CITY OF
ASHLAND
TRANSPORTATION COMMISSION
Thursday, February 17, 2011
Council Chambers, 1175 East Main Street
Agenda

I. CALL TO ORDER: 5:30 PM

II. APPROVAL OF MINUTES: December 16, 2010 and January 20, 2011

III. ADJUSTMENTS TO THE AGENDA

IV. PUBLIC FORUM

V. ACTION ITEMS
- A. Study Session
  1. Public Works Planning and Budgeting Requirements
  2. Review Year One of Commission's Two Year Goals
  3. Impacts of Staff's Workload on Commission Operations
- B. Parking Prohibitions on Liberty Street
- C. Parking Prohibitions on Patton, Overlook and Stoneridge
- D. Revised 2010-11 City Council Goals

VI. NON ACTION ITEMS
- A. TSP Update (10 minutes)
  1. Meeting Dates
  2. White Papers
- B. Road Diet Pilot Project (15 minutes)
- C. MPO Update (Chapman) (5 minutes)
- D. Planning Commission Update (Sommer) (5 minutes)
- E. Caldera Brewing Annexation Traffic Impact Analysis (5 minutes)

VII. INFORMATIONAL ITEMS
- A. Action Summary
- B. TC Budget Balance is $4,900
- C. City Source Article
- D. Traffic Safety Connection, ACTS Annual Report
- E. Misc Transportation-Related Issues

VIII. FUTURE AGENDA TOPICS
Bike Parking and Bike Rack Design Policy (after Subcommittee review)

IX. COMMISSIONER COMMENTS

X. ADJOURN: 8:30 PM

Next Joint TSP meeting scheduled for March 17, 2011 @ 7:00 pm (in place of next scheduled TC meeting)
Next meeting scheduled for March 17, 2011 @ 6:00 pm
Note to Commissioners: Call Nancy Slocum at 552-2420 or slocumn@ashland.or.us if you can not attend the meeting.

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

CITY OF
ASHLAND

Transportation Commission

Contact List as of December 8, 2010

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
Tom Burnham	Commissioner	541 482-4467	1344 Apple Way	ntburnham@gmail.com	4/30/2013
Steve Ryan	Commissioner	541 951-1409	1257 Siskiyou Bv #160	resolutionvideo@yahoo.com	4/30/2013
Brent Thompson	Commissioner	541 488-0407	582 Allison	brenttho@mind.net	4/30/2011
Julia Sommer	Commissioner	541 552-1942	1158 Village Square Drive	juliamsommer@gmail.com	4/30/2011
Colin Swales	Commissioner	541 488-0939	143 8th Street	colinswales@gmail.com	4/30/2011
Matt Warshawsky	Commissioner	541 488-0917	821 Indiana Street	ashland@azcotech.com	4/30/2012
Eric Heesacker	Commissioner		2360 Ranch Road	ashtranscomm@gmail.com	4/30/2012
David Young	Commissioner	541 488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2012
Corinne Viéville	Commissioner	541 944-9600	805 Glendale Avenue	Corinne@mind.net	4/30/2013
Non Voting Ex Officio Membership					
Mike Faught	Director of Public Works Commission Secretary	541 488-5587	20 E. Main Street	faughtm@ashland.or.us	
David Chapman	council liaison	541 488-0152	390 Orchard Street	david@council.ashland.or.us	
Brandon Goldman	Planning	541 488-5305	20 E. Main Street	goldmanb@ashland.or.us	
Steve MacLennan	Police	541 552-2809	20 E. Main Street	maclenns@ashland.or.us	
Scott Hollingsworth	Fire	541 552-2932	20 E. Main Street	Hollings@ashland.or.us	
Larry Blake	Southern Oregon University	541 482-2564	1250 Siskiyou Bv	blakel@sou.edu	
Vacant	Ashland Schools				
Dan Dorrell PE	ODOT	541 774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Nathan Broom	RVTD	541 608-2411	3200 Crater Lake Av – 04	n.broom@rvtd.org	
Vacant	Ashland Parks		20 E. Main Street		
Jenna Stanke	Jackson County Roads	541 774-6231	200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org	
David Wolske	Airport Commission			david@davidwolske.com	
Vacant	Student Liaison				
Staff Support					
Nancy Slocum	Public Works Clerk	541 552-2420	20 E Main Street	slocumn@ashland.or.us	
Jim Olson	Engineering Serv Manager	541 488-5347	20 E. Main Street	olsonj@ashland.or.us	
Karl Johnson	Assistant Engineer	541 552-2415	20 E Main Street	johnsonk@ashland.or.us	

CITY OF
ASHLAND

TRANSPORTATION COMMISSION

Thursday, December 16, 2010
Council Chambers, 1175 East Main Street

Minutes

Attendees: Tom Burnham, Eric Heesacker (Chair), Steve Ryan, Julia Sommer, Brent Thompson, Corinne Viéville, David Young
Absent: Colin Swales, Matt Warshawsky
Ex Officio Members: David Chapman, Brandon Goldman, Steve MacLennan, David Wolske
Staff Present: Mike Faught, Steve MacLennan, Jim Olson, Nancy Slocum

I. CALL TO ORDER: 6:06 PM by Chair Eric Heesacker. Commission welcomed Corinne Vieville and commented on her extensive resume.

II. APPROVAL OF MINUTES: Minutes of November 18, 2010 approved as clarified.

III. PUBLIC FORUM:
No one spoke.

IV. ADJUSTMENTS TO THE AGENDA:
Jim Olson added an "Update on On-street Bicycle Parking" and Young added "City Council Comments Regarding the Balance of the Commission" to the agenda under "Non Action Items."

V. ACTION ITEMS:

A. Election of Subcommittee Members from January to June 2011.
Commissioner Ryan and Sommer volunteered to serve on the Commission's Subcommittee. Commissioner Young also volunteered with Thompson as his backup.

B. Petition for Pedestrian Railroad Crossing at Second Street
Olson furnished the staff report. This action was the result of a petition received in November asking the City to facilitate the construction of a pedestrian crossing over the Union Pacific railroad tracks and property north of Second Street. He explained that in order to approve the request, Union Pacific would need to grant an easement across the tracks then easements must also be granted by private property owners adjacent to the railroad right of way. ODOT Rail Division, the state agency who controls rail crossings, would then have to grant a permit for the rail crossing. The preferred location would thus have to be carefully studied. Although a Second Street crossing is convenient with current land uses, Staff stated that Fourth Street as actually the central location according to long term build out projections. Olson explained the three types of crossings: at-grade, below-grade or above-grade. (Below and above-grade crossings require a maximum 5% slope.) Staff recommended addressing the request through

the TSP update process to determine need and then begin the long and involved process

Young thought the railroad-owned superfund site at Fourth Street may cause negative reactions to a crossing there. He first wanted CORP to remove the parked rail cars. Olson said it was illegal for pedestrians to cross tracks without an easement.

Commission discussed the need for several railroad crossings; whether rail service would ever be restored; whether private property owners should be approached now; and whether the Commission should lobby for changes in state law.

Public Testimony

Mark Valens, 247 Third Street, wanted to promote walking and supported this request as well as additional at-grade crossings. His wife owned a business at 300 Hersey and he favored the use of condemnation to gain access to the railroad tracks.

Ted Sundin, 149 Clear Creek Drive, Suite 102, crossed the tracks to access the Coop and hardware store. He thought Union Pacific would have less liability if access was granted. He favored making crossing the tracks as easy as possible.

Karen McClintock, 149 Clear Creek Drive, Suite 101, witnessed 20 people per day crossing the racks and had personally been offered drugs. She suggested looking at an aerial view of the area for existing "nonofficial" pedestrian paths. Crossing at Second Street avoided the contaminated site. McClintock wanted the railroad to move their rail cars.

Janet Rueger, 149 Clear Creek, Suite 105, thought Second Street was a better crossing than Fourth Street as most people desired access to the Coop, hardware store and coffee shop. She thought people on Hersey Street also favored an at-grade Second Street crossing. She spoke to property owner John Fields who favored granting an easement. Rueger also favored walking more and noted the benefits to disabled people.

Steve Miner, Darex, 210 East Hersey Street, submitted an email in favor of moving the rail cars and constructing a pedestrian crossing.

Discussion

Sommer asked if the City Attorney could call Union Pacific and warn them against potential liability issues. She understood petitioner's frustration in waiting two years for an official crossing and suggested they physically pull rail cars apart and construct their own path. Officer Steve MacLennan reminded petitioners and Commissioners of the state statute against trespassing on railroad property. The fine is up to $6,200 or one year in jail.

Motion

Thompson moved to recommend that Council approve up to six at-grade crossings in the City with crossings in the railroad district receiving priority. Ryan seconded the motion.

Discussion

Young agreed that there was an immediate need.

Faught reminded the Commission that Staff also wants rail crossings, but the process could not be hurried. The final TSP will look at the global issue of rail crossings. A different crossing location (e.g. Second Street) would require an expensive study even for a pedestrian-only crossing. He believed the motion, as stated, would not hasten an approval. The next joint Planning Commission / Transportation Commission meeting on January 20, 2011 will discuss Chapter 7 which included rail crossings.

Olson added that Union Pacific did not want people to cross the tracks. As a body, they could not be condemned. The last railroad right of way easement cost $100,000. Additionally, Chapman and the City Council have a goal to help reestablish rail service. Commission already has direction from the Council.

Motion
Thompson amended motion to include only one crossing. Motion failed for lack of a second.

Discussion
Commission agreed that a dialog with Union Pacific should begin. Faught reminded Commission that in order to apply for grants, a project must first be listed in an adopted city, regional or state document such as the TSP.

Janet Rueger, 149 Clear Creek, Suite 105, spoke to City Administrator Martha Bennett who said money may be available through a non-profit organization whose mission was to encourage stakeholders to work together. Rueger thought the City should investigate what the City of Phoenix did to recently get their pedestrian rail crossing approved.

Young wanted Commission to choose a site now and fast track the issue.

Ryan wanted to know long term viability of the railroad and asked if doing another study on a potential crossing site would end up "double paying" consultants if a study was already done in the current TSP. Faught said we were not double paying and estimated roughly an addition $50,000 for a new study at a new site.

Chapman thought that since the current TSP named a crossing at Fourth Street, Staff should move ahead with a pedestrian-only crossing at that site.

Sommer thought Commission should ask staff to research what was done in Phoenix and to approach Union Pacific about the possibility of a pedestrian-only crossing at Fourth Street. Ryan added a request that Staff send letters of inquiry to property owners on both sides of Second Street (to keep the option for a Second Street crossing open) regarding possibility of granting a future easement.

Thompson withdrew his motion.

C. Review of Crosswalk on Siskiyou Boulevard at Frances Lane
Russ Silbiger requested improvement of the crosswalk by installing a median. Olson reported this section of boulevard had four lanes including a center maneuvering lane. The center lane was used for storage of traffic turning left onto Frances Lane or into the Market of Choice. To construct a refuge island would eliminate the left turn onto Frances. If the crosswalk were to be relocated to the west side of Frances Lane, the left turn into the Market of Choice would be eliminated. Because of the elimination of left turn movements, Staff recommended against a refuge island. In addition, no vision problems have been reported at this site.

Brandon Goldman, City Planner, reminded the Commission that this crosswalk was part of one of the Pedestrian Places that could be reviewed by the TSP Update consultants.

Olson called attention to Warshawsky's submitted comments (email dated 12/10/10) regarding absent sidewalk connections in this area. Olson reported that those connections will be completed as part of the current Miscellaneous Concrete Project.

Heesacker suggested something inexpensive such as rumble strips or additional signage to improve safety at this crosswalk.

Motion:
Thompson moved to accept Staff's recommendation and take no action. Burnham seconded the motion.

Discussion:
Sommer thought drivers had difficulty seeing the crosswalk. Burnham and Young agreed. Young thought this site acted as a midblock crosswalk and also recommended rumble strips.

Vote:
Motion passed four votes to three.

D. Association of Pedestrian and Bicycle Professionals (APBP) Membership Fee
Burnham moved to use the Commission's budget to apply for APBP membership. Sommer seconded the motion and it passed six votes to one.

E. Review of City Council Goals
Young moved to forward the suggestion that City Council add the following goal: "Acquisition of an at-grade railroad crossing at Fourth Street as outlined in the current TSP." Thompson seconded the motion and it passed unanimously.

VI. NON ACTION ITEMS

Heesacker left the meeting at 8:00.

A. TSP Update
1. Media Contact – Faught explained the protocol for media requests. The Chair is customarily invited as the representative of the Commission. The time between the

request and the actual interview is very short. He noted that every media spot is reported to the City Administrator who in turn reports it to the City Council.

Young said he was frustrated with what happened with the Jefferson Exchange interview. He thought Staff should have sent an email message that informed them ahead of the interview.

2. White Papers – Faught reported that Staff had just edited the consultants' White Papers on various concepts presented in Chapter 7 of the TSP. They will be available for Commission review ahead of the January 20th meeting.

Faught was encouraged to see the recent email (dated 12/15/10) from Melissa Schweiguth. He would like all the Commissioners and Staff to engage her and other citizens to participate in the TSP update process. Ryan encouraged everyone to subscribe to "Comments to the Council" List Serv and read the related threads.

B. Pedestrian Nodes Overview

Goldman reported that the last Pedestrian Places workshop will be held on February 22, 2011 at Ashland Middle School at 7:00 pm.

Burnham was concerned the Transportation Commission was never involved in the location selection process. Goldman reminded the Commission that in September 2007, the Planning Department hosted a workshop on arterial streets. In that workshop three "nodes" were identified. The then Traffic Safety and Bike and Pedestrian Commissions were involved in the selection process that was then ratified by the City Council.

C. MPO Update

No report.

D. Planning Commission Update

No report.

E. Transportation Grants Update

Olson referred the Commission to the memo in their packet. He said many of the City's transportation projects were funded through grants and provided a summary of current and upcoming grant projects.

E. City Council Comments Regarding the Balance of the Commission

Young had read comments in the Daily Tidings contributed to Councilor Kate Jackson regarding the anti-auto bias on the Commission, specifically in reference to Commissioner Vieville. He noted that Councilor Jackson had never been to a Commission meeting. He thought there was a "theme" developing. He would like the Commission to approach the Council or write a letter. Vieville thought it offensive for one to assume that because someone does not drive, they are anti-auto.

Burnham thought it appropriate to speak to the Mayor as he appoints all Commissioners. Thompson thought this a minor issue and no action was warranted. Sommer wondered if the recently elected Councilors would support the environment of the Commission.

Thompson left the meeting at 8:10 pm.

Young was also concerned about the tone of an email in the packet from Councilor Silbiger to Heesacker.

Acting Chair Ryan suggested putting the issue on a future agenda. He also suggested putting the most recent ordinance governing the Commission in that meeting's packet.

F. Update on On-street Bicycle Parking

Faught was pleased to report that the owner of the Outdoor Store on Third Street agreed to trade one 15 minute parking space for an on-street bicycle parking corral.

VII. INFORMATIONAL ITEMS & COMMISSIONER COMMENTS

Young wanted an update on the restriping of the Plaza area. Olson reported that the concrete portion of the project was part of the current Miscellaneous Concrete Project.

VIII. ADJOURN: 8:16 PM

Respectfully submitted,
Nancy Slocum, Accounting Clerk I

CITY OF ASHLAND

TRANSPORTATION COMMISSION

Thursday, January 20, 2011

Council Chambers, 1175 East Main Street

Minutes

Attendees: Tom Burnham, Eric Heesacker (Chair), Steve Ryan, Brent Thompson, Corinne Viéville, David Young
Absent: Julia Sommer, Colin Swales, Matt Warshawsky
Ex Officio Members: Steve MacLennan
Staff Present: Mike Faught, Nancy Slocum

I. CALL TO ORDER: 6:40 PM by Chair Eric Heesacker.

II. PUBLIC FORUM: No one spoke.

III. ADJUSTMENTS TO THE AGENDA:
Young asked that Heesacker's email dated November 12, 2010, regarding the Commission being "out of balance," be placed on the agenda if time permitted. Chair Heesacker agreed.

IV. ACTION ITEMS:

A. Discuss and Schedule February Study Session

Faught explained the rational for staff requesting a study session. He suggested the agenda include a discussion of public works planning and budgeting requirements, a review of year one of the Commission's two year goals, and the impacts of staff's workload on Commission's operations.

Heesacker moved to schedule a study session for Thursday, February 17, 2011. The study session would be held before the regular meeting from 5:30 pm to 6: 30 pm. Heesacker also moved to reschedule the regular meeting time from 6:00 pm to 8:00 pm until 6:30 to 8:30 pm. Ryan seconded the motions and they passed unanimously.

B. Heesacker Email of November 12, 2010

Heesacker explained that the Mayor emailed all Commission Chairs asking for their comments on the various applicants for vacant positions. When he replied, he mistakenly replied to "all" instead of just the Mayor. He said that although Viéville was very well qualified, he thought the commission as a whole was somewhat unbalanced from an autocentric standpoint. He noted ex-commissioner John Gaffey and the Exit 14 discussions as an example of the need for someone who stood up for cars.

Young took issue with the comments within the email. He thought that Commissioners could advocate strongly for multimodal transportation and still be "balanced" and open-minded in their approach.

The Commissioners agreed to close the matter.

VII. COMMISSIONER COMMENTS

Ryan had heard that Central Oregon and Pacific Railroad (CORPS) had altered some rails thus making some rail cars immovable in an effort to dissuade pedestrians from crossing the tracks. Faught said that CORPS decoupled, bent and bolted several rails to isolate some railroad cars. Thompson asked who governed CORPS / citizen conflicts. Faught did not know, but would take photos and include them in the meeting packet for February. Faught noted that the goal of the City, TRADCO and congressional representatives was to get the line open.

VIII. ADJOURN: 7:00 PM

Respectfully submitted,
Nancy Slocum, Accounting Clerk I

Memo

CITY OF ASHLAND

Date: February 10, 2011

From: Nancy Slocum

To: Transportation Commission

Re: STUDY SESSION MATERIALS

Thank you for agreeing to participate in this study session. The agenda for the meeting is as follows:

1. Public Works Planning and Budgeting Requirements
2. Review Year One of Commission's Two Year Goals
3. Impacts of Staff's Workload on Commission Operations

Included are the following background documents to support the agenda:

- Summary of Principal Revenue Sources for public works projects (League of Oregon Cities City Handbook)
- Summary of Federal funding programs administered by ODOT (Local Agency Guidelines, 2009)
- Diagram of how state, regional and local planning documents relate (League of Oregon Cities City Handbook)
- Transportation Capital Improvement Projects List (FY 2010-11 Adopted Budget)

- Commission's Two Year Goals (May, 2010)
- Commission's Goal 2 Project Selection Memo (August 11, 2010)

- Email from Commissioner Burnham dated January 4, 2011
- Note from Commissioner Thompson to Commission Heesacker dated January 20, 2011
- Resolution 90-03: A Resolution Adopting Standards for Stop Signs, Yield Signs and No Parking "Yellow Curb" Zones (February 8,1990)

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Services Plan or a Transportation System Plan) and list of capital improvements that may be funded through SDCs.

D. FINANCING PUBLIC FACILITIES

SPECIAL CONSIDERATIONS BECAUSE OF BALLOT MEASURE 5

City taxes for operations, maintenance and construction of facilities, including these utility facilities are somewhat limited by Oregon Constitution, Article XI, section 11(b), fka Ballot Measure 5 of 1990. This provision limits the amount that local governments can raise from *ad valorem* property taxes and fees that are an incidence of property ownership and that exceed the cost of providing the service. The general governmental limit for taxes is $10 for each $1,000 of assessed valuation. This limit is exclusive of any voter authorized levies to fund debt service on general obligation (full faith and credit) bonds. Sewer and water facilities are usually funded by user fees, exempt from Measure 5 limit, on the theory that they are imposed on the user of the utility service, not necessarily the property owner and thus not a charge incurred as an incidence of property ownership. Cities have also successfully implemented Transportation Utility Fees, sometimes referred to as Street User Fees on the residents or property owners who use the system, again based on use, not the incidence of ownership. The fees are user-based and primarily used for road maintenance. Guidelines and sample city models for the fees are available through the League.

PRINCIPAL REVENUE SOURCES

The major sources of revenue to finance construction, operations and maintenance of public facilities include:

- PROPERTY TAX REVENUES are used either to finance current construction and maintenance or to retire bond issues that have been used to pay for public improvement construction. Use of property tax or other unrestricted revenues is within the discretion of the city's governing body. Property tax revenues can fund operations and maintenance of public facilities as well as construction. Use of these unrestricted revenues to fund the payment of debt service on bonds is also within the discretion of the governing body, but the City cannot pledge its full faith and credit to pay debt obligations without a vote. An infrequently used variation of general obligation bonding, the Limited Tax General Obligation (LTGO) bond, does not require a vote, because it does not pledge the city's full faith and credit beyond the existing level of revenue authority.

- Debt authority of an urban renewal district is a variation on the use of property tax revenues for capital financing. An urban renewal district (URD) may use tax increment financing whereby the amount of property tax revenue available from properties within the URD is frozen as of the creation of the district. Revenue from taxes levied against the properties within the district that is attributable to an increase in assessed value is allocated to the URD and is used to retire bonds issued to pay for public facilities related to the urban renewal project, even revenue otherwise allocated to other taxing entities. When the bonds are paid, the URD terminates and each overlapping tax entity then receives revenue from the full increase in value since inception of the URD. Property taxes used in tax increment financing are within the taxing limits of Ballot Measure 5.

- **USER FEES**, such as monthly water, drainage or sewer service charges, may be used to pay current operations and maintenance costs or to fund capital construction. These revenues may either be used for direct capital financing or pledged to service debt issued under the Uniform Revenue Bonding Act. Most cities operate under the assumption that there is at least a moral obligation to use those revenues only for the specific system from which they were derived. In the absence of specific code or charter language or bond convenants there is, however, no legal obligation.

- **CONNECTION CHARGES** cover a portion of the city's cost to extend water, storm drainage or sewer facilities to serve a particular property (generally a one-time payment). These fees replicate what would have been charged under a local improvement district if created and are sometimes referred to as "in lieu of assessment" fees. They are distinguished from the actual cost of the construction of the private line or system which connects a property to the public system.

- **SYSTEMS DEVELOPMENT CHARGES** (SDC) on development account for the impact that development has in terms of requiring the city to construct additional infrastructure capacity to be able to serve growth. Unlike planning fees, building permits fees or charges for facilities required to serve the particular development SDCs are designed to assess owners of new construction for the extra capacity required in citywide facilities to accommodate the new growth. Their adoption and use is governed by detailed statutory provisions in ORS 223.297, *et seq. which are discussed below.*

ORS.112

- **SPECIAL ASSESSMENTS** are apportioned on the basis of relative benefit. This is usually a charge for constructing new facilities to serve particular properties; or to expand facilities to increase the capacity of the infrastructure to benefit specific properties. They are

determined through the process of creating a Local Improvement District (LID) which is discussed below. In some limited cases, an Economic Improvement District, which is a form of LID limited to certain types of work (Economic Improvement Districts are defined/discussed in ORS 223.112 through 223.161. may be an appropriate vehicle, but not for the types of projects discussed in this chapter.

- **SUBDIVIDER OR DEVELOPER FINANCING** is at the expense of the subdivider or developer of facilities as needed to serve a developing area. Particularly where a city is without the capacity to fund infrastructure construction at the time a developer wishes, the developer may agree to assume that cost, even though the city could not, consistent with *Dolan* and other case law exact the payment for the infrastructure.

- **REIMBURSEMENT DISTRICTS** provide a developer who has voluntarily agreed to construct infrastructure above and beyond his proportionally impact a method for recovering some portion of the expense. Like an LID, they are created in advance to encompass properties benefitted by new or expanded infrastructure. The cost of the new infrastructure is apportioned to these benefitted properties on some objective basis, as determined by the city. Unlike an LID, the amount is not assessed against the property but is due when, or if, the property develops beyond its then current use. This critical distinction means that the city is not obliged to offer an opportunity to remonstrate, nor is it obliged to cancel the project if a set percentage of owners indicate opposition (as is typically provided by the 1920's vintage charter common to Oregon cities). Generally these districts have a limited life, meaning that the original developer will have some risk of not fully recovering their investment if future development does not happen within that time limit.

- **OTHER LOCAL REVENUE STREAMS FROM FEES OR TAXES IMPOSED LOCALLY**. After Ballot Measure 5 [Oregon Constitution, Article XI, section 11(b)], cities have increasingly turned to local fees and taxes other than property taxes as a method of raising revenue for municipal operations. These can be used for operations, maintenance and capital construction for utility type facilities, as well. In many cases, revenue from these and taxes can be considered unrestricted revenue and use for any system. However, local fuel taxes are subject to the same restrictions as are state fuel taxes. That restriction does not, however, apply to fees such as transportation and street utility fees, which are not based on use of fuel or registration or licensing of vehicles or drivers.

- **STATE SHARED REVENUES** include revenues from taxes on liquor and tobacco products and are unrestricted as to use by the city. Allocations from the State Highway Trust Fund must be used within the restrictions in Article IX, section 3a of the Oregon Constitution.

Many of these revenue sources may be used as security for payment of debt service on bonds used to fund construction of public facilities. As a practical matter, however, those revenue sources which are unpredictable or volatile (such as SDCs, among others) are discounted by the financial community and not accepted as security for debt issuance, even though they may actually be used to pay debt service once the debt is issued.

PROCEDURES FOR FINANCING IMPROVEMENTS

LOC Publication: Debt Issuance Manual

As noted, there are a wide variety of methods for financing public improvements. Some, such as sale of bonds, are beyond the scope of this chapter. For a full discussion of debt financing, see chapter 8 – *Financial Management and Budgeting*, and the Debt Issuance Manual published by the LOC. Some methods are particular to financing the sort of public improvements we include within the term utilities. These include Local Improvements Districts (LID), Reimbursement Districts and System Development Charges. Those we will discuss in more depth.

For these purposes, we distinguish two types of public improvements. The term "public improvement" refers to a project that furthers the public's health, safety, or welfare, and are local or general. A "local improvement" primarily benefits the abutting property owners. A "general improvement" primarily enhances or benefits the overall community environment, not a specific neighborhood. Many projects benefit both the general community as well as nearby property, and the cost of constructing an improvement allocated to either is both a political and an engineering question.

USING LOCAL IMPROVEMENT DISTRICTS

SPECIAL ASSESSMENT A special assessment is an amount charged to local property owners as a proportionate share of constructing a local improvement. A special assessment is like a tax on property in that it can be levied only against land and is not a personal liability of the property owner. For Measure 5 purposes it is an incurred charge for which the fee is no greater than the service provided, thus excluding it from property tax limit. The amount of the assessment is based upon benefit received rather than the assessed value of the property. The amount by which a property benefits and thus the amount of the assessment is decided by the city council as part of the local improvement process.

PROCESS FOR LOCAL IMPROVEMENT DISTRICTS The procedures for forming local improvement districts and levying special assessments may be contained in a local improvement ordinance. Each city's ordinance

SECTION A INTRODUCTION

Chapter 3 FHWA Funding Programs

This chapter describes the distribution of FHWA funds administered by ODOT's Highway Finance Office, and presents the basic procedures for local agency participation.

On February 17, 2009 a new federal funding program was passed in order to provide economic stimulus and recovery to the US economy in the wake of the economic downturn. This legislation is referred to as the American Recovery and Reinvestment Act (ARRA). This stimulus package is worth $787 billion. The Act includes federal tax cuts, expansion of unemployment benefits and other social welfare provisions, and domestic spending in education, health care, alternative energy research and transportation infrastructure.

Specifically to transportation, ARRA provides $27.5 billion for modernizing roads and bridges, as well as funding public transit, rail and port projects, requiring states to obligate at least half of the highway/bridge funding within 120 days; provides $1.5 billion for multimodal transportation; $8.4 billion for investments in transit; $8 billion for investment in high-speed rail and money for light rail; and over $1 billion in additional funding for improvement and construction projects at federally-supported airports.

Oregon will receive about 1.12% of the $27.5 billion in formula funding, which is about $334 million; 30% of the highway program funds will go to cities and counties for a total of $100 million, leaving approximately $224 million for state projects.The $224 million was allocated by the Oregon Transportation Commission to road, bridge, public transit, rail, and port projects.

Of the funds for state and local road projects, the majority of the funding went to preservation. Less than one quarter went to expanding capacity of the highway system. It is projected that the $234 million approved by the Oregon Transportation Commission will create 142 jobs. For additional information visit http://www.fhwa.dot.gov/economicrecovery/index.htm

A. OVERVIEW

FHWA federal-aid funds may be used to reimburse project costs for general transportation planning, preliminary engineering, right of way acquisition, utility relocation, construction, and audit. These FHWA funds may only be expended after authorization by ODOT through FHWA. Such funds cannot be used for congressional lobbying efforts.

Federal funding programs often require local agency matching funds for federal-aid projects. Donated lands and other items (e.g. "soft match") may be used as part of a local agency's match to a project under certain conditions. Details regarding soft match program requirements can be found at the Local Government Section website. Additional details are also available in the federal funding program fact sheets at the end of this chapter or by contacting the Regional Local Agency Liaison.

B. FEDERAL FUNDING FOR LOCAL AGENCIES - LEGISLATION

1. Past Legislation

- ISTEA - Intermodal Surface Transportation Efficiency Act of 1991, required the establishment of a major new federal-aid system, the National Highway System (NHS).
- TEA-21 - Transportation Equity Act for the 21st Century.

