

Note: Anyone wishing to speak at any Transportation Commission meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

## ASHLAND TRANSPORTATION COMMISSION

May 28, 2015

### AGENDA

- I. CALL TO ORDER: 6:00 PM, Civic Center Council Chambers, 1175 E. Main Street
- II. ANNOUNCEMENTS
- III. CONSENT AGENDA
  - A. Approval of Minutes: April 23, 2015
- IV. PUBLIC FORUM
- V. NEW BUSINESS
  - A. CIP & Biennium Budget Update (20 min.)
    - Provide Budget and Capital Improvement Program Update
  - B. Street User Fee Study Update and Roadway Testing (20 min.)
    - Update Commission on Study and previously completed system testing
  - C. Election of Officers (20 min.)
    - Elect new Chair and Vice Chair
- VI. OLD BUSINESS
- VII. FOLLOW UP ITEMS
  - A. Geneva Park site distance
  - B. United Way Bike Rack
- VIII. INFORMATIONAL ITEMS
  - A. Action Summary
  - B. Traffic Crash Summary
  - C. Oregon Impact May Newsletter
- IX. COMMISSION OPEN DISCUSSION
- X. FUTURE AGENDA TOPICS
  - A. Bicycle Safety Education Program
  - B. Public Outreach/Education-Oregon Impact Programs
  - C. Traffic Control Resolution Update
  - D. Traffic Crash Summary PD letter
- XI. ADJOURNMENT: 8:00 PM

Next Meeting Date: June 25, 2015

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



# CITY OF ASHLAND

## Transportation Commission

### Contact List as of May 2015

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
Dominic Barth	Commissioner	617-840-5425	586 ½ C Street	dofriesgowiththatshake@yahoo.com	4/30/2016
Danielle Amarotico	Commissioner	541-840-3770	265 Alta Avenue	Danielle@standingstonebrewing.com	4/30/2017
Joe Graf	Commissioner	541-488-8429	1160 Fern Street	graf@sou.edu	4/30/2015
Alan Bender	Commissioner	541-488-4967	145 Almond Street	Alan.bender@erau.edu	4/30/2017
Vacant	Commissioner				4/30/2015
Corinne Viéville	Commissioner	541-944-9600	805 Glendale Avenue	corinne@mind.net	4/30/2016
David Young	Commissioner	541-488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2015

#### Non Voting Ex Office Membership

Mike Faught	Director of Public Works	541- 488-5587	20 E. Main Street	faughtm@ashland.or.us
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Dan Dorrell PE	ODOT	541- 774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us
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David Wolske	Airport Commission			david@davidwolske.com

#### Staff Support

Scott Fleury	Engineering Serv Manager	541- 488-5347	20 E. Main Street	fleury@ashland.or.us
Karl Johnson	Associate Engineer	541-552-2415	20 E. Main Street	johnsonk@ashland.or.us
Tami De Mille-Campos	Public Works Assistant	541-552-2427	20 E. Main Street	campost@ashland.or.us

**ASHLAND TRANSPORTATION COMMISSION  
MINUTES  
APRIL 23, 2015**

These minutes are pending approval by the Transportation Commission.

**CALL TO ORDER:** Chair David Young called the meeting to order at 6:02 p.m. in the Civic Center Council Chambers, 1175 E. Main Street.

**Commissioners Present:** David Young, Joe Graf, Corinne Viéville, Danielle Amarotico, Alan Bender and Shawn Kampmann

**Commissioners Absent:** None

**Staff Present:** Mike Faught, Scott Fleury, Brandon Goldman, Bill Mollnar, Tami De Mille-Campos, and Whitney Dennis

**Council Liaison Present:** Michael Morris (absent)

**ANNOUNCEMENTS**

Chair Dave Young welcomed and introduced new commissioner Danielle Amarotico. Amarotico explained her background as working at Standing Stone, a restaurant and brewery in Ashland, for the last 18 years and an Ashland community member for the last 20 years. Chair Young also welcomed and introduced new administrative support City staff member, Whitney Dennis.

**CONSENT AGENDA**

Approval of Minutes – February 26, 2015

**No objections noted; minutes were unanimously approved**

**PUBLIC FORUM**

Jan Vidmar of 320 Meadow Drive - Handout was distributed to discuss the Normal Avenue project area (attached **Exhibit A**). Vidmar spoke to the crowding on East Main and the difficulty of getting onto Ashland Street from Clay Street without stop signs. The photographs within the attachment represent the troubles. She advocated for changes to Normal Avenue and East Main. Vidmar highlighted prior flooding on Clay Street as a concern. She mentioned that she is also speaking on behalf of Brice Anderson, who was not in attendance.

**NEW BUSINESS**

**Normal Ave. Neighborhood Discussion**

Brandon Goldman, City of Ashland Planning & Bill Mollnar, Community Development Director – Goldman began his presentation with a brief summary of the review process that has taken place with the Normal Neighborhood Plan (NNP) explaining the following:

1. The Transportation Commission reviewed the NNP close to a year ago.
2. The NNP was then given to the Working Group, comprised of two (2) Planning Commissioners and three (3) City Councilors. The Working Group made revisions to the transportation system within the plan.
3. Upon City Council's review of the revised NNP on December 2, 2014, the Council recommended that all revisions of the Working Group be reviewed by both the Planning Commission and the Transportation Commission before being considered for the final approval process with the City Council.

Goldman displayed a diagram of the existing major connections within the current Transportation System Plan (TSP) before revisions (presentation attached **Exhibit B**). Goldman described the first modification to the existing TSP, as

a request to modify the plan by adding East Main Street back into the planning. Goldman reviewed the history of the existing TSP, showing the original land use and street framework.

Goldman outlined the recommendation of the Transportation Commission in November 2013, explaining that the Transportation Commission requested that the East and West connections of the development be eliminated, with only one connection remaining to East Main. Mike Faught, Public Works Director explained that in 2013 he did not agree with only having one connection to East Main and followed through with that recommendation to the Planning Commission in 2013.

Goldman explained that in April 2014, there were recommendations by the Planning Commission to include improvements along East Main from Walker to Clay Street to include bike lanes and sidewalk on the south side prior to any annexation or development. Additional example recommendations were presented including a future transit stop being located adjacent to the higher density zone on East Main and a railroad crossing at Normal Avenue with the following conditions:

1. Additional crossing can be created without closing original crossing in town
2. A finance plan must be developed and approved by City

Goldman reviewed the recommendations of the Working Group as the following:

1. East Main Street should be maintained with bike lanes, sidewalks, gutters, concurring with the recommendation of the Planning Commission
2. Multiple connections be made to East Main
3. Standardized grid with more alignment with East and West connections
4. Bicycle and pedestrian pathways developed
5. Railroad crossing be improved to be in concert with development

Goldman continued with a before and after slide and described traffic flow and the framework. He also warned that the location of the streets could shift as development begins. There was continued explanation of how the street and land use framework can change and how the two can influence one another. He explained that more new east/west connections that run through the property have been recommended.

Goldman described the changes to the land use density areas. He described that the changes in densities were chosen to mirror other areas Single Family and Multi residential use zones around the City. Young asked for clarification on what the expectation of the Transportation Commission is in regards to the amended plan. Goldman explained that comments and recommendations from the Transportation Commission are needed in regards to the presented revisions. Faught spoke about the information provided in the packet and explained financing options with the proposed revisions. Additional examples of the Working Group's recommendations were given, including description of the phased approach to development, railroad crossing information and the recommendation of full improvements upon connecting to East Main.

Kampmann asked for clarification to describe when East Main would need to be fully developed based on developing progress on Normal Avenue. Faught answered that 250 feet of development would trigger the need to develop further due to traffic and property development. Faught continued with the financing options and Goldman described additional grading and connections for the first phase. Discussion continued around the financing options and the phasing of development.

Young stressed that there should have been a Transportation Commissioner as part of the original Working Group to give input on the revised plan earlier on in the process. Young recognized the rights of the property owner to develop but voiced concerns about the high density housing location affecting the revised plan. Kampmann advocates for the project to be done as one project and not in phases based on System Development Charges (SDC) due to the unknown timeline and disjointed patchwork that can accompany multi phased construction affecting the aesthetic quality of East Main. Graf questioned the process going forward. Faught clarified the process, explaining that in order for the revised plan to be approved, there needs to be an amendment to the TSP. A full recognition from the Transportation Commission, Planning Commission, and the Working Group to accept the revised Normal Neighborhood Plan as an amendment to the TSP would go forward to City Council for approval.

The Commission discussed announcing a formal motion to include areas from East Main to Clay Street. Discussion continued about approving the plan as it exists or adding input to changes. The group continued to discuss the affects of parking options, shared streets and local streets.

**MOTION:** Accept the presented revised plan as an amendment of the TSP with the following conditions: 1 :) Should the development occur along East Main, at a minimum, a multi-use path is to be developed between Walker and Clay Street. 2 :) Should the development occur along the railroad tracks, at a minimum, the railroad crossing needs to be completed.

**DISCUSSION:** Graf discussed amending the motion to read multi-use path instead of sidewalk. De Mille-Campos asked for additional clarification of motion. Graf described the intention of the motion was to provide safe access for pedestrians, especially school children if development was approved. Amarotico questioned if the improvements were to go beyond Walker to Clay and expand to Tolman Creek. After clarification, the group agreed to at a minimum of Walker to Clay Street.

**Graff motioned / Viéville seconded. The motion was passed unanimously.**

**MOTION:** Full street improvements are to be completed for East Main prior to any development creating access along East Main.

**Kampmann motioned / No second. The motion died for lack of second.**

### **Downtown Plan Discussion**

Faught presented the Downtown Parking and Multi-Modal Circulation Plan explaining the multi-modal connection system and spoke about the traffic systems, extension of the existing road diet, additional loading zones and the medians that would be present. Faught presented a draft of the plan and highlighted that there are currently no bicycle lanes through the core of downtown. Faught continued with the proposal, explaining that the new plan would make the final connection of the bike lanes through the downtown core. The proposal outlined extending the road diet, removing the Helman Street traffic signal and placing a rapid flash pedestrian crossing that is hand activated. The plan would create a single lane coming into the Church Street and North Main intersection. Faught highlighted the additional details would be additions in the plan:

1. Clear bike lane to be created on North Main going south into town.
2. Clear bike lane to be created on Lithia Way going towards Medford, eliminating the crowding and creating a single lane road diet
3. Signage to prompt a divide of the traffic and bike lanes into left and right lanes going into the Church Street and North Main intersection

Faught discussed the need to eliminate truck parking in the plaza. He described a traffic accident that occurred due to the current street loading practices. Faught described creating an ordinance that would prevent trucks from parking anywhere to unload. Temporary loading zones were discussed. Faught explained that he has met with several trucking companies to discuss loading needs.

Faught continued to describe the plaza area. He detailed sidewalk restructuring that would save the trees within the plaza; include a new bike lane, and the relocation of the current bus stop. He outlined that at the crossing of East Main from Oak there would be a multi-use path that would provide transit into the plaza.

Faught briefly outlined newly proposed traffic signals to be placed at Oak Street, East Main and Lithia Way. He then described the road diet explaining that two lanes would extend from City Hall to Oak and Lithia with a bike lane on the right. The design would include one loading zone on each side of the street for every block. This plan would displace twenty-one (21) parking spots to accommodate the loading zones and bike path. Graf questioned what the restricted parking enforcement would look like. Faught explained that the City would work with Diamond Parking to also monitor the proposed parking restrictions. Viéville questioned if parking spaces would be removed within the plaza to accommodate the bike path. Faught outlined that the parking spaces would remain, and the current right-of-way allows enough space for a modified sidewalk.

Amarotico asked for clarification about time limits on loading zone designation. Faught explained that the designation currently is set to end at 4pm, maximizing parking spaces. Faught explained that the designation may change to an earlier time. Faught is also recommending an ordinance to the City Council to address the no loading or double parking on East Main. Faught recommended applying with the State Transportation Improvement Program (STIP) to assist with funding of the project. He explained that the letter of interest is due in the next month or so, and that applications are due in August. Faught acknowledged that he is going to move forward with the application process noting that at anytime if the plan is not approved that the application can be withdrawn.

Fleury added that the new proposed lights at Oak/Lithia/East Main will be synced with the downtown core of lights with audible pedestrian signals. Concern of the liquor store driveway by Lithia Way was discussed, with the following details:

1. ODOT is redesigning a new location and is working with the property owner
2. Property owner has requested to have designated 30 minute parking spaces for his business

Amarotico commented about how exciting the project is and that it is major for Ashland.

### **Downtown Beautification Project Discussion**

Fleury highlighted a new safety improvement at the corner of Winburn to replace the pedestrian bench and add a bump out for visibility. Graf cautioned that it may be premature to focus on beautification prior to the Downtown Parking and Multi-Modal Circulation Committee making a final recommendation on the Pioneer Parking Lot.

### **OLD BUSINESS**

None

### **FOLLOW UP ITEMS**

#### **Council Presentation**

Graf discussed presenting talking points provided by Fleury with no additional questions from City Council.

### **Audible Pedestrian Signals**

Fleury outlined an update on the installation of the following signals:

1. Walker Street signal has not been installed
2. Main Street / Lithia has been installed
3. 2<sup>nd</sup> Street/ Pioneer has been installed

Fleury explained that he will be ordering materials to finish the project.

### **INFORMATIONAL ITEMS**

#### **Traffic Crash Mapping**

Fleury announced that the GIS department has developed a web application which will display traffic crash heat map and definitions. According to Fleury, the application is still in the development stage, but a tutorial will follow at a later date.

### **COMMISSION OPEN DISCUSSION**

None

### **FUTURE AGENDA TOPICS**

Kampmann spoke of taking out future agenda items due to lack of interest from the Transportation Commission. Kampmann stated he has added many future agenda topics which still remain on the list, such as: multi-modal public outreach & education, traffic on Siskiyou Blvd & 66, and a review of metering (traffic study). Young explained that many of these items have been discussed and are going to be addressed at a later date. Fleury explained that a corridor study is slated for later depending on grant funding. He explained that the original corridor study was to include Sherman to Ashland, and Ashland to Walker but that funding prevented the pursuit of the study last year.

Bender spoke of some public outreach options. Young explained that a direction for public outreach or education is needed. Amarotico discussed the opportunity for outreach and education with the Downtown Parking and Multi-Modal Circulation Plan.

**Kampmann announced his resignation**, noting that he has lived in Ashland his whole life and would like to see a commission that is little more diverse. Young acknowledged his resignation and appreciated his service. Bender also appreciated his service and his knowledge of the City.

Young stated he would be out of town for the Mayor's brown bag lunch on Friday, April 24<sup>th</sup> at noon. Graf said he would try to make it in Young's absence.

### **ADJOURNMENT**

Meeting adjourned at 8:20 pm

*Respectfully submitted,  
Whitney Dennis, Administrative Assistant*

### ***Attachments:***

- Exhibit A - Clay / East Main / Normal*
- Exhibit B - Normal Neighborhood Plan Presentation*

# EXHIBIT A

## Clay/East Main/Normal

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Dear Transportation Commissioners,

The proposed developments in this area may lead to several transportation challenges.

1. Please refer to the letter and photos from the heavy rains of February 6, 2015.

This day was not an anomaly for our Meadowbrook Park neighborhood, as other heavy rains have resulted in similar rising wetlands. Hopefully streets will be placed so that natural flows will not be impeded.

2. Also of concern is grid streets in the Normal development, as this encourages higher speeds, and more danger to pedestrians. Our MPE neighborhood, with a curved street, has children playing in the street, and is safer for walkers.

3. I think that anyone from Normal going into Ashland or Tolman or Highway 5, will chose to exit onto East Main rather than Ashland Street, for speed and less congestion. The traffic will increase exponentially, necessitating signals. We often wait a long time to turn from lower Clay onto East Main.

4. More housing is planned next to Snowberry development on Clay. Currently cars are allowed to park on that section of Clay, which forces traffic into the opposite lane and hampers visibility. All houses in Snowberry have available parking behind the development, which should allow Clay to be designated as no parking for the entire length.

5. Although lower Clay has designated car parking by the church, the vehicles parked there are used for construction, and are oversized. This hampers visibility, which forces drivers to veer to the other side of Clay, which is deeply ditched. When trying to make a left turn onto East Main, sometimes it is impossible to see beyond the parked trucks. On Sundays, church members park on East Main, close



to the intersection, making it extremely difficult to exit Clay safely. Please consider eliminating all parking on East Main, and providing a turning lane.

6. Turning right from Clay onto East Main is a nightmare, as it is necessary to pull out into traffic to see past the pole on the right side of Clay.

Hopefully these traffic problems will be ameliorated by designating both Clay and East Main as no parking zones. This should cause no hardship, as all residents on these streets have private parking. The addition of turning lanes and traffic signals will help.

Thank you,

Jan Vidmar

320 Meadow Dr.

Ashland, OR

Dear Mayor, Counselors, and Commissioners,

Feb. 8, 2015

I realize that not all of you have been involved in the Normal Avenue Plan, but I would appreciate you taking the time to read my comments and view my photos taken on Feb. 6, 2015.

One of the main concerns of neighbors in the Normal Ave. Plan area is the hydrology of Cemetery Creek and Clay Creek. We've been fairly dry in recent years, which hasn't reflected the creek flows and potential for flooding. Development needs to take this issue seriously, as the recent rains have not been biblical, but the potential for problems was seen.

I have attached 16 photos which demonstrate our concerns.

Photos 1-4 are of Cemetery Creek, and they were taken from my property, 320 Meadow Dr. That is part of the Meadowbrook Park Estates (MPE). Unfortunately our homes were built before the setbacks were in place, and the actual Cemetery Creek jurisdictional wetland floodplain bisects my living room. Fortunately there are cottonwood trees and willows to soak up and hold back water.

Photos 5 & 6 show the very end of Creek Drive. You'll notice that 2086 Creek Drive has water rising into the driveway and down the road. The gravel berm is clearly visible, and that is causing problems for the neighbors. The berm was placed at the end of Creek by Mr. Livni, who owns tax lot 3600. I read the Keystone Consulting report, and the Livnis were told that they did not have much wetland, and the drainage from Creek Drive was the cause of their wet property. True, the runoff from Creek Drive drained into the Livni property, but now Creek Drive is flooding, and a flow through is necessary.

Photos 7-10 clearly demonstrates that Cemetery Creek flows from south to north, and through the Winmill and Livni properties. I walked around the water on Creek Drive for better view and more photos. Mr. Livni did indeed hold back the drainage, but not the natural hydrology of Cemetery Creek. You can also see the flow to East Main, looking in the direction of the Baptist tax property 3601. I have consulted the Schott and Associates Jurisdictional Wetland Determination and Delineation survey prepared for Mahar Homes, and the hydrology is consistent with my observations on 2/6/15.

Photos 11 & 12 are of Clay Creek, coming south through Wing Spread Park and into MPE, (Wing Spread installed the chain link fencing between our properties). Last year our MPE HOA, with the consent of the City of Ashland, we had to remove huge cottonwoods that fell and threatened homes. We complied with the City requirements and at considerable cost, restored the area in riparian vegetation. As you can see from the photos, some of the plants are now imperiled.

