

**ASHLAND TRANSPORTATION COMMISSION
MINUTES
APRIL 24, 2014**

CALL TO ORDER: Chair David Young called the meeting to order at 6:00 p.m. in the Civic Center Council Chambers, 1175 E. Main Street.

Commissioners Present: Joe Graf, Craig Anderson, Corinne Viéville, Alan Bender, and David Young

Commissioners Absent: Shawn Kampmann, and David Chapman

Staff Present: Scott Fleury, Mike Faught and Tami De Mille-Campos

Council Liaison Present: Carol Voisin

ANNOUNCEMENTS

CONSENT AGENDA

Approval of Minutes – February

Page 5 correction: “Chairperson Young stated formal communication from members to other people and/or organizations and any other form of communication, should clearly state when they are expressing opinions from themselves. He was asked by Staff whether he thought the City Recorder and City Attorney should refresh the Commission with the rules and regulations.”

Approved as corrected.

PUBLIC FORUM

Honore Depew, 63 California Street

On behalf of Ashland Parks and Recreation he updated the Commission on the Annual Bike Swap happening on April 26, 2014. He also asked for volunteers, as they are always needed. He offered to set up a table for any of the Commissioners that might want to be present at the event. Commissioner Young agreed to have a table with some Transportation System Plan maps, in place of volunteering at the event.

Colin Swales, 95 Coolidge

Now that he is living close to the road diet area he wanted to provide some input on it. He feels it is working well. He pointed out that there aren't many breaks in the traffic now which has been brought up since the beginning of the Road Diet. He also stated he used to be able to make a left turn onto Nursery Street heading north out of town rather than Coolidge Street like he used to. He pointed out the turn markings on the street are past Nursery, almost encouraging left turns onto Coolidge which isn't allowed. The main thing that hasn't been implemented yet is more pedestrian crosswalks/medians along North Main. He expressed interest in seeing the City further explore the idea (Dan Burden's) of roundabouts at Wimer/Hersey and Maple. If the road diet does become permanent, he would like to see changes made such as street tree plantings, permanent turn lanes etc.

NEW BUSINESS

Transportation System Capital Improvement Prioritization

Fleury stated this would be the first look at prioritizing the roadway network/studies capital improvement projects that came out of the Transportation System Plan (TSP). Once the commission completes the prioritization of the road networks they will move on to the bicycle and pedestrian networks in preparation for looking at the revenue/funding sources by the end of the calendar year for the next budget cycle.

The Committee looked at the studies first, the Siskiyou Boulevard pedestrian crossing evaluation and feasibility study. Staff is interested in applying for a Transportation Growth Management (TGM) grant to complete the study, which would fund the study in full. This study is ranked as the only high priority in the TSP. Faught pointed out the study is timely as SOU looks at additional growth. Chairperson Young is the only remaining Commissioner that

worked on the TSP. He stated during the TSP process he pushed pretty hard to consider the feasibility of a viaduct at that intersection (Hwy 66/Siskiyou). He is very impressed with how well the diagonal crosswalk redesign is doing but he thinks it is important to study the whole corridor. He mentioned he thinks it would be a good idea to maybe invite someone from SOU to the discussion, given the enrollment numbers. Graf feels it is a good idea to have this study done now rather than waiting. Staff pointed out if the Commission doesn't feel it is a good time to pursue this grant we can hold off on applying. For more information on this study see attached table 10-2.

Out of respect for the TSP process the Commission decided to go through the high priority projects (those that aren't already in motion) and prioritized them. The high priority projects that are not already in motion are: Lithia Way (OR99 NB)/E Main Street Intersection Improvements (R05), Siskiyou Boulevard (OR99)/Tolman Creek Road Intersection Improvements (R06), Ashland Street (OR 66)/Oak Knoll Drive-E Main Street Intersection Improvements (R08), Walker Avenue Festival Street (Siskiyou Boulevard to Ashland Street) (R40). For more information on each project see attached table 10-3. Fleury/Officer MacLennan pointed out that the City receives a lot of complaints regarding this area on a weekly basis.

Viéville/Bender m/s to approve the prioritization as follows (excludes R17 & R25 which are already in motion):

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

All in favor. Motion passes.

