

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

ASHLAND TRANSPORTATION COMMISSION

April 24, 2014

AGENDA

- I. CALL TO ORDER: 6:00 PM, Civic Center Council Chambers, 1175 E. Main Street
- II. ANNOUNCEMENTS
- III. CONSENT AGENDA
 - A. Approval of Minutes
- IV. PUBLIC FORUM
- V. NEW BUSINESS
 - A. Transportation System Capital Improvement Prioritization (60 min.)
 - Roadway Network Project Prioritization FY 16-18
 - B. Agenda Layout (10 min.)
 - Agenda Advertisement
 - C. Transportation and Growth Management Grant (TGM)
 - Siskiyou Blvd. Pedestrian Crossing Evaluation Letter of Support
- VI. OLD BUSINESS
 - A. Lithia Way and 3rd St. Speed Zone Update (5 min.)
 - B. Orange Ave Bicycle Boulevard Update (5 min.)
 - C. N. Main restriping Update (5 min.)
 - D. Nevada St. Bridge/Chip Seal Applications Update (5 min.)
 - E. Downtown Parking Study Update (5 min.)
- VII. FOLLOW UP ITEMS
- VIII. INFORMATIONAL ITEMS
 - A. Action Summary
 - B. Oregon Impact April Newsletter
 - C. Traffic Crash Summary
- IX. COMMISSION OPEN DISCUSSION
- X. FUTURE AGENDA TOPICS
 - A. Transportation Safety Public Outreach
 - B. SOU Multi-Modal Future
 - C. Siskiyou Blvd. Signal Timing
- XI. ADJOURNMENT: 8:00 PM

Next Meeting Date: May 22, 2014

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 April 2014

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
Craig Anderson	Commissioner	541-488-0418	575 Elizabeth Avenue	craig.ashland@gmail.com	4/30/2017
David Chapman	Commissioner	541-488-0152	390 Orchard Street	davidchapman@ashlandhome.net	4/30/2016
Joe Graf	Commissioner	541-488-8429	1160 Fern Street	graf@sou.edu	4/30/2015
Alan Bender	Commissioner	541-488-4967	145 Almond Street	Alan.bender@erau.edu	4/30/2017
Shawn Kampmann	Commissioner	541-482-5009	P O Box 459	shawn@polarissurvey.com	4/30/2015
Corinne Viéville	Commissioner	541-944-9600	805 Glendale Avenue	corinne@mind.net	4/30/2016
David Young	Commissioner	541-488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2015

Non Voting Ex Officio Membership

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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

Staff Support

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

Ashland Transportation Commission

Thursday, February 27, 2014

CALL TO ORDER

Chair David Young called the meeting to order at 6:00pm, at the Civic Center Council Chambers located at 11175 E Main St. in Ashland, OR.

COMMISSIONERS PRESENT: Craig Anderson, Alan Bender, David Chapman, Joseph Graf, Shawn Kampmann, and David Young.

ABSENT MEMBERS: Corinne Vieville

EX OFFICIO PRESENT: Officer Steve MacLennan

STAFF PRESENT: Mike Faught, Scott Fleury, Mary McClary

COUNCIL LIAISON PRESENT: Carol Voisin

SOU STUDENT LIAISON: Honore Depew

ANNOUNCEMENTS

None stated.

CONSENT AGENDA

Approval of Minutes for January 23, 2014.

Approved.

PUBLIC FORUM

No one present.

ACTION ITEMS

Item B. *Project Financing* moved to Non Action Item by Chairperson Young.

Item A. *Lithia and 3rd Intersection Analysis*

Staff member Scott Fleury outlined his memo to the Commission regarding the sight distance issues at the Intersection of Lithia and 3rd Street. He contacted ODOT and engineer Kimberly Parducci, to review the intersection. They conducted an analysis and determined the sight distance was restricted at 3rd St. due to on-street parking on Lithia Way. There was not adequate distance for someone making a left hand turn onto Third Street. She outlined several recommendations included in her memorandum to Scott dated 02/18/14, which was included in the Commission packet. Scott reviewed with the Commission pictures, locations, and details of the different angles and areas of concern including the different business entrances involved. He asked the Commission if they wanted to move forward with a deeper analysis concerning the area as a safety concern.

Chairperson Young reminded the Commission that the *Downtown Committee* would also be looking at this area and might be discussing different options as well. He outlined two separate issues: the crash data analysis and looking at

incremental changes to the parking. Commissioner Graf clarified staff recommended to conduct a crash study and go forward with the removal of one parking space and restricting height on a second parking space.

Commissioner Chapman brought up the speed limit traveling south out of town changes from 20 to 25 mph past the library around the fire station, and changes to 25mph coming from the other direction on the side of 3rd Street. He suggested making the speed limit for both 20mph slowing traffic down to help with the intersection. Mike remarked ODOT would need to be contacted to approve a speed changes on all roads.

The Commission discussed different options regarding crash data, restricted parking, enforcement, and elimination of parking, restriction of the height of parking spaces, sight distance, trees, removal, and design changes. Scott remarked Kim would need to review the accident data and do a sight specific analysis before making more recommendations for improvement to the intersection in general.

Commissioner Chapman made a motion to disregarding throwing away the parking spaces, look at moving the speed signs and study the traffic flow of that area of the intersection.

The motion was modified to look into moving the speed signs and study the traffic flow of that area of the intersection. The motion died for lack of a second.

Commissioner Kampmann made a motion to table the issue due to a lack of priorities and Chairperson Young clarified a motion was not needed to table an issue.

Commissioner Anderson moved to follow the engineer's recommendation with the exception of substituting height restrictions for parking removal so the spaces that would be height restricted would actually be removed. The motion was seconded by Commissioner Bender.

Commissioner Anderson pointed out that safety was an issue, it had been identified and they had a recommendation from their consulting engineer. He felt a height restricted parking space was unusual and the city currently did not have a way to enforce the restriction.

Commissioner Graf wondered if that meant 3 parking spaces would be removed and pointed out the verbiage was to remove once space and reduce the height of two spaces. Staff re-read the recommendation:

"After reviewing the sight distance restrictions from 3rd Street, the recommendation for the south approach is to remove one parking space (the nearest stall) along the west side of Lithia Way immediately southwest of 3rd Street and restrict the vehicle height (below 5') on the second parking space with signage and enforcement. For the north approach, the recommendation is to restrict the vehicle height of the first parking space on the east side of Lithia Way also with signage and enforcement."

Chairperson stated he had reservations of recommending removing spaces in the downtown area without the Downtown Committee's review and also and without notifying businesses. Mike Faught clarified notification would be given to anyone impacted and they would be invited to attend the meeting where the Commission would be making that decision.

Commissioner Chapman brought up addressing downtown circulation and the addition of parking spaces, not the removal of parking spaces.

The members clarified the motion would be directed at the Public Works Director, Mike Faught as a recommendation. Commissioner Anderson asked for clarification on this action item that would require notification to the impacted parties. Mike explained if the Commission wanted to move forward with this item, then he would give proper notice so the public

would be able to come and participate if they wanted. Commissioner Anderson then asked if this wasn't really a discussion item. Chairperson explained it was a motion, not just a discussion.

Commissioner Anderson withdrew his motion and Commissioner Bender withdrew his second.

Mike restated that they would inform the downtown committee and ask Kim to re-evaluate the intersection.

Commissioner Kampmann made a motion that the City reduce the speed limit within the one block of discussion from 25mph to 20mph. Commissioner Kampmann withdrew his motion.

Commissioner Chapman moved that we ask Scott Fleury to ask ODOT for permission to move the 20mph speed limit sign one block. The motion was seconded by Commissioner Graf.

Voice Vote: All Ayes. The motion passed with a unanimous vote.

NON ACTION ITEMS

Item A. Nevada St. Bridge Extension

Scott updated the Commission regarding the submitted application and met with the Technical Advisory Committee who does the initial analysis and ranking of the projects. In addition, this week they met with the policy committee who makes the decision as to what projects get funded. There are a few more meetings and presentations before a decision would be made as to who would be funded for the next three years.