2. Current Legislaiton

- SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). SAFETEA-LU guarantees funding for highways, highway safety, and public transportation totaling $244.1 billion. SAFETEA-LU represents the largest surface transportation investment in the nation's history. Additional information is also available in ODOT's report, SAFETEA-LU's Impacts on ODOT.
- ARRA (American Recovery and Reinvestment Act). ARRA is federal economic stimulus legislation signed into law on February 17, 2009. ARRA is intended to provide a stimulus to the U.S. economy in the wake of the economic downturn. The measures are worth $787 billion. The Act includes federal tax cuts, expansion of unemployment benefits and other social welfare provisions, and domestic spending in education, health care, and infrastructure, including the energy sector.

C. FEDERAL FUNDING FOR LOCAL AGENCIES – ELIGIBLE ROADWAYS

With the passage of TEA-21, followed by SAFETEA-LU, types of roadways eligible for FHWA administered funds include the following:

- The National Highway System (NHS);
- The Interstate System, which is a component of the NHS; and
- Federal-aid routes, which include all routes functionally classified as rural major collectors, urban collectors and arterials;
- City and county area maps.

Note: Some federal program funds can be used for rural minor collectors, local roads and streets and some of the federal programs have exceptions to these guidelines.

D. FUNDING PROGRAMS FOR LOCAL AGENCIES

1. Federal Funding Programs

For counties and cities with a population over 5,000, a reimbursement-type program, the Surface Transportation Program (STP) is available for financing STP-eligible transportation projects. These funds are provided to the local agencies through the Working Agreement (noted previously in Chapter 2 of this Section) with ODOT, the Association of Oregon Counties (AOC), and the League of Oregon Cities (LOC). SAFETEA-LU requires that a percentage of STP funds be allocated directly to Transportation Management Areas (TMAs) – urbanized areas with populations greater than 200,000. The TMA funds are not part of the working agreement:

FHWA website provides summary sheets of all available federal aid programs.

The following programs are the most frequently used in Oregon:

1. Surface Transportation Program (STP);
2. Transportation Enhancement (TE) Program;
3. Railway/Highway Grade Crossing Program;
4. Highway Safety Improvement Program (HSIP);**
5. High Risk Rural Roads (HR3);**
6. Highway Bridge Program (HBP);
7. Congestion Mitigation and Air Quality (CMAQ);
8. Emergency Relief Program (ER);
9. High Priority Projects (HP)/Transportation Improvements (TI);
10. Construction of Ferry Boats and Ferry Terminal Facilities Program;*
11. Federal Lands Highway Program (FLHP);*
12. National Historic Covered Bridge Preservation;*
13. National Scenic Byways;*
14. Recreational Trails Program;* and
15. Safe Routes to Schools Program (SRTS).**

**Federal Discretionary Programs* ***New programs via SAFETEA-LU*

Most of these federal-aid programs require matching funds from the local agency. Matching requirements are specified within each fact sheet found at the end of this chapter. Soft match (in-kind) and other mechanisms are allowed subject to certain conditions and with prior approval. Additional information regarding many of these programs may also be found at the SAFETEA-LU website.

2. State Funding Programs

One state program, the Bicycle and Pedestrian Program, is also outlined later in this chapter. Fact sheets for each federal and state program listed above are included at the end of this chapter.

E. GENERAL PLANNING REQUIREMENTS AND AREA COORDINATION

At the state and federal levels, policies and procedures have been established to provide for area-wide coordination of transportation programs. Traditionally, the planning process has required consideration of the following items:

- Land use;
- Intermodal Connectivity;
- Methods to enhance transit; and
- Needs identified through technical management systems.

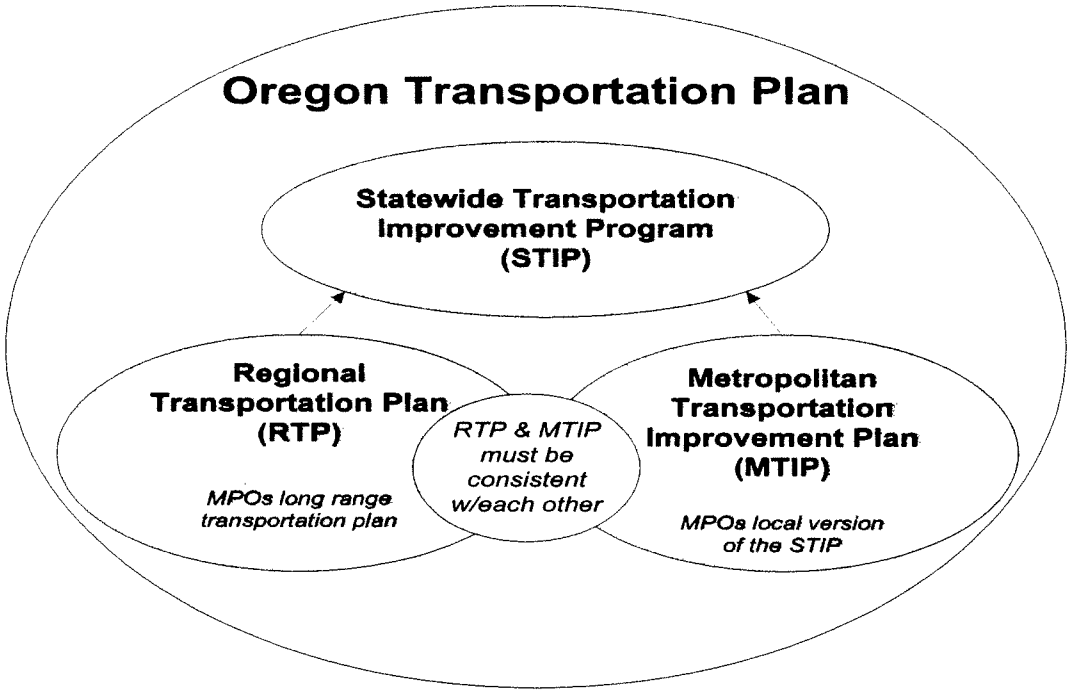
Now, under SAFETEA-LU, long range transportation plans at both the metropolitan and statewide levels must include a discussion of potential environmental mitigation activities. Specifically, this discussion should be developed with federal, state, and tribal wildlife land management and regulatory agencies. In addition, planning related to environmental factors has expanded under SAFETEA-LU and now includes promoting consistency between transportation improvements and state and local planned growth and economic development patterns.

F. COORDINATION WITH PLANNING AGENCIES

Federal law requires a continuous transportation planning process that involves the following:

- Oregon Transportation Plan (OTP);
- Transportation Management Areas (TMAs);
- Metropolitan Planning Organizations (MPOs); and
- Statewide Transportation Improvement Program (STIP).

SAFETEA-LU has changed metropolitan planning requirements to make them consistent with statewide planning requirements. SAFETEA-LU also emphasizes increased coordination. For example, SAFETEA-LU requires that MPOs coordinate their transportation planning with other activities in the area including economic development, environmental protection, airport operations and freight movement.


Oregon Transportation Plan
Statewide Transportation Improvement Program (STIP)
Regional Transportation Plan (RTP)
MPOs long range transportation plan
RTP & MTIP must be consistent w/each other
Metropolitan Transportation Improvement Plan (MTIP)
MPOs local version of the STIP

Capital Improvement Program

Funded Projects Electric Utility Upgrade

Funded Projects AFN/Telecommunications

Funded Projects Technology

Funded Projects Administration

Funded Projects Parks and Recreation

Unfunded Projects

Overview

The Public Works Department maintains and manages the City's Capital Improvement Program (CIP). Each department or enterprise fund manager develops their specific portion of the CIP with a rolling 6-year funding outlook based on the need due to the current and future capacity requirements, the condition of existing systems vs the expected life of the system, and future growth anticipations.

Current Year Highlights (FY 2010)

The Public Works section of the FY11 CIP Program resulted in the completion of the Hersey Street Pedestrian/Safety Improvements project; Street Overlays on N. Laurel Street from N. Main to Railroad Tracks; Iowa Street from Wightman to S. Mountain; W. Nevada Street from Vansant to Michelle; Water Plant Process Control Improvements; and the Stormwater Line Replacement on Iowa Street from Sherman to Gresham Street.

Significant Budget Changes

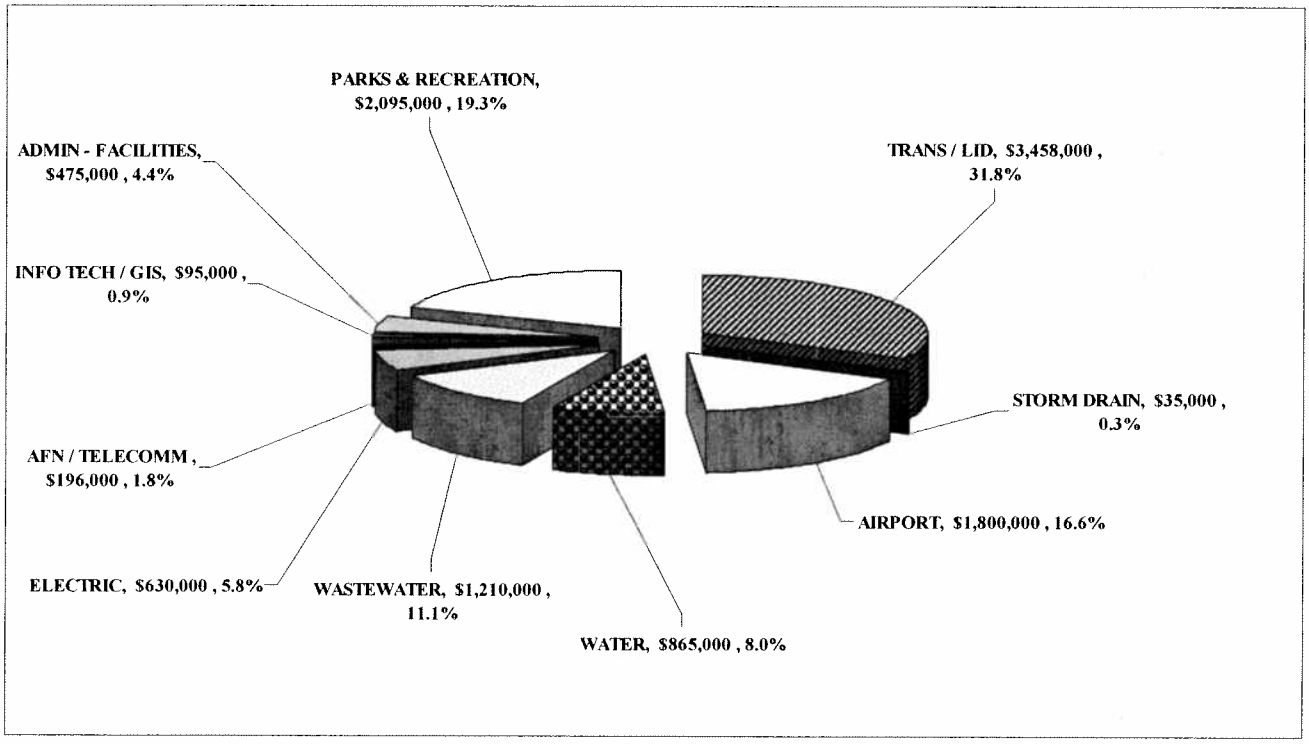
- The 2011 CIP reflects the current economic situation facing the City. Due to funding shortfalls and economic uncertainty, an "unfunded" CIP category was created in FY2010 and any project without certain funding is listed in this section. These unfunded projects total in excess of $48.9 Million. The FY2011 CIP is proposed at $10,859,000.

- The existing Water, Sewer, Transportation, and Stormwater master plans are due to be updated. To that end, the proposed 2011 CIP includes updates for each of these master plans. Contracts have been awarded for the Transportation System Plan, the Water Master Plan, and the second phase of the Stormwater Master Plan. The Wastewater Master Plan should also have a contract award by June 2010. The master plan revisions are anticipated to take a couple of years from the time a contract has been awarded to a consultant.

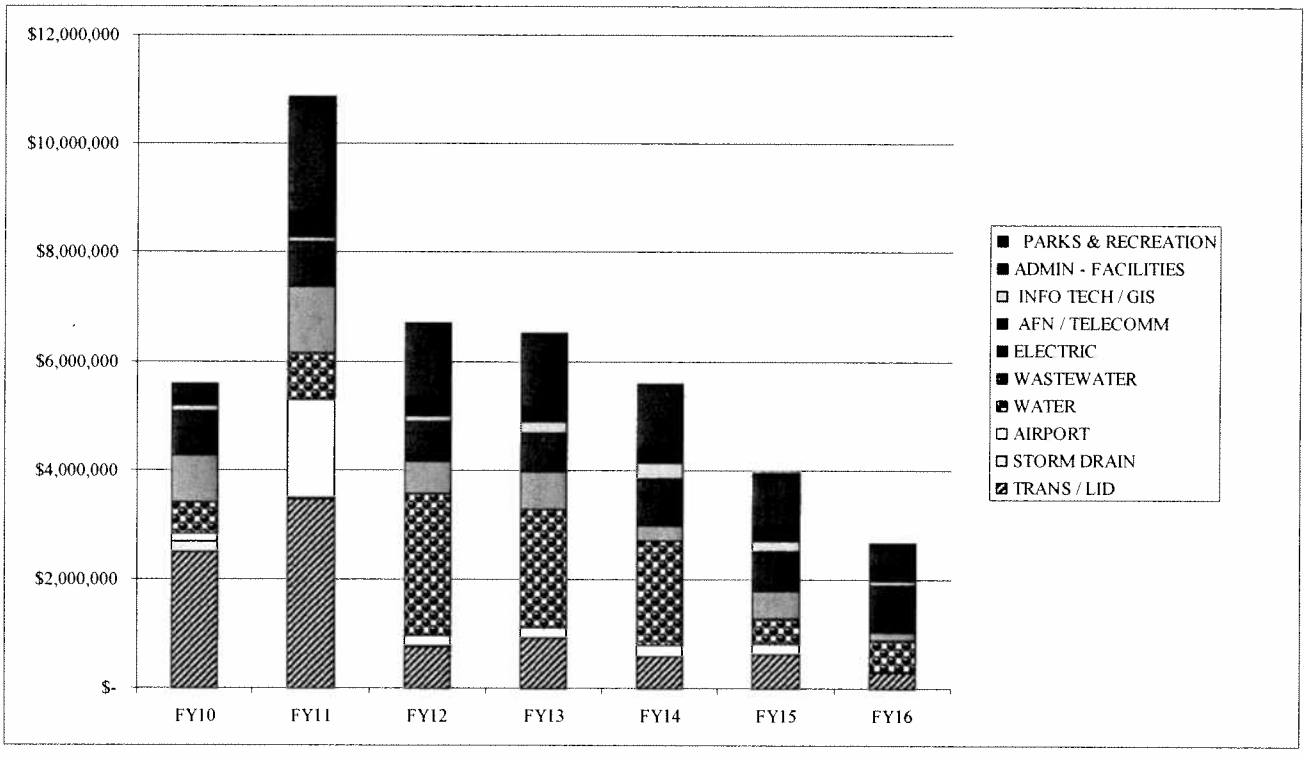
FY 2011 Program Summary

Transportation / LID	$3,458,000
Airport	$1,800,000
Storm Drain	$35,000
Water	$865,000
Wastewater	$1,210,000
Electric	$630,000
AFN / Telecomm	$196,000
Information Technology	$95,000
Administration - Facilities	$475,000
Parks & Recreation	$2,095,000
	$10,859,000

FY 11 Breakdown



FY10-FY16 CIP Summary by Department



FY10 CIP PROGRAM LIST AND PROJECT SUMMARY

CIP Projects are divided into corresponding City Departments and then often sub-divided into their respective Divisions. Project details are described on the project sheets as shown on the table of contents on page 2-1 and 2-2. A summary of the overall CIP program follows.

Transportation

Located within the Street Fund, the City's transportation program encompasses streets, sidewalks, bike paths, railroad crossings, transit, and "Grounds Maintenance" for costs associated with the Parks Department agreement to fund the landscaping maintenance for the medians, entry ways and downtown landscaped areas. The fund also supports the Transportation Commission, Transportation System Plan Update and other specific transportation studies, a portion of the Rogue Valley Council of Governments dues for the Metropolitan Planning Organization (MPO) and other ancillary transportation related program elements.

Street Fund Revenue sources include:

- ⇒ Oregon State gasoline taxes that may be used on roadway pavement and maintenance projects
- ⇒ City franchise fees paid by other City enterprise funds such as electric, water, wastewater and others for use of the transportation system, (FY11 proposed budget proposes to suspend water and sewer franchise fee payments for one year only)
- ⇒ City transportation systems development charges (SDCs which were updated in FY08) to pay for future growth needs of the system
- ⇒ City transportation user/utility fees assessed to all property owners
- ⇒ City Local Improvement District charges for specific projects assessed through a benefiting district, and state and federal grants including:
    - ⇒ FTE – Federal Transportation Enhancement projects for sidewalks, bikepaths, etc.
    - ⇒ STP – State Transportation Program funds for major improvements and system upgrades to the City's system
    - ⇒ STIP – State Transportation Improvement Plan funds for urban upgrades on state facilities
    - ⇒ CMAQ – Federal Congestion Mitigation and Air Quality grant funds for projects that help reduce emissions (Diesel Retrofit and Sweeper purchases) and dust (paving projects)
    - ⇒ OECDD SPWF – Oregon Economic Commission Development Division Special Public Works Funds for projects that relate to the creation of new jobs
    - ⇒ Other safety and specific transportation funding program opportunities
    - ⇒ Federal Stimulus funds.

The FY11 CIP transportation program includes the Jefferson Street Extension Project, Laurel Street Safe Route to School sidewalk and Railroad Crossing Improvement project. Maintenance projects include overlaying portions of Allison Street from Gresham to Sherman, North Mountain Street from Hersey to I-5, and Will Dodge Way. Other projects within the FY11 transportation CIP include development of the Plaza Avenue CMAQ project, update of the City's transportation system plan and miscellaneous sidewalk and concrete infrastructure repair projects.

TITLE: **MISCELLANEOUS CONCRETE SAFETY REPAIRS**

PROJECT TYPE: **TRANSPORTATION / PUBLIC SAFETY**

RESPONSIBLE DEPARTMENT: **Public Works Department / Engineering Division**

Funding Sources:

$ 500,000	Fees and Rates

Project Cost by Budget Year:

2011	$ 100,000
2012	100,000
2013	100,000
2014	100,000
2015	100,000
2016	
Total	$ 500,000

Project Description:

Sidewalks and curbs within the City's jurisdiction are evaluated for necessary repair of deteriorating and unsafe curbs, sidewalks, construction of sidewalk ramps and other related safety items.

Projects are identified annually with $100,000 set aside each year. Residents and community members are encouraged to correct their own safety hazards along their homes or businesses, but to also inform the City if there are significant sidewalk or curb repairs needed.

These projects repair dangerous sidewalks, curbs and ramps, which improves pedestrian safety in our community.

TITLE: **RAILROAD CROSSING IMPROVEMENTS; HERSEY & LAUREL**

PROJECT TYPE: **TRANSPORTATION / PUBLIC SAFETY**

RESPONSIBLE DEPARTMENT: **Public Works Department / Engineering Division**

Funding Sources:

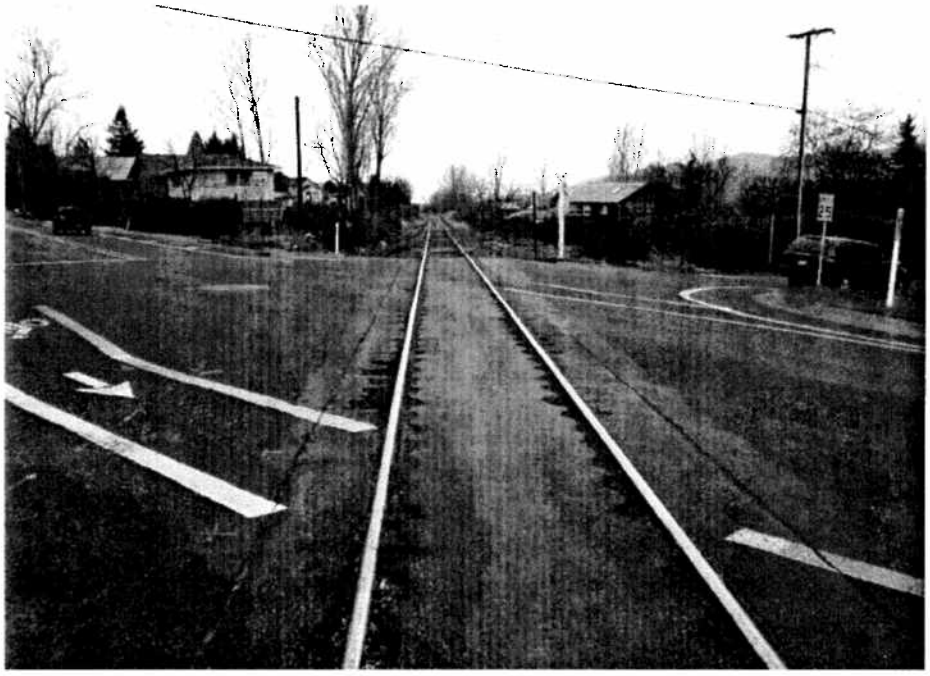
$ 450,000	Fees and Rates

Project Cost by Budget Year:

2011	$ 450,000
2012	
2013	
2014	
2015	
2016	
Total	$ 450,000

Project Description:

This project will replace the crossing surfaces and widen crossings to include bike and pedestrian crossings, and channelize traffic flow patterns at this crossing, as identified in the 1998 Transportation System Plan update. Automatic crossing gates will not be installed under this project. ODOT Rail Division has approved the City's application for improvement of this crossing and has issued the necessary order for the work. The improvment of this dangerous railroad crossing project is funded with grant money provided through the Surface Transportation Program (STP), which is administered through the Local Metropolitan Planning Organization.



TITLE: **PAVEMENT PLUS; SCHOFIELD STREET LOCAL IMPROVEMENT DISTRICT**

PROJECT TYPE: **TRANSPORTATION / PUBLIC SAFETY**

RESPONSIBLE DEPARTMENT: **Public Works Department / Engineering Division**

Funding Sources:

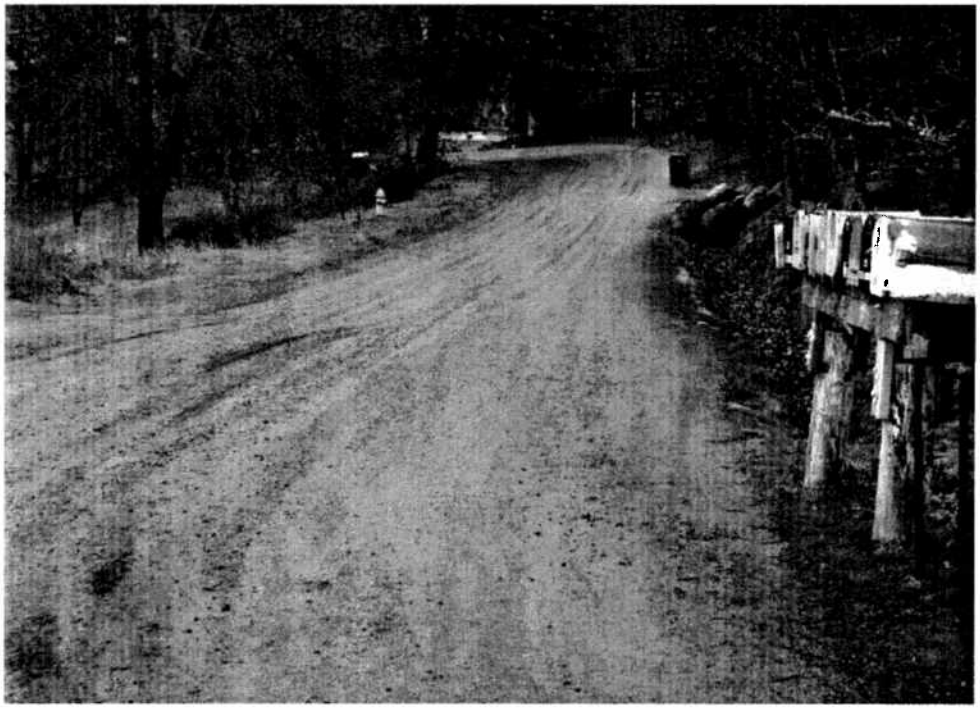
$ 66,060	SDC Street Fees
98,000	LID
202,940	Fees and Rates
$ 367,000	

Project Cost by Budget Year:

2011	$ 367,000
2012	100,500
2013	
2014	
2015	
2016	
Total	$ 467,500

Project Description:

The Schofield Street Local Improvement District was established to fund the improvement of Schofield and Monte Vista Streets in the northwest area of Ashland. This project would include the grading and paving of the existing gravel streets, and would provide for the construction of concrete curbs and gutters, sidewalks, storm drains and other related appurtenances. Fully improving gravel roads is important for maintaining air quality. This project was delayed by a prior action but is scheduled to resume in FY 2010-11.



TITLE: **PAVEMENT PLUS; LIBERTY STREET LOCAL IMPROVEMENT DISTRICT**

PROJECT TYPE: **TRANSPORTATION / PUBLIC SAFETY**

RESPONSIBLE DEPARTMENT: **Public Works Department / Engineering Division**

Funding Sources:

$ 49,500	SDC Street Fees
115,500	LID
110,000	Fees and Rates
$ 275,000	

Project Cost by Budget Year:

2011	$ 275,000
2012	100,500
2013	
2014	
2015	
2016	
Total	$ 375,500

Project Description:

The formation of this LID has been previously attempted several times and was approved by Council in November 2007. The assessment district is composed of lots that have actual frontage on Liberty Street as well as those lots which take sole access from the section of street to be improved. There are sixteen lots with street frontage and four lots that have sole access from the street including a parcel owned by the City of Ashland as parks open space and has trail access along the irrigation ditch and a maintenance easement through tax lot 100 to Liberty Street.

The improved portion of Liberty Street consists of curb and gutter and paving with a width of 34 feet. The section of street south of Ashland Street has no sidewalks and ends approximately 500 feet from the actual southerly end of the right of way. The proposed improvement project would continue the street at a lesser width to the end of the right of way. Sidewalks could be installed on one side of the street for slightly over half of the total length. The southerly 270 feet of right of way is severely constrained with multiple mature trees, steep cut and fill slopes and drainage issues and as such will be reduced to an 18 foot width without sidewalks.

TITLE: **ALLISON STREET OVERLAY**

PROJECT TYPE: **TRANSPORTATION / PUBLIC SAFETY**

RESPONSIBLE DEPARTMENT: **Public Works Department / Engineering Division**

Funding Sources:

$ 329,000	STP Grant
21,000	Fees and Rates
$ 350,000	

Project Cost by Budget Year:

2011	$ 350,000
2012	
2013	
2014	
2015	
2016	
Total	$ 350,000

Project Description:

The Surface Transportation Program (STP), which is administered through the Local Metropolitan Planning Organization (MPO), provides funds for reconstruction of existing public streets. The Allison Street overlay reconstruction project is an approved project on the MPO funding list. Under this program, Allison Street from Gresham Street to Sherman Street will be overlayed at a funded cost of $350,000. This project has also been selected through the City's Pavement Management System.

TITLE: **SIDEWALK CONSTRUCTION; LAUREL STREET, HERSEY TO RANDY**

PROJECT TYPE: **TRANSPORTATION / PUBLIC SAFETY**

RESPONSIBLE DEPARTMENT: **Public Works Department / Engineering Division**

Funding Sources:

$ 280,000	Grants

Project Cost by Budget Year:

2011	$ 280,000
2012	
2013	
2014	
2015	
2016	
Total	$ 280,000

Project Description:

The Laurel Street sidewalk construction project is a designated safe route to school (SRTS) project which will install concrete sidewalks along the east side of Laurel Street from Hersey Street to Randy. As identified in the 1998 Transportation System Plan, the project will also include crosswalk and handicapped access improvements. Funding to be provided through the STP fund exchange program which is allocated through the Rogue Valley Metropolitan Planning Organization (RVMPO).

TITLE: **WILL DODGE WAY OVERLAY / RECONSTRUCTION**

PROJECT TYPE: **TRANSPORTATION / PUBLIC SAFETY**

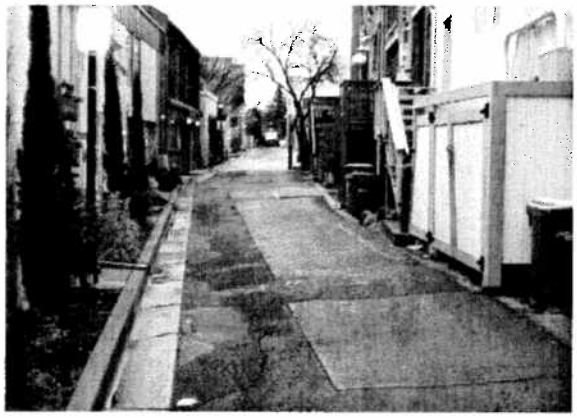
RESPONSIBLE DEPARTMENT: **Public Works Department / Engineering Division**

Funding Sources:

$ 75,000	Fees & Rates

Project Cost by Budget Year:

2011	$	75,000
2012		
2013		
2014		
2015		
2016		
Total	$	75,000



Project Description:

Will Dodge Way is one of the busiest alleys in the Ashland Central Business District. It functions as an important pedestrian way, as well as convenient delivery access for many Main Street businesses. While it is not on the TSP or Pavement Management Plan list, the alley has become an active area for vandalism and other illegal acts. In an effort to make the area safer and more attractive, the City and adjacent business owners have pledged to improve the area by installing additional lighting, improving rear entrance areas, and improving deteriorated infrastructure. The pavement surface has numerous utility cuts and shows areas of structural failure.