Agenda Layout

As per the discussion at the March Transportation Commission meeting the layout of the agenda has been changed. Staff also researched advertisement and public notice options with respect to the TC meeting agenda and critical discussion items. The Commission requested that staff publish a summarized agenda (2x5 display ad) at a cost of approximately \$45.50 in the Ashland Daily Tidings the Monday before each months meeting.

Transportation and Growth Management Grant

Staff has submitted a letter of intent (LOI) to the Oregon Department of Transportation (ODOT) for a Transportation Growth and Management grant (TGM) for the Siskiyou Blvd. pedestrian crossing evaluation. TGM Grants help local communities plan for streets and land use in a way that leads to more livable, economically vital, and sustainable communities and that increases opportunities for transit, walking and bicycling.

Anderson/Viéville m/s to support staff drafting a letter of support on behalf of the Transportation Commission (Chair person Young will sign) and request that Council drafts a letter of support as well.

All in favor. Motion passes.

OLD BUSINESS

Lithia Way and 3rd St.

Fleury spoke to Mike Birch from ODOT again and he is not going to submit to the state because the existing speed zone warrant is within a couple hundred feet of where we want to put the 20mph signs so we do not need permission. He has already spoken to the Streets department and they have already chosen the spot & are going to install the 20mph signs.

Orange Ave Bicycle Boulevard

The Street department is almost done with sign and striping installation. They are looking to put up four more 20mph signs in between Willow and Drager directionally on both sides and in between Drager and Laurel. The sharrows have been installed. The feedback from the residents (Ellen Faulkner) has been positive so far. Fleury stated he had informed resident Ellen Faulkner, once the signs have been put up staff will ask the Police department to do some occasional patrolling of the area.

N. Main Restriping

Fleury stated they are still trying to finalize the project so the striping can be refreshed. Kim Parducci (Southern Oregon Transportation Engineering) is going to talk to ODOT (awaiting approval) about the changes so that the restriping can be finalized.

- *Changing the merge location heading northbound just past Oak Street

- *Realignment of the Maple Street driveway (Stone Medical) - staff is waiting to hear back from Asante

- *Glenn St - moving the dedicated left hand turn onto Glenn & making that the safety lane

- *Bush Street left hand turn lane

Chair person Young brought up the concern regarding the need for further pedestrian crossings along North Main. Staff is having Kim explore that issue.

Faught pointed out that they are looking to put down some more permanent striping rather than just paint. ODOT is recommending the City use thermoplastic because it wears a lot better. Fleury said he is trying to have ODOT bid the project out for us because they have contractors who specifically do this kind of work.

Nevada St. Bridge/Chip Seal Applications

Faught stated that the Chip seal was turned down. They thought it was a great idea but it was up against a few large projects (Table Rock, Foothills). He thinks it will have a good shot at funding next time.

The East Nevada Street project was funded, at 1.5 million. Staff is requesting the infrastructure bank finance the difference at 1.8% interest. So far they are saying it is eligible and to check with ODOT. ODOT is also saying they are in support of the project because it is a viable project so staff will finish the application for the low interest funding.

Downtown Parking Study

Young stated the May meeting was cancelled in order to allow for more time for the University of Oregon to work on getting the second citizen survey out. The survey was "advertised" in the May City Source to help get the word out. Young mentioned that at the last meeting the downtown committee reviewed maps of some possible lane configurations. Faught pointed out he thinks it is important to provide the Transportation Commission with those same maps to get an idea of what those possible lane configurations look like. Staff will provide the maps to the Commission at the May meeting.

INFORMATIONAL ITEMS

Action Summary

Oregon Impact April Newsletter

Traffic Crash Summary

COMMISSION OPEN DISCUSSION

- *Anderson mentioned he would still like the Legal department to provide clarification on the Transportation Commissions' powers (recommendations made to Council vs. to the Public Works Director)

- *Anderson reminded staff that the TC would like to be represented on System Development Committee which would require a change to the ordinance. Faught said he hasn't had a chance to talk to the Mayor about it but he will. He did point out in the meantime Graff can still attend the meetings even if he isn't appointed.

- *Chair Young recommended staff request Egon to report to the Commission regarding bicycle safety since we will likely be applying for that grant again soon.