Mike asked for some discussion about Commissioner Anderson's letter, that the Commission members also received through email, to the Metropolitan Planning Organization Committee (MPO) and his opposition to the project. He wanted to discuss the Commission's roles and responsibilities for future conversations involving projects. He felt the letter made the Department's presentation more difficult; reiterating the competition for the money was extremely tight. In addition, he supported everyone's right to represent their personal opinions in any situation.

Chairperson Young re-stated the Commission was not debating the merits of the grant application just discussing the process.

Commissioner Anderson stated this was a *discussion item* and he was prepared to discuss the merits of the project and the letter he sent. He asked Mike (Public Works Department) for information and he felt he had not received all the answers. He felt it was presumed on Nevada Street, east of where the bridge terminated, would become an Avenue standard. He was told there was no funding to bring the street to that standard, but it would become a standard when the north side was developed.

Chairperson Young asked Commission Anderson to focus on the process rather than the points of the project.

Commissioner Anderson stated he was clear he was not representing the Commission. He asked if the project was eligible for STP funds. He wondered why the project went to a high priority status and an increase of 3 million dollars in additional funding.

The members held a discussion about Commissioner Anderson's letter and its representation. They felt it was important to have the ability to speak to issues as an individual and to make it very clear who you represent.

Commissioner Anderson felt the discussion item was the *Nevada St. Bridge Extension Project*, not the process of communication. He asked for the process of communication to be put on a future agenda.

Chairperson asked to move the process of communication to under Commission Open Discussion.

Commissioner Chapman moved that the Commission place this item (protocol) at the end of the agenda. The motion was seconded by Commissioner Bender seconded the motion.

Voice Vote: All Ayes. The motion passed with a unanimous vote.

Commissioner Anderson believed the project may not be approved by the policy committee and/or denied by the Federal Highway Association because Nevada Street was not a federally aid highway. He felt the city could have funded other projects with the funds and stated the Commission was not consulted on any of those decisions.

Mike explained they received an email about a Congestion Mitigation and Air Quality (CMAQ) review on the project and he recalled it was eligible. They submitted their grant for CMAQ. This two year process was designed as a by-pass for locals to travel from North Main from the south end of town up through Eagle Mill. Funding he said was diversified through System Development Charge (SDC), Local Improvement District (LID), and Surface Transportation Program (STP). The process for larger projects includes these options to be able to fund the projects. The money is pooled for SDC and then utilized as needed, not specific to the area it derived from. They were asking for an approx. 2 million dollar grant, and the city would fund the rest with SDC money, gas tax monies, and street user fees (debt service). We had to do an analysis for the area showing that it would be CMAQ eligible for 2 million dollars of the grant, the greenway portion, sidewalks, and bike lanes were all eligible. This project was listed in the master plan and we felt the project would cost around 4 million. Although, working with Oregon Department of Transportation (ODOT) we submitted estimates based on our work together. Working with the Planning Commission and the Transportation Commission on the Transportation System Plan (TSP) project for 2 years, this project rose to a high priority project. He explained how roads were developer driven, and the larger projects are done in segments.

Commissioner Anderson talked about the development potential of the Nevada Street land and the cost to develop it to Avenue standards. He believed there was not a by-pass option on the TSP and the unlikelihood of development of the road, when the costs for developing the road would not be recovered.

The discussion continued further about the options for the project and future projects that might fall under the same set of circumstances including estimation of project costs and how the city works with developers. Commissioner Anderson felt the Transportation Commission should be involved in recommendations for prioritizing projects. At the next meeting they asked staff to bring about an action item for the issue of funding, prioritizing projects and application for funding before the Commission for discussion and recommendations.

Commissioner Chapman stated clearly there are no agreements between City Councilors and developers for reduced costs to the developers. Commissioner Kampmann stated he was surprised at the rising priority of the project and would support discussion regarding upcoming projects and believed the city is fair or stricter with development costs and conditions.

Chairperson Young asked for the topic of prioritizing TSP projects as an agenda item for the next meeting.

Item B. Chip Seal CMAQ Grant Application

Scott explained it was following along the same process as the other projects and was under review. All surrounding areas (cities and counties) were interested in the outcome due to their own limited funding sources. This project includes 20 road sections, 5 total miles.

Commissioner Kampmann spoke of several key points regarding chip sealing: decomposed granite, air quality, little traffic flow, consulting with the citizens that were affected, opposition, increased speeds, and pedestrian friendly. He wondered why all unpaved roads were scheduled for chip sealing. Commissioner Bender remarked the air quality argument has become the majority vote now for sealing. Mike explained air quality has been a main issue with all areas. After the initial chip seal, there was not much maintenance if there was a good structure. (Approx. 20 year life) Commissioner Anderson spoke to the aesthetics and noise elements of chip seal changing the character of the street. Mike talked about explaining the Open City Hall process at the next meeting.

Item C. Downtown Parking Circulation Multimodal Study

The meetings are held on the first Wednesday of each month, 3:30-5:30. During the the next meeting they will look at some TSP results, discuss a guiding framework to create a foundation, review the first survey, review time line and look at trending and guiding principles. There was discussion about how the survey was conducted. Counselor Voisin remarked she asked that the survey be sent to several organizations, different samples and Commissions/Committees and it was not. Chairperson Young remarked there would be a second survey. Honore Depew asked the representatives from this Commission on the *Downtown Committee* to impress upon the Committee to make it as safe as possible for vulnerable users of roadways.

Item D. Project Financing

Scott asked to set this item aside to the next meeting.

FOLLOW UP ITEMS

Item A. Walker/Tolman Bike Path Jurisdiction

Scott reported our Public Works Department will identify areas in need of repair and start some spot repairs. They will look at what we can do to minimize the impact and still maintain the area.

INFORMATION ITEMS

Set aside.

COMMISSION OPEN DISCUSSION

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 asked that the City Recorder and City Attorney refresh the Commission with the rules and regulations.

The Commissioners discussed this point of clarity. Mike Faught requested in the future, the Commission inform staff when they are in disagreement with any project as soon as possible, so they can respond to their concerns.

Commissioner Kampmann asked for advanced notice about projects coming up so he can research. Mike suggested they will bring at the next meeting, they will create an agenda item to address projects.

The Commissioners discussed Infrastructure and Urban Growth Boundaries.

Commissioner Chapman reported according to the *Oregon Impact's* national highway survey, 91% believed everyone should obey the speed limit and half of the drivers believed something should be done to reduce speeding in the US, but 1 out of 5 drivers admit they try to reach their destination as fast as they can. He also mention leaf blowers created a cloud of smoke going across Lithia way that inhibited people's ability to see. Mike Faught would follow up on that.

The Commission decided to meet on March 20, 2014, the 3rd week in the month.

Commissioner Graf would like to see a follow-up to the Road Diet on the next agenda.

ADJOURNMENT

The meeting was adjourned at 8:22pm.

Respectfully submitted by:

Mary McClary

*Administrative Assistant for Electric, IT and
Telecommunication Departments*

Memo

CITY OF
ASHLAND

Date: April 17, 2014
From: Scott A. Fleury
To: Transportation Commission
RE: Project Prioritization-Roadway Network

BACKGROUND:

Per the discussion at the March meeting staff is providing the Transportation Commission with the current TSP Roadway project list along with the currently adopted Capital Improvement Project (CIP) list.

PRIORITIZATION:

Per discussion at the previous TC meeting staff is bringing forward the Roadway Network projects in the TSP for discussion on priorities heading into the next budget cycle. Roadway also includes recommended studies to be performed. Staff recently submitted a letter of intent to apply for a TGM grant for the Siskiyou Blvd. safety study. Current roadway projects that are budgeted in FY14/15 include:

Roadway Network:

1. Slurry seal FY14/15
2. Oak St. crossing improvements (RxR dependant)
3. N. Mountain Overlay-Hersey to I5
4. N. Mountain Overlay-E. Main to RxR
5. Wightman Overlay-Quincy to Siskiyou

*roadway projects for maintenance have been prioritized using the City's pavement maintenance program.