This project will reconstruct areas of the alley surface and overlay the entire alley surface between Pioneer and First Streets.

TITLE: **TRANSPORTATION SYSTEM PLAN (TSP)**

PROJECT TYPE: **TRANSPORTATION / PUBLIC SAFETY**

RESPONSIBLE DEPARTMENT: **Public Works Department / Engineering Division**

Funding Sources:

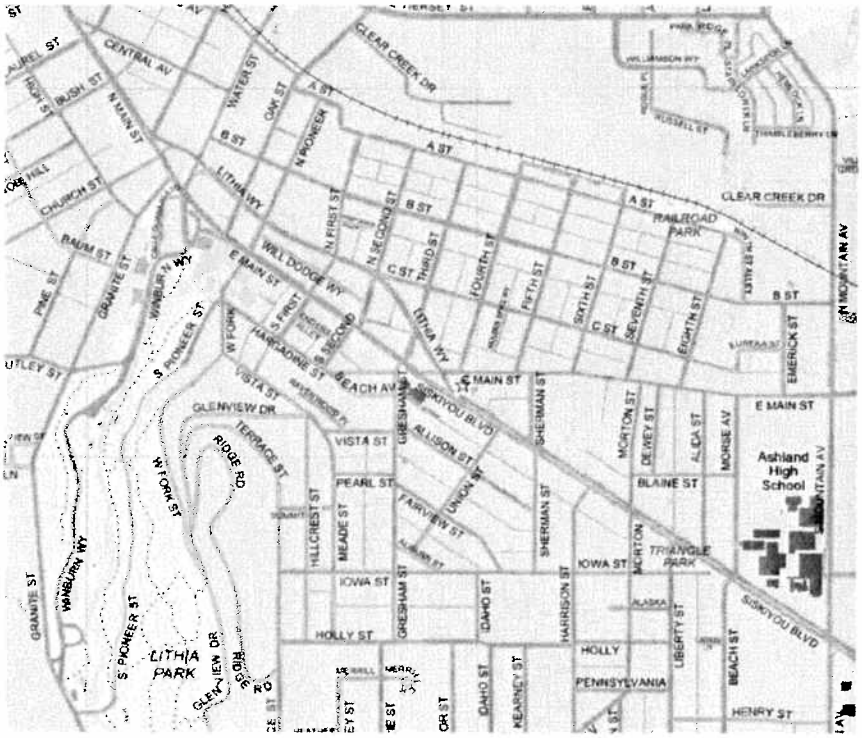
$ 216,000	SDC Street Fees

Project Cost by Budget Year:

2011	$ 216,000
2012	
2013	
2014	
2015	
2016	
Total	$ 216,000

Project Description:

The City of Ashland is currently preparing for a full update of the City's Transportation System Plan (TSP). The purpose of the City's TSP is to define the existing system, and outline and prioritize specific improvements that will help the City move towards a more rounded multimodal system. This update will revise all of the current chapters of the TSP and will provide up-to-date maps and future improvements. Additional information will also be reviewed and included, such as "Safe Routes to School", to contribute to the



TITLE: **SLURRY SEAL STREETS PER PMS**

PROJECT TYPE: **TRANSPORTATION / PUBLIC SAFETY**

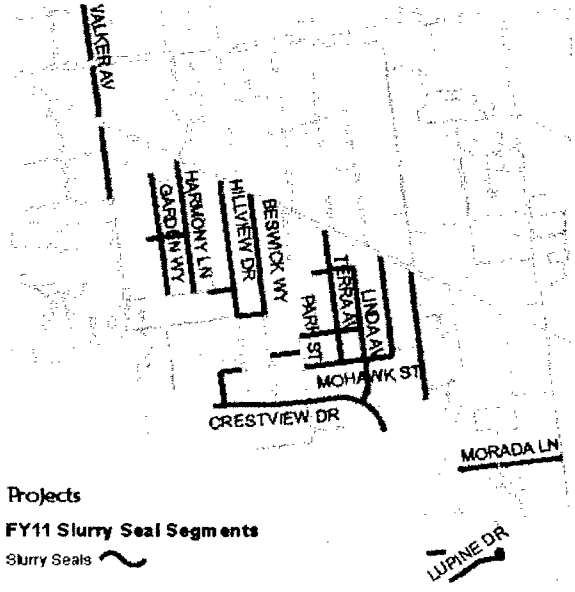
RESPONSIBLE DEPARTMENT: **Public Works Department / Engineering Division**

Funding Sources:

$ 500,000	Fees and Rates

Project Cost by Budget Year:

2011	$ 100,000
2012	100,000
2013	100,000
2014	100,000
2015	100,000
2016	
Total	$ 500,000



Project Description:

A slurry seal is a treatment applied to the surface of existing asphalt streets to fill cracks and seal areas of old pavements, to restore a uniform surface texture and to seal the surface to prevent moisture and air intrusion into the pavement. It is used by the City to prolong the life of existing paved street surfaces and is less costly than an asphalt overlay or full rebuild would be. Streets to be slurry sealed are selected through the City's pavement management program. These streets show signs of surface distress, but have not progressed to the point of structural or base failure. By identifying the streets in need and acting quickly to seal them adds years of life to the pavement surface. Each year several streets are treated under the slurry seal program.

TITLE: **PAVEMENT PLUS; PLAZA AVENUE (CMAQ IMPROVEMENT PROJECT)**

PROJECT TYPE: **TRANSPORTATION / PUBLIC SAFETY**

RESPONSIBLE DEPARTMENT: **Public Works Department / Engineering Division**

Funding Sources:

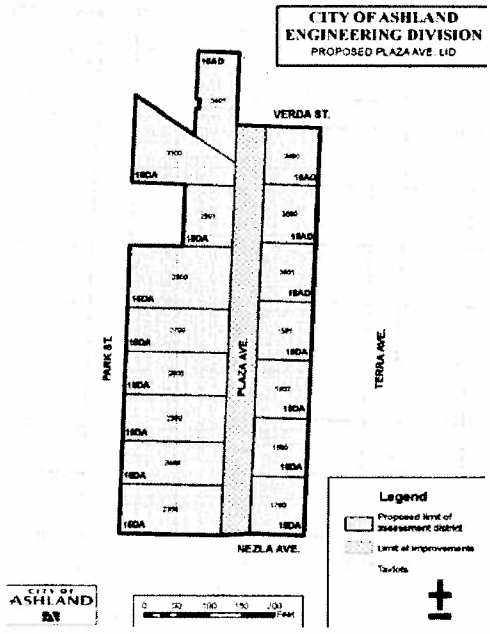
$	80,000	Fees and Rates

Project Cost by Budget Year:

2011	$	80,000
2012		
2013		
2014		
2015		
2016		
Total	$	80,000

Project Description:

After numerous attempts to form a local improvement district to improve Plaza Avenue, an application for funding under the Congestion Mitigation and Air Quality (CMAQ) grant program was made to ODOT. The application was approved, and funding for the project was secured in 2008 in the amount of $797,700. Fully improving gravel roads is important for air quality. Under the CMAQ program, the City is required to pay a 10.27% match or $81,923.79. Under this program the project is administered through ODOT as are all payments and disbursements. The City does not receive any grant funds for this project. The City's total obligation is the 10.27% match, plus any portion of the work over and above the grant amount.



TITLE: **RAILROAD CROSSING IMPROVEMENTS; OAK STREET**

PROJECT TYPE: **TRANSPORTATION / PUBLIC SAFETY**

RESPONSIBLE DEPARTMENT: **Public Works Department / Engineering Division**

Funding Sources:

$	5,250	SDC Street Fees
	29,750	LID
$	35,000	Fees and Rates

Project Cost by Budget Year:

2011	$	35,000
2012		
2013		
2014		
2015		
2016		
Total	$	35,000

Project Description:

This project will replace the crossing surfaces and widen crossings to include bike and pedestrian crossings, and channelize traffic flow patterns at this crossing, as identified in the 1998 Transportation System Plan update. Automatic crossing gates will be installed under this project. ODOT Rail Division has submitted the application for improvement of this crossing and has issued the necessary order for the work. The majority of this work will be funded by ODOT Rail Division. The $35,000 budget allocation will allow the City to extend sidewalks to the completed crossing.

TITLE: **N MOUNTAIN AVE - HERSEY TO I-5 OVERLAY**

PROJECT TYPE: **TRANSPORTATION / PUBLIC SAFETY**

RESPONSIBLE DEPARTMENT: **Public Works Department / Engineering Division**

Funding Sources:

$ 275,000	Grant

Project Cost by Budget Year:

2011	$ 275,000
2012	
2013	
2014	
2015	
2016	
Total	$ 275,000

Project Description:

The City's Pavement Management System has indicated that North Mountain Avenue, between Hersey Street and I-5 is in need of an asphalt overlay. All utilities in this area have already been upgraded and the overlay can proceed without preliminary utility work. The work will include some minor reconstruction, surface grinding and overlaying with a 2-inch thick asphalt overlay.

TITLE: **MISCELLANEOUS NEW SIDEWALK IMPROVEMENTS (BASED ON PRIORITIZED LIST IN TSP)**

PROJECT TYPE: **TRANSPORTATION / PUBLIC SAFETY**

RESPONSIBLE DEPARTMENT: **Public Works Department / Engineering Division**

Funding Sources:

$ 100,000	SDC Street Fees
300,000	Fees and Rates
$ 400,000	

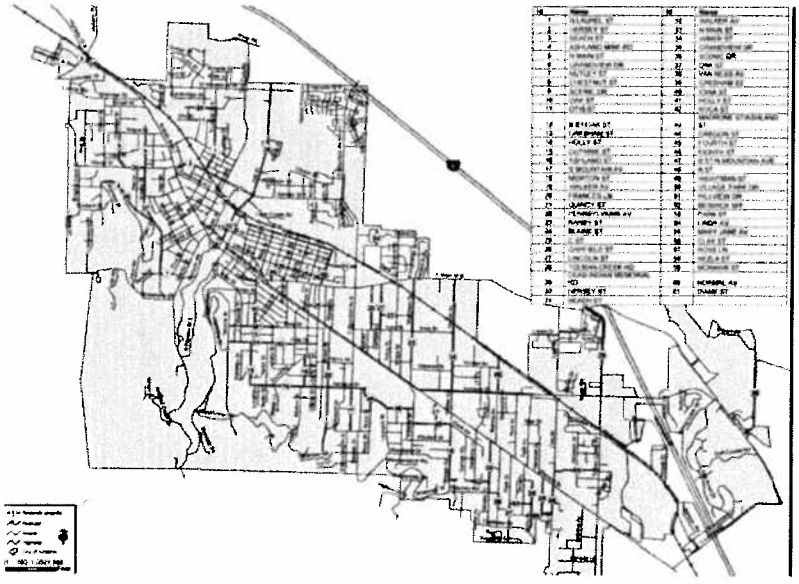
Project Cost by Budget Year:

2011	$ 80,000
2012	80,000
2013	80,000
2014	80,000
2015	80,000
2016	
Total	$ 400,000

Project Description:

The City's 1998 Transportation System Plan includes new sidewalk improvements for missing sidewalk connections in built out neighborhoods, or in other highly utilized transportation corridors within the City. Council has prioritized school sidewalk connections first, then sidewalks that make the connection to transit corridors and businesses or other significant gathering places.

As a part of insuring these important connections are completed, $80,000 a year is budgeted. New sidewalk projects benefit the community as they provide important connectivity improvements that allow Ashland pedestrians to travel our community safely.



TITLE: **JEFFERSON STREET EXTENSION PROJECT (BRAMMO OECDD)**

PROJECT TYPE: **TRANSPORTATION / PUBLIC SAFETY**

RESPONSIBLE DEPARTMENT: **Public Works Department / Engineering Division**

Funding Sources:

$ 400,000	OECDD Grant
375,000	Other
$ 775,000	

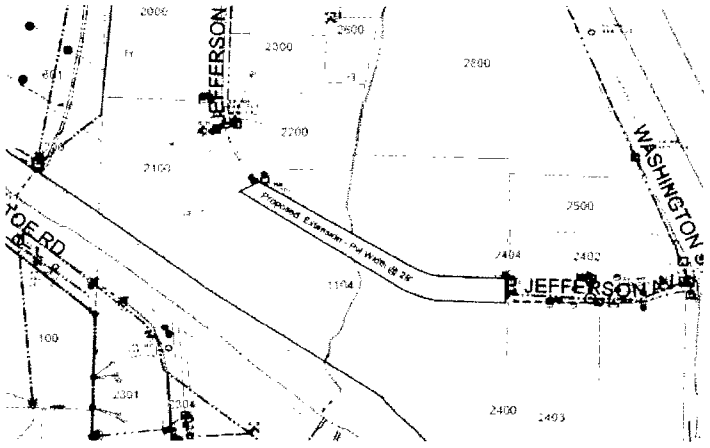
Project Cost by Budget Year:

2011	$ 775,000
2012	
2013	
2014	
2015	
2016	
Total	$ 775,000

Project Description:

Jefferson Street was bisected by a parcel of land within Jackson County jurisdiction surrounded by City incorporated land zoned for light industrial businesses. Brammo Motorsports successfully completed the annexation process incorporating this parcel into the City limits. Brammo Motors has submitted an application for the construction of three 4,800 square foot buildings. As a condition of the planning action requirements, the connection of Jefferson Street must be completed by Brammo Motors.

To facilitate the completion of Jefferson Street, the City Council approved an application to the Oregon Economic and Community Development Department for financial assistance in funding the road improvements. The developer received a grant for $400,000 and a loan of $500,000 as a maximum available amount to complete the infrastructure. Brammo Motorsports has agreed to reimburse the City all costs for the construction of Jefferson Street. Construction will begin as soon as permits, plans and specifications are complete and funds are secured.



Capital Improvements Plan
2010-2016 Construction Years

Project Description	Approved 2009-10	Est. Spend 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	Unfunded	FY11-16 TOTAL Cost
Transportation	**FY10**	**FY10 Est**	**FY11**	**FY12**	**FY13**	**FY14**	**FY15**	**FY16**	**Unfunded**	**Project Totals**
Misc New Sidewalk Improvements (based on prioritized list in TSP)	$ 350,000	$ 25,000	$ 216,000							$ 216,000
Jefferson Street Extension Project (Brammo - OECDD)	$ 800,000		$ 775,000							$ 775,000
Pavement plus: Plaza Avenue (CMAQ)	$ 80,000		$ 80,000							$ 80,000
Sidewalk Construction - Laurel Street - Hersey to Randy			$ 280,000							$ 280,000
Railroad Crossing Improvements: Hersey & Laurel			$ 450,000							$ 450,000
Railroad Crossing Improvements: Oak			$ 35,000							$ 35,000
Railroad Crossing Improvements: Walker					$ 350,000					$ 350,000
Miscellaneous Concrete Safety Repairs	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000			$ 500,000
Misc New Sidewalk Improvements (based on prioritized list in TSP)	$ 80,000	$ 80,000	$ 80,000	$ 80,000	$ 80,000	$ 80,000	$ 80,000			$ 400,000
Slurry Seal Streets Per PMS			$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000			$ 500,000
Nevada Street Extension & Bridge Const. Bear Creek to Mountain Ave									$ 2,400,000	$ 2,400,000
Downtown Plan Phase II - ODOT STIP									$ 1,500,000	$ 1,500,000
N. Main Street & Wimer Street Intersection Safety Improvements									$ 1,485,000	$ 1,485,000
North Ashland Bikeway Ph II: Central Ashland Bikeway									$ 1,800,000	$ 1,800,000
Bike path Improvement on N Main section									$ 650,000	$ 650,000
Signal Installation at Tolman Creek Road & Siskiyou Boulevard									$ 350,000	$ 350,000
Signal Installation at Oak Street & Hersey Street									$ 300,000	$ 300,000
Beaver Slide Pedestrian Improvements									$ 70,000	$ 70,000
Park and Ride Creation									$ 30,000	$ 30,000
Subtotal Transportation	**$ 1,410,000**	**$ 205,000**	**$ 2,116,000**	**$ 280,000**	**$ 630,000**	**$ 280,000**	**$ 280,000**	**$ -**	**$ 8,585,000**	**$ 12,171,000**
Street Improvements/Overlays per Pavement Management System (Goal of $350,000/yr)	**FY10**	**FY10 Est**	**FY11**	**FY12**	**FY13**	**FY14**	**FY15**	**FY16**	**Unfunded**	**Project Totals**
Will Dodge Way Overlay/Reconstruction			$ 75,000							$ 75,000
Overlay - Allison Street - Gresham to Sherman	$ 400,000	$ 50,000	$ 350,000							$ 350,000
Overlay - N Mountain Avenue - Hersey to I-5			$ 275,000							$ 275,000
Overlay - Wightman Street - Quincy to Siskiyou				$ 225,000						$ 225,000
Overlay - Taylor Street - Holly to Ashland				$ 125,000						$ 125,000
Overlay - S. Mountain Avenue - Siskiyou to Prospect					$ 300,000					$ 300,000
Overlay - Park Street - Siskiyou to End						$ 250,000				$ 250,000
Overlay - Winburn Way - Granite to Nutley						$ 60,000				$ 60,000
Overlay - Oak Street - Railroad Tracks to Oaklawn							$ 350,000			$ 350,000
Overlay - Ashland Street - Morton to Taylor								$ 110,000		$ 110,000
Overlay - Morton Street - Iowa to Pennsylvania								$ 75,000		$ 75,000
Overlay - Holly Street - Morton to Idaho								$ 95,000		$ 95,000
Overlay - Liberty Street - Siskiyou to Iowa								$ 20,000		$ 20,000
Overlay - Nutley Street – Scenic to Winburn									$ 100,000	$ 100,000
Overlay - Helman Street – N. Main to Ohio									$ 200,000	$ 200,000
Crown Grind/Overlay - Iowa Street - Liberty to Idaho									$ 650,000	$ 650,000
Overlay/Partial Rebuild - Harrison Street- Siskiyou to Euclid									$ 600,000	$ 600,000
Overlay/Partial Rebuild - N Mountain Avenue - E Main to Hersey									$ 500,000	$ 500,000
Overlay/Partial Rebuild - Hargadine Street - Gresham to 1st									$ 250,000	$ 250,000
Repave/Rebuild - B Street - Oak to 5th									$ 800,000	$ 800,000
Repave/Rebuild - Granite Street - Nutley to Pioneer									$ 700,000	$ 700,000
Repave/Rebuild - E. Main - N Mountain to RR tracks									$ 600,000	$ 600,000
Repave/Rebuild - Normal Ave - Ashland St to Siskiyou Blvd									$ 200,000	$ 200,000
Subtotal Street Improvements/Overlays	**$ 400,000**	**$ 50,000**	**$ 700,000**	**$ 350,000**	**$ 300,000**	**$ 310,000**	**$ 350,000**	**$ 300,000**	**$ 4,600,000**	**$ 6,910,000**
Local Improvement Districts										
Note: Costs shown are total project costs, City portion varies	**FY10**	**FY10 Est**	**FY11**	**FY12**	**FY13**	**FY14**	**FY15**	**FY16**	**Unfunded**	**Project Totals**
Pavement plus: Liberty Street Local Improvement District	$ 230,000		$ 275,000							$ 275,000
Pavement plus: Sheridan Street & Schofield Street Local Improvement District			$ 367,000							$ 367,000
Pavement plus: Fielder Street Local Improvement District (Indiana to End)				$ 130,000						$ 130,000
Pavement plus: Waterline Road Local Improvement District									$ 400,000	$ 400,000
Pavement plus: Clay Street Local Improvement District									$ 1,000,000	$ 1,000,000
Miscellaneous Local Improvement Districts									$ 200,000	$ 200,000
Subtotal Local Improvement Districts	**$ 230,000**	**$ -**	**$ 642,000**	**$ 130,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,600,000**	**$ 2,372,000**
TRANSPORTATION / LID	**$ 2,040,000**	**$ 255,000**	**$ 3,458,000**	**$ 760,000**	**$ 930,000**	**$ 590,000**	**$ 630,000**	**$ 300,000**	**$ 14,785,000**	**$ 21,453,000**
Airport	**FY10**	**FY10 Est**	**FY11**	**FY12**	**FY13**	**FY14**	**FY15**	**FY16**	**Unfunded**	**Project Totals**
Entitlement Grants (FAA/ODA)	$ 150,000	$ 195,000		$ 150,000						$ 150,000
Federal Aid to Municipalities (FAM)				$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000		$ 125,000
Airport Improvements (AIP) FAA Grant - Runway Overlay			$ 1,800,000							$ 1,800,000
Entitlement Grant - Airport Improvements - Security Upgrades, Perimeter Fencing					$ 157,500					$ 157,500
Entitlement Grant - Airport Improvements - Construct Taxiway						$ 190,000			$ 650,000	$ 840,000
Entitlement Grant - Airport Improvement - Riparian Restoration							$ 157,500			$ 157,500
AIRPORT	**$ 150,000**	**$ 195,000**	**$ 1,800,000**	**$ 175,000**	**$ 182,500**	**$ 215,000**	**$ 182,500**	**$ 25,000**	**$ 650,000**	**$ 3,230,000**

Transportation Commission Goals for 2010-2011
(24 months from May, 2010)

1. TSP Update;

2. Identify and work to implement specific transportation safety projects or objectives that could realistically be completed within the next two years while the TSP is in process;

3. Apply 5 E (Engineering, Education, Encouragement, Enforcement, Evaluation) principles to all transportation projects;

4. Continued progression toward the League of American Bicyclists' "Bike Friendly Community" Platinum status;

5. Actively participate in local and regional partnerships to further multi-modal equity and enhance safety;

6. Assist RVTD in achieving expanded regional transit services.

Memo

CITY OF ASHLAND

Date: August 11, 2010

From: James Olson

To: Transportation Commission

Sub: FINAL SELECTION OF TWO YEAR GOALS

As part of the TC goal setting process, a number of short term (2 years ±) projects or goals were identified. On July 15 those sixteen goals were ranked by the forced vote process. The top seven goals or projects are as follows:

Score	Goal
74	1. Research options to help the blind by installing audible signals and standardizing the location of pedestrian crossing buttons at traffic signals for the downtown and SOU areas.
64	2. Add Central Ashland Bike Path elements to Highway 66 overpass.
60	3. Discuss pros and cons to relocating bike racks from sidewalk to street.
59	4. Research signal detector retrofits to accommodate bike detection
58	5. Faith Avenue / Highway 66 Intersection improvements.
56	6. Make Will Dodge Way more multimodal, including ADA
56	7. Evaluate delivery vehicle patterns in the downtown core

Following is a brief summary of each of the top seven projects.

1. Audible Signals.
   This project has already been identified and authorized by the Commission and the Council. Staff is currently working with DUDE (Disabled United and Direct Empowerment), a Southern Oregon based group, to identify which intersections most need upgrades. A budget has been approved and this project is in progress.

2. Add Bike Path Elements to Highway 66 Overpass.
   Currently the Central Ashland Multi-use path crosses under the Ashland Street (Highway 66) overpass along the railroad right of way. There are no convenient connections from the path onto Ashland Street. Bike and pedestrian traffic must now travel along Shamrock Lane to enter Ashland Street. This means that east bound traffic must cross Ashland Street near Faith Avenue. Although it may not be possible to construct on alternative route to east bound Ashland Street in the time allotted, it should be possible to establish a plan and cost estimate.

ENGINEERING DIVISION
20 E. Main Street
Ashland OR 97520
www.ashland.or.us
Tel: 541/488-5347
Fax: 541/488-6006
TTY: 800/735-2900

3. Discuss Pros and Cons of Relocating Bike Racks from Sidewalks to Streets.
   This project could likely be accomplished in a very few months. Discussion might include the adoption of a "Downtown Bicycle Parking Plan" and a policy as to whether all future bike racks will be installed on streets rather than on sidewalks.

4. Research Signal Detector Retrofits to Accommodate Bike Detection.
   This project may be as simple or as complicated as the Commission wishes. It is relatively simple to identify methods to improve bike detection, but to actually implement a plan would be more costly and may require years to complete.

5. Faith Avenue / Ashland Street Intersection Improvements.
   This intersection has come before both the Traffic Safety and Transportation Commissions on numerous occasions and as a result staff has asked the City's traffic engineer to provide some recommendations for improvement. It may be possible to implement these recommendations in stages within the allotted two year time frame.

6. Make will Dodge Way More Multi-Model.
   The City already has plans to reconstruct Will Dodge Way between Pioneer and First Street. The rebuild, which will happen this summer, will include replacement of broken curb sections, construction of a concrete cross-walk along First Street, replacement of the handicapped access ramp on First Street and replacement or overlay of all pavement surfaces. Once the pavement is in, new signs and pavement markings will be installed. Since the improved portion of the alley takes up all but a few inches of the right of way, there is little opportunity for other improvements.

7. Evaluate Delivery Vehicle Patterns in the Downtown Core.
   This effort may require contacting business owners and material supply companies to determine schedules, needs and concerns. This project could easily be accomplished by Commission members within the time frame.

The above discussion reduces to four goals that are both feasible and fit within the two year time frame. These goals are:

- Installation of Audible Signals
- The Addition of Bike Path Elements to Highway 66 Overpass
- The Discussion of Pros and Cons of Relocating Bike Racks from Sidewalks to Streets
- Faith Avenue / Ashland Street Intersection Improvements

Nancy Slocum

From: Eric Heesacker [ashtranscomm@gmail.com]
Sent: Tuesday, January 04, 2011 3:18 PM
To: Tom and Nancy Burnham
Cc: Mike Faught; Jim Olson; slocumn@zimbra.ashland.or.us
Subject: Re: Transportation Sub-Commission

Fine idea Commissioner Burnham. If staff likes this idea, I'm all for it as current chair. EH

On Mon, Jan 3, 2011 at 7:35 AM, Tom and Nancy Burnham <ntburnham@gmail.com> wrote:

---------- Forwarded message ----------
From: **Tom and Nancy Burnham** <ntburnham@gmail.com>
Date: Mon, Jan 3, 2011 at 7:33 AM
Subject: Transportation Sub-Commission
To: Mike Faught <faughtm@ashland.or.us>
Cc: Eric Heesacker <ashtranscom@gmail.com>

Hi Mike,

Per our discussion Sunday, I would like to summarize the idea of putting the Transportation Sub -Commission meetings on hold for a period of time. As a former member of this Commission (substitute member, regular member and chairman) since its creation I believe that most of our meetings dealt with items that could be easily resolved through existing City Ordinances and therefore handled by the Public Works (PW) Department.This would save time for Transportation Commission (TC) members along with City staff. This would be especially important at this time as we get more involved with the Transportation System Plan and do not have the extra time for meetings that are not really necessary.

I understand that certain issues would have to be brought before the TC and certainly should be. These special issues could be brought to the attention of the chairman of the TC and he/she could decide what direction should be taken - Like : let PW handle it or bring it to the TC at a scheduled meeting. The TC could be easily updated on any actions taken by PW through a brief report at TC meetings through the monthly action summary report.

I hope that this change can take place and we can approve it during our next monthly meeting in February.

Thank you.

Tom Burnham

20 January 2011

Re: NOTE ON BACK OF AGENDA
ETC. MEETING OF 20 JAN 11
REGARDING SUB COMMITTEE MEETINGS.

Dear Eric

I do believe the Transportation Subcommittee meetings have value. They are intimate, & I believe the citizens who have attended have felt "heard," which I deem as important.

I believe the relatively minor matters that have been brought to the Sub Committee have been dealt with adequately & would have just bogged down the entire Transportation Commission.

Respectfully,

Bruce Thompson

RESOLUTION 90-03

A RESOLUTION ADOPTING STANDARDS FOR STOP SIGNS, YIELD SIGNS AND NO PARKING "YELLOW CURB" ZONES.

BE IT RESOLVED BY THE CITY OF ASHLAND AS FOLLOWS:

SECTION 1. STANDARDS should be adopted by the City of Ashland for establishing minimum requirements for stop signs, yield signs and no parking "yellow curb" zones.

SECTION 2. The Traffic Safety Commission has determined reasonable STANDARDS for evaluating the need for stop signs, yield signs and no parking "yellow curb" zones.

SECTION 3. The City Council has determined that the STANDARDS attached as Exhibit A meet the needs of the City of Ashland and hereby adopt those STANDARDS.

SECTION 4. When a request for a stop sign, yield sign or no parking "yellow curb" zone meets STANDARDS, staff will present report and resolution or ordinance to the City Council for approval.

SECTION 5. Any staff decision based on said STANDARDS may be appealed to the Traffic Safety Commission within fifteen days of decision by staff. Any Traffic Safety Commission decision may be appealed to the City Council within fifteen days of decision by Traffic Safety Commission.