- *Anderson expressed some concern regarding the chip sealing and he pointed out he would like to see the TC be a part of the Congestion Mitigation and Air Quality (CMAQ)/Surface Transportation Program (STP) grant applications before they are submitted.

FUTURE AGENDA TOPICS

Transportation Safety Public Outreach
SOU Multi-Modal Future
Siskiyou Blvd. Signal Timing

ADJOURNMENT

Meeting adjourned at 8:07 pm

Respectfully submitted,

Tami De Mille-Campos, Administrative Assistant

Policy #26 (L26) Eagle Mill Road

The City of Ashland supports the following route as an alternative route around the downtown area to areas south and east of downtown from the I-5/Valley View Road interchange: Eagle Mill Road from Valley View Road to Oak Street, Oak Street from Valley View Road to Nevada Street, E Nevada Street from Oak Street to N Mountain Avenue, and North Mountain Avenue from E Nevada Street to E Main Street. The City of Ashland encourages Jackson County to make improvements to Eagle Mill Road on a similar timeframe to the City's Nevada Street Extension project.

Intersection and Roadway Plan Studies

Table 10-2 summarizes the preferred plan intersection and roadway related studies. *Additional explanation regarding why the Study #7 (S7) was identified follows Table 10-2.*

Table 10-2 Refinement Plan Studies

(Study #) Study Name	Description	Priority (Timeline)	Cost
(S3) N Main Street (OR 99) from Helman Street to Sheridan Street	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	Medium (5-15 years)	\$75,000
(S5) Siskiyou Boulevard from Ashland Street to Tolman Creek Road	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	Medium (5-15 years)	\$75,000
(S6) Ashland Street (OR 66) from Siskiyou Boulevard to Tolman Creek Road	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	Medium (5-15 years)	\$75,000
(S7) E Main Street from Siskiyou Boulevard to Wightman Street	Conduct access management spacing study and provide near- and long-term recommendations for improvement.	Low (15-25 Years)	\$75,000
(S9) Ashland Street (OR 66) Safety Study	Conduct a transportation safety assessment in five years along Ashland Street (OR 66) between Clay Street and Washington Street to identify crash trends and/or patterns (if they exist) as well as mitigations to reduce crashes.	Medium (5-15 years)	\$20,000
(S10) Siskiyou Boulevard Pedestrian Crossing Evaluation and Feasibility Study	Evaluate pedestrian flows, crossing demand, and safety along Siskiyou Boulevard from Highway 66 to Beach Street. The study should evaluate the adequacy of the planned pedestrian improvements along Siskiyou Boulevard (the rectangular rapid-flash beacons at crosswalks and diagonal crossing at the Indiana-Wightman intersection) once the new dormitory and dining hall are operational for existing and future forecast pedestrian demand. The need, ideal location, feasibility and cost of a grade-separated crossing should be evaluated. This project is a joint project with the city and SOU; not subject to development.	High (0-5 years)	\$35,000
High (0-5 years)			\$35,000
Medium (5-15 years)			\$245,000
Low (15-25 years)			\$75,000
Development Driven			0
Total			\$355,000