CURRENT FINANCING:

The Street Funds three primary sources of revenue are intergovernmental revenues (gas tax, state and federal grants), fees, and bond proceeds. Intergovernmental revenues, fees, and bond proceeds will likely continue to be the primary sources of revenue for the Street Fund in future budget cycles. Bond proceeds and fee increases will continue to be dependent on the state of the economy and voter willingness for passage. The state gas tax, for example, increased from 24 cents to 30 cents on January 1, 2011. This represents a 25% increase over the previous tax, and constitutes the first rise in the Oregon gas tax since 1993. However, the tax increase should not be considered a long-term funding source given the improved fuel efficiency of newer vehicles, the rise in ownership of hybrid and electric vehicles, and the increased use of alternative fuels. Additionally, Ashland will not be able to increase its proportional share of that tax increase without legislative action at the state level. It is reasonable to assume the overall total revenue will temporarily increase with the legislative action. However, if the average fuel efficiency of

vehicles increases or there is precipitous drop in vehicle miles, a decline in gasoline consumption may lead to a decline in revenue.

Grant based funding for transportation related projects include: Congestion Mitigation and Air Quality Grants (CMAQ), Surface Transportation (STP), TIGER and Enhance and Fix It Grants. Staff has included grant instruction packets for CMAQ and Enhance for reference in what is required for submittals.

Priority street improvement projects for construction and maintenance are pulled directly from the newly adopted Transportation System Plan. These projects are funded through the above mentioned mechanisms.

User Fees: Fees tacked onto a monthly utility bill or tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance to the street system. This may be a more equitable assessment given the varying fuel efficiency of vehicles. Regardless of fuel efficiency, passenger vehicles do equal damage to the street system. The cost of implementing such a system could be prohibitive given the need to track the number of vehicle miles traveled in every vehicle. Additionally, a user fee specific to a single jurisdiction does not account for the street use from vehicles registered in other jurisdictions. (street user fee resolution attached for reference).

General Obligation Bond: A common type of municipal bond in the United States that is secured by a state or local government's pledge to use legally available resources, including tax revenues, to repay bond holders.

Conclusion: Staff would like to have an open discussion with respect to ranking roadway network projects that can be included in the next budget cycle and means of funding associated projects. Staff's intent is the specifically prioritize two years worth of projects to be used for budgeting in the next biennium and generally prioritizing the six year capital improvement plan.

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.

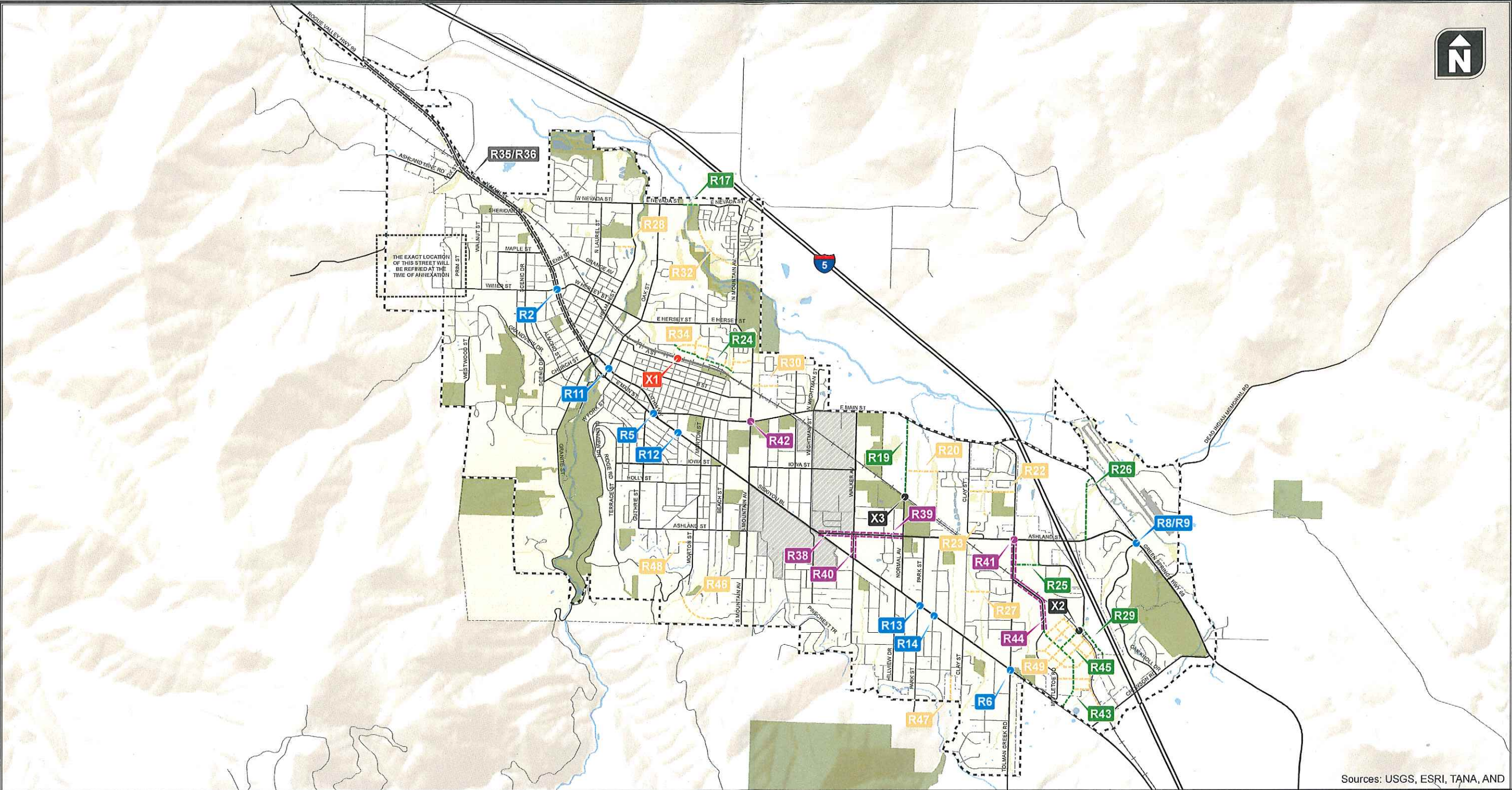
Table 10-4 Railroad Crossing Projects

(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.



Sources: USGS, ESRI, TANA, AND

- Planned Roadway Projects**

 - Planned Boulevards, Avenues, & Collectors
 - Planned Neighborhood Streets
 - Planned Streetscape Projects
 - Planned Road Diet
- Planned Intersection Projects
 - Planned Streetscape Projects
 - Planned At-Grade Ped/Bike Rail Crossing
 - Planned At-Grade Rail Crossing
 - Project Number

Planned Intersection
and Roadway Projects

Figure
10-3

Capital Improvements Plan
2012-2019 Construction Years

Transportation Sections include projects included in the Transportation System Plan

