed on projects that affect the distance, speed, or capacity of a roadway.

Federal-aid Highways : Those highways eligible for assistance under Title 23 of the United States Code, as amended, except those functionally classified as local or rural minor collectors.

Functional Classification: The grouping of streets and highways into classes, or systems according to the character of service that they are intended to provide, e.g., residential, collector, arterial, etc.

Key Number: Unique number assigned by ODOT to identify projects in the TIP/STIP.

Maintenance: Activities that preserve the function of the existing transportation system.

Maintenance Area: “Any geographical region of the United States that the EPA has designated (under Section 175A of the CAA) for a transportation related pollutant(s) for which a national ambient air quality standard exists.” This designation is used after non-attainment areas reach attainment.

Mobile Sources: Mobile sources of air pollutants include motor vehicles, aircraft, seagoing vessels, and other transportation modes. The mobile source related pollutants of greatest concern are carbon monoxide (CO), transportation hydrocarbons (HC), nitrogen oxides (NO_x), and particulate matter (PM₁₀). Mobile sources are subject to a different set of regulations than are stationary and area sources of air pollutants.

Non-attainment Area: “Any geographic region of the United States that the EPA has designated as non-attainment for a transportation related pollutant(s) for which a national ambient air quality standard exists.”

Regionally Significant: From OAR 340-252-0030 (39) "Regionally significant project" means a transportation project, other than an exempt project, that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum:

- a) All principal arterial highways;
- b) All fixed guideway transit facilities that offer an alternative to regional highway travel; and
- c) Any other facilities determined to be regionally significant through interagency consultation pursuant to OAR 340-252-0060.

Transportation Leadership Program 2023 Syllabus

** This document will be updated regularly as we move through the program

Session	Date, Time & Place	Topic	Guest Speakers	Additional Resources
	<p>Link: 2023-02-16 17.46.38 Transpo Program Session 2 - Google Drive</p>	<p>Concepts: Session 2 Key Concepts - Google Docs</p> <p>Slides: Transpo Leadership Program Session 2.pptx - Google Slides</p>	<p>Brett Morgan 1000 Friends of Oregon brett@friends.org</p>	<p>https://drive.google.com/file/d/17AUrTGAUNoo7PjGdvqs4jF45pq1_zyaf/view?usp=sharing</p> <ul style="list-style-type: none"> RTP Project List: https://drive.google.com/file/d/1Cwqc55CB2xJW8HwCrrBU_1LQeUfBIL8y/view?usp=share_link How Local Governments Generate Active Transportation Funds: local at financing approaches final 0.pdf - Google Drive RVMPPO Interactive TIP Map: TIP Map – Rogue Valley Metropolitan Planning Organization (rvmpo.org) MRMPO Interactive TIP Map: Interactive TIP Map – Middle Rogue Metropolitan Planning Organization (mrmmpo.org)
3	<p>Thursday, February 23rd Zoom</p> <p>Recording Link: https://drive.google.com/file/d/11LkHhg89hJ596QneAbYzz9aIXUYSgEiO/view?usp=share_link</p>	<p>Equity and Access</p> <p>Campaign Planning</p> <p>Session 3 Key Concepts: TLP Session 3 Key Takeaways - Google Docs</p> <p>Session 3 Slideshow (including AARP slides): Transpo Leadership Program Session 3.pptx - Google Slides</p>	<p>Meet Panchal & Paige Hopkins <i>Beyond Toxics</i> mpanchal@beyondtoxics.org phopkins@beyondtoxics.org</p> <p>Carmel Snyder AARP CSnyder@aarp.org</p> <p>Casey Moore <i>Oregon Spinal Cord Injury Connection</i></p>	<ul style="list-style-type: none"> Before the Highway: Before the Highway: Learn More (aarp.org) Rogue Valley Metropolitan Planning Organization. <i>RVMPPO Transportation Needs Assessment for Traditionally Underserved Populations</i>. March 2016. https://rvmpo.org/wp-content/uploads/2021/06/RVMPPO_TranspoNeedsAssessment_FINAL_March2016.pdf Opalpx. <i>What is transportation justice?</i> https://www.opalpx.org/what_is_transportation_justice. Rogue Valley Transportation District. <i>Rogue Valley Transportation District 2040 Transit Master Plan</i>. 2019. https://rvtd.org/wp-content/uploads/2021/02/RVTD-2040-Transit-Master-Plan_FINAL.pdf Shared-use Mobility & The LEAP Institute. <i>The Green Raiteros: A Shared & Electric Lifeline for California Farmworkers</i>. February 2020. https://learn.sharedusemobilitycenter.org/wp-