Photos 13-15 follow Clay Creek as it poured down the middle of MPE to the Creek Drive bridge.

Photo 16 is of the Creek Drive bridge, south end. The water was near the top when I photographed. Part of the apparent blockage at the bridge was caused by the blackberries on the north side, constricting the water flow.

Please carefully consider where developments are placed, and hold the developers accountable for designing with hydrology in mind. Clay Creek and Cemetery Creek are not ditches or flooded irrigation areas. Recently, Mayor Stromberg pointed out that Ashland's water courses are special attractions for the neighborhoods. Please, let's commit to restoring riparian habitats, clearing any impediments to flow, and considering long term flooding potential.

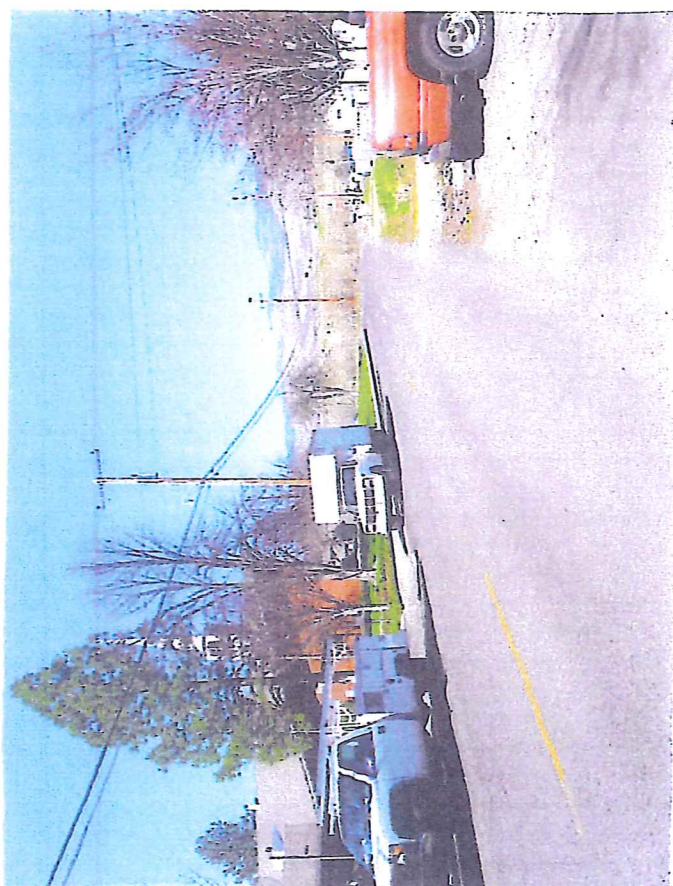
Thank you for your time and all you do for the citizens of Ashland.

Respectfully,

Jan Vidmar









(1)



(2)



(3)



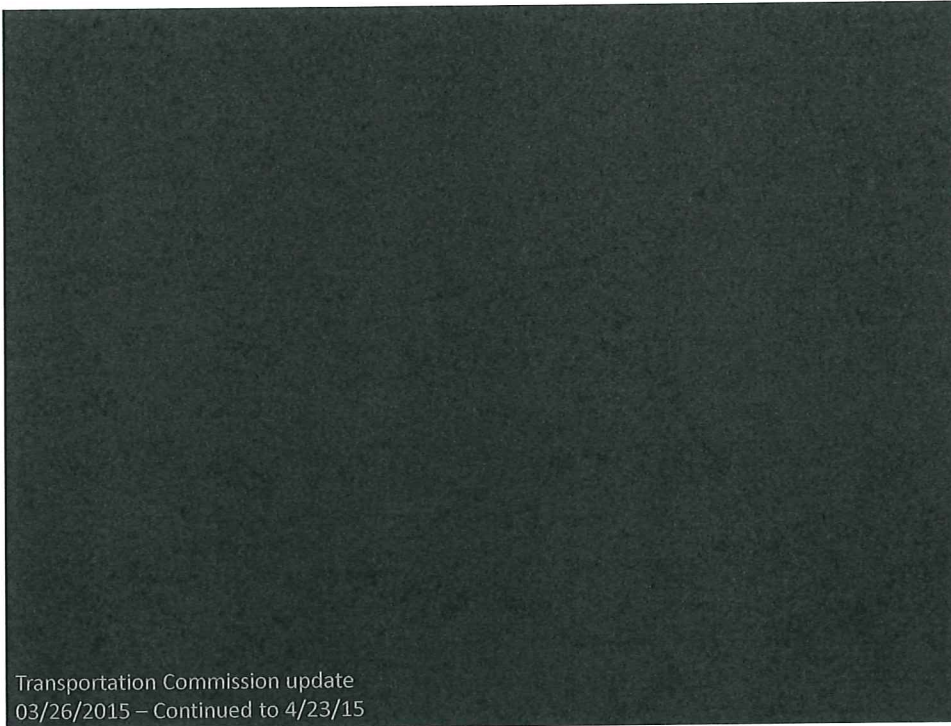
(4)



(5)

- 1) Snowberry Brook (Villard St.) parking - other parking behind buildings. Future housing and new dog park will be off Villard, increasing traffic on Clay.
- 2) Snowberry residents parked on Clay, as I prepare to cross center lines. The approaching car must go to their right close to the gravel.
- 3) View out my window, intersection Clay + East Main. It is necessary to go beyond the pole to see approaching cars from East Main + Tolman (at 40mph)
- 4) Cars parked on East Main, necessitating entering East Main to see on coming traffic.
- 5) Cars parked along East Main, blocking view of on coming and turning traffic.

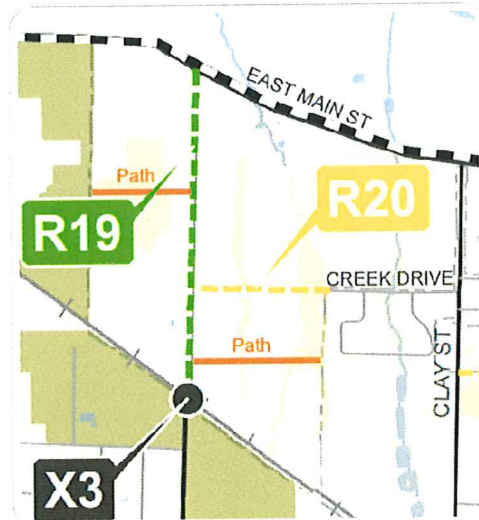


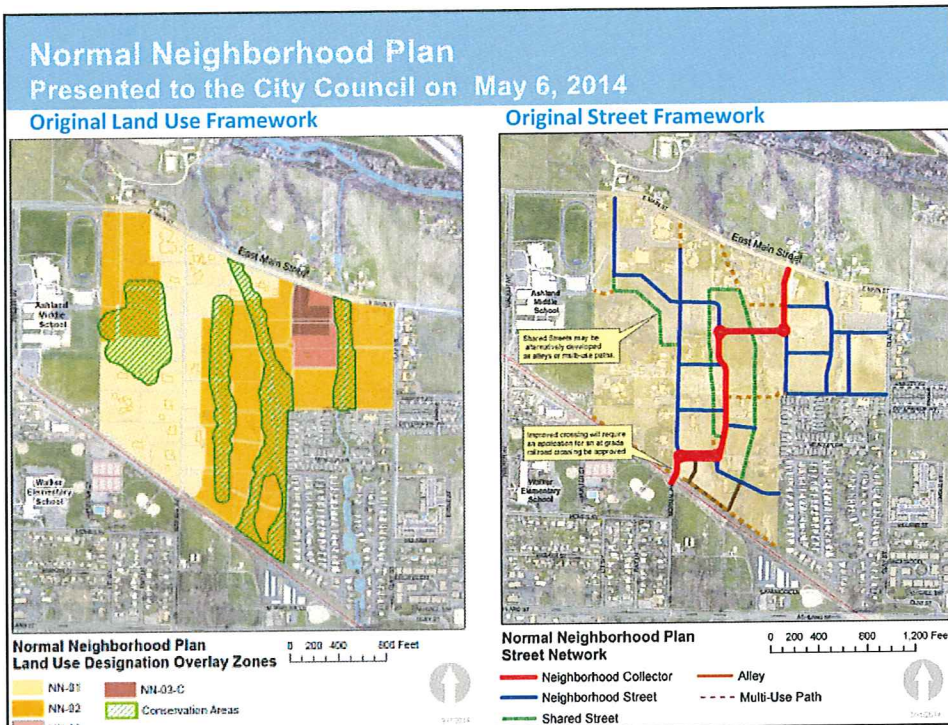


Transportation Commission update  
03/26/2015 – Continued to 4/23/15

## Normal Neighborhood Plan Existing Transportation System Plan

- Normal Avenue (R19)
- Creek Drive Extension (R20)
- Railroad Crossing (X3)
- Planned Bike Paths
- East Main Street





### Advisory Commissions Transportation Related Recommendations

**Transportation Commission (11/14/13):**

- Recommended approval of the the transportation plan as presented with the two vehicular proposed street connections on the West and East side of the new Normal Avenue eliminated, leaving only one vehicular connection to East Main Street.
- Prior to this approved motion the Commission was split with a 3-3 motion to approve the transportation element of the plan as originally presented.

### Advisory Commissions Transportation Related Recommendations

#### **Planning Commission (4/22/2014):**

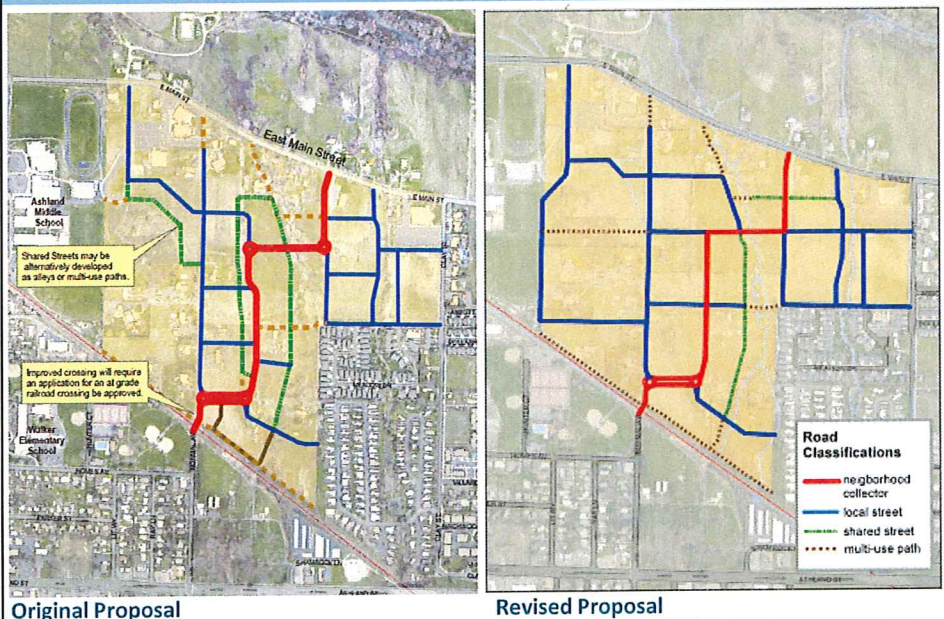
- The south side of East Main Street, from Walker Avenue to Clay Street, should be fully improved to City Street Standards prior to, or coinciding with any future annexation and development within the plan area.
- A future transit stop coordinated with the Rogue Valley Transportation District, in the immediate vicinity of the NN-03 Land Use Zone, should be incorporated into the East Main Street roadway design and development.
- That prior to annexation and development within the plan area the following items relating to the future Railroad crossing at Normal Avenue be addressed:
  - That the proposed public Rail Road crossing can be installed without necessitating the closure of any existing public crossing within the City.
  - A financing plan be developed and approved by the City for the future improvement of the rail road crossing.

### Advisory Commissions Transportation Related Recommendations

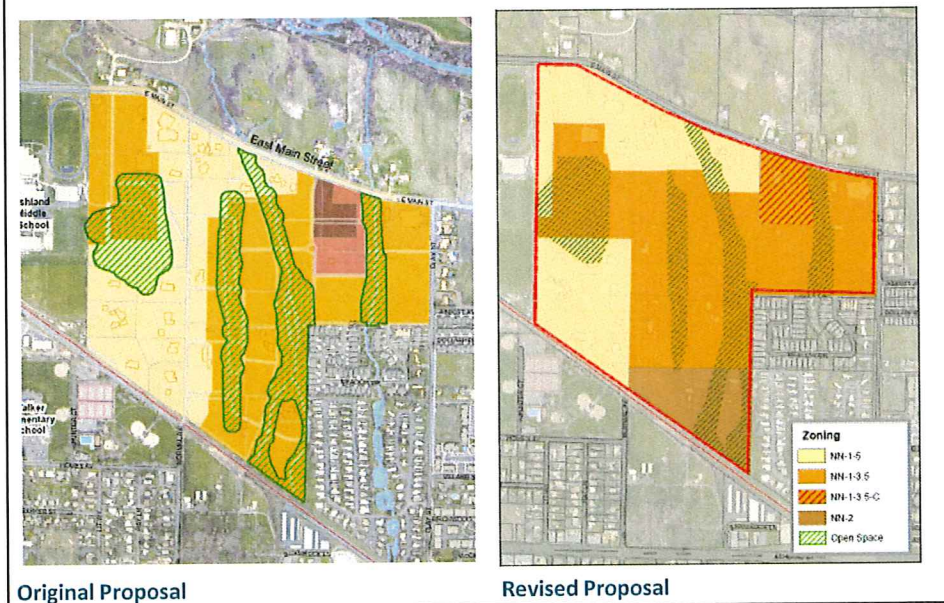
#### **Normal Neighborhood Working Group (12/2/2014):**

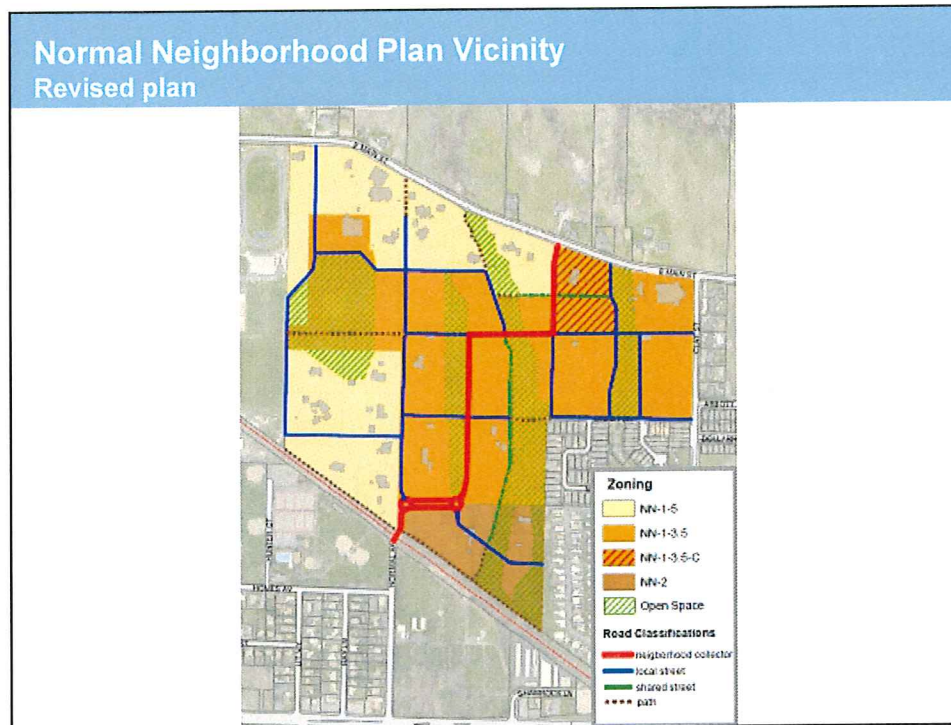
- The internal transportation system's local street network should incorporate multiple connections with East Main Street, and maintain the Normal Collector as designated in the draft plan. Additional connections to East Main Street or Clay Street, which are not shown in the proposed Street Framework, should require a major amendment to the Plan.
- Internal local streets should be aligned to provide a more standardized grid pattern, including clear east-west connections.
- Pedestrian and bicycle pathways are critical, especially as a means to connect residents with the middle school and the existing bike path.
- External transportation improvements, including the railroad crossing and improvements to East Main Street are integral and should proceed in concert with development.

### Street Framework Changes



### Land Use Framework Changes





## Next Steps

- Amend to the Street Dedication Map (TSP Figure 10-1) to incorporate the plan area's planned Street Network, and reclassification of Normal "Avenue" to be a Neighborhood Collector.
- Amend the Planned Intersection and Roadway Improvement Map (TSP Figure 10-3) to include East Main Street as a Planned Roadway Project.
- Amend the Planned Bikeway Network Map (TSP Figure 8-1) to incorporate the planned multi-use trails within the Normal Neighborhood Plan.
- Amend the Street Design Standards within the Street Standards section of the Land Use Ordinance ( Ch 18.4.6.040 to incorporate the Shared Street classification

## Next Steps

- Normal Neighborhood Plan Working Group Update
  - 4/15/2015
  - 5/07/2015
- Planning Commission Public Hearing – TBD
- City Council Public Hearings – TBD

Appendix

### Plan Alternatives, housing unit comparisons

The gross estimates of potential housing units in the table below are intended to provide an “apples to apples” comparison to help the Working Group evaluate differences between the alternatives. These estimates are calculated using the “base density” of the underlying zone only, and do not factor in reductions due to pre-existing developments, or added density potential through application of eligible density bonuses.

	Existing Comprehensive Plan 1989			Proposed Normal Plan 3/11/2014			Working Group Alternative 9/04/2014		
	Zone	Gross acreage	Base units	Zone	Gross acreage	Base units	Zone	Gross acreage	Base units
Single Family Residential	R-1-5 (4.5 du/acre)	51.5	231	NN-01 (5 du/acre)	31.2	156	NN-1-5 (4.5 du/acre)	26	117
Suburban Residential	R-1-3.5 (7.2 du/acre)	42.4	305	NN-02 (10 du/acre)	31	310	NN-1-3.5 (7.2 du/acre)	36	259
Multi-family Residential	NA	NA	NA	NN-03 (15 du/acre)	5.3	80	NN-2 (13.5 du/acre)	5.5	74
Open space Areas	NA	NA	NA	various	26.4	0	various	26.4	0
Gross housing unit potential		536			546			450	

# Memo

CITY OF  
ASHLAND

Date: May 21, 2015  
From: Scott A. Fleury  
To: Transportation Commission  
RE: CIP and Budget Update

## **BACKGROUND:**

The Capital Improvement Program and Biennium Budget Adoption process is almost complete and staff would like to provide Commission a status update.

The CIP was presented before Council at the April 7, 2015 meeting for approval and then included in the FY16/17 biennium budget for formal adoption as part of the budget process. Reference attached FY16/17 CIP and Council report.

The Public Works budget presentation before the Budget Committee occurred on May 14. Public Works presented the budget in whole and discussed accomplishments in the current biennium along with challenges in the forthcoming biennium. Public Works requested additional people to assist with current workload requirements along with major capital improvement projects planned. Public Works also requested four additional temporary employees in the street division in order to perform more of the division's core services which include, base repair, crack sealing and striping.