TSP Project #	Project Description	2014-15	2015-16	2016-17	2017-18	2018-19	Unfunded	TSP Priority	FY14-19 TOTAL COST	Cost Breakdown Totals are only for FY14 thru FY19 and Unfunded				
		FY15	FY16	FY17	FY18	FY19			Project Totals	Street SDC	Grants	LIDs	other	fees & rates
	Roadway													
	N. Main Street - Wimer/Hersey Intersection Re-alignment (see Electric Section as well)							-	\$ -	\$ -				
	N. Main Road Diet							-	\$ -	\$ -				
	TSP Update							-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Railroad Crossing Improvements; Hersey & Laurel							-	\$ -	\$ -	\$ 255,642	\$ -	\$ -	\$ (255,642)
	Road Diet							-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Railroad Crossing Improvements; Oak							-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Slurry Seal Streets Per PMS	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000		-	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
R25	Washington Street Extension to Tolman Creek Road		\$ 1,055,000					High	\$ 1,055,000	\$ -	\$ -	\$ -	\$ -	\$ 1,055,000
R17	East Nevada Street Extension				\$ 3,050,000			High	\$ 3,050,000	\$ -	\$ 2,736,765	\$ -	\$ -	\$ 313,235
R05	Lithia Way (OR 99 NB)/E Main Street Intersection Improvements						\$ 50,000	High	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
R06	Siskiyou Boulevard (OR 99)/Tolman Creek Road Intersection Improvements						\$ 61,000	High	\$ 61,000	\$ -	\$ -	\$ -	\$ -	\$ 61,000
R08	Ashland Street (OR 66)/Oak Knoll Drive-E Main Street Intersection Improvements						\$ 706,000	High	\$ 706,000	\$ -	\$ -	\$ -	\$ -	\$ 706,000
R40	Walker Avenue Festival Street (Siskiyou Boulevard to Ashland Street)						\$ 780,000	High	\$ 780,000	\$ -	\$ -	\$ -	\$ -	\$ 780,000
R19	Normal Avenue Extension						\$ 2,705,000	Medium	\$ 2,705,000	\$ -	\$ -	\$ -	\$ -	\$ 2,705,000
R36	N Main Street Implement Permanent Road Diet						\$ 200,000	Medium	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
R38	Ashland Street Streetscape Enhancements (Siskiyou Boulevard to Walker Avenue)						\$ 1,100,000	Medium	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -	\$ 1,100,000
	Croman Mill Development						\$ 1,000,000	Development	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
	Subtotal Roadway	\$ 100,000	\$ 1,155,000	\$ 100,000	\$ 3,150,000	\$ 100,000	\$ 6,602,000		\$ 11,207,000	\$ -	\$ 2,736,765	\$ -	\$ -	\$ 8,470,235
	Street Improvements/Overlays per Pavement Management System (Goal of \$350,000/yr)	FY15	FY16	FY17	FY18	FY19	Unfunded		Project Totals	Street SDC	Grants	LIDs	other	fees & rates
	Overlay - N Mountain Avenue - Hersey to I-5							-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Overlay - N Mountain Avenue - E Main to R/R Tracks							-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Overlay - Wightman Street - Quincy to Siskiyou	\$ 250,000						-	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
	Overlay - Park Street - Siskiyou to End		\$ 275,000					-	\$ 275,000	\$ -	\$ -	\$ -	\$ -	\$ 275,000
	Overlay - Oak Street - R/R Tracks to Oaklawn			\$ 385,000				-	\$ 385,000	\$ -	\$ -	\$ -	\$ -	\$ 385,000
	Overlay/Partial Rebuild - N Mountain Avenue - R/R Tracks to Hersey				\$ 420,000	\$ 350,000		-	\$ 770,000	\$ -	\$ -	\$ -	\$ -	\$ 770,000
	Overlay - Ashland Street - Morton to Taylor						\$ 150,000	-	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000
	Overlay - Nutley Street - Scenic to Winburn						\$ 125,000	-	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ 125,000
	Overlay - Winburn Way - Granite to Nutley						\$ 75,000	-	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ 75,000
	Overlay - Holly Street - Morton to Idaho						\$ 110,000	-	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ 110,000
	Overlay - Morton Street - Iowa to Pennsylvania						\$ 85,000	-	\$ 85,000	\$ -	\$ -	\$ -	\$ -	\$ 85,000
	Overlay - Liberty Street - Siskiyou to Iowa						\$ 25,000	-	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000
	Overlay - S. Mountain Avenue - E. Main to Siskiyou						\$ 350,000	-	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ 350,000
	Overlay - Helman Street - N. Main to Ohio						\$ 225,000	-	\$ 225,000	\$ -	\$ -	\$ -	\$ -	\$ 225,000
	Overlay - Ashland Street - Siskiyou to R/R Tracks						\$ 500,000	-	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
	Crown Grind/Overlay - Iowa Street - Liberty to Idaho						\$ 715,000	-	\$ 715,000	\$ -	\$ -	\$ -	\$ -	\$ 715,000
	Overlay/Partial Rebuild - Hersey Street - N. Mountain to Helman						\$ 1,325,000	-	\$ 1,325,000	\$ -	\$ -	\$ -	\$ -	\$ 1,325,000
	Overlay/Partial Rebuild - S. Mountain Avenue - Siskiyou to Prospect						\$ 660,000	-	\$ 660,000	\$ -	\$ -	\$ -	\$ -	\$ 660,000
	Overlay/Partial Rebuild - Ashland Street - Siskiyou to R/R Tracks						\$ 930,000	-	\$ 930,000	\$ -	\$ -	\$ -	\$ -	\$ 930,000
	Overlay/Partial Rebuild - Harrison Street - Siskiyou to Euclid						\$ 660,000	-	\$ 660,000	\$ -	\$ -	\$ -	\$ -	\$ 660,000
	Overlay/Partial Rebuild - Hargadine Street - Gresham to 1st						\$ 440,000	-	\$ 440,000	\$ -	\$ -	\$ -	\$ -	\$ 440,000
	Repave/Rebuild - B Street - Oak to 5th						\$ 880,000	-	\$ 880,000	\$ -	\$ -	\$ -	\$ -	\$ 880,000
	Repave/Rebuild - Granite Street - Nutley to Pioneer						\$ 770,000	-	\$ 770,000	\$ -	\$ -	\$ -	\$ -	\$ 770,000
	Repave/Rebuild - E. Main - N Mountain to R/R tracks						\$ 935,000	-	\$ 935,000	\$ -	\$ -	\$ -	\$ -	\$ 935,000
	Repave/Rebuild - Normal Ave - Ashland St to Siskiyou Blvd						\$ 220,000	-	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ 220,000
	Subtotal Street Improvements/Overlays	\$ 250,000	\$ 275,000	\$ 385,000	\$ 420,000	\$ 350,000	\$ 9,180,000		\$ 10,860,000	\$ -	\$ -	\$ -	\$ -	\$ 10,860,000
	Local Improvement Districts	FY15	FY16	FY17	FY18	FY19	Unfunded		Project Totals	Street SDC	Grants	Prop Owner	other	fees & rates
	Pavement plus; Schofield Street & Monte Vista Local Improvement District							-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Pavement plus; Fielder Street Local Improvement District (Indiana to End)						\$ 130,000	-	\$ 130,000	\$ 23,400	\$ -	\$ 106,600	\$ -	\$ -
	Pavement plus; Waterline Road Local Improvement District						\$ 400,000	-	\$ 400,000	\$ 72,000	\$ -	\$ 328,000	\$ -	\$ -
	Pavement plus; Clay Street Local Improvement District						\$ 1,000,000	-	\$ 1,000,000	\$ 323,750	\$ -	\$ 601,250	\$ 75,000	\$ -
	Miscellaneous Local Improvement Districts						\$ 200,000	-	\$ 200,000	\$ 36,000	\$ -	\$ 164,000	\$ -	\$ -
	Subtotal Local Improvement Districts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,730,000		\$ 1,730,000	\$ 455,150	\$ -	\$ 1,199,850	\$ 75,000	\$ -

Transportation Sections include projects included in the Transportation System Plan