The foregoing Resolution was READ and DULY ADOPTED at a regular meeting of the City Council of the City of Ashland, Oregon this 6th day of February 1990.

Nan E. Franklin
Nan E. Franklin
City Recorder

SIGNED and APPROVED this 8th day of February 1990.

Pat Acklin
Pat Acklin, Council Chair
Acting Mayor

EXHIBIT A

CITY OF ASHLAND
TRAFFIC SAFETY COMMISSION

STANDARDS
FOR TRAFFIC CONTROL

DECEMBER 1989

GENERAL STANDARDS

These STANDARDS do not apply to State or County controlled streets or highways within the City of Ashland city limits.

The term major street refers to the street with the largest volume of vehicles and the term minor street refers to the street with the smaller volume of vehicles, each based on actual 24-hour counts.

A local street is defined as any street not designated as a primary, arterial, secondary arterial or collector street in the Ashland Comprehensive Plan.

The term ADT shall mean average daily traffic as established by an actual traffic count over a minimum period of 24 hours or projected using the Institute of Transportation Engineers Trip Generation Averages.

SPECIFIC STANDARDS

A yield sign is warranted if the horizontal angle of the intersecting streets is more than 45 degrees and the ADT is at least 500 vehicles per day on the major street. The yield sign will be placed on the minor street.

A two-way stop sign is warranted on intersections between local streets and arterial, secondary arterial or collector streets. The local street will be required to stop at the arterial, secondary arterial or collector street if the ADT on the arterial, secondary arterial or collector street exceeds 1500.

A two-way stop sign is warranted at an intersection if one of the following conditions are met or exceeded:

The ADT on the major street exceeds 1500 and ADT on the minor street exceeds 500.

At any intersection where the major street has an average vertical grade in excess of 15% at the intersection, the minor street will be required to stop at the major street.

If there is a history of 5 or more recorded accidents at an intersection over a consecutive period of 12 months involving two or more vehicles and the accidents were right or left turn or right angle collisions, a stop sign is warranted. The stop signs will be placed on the minor street.

If the horizontal angle between the intersecting streets is greater than 45 degrees and the ADT exceeds 500 on the major and minor streets, a stop sign is warranted on the minor street.

A four-way or all-way stop sign is warranted if one of the following conditions are met or exceeded:

The ADT on the major street exceeds 1500 and the minor street exceeds 1000.

The average grade on the major and minor streets exceed 15% and ADT exceed 500 on the major and minor streets.

No parking zones are warranted if one of the following conditions is met:

On a two-way street, if the total curb to curb width is less than 27 feet and the ADT exceeds 500, no parking will allowed.

On a two-way street, if the total curb to curb width is less than 34 feet and the ADT exceeds 500, parking will be allowed on one side.

Yellow curbs may be installed under the following conditions:

At private driveways in residential areas by the abutting property owner. A permit is required and the yellow curb must be installed and maintained by the property owner to the standards of the Public Works Department.

In signed no parking zones if determined by the City to be necessary to augment the no parking signs. The determination, installation and maintenance will be by the City.

At all fire hydrants as required by Oregon State Statutes.

At street intersections where topography limits sight distance as established by the City. The City will determine the need and install and maintain the yellow curb.

Memo

CITY OF ASHLAND

Date: February 9, 2011
From: James H. Olson
To: Transportation Commission
Re: PARKING PROHIBITIONS ON CITY STREETS

QUESTION
Will the Commission recommend parking prohibitions on the following streets?

1. Liberty Street (south end)
2. Patton Lane (Meadowbrook Park Sub)
3. Overlook Drive (Meadowbrook Park Sub)
4. Stone Ridge Ave. (Meadowbrook Park Sub)
5. Camelot Drive (Meadowbrook Park Sub)

STAFF RECOMMENDATION
Staff recommends that, in accordance with Ashland Fire Department requests and the requirements of Ordinance no. 2959, that the above listed streets be signed to indicate that parking is prohibited on one side of the street. Subject to public testimony and stated preferences by affected property owners staff recommends that the following prohibitions be considered:

1. Liberty Street
   a. Prohibit parking on the east side from the north property line of house no. 676 to the southerly terminus of the street. This side of the street has 7 driveways (as opposed to 5 on the opposite side) and 7 mail box structures which naturally prohibit parking.
   b. Prohibit parking on the west side of the street from the north property line of house no. 781 to the southerly terminus of the street. This section of the street should have no parking as it narrows from 20 feet to 18 feet to 12 feet at the extreme south end.
2. Patton Lane
   - Prohibit parking on the east side of the entire street length.
3. Overlook Drive
   - Prohibit parking on the east side of the entire street length.
4. Stone Ridge Ave
   - Prohibit parking on the east and north sides of the entire street length.
5. Camelot Drive
   - Prohibit parking on the east side of the street from Nevada Street to the alley.

BACKGROUND
At the October 21, 2010 Transportation Commission meeting a request by the Ashland Fire Department was heard regarding the lack of parking prohibitions on many of Ashland's narrow streets. A copy of a memo dated October 13, 2010 is enclosed that further explains the policy

and the possible problems that could be encountered by the fire department in responding to emergencies on these narrow streets.

It was recommended that staff begin to bring these streets up for review, a few at a time, to determine the preferred location of parking prohibitions. In these instances, notices will be sent to the surrounding property owners, advising them of the pending parking prohibition and requesting input as to the appropriate side on which to limit parking. Staff will also make recommendations based upon natural obstacles to parking such as mail delivery routes, number of driveways, fire hydrants and other considerations such as vision requirements. Planning staff and fire department personnel input will also be solicited in determining the parking prohibition locations.

For all future developments, parking prohibitions and signage will be put in place as the infrastructure is constructed regardless of the anticipated volume of traffic.

Memo

CITY OF ASHLAND

Date: October 13, 2010

From: James Olson

To: Transportation Commission

Re: FIRE APPARATUS - STREET PARKING POLICY IMPACTS

QUESTION

Will the Commission consider a request by the Fire Department to review current on-street policies and their impacts to fire apparatus deployment on narrow streets?

STAFF RECOMMENDATION

Staff recommends Commission consider a presentation by the Fire Department regarding the actual space needed to deploy a fire engine and how that need could be impacted by on-street parking on narrower streets.

BACKGROUND

The Handbook for Planning and Designing Streets, adopted by the City Council on February 2, 1999 and amended in July 1, 2008 (Ordinance No. 2959) (copy attached), sets standards for on-street parking requirements for all classes of streets in Ashland.

On neighborhood or local streets the following conditions are permitted:

Street Width	Parking Lane Width	Parking Lane(s)	Travel Lanes	Travel Lane Width
20'	0	0	2	10'
22'	7'	1	1	15'
25'-28'	7'	2	1	11'-14'

On local residential streets with adequate off-street parking, a single 14' wide traffic lane may be permitted for both directions of vehicle traffic. The single traffic lane is extended to create a "queuing street" such that when opposing vehicles meet, one of the vehicles must yield by pulling into a vacant portion of the adjacent parking lane. This queuing effect has been found to be an effective and safe method to reduce speeds and non-local traffic.

On some of the very low volume narrow streets "no parking" signs have not been installed where on-street parking demand is very low and on-street parking is sporadic. This practice can temporarily pose problems as residential construction can cause a temporary parking overload or when special events such as parties or yard sales bring in additional traffic and parking volumes.

The Fire Department would like the opportunity to discuss current parking policy impacts on their operations.

ENGINEERING DIVISION
20 E. Main Street
Ashland OR 97520
Tel: 541/488-5347
Fax: 541/488-6006
TTY: 800/735-2900

ORDINANCE NO. 2959

AN ORDINANCE AMENDING THE ASHLAND MUNICIPAL CODE, LAND USE ORDINANCE CONCERNING SPECIAL [ARTERIAL] SETBACKS AND ASSOCIATED STREET STANDARDS ADOPTED IN ORDINANCE 2836

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

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

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

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

WHEREAS, Section 18.68.050 of the City of Ashland Municipal Code currently provides for a special 20 foot setback on Arterial Streets; and

WHEREAS, Planning staff sent notice to the DLCD in accordance with ORS 197.610 on February 22, 2008; and

WHEREAS, the Planning Commission considered the proposed amendment at a duly advertised hearing on April 8, 2008 and recommended approval of the ordinance; and

WHEREAS, the City Council considered the proposed amendment at a duly advertised hearing on May 20, 2008 and following review of the staff report, and after considering public input and the evidence in the record as a whole, the Council conducted first reading of the Ordinance and moved the Ordinance to Second Reading; and

WHEREAS, on July 01, 2008 the City Council conducted Second Reading of the Ordinance and approved adoption of the Ordinance; and

WHEREAS, the City Council of the City of Ashland has determined that in order to protect and benefit the health, safety and welfare of existing and future residents of the City, it is necessary to modify this setback as regards certain arterial streets; namely Lithia Way, and

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

SECTION 1. Section 18.68.050 of the Ashland Municipal Code is amended to read as follows:

18.68.050 Arterial Street ~~Special~~ Setback Requirements.

To permit or afford better light, air and vision on more heavily traveled streets and on streets of substandard width, to protect arterial streets, and to permit the eventual widening of hereinafter named streets, every yard abutting a street, or portion thereof, shall be measured from the special base line setbacks listed below instead of the lot line separating the lot from the street.

Street	Setback
East Main Street, between City limits and Lithia Way	35 feet
Ashland Street (Highway 66) between City limits and Siskiyou Boulevard	65 feet

Also, front yards for properties abutting all arterial streets shall be no less than twenty (20) feet, with the exception of the C-1-D district **and properties abutting Lithia Way in the C-1 district.**

SECTION 2. Section 18.88.020. K [Definitions – Street Standards] of the Ashland Municipal Code is amended to read as follows:

K. Street Standards. **All standards under 18.88.050 and all** ~~All~~ standards in the City of Ashland Street Standards Handbook **as adopted in Ordinance 2836 and as amended by Ordinance 2959 [July 01, 2008] are specifically incorporated herein and made a part hereof by this reference.** ~~and standards under 18.88.050.~~

SECTION 3. The Ashland Street Standards Handbook, Table 1 on page 20, as adopted by Ordinance 2836 is hereby amended to read as follows:

~~7~~ 5'-8' [1]

Table 1: City of Ashland Street Design Standards[4]

TYPE OF STREET	ADT	R.O.W. WIDTH	CURB-TO-CURB PAVEMENT WIDTH	WITHIN CURB-TO-CURB AREA				CURB	PARK-ROW	SIDE-WALKS
				MOTOR VEHICLE TRAVEL LANES	MEDIAN AND/OR CENTER TURN LANE	BIKE LANES on both sides	PARK-ING	on both sides	on both sides	on both sides
2-Lane Boulevard	8,000 to	61'-87'	34'	11'	none	2 at 6' each	in 8' bays	6"	7~~5~~'-8' [1]	6'-10' [2]

3-Lane Boulevard	30,000	73'-99'	46'	11'	12'	2 at 6' each	in 8' bays	6"	~~75'~~-8'[1]	6'-10'[2]
5-Lane Boulevard	ADT	95'-121'	68'	11'	12'	2 at 6' each	in 8' bays	6"	~~75'~~-8'[1]	6'-10'[2]
2-Lane Avenue	3,000 to	59'-86'	32'-33'	10'-10.5'	none	2 at 6' each	in 8' bays	6"	~~75'~~-8'[1]	6'-10'[2]
3-Lane Avenue	10,000 ADT	70.5'-97.5'	43.5'-44.5'	10'-10.5'	11.5'	2 at 6' each	in 8' bays	6"	~~75'~~-8'[1]	6'-10'[2]
Neighborhood Collector, Residential	1,500 to				NA	NA[3]				
No Parking	5,000	49'-51'	22'	11'			none	6"	8'	5'-6'
Parking One Side	ADT	50'-56'	25'-27'	9'-10'			one 7' lane	6"	7'-8'	5'-6'
Parking Both Sides		57'-63'	32'-34'	9'-10'			two 7' lanes	6"	7'-8'	5'-6'
Neighborhood Collector, Commercial										
Parallel Parking One Side		55'-65'	28'	10'			one 8' lane	6"	~~75'~~-8'[1]	6'-10'[2]
Parallel Parking Both Sides		63'-73'	36'	10'			two 8' lanes	6"	~~75'~~-8'[1]	6'-10'[2]
Diagonal Parking One Side		65'-74'	37'	10'			one 17' lane	6"	~~75'~~-8'[1]	6'-10'[2]
Diagonal Parking Both Sides		81'-91'	54'	10'			two 17' lanes	6"	~~75'~~-8'[1]	6'-10'[2]
Neighborhood Street, Residential	less than				NA	NA[3]				
Parking One Side	1,500	47'-51'	22'	15' Queuing			one 7' lane	6"	7'-8'	5'-6'
Parking Both Sides	ADT	50'-57'	25'-28'	11'-14' Queuing			two 7' lanes	6"	7'-8'	5'-6'
Alley	NA	16'	12' paved width, 2' strips on both sides	NA	NA	NA	none	none	none	none
Multi-Use Path	NA	~~10'-18'~~	~~8'-10' paved~~ width, 2'-4' strips on both sides	NA	NA	NA	none	none	none	none

[1] hard scape parkrow with tree wells shall be used in commercial areas

[2] 6' sidewalk shall be installed in residential areas, 8'-10' sidewalk shall be installed in commercial areas

[3] bike lanes are generally not needed on low volume (less than 3,000 ADT) and/or low travel speed (Less than 25mph) streets

[1] ***7'- 8' landscape parkrow shall be installed in residential areas, A 5'*** *hardscape parkrow with tree wells shall be* ~~***used***~~ ***installed*** *in commercial areas.*

[2] *6' sidewalk shall be installed in residential areas, 8'-10' sidewalk shall be installed in commercial areas.* ***A 10' sidewalk shall be required on Boulevards (arterial) streets in the Downtown Design Standards Zone.***

[3] *bike lanes are generally not needed on low volume (less than 3,000 ADT) and/or low travel speed (Less than 25mph) streets*

[4] All dimensions and ranges in the City of Ashland Street Design Standards represent minimum standards or ranges for the improvements shown. The approval authority may require a dimension within a specified range based upon intensity of land use, existing and projected traffic and pedestrian volumes or when supported through other applicable approval standards. The approval authority may approve dimensions and ranges greater than those shown when volunteered by the applicant.

SECTION 4. The Ashland Street Standards Handbook, Street Design Standards, (pages 21 to 30), as adopted by Ordinance 2836, are hereby amended to read as follows:

Street Design Standards

A description of street design standards for each street classification follows. For an abbreviated presentation of the street right-of-way standards, see Table 1. All elements listed are required unless specifically noted. ***All dimensions and ranges in the City of Ashland Street Design Standards represent minimum standards or ranges for the improvements shown. The approval authority may require a dimension within a specified range based upon intensity of land use, existing and projected traffic and pedestrian volumes or when supported through other applicable approval standards. The approval authority may approve dimensions and ranges greater than those shown when volunteered by the applicant.***

Approval Standards: New and reconstructed streets shall conform to the following design standards.

Boulevard

Boulevards are major thoroughfares filled with both human and vehicular activity. Design should provide an environment where walking, bicycling, using transit and driving are equally convenient and should facilitate the boulevard's use as a public space. Design should start with the assumption that the busy nature of a boulevard is a positive factor and incorporate it to enhance the street scape and setting. A 2-lane, 3-

lane, or 5-lane configuration can be used depending on the number of trips generated by surrounding existing and future land uses.

Street Function: Provide access to major urban activity centers and provide connections to regional traffic ways such as Interstate 5. Traffic without a destination in Ashland should be encouraged to use regional traffic ways and discouraged from using boulevards.

Connectivity: Connects neighborhoods to urban activity centers and to regional traffic ways such as Interstate 5.

Average Daily Traffic: 8,000 - 30,000 motor vehicle trips per day

Managed Speed: 25 mph - 35 mph

Right-of-Way Width:

- 61' - 87' for 2-Lane
- 73' - 99' for 3-Lane
- 95' - 121' for 5-Lane

Curb-to-Curb Width:

- 34' for 2-Lane
- 46' for 3-Lane
- 68' for 5-Lane

Motor Vehicle Travel Lanes:

- Two 11' travel lanes for 2-Lane
- Two 11' travel lanes, one 12' median/center turn lane for 3-Lane
- Four 11' travel lanes, one 12' median/center turn lane for 5-Lane

Bike Lanes: Two 6' bike lanes, one on each side of the street moving in the same direction as motor vehicle traffic.

Parking: In 8' - 9' bays

Curb and Gutter: Yes 6" vertical/barrier curb

Parkrow: ~~**7' - 8' on both sides. Hardscape parkrow with street trees planted in wells shall be used in commercial areas.**~~

- **7' – 8' landscape parkrow shall be installed in residential areas. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.**

- **5' hardscape parkrow shall be used in commercial areas with on-street parking and where the street corridor has or will have a hardscape parkrow in place. Landscape parkrows may be appropriate in some commercial areas without on-street parking, or where the overall design concept for the street corridor includes a landscape parkrow. The minimum width of a landscaped parkrow in commercial areas shall be 7'. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.**

Sidewalks: ~~**6' on both sides in residential areas, 8' - 10' on both sides in commercial areas**~~

- **6' on both sides in residential areas.**
- **8' – 10' on both sides in commercial areas. A 10' sidewalk shall be required on Boulevards in the Downtown Design Standards Zone.**

Avenue

Avenues provide concentrated pedestrian, bicycle, transit and motor vehicle access from neighborhoods to neighborhood activity centers and boulevards. Avenues are similar to boulevards, but are designed on a smaller scale. Design should provide an environment where walking, bicycling, using transit and driving are equally convenient and should facilitate the avenue's use as a public space. A 2-lane, or 3-lane configuration can be used depending on the number of trips generated by surrounding existing and future land uses.

Street Function:	Provide access from neighborhoods to neighborhood activity centers and boulevards.
Connectivity:	Connects neighborhoods to neighborhood activity centers and boulevards.
Average Daily Traffic:	3,000 - 10,000 motor vehicle trips per day

Managed Speed:	20 mph - 25 mph
Right-of-Way Width:	• 59' - 86' for 2-Lane • 70.5' - 97.5' for 3-Lane
Curb-to-Curb Width:	• 32' - 33' for 2-Lane • 43.5' - 44.5' for 3-Lane
Motor Vehicle Travel Lanes:	• Two 10' - 10.5' travel lanes for 2-Lane • Two 10' - 10.5' travel lanes, one 11.5' median/center turn lane for 3-Lane
Bike Lanes:	Two 6' bike lanes, one on each side of the street moving in the same direction as motor vehicle traffic
Parking:	In 8' - 9' bays
Curb and Gutter:	Yes, 6" vertical/barrier curb
Parkrow:	~~**7' - 8' on both sides. Hardscape parkrow with street trees planted in wells shall be used in commercial areas.**~~ • **7' – 8' landscape parkrow shall be installed in residential areas. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.** • **5' hardscape parkrow shall be used in commercial areas with on-street parking and where the street corridor has or will have a hardscape parkrow in place. Landscape parkrows may be appropriate in some commercial areas without on-street parking, or where the overall design concept for the street corridor includes a landscape parkrow. The minimum width of a landscaped parkrow in commercial areas shall be 7'. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.**

Sidewalks: ~~6' on both sides in residential areas, 8' - 10' on both sides in commercial areas~~

- **6' on both sides in residential areas.**
- **8' – 10' on both sides in commercial areas.**

Neighborhood Collector

Neighborhood Collectors provide access to neighborhood cores and gather traffic from various parts of the neighborhood and distribute it to the major street system. Different configurations with several on-street parking options are provided for residential and commercial areas.

Residential Neighborhood Collector

Street Function: Provide access in and out of the neighborhood.

Connectivity: Collects traffic from within residential areas and connects these areas with the major street network.

Average Daily Traffic: 1,500 to 5,000 motor vehicle trips per day

Managed Speed: 15 mph - 20 mph

Right-of-Way Width:

- 49' - 51' for No On-Street Parking
- 50' - 56' for Parking One Side
- 57' - 63' for Parking Both Sides

Curb-to-Curb Width:

- 22' for No On-Street Parking
- 25' - 27' for Parking One Side
- 32' - 34' for Parking Both Sides

Motor Vehicle Travel Lanes:

- Two 11' travel lanes for No On-Street Parking
- Two 9' - 10' travel lanes' for Parking One Side and Parking Both Sides

Bike Lanes: Generally not needed on low volume/low travel speed streets. If motor vehicle trips per day exceed 3,000, and/or actual motor vehicle travel speeds exceed 25 mph, a bike lane shall be required.

Parking:
- One 7' lane for Parking One Side
- Two 7' lanes for Parking Both Sides

Parking may be provided in 7' bays rather than a continuous on-street parking lane.

Curb and Gutter: Yes, 6" vertical/barrier curb

Parkrow:
- 8' parkrow on both sides for No On-Street Parking
- 7' - 8' parkrows on both sides for Parking One and Both Sides

Sidewalks: 5' - 6' on both sides, use 6' in high pedestrian volume areas with frequent 2-way foot traffic

Commercial Neighborhood Collector

Street Function: Provide access in and out of neighborhoods and to neighborhood core with shopping and services.

Connectivity: Collects traffic from within residential areas. Provides neighborhood shopping opportunities and connects these areas with the major street network.

Average Daily Traffic: 1,500 to 5,000 motor vehicle trips per day

Managed Speed: 15 mph - 20 mph

Right-of-Way Width:
- 55' - 65' for Parallel Parking One Side
- 63' - 73' for Parallel Parking Both Sides
- 65' - 74' for Diagonal Parking One Side
- 81' - 91' for Diagonal Parking Both Sides

Curb-to-Curb Width:
- 28' for Parallel Parking One Side
- 36' for Parallel Parking Both Sides
- 37' for Diagonal Parking One Side
- 54' for Diagonal Parking Both Sides

Motor Vehicle Travel Lanes:	Two 10' travel lanes
Bike Lanes:	Generally not needed on low volume/low travel speed streets. If motor vehicle trips per day exceed 3,000, and/or actual motor vehicle travel speeds exceed 25 mph, a bike lane may be needed.
Parking:	• One 8' lane for Parallel Parking One Side • Two 8' lanes for Parallel Parking Both Sides • One 17' lanes for Diagonal Parking One Side • Two 17' lanes for Diagonal Parking Both Sides Parking may be provided in 7' bays rather than a continuous on-street parking lane.
Curb and Gutter:	Yes, 6" vertical/barrier curb
Parkrow:	~~**7' - 8' on both sides. Hardscape parkrow with street trees planted in wells shall be used in commercial areas.**~~ **5' hardscape parkrow shall be used in commercial areas with on-street parking and where the street corridor has or will have a hardscape parkrow in place. Landscape parkrows may be appropriate in some commercial areas without on-street parking, or where the overall design concept for the street corridor includes a landscape parkrow. The minimum width of a landscaped parkrow in commercial areas shall be 7'. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.**
Sidewalks:	~~**6' - 10' on both sides**~~ **8' – 10' on both sides**

Neighborhood Street

Neighborhood Streets provide access to individual residential units and neighborhood commercial areas. Different configurations with several on-street parking options are provided for residential and commercial areas.

Neighborhood Street:	For use in the following single-family residential zones - WR (Woodland Residential), RR - 1 and RR - .5 (Low Density Residential, and R-1-3.5, R-1-5, R-1-7.5 and R-1-10 (Single-Family Residential) unless specifically noted.
Street Function:	Provide access to individual residential units and commercial areas.
Connectivity:	Connects to higher order streets.
Average Daily Traffic:	1,500 or less motor vehicle trips per day
Managed Speed:	10 mph - 20 mph
Right-of-Way Width:	• 47' - 51' for Parking One Side • 50' - 57' for Parking Both Sides
Curb-to-Curb Width:	• 22' for Parking One Side • 25' - 28' for Parking Both Sides
Motor Vehicle Travel Lanes:	• One 15' queuing lane for Parking One Side • One 11' queuing lane for Parking Both Sides in the R-1 zone, One 14' queuing lane for Parking Both Sides in higher density residential areas (i.e. R-1-3.5, R-2 and R-3) On local residential streets with adequate off-street parking, a single 14' wide traffic lane may be permitted for both directions of vehicle traffic. The single traffic lane is intended to create a "queuing street" such that when opposing vehicles meet, one of the vehicles must yield by pulling into a vacant portion of the adjacent parking lane. This queuing effect has been found to be an effective and safe method to reduce speeds and non-local traffic.
Bike Lanes:	Generally not needed on low volume/low travel speed streets.
Parking:	• One 7' lane for Parking One Side • Two 7' lanes for Parking Both Sides

Parking may be provided in 7' bays rather than a continuous on-street parking lane.

Curb and Gutter: Yes, 6" vertical/barrier curb

Parkrow:

- 8' parkrow **in residential areas** on both sides for No On-Street Parking. **Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.**
- 7' - 8' parkrows **in residential areas** on both sides for Parking One and Both Sides. **Street trees shall be plated in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.**
- **5' hardscape parkrow shall be used in commercial areas with on-street parking and where the street corridor has or will have a hardscape parkrow in place. Landscape parkrows may be appropriate in some commercial areas without on-street parking, or where the overall design concept for the street corridor includes a landscape parkrow. The minimum width of a landscaped parkrow in commercial areas shall be 7'. Street trees shall be planted in the parkrow in accordance with the Street Tree Standards in the Site Design and Use Standards.**

Sidewalks: 5' - 6' on both sides, use 6' in high pedestrian volume areas with frequent 2-way foot traffic

Alley

The alley is a semi-public neighborhood space that provides access via the rear of the property. The use of alleys eliminates the need for front yard driveways and provides the opportunity for a more positive front yard street scape, allows the street located adjacent to the front of properties to be designed using a narrow width with limited on-street parking, and creates the opportunity for the use of narrower lots to increase residential densities. Alleys are appropriate in all residential areas and in some commercial areas for business frontage. Alleys provide access and delivery depending on the circulation pattern of the area.

Street Function: Provide rear yard access and delivery to individual residential and commercial properties, and an alternative utility placement area.

Connectivity: Connects to all types of streets.

Average Daily

Traffic: Not applicable

Managed Speed: Not applicable, motor vehicle travel speeds should be below 10 mph

Right-of-Way Width: 16'

Pavement Width: 12' with 2' graveled or planted strips on side

Motor Vehicle Travel Lanes: Not applicable

Bike Lanes: Not applicable, bicyclists can easily negotiate these low use areas

Parking: No parking within the right-of-way

Curb and Gutter: Not curb, use inverse crown

Parkrow: Not applicable

Sidewalks: Not applicable, pedestrians can easily negotiate these low use areas

Multi-use Path

Multi-use paths are off-street facilities used primarily for walking and bicycling. These paths can be relatively short connections between neighborhoods (neighborhood connections), or longer paths adjacent to rivers, creeks, railroad tracks and open space.

Function: For pedestrians and bicyclists, provide short connections between destinations and longer paths in situations where a similar route is not provided on the street network.

Connectivity: Enhances route options and shorten distances traveled for pedestrians and bicyclists.

Right-of-Way Width: 12' - 18'

Pavement Width: 6' - 10' with 2' - 4' graveled or planted strips on side

Curb and Gutter: No curb

SECTION 5. The Ashland Site Design and Use Standards Handbook, Street Tree Standards, (pages 29 to 30), as adopted by Ordinance 2690, as amended, and authorized in Section 18.72.080, are hereby amended to read as follows:

E. Street Tree Standards

Approval Standard: All development fronting on public or private streets shall be required to plant street trees in accordance with the following standards and chosen from the recommended list of street trees.

II-E-1) **Location for Street Trees**
Street trees shall be located behind the sidewalk except in cases where there is a designated planting strip in the right-of-way, or the sidewalk is greater than 8 feet wide. Street trees shall include irrigation, root barriers, and generally conform to the standards established by the Department of Community Development.

II-E-2) **Spacing, Placement, and Pruning of Street Trees**
All tree spacing may be made subject to special site conditions which may, for reasons such as safety, affect the decision. Any such proposed special condition shall be subject to the Staff Advisor's review and approval. The placement, spacing, and pruning of street trees shall be as follow:

1) Street trees shall be placed at the rate of one tree for every 30 feet of street frontage. Trees shall be evenly spaced, with variations to the spacing permitted for specific site limitations, such as driveway approaches.

2) Trees shall not be planted closer than 25 feet from the curb line of intersections of streets or alleys, and not closer than 10 feet from private driveways (measured at the back edge of the sidewalk), fire hydrants, or utility poles.

3) Street trees shall not be planted closer than 20 feet to light standards. Except for public safety no new light standard location shall be positioned closer than 10 feet to any existing street tree, and preferably such locations will be at least 20 feet distant.

4) Trees shall not be planted closer than 2 ½ feet from the face of the curb except at intersections where it shall be 5 feet from the curb, in a curb return area.

5) Where there are overhead power lines, tree species are to be chosen that will not interfere with those lines.

6) Trees shall not be planted within 2 feet of any permanent hard surface paving or walkway. Sidewalk cuts in concrete for trees, **or tree wells,** shall be at least ~~10~~ **25** square feet; however, larger cuts are encouraged because they allow additional air and water into the root system and add to the health of the tree. ~~**Space between the tree and such hard surface be covered by permeable non-permanent hard surfaces such as grates, bricks on sand, or paver blocks.**~~ **Tree wells shall be covered by tree grates in accordance with city specifications.**

7) Trees, as they grow, shall be pruned to provide at least 8 feet of clearance above sidewalks and 12 feet above street roadway surfaces.