During previous Commission meetings high priority projects out of the TSP were discussed and generally ranked to be included into the CIP as approved by the Public Works Director. Table 1 shows the list of roadway, bicycle and pedestrian network projects that were ranked by the TC to be included into the CIP. All other projects in the TSP still remain unfunded and part of the future transportation network. In addition, the TSP is shown in the second year of the biennium budget for updating.

### **Table 1:**

#### **Pedestrian**

- 1-Glenn St./Orange Ave. (P5)
- 2-Garfield St. from Iowa to Siskiyou Blvd. on one side of the street only (P59)
- 3-Park St. (Ashland St. to Siskiyou Blvd.) one side only (P70)
- 4-Faith Ave. (Ashland St. to Siskiyou Blvd.) one side only (P65)
- 5-Dianne St. (Jaquelyn to Tolman) (P66)
- 6-Beaver Slide (P17)
- 7-Ashland St. (S. Mountain to Morton) (28)

#### **Bicycle**

- (O4) Retrofit Bicycle Program
- (B7) Iowa St. Bike Lane
- (B10) S. Mountain Ave. Bike Lane



(B11) Wightman St. Bicycle Boulevard  
(B13) B St. Bicycle Boulevard  
(B16) Lithia Way Bicycle Boulevard  
(B17) Main St. Bicycle Boulevard  
(B19) Helman St. Bicycle Boulevard  
(B31) Indiana St. Bicycle Boulevard  
(B33) Eighth St. Bicycle Boulevard

**Roadway**

- 1 - Siskiyou Boulevard (OR99)/Tolman Creek Road Intersection Improvements (R06)
- 2 - Lithia Way (OR99 NB)/E Main Street Intersection Improvements (R05)
- 3 - Ashland Street (OR 66)/Oak Knoll Drive-E Main Street Intersection Improvements (R08)
- 4 - Walker Avenue Festival Street (Siskiyou Boulevard to Ashland Street) (R40)

**CONCLUSION:**

This item is an update to the Commission and no action is required.

# Council Communication

## April 7, 2015, Business Meeting

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### Review of BN 2015-17 Capital Improvement Program and BNs 2017-19 and 2019-21 Projects in Concept

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**FROM:**

Scott A. Fleury, Engineering Services Manager, Public Works/Engineering, [fleurys@ashland.or.us](mailto:fleurys@ashland.or.us)

**SUMMARY**

This is a review of the Biennium 2015-17 Capital Improvement Program (CIP) for the City Council as a prelude to the City's budget process, along with an update of the current biennium CIP. Many projects are complete, with many more at various stages of development. This presentation will include the Public Works, Parks, Electric, and IT/AFN CIPs

**BACKGROUND AND POLICY IMPLICATIONS:**

**CIP Background**

The CIP represents the timing and funding plan for large projects that have been identified internally by City departments. Project selection is based on the availability of funds, regulatory requirements, established master plans, the pavement management program, and other adopted long term planning documents.

The first criterion for inclusion in the CIP is availability of funds. As in the past, the proposed BN 2015-17 CIP includes projects that depend on grants, loans, and approved rate structures for funding. The proposed BN 2015-17 CIP lists only the projects likely to be constructed over the next two years. In addition, priority projects within the internal managed six year CIP window that do not have a secure funding source are listed in the unfunded category of the CIP. Currently Public Works unfunded projects total \$56,380,400. The Parks CIP shows \$1,550,045 worth of projects funded by as-yet unidentified sources.

In addition to the master plans, Street Department CIP projects are prioritized based on the pavement management program. The pavement management program evaluates the existing street system and recommends strategic street construction projects based on the life cycle of each street. A street user fee study is currently in process and staff will present before Council the outcome of the study and a comprehensive pavement maintenance strategy in the coming months.

The BN 2015-17 Public Works CIP was developed directly from the current adopted master plans and staff input regarding critical need projects. The City-adopted water, wastewater and transportation system plans outline capital improvement projects to meet regulatory and growth requirements.

The Parks and Recreation Department updates its long-term project priority list annually with the Parks Commission. The Electric Department uses a 2003 study completed by CVO Electrical Systems, LLC



for their CIP projects and cash funds its projects using available resources within each budget cycle. AFN CIP projections are based on the most recent AFN Business Plan assumptions.

Current Biennium Highlights

**Public Works Department**

Completed Street Division projects during this biennium include: Miscellaneous concrete improvements; Road Diet restriping; and slurry seal.

Street Division projects that are currently in progress include: Walker Ave. safe routes to school sidewalk project, N. Main sidewalk connection (Schofield to N. Main); Hersey St. sidewalk project (Oak St. to N. Main); Oak St. railroad crossing improvement; Wightman St. overlay engineering (Siskiyou Blvd. to Quincy St.); transportation utility fee study; and the Downtown Parking and Multi-modal study.

Street Department projects that have been cancelled or placed on hold include: N. Mountain Ave rehabilitation project (Hersey to I-5) and N. Main overlay (E. Main to railroad tracks); Maple St. sidewalk connection; and Orange St. sidewalk project (N. Main to Willow St.).

Completed Water Division projects during this biennium include: Talent Ashland Phoenix Intertie (TAP) emergency project. The TAP project required an enormous manpower effort from a majority of Engineering Division staff starting in February of 2014. This project drew staff resources away from other projects during that time frame. Additional projects completed include; water treatment plant security upgrades; water warehouse telemetry improvements; Calle Guanajuato waterline replacement; and East and West Fork sediment removal.

Water Department projects that are currently in progress include: cost of service study, Ivy/Morton waterline engineering and Terrace St. pump station improvements.

Water Department projects that have been cancelled or placed on hold due to drought related revenue shortfalls include: Ivy St. to Morton St. waterline construction; Normal Ave. waterline construction; Oak St. waterline construction; Siskiyou Blvd. waterline construction; and Park Estates pump station improvements.

Completed Wastewater Department projects during this biennium include: SCADA system improvements and completion of the Facility Planning Study.

Wastewater Department projects that are currently in progress and will take several years to complete include; effluent outfall relocation; A St. sewer upsizing; Bear Creek trunkline upsizing; water quality trading (shading); and a new oxidation ditch.

Additional and Unplanned Public Works Projects in the Current Biennium

In addition to regular planned projects for each department, many other significant projects used staff resources. They included: N. Main crosswalk analysis; engineering and site planning for the Washington St. extension project; Lori Lane alley connection; 2014 drought management; downtown beautification improvements; Normal Ave. neighborhood plan; Federal Energy Regulatory Commission functional exercise planning; Hosler Dam left abutment analysis; Alsing reservoir mixing analysis and oxidation ditch wetland delineation.



**Parks Department**

Major projects completed in this biennium include: Irrigation and other improvements at Oak Knoll Golf Course; Calle Guanajuato reconstruction; phase I of Ashland Creek Park; Enders Shelter rehabilitation; Atkinson Bridge rehabilitation; and ice rink cover purchase and construction.

**Electric/IT/AFN**

Major projects completed in this biennium include: Calle Guanajuato electric infrastructure; Oak Knoll substation upgrades; Ashland substation feeder line; Oak Street feeder line replacement; East Main I-5 crossing; relocation of pole storage yard; AFN headend upgrade; and Phase 1 of the AFN "Internet Project" as called for in the AFN business plan.

**BN 2015-2017 Program**

**Public Works Department**

The proposed Public Works biennium CIP of \$38,273,990 represents a 183% increase over the previous biennium's CIP of \$13,501,950. The primary increases are associated with major capital construction projects including the new water treatment plant, new treated water storage tank, new wastewater oxidation ditch and the Nevada St. bridge extension.

**Street Fund:** Proposed Street Department projects include: E. Nevada St. extension; Washington St. connection; Orange Ave. sidewalk infill; and Oak St. and Laurel St. railroad crossing improvements.

**Water Fund:** Proposed Water Department projects include: Park Estates Pump Station improvements; new treatment plant and reservoir and priority water mainline improvements.

**Wastewater Fund:** Proposed Wastewater Department projects include: starting the riparian restoration program for development of thermal credits that can be used for the City's discharge permit; continuing the process of relocating the current effluent outfall; Priority pipeline improvements based on the master plan; and preliminary engineering for a new oxidation ditch.

**Storm Drain:** Proposed Storm Drain CIP project includes installation of storm drain on Idaho St. from Iowa St. to Holly St.

**Parks Department**

The Parks CIP totals \$4,287,889. Proposed CIP projects include: phase II of Ashland Creek Park; dog park construction next to YMCA Park; Grove office remodel; Winburn Way sidewalk improvements; Lithia Park Master Plan; and Meyer pool bubble.

**Electric/AFN/IT Departments**

The Electric Utility CIP totals \$1,194,000. The AFN CIP totals \$350,000. Proposed CIP projects include: rebuilding downtown/OSF feeder line; SCADA improvements; Mountain Ave./Ashland substation intertie; new distribution buss at Mountain Ave. substation; new infrastructure and related equipment to serve new electrical loads; and AFN "Internet Project" upgrades as called for in the AFN business plan.



**BN 2015-17 Capital Equipment Purchase Plan**

The BN 2015-17 Capital Equipment Replacement Program proposes a total budget of \$1,330,500 for the biennium.

**COUNCIL GOALS SUPPORTED:**

- Be proactive in using best practices in infrastructure management and modernization
- Re-examine and review master plans and SDCs on a regular basis

**FISCAL IMPLICATIONS:**

A criterion for inclusion of a project into the CIP is availability of funds. As in the past, the proposed BN 2015-17 CIP includes projects that depend on grants, loans, and rates. In addition to the CIP projects, Public Works will also work with consultants to perform a five-year update of the current adopted water and wastewater master plans.

**STAFF RECOMMENDATION AND REQUESTED ACTION:**

Staff recommends approving the biennium budget capital improvement program.

**SUGGESTED MOTION:**

I move approval of the biennium 2015-17 budget capital improvement program for all departments.

**ATTACHMENTS:**

1. BN 2015-2017 Public Works Capital Improvement Program
2. BN 2015-2017 Equipment Replacement Schedule
3. BN 2015-2017 Parks Department Capital Improvement Program
4. BN 2015-2017 Electric Capital Improvement Program
5. BN 2015-2017 IT/AFN Capital Improvement Program



Capital Improvements Plan 2015-2017 Construction Years			
Project Description	2015-16	2016-17	FY16-17 Project Totals
<b>Roadway</b>	<b>FY16</b>	<b>FY17</b>	<b>Project Totals</b>
Railroad Crossing Improvements; Oak	\$ 150,000		\$ 150,000
Railroad Crossing Improvements; Hersey & Laurel	\$ 440,000		\$ 440,000
Independent Way - Washington St to Tolman Creek Rd	\$ 1,835,000		\$ 1,835,000
East Nevada Street Extension		\$ 5,481,000	\$ 5,481,000
<b>Subtotal Roadway</b>	<b>\$ 2,425,000</b>	<b>\$ 5,481,000</b>	<b>\$ 7,906,000</b>
<b>Street Improvements/Overlays per Pavement Management System (Goal of \$350,000/vr)</b>	<b>FY16</b>	<b>FY17</b>	<b>Project Totals</b>
Repave/Partial Rebuild - Ashland Street - Siskiyou to R/R Tracks		\$ 1,200,000	\$ 1,200,000
<b>Subtotal Street Improvements/Overlays</b>	<b>\$ -</b>	<b>\$ 1,200,000</b>	<b>\$ 1,200,000</b>
<b>Sidewalk/Pedestrian</b>	<b>FY16</b>	<b>FY17</b>	<b>Project Totals</b>
Walker Avenue - 950' north of Iowa Street to Ashland Street (CMAQ)	\$ 88,000		\$ 88,000
Hersey Street - N Main Street to Oak Street (CMAQ)	\$ 250,000		\$ 250,000
N Main Street/Highway 99 - N Main Street to Schofield Street	\$ 75,000		\$ 75,000
Chataqua Walk Replacement	\$ 30,000		\$ 30,000
A Street - Oak Street to 100' west of 6th Street		\$ 150,000	\$ 150,000
<b>Subtotal Sidewalk/Pedestrian</b>	<b>\$ 443,000</b>	<b>\$ 150,000</b>	<b>\$ 593,000</b>
<b>TRANSPORTATION /LID</b>	<b>\$ 2,868,000</b>	<b>\$ 5,631,000</b>	<b>\$ 8,499,000</b>
<b>Water Supply</b>	<b>FY16</b>	<b>FY17</b>	<b>Project Totals</b>
Emergency TAP Pipeline & Pump	\$ 920,000		\$ 920,000
TID Canal Piping: Starlite to Terrace Street	\$ 765,100	\$ 644,800	\$ 1,409,900
TID Terrace St Pump Station Improvements	\$ 255,000		\$ 255,000
Reeder Reservoir Access Road TMDL Compliance	\$ 112,600		\$ 112,600
East & West Fork Transmission Line Rehabilitation		\$ 300,000	\$ -
Ashland Creek West Fork Bridge Construction		\$ 125,200	\$ 125,200
Sediment TMDL in Reeder Reservoir		\$ 63,700	\$ 63,700
FERC Part 12 Dam Safety Inspection (50% Electric, 50% Water)		\$ 47,800	\$ 47,800
<b>Subtotal Water Supply</b>	<b>\$ 2,052,700</b>	<b>\$ 1,181,500</b>	<b>\$ 2,934,200</b>
<b>Water Treatment &amp; Storage</b>	<b>FY16</b>	<b>FY17</b>	<b>Project Totals</b>
2.5 MGD Water Treatment Plant	\$ 1,159,300	\$ 6,567,300	\$ 7,726,600
2.6-MG Reservoir & Clearwell ("Crowson II")	\$ 864,800	\$ 3,582,200	\$ 4,447,000
Permanganate Feed Facility Study & Implementation	\$ 307,200		\$ 307,200
Raw Water Bypass Measurement		\$ 25,000	\$ 25,000
<b>Subtotal Treatment &amp; Storage</b>	<b>\$ 2,331,300</b>	<b>\$ 10,174,500</b>	<b>\$ 12,505,800</b>
<b>Water Distribution</b>	<b>FY16</b>	<b>FY17</b>	<b>Project Totals</b>
Park Estates Pump Station/Loop Road Reservoir Alternatives	\$ 618,000	\$ 1,909,600	\$ 2,527,600
<b>Subtotal Water Distribution</b>	<b>\$ 618,000</b>	<b>\$ 1,909,600</b>	<b>\$ 2,527,600</b>
<b>Water Mainline Projects</b>	<b>FY16</b>	<b>FY17</b>	<b>Project Totals</b>
Oak Street - Nevada to Bear Creek Bridge	\$ 273,200		\$ 273,200
Lithia Water Line Replacement - Pioneer Street to Plaza	\$ 100,000		\$ 100,000
Ivy Lane - Morton Street to west end of Ivy Lane		\$ 346,200	\$ 346,200
Ivy Lane - South Mountain to FH-16AD-038		\$ 100,300	\$ 100,300
A Street - 1st St to 6th St		\$ 150,000	\$ 150,000
Parker Street - Walker Ave to Lit Way		\$ 23,900	\$ 23,900
Harmony Lane - Siskiyou Blvd to Lit Way		\$ 11,900	\$ 11,900
Lit Way - Joy Avenue to Ray Lane		\$ 6,000	\$ 6,000
Ray Lane - Lit Way to Joy Ave		\$ 6,000	\$ 6,000
<b>Subtotal Mainline Projects</b>	<b>\$ 373,200</b>	<b>\$ 644,300</b>	<b>\$ 1,017,500</b>
<b>WATER</b>	<b>\$ 5,375,200</b>	<b>\$ 13,909,900</b>	<b>\$ 18,985,100</b>
<b>WASTEWATER</b>	<b>FY16</b>	<b>FY17</b>	<b>Project Totals</b>
<b>Wastewater Treatment Plant</b>			
Outfall Relocation / Fish Screen	\$ 437,305	\$ 437,305	\$ 874,610
Shading (Capital Cost + first 6 years of O&M)	\$ 735,000	\$ 485,000	\$ 1,220,000
Oxidation Ditch Shell	\$ 2,201,000	\$ 2,534,000	\$ 4,735,000
RAS Pump Replacement		\$ 115,000	\$ 115,000
<b>Subtotal Treatment Plant</b>	<b>\$ 3,373,305</b>	<b>\$ 3,571,305</b>	<b>\$ 6,944,610</b>
<b>Wastewater Collection System</b>	<b>FY16</b>	<b>FY17</b>	<b>Project Totals</b>
Wastewater Line Upsizing - 18" & 24" Parallel Trunkline along Bear Creek	\$ 691,460	\$ 691,460	\$ 1,382,920
Wastewater Line Replacement, 15" Main - Mountain Avenue	\$ 133,360		\$ 133,360
Grandview Pump Station Replacement	\$ 364,000		\$ 364,000
Wastewater Line Replacement, 15" Main - A Street		\$ 150,000	\$ 150,000
<b>Subtotal Collection System</b>	<b>\$ 1,188,820</b>	<b>\$ 841,460</b>	<b>\$ 2,030,280</b>
<b>WASTEWATER</b>	<b>\$ 4,562,125</b>	<b>\$ 4,412,765</b>	<b>\$ 8,974,890</b>
<b>Storm Drain</b>	<b>FY16</b>	<b>FY17</b>	<b>Project Totals</b>
Beach / Mountain Creek, Idaho from Iowa to Holly	\$ 55,000		\$ 55,000
<b>STORM DRAIN</b>	<b>\$ 55,000</b>	<b>\$ -</b>	<b>\$ 55,000</b>
<b>ADMINISTRATION - City Facilities</b>	<b>FY16</b>	<b>FY17</b>	<b>Project Totals</b>
B St Maintenance Yard - Building Enclosure	\$ 43,800		\$ 43,800
City Facility Upgrades & Maintenance	\$ 130,000	\$ 130,000	\$ 260,000
Miscellaneous Roof Replacement	\$ 150,000	\$ 150,000	\$ 300,000
<b>ADMINISTRATION - FACILITIES</b>	<b>\$ 280,000</b>	<b>\$ 280,000</b>	<b>\$ 560,000</b>
<b>TOTAL FY16-17 CIP</b>	<b>\$ 13,140,325</b>	<b>\$ 25,433,665</b>	<b>\$ 38,273,990</b>
	<b>FY16</b>	<b>FY17</b>	<b>FY16-17 TOTAL</b>