TSP Project #	Project Description	2014-15	2015-16	2016-17	2017-18	2018-19	Unfunded	TSP Priority	FY14-19 TOTAL COST	Cost Breakdown Totals are only for FY14 thru FY19 and Unfunded					
		FY15	FY16	FY17	FY18	FY19	Unfunded		Project Totals	Street SDC	Grants	LIDs	other	fees & rates	
	Sidewalks/Pedestrian														
	Audible Pedestrian Signals							-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	28,000
	Willow Wind Pedestrian Crossing Signal							-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	80,000
	High School Crosswalk Beacon Replacement							-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
	Miscellaneous Concrete Safety Repairs							-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
	Misc New Sidewalk Improvements (based on prioritized list in TSP)							-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
P25	Walker Avenue - 950' north of Iowa Street to Ashland Street (CMAQ)							High	\$ -	\$ -	666,694	\$ -	\$ -	\$ -	(666,694)
P01	N Main Street/Highway 99 - N Main Street to Schofield Street							High	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
P09	Maple Street - Chestnut Street to 150' east of Rock Street							High	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
P07	Hersey Street - N Main Street to Oak Street (CMAQ)	\$ 531,000						High	\$ 531,000	\$ 13,633	\$ 476,466	\$ -	\$ -	\$ -	40,900
P05	Glenn Street/Orange Avenue - N Main Street to 175' east of Willow Street	\$ 200,000						High	\$ 200,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	150,000
P27	Walker Avenue - Oregon Street to Woodland Drive		\$ 200,000					High	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	200,000
P66	Diane Street - Clay Street to Tolman Creek Road			\$ 20,000				High	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	20,000
P68	Carol Street - Patterson Street to Hersey Street			\$ 150,000				High	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	150,000
P06	Orange Avenue - 175' west of Drager Street to Helman Street				\$ 250,000			High	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	250,000
P10	Scenic Drive - Maple Street to Wimer Street						\$ 250,000	High	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	250,000
P17	Beaver Slide - Water Street to Lithia Way						\$ 50,000	High	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	50,000
P18	A Street - Oak Street to 100' west of 6th Street						\$ 250,000	High	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	250,000
P22	N Mountain Avenue - 100' south of Village Green Way to Iowa Street						\$ 450,000	High	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	450,000
P23	Wightman Street - 200' north of E Main Street to 625' south of E Main Street						\$ 400,000	High	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	400,000
P28	Ashland Street - S Mountain Avenue to Morton Street						\$ 450,000	High	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	450,000
P38	Clay Street - Siskiyou Boulevard to Mohawk Street						\$ 300,000	High	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	300,000
P57	Tolman Creek Road - Siskiyou Boulevard to City Limits (west side)						\$ 425,000	High	\$ 425,000	\$ -	\$ -	\$ -	\$ -	\$ -	425,000
P59	Garfield Street - E Main Street to Siskiyou Boulevard						\$ 750,000	High	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	750,000
P60	Lincoln Street - E Main Street to Iowa Street						\$ 450,000	High	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	450,000
P61	California Street - E Main Street to Iowa Street						\$ 500,000	High	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	500,000
P63	Liberty Street - Siskiyou Boulevard to Ashland Street						\$ 650,000	High	\$ 650,000	\$ -	\$ -	\$ -	\$ -	\$ -	650,000
P65	Faith Avenue - Ashland Street to Siskiyou Boulevard						\$ 350,000	High	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	350,000
P70	Park Street - Ashland Street to Siskiyou Boulevard						\$ 650,000	High	\$ 650,000	\$ -	\$ -	\$ -	\$ -	\$ -	650,000
P04	Laurel Street - Nevada Street to Orange Avenue						\$ 500,000	Medium	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	500,000
P08	Wimer Street - Thornton Way to N Main Street						\$ 800,000	Medium	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -	800,000
P37	Clay Street - Faith Avenue to Siskiyou Boulevard						\$ 1,000,000	Medium	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	1,000,000
P62	Quincy Street - Garfield Street to Wightman Street						\$ 150,000	Medium	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	150,000
P64	Water Street - Van Ness Avenue to B Street						\$ 250,000	Medium	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	250,000
P72	C Street - Fourth Street to Fifth Street						\$ 100,000	Medium	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	100,000
P73	Barbara Street - Jaquelyn Street to Tolman Creek Road						\$ 100,000	Medium	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	100,000
P74	Roca Street - Ashland Street to Prospect Street						\$ 250,000	Medium	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	250,000
P75	Blaine Street - Morton Street to Morse Avenue						\$ 100,000	Medium	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	100,000
P78	Patterson Street - Crispin Street to Carol Street						\$ 100,000	Medium	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	100,000
P79	Harrison Street - Iowa Street to Holly Street						\$ 100,000	Medium	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	100,000
P80	Spring Creek Drive - Oak Knoll Drive to road end						\$ 350,000	Medium	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	350,000
P81	Bellview Avenue - Greenmeadows Way to Siskiyou Boulevard						\$ 250,000	Medium	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	250,000
	Subtotal Sidewalk/Pedestrian	\$ 731,000	\$ 200,000	\$ 170,000	\$ 250,000	\$ -	\$ 9,975,000		\$ 11,326,000	\$ 63,633	\$ 1,143,160	\$ -	\$ -	\$ -	10,119,206
	Bicycle	FY15	FY16	FY17	FY18	FY19	Unfunded		Project Totals	Street SDC	Grants	LIDs	other	fees & rates	
B02	Wimer Street Bicycle Boulevard - From Scenic Drive to N Main Street. Coordinate with Project R31						\$ 20,000	High	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B05	Maple/Scenic Drive/Nutley Street Bicycle Boulevard - From N Main Street to Winburn Way						\$ 110,000	High	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B07	Iowa Street Bike Lane - From Terrace Street to road terminus and from S Mountain Avenue to Walker Avenue						\$ 240,000	High	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B10	S Mountain Avenue Bike Lane - From Ashland Street to E Main Street						\$ 120,000	High	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B11	Wightman Street Bicycle Boulevard - E Main Street to Siskiyou Boulevard						\$ 60,000	High	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B13	B Street Bicycle Boulevard - From Oak Street to N Mountain Avenue						\$ 80,000	High	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B16	Lithia Way Bicycle Boulevard - From Oak Street to Helman Street						\$ 110,000	High	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B17	Main Street Bicycle Boulevard - From Helman Street to Siskiyou Boulevard						\$ 50,000	High	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B19	Helman Street Bicycle Boulevard - From Nevada Street to N Main Street						\$ 80,000	High	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B26	Normal Avenue Bike Lane - From E Main Street to Siskiyou Boulevard. Coordinate with Project R19						\$ 190,000	High	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B29	Walker Avenue Bicycle Boulevard - From Siskiyou Boulevard to Peachey Road						\$ 40,000	High	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B31	Indiana Street Bicycle Boulevard - Siskiyou Boulevard to Oregon Street						\$ 20,000	High	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B33	8th Street Bicycle Boulevard - A Street to E Main Street						\$ 20,000	High	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B38	Oregon/Clark Street Bicycle Boulevard - Indiana Street to Harmony Lane						\$ 40,000	High	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
TR01	Northside Trail - Multi-use Path - From Orchid Avenue to Tolman Creek Road						\$ 2,000,000	High	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B03	Nevada Street Bike Lane - From Vansant Street to N Mountain Avenue. Coordinate with Project R17						\$ 230,000	Medium	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B09	Ashland Street Bicycle Boulevard - From Morton Street to University Way						\$ 30,000	Medium	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B18	N Main Street Bike Lane - From Jackson Road to Helman Street						\$ 260,000	Medium	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B20	Water Street Bicycle Boulevard - From Hersey Street to N Main Street						\$ 30,000	Medium	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B25	Tolman Creek Road Bike Lane - From Siskiyou Boulevard to Green Meadows Way						\$ 100,000	Medium	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B37	Clay Street Bicycle Boulevard - From Siskiyou Boulevard to Mohawk Street						\$ 20,000	Medium	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B39	Glenn Street/Orange Avenue Bicycle Boulevard - From N Main Street to Proposed Trail						\$ 40,000	Medium	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
B40	Laurel Street Bicycle Boulevard - From Orange Street to Nevada Street						\$ 40,000	Medium	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
TR02	Multi-Use Path - From Clay Street to Tolman Creek Road						\$ 400,000	Medium	#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
	Subtotal Bicycle	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,330,000		#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	#REF!
	TRANSPORTATION / LID	\$ 1,081,000	\$ 1,630,000	\$ 655,000	\$ 3,820,000	\$ 450,000	\$ 31,817,000		#REF!	\$ 518,783	\$ 3,879,925	\$ 1,199,850	\$ 75,000	\$ -	#REF!