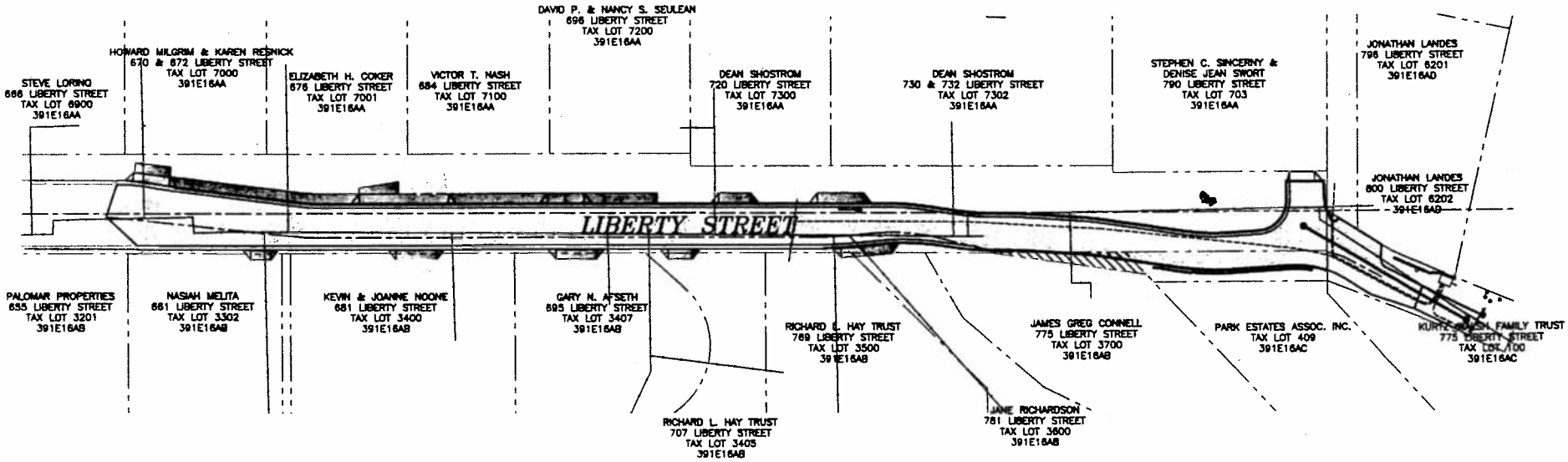
8) Existing trees may be used as street trees if there will no damage from the development which will kill or weaken the tee. Sidewalks of variable width and elevation may be utilized to save existing street trees, subject to approval by the Staff Advisor.

II-E-3) **Replacement of Street Trees**
Existing street trees removed by development projects shall be replaced by the developer with those from the approved street tree list. The replacement trees shall be of size and species similar to the trees that are approved by the Staff Advisor.

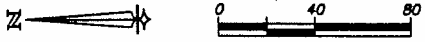
II-E-4) **Recommended Street Trees**
Street trees shall conform to the street tree list approved by the Ashland Tree Commission.

SECTION 6 **Severability.** If any section, provision, clause, sentence, or paragraph of this Ordinance or the application thereof to any person or circumstances shall be held invalid, such invalidity shall not affect the other sections, provisions, clauses, or paragraphs of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared to be severable.

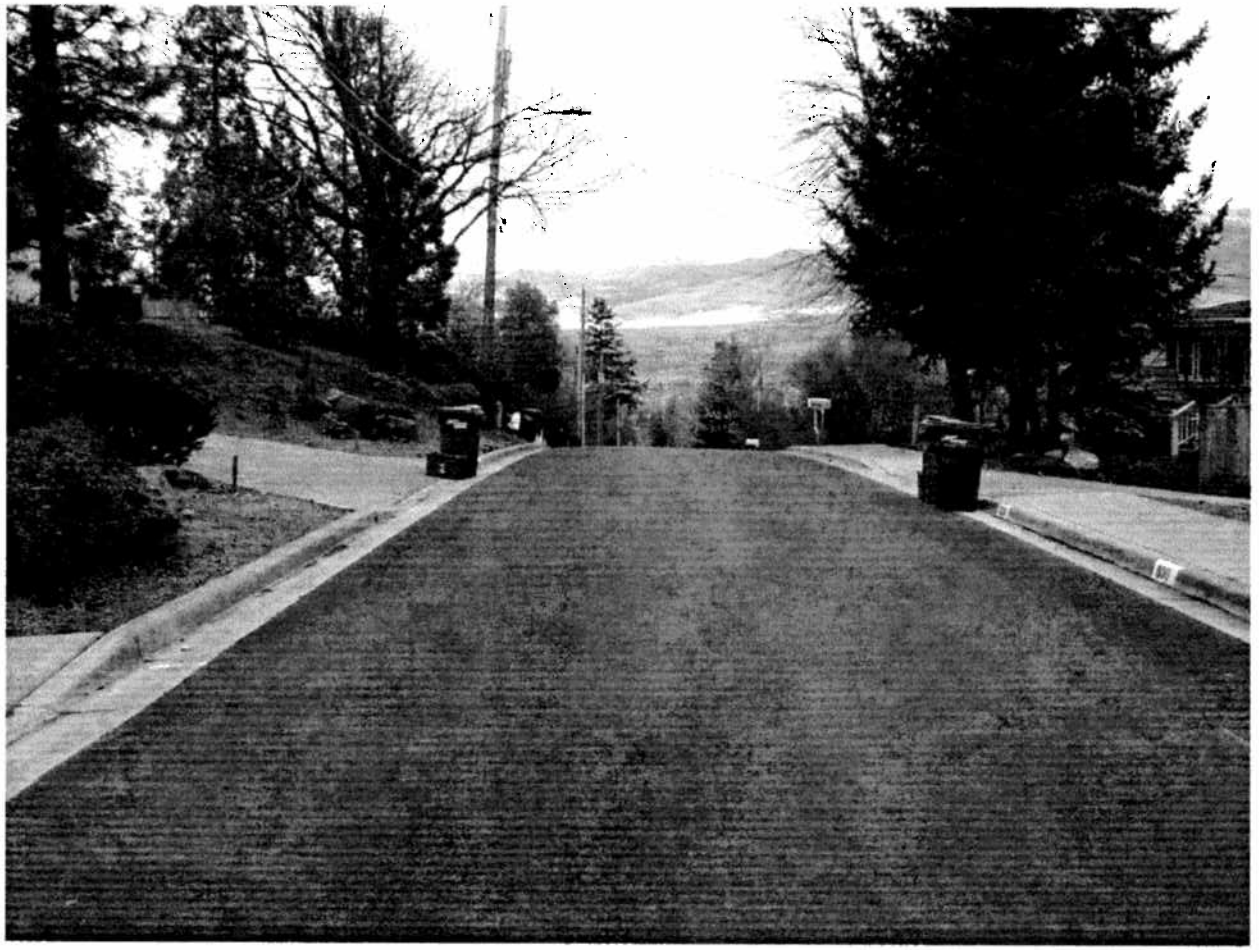
SECTION 7. **Savings Clause.** Notwithstanding this amendment/repeal, the City ordinances in existence at the time any criminal or civil enforcement or other land use actions were commenced, shall remain valid and in full force and effect for purposes of



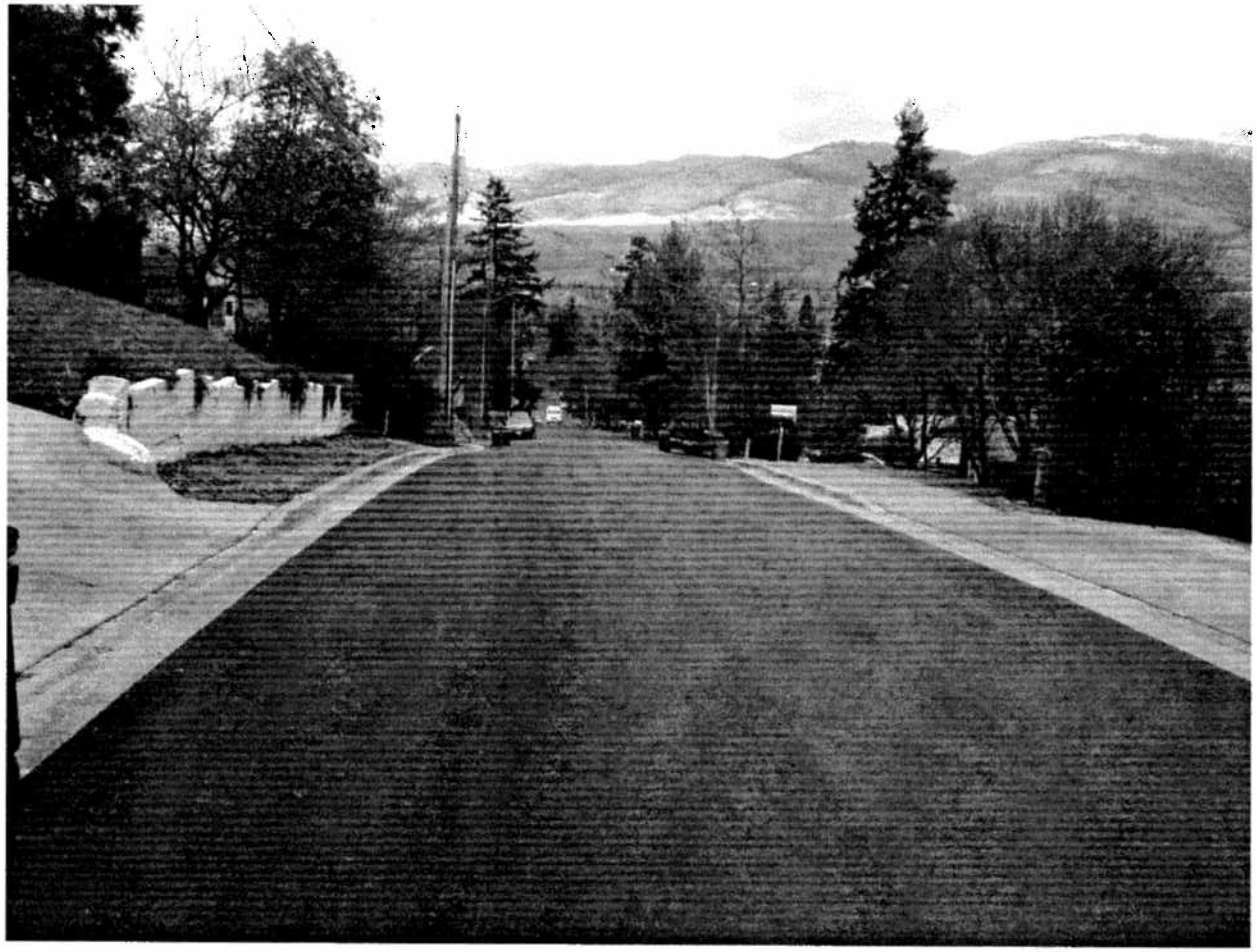
LIBERTY STREET-PLAN VIEW



Liberty Street, Looking South



Liberty Street, looking North



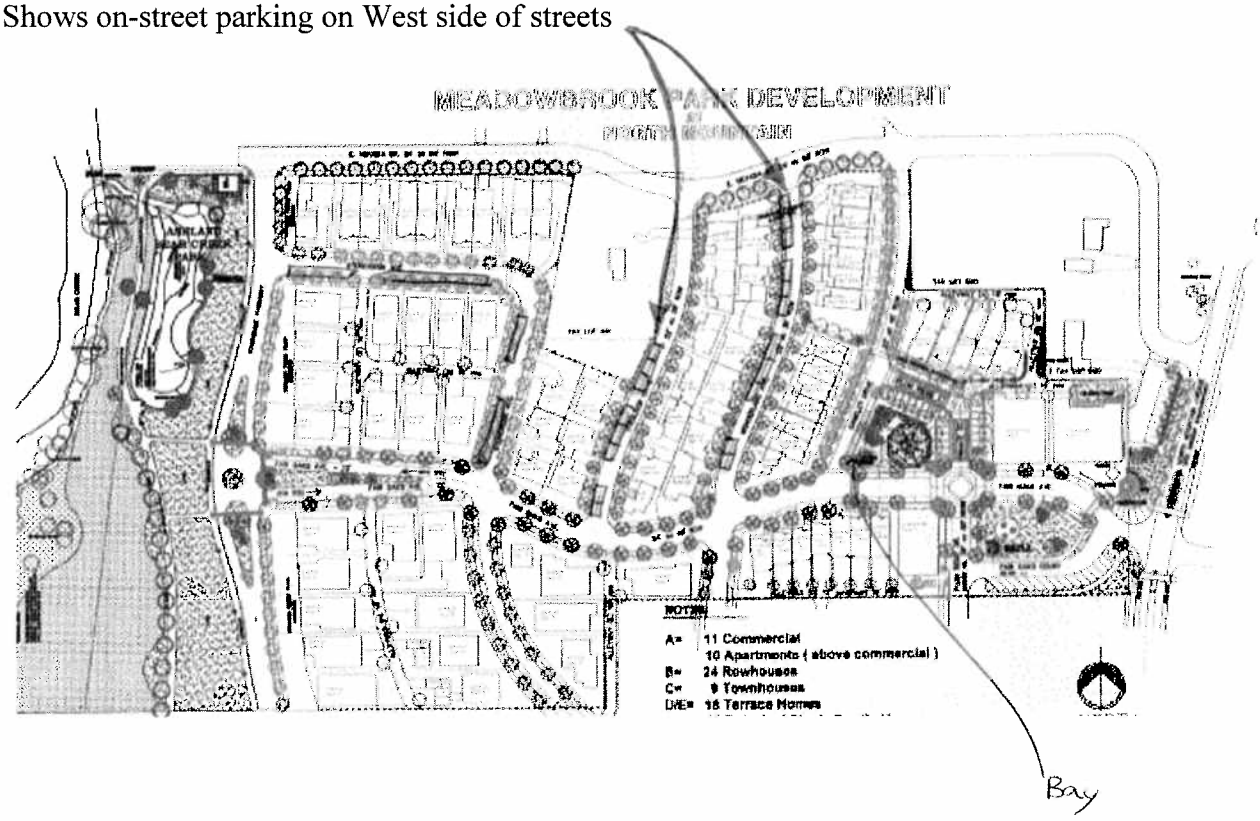
Liberty Street, looking North

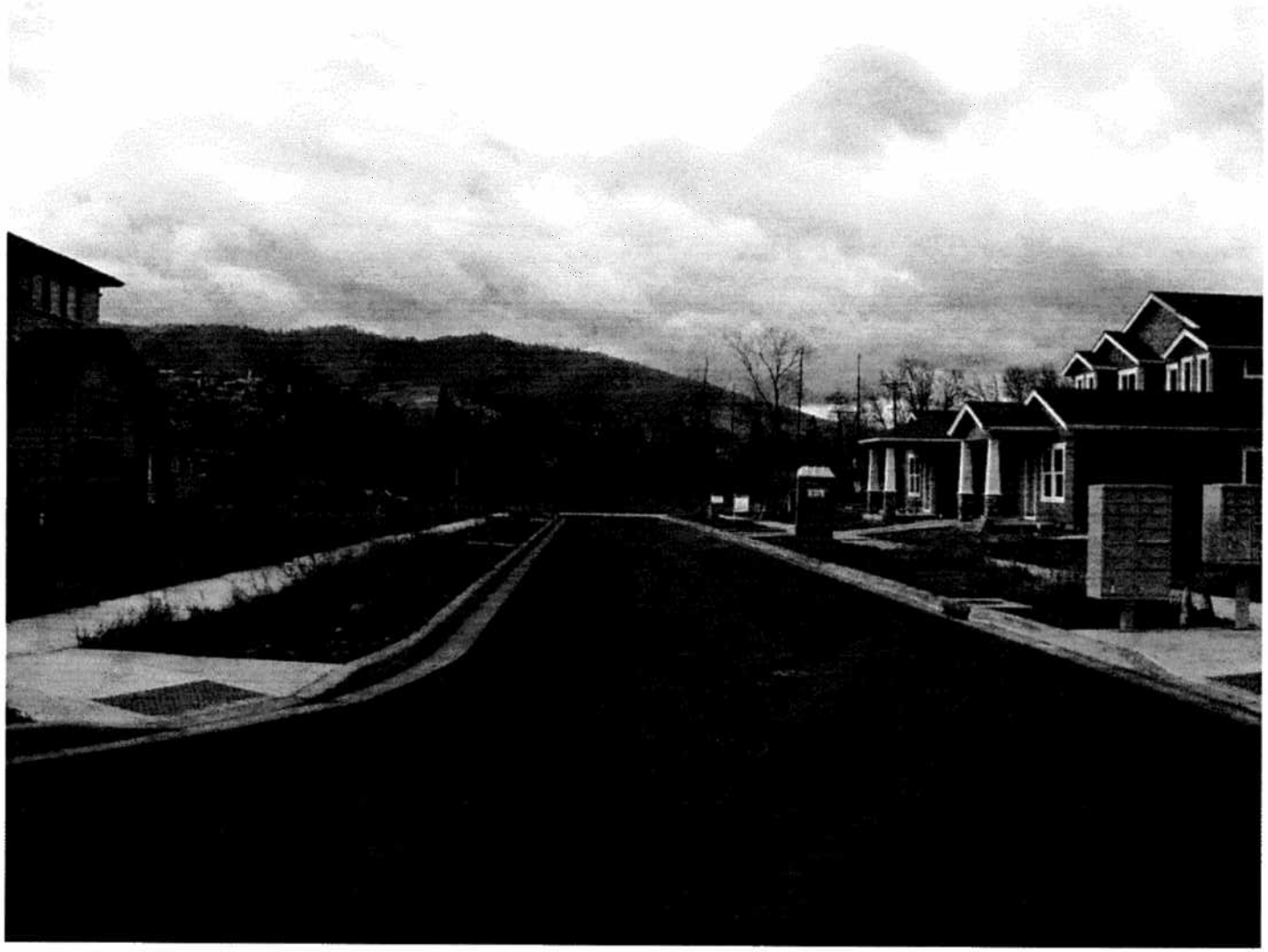

NEVADA STREET
STONE RIDGE AVE
OVERLOOK DRIVE
PATTON LANE
CAMELOT DRIVE
ALLEY
FAIR OAKS AVE

FROM PLANNING FILES

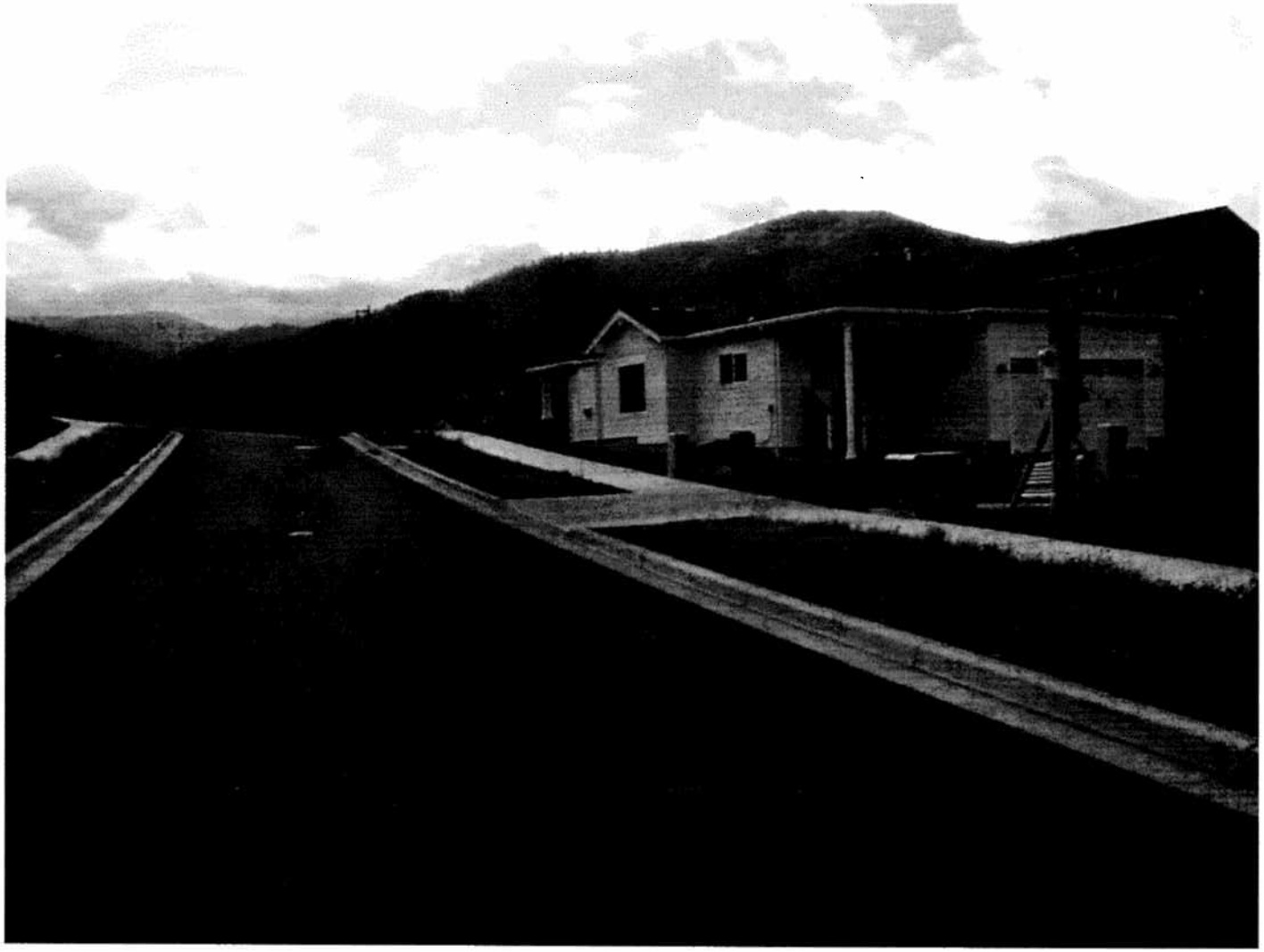
Meadowbrook Park Dev.

Shows on-street parking on West side of streets





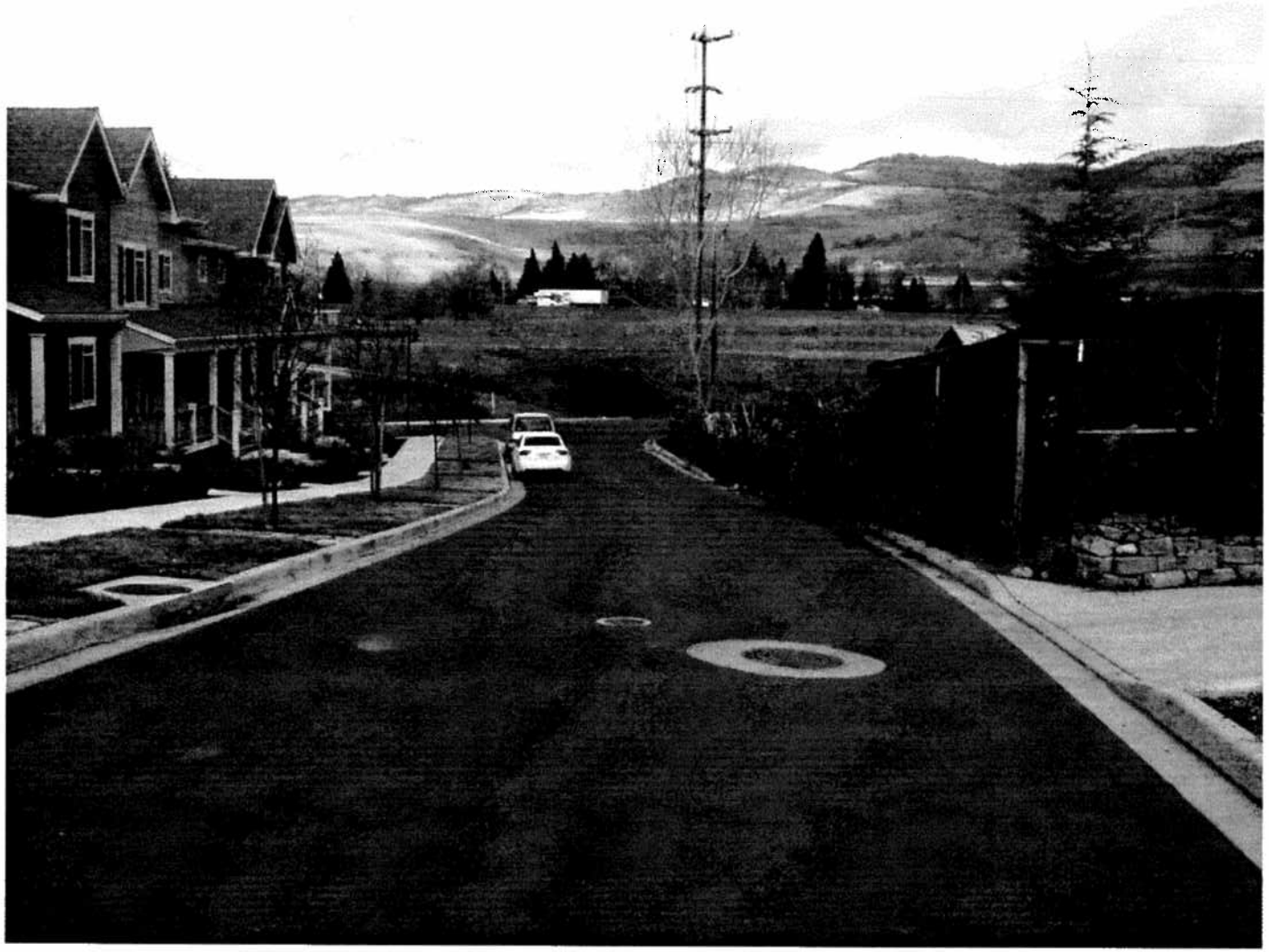
Stone Ridge Avenue, looking west



Stone Ridge, looking south

Overlook Drive, looking south

Patton Lane, looking south



Camelot Drive looking north

2011 Council Goals

2011-2012 CITY COUNCIL GOALS

OVERVIEW

The City Council has set goals for the next 12 to 24 months to continue Ashland's history as a community that focuses on sustaining itself and its people. To us, sustainability means using, developing and protecting resources at a rate and in a manner that enables people to meet their current needs and also provides that future generations can meet their own needs. The City of Ashland has a responsibility towards sustainability in five areas:

- Economy
- Environment
- Social Equity
- Municipal Organization
- Infrastructure

ECONOMY
Adopt a comprehensive economic development strategy to: diversifying the economic base of the community; support businesses that use and provide local and regional products; increase the number of family-wage jobs; and leverage Ashland's tourism and repeat visitors Adopt an action plan to ensure City programs and activities support the overall strategic direction by June 30, 2011.
Complete the feasibility study for urban renewal and tax increment financing as a method of funding infrastructure, public facilities, and economic development programs for the Croman Mill District, the railroad district, and the downtown.
Increase the clarity, responsiveness, and certainty of the development process. Develop a specific action plan to respond to the recommendations of the 2006 Zucker and Seiegl Reports

ENVIRONMENT
Adopt land use codes, building codes, green building standards, and fee structures that creates strong incentives for development that is energy, water, and land efficient and supports a multi-modal transportation system.
Develop a strategy to use conservation and local renewable sources to meet Tier 2 power demands.
Implement specific capital projects and operational programs to ensure that City facilities and operations are a model of efficient use of water
Develop a concise sustainability plan for the community and for City operations.

SOCIAL EQUITY
Decide whether to develop or sell the remaining land on Clay Street.
Appoint an ad-hoc committee to make recommendations to the City Council by December 31, 2011 about how the City and partner organizations can work together in the long run to address the needs of homeless people and to reduce homelessness in the community.

ORGANIZATION
Develop plan for fiscal stability, manage costs, prioritize services, and insure key revenue streams. Adopt policies and targets to use surpluses in ending fund balances to fund longer-term reserves. Implement 2010 Council direction on Ending Fund Balance targets.
Adopt a plan to increase the City's ability to afford the cost of employee benefits while ensuring that employee benefits remain a tool for recruiting and retaining a high quality work force.
Recognize and affirm the value of the contribution of volunteers to the City and the Community.
Move to a biennial budget, with adjustments and policy discussion in the second year, with the first two year process for Fiscal Years 2012-2013 and 2013 -2014.
Evaluate the need to revise the powers, duties, and membership of the Tree Commission, Housing Commission, Conservation Commission, Public Arts Commission, and Planning Commission.

INFRASTRUCTURE
Adopt an integrated land use and transportation plan to increase the viability of transit, bicycles, walking and other alternative modes of transportation; reduce per capita automobile vehicle miles traveled; provide safe walking and bicycling routes to home, work, shopping and schools; implement environmentally responsible design standards, and minimize new automobile-related infrastructure.
Adopt an integrated Water Master Plan that addresses long-term water supply including climate change issues, security and redundancy, watershed health, conservation and reuse, and stream health.
Complete a feasibility and financing plan regarding renovating the Grove for the Ashland Police station. Evaluate use of the existing police station for other City office needs.