## Equipment Replacement

### FY 16

1. Street – Replace #36 – 1995 White/GMC Dump Truck	\$175,000.00
2. Water – Replace #84A – 1971 Hobart Arc Welder	\$10,000.00
3. Water – Replace #106A – 1990 Ingersoll Rand 185 Air Compressor	\$17,500.00
4. Water – Replace #198A – 1993 Ingersoll Rand 125 Air Compressor	\$17,500.00
5. Water – Replace #256A – 1995 Ingersoll Rand 125 Air Compressor	\$17,500.00
6. Fire – Replace #451 – Ford F-350 Brush Truck	\$110,000.00
• Includes \$30,000 for new brush fire fighting equipment- Pump Water Tank, Storage Bins and Utility Bed.	
7. Conservation – Replace #494 – 2004 Ford Taurus	\$18,000.00
8. Electric – Replace 8T – 1972 Hogg-Davis Reel Trailer	\$42,000.00
9. Electric – Replace #39T – 1985 Multi Spool Reel Trailer	\$65,000.00
10. Wastewater – Replace #272 – Mechanical Rodder	\$120,000.00
11. Police – Replace #622 – Honda Motorcycle	\$29,000.00
• Includes \$7,000 for setup including: lights, siren, radio and additional required equipment for police service.	
12. Police – Replace #861 – Chevrolet Caprice	\$46,000.00
• Includes \$15,000 for setup including: lights, siren, radio and additional equipment for police service.	
<b>&gt; FY 16 Equipment Total:</b>	<b>\$667,500.00</b>

### FY 17

1. Water – Replace Generator 214G – 1994 Onan Generator	\$85,000.00
2. City Hall – Replace Generator 309G – 1996 Kohler Generator	\$85,000.00
3. Water – Replace #459 – 2003 Ford F-450	\$56,000.00
• Includes \$14,000 for a new utility bed.	
4. Fire – Replace Ambulance #462 – 2003 Ambulance	\$225,000.00
5. Fire – Replace #517 – 2005 Ford Explorer	\$38,000.00
• Includes \$15,000 for setup including: lights, siren, radio and additional equipment required for fire service.	
6. Fire – Replace #518 – 2005 Ford Explorer	\$38,000.00
• Includes \$15,000 for setup including: lights, siren, radio and additional equipment required for fire service.	
7. Police – Replace #569 – 2007 Ford Escape Hybrid	\$10,000.00
• Includes \$10,000 for setup including: lights, siren, radio and additional equipment for police service.	
8. Police – Replace #883 – 2013 Chevrolet Caprice	\$47,000.00

- Includes \$15,000 for setup including: lights, siren, radio and additional equipment for police service.
- 9. Police – Replace #884 – 2013 Chevrolet Caprice \$47,000.00
  - Includes \$15,000 for setup including: lights, siren, radio and additional equipment for police service.
  - **FY 17 Total:** **\$663,000.00**

**Total Equipment Purchases for Biennium 16/17** **\$1,330,500.00**



## 2015-17 CIP Estimates

Description	2015/17 Budget Proposal	F&B	SDC	Parks CIP EFB	2015 EFB	Other (grant/ loan)	Totals
CL 001 Repair Concrete Bridge @ Lithia Park	-						-
CL 001 Repair Enders Shelter @ Lithia Park	-						-
Repair Perozzi Fountain @ Lithia Park	75,000	75,000				-	75,000
CL 001 Pave Clay Street Park Parking Lot	-						-
CL 001 Lithia Park Restroom Replacement	-						-
Lithia Park Asphalt	28,000			28,000			28,000
CL 001 Triangle Park Cement	-						-
CL 001 Lithia Park Roofing	-						-
CL 001 Hunter Park Roofing	-						-
CL 001 Senior Center Improvements	-						-
Oak Knoll Driving Range Netting	21,048			21,048			21,048
Daniel Meyer Pool-Solar Panel Replacement	35,000			35,000			35,000
CL 001 Daniel Meyer Pool-Equipment Replacement	-						-
CL 001 Ice Rink Cover	-						-
CL 001 RENAME - Oak Knoll Cart Path	120,000	120,000					120,000
Park Restroom Auto Lock Doors	22,162			22,162			22,162
Garfield Park Sand Volleyball Relocation	9,239			9,239			9,239
Sherwood Park Playground	19,120						-
Hunter Park Playground	80,000			80,000			80,000
Hunter Park Asphalt Overlay	40,000			40,000			40,000
Calio Guanajuato Improvements (Bond Repayment)	80,000	80,000					80,000
Ashland Creek Park Development	-						-
RENAME - 340 S. Pioneer, Parks Office Upgrades	15,000	15,000					15,000
CL 001 2014 Golf Course Drainage	-						-
RENAME - Garfield Park Water Play Replacement, Shade and Play Tr	550,000	-				550,000	550,000
Sign Replacement Plan	25,000	25,000					25,000
Lower Clay Street Purchase	310,000	310,000					310,000
Lithia Park Master Plan	250,000	250,000					250,000
CL 001 MOVE BALANCE TO 47 Oak Knoll Golf Course Greens Improvement	-						-
Lithia Park Rehabilitation Project (Sand, etc)	55,052	20,000		35,052			55,052
Daniel Meyer Pool Bathhouse	35,000	35,000					35,000
Second Dog Park Construction	295,000	75,000			220,000		295,000
CL 001 Project Manager	-						-
Land Acquisition**	1,562,385	100,000	562,340			1,000,045	1,662,385
<b>Sub-total Carry over Projects</b>	<b>3,627,006</b>	<b>1,105,000</b>	<b>562,340</b>	<b>270,500</b>	<b>220,000</b>	<b>1,550,045</b>	<b>3,707,885</b>
<b>New</b>							
YMCA Park Improvements	5,000	5,000					5,000
Ashland Creek Park Phase II	35,000	35,000					35,000
Park Building Maintenance and Upgrades (Paint)	25,000	25,000					25,000
The Grove - Recreation Office Remodel	111,017	100,000		11,017			111,017
Winburn Sidewalk	250,000				250,000		250,000
Bicycle Skills Park and Track	22,917	22,917					22,917
Daniel Meyer Pool Bubble	46,950	46,950					46,950
Oak Knoll Playground	45,000		45,000				45,000
Trails and Open Space Comp Plan Update	120,000	20,000		19,120			39,120
<b>Sub-total New Projects</b>	<b>660,884</b>	<b>254,867</b>	<b>45,000</b>	<b>30,137</b>	<b>250,000</b>	<b>-</b>	<b>580,004</b>
<b>Total</b>	<b>4,287,890</b>	<b>1,359,867</b>	<b>607,340</b>	<b>300,637</b>	<b>470,000</b>	<b>1,550,045</b>	<b>4,287,889</b>

## Projected Resources

	EFB2014	EFB15	NEW15	NEW16	
F&B	341,907		496,566	521,394	1,359,867
SDC	508,399		48,941	50,000	607,340
Critical Maintenance		300,636			300,636
EFB Trx			470,000		470,000
Grants/Loans			1,550,045		1,550,045
					<b>4,287,889</b>

# Electric Department

## BN 2013-2015 Projects

Items	Description
<b>Completed</b>	
Oak Knoll Substation Feeders	Relocated City feeder control points to outside of Pacific Power substation and installed reclosers for City control of circuits. These capabilities provide faster outage diagnosis, quicker restoration and increased safety.
SCADA Improvements	Completed implementation of Supervisory Control and Data Acquisition (SCADA) on the primary distribution system. SCADA collects status information from the electric distribution system. The data is used to monitor the distribution system for issues and provides information for quicker, more accurate diagnosis.
Replace Interstate 5 Feeder Crossing	Replaced aging wooden poles with new wood and steel poles on the I-5 crossing at East Main. Ensures the long term safety and reliability of the I-5 crossing. Ensures the reliability and safety of this feeder.
Reconductor Substation Feeder Tie	Replaced key feeder line from the Ashland Substation to Main/ Hersey. Customers (including hospital, businesses and residents) benefit as the old feeder was approaching the limit of its ability to carry the amount of power being used. The new line ensures reliable electric service in the area served.
Underground Cable Replacement (feeder)	Replaced a section of aging underground feeder serving the downtown area, Oregon Shakespeare Festival, and City Hall. The replacement reduces the risk of long outages in the area served. The project will be completed early in the next budget cycle.
Relocation of Pole Storage Yard	Moved the Department's pole storage yard from temporary area near Ashland Substation to a permanent location by the airport. The project provides room for pole handling, yard management, and routine operations.
Calle Guanajuato Electric Utility Upgrades	Completed the redesign, relocation, removal, and construction of electric facilities to upgrade and conceal the electric infrastructure.
Electric System Ten Year Planning Study (Plan)	Completed the Ten Year Planning Study. The Plan provides an independent review of the state of the Electric Distribution System (System) and contains expert recommendations to enhance the reliable, safe and economical operation of the System. The study focuses on the design and ability of the System to deliver energy within the City of Ashland over the ten year planning period.
<b>Not Completed</b>	
Upgrade Ashland Substation	Replacement of reclosers and construction of new distribution buss delayed to next biennium pending further investigation and decision to locate within the existing Pacific Power substation or creation of a separate City owned substation location.

## BN 2015-2017 Capital Outlay – Internal Projects (CIP)

Items	Description	BN 2015-2017
<b>Planned</b>		
Install New Services & Infrastructure	Annual expenditures to build infrastructure to serve new commercial and residential developments. Includes transformers, switch cabinets, cable and related equipment necessary to serve new electrical loads	\$ 600,000.00
Electric Utility Upgrades	Annual capital expenditures to repair, replace, modify, and maintain electric system	\$ 200,000.00
Supervisory Control and Data Acquisition (SCADA) Improvements	Upgrades the security and reliability of substation SCADA connections. Adds sensors for additional equipment fault detection. Supports long term reduction of outages and restoration	\$ 39,000.00
Business Feeder Rebuild- OSF/Downtown	Second phase of two phase project. Completes rebuild of the deteriorating feeder serving the downtown, Bowman Theater and City Hall areas.	\$ 150,000.00
New Distribution Buss at Ashland Substation	First phase of the redesign of the current deteriorating buss structure. Once completed, the new structure will greatly enhance the efficiency and safety of working on the equipment associated with this key buss structure. Construction will be completed in the next biennium.	\$ 75,000.00
Purchase of Mountain Ave Substation	Engineering study to validate the advantages of, and provide a roadmap for, acquiring and further developing the substation. The purchase is planned for the next biennium. Recommended as a key acquisition for the City in the Department's Ten-Year Planning Study.	\$ 55,000.00
Mountain Ave and Ashland Substation Intertie	First phase of project to build two intertie lines between Mountain Ave and Ashland substations. Increases reliability and decreases restoration time by allowing the substations to back each other up. Construction will be completed in the next biennium.	\$ 75,000.00
BN 2015-2017 Total		\$ 1,194,000.00

Telecom AFN

Item Summary			
Item	Description	FY 16	FY 17
Internet Project	Headend equipment upgrade to improve network performance and reliability	\$150,000	0
Item Summary Total		\$150,000	\$0

Item Details			
Item	Description	FY 16	FY 17
Internet Project			
Juniper MX 80 Edge Router	Equipment to significantly reduce unscheduled network interruptions	\$ 44,000	
Juniper Fiber Core (EX4300 SFP)	Headend equipment carrier class switch to increase speeds and improve network performance	\$ 33,000	
RX 48	Headend equipment to quadruple upload speeds and increase channel bonding	\$ 5,000	
Arris C4 32D Hot Swap	Headend equipment to improve network downstream performance and reliability	\$ 14,000	
Arris C4 24U Hot Swap	Headend equipment to improve network upstream performance and reliability	\$ 12,000	
BSR 64k Etherflex Circuit	Headend equipment enables the doubling of available bandwidth resulting in increased speeds	\$ 5,000	
Juniper Cooper Core (EX4300 CU) & Optics	Upgrade Headend to carrier class equipment providing increased speeds and reliability	\$ 25,000	
Customer CPE's	Improve network performance and reliability with ability to monitor circuit performance	\$ 12,000	
Internet Project total		\$ 150,000	
Item Detail Total		\$ 150,000	\$ -

# Memo

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CITY OF  
ASHLAND

Date: May 21, 2015  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Street User Fee Study Update

**BACKGROUND:**

Hansford Economic is currently under contract to perform services associated with updating our current street user fee. Hansford Economic is analyzing the current street user fee methodology and will recommend changes. In addition, Public Works has previously contracted with Pavement Services Inc. to perform deflection and core testing on arterials and collectors within our street system. The report generated from this work details life cycle maintenance costs associated within our street system. The executive summary of the report is attached for review.

The Public Works Director recently updated the City Council at a study session on the pavement maintenance strategy. The staff report presented to Council is also attached.

**CONCLUSION:**

This item is a general update to the Commission on the City's pavement maintenance strategy and street user fee analysis. No action by the Commission is expected. Once the report is finalized it will be brought back to Commission as an update before proceeding to the City Council for discussion.

# Council Communication

## April 20, 2015, Study Session

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### Pavement Management Strategy

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**FROM:**

Michael R. Faught, Public Works Director, Public Works Department, faughtm@ashland.or.us

**SUMMARY**

This is an informational update for the City Council on the current condition of streets in Ashland. The report outlines historic shortfalls of street funding, pavement life cycles, pavement condition index, recommended pavement treatments and recommends changes to the street user fee methodology.

**BACKGROUND AND POLICY IMPLICATIONS:**

Ashland, like other public entities across the nation, has struggled to find sufficient funding for projects identified in its Transportation Plans and/or for routine street maintenance. Details of Ashland's recent history on the subject can be found in the October 1, 2007, Council communication outlining the findings of the City's Transportation Financing Task Force and the February 17, 2009, Council communication. In summary, the October 7, 2007, report identified a \$2 million per year short fall and the February 17, 2009, report recommended a pavement management strategy that focused on slurry seals and overlays as a priority over streets that had already fallen into the reconstruct category.

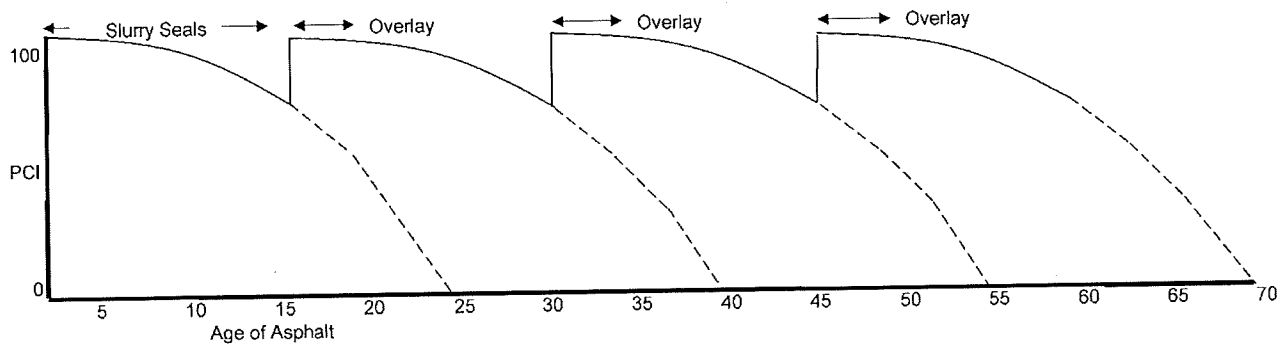
*Pavement life cycles*

Street life cycles are not unlike the life cycle of a roof on a house. Like a roof, a street has a design life of 20 years and if the street is not maintained during those twenty years and water is allowed to penetrate the surface, structural failures develop. In contrast to a roof, structural deterioration of a street is significantly more expensive to repair.

Typically a new street looks relatively new through the first 15 years of life; however, in the last five years an unmaintained street will begin to deteriorate very quickly. If a street does not receive some kind of maintenance treatment (crack seal, base repair, slurry seal or overlay) it will likely fall into a reconstruct category. Given this life cycle, the most cost effective pavement management strategy is to overlay an arterial or collector street at year 15, which then gives the street section a new 20 year life cycle. Neighborhood collectors and residential street life cycles can be extended to 25 years with routine base repair, and crack sealing followed by slurry seals. The following graph demonstrates a typical street life cycle with routine overlays every 15 years.

### Age of Asphalt





This strategy is the most cost effective way to maintain a street system. Overlays cost about \$285,000 per mile (based on a 28 foot residential paved section) as compared to street reconstruction at about \$1.4 million per mile. To put this in perspective, doing nothing and letting Ashland's 91.7 miles of streets fall into the reconstruct category at \$1.4 million per mile would cost \$128 million whereas timely overlays at \$285,000 per mile would cost \$26 million.

The North Mountain Avenue Hersey to I-5 Street Overlay project is a good example of how costs can accelerate during the last 5 years of pavement life. This project was originally scheduled for an overlay in 2011 at an estimated cost of \$275,000. Then, in order to complete the Hersey/Wimer North Main Street Re-alignment project, the North Mountain project was delayed. The project was added back to the 2012-2015 biennium budget with a cost of \$350,000 to account for inflation. However, the actual bids came in at \$655,300 as the number of base repair and asphalt dig outs doubled from the original estimate.

### Pavement Condition Index

Determining the current pavement condition index (PCI) of our street system has historically been determined by measuring existing defects through a visual evaluation format. Visual defects provide a good snapshot of the PCI; however, the best method of determining the PCI is to take core samples and street deflections (measuring the amount of pavement movement based on truck loading). This methodology provides a more detailed analysis of the current street status. Ashland hired a consultant to provide more detailed analysis. The consultant has provided the City with recommendations for maintenance that are based on the following assumptions:

- Where surface treatment is warranted, microsurfacing is recommended for Urban Minor Collectors and slurry seal is recommended for Urban Neighborhood Collectors.
- The percent of pavement repairs (digouts) was assumed to be 2% (of the overall pavement area for each street) for pavements in good condition, 5% for pavements in fair condition, and 15% for pavements in poor condition. We assumed that digouts would be done in areas of medium and high severity alligator cracking distress. The dig out pavement sections are provided later herein and consist of asphalt concrete over aggregate base over an aggregate base working platform.
- Pavement reconstruction sections are provided later herein and are assumed to consist of full depth reclamation (FDR) consisting of asphalt concrete over in-place cement treated base.



Given that, staff hired Pavement Services, Inc., to evaluate all of Ashland's arterial, collector and neighborhood collector streets. Their findings (see attached Street Treatment Recommendations) recommend completing all pavement treatments within the next five years at an estimated cost of \$13 million. Maintenance of the remaining residential system is estimated (based on visual ratings to determine PCI only at this point) to cost \$19.7 million for overlays, and \$500,000 for slurry seals. With the exception of slurry work, no other residential street projects would begin until the arterial, collector and neighborhood collector projects have been completed.

Staffing

In addition to conducting timely overlays, it is equally important that our Street Division be staffed adequately to provide core maintenance services. Those services include base repair (dig out bad road sections), crack sealing (filling cracks with a rubberized material that keeps water from getting into the sub-surface) and prepping streets for slurry seals. Other annual street maintenance core services include repainting pavement markings, sign maintenance, etc. In order to effectively accomplish all of the core services, the proposed 2015-17 biennium budget includes four additional temporary staff positions. This will provide appropriate staffing levels needed to spend six months per year on the weather-dependent core services.

Funding Needs

Concurrent with the detailed pavement condition analysis, the Public Works Department is also conducting a Street Fund Cost of Service study to determine long-term funding needs and to ensure that the street utility fund is charging customer classes appropriately. The City's consultant, Hansford Economic Consulting (HEC), is recommending that we move away from the existing street user fee methodology and implement a new methodology that uses trip generation rates for customer classes identified in the ITE Manual so that fees are based on proportional usage of the trips generated by land use. Developing new proposed rates based on ITE codes will take some time and the consultant is planning on presenting a report with recommendations in October 2015.