Table 10-3 Preferred Plan Intersection and Roadway Projects

(Project #) Name	Description	Reasons for the Project	Priority (Timeline)	Cost ²
(R2) N Main Street (OR 99)/Wilmer Street-Hersey Street Intersection Improvements	Install a traffic signal at the intersection once MUTCD traffic volume or MUTCD crash warrants are met	Improve Safety, Improve Operations	Low (15-25 Years)	\$300,000
(R5) Lithia Way (OR 99 NB)/E Main Street Intersection Improvements	Improve visibility of signal heads. Identify and install treatments to slow vehicles on northbound approach	Improve Safety	High (0-5 Years)	\$50,000
(R6) Siskiyou Boulevard (OR 99)/Tolman Creek Road Intersection Improvements	Conduct a speed study. Identify and install speed reduction treatments on northbound approach	Improve Safety	High (0-5 Years)	\$61,000
(R8) Ashland Street (OR 66)/Oak Knoll Drive-E Main Street Intersection Improvements	Realign E Main Street approach to eliminate offset and install speed reduction treatments	Improve Safety	High (0-5 Years)	\$706,000
(R9) Ashland Street (OR 66)/Oak Knoll Drive-E Main Street Intersection Improvements	Install a roundabout ¹	Improve Safety, Gateway to Urban Area	Low (15-25 Years)	\$3,150,000
(R11) Lithia Way (OR 99 NB)/Oak Street Intersection Improvements	Install a traffic signal	Improve Operations	Low (15-25 Years)	\$200,000
(R12) Siskiyou Boulevard (OR 99)/Sherman Street Intersection Improvements	Realign Sherman Street approach to eliminate offset	Improve Street Continuity	Development Driven	\$391,000
(R13) Siskiyou Boulevard (OR 99)/Park Street Intersection Improvements	Realign Park Street approach to eliminate offset	Reduce Conflicts, Improve Street Continuity	Development Driven	\$296,000
(R14) Siskiyou Boulevard (OR 99)/Terra Avenue-Faith Avenue Intersection Improvements	Realign Terra Avenue approach to eliminate offset	Reduce Conflicts, Improve Street Continuity	Development Driven	\$216,000
(R17) East Nevada Street Extension	Extend Nevada Street from Bear Creek to Kestrel Parkway	Balance Mobility and Access	High (0-5 Years)	\$2,261,000
(R19) Normal Avenue Extension	Extend Normal Avenue to E Main Street consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66); Coordinate with Project X3.	Balance Mobility and Access	Medium (5-15 Years)	\$2,705,000
(R20) Creek Drive Extension	Extend Creek Drive from Meadow Drive to Normal Avenue consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66)	Balance Mobility and Access	Development & Access Management Driven	Developer Responsibility
(R22) New Roadway (B)	Construct a New Roadway from Clay Street to Tolman Creek Road consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66) if and when Tolman Creek Manufactured Park is redeveloped. The location of the connection shall be determined at the time of redevelopment of the manufactured home park.	Facilitate Economic Growth Balance Mobility and Access	Development & Access Management Driven	Developer Responsibility
(R23) New Roadway (C)	Construct a New Roadway from McCall Drive to Engle Street	Facilitate Economic Growth Balance Mobility and Access	Development & Access Management Driven	Developer Responsibility
(R24) Clear Creek Drive Extension	Construct a New Roadway to connect the two existing segments of Clear Creek Drive providing a continuous east-west roadway between Oak Street and N	Facilitate Economic Growth Balance Mobility and Access	Development & Access Management Driven	\$2,505,000