Memo

CITY OF
ASHLAND

Date: April 17, 2014
From: Scott A. Fleury
To: Transportation Commission
RE: Agenda Advertisement

BACKGROUND:

As per the discussion at the March 20, 2014 meeting staff researched advertisement and public notice options with respect to the TC meeting agenda and critical discussion items. Commission was interested in costs associated with advertisements and how to alert the general public on critical discussion topics where recommendations were made to the Council and Public Works Director.

Staff's research determined that we are required to send our meeting information to the newspaper but we are not required to pay for it. Other Commission staff send an email to the Mail Tribune and Daily Tidings. The email states that there will be a _____ commission meeting on _____ at 6:00 pm at the Council Chambers, located at 1175 East Main Street. The notice is generally included in the community section of the Mail Tribune every Sunday. The Daily Tidings also publishes them periodically throughout the month, no particular day. If the commission wishes to have the agenda topics included that would require paying for the public notice.

With respect to the City Council agenda, a shortened one is posted as a display ad in the Ashland Tidings the Saturday before the meeting. They fee for this is approximately \$40, for the size used.

CONCLUSION:

Staff sees two separate notification issues. The first would be for issues that are localized on our residential streets that include parking, striping, signage and safety improvements or changes that can be noticed through a letter to the residents in the vicinity that will be affected by changes.

The second issue would be for larger impact items that could affect a greater portion of the population and these include items like the road diet, Normal Ave. Neighborhood plan, changes to the downtown business district and major arterials.

Staff would like to discuss critical items with the TC in advance of actual meeting dates and determine the level of notification required for the specific discussion item. As previously discussed staff's intent is to bring an item before the TC for general discussion and then provide public notification and specific invites of the subsequent meeting to the public.

Memo

CITY OF
ASHLAND

Date: April 17, 2014
From: Scott A. Fleury
To: Transportation Commission
RE: Transportation and Growth Management Grant

BACKGROUND:

As mentioned at the previous meeting 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

The Siskiyou Blvd. pedestrian crossing evaluation is a high priority TSP study valued at \$35,000. The study is defined as: 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.

The full grant application is due in June of this year and staff is requesting a letter of support from the Transportation Commission to include with the full grant application. In addition staff would like the Commission to recommend to the Ashland City Council that they also provide a letter of support to include with the application.

CONCLUSION:

Staff can draft a letter of support to be reviewed and signed by the Chair on behalf of the Transportation Commission.

Potential Motion:

Move to recommend to the City Council they provide a letter of support to include with the grant application for the Siskiyou Blvd. pedestrian crossing evaluation study.

Transportation Commission
Action Summary
as of March 2014

Month Year	Item Description	Status	Date Complete
December 19 TC	Orange Ave. Bike Boulevard	TR13-14	
October 24 TC	Faith Ave. Sharrows/Signs	TR13-13	
August 26 TC	N. Mountain Ave Improvements	TR13-12	
May 23 TC	Bike Path Signage	Approved TR13-08	
May 23 TC	Plaza Parking Prohibition	Approved TR13-09	6/13
February 28 TC	Main St. Parking Restriction	Approved TR13-07	4/13
February 28 TC	Fair Oaks No Parking Restriction	Approved TR13-03	4/13
February 28 TC	East Main Crosswalk Signage	Approved TR 13-04	4/13
October 12 TC	B St. and Eighth St. sight distance	Approved, TR 2012-04	
October 12 TC	B St. and Second crosswalk sight distance	Approved, TR 2012-05	
September 12 TC	B St. and Second sight distance analysis	Staff report complete	
September 12 TC	Lithia/First Intersection Analysis	Traffic Engineer under contract to perform services	
August 12 TC	Centerline marking on Takelma Way	Approved, TR 2012-03	9/12
March 12	Sharrow markings on Maple St.	approved, TR 2012-01	10/12
March 12	Centerline marking on Crispin St.	approved, TR 2012-02	10/12
March 12	Loading zone on Lithia Way	not approved	
November 11 TC	Parking prohibitions on Highwood Dr.	approved, TR 2011-09	2/26/12
October 11 TC	Crosswalk on A Street	approved TR 2011-08	12/1/11
August 11 TC	Parking prohibitions on Almond	approved TR 2011-07	✓
August 11 TC	Stop sign at 4th and A Streets	not approved	
Jul 11 TC	Parking Prohibitions on E. Nevada	approved; TR 2011-04	3/8/12
Jul 11 TC	Stop Sign at Starflower	approved yield; TR 2011-05	11/17/11
Jul 11 TC	A' Shared Road	approved; TR 2011-06	10/28/11
June 11 TC	N. Main Road Diet	TC recommend implementation asap, approved 8/2/11	
June 11 TC	Parking prohibition on Central	TR 2011-03, install painted centerline, only	✓
May 11 TC	Stop sign on Homes	Stop sign not approved, other improvements implemented.	
May 11 TC	Stop sign on Pinecrest	not approved	
May 11 TC	Left turn signal at Wightman	recommended review by traffic engineer	
May 11 TC	Memorial Sign Request	recommended development of a policy, approved by Legal/Planning. Approved by Council	1/27/12
Apr 11 TC	N. Main Road Diet Pilot	Approved by Council 8/2/11	
Feb 11 TC	Parking Prohibitions Meadowbrook	TR 2011-02 order sent to Street Div.	✓
Feb 11 TC	Parking Prohibitions on Liberty St	TR 2011-01 order sent to Street Div.	✓
Feb 11 TC	Bike Corral on Third Street	Completed & installed	✓
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 to be 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	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	Bridge Street Parking Prohibition Change	Memo received from Fire Dept recommending against change	✓
Jul 10 TSC	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	✓

Making an Impact

Volunteer Issue

April 2014 - Vol. 1, Issue 7

Super Heroes

However you may feel about President Nixon, he did at least one great thing: *National Volunteer Week* began in 1974 when he signed an Executive Order establishing the week as an annual celebration of volunteering.

Every president since has signed a proclamation promoting *National Volunteer Week*. Now as a nation, we celebrate all month long, and our Canadian neighbors join in as well.

A search of volunteer information for this article sent me to a slew of websites looking to add volunteers to their ranks. Many were very, very detailed. You no longer need to be simply a volunteer; you can be one of these folks:

- Skill-Based
 - Virtual
 - Micro
 - Environmental
 - Corporate
 - Medical Tourism
 - Community-Like Minded
- (this one is a little scary)



Not included on that list are the volunteers that I have the honor and privilege to work with; they are clearly the Super Hero type.

They volunteer for the DUII Victims Impact Panel, deliver the Crash Car Trailer both around town and out of town (*and have to park that beast in Downtown Portland*). They speak in classrooms, work at safety fairs, direct traffic in parking lots at our events, distribute surveys, and the list goes on.

While out in the community they are the best ambassadors that a small non-profit could wish for. Our volunteers give so much more than they will ever receive, and do so with a willing heart. We would not be able to reach a fraction of the youth that we present to without the time they dedicate to keeping our roadways safe.

So before the month is out, I hope you will make some time to let your Super Heroes know how much they are appreciated.

~Safe Travels, Janelle Lawrence

TSC Highlight - Independence

In each issue of Making an Impact we highlight an Oregon Traffic Safety Committee or Commission. This month we share our interview with David Oliveros, Independence Police Department, and a member of the Independence Traffic Safety Commission.

Q: What are some of your TSC's achievements?



DO: We have been able to achieve high community input. We have also acquired tools to assist us in our goals like a radar trailer, etc.

Q: Can you share some of the things you have learned?

DO: Changes take a long time sometimes, just stay at it.