**STAFF RECOMMENDATION AND REQUESTED ACTION:**

N/A

**SUGGESTED MOTION:**

N/A

**ATTACHMENTS:**

Street Treatment Recommendations





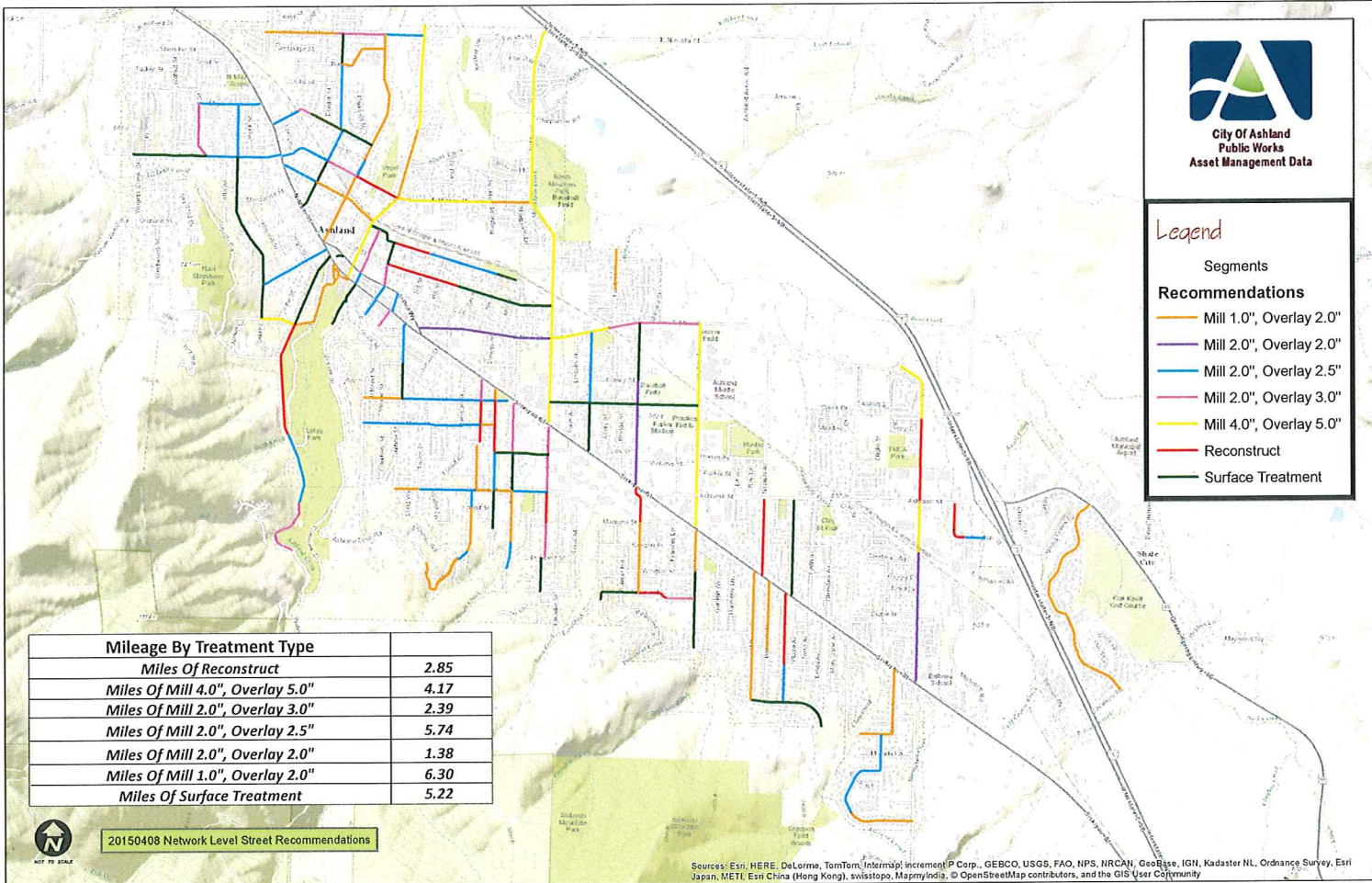
City of Ashland  
Public Works  
Asset Management Data

### Legend

Segments

#### Recommendations

- Mill 1.0", Overlay 2.0"
- Mill 2.0", Overlay 2.0"
- Mill 2.0", Overlay 2.5"
- Mill 2.0", Overlay 3.0"
- Mill 4.0", Overlay 5.0"
- Reconstruct
- Surface Treatment



Mileage By Treatment Type	
<i>Miles Of Reconstruct</i>	<b>2.85</b>
<i>Miles Of Mill 4.0", Overlay 5.0"</i>	<b>4.17</b>
<i>Miles Of Mill 2.0", Overlay 3.0"</i>	<b>2.39</b>
<i>Miles Of Mill 2.0", Overlay 2.5"</i>	<b>5.74</b>
<i>Miles Of Mill 2.0", Overlay 2.0"</i>	<b>1.38</b>
<i>Miles Of Mill 1.0", Overlay 2.0"</i>	<b>6.30</b>
<i>Miles Of Surface Treatment</i>	<b>5.22</b>

20150408 Network Level Street Recommendations

Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoEye, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



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PAVEMENT EVALUATION REPORT

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Deflection Testing and Analysis for Various Streets and Collectors  
City of Ashland Street System  
Pavement Investigation  
City of Ashland, Oregon  
January 6, 2015

DRAFT

Design Report Prepared For:



CITY OF ASHLAND PUBLIC WORKS  
90 North Mountain  
Ashland, Oregon 97520

Prepared By:



PAVEMENT SERVICES, INC.  
3835 NE Tillamook Street  
Portland, Oregon 97212

Project No. 14041

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## INTRODUCTION

This report summarizes our network level pavement evaluation of 54 streets and 161 street segments within the City of Ashland street system. Most of the streets are classified as either neighborhood collectors or urban minor collectors though the project streets also include a few urban major collectors and one urban minor arterial. The street segments are summarized in Table 4 in Appendix 1 and shown on Figure 1. The primary objective of this investigation is to provide the City with an overall estimate of the structural and functional condition of the city street network, as a planning tool to establish a street maintenance and rehabilitation (M&R) budget and to prioritize street segments for M&R work. Ultimately, the network level structural condition information may be used in conjunction with visual survey data within the framework of a pavement management system (PMS).

Our field investigation work included visual assessment of the existing pavement, Falling Weight Deflectometer (FWD) testing and core explorations. The design analysis was accomplished in accordance with the procedures of the 1993 AASHTO Guide for Design of Pavement Structures and the December 2011 ODOT Pavement Design Guide.

Since we conducted a network level evaluation of the City of Ashland streets (rather than a project level street by street evaluation), our testing program was planned to provide an overall estimate of the strengthening requirements of each street class. Although we have provided recommendations on a segment by segment basis, the recommendations are intended for planning and budgetary purposes. We highly recommend that the final construction recommendations for each street be based on a project level evaluation. The reason for this is because the recommendations included herein are based on averages across several streets within the same class and since there is undoubtedly some variation in traffic loading, subgrade strength, pavement thickness and structural capacity between these streets, the final recommendations for each street should be based on a more detailed evaluation of each individual street. The project level evaluation should, in our opinion, include a classified traffic count for the actual street, full depth core explorations, a detailed visual survey and a more concentrated level of FWD testing.

### Project Approach

The network level structural evaluation was based on Falling Weight Deflectometer (FWD) testing and pavement core exploration results. FWD testing was performed on all of the streets identified in Table 4 in Appendix 1. The FWD is a non-destructive testing device which measures deflection of the pavement under an impact load that simulates truck traffic loading and is used to estimate the structural characteristics of the pavement. FWD data, in conjunction with pavement core thickness results, provide the means to evaluate the structural capacity of a pavement and the required strengthening that is necessary for a given traffic loading.

On each street, we accomplished FWD testing at approximately 400-foot intervals which means that on many of the shorter streets, just a few tests were performed (though a minimum of two tests were conducted on each street). We also performed 65 core explorations throughout the city. Generally one core was conducted on each street but on longer streets, two cores were performed. However, there were four relatively short streets where we did not conduct a core exploration.

The FWD test data along with the core results were used to estimate the structural strengthening requirements of the existing pavement(s). A component of the structural analysis is the estimated traffic loading. We used available traffic data from the City to develop loading estimates based on the functional classification.

### Design Analysis Procedure

Streets were grouped according to their functional classification as assigned by the city which consisted of four different classifications: 1) Urban Minor Arterial, 2) Urban Major Collector, 3) Urban Minor Collector and 4) Urban Neighborhood Collector. Each street segment was further grouped according to its visual pavement condition. We used the City's Cartograph Overall Condition Index (OCI) data and we estimated the reduction in OCI due to the deterioration that has occurred since the most recent survey

(to the present). We further refined the OCI data based on our visual assessment in order to classify the condition of the pavement within each segment. The pavement condition was divided into the following classes: 1) Very Good, 2) Good, 3) Fair, 4) Poor and 5) Very Poor. The rating for each street is summarized in Table 4. We took photos in each direction at each of the FWD test locations (provided separately) and Table 4 also shows the photo numbers corresponding to the FWD index number for each street.

As noted above and described later herein, we developed traffic loading estimates for each of the four street functional classifications. The FWD data was analyzed (using the core thickness data for each street) in order to calculate the strengthening requirements (i.e. overlay or inlay) at each FWD test point. Due to grade constraints imposed by curbs and gutters, for most streets it is not feasible to raise the grade by more than about an inch. Hence the analysis was conducted based on the requirement that the grade not be increased by more than 1-inch.

The overlay analysis results were compiled and grouped by function classification and pavement condition and the results were averaged to arrive at general rehabilitation recommendations for each functional classification and pavement condition category. The general rehabilitation recommendations are summarized in Table 1 below. There were two streets, Walker Avenue and South Mountain Avenue, where there was a substantial difference between the overlay analysis results and the visual pavement condition as there were sections of these streets that were in good condition but where significant strengthening was calculated. Hence, the recommendation for these segments was based on the overlay analysis results rather than the average results shown in Table 1.

As shown in Table 1, for Urban Minor Collector and Neighborhood Collector streets in good condition a surface treatment was selected if all of the FWD tests showed that no structural strengthening was required and the existing pavement had only minor cracking distress. There were two streets (Tolman Creek and Wightman) where the analysis indicated that no structural strengthening was needed but the visual condition indicated that surface rehabilitation was necessary, and therefore a 2-inch inlay was recommended for these streets. The final recommendation for each street segment are summarized in Table 9 and Table 12 in the appendix.

Table 1 – General Treatment used to Develop Recommendations

Functional Classification	Condition	Rehab Recommendations		Funding Priority
		Mill, inches	Overlay, inches	
Urban Minor Arterial	Very Good	NA	NA	NA
	Good	2.0	3.0	1
	Fair	NA	NA	NA
	Poor	4.0	5.0	2
	Very Poor	NA	NA	NA
Urban Major Collector	Very Good	NA	NA	NA
	Good	2.0	3.0	4
	Fair	4.0	5.0	5
	Poor	4.0	5.0	3
	Very Poor	Reconstruction		15
Urban Minor Collector	Very Good	Surface Treatment		7
	Good (no overlay required)	Surface Treatment		6
	Good (overlay required)	1.0	2.0	9
	Fair	2.0	2.5	10
	Poor	2.0	3.0	8
	Very Poor	Reconstruction		16

Table 1 - General Treatment used to Develop Recommendations (Cont.)

Functional Classification	Condition	Rehab Recommendations		Funding Priority
		Mill, inches	Overlay, inches	
Urban Neighborhood Collector	Very Good	NA		NA
	Good (no overlay required)	Surface Treatment		11
	Good (overlay required)	1.0	2.0	13
	Fair	2.0	2.5	14
	Poor	2.0	3.0	12
	Very Poor	Reconstruction		17

Note to Table 1:

- 1) NA = Not Applicable (no FWD tests were conducted within the category shown).

The recommended design sections for digout repair (in areas where inlay and overlay is done) and reconstruction with full depth reclamation (FDR) for each functional classification are summarized in Table 2.

Table 2 – Recommendations for Digout Repair and Reconstruction

Functional Classification	Type	Pavement Thickness, in.			
		Asphalt Concrete	Aggregate Base	Aggregate Subbase	In-Place Cement Treated Subgrade
Minor Arterial	Digout Repair	8.0	4.0	13.0	--
	Reconstruction	8.5	--	--	10.0
Major Collector	Digout Repair	7.5	4.0	13.0	--
	Reconstruction	7.5	--	--	10.0
Minor Collector	Digout Repair	5.0	4.0	13.0	--
	Reconstruction	4.5	--	--	10.0
Neighborhood Collector	Digout Repair	4.0	4.0	13.0	--
	Reconstruction	3.0	--	--	10.0

DESIGN DOCUMENTATION

Traffic Loading Estimates

The traffic loading estimate was based on classified traffic counts that were conducted by the City of Ashland. The data consisted of multi-day counts classified by direction on various streets throughout the city. At each location the truck data were classified by single unit and double unit trucks. We further subdivided the truck data to match the FHWA classification system based on the truck distribution reported on the Oregon Transportation Management System (OTMS) website for Ashland Street east of Faith Avenue. We used a growth rate in truck traffic of 1% and the ODOT load equivalency factors (LEF's) were used to convert the truck volumes into 18,000 lb. equivalent single axle loads (ESAL's).

A summary of the traffic loading analysis results are included in Table 5 in Appendix 2. As shown in this table, we used the highest traffic loading estimate for each street and direction and averaged these results as the basis for the design loading for each functional classification. The only exception is that we used the maximum value for Urban Major Collectors and Urban Minor Arterials due to the few number of counts within these street classes. Based on this analysis, the 15-year design traffic loading estimate is: 1) 50,000 ESAL's for Urban Neighborhood Collectors, 2) 100,000 ESAL's for Urban Minor Collectors, 3) 1,000,000 ESAL's for Urban Major Collectors and 4) 1,500,000 ESAL's for Urban Minor Arterials.

### Falling Weight Deflectometer Tests

As noted earlier, Falling Weight Deflectometer (FWD) testing was conducted on each of the streets at 400-foot intervals in the outer wheelpath of the through travel lanes in one direction. The FWD test procedures are presented in Appendix 3 and the FWD test data is shown in Table 6 in Appendix 3.

### Core Explorations

We conducted a total of sixty five (65) surface core explorations on the project streets and at each location we measured the thickness of the bound layer (which in every case consisted of asphalt concrete). The results of our core explorations are summarized in Table 7 in Appendix 4 and the locations are shown on Figure 3. Based on the core data, the average asphalt concrete (AC) thickness is: 1) 4.1-inches for Urban Neighborhood Collectors, 2) 4.8-inches for Urban Minor Collectors, 3) 5.5-inches for Urban Major Collectors and 4) 6.5-inches for Urban Minor Arterials.

Of the 65 core explorations, we conducted 37 cores over surface cracks in order to evaluate the type of cracking that is present. We found that "Top Down" cracking (i.e., cracking that does not extend through the full depth of the asphalt concrete) was observed at just 8 of the 37 locations and at the remaining cores locations the cracking extended the full depth of the AC layer. Top down cracks are indicative of pavements that do not require structural strengthening and can typically be rehabilitated with inlay. Conversely, full depth cracks are typically indicative of fatigue damage that often require structural strengthening.

### Backcalculation Analysis

The FWD deflection data were analyzed to backcalculate the equivalent elastic moduli of the pavement and subgrade soil at the FWD test locations. The backcalculated moduli of the AC layer were normalized, using the Asphalt Institute's predictive equation, to correspond to a pavement temperature of 68 °F and a loading rate of 10 Hz. The backcalculated moduli of the pavement were used to calculate the structural capacity using Equation PP.17 from the 1986 AASHTO Guide for Design of Pavement Structures - Volume 2. The backcalculation analysis results are shown in Table 8 in Appendix 5.

### Pavement Design Results

The design analysis was accomplished in accordance with the procedures of the 1993 AASHTO Guide for Design of Pavement Structures (AASHTO Guide) and the December 2011 ODOT Pavement Design Guide (ODOT Guide) using the parameters shown in Table 3. The overlay and inlay design analysis is described in Appendix 5 and the pavement overlay/inlay analysis results are shown in Table 9 of the same appendix. For segments where reconstruction is warranted, the pavement design recommendations for reconstruction are summarized in Table 10. This table shows the design sections for both the areas of digout pavement repair (in areas where inlay and overlay is recommended) as well as full depth reclamation (where complete reconstruction is recommended).

Table 3 - Pavement Design Parameters

Parameter	Design Value
Design Life	15 yrs
Design Traffic Loading / Reliability:	
Urban Minor Arterial	1,500,000 / 90%
Urban Major Collector	1,000,000 / 90%
Urban Minor Collector	100,000 / 85%
Urban neighborhood Collector	50,000 / 80%
Initial Serviceability	4.2
Terminal Serviceability	2.5
Standard Deviation	0.50
Subgrade Modulus, psi:	Backcalculated at FWD tests – see Table 8
Asphalt Concrete Layer Coefficient:	0.42

## FINDINGS AND RECOMMENDATIONS

As discussed earlier herein, the rehabilitation recommendations for each street segment were developed based on the average results for each particular functional class and pavement condition category. Since this investigation was a network level evaluation (versus a project level evaluation), grouping the results in this manner provides a statistical meaningful set of data to use in order to develop recommendations. It is likely that the overlay requirements for a project level evaluation of a specific street segment may differ slightly from the results shown herein. However, for planning and budgetary purposes, the recommendations shown herein are, in our opinion, a good estimate of the overall rehabilitation requirements for the streets included in the evaluation.

The recommendations for each street segment are based on the analysis results and were not adjusted to develop recommendations that are practical from a construction standpoint. Hence, there are streets where it may make sense to extend a particular treatment beyond the limits that are shown herein. For example, if there is a short segment on a street where a surface treatment is recommended, but overlay is recommended on either side of this segment, it may be desirable from a construction standpoint and a pavement management standpoint to just extend the overlay for the full length of the street. We did not try to group the recommendations into practical construction segments since this would be done during a project level evaluation. That being said, the City may want to consider increasing the budget estimates slightly (say 5%) to account for the higher costs associated with grouping segments into packages that are practical from a construction standpoint.

### Rehabilitation Treatment Considerations

Our network recommendations and cost estimates are based on the following assumptions:

- 1) Where surface treatment is warranted, microsurfacing is recommended for Urban Minor Collectors and slurry seal is recommended for Urban Neighborhood Collectors.
- 2) The percent of pavement repairs (digouts) was assumed to be 2% (of the overall pavement area for each street) for pavements in good condition, 5% for pavements in fair condition and 15% for pavements in poor condition. We assumed that digouts would be done in areas of medium and high severity alligator cracking distress. The digout pavement sections are provided later herein and consists of asphalt concrete over aggregate base over an aggregate base working platform.
- 3) Pavement reconstruction sections are provided later herein and are assumed to consist of full depth reclamation (FDR) consisting of asphalt concrete over in-place cement treated base.