(Project #) Name	Description	Reasons for the Project	Priority (Timeline)	Cost ²
	Mountain Avenue			
(R25) Washington Street Extension to Tolman Creek Road	Extend Washington Street to Tolman Creek Road consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66). This is a City funded project; not developer driven.	Facilitate Economic Growth Balance Mobility and Access	High (0-5 Years)	\$1,055,000
(R26) New Roadway (D)	Construct a new roadway from E Main Street to Ashland Street (OR 66) consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66).	Facilitate Economic Growth Balance Mobility and Access	Development & Access Management Driven	\$2,422,000
(R27) Grizzly Drive Extension	Extend Grizzly Drive from Jacquelyn Street to Clay Street	Balance Mobility and Access	Development Driven	Developer Responsibility
(R28) Mountain View Drive Extension	Extend Mountain View Drive from Parkside Drive to Helman Street	Balance Mobility and Access	Development Driven	Developer Responsibility
(R29) Washington Street	Extend Washington Street to Benson Way	Facilitate Economic Growth Balance Mobility and Access	Development Driven	\$1,301,000
(R30) Kirk Lane Extension	Extend Kirk Lane to N Mountain Avenue	Balance Mobility and Access	Development Driven	Developer Responsibility
(R31) Wimer Street Extension	Extend Wimer Street to Ashland Mine Road. The exact location of the street will be refined at the time of annexation.	Balance Mobility and Access	Development Driven	\$3,125,000
(R32) Kestrel Parkway Extension	Extend Kestrel Parkway to N Mountain Avenue at Nepenthe Road	Balance Mobility and Access	Development Driven	Developer Responsibility
(R34) Railroad Property Development	Extend Existing Adjacent Streets to Provide Connectivity within, to and from the property	Facilitate Economic Growth Balance Mobility and Access	Development Driven	Developer Responsibility
(R35) N Main Street Temporary Road Diet	Implement a temporary road diet on N Main Street. Temporary road diet includes converting N Main Street to a two-lane roadway with a two-way center turn lane and bicycle lanes in both directions	Improve Safety, Balance Mobility and Access	High (0-5 Years)	\$160,000
(R36) N Main Street Implement Permanent Road Diet	Convert temporary road diet to permanent installation, which includes, at a minimum, signal modifications to the N Main Street/Maple Street and the N Main Street/Laurel Street intersections	Improve Safety, Balance Mobility and Access	Medium (5-15 Years)	\$200,000
(R38) Ashland Street Streetscape Enhancements (Siskiyou Boulevard to Walker Avenue)	Widen and reconstruct sidewalks with street trees, stormwater planters and bus shelters. Ashland Street/Walker Avenue intersection enhancements to include concrete crosswalks, paving, and ornamental lights.	Improve Safety, Balance Mobility and Access	Medium (5-15 Years)	\$1,100,000
(R39) Ashland Street Streetscape Enhancements (Walker Avenue to Normal Avenue)	Widen and reconstruct sidewalks with street trees, stormwater planters and bus shelters.	Improve Safety, Balance Mobility and Access	Development Driven	\$1,300,000
(R40) Walker Avenue Festival Street (Siskiyou Boulevard to Ashland Street)	Street reconstruction with flush curbs and scored concrete roadway surface. Sidewalk treatments to include decorative bollards to delineated pedestrian space, street trees, LID stormwater facilities and ornamental lights.	Support Pedestrian Places Planning	High (0-5 Years)	\$780,000
(R41) Ashland Street/Tolman Creek Road Streetscape Enhancements	Widen and reconstruct sidewalks with street trees, stormwater planters and bus shelters. Ashland Street/Tolman Creek Road intersection enhancements to include concrete crosswalks, paving, and ornamental lights.	Support Pedestrian Places Planning	Development Driven	\$1,500,000

(Project #) Name	Description	Reasons for the Project	Priority (Timeline)	Cost ²
(R42) E Main Street/N Mountain Avenue Streetscape Enhancements	Widen and reconstruct sidewalks with street trees, stormwater planters and bus shelters. E Main Street/N Mountain Avenue intersection enhancement with concrete crosswalks and paving, and ornamental lights.	Support Pedestrian Places Planning	Development Driven	\$1,500,000
(R43) New Roadway (E)	Construct a new roadway from Mistletoe Road to Siskiyou Boulevard (OR 99) consistent with the Croman Mill District Plan	Facilitate Economic Growth Balance Mobility and Access	Development Driven	\$4,322,000
(R44) Tolman Creek-Mistletoe Road Streetscape Enhancements	Widen and reconstruct sidewalks with street trees, stormwater planters and bus shelters consistent with the Croman Mill District standards.	Facilitate Economic Growth Balance Mobility and Access	Development Driven	\$3,478,000
(R45) New Roadway (F)	Construct a new roadway from Washington Street to New Roadway (E) consistent with the Croman Mill District Plan; coordinate with Project X2.	Facilitate Economic Growth Balance Mobility and Access	Development Driven	\$1,199,000
(R46) Ivy Lane Extension	Extend Ivy Lane west to Waterline Road	Balance Mobility and Access	Development Driven	Developer Responsibility
(R47) Mary Jane Avenue Extension	Extend Mary Jane Avenue south to the UGB then east to Clay Street	Balance Mobility and Access	Development Driven	Developer Responsibility
(R48) Forest Street Extension	Construct a new roadway that connects the two existing segments of Forest Street	Balance Mobility and Access	Development Driven	Developer Responsibility
(R49) Croman Mill District Streets	Construct new streets to provide connectivity within, to and from the Croman Mill District	Facilitate Economic Growth Balance Mobility and Access	Development Driven	Developer Responsibility
High Priority (0-5 Years)				\$5,073,000
Medium Priority (5-15 Years)				\$4,005,000
Low Priority (15-25 Years)				\$3,650,000
Development Driven				\$23,555,000
Total				\$38,047,000

Notes:

¹Initial roundabout operations analysis and high-level feasibility assessment were performed to confirm a roundabout appears physically and operationally feasible. A more detailed preliminary roundabout design and study should be conducted before activities such as right-of-way acquisition and/or developing detailed design plans.