Transportation Leadership Program 2023 Syllabus

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Session	Date, Time & Place	Topic	Guest Speakers	Additional Resources
		Beyond Toxic's Slide: Beyond Toxics Slides	casey@oregonsci.org	<p>content/uploads/GreenRaiteros_0220.pdf</p> <ul style="list-style-type: none"> ● Josephine County Transit District Rider Survey: JCT_OnboardSurveyAnalysis_April2016.pdf - Google Drive ● Creating Transportation Systems We All Want: creating-transportation-system-we-want-aarp-ppi.pdf - Google Drive ● 3 Ways to Measure Your City's Transportation Equity: 3 Ways to Measure Your City's Transportation Equity Next Year - National League of Cities (nlc.org)
4	<p>Wednesday, March 1st Zoom</p> <p>Recording Link: https://drive.google.com/file/d/1ou46G0Fxd-UqbsBuJiMZNJiGWQK9Q8e7/view?usp=share_link</p>	<p>Implementation</p> <p>Climate Friendly and Equitable Communities Rules (CFEF)</p> <p>Implementation Slides: Transportation Leadership Program - Implementation.pptx - Google Slides</p> <p>CFEC Slides: 230301 RAC CFEC.pdf - Google Drive</p>	<p>Jenna Marmom & Karl McNair <i>City of Medford</i></p> <p>Greg Holmes <i>1000 Friends of Oregon</i></p>	<ul style="list-style-type: none"> ● Climate Friendly and Equitable Communities (6 pager).pdf - Google Drive ● Video: Segregated By Design ● Video: https://kobi5.com/news/local-news/ashlands-road-diet-14329/ ● Census Data: B25044: TENURE BY VEHICLES AVAILABLE - Census Bureau Table <ul style="list-style-type: none"> ○ <i>Census Notes: Follow this link > Delete 'Grants Pass' and type in the name of the city that you are looking for > Select the "TENURE BY VEHICLE AVAILABLE" under the data table options (this was on the 4th page of options for me)</i> <p>Lowering Parking Requirements Articles</p> <ul style="list-style-type: none"> ● With Flexibility Over Parking, Oregon Homebuilders Get to Work (strongtowns.org)

Transportation Leadership Program 2023 Syllabus

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Session	Date, Time & Place	Topic	Guest Speakers	Additional Resources
				<ul style="list-style-type: none">• Yes, Even Walmart Wants to Build Smaller Parking Lots - Sightline Institute• oregon parking reform visual summary (sightline.org)• The Costs of Parking Mandates - Sightline Institute
5	Wednesday, March 8th <i>In Person:</i> Rogue Action Center Office - 205 N Phoenix Road, Suite G Phoenix, OR 97535	Wrap Up and What's Next? Rogue Valley Transportation District (RVTD) Slides: RVTD More than a bus ride Transportation Options.pptx	Edem Gomez <i>RVTD</i> Abby Griffith <i>OPAL</i> <i>Environmental Justice Oregon</i>	



The Oregon Modeling Statewide Collaborative (OMSC) is preparing for an upcoming survey of household travel behavior.

A Briefing for Policy Makers

August 2023

- Real-world travel behavior data improves the accuracy of and confidence in future travel forecasts, which are the basis for many public policy and investment decisions.
- Household travel data is an essential building block for travel models and other analysis tools. Household travel surveys provide details about travel behavior that is lacking in other data sources; for example, demographics, trip purpose and vehicle occupancy.
- Through the Oregon Modeling Statewide Collaborative (OMSC), MPOs and other governmental agencies across Oregon are partnering to collect updated household travel data, so that information used to make future policy and investment decisions remains analytically valid.
- Since household travel activities and demographics change over time, travel surveys are traditionally conducted roughly every 10 years. In Oregon, the most recent prior surveys were conducted between 2009-2011, roughly coinciding with the 2010 Census.
- Now that the 2020 Census is complete, the Oregon Modeling Statewide Collaborative (OMSC) has hired a



consulting team to plan and conduct the next household travel survey.