FDR was selected as the recommended alternative for reconstruction (as noted above), since it is a significantly cheaper alternative than conventional full depth reconstruction with asphalt concrete over aggregate base. Overall, conducting FDR versus full depth reconstruction results in a savings to the City of approximately \$2,000,000 (over the 5-year period)

Although the allowable grade increase due to overlay was established at 1-inch, we assumed that a taper mill would be done to transition the grade increase from 1-inch within the travel lane to zero at the curb. If from a grade standpoint overlay may be placed directly above the existing pavement (without the need to do milling and/or a taper mill at the curb) then milling can be eliminated prior to overlay. The cost estimates for milling account for the additional volume associated with the taper mill.

### Cost Estimates and Priority Funding

We developed a prioritized rehabilitation schedule over a 5-year period and the results are shown in Table 12. As shown in this table, the total estimated construction costs to rehabilitate the streets included in this evaluation is on the order of \$10,000,000. Hence, the rehabilitation schedule for each year is based on an annual construction cost budget of approximately \$2,000,000 (i.e., \$10,000,000/5-years).



Cost Estimates

The unit cost estimates used to develop the overall rehabilitation cost estimates for each street segment are summarized in Table 11. The unit cost estimates and the overall cost estimates (shown in Table 12) are for pavement construction costs only and do not include all costs associated with construction which may include costs such as engineering, administration and construction quality control costs. For budgetary purposes we recommend increasing the overall construction costs by 30 percent which is based on an increase of 5 percent for grouping segments into practical construction projects (as discussed earlier herein), 5 percent for engineering and administration, 5 percent for construction quality assurance and 15 percent for contingency. Hence, the recommended funding for the 5-year period is:

Approximate Total Construction Costs	\$10,000,000
5% of total costs for grouping projects into practical construction packages	\$500,000
5% of total costs for engineering and administration	\$500,000
5% of total costs for construction quality assurance	\$500,000
15% of total costs for contingency	<u>\$1,500,000</u>
Total Recommended 5-Year Budget	\$13,000,000

Note that the construction cost estimates have not been adjusted for inflation, so the budget should be increased from the amount shown above to account for the effect of inflation.

Funding Prioritization

The prioritization was generally conducted based on a monetary optimization policy whereby street preservation is funded before reconstruction. This is known as a "best-first" methodology since streets that are in better condition are given a higher priority than streets in poorer condition, or a "worst-first" methodology. While the "worst-first" strategy is likely more popular to the driving public, it is a suboptimal method because maintenance and rehabilitation (M&R) work is only applied after the pavement has structural damage. Once a pavement has significant structural damage, the only repair option is reconstruction (which is much more expensive than preservation). Preservation, on the other hand utilizes optimum timing to perform preventive treatments such as crack sealing, surface seals, and hot-mix asphalt concrete overlays. Funding street programs using a "best-first" basis will ultimately result in a significant savings to the city.

Although the prioritization was generally done on a "best-first" basis, we did not follow this approach completely. We generally prioritized streets in the "Poor" condition category above streets in the "Good" condition category. This is because the analysis showed that streets in the "Poor" condition category could still be rehabilitated with an inlay and overlay combination. Hence, it makes sense to give these streets a high priority before they further deteriorate and fall into the lowest category where reconstruction is required.

For any particular condition category, streets with a higher functional classification were prioritized above streets with a lower functional classification. Hence minor arterial streets segments in Good condition were prioritized above major collector segments in Good condition and so on. The prioritization given to each functional classification and condition category is shown in Table 1.

## LIMITATIONS

This report was prepared solely for the City of Ashland for a network level evaluation of their collector and arterial streets. The opinions and recommendations contained within the report are not intended, nor should they be construed, to represent a warranty, either express or implied. Our work has been performed in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing under similar conditions in the locale. No other warranty, expressed or implied, is made.

The pavement rehabilitation recommendations included herein are intended for budgetary and planning purposes only and should not be used to develop documents for construction. We highly recommend that a more detailed project level evaluation be conducted for each street segment in order to develop final rehabilitation recommendations for construction.

Please feel free to contact the undersigned with any questions that you may have regarding this report.

Sincerely,  
PAVEMENT SERVICES, INC.

Michael J. Maloney, PE  
Principal Engineer

# Memo

CITY OF  
ASHLAND

---

Date: May 21, 2015  
From: Scott A. Fleury  
To: Transportation Commission  
RE: Election of Officers

**BACKGROUND:**

As required by Ashland Municipal Code 2.10 a new chair and vice chair are required to be elected at the first meeting following new and re-appointments. The Council approved the Mayors re-appointments at the May 5, 2015 Council Meeting. A chair can serve 3 consecutive one year terms before a new one must be appointed. Reference attached code.

Commission Chair Dave Young has served since 2012 completing his allowable term and the previous vice chair Shawn Kapman has resigned.

**CONCLUSION:**

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

## **2.10 Uniform Policies and Operating Procedures for Advisory Commissions and Boards**

### **2.10.005 Purpose**

Advisory commissions and boards (advisory bodies) require uniform rules, policies and operating procedures to assure maximum productivity and fairness for members and the public. Except where otherwise provided in this Code, the following policies and procedures govern all the City's commissions and boards, as well as ad hoc entities. Nothing herein removes the requirement for compliance with more specific regulations and guidelines set forth by state statute, administrative rule, ordinance, or resolution specific to the advisory body. These rules do not apply to the elected Parks and Recreation Commission.

(Ord 3003, added, 02/18/2010; Ord 3100, 2014)

### **2.10.010 Created or Established**

See individual Commission or Board Code Chapters codified between AMC 2.11 and AMC 2.25.

(Ord 3003;2010)

### **2.10.015 Appointment**

See AMC 2.04.090.C.

(Ord 3003;2010)

### **2.10.020 Terms, Term Limits and Vacancies**

All successors to original members of an advisory commission or board, shall have a three (3) year term, except as otherwise provided in the appointment order and except for certain members of the Municipal Audit Commission, as provided in AMC 2.11.015. Notwithstanding the three year limitation, Planning Commissioners shall serve for terms of four (4) years with terms expiring on April 30 of the fourth year, and Budget Committee members not on City Council shall serve for terms of four (4) years, with terms expiring on June 30 the fourth year. All other regular terms shall commence with appointment and shall expire on April 30 of the third year, unless otherwise provided in the appointment order. The appointing authority may stagger terms in the original appointment order as necessary. Members may serve two (2) terms on any single commission or board, after which time the Mayor and Council will give due consideration to other qualified candidates before making a reappointment. Any vacancy shall be filled

by appointment by the Mayor, with confirmation by the City Council, for any unexpired portion of the term as provided in AMC 2.04.090C.

(Ord 3003, added, 02/18/2010; Ord 3100, 2014)

### **2.10.025 Meetings and Attendance**

A. Unless otherwise provided by law, the number of meetings related to business needs of an advisory commission, or boards may be set by the advisory body.

B. The Planning Commission and Budget Committee shall set their own meeting attendance requirements. All members of other Regular or ad hoc advisory bodies must attend at least seventy-five percent (75%) of the full advisory body's noticed meetings, study sessions and special meetings in each full year of their tenure. A person removed from the advisory body for non-compliance with attendance requirements subsequently may be appointed to fill the vacancy on the advisory body by means of the normal appointment process of that advisory body.

C. A member should provide at least 48-hour notice to both the chair of the advisory body and the staff liaison regarding any planned absence from a scheduled meeting of the advisory body. In the event an unexpected emergency will cause a member to be absent from the meeting, the member must, if possible, notify the chair or the staff liaison within a reasonable time in advance of the meeting.

D. Generally, advisory bodies may not allow alternates to represent or stand in for a member at a meeting. Notwithstanding the foregoing preclusion of alternates, on Regular and ad hoc advisory bodies with some members who are appointed by an entity other than the Mayor and City Council and who serve as a representative of the appointing entity, an alternate may participate and vote for the named member by proxy at any meeting of the advisory body. Such participation by the alternate will be deemed to be attendance by the named member. Individuals directly appointed by the Mayor and approved by the Council may not be represented by alternates.

E. Each advisory body should review member attendance and report to the City Recorder approximately every six months. City Recorder will advise the Mayor on the need for appointments or re-appointments, if necessary.

(Ord 3003, added, 02/18/2010; Ord 3100, 2014)

### **2.10.030 Removal**

See AMC 2.04.090.F.

(Ord 3002;2010)

### **2.10.035 Public Meeting Law**

All meetings of advisory commissions and boards are subject to strict compliance with public meeting laws of the State of Oregon. Notwithstanding notice requirements under Oregon law, advance notice of at least 36 hours shall be provided for all meetings. Notice shall be sent to a newspaper with general local circulation and posted on the city's website. In the case of emergency or when a state of emergency has been declared, notice appropriate to the circumstances shall be provided and reasons justifying the lack of 36-hour notice shall be included in the minutes of such meeting.

(Ord 3003;2010)

### **2.10.040 Quorum and Effect of Lack Thereof**

A meeting quorum shall consist of more than one-half of the total number of authorized members of the body, including any vacant positions. Non-voting ex officio members, staff and liaisons do not count toward the quorum. Members need not be physically present at a meeting if another means of attendance (e.g. telephonic, internet etc.) has been established by the membership and public meetings law requirements are met. At least a majority of the quorum is necessary to adopt any motion; some motions require the affirmative vote of at least two-thirds of the members present. If the members in attendance do not constitute a quorum, staff or invitees may make informational presentations provided (1) Notes describing the presentations and discussions are made and posted on the City website; (2) no motion, debate or vote or any other official business other than adjournment takes place; and (3) all topics advertised are automatically added to the agenda for the next regularly scheduled meeting.

(Ord 3050, amended, 11/18/2011; Ord 3003, added, 02/18/2010; Ord 3100, 2014)

### **2.10.045 Council Liaisons**

See AMC 2.04.100.

(Ord 3003;2010)

### **2.10.050 Election of Officers, Secretary and Subcommittees**

At its first meeting following the appointment or reappointment of members each year, the advisory commission or board shall elect a chair and a vice-chair who shall hold office at the pleasure of the advisory body. Neither the chair nor vice-chair shall serve as an officer for more than three consecutive annual terms.

Without the need for an appointment, the head of the City Department staffing the commission, committee or board shall be the Secretary and shall be responsible for keeping an accurate record of all proceedings. The Department head may delegate such tasks to a staff liaison. Subcommittees may be formed for the purpose of gathering information and forming a recommendation to be brought forward to the full advisory body. Only the full body can make recommendations to the City Council. Subcommittees must comply fully with the requirements of Oregon Public Meetings law.

(Ord 3003, added, 02/18/2010; Ord 3100, 2014)

### **2.10.055 Role of Staff**

At least one staff person is assigned to work with each advisory commission or board. The staff liaison provides professional guidance, continuity, and insight into City policy and attends all regular and special meetings and workshops. The staff liaison supports the group as a whole and shall not do work at the request of individual members. Each staff liaison has a limited amount of time to devote to the group. If additional staff time is needed the request should be made to the City Administrator or appropriate Department Head.

(Ord 3003;2010)

### **2.10.060 Agendas and Minutes**

The chair or staff liaison will be responsible for timely preparation and posting in advance the agendas of all meetings of advisory commissions and boards on the City's website. A member or staff liaison will be responsible for taking minutes and getting them posted on the City's website, generally within a few days after the minutes have been approved. Members are encouraged to access those documents from the web site. Staff will email or mail documents to members upon request. If the advisory body has a current Council Liaison, the Liaison should be given the opportunity to report to the commission or board periodically.

(Ord 3003, added, 02/18/2010; Ord 3100, 2014)

### **2.10.065 Goals**

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

(Ord 3003, added, 02/18/2010; Ord 3100, 2014)

### **2.10.070 Rules and Regulations**

The advisory commission or board may make such rules and regulations as are necessary for its governance, including the conduct of meetings, when not inconsistent with Ashland City Charter, Ashland Municipal Code or Oregon law. These rules may be less formal than the meeting procedure rules in AMC 2.04.40. In the event of conflicts that cannot be resolved less formally, AMC 2.04.040 shall be used as the standard for meeting rules and procedures. Failure to strictly comply with the rules on meeting procedure in AMC 2.04.040 shall not be cause to void or otherwise disturb a decision or action. The body will strive to be clear in its proceedings.

(Ord 3003, added, 02/18/2010; Ord 3100, 2014)

### **2.10.080 Code of Ethics**

The City of Ashland is committed to the highest ethical standards for its public officials. To ensure public confidence, all members of advisory commissions and boards must be independent, impartial, responsible and not use their position for personal gain or to benefit or harm others. Advisory commissions and boards shall operate in the general public interest serving the community as a whole and shall serve no special interests. Advisory commission and board members shall not endorse in their official capacity any commercial product or enterprise. Members should be aware the criminal codes, ethics and conflict of interest laws set forth in state statutes and city ordinances, including but not limited to the State of Oregon Criminal Code, ORS 244 and in AMC Chapter 3.08.

(Ord 3003;2010)

### **2.10.090 Council as Final Decision Maker**

With the exception of certain delegated quasi-judicial actions, most advisory commissions and boards do not make final decisions subject to appeal but rather make recommendations to, or act in an advisory capacity to the council. The City Council is the final decision-maker on all city policies and the use of city resources. Proposals by boards and commissions for endorsement or sponsorship of events, activities or programs must receive approval by City Council as provided by Resolution.

(Ord 3003,2010; ORD 3057, 2012)

### **2.10.095 Gifts**



Subject to the acceptance of the City Council, an advisory body may receive gifts, bequests or devises of property in the name of the City to carry out any of the purposes of the advisory commission or board, which funds, if required by the terms of the gift, bequest or devise, shall be segregated from other funds for use with the approval of the City Council.

(Ord 3003;2010)

### **2.10.100 Budget, Compensation and Expenses**

Money is set aside in department budgets for Commission and Board expenses. Should an advisory body require additional funds, requests should be submitted to the department head through the staff liaison. Regular members of the advisory commissions and boards shall receive no compensation for services rendered. Members must receive permission and instructions from the staff liaison in order to be reimbursed for training or conferences and associated travel expenses related to official business. Procedures and criteria for boards and commissions to obtain approval of expenditures are established by Resolution.

(Ord 3003,2010; Ord 3057, 2012)

### **2.10.105 Reports**

- A. Each advisory body shall submit copies of its meeting minutes to the City Recorder for presentation to the City Council.
- B. The chair of each advisory body is expected to give at least one report to the City Council each year on the advisory body's accomplishments, work in progress, and planned activities. In addition, the Mayor or City Council may from time to time ask chairs for information and recommendations on matters within the scope of their advisory bodies. Chairs' reports to the Council are to be objective and representative of the majority views of the memberships of their advisory bodies.
- C. Council Liaisons may report to the entire Council on significant and important activities of any advisory body to which they have been assigned.
- D. Staff Liaisons to the advisory bodies may assist in preparing such reports.
- E. Unless otherwise expressly provided in the Ashland Municipal Code or State Law, all reports or recommendations of City advisory bodies committee shall be considered advisory in nature and shall not be binding on the Mayor or City Council.

(Ord 3003, added, 02/18/2010; Ord 3100, 2014)

### 2.10.110 Lobbying and Representing the City

An individual advisory body member is free to express personal views on any issue in any forum as long as the individual makes clear that he or she is not speaking as a member of the advisory body and that the views expressed are personal and do not represent the position of the City or of the City advisory body.

(Ord 3003, added, 02/18/2010; Ord 3100, 2014)

[PRINT](#)

[CLOSE](#)

# Memo

CITY OF  
ASHLAND

Date: May 21, 2015  
From: Scott A. Fleury  
To: Transportation Commission  
RE: United Way Bike Rack

## **BACKGROUND:**

At the August 2014 meeting Connie Wilkerson from the United Way presented a grant opportunity they were seeking for installation of bike lockers, reference inserted minutes:

*Connie Wilkerson, Mobility Manager with United Way of Jackson County.*

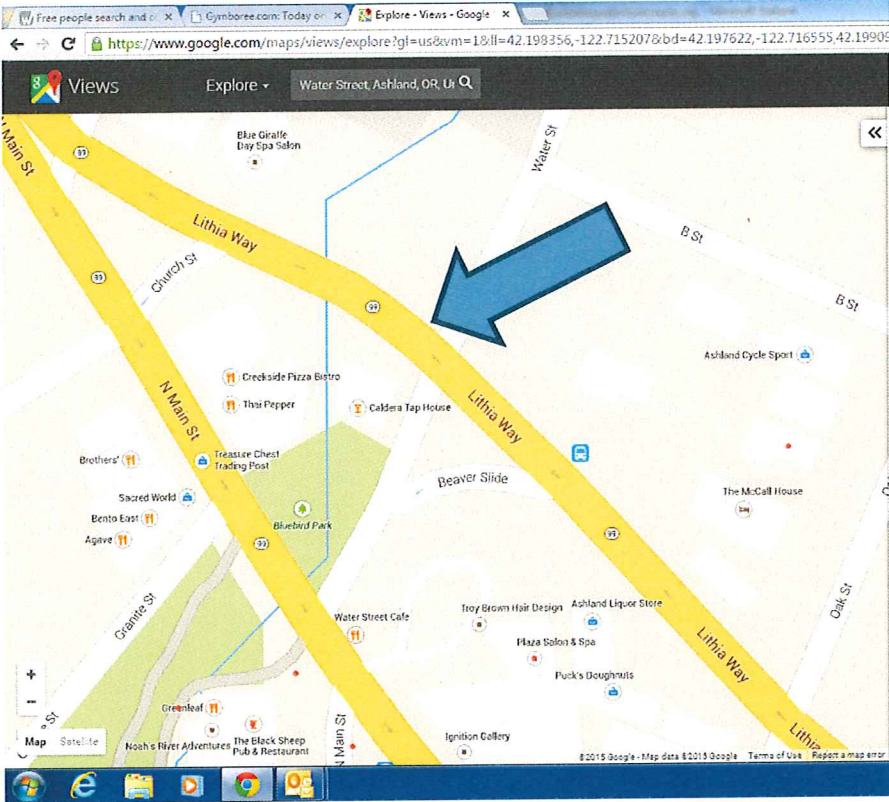
*Connie informed the Commission of an exciting proposal that they have for the City of Ashland pending they are a recipient of a grant that they have recently applied for. United Way of Jackson County channels its work through four impact areas: education, income, health and transportation. Research has consistently shown that access to transportation is the principle partner on the path to exit poverty, maintain health, and avoid chronic unemployment. One of the principal complaints that local social service workers hear from their clients is access to transportation. 211's call volume data showed they received 157 calls between August 2013 and August 2014 from Jackson County residents requesting transportation assistance resources, which represents 7% of their total call volume. This shows a distinct need of people in the Valley. After fiscal year 2010 RVTD's ridership increased dramatically and has stayed somewhat consistent over the last two years. Connie added ridership is greatest on the Ashland route (route 10). Of the 1.4 million users in fiscal year 2013/2014, 622,000 of them were on route 10. The route with the next greatest ridership is the White City route and it's only half of the ridership on route 10. Of the 1.4 million riders almost 63,000 of those were riders with bikes. Route 10 originates at the Front Street station in Medford, travels down Hwy 99 and comes into Ashland. There are 43 potential stops between the Front Street station and the Ashland plaza. Once on the Ashland Loop there are an additional 39 stops. One of the proposals that United Way is proposing to alleviate the issue regarding time spent in transit is bike lockers and a skate dock near the Ashland plaza to assist commuters traveling to Medford. This will decrease their transit time by eliminating the stops made in Ashland while en route to Medford. The rider can travel to the centralized location in Ashland and lock up their bike/skateboard, board the bus to Medford and do the same on the way back to Ashland from Medford. A large percentage of the 622,000 riders live more than a mile off the bus route so this is an effort to make first mile and last mile connections to public transportation easier. Those are primarily achieved through walking, biking or boarding. The problem is each RVTD bus can only hold 3 bikes and the cyclist have to be able to secure their own bike before embarking on it. If the rack is already full and someone wants to get on with their bike the bus driver has the discretion of whether or not to allow them on the bus and at any point along the route if the bus is too full the driver can ask them to disembark with the bike. This means that storage is key for commuters. The gift to the City of Ashland should they receive the grant would be just over \$10,000 for the 5 bike lockers and the skateboard dock. (See meeting packet for proposed bike locker/skateboard dock details. They are not wedded to the proposed model but it was used as a placeholder for the grant proposal.)*

In order to install anything under the overpass ODOT approval will be required as it is there right of way. Staff will work with ODOT and the United Way to have the bike racks placed appropriately.