Memo

CITY OF ASHLAND

Date: February 9, 2011
From: James Olson
To: Transportation Commission
Re: FEBRUARY, MARCH AND APRIL MEETING DATES AND LOCATIONS

February 10, 2011: **10:30am to 12:30pm – TSP/TAC Meeting**
Lithia Room, 51 Winburn Way
7pm to 9pm – Joint PC and TC Meeting
Council Chambers
White Paper Group #2 Discussion

February 24, 2011: **10:30am to 12:30 pm – TSP/TAC Meeting**
Siskiyou Room, 51 Winburn Way
7pm to 9pm – Joint PC and TC Meeting
Pioneer Hall, 73 Winburn Way
White Paper Group #3 Discussion

March 9, 2011: **7:00pm to 9:00pm – Public Open House**
Venue to be determined

March 10, 2011: **10:30am to 12:30pm – TSP/TAC Meeting**
Siskiyou Room, 51 Winburn Way
7pm to 9pm – Joint PC and TC Meeting
Siskiyou Room, 51 Winburn Way
White Paper Group #4 Discussion

March 17, 2011: **10:30am to 12:30 pm – TSP TAC Meeting**
Siskiyou Room, 51 Winburn Way
7pm to 9pm – Joint PC and TC Meeting
The Grove, Otte/Peterson Room, 1195 East Main Street
White Paper Group #5 Discussion

March 29, 2011: **10:30am to 12:30 pm – TSP TAC Meeting**
Siskiyou Room, 51 Winburn Way
7pm to 9pm – PC Meeting for TAC
The Grove, Otte/Peterson Room, 1195 East Main Street
Meeting #4 (Part of Task 6 Pedestrian Planning)

April 26, 2011: **10:30am to 12:30 pm – TSP TAC Meeting**
Venue to be determined
7pm to 9pm – Joint PC and TC Meeting
The Grove, Otte Peterson Room, 1195 East Main Street
TAC Meeting #5 (Part of Task 7 Alternatives Analysis)

March 2011

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Notes:		1	2	3	4	5
6	7	8	9 Public Workshop for entire TSP	10 Joint TC/PC Mtg 7 - 9 pm	11	12
13	14	15	16	17 Joint TC/PC Mtg 7 - 9 pm	18	19
20	21	22	23	24	25	26
27	28	29	30	31	Notes: Need to decide if the Joint meeting on the 17th would take the place of our regular TC Mtg.	

February 2011

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Notes:		1	2	3	4	5
6	7	8	9	10 Joint TC/PC Mtg 7 - 9 pm	11	12
13	14	15 Comments on White Paper Group 2 are DUE	16	17 Regular TC Mtg plus Study Session 5:30 - 8:30 pm	18	19
20	21	22 Pedestrian Places Public Workshp 2 Ashland Middle School 7 - 9 pm	23	24 Joint TC/PC Mtg 7 - 9 pm	25	26
27	28	Notes:				

CITY OF
ASHLAND

Memo

DATE: February 10, 2011
TO: Transportation Commission
FROM: Karl Johnson
RE: N. Main Street Road Diet Pilot Program

On Friday, February 4th, City of Ashland staff along with Oregon Department of Transportation staff took part in a meeting to discuss the idea of a Road Diet Pilot Program on N. Main Street. The project would transform N. Main from its current four lane configuration to a three lane configuration. The new design would allow for one through lane in each direction along with a center shared lane. Bike lanes would also be included in both directions. The changes would not affect current asphalt, curbs or sidewalks.

For the Pilot Program, the existing striping would need to be removed and new stripes would be established. If the Pilot Program is viewed as a success more permanent changes may be made to the existing infrastructure. Both sides are supportive of the new configuration being implemented in the near future, are working together to get some potential issues worked out and also working at getting necessary approvals from all interested parties. A preliminary striping plan should be presented to the City and ODOT in the next few days and the next meeting to discuss this project has been set for February 24th.

PUBLIC WORKS/ENGINEERING DIV.
20 East Main Street
Ashland, Oregon 97520
www.ashland.or.us

Tel: 541-488-5347
Fax: 541-488-6006
TTY: 800-735-2900

Memo

CITY OF ASHLAND

Date: February 9, 2011
From: James H. Olson
To: Transportation Commission
Sub: CALDERA ANNEXATION TRAFFIC IMPACT ANALYSIS

In recent months the Ashland Planning Commission has been processing a proposed annexation of approximately 3.72 acres of land southerly of Clover Lane and adjacent to the Interstate 5 right of way. This action is to come before the City Council as a public hearing on March 15, 2011.

As a condition of approval, the developer was required to complete a traffic impact analysis. Excerpts from that study are attached. The study shows that the proposed use of the property will have no adverse impacts on the surrounding area including the following intersections:

1. Tolman Creek & Ashland Street
2. Washington Street & Ashland Street
3. I-5 SB ramps & Ashland Street
4. I-5 NB ramps & Ashland Street
5. Clover Lane & Ashland Street

ENGINEERING DIVISION Tel: 541/488-5347
20 E. Main Street Fax: 541/488-6006
Ashland OR 97520 TTY: 800/735-2900

Caldera Brewery Zone Change

Traffic Impact Analysis

November 20, 2010

Prepared By:

Southern Oregon Transportation Engineering, LLC

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I. EXECUTIVE SUMMARY

Summary

Southern Oregon Transportation Engineering, LLC prepared a traffic impact analysis for a proposed Zone Change from County RR-5 (Rural Residential) to City E-1 (Employment) on Township 39S Range 1E Section 14AA, tax lots 6900 and 7000 and Township 39S Range 1E Section 14AD, tax lot 7000 in Ashland, Oregon. Two of the three tax lots (391E14AA TL7000 and 391E14AD TL7000) also require Comprehensive Plan Map amendments from Single Family Residential to Employment. All three parcels total 3.72 acres and are located south of Ashland Street on Clover Lane. Access is provided from Clover Lane.

A traffic impact analysis is required by the City of Ashland and the Oregon Department of Transportation (ODOT) to address the Transportation Planning Rule (TPR) and evaluate potential development impacts to the transportation system. Potential development impacts were based on a 28,000 square foot brewery with tasting room for the day of opening analysis, and a 3.72 acre business park for the future planning year analysis. Development impacts were analyzed during the P.M. peak hour, which was shown to be the peak period of the day in the study area.

Five study area intersections were identified as key intersection for the analysis. These included:

1. Tolman Creek & Ashland Street
2. Washington Street & Ashland Street
3. I-5 SB ramps & Ashland Street
4. I-5 NB ramps & Ashland Street
5. Clover Lane & Ashland Street

Study area intersections were evaluated under existing year 2010, build year 2011, and future year 2030 conditions during the p.m. peak hour.

Conclusions

The findings of the traffic impact analysis conclude that the proposed Employment designation and E-1 zoning on Township 39S Range 1E Section 14AA, tax lots 6900 and 7000 and Township 39S Range 1E Section 14AD, tax lot 7000 in Ashland, Oregon can be accommodated on the existing transportation system without creating adverse impacts. Intersection operations and safety were evaluated to address project impacts to the surrounding area. Results of the analysis show the following:

- The stop-controlled I-5 NB ramp intersection with Ashland Street is shown to operate at a v/c ratio >2.0 under future year 2030 no-build and build conditions.

- 95th percentile queue lengths are shown to exceed link distances and create potential safety concerns on Ashland Street between the I-5 ramp intersections and the off ramps themselves under existing year 2010, design year 2011, and future year 2030 conditions.

Planned mitigation includes an ODOT I-5 Exit 14 Interchange project, which includes traffic signals at both ramp intersections, widening of Ashland Street, and extended right turn lanes on both I-5 off-ramps. With improvements in place, study area intersections are shown to be adequately mitigated throughout the future year planning horizon. Construction is currently on-going and estimated to be completed by April of 2012.

II. INTRODUCTION

Background

Southern Oregon Transportation Engineering, LLC prepared a traffic impact analysis for a proposed Zone Change from County RR-5 (Rural Residential) to City E-1 (Employment) on Township 39S Range 1E Section 14AA, tax lots 6900 and 7000 and Township 39S Range 1E Section 14AD, tax lot 7000 in Ashland, Oregon. Two of the three tax lots (391E14AA TL7000 and 391E14AD TL7000) also require Comprehensive Plan Map amendments from Single Family Residential to Employment. All three parcels total 3.74 acres and are located south of Ashland Street on Clover Lane. Access is provided from Clover Lane.

A traffic impact analysis is required by the City of Ashland and the Oregon Department of Transportation (ODOT) to address the Transportation Planning Rule (TPR) and evaluate potential development impacts to the transportation system. To determine potential development impacts, proposed development trips were estimated using an existing count trip rate (based on a 28,000 SF brewery with tasting room) for the day of opening analysis and an Institute of Transportation Engineer's (ITE) "Business Park" trip rate (based on 3.72 acres of business park use) for the future planning year analysis. Under the existing count trip rate, the 28,000 square foot brewery with tasting room generated 64 P.M. trips. Under the "Business Park" trip rate, the 3.72 acre site generated 63 P.M. trips. The P.M. peak hour was determined to be the peak hour of the day according to study area count data, and was the peak hour evaluated in the analysis. Refer to chapter V for more information on trip generations.

Five study area intersections were identified as key intersection for the analysis. These included:

1. Tolman Creek & Ashland Street
2. Washington Street & Ashland Street
3. I-5 SB ramps & Ashland Street
4. I-5 NB ramps & Ashland Street
5. Clover Lane & Ashland Street

Study area intersections were evaluated under existing year 2010, build year 2011, and future year 2030 conditions during the p.m. peak hour.

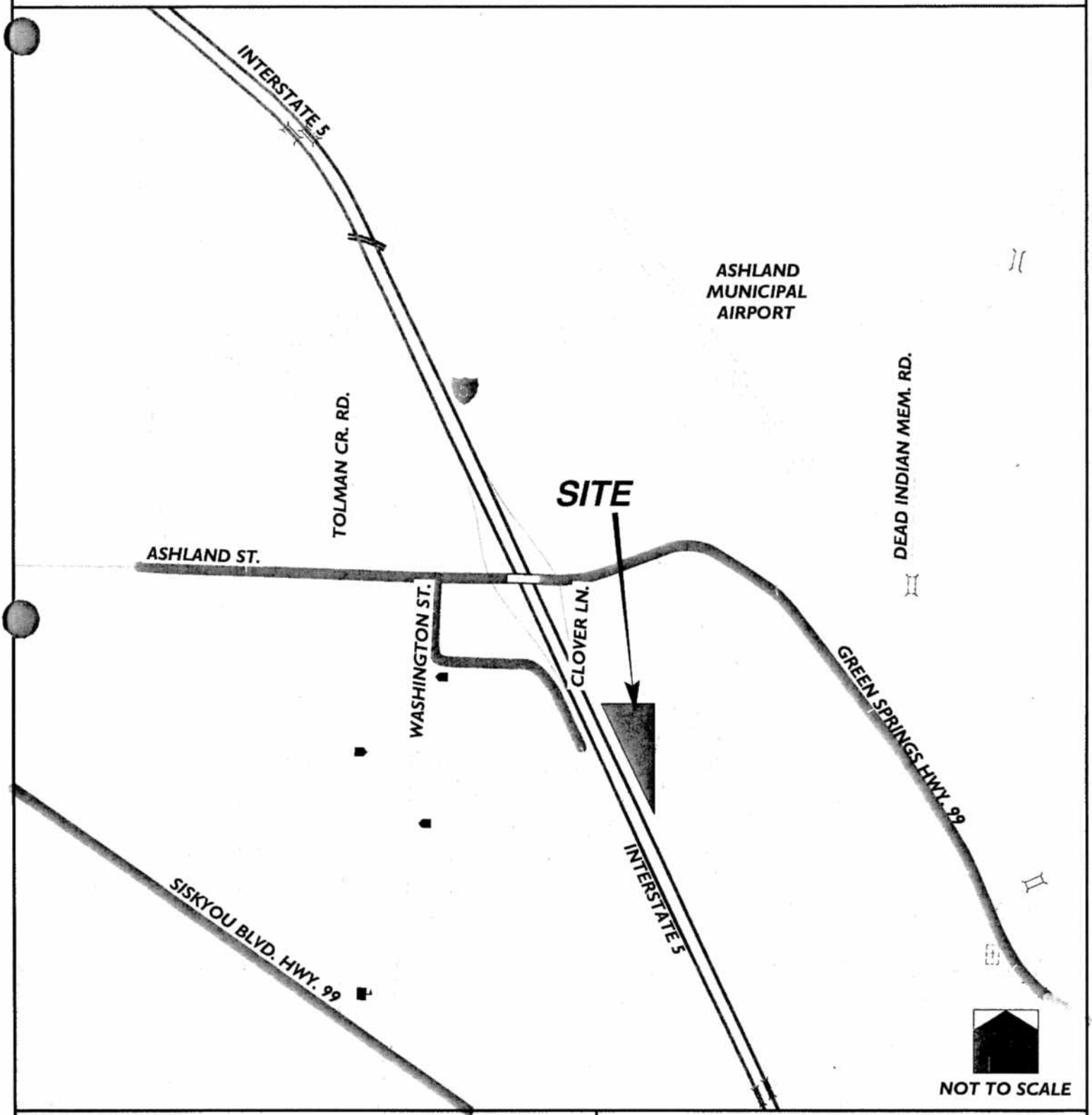
Project Location

The subject parcels are located south of Ashland Street along Clover Lane on 391E14AA tax lots 6900 and 7000, and 391E14AD tax lot 7000 in Ashland, Oregon. Refer to Figures 1 and 2 for a site vicinity and site location map.

Project Description

All three tax lots are currently zoned County RR-5 (Rural Residential) and are proposed as City E-1 (Employment). Tax lot 6900 (391E14AA) already has a comprehensive plan map designation of Employment, but tax lot 7000 (391E14AA) and tax lot 7000 (391E14AD) currently have Single Family Residential comprehensive plan map designations and are proposed to have Employment designations. With Employment designations the three tax lots are estimated to generate 557 ADT with 63 trips occurring during the P.M. peak hour. Access is provided from Clover Lane.

Figure 1 : Vicinity Map



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TRANSPORTATION ENGINEERING, LLC

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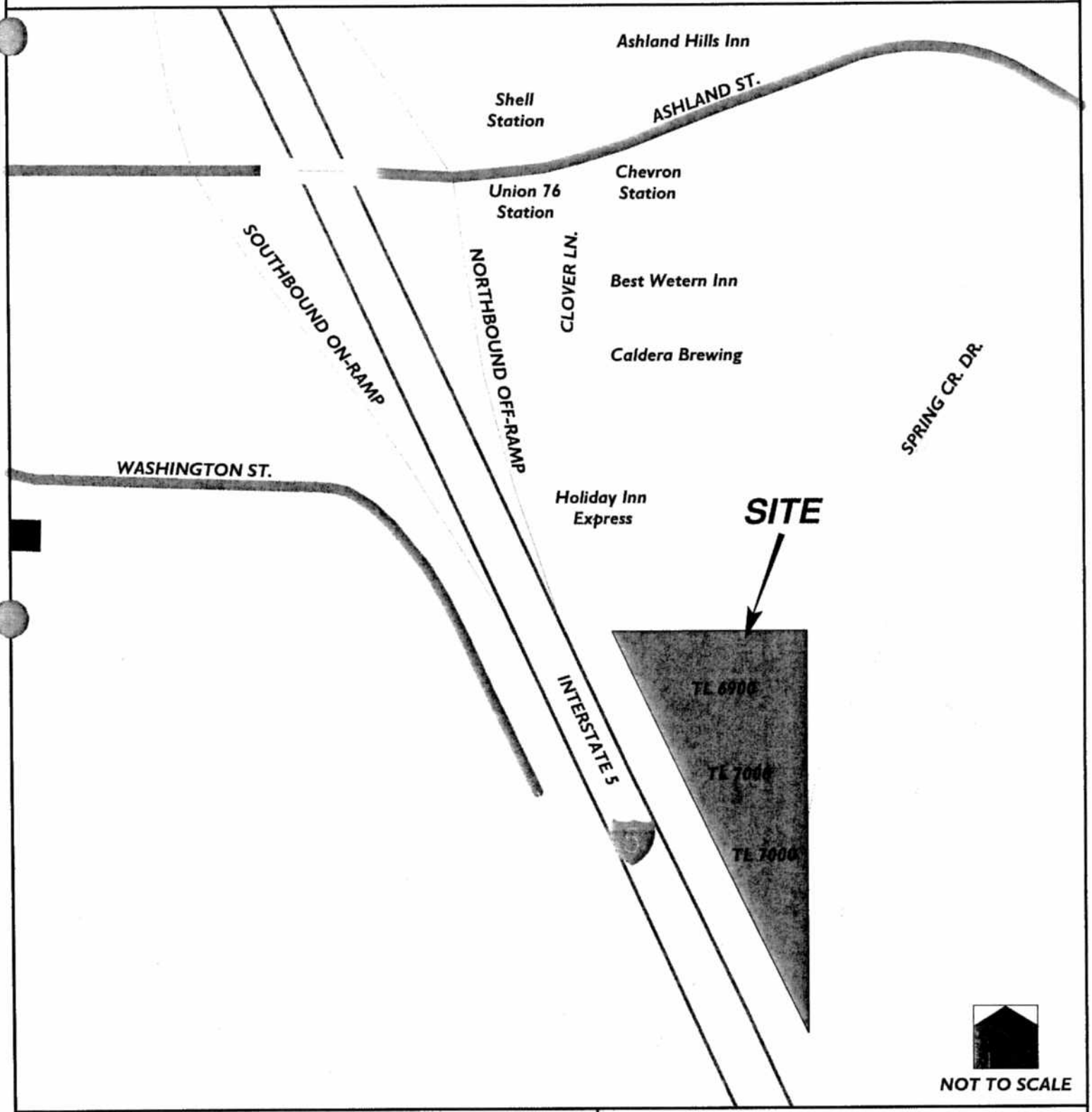
Caldera Brewery Zone Change
Traffic Impact Analysis

Figure 2 : Site Location



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Caldera Brewery Zone Change
Traffic Impact Analysis

III. EXISTING CONDITIONS

Site Conditions

The proposed site is located on Township 39S Range 1E Section 14AA, tax lots 6900 and 7000, and Township 39S Range 1E Section 14AD, tax lot 7000. Together the three lax lots total 3.72 acres. They are currently vacant.

Roadway Characteristics

Table 1 provides a summary of existing roadway classifications and descriptions in the study area.

Table 1 - Roadway Classifications and Descriptions

Roadway	Jurisdiction	Functional Classification	Lanes	OHP Mobility Standard	City Operational Standard	Posted Speed
Ashland Street (OR 66, Green Springs Highway)	ODOT	District Highway / Boulevard	Varies 2-5	v/c = 0.90	-	35
Tolman Creek Rd	City of Ashland	Avenue	2	-	v/c = 0.90	45
Washington Street	City of Ashland	Neighborhood Collector	2	-	v/c = 0.90	25
I-5 Ramps	ODOT	Interstate Highway	1	v/c = 0.85	-	45
Clover Lane	City of Ashland	Local Street	2	-	v/c = 0.90	Not Posted

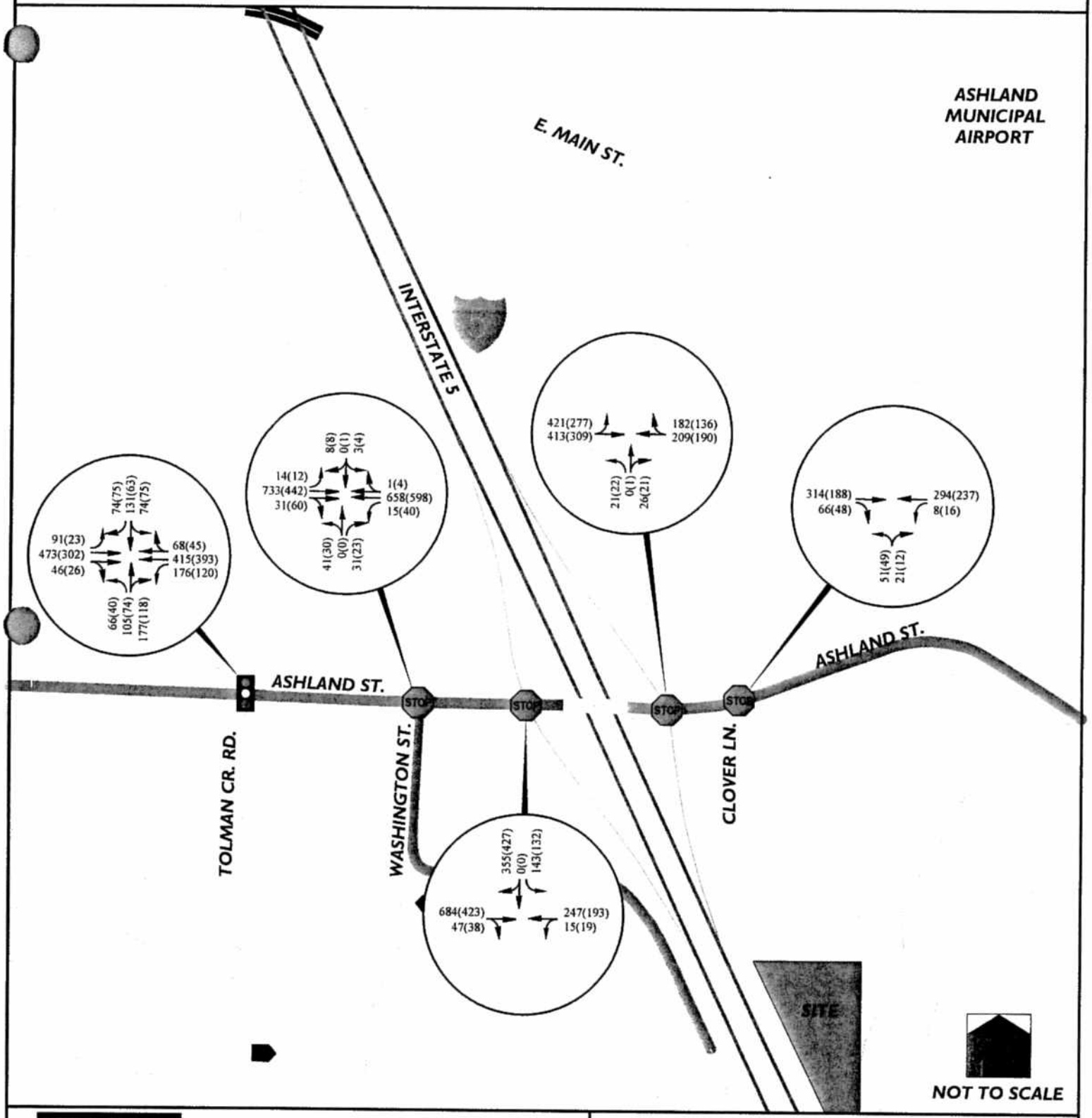
Traffic Counts

ODOT provided 16 hour counts at the intersections of Tolman Creek / Ashland Street, I-5 SB ramps / Ashland Street, and I-5 NB ramps / Ashland Street. Southern Oregon Transportation Engineering, LLC gathered manual counts at the intersections of Washington Street / Ashland Street and Clover Lane / Ashland Street in September of 2010 during the A.M. (6:30-9:30 A.M.) and P.M. (3:30-6:30 P.M.) peak hours. The A.M. peak hour was shown to occur between 8:00-9:00 A.M. and the P.M. peak hour between 4:30-5:30 P.M. Refer to Appendix A for count data. Refer to Figure 3 for raw traffic volumes during the A.M. and P.M. peak hours.

Seasonal Volume Adjustment

Count data was seasonally adjusted using the ODOT Year 2010 Seasonal Trend Table. The Seasonal Trend Table averages statewide seasonal trends according to highway type. Count data is adjusted seasonally to represent 30th highest design hour volumes (DHV). For purposes of the Ashland Street corridor, a seasonal factor of 1.05 was used to adjust September data based on Interstate, Summer, and Commuter trends, consistent with methodology used in the Exit 14 Interchange Area Management Plan (IAMP) study. The Interstate trend produced a seasonal factor of 1.03, and a combination of Summer/Commuter trends (25/75) produced a seasonal factor of 1.05. A 1.05 seasonal factor was used for all movements to assist with balancing between intersections. Refer to Appendix A for seasonal trend information. Refer to Figures 4 and 5 for seasonal adjustments and year 2010 design hour volumes (DHV).

Figure 3 : Raw Count Data (AM) PM



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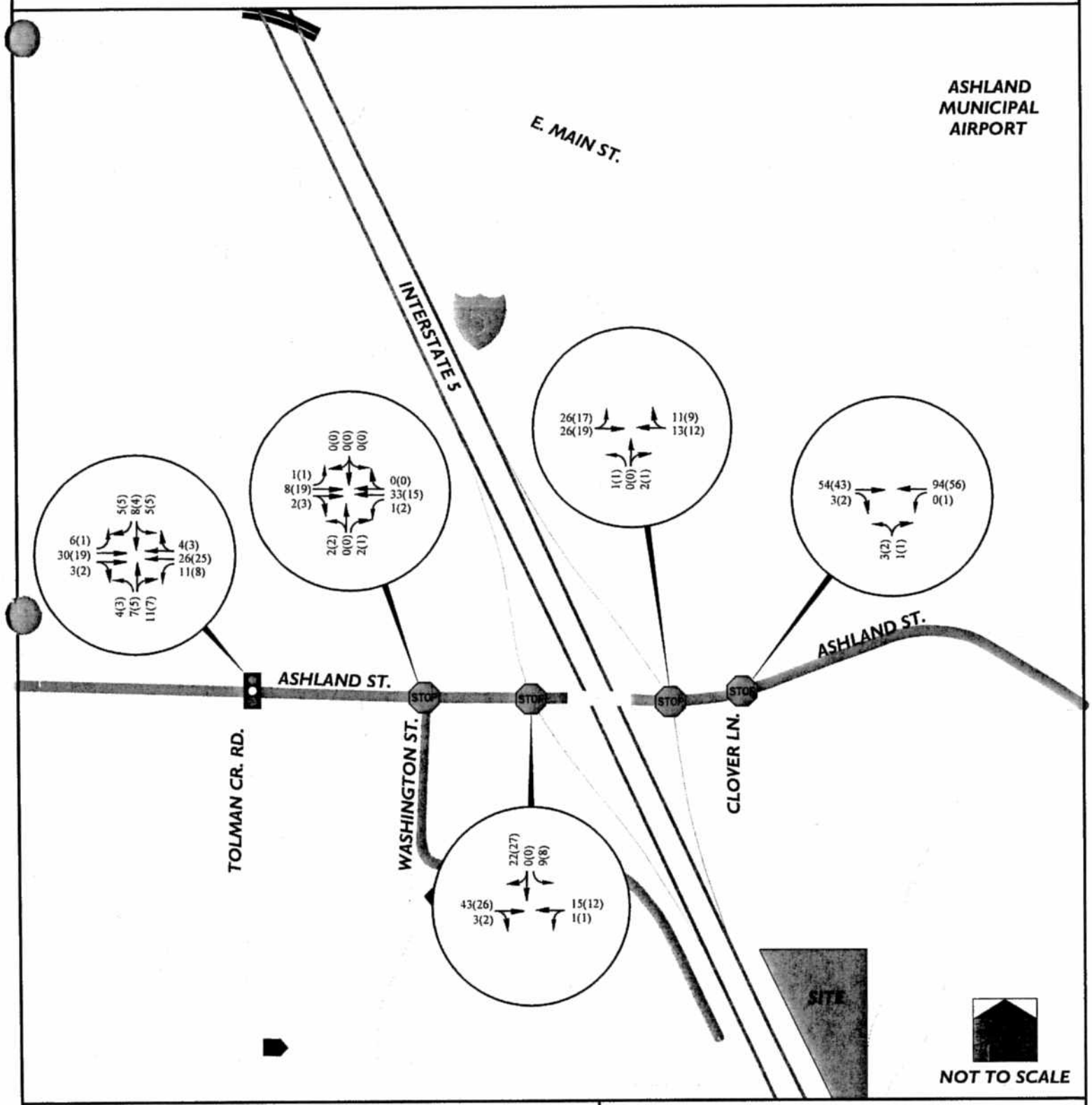
Caldera Brewery Zone Change
Traffic Impact Analysis