- Many regions in Oregon are experiencing rapid growth and increasing congestion. Emerging technologies enable new travel modes such as carsharing and ride hailing services like Uber and Lyft. Also, the pandemic introduced changes in travel behavior that may or may not continue into the future. The new travel survey will help to identify the behavioral forces creating these changes.
- Because each metropolitan area in Oregon has unique characteristics, it is important to collect region-specific information so that travel forecasts reflect the distinct travel behaviors of residents in each area.



Planning Our Future Together
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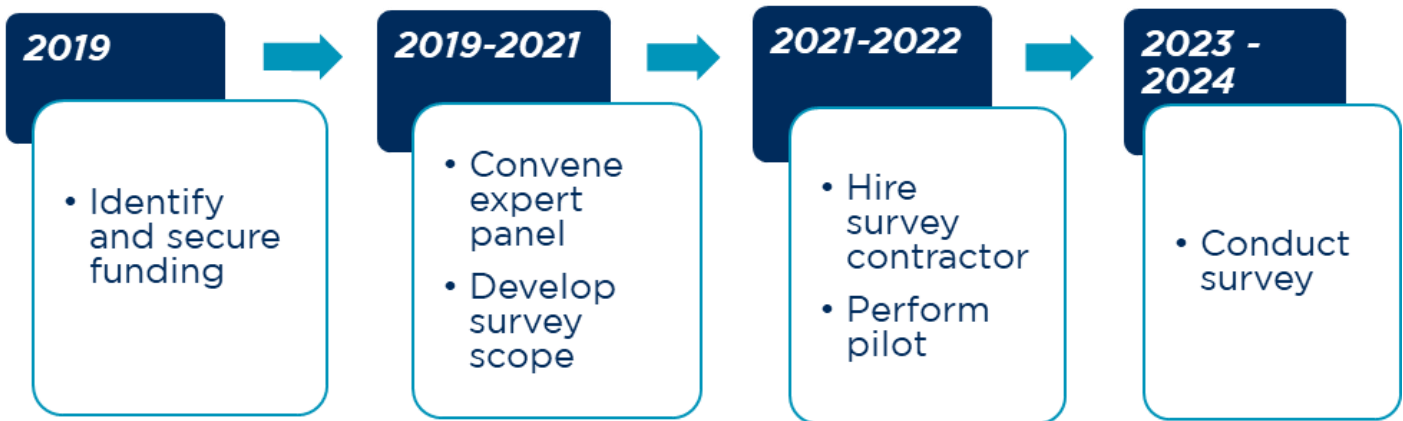
What information is typically collected? Volunteer participants are asked to record where, when, why, how, and with whom they travel.

How will the travel survey be accomplished? Data will be collected via a smartphone app, a web-based survey, and a call center. As part of the survey planning process a target number of survey participants by survey mode will be investigated for each region. The OMSC will select survey methods that best balance cost and data quality.

Who will conduct the survey? The survey will be conducted by a team of consultants led by the firm Resource Systems Group (RSG). RSG is a leading travel behavior research firm in the world, having collected data from over 100,000 households since 2014.

What is the timeline? The preparatory process timeline is shown below. Data collection began in spring 2023, and will continue through spring 2024.

OREGON TRAVEL SURVEY PREPARATORY PROCESS



What about “big data”? Transportation planning agencies can purchase passive data that is extracted from a wide variety of anonymized sources such as cell phone and credit card data, administrative records, internet transactions and social media. While passive data may indicate past travel patterns, it has a limited ability to explain the essential “why” behind those patterns. So passive data is not likely to answer all travel behavior questions needed for our forecasting models, and it does not replace the need for travel surveys.

Nonetheless, there may be a role for passive data in helping to improve the cost-effectiveness of Oregon’s travel modeling program. The OMSC is currently examining the quality and reliability of passive data sources, to determine how they may be used to complement household travel surveys.

Since 1996, the OMSC has worked to improve the state-of-the-practice and promote state-of-the-art land use and transportation modeling in Oregon. Our mission is to ensure Oregon continues to have the right tools, skills and expertise needed to answer important questions about our transportation systems, land uses, and economy. Learn more at www.oregonmodels.org