Q: What would you say to others looking to make their community safer?

DO: Get involved and learn about the issues influencing your community.

Ponderosa Elementary Purchases Bike Fleet

In a giant sustainable leap forward for Commute Options' Safe Routes to School (SRTS) program, Ponderosa Elementary has purchased its very own bicycle fleet. The fleet, containing 22 bicycles to start, will be used in a variety of ways to promote healthy active living at the school.

Ponderosa PTA President, Jules Baumgarte, states they want to create a culture around active transportation at Ponderosa. Having a complete set of bicycles at the school will benefit education in many ways. Bicycle field trips to Pine Nursery Park, integrated SRTS education with classroom teachers and P.E., and in-classroom instruction focusing on mathematics/geometry around bicycles, to name a few of the uses. Further, Baumgarte feels like they "bought a classroom" and not just a

mode of transportation.

The bicycles were purchased for \$1,700 from the Bicycle Resource of Bend (BRoB). Executive Jeff Schuller could not be happier to help the school. BRoB plans to sustain involvement with SRTS schools by teaching bicycle

Center Foundation and the PTA, will supply a helmet to every student in need at Ponderosa. Current helmet evaluation and fitting will occur at the beginning of *Walk and Bike Challenge Month* in May.

Principal Steve Austin has been a long time supporter of SRTS and is looking forward to the bicycle fleets great variety of uses at the school. Expanding education time for science based learning in the adjacent park, is one of the most prominent at the school. Commute Options Executive Director Jeff Monson states, above all, incorporating active transportation into the school and creating a sustainable culture is key for healthy active living. Commute



Photo: Jeff Schuller – Bicycle Resource of Bend

maintenance and assisting to maintain the fleet. Funds for the fleet were raised by the PTA during their Spring Auction.

In addition, partnership with the

Options is proud to be a catalyst to this reality at Ponderosa.

Three cheers for Ponderosa Elementary!

Article reprinted from
<http://www.commuteoptions.org/>



Janelle Lawrence
Executive Director, Oregon Impact
<http://www.oregonimpact.org>

Comments? Questions?
We invite you to contact us at:
<http://oregonimpact.org/contact-us/>

SUBSCRIBE

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www.oregon.gov/ODOT/TS

Celebrating April as National Volunteer Month

Volunteers are the heart of the community. Here are a few facts about volunteering:

- Adults who began volunteering as youth are twice as likely to volunteer as those who did not volunteer when they were younger.

- Non-volunteers say that they are more likely to serve if a

trusted friend asks them to serve.

- Volunteers have a better chance of finding a job after being out of work than non-volunteers.



- Research demonstrates that volunteering leads to better health and that older volunteers are the most likely to receive physical and mental health benefits from their volunteer activities.

Volunteering and Civic Engagement in Oregon

Overall, Oregon is looking great. The latest data shows that in 2012, volunteers rolled up their sleeves to help countless good causes all around the Beaver State:

- 34.1% of residents volunteered, ranking Oregon 11th among the 50 states.
- 51.8 volunteer hours per resident.
- 1.10 million volunteers.
- 160.8 million hours of service.
- \$3.1 billion of service contributed.
- 56.0% of residents donated to charity.
- 13.7% of residents participated in public meetings.
- 32.6% of residents over age 55 volunteered.

Want to know more? Additional data with useful graphs is available on voting, group participation, social connectedness, and other volunteering and civic life indicators.



For details visit:
<http://www.volunteeringinamerica.gov/NationalServiceInOregon>

Oregon also shines in national service, with more than 1,200 AmeriCorps members and 6,500

Senior Corps volunteers meeting local needs, strengthening communities, and increasing civic engagement.

In 2012, the Corporation for National Community Service committed more than \$13,590,000 to support Oregon communities through national service. Way to go!

From helping those in need to championing

the causes that help make the roadways safer, volunteers in Oregon demonstrate dedication to improving their communities. We appreciate each and every one of you, and the efforts you have contributed.

Walk + Bike Challenge Month: Double the Fun!

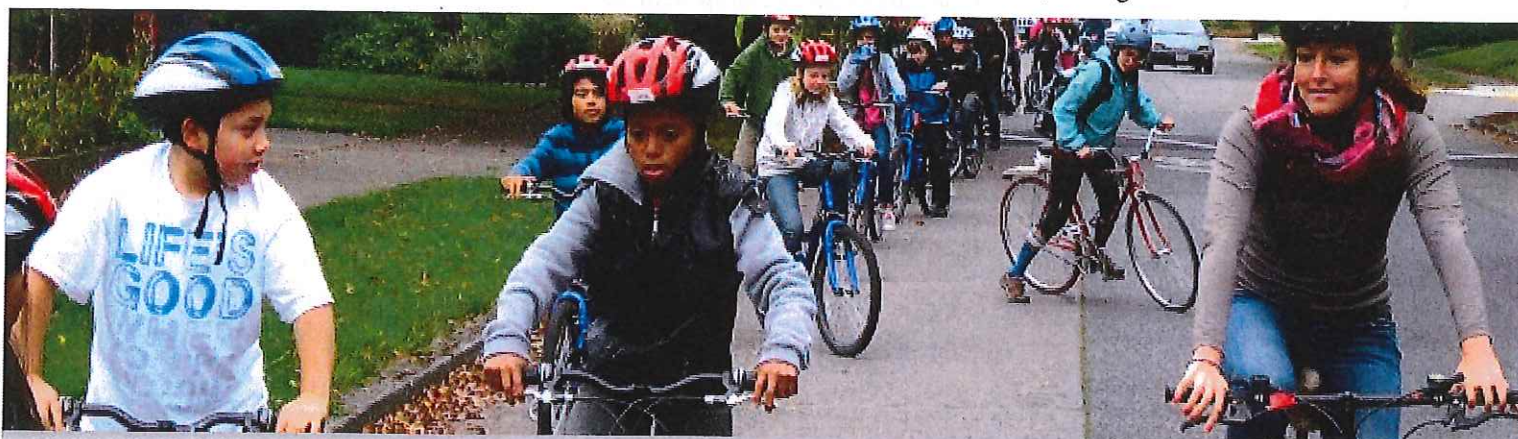
This year, Oregon's *Walk+Bike Challenge Month*, which takes place each May, coincides with *National Bike to School Day* on May 7th.

First, schools that register for Oregon's event will receive stickers, shoelaces, and event resources.

Then it gets even better! Schools that register for the national event will be entered to win the *Helmets on Heads* giveaway. 10 schools will receive 10

register for the *National Bike to School Day* event and to be entered in the giveaway.

Registering for both events is a win-win for your local school and the greater community. Ready - Set - Let's get started!



What will this mean for your community? Twice the learning experience and twice the fun!

bikes and 20 helmets.

Student-focused community organizations are also eligible to

Registration Links:

Oregon: <http://walknbike.org/>

National: www.walkbiketoschool.org



Check Up Events and Fitting Stations

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



Date	City	Location	Address	Time
4/12	Vernonia	Vernonia Fire	555 E Bridge	11 am - 1 pm
4/16	Redmond	Redmond Fire	341 Dogwood Ave	2 pm - 4 pm
4/17	Madras	Jefferson Co Fire	65 SE Adams Dr	11 am - 1 pm
4/19	Beaverton	Kuni Collision Center	3725 SW Cedar Hills Blvd	9 am - 12:30 pm
4/23	Bend	Bend Fire	1212 SW Simpson	10 am - 1 pm
4/24	Eugene	Eugene Fire	1725 W 2nd Ave	4 pm - 6 pm
4/26	Sherwood	Kohl's	16685 NW 12th St	9 am - 11:30 am
4/26	Salem	Salem Hospital	Pkg Grg @ Mission/Capitol	12:30 pm - 2 pm
4/30	Forest Grove	Forest Grove Fire	1919 Ash St	3 pm - 5 pm
5/1	Redmond	Redmond Fire	341 Dogwood Ave	11 am - 2 pm
5/3	Beaverton	Beaverton Police	4655 SW Griffith Dr	9 am - 12:30 pm
5/3	Lake Oswego	Lake Oswego Fire	300 B. St	10 am - 1:30 pm

Prevent Heatstroke in Cars

Heatstroke is the leading cause of non-crash, vehicle-related deaths for children. Young children are particularly at risk because their bodies heat up three to five times faster than an adult's. Between 2010 to 2013, 159 children lost their lives due to being left alone in a hot vehicle.