Figure 4 : Background Growth and Seasonal Adjustments (AM) PM



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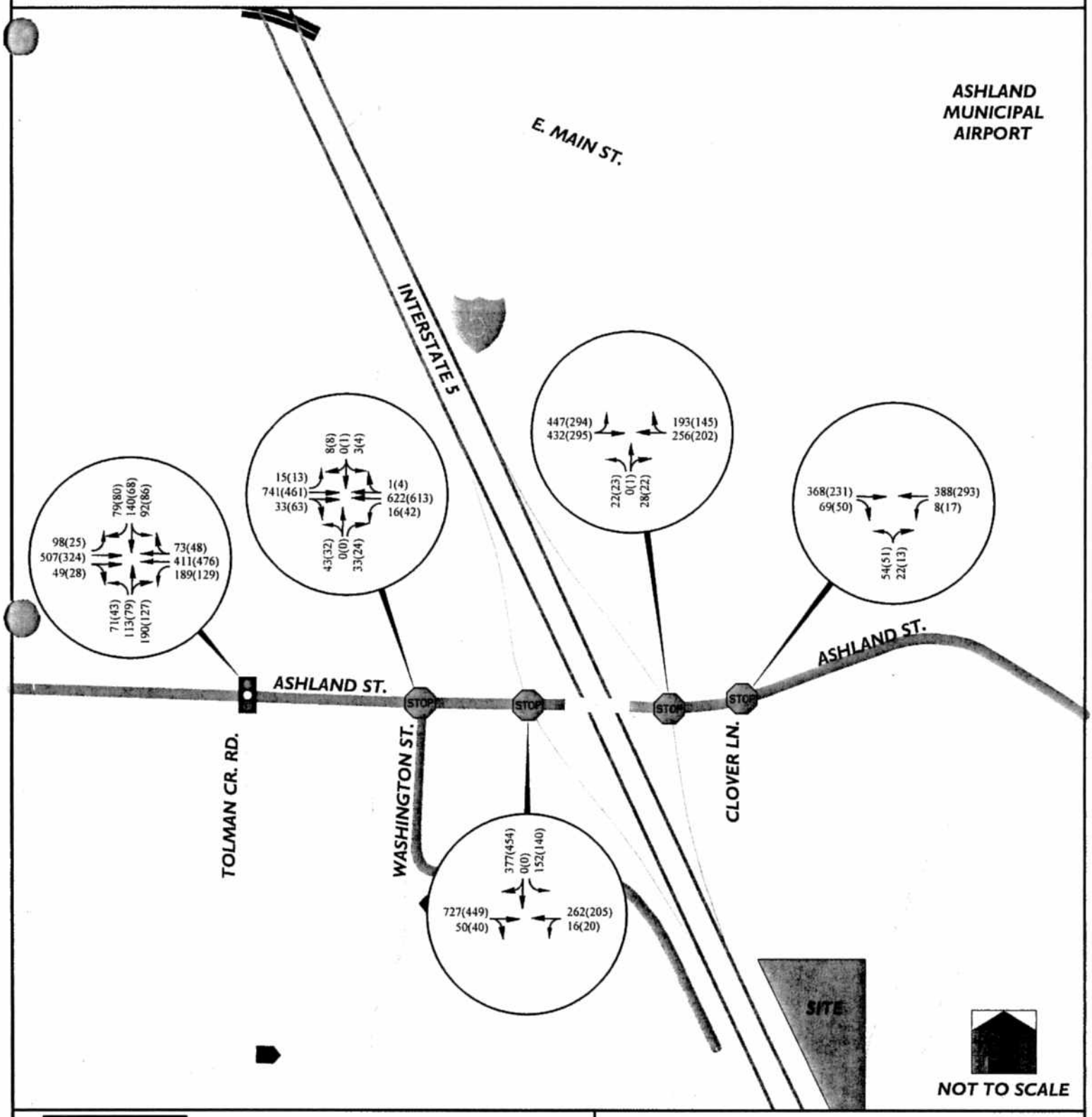
Caldera Brewery Zone Change
Traffic Impact Analysis

Figure 5 : Year 2010 Design Hour Volumes (AM) PM



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Caldera Brewery Zone Change

Traffic Impact Analysis

Transportation Commission

2010 Action Summary

as of February 2011

Month Year	Item Description	Status	Date Complete
Dec 10 TC	Petition for ped. rail crossing	referred to TSP process	
Dec 10 TC	Siskiyou Blvd x-walk at Frances	no action required	12/16/10
Nov 10 TC	S Mountain Mid Block Crosswalk	Approved, installed in cooperation with SOU	
Nov 10 TC	E Main @ RR Crosswalk Review	Commission asked stop sign replaced	
Oct 10 TC	A St Sharrow Designation	Commission asked for Kittleson review	
Oct 10 TSC	Safety Sleeve for Bollard @ RR Park	replaced	✓
Oct 10 TSC	Storm Drain on Bike Path @ N Mtn	staff is researching	
Oct 10 TSC	Additional Vehicle Parking Downtown	Contacted ODOT	
Oct 10 TSC	Crosswalk at Lithia and E Main	TR 2010-06, order sent to Street Division	
Oct 10 TSC	Stop Sign at Helman & Nevada	not approved	✓
Oct 10 TSC	Stop Sign on 'B' @ Third	not approved	✓
Oct 10 TSC	Crosswalk on Siskiyou @ Morton	not approved	✓
Aug 10 TSC	Grandview/Sunnyview/Orchard/ Wrights Crk Intersections	vegetation clearance referred to street dept for implementation	
Aug 10 TSC	15 Minute Parking on A Street	TR 2010-05, order sent to Street Division	
Aug 10 TSC	First St Parking Prohibition Change	TR 2010-04, order sent to Street Division	
Aug 10 TSC	Granite St Parking Prohibition Change	not approved, Swales will resubmit request	✓
Aug 10 TSC	Hargadine St Parking Prohibition Change	review as part of TSP update	
Aug 10 TC Jul 10 TSC	Bridge Street Parking Prohibition Change	Memo received from Fire Dept recommending against change	✓
Aug 10 TC	Truck Route Ordinance Review	Staff researching, Nov 2010 agenda item	
Jun 10 TC	2 Year Project List Goal Setting	3 goals selected	✓
Jul 10 TC	Audible Crosswalk Signals for Downtown	Vieville working w/staff to develop priority list for $27K budget	
Jul 10 TC	Shared Road Policy	review as part of TSP update	
Mar 10 TSC	Yield Sign at Terrace @ Holly	TR 2010-02	✓
Mar 10 TSC	Ashland St @ YMCA Crosswalk	not approved by ODOT	✓
Mar 10 TSC	Oak St Crosswalk at A St	included in Misc Concrete Project; bids due 11/17/10	
Jul 09 TC	Additional Downtown Bike Parking	Implementation list complete, will be installed as budget permits	
Nov 09 TC & TSC	Crosswalk for East Main @ Campus Way	Staff applying for funding through grant application	
Nov 09 TC & TSC	Grandview Shared Road Improvements	TR 2010-03, other improvements likely in future	
Aug 09 TC	Oak Street Sharrows	TR 2010-01	✓
Jul 09 TC	Will Dodge Way Improvements	Complete	9/2010
Apr 09 TC	Siskiyou Bv Pedestrian Improvements	complete	✓
Aug 09 TSC	Union/Allison and Fairview Intersection	not approved	✓
Nov 09 TSC	Yield Sign at Palmer Rd	not approved	✓
Nov 09 TSC	Stop Sign at Indiana St	not approved	✓
Dec 09 TSC	Terrace St Traffic Calming	not approved	✓
Dec 09 TSC	Ashland Village Traffic Calming	not approved	✓

Memo

CITY OF ASHLAND

Date: February 9, 2011
From: James H. Olson
To: Diana Shiplet
Re: CITY SOURCE MESSAGE REGARDING DISTRACTED DRIVING

Please consider the attached information for inclusion in the next available City Source.

cc: Transportation Commission

ENGINEERING DIVISION
20 E. Main Street
Ashland OR 97520
www.ashland.or.us

Tel: 541/488-5347
Fax: 541/488-6006
TTY: 800/735-2900

A Message from US Transportation Secretary Ray LaHood - *Every single time someone takes their eyes or their focus off the road – even for just a few seconds – they put their lives and the lives of others in danger. Distracted driving is unsafe, irresponsible and in a split second, its consequences can be devastating.*

It's Time to "Put It Down"
When drivers engage in distracted driving behaviors, they are not only a danger to themselves, but to everyone else on the road around them.

Drivers Simply Can't Do Two Things At Once.
According to the Insurance Institute for Highway Safety, drivers who use hand-held devices while driving are four times as likely to get into crashes serious enough to injure themselves or others.

Deadly Behavior. In 2008 alone, nearly 6,000 people died and more than half-a-million injuries occurred simply because people were not paying attention to the road. People's conversations can wait. The chances of causing a crash that could ruin lives is just too great.

Young Drivers Are Especially At Risk. Young drivers are at risk of distracted driving—especially men and women under 20 years of age. Their lack of driving experience can contribute to critical misjudgments if they become distracted. Not surprisingly, they text more than any other age group and the numbers of young drivers who text are only increasing.

Everyone Has a Role. We all have a stake in solving this problem, and we can all be a part of the solution. We must put our phones down; be a good example to our children, peers, and community; and insist that when riding with others they do the same.

Memo

CITY OF ASHLAND

Date: February 7, 2011
From: James H. Olson
To: Transportation Commission
Re: TRANSPORTATION RELATED GRANTS UPDATE

The City of Ashland takes full advantage of available Federal and state grants to fund many of our transportation projects. Following is a summary of the current grants secured or applied for which will help construct much needed transportation improvements within Ashland.

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) GRANTS

1. Plaza Av Improvements: Verda to Nezla Street (full improvements including sidewalk and storm water quality improvements). This project will bid March, 2011.
2. Peachey Road Improvements: Walker Av to Hillview Dr (Jackson County project for full street improvements including sidewalk and storm water quality improvements.)
3. Walker Av: Ashland St to E Main St (Safe Routes to School project including west side sidewalk construction from Iowa Street to Ashland St and railroad crossing improvements).

SAFE ROUTES TO SCHOOL (SRTS) GRANT

1. East Main St Pedestrian Crosswalk Improvements include a High Intensity Activated Crosswalk (HAWK) pedestrian signal. This project was officially submitted on 1/14/11. Grant finalists will be notified in April with final notifications in May.

FLEXIBLE FUNDS PROGRAM (NOT AWARDED)

1. An application has been made for a $1,250,000 project to enable the City to resume a zero fare bus service.

FUND EXCHANGE PROGRAM

1. Laurel Street Sidewalk Improvements. This construction project includes sidewalks and other traffic calming features on Laurel Street from Hersey Street to Randy Street. Construction will begin in February 2011.
2. Hersey / Laurel Rail Crossing Improvements. This project will improve the crossing surface and add bike lanes and sidewalks across the tracks at this intersection. Scheduled for construction in late 2011.

CITY OF ASHLAND

City SOURCE

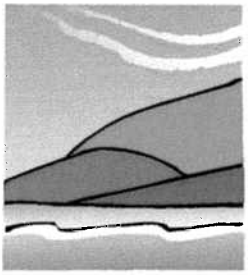
February, 2011

THE CITIZEN'S SOURCE OF INFORMATION ABOUT THE CITY OF ASHLAND

Annual Appointments for Commissions/ Committees

If you are interested in being considered for a volunteer position on a City Commission, Committee or Board, please submit; a letter of interest and a completed application to the City Recorder's Office by March 18, 2011. Applications are available at the City Recorder's office, 20 E. Main Street or on-line at www.ashland.or.us.

Flood Insurance Study Revisions Update



On March 1, 2011 the Ashland City Council will hold a public hearing to review the revised Flood Insurance Study (FIS), Flood Insurance Rate Maps (FIRM) and the proposed amendments to the Ashland Land Use Ordinance (ALUO) regulating development in Flood Hazard Areas. The maps for the Ashland area have not changed since the initial public meeting, held in April 2010.

The revisions were completed for Jackson County, including the City of Ashland. This revision was prepared by the U.S. Department of Homeland Security's

(See *Flood Insurance Study Revisions Update*, Page 3)

Pedestrian Places Follow-Up Presentation

City of Ashland community members are invited and encouraged to attend a presentation of the draft concept plans for Pedestrian Places on Tuesday, March 29 at 7:00 p.m. at the City Council Chambers located at 1175 East Main Street. This is a follow-up meeting to a series of public workshops on October 27, December 8 and February 22 on planning for Pedestrian Places. The refined draft concept plans and recommended implementing codes and strategies will be presented to the Planning Commission.

The City of Ashland is conducting a study of three locations as Pedestrian Places — N. Mountain Ave./E. Main St., Walker Ave./ Ashland St., and Tolman Creek Rd./ Ashland St. Pedestrian places are neighborhood centers that provide a concentration of small gathering places, housing, businesses and pedestrian amenities grouped in a

(See *Pedestrian Places Follow-Up Presentation*, Page 2)

James M. Ragland Volunteer Spirit Community Service Award

Ragland Award Volunteer Spirit Community Service Award
Each year, the Mayor and City Council recognize an Ashland citizen for their volunteer spirit and contribution to the Ashland community.

The Volunteer Spirit Community Service Award was established by the Mayor and Council in 1994 in honor of James M. Ragland. Mr. Ragland was a former councilor and planning commissioner who was involved in numerous citizen volunteer efforts.

A committee of the Mayor and Council review the nominations and determine the annual award winner. Criteria is based on public sector volunteer service performed, length of service, absence of adequate recognition in the past, and any other attributes the nominee may have that should be considered. Consideration is also given to people to volunteer hours beyond their regular work day to perform a service which benefits the community.

The award is given annually during the second City Council meeting in April each year. This year's award will be presented at the April 19, 2011 Council meeting.

If you know of an individual or organization eligible for the Volunteer Spirit Community Service Award, please answer the questions listed below on a separate sheet of paper and return it to attn: Mayor Stromberg, 20 E. Main Street, Ashland, Oregon 97520, by Friday, March 18, 2011. You may also download the application form at the city's website www.ashland.or.us or pick up a form at City Hall. For more information please call 541-488-6002. ▼

Pedestrian Places Follow-Up Presentation

Continued from Page 1

way to encourage more walking, bicycling and transit use.

As a part of the Pedestrian Places project, the City is testing a new citizen involvement tool called Open City Hall. This is an opportunity for citizens to learn about the project and then be able to provide input electronically. You are encouraged to visit www.ashland.or.us/opencityhall. Citizen comments are critical to the success of the project. ▼

James M. Ragland Volunteer Spirit Community Service Award

Name of nominee or organization_____

Address_____Phone_____

Name of person making nomination _____

Address_____Phone_____

1) Please describe nominee's public sector volunteer service.
2) How long has the nominee performed that service?
3) How has this effort benefited the community?
4) What awards or recognition has the nominee received for the service?
5) What other information about this nominee should be considered?

Traffic Safety Connection

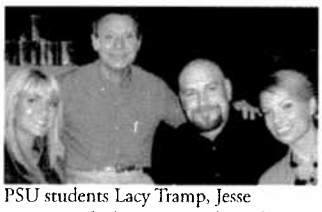
Jan./Feb. 2011

Connecting Oregon's Community Traffic Safety Advocates

Volume 9, Number 3

We Love You Buckle Up!

They are back! Show how much you care with "heart-felt" stickers and tattoos provided by the ODOT—Transportation Safety Division. Pass them out for Valentines Day or any day! Contact Stacey Edwards at the ODOT Reception Desk: 503-986-4190 Ext. 3462 to place an order.



PSU students Lacy Tramp, Jesse Pierson and Alexi Parry with Professor Dickinson (2nd from left).

PSU Wins NHTSA Student Ad Competition

The seatbelt as a metaphor for a special kind of parental hug was the creative insight that won Portland State University (PSU) 1st place on a prestigious invitational student ad competition sponsored by the National Highway Traffic Safety Administration (NHTSA).

From a hand-selected group of six universities across the country, PSU's fall term Advertising Campaigns class emerged the clear winner in an ad competition aimed at reducing traffic deaths and injuries among "tweens" (9–14 year olds). The target audience for the campaign is parents who, for a variety of reasons, are ill-informed and otherwise not prepared to deal with the challenges of keeping tweens properly secure in the vehicle.

The PSU creative strategy centered on a key consumer insight, that a properly used safety belt is a metaphor for a parental hug. This special form of hug became the physical symbol of both riding safety and parental love.

The campaign battle cry, "Did you hug your tween today?" is the call to action that constantly reminds parents to make sure their tween is properly buckled up, regardless of who is at the wheel.

Testing and validation of the creative concepts was part of the judging criteria. PSU had special assistance in this regard. Dialsmith is a Portland company that has developed a research technology that has become very popular with cable news organizations and large ad agencies. The technology, called *Perception Analyzer* allows large groups of people using hand-held dials to give instant feedback on things such as political speeches and television commercials.

Dialsmith made this sophisticated technology available to Dickinson's class. This is the first time the perception analyzer technology has been used at the collegiate ad competition level. Not only were the NHTSA personnel impressed with the caliber of the PSU creative work, they were delighted to see that parents of tweens also rated the work memorable and effective.

The faculty advisor for the PSU team is Professor Dickinson, Director of Advertising Management in the PSU School of Business. The other schools chosen to compete were University of New Mexico, San Diego State, University of Massachusetts, University of Illinois Chicago and Texas A&M.

It will be exciting to see this campaign unfold, knowing it was developed in Oregon.

ODOT and Local Citizens Working Together to Make Highway Safer

Oregon Department of Transportation (ODOT) and citizens from Columbia County have formed a committee to explore sections of Highway 30 over a 57 mile stretch starting near Cornelius Pass Road going north to the Columbia/Clatsop County Line. ODOT engineers have compiled data about this section of roadway and discovered several sites that have opportunities for improvements.

David Kim, ODOT Metro West Area Manager Region 1, along with other ODOT staff partnered with the Columbia County Traffic Safety Committee (TSC) last October. They presented information on their findings along Highway 30 and listed specific sites that had high crash numbers. A working group was formed comprised of 17 members including local community members, business owners, law enforcement, representatives from railroad and trucking associations, and others. This working group is co-chaired by Senator Betsy Johnson and County Commissioner Earl Fisher. The group is meeting monthly and the meetings are open to the public.

The group plans to work with the Federal Highway Administration to conduct a road safety audit. Three specific areas along Highway 30 ranging from rural to urban sections of the highway will be studied in order to develop a list of suggested improvements. The three suggested areas will be mile post 25 near St. Helens, mile post 40 east of Rainer, and mile post 58 east of Clatskanie.

Continued on Page 3

Oregon Traffic Fatalities Down Again in 2010!

The Story Behind the Success

By Larry Christianson, ACTS Oregon Board Member

Oregon posted another dramatic drop in traffic fatalities in 2010. The preliminary figure currently available from ODOT's Transportation Safety Division is 325. That's nearly 14 percent lower than the 2009 figure—and one of the biggest 2010 percentage drops in the nation. And 2009 was an impressive 9 percent drop from 2008. The last time Oregon saw low numbers like these was in the 1940s when there were far fewer drivers on the roads. So what's behind all of this good news? Theories abound…

Fewer miles traveled:
In general terms, less exposure means fewer "opportunities" for crashes. In fact, there was a fairly dramatic reduction in miles traveled in Oregon in 2008 vs. 2007—about 5 percent—but miles bounced back almost 2 percent in 2009. So, miles increased but fatalities still dropped 9 percent in 2009. No answer here!

Increased unemployment:
Although it's tempting to somehow pin a dramatic reduction in traffic fatalities to a dramatic downturn in the economy, fewer employed is another version of fewer miles traveled and we don't see that translate into fewer traffic deaths. No solution here.

Slower speeds:
This theory would seem to hold the most promise. When gas was at $4.25 a gallon, we knew if we slowed down, we'd save a couple bucks a tank. But the data that ODOT collects on speeds travelled on state highways doesn't indicate sustained speed reductions that could account for such a striking drop in traffic deaths. Mystery still unsolved.

What do the experts say?
Speaking with Troy Costales, Manager of ODOT's Transportation Safety Division, we find the following:

> "I think we have to turn to those who are in the business of saving lives—essentially the 4 E's—education, law enforcement, the emergency medical technicians, and the highway engineers. In fact, one place where we find a direct correlation between safety activities and fatality reduction is in the recent spike in highway safety investments—cable and other median barrier; wider shoulders, center and edge rumbles strips, pavement marking and intersection improvements.
>
> Federal appropriations for highway safety investments increased significantly in 2006. Safety projects planned based on this increased funding went to bid and began to pay dividends beginning in 2008—and they continue to pay us back in terms of additional lived saved every year.
>
> Then, thanks goes to those that respond when crashes do occur. If we can't keep the crash from occurring, if the engineering of the roads and the vehicles don't accommodate all that happened in the crash, then it is the First Responders and the medical professionals that step in and often times save a life, prevent further injury and more times than we can count help the people involved in a crash go home to their families."

Mystery solved!

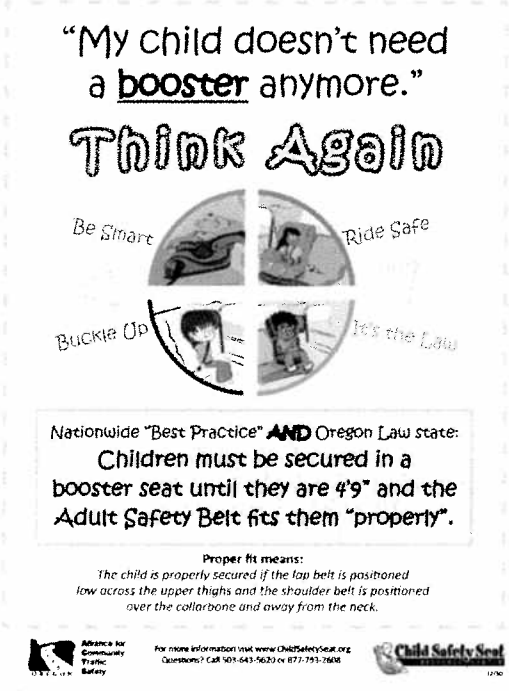
Think Again!

For parents thinking, "My child doesn't need a booster anymore", we ask you to *Think Again!*

National "Best Practice" and Oregon law state that children must be secured in a booster seat until they are 4'9" in height and the adult safety belt fits "properly". Proper fit means that the child is secured with the lap belt positioned low across the upper thighs and the shoulder belt is positioned over the collarbone and away from the neck. Only 60% of Oregon's booster age children are riding in boosters.

Our newest color flier promotes booster use. The flier is a handout for the Booster Seat Education assemblies being held at 25 Portland Safe Routes to Schools this winter. It is available in Chinese, Russian, Somali, Spanish, and Vietnamese, in addition to English. Download FREE fliers at *www.childsafetyseat.org/educationalMaterials.html.*

Join efforts to promote booster seat use by distributing this flier in your community!



Note from Walt McAllister, Community Programs Manager, ODOT—TSD: *At the 2010 Oregon Transportation Safety Conference we learned about adding "WOW" to our service. Here we learn that brand marketers see the value of word of mouth marketing and good customer service, too. The following article from Word of Mouth expert John Moore shares a small example of law enforcement relationship building. How can your community perform a similar service with an eye to traffic safety?*

An Arresting Act of Customer Service

Article by John Moore, Brand Autopsy

The Austin Police Department arrested my attention last week.

While returning from a short jog at my gym, I noticed one police car parked sideways in the half-full lot. I also noticed two police officers looking at the front windshield of cars in the parking lot. Occasionally these officers would write something on a piece of paper and slide it under the windshield wiper.

I thought to myself, "Hey, this can't be right. Getting a ticket for an expired registration sticker while parked at the gym isn't fair." A closer look revealed something else.

These officers were looking inside cars for easily seen valuables beckoning burglars to steal. So instead of writing tickets, they were placing friendly warning signs letting people know their cars are potential targets for burglars.

This was an act of great customer service because delivering customer service is about reacting to what a customer does, says, or doesn't do.

Picture a holiday shopper entering a store with their hands full of bags. Great customer service for an employee is to recognize the harried shopper and ask if they can put the shopper's bags behind the counter.

And, great customer service happens when a police officer takes the time to relay a friendly warning to a citizen who didn't hide their valuables in their car while parked at the gym.

ODOT and Local Citizens Working Together to Make Highway Safer

Continued from Page 1

Highway 30 has seen an unfortunately high number of fatal and serious injury crashes in the recent past and this working group is hoping to find ways to improve the highway and work with the community to educate drivers and make the road safer for everyone.

The group has also decided to establish a Safety Corridor over a 5 mile section from Scappoose to St. Helens. This Safety Corridor will have an increased law enforcement presence and will work to educate the public on the safety concerns on this area of the highway. Safety Corridors are a way for drivers to be notified that they need to pay special attention to speed and driving behaviors.

There are currently 12 Safety Corridors in Oregon. Safety Corridors provide an opportunity for collaboration within the community between multiple disciplines. Using the four "E" approach: Education, Engineering, Enforcement, and Emergency Medical Services, these groups work together to better the roadway, inform the public and create safer travel for all road users.

A website has been created regarding this section of Highway 30 as well as information on the working group meetings and safety corridors in Oregon. For more information visit: *www.oregon.gov/ODOT/HWY/REGION1/US30_Safety/index.shtml.*

2011 Bicycle Safety Mini-Grants Awarded

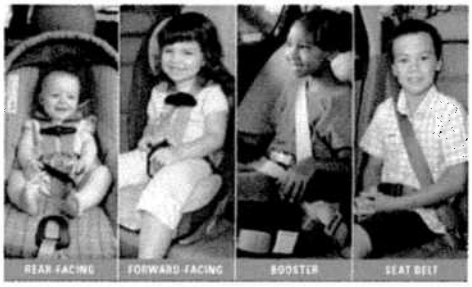
ACTS Oregon is pleased to announce recipients of the 2011 Bicycle Safety Mini Grants. This year's projects feature many new ideas and innovations. Applicants really worked with their communities to get support for their projects.

We have signed contracts from **Bend's Community Center, Good Shepherd Medical Center** in Hermiston, **Grants Pass Department of Public Safety, Jefferson County Health Department, Klamath County Public Health, Mt. Angel Police Department, City of Newberg, Nyssa Police Department** and **Umbrella,** a Portland based non-profit.

Grantee programs range from working with children, to teens and adults, and include projects such as bike rodeos, printing of bike maps, helmet distribution programs, bike trains to school, and equipment purchases to be used to expand current bike safety programs. Charity Sturgeon, Community Traffic Safety Program Coordinator is looking forward to traveling around the state working with these grantees over the coming months.

Results from Child Passenger Safety Week 2010 Efforts

Child Passenger Safety (CPS) Week in September continued to successfully focus on broadening awareness for the needs of child passengers everywhere. ODOT—Transportation Safety Division (TSD) offered free, educational materials to agencies and individuals. Carla Levinski, Occupant Protection Program Manager reports that, "The number of requests for materials is slightly down from previous years but we are seeing more interest and greater participation from the healthcare and social services communities. This is good news because statewide CPS has been working to increase outreach to the populations these agencies serve and they are perfect partners for assisting with child passenger safety education."



Also, CPS Technicians pitched in their time and expertise at car seat check up events. On National Seat Check Saturday—September 25th, events were hosted in Astoria, Beaverton, Tillamook and Woodburn. Ten additonal check up events were held in September in Albany, Beaverton, Clatskanie, Corvallis, Depoe Bay, Hillsboro, Madras, Milwaukie, Redmond, and Salem. Over 328 car seats were checked!

A big "thank you" to all who participated in getting the word out. Keep up the great work!

Check Up Clinics and Fitting Stations

Please check *www.childsafetyseat.org* under Child Passenger Safety/ Calendar for current list, specific dates, locations and times. Events may be cancelled when ice or snow make travel dangerous.

Date	City	Location	Address	Time
2/08/11	Corvallis	Corvallis Fire	400 NW Harrison	8:00 A.M. to 11:30 A.M.
2/10/11	Ontario	Ontario Fire	444 SW 4th	4:00 P.M. to 6:00 P.M.
2/12/11	Beaverton	City Hall	4755 SW Griffith Drive	9:00 A.M. to 12:30 P.M.
2/12/11	Lake Oswego	Lake Oswego Fire	300 B Street	10:00 A.M. to 1:30 P.M.
2/12/11	Hillsboro	Tuality Health Education Center	334 SE 8th Avenue	9:00 A.M. to 11:00 A.M.
2/16/11	Prineville	Crook County Fire	500 NE Belknap	3:00 P.M. to 6:00 P.M.
2/17/11	Madras	Jefferson County Fire	765 SE Adams Drive	11:00 A.M. to 1:00 P.M.
2/19/11	Milwaukie	Clackamas Fire	2930 SE Oak Grove Boulevard	10:00 A.M. to 12:00 P.M.
2/19/11	Independence	Polk County Fire	1800 Monmouth	11:00 A.M. to 3:00 P.M.
2/23/11	Bend	Bend Fire	1212 SW Simpson	10:00 A.M. to 1:00 P.M.
2/23/11	Forest Grove	Forest Grove Fire	1919 Ash Street	3:00 P.M. to 5:00 P.M.
2/24/11	Eugene	Eugene Fire	1725 W 2nd Avenue	5:00 P.M. to 7:00 P.M.
2/26/11	Portland	American Medical Response	1 SE 2nd Avenue	10:00 A.M. to 1:00 P.M.
3/02/11	Coos Bay	Coos Bay Fire	450 Elrod Avenue	11:00 A.M. to 1:00 P.M.
3/03/11	Redmond	Redmond Fire	341 Dogwood Avenue	10:00 A.M. to 1:00 P.M.
3/04/11	Roseburg	Douglas County Fire	1290 NE Cedar	9:00 A.M. to 11:00 A.M.
3/05/11	Pendleton	Wal-Mart	2203 SW Court Place	12:00 P.M. to 3:00 P.M.
3/08/11	Corvallis	Corvallis Fire	400 NW Harrison Street	8:00 A.M. to 11:30 A.M.
3/10/11	Ontario	Ontario Fire	444 SW 4th	4:00 P.M. to 6:00 P.M.
3/10/11	Newberg	Newberg Fire	414 E 2nd Street	5:00 P.M. to 7:00 P.M.

Join the CPS Technician Team!