## **CONCLUSION:**

This item is an update for the Commission and no action is required.

# Possible Locations for a Bike Dock in the Community Bike Share System



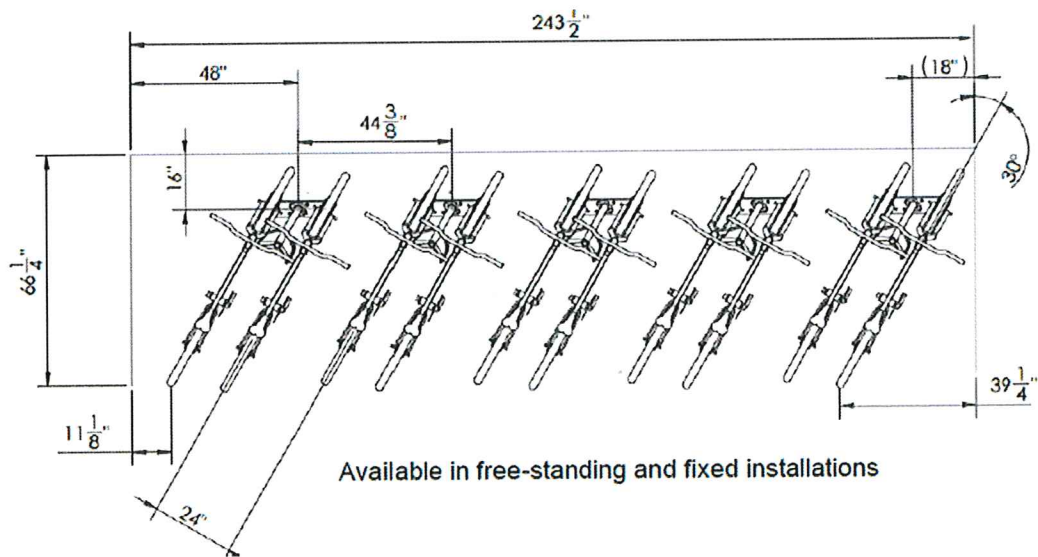
Under the Lithia Way Overpass, there are several possible spots for the placement of the bike dock. We need approximately 243" by 39" for the dock. The metal fence area between the pillars in the middle of the space under the overpass has plenty of space on either side of the fence for the bikeshare dock. As the photos show, this area has already become an impromptu bike docking area.



Another possible location is the area to the right of the stairs that lead to "The Path to Joy and Unity." That area currently has a bike rack that could be relocated to another area under the overpass.



Here are the space requirements for the bike dock:





## Zagster

Zagster Bike Doc Specs

## Zagster Docks- Bike Dock



### MATERIALS

ASTM A36 Steel for all structural steel plate (standard)

ASTM A53 Steel for all Pipe (standard)

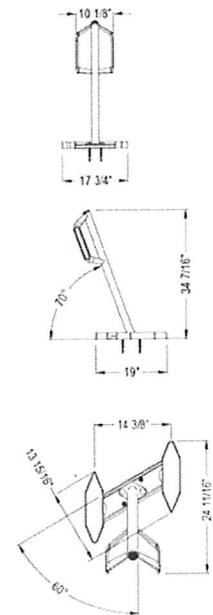
### FINISH

#### Galvanized

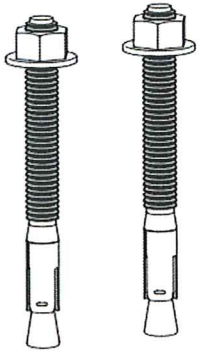
A zinc oxide coating protects from elements that can lead to oxidation, corrosion and rust that can cause the eventual weakening of the steel

#### Black Powder Coat

Final Coat– Polyester based Powder Coating – this offers a hard shell finish to the product to protect the metal substrate from oxidizing. Our finishes withstand harsh conditions with a strong polyester UV-stable coating with superior salt spray protection.



## Zagster Docks- Fixed Installation



### Tech Notes:

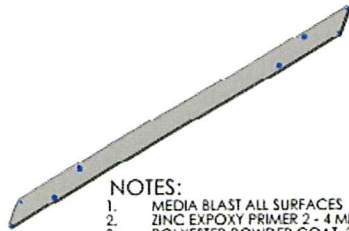
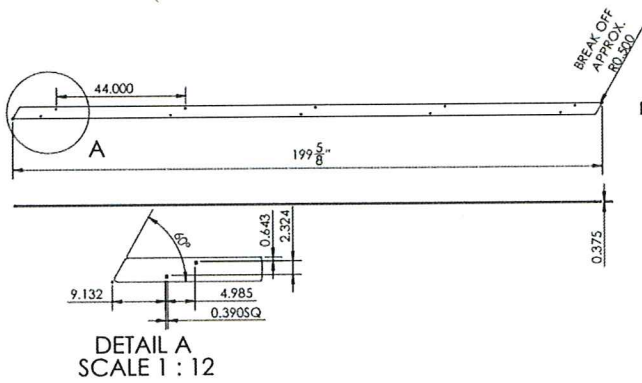
- Drill hole diameter:  $\frac{3}{8}$ "
- Minimum embedment 1  $\frac{1}{2}$ "
- Pull out strength (2000 PSI concrete) 3229#
- Work load strength (2000 PSI concrete) 807#
- Shear strength (2000 PSI concrete) 4318#
- Tightening torque 10-15 FtLBs

Wedge Anchor-  $\frac{3}{8}$ " x 16UNC x 3- $\frac{3}{4}$ "





## Zagster Docks- Free-Standing



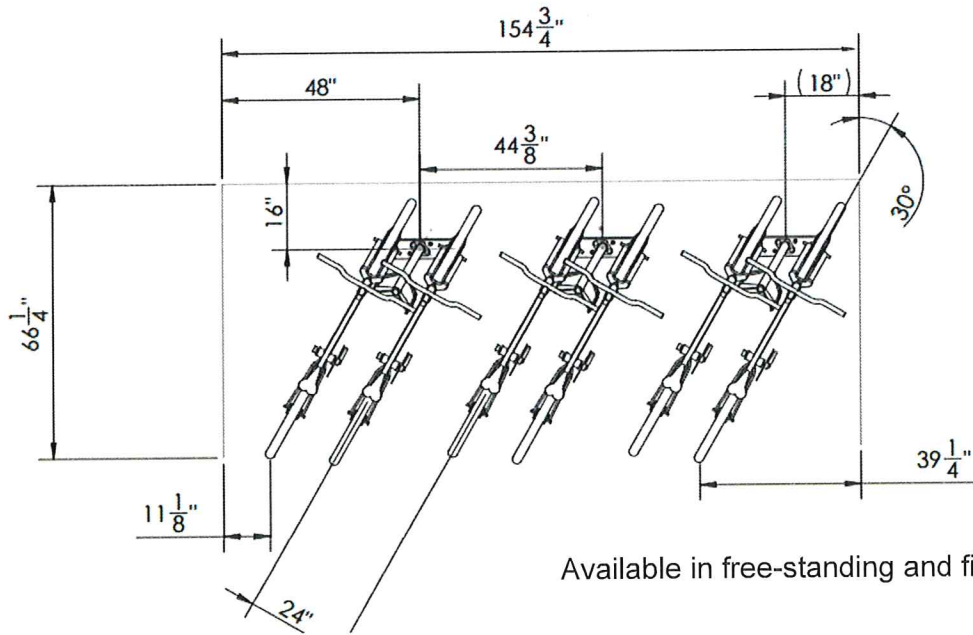
- NOTES:
1. MEDIA BLAST ALL SURFACES
  2. ZINC EPOXY PRIMER 2 - 4 MIL
  3. POLYESTER POWDER COAT 3 - 5 MILS

**Zagster**<sup>TM</sup>  
a better way to bike



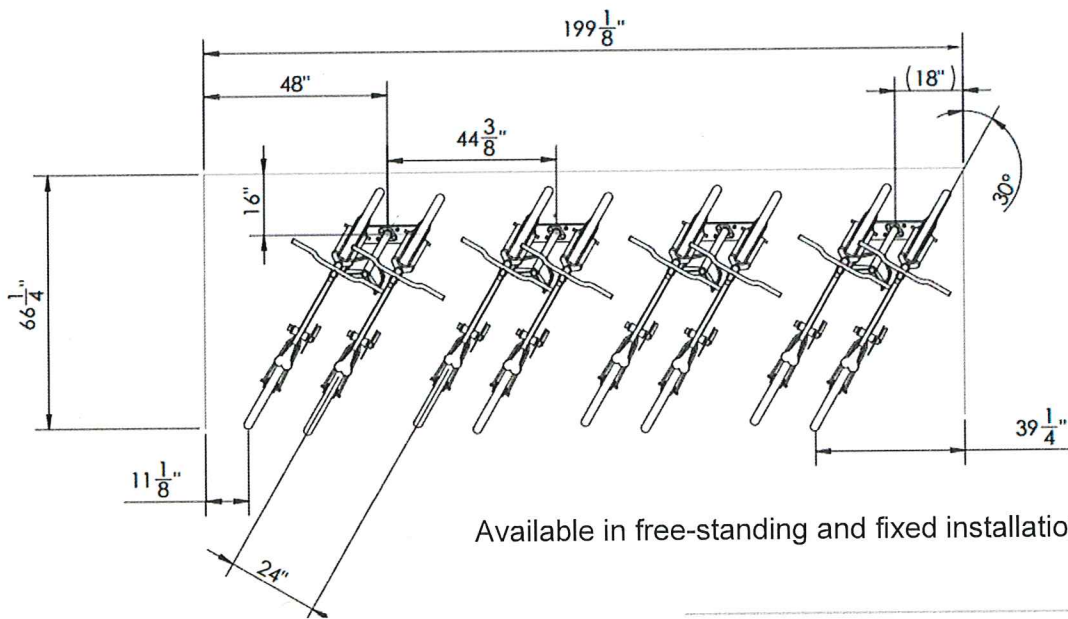
- Available in 2 (4 bikes), 3 (6 bikes), and 5 (10 bikes) rack rails
- Requires angled parking

Zagster Docks- Angled 6 Bikes



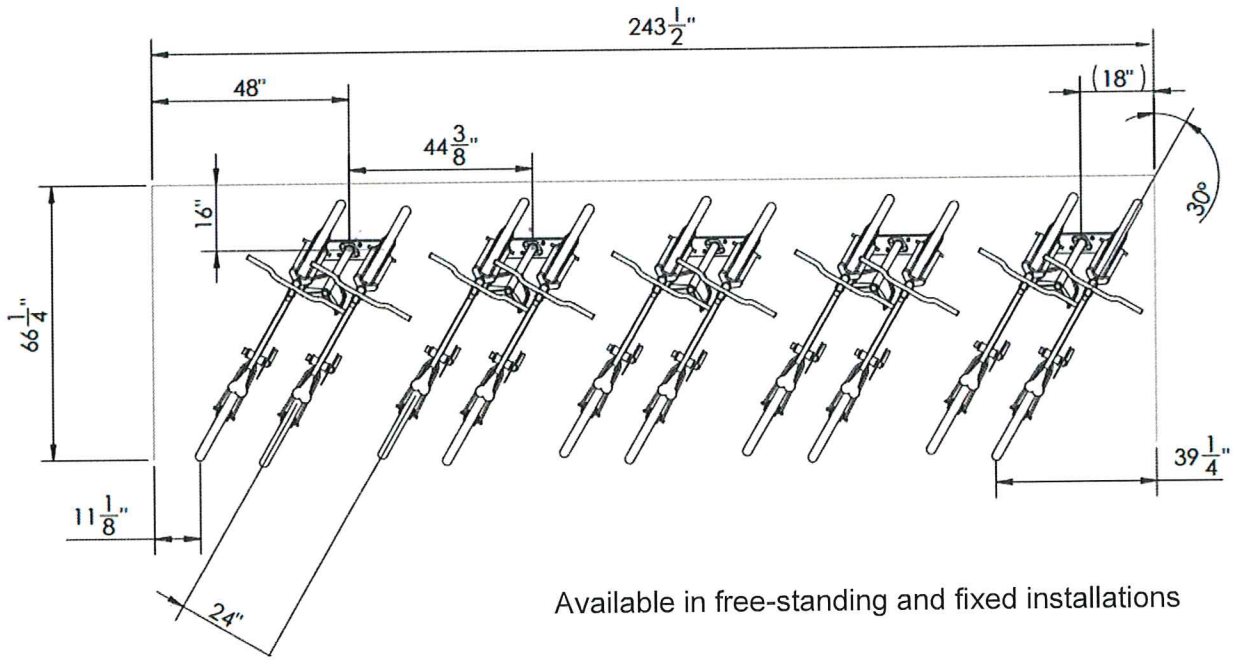
Available in free-standing and fixed installations

## Zagster Docks- Angled 8 Bikes



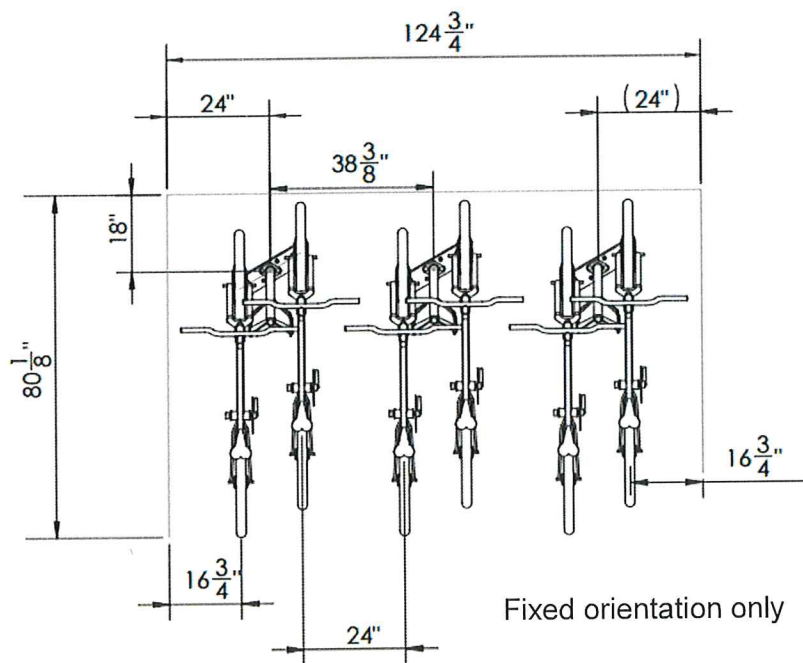
Available in free-standing and fixed installations

Zagster Docks- Angled 10 Bikes

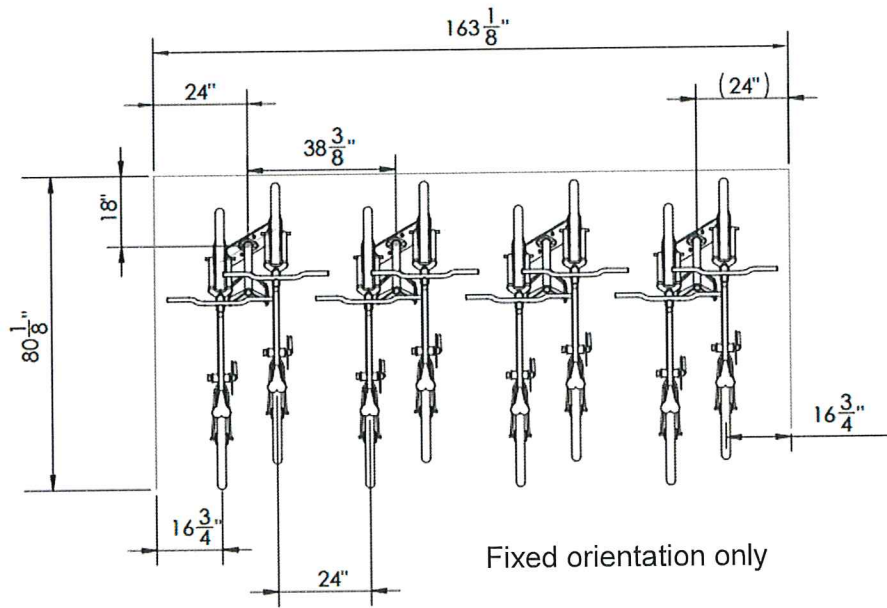


Available in free-standing and fixed installations

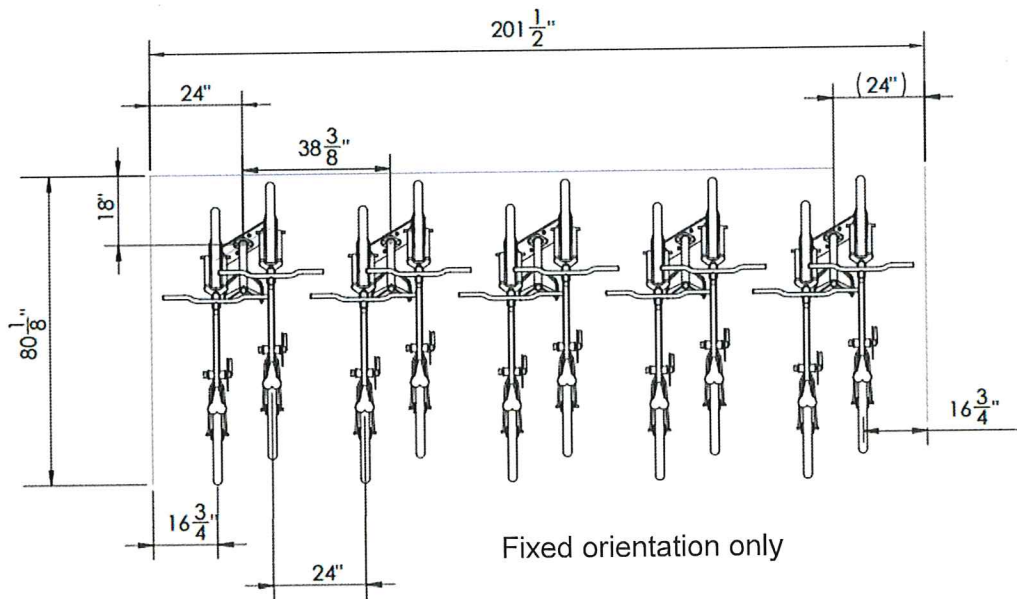
## Zagster Docks- Perpendicular 6 Bikes



Zagster Docks- Perpendicular 8 Bikes



Zagster Docks- Perpendicular 10 Bikes



# MOTOR VEHICLE CRASH SUMMARY

MONTH: APRIL, 2015

NO. OF ACCIDENTS: 19

DATE	TIME	DAY	LOCATION	NO. VEH.	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
2	11:30	Thur	Lithia Way at Third St	1	N	Y	N	N	N	N	N	N	Driver v1 turning right cut off bicyclist travelling through in bike lane, causing cyclist to hit the curb, damaging bike. No contact made. Driver paid cyclist for damages. Report made 2 hours later.
2	14:24	Thur	Granite Street	1	N	N	N	N	N	N	N	N	Driver veered into Parks Dept railing when dog jumped into his lap. Complaint of pain, damage to vehicle and railing.
2	15:50	Thur	E Main St near Water St	2	N	N	N	N	N	Y	N	N	Dv2 stopped in lane for traffic that was stopped. Dv1 rearended v2. Dv1 warned: following too close.
8	00:02	Wed	Dead Indian Mem. Rd near Hwy 66	1	N	N	Y	N	N	Y	N	N	Driver ran off road into ditch because of fog. Driver injury, damage to vehicle, no citation. Location approximate
9	16:55	Thur	E Main St at Oak St	2	Y	N	N	N	N	Y	N	N	ped in crosswalk; Driver v2 stopped for ped crossing in crosswalk and was rearended by v1. Dv2 given warning: following too close.
13	11:09	Mon	N Second St near E Main St	2	N	N	N	N	Y	Y	Y	N	Dv2 hit parked v1 while attempting to park and left scene. Was later found and cited for hit and run.
13	11:29	Mon	Gresham near Fairview	2	N	N	N	Y	Y	Y	N	N	Dv2 hit parked v1. Driver was stopped and arrested for DUII.
15	19:15	Wed	Pinecrest Terrace near Elkader	1	N	N	Y	N	Y	Y	N	N	Dv1 lost control of vehicle on gravel road, and rolled it. Injuries sustained by driver and passengers, vehicle totalled. Driver cited for careless driving.
18	10:01	Sat	Ashland St near Clay St	3	Y	N	N	N	N	Y	N	N	ped in crosswalk; dv1, waiting for ped to cross before making a turn. Dv2 was stopped behind v1. Dv3 rearended v2 pushing into v1. non injury