It should also be noted that in November 2008, the State Traffic Engineer issued a directive to ODOT staff to consider a roundabout as an alternative whenever a traffic signal was being considered on the state highway system. However, in March 2011, ODOT issued updated guidance to staff that no roundabouts should be approved or designed by staff on the state highway system due to concerns raised by the trucking industry. Subsequently, the requirement previously issued to evaluate roundabouts as an alternative to traffic signals was temporarily lifted. Currently, ODOT is awaiting the results of a study being led by the Kansas Department of Transportation evaluating the effects of roundabouts on oversized loads. Upon completion of that study, the agency has indicated that the current prohibition of roundabouts on the state system will be reconsidered.

²Cost estimates are for engineering and construction costs. They do not include right-of-way. They are rounded to the nearest thousand dollars.

The projects in Table 10-3 and Figure 10-3 were identified based on input received from the PMT, TAC, PC, and .The intersection projects were also developed based on the 2034 future conditions analysis results, safety analysis results, and planning-level feasibility assessments (e.g., is a roundabout physically possible, could the street actually be realigned given adjacent historic structures). The new roadway and roadway extension projects were identified from previous and/or related plans such as the 1998 TSP, the unadopted 2007 TSP update, and the Interchange Area Management Plan (IAMP) for Exit 14. The projects identified to support pedestrian places were documented as part of the Pedestrian Places planning activities. The Pedestrian Places planning is discussed further in the following section.



Railroad Crossing Projects

Table 10-4 summarizes the preferred plan railroad crossing projects. They include one existing crossing upgrade and two new railroad crossing locations. Figure 10-3 illustrates the location of these railroad crossings. *Appendix A contains the prospectus sheets for all preferred plan projects; the prospectus sheets provide more detail regarding the project location, description, and images illustrating the vision for the completed project.*

Currently under Federal and ODOT rail policy, the City would need to close an existing at-grade crossing or go through a potentially timely and costly rail order process to obtain an additional new public crossing within Ashland. The City will pursue all possible alternatives to closing existing at-grade crossings including exceptions to the policies based on the low projected train volumes (currently none) and will consider grade separation of future crossings.

Table 10-4 Railroad Crossing Projects

(Project #) Name	Description	Reasons for the Project	Priority (Timeline)	Cost ²
(X1) 4 th Street At-Grade Railroad Crossing	Pursue a New At-Grade Ped/Bike Railroad Crossing at 4 th Street. Coordinate with Project TR4. ¹	Improve North-South Connectivity, Balance Mobility and Access	Development Driven	\$275,000
(X2) Washington Street At-Grade Railroad Crossing	Pursue a New At-Grade Railroad Crossing at Washington Street as part of the Croman Mill Site Development. Coordinate with project R45. ¹	Facilitate Economic Growth, Balance Mobility and Access	Development Driven	\$1,000,000
(X3) Normal Avenue At-Grade Railroad Crossing Upgrade	Upgrade the existing at-grade Railroad crossing at Normal Avenue to public crossing standards. Coordinate with Project R19. ¹	Improve North-South Connectivity, Balance Mobility and Access	Development Driven	\$750,000
High Priority (0-5 Years)				-
Medium Priority (5- 15 Years)				-
Low Priority (15- 25 Years)				-
Development Driven or Driven by Need based on Rail Order Outcomes				\$2,025,000
Total				\$2,025,000

Notes:

¹Currently under Federal and ODOT rail policy, the City would need to close an existing at-grade crossing or go through a potentially timely and costly rail order process to obtain an additional new public crossing within Ashland. The City will pursue all possible alternatives to closing existing at-grade crossings including exceptions to the policies based on the low projected train volumes (currently none) and will consider grade separation of future crossings.

²Planning level cost estimates are for construction and engineering of at-grade crossings and do not include right-of-way costs.