As spring warms into summer, we should all be aware that it doesn't necessarily take an overly hot day to make a dangerously hot car. In the video still pictured right, an 80 degree outside temperature can affect a vehicle to 123 degrees.

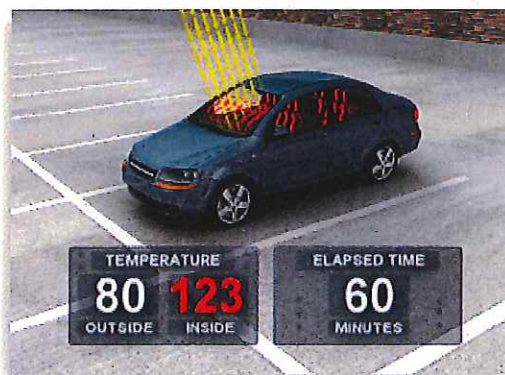
Here's how we can all work together to keep kids safe from heatstroke; by remembering to ACT.

A: Avoid heatstroke-related injury and death by never leaving a child alone in a car, not even for a minute. And make sure to keep your car locked when you're not in it so kids don't get in on their own.

C: Create reminders by putting

something in the back of your car next to the child (such as a purse or cell phone) that is needed at your final destination.

T: Take action. If you see a child alone in a car, call 911 immediately. Emergency personnel are trained to respond to these situations. One call could save a life.



What else can I do?

Spread the word. The video pictured in this article demonstrates a simulation of rapid and extreme car heating from direct sunlight, and shows just how quickly temperatures inside a car can increase, putting anyone inside of that car at risk of injuries or even death.

<http://tinyurl.com/mwvbddm>

Don't Walk Distracted



SafeKids USA recently created a "Don't Walk Distracted" media campaign and video.

Please share, especially with students. Watch the video here: <http://tinyurl.com/nn3asra>

CPS Techs, Get Your Online CEU's Here!

Sign up for free webinars presented by State Farm and Safe Kids:

Featured Manufacturer: Diono
May 15th from 11 am - 12 pm
Register: <http://bit.ly/May15web>

Product Update: Cybex
June 11th from 11 am - 12 pm
Register: <http://bit.ly/June11Cybex>

Vehicle Manufacturer Discussion
June 18th from 11 am - 12 pm
Register: <http://bit.ly/June18veh>

*The Day of
the Tournament*

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



SUPPORT THE CAUSE. SAVE A LIFE.

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

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

For more information contact:

Janelle Lawrence
503.303.4954 x102
janelle@oregonimpact.org

**All proceeds fund
Oregon Impact
Programs**



Stone Creek Golf Club

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

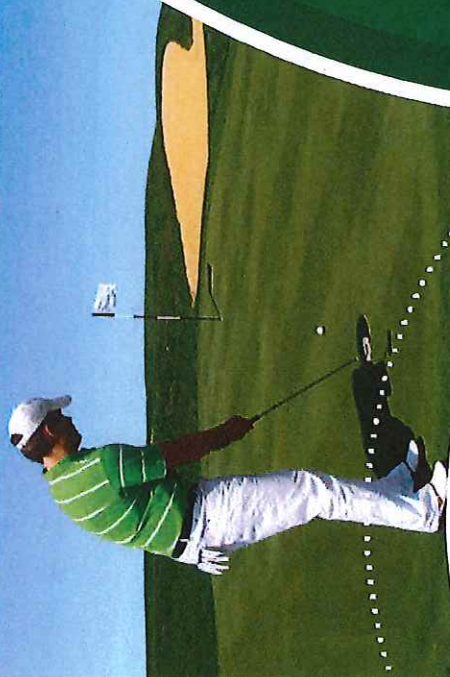
Oregon Impact
PO Box 220010
Milwaukie OR 97269

**ANNUAL
Oregon Impact
GOLF
TOURNAMENT**

Stone Creek Golf Club
Wednesday, July 23rd, 2014

**MAKE THE
HOLE. MAKE
A DIFFERENCE.**





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Entry Deadline 07/17/2014
Fee \$100 per player \$350 per foursome

Sign up Today!

Wednesday, July 23rd

Tournament INFORMATION

Time and Place

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

11:30 am for registration and lunch

Amenities

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

REGISTRATION FORM

YES! I WANT TO PARTICIPATE

TEAM CAPTAIN

COMPANY

ADDRESS

CITY/STATE

EMAIL

PHONE

PLAYER #1

PLAYER #2

PLAYER #3

PLAYER #4

PAYMENT

☐ Contest Sponsor \$500

☐ Foursome \$350

☐ Tee & Foursome \$500

☐ Individual \$100

☐ Tee Sponsor \$200

☐ Banquet \$25

☐ Call Me! I can help.

☐ Donation _____

TOTAL

☐ VISA

☐ MASTERCARD

☐ AMEX

☐ DISCOVER

CC#

EXP. DATE

SECURITY CODE

SIGNATURE

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

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

MOTOR VEHICLE CRASH SUMMARY

MONTH: MARCH

NO. OF ACCIDENTS: 11

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUI	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
2	16:05	Sun	B St at Oak	3	N	N	N	N	N	Y	N	Y	Police car not placed in park rolled into 2 vehicles causing damage before coming to a stop.
4	17:25	Tue	Siskiyou NW bound before E Main St	1	N	N	Y	Y	Y	Y	N	N	DV, under drug influence, swerved and ran off the road into Fire Station #1 causing damage to structure. Driver injured.
13	9:17	Thurs	SB Walker south of E Main	2	N	N	N	N	Y	Y	N	N	DV1, waiting to make left turn into driveway, was rearended by dv2. DV2 cited for following too close.
14	8:41	Fri	Third St at Lithia Way	2	N	N	N	N	N	Y	N	N	DV1 continuing through to 3rd St across Lithia Wy struck V2 which was turning left onto Third. DV1 admitted fault.
14	12:24	Fri	E Main St at S Second St	2	N	N	N	N	N	Y	N	N	DV1 was rearended by v2 at intersection. No damage to V1 and driver left scene. Damage to V2 only. No citation.
16	12:03	Sun	Water St south of W Hersey	1	N	N	N	N	Y	N	N	N	Unoccupied vehicle rolled backwards into tree. Driver was found and cited for failing to secure parked vehicle.
16	15:00	Sun	Lithia Way at Oak St	2	N	N	N	N	N	Y	N	N	Dv1 travelling through on Lithia Wy was struck by v2 crossing Lithia Way on Oak. Dv2 was at fault. No citation.
27	14:25	Thr	N Main St north of Maple	2	N	N	N	N	N	Y	N	N	Dv1 was rearended by v2 while waiting to turn left. Dv2 was cited for following too close.
27	16:04	Thr	200 block Tolman Creek Road	2	N	Y	Y	N	N	Y	N	N	Dv stopped and began to make a right turn when a bicyclist struck veh. B1 was travelling the wrong way in the bike lane and was at fault. No citation due to young age.

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
27	20:18	Thr	Wightman south of E Main St	1	N	N	N	N	Y	Y	N	N	Dv ran off road damaging 4 mailboxes 2 trees and an electric box. Cited reckless driving, Criminal mischief and reckless endangerment.
28	3:43	Fri	B St at Emerick	2	N	N	U	N	Y	Y	Y	N	Driver of stolen vehicle ran into a parked veh, then fled on foot. Driver not located. Minor damage to both vehicles.