18	11:30	Sat	E Main St near Fourth St	3	N	N	P	N	Y	Y	N	N	Dv1 was stopped in traffic. v2 stopped behind v1. Dv3 rearended v2, pushing it into v1. Dv1 cited for following too close and driving uninsured.
18	14:30	Sat	Wightman near Siskiyou Blvd	2	N	N	P	N	N	Y	N	N	Dv1 leaving parking lot was struck by dv2.
21	08:37	Tue	E Main St near Pioneer St	2	N	N	N	N	Y	Y	N	N	v2 was struck by dv1 while driver was changing lanes to go around a standing delivery vehicle in the lane. Dv2 cited for unsafe lane change.
22	08:04	Wed	E Main St at S Mountain St	2	N	N	N	N	N	Y	N	N	Dv1 paused in the midst of a right turn to let a bicyclist cross, and was rearended by v2. Report only.
23	03:50	Thur	Ashland St near Clover Ln	1	N	N	N	U	Y	Y	Y	N	Dv backed into air/water station at gas station causing damage and left scene. Was found and cited failure to perform duties and criminal mischief.
25	16:22	Sat	Siskiyou Blvd at Morse St	1	N	Y	N	N	N	N	N	N	Dv1 turning right was struck by bike that was attempting to travel through in bike lane. Bicyclist at fault for unsafe passing on the right.
26	11:00	Sun	N Main St near Granite St	2	N	N	N	N	Y	Y	Y	N	Dv1 struck v2 while attempting to parallel park. Dv1 left scene. Dv1 was found and cited for failure to perform duties.
26	19:40	Sun	Granite St near Baum St	2	N	N	N	Y	Y	Y	N	N	Dv1 backed into parked v2 while pulling out of a driveway. Driver left scene, was later found and was arrested for DUII.
29	17:10	Wed	Siskiyou Blvd near Palm Av	4	N	N	N	N	N	Y	N	N	A line of vehicles was beginning to pull forward after stopping for a ped, when vehicles 1, 2, 3 stopped for traffic again. Dv4 rearended v3 pushing it into v2, and that into v1. Dv4 at fault.
29	23:39	Wed	Glenview Drive	1	N	N	U	U	N	Y	N	N	Driver ran off road into ditch. Driver then left the car and fled the scene on foot. No further information available.

# M a k i n g a n I m p a c t

May 2015 - Volume 2, Issue 8

## May: A Busy Month for Safety!

*Global Youth Traffic Safety Month + more!*

May is [Global Youth Traffic Safety Month](#), an annual campaign held each May to bring awareness of the fact that summer is the deadliest time on the roads for youth in the US.

The campaign is hosted by the *National Organizations for Youth Safety (NOYS) Coalition*.

Help youth make this summer safe on the roads by reminding them of these key tips from NOYS:

- **JST DRV**: avoid all distractions – they



Teens participating in GYTSM campaign.

can wait!

- **ALWAYS** buckle up!
- **PLAN** your route and your ride – take the safest way and ride with safe drivers!
- **STAND** up for your own safety – Speak up and get out if you need to!

May is also: *Bicycle Safety Month, Motorcycle Safety Awareness Month, Workzone Safety Awareness Month*, and last but not least: *Transportation Safety Awareness*

*Month*. Read articles inspired by these safety topics in this month's newsletter.

## TSC Highlight: Union County

This month we share our interview with Robin Wortman from [Union County Safe Communities Coalition](#) (UCSCC).

Robin has been a part of the UCSCC for 4 years.

**Q: Robin, what brought you to be involved in Safe Communities?**

**RW:** Working on prevention efforts around alcohol, tobacco & drugs. It seemed like a good fit to work on keeping kids safe.

**Q: What are some of UCSCC's most notable achievements?**



Union County Safe Communities making an impact!

**RW:** Our 2-day safety fair has been going on since 2001. All schools within our county take part. We have 6 - 7 stations that the kids rotate through. This year we will have over 1,300 kids K - 3 take part. Next year we will have the older elementary kids; (grades) 4 - 6.

**Q: What are some valuable lessons**

**you have learned along the way?**

**RW:** Collaborate! Ask everyone to participate.

## Sharing the Road Safely: Bikes, Buses and Trains

When buses, trains and bikes share the road, it's even more important to practice safe driving and safe riding. Cyclists can help by following a few simple "rules of the road."

### Riding Around Buses:

**Don't pass on the right.** Bus operators will signal when they change lanes, pull up to a stop or merge into traffic. TriMet buses make frequent stops; although it is legal to pass stopped cars on the right, it is not safe to pass a bus on the right when it is loading or unloading passengers.

**Yield to merging buses.** Buses must yield to bikes when pulling into a stop, but are allowed to cross or stop in bike lanes to serve stops. If the "Yield" sign near the bus' left taillight is flashing, the bus has the right-of-way to merge back into traffic, and you should let the bus back in.

**Make sure the operator can see**



**you.** Buses have blind spots: If you can't see the operator, either directly or in the mirror, the operator can't see you. The safest place to be around buses is in front of them.

**Wear easy-to-see clothing** and always use lights when it's dark **out.**

Watch for changing road conditions. Bike lanes may merge with mixed traffic at choke points.

**Use hand signals** when merging or changing lanes. Take the middle of a travel lane if necessary.

**Observe "Bus Only" signs.** Watch for "Bus Only" street signs, such as

at Rose Quarter and Beaverton transit centers. These streets are closed to bikes as well as other vehicles.

### Riding Around Trains:

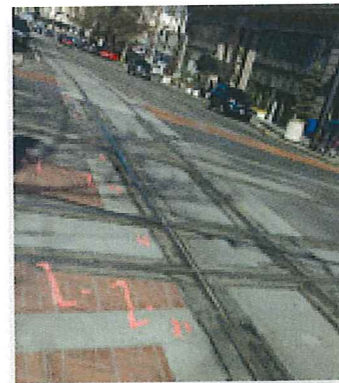
**Be careful when approaching tracks.** Tracks can be slippery—wet or dry.

**Cross tracks straight on.** Crossing tracks at an angle or turning across

tracks is risky. Attempting to cross tracks while riding next to them can cause your wheel to slip into the trackbed and result in a crash. When in doubt, walk your bike across the tracks.

**Obey signs and signals at crossings.** Trains cannot stop quickly.

**Report unsafe driving.** If you experience unsafe driving, call 503-238-RIDE (7433) or email [customerservice@trimet.org](mailto:customerservice@trimet.org). Be sure to note the line number, vehicle number, location and time of day.



[Click here](#) to watch Trimet TV's video: Buses, Bikes and Trains sharing the Road.

May is Bicycle Safety Month. [Click here](#) to learn more!

- Article from [Trimet.com](http://Trimet.com)



Janelle Lawrence  
Executive Director

Contact Us



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ODOT Transportation  
Safety Division

## 175 Lives Saved in Oregon

**New data** released by NHTSA finds that in 2013, the use of seat belts in passenger vehicles saved an estimated 12,584 lives (*occupants 5 and older*), including 175 lives saved in Oregon.



An estimated 2,388 lives (*occupants 13 and older*) were saved by frontal air bags. An estimated 263 lives (*child occupants 4 and younger*) were saved by the use of child restraints, and

1,630 lives were saved by the use of motorcycle helmets.

An additional 2,800 lives would have been saved in 2013 if all unrestrained passenger vehicle occupants 5 and older involved in fatal crashes had worn their seat belts.

Safety is something everyone wants, but

actions often tell a different story. Learn ways to be safe, and promote **Transportation Safety Awareness Month** [here](#).

## Share the Road with Motorcycles

During Motorcycle Safety Awareness Month, NHTSA is reminding all drivers of cars, trucks and buses to look out for, and share the road with, motorcycle riders. A motorcyclist has the same rights, privileges, and responsibilities as any other motorist on the roadway.

NHTSA statistics show an increase in motorcycle fatalities in recent years.

Helmet usage is also on the decline, and alcohol continues to be a factor in motorcycle fatalities.

To prevent motorcyclist's deaths and injuries, NHTSA offers the following safety tips:

### For motorcyclists:

- Wear a DOT-compliant helmet and other protective gear.
- Obey all traffic laws and be properly licensed.

- Never ride distracted or impaired.
- Use hand and turn signals at every lane change or turn.
- Wear brightly colored clothes and reflective tape to increase visibility.
- Ride in the middle of the lane where you will be more visible to drivers.

changing lanes or merging with traffic, especially at intersections.

- Always allow more follow distance – three to four seconds – when behind a motorcycle. This gives them more time to maneuver or stop in an emergency.



- Avoid riding in poor weather conditions.

### For drivers:

- Allow the motorcycle the full width of a lane at all times.
- Always signal when changing lanes or merging with traffic.
- Check all mirrors and blind spots for motorcycles before

- Never drive distracted or impaired.
- Motorcycle signals are often non-canceling and could have been forgotten. Always ensure that the motorcycle is turning before proceeding.

For more information on motorcycle safety, [click here](#).

## TREC\* Events: Transportation Safety Workshops

*Live-Stream events may also be attended in-person at Room 204 of the Distance Learning Center Wing of the Urban Center at PSU. Most Live-Stream events will also be recorded for on-demand viewing. Click on "register" for more details. \*OTREC is now "TREC".*

Topic	Date	Time	More Info
<b>Live-Stream: Development of a Pedestrian Demand Estimation Tool: A Destination Choice Model</b>	May 15	12 pm	<b>Register</b>
<b>Lecture: Equity and Access in Los Angeles: Fostering Active Transportation Culture in Car Country*</b>	May 21	7 pm	<b>RSVP</b> <i>*held at Lincoln Hall</i>
<b>Live-Stream: New FHWA VMT Forecasts Implications for Local Planning</b>	May 22	12 pm	<b>Register</b>
<b>Live-Stream: PSU Master of Urban and Regional Planning Presentation: Green Loop Project in Mosier</b>	May 29	12 pm	<b>Register</b>

*Note: Highway Safety Workshops will resume in Fall of 2015.*



## Car Seat Check-Up Events and Fitting Stations

For all event listings, appointment options, best practice information, and other resources, visit <http://oregonimpact.org/car-seat-resources/>

Date	City	Location	Address	Time
5/16	Vancouver	Peace Health SW Med Ctr*	NE 92nd St Entrance	8:45 am - 2 pm
5/16	Beaverton	Kuni Collision Center	3725 SW Cedar Hills Blvd	9 am - 12 pm
5/16	Portland	Wood Village Kohl's	22557 NE Park Lane	9 am - 11:30 am
5/16	Sherwood	Sherwood Police	20495 SW Borchers	10 am - 1 pm
5/20	Redmond	Redmond Fire	341 Dogwood Ave	2 pm - 4 pm
5/27	Bend	Bend Fire	1212 SW Simpson	10 am - 1 pm
5/27	Forest Grove	Forest Grove Fire	1919 Ash St	3 pm - 5 pm
5/28	Eugene	Eugene Fire	1725 W 2nd Ave	4 pm - 6 pm
5/30	Portland	Providence St. Vincents	9205 SW Barnes Rd	9 am - 11:30 am



\*Peace Health Event: Registration required by 8:45 am for 9-10 am class. First come, first served. Must attend class to participate in the clinic, which is held from 10 am - 2 pm.

### Why I Became a Child Passenger Safety Technician

By *Thelma Kuska, [Safe Kids Blog](#)*

I'll never forget the day I decided to get involved in child passenger safety.

That morning, a 12-month-old child involved in a car crash was brought into the emergency department where I was working as a nurse. She was still buckled into her car seat, but we later learned that the car seat had not been secured in its base. It had simply been placed on a seat in the car, so when the crash occurred the baby and the car seat shot forward, hitting the mom seated in front in the back of the head.



Fortunately, the child was not injured. Both the paramedics and I wondered how this could have happened. Why didn't the parents know to properly secure the car seat in the car? And I didn't know the correct way to do it either. And I knew right then and there that I had to get more involved.

The certification course to become

a Child Passenger Safety (CPS) Technician was still seven years away. But, I found a one-day car seat safety class offered by the state highway safety office in my community. After that, I found myself in a two-day class. And when the first pilot classes of the National CPS Certification curriculum were offered, I was there too, along with 19 other emergency nurses who wanted to learn more about car seat safety.

Having that technical training changed my life. I know more about car seats and continue to learn every day.

That knowledge makes me comfortable talking to parents about car seat safety, which is so important.

The emergency department offers a lot of opportunities for teachable moments while taking care of patients. I know that when I use those teachable moments to educate parents about child passenger safety, I am improving the safety of my patients and helping to prevent injuries and save lives.

### Expect the Unexpected

May is Workzone Safety Awareness Month. Remember these driving tips and perhaps save a life - including your own!



- Stay alert, dedicating your full attention to the roadway.
- Obey posted speed limits.
- Be aware that workers may be present just feet away.
- Follow Flagger's instructions.
- Keep headlights on.
- Watch traffic around you, including brake lights.
- Merge into the proper lane well before you reach a lane closure.
- Follow other vehicles at a safe distance.
- Be prepared to slow down further if conditions indicate the need.
- Workers, work vehicles, or equipment may enter your lane without warning.
- Be aware that traffic patterns can change daily.
- Be patient!

*The Day of  
the Tournament*

Check-in ..... 11:30am  
Lunch..... 11:30am  
Report to Cart..... 1:15pm  
Tournament Start ... 1:30pm  
Awards Banquet..... 6:00pm



ANNUAL  
Oregon Impact **GOLF**  
TOURNAMENT

Stone Creek Golf Club  
Wednesday, July 22nd, 2015

All proceeds fund  
Oregon Impact  
Programs



**SUPPORT THE CAUSE. SAVE A LIFE.**

*Impaired driving is not just about alcohol but  
drugs, medications, texting and driving.  
Our organization conducts education and  
awareness programs in schools and  
community to heighten understanding of the  
issue and encourage safe decisions when  
getting behind the wheel.*

*Through frequency and visibility,  
our programs intend to shape values that  
lead to making good choices.*

For more information contact:  
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503.303.4954 x102  
janelle@oregonimpact.org



**Stone Creek Golf Club**

Stone Creek Golf Club is a Peter  
Jacobsen/Jim Hardy designed  
course. It is scenically designed &  
offers spectacular views of  
Mt. Hood. The course is laid out  
over 120 acres of land.

**Oregon Impact**  
PO Box 220010  
Milwaukie OR 97269

MAKE THE  
HOLE. MAKE  
A DIFFERENCE.





Wednesday, July 22nd  
**Tournament**  
 INFORMATION

**Time and Place**

Stone Creek Golf Club  
 14603 South Stoneridge Drive  
 Oregon City OR 97045

11:30 am for registration and lunch

**Amenities**

Driving Range  
 Top Team Awards  
 Special Course Events  
 Putting & Chipping Contests  
 Hole-in-One Contest  
 Box Lunch & Course Refreshments  
 Silent Auction & Raffle  
 Awards and Steak Dinner

**REGISTRATION FORM**

YES! I WANT TO PARTICIPATE

TEAM CAPTAIN \_\_\_\_\_

COMPANY \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY/STATE \_\_\_\_\_

EMAIL \_\_\_\_\_

PHONE \_\_\_\_\_

PLAYER #1 \_\_\_\_\_

PLAYER #2 \_\_\_\_\_

PLAYER #3 \_\_\_\_\_

PLAYER #4 \_\_\_\_\_

**PAYMENT**

- |   |  |
|---|--|
| <input type="radio"/> Contest Sponsor \$500 | <input type="radio"/> Foursome \$400   |
| <input type="radio"/> Tee & Foursome \$500  | <input type="radio"/> Individual \$125 |
| <input type="radio"/> Tee Sponsor \$200     | <input type="radio"/> Banquet \$25     |
| <input type="radio"/> Call Me! I can help.  | <input type="radio"/> Donation _____   |

TOTAL \_\_\_\_\_

VISA     MASTERCARD     AMEX     DISCOVER

CC# \_\_\_\_\_

EXP. DATE \_\_\_\_\_ SECURITY CODE \_\_\_\_\_

SIGNATURE \_\_\_\_\_

Please make sure the billing address for your credit card is listed above.

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 BUSINESS**

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 Entry Deadline 07/17/2015  
 Fee \$125 per player \$400 per foursome

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**JOIN US FOR A  
 GREAT DAY OF GOLF.  
 HELP SUPPORT  
 OREGON IMPACT.**