Child Passenger Safety (CPS) certification courses are designed to teach individuals the technical and educational skills needed to serve as CPS resources for their organizations, and communities. Those who successfully complete the courses receive national certification as a Child Passenger Safety Technician through the Safe Kids Worldwide CPS certification program.

ACTS Oregon 2011 CPS Certification Training Schedule:

- **Medford**—February 23rd–26th;
- **Beaverton**—March 16th–19th;
- **Salem**—(Law Enforcement) April 13th–16th;
- **Prineville**—May 19th–22nd;
- **Enterprise**—June 13th–16th and
- **Coos Bay**—September (dates to be determined)

Applications for the certification courses are listed at *www.childsafetyseat.org/CPStraining.html.*

Where will the CONNECTIONS lead your COMMUNITY?
FIND OUT...

Become a MEMBER of the Alliance for Community Traffic Safety in Oregon!

Alliance for Community Traffic Safety in Oregon
2010* Annual Report
"ACTS Oregon Celebrates 15 Years"
Saving Lives and Reducing Injuries in YOUR Community

*10/01/2009–9/30/2010

ACTS Oregon is a statewide organization dedicated to improving traffic safety people-to-people & community-to-community.

Community Traffic Safety Programs Make a Difference!


Madras Helmet Fitting

We thank Kate Murphy, Community Traffic Safety Program Coordinator for her hard work with communities through 2009! We welcomed Charity Sturgeon as the Community Traffic Safety Program Coordinator in March 2010 and she has been very busy ever since. The Community Traffic Safety Program provides resources and information to Traffic Safety Committees and Commissions in more than 55 cities and counties throughout Oregon. Charity attends meetings and volunteers at events throughout the state. She is happy to meet with you to discuss traffic safety successes and opportunities in your community. Just some of the places she traveled to this year include: St. Helens, Eugene, Warrenton, Hermiston, Clackamas, Ontario and Albany.


Madras Bike Rodeo

Charity also administers the Bicycle Safety and Building Safer Communities Mini-Grant programs. She is available to work with you to develop a plan for your application or answer any questions you might have along the way. She is also available to participate in the events to help further support your efforts. This year Charity had the pleasure of meeting and working with the following communities to assist with Mini-Grant activities: Multnomah County Sheriff's Office Pedestrian Safety Missions, Newberg Library Books and Bikes Program, Union County Walk to School Coordinator and Commute Options of Central Oregon Bicycle Safety Programs.

Child Passenger Safety Training—Many Opportunities!


John Day Tech Course

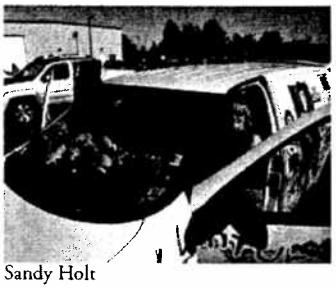
Sandy Holt, Child Passenger Safety Certification and Training Coordinator supports 524 certified technicians including 24 certified technician instructors. Although this is a lot to oversee, Sandy encourages all technicians and instructors to work as a team. She nurtures this ideal from the beginning by conducting certification courses with a team teaching approach.

ACTS Oregon and Sandy make every effort to support technicians throughout Oregon by offering a variety of classes for technicians at various stages of certification. Sandy administers certification, renewal, and recertification courses. Sandy applied for and received 2 of 14 nationwide grants to support technician training through State Farm and SAFE KIDS Worldwide. This year 157 certified technicians graduated from courses held in Eugene, Lake Oswego, Medford, Independence, Beaverton, John Day, Bend, Woodburn and Gleneden Beach. The final class for 2010 in Gleneden Beach marked the 50th certification class Sandy has administered and instructed since 2004 when she assumed this role at ACTS Oregon.


Training Dolls

Three Technician Instructors completed their candidacy and are now participating in courses: Dea Boldt—American Medical Response, Gregg Magnus—Beaverton Police and Jamie Joswick—Grants Pass Police.

The quality of service each family receives from Child Passenger Safety Technicians across Oregon is important. This year the Technician Assessment Tool was finished and implemented. This tool is designed to measure the technical ability of a Child Passenger Safety Technician and addresses each task that is necessary to help inspect a child restraint and educate the caregiver. This tool has been well received by Technicians throughout Oregon. Sandy was asked to present information about the process we have in place in Oregon at the SAFE KIDS Regional Training.


Sandy Holt

Writing and updating presentations, curriculum and training is a vital role in assisting technicians and child passenger safety advocates in staying current in the ever-evolving world of child passenger safety. From introductory classes to the National Child Passenger Safety Certification Training course, Sandy is always willing to set up child passenger safety training throughout Oregon.

ACTS Oregon Reaches Out Across Oregon

We are small but mighty. The ACTS Oregon Board includes members from Kaiser, Lake Oswego, McMinnville, Medford, Portland, and Salem. Our members represent all areas of the state.

Top: Ruth Harshfield, Gayle Watts, Charity Sturgeon
Bottom: Sandy Holt, Amber Husted, Ava Leeper

Ruth Harshfield, Executive Director has worked hard this year to empower staff to take leadership of their programs. The three program managers, Charity Sturgeon, Sandy Holt, and Gayle Watts work tirelessly to serve communities throughout the state. Charity works in cities and towns from Gresham to Ontario. Sandy provides training and technical support to child passenger safety technicians and hosts certification courses across the state. Gayle works to develop and support car seat distribution programs, promote booster use and participates in car seat check up events.

Our toll-free phone is answered by Amber Husted who replies to over 6000 inquiries from throughout Oregon, regarding child passenger safety, community traffic safety and questions about mini-grants. The financial foundation of ACTS Oregon has been improved through the efforts of Ava Leeper finding ways to save on expenses and increase revenue.

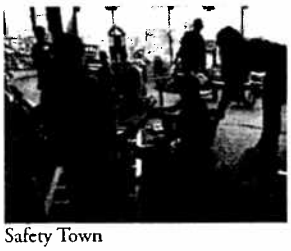
When we can't be there in person we support our communities by providing updates, information, and resources via email, our newsletter and website. We utilize our *Traffic Safety Connection* newsletter to say hello nine times a year to over 2700 subscribers. We feature community traffic safety and child passenger safety efforts. Our goal is to provide readers with a one stop shop for the latest in traffic and child passenger safety.

Additionally our website continues to improve. The Community Traffic Safety Training page includes events and training opportunities from around the state. The exclusive page for child passenger safety technicians allows for the download of forms, and the ability to locate other certified technicians. The Board Section of the website allows board members to access meeting minutes, policies, financial statements, and other important documents.

Mini Grants Mega Results!

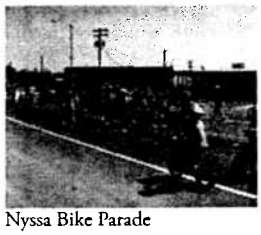
Charity Sturgeon, Community Traffic Safety Program Coordinator, oversees our two mini grant programs—Bicycle Safety and Building Safer Communities. These mini grants offer up to $5,000.00 for transportation safety education efforts. Funding provided by ODOT—Transportation Safety Division.

This last year the City of Lake Oswego Parks and Recreation received funding to support a "Safety Street" program. Children ages 4 to 6 years old attended a week long camp and learned about all aspects of safe travel. The children participated in age appropriate activities that shared a safety message. They watched a puppet show, did art projects, and participated in hands on learning. They also had a chance to meet a Lake Oswego Police Officer and see his car up close! It was a great opportunity for these little ones to learn some safety basics.



Safety Town

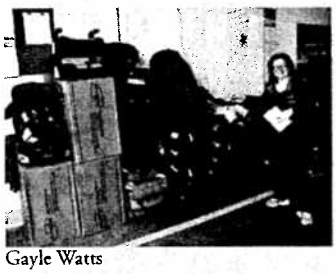
Police agencies in Eastern Oregon all worked together to reward children for safe cycling behaviors. The Ontario Police, Nyssa Police, Malheur County Sheriff's Office and OSP all got on board to help out. Officers from each of these agencies had vouchers they gave to local children to reward them for safe riding and helmet use. The children would receive a voucher saying "Gotcha, doin' the right thing!" they could then go to a local restaurant and get a free ice cream cone as a reward for riding safely. The children were also invited to come to the local police station to register their bikes and would then receive a 2nd voucher. This program is a great example of positive police interaction and encourages the children and their families to do the right thing!



Nyssa Bike Parade

Children in Oregon Are Safer Due to Local Efforts!

Child passenger safety efforts statewide continue. This year a total of 110 clinics and fitting station events checking over 2,839 seats were reported to ACTS Oregon.



Gayle Watts

Gayle Watts, Child Passenger Safety Program Coordinator continued working with car seat distribution programs in Clackamas, Multnomah and Washington counties. Using grant funds from ODOT—Transportation Safety Division, over 990 child safety seats worth over $37,700 were purchased for distribution to low income families in Region 1—Clackamas, Columbia, Multnomah and Washington counties. Gayle worked with certified child passenger safety (CPS) technicians from fourteen agencies to distribute over 1050 child safety seat to families who are low income! Her efforts included helping agencies identify what child safety seats to order, supporting set up of and participating at seat distribution events. Through Gayle's hard work, child safety seat distribution outreach programs are now more established.

Adrienne Gallardo also worked with ACTS Oregon to operate the fitting station in Columbia County and support Newberg Fire with their fitting station. These car seat check opportunities included distribution of seats. Through grant funds provided by State Farm Insurance, Columbia County has hired a coordinator to begin operating their program. Adrienne's support in Columbia County helped make their success possible.

This year, we sponsored monthly fitting stations in the City of Portland, and in Clackamas County at Clackamas Fire District #3, and other locations in Canby and Molalla. The fitting stations were used as opportunities to mentor new CPS technicians, provide additional training to all CPS technicians and distribute seats to families in need.

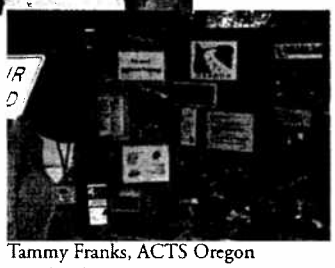
Gayle and Adrienne also promoted booster use through assemblies at schools in the City of Portland Safe Routes to Schools. The "Noodle Kids" helped get the message of 4'9" across to thousands of children.

Gayle Watts,
Adrienne Gallardo

Training and Recognition for the Traffic Safety Advocate

Opportunities to receive training focused on how individuals and communities can impact traffic safety are valuable to our members and to local traffic safety advocates. The 2009 Oregon Transportation Safety Conference in Hood River provided this training opportunity. Scholarships were provided to 9 community advocates. The program included two keynote presenters, three intensive training workshops, two local tours and 10 workshop sessions. The Awards Luncheon highlighted the efforts of 13 Oregon Transportation Safety Award winners and 10 Looking Beyond The Traffic Ticket Award winners. Planning this conference with ODOT—Transportation Safety Division is a great collaborative effort.

Networking at Conference



Tammy Franks, ACTS Oregon Membership Drive

The ACTS Oregon Board of Directors

The ACTS Oregon Board included members from Keizer, McMinnville, Medford, Oregon City, Portland, and Salem. The board provided direction for ACTS Oregon through bi-monthly meetings and an annual retreat to focus on strategic planning. This year the board met in Beaverton, Eugene, Hood River and Salem. Board committees include Administrative, Executive, Finance and Marketing Committees.

ACTS Oregon Board Members

Tammy Franks, Portland
President

Steve Manning, Keizer
Vice President

Lucie Drum, Portland
Secretary

Dan Marcisz, Medford
Treasurer

Larry Christianson
McMinnville

Ralph Browning
Medford

Lynne Mutrie
Lake Oswego

John Naccarato
Oregon City

Jan Robertson
Portland

Michael Stupfel
Salem

ACTS OREGON

Vision

We provide resources, technical training, advocacy and education to individuals and communities throughout Oregon and thus support efforts to solve their traffic safety problems.

Mission Statement

The Mission of ACTS Oregon is to reduce fatalities, injuries and the severity of injuries resulting from vehicle crashes throughout Oregon.

Values

- Local Traffic Safety Committees
- Quality of life realized through traffic safety
- Coordinated traffic safety programs
- Comprehensive traffic safety efforts
- Citizen involvement
- Collaboration with public and private agencies
- Well-trained staff
- Traffic safety advocacy
- Safe highways and roadways
- Prevention of transportation-related fatalities and injuries
- Current and accessible traffic safety data and information
- Traffic safety education and training

Organization

ACTS Oregon is a 501(c)(3)membership organization with a Board of Directors, Executive Director and staff. Programs include the Child Safety Seat Resource Center and the Community Traffic Safety Program.

Our Supporters

ACTS Oregon recognizes and thanks the following organizations for their support in fiscal year 2009–2010.

ODOT—Transportation Safety Division
Portland Bureau of Transportation
AAA Oregon/Idaho
Advanced Traffic Products
Children's National Medical Center
NTSI Corporation
SAFE KIDS Willamette Valley
Speed Check
State Farm Insurance's Good Neighbor Citizenship Philanthropy Program
Tuality Healthcare

Additional financial support is provided by Membership, individual donations and program fees.

Annual Auditor's Report and Financial Statements are available upon request.

ACTS Oregon Staff

Ruth Harshfield
Executive Director
ruthh@actsoregon.org

Gayle Watts
Child Passenger Safety
Program Coordinator
gaylew@actsoregon.org

Sandy Holt
Child Passenger
Safety Training and
Certification Coordinator
sandyh@actsoregon.org

Charity Sturgeon
Community Traffic Safety
Program Coordinator
charitys@actsoregon.org

Ava Leeper
Finance Assistant
ava@actsoregon.org

Amber Husted
Administrative Assistant
safety@actsoregon.org

Sergeant Mike Stupfel Retirement

The Faces of ACTS Oregon!

Our membership includes individuals, organizations and businesses with concerns for child passenger safety, safety belt use, bicycle and pedestrian safety, community livability, distracted driving, speeding, impaired driving and other issues. Members of ACTS Oregon come from communities throughout Oregon.

Our members in 2009–2010:

LIFETIME MEMBERS
Tammy Franks
Paul Hoffer
Daniel Marcisz
ABATE of Oregon, Inc.

HONORARY MEMBERS
CB Richard Ellis
Glendale Traffic Safety Committee
ODOT—Transportation Safety Division
State Farm Insurance
Sunrisers Kiwanis

LARGE GROUP MEMBERS
A & M Transport
American Medical Response
Salem Hospital
The Children's Hospital at Legacy Emanuel

SMALL GROUP MEMBERS
Albany Fire Department
Ashland Transportation Commission
Beaverton Traffic Commission
Canby Police Department
City of Eugene Transportation Planning Team
Clackamas County Traffic Safety Commission
Columbia Gorge SAFE KIDS
Deja Program Development
Douglas County Traffic Safety Commission
Fuddy Duddy Fudge
Healthy Start of Clackamas County
Hubbard Police Department
Independance Police Department
Jackson County Sheriff's Office
Keizer Traffic Safety Commission
Lake Oswego Police Department
Lane Transit District—Point2Point Solutions
Medford Traffic Coordinating Committee
Malheur Traffic Safety Commission
National Traffic Safety Institute
Newberg Traffic Safety Commission
NHTSA Region 10
Ontario Police Department
Oregon Impact
SAFE KIDS Malheur County
Sandy Fire
The Dalles Traffic and Safety Commission
Tillamook County Traffic Safety Commission

INDIVIDUAL MEMBERS
Doug Bish
Dea Boldt
Ralph W. Browning
Michel Bryant
Brian Burke
Cynthia Carroll
Russell Chase
Edward Chastain
Lynn Chiotti
Larry Christianson
June Clark
Jerome Cooper
Mark Creighton
Scott Cunningham
Kim Curley
Liz Dally
Joella Dethman
Scott Downing
Lucie Drum
Phil Engle
Brett Ethington
Linda Fisher-Lewis
Adrienne Gallardo
Doris Girt
Adrienne Greene
Ardith Hall
Ruth Harshfield
Mike Hattan
Helena Hite
Victor Hoffer
Sandy Holt
Aaron Hull
Darla Huxel
Kari Inness
Cory Johnson
Mark Koberstein
Ronald H. Kroop, PE
Helen Liere
Stephen Manning
Joseph Marek
Patty McClure
Michael Mills
Mark J. Miranda
Chris Monsere
Vern Moore
Jo Morgan
Kate Murphy
Kathy Murray-Lang
Lynne Mutrie
John Naccarato
Carl Nightengale
Judy Ode
Louis Ornelas
Marian Owens
Barbara Palicki
Bob Pinnell
Jeff Price
Chief Michael Reedy
Scott Reilly
Jan Robertson
Roxane Russell
Gerald Sabel
Brenda Schleining
Kathryn Shotzbarger
Mike Stupfel
Steven Todd
Judi Wentz
Sheba Wooddell
Mel Yeager
Iris Yeager
Justin Yuen

For information about ACTS Oregon membership and services, visit our web site at *www.actsoregon.org*

Alliance For Community Traffic Safety

ACTS OREGON

Certificate of Membership 2010-2011

Ashland Transportation Commission

Is a Member in good standing

Tamara Franks, President

Lynne Mutrie, Secretary

Celebrating 15 years! ACTS Oregon is committed to reducing injuries and crashes throughout the state.

Hi,

I just wanted to write a comment to the city about the unsafe bicycle conditions on N. Main. In multiple areas the white line does not even exist. This afternoon, riding north, and the back south on the street, i was almost run off the road twice.

It is my understanding that sidewalks are for pidestrians only, but it is hard to respect that rule when the sidewalk is the only place to ride my bike.

I would love to discuss this further if there is an opportunity to do so. At the very least, i just wanted to let the city know about a dangerous bit of road.

Thanks for your time
Olivia Doty
541-301-3463

Memo

CITY OF ASHLAND

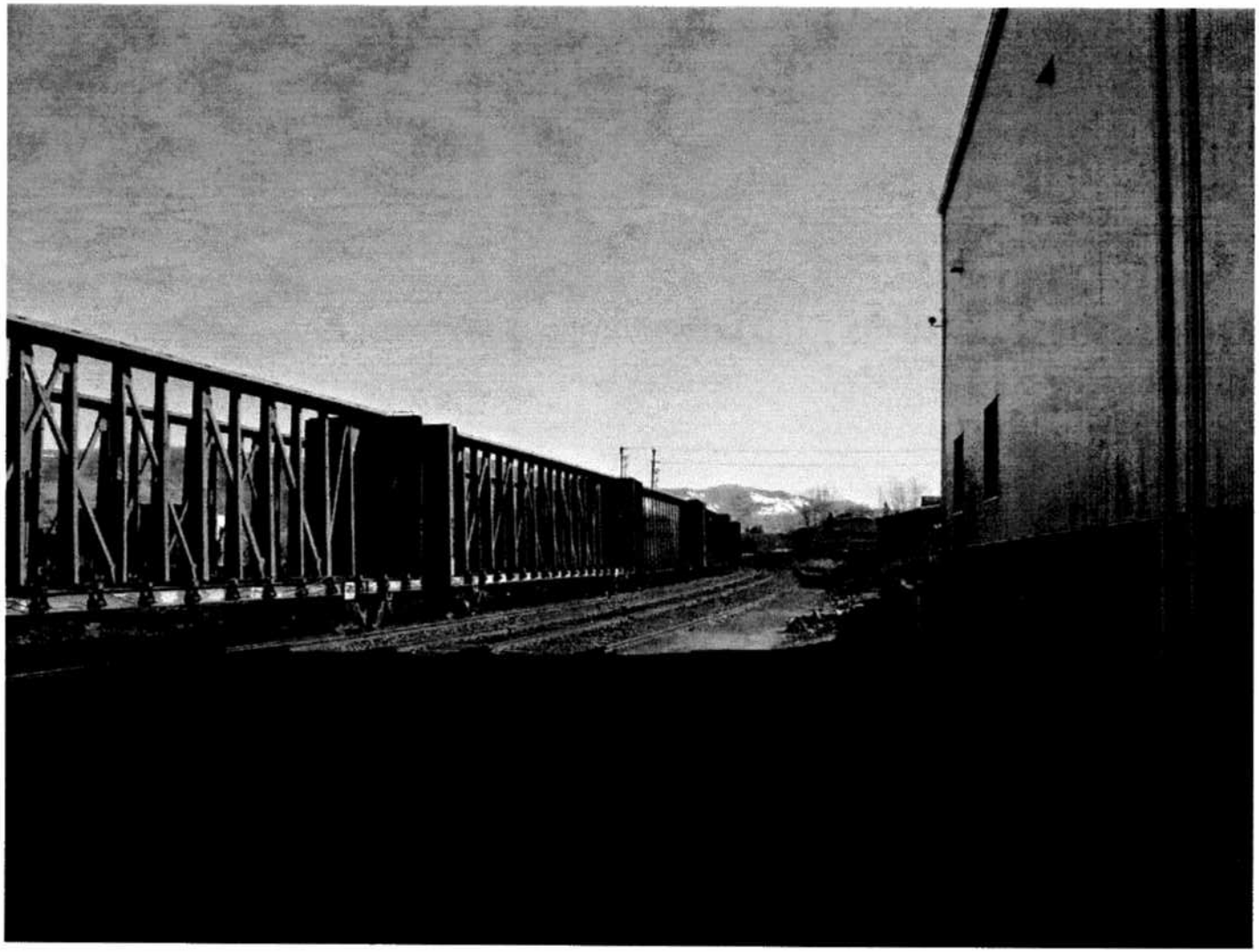
Date: February 10, 2011
From: Nancy Slocum
To: Transportation Commission
Re: PHOTOS OF DECOUPLED RAIL CARS

Mike Faught promised the Commission pictures of the decoupled rail cars between Second Street and Clear Creek. The are attached.

ENGINEERING DIVISION
20 E. Main Street
Ashland OR 97520
www.ashland.or.us

Tel: 541/488-5347
Fax: 541/488-6006
TTY: 800/735-2900

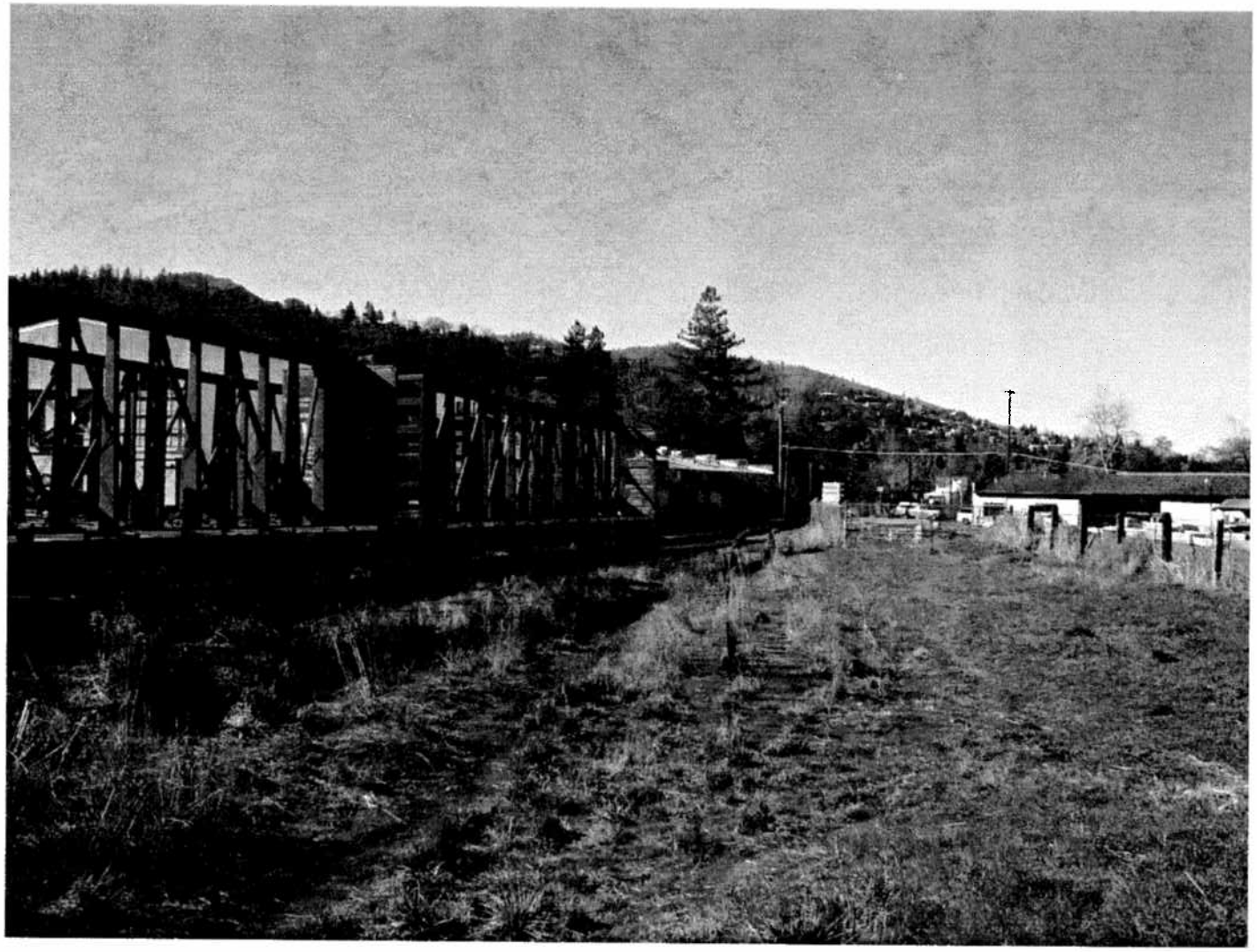
Looking south toward Second Street



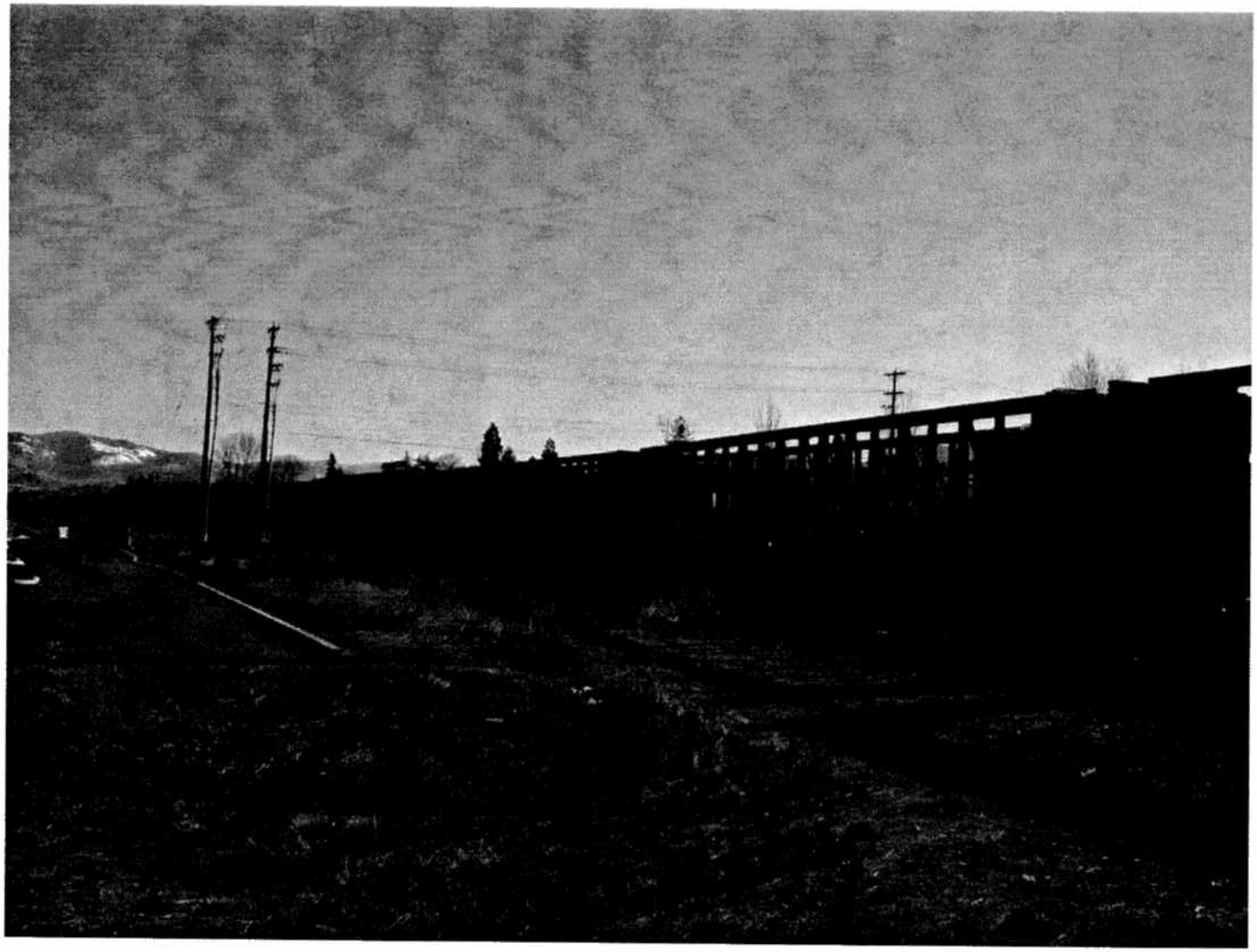
Looking East from Oak Street

Rail treatment to prevent car removal

Rail cars chained in place



Looking west (toward Oak Street)



Looking east